

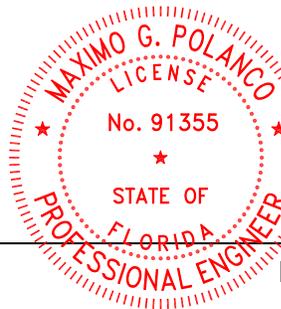
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# TRAFFIC IMPACT ANALYSIS

**The AVE – Wilton Manors  
Wilton Manors, Florida**

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**October 2025**

**LANGAN**

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## EXECUTIVE SUMMARY

Langan Engineering & Environmental Services, LLC was retained by Andrews Avenue Wilton Manors, LLC to prepare a traffic-impact analysis for The AVE – Wilton Manors residential development that will be built at 3058-3065 N. Andrews Avenue in Wilton Manors, Florida. The 3.1-acre vacant site is located at the southeast corner of the intersection of W/E Oakland Park Boulevard and N. Andrews Avenue, Wilton Manors, Broward County, Florida. The development was previously under review with the city under application PZ-111422 as a multifamily mid-rise residential building comprising of 186 dwelling units with 12 live/work units and 266 parking spaces. The applicant is now requesting to reduce the development program to 149 dwelling units with seven (7) live/work units and 225 parking spaces. The development is expected to be built by 2028 or sooner. We analyzed six signalized intersections for the 2028 build conditions. The peak-hour traffic-impact analyses with the proposed development's impacts in 2028 yielded the following results:

- The signalized intersections are expected to operate within their adopted Level of Service (LOS) during the morning and afternoon peak-hours except for the intersection of Oakland Park Boulevard at NW 9<sup>th</sup> Avenue and N. Andrews Avenue, which are expected to operate beyond its adopted LOS during the morning and afternoon peak hours with and without the proposed project's impacts.
- We optimized the signal timing, without changing the cycle length, of the intersections Oakland Park Boulevard at NW 9<sup>th</sup> Avenue, N. Andrews Avenue, and NE 6<sup>th</sup> Avenue to improve the LOS and delay time of the movements and approaches that are expected to operate beyond capacity during the morning and afternoon peak hours. With optimization, all LOS during the build conditions are expected to operate the same, or better, when compared to no build conditions.
- The proposed development is not significantly impacting the intersections expected to operate beyond their adopted LOS and should not be responsible for mitigating the project's impacts to these intersections.
- The proposed development will have one right-turn only ingress and egress driveway connection to N. Andrews Avenue, which is expected to operate at LOS B or better during the morning and afternoon peak-hours.
- The expected volumes from the proposed development do not warrant the need for an exclusive right turn-lane at the proposed driveway connection to N. Andrews Avenue.
- The analysis demonstrates that no additional roadway improvements are warranted or required to accommodate the proposed development. Nevertheless, the developer has

committed to the 18-foot right-of-way dedication along Andrews Avenue to support future roadway widening and construction of an additional northbound through lane as required by Broward County.

- The proposed development will include a controlled access gate at the entrance/exit of the ramp serving the upper-level parking spaces, located approximately 140 feet east of the property line. Access through this gate will be restricted to residents only. In addition, the development will provide a ground-level parking lot that will remain open and accessible to visitors and commercial users.

We conducted intersection-capacity analyses for the existing, no build (future without project) and build (future with project) conditions. The proposed development is expected to generate 694 daily, 59 morning peak-hour, and 62 afternoon new peak-hour trips.

## 1.0 INTRODUCTION

Langan was retained by Andrews Avenue Wilton Manors, LLC to prepare this impact-analysis report for The AVE – Wilton Manors residential (development) to be built in Broward, Florida. The 3.1-acre vacant site is located at 3058-3065 N. Andrews Avenue, Wilton Manors in Broward County, Florida. The development will comprise a six-story building with 149 multifamily dwelling units (mid-rise) and 7 live/work units uses expected to be built by 2028.

We analyzed six signalized intersections during the morning and afternoon peak hours and found that all signalized intersections are expected to operate with their adopted LOS during the morning and afternoon peak hours, except for the intersections of Oakland Park Boulevard at NW 9<sup>th</sup> Avenue and N. Andrews Avenue, which are expected to operate beyond its adopted LOS with and without the proposed development's impacts. We optimized the signal timing, without changing the cycle length, of the intersections of Oakland Park Boulevard at NW 9<sup>th</sup> Avenue, N. Andrews Avenue, and NE 6<sup>th</sup> Avenue to demonstrate that the intersections can improve the expected LOS and delays in the future conditions with minor signal timing optimization. With optimization, all LOS during the build conditions are expected to operate the same, or better, when compared to no build conditions. In addition, the proposed development is not expected to impact the optimized intersections by more than 0.8%; therefore, the project does not significantly impact them and should not be responsible for mitigating the project's impacts at these locations beyond signal timing optimization. This report presents the traffic-data and traffic-impact analysis for this proposed development.

### 1.1 Project Description

The development will be built in two land parcels (Property Ids.: 494227170200 and 494227180010). **Appendix A** contains the figures of this report. **Figure 1** illustrates the site location. **Appendix B** contains a copy of the site plan that shows the proposed development program and location of the development's driveways. The proposed development will have access through one driveway connection to N. Andrews Avenue. The connection will operate as a right-turn ingress and egress only driveway entrance providing access to the proposed parking lot and parking garage. Broward County's and FDOT adopted maximum LOS for intersections and roadways is LOS D within the study area.

## 1.2 Study Methodology and Study Area

Langan undertook the following steps to prepare this study:

- Collected morning (7 to 9 AM) and afternoon (4 to 6 PM) peak-hour vehicle turning-movement volumes at the following study intersections:
  - Oakland Park Blvd & NW 9<sup>th</sup> Avenue (signalized)
  - Oakland Park Blvd & N. Andrews Avenue (signalized)
  - Oakland Park Blvd & NE 6<sup>th</sup> Avenue (signalized)
  - NW 29<sup>th</sup> Street & NW 9<sup>th</sup> Avenue (signalized)
  - NW 29<sup>th</sup> Street & N. Andrews Avenue (signalized)
  - NE 26<sup>th</sup> Street & N. Andrews Avenue (signalized)
- Used Peak Season Conversion Factors (PSCF) from the Florida Department of Transportation (FDOT) to convert the traffic data into peak-season volumes.
- Prepared trip-generation estimates for the proposed development, based on accepted trip-generation rates developed by the Institute of Transportation Engineers (ITE).
- Calculated a growth rate for background traffic by using FDOT historical data from traffic-count stations near the project.
- Developed trip-distribution estimates for the proposed development based on census data Journey-to-Work (JTW) model.
- Prepared morning and afternoon peak-hour intersection-capacity analyses for the following conditions at the study intersections: 2025 existing, 2028 future no-build, and 2028 future build.
- Calculated the morning and afternoon peak-hour LOS intersection-capacity analyses of the development's driveways for the 2028 build conditions.
- Evaluated the need of exclusive turn-lanes at the proposed project's driveway connections to public roadways.

## 2.0 DESCRIPTION OF EXISTING CONDITIONS

Langan visited the study area to collect the lane-configuration and traffic-control data shown in **Figure 2. Appendix C** contains the county’s signal-timing data.

### 2.1 Roadway Characteristics

#### W/E Oakland Park Boulevard

W/E Oakland Park Boulevard is a six-lane, divided, east-west, state-maintained, principal arterial roadway with a 35 MPH posted.

#### NW 29<sup>th</sup> Street

NW 29<sup>th</sup> Street is a two-lane, undivided, east-west, city-maintained, local roadway with a 25 MPH posted speed limit.

#### NE 26<sup>th</sup> Street

NE 26<sup>th</sup> Street is a two-lane, undivided, east-west, city-maintained, major collector roadway with a 30 MPH posted speed limit.

#### NW 9<sup>th</sup> Avenue

NW 9<sup>th</sup> Avenue is a six-lane, divided, north-south, state-maintained, principal arterial roadway with a 35 MPH posted speed limit. South of NW 29<sup>th</sup> Street, NW 9<sup>th</sup> Avenue transitions into a four-lane roadway

#### N. Andrews Avenue

N. Andrews Avenue is a four-lane, undivided with a two-way left-turn lane, north-south, county-maintained, minor arterial roadway with a 35 MPH posted speed limit.

#### NE 6<sup>th</sup> Avenue

NE 6<sup>th</sup> Avenue is a two-lane, undivided, north-south, county-maintained, major collector roadway with a 30 MPH posted speed limit.

### 2.2 Traffic Counts and Volumes

Traffic-volume data was collected on Thursday, September 11, 2025, from 7:00 to 9:00 AM and 4:00 to 6:00 PM. We applied FDOT’s season adjustment factors (1.01) to convert the traffic data into peak-season volumes. We analyzed the intersection capacity analysis was based on the peak hour of each intersection to provide a worst-case scenario analysis. **Figure 3** illustrates the

existing weekday morning and afternoon peak-hour traffic volumes. Appendix C contains the traffic data and seasonal-adjustment factors.

### 2.3 Intersection Capacity Analysis (Level of Service)

We conducted 2025 existing-conditions capacity analyses for the study intersections using Synchro software. We found that all signalized intersections are operating within their adopted LOS except for the intersections of Oakland Park Boulevard at NW 9<sup>th</sup> Avenue and N. Andrews Avenue, which are operating beyond its adopted LOS during the morning and afternoon peak hours. **Table 1** summarizes the results of the existing-conditions analysis. **Appendix D** contains intersection-volume tables; **Appendix E** contains the capacity-analyses worksheets.

**Table 1 - 2025 Existing Intersection Capacity Analysis Summary**

Location	Traffic Control	Approach	AM Peak Hour		PM Peak Hour	
			LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
(1) Oakland Park Blvd & NW 9 Avenue	Signalized	Overall	E	70.4	E	72.4
(2) Oakland Park Blvd & N. Andrews Avenue	Signalized	Overall	E	66.9	E	73.5
(3) Oakland Park Blvd & NE 6 Avenue	Signalized	Overall	C	26.3	C	30.6
(4) NW 9 Avenue & NW 29 Street	Signalized	Overall	A	9.8	B	15.3
(5) N. Andrews Avenue & NW 29 Street	Signalized	Overall	A	8.2	A	6.6
(6) N. Andrews Avenue & NE 26 Street	Signalized	Overall	A	7.6	B	12.0

Capacity analysis provides an indication of the adequacy of intersection and roadway facilities to serve traffic demand. The evaluation criteria used to analyze the study intersections is based on the 7<sup>th</sup> Edition Highway Capacity Manual published by the Transportation Research Board.

### **3.0 PLANNED AND PROGRAMMED ROADWAY IMPROVEMENTS**

We reviewed the Transportation Planning Organization's 2025 Transportation Improvement Program (TIP 2025 through 2029), the county Long Range Transportation Plan (2050 LRTP) and the FDOT Five Year Work Program (2025 through 2029) and found three roadway improvements in our study area included one the latest TIP and two on the latest LRTP. FDOT has a planned project (Project No. 4484091) to resurface Oakland Park Boulevard from the east of I-95 to SR-A1A. Broward Department of Transportation and Public Works has a planned project (WM004) to redesign to add medians, lighting, and landscaping along N. Andrews Avenue from South Fork of Middle River to Oakland Park Boulevard. Broward Department of Transportation and Public Works has a planned project (WM003) to add traffic calming measures, e.g. traffic circles, protected bicycle lanes, crosswalks along N Powerline Road (SR 845, NW 9<sup>th</sup> Avenue), from South Fork of Middle River to Oakland Park Boulevard. We confirmed that none of these improvements will impact the existing traffic patterns or lane configurations in our study area during our analysis period. Appendix C includes excerpts from Broward TIP and LRTP showing the proposed improvement information.

## **4.0 NO BUILD CONDITIONS**

This section of the report covers background traffic growth and future traffic volumes used to evaluate the no build conditions. The no-build conditions evaluate future traffic volumes without the impacts of the proposed development.

### **4.1 Background/No Build Traffic**

Background, or no build traffic volumes, account for annual increases in traffic from approved and unbuilt land-development projects and historical increases in traffic volumes. Developing no build traffic operating conditions allows us to project what can be expected to exist in the study area without the proposed development.

We developed 2028 no-build traffic volumes by applying a compounded growth rate to the 2025 volumes. We reviewed FDOT Historical Data to review the traffic growth trends within the study area and found that there has been a declining trend in the past ten years. Therefore, we used a 0.5 percent annual growth rate to develop future background volumes. The growth-rate factor accounts for increased background traffic volumes and was applied to the existing volumes to develop 2028 no-build traffic volumes.

### **4.2 Intersection Analysis No Build Conditions**

We conducted intersection capacity analyses and found that the study intersections are expected to operate within their adopted LOS during the morning and afternoon peak hours except for the intersections of Oakland Park Boulevard at NW 9<sup>th</sup> Avenue and N. Andrews Avenue, which are operating beyond its adopted LOS during the morning and afternoon peak hours. **Figure 4** illustrates the 2028 no-build traffic volumes. **Table 2** summarizes the results of the 2028 no-build conditions capacity analysis. Appendix E contains the capacity-analyses worksheets.

**Table 2 - 2028 No Build Intersection Capacity Analysis Summary**

Location	Traffic Control	Approach	AM Peak Hour		PM Peak Hour	
			LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
(1) Oakland Park Blvd & NW 9 Avenue	Signalized	Overall	E	72.8	E	75.0
(2) Oakland Park Blvd & N. Andrews Avenue	Signalized	Overall	E	68.9	E	74.9
(3) Oakland Park Blvd & NE 6 Avenue	Signalized	Overall	C	26.8	C	31.1
(4) NW 9 Avenue & NW 29 Street	Signalized	Overall	A	9.9	B	15.4
(5) N. Andrews Avenue & NW 29 Street	Signalized	Overall	A	8.3	A	6.7
(6) N. Andrews Avenue & NE 26 Street	Signalized	Overall	A	7.7	B	12.3

## 5.0 BUILD CONDITIONS

This section of the report covers site-generated trips, trip distribution, and future traffic volumes used to evaluate the build conditions. The evaluation of the build conditions analyzes the future traffic volumes for the anticipated build-out year of the residential development by adding the development-generated traffic to the 2028 no-build peak hour traffic volumes.

### 5.1 Site-Generated Trips

The proposed development is expected to generate is expected to generate 694 daily, 59 morning peak-hour, and 62 afternoon peak-hour. We prepared daily, morning peak-hour and afternoon peak-hour trip estimates for the proposed development using equations from the 12<sup>th</sup> Edition of the ITE *Trip Generation Manual* based on Land Use 221 – Multifamily Housing (Mid-Rise) and Land Use 712 – Small Office Building. The proposed development includes a total of 149 dwelling units, which includes seven (7) live/work units. The live/work units consist of a total of 2,395 square feet. To provide a conservative trip generation analysis, the live/work units were included in the residential component and were also analyzed separately as a small office building use. **Table 3** summarizes the trip-generation estimates for the proposed development. **Appendix F** contains the trip-generation data.

**Table 3 - Trip Generation Estimates**

Use	Size	Daily	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
<b>Proposed Uses</b>								
Multifamily Housing (Mid-Rise)	149 DU	660	13	42	55	35	22	57
Small Office Building	2,395 SF	34	3	1	4	2	3	5
<b>Total</b>		<b>694</b>	<b>16</b>	<b>43</b>	<b>59</b>	<b>37</b>	<b>25</b>	<b>62</b>

*\*The LU Small Office Buildings are live/work residential units. For a conservative analysis, these units were treated as office uses*

### 5.2 Trip Distribution

We used census data and the Journey to Work (JTW) Model to determine the directional distribution of site-generated trips. The OnTheMap website, created by the United States Census Bureau, was used to produce a work destination report based on census blocks. The report produces the number of people who commute to the selected work census blocks from home census blocks. Work census blocks were designated as census blocks that are within a 2-mile

radius of the project site. A distribution was developed based on the direction of the home census blocks from the work census blocks and the number of employees in each home census block. Preferred routes were then assigned to the existing roadway, originating from the project site that follows the JTW distribution. Accordingly, for accessing the proposed residential development, 100% of the project traffic is expected to derive from the south. **Figures 5** shows the proposed development's traffic distributions to the study intersections. **Figures 6** illustrates the morning and afternoon development-traffic assignments at the study intersections.

### **5.3 Intersection Analysis Build Conditions**

We conducted capacity analyses for the study intersections and determined that the signalized intersections are expected to operate within their adopted LOS during the morning and afternoon peak hours, except of the intersections of Oakland Park Boulevard at NW 9<sup>th</sup> Avenue and N. Andrews Avenue, which are operating beyond its adopted LOS during the morning and afternoon peak hours with and without the proposed development's impact. We optimized the signal timing, without changing the cycle length, of the intersections Oakland Park Boulevard at NW 9<sup>th</sup> Avenue, N. Andrews Avenue, and NE 6<sup>th</sup> Avenue to improve the LOS and delay time of the movements and approaches that are expected to operate beyond capacity during the morning and afternoon peak hours. With optimization, all LOS are expected to operate the same, or better, when compared to no build conditions. In addition, the proposed development is not expected to impact the optimized intersections by more than 0.8%, which is below the five percent significance threshold. As such, no further mitigation beyond signal timing optimization should be required.

The 2028 build traffic volumes were derived by adding the total site-generated trips to the 2028 no-build traffic volumes. **Figure 7** illustrates the 2028 build morning and afternoon peak-hour traffic volumes. **Table 4** summarizes the 2028 build LOS for the morning and afternoon peak hours.

**Table 4 - 2028 Build Intersection Capacity Analysis Summary**

Location	Traffic Control	Approach	AM Peak Hour		PM Peak Hour	
			LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
(1) Oakland Park Blvd & NW 9 Avenue	Signalized	Overall	E	73.1	E	75.5
		Overall <sup>[1]</sup>	E	72.7	E	75.5
(2) Oakland Park Blvd & N. Andrews Avenue	Signalized	Overall	E	70.0	E	75.4
		Overall <sup>[1]</sup>	E	68.0	E	75.3
		Overall <sup>[2]</sup>	E	67.6	E	70.4
		Overall <sup>[3]</sup>	E	67.7	E	70.5
(3) Oakland Park Blvd & NE 6 Avenue	Signalized	Overall	C	26.7	C	31.1
		Overall <sup>[1]</sup>	C	24.9	C	30.9
(4) NW 9 Avenue & NW 29 Street	Signalized	Overall	A	9.9	B	15.4
(5) N. Andrews Avenue & NW 29 Street	Signalized	Overall	A	8.5	A	7.1
(6) N. Andrews Avenue & NE 26 Street	Signalized	Overall	A	8.1	B	12.8

[1] Optimized signal timing without changing cycle length

[2] Analysis with additional northbound through lane

[3] Analysis with additional northbound right-turn lane

#### 5.4 Mitigation – Roadway improvements

As part of the proposed development, the project is required to dedicate an additional 18 feet of right-of-way along Andrews Avenue to accommodate a future northbound through lane. To evaluate the potential operational benefits of this improvement, we conducted a traffic analysis that also included a northbound right-turn lane. A summary of the intersection capacity analysis with these improvements is provided in **Table 4** above.

The results of the analysis indicate that these improvements are not expected to significantly enhance traffic operations at the subject intersection. Specifically, the projected reduction in overall delay is no more than 5 seconds, which is not considered a meaningful improvement in traffic performance. Moreover, the absence of a northbound right-turn lane is not anticipated to adversely affect intersection operations, as the intersection is expected to continue functioning with similar levels of service compared to the expected operations without such improvement.

It is also important to consider the pedestrian implications of these improvements. Adding both a northbound through lane and a right-turn lane would significantly increase the crossing distance at the northbound approach, resulting in a wider crosswalk. This extended crossing distance

could negatively impact pedestrian safety and comfort, particularly for vulnerable users such as seniors, individuals with disabilities, and children, by increasing exposure time to vehicular traffic and complicating pedestrian signal timing. In areas with moderate to high pedestrian activity, such changes may reduce the overall effectiveness of pedestrian infrastructure and conflict with broader goals of walkability and accessibility.

Given the limited traffic benefit and the potential adverse impact on pedestrian conditions, we do not recommend implementing these lane additions at this time, specifically an additional northbound right turn lane. Nevertheless, the developer has committed to the 18-foot right-of-way dedication along Andrews Avenue to support future roadway widening and construction of an additional northbound through lane, should it be deemed necessary as part of broader transportation planning efforts.

### **5.5 Roadway Capacity Analysis and Significance**

We conducted a peak-hour roadway capacity analysis for both existing and future conditions. The results of this analysis demonstrate that all evaluated roadway segments are projected to operate at Level of Service (LOS) D or better, indicating acceptable operational performance under anticipated traffic volumes.

Additionally, the analysis confirms that the proposed development is not expected to significantly impact the adjacent roadway network. The development qualifies as having de minimis traffic impacts, as none of the studied roadway segments are projected to experience an increase in volume exceeding 1% of their respective capacities due to project-generated traffic. A summary of these findings is presented in **Table 5**.

Based on these results, no additional roadway improvements are warranted or required to accommodate the proposed development. The existing and planned infrastructure is sufficient to support the anticipated traffic demand without compromising operational efficiency or safety.

**Table 5 - Roadway Capacity Analysis Summary (PM Peak Hour Volumes)**

Roadway	From	To	Number of Lanes 2028/2045	LOS D Roadway Capacity <sup>1</sup>	Project Traffic (62 PM Peak Hour Trips)			Existing Volumes (2025) <sup>2</sup>			Future No Build Volumes (2028)			Future Build Volumes (2028)		
					Distribution	Assignment	Significance	Pk Vol	LOS	V/C Ratio	Pk Vol	LOS	V/C Ratio	AADT	LOS	V/C Ratio
Oakland Park	NW 9 Avenue	Andrews Avenue	6L	5,366	38%	24	0.04%	3,700	C	0.062	3,774	C	0.703	3,798	C	0.708
	Andrews Avenue	Wilton Drive			8%	5	0.01%	3,080	C	0.052	3,142	C	0.586	3,147	C	0.586
	Wilton Drive	US-1			8%	5	0.01%	2,832	C	0.047	2,889	C	0.538	2,894	C	0.539
Andrews Avenue	Commercial Blvd.	Oakland Park Blvd.	4L	3,250	5%	3	0.01%	1,937	C	0.054	1,976	C	0.608	1,979	C	0.609
	Oakland Park Blvd.	NE 26 Street			100%	62	0.17%	2,107	C	0.058	2,149	C	0.661	2,211	D	0.680
	NE 26 Street	Sunrise Blvd			36%	22	0.06%	2,183	C	0.060	2,227	D	0.685	2,249	D	0.692
Wilton Drive/N. Dixie Hwy.	Commercial Blvd.	Oakland Park Blvd.	4L	3,250	5%	3	0.01%	1,714	C	0.047	1,748	C	0.538	1,751	C	0.539
	Oakland Park Blvd.	NE 26 Street			5%	3	0.01%	1,649	C	0.046	1,682	C	0.518	1,685	C	0.518
	NE 26 Street	Sunrise Blvd			5%	3	0.01%	1,037	C	0.029	1,058	C	0.325	1,061	C	0.326
NW 9 Avenue / Power Line Road	Commercial Blvd.	Oakland Park Blvd.	6L	5,366	10%	6	0.02%	1,954	C	0.364	1,993	C	0.371	1,999	C	0.373
	Oakland Park Blvd.	NW 29 Street	4L	3,250	24%	15	0.04%	2,079	C	0.058	2,121	C	0.652	2,136	C	0.657
	NE 29 Street	Sunrise Blvd			5%	3	0.01%	2,035	C	0.056	2,076	C	0.639	2,079	C	0.640
NW 29 Street	NW 9 Avenue	Andrews Avenue	2L	1,580	24%	15	0.04%	381	C	0.241	396	C	0.251	411	C	0.260
NE 26 Street	Andrews Avenue	US-1	4L	3,250	40%	25	0.07%	628	C	0.193	641	C	0.197	666	C	0.205

Source: <sup>1</sup> FDOT 2023 LOS Service Handbook

<sup>2</sup> Based on 2025 Collected Data and FDOT Traffic Data

## 5.6 Driveway Volumes and Turn Lane Analysis

We analyzed the development's proposed driveway connection to N. Andrews Avenue and found that it will operate at LOS B or better during the morning and afternoon peak hours for the 2028 build conditions. The project's main driveway connection will operate as a right-turn only ingress and egress driveway restricted by a directional media at the driveway entrance. The driveway will provide direct access to the ground level parking lot which will be open and accessible to visitors and commercial users, as well as to parking garage which will have a controlled access gate at the entrance/exit of the ramp accessible to residents only.

We analyzed the need for an exclusive right-turn lane at the proposed driveway connection based on 2023 FDOT Access Management Guidebook guidelines and Broward County requirements and determined that the driveway connection to N. Andrews Avenue does not warrant the need for an exclusive right-turn lane. **Figure 7** shows the project site generated trips at the driveway connection to the public roadway; Appendix E contains the capacity analysis worksheets.

## **6.0 GATE QUEUEING ANALYSIS**

The proposed development includes a controlled access gate located approximately 140 feet east of the property line, positioned at the entrance/exit of the ramp serving the upper-level residential parking structure. The gate will operate via swing-arm barriers and will be activated exclusively by residents through a vehicle-mounted card reader system. This access control mechanism is designed to provide efficient and secure entry while minimizing vehicle queuing and associated delays at the ramp entrance.

Given the anticipated low ingress/egress volumes, the quick response time of the card reader system, and the availability of sufficient internal vehicle storage capacity within the driveway leading to the gate, a formal queuing analysis was not warranted for this access point.

Additionally, the ground-level surface parking lot will remain fully open and accessible to both visitors and commercial patrons, with unrestricted ingress/egress movements. This design ensures a clear functional separation between resident and public parking areas, thereby reducing the potential for operational conflicts and improving overall site circulation efficiency.

## 7.0 MODES OF TRANSPORTATION

The site abuts W/E Oakland Park Boulevard and N. Andrews Avenue and will provide sidewalks to the north and west side of the project. The proposed development is approximately less than a minute walk to the nearest bus stop located at the south of the intersection of W/E Oakland Park Boulevard and N. Andrews Avenue that serves the Broward County Transit Route 60. Appendix C contains a copy of the transit route maps.

The project is proposing the construction of an internal sidewalk on the west side of the site which will connect to a proposed plaza located north of the development. This plaza will provide a direct connection to the existing sidewalk network, enhancing internal and external pedestrian circulation. Additionally, there are crosswalks at the adjacent intersection to the site providing safe pedestrian connectivity within the project study area. **Figure 8** shows the pedestrian access to the site.

## 8.0 CONCLUSIONS

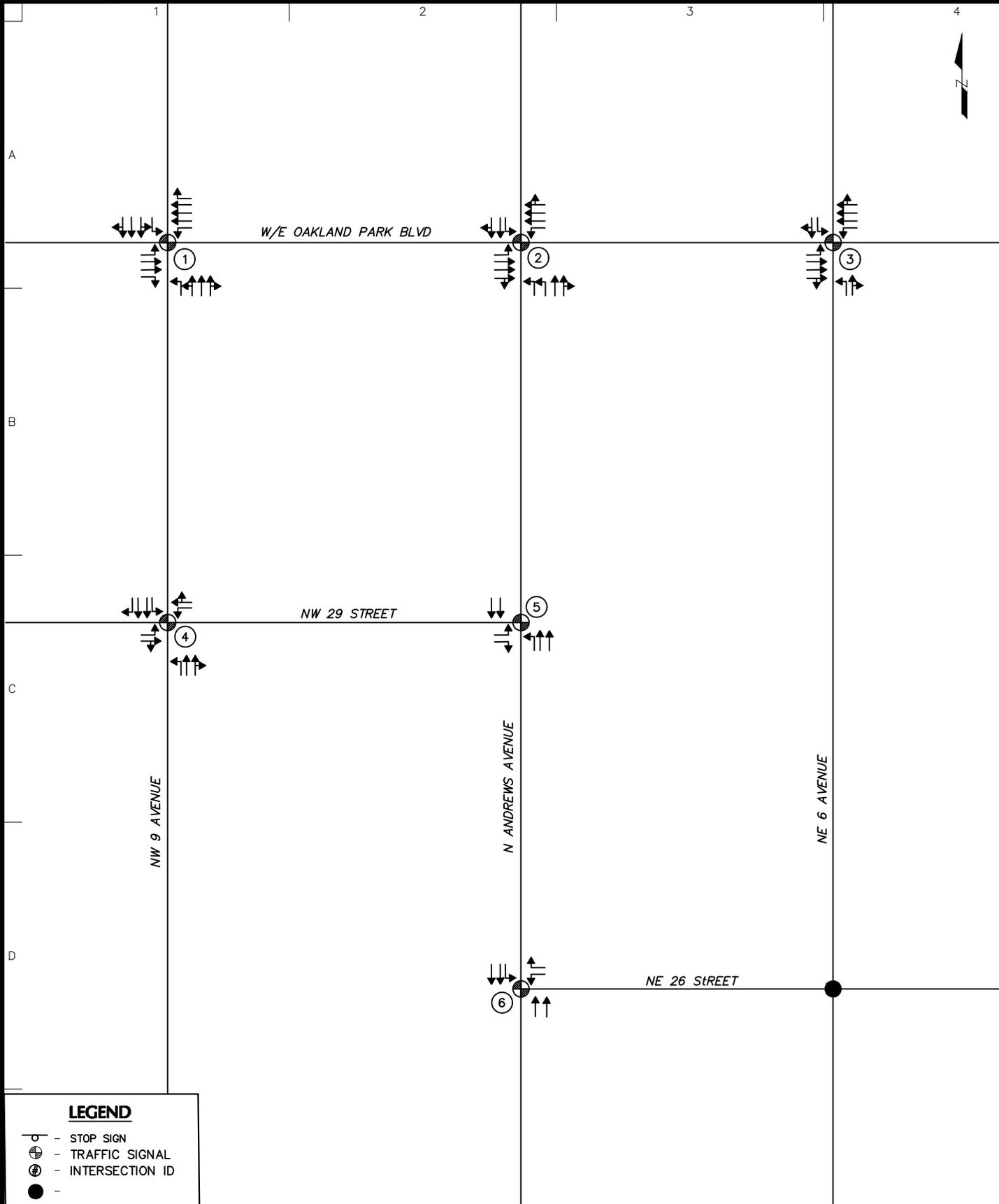
Langan conducted a traffic impact analysis for *The AVE – Wilton Manors* residential development, anticipated for completion by 2028. The analysis evaluated both existing and future conditions and yielded the following key findings for the 2028 future conditions:

- All signalized intersections are projected to operate within their adopted Level of Service (LOS) thresholds during the morning and afternoon peak hours, with the exception of the intersections at Oakland Park Boulevard with NW 9<sup>th</sup> Avenue and N. Andrews Avenue. These intersections are expected to operate at LOS “E” during both peak periods, regardless of the proposed development’s traffic impacts.
- Signal timing optimization was conducted to the intersections of Oakland Park Boulevard at NW 9<sup>th</sup> Avenue, N. Andrews Avenue, and NE 6<sup>th</sup> Avenue. Without altering the cycle lengths, adjustments were made to demonstrate that with minor signal optimization the expected operations can improve LOS and reduce delay for movements and approaches anticipated to operate over capacity. With these optimizations, all intersections under build conditions are expected to perform at levels equal to or better than those under no-build conditions.
- The proposed development does not significantly contribute to the degradation of operations at intersections already expected to exceed their adopted LOS. Therefore, the project should not be held responsible for mitigating impacts at these locations.
- The development will include a right-turn-only ingress and egress driveway on N. Andrews Avenue. This driveway is projected to operate at LOS B or better during both morning and afternoon peak hours. The projected traffic volumes at the proposed driveway do not warrant the construction of an exclusive right-turn lane.
- A peak-hour roadway capacity analysis for both existing and future conditions confirms that all studied roadway segments are expected to operate at LOS D or better. The proposed development qualifies as having *de minimis* traffic impacts, with no segment experiencing an increase in volume exceeding 1% of its capacity due to project-generated traffic. Based on these findings, no additional roadway improvements are warranted or required to accommodate the proposed development.
- Nevertheless, the developer has committed to dedicating 18 feet of right-of-way along Andrews Avenue to support future roadway widening and the construction of an additional northbound through lane, as required by Broward County.
- The development will feature a controlled access gate at the entrance/exit of the ramp serving upper-level parking spaces, located approximately 140 feet east of the property line. Access through this gate will be restricted to residents only. A ground-level parking lot will also be provided, remaining open and accessible to visitors and commercial patrons.

**APPENDIX A**  
**FIGURES**



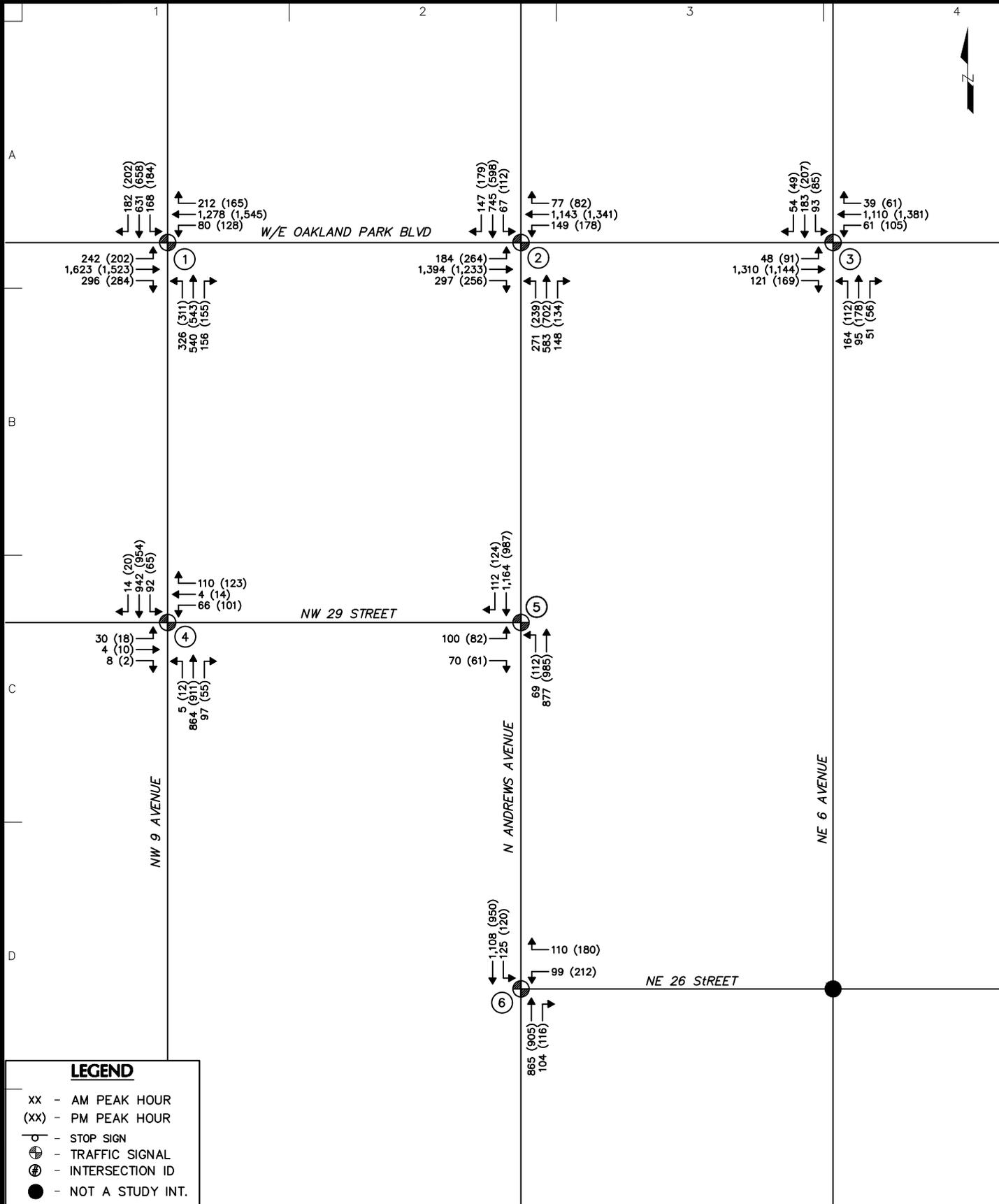
<p><b>LANGAN</b>          Langan Engineering and Environmental Services, Inc.          1221 Brickell Ave, Suite 1800          Miami, FL 33131          P: 786.264.7200 F: 786.264.7201 www.langan.com          FL CERTIFICATE OF AUTHORIZATION No. 00006601</p>	Project	Drawing Title	Project No.	Figure	
	<b>WILTON MANORS - THE AVE</b>	<b>SITE LOCATION MAP</b>	<b>330165701</b>		
	<b>WILTON MANORS</b>	<b>FLORIDA</b>	Date		<b>SEPTEMBER 2025</b>
	<b>BROWARD</b>	<b>FLORIDA</b>	Drawn By		<b>LTA</b>
			Checked By	<b>WS</b>	



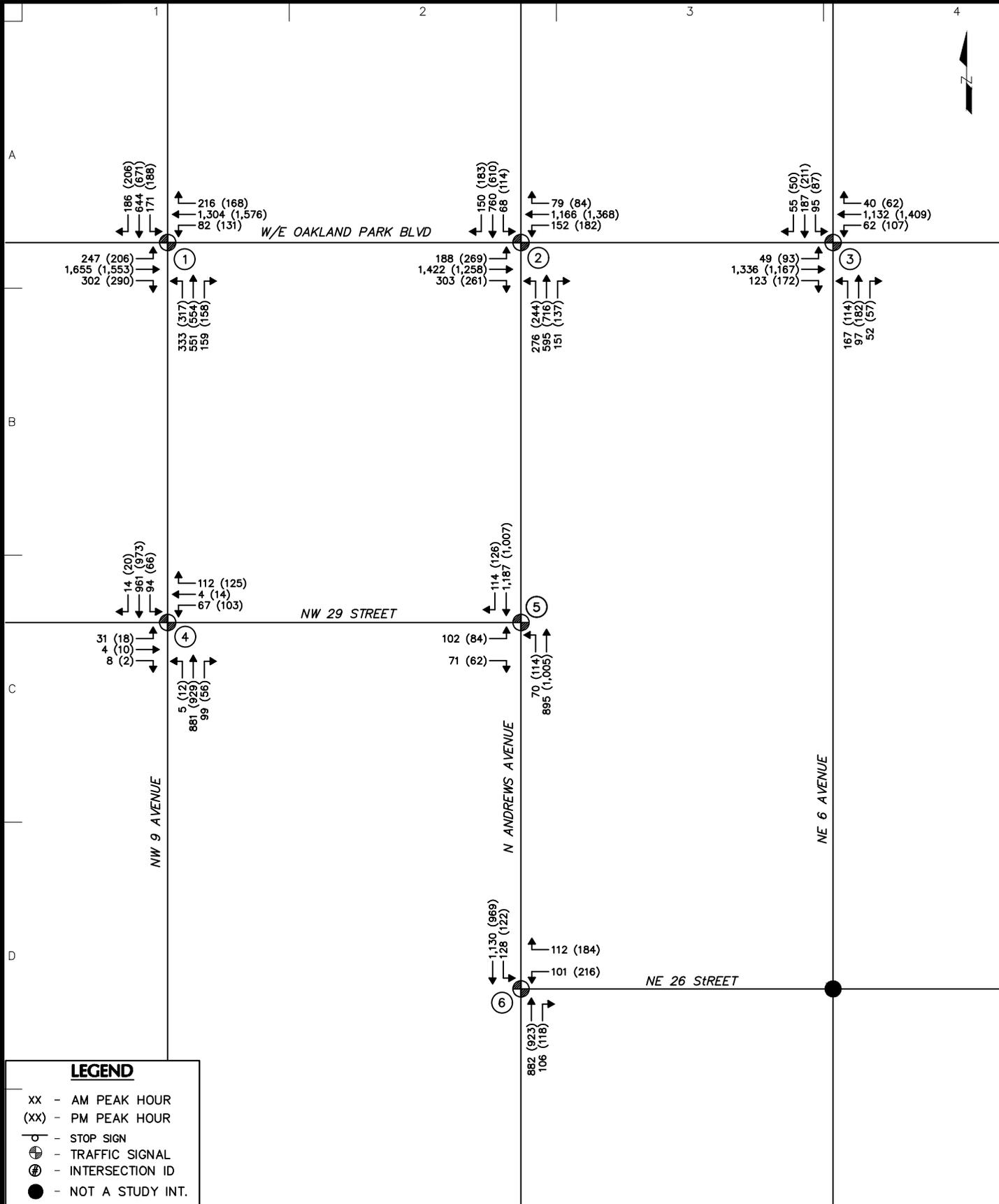
**LEGEND**

- - STOP SIGN
- ⊕ - TRAFFIC SIGNAL
- ⊗ - INTERSECTION ID
- -

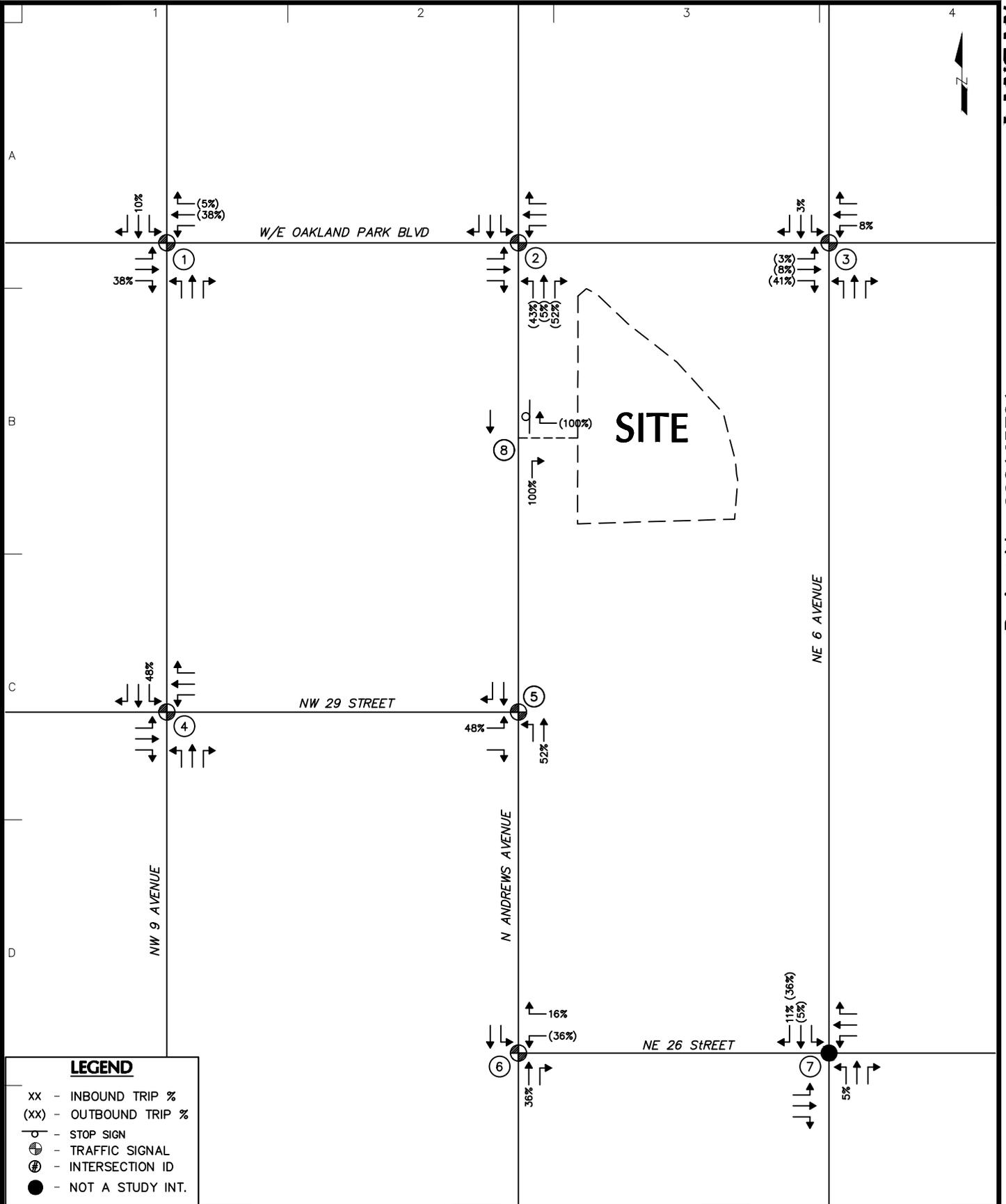
<p><b>LANGAN</b> Langan Engineering and Environmental Services, Inc. 1221 Brickell Ave, Suite 1800 Miami, FL 33131 P: 786.264.7200 F: 786.264.7201 www.langan.com FL CERTIFICATE OF AUTHORIZATION No. 00006601</p>	Project	Drawing Title	Project No.	Figure	
	WILTON MANORS - THE AVE	INTERSECTION LANES CONFIGURATION	330165701		
	WILTON MANORS	BROWARD	FLORIDA		Date SEPTEMBER 2025
					Drawn By LTA
			Checked By WS	2	



<p><b>LANGAN</b> Langan Engineering and Environmental Services, Inc. 1221 Brickell Ave, Suite 1800 Miami, FL 33131 P: 786.264.7200 F: 786.264.7201 www.langan.com FL CERTIFICATE OF AUTHORIZATION No. 00006601</p>	Project	Drawing Title	Project No.	Figure
	WILTON MANORS - THE AVE	2025 EXISTING VOLUMES	330165701	
	WILTON MANORS	FLORIDA	Date	
	BROWARD	SEPTEMBER 2025	Drawn By	
			Checked By	3
			WS	



<p>LANGAN Langan Engineering and Environmental Services, Inc. 1221 Brickell Ave, Suite 1800 Miami, FL 33131 P: 786.264.7200 F: 786.264.7201 www.langan.com FL CERTIFICATE OF AUTHORIZATION No. 00006601</p>	Project	Drawing Title	Project No.	Figure
	WILTON MANORS - THE AVE	2028 NO BUILD VOLUMES	330165701	
	WILTON MANORS	BROWARD FLORIDA	Date	
			SEPTEMBER 2025	
			Drawn By	4
			LTA	
			Checked By	
			WS	



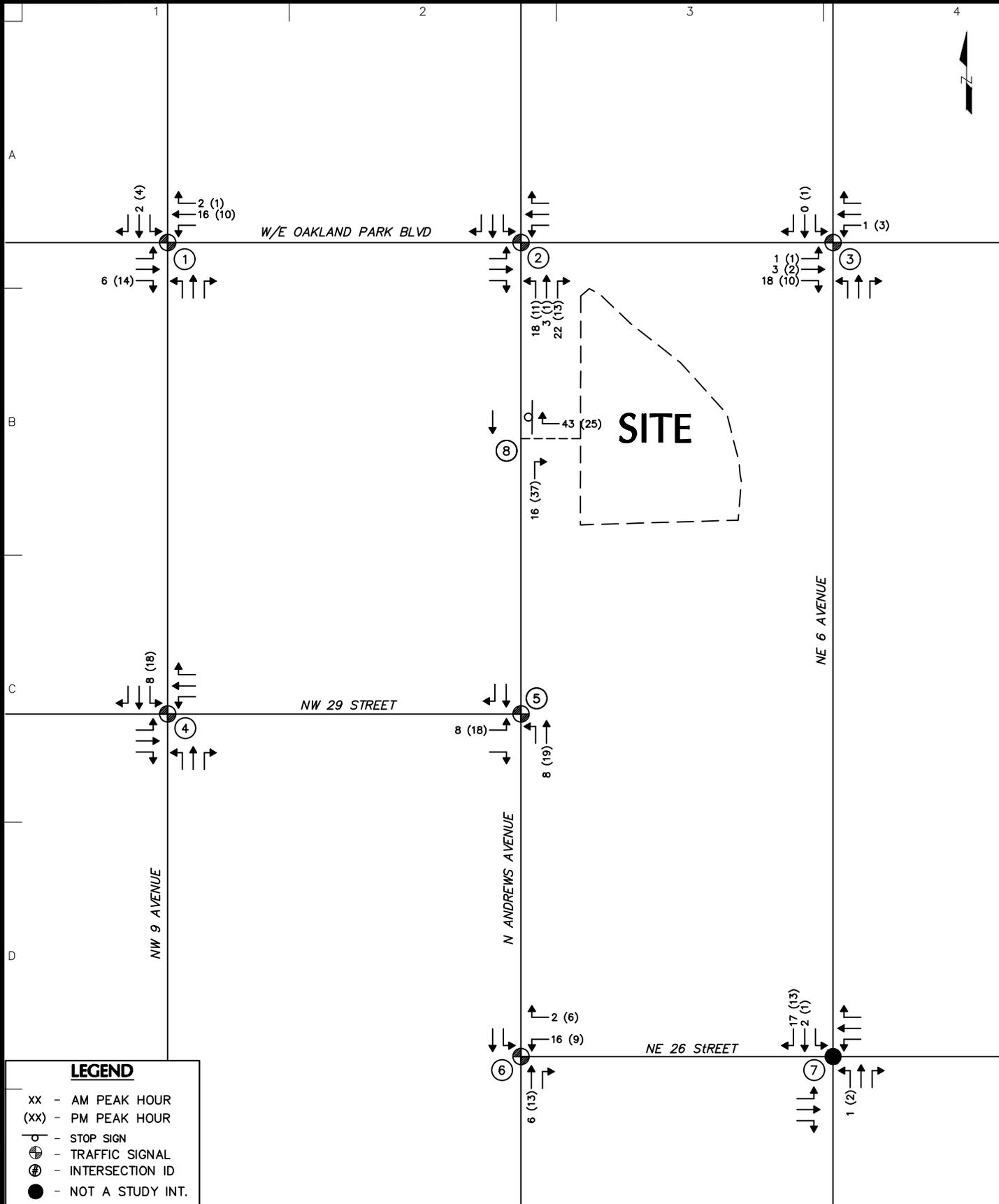
**LANGAN**  
 Langan Engineering and Environmental Services, Inc.  
 1221 Brickell Ave, Suite 1800  
 Miami, FL 33131  
 P: 786.264.7200 F: 786.264.7201 www.langan.com  
 FL CERTIFICATE OF AUTHORIZATION No. 00006601

Project  
**WILTON MANORS - THE AVE**  
 WILTON MANORS  
 BROWARD FLORIDA

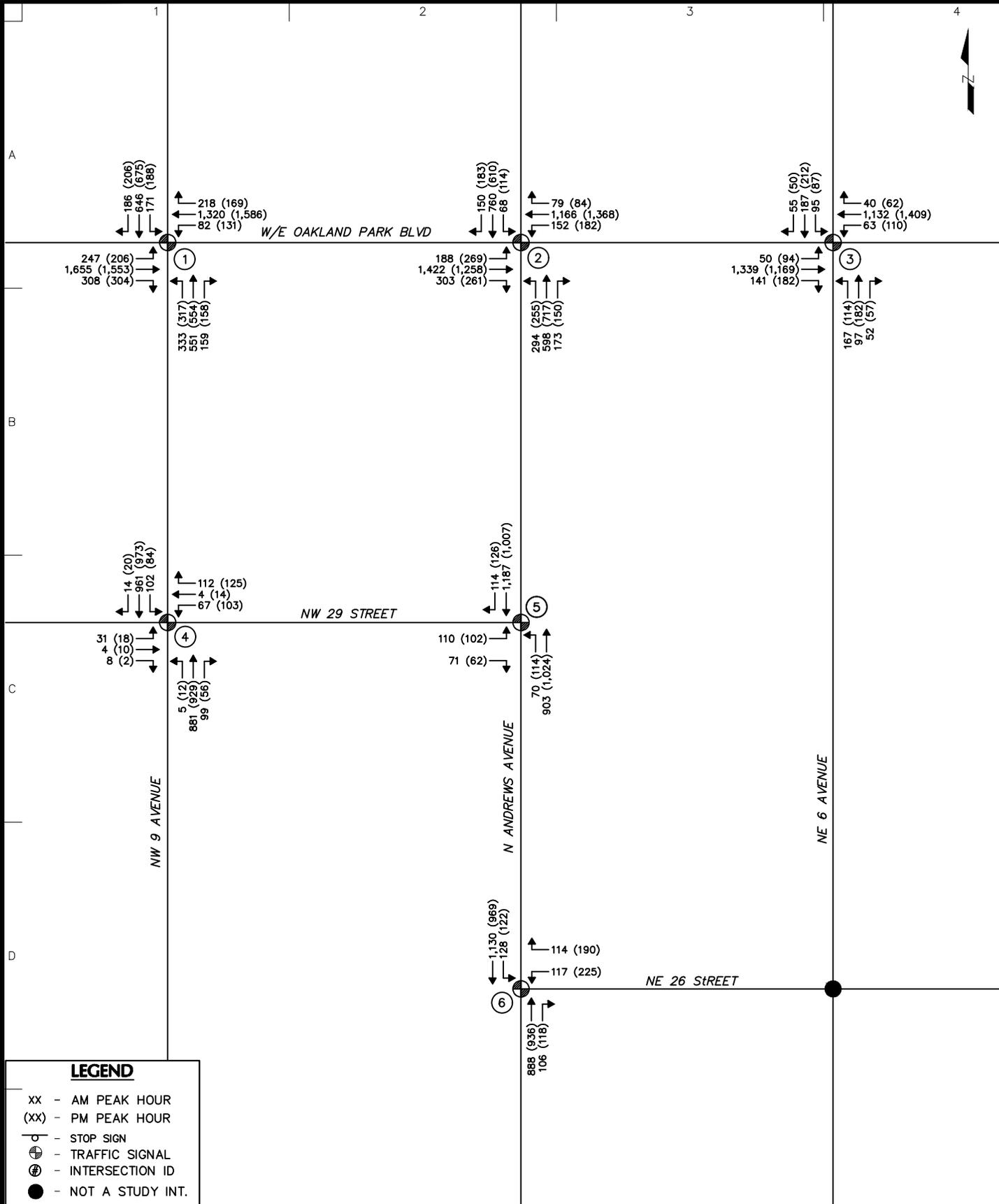
Drawing Title  
**SITE TRIP DISTRIBUTION**

Project No.  
**330165701**  
 Date  
**SEPTEMBER 2025**  
 Drawn By  
**LTA**  
 Checked By  
**WS**

Figure  
**5**



<p>LANGAN Langan Engineering and Environmental Services, Inc. 1221 Brickell Ave, Suite 1800 Miami, FL 33131 P: 786.264.7200 F: 786.264.7201 www.langan.com FL CERTIFICATE OF AUTHORIZATION No. 00006601</p>	Project	Drawing Title	Project No.	Figure
	WILTON MANORS - THE AVE	SITE TRIP ASSIGNMENT	330165701	
	WILTON MANORS		Date SEPTEMBER 2025	
	BROWARD FLORIDA		Drawn By LTA	
			Checked By WS	6



**LEGEND**

- XX - AM PEAK HOUR
- (XX) - PM PEAK HOUR
- ⊙ - STOP SIGN
- ⊕ - TRAFFIC SIGNAL
- ⊗ - INTERSECTION ID
- - NOT A STUDY INT.

<p><b>LANGAN</b></p> <p>Langan Engineering and Environmental Services, Inc. 1221 Brickell Ave, Suite 1800 Miami, FL 33131</p> <p>P: 786.264.7200 F: 786.264.7201 www.langan.com FL CERTIFICATE OF AUTHORIZATION No. 00006601</p>	Project	Drawing Title	Project No.	Figure
	WILTON MANORS - THE AVE	2028 BUILD VOLUMES	330165701	7
	WILTON MANORS		Date	
	BROWARD FLORIDA		SEPTEMBER 2025	
			Drawn By	
			LTA	
			Checked By	
			WS	

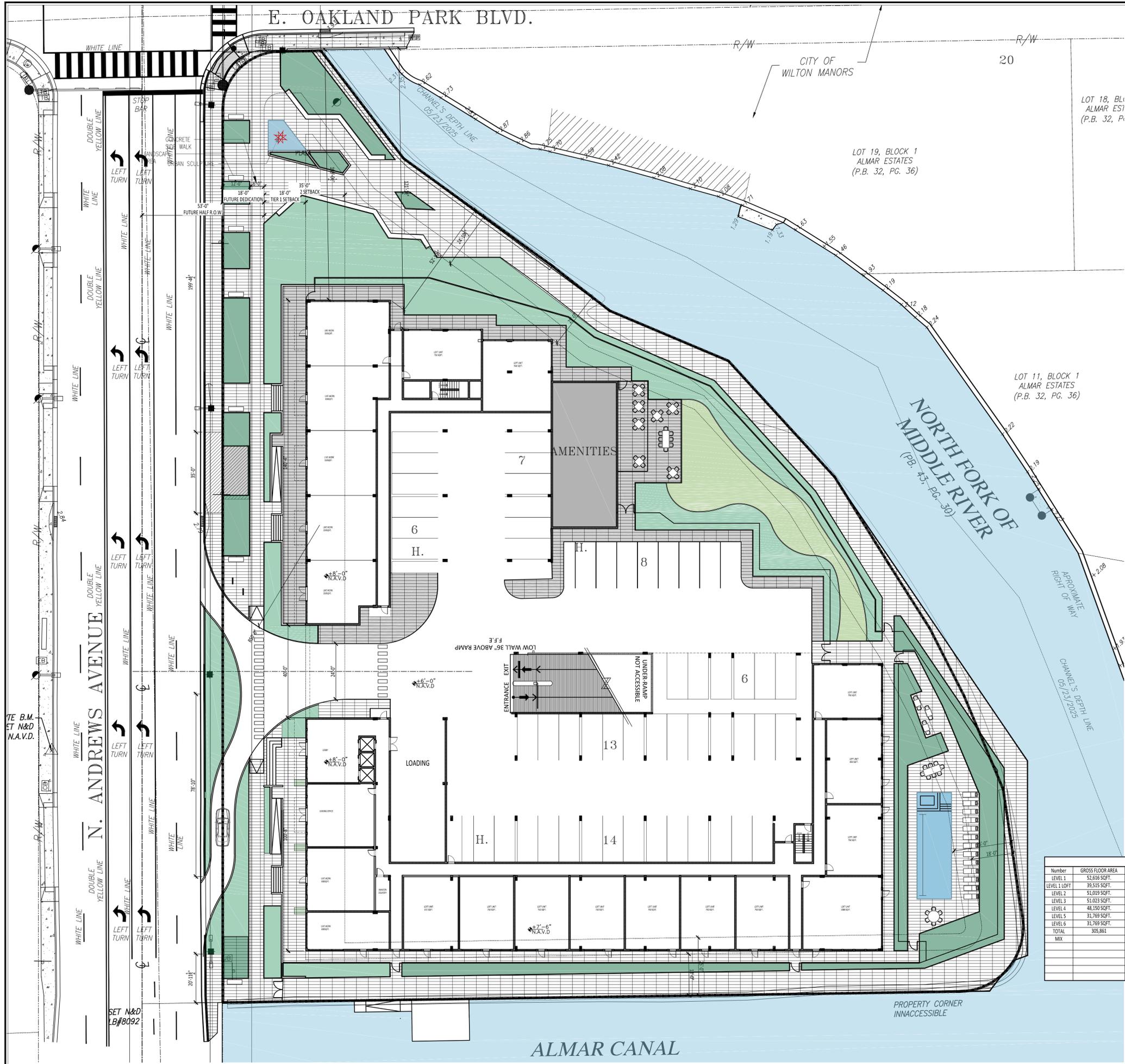


**LEGEND**

- Sidewalks
- Crosswalks
- Bus Stops

<p><b>LANGAN</b> Langan Engineering and Environmental Services, Inc. 1221 Brickell Avenue, Suite 1800 Miami, FL 33131</p> <p>P: 786.264.7200 F: 786.264.7201 www.langan.com FL CERTIFICATE OF AUTHORIZATION No. 00006601</p>	Project	Drawing Title	Project No.	<p>Figure</p> <p style="font-size: 2em;"><b>8</b></p>
	<p><b>WILTON MANORS - THE AVE</b></p> <p>WILTON MANORS BROWARD FLORIDA</p>	<p><b>PEDESTRIAN FIGURE</b></p>	<p><b>330165701</b></p>	
			Date	
			Checked By	
			<p>SEPTEMBER 2025</p> <p>LTA</p> <p>WS</p>	

**APPENDIX B**  
**SITE PLAN**



PROPERTY INFO	
PROJECT	THE AVE
ADDRESS	3058-3064 S. ANDREWS AVE. WILTON MANORS, FL. 33334
FOLIO NUMBER	494227170200, 494227180010, 494227180020
LEGAL DESCRIPTION	SEE SURVEY
JURISDICTION	BROWARD COUNTY, CITY OF WILTON MANORS
FUTURE LAND USE DESIGNATION	ACTIVITY CENTER
PROJECT SCOPE	149 UNIT MULTI-FAMILY APARTMENT BUILDING W/ LIVE WORK UNITS.

ZONING TOC-W REQUIREMENTS (PER UDR SECTION --)		
	REQUIRED	PROPOSED
LOT SIZE (GROSS)	N/A	3.1 AC. PER BCPC
LOT SIZE (NET)	N/A	91,810 (2.1 AC.)
DENSITY	60 DU/ACRE MAX (186 UNITS)	149 UNITS (48 DU/AC)
BUILDING FLOOR AREA (GROSS)	--	(4,409 S.F. GROSS FLOOR AREA)
BUILDING FOOTPRINT	--	+/- 47,400 SQFT.
PERVIOUS AREA	12% MIN.	44,410 SQFT. (48.3%)
PAVED AREA IN PEDESTRIAN FRONTAGE	--	12,400 SQFT.
<b>PARKING</b>		
RESIDENTIAL	149X1.5 = 223 SPACES	
COMMERCIAL (LIVE WORK)	7 UNITS X200SQFT. = 1400 SQFT. /300 SQFT. = 5SPACES	
TOTAL	228 SPACES	225 SPACES
E.V. CHARGING STATIONS	5% OF REQUIRED PARKING = 11	11 SPACES
BICYCLE PARKING	1 PER 5 UNITS = 30 NON RESIDENTS 5	30 SPACES 5 SPACES

BUILDING HEIGHT		
<b>TIER 1</b>		
ANDREW AVE. (WEST)	18'-0" (PRIMARY STREET)	18'-0"
OAKLAND PARK (NORTH)	18'-0" (PRIMARY STREET)	VARIES 108'-0" MIN.
N. FORK MIDDLE RIVER (EAST)	18'-0" (SECONDARY STREET)	VARIES 53'-0" MIN.
ALMAR CANAL (SOUTH)	18'-0" (SECONDARY STREET)	25'-0" MIN.
BUILDING HEIGHT	3 STORIES MAX.	3 STORIES
<b>TIER 2</b>		
ANDREW AVE. (WEST)	35'-0" (PRIMARY STREET)	53'-11"
OAKLAND PARK (NORTH)	35'-0" (PRIMARY STREET)	VARIES 121'-0" MIN.
N. FORK MIDDLE RIVER (EAST)	25'-0" (SECONDARY STREET)	VARIES 25'-0" MIN.
ALMAR CANAL (SOUTH)	25'-0" (SECONDARY STREET)	VARIES 25'-0" MIN.
BUILDING HEIGHT	6 STORIES, 70'-0" MAX.	6 STORIES

STREETScape FRONTAGE SETBACK		
ANDREW AVE. (WEST)	5'-0" (PRIMARY STREET)	
OAKLAND PARK (NORTH)	5'-0" (PRIMARY STREET)	
N. FORK MIDDLE RIVER (EAST)	5'-0" (SECONDARY STREET)	
ALMAR CANAL (SOUTH)	5'-0" (SECONDARY STREET)	
<b>PEDESTRIAN REALM FRONTAGE SETBACK</b>		
ANDREW AVE. (WEST)	18'-0" (PRIMARY STREET)	
OAKLAND PARK (NORTH)	18'-0" (PRIMARY STREET)	
N. FORK MIDDLE RIVER (EAST)	18'-0" (SECONDARY STREET)	
ALMAR CANAL (SOUTH)	18'-0" (SECONDARY STREET)	

FACADE ARCHITECTURAL PROJECTIONS		
PRIMARY AND SECONDARY STREETS	8'-0" MAX. AWNINGS	5'-0" (MAX)
<b>ADDITIONAL HEIGHT INCENTIVE STANDARDS</b>		
A. STREET ACTIVATION	FIRST FLOOR ACTIVE USES AT FRONTAGE	LIVE WORK UNITS LOBBY ACCESS AND LEASING OFFICE
B. OPEN SPACE DEDICATION	10,000 SQFT. MIN.	+/- 10,000 SQFT.
C. ENHANCED LANDSCAPING	ADDITIONAL 25% OF HEIGHT OF TREES, PALMS AND LANDSCAPING	SEE LANDSCAPE PLAN
D. GREEN BUILDING	WILTON MANORS GREEN BLDG. PROGRAM 14POINTS X2 = 28 POINTS MIN.	EV CHARGING = 10PTS. WHITE ROOF = 4PTS. COOL PAVING = 4PTS. 100% NATIVE = 2PTS. 100% ENERGY STAR = 4PTS. PERMEABLE SURFACE = 2PTS. SITE CERTIFICATION = 2PTS. TOTAL = 28PTS.
E. PERVIOUS PAVING	ALL PERVIOUS PAVING	YES
F. PUBLIC ART, MURAL, OR WATER FEATURE, OR ALTERNATIVE TRANSPORT INFRASTRUCTURE, OR BIOSWALE/ ALTERNATIVE DRAINAGE DESIGN	VARIOUS OPTIONS	PUBLIC ART SCULPTURE IN PLAZA AT NW CORNER

2ND FLOOR WINDOW SCHEDULE									
Number	GROSS FLOOR AREA	LIVE WORK UNIT	LOFT UNIT	STUDIO UNIT	1 BED UNIT	1 BED + DEN UNIT	2 BED UNIT	TOTAL UNITS	PARKING
LEVEL 1	52,616 SQFT.	7	13	--	--	--	--	20	54
LEVEL 1 LOFT	39,515 SQFT.	--	--	--	--	--	--	--	52
LEVEL 2	51,019 SQFT.	--	--	2	10	--	12	24	58
LEVEL 3	51,033 SQFT.	--	--	2	10	--	12	24	61
LEVEL 4	48,150 SQFT.	--	--	--	14	--	13	27	--
LEVEL 5	31,789 SQFT.	--	--	--	14	--	13	27	--
LEVEL 6	31,789 SQFT.	--	--	--	14	--	13	27	--
TOTAL	305,861	7	13	4	62	62	63	149	225
MIX		4.7%	8.7%	2.70%	41.6%		42.3%	100%	

**SITE PLAN**  
SCALE: 1"=20'-0"

DRC PRELIMINARY REVIEW. 07-28-25

THE AVE

3058-3064 S. ANDREWS AVE.  
WILTON MANORS, FL 33334



**Ada**  
Architecture Design Atelier

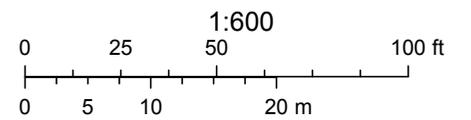
ANDRE LATTOUF KORBAN  
FL. LICENSE # AR98726

A101

SHT.



July 24, 2025





**PROPERTY SUMMARY**

<b>Tax Year:</b> 2025	<b>Property Use:</b> 10-01 Vacant Commercial	<b>Deputy Appraiser:</b> Commercial Department
<b>Property ID:</b> 494227170200	<b>Millage Code:</b> 0912	<b>Appraisers Number:</b> 954-357-6835
<b>Property Owner(s):</b> ANDREWS AVENUE WILTON MANORS LLC	<b>Adj. Bldg. S.F:</b> 0	<b>Email:</b> <a href="mailto:commercialtrim@bcpa.net">commercialtrim@bcpa.net</a>
<b>Mailing Address:</b> 1845 SE 7 ST FORT LAUDERDALE, FL 33316	<b>Bldg Under Air S.F:</b>	<b>Zoning :</b> B-3 - GENERAL BUSINESS
<b>Physical Address:</b> 3064 N ANDREWS AVENUE WILTON MANORS, 33334	<b>Effective Year:</b> 0	<b>Abbr. Legal Des.:</b> ALMAR ESTATES RESUB 32-36 B THAT PT OF LOTS 1 & 2 BLK 2 & OF TRACT A OF "ALMAR ESTATES RESUB OF BLK 2" DESC AS, COMM AT SW COR OF SAID TR A, NLY 231.15, CONT NLY 2 TO POB, ELY 125, SLY 2, ELY 96 TO PT ON CANAL MEANDER NWLY TO PT ON N/L OF LOT 1, WLY 32 M/L, SLY 148 TO POB, LESS RD R/W
	<b>Year Built:</b>	
	<b>Units/Beds/Baths:</b> 0 / /	

**PROPERTY ASSESSMENT**

Year	Land	Building / Improvement	Agricultural Saving	Just / Market Value	Assessed / SOH Value	Tax
2025	\$499,880	0	0	\$499,880	\$310,100	
2024	\$499,880	0	0	\$499,880	\$281,910	\$7,263.80
2023	\$230,710	\$281,330	0	\$512,040	\$512,040	\$11,009.50

**EXEMPTIONS AND TAXING AUTHORITY INFORMATION**

	County	School Board	Municipal	Independent
Just Value	\$499,880	\$499,880	\$499,880	\$499,880
Portability	0	0	0	0
Assessed / SOH	\$310,100	\$310,100	\$310,100	\$310,100
Granny Flat				
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exemption Type	0	0	0	0
Affordable Housing	0	0	0	0
Taxable	\$310,100	\$499,880	\$310,100	\$310,100

**SALES HISTORY FOR THIS PARCEL**

Date	Type	Price	Book/Page or Cin
01/31/2020	Rerecorded Deed Correction Non-Sale Title Change	\$100	116330639

**LAND CALCULATIONS**

Unit Price	Units	Type
\$26.00	19,226	Square Foot
	SqFt	Foot

Date	Type	Price	Book/Page or Cin
12/30/2019	Warranty Deed Qualified Sale	\$525,000	116263145
04/30/2019	Warranty Deed Non-Sale Title Change	\$100	116330419
11/10/1993	Multi Quit Claim Deed	\$443,800	21666 / 299

**RECENT SALES IN THIS SUBDIVISION**

Property ID	Date	Type	Qualified/ Disqualified	Price	CIN	Property Address
494227170530	04/10/2025	Quit Claim Deed	Disqualified Sale	\$116,900	120157523	38 NE 29 ST WILTON MANORS, FL 33334
494227171170	03/05/2025	Warranty Deed	Qualified Sale	\$500,000	120097922	3017 NE 3 AVE WILTON MANORS, FL 33334
494227171140	01/10/2025	Warranty Deed	Qualified Sale	\$750,000	120007552	3000 NE 2 TER WILTON MANORS, FL 33334
494227170890	12/04/2024	Warranty Deed	Qualified Sale	\$700,000	119947459	2925 NE 1 AVE WILTON MANORS, FL 33334
494227171240	11/25/2024	Warranty Deed	Qualified Sale	\$725,000	119927748	141 NE 30 ST WILTON MANORS, FL 33334

**SPECIAL ASSESSMENTS**

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
Wilton Manors Fire Svcs (09)								
Vacant Lots (L)								
1								

**SCHOOL**  
**Wilton Manors**  
**Elementary School: B**  
**Sunrise Middle School: B**  
**Fort Lauderdale High**  
**School: A**

**ELECTED OFFICIALS**

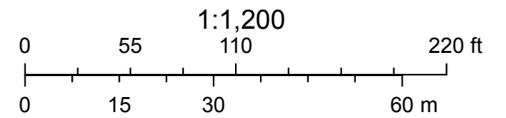
Property Appraiser	County Comm. District	County Comm. Name	US House Rep. District	US House Rep. Name
Marty Kiar	4	Lamar P. Fisher	23	Jared Moskowitz

Florida House Rep. District	Florida House Rep. Name	Florida Senator District	Florida Senator Name	School Board Member
99	Daryl Campbell	37	Jason W. B. Pizzo	Sarah Leonardi



July 24, 2025





**PROPERTY SUMMARY**

<b>Tax Year:</b> 2025	<b>Property Use:</b> 10-01 Vacant Commercial	<b>Deputy Appraiser:</b> Commercial Department
<b>Property ID:</b> 494227180010	<b>Millage Code:</b> 0912	<b>Appraisers Number:</b> 954-357-6835
<b>Property Owner(s):</b> ANDREWS AVENUE WILTON MANORS LLC	<b>Adj. Bldg. S.F:</b> 0	<b>Email:</b> <a href="mailto:commercialtrim@bcpa.net">commercialtrim@bcpa.net</a>
<b>Mailing Address:</b> 1845 SE 7 ST FORT LAUDERDALE, FL 33316	<b>Bldg Under Air S.F:</b>	<b>Zoning :</b> B-2 - CENTRAL BUSINESS
<b>Physical Address:</b> 3058 - 3062 N ANDREWS AVENUE WILTON MANORS, 33334	<b>Effective Year:</b> 0	<b>Abbr. Legal Des.:</b> ALMAR ESTATES RESUB OF BLOCK 2 43-30 B PORTION OF TRACT A DESC AS BEGAT SE COR TR A,W 335 TO E/L OF ANDREWS AVE,N 231.15,E 221 M/L TO WLY BANK OF N FORK MIDDLE RIVER,MEANDERING ALG WLY BANK SELY TO POB & S 2' OF "NOT INCLUDED PARCEL" SHOWN THEREON SAID PLAT
	<b>Year Built:</b>	
	<b>Units/Beds/Baths:</b> 0 / /	

**PROPERTY ASSESSMENT**

Year	Land	Building / Improvement	Agricultural Saving	Just / Market Value	Assessed / SOH Value	Tax
2025	\$1,802,450	0	0	\$1,802,450	\$1,117,020	
2024	\$1,802,450	0	0	\$1,802,450	\$1,015,480	\$26,176.96
2023	\$831,900	\$1,003,960	0	\$1,835,860	\$1,835,860	\$43,376.00

**EXEMPTIONS AND TAXING AUTHORITY INFORMATION**

	County	School Board	Municipal	Independent
Just Value	\$1,802,450	\$1,802,450	\$1,802,450	\$1,802,450
Portability	0	0	0	0
Assessed / SOH	\$1,117,020	\$1,117,020	\$1,117,020	\$1,117,020
Granny Flat				
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exemption Type	0	0	0	0
Affordable Housing	0	0	0	0
Taxable	\$1,117,020	\$1,802,450	\$1,117,020	\$1,117,020

**SALES HISTORY FOR THIS PARCEL**

Date	Type	Price	Book/Page or Cin
07/01/2020	Multi Warranty Deed Excluded Sale	\$1,800,000	116588744

**LAND CALCULATIONS**

Unit Price	Units	Type
\$26.00	69,325	Square Foot
	SqFt	Foot

Date	Type	Price	Book/Page or Cin
02/04/2020	Multi Warranty Deed Non-Sale Title Change	\$100	116387353
02/04/2020	Personal Representatives Deed Non-Sale Title Change	\$100	116346729
10/12/2005	Quit Claim Deed	\$80,000	44438 / 1713
07/01/1992	Special Warranty Deed	\$121,500	19700 / 365

### RECENT SALES IN THIS SUBDIVISION

Property ID	Date	Type	Qualified/ Disqualified	Price	CIN	Property Address
-------------	------	------	-------------------------	-------	-----	------------------

### SPECIAL ASSESSMENTS

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
Wilton Manors Fire Svcs (09)								
Vacant Lots (L)								
1								

**SCHOOL**  
**Wilton Manors**  
**Elementary School: B**  
**Sunrise Middle School: B**  
**Fort Lauderdale High**  
**School: A**

### ELECTED OFFICIALS

Property Appraiser	County Comm. District	County Comm. Name	US House Rep. District	US House Rep. Name
Marty Kiar	4	Lamar P. Fisher	23	Jared Moskowitz
Florida House Rep. District	Florida House Rep. Name	Florida Senator District	Florida Senator Name	School Board Member
99	Daryl Campbell	37	Jason W. B. Pizzo	Sarah Leonardi

**APPENDIX C**  
**TRAFFIC, TAZ, SIGNAL TIMING DATA, CENSUS DATA**  
**& FDOT TABLES**

# LANGAN

W Oakland Park Blvd/SR 816 &  
Powerline Rd/NW 9Th Ave/SR  
845  
Thursday, September 11, 2025  
7 AM-9 AM, 4 PM-6 PM

Provided by: National Data &  
Surveying Services (NDS)  
1535 S La Cienega Blvd  
Los Angeles, CA 90035

## Turning Movement Data

Start Time	W Oakland Park Blvd/SR 816 Eastbound					W Oakland Park Blvd/SR 816 Westbound					Powerline Rd/NW 9Th Ave/SR 845 Northbound					Powerline Rd/NW 9Th Ave/SR 845 Southbound					Int Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
7:00 AM	91	393	66	1	550	20	243	36	1	299	68	95	27	6	190	44	114	59	2	217	1256
7:15 AM	70	406	112	0	588	19	295	56	3	370	80	125	33	2	238	50	154	57	0	261	1457
7:30 AM	59	435	62	2	556	21	310	63	0	394	76	147	37	3	260	44	145	58	1	247	1457
7:45 AM	57	392	57	0	506	17	331	48	2	396	88	152	42	0	282	39	151	39	2	229	1413
Hourly Total	277	1626	297	3	2200	77	1179	203	6	1459	312	519	139	11	970	177	564	213	5	954	5583
8:00 AM	54	377	62	0	493	22	330	44	0	396	80	112	42	3	234	33	175	26	1	234	1357
8:15 AM	57	402	52	2	511	22	318	45	2	385	114	114	35	2	263	44	166	39	2	249	1408
8:30 AM	50	447	48	1	545	30	386	33	0	449	73	131	39	0	243	48	150	48	3	246	1483
8:45 AM	47	395	42	4	484	25	328	39	0	392	58	103	30	2	191	54	135	50	0	239	1306
Hourly Total	208	1621	204	7	2033	99	1362	161	2	1622	325	460	146	7	931	179	626	163	6	968	5554
4:00 PM	49	316	43	0	408	29	369	29	2	427	81	119	47	0	247	35	111	61	0	207	1289
4:15 PM	55	354	51	1	460	30	380	19	1	429	64	135	39	3	238	41	138	53	1	232	1359
4:30 PM	51	334	56	4	441	28	376	34	0	438	95	142	43	1	280	35	154	64	2	253	1412
4:45 PM	43	312	62	1	417	27	390	42	0	459	73	152	36	2	261	36	153	60	3	249	1386
Hourly Total	198	1316	212	6	1726	114	1515	124	3	1753	313	548	165	6	1026	147	556	238	6	941	5446
5:00 PM	52	369	53	3	474	28	360	38	0	426	84	112	40	0	236	44	143	61	0	248	1384
5:15 PM	48	400	70	3	518	31	413	40	0	484	65	186	31	2	282	51	171	46	0	268	1552
5:30 PM	50	358	84	0	492	35	389	41	1	465	90	135	43	0	268	50	175	45	3	270	1495
5:45 PM	50	381	75	1	506	34	372	44	0	450	69	108	39	2	216	39	163	48	1	250	1422
Hourly Total	200	1508	282	7	1990	128	1534	163	1	1825	308	541	153	4	1002	184	652	200	4	1036	5853
Grand Total	883	6071	995	23	7949	418	5590	651	12	6659	1258	2068	603	28	3929	687	2398	814	21	3899	22436
Approach %	1.1	7.6	1.3	-	-	0.6	8.4	1.0	-	-	3.2	5.3	1.5	-	-	1.8	6.2	2.1	-	-	-
Total %	3.9	27.1	4.4	-	-	1.9	24.9	2.9	-	-	5.6	9.2	2.7	-	-	3.1	10.7	3.6	-	-	-
Bicycles on Road	0	7	1	0	8	1	10	1	-	12	1	4	0	-	5	4	3	1	-	8	33
% Bicycles on Road	0.0	0.1	0.1	-	0.2	0.2	0.2	0.2	-	0.6	0.1	0.2	0.0	-	0.3	0.6	0.1	0.1	-	0.8	1.9
Cars	798	5905	956	0	7659	384	5443	633	-	6460	1218	1958	582	-	3758	620	2286	769	-	3675	21552
% Cars	90.4	97.3	96.1	-	283.8	91.9	97.4	97.2	-	286.5	96.8	94.7	96.5	-	288	90.2	95.3	94.5	-	280	1138.3
Heavy Trucks	48	159	38	0	245	13	137	17	-	167	26	106	21	-	153	27	109	44	-	180	745
% Heavy Trucks	5.4	2.6	3.8	-	11.8	3.1	2.5	2.6	-	8.2	2.1	5.1	3.5	-	10.7	3.9	4.5	5.4	-	13.8	44.5
Pedestrians	-	-	-	23	-	-	-	-	12	-	-	-	-	28	-	-	-	-	21	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

# LANGAN

W Oakland Park Blvd/SR 816 &  
Powerline Rd/NW 9Th Ave/SR  
845  
Thursday, September 11, 2025  
7 AM-9 AM, 4 PM-6 PM

Provided by: National Data &  
Surveying Services (NDS)  
1535 S La Cienega Blvd  
Los Angeles, CA 90035

## Turning Movement Data (7:15 AM)

Start Time	W Oakland Park Blvd/SR 816 Eastbound					W Oakland Park Blvd/SR 816 Westbound					Powerline Rd/NW 9Th Ave/SR 845 Northbound					Powerline Rd/NW 9Th Ave/SR 845 Southbound					Int Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
7:15 AM	70	406	112	0	588	19	295	56	3	370	80	125	33	2	238	50	154	57	0	261	1457
7:30 AM	59	435	62	2	556	21	310	63	0	394	76	147	37	3	260	44	145	58	1	247	1457
7:45 AM	57	392	57	0	506	17	331	48	2	396	88	152	42	0	282	39	151	39	2	229	1413
8:00 AM	54	377	62	0	493	22	330	44	0	396	80	112	42	3	234	33	175	26	1	234	1357
Hourly Total	240	1610	293	2	2143	79	1266	211	5	1556	324	536	154	8	1014	166	625	180	4	971	5684
Approach %	1.1	7.5	1.4	-	-	0.5	8.1	1.4	-	-	3.2	5.3	1.5	-	-	1.7	6.4	1.9	-	-	-
Total %	4.2	28.3	5.2	-	-	1.4	22.3	3.7	-	-	5.7	9.4	2.7	-	-	2.9	11	3.2	-	-	-
Bicycles on Road	0	3	0	0	3	0	1	1	-	2	1	1	0	-	2	0	0	0	-	0	7
% Bicycles on Road	0.0	0.2	0.0	-	0.2	0.0	0.1	0.5	-	0.6	0.3	0.2	0.0	-	0.5	0.0	0.0	0.0	-	0	1.3
Cars	225	1556	276	0	2057	74	1237	205	-	1516	310	521	149	-	980	148	587	164	-	899	5452
% Cars	93.8	96.6	94.2	-	284.6	93.7	97.7	97.2	-	288.6	95.7	97.2	96.8	-	289.7	89.2	93.9	91.1	-	274.2	1137.1
Heavy Trucks	10	51	17	0	78	4	28	5	-	37	8	14	5	-	27	12	38	16	-	66	208
% Heavy Trucks	4.2	3.2	5.8	-	13.2	5.1	2.2	2.4	-	9.7	2.5	2.6	3.2	-	8.3	7.2	6.1	8.9	-	22.2	53.4
Pedestrians	-	-	-	2	-	-	-	-	5	-	-	-	-	8	-	-	-	-	4	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

# LANGAN

W Oakland Park Blvd/SR 816 &  
Powerline Rd/NW 9Th Ave/SR  
845  
Thursday, September 11, 2025  
7 AM-9 AM, 4 PM-6 PM

Provided by: National Data &  
Surveying Services (NDS)  
1535 S La Cienega Blvd  
Los Angeles, CA 90035

## Turning Movement Data (5:00 PM)

Start Time	W Oakland Park Blvd/SR 816 Eastbound					W Oakland Park Blvd/SR 816 Westbound					Powerline Rd/NW 9Th Ave/SR 845 Northbound					Powerline Rd/NW 9Th Ave/SR 845 Southbound					Int Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
5:00 PM	52	369	53	3	474	28	360	38	0	426	84	112	40	0	236	44	143	61	0	248	1384
5:15 PM	48	400	70	3	518	31	413	40	0	484	65	186	31	2	282	51	171	46	0	268	1552
5:30 PM	50	358	84	0	492	35	389	41	1	465	90	135	43	0	268	50	175	45	3	270	1495
5:45 PM	50	381	75	1	506	34	372	44	0	450	69	108	39	2	216	39	163	48	1	250	1422
Hourly Total	200	1508	282	7	1990	128	1534	163	1	1825	308	541	153	4	1002	184	652	200	4	1036	5853
Approach %	1.0	7.6	1.4	-	-	0.7	8.4	0.9	-	-	3.1	5.4	1.5	-	-	1.8	6.3	1.9	-	-	-
Total %	3.4	25.8	4.8	-	-	2.2	26.2	2.8	-	-	5.3	9.2	2.6	-	-	3.1	11.1	3.4	-	-	-
Bicycles on Road	0	0	1	0	1	0	4	0	-	4	0	2	0	-	2	1	1	0	-	2	9
% Bicycles on Road	0.0	0.0	0.4	-	0.4	0.0	0.3	0.0	-	0.3	0.0	0.4	0.0	-	0.4	0.5	0.2	0.0	-	0.7	1.8
Cars	132	1101	204	0	1437	89	1139	115	-	1343	230	409	112	-	751	142	478	150	-	770	4301
% Cars	66	73	72.3	-	211.3	69.5	74.3	70.6	-	214.4	74.7	75.6	73.2	-	223.5	77.2	73.3	75	-	225.5	874.7
Heavy Trucks	11	26	2	0	39	2	19	4	-	25	7	22	2	-	31	0	10	2	-	12	107
% Heavy Trucks	5.5	1.7	0.7	-	7.9	1.6	1.2	2.5	-	5.3	2.3	4.1	1.3	-	7.7	0.0	1.5	1	-	2.5	23.4
Pedestrians	-	-	-	6	-	-	-	-	1	-	-	-	-	2	-	-	-	-	3	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

# LANGAN

W/E Oakland Park Blvd/SR 816 &  
N Andrews Ave/SR 811A  
Thursday, September 11, 2025  
7 AM-9 AM, 4 PM-6 PM

Provided by: National Data &  
Surveying Services (NDS)  
1535 S La Cienega Blvd  
Los Angeles, CA 90035

## Turning Movement Data

Start Time	W/E Oakland Park Blvd/SR 816 Eastbound					W/E Oakland Park Blvd/SR 816 Westbound					N Andrews Ave/SR 811A Northbound					N Andrews Ave/SR 811A Southbound					Int Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
7:00 AM	56	323	63	0	442	27	186	7	1	220	61	70	26	0	157	12	145	41	1	198	1017
7:15 AM	45	312	89	2	446	31	281	19	1	331	64	157	24	1	245	21	181	35	1	237	1259
7:30 AM	40	377	80	4	497	31	272	21	1	324	66	162	49	0	277	8	186	44	1	238	1336
7:45 AM	64	370	60	8	494	46	287	20	0	353	71	145	51	2	267	24	186	35	1	245	1359
Hourly Total	205	1382	292	14	1879	135	1026	67	3	1228	262	534	150	3	946	65	698	155	4	918	4971
8:00 AM	35	323	65	3	423	40	294	16	2	350	67	118	25	3	210	13	188	32	2	233	1216
8:15 AM	44	353	79	1	476	42	279	17	3	338	64	128	35	1	227	9	182	30	1	221	1262
8:30 AM	59	342	72	1	473	39	321	27	0	387	77	128	23	4	228	14	170	39	1	223	1311
8:45 AM	33	326	67	1	426	33	272	18	0	323	63	118	31	0	212	19	178	41	0	238	1199
Hourly Total	171	1344	283	6	1798	154	1166	78	5	1398	271	492	114	8	877	55	718	142	4	915	4988
4:00 PM	60	283	53	0	396	36	293	28	0	357	53	160	29	0	242	20	144	46	0	210	1205
4:15 PM	72	273	55	3	400	51	312	28	0	391	75	178	28	4	281	25	121	34	3	180	1252
4:30 PM	66	281	61	3	408	36	342	26	0	404	58	161	41	2	260	32	152	39	1	223	1295
4:45 PM	66	278	58	6	402	44	344	21	0	409	56	185	27	0	268	24	133	52	2	209	1288
Hourly Total	264	1115	227	12	1606	167	1291	103	0	1561	242	684	125	6	1051	101	550	171	6	822	5040
5:00 PM	61	300	73	0	434	38	345	17	3	400	64	172	21	2	257	28	139	54	0	221	1312
5:15 PM	69	328	61	4	458	53	348	22	1	423	52	175	43	1	270	32	166	42	0	240	1391
5:30 PM	67	315	64	2	446	44	295	23	1	362	66	167	43	0	276	28	160	31	3	219	1303
5:45 PM	65	306	65	2	436	47	316	20	3	383	69	144	43	1	256	24	158	27	0	209	1284
Hourly Total	262	1249	263	8	1774	182	1304	82	8	1568	251	658	150	4	1059	112	623	154	3	889	5290
Grand Total	902	5090	1065	40	7057	638	4787	330	16	5755	1026	2368	539	21	3933	333	2589	622	17	3544	20289
Approach %	1.3	7.2	1.5	-	-	1.1	8.3	0.6	-	-	2.6	6.0	1.4	-	-	0.9	7.3	1.8	-	-	-
Total %	4.4	25.1	5.2	-	-	3.1	23.6	1.6	-	-	5.1	11.7	2.7	-	-	1.6	12.8	3.1	-	-	-
Bicycles on Road	5	6	4	0	15	4	10	2	-	16	1	17	4	-	22	1	13	6	-	20	73
% Bicycles on Road	0.6	0.1	0.4	-	1.1	0.6	0.2	0.6	-	1.4	0.1	0.7	0.7	-	1.5	0.3	0.5	1	-	1.8	5.8
Cars	791	4951	1036	0	6778	608	4648	318	-	5574	1000	2299	518	-	3817	317	2512	599	-	3428	19597
% Cars	87.7	97.3	97.3	-	282.3	95.3	97.1	96.4	-	288.8	97.5	97.1	96.1	-	290.7	95.2	97	96.3	-	288.5	1150.3
Heavy Trucks	20	133	25	0	178	16	129	10	-	155	24	52	17	-	93	15	64	17	-	96	522
% Heavy Trucks	2.2	2.6	2.3	-	7.1	2.5	2.7	3	-	8.2	2.3	2.2	3.2	-	7.7	4.5	2.5	2.7	-	9.7	32.7
Pedestrians	-	-	-	40	-	-	-	-	16	-	-	-	-	21	-	-	-	-	17	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

# LANGAN

W/E Oakland Park Blvd/SR 816 &  
N Andrews Ave/SR 811A  
Thursday, September 11, 2025  
7 AM-9 AM, 4 PM-6 PM

Provided by: National Data &  
Surveying Services (NDS)  
1535 S La Cienega Blvd  
Los Angeles, CA 90035

## Turning Movement Data (7:15 AM)

Start Time	W/E Oakland Park Blvd/SR 816 Eastbound					W/E Oakland Park Blvd/SR 816 Westbound					N Andrews Ave/SR 811A Northbound					N Andrews Ave/SR 811A Southbound					Int Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
7:15 AM	45	312	89	2	446	31	281	19	1	331	64	157	24	1	245	21	181	35	1	237	1259
7:30 AM	40	377	80	4	497	31	272	21	1	324	66	162	49	0	277	8	186	44	1	238	1336
7:45 AM	64	370	60	8	494	46	287	20	0	353	71	145	51	2	267	24	186	35	1	245	1359
8:00 AM	35	323	65	3	423	40	294	16	2	350	67	118	25	3	210	13	188	32	2	233	1216
Hourly Total	184	1382	294	17	1860	148	1134	76	4	1358	268	582	149	6	999	66	741	146	5	953	5170
Approach %	1.0	7.4	1.6	-	-	1.1	8.4	0.6	-	-	2.7	5.8	1.5	-	-	0.7	7.8	1.5	-	-	-
Total %	3.6	26.7	5.7	-	-	2.9	21.9	1.5	-	-	5.2	11.3	2.9	-	-	1.3	14.3	2.8	-	-	-
Bicycles on Road	2	2	0	0	4	0	2	0	-	2	0	5	2	-	7	0	3	0	-	3	16
% Bicycles on Road	1.1	0.1	0.0	-	1.2	0.0	0.2	0.0	-	0.2	0.0	0.9	1.3	-	2.2	0.0	0.4	0.0	-	0.4	4
Cars	167	1326	289	0	1782	141	1098	73	-	1312	265	571	139	-	975	57	714	141	-	912	4981
% Cars	90.8	95.9	98.3	-	285	95.3	96.8	96.1	-	288.2	98.9	98.1	93.3	-	290.3	86.4	96.4	96.6	-	279.4	1142.9
Heavy Trucks	3	54	5	0	62	6	34	3	-	43	3	6	8	-	17	9	24	5	-	38	160
% Heavy Trucks	1.6	3.9	1.7	-	7.2	4.1	3	3.9	-	11	1.1	1	5.4	-	7.5	13.6	3.2	3.4	-	20.2	45.9
Pedestrians	-	-	-	17	-	-	-	-	4	-	-	-	-	6	-	-	-	-	5	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

# LANGAN

W/E Oakland Park Blvd/SR 816 &  
N Andrews Ave/SR 811A  
Thursday, September 11, 2025  
7 AM-9 AM, 4 PM-6 PM

Provided by: National Data &  
Surveying Services (NDS)  
1535 S La Cienega Blvd  
Los Angeles, CA 90035

## Turning Movement Data (4:45 PM)

Start Time	W/E Oakland Park Blvd/SR 816 Eastbound					W/E Oakland Park Blvd/SR 816 Westbound					N Andrews Ave/SR 811A Northbound					N Andrews Ave/SR 811A Southbound					Int Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
4:45 PM	66	278	58	6	402	44	344	21	0	409	56	185	27	0	268	24	133	52	2	209	1288
5:00 PM	61	300	73	0	434	38	345	17	3	400	64	172	21	2	257	28	139	54	0	221	1312
5:15 PM	69	328	61	4	458	53	348	22	1	423	52	175	43	1	270	32	166	42	0	240	1391
5:30 PM	67	315	64	2	446	44	295	23	1	362	66	167	43	0	276	28	160	31	3	219	1303
Hourly Total	263	1221	256	12	1740	179	1332	83	5	1594	238	699	134	3	1071	112	598	179	5	889	5294
Approach %	1.5	7.0	1.5	-	-	1.1	8.4	0.5	-	-	2.2	6.5	1.3	-	-	1.3	6.7	2.0	-	-	-
Total %	5	23.1	4.8	-	-	3.4	25.2	1.6	-	-	4.5	13.2	2.5	-	-	2.1	11.3	3.4	-	-	-
Bicycles on Road	2	0	3	0	5	3	4	2	-	9	1	4	1	-	6	1	6	2	-	9	29
% Bicycles on Road	0.8	0.0	1.2	-	2	1.7	0.3	2.4	-	4.4	0.4	0.6	0.7	-	1.7	0.9	1	1.1	-	3	11.1
Cars	225	1200	249	0	1674	170	1303	78	-	1551	229	680	128	-	1037	110	581	176	-	867	5129
% Cars	85.6	98.3	97.3	-	281.2	95	97.8	94	-	286.8	96.2	97.3	95.5	-	289	98.2	97.2	98.3	-	293.7	1150.7
Heavy Trucks	4	21	4	0	29	2	25	3	-	30	8	15	5	-	28	1	11	1	-	13	100
% Heavy Trucks	1.5	1.7	1.6	-	4.8	1.1	1.9	3.6	-	6.6	3.4	2.1	3.7	-	9.2	0.9	1.8	0.6	-	3.3	23.9
Pedestrians	-	-	-	12	-	-	-	-	5	-	-	-	-	3	-	-	-	-	5	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

# LANGAN

E Oakland Park Blvd/SR 816 &  
NE 6Th Ave  
Thursday, September 11, 2025  
7 AM-9 AM, 4 PM-6 PM

Provided by: National Data &  
Surveying Services (NDS)  
1535 S La Cienega Blvd  
Los Angeles, CA 90035

## Turning Movement Data

Start Time	E Oakland Park Blvd/SR 816 Eastbound					E Oakland Park Blvd/SR 816 Westbound					NE 6Th Ave Northbound					NE 6Th Ave Southbound					Int Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
7:00 AM	7	290	17	0	314	4	165	0	2	169	21	19	6	0	46	6	17	10	1	33	562
7:15 AM	7	298	21	0	326	8	259	6	2	273	28	15	5	2	48	22	20	10	0	52	699
7:30 AM	12	352	21	0	385	9	260	7	0	276	42	27	7	0	76	26	31	12	0	69	806
7:45 AM	13	369	29	1	411	9	311	20	0	340	42	34	8	0	84	26	40	9	1	75	910
Hourly Total	39	1309	88	1	1436	30	995	33	4	1058	133	95	26	2	254	80	108	41	2	229	2977
8:00 AM	15	297	30	1	342	21	245	6	1	272	39	25	14	1	78	21	47	11	1	79	771
8:15 AM	11	323	27	1	361	17	244	8	0	269	35	17	15	2	67	26	53	12	0	91	788
8:30 AM	10	312	34	1	356	13	300	5	0	318	46	19	13	4	78	19	41	21	0	81	833
8:45 AM	11	302	31	0	344	12	230	9	0	251	32	22	12	5	66	20	43	12	1	75	736
Hourly Total	47	1234	122	3	1403	63	1019	28	1	1110	152	83	54	12	289	86	184	56	2	326	3128
4:00 PM	17	280	24	1	321	25	343	18	0	386	30	40	10	2	80	14	19	7	0	40	827
4:15 PM	14	261	32	2	307	18	340	18	0	376	26	33	11	6	70	15	35	10	0	60	813
4:30 PM	19	268	35	1	322	29	322	18	3	369	34	32	8	4	74	29	43	11	1	83	848
4:45 PM	19	259	37	1	315	30	362	16	1	408	26	43	13	0	82	19	49	17	0	85	890
Hourly Total	69	1068	128	5	1265	102	1367	70	4	1539	116	148	42	12	306	77	146	45	1	268	3378
5:00 PM	19	259	40	1	318	29	370	22	1	421	30	48	16	1	94	20	49	9	0	78	911
5:15 PM	27	298	41	4	366	29	353	18	0	400	27	48	16	3	91	27	57	13	1	97	954
5:30 PM	26	318	50	3	394	17	286	8	3	311	29	37	10	8	76	18	52	11	2	81	862
5:45 PM	15	295	31	1	341	17	289	16	1	322	34	36	10	10	80	21	58	15	0	94	837
Hourly Total	87	1170	162	9	1419	92	1298	64	5	1454	120	169	52	22	341	86	216	48	3	350	3564
Grand Total	242	4781	500	18	5523	287	4679	195	14	5161	521	495	174	48	1190	329	654	190	8	1173	13047
Approach %	0.4	8.7	0.9	-	-	0.6	9.1	0.4	-	-	4.4	4.2	1.5	-	-	2.8	5.6	1.6	-	-	-
Total %	1.9	36.6	3.8	-	-	2.2	35.9	1.5	-	-	4	3.8	1.3	-	-	2.5	5	1.5	-	-	-
Bicycles on Road	2	8	2	0	12	2	7	4	-	13	4	1	0	-	5	1	3	1	-	5	35
% Bicycles on Road	0.8	0.2	0.4	-	1.4	0.7	0.1	2.1	-	2.9	0.8	0.2	0.0	-	1	0.3	0.5	0.5	-	1.3	6.6
Cars	175	4638	488	0	5301	225	4564	185	-	4974	507	481	168	-	1156	319	633	178	-	1130	12561
% Cars	72.3	97	97.6	-	266.9	78.4	97.5	94.9	-	270.8	97.3	97.2	96.6	-	291.1	97	96.8	93.7	-	287.5	1116.3
Heavy Trucks	15	135	10	0	160	9	108	6	-	123	10	13	6	-	29	9	18	11	-	38	350
% Heavy Trucks	6.2	2.8	2	-	11	3.1	2.3	3.1	-	8.5	1.9	2.6	3.4	-	7.9	2.7	2.8	5.8	-	11.3	38.7
Pedestrians	-	-	-	18	-	-	-	-	14	-	-	-	-	48	-	-	-	-	8	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

# LANGAN

E Oakland Park Blvd/SR 816 &  
NE 6Th Ave  
Thursday, September 11, 2025  
7 AM-9 AM, 4 PM-6 PM

Provided by: National Data &  
Surveying Services (NDS)  
1535 S La Cienega Blvd  
Los Angeles, CA 90035

## Turning Movement Data (7:45 AM)

Start Time	E Oakland Park Blvd/SR 816 Eastbound					E Oakland Park Blvd/SR 816 Westbound					NE 6Th Ave Northbound					NE 6Th Ave Southbound					Int Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
7:45 AM	13	369	29	1	411	9	311	20	0	340	42	34	8	0	84	26	40	9	1	75	910
8:00 AM	15	297	30	1	342	21	245	6	1	272	39	25	14	1	78	21	47	11	1	79	771
8:15 AM	11	323	27	1	361	17	244	8	0	269	35	17	15	2	67	26	53	12	0	91	788
8:30 AM	10	312	34	1	356	13	300	5	0	318	46	19	13	4	78	19	41	21	0	81	833
Hourly Total	49	1301	120	4	1470	60	1100	39	1	1199	162	95	50	7	307	92	181	53	2	326	3302
Approach %	0.3	8.9	0.8	-	-	0.5	9.2	0.3	-	-	5.3	3.1	1.6	-	-	2.8	5.6	1.6	-	-	-
Total %	1.5	39.4	3.6	-	-	1.8	33.3	1.2	-	-	4.9	2.9	1.5	-	-	2.8	5.5	1.6	-	-	-
Bicycles on Road	1	4	0	0	5	0	1	0	-	1	0	1	0	-	1	0	0	0	-	0	7
% Bicycles on Road	2	0.3	0.0	-	2.3	0.0	0.1	0.0	-	0.1	0.0	1.1	0.0	-	1.1	0.0	0.0	0.0	-	0	3.5
Cars	35	1246	115	0	1396	48	1062	37	-	1147	160	93	48	-	301	88	174	48	-	310	3154
% Cars	71.4	95.8	95.8	-	263	80	96.5	94.9	-	271.4	98.8	97.9	96	-	292.7	95.7	96.1	90.6	-	282.4	1109.5
Heavy Trucks	5	51	5	0	61	4	37	2	-	43	2	1	2	-	5	4	7	5	-	16	125
% Heavy Trucks	10.2	3.9	4.2	-	18.3	6.7	3.4	5.1	-	15.2	1.2	1.1	4	-	6.3	4.3	3.9	9.4	-	17.6	57.4
Pedestrians	-	-	-	4	-	-	-	-	1	-	-	-	-	7	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

# LANGAN

E Oakland Park Blvd/SR 816 &  
NE 6Th Ave  
Thursday, September 11, 2025  
7 AM-9 AM, 4 PM-6 PM

Provided by: National Data &  
Surveying Services (NDS)  
1535 S La Cienega Blvd  
Los Angeles, CA 90035

## Turning Movement Data (4:45 PM)

Start Time	E Oakland Park Blvd/SR 816 Eastbound					E Oakland Park Blvd/SR 816 Westbound					NE 6Th Ave Northbound					NE 6Th Ave Southbound					Int Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
4:45 PM	19	259	37	1	315	30	362	16	1	408	26	43	13	0	82	19	49	17	0	85	890
5:00 PM	19	259	40	1	318	29	370	22	1	421	30	48	16	1	94	20	49	9	0	78	911
5:15 PM	27	298	41	4	366	29	353	18	0	400	27	48	16	3	91	27	57	13	1	97	954
5:30 PM	26	318	50	3	394	17	286	8	3	311	29	37	10	8	76	18	52	11	2	81	862
Hourly Total	91	1134	168	9	1393	105	1371	64	5	1540	112	176	55	12	343	84	207	50	3	341	3617
Approach %	0.7	8.1	1.2	-	-	0.7	8.9	0.4	-	-	3.3	5.1	1.6	-	-	2.5	6.1	1.5	-	-	-
Total %	2.5	31.4	4.6	-	-	2.9	37.9	1.8	-	-	3.1	4.9	1.5	-	-	2.3	5.7	1.4	-	-	-
Bicycles on Road	1	1	1	0	3	1	4	4	-	9	1	0	0	-	1	0	2	1	-	3	16
% Bicycles on Road	1.1	0.1	0.6	-	1.8	1	0.3	6.2	-	7.5	0.9	0.0	0.0	-	0.9	0.0	1	2	-	3	13.2
Cars	69	1112	166	0	1347	89	1336	59	-	1484	110	171	53	-	334	84	203	47	-	334	3499
% Cars	75.8	98.1	98.8	-	272.7	84.8	97.4	92.2	-	274.4	98.2	97.2	96.4	-	291.8	100	98.1	94	-	292.1	1131
Heavy Trucks	3	21	1	0	25	1	31	1	-	33	1	5	2	-	8	0	2	2	-	4	70
% Heavy Trucks	3.3	1.9	0.6	-	5.8	1	2.3	1.6	-	4.9	0.9	2.8	3.6	-	7.3	0.0	1	4	-	5	23
Pedestrians	-	-	-	9	-	-	-	-	5	-	-	-	-	12	-	-	-	-	3	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

# LANGAN

Powerline Rd/NW 9Th Ave/SR  
845 & NW 29Th St  
Thursday, September 11, 2025  
7 AM-9 AM, 4 PM-6 PM

Provided by: National Data &  
Surveying Services (NDS)  
1535 S La Cienega Blvd  
Los Angeles, CA 90035

## Turning Movement Data

Start Time	NW 29Th St Eastbound					NW 29Th St Westbound					Powerline Rd/NW 9Th Ave/SR 845 Northbound					Powerline Rd/NW 9Th Ave/SR 845 Southbound					Int Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
7:00 AM	8	1	1	0	10	2	0	7	0	9	0	174	11	0	185	9	180	3	0	192	396
7:15 AM	7	1	4	0	12	5	0	12	0	17	0	203	8	0	211	12	284	1	0	297	537
7:30 AM	13	1	0	1	14	10	1	22	0	33	3	261	17	2	281	25	210	3	0	238	566
7:45 AM	8	1	4	1	13	21	0	29	1	50	0	224	31	0	255	29	208	6	0	243	561
Hourly Total	36	4	9	2	49	38	1	70	1	109	3	862	67	2	932	75	882	13	0	970	2060
8:00 AM	2	1	0	1	3	30	3	48	1	81	2	170	41	0	213	25	232	4	0	261	558
8:15 AM	11	4	2	3	17	15	4	43	1	62	3	182	10	0	195	19	217	5	0	241	515
8:30 AM	3	3	1	1	7	14	0	10	0	24	2	211	7	0	220	15	206	4	0	225	476
8:45 AM	6	0	2	1	8	7	2	19	4	28	2	164	7	0	173	16	190	4	1	210	419
Hourly Total	22	8	5	6	35	66	9	120	6	195	9	727	65	0	801	75	845	17	1	937	1968
4:00 PM	5	2	1	1	8	13	3	19	0	35	4	208	13	0	225	10	169	7	0	186	454
4:15 PM	6	1	0	3	7	29	4	20	1	53	1	231	5	0	237	14	199	7	0	220	517
4:30 PM	6	1	0	1	7	14	2	23	0	39	1	230	13	0	243	13	210	5	0	228	518
4:45 PM	2	4	1	1	7	20	3	20	0	43	1	225	17	0	243	11	223	4	0	238	531
Hourly Total	19	8	2	6	29	76	12	82	1	170	7	894	48	0	949	48	801	23	0	872	2020
5:00 PM	5	3	0	0	8	28	3	39	0	70	2	206	13	0	221	13	207	6	0	226	525
5:15 PM	6	3	1	3	10	27	3	24	0	54	4	260	11	0	275	18	245	5	0	268	607
5:30 PM	5	0	0	0	5	25	5	39	0	69	7	214	13	0	234	22	272	5	0	299	607
5:45 PM	2	2	3	2	7	31	4	27	1	62	4	174	12	2	190	11	255	7	1	273	532
Hourly Total	18	8	4	5	30	111	15	129	1	255	17	854	49	2	920	64	979	23	1	1066	2271
Grand Total	95	28	20	19	143	291	37	401	9	729	36	3337	229	4	3602	262	3507	76	2	3845	8319
Approach %	6.6	2.0	1.4	-	-	4.0	0.5	5.5	-	-	0.1	9.3	0.6	-	-	0.7	9.1	0.2	-	-	-
Total %	1.1	0.3	0.2	-	-	3.5	0.4	4.8	-	-	0.4	40.1	2.8	-	-	3.1	42.2	0.9	-	-	-
Bicycles on Road	0	0	1	0	1	2	0	4	-	6	1	11	1	-	13	0	4	1	-	5	25
% Bicycles on Road	0.0	0.0	5	-	5	0.7	0.0	1	-	1.7	2.8	0.3	0.4	-	3.5	0.0	0.1	1.3	-	1.4	11.6
Cars	93	28	18	0	139	284	35	387	-	706	19	3182	221	-	3422	255	3345	72	-	3672	7939
% Cars	97.9	100	90	-	287.9	97.6	94.6	96.5	-	288.7	52.8	95.4	96.5	-	244.7	97.3	95.4	94.7	-	287.4	1108.7
Heavy Trucks	2	0	1	0	3	5	2	10	-	17	1	144	7	-	152	2	158	3	-	163	335
% Heavy Trucks	2.1	0.0	5	-	7.1	1.7	5.4	2.5	-	9.6	2.8	4.3	3.1	-	10.2	0.8	4.5	3.9	-	9.2	36.1
Pedestrians	-	-	-	19	-	-	-	-	9	-	-	-	-	4	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

# LANGAN

Powerline Rd/NW 9Th Ave/SR  
845 & NW 29Th St  
Thursday, September 11, 2025  
7 AM-9 AM, 4 PM-6 PM

Provided by: National Data &  
Surveying Services (NDS)  
1535 S La Cienega Blvd  
Los Angeles, CA 90035

## Turning Movement Data (7:15 AM)

Start Time	NW 29Th St Eastbound					NW 29Th St Westbound					Powerline Rd/NW 9Th Ave/SR 845 Northbound					Powerline Rd/NW 9Th Ave/SR 845 Southbound					Int Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
7:15 AM	7	1	4	0	12	5	0	12	0	17	0	203	8	0	211	12	284	1	0	297	537
7:30 AM	13	1	0	1	14	10	1	22	0	33	3	261	17	2	281	25	210	3	0	238	566
7:45 AM	8	1	4	1	13	21	0	29	1	50	0	224	31	0	255	29	208	6	0	243	561
8:00 AM	2	1	0	1	3	30	3	48	1	81	2	170	41	0	213	25	232	4	0	261	558
Hourly Total	30	4	8	3	42	66	4	111	2	181	5	858	97	2	960	91	934	14	0	1039	2222
Approach %	7.1	1.0	1.9	-	-	3.6	0.2	6.1	-	-	0.1	8.9	1.0	-	-	0.9	9.0	0.1	-	-	-
Total %	1.4	0.2	0.4	-	-	3	0.2	5	-	-	0.2	38.6	4.4	-	-	4.1	42	0.6	-	-	-
Bicycles on Road	0	0	0	0	0	1	0	2	-	3	0	3	1	-	4	0	1	0	-	1	8
% Bicycles on Road	0.0	0.0	0.0	-	0	1.5	0.0	1.8	-	3.3	0.0	0.3	1	-	1.3	0.0	0.1	0.0	-	0.1	4.7
Cars	30	4	8	0	42	64	4	109	-	177	2	825	95	-	922	88	869	14	-	971	2112
% Cars	100	100	100	-	300	97	100	98.2	-	295.2	40	96.2	97.9	-	234.1	96.7	93	100	-	289.7	1119
Heavy Trucks	0	0	0	0	0	1	0	0	-	1	1	30	1	-	32	0	64	0	-	64	97
% Heavy Trucks	0.0	0.0	0.0	-	0	1.5	0.0	0.0	-	1.5	20	3.5	1	-	24.5	0.0	6.9	0.0	-	6.9	32.9
Pedestrians	-	-	-	3	-	-	-	-	2	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-



# LANGAN

N Andrews Ave/SR 811A & NW  
29Th St  
Thursday, September 11, 2025  
7 AM-9 AM, 4 PM-6 PM

Provided by: National Data &  
Surveying Services (NDS)  
1535 S La Cienega Blvd  
Los Angeles, CA 90035

## Turning Movement Data

Start Time	NW 29Th St Eastbound					NW 29Th St Westbound					N Andrews Ave/SR 811A Northbound					N Andrews Ave/SR 811A Southbound					Int Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
7:00 AM	10	0	9	0	19	0	0	0	0	0	4	145	0	0	149	0	218	6	0	224	392
7:15 AM	20	0	4	0	24	0	0	0	0	0	7	247	0	1	254	0	301	17	0	318	596
7:30 AM	22	0	15	1	37	0	0	0	0	0	14	250	0	0	264	0	301	21	0	322	623
7:45 AM	25	0	12	0	37	0	0	0	0	0	24	223	0	1	247	0	280	30	0	310	594
Hourly Total	77	0	40	1	117	0	0	0	0	0	49	865	0	2	914	0	1100	74	0	1174	2205
8:00 AM	36	0	22	4	58	0	0	0	0	0	16	187	0	1	203	0	261	39	0	300	561
8:15 AM	17	0	20	1	37	0	0	0	0	0	14	211	0	0	225	0	316	21	0	337	599
8:30 AM	16	0	14	1	30	0	0	0	0	0	11	200	0	0	211	0	270	11	0	281	522
8:45 AM	12	0	16	2	28	0	0	0	0	0	9	179	0	1	188	0	307	17	0	324	540
Hourly Total	81	0	72	8	153	0	0	0	0	0	50	777	0	2	827	0	1154	88	0	1242	2222
4:00 PM	13	0	7	1	20	0	0	0	0	0	9	234	0	0	243	0	215	24	0	239	502
4:15 PM	19	0	11	1	30	0	0	0	0	0	16	263	0	0	279	0	204	32	0	236	545
4:30 PM	18	0	7	0	25	0	0	0	0	0	18	248	0	0	266	0	235	23	0	258	549
4:45 PM	16	0	18	2	34	0	0	0	0	0	23	251	0	2	274	0	214	34	0	248	556
Hourly Total	66	0	43	4	109	0	0	0	0	0	66	996	0	2	1062	0	868	113	0	981	2152
5:00 PM	20	0	14	2	34	0	0	0	0	0	30	260	0	0	290	0	229	31	0	260	584
5:15 PM	21	0	17	3	38	0	0	0	0	0	28	239	0	1	267	0	250	37	0	287	592
5:30 PM	22	0	19	2	41	0	0	0	0	0	29	241	0	1	270	0	251	37	0	288	599
5:45 PM	18	0	10	2	28	0	0	0	0	0	25	238	0	1	263	0	257	20	0	277	568
Hourly Total	81	0	60	9	141	0	0	0	0	0	112	978	0	3	1090	0	987	125	0	1112	2343
Grand Total	305	0	215	22	520	0	0	0	0	0	277	3616	0	9	3893	0	4109	400	0	4509	8922
Approach %	5.9	0.0	4.1	-	-	0	0	0	-	-	0.7	9.3	0.0	-	-	0.0	9.1	0.9	-	-	-
Total %	3.4	0	2.4	-	-	0	0	0	-	-	3.1	40.5	0	-	-	0	46.1	4.5	-	-	-
Bicycles on Road	1	0	1	0	2	0	0	0	-	0	1	10	0	-	11	0	19	2	-	21	34
% Bicycles on Road	0.3	0.0	0.5	-	0.8	0.0	0.0	0.0	-	0	0.4	0.3	0.0	-	0.7	0.0	0.5	0.5	-	1	2.5
Cars	301	0	205	0	506	0	0	0	-	0	264	3522	0	-	3786	0	3986	394	-	4380	8672
% Cars	98.7	0.0	95.3	-	194	0.0	0.0	0.0	-	0	95.3	97.4	0.0	-	192.7	0.0	97	98.5	-	195.5	582.2
Heavy Trucks	3	0	9	0	12	0	0	0	-	0	11	84	0	-	95	0	104	4	-	108	215
% Heavy Trucks	1	0.0	4.2	-	5.2	0.0	0.0	0.0	-	0	4	2.3	0.0	-	6.3	0.0	2.5	1	-	3.5	15
Pedestrians	-	-	-	22	-	-	-	-	0	-	-	-	-	9	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

# LANGAN

N Andrews Ave/SR 811A & NW  
29Th St  
Thursday, September 11, 2025  
7 AM-9 AM, 4 PM-6 PM

Provided by: National Data &  
Surveying Services (NDS)  
1535 S La Cienega Blvd  
Los Angeles, CA 90035

## Turning Movement Data (7:30 AM)

Start Time	NW 29Th St Eastbound					NW 29Th St Westbound					N Andrews Ave/SR 811A Northbound					N Andrews Ave/SR 811A Southbound					Int Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
7:30 AM	22	0	15	1	37	0	0	0	0	0	14	250	0	0	264	0	301	21	0	322	623
7:45 AM	25	0	12	0	37	0	0	0	0	0	24	223	0	1	247	0	280	30	0	310	594
8:00 AM	36	0	22	4	58	0	0	0	0	0	16	187	0	1	203	0	261	39	0	300	561
8:15 AM	17	0	20	1	37	0	0	0	0	0	14	211	0	0	225	0	316	21	0	337	599
Hourly Total	100	0	69	6	169	0	0	0	0	0	68	871	0	2	939	0	1158	111	0	1269	2377
Approach %	5.9	0.0	4.1	-	-	0	0	0	-	-	0.7	9.3	0.0	-	-	0.0	9.1	0.9	-	-	-
Total %	4.2	0	2.9	-	-	0	0	0	-	-	2.9	36.6	0	-	-	0	48.7	4.7	-	-	-
Bicycles on Road	1	0	0	0	1	0	0	0	-	0	0	3	0	-	3	0	6	0	-	6	10
% Bicycles on Road	1	0.0	0.0	-	1	0.0	0.0	0.0	-	0	0.0	0.3	0.0	-	0.3	0.0	0.5	0.0	-	0.5	1.8
Cars	98	0	67	0	165	0	0	0	-	0	64	848	0	-	912	0	1115	110	-	1225	2302
% Cars	98	0.0	97.1	-	195.1	0.0	0.0	0.0	-	0	94.1	97.4	0.0	-	191.5	0.0	96.3	99.1	-	195.4	582
Heavy Trucks	1	0	2	0	3	0	0	0	-	0	4	20	0	-	24	0	37	1	-	38	65
% Heavy Trucks	1	0.0	2.9	-	3.9	0.0	0.0	0.0	-	0	5.9	2.3	0.0	-	8.2	0.0	3.2	0.9	-	4.1	16.2
Pedestrians	-	-	-	6	-	-	-	-	0	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-



N Andrews Ave/SR 811A & NW  
29Th St  
Thursday, September 11, 2025  
7 AM-9 AM, 4 PM-6 PM

Provided by: National Data &  
Surveying Services (NDS)  
1535 S La Cienega Blvd  
Los Angeles, CA 90035

### Turning Movement Data (5:00 PM)

Start Time	NW 29Th St Eastbound					NW 29Th St Westbound					N Andrews Ave/SR 811A Northbound					N Andrews Ave/SR 811A Southbound					Int Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
5:00 PM	20	0	14	2	34	0	0	0	0	0	30	260	0	0	290	0	229	31	0	260	584
5:15 PM	21	0	17	3	38	0	0	0	0	0	28	239	0	1	267	0	250	37	0	287	592
5:30 PM	22	0	19	2	41	0	0	0	0	0	29	241	0	1	270	0	251	37	0	288	599
5:45 PM	18	0	10	2	28	0	0	0	0	0	25	238	0	1	263	0	257	20	0	277	568
Hourly Total	81	0	60	9	141	0	0	0	0	0	112	978	0	3	1090	0	987	125	0	1112	2343
Approach %	5.7	0.0	4.3	-	-	0	0	0	-	-	1.0	9.0	0.0	-	-	0.0	8.9	1.1	-	-	-
Total %	3.5	0	2.6	-	-	0	0	0	-	-	4.8	41.7	0	-	-	0	42.1	5.3	-	-	-
Bicycles on Road	0	0	0	0	0	0	0	0	-	0	0	3	0	-	3	0	9	2	-	11	14
% Bicycles on Road	0.0	0.0	0.0	-	0	0.0	0.0	0.0	-	0	0.0	0.3	0.0	-	0.3	0.0	0.9	1.6	-	2.5	2.8
Cars	63	0	46	0	109	0	0	0	-	0	83	719	0	-	802	0	705	102	-	807	1718
% Cars	77.8	0.0	76.7	-	154.5	0.0	0.0	0.0	-	0	74.1	73.5	0.0	-	147.6	0.0	71.4	81.6	-	153	455.1
Heavy Trucks	0	0	4	0	4	0	0	0	-	0	3	18	0	-	21	0	16	1	-	17	42
% Heavy Trucks	0.0	0.0	6.7	-	6.7	0.0	0.0	0.0	-	0	2.7	1.8	0.0	-	4.5	0.0	1.6	0.8	-	2.4	13.6
Pedestrians	-	-	-	7	-	-	-	-	0	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

# Nationwide Traffic Data, LLC

## Intersection Turning Movement Count

**Location:** N Andrews Ave/SR 811A & NE 26th St/Audio Duplicating Service Dwy/Friendly Restaurant Dwy  
**City:** Wilton Manors  
**Control:** Signalized

**Project ID:** 25-570096-006  
**Date:** 9/11/2025

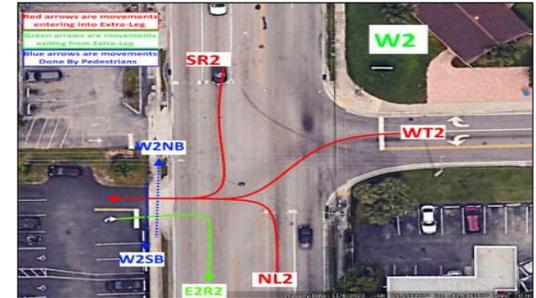
### Data - Total

NS/EW Streets	N Andrews Ave/SR 811A					N Andrews Ave/SR 811A					NE 26th St/Audio Duplicating Service Dwy/Friendly Restaurant Dwy				NE 26th St/Audio Duplicating Service Dwy/Friendly Restaurant Dwy				E2R2	TOTAL			
	NORTHBOUND					SOUTHBOUND					EASTBOUND				WESTBOUND								
AM	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	WL	WT	WR	WU	WT2	E2R2	TOTAL		
7:00 AM	0	136	17	0	0	14	206	0	0	0	0	0	0	0	11	0	9	0	0	0	0	393	
7:15 AM	0	237	10	0	0	14	292	0	0	0	0	0	0	0	9	0	11	0	0	0	0	573	
7:30 AM	0	263	20	0	0	19	297	1	0	0	0	0	0	0	24	0	20	0	0	0	0	644	
7:45 AM	0	222	25	0	0	24	264	0	0	0	0	0	0	0	26	0	17	0	0	0	0	578	
8:00 AM	0	198	29	0	0	39	240	0	0	0	0	0	0	0	19	0	32	0	0	0	0	557	
8:15 AM	0	173	29	0	0	42	295	0	0	1	0	0	0	0	28	0	40	0	1	0	0	609	
8:30 AM	0	198	31	0	0	31	253	0	0	0	0	0	0	0	31	0	40	0	0	0	0	584	
8:45 AM	0	144	39	0	0	40	249	0	1	0	0	0	0	1	0	0	32	0	0	0	0	533	
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	WL	WT	WR	WU	WT2	E2R2	TOTAL		
<b>APPROACH %s:</b>	0	1571	200	0	0	223	2096	1	1	1	0	0	1	0	175	0	201	0	1	0	0	4471	
	0.00%	88.71%	11.29%	0.00%	0.00%	9.60%	90.27%	0.04%	0.04%	0.04%	0.00%	0.00%	100.00%	0.00%	46.42%	0.00%	53.32%	0.00%	0.27%				
<b>PEAK HR:</b>	07:30 AM - 08:30 AM																						
<b>PEAK HR VOL:</b>	0	856	103	0	0	124	1096	1	0	1	0	0	0	0	97	0	109	0	1	0	0	2388	
<b>PEAK HR FACTOR:</b>	0.000	0.814	0.888	0.000	0.000	0.738	0.923	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.866	0.000	0.681	0.000	0.250	0.000	0.000	0.927	
			0.847					0.904									0.750						
PM	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	WL	WT	WR	WU	WT2	E2R2	TOTAL		
4:00 PM	0	222	16	0	0	27	197	0	0	3	0	0	0	0	42	0	36	0	0	0	0	543	
4:15 PM	0	216	21	0	0	22	183	0	0	1	0	0	0	0	44	0	49	0	0	0	0	536	
4:30 PM	0	233	29	0	0	23	214	0	0	1	0	0	0	0	36	0	48	0	0	0	0	584	
4:45 PM	0	209	26	0	0	30	212	0	0	3	0	0	0	0	52	0	47	0	2	0	0	581	
5:00 PM	0	236	17	0	0	27	227	0	0	0	0	0	1	0	58	0	49	0	0	0	1	616	
5:15 PM	0	212	28	0	0	28	232	0	0	0	0	0	0	0	56	0	36	0	0	0	0	592	
5:30 PM	0	232	32	0	1	25	235	1	0	0	0	0	0	0	54	0	49	0	1	0	0	630	
5:45 PM	0	215	38	0	0	39	246	0	0	0	0	0	2	0	41	0	44	0	0	0	0	625	
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	WL	WT	WR	WU	WT2	E2R2	TOTAL		
<b>APPROACH %s:</b>	0	1775	207	0	1	221	1746	1	0	8	0	0	3	0	383	0	358	0	3	1	0	4707	
	0.00%	89.51%	10.44%	0.00%	0.05%	11.18%	88.36%	0.05%	0.00%	0.40%	0.00%	0.00%	100.00%	0.00%	51.48%	0.00%	48.12%	0.00%	0.40%			100.00%	
<b>PEAK HR:</b>	05:00 PM - 06:00 PM																						
<b>PEAK HR VOL:</b>	0	895	115	0	1	119	940	1	0	0	0	0	3	0	209	0	178	0	1	1	0	2463	
<b>PEAK HR FACTOR:</b>	0.000	0.948	0.757	0.000	0.250	0.763	0.955	0.250	0.000	0.000	0.000	0.000	0.375	0.000	0.901	0.000	0.908	0.000	0.250	0.250	0.000	0.977	
			0.954					0.930					0.375				0.907						

**Explanation for extra leg movements**

**Movements entering the extra leg**  
NL2 Movements coming from NB on N Andrews Ave/SR 811A entering into the Extra Leg (Friendly Restaurant Dwy)  
WT2 Movements coming from WB on NE 26th St entering into the Extra Leg (Friendly Restaurant Dwy)  
SR2 Movements coming from SB on N Andrews Ave/SR 811A entering into the Extra Leg (Friendly Restaurant Dwy)

**Movements exiting the extra leg**  
E2R2 Movements exiting from Extra Leg (Friendly Restaurant Dwy) entering into N Andrews Ave/SR 811A SB.



# Nationwide Traffic Data, LLC

## Intersection Turning Movement Count

**Location:** N Andrews Ave/SR 811A & NE 26th St/Audio Duplicating Service Dwy/Friendly Restaurant Dwy  
**City:** Wilton Manors  
**Control:** Signalized

**Project ID:** 25-570096-006  
**Date:** 9/11/2025

### Data - HT

NS/EW Streets:	N Andrews Ave/SR 811A					N Andrews Ave/SR 811A					NE 26th St/Audio Duplicating Service Dwy/Friendly Restaurant Dwy				NE 26th St/Audio Duplicating Service Dwy/Friendly Restaurant Dwy					EASTBOUND2	TOTAL
	NORTHBOUND					SOUTHBOUND					EASTBOUND				WESTBOUND						
AM	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	WL	WT	WR	WU	WT2	E2R2	TOTAL
7:00 AM	0	2	0	0	0	0	7	0	0	0	0	0	0	0	0	0	1	0	0	0	10
7:15 AM	0	5	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10
7:30 AM	0	4	2	0	0	3	6	1	0	0	0	0	0	0	2	0	0	0	0	0	18
7:45 AM	0	6	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	14
8:00 AM	0	2	0	0	0	2	10	0	0	0	0	0	0	0	0	0	2	0	0	0	16
8:15 AM	0	3	6	0	0	2	7	0	0	0	0	0	0	0	0	0	6	0	0	0	24
8:30 AM	0	7	0	0	0	1	13	0	0	0	0	0	0	0	3	0	0	0	0	0	24
8:45 AM	0	3	1	0	0	6	8	0	0	0	0	0	0	0	1	0	2	0	0	0	21
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	WL	WT	WR	WU	WT2	E2R2	TOTAL
<b>APPROACH %'s :</b>	0	32	9	0	0	15	63	1	0	0	0	0	0	0	6	0	11	0	0	0	137
	0.00%	78.05%	21.95%	0.00%	0.00%	18.99%	79.75%	1.27%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	35.29%	0.00%	64.71%	0.00%	0.00%	0	
<b>PEAK HR :</b>	<b>07:30 AM - 08:30 AM</b>																				TOTAL
<b>PEAK HR VOL :</b>	0	15	8	0	0	7	31	1	0	0	0	0	0	0	2	0	8	0	0	0	72
<b>PEAK HR FACTOR :</b>	0.000	0.625	0.333	0.000	0.000	0.583	0.775	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.333	0.000	0.000	0.000	0.750
			0.639					0.813									0.417				
PM	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	WL	WT	WR	WU	WT2	E2R2	TOTAL
4:00 PM	0	11	0	0	0	2	3	0	0	0	0	0	0	0	4	0	0	0	0	0	20
4:15 PM	0	4	0	0	0	0	4	0	0	0	0	0	0	0	2	0	1	0	0	0	11
4:30 PM	0	4	1	0	0	0	4	0	0	0	0	0	0	0	2	0	1	0	0	0	12
4:45 PM	0	9	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0	0	0	13
5:00 PM	0	8	0	0	0	0	9	0	0	0	0	0	0	0	1	0	3	0	0	0	21
5:15 PM	0	2	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	9
5:30 PM	0	6	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
5:45 PM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	WL	WT	WR	WU	WT2	E2R2	TOTAL
<b>APPROACH %'s :</b>	0	46	1	0	0	3	30	0	0	0	0	0	0	0	11	0	6	0	0	0	97
	0.00%	97.87%	2.13%	0.00%	0.00%	9.09%	90.91%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	64.71%	0.00%	35.29%	0.00%	0.00%	0	
<b>PEAK HR :</b>	<b>05:00 PM - 06:00 PM</b>																				TOTAL
<b>PEAK HR VOL :</b>	0	18	0	0	0	1	18	0	0	0	0	0	0	0	1	0	3	0	0	0	41
<b>PEAK HR FACTOR :</b>	0.000	0.563	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.488
			0.563					0.528									0.250				



# Nationwide Traffic Data, LLC

## Intersection Turning Movement Count

Location: N Andrews Ave/SR 811A & NE 26th St/Audio Duplicating Service Dwy/Friendly Restaurant Dwy Project ID: 25-570096-006

City: Wilton Manors

Date: 9/11/2025

### Data - Pedestrians (Crosswalks)

NS/EW Streets:	N Andrews Ave/SR 811A		N Andrews Ave/SR 811A		NE 26th St/Audio Duplicating Service		NE 26th St/Audio Duplicating Service				
<b>AM</b>	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		WEST LEG 2		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	2	0	0	0	0	0	2
7:15 AM	0	0	0	0	1	1	0	1	0	1	4
7:30 AM	0	0	0	0	0	0	1	2	2	2	7
7:45 AM	2	1	0	0	1	2	0	0	0	0	6
8:00 AM	0	1	0	1	1	0	1	1	2	1	8
8:15 AM	0	0	0	1	0	0	1	0	1	0	3
8:30 AM	0	0	1	0	1	0	1	1	1	2	7
8:45 AM	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB 2	WB 2	EB 1	WB 2	NB 6	SB 3	NB 4	SB 5	NB 6	SB 6	TOTAL 37
<b>APPROACH %'s :</b>	50.00%	50.00%	33.33%	66.67%	66.67%	33.33%	44.44%	55.56%	50.00%	50.00%	
<b>PEAK HR :</b>	<b>07:30 AM - 08:30 AM</b>										TOTAL
<b>PEAK HR VOL :</b>	2	2	0	2	2	2	3	3	5	3	24
<b>PEAK HR FACTOR :</b>	0.250	0.500		0.500	0.500	0.250	0.750	0.375	0.625	0.375	0.750
	0.333		0.500		0.333		0.500		0.500		
<b>PM</b>	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		WEST LEG 2		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	4	0	1	0	0	0	3	1	9
5:00 PM	0	1	0	0	1	0	0	1	0	2	5
5:15 PM	0	0	0	0	0	0	0	1	0	1	2
5:30 PM	0	0	0	0	0	1	1	1	2	1	6
5:45 PM	0	0	2	0	0	2	0	0	0	0	4
<b>TOTAL VOLUMES :</b>	EB 0	WB 1	EB 6	WB 0	NB 2	SB 5	NB 1	SB 3	NB 5	SB 5	TOTAL 28
<b>APPROACH %'s :</b>	0.00%	100.00%	100.00%	0.00%	28.57%	71.43%	25.00%	75.00%	50.00%	50.00%	
<b>PEAK HR :</b>	<b>05:00 PM - 06:00 PM</b>										TOTAL
<b>PEAK HR VOL :</b>	0	1	2	0	1	3	1	3	2	4	17
<b>PEAK HR FACTOR :</b>	0.250	0.250	0.250	0.250	0.250	0.375	0.250	0.750	0.250	0.500	0.708
	0.250		0.250		0.500		0.500		0.500		

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8601 CEN.-W OF US1 TO SR7

WEEK	DATES	SF	MOCF: 0.99 PSCF
1	01/01/2024 - 01/06/2024	0.99	1.00
2	01/07/2024 - 01/13/2024	1.01	1.02
3	01/14/2024 - 01/20/2024	1.04	1.05
4	01/21/2024 - 01/27/2024	1.03	1.04
5	01/28/2024 - 02/03/2024	1.02	1.03
6	02/04/2024 - 02/10/2024	1.01	1.02
7	02/11/2024 - 02/17/2024	1.00	1.01
8	02/18/2024 - 02/24/2024	1.00	1.01
9	02/25/2024 - 03/02/2024	1.00	1.01
10	03/03/2024 - 03/09/2024	0.99	1.00
11	03/10/2024 - 03/16/2024	0.99	1.00
12	03/17/2024 - 03/23/2024	0.99	1.00
13	03/24/2024 - 03/30/2024	0.99	1.00
14	03/31/2024 - 04/06/2024	0.99	1.00
15	04/07/2024 - 04/13/2024	0.99	1.00
16	04/14/2024 - 04/20/2024	0.99	1.00
17	04/21/2024 - 04/27/2024	0.99	1.00
18	04/28/2024 - 05/04/2024	1.00	1.01
19	05/05/2024 - 05/11/2024	1.00	1.01
20	05/12/2024 - 05/18/2024	1.00	1.01
21	05/19/2024 - 05/25/2024	1.01	1.02
22	05/26/2024 - 06/01/2024	1.02	1.03
23	06/02/2024 - 06/08/2024	1.03	1.04
24	06/09/2024 - 06/15/2024	1.04	1.05
25	06/16/2024 - 06/22/2024	1.04	1.05
26	06/23/2024 - 06/29/2024	1.04	1.05
27	06/30/2024 - 07/06/2024	1.04	1.05
28	07/07/2024 - 07/13/2024	1.04	1.05
29	07/14/2024 - 07/20/2024	1.04	1.05
30	07/21/2024 - 07/27/2024	1.02	1.03
31	07/28/2024 - 08/03/2024	1.01	1.02
32	08/04/2024 - 08/10/2024	1.00	1.01
33	08/11/2024 - 08/17/2024	0.99	1.00
34	08/18/2024 - 08/24/2024	0.99	1.00
35	08/25/2024 - 08/31/2024	0.99	1.00
36	09/01/2024 - 09/07/2024	1.00	1.01
37	09/08/2024 - 09/14/2024	1.00	1.01
38	09/15/2024 - 09/21/2024	1.00	1.01
*39	09/22/2024 - 09/28/2024	1.00	1.01
*40	09/29/2024 - 10/05/2024	1.00	1.01
*41	10/06/2024 - 10/12/2024	1.00	1.01
*42	10/13/2024 - 10/19/2024	1.00	1.01
*43	10/20/2024 - 10/26/2024	1.00	1.01
*44	10/27/2024 - 11/02/2024	0.99	1.00
*45	11/03/2024 - 11/09/2024	0.99	1.00
*46	11/10/2024 - 11/16/2024	0.99	1.00
*47	11/17/2024 - 11/23/2024	0.99	1.00
*48	11/24/2024 - 11/30/2024	0.99	1.00
*49	12/01/2024 - 12/07/2024	0.99	1.00
*50	12/08/2024 - 12/14/2024	0.99	1.00
*51	12/15/2024 - 12/21/2024	0.99	1.00
52	12/22/2024 - 12/28/2024	1.01	1.02
53	12/29/2024 - 12/31/2024	1.04	1.05

\* PEAK SEASON

04-MAR-2025 16:32:53

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**GROWTH RATE CALCULATION  
WILTON MANORS - THE AVE**

**Table 3a - FDOT Historical Volume Growth**

<b>Roadway</b>	<b>FDOT Site</b>	<b>10 Year Linear Trend</b>	<b>10 Year Exponential Trend</b>	<b>10 Year Decaying Trend</b>
ANDREWS AVE, N OF OAKLAND PARK BLVD	867446	-3.74%	-4.41%	-4.29%
SR 816/OAKLAND PARK BLVD - E OF ANDREWS AVE	860022	-0.24%	-0.25%	0.08%
ANDREWS AVE, S OF OAKLAND PARK BLVD	867448	1.90%	1.38%	1.40%
SR 816/OAKLAND PARK BLVD - W OF ANDREWS AVE	865139	-0.02%	-0.02%	0.14%
<b>Average Annual Growth Rate</b>		<b>-0.53%</b>	<b>-0.83%</b>	<b>-0.67%</b>

Used 0.5% Growth Rate



FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7446 - ANDREWS AVE, N OF OAKLAND PARK BLVD

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	23500	F	N 12000		S 11500	9.00	55.00	8.20
2023	23500	C	N 12000		S 11500	9.00	57.90	3.00
2022	18800	S	N 9100		S 9700	9.00	57.00	5.40
2021	19000	F	N 9200		S 9800	9.00	53.80	14.30
2020	19200	C	N 9300		S 9900	9.00	53.90	8.80
2019	29000	R	N 13500		S 15500	9.00	54.60	5.50
2018	29000	T	N 13500		S 15500	9.00	54.50	6.00
2017	29000	S	N 13500		S 15500	9.00	51.90	6.20
2016	29000	F	N 13500		S 15500	9.00	54.10	2.90
2015	29000	C	N 13500		S 15500	9.00	54.00	3.40
2014	21500	T	N 11000		S 10500	9.00	54.20	7.40
2013	21500	S	N 11000		S 10500	9.00	53.60	7.60
2012	21500	F	N 11000		S 10500	9.00	52.20	5.90
2011	21500	C	N 11000		S 10500	9.00	52.50	6.30
2010	21500	F	N 11000		S 10500	8.35	52.69	9.30
2009	21500	C	N 11000		S 10500	8.53	53.89	5.30

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

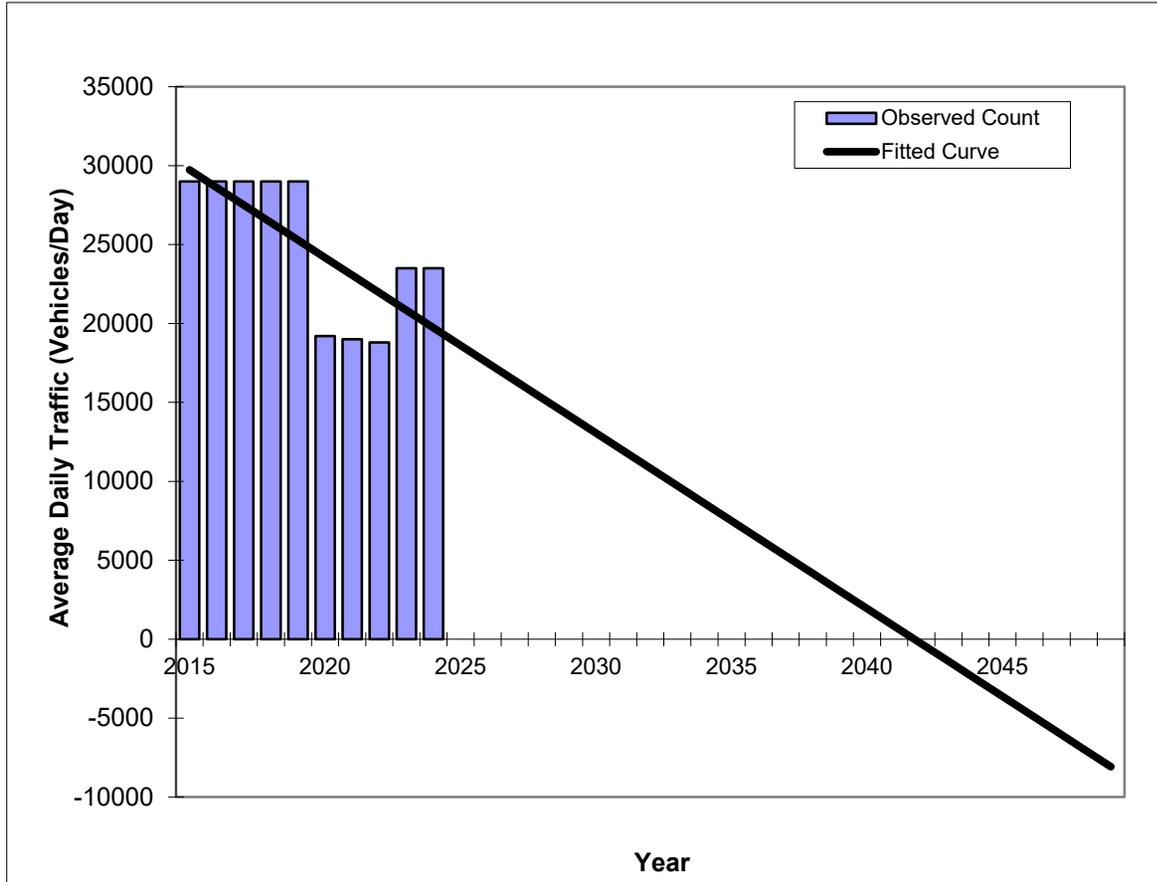
\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

## Traffic Trends - V2023

-- ANDREWS AVE, N OF OAKLAND PARK BLVD

FM #	1234
Location	1

County:	Broward (86)
Station #:	867446
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2015	29,000	29,730
2016	29,000	28,620
2017	29,000	27,510
2018	29,000	26,400
2019	29,000	25,290
2020	19,200	24,170
2021	19,000	23,060
2022	18,800	21,950
2023	23,500	20,840
2024	23,500	19,730
<b>2028 Opening Year Trend</b>		
2028	N/A	15,280
<b>2039 Interim Year Trend</b>		
2039	N/A	3,040
<b>2049 Design Year Trend</b>		
2049	N/A	-8,080
<b>FSUTMS Forecasts/Trends</b>		

Annual Trend Decrease:	1,112
Trend R-squared:	65.07%
Trend Annual Historic Growth Rate:	-3.74%
Trend Growth Rate (2024 to Design Year)	-5.64%
Printed:	9/8/2025

**Linear Growth Option**

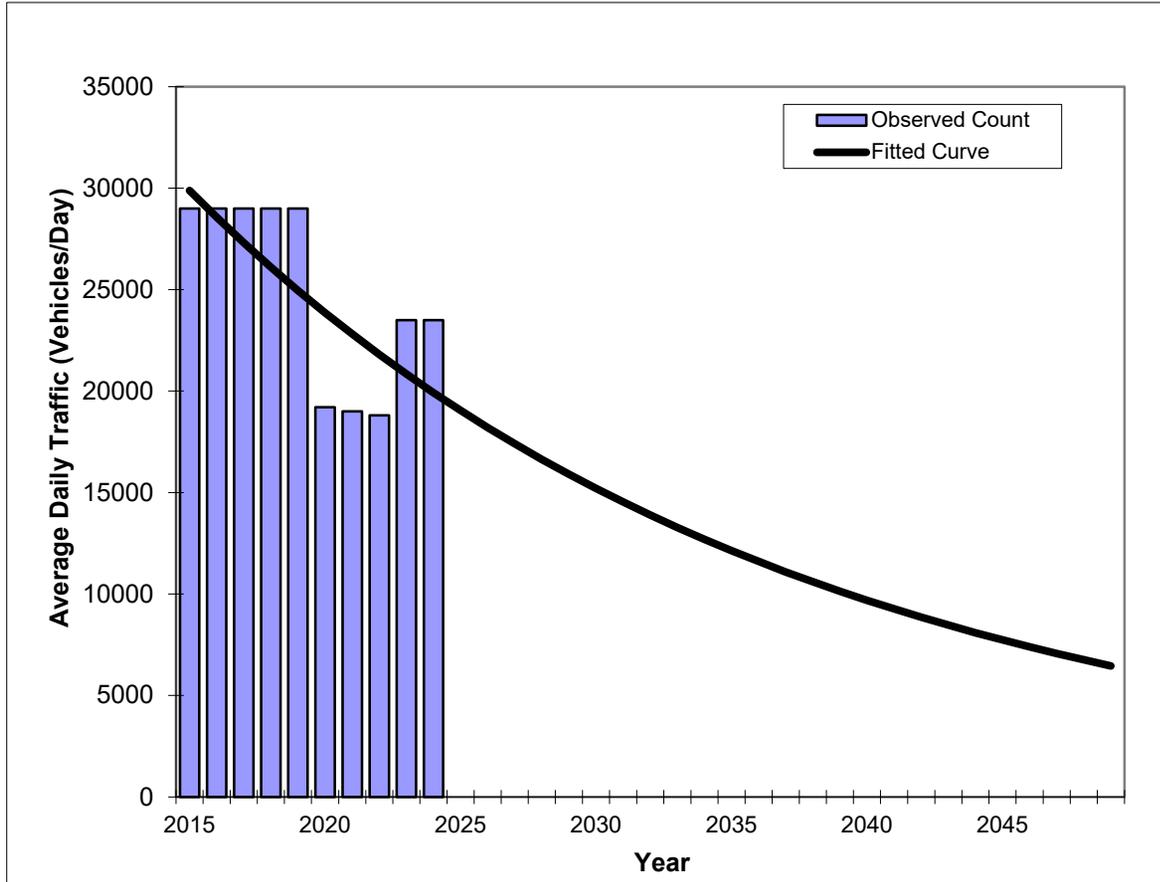
\*Axle-Adjusted

# Traffic Trends - V2023

-- ANDREWS AVE, N OF OAKLAND PARK BLVD

FM #	1234
Location	1

County:	Broward (86)
Station #:	867446
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2015	29,000	29,880
2016	29,000	28,570
2017	29,000	27,310
2018	29,000	26,110
2019	29,000	24,960
2020	19,200	23,860
2021	19,000	22,810
2022	18,800	21,800
2023	23,500	20,840
2024	23,500	19,920
<b>2028 Opening Year Trend</b>		
2028	N/A	16,640
<b>2039 Interim Year Trend</b>		
2039	N/A	10,140
<b>2049 Design Year Trend</b>		
2049	N/A	6,460
<b>FSUTMS Forecasts/Trends</b>		

Trend R-squared:	61.31%
Compounded Annual Historic Growth Rate:	-4.41%
Compounded Growth Rate (2024 to Design Year)	-4.40%
Printed:	9/8/2025
<b>Exponential Growth Option</b>	

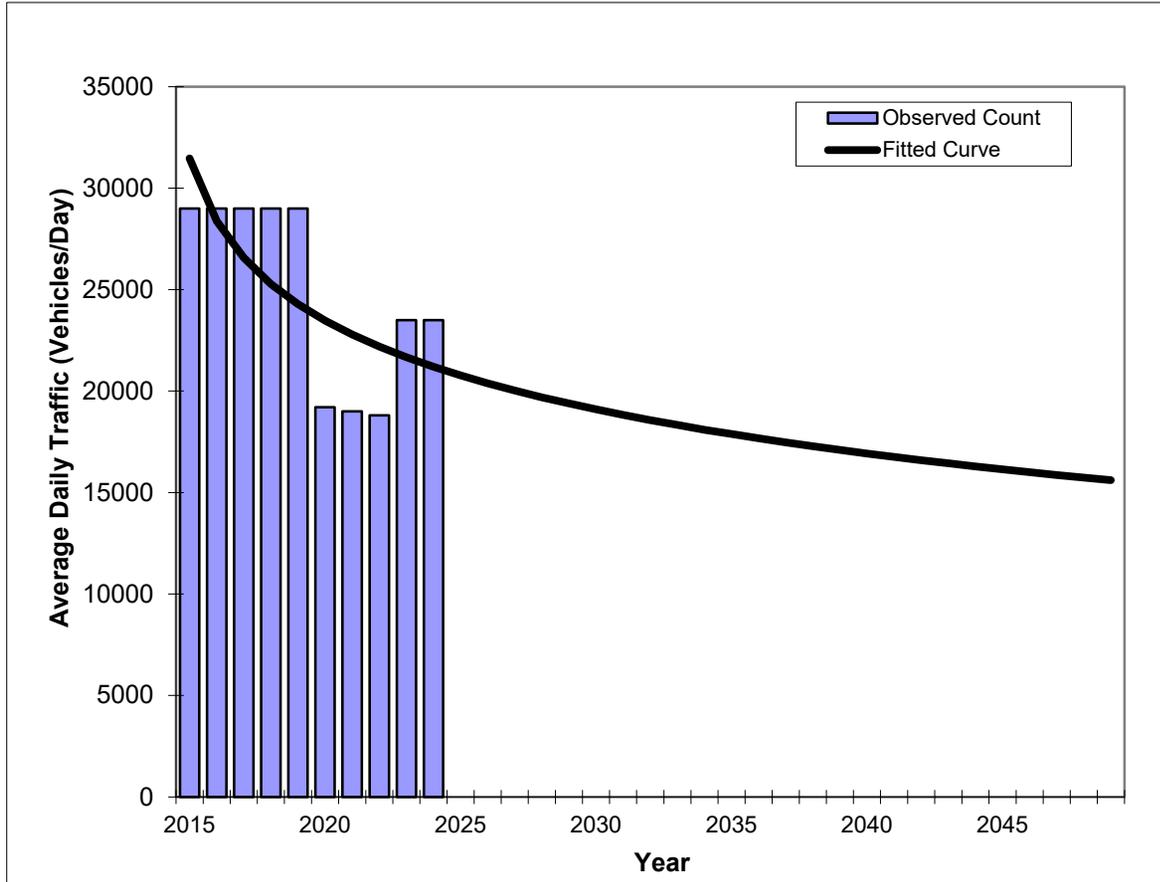
\*Axle-Adjusted

# Traffic Trends - V2023

-- ANDREWS AVE, N OF OAKLAND PARK BLVD

FM #	1234
Location	1

County:	Broward (86)
Station #:	867446
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2015	29,000	31,470
2016	29,000	28,380
2017	29,000	26,570
2018	29,000	25,280
2019	29,000	24,290
2020	19,200	23,470
2021	19,000	22,790
2022	18,800	22,190
2023	23,500	21,670
2024	23,500	21,200
<b>2028 Opening Year Trend</b>		
2028	N/A	19,690
<b>2039 Interim Year Trend</b>		
2039	N/A	17,110
<b>2049 Design Year Trend</b>		
2049	N/A	15,610
<b>FSUTMS Forecasts/Trends</b>		

Trend R-squared:	61.38%
Compounded Annual Historic Growth Rate:	-4.29%
Compounded Growth Rate (2024 to Design Year)	-1.22%
Printed:	9/8/2025

**Decaying Exponential Growth Option**

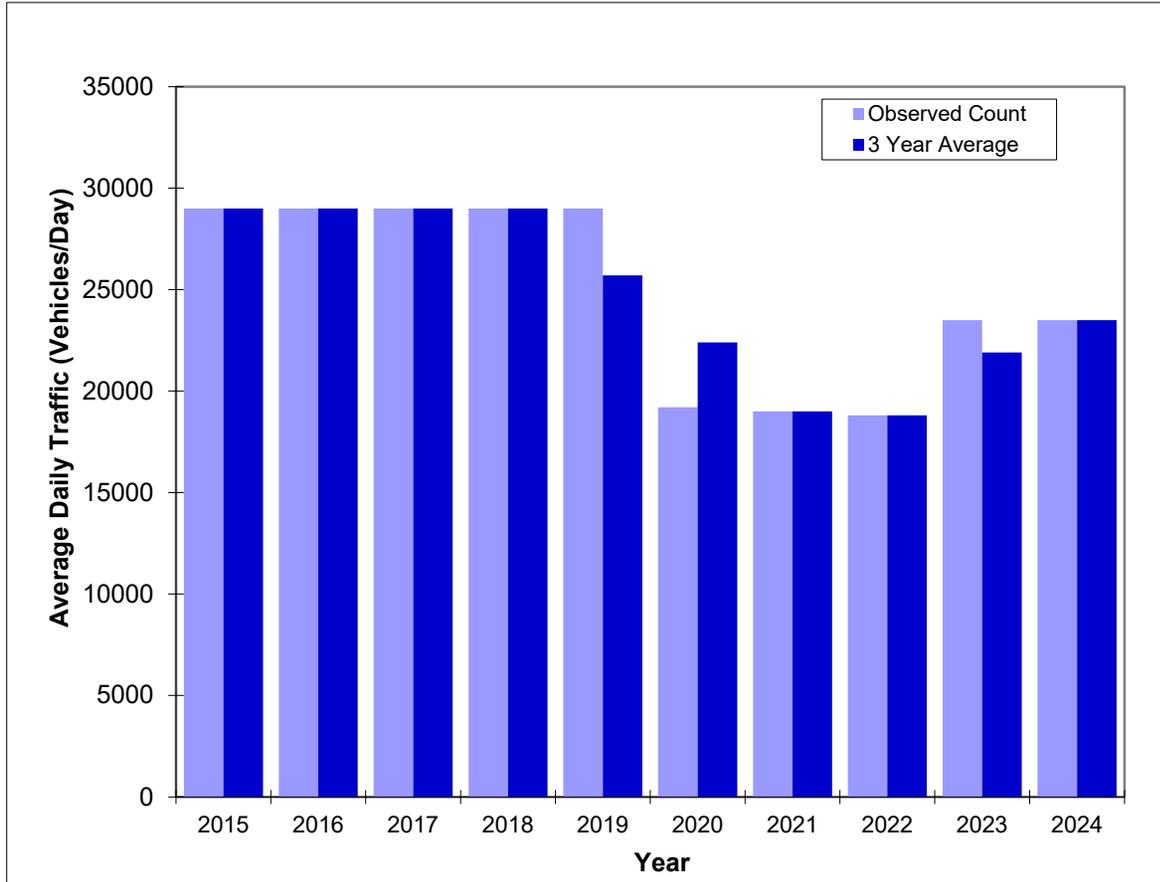
\*Axle-Adjusted

## Traffic Trends - V2023

-- ANDREWS AVE, N OF OAKLAND PARK BLVD

FM #	1234
Location	1

County:	Broward (86)
Station #:	867446
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	3 Yr Avg
2015	29,000	29,000
2016	29,000	29,000
2017	29,000	29,000
2018	29,000	29,000
2019	29,000	25,700
2020	19,200	22,400
2021	19,000	19,000
2022	18,800	18,800
2023	23,500	21,900
2024	23,500	23,500

**Actual AADT vs 3 Year Average**

\*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0022 - SR 816/OAKLAND PARK BLVD - E OF ANDREWS AVE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	46000	C	E 23500		W 22500	9.00	55.00	13.50
2023	45000	C	E 22500		W 22500	9.00	57.90	7.20
2022	43500	C	E 22000		W 21500	9.00	57.00	7.20
2021	48500	C	E 25000		W 23500	9.00	53.80	7.20
2020	50000	F	E 25500		W 24500	9.00	53.90	4.20
2019	53000	C	E 27000		W 26000	9.00	54.60	4.20
2018	49000	C	E 24500		W 24500	9.00	54.50	4.20
2017	42000	C	E 18000		W 24000	9.00	51.90	4.40
2016	49000	C	E 24500		W 24500	9.00	54.10	4.40
2015	45500	C	E 22500		W 23000	9.00	54.00	4.40
2014	48000	C	E 24500		W 23500	9.00	54.20	4.60
2013	44500	C	E 21500		W 23000	9.00	53.60	4.30
2012	50500	C	E 25500		W 25000	9.00	52.20	4.30
2011	44000	C	E 22000		W 22000	9.00	52.50	3.60
2010	47000	C	E 23500		W 23500	8.35	52.69	3.60
2009	44500	C	E 22500		W 22000	8.53	53.89	3.60

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

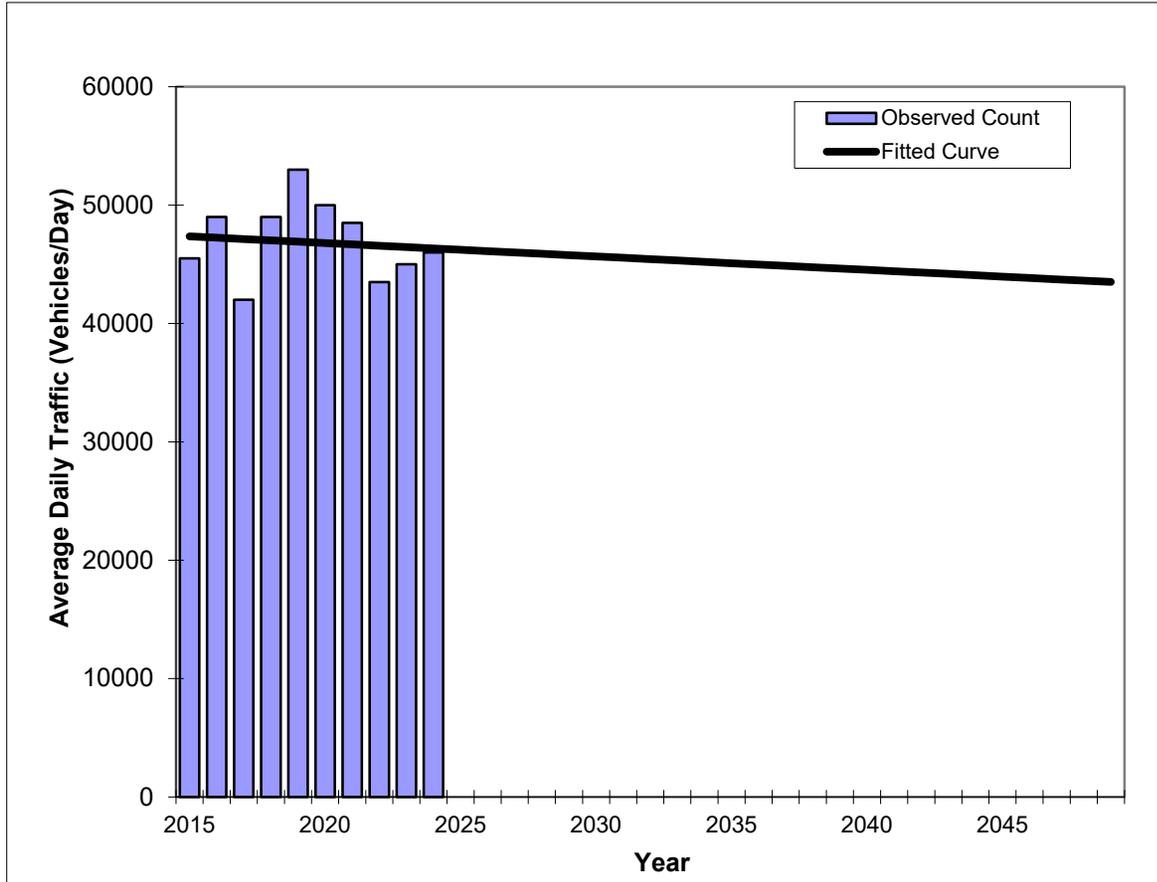
\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

## Traffic Trends - V2023

-- SR 816/OAKLAND PARK BLVD - E OF ANDREWS AVE

FM #	1234
Location	1

County:	Broward (86)
Station #:	860022
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2015	45,500	47,360
2016	49,000	47,250
2017	42,000	47,130
2018	49,000	47,020
2019	53,000	46,910
2020	50,000	46,790
2021	48,500	46,680
2022	43,500	46,570
2023	45,000	46,450
2024	46,000	46,340
<b>2028 Opening Year Trend</b>		
2028	N/A	45,890
<b>2039 Interim Year Trend</b>		
2039	N/A	44,640
<b>2049 Design Year Trend</b>		
2049	N/A	43,510
<b>FSUTMS Forecasts/Trends</b>		

Annual Trend Decrease:	113
Trend R-squared:	2.14%
Trend Annual Historic Growth Rate:	-0.24%
Trend Growth Rate (2024 to Design Year)	-0.24%
Printed:	9/8/2025
<b>Linear Growth Option</b>	

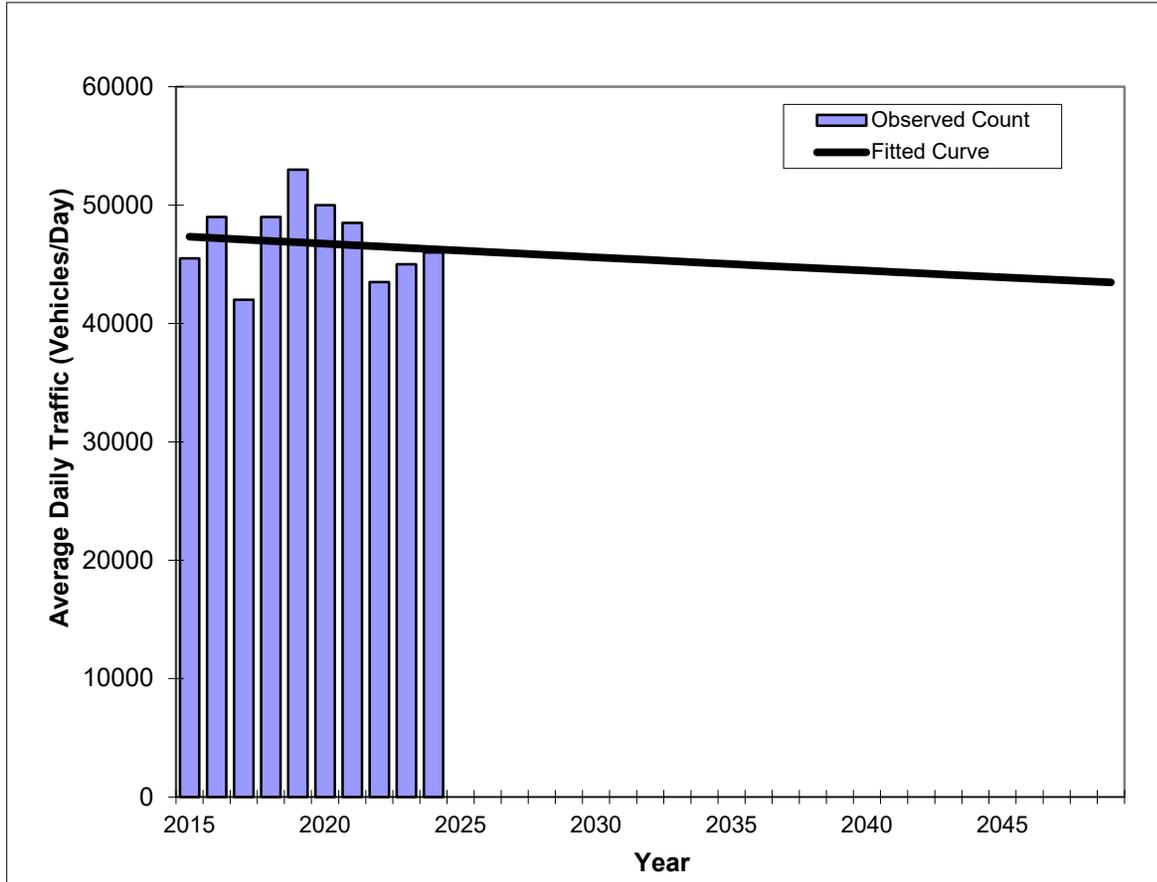
\*Axle-Adjusted

## Traffic Trends - V2023

-- SR 816/OAKLAND PARK BLVD - E OF ANDREWS AVE

FM #	1234
Location	1

County:	Broward (86)
Station #:	860022
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2015	45,500	47,330
2016	49,000	47,210
2017	42,000	47,090
2018	49,000	46,970
2019	53,000	46,860
2020	50,000	46,740
2021	48,500	46,620
2022	43,500	46,510
2023	45,000	46,390
2024	46,000	46,270
<b>2028 Opening Year Trend</b>		
2028	N/A	45,810
<b>2039 Interim Year Trend</b>		
2039	N/A	44,570
<b>2049 Design Year Trend</b>		
2049	N/A	43,470
<b>FSUTMS Forecasts/Trends</b>		

Trend R-squared:	2.34%
Compounded Annual Historic Growth Rate:	-0.25%
Compounded Growth Rate (2024 to Design Year)	-0.25%
Printed:	9/8/2025
<b>Exponential Growth Option</b>	

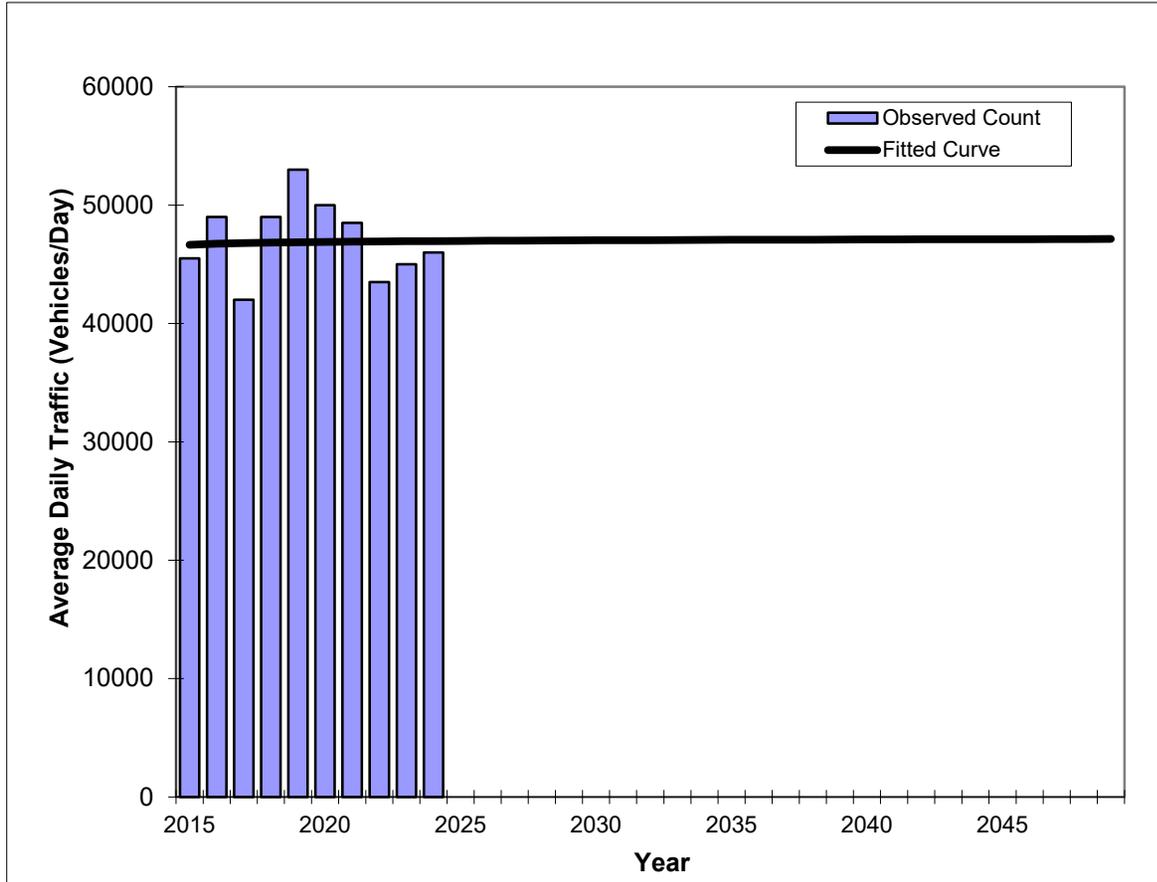
\*Axle-Adjusted

## Traffic Trends - V2023

-- SR 816/OAKLAND PARK BLVD - E OF ANDREWS AVE

FM #	1234
Location	1

County:	Broward (86)
Station #:	860022
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2015	45,500	46,640
2016	49,000	46,740
2017	42,000	46,790
2018	49,000	46,830
2019	53,000	46,860
2020	50,000	46,890
2021	48,500	46,910
2022	43,500	46,930
2023	45,000	46,950
2024	46,000	46,960
<b>2028 Opening Year Trend</b>		
2028	N/A	47,010
<b>2039 Interim Year Trend</b>		
2039	N/A	47,090
<b>2049 Design Year Trend</b>		
2049	N/A	47,140
<b>FSUTMS Forecasts/Trends</b>		

Trend R-squared:	0.19%
Compounded Annual Historic Growth Rate:	0.08%
Compounded Growth Rate (2024 to Design Year)	0.02%
Printed:	9/8/2025

**Decaying Exponential Growth Option**

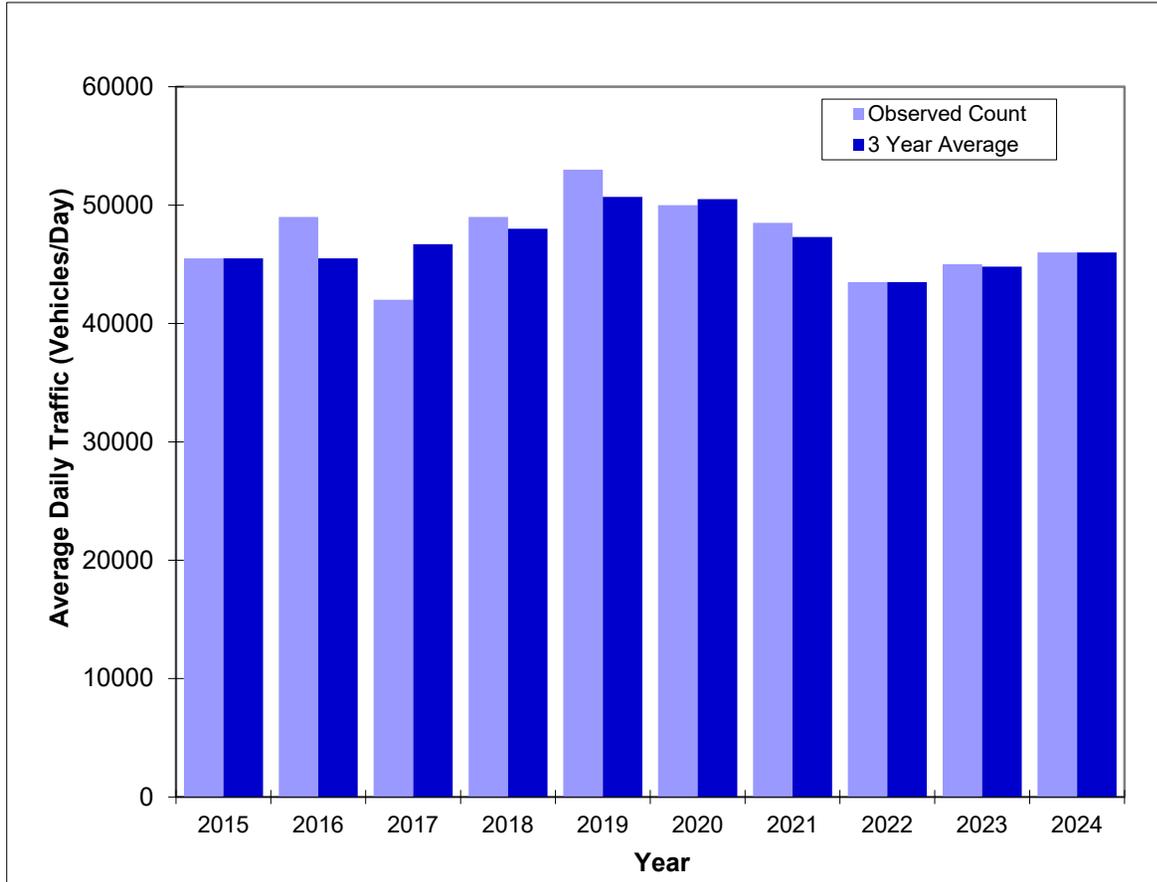
\*Axle-Adjusted

## Traffic Trends - V2023

-- SR 816/OAKLAND PARK BLVD - E OF ANDREWS AVE

FM #	1234
Location	1

County:	Broward (86)
Station #:	860022
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	3 Yr Avg
2015	45,500	45,500
2016	49,000	45,500
2017	42,000	46,700
2018	49,000	48,000
2019	53,000	50,700
2020	50,000	50,500
2021	48,500	47,300
2022	43,500	43,500
2023	45,000	44,800
2024	46,000	46,000

**Actual AADT vs 3 Year Average**

\*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7448 - ANDREWS AVE, S OF OAKLAND PARK BLVD

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	35500	F	N 18000		S 17500	9.00	55.00	8.20
2023	35500	C	N 18000		S 17500	9.00	57.90	3.00
2022	21300	S	N 9800		S 11500	9.00	57.00	5.40
2021	21400	F	N 9900		S 11500	9.00	53.80	14.30
2020	21500	C	N 10000		S 11500	9.00	53.90	8.80
2019	28000	T	N 13500		S 14500	9.00	54.60	5.50
2018	28000	S	N 13500		S 14500	9.00	54.50	6.00
2017	28000	F	N 13500		S 14500	9.00	51.90	6.20
2016	28000	C	N 13500		S 14500	9.00	54.10	2.90
2015	24000	V	0		0	9.00	54.00	3.40
2014	23500	R				9.00	54.20	7.40
2013	23500	T	0		0	9.00	53.60	7.60
2012	23500	S	0		0	9.00	52.20	5.90
2011	23500	F	0		0	9.00	52.50	6.30
2010	23500	C	N 11500		S 12000	8.35	52.69	9.30
2009	22000	F	N 11500		S 10500	8.53	53.89	5.30

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

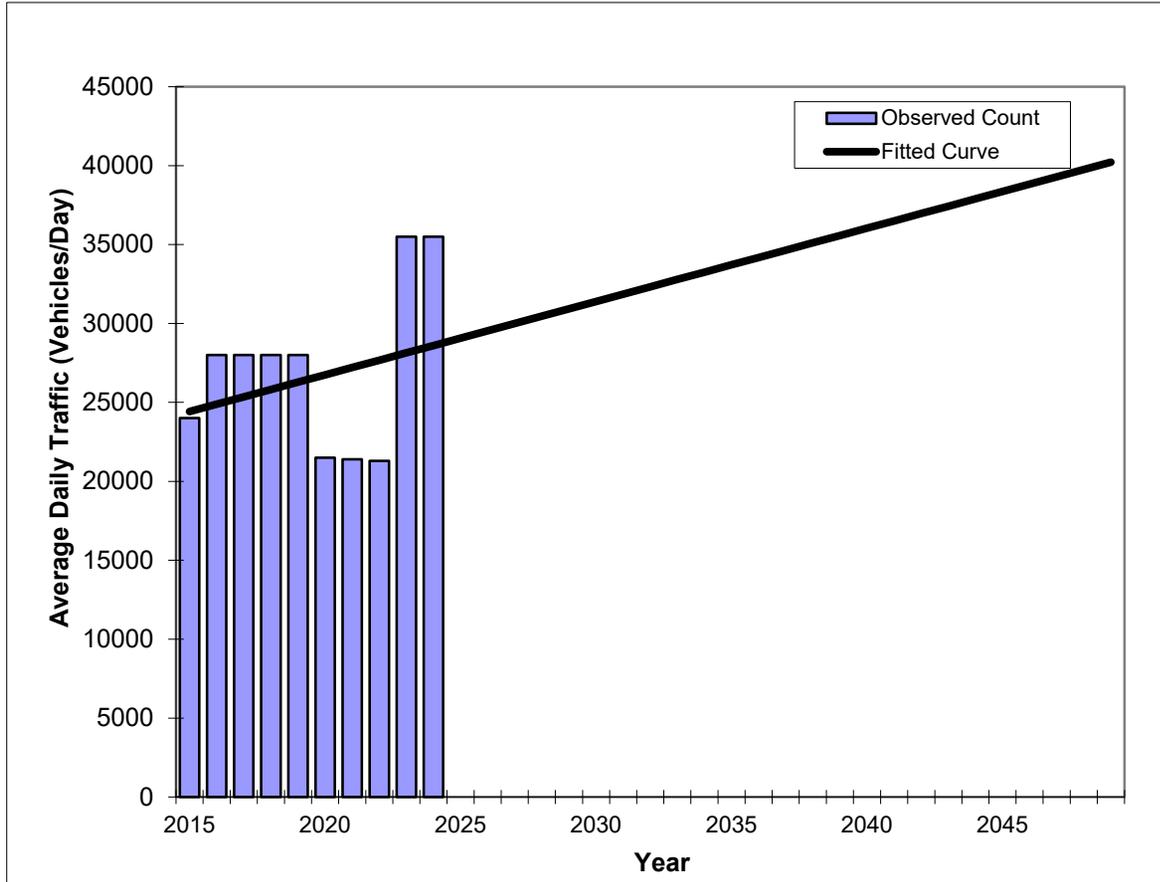
\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

## Traffic Trends - V2023

-- ANDREWS AVE, S OF OAKLAND PARK BLVD

FM #	1234
Location	1

County:	Broward (86)
Station #:	867448
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2015	24,000	24,420
2016	28,000	24,880
2017	28,000	25,350
2018	28,000	25,810
2019	28,000	26,280
2020	21,500	26,740
2021	21,400	27,210
2022	21,300	27,670
2023	35,500	28,140
2024	35,500	28,600
<b>2028 Opening Year Trend</b>		
2028	N/A	30,460
<b>2039 Interim Year Trend</b>		
2039	N/A	35,570
<b>2049 Design Year Trend</b>		
2049	N/A	40,220
<b>FSUTMS Forecasts/Trends</b>		

Annual Trend Increase:	465
Trend R-squared:	10.35%
Trend Annual Historic Growth Rate:	1.90%
Trend Growth Rate (2024 to Design Year)	1.63%
Printed:	9/8/2025

**Linear Growth Option**

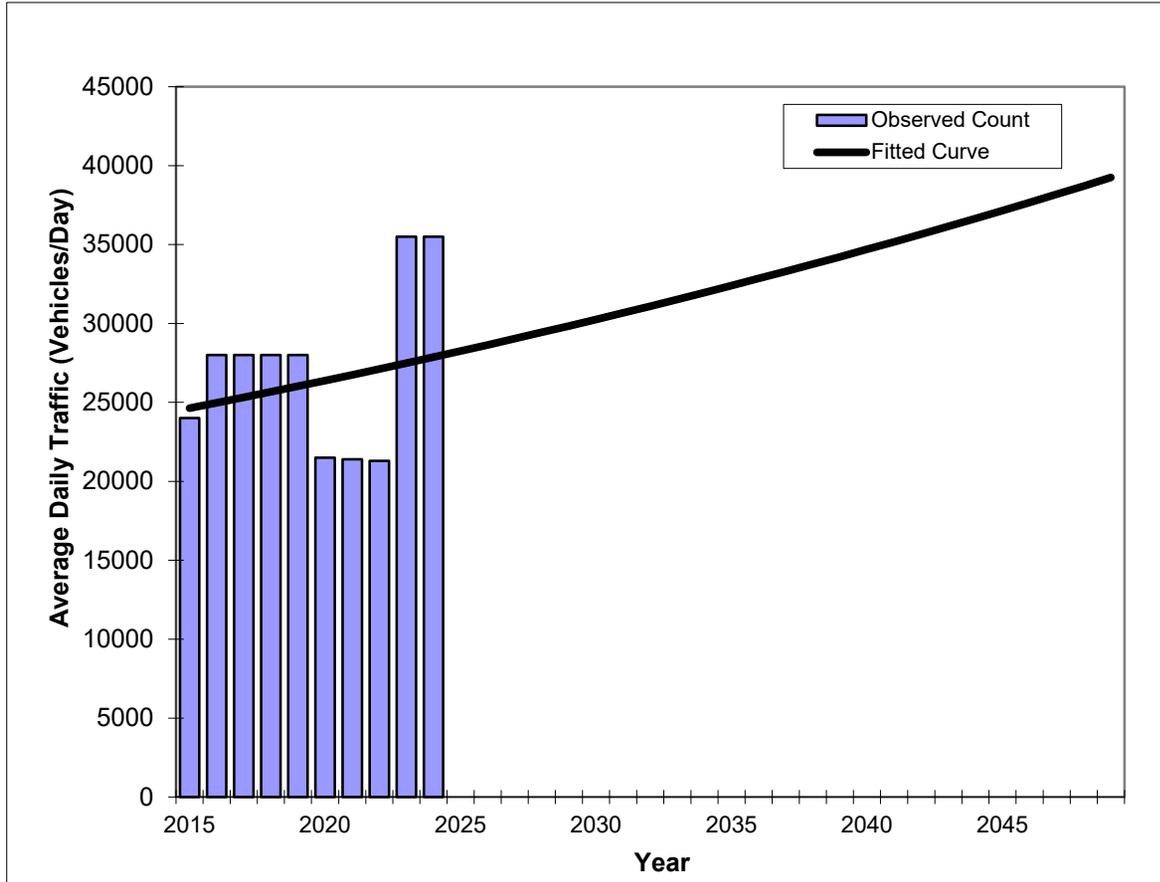
\*Axle-Adjusted

# Traffic Trends - V2023

-- ANDREWS AVE, S OF OAKLAND PARK BLVD

FM #	1234
Location	1

County:	Broward (86)
Station #:	867448
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2015	24,000	24,630
2016	28,000	24,970
2017	28,000	25,320
2018	28,000	25,670
2019	28,000	26,020
2020	21,500	26,380
2021	21,400	26,740
2022	21,300	27,110
2023	35,500	27,490
2024	35,500	27,870
<b>2028 Opening Year Trend</b>		
2028	N/A	29,440
<b>2039 Interim Year Trend</b>		
2039	N/A	34,220
<b>2049 Design Year Trend</b>		
2049	N/A	39,250
<b>FSUTMS Forecasts/Trends</b>		

Trend R-squared:	6.72%
Compounded Annual Historic Growth Rate:	1.38%
Compounded Growth Rate (2024 to Design Year)	1.38%
Printed:	9/8/2025
<b>Exponential Growth Option</b>	

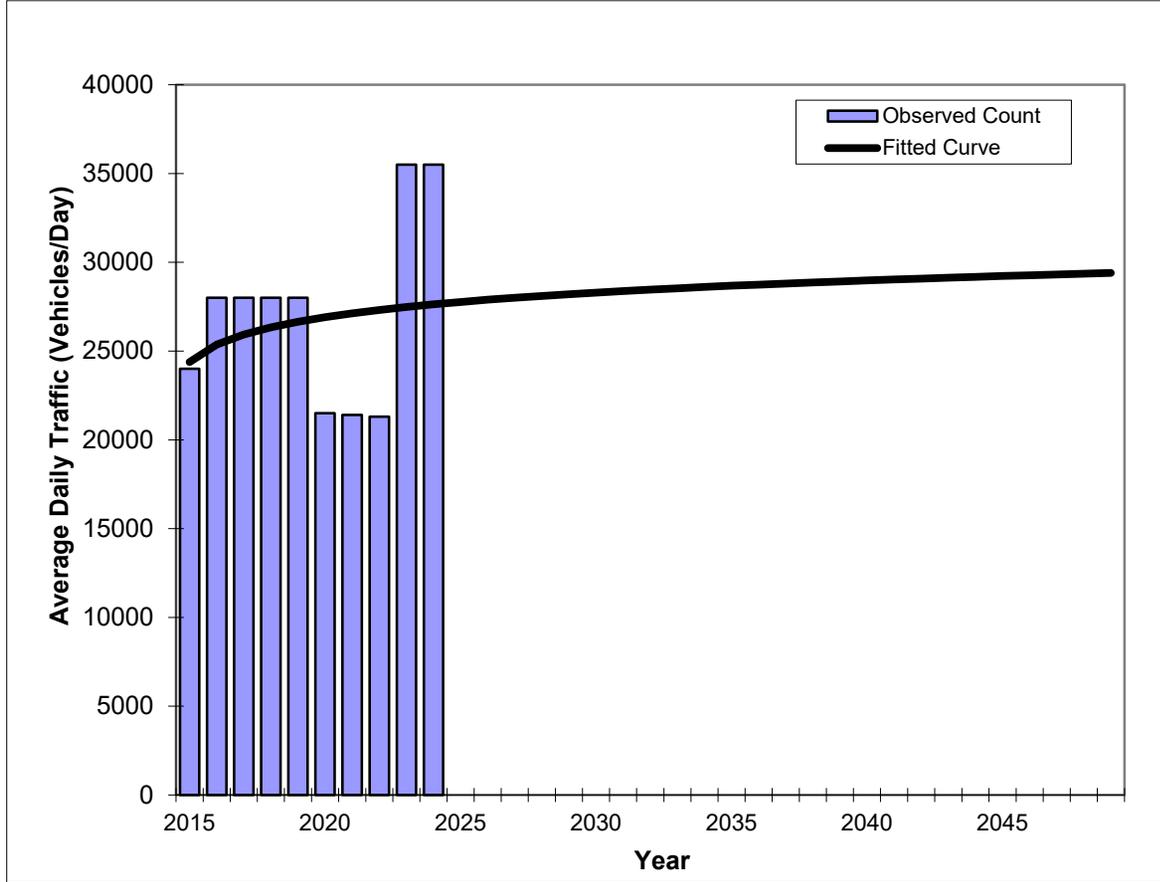
\*Axle-Adjusted

# Traffic Trends - V2023

-- ANDREWS AVE, S OF OAKLAND PARK BLVD

FM #	1234
Location	1

County:	Broward (86)
Station #:	867448
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2015	24,000	24,380
2016	28,000	25,360
2017	28,000	25,930
2018	28,000	26,330
2019	28,000	26,650
2020	21,500	26,910
2021	21,400	27,120
2022	21,300	27,310
2023	35,500	27,480
2024	35,500	27,630
<b>2028 Opening Year Trend</b>		
2028	N/A	28,100
<b>2039 Interim Year Trend</b>		
2039	N/A	28,920
<b>2049 Design Year Trend</b>		
2049	N/A	29,400
<b>FSUTMS Forecasts/Trends</b>		

Trend R-squared:	5.59%
Compounded Annual Historic Growth Rate:	1.40%
Compounded Growth Rate (2024 to Design Year)	0.25%
Printed:	9/8/2025

**Decaying Exponential Growth Option**

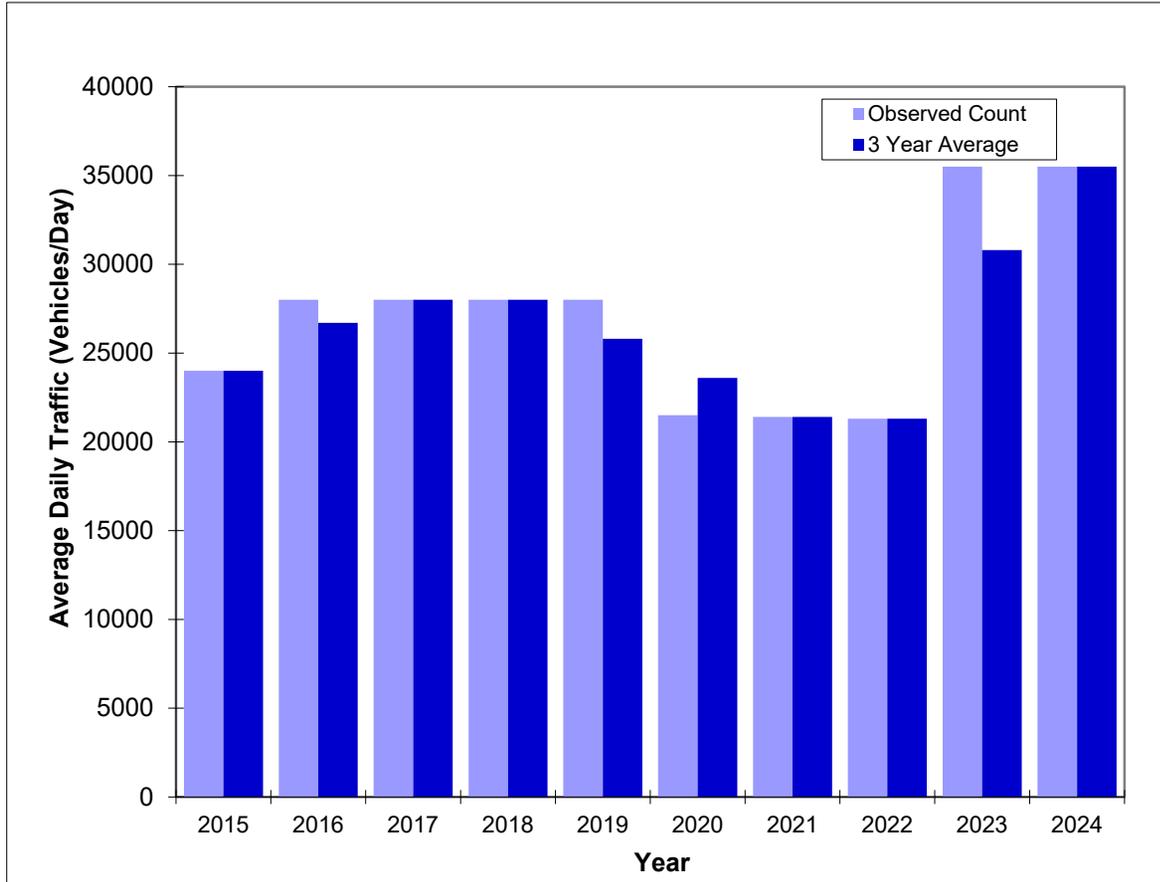
\*Axle-Adjusted

## Traffic Trends - V2023

-- ANDREWS AVE, S OF OAKLAND PARK BLVD

FM #	1234
Location	1

County:	Broward (86)
Station #:	867448
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	3 Yr Avg
2015	24,000	24,000
2016	28,000	26,700
2017	28,000	28,000
2018	28,000	28,000
2019	28,000	25,800
2020	21,500	23,600
2021	21,400	21,400
2022	21,300	21,300
2023	35,500	30,800
2024	35,500	35,500

**Actual AADT vs 3 Year Average**

\*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2024 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 5139 - SR 816/OAKLAND PARK BLVD - W OF ANDREWS AVE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	58500	C	E 30000		W 28500	9.00	55.00	3.40
2023	54500	C	E 28500		W 26000	9.00	57.90	3.40
2022	53000	C	E 26500		W 26500	9.00	57.00	3.40
2021	56500	C	E 29500		W 27000	9.00	53.80	4.20
2020	56000	F	E 29500		W 26500	9.00	53.90	4.20
2019	59000	C	E 31000		W 28000	9.00	54.60	4.20
2018	57000	C	E 29000		W 28000	9.00	54.50	5.70
2017	54500	C	E 26500		W 28000	9.00	51.90	5.70
2016	64000	C	E 31500		W 32500	9.00	54.10	5.70
2015	53500	C	E 27000		W 26500	9.00	54.00	3.00
2014	57500	C	E 29500		W 28000	9.00	54.20	6.00
2013	57500	C	E 29500		W 28000	9.00	53.60	7.50
2012	63000	C	E 31500		W 31500	9.00	52.20	5.00
2011	53500	C	E 28500		W 25000	9.00	52.50	5.00
2010	59500	C	E 30500		W 29000	8.35	52.69	5.00
2009	60000	C	E 30500		W 29500	8.53	53.89	5.90

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

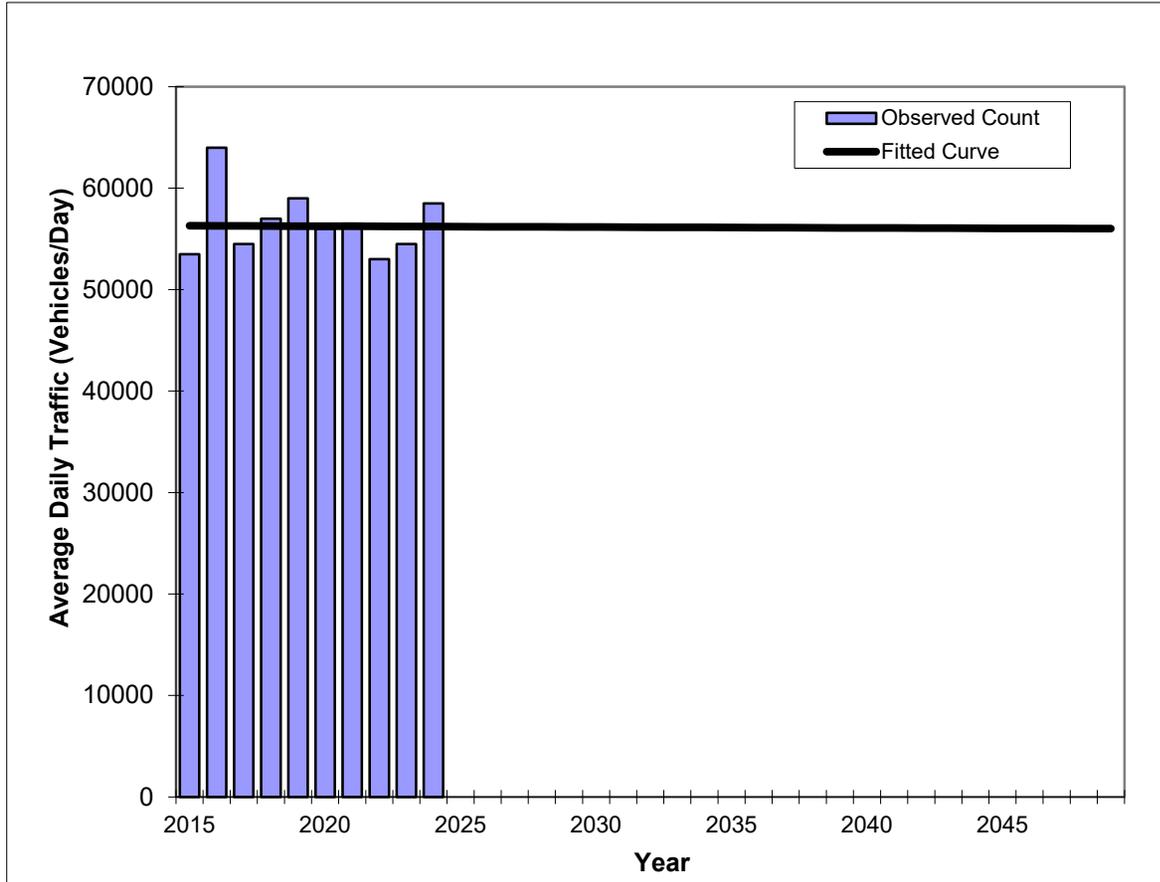
\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

## Traffic Trends - V2023

-- SR 816/OAKLAND PARK BLVD - W OF ANDREWS AVE

FM #	1234
Location	1

County:	Broward (86)
Station #:	865139
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2015	53,500	56,300
2016	64,000	56,290
2017	54,500	56,280
2018	57,000	56,270
2019	59,000	56,260
2020	56,000	56,260
2021	56,500	56,250
2022	53,000	56,240
2023	54,500	56,230
2024	58,500	56,220
<b>2028 Opening Year Trend</b>		
2028	N/A	56,190
<b>2039 Interim Year Trend</b>		
2039	N/A	56,090
<b>2049 Design Year Trend</b>		
2049	N/A	56,010
<b>FSUTMS Forecasts/Trends</b>		

Annual Trend Decrease:	8
Trend R-squared:	0.02%
Trend Annual Historic Growth Rate:	-0.02%
Trend Growth Rate (2024 to Design Year)	-0.01%
Printed:	9/8/2025
<b>Linear Growth Option</b>	

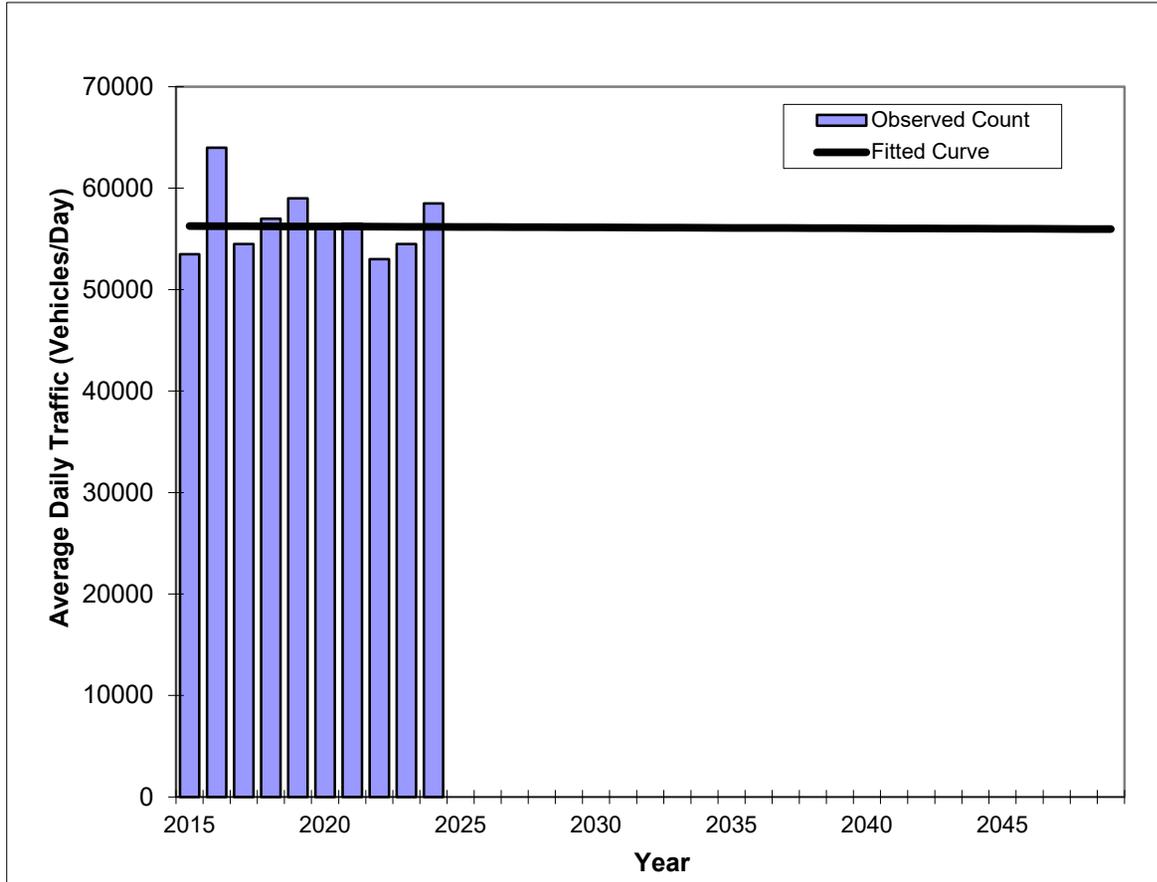
\*Axle-Adjusted

## Traffic Trends - V2023

-- SR 816/OAKLAND PARK BLVD - W OF ANDREWS AVE

FM #	1234
Location	1

County:	Broward (86)
Station #:	865139
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2015	53,500	56,270
2016	64,000	56,260
2017	54,500	56,250
2018	57,000	56,240
2019	59,000	56,230
2020	56,000	56,230
2021	56,500	56,220
2022	53,000	56,210
2023	54,500	56,200
2024	58,500	56,190
<b>2028 Opening Year Trend</b>		
2028	N/A	56,160
<b>2039 Interim Year Trend</b>		
2039	N/A	56,060
<b>2049 Design Year Trend</b>		
2049	N/A	55,970
<b>FSUTMS Forecasts/Trends</b>		

Trend R-squared:	0.02%
Compounded Annual Historic Growth Rate:	-0.02%
Compounded Growth Rate (2024 to Design Year)	-0.02%
Printed:	9/8/2025
<b>Exponential Growth Option</b>	

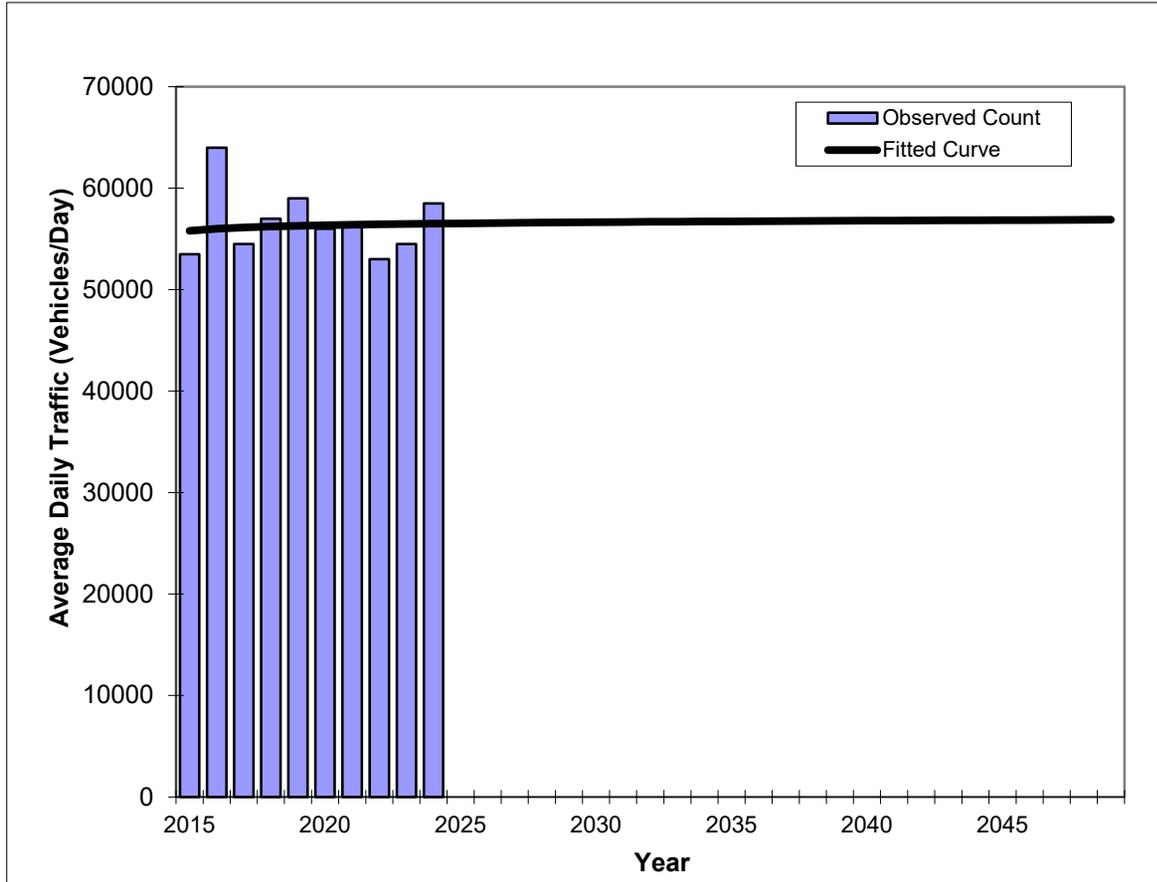
\*Axle-Adjusted

## Traffic Trends - V2023

-- SR 816/OAKLAND PARK BLVD - W OF ANDREWS AVE

FM #	1234
Location	1

County:	Broward (86)
Station #:	865139
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2015	53,500	55,790
2016	64,000	56,010
2017	54,500	56,130
2018	57,000	56,220
2019	59,000	56,290
2020	56,000	56,350
2021	56,500	56,390
2022	53,000	56,440
2023	54,500	56,470
2024	58,500	56,500
<b>2028 Opening Year Trend</b>		
2028	N/A	56,610
<b>2039 Interim Year Trend</b>		
2039	N/A	56,790
<b>2049 Design Year Trend</b>		
2049	N/A	56,890
<b>FSUTMS Forecasts/Trends</b>		

Trend R-squared:	1.37%
Compounded Annual Historic Growth Rate:	0.14%
Compounded Growth Rate (2024 to Design Year)	0.03%
Printed:	9/8/2025

**Decaying Exponential Growth Option**

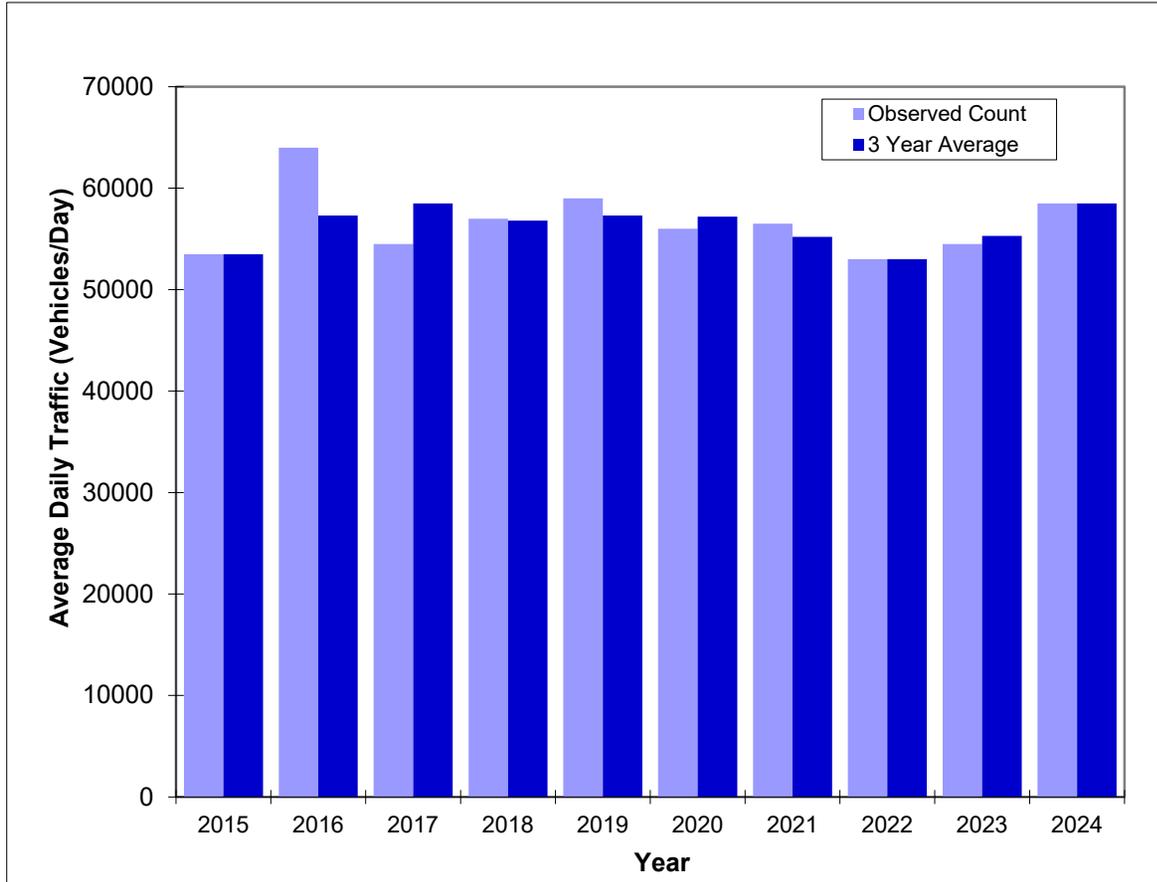
\*Axle-Adjusted

## Traffic Trends - V2023

-- SR 816/OAKLAND PARK BLVD - W OF ANDREWS AVE

FM #	1234
Location	1

County:	Broward (86)
Station #:	865139
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	3 Yr Avg
2015	53,500	53,500
2016	64,000	57,300
2017	54,500	58,500
2018	57,000	56,800
2019	59,000	57,300
2020	56,000	57,200
2021	56,500	55,200
2022	53,000	53,000
2023	54,500	55,300
2024	58,500	58,500

**Actual AADT vs 3 Year Average**

\*Axle-Adjusted



**BROWARD COUNTY TRAFFIC ENGINEERING**  
**ACTUATED TRAFFIC SIGNAL TIMING SHEET**

<b>Intersection Number</b>	1037	<b>Initial Operation Date</b>	7/69
<b>Controller Type</b>	2070 LN	<b>System Number</b>	1037
<b>Modification Number</b>	25	<b>Modification Date</b>	02/11/2021
<b>Drawing/Project No</b>	413795-1-52-01	<b>FPL Grid Number</b>	87583523203
<b>Intersection</b>	OAKLAND PARK BLVD(SR 816) and POWERLINE ROAD (SR 845)		
<b>Municipality</b>	WILTON MANORS		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3,8	4,7	5	6		
Direction	EBL	WB	SB	NB	WBL	EB		
Initial Green(MIN)	4	10	6	6	4	10		
Vehicle Ext.(GAP)	1.5	3.0	2.0	2.0	1.5	3.0		
Maximum Green I	12	40	25	20	12	40		
Maximum Green II	12	50	30	25	12	50		
Yellow Clearance	5.0	5.0	5.0	5.0	5.0	5.0		
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0		
<b>Phase Recall</b>	<b>OFF</b>	<b>MIN</b>	<b>OFF</b>	<b>OFF</b>	<b>OFF</b>	<b>MIN</b>		
<b>Detector Delay</b>								
<b>Walk</b>		7	7	7		7		
<b>Pedestrian Clearance</b>		25	24	27		25		
<b>Permissive</b>	5 SECT				5 SECT			
<b>Flash Operation</b>		RED	RED	RED		RED		

**Attachment**

**NOTES:**

1. ANTI-BACKDOWN EAST/WEST: PHASES 2+6 ON ---> OMIT 1+5.
2. MOD. 25 UPDATES PHASE 4 WALK VALUES.

**Submitted By** \_\_\_\_\_ **Approved By** \_\_\_\_\_

Station : 1037 - Oakland Park Blvd & Powerline Rd ( Standard File )

Phase	1 (EL)	2 (WT)	3 (ST)	4 (NT)	5 (WL)	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk		7	7	7		7										
Ped Clearance		25	24	27		25										
Min Green	4	10	6	6	4	10										
Gap Ext	1.5	3	2	2	1.5	3										
Max1	30	40	25	20	30	40										
Max2	12	40	30	20	12	40										
Yellow Clr	5	5	5	5	5	5			3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON										
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON							
Min Recall		ON							ON							
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
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						
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	3	2	4	1
Dwell Cyc Veh 2		6		5		6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						

**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				

Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1		3	4	2	1	2
Exit 2				6	5	6
Exit 3						
Exit 4						

Queue Jump				
Free Mode				
Alt Table				

Prepared By

Date Implemented

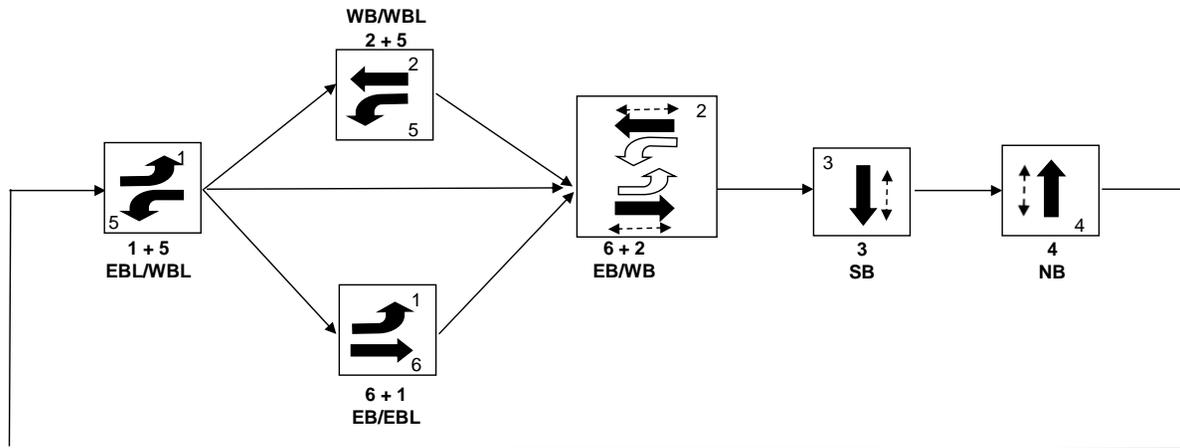
Reviewed By

Traffic Engineer





**Sequence of Operation for (1037) Oakland Park Blvd (SR 816) & Powerline Road (SR 845)  
Wilton Manors**





**BROWARD COUNTY TRAFFIC ENGINEERING**  
**ACTUATED TRAFFIC SIGNAL TIMING SHEET**

<b>Intersection Number</b>	1149	<b>Initial Operation Date</b>	1/12/72
<b>Controller Type</b>	2070 LN	<b>System Number</b>	1149
<b>Modification Number</b>	16	<b>Modification Date</b>	04/08/2014
<b>Drawing/Project No</b>		<b>FPL Grid Number</b>	87683083601
<b>Intersection</b>	OAKLAND PARK BLVD(SR 816) and ANDREWS AVENUE		
<b>Municipality</b>	OAKLAND PARK		

<b>Controller Phase</b>	1	2	3	4	5	6	7	8
<b>Face Number</b>	1	2	3	4	5	6	7	8
<b>Direction</b>	EBL	WB	SBL	NB	WBL	EB	NBL	SB
<b>Initial Green(MIN)</b>	5	10	5	6	5	10	5	6
<b>Vehicle Ext.(GAP)</b>	1.5	3.0	1.5	2.2	1.5	3.0	1.5	2.2
<b>Maximum Green I</b>	20	50	20	40	20	50	20	40
<b>Maximum Green II</b>								
<b>Yellow Clearance</b>	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
<b>All Red Clearance</b>	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
<b>Phase Recall</b>	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
<b>Detector Delay</b>								
<b>Walk</b>		7		7		7		7
<b>Pedestrian Clearance</b>		28		23		28		23
<b>Permissive</b>	NO		NO		NO		DUAL	
<b>Flash Operation</b>	RED	RED						

**Attachment**

**NOTES:**

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. MOD. 16 UPDATES PEDESTRIAN CLEARANCE TIMES.

**Submitted By** \_\_\_\_\_ **Approved By** \_\_\_\_\_

Station : 1149 - Oakland Park Blvd & Andrews Ave ( Standard File )

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		28		23		28		23								
Min Green	5	10	5	6	5	10	5	6								
Gap Ext	1.5	3	1.5	2.2	1.5	3	1.5	2.2								
Max1	20	50	20	40	20	50	20	40								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON															
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						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2	3	2	4	1
Dwell Cyc Veh 2	8	6	8	5	7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						

**Preempt LP**

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

Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	1	3	4	2	4	2
Exit 2	5	7	8	6	8	6
Exit 3						
Exit 4						

Queue Jump				
Free Mode				
Alt Table				

Prepared By

Date Implemented

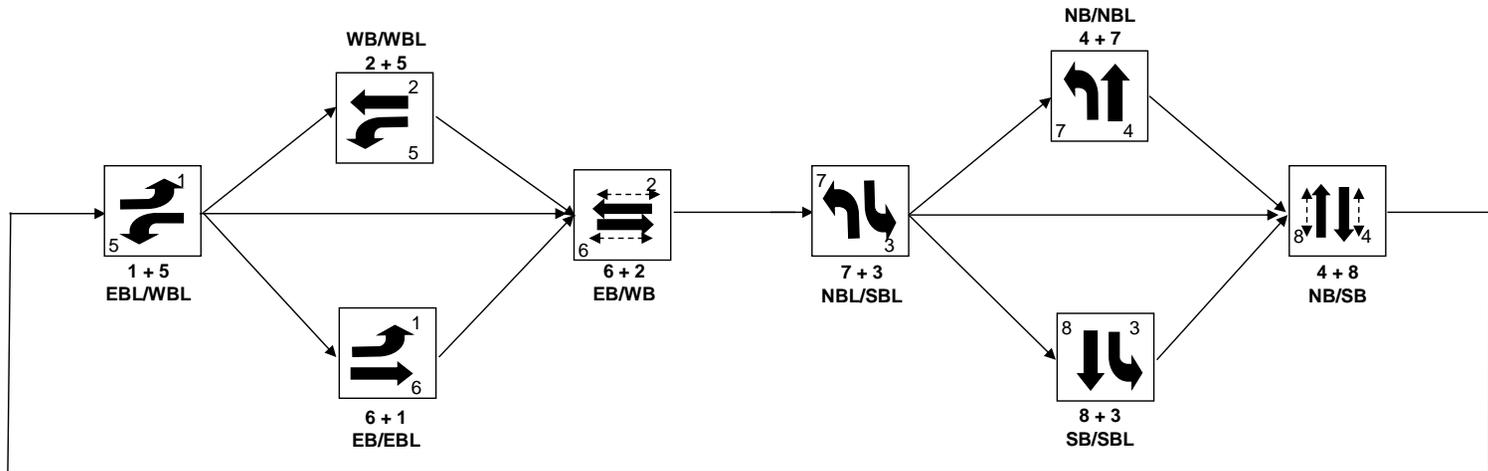
Reviewed By

Traffic Engineer





## Sequence of Operation for (1149), Oakland Park Blvd (SR 816) and Andrews Avenue Oakland Park





**BROWARD COUNTY TRAFFIC ENGINEERING**  
**ACTUATED TRAFFIC SIGNAL TIMING SHEET**

<b>Intersection Number</b>	1114	<b>Initial Operation Date</b>	UNKNOWN
<b>Controller Type</b>	2070 LN	<b>System Number</b>	1114
<b>Modification Number</b>	14	<b>Modification Date</b>	07/17/2019
<b>Drawing/Project No</b>	DES. GRP. 1	<b>FPL Grid Number</b>	87683603604
<b>Intersection</b>	OAKLAND PARK BLVD (SR 816) and NE 6 AVENUE		
<b>Municipality</b>	OAKLAND PARK		

<b>Controller Phase</b>	1	2	3	4	5	6	7	8
<b>Face Number</b>	1	2	3	4	5	6	7	8
<b>Direction</b>	EBL	WB	SBL	NB	WBL	EB	NBL	SB
<b>Initial Green(MIN)</b>	4	10	4	6	4	10	4	6
<b>Vehicle Ext.(GAP)</b>	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
<b>Maximum Green I</b>	12	50	12	30	12	50	12	30
<b>Maximum Green II</b>								
<b>Yellow Clearance</b>	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
<b>All Red Clearance</b>	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
<b>Phase Recall</b>	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
<b>Detector Delay</b>								
<b>Walk</b>		7		7		7		7
<b>Pedestrian Clearance</b>		17		27		17		27
<b>Permissive</b>	NO		YES		NO		YES	
<b>Flash Operation</b>	RED	YELLOW		RED	RED	YELLOW		RED

**Attachment**

**NOTES:**

1. DUAL ENTRY NORTH/SOUTH.
2. MOD. 14 CONVERTS EAST/WEST LEFT TURN MOVEMENT TO PROTECTED ONLY SIGNAL OPERATION VIA WORK ORDER: WOIT2019070686.

**Submitted By** \_\_\_\_\_ **Approved By** \_\_\_\_\_

Station : 1114 - Oakland Park Blvd & NE 6 Ave ( Standard File )

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		17		27		17		27								
Min Green	4	10	4	6	4	10	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	12	50	12	30	12	50	12	30								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON															
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																
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	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						

**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				

Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Queue Jump				
Free Mode				
Alt Table				

Prepared By

Date Implemented

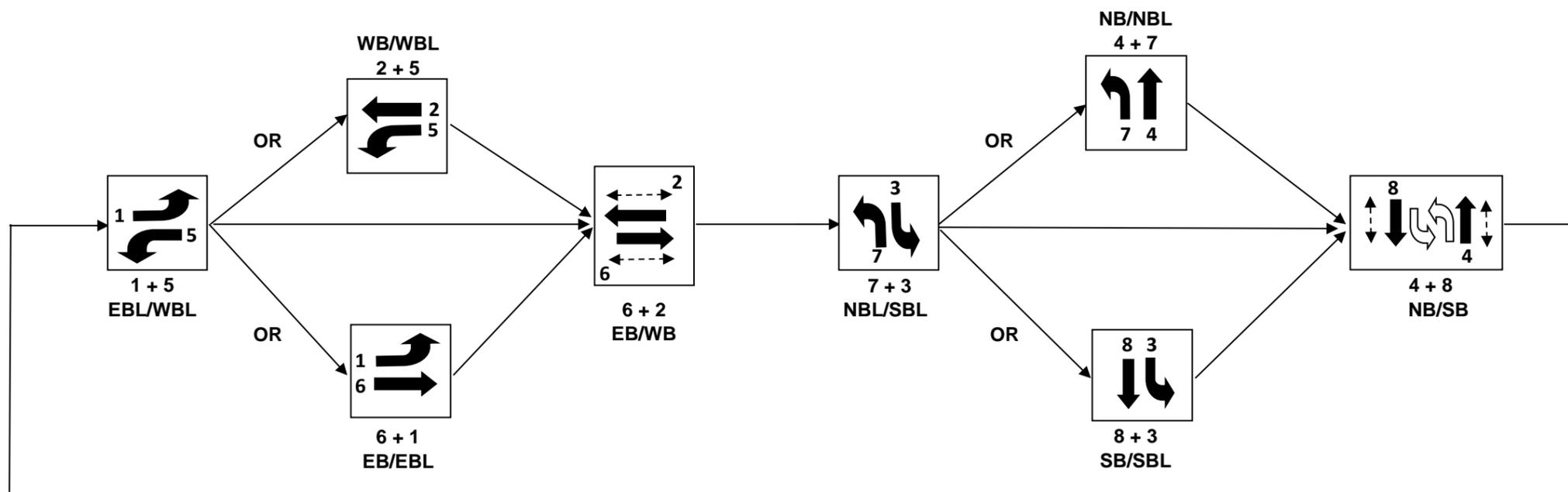
Reviewed By

Traffic Engineer





## Sequence of Operation for (1114) Oakland Park Blvd (SR 816) and NE 6 Ave



PERMISSIVE LEFT



**BROWARD COUNTY TRAFFIC ENGINEERING**  
**ACTUATED TRAFFIC SIGNAL TIMING SHEET**

<b>Intersection Number</b>	2028	<b>Initial Operation Date</b>	6/6/63
<b>Controller Type</b>	2070 LN	<b>System Number</b>	2028
<b>Modification Number</b>	20	<b>Modification Date</b>	03/30/2022
<b>Drawing/Project No</b>	GRP. 1	<b>FPL Grid Number</b>	87583520701
<b>Intersection</b>	POWERLINE ROAD (SR 845) and NW 29 STREET		
<b>Municipality</b>	WILTON MANORS		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4		6		8
Direction	SBL	NB		EB		SB		WB
Initial Green(MIN)	4	10		6		10		6
Vehicle Ext.(GAP)	1.5	3.0		2.0		3.0		2.0
Maximum Green I	12	50		25		50		25
Maximum Green II								
Yellow Clearance	5.0	5.0		4.0		5.0		4.0
All Red Clearance	2.0	2.0		2.0		2.0		2.0
<b>Phase Recall</b>	<b>OFF</b>	<b>MIN</b>		<b>OFF</b>		<b>MIN</b>		<b>OFF</b>
Detector Delay								
Walk		7		7+L		7		7+L
Pedestrian Clearance		14		27		14		27
Permissive	5-SECT							
Flash Operation		YELLOW		RED		YELLOW		RED

**Attachment**

**NOTES:**

1. ANTI-BACKDOWN SOUTHBOUND: PHASES 2+6 ON---> OMIT PHASE 1.
2. DUAL ENTRY EAST/WEST.
3. LEAD PEDESTRIAN INTERVAL (LPI): 5 SECONDS PHASES 4 AND 8.
4. MOD. 20 UPDATES LPIs.

Submitted By \_\_\_\_\_ Approved By \_\_\_\_\_

Station : 2028 - Powerline Rd & NW 29 St ( Standard File )

Phase	1 (SL)	2 (NT)	3	4 (ET)	5	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		14		27		14		27								
Min Green	4	10		6		10		6								
Gap Ext	1.5	3		2		3		2								
Max1	12	50		25		50		25								
Max2																
Yellow Clr	5	5	4	4	4	5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON		ON		ON								
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						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						

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				

Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Queue Jump				
Free Mode				
Alt Table				

Prepared By

Date Implemented

Reviewed By

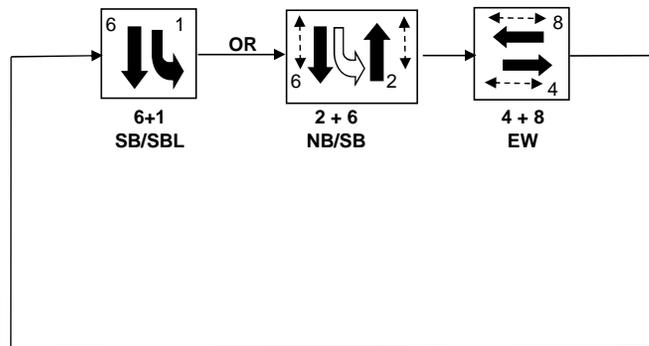
Traffic Engineer





# Sequence of Operation for (2028) Powerline Road (SR 845) and NW 29 Street

## Wilton Manors





**BROWARD COUNTY TRAFFIC ENGINEERING**  
**ACTUATED TRAFFIC SIGNAL TIMING SHEET**

<b>Intersection Number</b>	2174	<b>Initial Operation Date</b>	9/14/67
<b>Controller Type</b>	2070 LN	<b>System Number</b>	2174
<b>Modification Number</b>	10	<b>Modification Date</b>	10/23/2023
<b>Drawing/Project No</b>	13 - DG 3	<b>FPL Grid Number</b>	87683060805
<b>Intersection</b>	ANDREWS AVENUE and N 29 STREET		
<b>Municipality</b>	WILTON MANORS		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	5	2,6		4				
Direction	NBL	N/S		EB				
Initial Green(MIN)	4	12		6				
Vehicle Ext.(GAP)	1.5	3.0		2.0				
Maximum Green I	12	50		25				
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0				
All Red Clearance	2.0	2.0		2.0				
Phase Recall	OFF	MIN		OFF				
Detector Delay								
Walk		7+A		7+A				
Pedestrian Clearance		15		19				
Permissive	5 SECT							
Flash Operation		YELLOW		RED				

**Attachment**

**NOTES:**

1. AUDIBLE PEDESTRIAN SIGNALS: P4 (EB) BEEP, P6 (SB) TONE.
2. MOD. 10 UPDATED PEDESTRIAN CLEARANCE TIME.

Submitted By \_\_\_\_\_ Approved By \_\_\_\_\_

Station : 2174 - Andrews Ave & N 29 St ( Standard File )

Phase	1 (NL)	2 (ST)	3	4 (ER)	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7												
Ped Clearance		15		19												
Min Green	4	12		6												
Gap Ext	1.5	3		2												
Max1	12	50		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					1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON												
Auto Flash Entry				ON												
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON							
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON							
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																

**Preemption**

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

**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				

Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Queue Jump				
Free Mode				
Alt Table				

Prepared By

Date Implemented

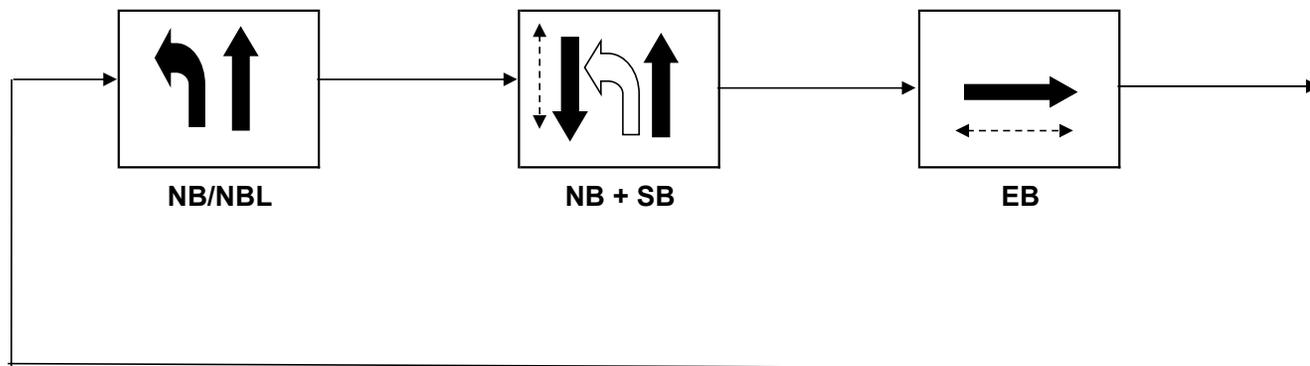
Reviewed By

Traffic Engineer





Sequence of Operation  
Andrews Avenue and N 29 Street  
Intersection Number 2174





**BROWARD COUNTY TRAFFIC ENGINEERING**  
**ACTUATED TRAFFIC SIGNAL TIMING SHEET**

<b>Intersection Number</b>	2164	<b>Initial Operation Date</b>	UNKNOWN
<b>Controller Type</b>	2070 LN	<b>System Number</b>	2164
<b>Modification Number</b>	11	<b>Modification Date</b>	05/07/2019
<b>Drawing/Project No</b>	600 - DG 3	<b>FPL Grid Number</b>	87682068101
<b>Intersection</b>	ANDREWS AVENUE and N 26 STREET		
<b>Municipality</b>	WILTON MANORS		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2,6		8				
Direction	SBL	N/S		WB				
Initial Green(MIN)	4	12		6				
Vehicle Ext.(GAP)	1.5	3.0		2.0				
Maximum Green I	15	50		25				
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0				
All Red Clearance	2.0	2.0		2.0				
<b>Phase Recall</b>	<b>OFF</b>	<b>MIN</b>		<b>OFF</b>				
Detector Delay								
Walk		7						
Pedestrian Clearance								
Permissive	5 SECT							
Flash Operation		YELLOW		RED				

**Attachment**

**NOTES:**

1. ANTI-BACKDOWN DIODE SOUTHBOUND.
2. MOD. 11 UPDATE ALL RED CLEARANCE.

Submitted By \_\_\_\_\_ Approved By \_\_\_\_\_

Station : 2164 - Andrews Ave & N 26 St ( Standard File )

Phase	1 (SL)	2 (ST)	3	4 (WR)	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7														
Ped Clearance																
Min Green	4	12		6												
Gap Ext	1.5	3		2												
Max1	15	40		25												
Max2																
Yellow Clr	4	4		4					3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2		2					1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON												
Auto Flash Entry																
Auto Flash Exit																
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		ON														
Cond Service																
Add Init Calc																

**Preemption**

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

**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				

Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Queue Jump				
Free Mode				
Alt Table				

Prepared By

Date Implemented

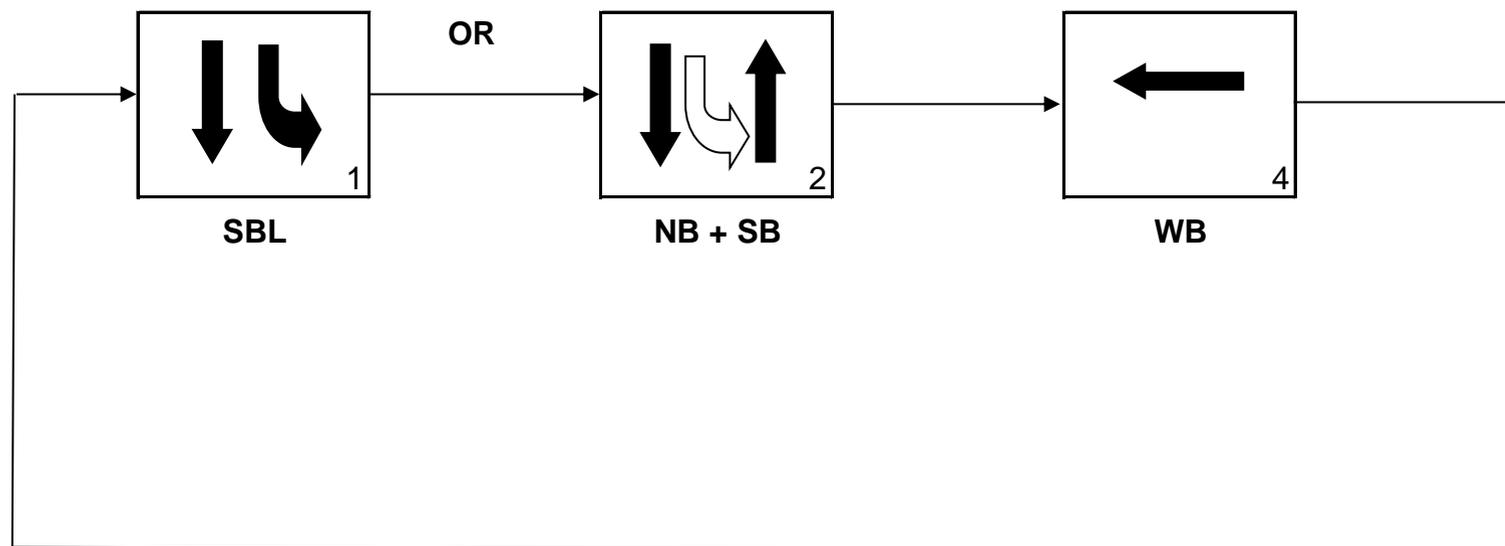
Reviewed By

Traffic Engineer





Sequence of Operation  
Andrews Avenue and N 26 Street  
Intersection Number 2164



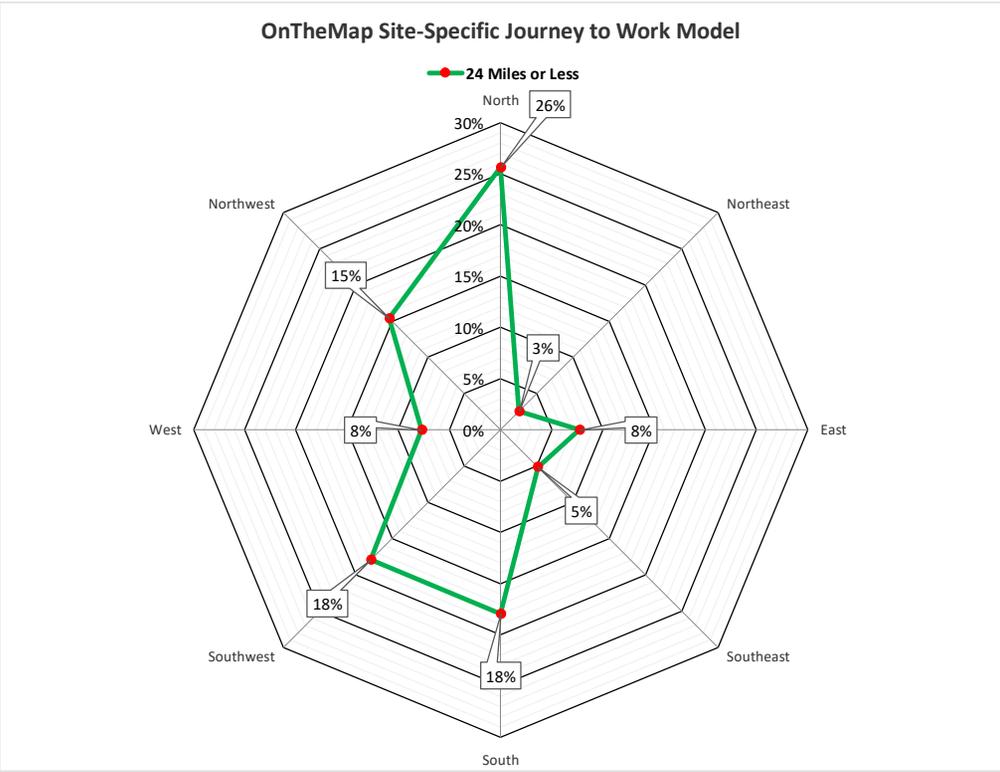
### Distance/Direction Report - Home Census Block to Work Census Block

#### Job Counts in Work Blocks by Distance Only

	All		North		Northeast		East		Southeast		South		Southwest		West		Northwest	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Total All Private Jobs	56	100.0%	17	30.4%	1	1.8%	3	5.4%	2	3.6%	10	17.9%	7	12.5%	5	8.9%	11	19.6%
Less than 10 miles	27	100.0%	5	18.5%	1	3.7%	3	11.1%	2	7.4%	6	22.2%	3	11.1%	1	3.7%	6	22.2%
10 to 24 miles	12	100.0%	5	41.7%	0	0.0%	0	0.0%	0	0.0%	1	8.3%	4	33.3%	2	16.7%	0	0.0%
25 to 50 miles	8	100.0%	5	62.5%	0	0.0%	0	0.0%	0	0.0%	3	37.5%	0	0.0%	0	0.0%	0	0.0%
Greater than 50 miles	9	100.0%	2	22.2%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	22.2%	5	55.6%

**Include:**

<b>24 Miles or Less</b>	39	100%	10	26%	1	3%	3	8%	2	5%	7	18%	7	18%	3	8%	6	15%
-------------------------	----	------	----	-----	---	----	---	----	---	----	---	-----	---	-----	---	----	---	-----



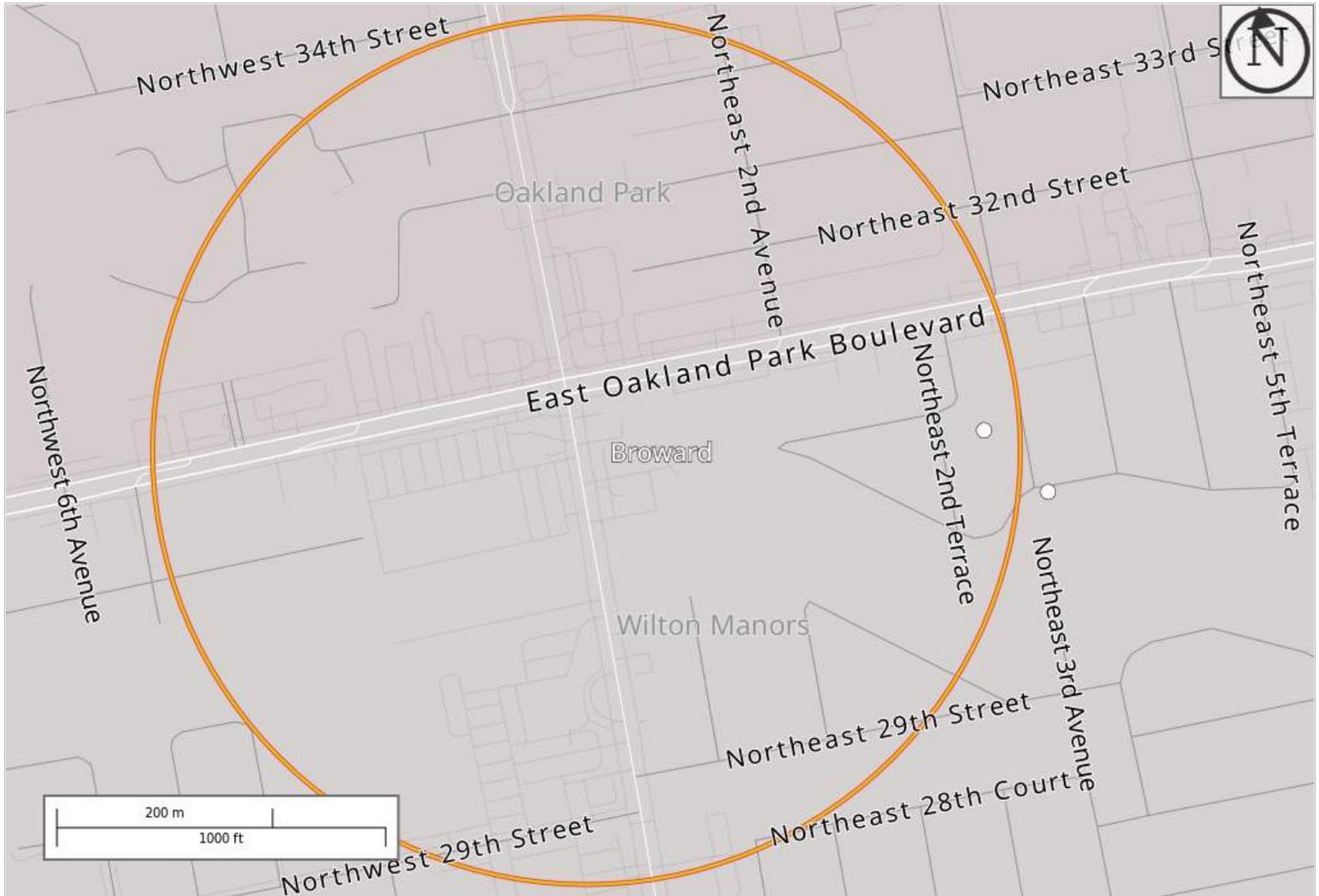
## Distance/Direction Analysis

*Workers: Living in the Custom Area*

*Showing: Employment locations*

Created by the U.S. Census Bureau's OnTheMap <https://onthemap.ces.census.gov> on 07/24/2025

### Counts and Density of Work Locations for All Private Jobs in Home Selection Area in 2022 \$1,251 to \$3,333 per month



### Map Legend

**Job Density [Jobs/Sq. Mile]**

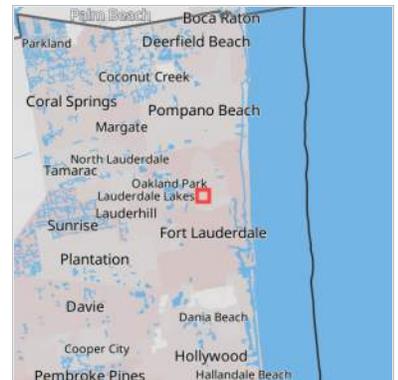
■ 5 - 6

**Job Count [Jobs/Census Block]**

○ 1 - 2

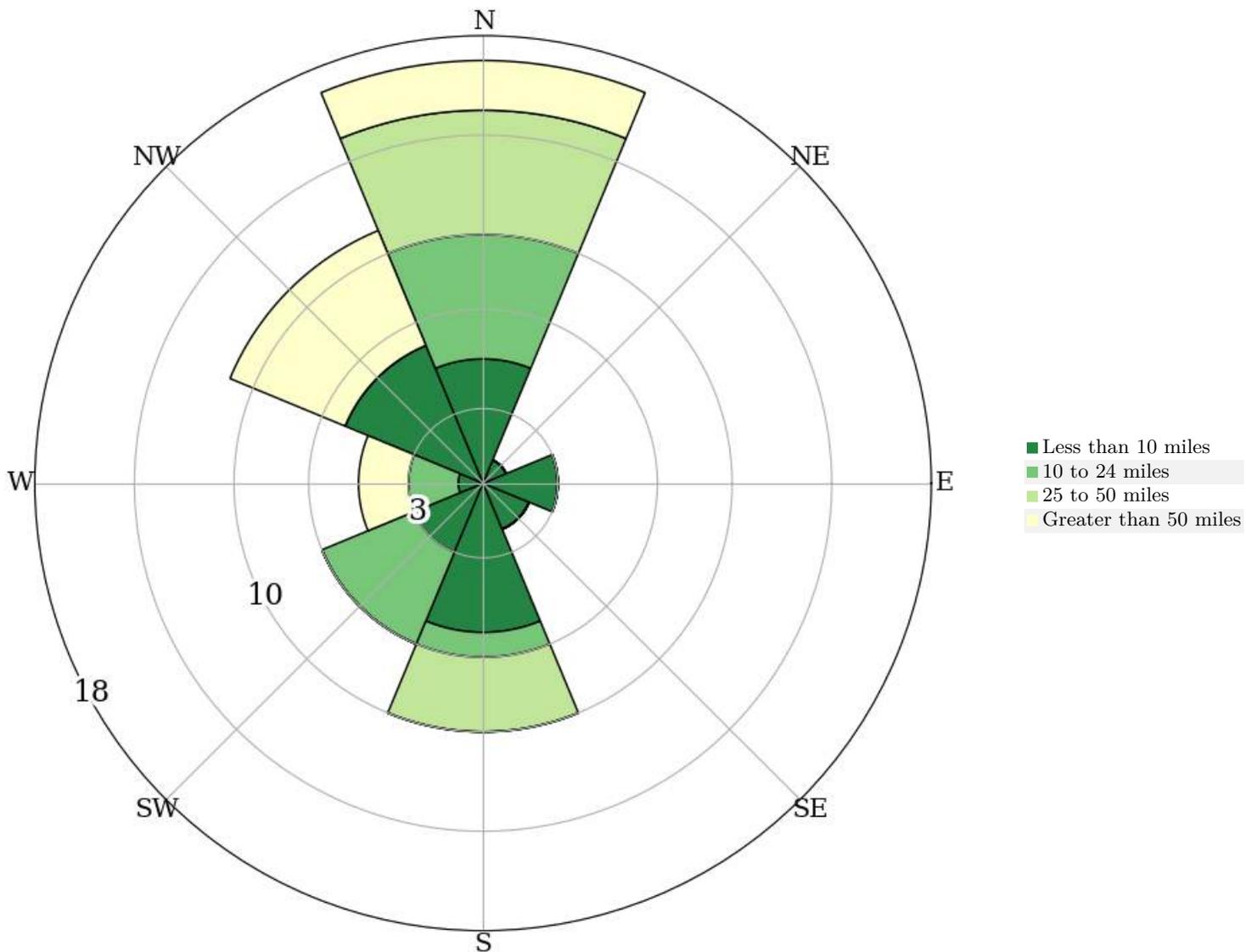
**Selection Areas**

◊ Home Area



All Private Jobs for \$1,251 to \$3,333 per month in 2022

Distance and Direction from Home Census Block to Work Census Block, Living in Selection Area



All Private Jobs for \$1,251 to \$3,333 per month in 2022

Distance from Home Census Block to Work Census Block, Living in Selection Area

Distance	2022	
	Count	Share
<b>Total All Private Jobs</b>	56	100.0%
<b>Less than 10 miles</b>	27	48.2%
<b>10 to 24 miles</b>	12	21.4%
<b>25 to 50 miles</b>	8	14.3%
<b>Greater than 50 miles</b>	9	16.1%

## Additional Information

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### Analysis Settings

<b>Analysis Type</b>	Distance/Direction
<b>Selection area as</b>	Home
<b>Year(s)</b>	2022
<b>Job Type</b>	All Private Jobs
<b>Selection Area</b>	Selection Area Address buffered 0.25 miles
<b>Selected Census Blocks</b>	11
<b>Analysis Generation Date</b>	07/24/2025 16:29 - OnTheMap 6.25.2
<b>Code Revision</b>	bd5bc0a714230c9c2b909d905c8753cb532970e8
<b>LODES Data Vintage</b>	20241022_1605

### Data Sources

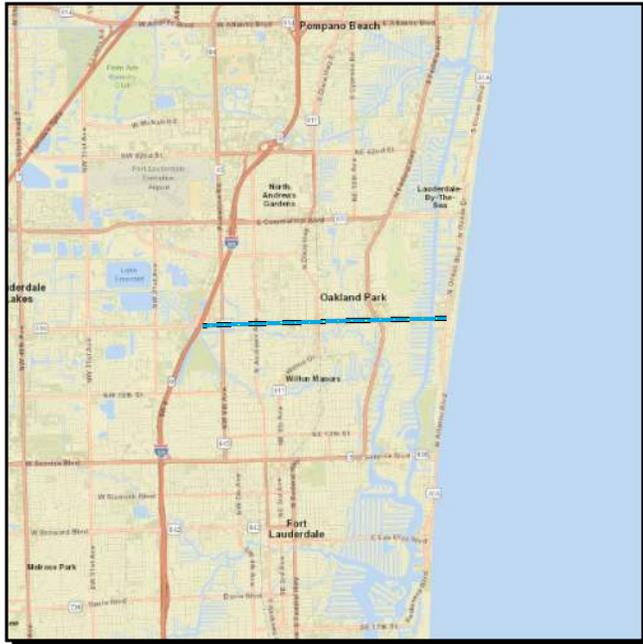
Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2022).

### Notes

1. Race, Ethnicity, Educational Attainment, and Sex statistics are beta release results and are not available before 2009.
2. Educational Attainment is only produced for workers aged 30 and over.
3. Firm Age and Firm Size statistics are beta release results for All Private jobs and are not available before 2011.

**4484091 SR-816/OAKLAND PARK BLVD FROM EAST OF I-95 TO SR-A1A**

**Non-SIS**



**Work Summary:** RESURFACING

**From:**

**To:**

**Lead Agency:** FDOT

**Length:** 3.49

**MTP Pg.:** 5-36

Phase	Fund Source	2025	2026	2027	2028	2029	Total
RRU	DS	0	0	20,000	0	0	20,000
CST	DS	0	0	0	2,154,586	0	2,154,586
CST	DIH	0	0	0	175,332	0	175,332
CST	SA	0	0	0	2,951,652	0	2,951,652
CST	DDR	0	0	0	1,294,488	0	1,294,488
CST	ACNR	0	0	0	7,741,760	0	7,741,760
<b>Total</b>		<b>0</b>	<b>0</b>	<b>20,000</b>	<b>14,317,818</b>	<b>0</b>	<b>14,337,818</b>

**Prior Year Cost:** 1,455,305  
**Future Year Cost:**  
**Total Project Cost:** 15,793,123  
**Project Description:** G/W 453729-1

Broward MPO Route to 2050 MTP Unfunded Needs Plan

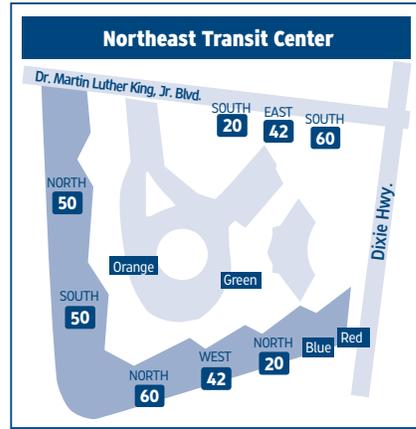
Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total		
<b>Roads for Families</b>									
<b>MTP ID: N 72 Ave from Sheridan St to Davie Rd</b>									
<b>BM011</b>					!	!	!	!	!
Project Length:	0.80	FM#:			Funding Source: Federal				
Type of Work:	Bike Lane/Sidewalk	Additional Work Type:			Program: Roads for Families				
<i>Bike lanes, bike box, Traffic Calming, Transit Amenity Improvements</i>									
PE	\$399,059	\$0	\$0	\$0	\$0	\$0	\$0		
CST	\$2,720,856	\$0	\$0	\$0	\$0	\$0	\$0		
<b>Total Cost:</b>	<b>\$3,119,915</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		
Municipality:	Hollywood	Ownership: Local			Project Sponsor: Broward MPO				
<b>MTP ID: N Andrews Avenue, from South Fork of Middle River to Oakland Park Blvd</b>									
<b>WM004</b>					!	!	!	!	!
Project Length:	1.10	FM#:			Funding Source: Federal				
Type of Work:	Landscaping	Additional Work Type: Lighting			Program: Roads for Families				
<i>Redesign to add medians, lighting, and landscaping</i>									
PE	\$626,565	\$0	\$0	\$0	\$0	\$0	\$0		
CST	\$2,848,024	\$0	\$0	\$0	\$0	\$0	\$0		
<b>Total Cost:</b>	<b>\$3,474,589</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		
Municipality:	Wilton Manors	Ownership: County			Project Sponsor: Wilton Manors				

Broward MPO Route to 2050 MTP Unfunded Needs Plan

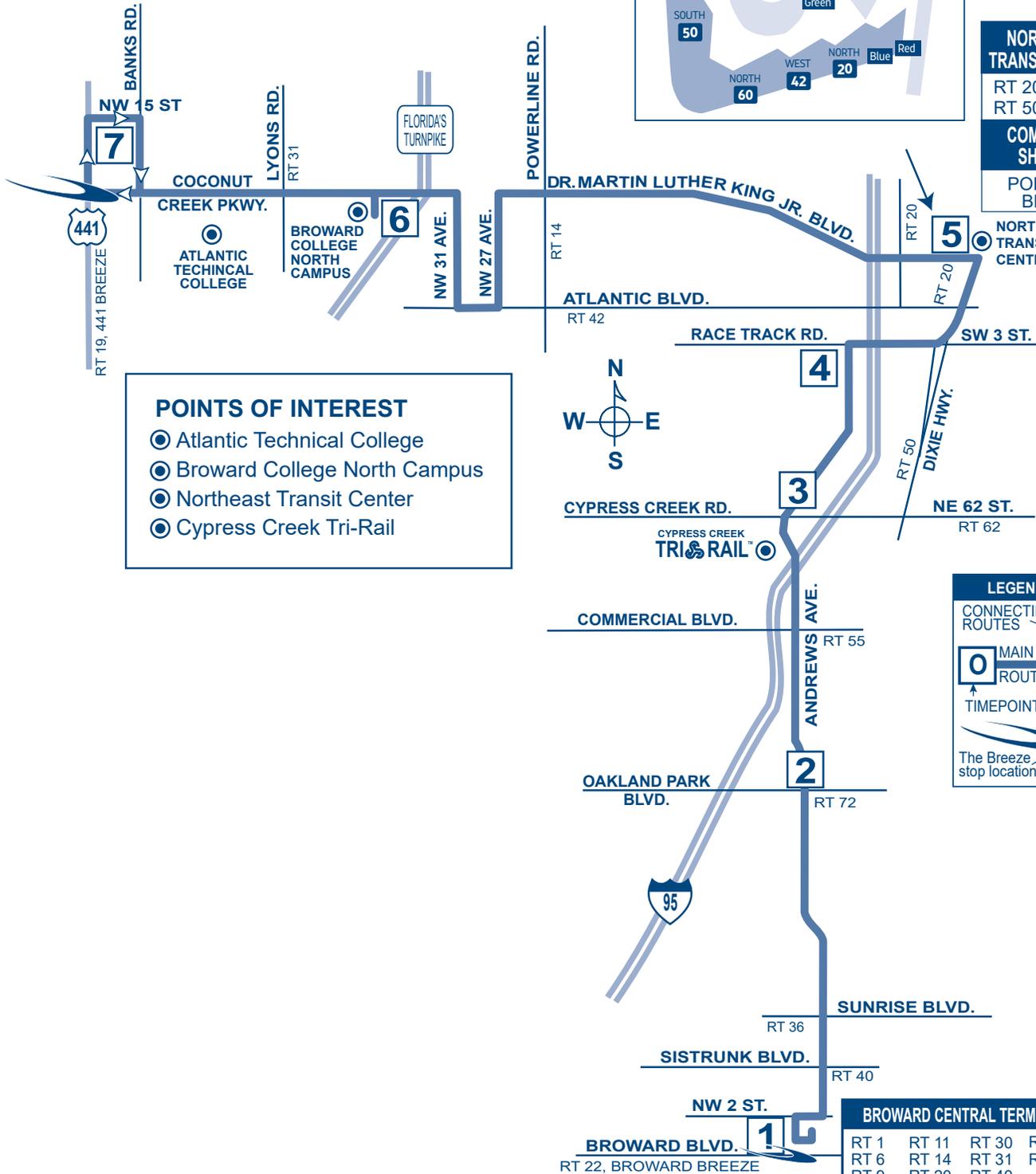
Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total			
<b>Roads for Families</b>										
<b>MTP ID:</b>	<b>N Powerline Road (SR 845, NW 9 Avenue), from South Fork of Middle River to Oakland Park Blvd</b>					 !	 !	 !	 !	 !
<b>WM003</b>										
<b>Project Length:</b>	0.70	<b>FM#:</b>			<b>Funding Source:</b> State					
<b>Type of Work:</b>	Safety Project	<b>Additional Work Type:</b>			<b>Program:</b> Roads for Families					
<i>Add traffic calming measures, e.g. traffic circles, protected bicycle lanes, crosswalks</i>										
PE	\$676,298	\$0	\$0	\$0	\$0	\$0	\$0			
CST	\$3,074,080	\$0	\$0	\$0	\$0	\$0	\$0			
<b>Total Cost:</b>	<b>\$3,750,378</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>			
<b>Municipality:</b>	Wilton Manors	<b>Ownership:</b> State			<b>Project Sponsor:</b> Wilton Manors					
<b>MTP ID:</b>	<b>NE 10 St / NE 7 Ave / Eller / Andrews from Griffin Rd To SE 17 St</b>					 !	 !	 !	 !	 !
<b>BM003</b>										
<b>Project Length:</b>	3.80	<b>FM#:</b>			<b>Funding Source:</b> Federal					
<b>Type of Work:</b>	Bike Lane/Sidewalk	<b>Additional Work Type:</b>			<b>Program:</b> Roads for Families					
<i>Shared use path, curb protected bike lanes, wide sidewalks</i>										
PE	\$3,152,760	\$0	\$0	\$0	\$0	\$0	\$0			
CST	\$21,496,088	\$0	\$0	\$0	\$0	\$0	\$0			
<b>Total Cost:</b>	<b>\$24,648,848</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>			
<b>Municipality:</b>	Dania Beach, Fort Lauderdale, Broward County	<b>Ownership:</b> County, Local			<b>Project Sponsor:</b> Broward MPO					

# ROUTE 60

Broward Central Terminal to US 441 & NW 15 Street  
via Andrews Avenue and Dr. Martin Luther King Jr. Boulevard/  
Coconut Creek Parkway



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



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

# ROUTE 72

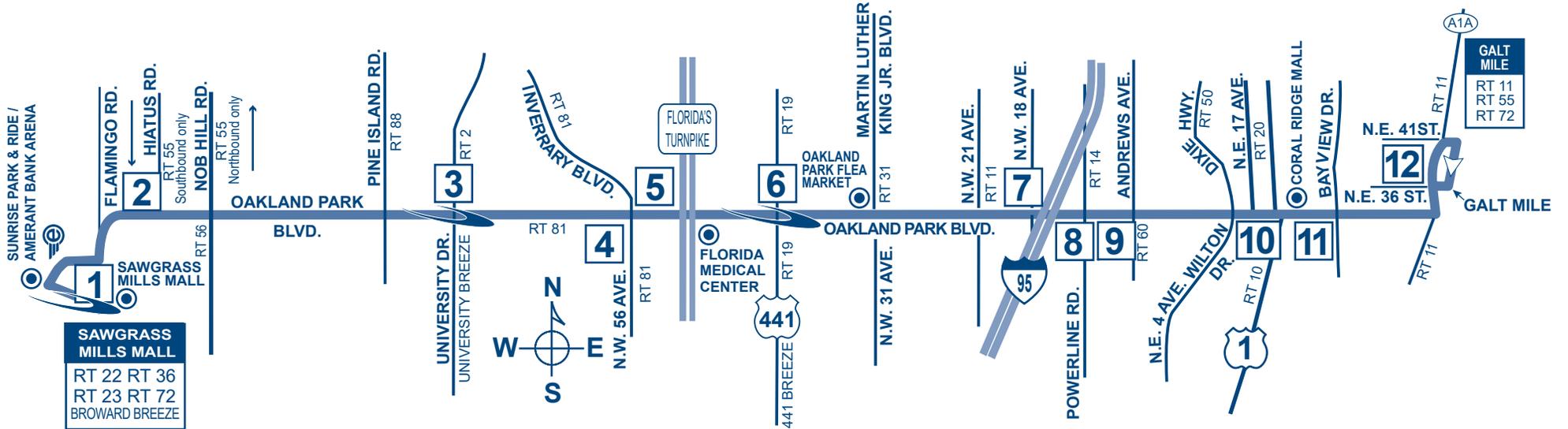
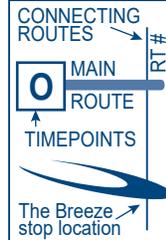
Sawgrass Mills Mall to Galt Mile  
via Oakland Park Blvd

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

## POINTS OF INTEREST

- Sawgrass Mills Mall
- Amerant Bank Arena
- Florida Medical Center
- Oakland Park Flea Market
- Coral Ridge Mall

## LEGEND



**APPENDIX D**  
**INTERSECTION VOLUME SPREADSHEETS**

**INTERSECTION TRAFFIC VOLUMES  
WILTON MANORS - THE AVE  
AM (PM) PEAK HOUR VOLUMES**

Intersection	Road	Direction	Movement	2025 Existing Peak Hour Traffic Volumes	2028 No Build Peak Hour Traffic Volumes	2029 No Build Peak Hour Traffic Volumes	Project Traffic Distributions	Project Traffic Trips	2028 Build Peak Hour Traffic Volumes
<b>(1) Oakland Park Blvd &amp; NW 9 Avenue</b>	<b>Oakland Park Blvd</b>	Eastbound	EBL	242 (202)	247 (206)	247 (206)			247 (206)
			EBT	1,623 (1,523)	1,655 (1,553)	1,655 (1,553)			1,655 (1,553)
			EBR	296 (284)	302 (290)	302 (290)	38%	6 (14)	308 (304)
			Approach	2,161 (2,009)	2,204 (2,049)	2,204 (2,049)	38%	6 (14)	2,210 (2,063)
		Westbound	WBL	80 (128)	82 (131)	82 (131)			82 (131)
			WBT	1,278 (1,545)	1,304 (1,576)	1,304 (1,576)	(38%)	16 (10)	1,320 (1,586)
			WBR	212 (165)	216 (168)	216 (168)	(5%)	2 (1)	218 (169)
			Approach	1,570 (1,838)	1,602 (1,875)	1,602 (1,875)	(43%)	18 (11)	1,620 (1,886)
	<b>NW 9 Avenue</b>	Northbound	NBL	326 (311)	333 (317)	333 (317)			333 (317)
			NBT	540 (543)	551 (554)	551 (554)			551 (554)
			NBR	156 (155)	159 (158)	159 (158)			159 (158)
			Approach	1,022 (1,009)	1,043 (1,029)	1,043 (1,029)			1,043 (1,029)
		Southbound	SBL	168 (184)	171 (188)	171 (188)			171 (188)
			SBT	631 (658)	644 (671)	644 (671)	10%	2 (4)	646 (675)
			SBR	182 (202)	186 (206)	186 (206)			186 (206)
			Approach	981 (1,044)	1,001 (1,065)	1,001 (1,065)	10%	2 (4)	1,003 (1,069)
<b>(2) Oakland Park Blvd &amp; N Andrews Avenue</b>	<b>Oakland Park Blvd</b>	Eastbound	EBL	184 (264)	188 (269)	188 (269)			188 (269)
			EBT	1,394 (1,233)	1,422 (1,258)	1,422 (1,258)			1,422 (1,258)
			EBR	297 (256)	303 (261)	303 (261)			303 (261)
			Approach	1,875 (1,753)	1,913 (1,788)	1,913 (1,788)			1,913 (1,788)
		Westbound	WBL	149 (178)	152 (182)	152 (182)			152 (182)
			WBT	1,143 (1,341)	1,166 (1,368)	1,166 (1,368)			1,166 (1,368)
			WBR	77 (82)	79 (84)	79 (84)			79 (84)
			Approach	1,369 (1,601)	1,397 (1,634)	1,397 (1,634)			1,397 (1,634)
	<b>N Andrews Avenue</b>	Northbound	NBL	271 (239)	276 (244)	276 (244)	(43%)	18 (11)	294 (255)
			NBT	583 (702)	595 (716)	595 (716)	(5%)	3 (1)	598 (717)
			NBR	148 (134)	151 (137)	151 (137)	(52%)	22 (13)	173 (150)
			Approach	1,002 (1,075)	1,022 (1,097)	1,022 (1,097)	(100%)	43 (25)	1,065 (1,122)
		Southbound	SBL	67 (112)	68 (114)	68 (114)			68 (114)
			SBT	745 (598)	760 (610)	760 (610)			760 (610)
			SBR	147 (179)	150 (183)	150 (183)			150 (183)
			Approach	959 (889)	978 (907)	978 (907)			978 (907)
<b>(3) Oakland Park Blvd &amp; NE 6 Avenue</b>	<b>Oakland Park Blvd</b>	Eastbound	EBL	48 (91)	49 (93)	49 (93)	(3%)	1 (1)	50 (94)
			EBT	1,310 (1,144)	1,336 (1,167)	1,336 (1,167)	(8%)	3 (2)	1,339 (1,169)
			EBR	121 (169)	123 (172)	123 (172)	(41%)	18 (10)	141 (182)
			Approach	1,479 (1,404)	1,508 (1,432)	1,508 (1,432)	(52%)	22 (13)	1,530 (1,445)
		Westbound	WBL	61 (105)	62 (107)	62 (107)	8%	1 (3)	63 (110)
			WBT	1,110 (1,381)	1,132 (1,409)	1,132 (1,409)			1,132 (1,409)
			WBR	39 (61)	40 (62)	40 (62)			40 (62)
			Approach	1,210 (1,547)	1,234 (1,578)	1,234 (1,578)	8%	1 (3)	1,235 (1,581)
	<b>NE 6 Avenue</b>	Northbound	NBL	164 (112)	167 (114)	167 (114)			167 (114)
			NBT	95 (178)	97 (182)	97 (182)			97 (182)
			NBR	51 (56)	52 (57)	52 (57)			52 (57)
			Approach	310 (346)	316 (353)	316 (353)			316 (353)
		Southbound	SBL	93 (85)	95 (87)	95 (87)			95 (87)
			SBT	183 (207)	187 (211)	187 (211)	3%	0 (1)	187 (212)
			SBR	54 (49)	55 (50)	55 (50)			55 (50)
			Approach	330 (341)	337 (348)	337 (348)	3%	0 (1)	337 (349)

**INTERSECTION TRAFFIC VOLUMES  
WILTON MANORS - THE AVE  
AM (PM) PEAK HOUR VOLUMES**

Intersection	Road	Direction	Movement	2025 Existing Peak Hour Traffic Volumes	2028 No Build Peak Hour Traffic Volumes	2029 No Build Peak Hour Traffic Volumes	Project Traffic Distributions	Project Traffic Trips	2028 Build Peak Hour Traffic Volumes
<b>(4) NW 9 Avenue &amp; NW 29 Street</b>	<b>NW 29 Street</b>	Eastbound	EBL	30 (18)	31 (18)	31 (18)			31 (18)
			EBT	4 (10)	4 (10)	4 (10)			4 (10)
			EBR	8 (2)	8 (2)	8 (2)			8 (2)
			Approach	42 (30)	43 (30)	43 (30)			43 (30)
		Westbound	WBL	66 (101)	67 (103)	67 (103)			67 (103)
			WBT	4 (14)	4 (14)	4 (14)			4 (14)
	WBR		110 (123)	112 (125)	112 (125)			112 (125)	
	Approach		180 (238)	183 (242)	183 (242)			183 (242)	
	<b>NW 9 Avenue</b>	Northbound	NBL	5 (12)	5 (12)	5 (12)			5 (12)
			NBT	864 (911)	881 (929)	881 (929)			881 (929)
			NBR	97 (55)	99 (56)	99 (56)			99 (56)
			Approach	966 (978)	985 (997)	985 (997)			985 (997)
		Southbound	SBL	92 (65)	94 (66)	94 (66)	48%	8 (18)	102 (84)
			SBT	942 (954)	961 (973)	961 (973)			961 (973)
SBR			14 (20)	14 (20)	14 (20)			14 (20)	
Approach			1,048 (1,039)	1,069 (1,059)	1,069 (1,059)	48%	8 (18)	1,077 (1,077)	
<b>(5) N Andrews Avenue &amp; NW 29 Street</b>	<b>NW 29 Street</b>	Eastbound	EBL	100 (82)	102 (84)	102 (84)	48%	8 (18)	110 (102)
			EBT	0 (0)	0 (0)	0 (0)			0 (0)
			EBR	70 (61)	71 (62)	71 (62)			71 (62)
			Approach	170 (143)	173 (146)	173 (146)	48%	8 (18)	181 (164)
		Westbound	WBL	0 (0)	0 (0)	0 (0)			0 (0)
			WBT	0 (0)	0 (0)	0 (0)			0 (0)
	WBR		0 (0)	0 (0)	0 (0)			0 (0)	
	Approach		0 (0)	0 (0)	0 (0)			0 (0)	
	<b>N Andrews Avenue</b>	Northbound	NBL	69 (112)	70 (114)	70 (114)			70 (114)
			NBT	877 (985)	895 (1,005)	895 (1,005)	52%	8 (19)	903 (1,024)
			NBR	0 (0)	0 (0)	0 (0)			0 (0)
			Approach	946 (1,097)	965 (1,119)	965 (1,119)	52%	8 (19)	973 (1,138)
		Southbound	SBL	0 (0)	0 (0)	0 (0)			0 (0)
			SBT	1,164 (987)	1,187 (1,007)	1,187 (1,007)			1,187 (1,007)
SBR			112 (124)	114 (126)	114 (126)			114 (126)	
Approach			1,276 (1,111)	1,301 (1,133)	1,301 (1,133)			1,301 (1,133)	
<b>(6) N Andrews Avenue &amp; NE 26 Street</b>	<b>NE 26 Street</b>	Eastbound	EBL	0 (0)	0 (0)	0 (0)			0 (0)
			EBT	0 (0)	0 (0)	0 (0)			0 (0)
			EBR	0 (0)	0 (0)	0 (0)			0 (0)
			Approach	0 (0)	0 (0)	0 (0)			0 (0)
		Westbound	WBL	99 (212)	101 (216)	101 (216)	36%	16 (9)	117 (225)
			WBT	0 (0)	0 (0)	0 (0)			0 (0)
	WBR		110 (180)	112 (184)	112 (184)	16%	2 (6)	114 (190)	
	Approach		209 (392)	213 (400)	213 (400)	16% (36%)	18 (15)	231 (415)	
	<b>N Andrews Avenue</b>	Northbound	NBL	0 (0)	0 (0)	0 (0)			0 (0)
			NBT	865 (905)	882 (923)	882 (923)	36%	6 (13)	888 (936)
			NBR	104 (116)	106 (118)	106 (118)			106 (118)
			Approach	969 (1,021)	988 (1,041)	988 (1,041)	36%	6 (13)	994 (1,054)
		Southbound	SBL	125 (120)	128 (122)	128 (122)			128 (122)
			SBT	1,108 (950)	1,130 (969)	1,130 (969)			1,130 (969)
SBR			0 (0)	0 (0)	0 (0)			0 (0)	
Approach			1,233 (1,070)	1,258 (1,091)	1,258 (1,091)			1,258 (1,091)	

**APPENDIX E**  
**INTERSECTION CAPACITY REPORTS**

**EXISTING CONDITIONS**

**Table 1.1 -2025 Existing Intersection Capacity Analysis Summary**

Location	Time	Level of Service <sup>[1]</sup>											
		(1) Oakland Park Blvd & NW 9 Avenue		(2) Oakland Park Blvd & N Andrews Avenue		(3) Oakland Park Blvd & NE 6 Avenue		(4) NW 9 Avenue & NW 29 Street		(5) N Andrews Avenue & NW 29 Street		(6) N Andrews Avenue & NE 26 Street	
		Signalized		Signalized		Signalized		Signalized		Signalized		Signalized	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
EBL	AM	E	58.1	F	85.6	F	85.4	D	40.0	D	42.8		
	PM	F	87.7	F	103.8	F	83.4	E	77.9	D	43.5		
	AM	D	43.8	E	60.6	A	0.4	D	38.8				
EBT	PM	D	53.8	E	58.0	A	0.4	E	75.2				
	AM	D	48.2	E	63.2	A	0.8	D	38.8	D	41.3		
EBR	PM	E	60.6	E	59.2	A	0.8	E	75.2	D	42.6		
	AM	D	46.7	E	63.8	A	3.3	D	39.7	D	42.2		
EB Approach	PM	E	59.3	E	65.2	A	5.9	E	76.8	D	43.1		
	AM	D	41.2	F	170.4	F	109.7	D	41.7			D	40.0
WBL	PM	D	54.6	F	108.5	F	88.6	F	100.6			D	44.9
	AM	E	64.1	D	36.1	C	21.0	D	39.1				
	PM	E	62.8	E	65.6	C	24.6	E	76.2				
WBT	AM	E	55.2	D	37.9	C	21.6	D	39.1			D	42.6
	PM	D	47.3	E	69.1	C	25.5	E	76.2			D	42.6
WBR	AM	E	61.7	D	51.3	C	25.7	D	40.1			D	41.4
	PM	E	60.8	E	71.4	C	29.3	F	86.5			D	43.8
WB Approach	AM	F	113.3	F	107.9	F	100.3	A	6.2	A	5.6		
	PM	F	102.6	E	79.3	E	63.2	A	5.6	A	4.5		
NBL	AM	F	102.4	D	35.2	E	66.7	A	9.1	A	0.3	A	8.9
	PM	F	97.0	E	71.4	F	89.4	A	8.0	A	0.3	B	11.3
NBT	AM	F	125.0	D	35.5	E	66.7	A	9.1			A	8.9
	PM	F	117.9	E	71.8	F	89.4	A	8.0			B	11.3
NBR	AM	F	110.4	D	54.9	F	84.5	A	9.1	A	0.7	A	8.9
	PM	F	103.3	E	73.3	F	80.9	A	7.9	A	0.7	B	11.3
NB Approach	AM	E	70.5	F	91.7	E	58.5	A	4.1			A	5.3
	PM	E	68.4	F	116.8	E	59.9	A	4.0			A	6.8
SBL	AM	F	92.1	F	108.9	F	84.1	A	4.1	A	9.2	A	0.4
	PM	F	86.2	F	90.0	F	96.7	A	4.2	A	7.7	A	0.4
SBT	AM	F	112.1	F	109.3	F	84.1	A	2.7	A	9.2		
	PM	F	102.7	F	91.1	F	96.7	A	2.8	A	7.7		
SBR	AM	F	93.6	F	107.9	E	78.9	A	4.1	A	9.2	A	0.9
	PM	F	87.2	F	93.8	F	87.6	A	4.1	A	7.7	A	1.1
SB Approach	AM	E	70.4	E	66.9	C	26.3	A	9.8	A	8.2	A	7.6
	PM	E	72.4	E	73.5	C	30.6	B	15.3	A	6.6	B	12.0

[1] Delay is average delay per vehicle in seconds

[2] Approach operates under Free-flow conditions

**Table 1.2 -2025 Existing Intersection Queue Lengths Summary**

Location	Time	95th Percentile Queue Lengths (ft)															
		EBL		EBR		WBL		WBR		NBL		NBR		SBL		SBR	
		Storage (ft)	95 <sup>th</sup> %tile	Storage (ft)	95 <sup>th</sup> %tile	Storage (ft)	95 <sup>th</sup> %tile	Storage (ft)	95 <sup>th</sup> %tile	Storage (ft)	95 <sup>th</sup> %tile	Storage (ft)	95 <sup>th</sup> %tile	Storage (ft)	95 <sup>th</sup> %tile	Storage (ft)	95 <sup>th</sup> %tile
(1) Oakland Park Blvd & NW 9 Avenue	AM	520	301			365	m79	200	m166	395	#636			190	301		
	PM		#390				m#152		m113		#634				331		
(2) Oakland Park Blvd & N Andrews Avenue	AM	500	m230			315	m#373			395	#264			375	142		
	PM		m#383				m#351				207				#257		
(3) Oakland Park Blvd & NE 6 Avenue	AM	410	m79			410	134			135	223			255	132		
	PM		m138				200				151				118		
(4) NW 9 Avenue & NW 29 Street	AM	80	44			120	79			70	6			330	27		
	PM		52				197				12				29		
(5) N Andrews Avenue & NW 29 Street	AM	140	104							200	53						
	PM		88								21						
(6) N Andrews Avenue & NE 26 Street	AM							195	47					125	11		
	PM								52						19		

# 95th percentile volume exceeds capacity, queue may be longer.

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

Wilton Manors - The AVE  
1: NW 9 Avenue & W Oakland Park Blvd

2025 Existing Conditions  
AM Peak Hour

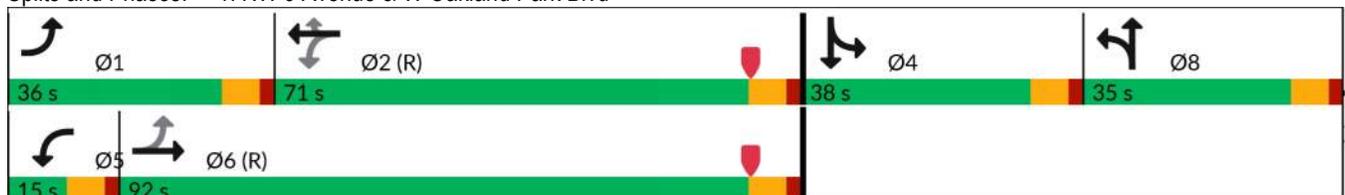


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	242	1623	80	1278	212	326	540	168	631
Future Volume (vph)	242	1623	80	1278	212	326	540	168	631
Lane Group Flow (vph)	247	1958	82	1304	216	260	783	154	847
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Split	NA	Split	NA
Protected Phases	1	6	5	2		8	8	4	4
Permitted Phases	6		2		2				
Detector Phase	1	6	5	2	2	8	8	4	4
Switch Phase									
Minimum Initial (s)	4.0	10.0	4.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	39.0	11.0	39.0	39.0	41.0	41.0	38.0	38.0
Total Split (s)	36.0	92.0	15.0	71.0	71.0	35.0	35.0	38.0	38.0
Total Split (%)	20.0%	51.1%	8.3%	39.4%	39.4%	19.4%	19.4%	21.1%	21.1%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None
v/c Ratio	0.87	0.86	0.74	0.68	0.32	1.11	1.07	0.58	1.01
Control Delay (s/veh)	67.5	47.0	80.3	29.8	9.7	157.4	119.9	77.8	101.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	67.5	47.0	80.3	29.8	9.7	157.4	119.9	77.8	101.7
Queue Length 50th (ft)	195	729	33	478	94	~405	~384	198	~417
Queue Length 95th (ft)	301	793	m79	m550	m166	#636	#486	301	#520
Internal Link Dist (ft)		1215		2613			1196		1558
Turn Bay Length (ft)	520		365		200	395		190	
Base Capacity (vph)	345	2318	116	1929	682	234	733	265	837
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.84	0.71	0.68	0.32	1.11	1.07	0.58	1.01

Intersection Summary

- Cycle Length: 180
- Actuated Cycle Length: 180
- Offset: 20 (11%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
- Natural Cycle: 150
- Control Type: Actuated-Coordinated
- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NW 9 Avenue & W Oakland Park Blvd



Wilton Manors - The AVE  
1: NW 9 Avenue & W Oakland Park Blvd

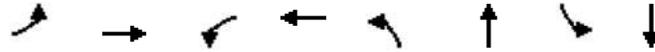
2025 Existing Conditions  
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑	↗	↖	↖↑↑		↖	↖↑↑	
Traffic Volume (veh/h)	242	1623	296	80	1278	212	326	540	156	168	631	182
Future Volume (veh/h)	242	1623	296	80	1278	212	326	540	156	168	631	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1856	1811	1826	1856	1856	1856	1856	1856	1796	1811	1767
Adj Flow Rate, veh/h	247	1656	302	82	1304	216	261	652	159	171	644	186
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	4	3	6	5	3	3	3	3	3	7	6	9
Cap, veh/h	265	2064	373	137	2147	654	275	674	161	294	698	197
Arrive On Green	0.09	0.48	0.48	0.01	0.14	0.14	0.16	0.16	0.16	0.17	0.17	0.17
Sat Flow, veh/h	1753	4298	778	1739	5066	1544	1767	4331	1037	1711	4064	1150
Grp Volume(v), veh/h	247	1298	660	82	1304	216	261	557	254	171	573	257
Grp Sat Flow(s),veh/h/ln	1753	1689	1698	1739	1689	1544	1767	1856	1657	1711	1811	1592
Q Serve(g_s), s	14.6	58.4	59.4	4.8	43.6	22.7	26.3	26.8	27.5	16.6	28.0	28.8
Cycle Q Clear(g_c), s	14.6	58.4	59.4	4.8	43.6	22.7	26.3	26.8	27.5	16.6	28.0	28.8
Prop In Lane	1.00		0.46	1.00		1.00	1.00		0.63	1.00		0.72
Lane Grp Cap(c), veh/h	265	1622	816	137	2147	654	275	577	258	294	622	273
V/C Ratio(X)	0.93	0.80	0.81	0.60	0.61	0.33	0.95	0.96	0.99	0.58	0.92	0.94
Avail Cap(c_a), veh/h	384	1622	816	150	2147	654	275	577	258	295	624	274
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.59	0.59	0.59	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	39.5	39.7	39.3	63.3	54.4	75.3	75.5	75.8	68.6	73.4	73.7
Incr Delay (d2), s/veh	19.5	4.3	8.5	1.9	0.8	0.8	38.0	26.9	49.2	1.9	18.8	38.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	25.1	26.6	2.2	20.1	9.7	14.9	15.0	15.3	7.4	14.6	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.1	43.8	48.2	41.2	64.1	55.2	113.3	102.4	125.0	70.5	92.1	112.1
LnGrp LOS	E	D	D	D	E	E	F	F	F	E	F	F
Approach Vol, veh/h		2205			1602			1072			1001	
Approach Delay, s/veh		46.7			61.7			110.4			93.6	
Approach LOS		D			E			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.8	83.3		37.9	13.7	93.4		35.0				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	29.0	64.0		31.0	8.0	85.0		28.0				
Max Q Clear Time (g_c+I1), s	16.6	45.6		30.8	6.8	61.4		29.5				
Green Ext Time (p_c), s	0.2	9.7		0.1	0.0	15.6		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh											70.4	
HCM 7th LOS											E	

Notes  
User approved pedestrian interval to be less than phase max green.  
User approved volume balancing among the lanes for turning movement.

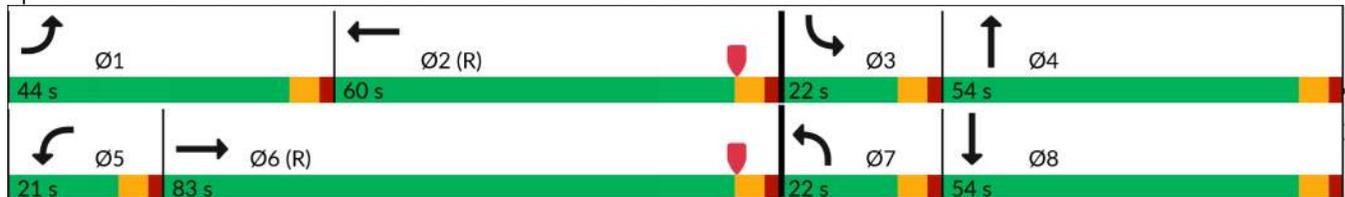


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↵	↑↑↑	↵	↑↑↑	↵↵	↑↑	↵	↑↑
Traffic Volume (vph)	184	1394	149	1143	271	583	67	745
Future Volume (vph)	184	1394	149	1143	271	583	67	745
Lane Group Flow (vph)	194	1780	157	1284	285	770	71	939
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases								
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	6.0	5.0	6.0
Minimum Split (s)	11.0	41.0	11.0	41.0	11.0	36.0	11.0	36.0
Total Split (s)	44.0	83.0	21.0	60.0	22.0	54.0	22.0	54.0
Total Split (%)	24.4%	46.1%	11.7%	33.3%	12.2%	30.0%	12.2%	30.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes							
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
v/c Ratio	0.84	0.88	1.09	0.70	0.91	0.74	0.70	0.99
Control Delay (s/veh)	78.4	45.4	170.0	52.1	106.0	64.8	114.1	89.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	78.4	45.4	170.0	52.1	106.0	64.8	114.1	89.7
Queue Length 50th (ft)	207	776	~209	233	182	405	84	~614
Queue Length 95th (ft)	m230	m808	m#373	536	#264	543	142	#756
Internal Link Dist (ft)		2613		2569		1068		1701
Turn Bay Length (ft)	500		315		395		375	
Base Capacity (vph)	369	2091	144	1822	312	1035	140	948
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.85	1.09	0.70	0.91	0.74	0.51	0.99

Intersection Summary

- Cycle Length: 180
- Actuated Cycle Length: 180
- Offset: 110 (61%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
- Natural Cycle: 120
- Control Type: Actuated-Coordinated
- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

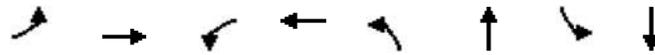
Splits and Phases: 2: N Andrews Avenue & W Oakland Park Blvd/E Oakland Park Blvd



												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 	 			 	
Traffic Volume (veh/h)	184	1394	297	149	1143	77	271	583	148	67	745	147
Future Volume (veh/h)	184	1394	297	149	1143	77	271	583	148	67	745	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.98
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	1841	1856	1841	1856	1841	1856	1856	1826	1693	1856	1856
Adj Flow Rate, veh/h	194	1467	313	157	1203	81	285	614	156	71	784	155
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	4	3	4	3	4	3	3	5	14	3	3
Cap, veh/h	213	1769	376	146	1890	127	305	836	212	86	779	154
Arrive On Green	0.08	0.29	0.29	0.11	0.52	0.52	0.18	0.60	0.60	0.05	0.27	0.27
Sat Flow, veh/h	1767	4135	879	1753	4841	326	3428	2764	701	1612	2923	578
Grp Volume(v), veh/h	194	1187	593	157	839	445	285	391	379	71	473	466
Grp Sat Flow(s),veh/h/ln	1767	1675	1664	1753	1689	1790	1714	1763	1702	1612	1763	1738
Q Serve(g_s), s	19.6	59.7	60.0	15.0	32.1	32.1	14.8	28.4	28.6	7.9	48.0	48.0
Cycle Q Clear(g_c), s	19.6	59.7	60.0	15.0	32.1	32.1	14.8	28.4	28.6	7.9	48.0	48.0
Prop In Lane	1.00		0.53	1.00		0.18	1.00		0.41	1.00		0.33
Lane Grp Cap(c), veh/h	213	1433	712	146	1318	699	305	533	514	86	470	464
V/C Ratio(X)	0.91	0.83	0.83	1.07	0.64	0.64	0.94	0.73	0.74	0.83	1.01	1.01
Avail Cap(c_a), veh/h	373	1433	712	146	1318	699	305	533	514	143	470	464
HCM Platoon Ratio	0.67	0.67	0.67	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.43	0.43	0.43	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.7	58.0	58.2	80.0	34.1	34.1	73.5	30.4	30.5	84.4	66.0	66.0
Incr Delay (d2), s/veh	3.9	2.5	5.1	90.3	2.0	3.8	34.4	4.7	5.0	7.3	42.9	43.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	26.6	27.1	10.3	12.9	14.0	7.4	10.2	10.0	3.5	27.1	26.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	85.6	60.6	63.2	170.4	36.1	37.9	107.9	35.2	35.5	91.7	108.9	109.3
LnGrp LOS	F	E	E	F	D	D	F	D	D	F	F	F
Approach Vol, veh/h		1974			1441			1055			1010	
Approach Delay, s/veh		63.8			51.3			54.9			107.9	
Approach LOS		E			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.7	76.3	15.6	60.4	21.0	83.0	22.0	54.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	38.0	54.0	16.0	48.0	15.0	77.0	16.0	48.0				
Max Q Clear Time (g_c+I1), s	21.6	34.1	9.9	30.6	17.0	62.0	16.8	50.0				
Green Ext Time (p_c), s	0.1	8.7	0.0	3.2	0.0	10.3	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			66.9									
HCM 7th LOS			E									

Wilton Manors - The AVE  
 3: NE 6 Avenue & E Oakland Park Blvd

2025 Existing Conditions  
 AM Peak Hour

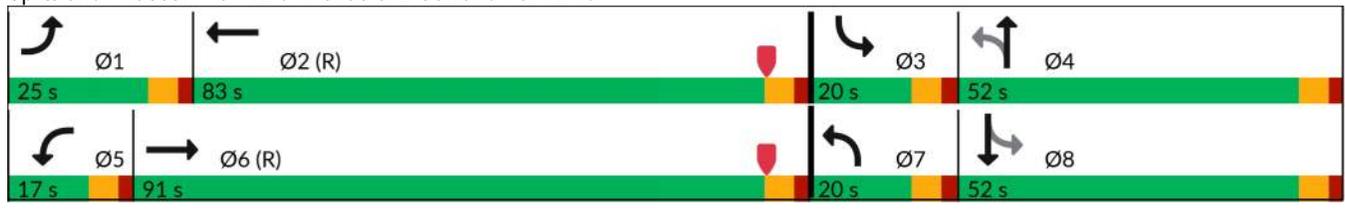


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↵	↑↑↑	↵	↑↑↑	↵	↑	↵	↑
Traffic Volume (vph)	48	1310	61	1110	164	95	93	183
Future Volume (vph)	48	1310	61	1110	164	95	93	183
Lane Group Flow (vph)	53	1573	67	1263	180	160	102	260
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	30.0	10.0	30.0	10.0	40.0	10.0	40.0
Total Split (s)	25.0	91.0	17.0	83.0	20.0	52.0	20.0	52.0
Total Split (%)	13.9%	50.6%	9.4%	46.1%	11.1%	28.9%	11.1%	28.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes							
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
v/c Ratio	0.60	0.60	0.64	0.46	0.72	0.43	0.33	0.86
Control Delay (s/veh)	92.1	45.1	107.8	27.1	63.2	58.7	47.2	94.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	92.1	45.1	107.8	27.1	63.2	58.7	47.2	94.8
Queue Length 50th (ft)	66	482	79	338	163	150	88	294
Queue Length 95th (ft)	m79	312	134	436	223	224	132	385
Internal Link Dist (ft)		2569		1352		2558		1750
Turn Bay Length (ft)	410		410		135		255	
Base Capacity (vph)	173	2621	117	2755	251	453	337	450
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.60	0.57	0.46	0.72	0.35	0.30	0.58

Intersection Summary

Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 140 (78%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: NE 6 Avenue & E Oakland Park Blvd



Wilton Manors - The AVE  
3: NE 6 Avenue & E Oakland Park Blvd

2025 Existing Conditions  
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↖	↑		↗	↑	
Traffic Volume (veh/h)	48	1310	121	61	1110	39	164	95	51	93	183	54
Future Volume (veh/h)	48	1310	121	61	1110	39	164	95	51	93	183	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1752	1841	1841	1796	1856	1826	1856	1856	1841	1841	1841	1767
Adj Flow Rate, veh/h	53	1440	133	67	1220	43	180	104	56	102	201	59
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	10	4	4	7	3	5	3	3	4	4	4	9
Cap, veh/h	66	2694	249	82	2941	104	198	206	111	263	223	65
Arrive On Green	0.08	1.00	1.00	0.05	0.59	0.59	0.08	0.18	0.18	0.06	0.16	0.16
Sat Flow, veh/h	1668	4667	431	1711	5018	177	1767	1132	609	1753	1365	401
Grp Volume(v), veh/h	53	1034	539	67	821	442	180	0	160	102	0	260
Grp Sat Flow(s),veh/h/ln	1668	1675	1748	1711	1689	1818	1767	0	1741	1753	0	1765
Q Serve(g_s), s	5.6	0.0	0.0	7.0	23.9	23.9	14.0	0.0	14.9	8.6	0.0	26.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0	7.0	23.9	23.9	14.0	0.0	14.9	8.6	0.0	26.0
Prop In Lane	1.00		0.25	1.00		0.10	1.00		0.35	1.00		0.23
Lane Grp Cap(c), veh/h	66	1934	1009	82	1979	1065	198	0	317	263	0	288
V/C Ratio(X)	0.80	0.53	0.53	0.81	0.41	0.41	0.91	0.00	0.50	0.39	0.00	0.90
Avail Cap(c_a), veh/h	176	1934	1009	105	1979	1065	198	0	445	296	0	451
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.37	0.37	0.37	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	82.2	0.0	0.0	84.9	20.4	20.4	62.0	0.0	66.3	58.2	0.0	73.9
Incr Delay (d2), s/veh	3.2	0.4	0.8	24.8	0.6	1.2	38.3	0.0	0.5	0.3	0.0	10.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.1	0.2	3.7	9.7	10.6	3.7	0.0	6.7	3.9	0.0	12.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	85.4	0.4	0.8	109.7	21.0	21.6	100.3	0.0	66.7	58.5	0.0	84.1
LnGrp LOS	F	A	A	F	C	C	F		E	E		F
Approach Vol, veh/h		1626			1330			340				362
Approach Delay, s/veh		3.3			25.7			84.5				76.9
Approach LOS		A			C			F				E
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.1	111.5	16.6	38.8	14.7	109.9	20.0	35.4				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	77.0	14.0	46.0	11.0	85.0	14.0	46.0				
Max Q Clear Time (g_c+I1), s	7.6	25.9	10.6	16.9	9.0	2.0	16.0	28.0				
Green Ext Time (p_c), s	0.0	11.3	0.0	0.6	0.0	17.6	0.0	0.9				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			26.3									
HCM 7th LOS			C									

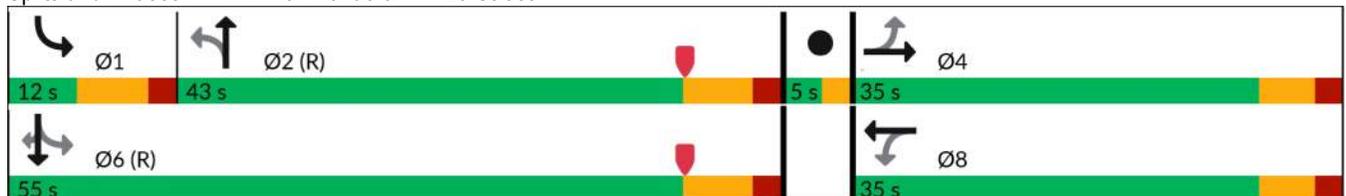


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR	Ø3
Lane Configurations	↶	↷	↶	↷	↶	↷	↶	↷	↷	↶
Traffic Volume (vph)	30	4	66	4	5	864	92	942	14	
Future Volume (vph)	30	4	66	4	5	864	92	942	14	
Lane Group Flow (vph)	31	12	67	116	5	981	94	961	14	
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA	Perm	
Protected Phases		4		8		2	1	6		3
Permitted Phases	4		8		2		6		6	
Detector Phase	4	4	8	8	2	2	1	6	6	
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	4.0	10.0	10.0	1.0
Minimum Split (s)	46.0	46.0	46.0	46.0	28.0	28.0	11.0	28.0	28.0	5.0
Total Split (s)	35.0	35.0	35.0	35.0	43.0	43.0	12.0	55.0	55.0	5.0
Total Split (%)	36.8%	36.8%	36.8%	36.8%	45.3%	45.3%	12.6%	57.9%	57.9%	5%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag					Lag	Lag	Lead			
Lead-Lag Optimize?					Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min	None
v/c Ratio	0.25	0.07	0.50	0.45	0.02	0.44	0.23	0.37	0.01	
Control Delay (s/veh)	43.3	25.2	52.4	14.3	8.2	9.5	4.6	4.4	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	43.3	25.2	52.4	14.3	8.2	9.5	4.6	4.4	0.0	
Queue Length 50th (ft)	18	2	39	2	1	139	11	78	0	
Queue Length 95th (ft)	44	18	79	51	6	219	27	130	0	
Internal Link Dist (ft)		504		2604		1400		1196		
Turn Bay Length (ft)	80		120		70		330			
Base Capacity (vph)	384	507	421	559	310	2254	407	2581	1181	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.02	0.16	0.21	0.02	0.44	0.23	0.37	0.01	

Intersection Summary

Cycle Length: 95  
 Actuated Cycle Length: 95  
 Offset: 5 (5%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated

Splits and Phases: 4: NW 9 Avenue & NW 29 Street



Wilton Manors - The AVE  
4: NW 9 Avenue & NW 29 Street

2025 Existing Conditions  
AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	4	8	66	4	110	5	864	97	92	942	14
Future Volume (vph)	30	4	8	66	4	110	5	864	97	92	942	14
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		7.0	7.0		7.0	7.0	7.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.90		1.00	0.86		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	1645		1750	1578		1501	3413		1752	3374	1526
Flt Permitted	0.68	1.00		0.75	1.00		0.30	1.00		0.23	1.00	1.00
Satd. Flow (perm)	1259	1645		1381	1578		471	3413		431	3374	1526
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	31	4	8	67	4	112	5	882	99	94	961	14
RTOR Reduction (vph)	0	7	0	0	101	0	0	5	0	0	0	3
Lane Group Flow (vph)	31	5	0	67	15	0	5	976	0	94	961	11
Confl. Peds. (#/hr)			2	2			3		2	2		3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	20%	4%	3%	3%	7%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	9.3	9.3		9.3	9.3		61.2	61.2		72.7	72.7	72.7
Effective Green, g (s)	9.3	9.3		9.3	9.3		61.2	61.2		72.7	72.7	72.7
Actuated g/C Ratio	0.10	0.10		0.10	0.10		0.64	0.64		0.77	0.77	0.77
Clearance Time (s)	6.0	6.0		6.0	6.0		7.0	7.0		7.0	7.0	7.0
Vehicle Extension (s)	0.2	0.2		2.0	2.0		3.0	3.0		1.5	3.0	3.0
Lane Grp Cap (vph)	123	161		135	154		303	2198		392	2581	1167
v/s Ratio Prot		0.00			0.01			c0.29		0.01	c0.28	
v/s Ratio Perm	0.02			c0.05			0.01			0.17		0.01
v/c Ratio	0.25	0.03		0.50	0.10		0.02	0.44		0.24	0.37	0.01
Uniform Delay, d1	39.6	38.8		40.6	39.0		6.1	8.4		3.9	3.7	2.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.4	0.0		1.0	0.1		0.1	0.7		0.1	0.4	0.0
Delay (s)	40.0	38.8		41.7	39.1		6.2	9.1		4.1	4.1	2.7
Level of Service	D	D		D	D		A	A		A	A	A
Approach Delay (s/veh)		39.7			40.1			9.1			4.1	
Approach LOS		D			D			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			9.8									A
HCM 2000 Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			95.0							22.0		
Intersection Capacity Utilization			61.4%									B
Analysis Period (min)			15									

c Critical Lane Group

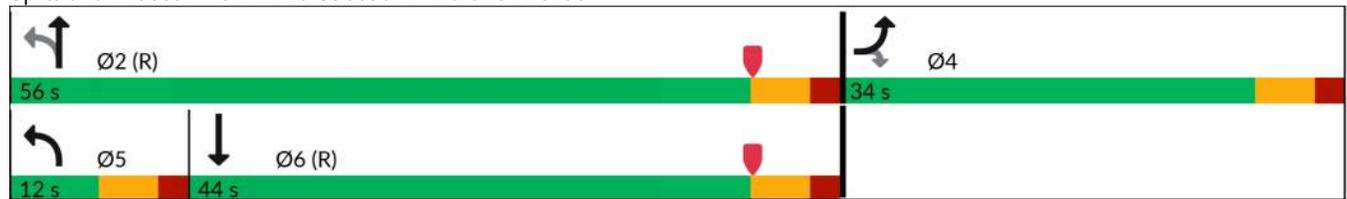


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↶	↷	↶	↑↑	↑↑
Traffic Volume (vph)	100	70	69	877	1164
Future Volume (vph)	100	70	69	877	1164
Lane Group Flow (vph)	105	74	73	923	1343
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	4.0	12.0	12.0
Minimum Split (s)	32.0	32.0	10.0	28.0	28.0
Total Split (s)	34.0	34.0	12.0	56.0	44.0
Total Split (%)	37.8%	37.8%	13.3%	62.2%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Min	C-Min
v/c Ratio	0.55	0.31	0.26	0.33	0.56
Control Delay (s/veh)	47.8	12.5	8.4	7.7	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.8	12.5	8.4	7.7	9.9
Queue Length 50th (ft)	58	0	8	72	518
Queue Length 95th (ft)	104	37	53	302	m584
Internal Link Dist (ft)	2604			1270	57
Turn Bay Length (ft)	140		200		
Base Capacity (vph)	545	531	295	2791	2404
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.19	0.14	0.25	0.33	0.56

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 57 (63%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: NW 29 Street & N Andrews Avenue



Wilton Manors - The AVE  
5: NW 29 Street & N Andrews Avenue

2025 Existing Conditions  
AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	100	70	69	877	1164	112
Future Volume (veh/h)	100	70	69	877	1164	112
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1811	1856	1856	1856
Adj Flow Rate, veh/h	105	74	73	923	1225	118
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	6	3	3	3
Cap, veh/h	145	129	336	2766	2206	212
Arrive On Green	0.08	0.08	0.07	1.00	0.68	0.68
Sat Flow, veh/h	1767	1572	1725	3618	3333	311
Grp Volume(v), veh/h	105	74	73	923	665	678
Grp Sat Flow(s),veh/h/ln	1767	1572	1725	1763	1763	1789
Q Serve(g_s), s	5.2	4.1	1.0	0.0	17.4	17.5
Cycle Q Clear(g_c), s	5.2	4.1	1.0	0.0	17.4	17.5
Prop In Lane	1.00	1.00	1.00			0.17
Lane Grp Cap(c), veh/h	145	129	336	2766	1200	1218
V/C Ratio(X)	0.72	0.57	0.22	0.33	0.55	0.56
Avail Cap(c_a), veh/h	550	489	386	2766	1200	1218
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.87	0.87	1.00	1.00
Uniform Delay (d), s/veh	40.3	39.8	5.5	0.0	7.4	7.4
Incr Delay (d2), s/veh	2.5	1.5	0.1	0.3	1.8	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	3.6	0.3	0.1	5.8	6.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	42.8	41.3	5.6	0.3	9.2	9.2
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	179			996	1343	
Approach Delay, s/veh	42.2			0.7	9.2	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		76.6		13.4	9.4	67.3
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		50.0		28.0	6.0	38.0
Max Q Clear Time (g_c+I1), s		2.0		7.2	3.0	19.5
Green Ext Time (p_c), s		7.9		0.3	0.0	9.0
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			8.2			
HCM 7th LOS			A			

	↙	↖	↑	↘	↓
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	↙	↖	↑↑	↘	↓↓
Traffic Volume (vph)	99	110	865	125	1108
Future Volume (vph)	99	110	865	125	1108
Lane Group Flow (vph)	106	118	1042	134	1191
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	4		2	1	6
Permitted Phases		4		6	
Detector Phase	4	4	2	1	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	5.0	4.0	12.0
Minimum Split (s)	12.0	12.0	11.0	10.0	18.0
Total Split (s)	25.0	25.0	50.0	15.0	65.0
Total Split (%)	27.8%	27.8%	55.6%	16.7%	72.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Min	None	C-Min
v/c Ratio	0.55	0.44	0.49	0.36	0.45
Control Delay (s/veh)	48.3	12.5	10.6	4.5	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.3	12.5	10.6	4.5	2.2
Queue Length 50th (ft)	58	0	147	16	77
Queue Length 95th (ft)	105	47	236	11	17
Internal Link Dist (ft)	2615		210		1270
Turn Bay Length (ft)		195		125	
Base Capacity (vph)	369	406	2141	416	2653
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.29	0.29	0.49	0.32	0.45

**Intersection Summary**

Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow  
 Natural Cycle: 45  
 Control Type: Actuated-Coordinated

Splits and Phases: 6: NE 26 Street & NW 29 Street



Wilton Manors - The AVE  
6: NE 26 Street & NW 29 Street

2025 Existing Conditions  
AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	99	110	865	104	125	1108
Future Volume (veh/h)	99	110	865	104	125	1108
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1796	1856	1781	1811	1856
Adj Flow Rate, veh/h	106	118	930	112	134	1191
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	7	3	8	6	3
Cap, veh/h	177	153	2067	249	426	2702
Arrive On Green	0.10	0.10	0.65	0.65	0.09	1.00
Sat Flow, veh/h	1767	1522	3251	380	1725	3618
Grp Volume(v), veh/h	106	118	519	523	134	1191
Grp Sat Flow(s),veh/h/ln	1767	1522	1763	1776	1725	1763
Q Serve(g_s), s	5.2	6.8	13.0	13.0	2.2	0.0
Cycle Q Clear(g_c), s	5.2	6.8	13.0	13.0	2.2	0.0
Prop In Lane	1.00	1.00		0.21	1.00	
Lane Grp Cap(c), veh/h	177	153	1153	1162	426	2702
V/C Ratio(X)	0.60	0.77	0.45	0.45	0.31	0.44
Avail Cap(c_a), veh/h	373	321	1153	1162	520	2702
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.82	0.82
Uniform Delay (d), s/veh	38.8	39.5	7.6	7.6	5.2	0.0
Incr Delay (d2), s/veh	1.2	3.1	1.3	1.3	0.1	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	2.6	4.5	4.5	0.5	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	40.0	42.6	8.9	8.9	5.3	0.4
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	224		1042			1325
Approach Delay, s/veh	41.4		8.9			0.9
Approach LOS	D		A			A
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.1	64.9		15.0		75.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	9.0	44.0		19.0		59.0
Max Q Clear Time (g_c+I1), s	4.2	15.0		8.8		2.0
Green Ext Time (p_c), s	0.0	7.7		0.3		11.8
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			7.6			
HCM 7th LOS			A			

Wilton Manors - The AVE  
1: NW 9 Avenue & W Oakland Park Blvd

2025 Existing Conditions  
PM Peak Hour

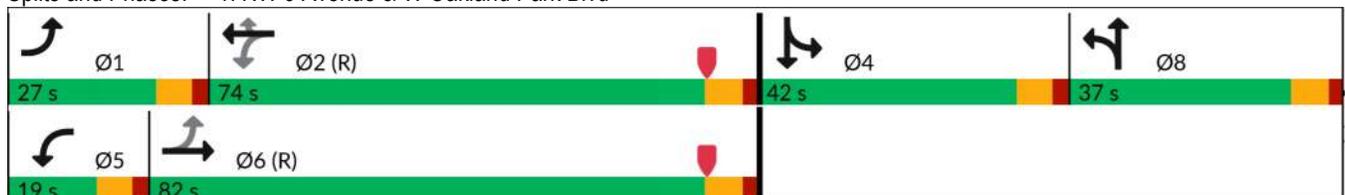


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	202	1523	128	1545	165	311	543	184	658
Future Volume (vph)	202	1523	128	1545	165	311	543	184	658
Lane Group Flow (vph)	215	1922	136	1644	176	268	806	176	935
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Split	NA	Split	NA
Protected Phases	1	6	5	2		8	8	4	4
Permitted Phases	6		2		2				
Detector Phase	1	6	5	2	2	8	8	4	4
Switch Phase									
Minimum Initial (s)	4.0	10.0	4.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	39.0	11.0	39.0	39.0	37.0	37.0	38.0	38.0
Total Split (s)	27.0	82.0	19.0	74.0	74.0	37.0	37.0	42.0	42.0
Total Split (%)	15.0%	45.6%	10.6%	41.1%	41.1%	20.6%	20.6%	23.3%	23.3%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None
v/c Ratio	0.97	0.93	0.89	0.88	0.27	1.07	1.05	0.60	1.01
Control Delay (s/veh)	105.8	58.4	78.5	46.9	12.6	143.5	112.9	75.4	99.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	105.8	58.4	78.5	46.9	12.6	143.5	112.9	75.4	99.7
Queue Length 50th (ft)	208	785	94	721	103	~404	~388	223	~437
Queue Length 95th (ft)	#390	854	m#152	775	m113	#634	#491	331	#542
Internal Link Dist (ft)		1215		2613			1196		1558
Turn Bay Length (ft)	520		365		200	395		190	
Base Capacity (vph)	224	2063	158	1874	661	251	770	295	924
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.93	0.86	0.88	0.27	1.07	1.05	0.60	1.01

Intersection Summary

Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 39 (22%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NW 9 Avenue & W Oakland Park Blvd



Wilton Manors - The AVE  
1: NW 9 Avenue & W Oakland Park Blvd

2025 Existing Conditions  
PM Peak Hour



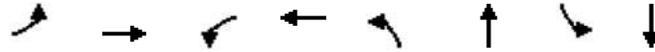
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑	↗	↖	↑↑↑		↖	↑↑↑	
Traffic Volume (veh/h)	202	1523	284	128	1545	165	311	543	155	184	658	202
Future Volume (veh/h)	202	1523	284	128	1545	165	311	543	155	184	658	202
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1856	1856	1856	1856	1841	1856	1811	1856	1856	1856	1856
Adj Flow Rate, veh/h	215	1620	302	136	1644	176	269	666	165	196	700	215
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	8	3	3	3	3	4	3	6	3	3	3	3
Cap, veh/h	232	1857	344	160	1968	596	295	702	171	332	769	232
Arrive On Green	0.10	0.43	0.43	0.04	0.26	0.26	0.17	0.17	0.17	0.19	0.19	0.19
Sat Flow, veh/h	1697	4292	795	1767	5066	1533	1767	4209	1024	1767	4091	1236
Grp Volume(v), veh/h	215	1273	649	136	1644	176	269	571	260	196	634	281
Grp Sat Flow(s),veh/h/ln	1697	1689	1710	1767	1689	1533	1767	1811	1611	1767	1856	1617
Q Serve(g_s), s	16.2	61.7	62.5	8.3	55.2	16.6	26.9	28.1	28.8	18.2	30.1	30.8
Cycle Q Clear(g_c), s	16.2	61.7	62.5	8.3	55.2	16.6	26.9	28.1	28.8	18.2	30.1	30.8
Prop In Lane	1.00		0.47	1.00		1.00	1.00		0.64	1.00		0.76
Lane Grp Cap(c), veh/h	232	1462	740	160	1968	596	295	604	269	332	698	304
V/C Ratio(X)	0.93	0.87	0.88	0.85	0.84	0.30	0.91	0.95	0.97	0.59	0.91	0.93
Avail Cap(c_a), veh/h	249	1462	740	177	1968	596	295	604	269	344	722	314
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.37	0.37	0.37	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.0	46.5	46.7	43.3	61.1	46.8	73.7	74.2	74.5	66.7	71.6	71.8
Incr Delay (d2), s/veh	35.7	7.4	13.9	11.3	1.7	0.5	28.9	22.8	43.4	1.6	14.7	30.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	27.3	29.3	4.2	24.8	6.7	14.6	15.0	15.2	8.4	15.7	15.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	87.7	53.8	60.6	54.6	62.8	47.3	102.6	97.0	117.9	68.4	86.2	102.7
LnGrp LOS	F	D	E	D	E	D	F	F	F	E	F	F
Approach Vol, veh/h		2137			1956			1100			1111	
Approach Delay, s/veh		59.3			60.8			103.3			87.2	
Approach LOS		E			E			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.2	76.9		40.8	17.3	84.9		37.0				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	20.0	67.0		35.0	12.0	75.0		30.0				
Max Q Clear Time (g_c+I1), s	18.2	57.2		32.8	10.3	64.5		30.8				
Green Ext Time (p_c), s	0.0	7.3		1.1	0.0	8.2		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	72.4
HCM 7th LOS	E

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

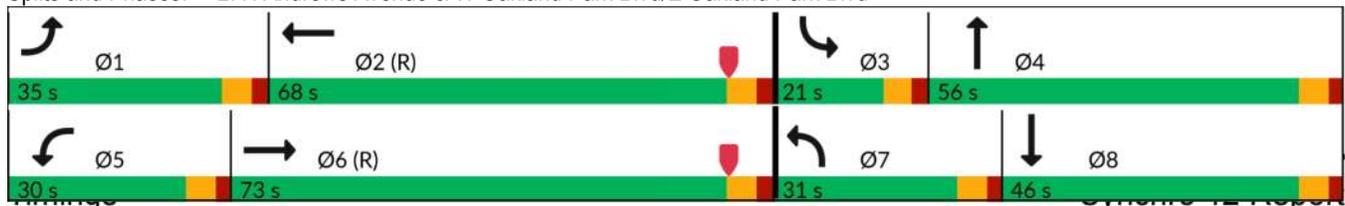


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↵	↑↑↑	↵	↑↑↑	↵↵	↑↑	↵	↑↑
Traffic Volume (vph)	264	1233	178	1341	239	702	112	598
Future Volume (vph)	264	1233	178	1341	239	702	112	598
Lane Group Flow (vph)	278	1567	187	1498	252	880	118	817
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases								
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	6.0	5.0	6.0
Minimum Split (s)	11.0	41.0	11.0	41.0	11.0	36.0	11.0	36.0
Total Split (s)	35.0	73.0	30.0	68.0	31.0	56.0	21.0	46.0
Total Split (%)	19.4%	40.6%	16.7%	37.8%	17.2%	31.1%	11.7%	25.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes							
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
v/c Ratio	0.99	0.84	0.89	0.89	0.78	0.88	0.86	0.88
Control Delay (s/veh)	109.8	30.5	125.7	59.1	97.5	73.5	127.7	72.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	109.8	30.5	125.7	59.1	97.5	73.5	127.7	72.7
Queue Length 50th (ft)	309	658	233	447	126	566	140	485
Queue Length 95th (ft)	m#383	m711	m#351	631	207	#665	#257	#655
Internal Link Dist (ft)		2613		2569		1068		1701
Turn Bay Length (ft)	500		315		395		375	
Base Capacity (vph)	282	1868	233	1719	472	995	146	928
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.84	0.80	0.87	0.53	0.88	0.81	0.88

Intersection Summary

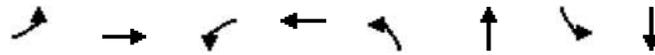
Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 114 (63%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N Andrews Avenue & W Oakland Park Blvd/E Oakland Park Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕↕		↖↖	↕↕		↖	↕↕	
Traffic Volume (veh/h)	264	1233	256	178	1341	82	239	702	134	112	598	179
Future Volume (veh/h)	264	1233	256	178	1341	82	239	702	134	112	598	179
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1841	1856	1856	1841	1856	1856	1856
Adj Flow Rate, veh/h	278	1298	269	187	1412	86	252	739	141	118	629	188
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	4	3	3	4	3	3	3
Cap, veh/h	285	1728	358	206	1787	109	288	770	147	136	680	203
Arrive On Green	0.11	0.28	0.28	0.08	0.25	0.25	0.17	0.52	0.52	0.08	0.26	0.26
Sat Flow, veh/h	1767	4202	870	1767	4876	297	3428	2938	560	1767	2666	796
Grp Volume(v), veh/h	278	1043	524	187	978	520	252	443	437	118	416	401
Grp Sat Flow(s),veh/h/ln	1767	1689	1695	1767	1689	1796	1714	1763	1735	1767	1763	1699
Q Serve(g_s), s	28.2	50.8	50.8	18.9	48.8	48.8	12.9	43.3	43.4	11.9	41.4	41.5
Cycle Q Clear(g_c), s	28.2	50.8	50.8	18.9	48.8	48.8	12.9	43.3	43.4	11.9	41.4	41.5
Prop In Lane	1.00		0.51	1.00		0.17	1.00		0.32	1.00		0.47
Lane Grp Cap(c), veh/h	285	1389	697	206	1238	658	288	462	455	136	450	433
V/C Ratio(X)	0.98	0.75	0.75	0.91	0.79	0.79	0.87	0.96	0.96	0.87	0.92	0.93
Avail Cap(c_a), veh/h	285	1389	697	236	1238	658	476	490	482	147	450	433
HCM Platoon Ratio	0.67	0.67	0.67	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.31	0.31	0.31	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	79.9	56.8	56.8	82.0	61.4	61.4	73.9	41.9	41.9	82.2	65.4	65.4
Incr Delay (d2), s/veh	23.9	1.2	2.4	26.4	4.2	7.6	5.3	29.4	29.9	34.7	24.6	25.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.1	22.7	23.0	10.4	22.4	24.4	5.4	19.5	19.2	6.8	21.6	21.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	103.8	58.0	59.2	108.5	65.6	69.1	79.3	71.4	71.8	116.8	90.0	91.1
LnGrp LOS	F	E	E	F	E	E	E	E	E	F	F	F
Approach Vol, veh/h		1845			1685			1132			935	
Approach Delay, s/veh		65.2			71.4			73.3			93.8	
Approach LOS		E			E			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	35.0	72.0	19.9	53.2	26.9	80.0	21.1	51.9				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	29.0	62.0	15.0	50.0	24.0	67.0	25.0	40.0				
Max Q Clear Time (g_c+I1), s	30.2	50.8	13.9	45.4	20.9	52.8	14.9	43.5				
Green Ext Time (p_c), s	0.0	7.1	0.0	1.8	0.0	8.8	0.2	0.0				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				73.5								
HCM 7th LOS				E								

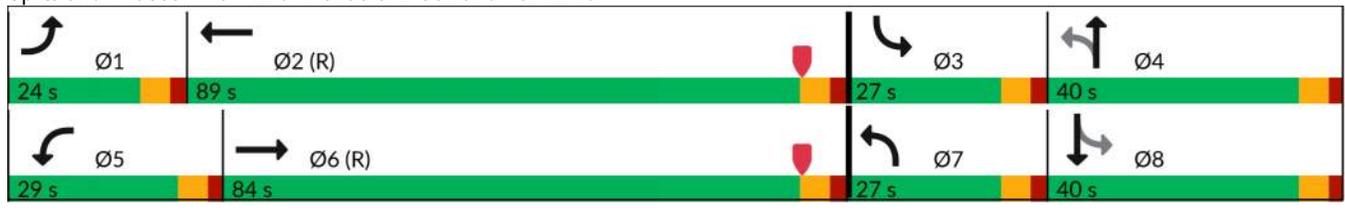


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↶↶↶	↶	↶↶↶	↶	↶	↶	↶
Traffic Volume (vph)	91	1144	105	1381	112	178	85	207
Future Volume (vph)	91	1144	105	1381	112	178	85	207
Lane Group Flow (vph)	96	1382	111	1518	118	246	89	270
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	30.0	10.0	30.0	10.0	40.0	10.0	40.0
Total Split (s)	24.0	84.0	29.0	89.0	27.0	40.0	27.0	40.0
Total Split (%)	13.3%	46.7%	16.1%	49.4%	15.0%	22.2%	15.0%	22.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes							
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
v/c Ratio	0.72	0.53	0.75	0.56	0.59	0.72	0.42	0.86
Control Delay (s/veh)	80.9	54.8	108.5	30.2	59.9	77.1	52.8	94.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	80.9	54.8	108.5	30.2	59.9	77.1	52.8	94.5
Queue Length 50th (ft)	112	534	131	426	108	267	80	307
Queue Length 95th (ft)	m138	396	200	583	151	352	118	401
Internal Link Dist (ft)		2569		1352		2558		1750
Turn Bay Length (ft)	410		410		135		255	
Base Capacity (vph)	178	2621	223	2727	263	369	304	355
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.53	0.50	0.56	0.45	0.67	0.29	0.76

Intersection Summary

Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 139 (77%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: NE 6 Avenue & E Oakland Park Blvd



Wilton Manors - The AVE  
3: NE 6 Avenue & E Oakland Park Blvd

2025 Existing Conditions  
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↗	↑↑↑		↗	↑		↗	↑	
Traffic Volume (veh/h)	91	1144	169	105	1381	61	112	178	56	85	207	49
Future Volume (veh/h)	91	1144	169	105	1381	61	112	178	56	85	207	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.99		0.99	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	1841	1856	1856	1841
Adj Flow Rate, veh/h	96	1204	178	111	1454	64	118	187	59	89	218	52
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	4	3	3	4
Cap, veh/h	113	2481	367	129	2825	124	178	245	77	182	241	58
Arrive On Green	0.13	1.00	1.00	0.07	0.57	0.57	0.02	0.06	0.06	0.05	0.17	0.17
Sat Flow, veh/h	1767	4434	655	1767	4966	219	1767	1347	425	1767	1438	343
Grp Volume(v), veh/h	96	917	465	111	989	529	118	0	246	89	0	270
Grp Sat Flow(s),veh/h/ln	1767	1689	1713	1767	1689	1807	1767	0	1772	1767	0	1781
Q Serve(g_s), s	9.6	0.0	0.0	11.2	32.1	32.1	9.9	0.0	24.6	7.4	0.0	26.8
Cycle Q Clear(g_c), s	9.6	0.0	0.0	11.2	32.1	32.1	9.9	0.0	24.6	7.4	0.0	26.8
Prop In Lane	1.00		0.38	1.00		0.12	1.00		0.24	1.00		0.19
Lane Grp Cap(c), veh/h	113	1890	958	129	1921	1028	178	0	322	182	0	299
V/C Ratio(X)	0.85	0.49	0.49	0.86	0.51	0.51	0.66	0.00	0.76	0.49	0.00	0.90
Avail Cap(c_a), veh/h	177	1890	958	226	1921	1028	267	0	335	296	0	336
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.43	0.43	0.43	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	77.7	0.0	0.0	82.5	23.7	23.7	61.6	0.0	80.8	59.1	0.0	73.5
Incr Delay (d2), s/veh	5.7	0.4	0.8	6.1	1.0	1.8	1.6	0.0	8.6	0.8	0.0	23.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.1	0.2	5.3	13.2	14.3	4.8	0.0	12.6	3.4	0.0	14.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	83.4	0.4	0.8	88.6	24.6	25.5	63.2	0.0	89.4	59.9	0.0	96.7
LnGrp LOS	F	A	A	F	C	C	E		F	E		F
Approach Vol, veh/h		1478			1629			364			359	
Approach Delay, s/veh		5.9			29.3			80.9			87.6	
Approach LOS		A			C			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.5	108.4	15.4	38.7	19.2	106.7	17.9	36.2				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	18.0	83.0	21.0	34.0	23.0	78.0	21.0	34.0				
Max Q Clear Time (g_c+I1), s	11.6	34.1	9.4	26.6	13.2	2.0	11.9	28.8				
Green Ext Time (p_c), s	0.0	15.1	0.0	0.5	0.1	13.9	0.1	0.5				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			30.6									
HCM 7th LOS			C									

Wilton Manors - The AVE  
4: NW 9 Avenue & NW 29 Street

2025 Existing Conditions  
PM Peak Hour

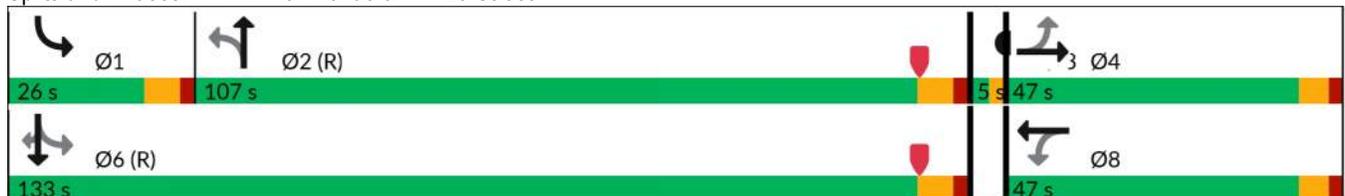


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR	Ø3
Lane Configurations										
Traffic Volume (vph)	18	10	101	14	12	911	65	954	20	
Future Volume (vph)	18	10	101	14	12	911	65	954	20	
Lane Group Flow (vph)	19	13	107	146	13	1028	69	1015	21	
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA	Perm	
Protected Phases		4		8		2	1	6		3
Permitted Phases	4		8		2		6		6	
Detector Phase	4	4	8	8	2	2	1	6	6	
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	4.0	10.0	10.0	1.0
Minimum Split (s)	46.0	46.0	46.0	46.0	28.0	28.0	11.0	28.0	28.0	5.0
Total Split (s)	47.0	47.0	47.0	47.0	107.0	107.0	26.0	133.0	133.0	5.0
Total Split (%)	25.4%	25.4%	25.4%	25.4%	57.8%	57.8%	14.1%	71.9%	71.9%	3%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
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	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag					Lag	Lag	Lead			
Lead-Lag Optimize?					Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min	None
v/c Ratio	0.29	0.07	0.76	0.53	0.03	0.39	0.17	0.35	0.02	
Control Delay (s/veh)	85.9	64.3	112.1	21.0	7.1	8.5	4.3	4.5	0.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	85.9	64.3	112.1	21.0	7.1	8.5	4.3	4.5	0.8	
Queue Length 50th (ft)	22	12	129	17	4	203	13	134	0	
Queue Length 95th (ft)	52	36	197	91	12	292	29	202	5	
Internal Link Dist (ft)		504		2604		1400		1196		
Turn Bay Length (ft)	80		120		70		330			
Base Capacity (vph)	142	400	306	452	394	2612	504	2902	1255	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.13	0.03	0.35	0.32	0.03	0.39	0.14	0.35	0.02	

Intersection Summary

Cycle Length: 185  
 Actuated Cycle Length: 185  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated

Splits and Phases: 4: NW 9 Avenue & NW 29 Street



Wilton Manors - The AVE  
4: NW 9 Avenue & NW 29 Street

2025 Existing Conditions  
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	10	2	101	14	123	12	911	55	65	954	20
Future Volume (vph)	18	10	2	101	14	123	12	911	55	65	954	20
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		7.0	7.0		7.0	7.0	7.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.87		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1703	1802		1752	1583		1745	3432		1752	3505	1510
Flt Permitted	0.36	1.00		0.75	1.00		0.28	1.00		0.24	1.00	1.00
Satd. Flow (perm)	641	1802		1382	1583		519	3432		448	3505	1510
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)	19	11	2	107	15	131	13	969	59	69	1015	21
RTOR Reduction (vph)	0	2	0	0	118	0	0	1	0	0	0	4
Lane Group Flow (vph)	19	11	0	107	28	0	13	1027	0	69	1015	17
Confl. Peds. (#/hr)							4					4
Heavy Vehicles (%)	6%	3%	3%	3%	3%	4%	3%	4%	9%	3%	3%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	18.8	18.8		18.8	18.8		140.8	140.8		153.2	153.2	153.2
Effective Green, g (s)	18.8	18.8		18.8	18.8		140.8	140.8		153.2	153.2	153.2
Actuated g/C Ratio	0.10	0.10		0.10	0.10		0.76	0.76		0.83	0.83	0.83
Clearance Time (s)	6.0	6.0		6.0	6.0		7.0	7.0		7.0	7.0	7.0
Vehicle Extension (s)	0.2	0.2		2.0	2.0		3.0	3.0		1.5	3.0	3.0
Lane Grp Cap (vph)	65	183		140	160		395	2612		409	2902	1250
v/s Ratio Prot		0.01			0.02			c0.30		0.00	c0.29	
v/s Ratio Perm	0.03			c0.08			0.03			0.13		0.01
v/c Ratio	0.29	0.06		0.76	0.18		0.03	0.39		0.17	0.35	0.01
Uniform Delay, d1	76.9	75.1		80.9	76.0		5.4	7.5		4.0	3.8	2.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.9	0.1		19.7	0.2		0.2	0.4		0.1	0.3	0.0
Delay (s)	77.9	75.2		100.6	76.2		5.6	8.0		4.0	4.2	2.8
Level of Service	E	E		F	E		A	A		A	A	A
Approach Delay (s/veh)		76.8			86.5			7.9			4.1	
Approach LOS		E			F			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			15.3									B
HCM 2000 Volume to Capacity ratio			0.45									
Actuated Cycle Length (s)			185.0							22.0		
Intersection Capacity Utilization			66.3%									C
Analysis Period (min)			15									

c Critical Lane Group

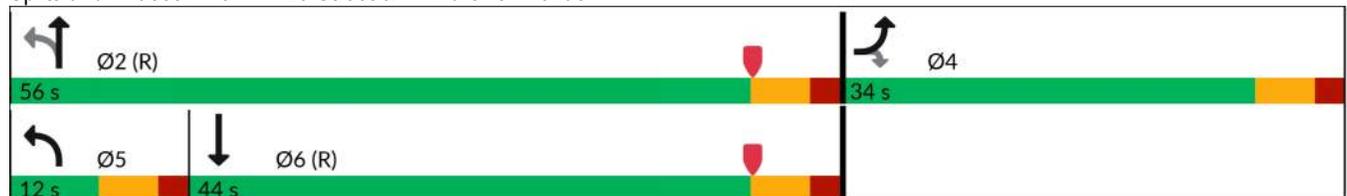


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↙	↗	↙	↑↑	↑↑
Traffic Volume (vph)	82	61	112	985	987
Future Volume (vph)	82	61	112	985	987
Lane Group Flow (vph)	84	62	114	1005	1134
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	4.0	12.0	12.0
Minimum Split (s)	32.0	32.0	10.0	28.0	28.0
Total Split (s)	34.0	34.0	12.0	56.0	44.0
Total Split (%)	37.8%	37.8%	13.3%	62.2%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Min	C-Min
v/c Ratio	0.48	0.31	0.31	0.36	0.47
Control Delay (s/veh)	47.1	14.0	6.3	8.1	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.1	14.0	6.3	8.1	17.1
Queue Length 50th (ft)	46	0	35	228	447
Queue Length 95th (ft)	88	35	21	220	569
Internal Link Dist (ft)	2604			1270	57
Turn Bay Length (ft)	140		200		
Base Capacity (vph)	545	505	380	2829	2408
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.15	0.12	0.30	0.36	0.47

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated

Splits and Phases: 5: NW 29 Street & N Andrews Avenue



Wilton Manors - The AVE  
5: NW 29 Street & N Andrews Avenue

2025 Existing Conditions  
PM Peak Hour



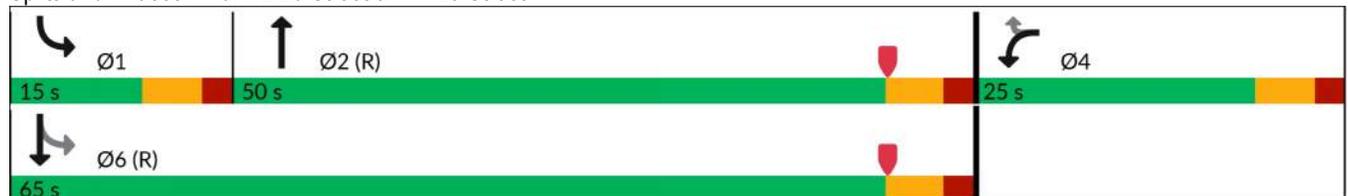
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	82	61	112	985	987	124
Future Volume (veh/h)	82	61	112	985	987	124
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1796	1856	1856	1856	1856
Adj Flow Rate, veh/h	84	62	114	1005	1007	127
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	7	3	3	3	3
Cap, veh/h	122	105	421	2812	2161	272
Arrive On Green	0.07	0.07	0.08	1.00	0.69	0.69
Sat Flow, veh/h	1767	1522	1767	3618	3229	395
Grp Volume(v), veh/h	84	62	114	1005	566	568
Grp Sat Flow(s),veh/h/ln	1767	1522	1767	1763	1763	1769
Q Serve(g_s), s	4.2	3.6	1.6	0.0	13.2	13.2
Cycle Q Clear(g_c), s	4.2	3.6	1.6	0.0	13.2	13.2
Prop In Lane	1.00	1.00	1.00			0.22
Lane Grp Cap(c), veh/h	122	105	421	2812	1215	1219
V/C Ratio(X)	0.69	0.59	0.27	0.36	0.47	0.47
Avail Cap(c_a), veh/h	550	474	465	2812	1215	1219
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.84	0.84	1.00	1.00
Uniform Delay (d), s/veh	40.9	40.7	4.4	0.0	6.4	6.4
Incr Delay (d2), s/veh	2.5	1.9	0.1	0.3	1.3	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	3.0	0.4	0.1	4.3	4.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	43.5	42.6	4.5	0.3	7.7	7.7
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	146			1119	1134	
Approach Delay, s/veh	43.1			0.7	7.7	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		77.8		12.2	9.8	68.0
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		50.0		28.0	6.0	38.0
Max Q Clear Time (g_c+I1), s		2.0		6.2	3.6	15.2
Green Ext Time (p_c), s		8.9		0.2	0.0	8.0
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			6.6			
HCM 7th LOS			A			

	↙	↖	↑	↘	↓
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	↙	↖	↑↑	↘	↓↓
Traffic Volume (vph)	212	180	905	120	950
Future Volume (vph)	212	180	905	120	950
Lane Group Flow (vph)	216	184	1041	122	969
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	4		2	1	6
Permitted Phases		4		6	
Detector Phase	4	4	2	1	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	5.0	4.0	12.0
Minimum Split (s)	12.0	12.0	11.0	10.0	18.0
Total Split (s)	25.0	25.0	50.0	15.0	65.0
Total Split (%)	27.8%	27.8%	55.6%	16.7%	72.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Min	None	C-Min
v/c Ratio	0.73	0.45	0.54	0.36	0.40
Control Delay (s/veh)	49.7	8.4	14.3	5.3	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.7	8.4	14.3	5.3	2.3
Queue Length 50th (ft)	117	0	177	2	7
Queue Length 95th (ft)	181	52	283	19	16
Internal Link Dist (ft)	2615		979		1270
Turn Bay Length (ft)		195		125	
Base Capacity (vph)	375	475	1948	385	2457
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.58	0.39	0.53	0.32	0.39

**Intersection Summary**

Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 33 (37%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated

Splits and Phases: 6: NE 26 Street & NW 29 Street



						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	212	180	905	116	120	950
Future Volume (veh/h)	212	180	905	116	120	950
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	216	184	923	118	122	969
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	257	229	1909	244	399	2542
Arrive On Green	0.15	0.15	0.61	0.61	0.09	1.00
Sat Flow, veh/h	1767	1572	3226	401	1767	3618
Grp Volume(v), veh/h	216	184	519	522	122	969
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1771	1767	1763
Q Serve(g_s), s	10.7	10.2	14.7	14.7	2.2	0.0
Cycle Q Clear(g_c), s	10.7	10.2	14.7	14.7	2.2	0.0
Prop In Lane	1.00	1.00		0.23	1.00	
Lane Grp Cap(c), veh/h	257	229	1074	1079	399	2542
V/C Ratio(X)	0.84	0.80	0.48	0.48	0.31	0.38
Avail Cap(c_a), veh/h	373	332	1074	1079	496	2542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.88	0.88
Uniform Delay (d), s/veh	37.4	37.2	9.7	9.7	6.7	0.0
Incr Delay (d2), s/veh	7.5	5.4	1.6	1.6	0.1	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	4.2	5.4	5.4	0.6	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	44.9	42.6	11.3	11.3	6.8	0.4
LnGrp LOS	D	D	B	B	A	A
Approach Vol, veh/h	400		1041			1091
Approach Delay, s/veh	43.8		11.3			1.1
Approach LOS	D		B			A
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.1	60.8		19.1		70.9
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	9.0	44.0		19.0		59.0
Max Q Clear Time (g_c+I1), s	4.2	16.7		12.7		2.0
Green Ext Time (p_c), s	0.0	7.6		0.4		8.6
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			12.0			
HCM 7th LOS			B			

## **FUTURE NO BUILD CONDITIONS**

**Table 2.1 - 2028 No Build Intersection Capacity Analysis Summary**

Location	Time	Level of Service <sup>[1]</sup>											
		(1) Oakland Park Blvd & NW 9 Avenue		(2) Oakland Park Blvd & N Andrews Avenue		(3) Oakland Park Blvd & NE 6 Avenue		(4) NW 9 Avenue & NW 29 Street		(5) N Andrews Avenue & NW 29 Street		(6) N Andrews Avenue & NE 26 Street	
		Signalized		Signalized		Signalized		Signalized		Signalized		Signalized	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
EBL	AM	E	62.7	F	85.9	F	85.1	D	40.0	D	42.8		
	PM	F	91.7	F	106.4	F	83.4	E	77.5	D	43.4		
EBT	AM	D	45.0	E	61.3	A	0.4	D	38.7				
	PM	E	56.6	E	59.6	A	0.4	E	74.8				
EBR	AM	D	50.0	E	64.2	A	0.8	D	38.7	D	41.1		
	PM	E	64.6	E	60.9	A	0.7	E	74.8	D	42.5		
EB Approach	AM	D	48.5	E	64.6	A	3.3	D	39.6	D	42.1		
	PM	E	62.5	E	67.0	A	5.9	E	76.4	D	43.0		
WBL	AM	D	43.4	F	176.8	F	110.5	D	41.6			D	39.9
	PM	E	58.4	F	109.1	F	88.6	F	100.5			D	45.4
WBT	AM	E	65.3	D	36.9	C	21.5	D	39.0				
	PM	E	64.7	E	67.6	C	25.4	E	75.9				
WBR	AM	E	56.1	D	38.8	C	22.1	D	39.0			D	42.6
	PM	D	48.2	E	71.5	C	26.3	E	75.9			D	43.3
WB Approach	AM	E	63.0	D	52.7	C	26.2	D	40.0			D	41.3
	PM	E	62.8	E	73.4	C	30.0	F	86.4			D	44.4
NBL	AM	F	117.9	F	112.8	F	105.9	A	6.2	A	5.9		
	PM	F	106.2	E	79.7	E	63.0	A	5.7	A	4.7		
NBT	AM	F	107.4	D	36.2	E	66.6	A	9.2	A	0.3	A	9.1
	PM	F	100.7	E	72.0	F	90.4	A	8.2	A	0.3	B	11.6
NBR	AM	F	130.6	D	36.5	E	66.6	A	9.2			A	9.1
	PM	F	122.5	E	72.4	F	90.4	A	8.2			B	11.6
NB Approach	AM	F	115.5	E	57.0	F	87.4	A	9.2	A	0.7	A	9.1
	PM	F	107.2	E	73.9	F	81.6	A	8.2	A	0.7	B	11.6
SBL	AM	E	70.8	F	92.0	E	58.1	A	4.2			A	5.5
	PM	E	68.4	F	117.7	E	59.6	A	4.2			A	7.1
SBT	AM	F	95.1	F	114.3	F	84.8	A	4.2	A	9.5	A	0.4
	PM	F	87.5	F	90.8	F	97.8	A	4.3	A	7.9	A	0.4
SBR	AM	F	116.2	F	114.6	F	84.8	A	2.7	A	9.5		
	PM	F	104.4	F	91.8	F	97.8	A	2.9	A	7.9		
SB Approach	AM	F	96.4	F	112.9	E	77.3	A	4.1	A	9.5	A	1.0
	PM	F	88.4	F	94.6	F	88.2	A	4.3	A	7.9	A	1.1
Overall	AM	E	72.8	E	68.9	C	26.8	A	9.9	A	8.3	A	7.7
	PM	E	75.0	E	74.9	C	31.1	B	15.4	A	6.7	B	12.3

[1] Delay is average delay per vehicle in seconds

[2] Approach operates under Free-flow conditions

**Table 2.2 - 2028 No Build Intersection Queue Lengths Summary**

Location	Time	95th Percentile Queue Lengths (ft)															
		EBL		EBR		WBL		WBR		NBL		NBR		SBL		SBR	
		Storage (ft)	95 <sup>th</sup> %tile	Storage (ft)	95 <sup>th</sup> %tile	Storage (ft)	95 <sup>th</sup> %tile	Storage (ft)	95 <sup>th</sup> %tile	Storage (ft)	95 <sup>th</sup> %tile	Storage (ft)	95 <sup>th</sup> %tile	Storage (ft)	95 <sup>th</sup> %tile	Storage (ft)	95 <sup>th</sup> %tile
(1) Oakland Park Blvd & NW 9 Avenue	AM		315														
	PM	520	#400			365	m#153	200	m157	395	#653			190	305		
(2) Oakland Park Blvd & N Andrews Avenue	AM		m231														
	PM	500	m389			315	m#382			395	#272			375	144		
(3) Oakland Park Blvd & NE 6 Avenue	AM		m78														
	PM	410	m140			410	137			135	#242			255	136		
(4) NW 9 Avenue & NW 29 Street	AM		45														
	PM	80	52			120	80			70	6			330	28		
(5) N Andrews Avenue & NW 29 Street	AM		106														
	PM	140	90							200	49						
(6) N Andrews Avenue & NE 26 Street	AM																
	PM							195	47		21			125	12		

# 95th percentile volume exceeds capacity, queue may be longer.

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

Wilton Manors - The AVE  
1: NW 9 Avenue & W Oakland Park Blvd

2028 No Build Conditions  
AM Peak Hour

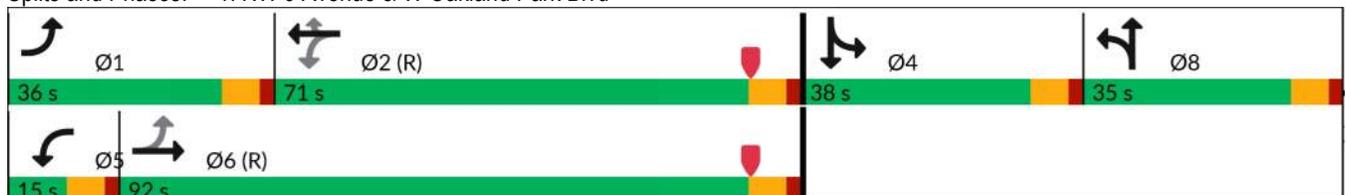


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	247	1655	82	1304	216	333	551	171	644
Future Volume (vph)	247	1655	82	1304	216	333	551	171	644
Lane Group Flow (vph)	252	1997	84	1331	220	265	799	157	864
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Split	NA	Split	NA
Protected Phases	1	6	5	2		8	8	4	4
Permitted Phases	6		2		2				
Detector Phase	1	6	5	2	2	8	8	4	4
Switch Phase									
Minimum Initial (s)	4.0	10.0	4.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	39.0	11.0	39.0	39.0	41.0	41.0	38.0	38.0
Total Split (s)	36.0	92.0	15.0	71.0	71.0	35.0	35.0	38.0	38.0
Total Split (%)	20.0%	51.1%	8.3%	39.4%	39.4%	19.4%	19.4%	21.1%	21.1%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None
v/c Ratio	0.87	0.87	0.76	0.69	0.32	1.13	1.09	0.60	1.05
Control Delay (s/veh)	69.9	47.6	83.0	30.5	9.8	163.4	126.0	79.2	110.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.9	47.6	83.0	30.5	9.8	163.4	126.0	79.2	110.6
Queue Length 50th (ft)	208	754	36	491	89	~419	~399	203	~433
Queue Length 95th (ft)	315	818	m80	m565	m157	#653	#502	305	#536
Internal Link Dist (ft)		1215		2613			1196		1558
Turn Bay Length (ft)	520		365		200	395		190	
Base Capacity (vph)	342	2318	116	1917	679	234	733	261	824
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.86	0.72	0.69	0.32	1.13	1.09	0.60	1.05

Intersection Summary

- Cycle Length: 180
- Actuated Cycle Length: 180
- Offset: 20 (11%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
- Natural Cycle: 150
- Control Type: Actuated-Coordinated
- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NW 9 Avenue & W Oakland Park Blvd



Wilton Manors - The AVE  
1: NW 9 Avenue & W Oakland Park Blvd

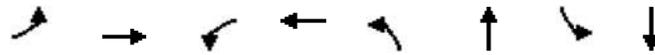
2028 No Build Conditions  
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑	↗	↖	↑↑↑		↖	↑↑↑	
Traffic Volume (veh/h)	247	1655	302	82	1304	216	333	551	159	171	644	186
Future Volume (veh/h)	247	1655	302	82	1304	216	333	551	159	171	644	186
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1856	1811	1826	1856	1856	1856	1856	1856	1796	1811	1767
Adj Flow Rate, veh/h	252	1689	308	84	1331	220	266	666	162	174	657	190
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	4	3	6	5	3	3	3	3	3	7	6	9
Cap, veh/h	270	2058	372	135	2112	644	275	674	161	295	700	198
Arrive On Green	0.10	0.48	0.48	0.01	0.14	0.14	0.16	0.16	0.16	0.17	0.17	0.17
Sat Flow, veh/h	1753	4299	777	1739	5066	1544	1767	4332	1036	1711	4062	1152
Grp Volume(v), veh/h	252	1324	673	84	1331	220	266	569	259	174	585	262
Grp Sat Flow(s),veh/h/ln	1753	1689	1699	1739	1689	1544	1767	1856	1657	1711	1811	1592
Q Serve(g_s), s	15.8	60.5	61.6	4.9	44.7	23.2	26.9	27.5	28.0	16.9	28.7	29.4
Cycle Q Clear(g_c), s	15.8	60.5	61.6	4.9	44.7	23.2	26.9	27.5	28.0	16.9	28.7	29.4
Prop In Lane	1.00		0.46	1.00		1.00	1.00		0.63	1.00		0.72
Lane Grp Cap(c), veh/h	270	1616	813	135	2112	644	275	577	258	295	624	274
V/C Ratio(X)	0.93	0.82	0.83	0.62	0.63	0.34	0.97	0.99	1.01	0.59	0.94	0.96
Avail Cap(c_a), veh/h	378	1616	813	146	2112	644	275	577	258	295	624	274
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.57	0.57	0.57	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.6	40.2	40.5	40.7	64.5	55.3	75.5	75.8	76.0	68.7	73.5	73.8
Incr Delay (d2), s/veh	21.1	4.8	9.5	2.7	0.8	0.8	42.4	31.7	54.6	2.2	21.6	42.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	26.1	27.8	2.3	20.6	9.9	15.5	15.7	15.8	7.5	15.1	15.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.7	45.0	50.0	43.4	65.3	56.1	117.9	107.4	130.6	70.8	95.1	116.2
LnGrp LOS	E	D	D	D	E	E	F	F	F	E	F	F
Approach Vol, veh/h		2249			1635			1094			1021	
Approach Delay, s/veh		48.5			63.0			115.5			96.4	
Approach LOS		D			E			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.9	82.1		38.0	13.8	93.2		35.0				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	29.0	64.0		31.0	8.0	85.0		28.0				
Max Q Clear Time (g_c+I1), s	17.8	46.7		31.4	6.9	63.6		30.0				
Green Ext Time (p_c), s	0.2	9.5		0.0	0.0	14.8		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh											72.8	
HCM 7th LOS											E	

Notes  
User approved pedestrian interval to be less than phase max green.  
User approved volume balancing among the lanes for turning movement.

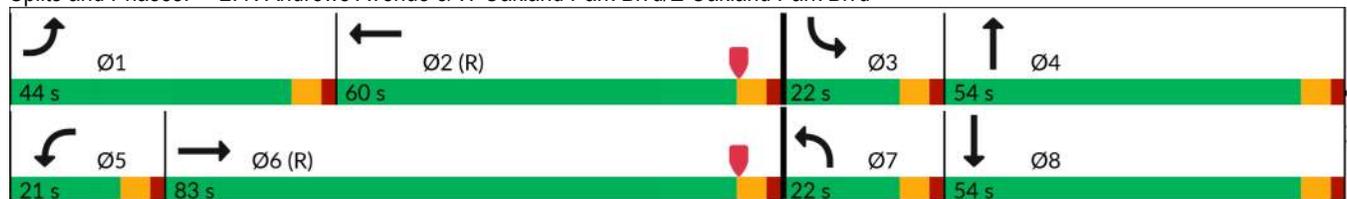


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↵	↑↑↑	↵	↑↑↑	↵↵	↑↑	↵	↑↑
Traffic Volume (vph)	188	1422	152	1166	276	595	68	760
Future Volume (vph)	188	1422	152	1166	276	595	68	760
Lane Group Flow (vph)	198	1816	160	1310	291	785	72	958
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases								
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	6.0	5.0	6.0
Minimum Split (s)	11.0	41.0	11.0	41.0	11.0	36.0	11.0	36.0
Total Split (s)	44.0	83.0	21.0	60.0	22.0	54.0	22.0	54.0
Total Split (%)	24.4%	46.1%	11.7%	33.3%	12.2%	30.0%	12.2%	30.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes							
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
v/c Ratio	0.84	0.89	1.11	0.72	0.95	0.77	0.70	1.02
Control Delay (s/veh)	78.5	45.5	174.6	53.8	112.9	66.2	114.6	96.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	78.5	45.5	174.6	53.8	112.9	66.2	114.6	96.5
Queue Length 50th (ft)	212	797	~217	242	186	405	85	~639
Queue Length 95th (ft)	m231	m826	m#382	555	#272	554	144	#781
Internal Link Dist (ft)		2613		2569		1068		1701
Turn Bay Length (ft)	500		315		395		375	
Base Capacity (vph)	369	2091	144	1830	307	1020	140	938
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.87	1.11	0.72	0.95	0.77	0.51	1.02

Intersection Summary

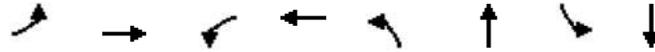
- Cycle Length: 180
- Actuated Cycle Length: 180
- Offset: 110 (61%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
- Natural Cycle: 130
- Control Type: Actuated-Coordinated
- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N Andrews Avenue & W Oakland Park Blvd/E Oakland Park Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕↕		↖↖	↕↕		↖	↕↕	
Traffic Volume (veh/h)	188	1422	303	152	1166	79	276	595	151	68	760	150
Future Volume (veh/h)	188	1422	303	152	1166	79	276	595	151	68	760	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.98
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	1841	1856	1841	1856	1841	1856	1856	1826	1693	1856	1856
Adj Flow Rate, veh/h	198	1497	319	160	1227	83	291	626	159	72	800	158
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	4	3	4	3	4	3	3	5	14	3	3
Cap, veh/h	217	1770	375	146	1878	127	305	834	211	87	780	154
Arrive On Green	0.08	0.29	0.29	0.11	0.52	0.52	0.18	0.60	0.60	0.05	0.27	0.27
Sat Flow, veh/h	1767	4137	878	1753	4839	327	3428	2764	701	1612	2924	577
Grp Volume(v), veh/h	198	1211	605	160	856	454	291	399	386	72	482	476
Grp Sat Flow(s),veh/h/ln	1767	1675	1665	1753	1689	1790	1714	1763	1702	1612	1763	1738
Q Serve(g_s), s	20.0	61.2	61.7	15.0	33.3	33.3	15.1	29.5	29.7	8.0	48.0	48.0
Cycle Q Clear(g_c), s	20.0	61.2	61.7	15.0	33.3	33.3	15.1	29.5	29.7	8.0	48.0	48.0
Prop In Lane	1.00		0.53	1.00		0.18	1.00		0.41	1.00		0.33
Lane Grp Cap(c), veh/h	217	1433	712	146	1311	695	305	532	513	87	470	464
V/C Ratio(X)	0.91	0.84	0.85	1.10	0.65	0.65	0.95	0.75	0.75	0.83	1.03	1.03
Avail Cap(c_a), veh/h	373	1433	712	146	1311	695	305	532	513	143	470	464
HCM Platoon Ratio	0.67	0.67	0.67	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.41	0.41	0.41	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.6	58.6	58.8	80.0	34.7	34.7	73.6	30.8	30.8	84.3	66.0	66.0
Incr Delay (d2), s/veh	4.3	2.7	5.4	96.8	2.2	4.1	39.2	5.4	5.7	7.7	48.3	48.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	27.4	27.9	10.6	13.4	14.5	7.8	10.7	10.4	3.5	27.8	27.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	85.9	61.3	64.2	176.8	36.9	38.8	112.8	36.2	36.5	92.0	114.3	114.6
LnGrp LOS	F	E	E	F	D	D	F	D	D	F	F	F
Approach Vol, veh/h		2014			1470			1076			1030	
Approach Delay, s/veh		64.6			52.7			57.0			112.9	
Approach LOS		E			D			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.1	75.9	15.7	60.3	21.0	83.0	22.0	54.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	38.0	54.0	16.0	48.0	15.0	77.0	16.0	48.0				
Max Q Clear Time (g_c+I1), s	22.0	35.3	10.0	31.7	17.0	63.7	17.1	50.0				
Green Ext Time (p_c), s	0.1	8.6	0.0	3.2	0.0	9.5	0.0	0.0				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			68.9									
HCM 7th LOS			E									

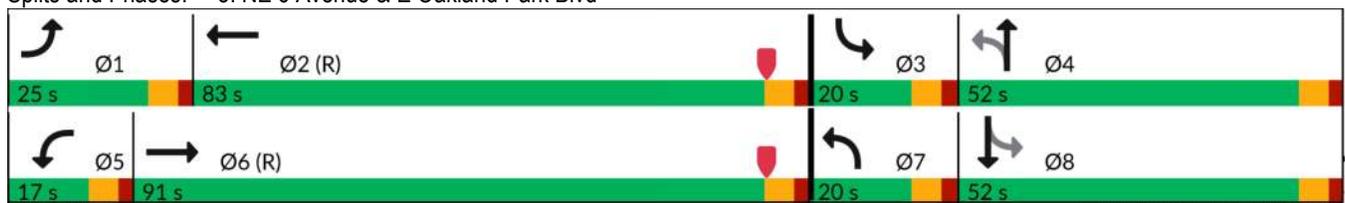


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↶↶↶	↶	↶↶↶	↶	↶	↶	↶
Traffic Volume (vph)	49	1336	62	1132	167	97	95	187
Future Volume (vph)	49	1336	62	1132	167	97	95	187
Lane Group Flow (vph)	54	1603	68	1288	184	164	104	265
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	30.0	10.0	30.0	10.0	40.0	10.0	40.0
Total Split (s)	25.0	91.0	17.0	83.0	20.0	52.0	20.0	52.0
Total Split (%)	13.9%	50.6%	9.4%	46.1%	11.1%	28.9%	11.1%	28.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes							
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
v/c Ratio	0.61	0.62	0.64	0.47	0.74	0.43	0.33	0.86
Control Delay (s/veh)	92.1	44.5	107.3	27.6	64.6	58.8	47.0	94.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	92.1	44.5	107.3	27.6	64.6	58.8	47.0	94.6
Queue Length 50th (ft)	67	482	80	352	165	153	89	300
Queue Length 95th (ft)	m78	316	137	444	#242	230	136	391
Internal Link Dist (ft)		2569		1352		2558		1750
Turn Bay Length (ft)	410		410		135		255	
Base Capacity (vph)	173	2605	118	2737	251	453	337	450
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.62	0.58	0.47	0.73	0.36	0.31	0.59

Intersection Summary

Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 140 (78%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: NE 6 Avenue & E Oakland Park Blvd



Wilton Manors - The AVE  
3: NE 6 Avenue & E Oakland Park Blvd

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1336	123	62	1132	40	167	97	52	95	187	55
Future Volume (veh/h)	49	1336	123	62	1132	40	167	97	52	95	187	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1841	1841	1796	1856	1826	1856	1856	1841	1841	1841	1767
Adj Flow Rate, veh/h	54	1468	135	68	1244	44	184	107	57	104	205	60
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	10	4	4	7	3	5	3	3	4	4	4	9
Cap, veh/h	67	2680	246	84	2924	103	198	209	111	264	227	66
Arrive On Green	0.08	1.00	1.00	0.05	0.58	0.58	0.08	0.18	0.18	0.06	0.17	0.17
Sat Flow, veh/h	1668	4669	429	1711	5018	177	1767	1136	605	1753	1366	400
Grp Volume(v), veh/h	54	1053	550	68	837	451	184	0	164	104	0	265
Grp Sat Flow(s),veh/h/ln	1668	1675	1749	1711	1689	1818	1767	0	1742	1753	0	1765
Q Serve(g_s), s	5.7	0.0	0.0	7.1	24.8	24.8	14.0	0.0	15.3	8.8	0.0	26.5
Cycle Q Clear(g_c), s	5.7	0.0	0.0	7.1	24.8	24.8	14.0	0.0	15.3	8.8	0.0	26.5
Prop In Lane	1.00		0.25	1.00		0.10	1.00		0.35	1.00		0.23
Lane Grp Cap(c), veh/h	67	1923	1004	84	1968	1059	198	0	321	264	0	293
V/C Ratio(X)	0.81	0.55	0.55	0.81	0.43	0.43	0.93	0.00	0.51	0.39	0.00	0.90
Avail Cap(c_a), veh/h	176	1923	1004	105	1968	1059	198	0	445	295	0	451
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.35	0.35	0.35	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	82.1	0.0	0.0	84.8	20.8	20.8	62.3	0.0	66.1	57.8	0.0	73.7
Incr Delay (d2), s/veh	3.0	0.4	0.8	25.7	0.7	1.3	43.6	0.0	0.5	0.4	0.0	11.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.1	0.2	3.7	10.1	11.0	4.2	0.0	6.9	4.0	0.0	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	85.1	0.4	0.8	110.5	21.5	22.1	105.9	0.0	66.6	58.1	0.0	84.8
LnGrp LOS	F	A	A	F	C	C	F		E	E		F
Approach Vol, veh/h		1657			1356			348				369
Approach Delay, s/veh		3.3			26.2			87.4				77.3
Approach LOS		A			C			F				E
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.2	110.9	16.8	39.1	14.8	109.3	20.0	35.9				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	77.0	14.0	46.0	11.0	85.0	14.0	46.0				
Max Q Clear Time (g_c+I1), s	7.7	26.8	10.8	17.3	9.1	2.0	16.0	28.5				
Green Ext Time (p_c), s	0.0	11.6	0.0	0.6	0.0	18.3	0.0	0.9				
Intersection Summary												
HCM 7th Control Delay, s/veh			26.8									
HCM 7th LOS			C									

Wilton Manors - The AVE  
4: NW 9 Avenue & NW 29 Street

2028 No Build Conditions  
AM Peak Hour

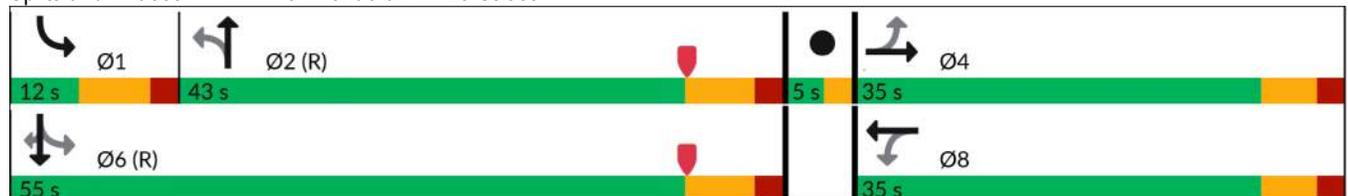


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR	Ø3
Lane Configurations	↶	↷	↶	↷	↶	↷	↶	↷	↷	↶
Traffic Volume (vph)	31	4	67	4	5	881	94	961	14	
Future Volume (vph)	31	4	67	4	5	881	94	961	14	
Lane Group Flow (vph)	32	12	68	118	5	1000	96	981	14	
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA	Perm	
Protected Phases		4		8		2	1	6		3
Permitted Phases	4		8		2		6		6	
Detector Phase	4	4	8	8	2	2	1	6	6	
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	4.0	10.0	10.0	1.0
Minimum Split (s)	46.0	46.0	46.0	46.0	28.0	28.0	11.0	28.0	28.0	5.0
Total Split (s)	35.0	35.0	35.0	35.0	43.0	43.0	12.0	55.0	55.0	5.0
Total Split (%)	36.8%	36.8%	36.8%	36.8%	45.3%	45.3%	12.6%	57.9%	57.9%	5%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag					Lag	Lag	Lead			
Lead-Lag Optimize?					Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min	None
v/c Ratio	0.26	0.07	0.50	0.46	0.02	0.44	0.24	0.38	0.01	
Control Delay (s/veh)	43.4	25.1	52.4	14.2	8.4	9.6	4.7	4.5	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	43.4	25.1	52.4	14.2	8.4	9.6	4.7	4.5	0.0	
Queue Length 50th (ft)	18	2	40	2	1	143	11	81	0	
Queue Length 95th (ft)	45	18	80	51	6	226	28	134	0	
Internal Link Dist (ft)		504		2604		1400		1196		
Turn Bay Length (ft)	80		120		70		330			
Base Capacity (vph)	383	507	421	560	303	2250	400	2579	1179	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.02	0.16	0.21	0.02	0.44	0.24	0.38	0.01	

Intersection Summary

Cycle Length: 95  
 Actuated Cycle Length: 95  
 Offset: 5 (5%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated

Splits and Phases: 4: NW 9 Avenue & NW 29 Street



Wilton Manors - The AVE  
4: NW 9 Avenue & NW 29 Street

2028 No Build Conditions  
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	4	8	67	4	112	5	881	99	94	961	14
Future Volume (vph)	31	4	8	67	4	112	5	881	99	94	961	14
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		7.0	7.0		7.0	7.0	7.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.90		1.00	0.86		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	1645		1750	1577		1502	3413		1752	3374	1526
Flt Permitted	0.68	1.00		0.75	1.00		0.29	1.00		0.23	1.00	1.00
Satd. Flow (perm)	1256	1645		1381	1577		462	3413		420	3374	1526
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	32	4	8	68	4	114	5	899	101	96	981	14
RTOR Reduction (vph)	0	7	0	0	103	0	0	5	0	0	0	3
Lane Group Flow (vph)	32	5	0	68	15	0	5	995	0	96	981	11
Confl. Peds. (#/hr)			2	2			3		2	2		3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	20%	4%	3%	3%	7%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	9.4	9.4		9.4	9.4		61.1	61.1		72.6	72.6	72.6
Effective Green, g (s)	9.4	9.4		9.4	9.4		61.1	61.1		72.6	72.6	72.6
Actuated g/C Ratio	0.10	0.10		0.10	0.10		0.64	0.64		0.76	0.76	0.76
Clearance Time (s)	6.0	6.0		6.0	6.0		7.0	7.0		7.0	7.0	7.0
Vehicle Extension (s)	0.2	0.2		2.0	2.0		3.0	3.0		1.5	3.0	3.0
Lane Grp Cap (vph)	124	162		136	156		297	2195		384	2578	1166
v/s Ratio Prot		0.00			0.01			c0.29		0.01	c0.29	
v/s Ratio Perm	0.03			c0.05			0.01			0.18		0.01
v/c Ratio	0.26	0.03		0.50	0.10		0.02	0.45		0.25	0.38	0.01
Uniform Delay, d1	39.6	38.7		40.6	38.9		6.1	8.5		4.1	3.7	2.7
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.4	0.0		1.1	0.1		0.1	0.7		0.1	0.4	0.0
Delay (s)	40.0	38.7		41.6	39.0		6.2	9.2		4.2	4.2	2.7
Level of Service	D	D		D	D		A	A		A	A	A
Approach Delay (s/veh)		39.6			40.0			9.2			4.1	
Approach LOS		D			D			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			9.9									A
HCM 2000 Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			95.0							22.0		
Intersection Capacity Utilization			61.9%									B
Analysis Period (min)			15									

c Critical Lane Group

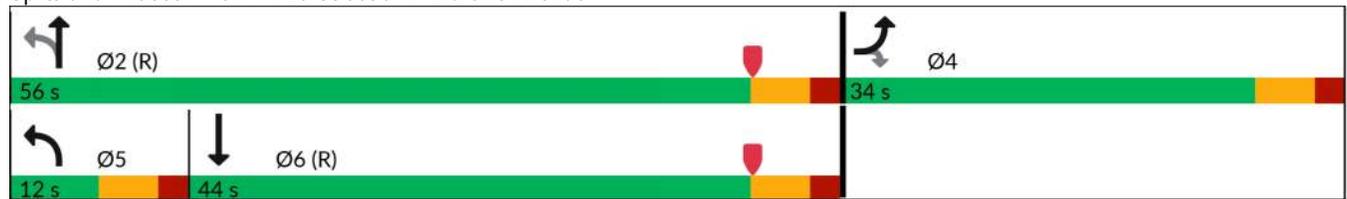


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖	↗	↖	↑↑	↑↑
Traffic Volume (vph)	102	71	70	895	1187
Future Volume (vph)	102	71	70	895	1187
Lane Group Flow (vph)	107	75	74	942	1369
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	4.0	12.0	12.0
Minimum Split (s)	32.0	32.0	10.0	28.0	28.0
Total Split (s)	34.0	34.0	12.0	56.0	44.0
Total Split (%)	37.8%	37.8%	13.3%	62.2%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Min	C-Min
v/c Ratio	0.55	0.32	0.27	0.34	0.57
Control Delay (s/veh)	47.9	12.3	8.5	7.7	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.9	12.3	8.5	7.7	10.8
Queue Length 50th (ft)	59	0	9	75	545
Queue Length 95th (ft)	106	38	49	305	m588
Internal Link Dist (ft)	2604			1270	57
Turn Bay Length (ft)	140		200		
Base Capacity (vph)	545	532	288	2787	2399
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.20	0.14	0.26	0.34	0.57

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 57 (63%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: NW 29 Street & N Andrews Avenue



Wilton Manors - The AVE  
5: NW 29 Street & N Andrews Avenue

2028 No Build Conditions  
AM Peak Hour



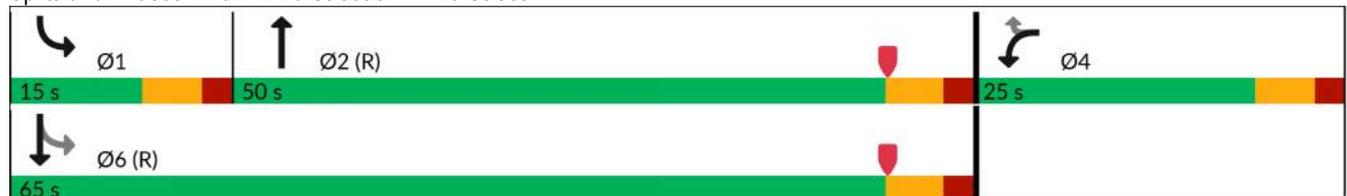
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	102	71	70	895	1187	114
Future Volume (veh/h)	102	71	70	895	1187	114
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1811	1856	1856	1856
Adj Flow Rate, veh/h	107	75	74	942	1249	120
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	6	3	3	3
Cap, veh/h	147	131	328	2762	2202	211
Arrive On Green	0.08	0.08	0.07	1.00	0.68	0.68
Sat Flow, veh/h	1767	1572	1725	3618	3334	310
Grp Volume(v), veh/h	107	75	74	942	677	692
Grp Sat Flow(s),veh/h/ln	1767	1572	1725	1763	1763	1789
Q Serve(g_s), s	5.3	4.1	1.1	0.0	18.0	18.2
Cycle Q Clear(g_c), s	5.3	4.1	1.1	0.0	18.0	18.2
Prop In Lane	1.00	1.00	1.00			0.17
Lane Grp Cap(c), veh/h	147	131	328	2762	1197	1215
V/C Ratio(X)	0.73	0.57	0.23	0.34	0.57	0.57
Avail Cap(c_a), veh/h	550	489	378	2762	1197	1215
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.86	0.86	1.00	1.00
Uniform Delay (d), s/veh	40.3	39.7	5.8	0.0	7.5	7.5
Incr Delay (d2), s/veh	2.5	1.4	0.1	0.3	1.9	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	3.6	0.3	0.1	6.0	6.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	42.8	41.1	5.9	0.3	9.5	9.5
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	182			1016	1369	
Approach Delay, s/veh	42.1			0.7	9.5	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		76.5		13.5	9.4	67.1
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		50.0		28.0	6.0	38.0
Max Q Clear Time (g_c+I1), s		2.0		7.3	3.1	20.2
Green Ext Time (p_c), s		8.1		0.3	0.0	9.0
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			8.3			
HCM 7th LOS			A			

	↙	↖	↑	↘	↓
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	↙	↖	↑↑	↘	↓↓
Traffic Volume (vph)	101	112	882	128	1130
Future Volume (vph)	101	112	882	128	1130
Lane Group Flow (vph)	109	120	1062	138	1215
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	4		2	1	6
Permitted Phases		4		6	
Detector Phase	4	4	2	1	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	5.0	4.0	12.0
Minimum Split (s)	12.0	12.0	11.0	10.0	18.0
Total Split (s)	25.0	25.0	50.0	15.0	65.0
Total Split (%)	27.8%	27.8%	55.6%	16.7%	72.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Min	None	C-Min
v/c Ratio	0.56	0.44	0.50	0.38	0.46
Control Delay (s/veh)	48.3	12.3	10.8	5.1	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.3	12.3	10.8	5.1	2.3
Queue Length 50th (ft)	60	0	153	19	87
Queue Length 95th (ft)	107	47	246	12	17
Internal Link Dist (ft)	2615		210		1270
Turn Bay Length (ft)		195		125	
Base Capacity (vph)	369	407	2133	408	2646
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.30	0.29	0.50	0.34	0.46

**Intersection Summary**

Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated

Splits and Phases: 6: NE 26 Street & NW 29 Street



Wilton Manors - The AVE  
6: NE 26 Street & NW 29 Street

2028 No Build Conditions  
AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	101	112	882	106	128	1130
Future Volume (veh/h)	101	112	882	106	128	1130
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1796	1856	1781	1811	1856
Adj Flow Rate, veh/h	109	120	948	114	138	1215
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	7	3	8	6	3
Cap, veh/h	180	155	2059	248	419	2697
Arrive On Green	0.10	0.10	0.65	0.65	0.09	1.00
Sat Flow, veh/h	1767	1522	3252	380	1725	3618
Grp Volume(v), veh/h	109	120	529	533	138	1215
Grp Sat Flow(s),veh/h/ln	1767	1522	1763	1776	1725	1763
Q Serve(g_s), s	5.3	6.9	13.4	13.4	2.3	0.0
Cycle Q Clear(g_c), s	5.3	6.9	13.4	13.4	2.3	0.0
Prop In Lane	1.00	1.00		0.21	1.00	
Lane Grp Cap(c), veh/h	180	155	1149	1158	419	2697
V/C Ratio(X)	0.61	0.78	0.46	0.46	0.33	0.45
Avail Cap(c_a), veh/h	373	321	1149	1158	511	2697
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.81	0.81
Uniform Delay (d), s/veh	38.7	39.4	7.8	7.8	5.3	0.0
Incr Delay (d2), s/veh	1.2	3.1	1.3	1.3	0.1	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	2.7	4.7	4.7	0.6	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	39.9	42.6	9.1	9.1	5.5	0.4
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	229		1062			1353
Approach Delay, s/veh	41.3		9.1			1.0
Approach LOS	D		A			A
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.2	64.7		15.1		74.9
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	9.0	44.0		19.0		59.0
Max Q Clear Time (g_c+I1), s	4.3	15.4		8.9		2.0
Green Ext Time (p_c), s	0.0	7.9		0.3		12.2
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			7.7			
HCM 7th LOS			A			

Wilton Manors - The AVE  
1: NW 9 Avenue & W Oakland Park Blvd

2028 No Build Conditions  
PM Peak Hour

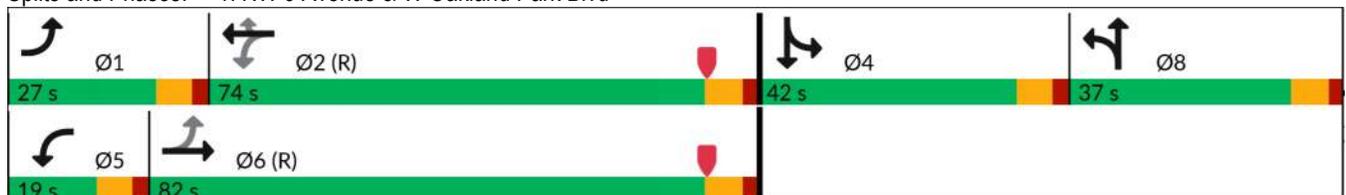


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	206	1553	131	1576	168	317	554	188	671
Future Volume (vph)	206	1553	131	1576	168	317	554	188	671
Lane Group Flow (vph)	219	1961	139	1677	179	273	821	180	953
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Split	NA	Split	NA
Protected Phases	1	6	5	2		8	8	4	4
Permitted Phases	6		2		2				
Detector Phase	1	6	5	2	2	8	8	4	4
Switch Phase									
Minimum Initial (s)	4.0	10.0	4.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	39.0	11.0	39.0	39.0	37.0	37.0	38.0	38.0
Total Split (s)	27.0	82.0	19.0	74.0	74.0	37.0	37.0	42.0	42.0
Total Split (%)	15.0%	45.6%	10.6%	41.1%	41.1%	20.6%	20.6%	23.3%	23.3%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None
v/c Ratio	0.98	0.95	0.91	0.89	0.27	1.09	1.07	0.61	1.04
Control Delay (s/veh)	108.2	60.4	80.5	47.8	12.6	148.4	117.9	76.5	106.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	108.2	60.4	80.5	47.8	12.6	148.4	117.9	76.5	106.1
Queue Length 50th (ft)	213	811	98	739	103	~418	~402	229	~455
Queue Length 95th (ft)	#400	#882	m#153	791	m112	#654	#506	338	#559
Internal Link Dist (ft)		1215		2613			1196		1558
Turn Bay Length (ft)	520		365		200	395		190	
Base Capacity (vph)	224	2069	158	1874	661	251	770	293	917
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.95	0.88	0.89	0.27	1.09	1.07	0.61	1.04

Intersection Summary

Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 39 (22%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NW 9 Avenue & W Oakland Park Blvd



Wilton Manors - The AVE  
1: NW 9 Avenue & W Oakland Park Blvd

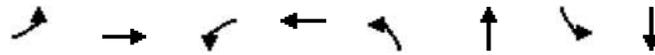
2028 No Build Conditions  
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑	↗	↖	↑↑↑		↖	↑↑↑	
Traffic Volume (veh/h)	206	1553	290	131	1576	168	317	554	158	188	671	206
Future Volume (veh/h)	206	1553	290	131	1576	168	317	554	158	188	671	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1856	1856	1856	1856	1841	1856	1811	1856	1856	1856	1856
Adj Flow Rate, veh/h	219	1652	309	139	1677	179	274	678	168	200	714	219
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	8	3	3	3	3	4	3	6	3	3	3	3
Cap, veh/h	236	1841	342	158	1932	585	295	701	171	336	778	235
Arrive On Green	0.11	0.43	0.43	0.04	0.26	0.26	0.17	0.17	0.17	0.19	0.19	0.19
Sat Flow, veh/h	1697	4290	797	1767	5066	1533	1767	4208	1025	1767	4092	1236
Grp Volume(v), veh/h	219	1298	663	139	1677	179	274	582	264	200	647	286
Grp Sat Flow(s),veh/h/ln	1697	1689	1710	1767	1689	1533	1767	1811	1611	1767	1856	1617
Q Serve(g_s), s	17.1	64.1	65.1	8.5	57.0	17.0	27.5	28.7	29.4	18.6	30.8	31.4
Cycle Q Clear(g_c), s	17.1	64.1	65.1	8.5	57.0	17.0	27.5	28.7	29.4	18.6	30.8	31.4
Prop In Lane	1.00		0.47	1.00		1.00	1.00		0.64	1.00		0.76
Lane Grp Cap(c), veh/h	236	1449	734	158	1932	585	295	604	269	336	705	307
V/C Ratio(X)	0.93	0.90	0.90	0.88	0.87	0.31	0.93	0.96	0.98	0.60	0.92	0.93
Avail Cap(c_a), veh/h	244	1449	734	173	1932	585	295	604	269	344	722	314
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.35	0.35	0.35	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.2	47.6	47.9	44.0	62.7	47.8	74.0	74.5	74.7	66.6	71.5	71.8
Incr Delay (d2), s/veh	37.5	8.9	16.7	14.4	2.1	0.5	32.3	26.2	47.8	1.8	16.0	32.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.5	28.6	31.0	4.5	25.6	6.9	15.1	15.6	15.7	8.5	16.1	15.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	91.7	56.6	64.6	58.4	64.7	48.2	106.2	100.7	122.5	68.4	87.5	104.4
LnGrp LOS	F	E	E	E	E	D	F	F	F	E	F	F
Approach Vol, veh/h		2180			1995			1120			1133	
Approach Delay, s/veh		62.5			62.8			107.2			88.4	
Approach LOS		E			E			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.1	75.7		41.2	17.5	84.2		37.0				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	20.0	67.0		35.0	12.0	75.0		30.0				
Max Q Clear Time (g_c+I1), s	19.1	59.0		33.4	10.5	67.1		31.4				
Green Ext Time (p_c), s	0.0	6.2		0.8	0.0	6.5		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh				75.0								
HCM 7th LOS				E								

Notes  
User approved pedestrian interval to be less than phase max green.  
User approved volume balancing among the lanes for turning movement.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	269	1258	182	1368	244	716	114	610
Future Volume (vph)	269	1258	182	1368	244	716	114	610
Lane Group Flow (vph)	283	1599	192	1528	257	898	120	835
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases								
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	6.0	5.0	6.0
Minimum Split (s)	11.0	41.0	11.0	41.0	11.0	36.0	11.0	36.0
Total Split (s)	35.0	73.0	30.0	68.0	31.0	56.0	21.0	46.0
Total Split (%)	19.4%	40.6%	16.7%	37.8%	17.2%	31.1%	11.7%	25.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes							
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
v/c Ratio	1.00	0.86	0.90	0.90	0.78	0.91	0.87	0.91
Control Delay (s/veh)	113.5	30.9	125.7	61.6	98.1	76.1	128.6	76.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	113.5	30.9	125.7	61.6	98.1	76.1	128.6	76.3
Queue Length 50th (ft)	~322	675	238	312	131	578	142	501
Queue Length 95th (ft)	m#389	m724	m#368	679	210	#688	#264	#683
Internal Link Dist (ft)		2613		2569		1068		1701
Turn Bay Length (ft)	500		315		395		375	
Base Capacity (vph)	282	1870	233	1719	472	985	146	916
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.86	0.82	0.89	0.54	0.91	0.82	0.91

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 114 (63%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

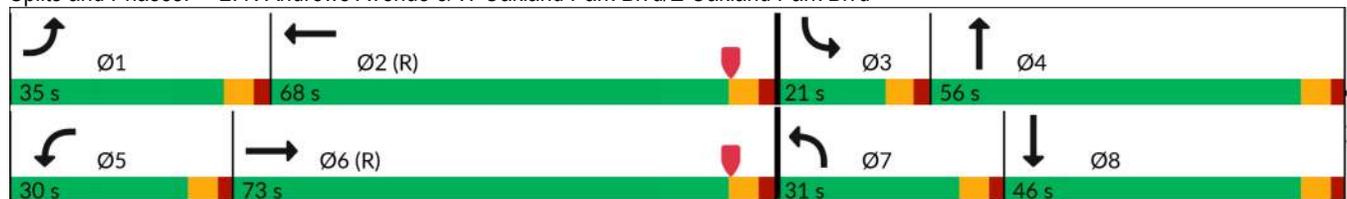
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 2: N Andrews Avenue & W Oakland Park Blvd/E Oakland Park Blvd

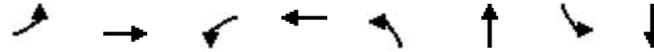




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕↕		↖↖	↕↕		↖	↕↕	
Traffic Volume (veh/h)	269	1258	261	182	1368	84	244	716	137	114	610	183
Future Volume (veh/h)	269	1258	261	182	1368	84	244	716	137	114	610	183
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	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	1841	1856	1856	1841	1856	1856	1856
Adj Flow Rate, veh/h	283	1324	275	192	1440	88	257	754	144	120	642	193
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	4	3	3	4	3	3	3
Cap, veh/h	285	1693	351	211	1761	108	293	782	149	138	689	207
Arrive On Green	0.11	0.27	0.27	0.08	0.24	0.24	0.17	0.53	0.53	0.08	0.26	0.26
Sat Flow, veh/h	1767	4200	872	1767	4875	298	3428	2937	561	1767	2662	799
Grp Volume(v), veh/h	283	1064	535	192	998	530	257	452	446	120	425	410
Grp Sat Flow(s),veh/h/ln	1767	1689	1695	1767	1689	1795	1714	1763	1735	1767	1763	1698
Q Serve(g_s), s	28.8	52.5	52.5	19.4	50.2	50.3	13.2	44.4	44.4	12.1	42.4	42.5
Cycle Q Clear(g_c), s	28.8	52.5	52.5	19.4	50.2	50.3	13.2	44.4	44.4	12.1	42.4	42.5
Prop In Lane	1.00		0.51	1.00		0.17	1.00		0.32	1.00		0.47
Lane Grp Cap(c), veh/h	285	1362	683	211	1220	649	293	469	462	138	456	440
V/C Ratio(X)	0.99	0.78	0.78	0.91	0.82	0.82	0.88	0.96	0.96	0.87	0.93	0.93
Avail Cap(c_a), veh/h	285	1362	683	236	1220	649	476	490	482	147	456	440
HCM Platoon Ratio	0.67	0.67	0.67	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.27	0.27	0.27	0.79	0.79	0.79	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.2	58.4	58.4	81.9	62.6	62.6	73.7	41.3	41.3	82.1	65.1	65.2
Incr Delay (d2), s/veh	26.2	1.3	2.5	27.3	4.9	8.9	6.0	30.8	31.1	35.6	25.7	26.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.5	23.5	23.8	10.7	23.1	25.3	5.6	19.9	19.7	6.9	22.3	21.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	106.4	59.6	60.9	109.1	67.6	71.5	79.7	72.0	72.4	117.7	90.8	91.8
LnGrp LOS	F	E	E	F	E	E	E	E	E	F	F	F
Approach Vol, veh/h		1882			1720			1155			955	
Approach Delay, s/veh		67.0			73.4			73.9			94.6	
Approach LOS		E			E			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	35.0	71.0	20.1	53.9	27.5	78.6	21.4	52.6				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	29.0	62.0	15.0	50.0	24.0	67.0	25.0	40.0				
Max Q Clear Time (g_c+I1), s	30.8	52.3	14.1	46.4	21.4	54.5	15.2	44.5				
Green Ext Time (p_c), s	0.0	6.5	0.0	1.5	0.0	8.2	0.2	0.0				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			74.9									
HCM 7th LOS			E									

Wilton Manors - The AVE  
 3: NE 6 Avenue & E Oakland Park Blvd

2028 No Build Conditions  
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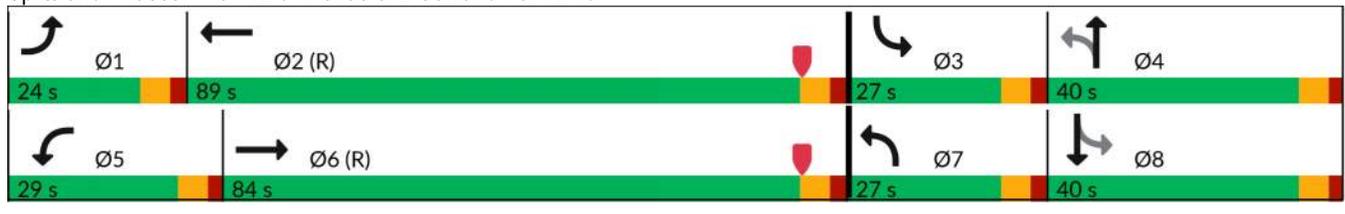


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↶↶↶	↶	↶↶↶	↶	↶	↶	↶
Traffic Volume (vph)	93	1167	107	1409	114	182	87	211
Future Volume (vph)	93	1167	107	1409	114	182	87	211
Lane Group Flow (vph)	98	1409	113	1548	120	252	92	275
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	30.0	10.0	30.0	10.0	40.0	10.0	40.0
Total Split (s)	24.0	84.0	29.0	89.0	27.0	40.0	27.0	40.0
Total Split (%)	13.3%	46.7%	16.1%	49.4%	15.0%	22.2%	15.0%	22.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes							
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
v/c Ratio	0.74	0.54	0.75	0.58	0.59	0.72	0.44	0.86
Control Delay (s/veh)	82.8	54.1	108.5	30.9	59.3	77.0	52.6	93.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	82.8	54.1	108.5	30.9	59.3	77.0	52.6	93.9
Queue Length 50th (ft)	116	537	133	445	109	274	82	313
Queue Length 95th (ft)	m140	378	202	597	153	360	122	407
Internal Link Dist (ft)		2569		1352		2558		1750
Turn Bay Length (ft)	410		410		135		255	
Base Capacity (vph)	176	2601	223	2707	264	373	304	357
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.54	0.51	0.57	0.45	0.68	0.30	0.77

Intersection Summary

Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 139 (77%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: NE 6 Avenue & E Oakland Park Blvd



Wilton Manors - The AVE  
3: NE 6 Avenue & E Oakland Park Blvd

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↖	↑		↗	↑	
Traffic Volume (veh/h)	93	1167	172	107	1409	62	114	182	57	87	211	50
Future Volume (veh/h)	93	1167	172	107	1409	62	114	182	57	87	211	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.99		0.99	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	1841	1856	1856	1841
Adj Flow Rate, veh/h	98	1228	181	113	1483	65	120	192	60	92	222	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	4	3	3	4
Cap, veh/h	115	2464	363	131	2805	123	178	248	77	182	244	58
Arrive On Green	0.13	1.00	1.00	0.07	0.56	0.56	0.02	0.06	0.06	0.05	0.17	0.17
Sat Flow, veh/h	1767	4436	654	1767	4967	218	1767	1350	422	1767	1438	343
Grp Volume(v), veh/h	98	935	474	113	1008	540	120	0	252	92	0	275
Grp Sat Flow(s),veh/h/ln	1767	1689	1713	1767	1689	1808	1767	0	1772	1767	0	1781
Q Serve(g_s), s	9.8	0.0	0.0	11.4	33.3	33.3	10.0	0.0	25.2	7.7	0.0	27.3
Cycle Q Clear(g_c), s	9.8	0.0	0.0	11.4	33.3	33.3	10.0	0.0	25.2	7.7	0.0	27.3
Prop In Lane	1.00		0.38	1.00		0.12	1.00		0.24	1.00		0.19
Lane Grp Cap(c), veh/h	115	1876	951	131	1907	1021	178	0	325	182	0	303
V/C Ratio(X)	0.85	0.50	0.50	0.86	0.53	0.53	0.67	0.00	0.78	0.50	0.00	0.91
Avail Cap(c_a), veh/h	177	1876	951	226	1907	1021	266	0	335	294	0	336
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.40	0.40	0.40	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	77.4	0.0	0.0	82.4	24.3	24.3	61.4	0.0	80.9	58.8	0.0	73.3
Incr Delay (d2), s/veh	6.0	0.4	0.7	6.2	1.1	2.0	1.6	0.0	9.5	0.8	0.0	24.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.1	0.2	5.4	13.7	14.9	4.8	0.0	13.0	3.5	0.0	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	83.4	0.4	0.7	88.6	25.4	26.3	63.0	0.0	90.4	59.6	0.0	97.8
LnGrp LOS	F	A	A	F	C	C	E		F	E		F
Approach Vol, veh/h		1507			1661			372				367
Approach Delay, s/veh		5.9			30.0			81.6				88.2
Approach LOS		A			C			F				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.7	107.7	15.6	39.0	19.4	106.0	18.0	36.6				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	18.0	83.0	21.0	34.0	23.0	78.0	21.0	34.0				
Max Q Clear Time (g_c+I1), s	11.8	35.3	9.7	27.2	13.4	2.0	12.0	29.3				
Green Ext Time (p_c), s	0.0	15.5	0.0	0.5	0.1	14.4	0.1	0.4				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			31.1									
HCM 7th LOS			C									

Wilton Manors - The AVE  
4: NW 9 Avenue & NW 29 Street

2028 No Build Conditions  
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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR	Ø3
Lane Configurations	↶	↷	↶	↷	↶	↷	↶	↷	↷	↷
Traffic Volume (vph)	18	10	103	14	12	929	66	973	20	
Future Volume (vph)	18	10	103	14	12	929	66	973	20	
Lane Group Flow (vph)	19	13	110	148	13	1048	70	1035	21	
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA	Perm	
Protected Phases		4		8		2	1	6		3
Permitted Phases	4		8		2		6		6	
Detector Phase	4	4	8	8	2	2	1	6	6	
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	4.0	10.0	10.0	1.0
Minimum Split (s)	46.0	46.0	46.0	46.0	28.0	28.0	11.0	28.0	28.0	5.0
Total Split (s)	47.0	47.0	47.0	47.0	107.0	107.0	26.0	133.0	133.0	5.0
Total Split (%)	25.4%	25.4%	25.4%	25.4%	57.8%	57.8%	14.1%	71.9%	71.9%	3%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag					Lag	Lag	Lead			
Lead-Lag Optimize?					Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min	None
v/c Ratio	0.29	0.07	0.77	0.52	0.03	0.40	0.18	0.36	0.02	
Control Delay (s/veh)	85.1	63.9	112.1	20.7	7.3	8.7	4.4	4.7	0.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	85.1	63.9	112.1	20.7	7.3	8.7	4.4	4.7	0.9	
Queue Length 50th (ft)	22	12	133	17	4	211	13	140	0	
Queue Length 95th (ft)	52	35	200	90	13	303	30	211	5	
Internal Link Dist (ft)		504		2604		1400		1196		
Turn Bay Length (ft)	80		120		70		330			
Base Capacity (vph)	141	400	306	454	386	2605	495	2895	1252	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.13	0.03	0.36	0.33	0.03	0.40	0.14	0.36	0.02	

Intersection Summary

Cycle Length: 185  
 Actuated Cycle Length: 185  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated

Splits and Phases: 4: NW 9 Avenue & NW 29 Street



Wilton Manors - The AVE  
4: NW 9 Avenue & NW 29 Street

2028 No Build Conditions  
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	10	2	103	14	125	12	929	56	66	973	20
Future Volume (vph)	18	10	2	103	14	125	12	929	56	66	973	20
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		7.0	7.0		7.0	7.0	7.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.87		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1703	1802		1752	1582		1745	3432		1752	3505	1510
Flt Permitted	0.36	1.00		0.75	1.00		0.28	1.00		0.24	1.00	1.00
Satd. Flow (perm)	640	1802		1382	1582		508	3432		437	3505	1510
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)	19	11	2	110	15	133	13	988	60	70	1035	21
RTOR Reduction (vph)	0	2	0	0	119	0	0	1	0	0	0	4
Lane Group Flow (vph)	19	11	0	110	29	0	13	1047	0	70	1035	17
Confl. Peds. (#/hr)							4					4
Heavy Vehicles (%)	6%	3%	3%	3%	3%	4%	3%	4%	9%	3%	3%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	19.2	19.2		19.2	19.2		140.4	140.4		152.8	152.8	152.8
Effective Green, g (s)	19.2	19.2		19.2	19.2		140.4	140.4		152.8	152.8	152.8
Actuated g/C Ratio	0.10	0.10		0.10	0.10		0.76	0.76		0.83	0.83	0.83
Clearance Time (s)	6.0	6.0		6.0	6.0		7.0	7.0		7.0	7.0	7.0
Vehicle Extension (s)	0.2	0.2		2.0	2.0		3.0	3.0		1.5	3.0	3.0
Lane Grp Cap (vph)	66	187		143	164		385	2604		399	2894	1247
v/s Ratio Prot		0.01			0.02			c0.31		0.01	c0.30	
v/s Ratio Perm	0.03			c0.08			0.03			0.14		0.01
v/c Ratio	0.29	0.06		0.77	0.18		0.03	0.40		0.18	0.36	0.01
Uniform Delay, d1	76.6	74.8		80.7	75.7		5.5	7.7		4.1	4.0	2.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.9	0.0		19.7	0.2		0.2	0.5		0.1	0.3	0.0
Delay (s)	77.5	74.8		100.5	75.9		5.7	8.2		4.2	4.3	2.9
Level of Service	E	E		F	E		A	A		A	A	A
Approach Delay (s/veh)		76.4			86.4			8.2			4.3	
Approach LOS		E			F			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			15.4									B
HCM 2000 Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			185.0							22.0		
Intersection Capacity Utilization			66.9%									C
Analysis Period (min)			15									

c Critical Lane Group

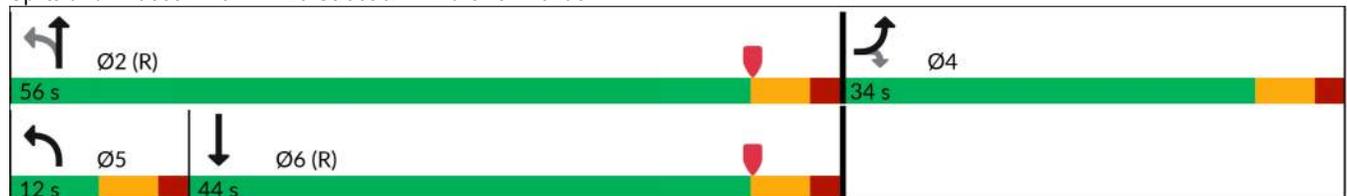


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖	↗	↖	↑↑	↑↑
Traffic Volume (vph)	84	62	114	1005	1007
Future Volume (vph)	84	62	114	1005	1007
Lane Group Flow (vph)	86	63	116	1026	1157
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	4.0	12.0	12.0
Minimum Split (s)	32.0	32.0	10.0	28.0	28.0
Total Split (s)	34.0	34.0	12.0	56.0	44.0
Total Split (%)	37.8%	37.8%	13.3%	62.2%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Min	C-Min
v/c Ratio	0.49	0.31	0.32	0.36	0.51
Control Delay (s/veh)	47.2	13.8	6.5	8.2	18.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.2	13.8	6.5	8.2	18.3
Queue Length 50th (ft)	47	0	34	236	475
Queue Length 95th (ft)	90	35	21	229	591
Internal Link Dist (ft)	2604			1270	57
Turn Bay Length (ft)	140		200		
Base Capacity (vph)	545	506	369	2826	2278
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.16	0.12	0.31	0.36	0.51

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated

Splits and Phases: 5: NW 29 Street & N Andrews Avenue



Wilton Manors - The AVE  
5: NW 29 Street & N Andrews Avenue

2028 No Build Conditions  
PM Peak Hour



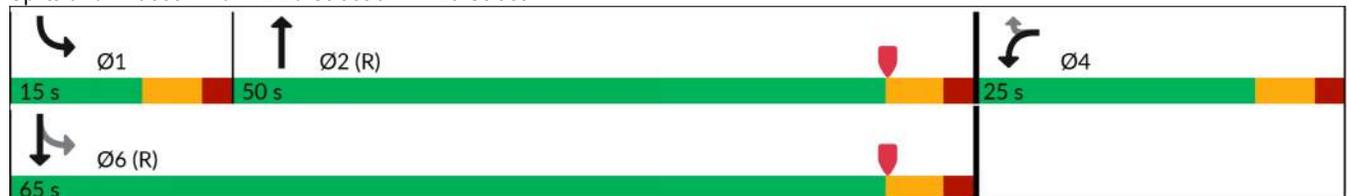
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	84	62	114	1005	1007	126
Future Volume (veh/h)	84	62	114	1005	1007	126
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1796	1856	1856	1856	1856
Adj Flow Rate, veh/h	86	63	116	1026	1028	129
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	7	3	3	3	3
Cap, veh/h	124	107	412	2807	2158	271
Arrive On Green	0.07	0.07	0.08	1.00	0.69	0.69
Sat Flow, veh/h	1767	1522	1767	3618	3232	394
Grp Volume(v), veh/h	86	63	116	1026	577	580
Grp Sat Flow(s),veh/h/ln	1767	1522	1767	1763	1763	1769
Q Serve(g_s), s	4.3	3.6	1.6	0.0	13.7	13.7
Cycle Q Clear(g_c), s	4.3	3.6	1.6	0.0	13.7	13.7
Prop In Lane	1.00	1.00	1.00			0.22
Lane Grp Cap(c), veh/h	124	107	412	2807	1212	1217
V/C Ratio(X)	0.69	0.59	0.28	0.37	0.48	0.48
Avail Cap(c_a), veh/h	550	474	456	2807	1212	1217
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.83	0.83	1.00	1.00
Uniform Delay (d), s/veh	40.9	40.6	4.5	0.0	6.5	6.5
Incr Delay (d2), s/veh	2.5	1.9	0.1	0.3	1.3	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	3.1	0.4	0.1	4.5	4.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	43.4	42.5	4.7	0.3	7.9	7.9
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h				1142	1157	
Approach Delay, s/veh	43.0			0.7	7.9	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		77.7		12.3	9.8	67.9
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		50.0		28.0	6.0	38.0
Max Q Clear Time (g_c+I1), s		2.0		6.3	3.6	15.7
Green Ext Time (p_c), s		9.2		0.2	0.0	8.1
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			6.7			
HCM 7th LOS			A			

	↙	↖	↑	↘	↓
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	↙	↖	↑↑	↘	↓↓
Traffic Volume (vph)	216	184	923	122	969
Future Volume (vph)	216	184	923	122	969
Lane Group Flow (vph)	220	188	1062	124	989
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	4		2	1	6
Permitted Phases		4		6	
Detector Phase	4	4	2	1	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	5.0	4.0	12.0
Minimum Split (s)	12.0	12.0	11.0	10.0	18.0
Total Split (s)	25.0	25.0	50.0	15.0	65.0
Total Split (%)	27.8%	27.8%	55.6%	16.7%	72.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Min	None	C-Min
v/c Ratio	0.74	0.45	0.55	0.37	0.40
Control Delay (s/veh)	50.4	8.4	14.5	5.8	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.4	8.4	14.5	5.8	2.0
Queue Length 50th (ft)	119	0	185	2	7
Queue Length 95th (ft)	186	53	288	21	16
Internal Link Dist (ft)	2615		979		1270
Turn Bay Length (ft)		195		125	
Base Capacity (vph)	373	477	1940	378	2451
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.59	0.39	0.55	0.33	0.40

**Intersection Summary**

Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 33 (37%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated

Splits and Phases: 6: NE 26 Street & NW 29 Street



Wilton Manors - The AVE  
6: NE 26 Street & NW 29 Street

2028 No Build Conditions  
PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	216	184	923	118	122	969
Future Volume (veh/h)	216	184	923	118	122	969
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	220	188	942	120	124	989
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	261	233	1901	242	391	2534
Arrive On Green	0.15	0.15	0.61	0.61	0.09	1.00
Sat Flow, veh/h	1767	1572	3228	399	1767	3618
Grp Volume(v), veh/h	220	188	530	532	124	989
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1772	1767	1763
Q Serve(g_s), s	10.9	10.4	15.2	15.2	2.3	0.0
Cycle Q Clear(g_c), s	10.9	10.4	15.2	15.2	2.3	0.0
Prop In Lane	1.00	1.00		0.23	1.00	
Lane Grp Cap(c), veh/h	261	233	1069	1074	391	2534
V/C Ratio(X)	0.84	0.81	0.50	0.50	0.32	0.39
Avail Cap(c_a), veh/h	373	332	1069	1074	487	2534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.86	0.86
Uniform Delay (d), s/veh	37.3	37.1	10.0	10.0	6.9	0.0
Incr Delay (d2), s/veh	8.1	6.2	1.6	1.6	0.1	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	4.3	5.6	5.6	0.6	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	45.4	43.3	11.6	11.6	7.1	0.4
LnGrp LOS	D	D	B	B	A	A
Approach Vol, veh/h	408		1062			1113
Approach Delay, s/veh	44.4		11.6			1.1
Approach LOS	D		B			A
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.1	60.6		19.3		70.7
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	9.0	44.0		19.0		59.0
Max Q Clear Time (g_c+I1), s	4.3	17.2		12.9		2.0
Green Ext Time (p_c), s	0.0	7.7		0.4		8.8
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			12.3			
HCM 7th LOS			B			

## **FUTURE BUILD CONDITIONS**

Table 5.1 - 2028 Build Intersection Capacity Analysis Summary

Location	Time	Level of Service <sup>(1)</sup>																	
		(1) Oakland Park Blvd & NW 9 Avenue		(1) Oakland Park Blvd & NW 9 Avenue <sup>(3)</sup>		(2) Oakland Park Blvd & N Andrews Avenue		(2) Oakland Park Blvd & N Andrews Avenue <sup>(3)</sup>		(3) Oakland Park Blvd & NE 6 Avenue		(3) Oakland Park Blvd & NE 6 Avenue <sup>(3)</sup>		(4) NW 9 Avenue & NW 29 Street		(5) N Andrews Avenue & NW 29 Street		(6) N Andrews Avenue & NE 26 Street	
		Signalized		Signalized		Signalized		Signalized		Signalized		Signalized		Signalized		Signalized		Signalized	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
EBL	AM	E	64.0	E	62.2	F	85.8	F	84.1	F	84.9	F	84.6	D	40.0	D	42.6		
	PM	F	92.4	F	90.6	F	105.8	F	105.3	F	83.6	F	81.9	E	77.5	D	43.0		
EBT	AM	D	45.2	D	46.0	E	61.2	E	65.7	A	0.4	A	0.4	D	38.7				
	PM	E	57.6	E	58.1	E	60.2	E	60.1	A	0.4	A	0.4	E	74.8				
EBR	AM	D	50.4	D	51.5	E	64.1	E	69.6	A	0.8	A	0.8	D	38.7	D	40.4		
	PM	E	66.2	E	66.9	E	61.4	E	61.3	A	0.8	A	0.8	E	74.8	D	40.8		
EB Approach	AM	D	48.8	D	49.5	E	64.5	E	68.7	A	3.3	A	3.3	D	39.6	D	41.7		
	PM	E	63.7	E	64.0	E	67.4	E	67.3	A	5.9	A	5.8	E	76.4	D	42.2		
WBL	AM	D	43.7	D	44.3	F	176.8	F	132.7	F	111.4	F	94.3	D	41.6			D	40.6
	PM	E	59.8	E	60.2	F	109.1	F	109.1	F	90.1	F	88.3	F	100.5			D	46.7
WBT	AM	E	65.8	E	66.3	D	36.9	D	39.0	C	21.6	C	23.4	D	39.0				
	PM	E	65.2	E	65.5	E	68.4	E	68.4	C	25.5	C	25.5	E	75.9				
WBR	AM	E	56.3	E	56.8	D	38.8	D	41.1	C	22.2	C	24.0	D	39.0			D	42.4
	PM	D	48.4	D	48.6	E	72.6	E	72.6	C	26.4	C	26.4	E	75.9			D	43.5
WB Approach	AM	E	63.4	E	63.9	D	52.7	D	49.8	C	26.3	C	27.2	D	40.0			D	41.5
	PM	E	63.3	E	63.6	E	74.2	E	74.2	C	30.3	C	30.2	F	86.4			D	45.2
NBL	AM	F	117.9	F	117.9	F	129.2	F	110.2	F	105.9	E	73.6	A	6.3	A	6.1		
	PM	F	106.2	F	106.2	F	80.7	E	79.3	E	63.0	E	62.9	A	5.8	A	5.0		
NBT	AM	F	107.4	F	107.4	D	38.0	C	34.0	E	66.6	E	63.8	A	9.3	A	0.3	A	9.3
	PM	F	100.7	F	100.7	E	72.8	E	72.8	F	90.3	F	89.6	A	8.3	A	0.3	B	12.1
NBR	AM	F	130.6	F	130.6	D	38.4	C	34.4	E	66.6	E	63.8	A	9.3			A	9.3
	PM	F	122.5	F	122.5	E	73.3	E	73.3	F	90.3	F	89.6	A	8.3			B	12.0
NB Approach	AM	F	115.5	F	115.5	E	63.3	E	55.2	F	87.4	E	68.9	A	9.3	A	0.7	A	9.3
	PM	F	107.2	F	107.2	E	74.8	E	74.4	F	81.5	F	81.0	A	8.3	A	0.8	B	12.1
SBL	AM	E	70.8	E	69.8	F	92.0	F	91.6	E	58.1	E	57.8	A	4.2			A	5.6
	PM	E	68.3	E	68.0	F	117.7	F	117.7	E	59.6	E	59.5	A	4.4			A	7.4
SBT	AM	F	95.5	F	90.9	F	114.3	F	107.8	F	84.8	E	79.4	A	4.2	A	9.8	A	0.4
	PM	F	87.7	F	86.5	F	90.2	F	90.2	F	98.0	F	96.6	A	4.3	A	8.4	A	0.4
SBR	AM	F	116.8	F	110.0	F	114.6	F	108.1	F	84.8	E	79.4	A	2.7	A	9.8		
	PM	F	104.8	F	102.9	F	91.2	F	91.2	F	98.0	F	96.6	A	2.9	A	8.4		
SB Approach	AM	F	96.8	F	92.2	F	112.9	F	106.8	E	77.3	E	73.3	A	4.1	A	9.8	A	1.0
	PM	F	88.6	F	87.4	F	94.1	F	94.1	F	88.4	F	87.3	A	4.3	A	8.4	A	1.2
Overall	AM	E	73.1	E	72.7	E	70.0	E	68.0	C	26.7	C	24.9	A	9.9	A	8.5	A	8.1
	PM	E	75.5	E	75.5	E	75.4	E	75.3	C	31.1	C	30.9	B	15.4	A	7.1	B	12.8

[1] Delay is average delay per vehicle in seconds

[2] Approach operates under Free-flow conditions

[3] Optimized signal timing without changing cycle length

Table 5.2 - 2028 Build Intersection Queue Lengths Summary

Location	Time	95th Percentile Queue Lengths (ft)															
		EBL		EBR		WBL		WBR		NBL		NBR		SBL		SBR	
		Storage (ft)	95 <sup>th</sup> %tile	Storage (ft)	95 <sup>th</sup> %tile	Storage (ft)	95 <sup>th</sup> %tile	Storage (ft)	95 <sup>th</sup> %tile	Storage (ft)	95 <sup>th</sup> %tile	Storage (ft)	95 <sup>th</sup> %tile	Storage (ft)	95 <sup>th</sup> %tile	Storage (ft)	95 <sup>th</sup> %tile
(1) Oakland Park Blvd & NW 9 Avenue	AM	320					m#80		m158		#653			305			
	AM <sup>(1)</sup>	520	322			365	m#82	200	m161	395	#653		190	303			
	PM		#400				m#153		m114		#654			338			
	PM <sup>(1)</sup>		#388				m#154		m118		#654			337			
(2) Oakland Park Blvd & N Andrews Avenue	AM	m230					m#382				#301			144			
	AM <sup>(1)</sup>	500	m226			315	m#360			395	#289		375	143			
	PM		m#383				m#368				218			#264			
	PM <sup>(1)</sup>		m#381				m#367				218			#264			
(3) Oakland Park Blvd & NE 6 Avenue	AM	m79					138				#243			137			
	AM <sup>(1)</sup>	410	m75			410	138			135	#234		255	135			
	PM		m141				206				153			122			
	PM <sup>(1)</sup>		m141				206				154			122			
(4) NW 9 Avenue & NW 29 Street	AM	80	45			120	80			70	6		330	30			
	PM		52				200				13			36			
(5) N Andrews Avenue & NW 29 Street	AM		111							200	m#43						
	PM		103								26						
(6) N Andrews Avenue & NE 26 Street	AM													13			
	PM						195		46				125	24			

# 95th percentile volume exceeds capacity, queue may be longer.

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

[1] Optimized signal timing without changing cycle length

Wilton Manors - The AVE  
1: NW 9 Avenue & W Oakland Park Blvd

2028 Build Conditions  
AM Peak Hour

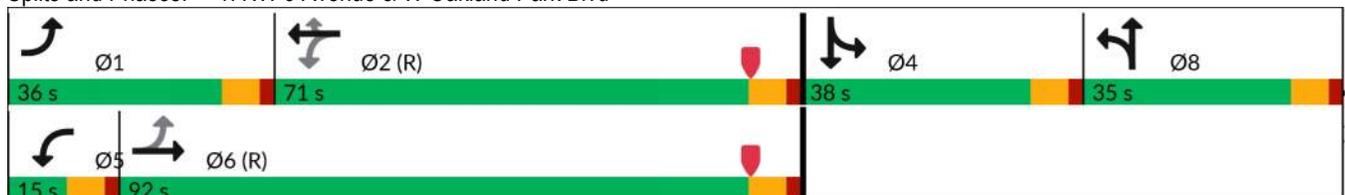


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	247	1655	82	1320	218	333	551	171	646
Future Volume (vph)	247	1655	82	1320	218	333	551	171	646
Lane Group Flow (vph)	252	2003	84	1347	222	265	799	157	866
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Split	NA	Split	NA
Protected Phases	1	6	5	2		8	8	4	4
Permitted Phases	6		2		2				
Detector Phase	1	6	5	2	2	8	8	4	4
Switch Phase									
Minimum Initial (s)	4.0	10.0	4.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	39.0	11.0	39.0	39.0	41.0	41.0	38.0	38.0
Total Split (s)	36.0	92.0	15.0	71.0	71.0	35.0	35.0	38.0	38.0
Total Split (%)	20.0%	51.1%	8.3%	39.4%	39.4%	19.4%	19.4%	21.1%	21.1%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None
v/c Ratio	0.88	0.87	0.75	0.70	0.33	1.13	1.09	0.60	1.05
Control Delay (s/veh)	72.1	47.8	82.0	30.7	9.8	163.4	126.0	79.3	112.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	72.1	47.8	82.0	30.7	9.8	163.4	126.0	79.3	112.3
Queue Length 50th (ft)	213	758	36	492	81	~419	~399	203	~436
Queue Length 95th (ft)	320	823	m80	m569	m158	#653	#502	305	#539
Internal Link Dist (ft)		1215		2613			1196		1558
Turn Bay Length (ft)	520		365		200	395		190	
Base Capacity (vph)	339	2316	116	1911	678	234	733	260	821
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.86	0.72	0.70	0.33	1.13	1.09	0.60	1.05

Intersection Summary

- Cycle Length: 180
- Actuated Cycle Length: 180
- Offset: 20 (11%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
- Natural Cycle: 150
- Control Type: Actuated-Coordinated
- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NW 9 Avenue & W Oakland Park Blvd



Wilton Manors - The AVE  
1: NW 9 Avenue & W Oakland Park Blvd

2028 Build Conditions  
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑	↗	↖	↑↑↑		↖	↑↑↑	
Traffic Volume (veh/h)	247	1655	308	82	1320	218	333	551	159	171	646	186
Future Volume (veh/h)	247	1655	308	82	1320	218	333	551	159	171	646	186
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1856	1811	1826	1856	1856	1856	1856	1856	1796	1811	1767
Adj Flow Rate, veh/h	252	1689	314	84	1347	222	266	666	162	174	659	190
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	4	3	6	5	3	3	3	3	3	7	6	9
Cap, veh/h	270	2050	378	134	2105	642	275	674	161	295	700	198
Arrive On Green	0.10	0.48	0.48	0.01	0.14	0.14	0.16	0.16	0.16	0.17	0.17	0.17
Sat Flow, veh/h	1753	4284	789	1739	5066	1544	1767	4332	1036	1711	4065	1150
Grp Volume(v), veh/h	252	1328	675	84	1347	222	266	569	259	174	586	263
Grp Sat Flow(s),veh/h/ln	1753	1689	1696	1739	1689	1544	1767	1856	1657	1711	1811	1592
Q Serve(g_s), s	16.0	60.8	62.0	5.0	45.3	23.4	26.9	27.5	28.0	16.9	28.8	29.5
Cycle Q Clear(g_c), s	16.0	60.8	62.0	5.0	45.3	23.4	26.9	27.5	28.0	16.9	28.8	29.5
Prop In Lane	1.00		0.47	1.00		1.00	1.00		0.63	1.00		0.72
Lane Grp Cap(c), veh/h	270	1616	812	134	2105	642	275	577	258	295	624	274
V/C Ratio(X)	0.93	0.82	0.83	0.63	0.64	0.35	0.97	0.99	1.01	0.59	0.94	0.96
Avail Cap(c_a), veh/h	375	1616	812	145	2105	642	275	577	258	295	624	274
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.56	0.56	0.56	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	40.3	40.6	40.9	64.9	55.5	75.5	75.8	76.0	68.7	73.6	73.9
Incr Delay (d2), s/veh	21.5	4.8	9.7	2.8	0.8	0.8	42.4	31.7	54.6	2.2	22.0	42.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	26.2	27.9	2.3	20.9	10.0	15.5	15.7	15.8	7.5	15.2	15.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	64.0	45.2	50.4	43.7	65.8	56.3	117.9	107.4	130.6	70.8	95.5	116.8
LnGrp LOS	E	D	D	D	E	E	F	F	F	E	F	F
Approach Vol, veh/h		2255			1653			1094			1023	
Approach Delay, s/veh		48.8			63.4			115.5			96.8	
Approach LOS		D			E			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.2	81.8		38.0	13.9	93.1		35.0				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	29.0	64.0		31.0	8.0	85.0		28.0				
Max Q Clear Time (g_c+I1), s	18.0	47.3		31.5	7.0	64.0		30.0				
Green Ext Time (p_c), s	0.2	9.4		0.0	0.0	14.6		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh											73.1	
HCM 7th LOS											E	

Notes  
User approved pedestrian interval to be less than phase max green.  
User approved volume balancing among the lanes for turning movement.

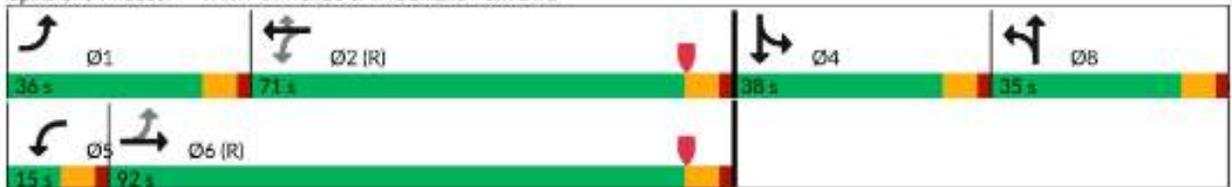
**Wilton Manors – The AVE**  
**Signal Timing Optimization Modifications + Mitigations**  
**September 2025**  
**330165701**

**NW 9 Avenue & W Oakland Park Blvd**

**Morning Peak Hour**

**Existing Timing**

Splits and Phases: 1: NW 9 Avenue & W Oakland Park Blvd



**Optimized Timing**

Splits and Phases: 1: NW 9 Avenue & W Oakland Park Blvd



Wilton Manors - The AVE  
1: NW 9 Avenue & W Oakland Park Blvd

2028 Build Conditions + Optimizations  
AM Peak Hour

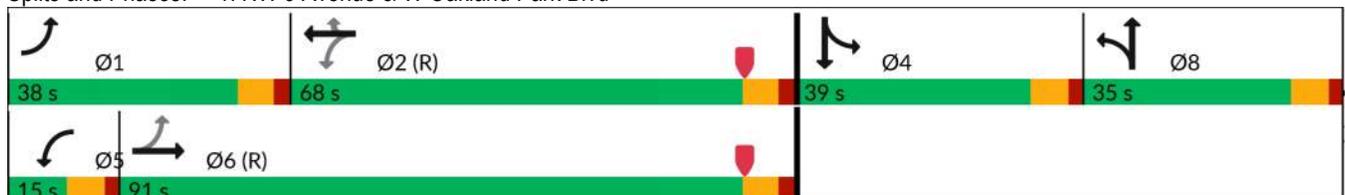


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	247	1655	82	1320	218	333	551	171	646
Future Volume (vph)	247	1655	82	1320	218	333	551	171	646
Lane Group Flow (vph)	252	2003	84	1347	222	265	799	157	866
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Split	NA	Split	NA
Protected Phases	1	6	5	2		8	8	4	4
Permitted Phases	6		2		2				
Detector Phase	1	6	5	2	2	8	8	4	4
Switch Phase									
Minimum Initial (s)	4.0	10.0	4.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	39.0	11.0	39.0	39.0	41.0	41.0	38.0	38.0
Total Split (s)	38.0	91.0	15.0	68.0	68.0	35.0	35.0	39.0	39.0
Total Split (%)	21.1%	50.6%	8.3%	37.8%	37.8%	19.4%	19.4%	21.7%	21.7%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None
v/c Ratio	0.87	0.88	0.75	0.72	0.33	1.13	1.09	0.59	1.03
Control Delay (s/veh)	72.0	48.9	83.5	30.8	9.8	163.4	126.0	77.8	105.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	72.0	48.9	83.5	30.8	9.8	163.4	126.0	77.8	105.8
Queue Length 50th (ft)	218	767	36	494	75	~419	~399	202	~423
Queue Length 95th (ft)	322	832	m82	m611	m161	#653	#502	303	#526
Internal Link Dist (ft)		1215		2613			1196		1558
Turn Bay Length (ft)	520		365		200	395		190	
Base Capacity (vph)	353	2290	116	1868	666	234	733	266	840
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.87	0.72	0.72	0.33	1.13	1.09	0.59	1.03

Intersection Summary

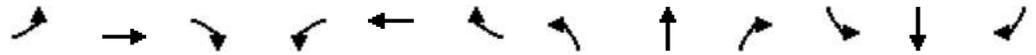
- Cycle Length: 180
- Actuated Cycle Length: 180
- Offset: 20 (11%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
- Natural Cycle: 150
- Control Type: Actuated-Coordinated
- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NW 9 Avenue & W Oakland Park Blvd



Wilton Manors - The AVE  
1: NW 9 Avenue & W Oakland Park Blvd

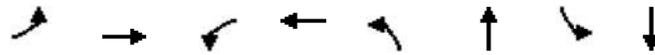
2028 Build Conditions + Optimizations  
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑	↗	↖	↑↑↑		↖	↑↑↑	
Traffic Volume (veh/h)	247	1655	308	82	1320	218	333	551	159	171	646	186
Future Volume (veh/h)	247	1655	308	82	1320	218	333	551	159	171	646	186
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1841	1856	1811	1826	1856	1856	1856	1856	1856	1796	1811	1767
Adj Flow Rate, veh/h	252	1689	314	84	1347	222	266	666	162	174	659	190
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	4	3	6	5	3	3	3	3	3	7	6	9
Cap, veh/h	270	2033	374	133	2081	634	275	674	161	301	715	202
Arrive On Green	0.10	0.47	0.47	0.01	0.14	0.14	0.16	0.16	0.16	0.18	0.18	0.18
Sat Flow, veh/h	1753	4284	789	1739	5066	1544	1767	4332	1036	1711	4065	1150
Grp Volume(v), veh/h	252	1328	675	84	1347	222	266	569	259	174	586	263
Grp Sat Flow(s),veh/h/ln	1753	1689	1696	1739	1689	1544	1767	1856	1657	1711	1811	1592
Q Serve(g_s), s	16.2	61.3	62.5	5.0	45.4	23.5	26.9	27.5	28.0	16.8	28.6	29.4
Cycle Q Clear(g_c), s	16.2	61.3	62.5	5.0	45.4	23.5	26.9	27.5	28.0	16.8	28.6	29.4
Prop In Lane	1.00		0.47	1.00		1.00	1.00		0.63	1.00		0.72
Lane Grp Cap(c), veh/h	270	1603	805	133	2081	634	275	577	258	301	637	280
V/C Ratio(X)	0.93	0.83	0.84	0.63	0.65	0.35	0.97	0.99	1.01	0.58	0.92	0.94
Avail Cap(c_a), veh/h	393	1603	805	144	2081	634	275	577	258	304	644	283
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.55	0.55	0.55	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	40.9	41.3	41.4	65.4	56.0	75.5	75.8	76.0	68.0	72.9	73.2
Incr Delay (d2), s/veh	19.2	5.1	10.2	2.9	0.9	0.8	42.4	31.7	54.6	1.7	17.9	36.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	26.5	28.2	2.3	20.9	10.0	15.5	15.7	15.8	7.5	14.8	14.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.2	46.0	51.5	44.3	66.3	56.8	117.9	107.4	130.6	69.8	90.9	110.0
LnGrp LOS	E	D	D	D	E	E	F	F	F	E	F	F
Approach Vol, veh/h		2255			1653			1094			1023	
Approach Delay, s/veh		49.5			63.9			115.5			92.2	
Approach LOS		D			E			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.4	81.0		38.7	13.9	92.4		35.0				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	31.0	61.0		32.0	8.0	84.0		28.0				
Max Q Clear Time (g_c+I1), s	18.2	47.4		31.4	7.0	64.5		30.0				
Green Ext Time (p_c), s	0.2	8.2		0.3	0.0	13.9		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh											72.7	
HCM 7th LOS											E	

**Notes**  
 User approved pedestrian interval to be less than phase max green.  
 User approved volume balancing among the lanes for turning movement.

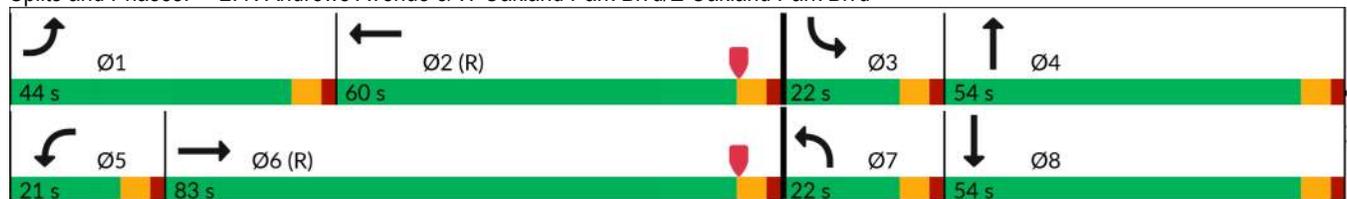


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↵	↕↕↕	↵	↕↕↕	↵↵	↕↕	↵	↕↕
Traffic Volume (vph)	188	1422	152	1166	294	598	68	760
Future Volume (vph)	188	1422	152	1166	294	598	68	760
Lane Group Flow (vph)	198	1816	160	1310	309	811	72	958
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases								
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	6.0	5.0	6.0
Minimum Split (s)	11.0	41.0	11.0	41.0	11.0	36.0	11.0	36.0
Total Split (s)	44.0	83.0	21.0	60.0	22.0	54.0	22.0	54.0
Total Split (%)	24.4%	46.1%	11.7%	33.3%	12.2%	30.0%	12.2%	30.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes							
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
v/c Ratio	0.84	0.89	1.11	0.72	0.95	0.80	0.70	1.04
Control Delay (s/veh)	78.7	45.3	174.0	54.9	111.0	67.0	114.6	102.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	78.7	45.3	174.0	54.9	111.0	67.0	114.6	102.1
Queue Length 50th (ft)	212	797	~217	248	~204	424	85	~639
Queue Length 95th (ft)	m230	m826	m#382	558	#301	#579	144	#781
Internal Link Dist (ft)		2613		2569		1068		1701
Turn Bay Length (ft)	500		315		395		375	
Base Capacity (vph)	369	2091	144	1830	325	1017	140	920
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.87	1.11	0.72	0.95	0.80	0.51	1.04

Intersection Summary

- Cycle Length: 180
- Actuated Cycle Length: 180
- Offset: 110 (61%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
- Natural Cycle: 130
- Control Type: Actuated-Coordinated
- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N Andrews Avenue & W Oakland Park Blvd/E Oakland Park Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕↕		↖↖	↕↕		↖	↕↕	
Traffic Volume (veh/h)	188	1422	303	152	1166	79	294	598	173	68	760	150
Future Volume (veh/h)	188	1422	303	152	1166	79	294	598	173	68	760	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.98
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	1841	1856	1841	1856	1841	1856	1856	1826	1693	1856	1856
Adj Flow Rate, veh/h	198	1497	319	160	1227	83	309	629	182	72	800	158
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	4	3	4	3	4	3	3	5	14	3	3
Cap, veh/h	217	1770	375	146	1878	127	305	807	233	87	780	154
Arrive On Green	0.08	0.29	0.29	0.11	0.52	0.52	0.18	0.60	0.60	0.05	0.27	0.27
Sat Flow, veh/h	1767	4137	878	1753	4839	327	3428	2676	773	1612	2924	577
Grp Volume(v), veh/h	198	1211	605	160	856	454	309	414	397	72	482	476
Grp Sat Flow(s),veh/h/ln	1767	1675	1665	1753	1689	1790	1714	1763	1686	1612	1763	1738
Q Serve(g_s), s	20.0	61.2	61.7	15.0	33.3	33.3	16.0	31.6	31.8	8.0	48.0	48.0
Cycle Q Clear(g_c), s	20.0	61.2	61.7	15.0	33.3	33.3	16.0	31.6	31.8	8.0	48.0	48.0
Prop In Lane	1.00		0.53	1.00		0.18	1.00		0.46	1.00		0.33
Lane Grp Cap(c), veh/h	217	1433	712	146	1311	695	305	532	509	87	470	464
V/C Ratio(X)	0.91	0.84	0.85	1.10	0.65	0.65	1.01	0.78	0.78	0.83	1.03	1.03
Avail Cap(c_a), veh/h	373	1433	712	146	1311	695	305	532	509	143	470	464
HCM Platoon Ratio	0.67	0.67	0.67	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.40	0.40	0.40	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.6	58.6	58.8	80.0	34.7	34.7	74.0	31.2	31.2	84.3	66.0	66.0
Incr Delay (d2), s/veh	4.2	2.6	5.3	96.8	2.2	4.1	55.2	6.8	7.2	7.7	48.3	48.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	27.3	27.9	10.6	13.4	14.5	8.8	11.6	11.2	3.5	27.8	27.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	85.8	61.2	64.1	176.8	36.9	38.8	129.2	38.0	38.4	92.0	114.3	114.6
LnGrp LOS	F	E	E	F	D	D	F	D	D	F	F	F
Approach Vol, veh/h		2014			1470			1120			1030	
Approach Delay, s/veh		64.5			52.7			63.3			112.9	
Approach LOS		E			D			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.1	75.9	15.7	60.3	21.0	83.0	22.0	54.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	38.0	54.0	16.0	48.0	15.0	77.0	16.0	48.0				
Max Q Clear Time (g_c+I1), s	22.0	35.3	10.0	33.8	17.0	63.7	18.0	50.0				
Green Ext Time (p_c), s	0.1	8.6	0.0	3.2	0.0	9.5	0.0	0.0				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			70.0									
HCM 7th LOS			E									

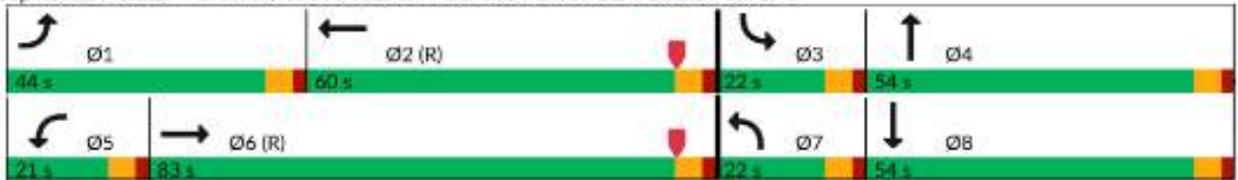
**Wilton Manors – The AVE**  
**Signal Timing Optimization Modifications + Mitigations**  
**September 2025**  
**330165701**

**N Andrews Avenue & W/E Oakland Park Blvd**

**Morning Peak Hour**

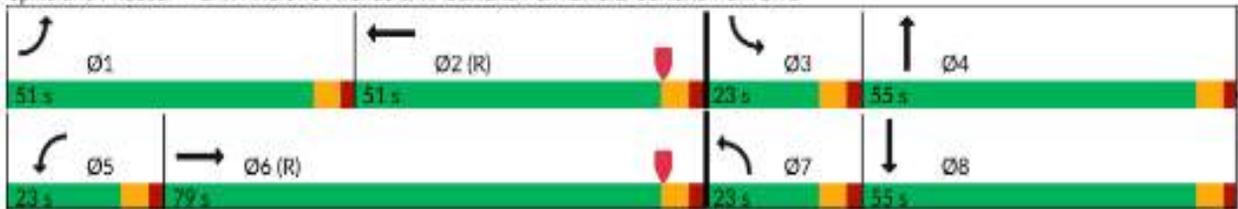
**Existing Timing**

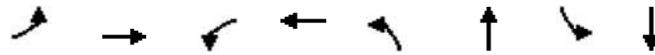
Splits and Phases: 2: N Andrews Avenue & W Oakland Park Blvd/E Oakland Park Blvd



**Optimized Timing**

Splits and Phases: 2: N Andrews Avenue & W Oakland Park Blvd/E Oakland Park Blvd



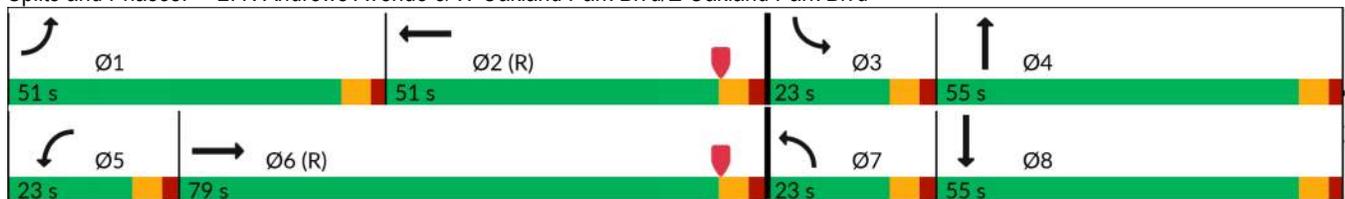


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	188	1422	152	1166	294	598	68	760
Future Volume (vph)	188	1422	152	1166	294	598	68	760
Lane Group Flow (vph)	198	1816	160	1310	309	811	72	958
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases								
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	6.0	5.0	6.0
Minimum Split (s)	11.0	41.0	11.0	41.0	11.0	36.0	11.0	36.0
Total Split (s)	51.0	79.0	23.0	51.0	23.0	55.0	23.0	55.0
Total Split (%)	28.3%	43.9%	12.8%	28.3%	12.8%	30.6%	12.8%	30.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes							
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
v/c Ratio	0.84	0.92	0.98	0.72	0.96	0.79	0.69	1.03
Control Delay (s/veh)	76.7	49.2	140.0	62.2	114.8	67.1	112.5	98.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.7	49.2	140.0	62.2	114.8	67.1	112.5	98.2
Queue Length 50th (ft)	211	817	198	297	198	424	85	~626
Queue Length 95th (ft)	m226	m839	m#360	596	#289	566	143	#768
Internal Link Dist (ft)		2613		2569		1068		1701
Turn Bay Length (ft)	500		315		395		375	
Base Capacity (vph)	438	1984	163	1816	321	1021	149	933
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.92	0.98	0.72	0.96	0.79	0.48	1.03

Intersection Summary

Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 110 (61%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
 Natural Cycle: 130  
 Control Type: Actuated-Coordinated  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N Andrews Avenue & W Oakland Park Blvd/E Oakland Park Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖↖	↑↑		↖	↑↑	
Traffic Volume (veh/h)	188	1422	303	152	1166	79	294	598	173	68	760	150
Future Volume (veh/h)	188	1422	303	152	1166	79	294	598	173	68	760	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.98
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	1841	1856	1841	1856	1841	1856	1856	1826	1693	1856	1856
Adj Flow Rate, veh/h	198	1497	319	160	1227	83	309	629	182	72	800	158
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	4	3	4	3	4	3	3	5	14	3	3
Cap, veh/h	218	1678	356	166	1824	123	324	837	242	87	796	157
Arrive On Green	0.08	0.27	0.27	0.13	0.50	0.50	0.19	0.63	0.63	0.05	0.27	0.27
Sat Flow, veh/h	1767	4137	877	1753	4839	327	3428	2676	773	1612	2924	577
Grp Volume(v), veh/h	198	1211	605	160	856	454	309	414	397	72	482	476
Grp Sat Flow(s),veh/h/ln	1767	1675	1664	1753	1689	1790	1714	1763	1687	1612	1763	1739
Q Serve(g_s), s	20.0	62.5	63.0	16.3	34.3	34.4	16.1	29.9	30.0	8.0	49.0	49.0
Cycle Q Clear(g_c), s	20.0	62.5	63.0	16.3	34.3	34.4	16.1	29.9	30.0	8.0	49.0	49.0
Prop In Lane	1.00		0.53	1.00		0.18	1.00		0.46	1.00		0.33
Lane Grp Cap(c), veh/h	218	1359	675	166	1273	675	324	551	527	87	480	473
V/C Ratio(X)	0.91	0.89	0.90	0.97	0.67	0.67	0.95	0.75	0.75	0.83	1.01	1.01
Avail Cap(c_a), veh/h	442	1359	675	166	1273	675	324	551	527	152	480	473
HCM Platoon Ratio	0.67	0.67	0.67	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.39	0.39	0.39	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.6	61.7	61.9	78.4	36.5	36.5	72.6	28.8	28.8	84.3	65.5	65.5
Incr Delay (d2), s/veh	2.5	3.9	7.7	54.3	2.4	4.5	37.6	5.3	5.6	7.3	42.3	42.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	28.2	28.9	9.7	13.9	15.1	8.2	10.6	10.2	3.5	27.6	27.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	84.1	65.7	69.6	132.7	39.0	41.1	110.2	34.0	34.4	91.6	107.8	108.1
LnGrp LOS	F	E	E	F	D	D	F	C	C	F	F	F
Approach Vol, veh/h	2014			1470			1120			1030		
Approach Delay, s/veh	68.7			49.8			55.2			106.8		
Approach LOS	E			D			E			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.2	73.8	15.7	62.3	23.0	79.0	23.0	55.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	45.0	45.0	17.0	49.0	17.0	73.0	17.0	49.0				
Max Q Clear Time (g_c+I1), s	22.0	36.4	10.0	32.0	18.3	65.0	18.1	51.0				
Green Ext Time (p_c), s	0.2	5.2	0.0	3.4	0.0	6.3	0.0	0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	68.0
HCM 7th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

Wilton Manors - The AVE

2028 Build Conditions + NBT

2: N Andrews Avenue & W Oakland Park Blvd/E Oakland Park Blvd

AM Peak Hour

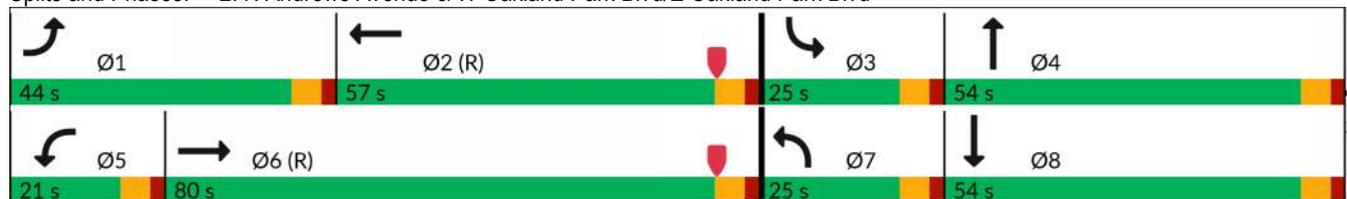


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	188	1422	152	1166	294	598	68	760
Future Volume (vph)	188	1422	152	1166	294	598	68	760
Lane Group Flow (vph)	198	1816	160	1310	309	811	72	958
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases								
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	6.0	5.0	6.0
Minimum Split (s)	11.0	41.0	11.0	41.0	11.0	36.0	11.0	36.0
Total Split (s)	44.0	80.0	21.0	57.0	25.0	54.0	25.0	54.0
Total Split (%)	24.4%	44.4%	11.7%	31.7%	13.9%	30.0%	13.9%	30.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes							
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
v/c Ratio	0.84	0.92	1.11	0.74	0.90	0.53	0.68	1.01
Control Delay (s/veh)	75.6	49.3	174.3	57.1	100.1	55.0	111.4	94.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	75.6	49.3	174.3	57.1	100.1	55.0	111.4	94.7
Queue Length 50th (ft)	212	811	~217	248	197	258	85	~639
Queue Length 95th (ft)	m230	m836	m#382	558	#262	382	142	#781
Internal Link Dist (ft)		2613		2569		189		1701
Turn Bay Length (ft)	500		315		395		375	
Base Capacity (vph)	369	2010	144	1765	358	1524	167	945
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.90	1.11	0.74	0.86	0.53	0.43	1.01

Intersection Summary

- Cycle Length: 180
- Actuated Cycle Length: 180
- Offset: 110 (61%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
- Natural Cycle: 130
- Control Type: Actuated-Coordinated
- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N Andrews Avenue & W Oakland Park Blvd/E Oakland Park Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↗↗		↗	↗↗↗		↗↗	↗↗↗		↗	↗↗	
Traffic Volume (veh/h)	188	1422	303	152	1166	79	294	598	173	68	760	150
Future Volume (veh/h)	188	1422	303	152	1166	79	294	598	173	68	760	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.98
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	1841	1856	1841	1856	1841	1856	1856	1826	1693	1856	1856
Adj Flow Rate, veh/h	198	1497	319	160	1227	83	309	629	182	72	800	158
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	4	3	4	3	4	3	3	5	14	3	3
Cap, veh/h	217	1726	366	146	1827	124	341	1215	344	87	780	154
Arrive On Green	0.08	0.28	0.28	0.11	0.50	0.50	0.20	0.62	0.62	0.05	0.27	0.27
Sat Flow, veh/h	1767	4137	878	1753	4839	327	3428	3891	1101	1612	2924	577
Grp Volume(v), veh/h	198	1211	605	160	856	454	309	544	267	72	482	476
Grp Sat Flow(s),veh/h/ln	1767	1675	1665	1753	1689	1790	1714	1689	1615	1612	1763	1738
Q Serve(g_s), s	20.0	61.9	62.3	15.0	34.3	34.3	15.9	16.1	16.7	8.0	48.0	48.0
Cycle Q Clear(g_c), s	20.0	61.9	62.3	15.0	34.3	34.3	15.9	16.1	16.7	8.0	48.0	48.0
Prop In Lane	1.00		0.53	1.00		0.18	1.00		0.68	1.00		0.33
Lane Grp Cap(c), veh/h	217	1398	694	146	1275	675	341	1054	504	87	470	464
V/C Ratio(X)	0.91	0.87	0.87	1.10	0.67	0.67	0.91	0.52	0.53	0.83	1.03	1.03
Avail Cap(c_a), veh/h	373	1398	694	146	1275	675	362	1054	504	170	470	464
HCM Platoon Ratio	0.67	0.67	0.67	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.40	0.40	0.40	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.6	60.1	60.2	80.0	36.4	36.4	71.3	26.3	26.4	84.3	66.0	66.0
Incr Delay (d2), s/veh	4.2	3.2	6.3	96.8	2.4	4.6	23.8	0.3	0.7	7.3	48.3	48.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	27.8	28.4	10.6	13.8	15.1	7.5	5.1	5.1	3.5	27.8	27.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	85.8	63.3	66.6	176.8	38.9	41.0	95.0	26.5	27.1	91.6	114.3	114.6
LnGrp LOS	F	E	E	F	D	D	F	C	C	F	F	F
Approach Vol, veh/h		2014			1470			1120			1030	
Approach Delay, s/veh		66.5			54.5			45.6			112.9	
Approach LOS		E			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.1	73.9	15.7	62.2	21.0	81.1	23.9	54.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	38.0	51.0	19.0	48.0	15.0	74.0	19.0	48.0				
Max Q Clear Time (g_c+I1), s	22.0	36.3	10.0	18.7	17.0	64.3	17.9	50.0				
Green Ext Time (p_c), s	0.1	7.5	0.0	4.1	0.0	7.4	0.1	0.0				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			67.7									
HCM 7th LOS			E									

Wilton Manors - The AVE

2028 Build Conditions + NBR

2: N Andrews Avenue & W Oakland Park Blvd/E Oakland Park Blvd

AM Peak Hour

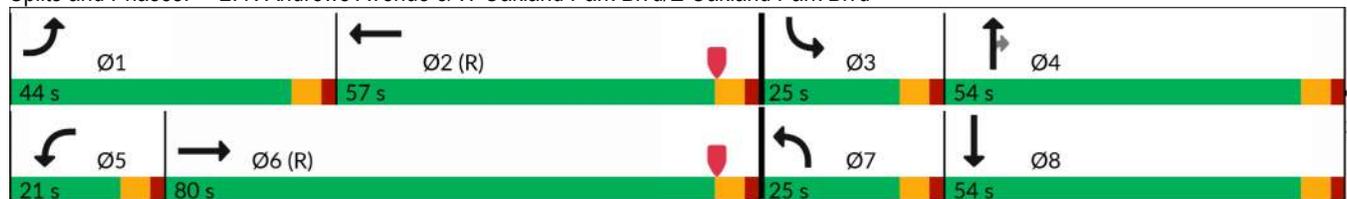


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↵	↕↕↕	↵	↕↕↕	↵↵	↕↕	↕	↵	↕↕
Traffic Volume (vph)	188	1422	152	1166	294	598	173	68	760
Future Volume (vph)	188	1422	152	1166	294	598	173	68	760
Lane Group Flow (vph)	198	1816	160	1310	309	629	182	72	958
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	1	6	5	2	7	4		3	8
Permitted Phases							4		
Detector Phase	1	6	5	2	7	4	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	11.0	41.0	11.0	41.0	11.0	36.0	36.0	11.0	36.0
Total Split (s)	44.0	80.0	21.0	57.0	25.0	54.0	54.0	25.0	54.0
Total Split (%)	24.4%	44.4%	11.7%	31.7%	13.9%	30.0%	30.0%	13.9%	30.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes								
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None
v/c Ratio	0.84	0.92	1.11	0.74	0.90	0.58	0.31	0.68	1.01
Control Delay (s/veh)	75.6	49.3	174.3	57.1	100.1	59.8	19.6	111.4	94.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	75.6	49.3	174.3	57.1	100.1	59.8	19.6	111.4	94.7
Queue Length 50th (ft)	212	811	~217	248	197	303	26	85	~639
Queue Length 95th (ft)	m230	m836	m#382	558	#262	454	152	142	#781
Internal Link Dist (ft)		2613		2569		189			1701
Turn Bay Length (ft)	500		315		395			375	
Base Capacity (vph)	369	2010	144	1765	358	1088	580	167	945
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.90	1.11	0.74	0.86	0.58	0.31	0.43	1.01

Intersection Summary

Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 110 (61%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
 Natural Cycle: 130  
 Control Type: Actuated-Coordinated  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N Andrews Avenue & W Oakland Park Blvd/E Oakland Park Blvd



Wilton Manors - The AVE

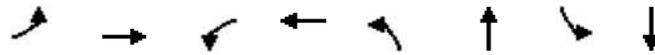
2028 Build Conditions + NBR

2: N Andrews Avenue & W Oakland Park Blvd/E Oakland Park Blvd

AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖↖	↑↑	↖	↖	↑↑	
Traffic Volume (veh/h)	188	1422	303	152	1166	79	294	598	173	68	760	150
Future Volume (veh/h)	188	1422	303	152	1166	79	294	598	173	68	760	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.98
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	1841	1856	1841	1856	1841	1856	1856	1826	1693	1856	1856
Adj Flow Rate, veh/h	198	1497	319	160	1227	83	309	629	182	72	800	158
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	4	3	4	3	4	3	3	5	14	3	3
Cap, veh/h	217	1726	366	146	1827	124	341	1101	468	87	780	154
Arrive On Green	0.08	0.28	0.28	0.11	0.50	0.50	0.20	0.62	0.62	0.05	0.27	0.27
Sat Flow, veh/h	1767	4137	878	1753	4839	327	3428	3526	1499	1612	2924	577
Grp Volume(v), veh/h	198	1211	605	160	856	454	309	629	182	72	482	476
Grp Sat Flow(s),veh/h/ln	1767	1675	1665	1753	1689	1790	1714	1763	1499	1612	1763	1738
Q Serve(g_s), s	20.0	61.9	62.3	15.0	34.3	34.3	15.9	18.8	10.8	8.0	48.0	48.0
Cycle Q Clear(g_c), s	20.0	61.9	62.3	15.0	34.3	34.3	15.9	18.8	10.8	8.0	48.0	48.0
Prop In Lane	1.00		0.53	1.00		0.18	1.00		1.00	1.00		0.33
Lane Grp Cap(c), veh/h	217	1398	694	146	1275	675	341	1101	468	87	470	464
V/C Ratio(X)	0.91	0.87	0.87	1.10	0.67	0.67	0.91	0.57	0.39	0.83	1.03	1.03
Avail Cap(c_a), veh/h	373	1398	694	146	1275	675	362	1101	468	170	470	464
HCM Platoon Ratio	0.67	0.67	0.67	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.40	0.40	0.40	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.6	60.1	60.2	80.0	36.4	36.4	71.3	26.8	25.3	84.3	66.0	66.0
Incr Delay (d2), s/veh	4.2	3.2	6.3	96.8	2.4	4.6	23.8	0.5	0.3	7.3	48.3	48.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	27.8	28.4	10.6	13.8	15.1	7.5	6.2	3.4	3.5	27.8	27.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	85.8	63.3	66.6	176.8	38.9	41.0	95.0	27.3	25.6	91.6	114.3	114.6
LnGrp LOS	F	E	E	F	D	D	F	C	C	F	F	F
Approach Vol, veh/h		2014			1470			1120			1030	
Approach Delay, s/veh		66.5			54.5			45.7			112.9	
Approach LOS		E			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.1	73.9	15.7	62.2	21.0	81.1	23.9	54.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	38.0	51.0	19.0	48.0	15.0	74.0	19.0	48.0				
Max Q Clear Time (g_c+I1), s	22.0	36.3	10.0	20.8	17.0	64.3	17.9	50.0				
Green Ext Time (p_c), s	0.1	7.5	0.0	3.6	0.0	7.4	0.1	0.0				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			67.7									
HCM 7th LOS			E									

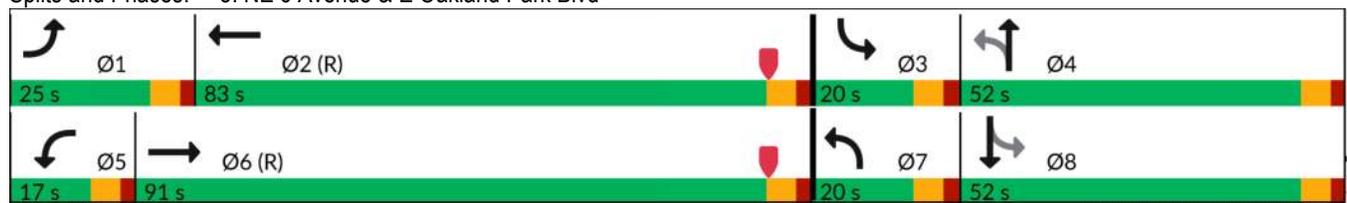


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↷	↶	↷	↶	↷	↶	↷
Traffic Volume (vph)	50	1339	63	1132	167	97	95	187
Future Volume (vph)	50	1339	63	1132	167	97	95	187
Lane Group Flow (vph)	55	1626	69	1288	184	164	104	265
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	30.0	10.0	30.0	10.0	40.0	10.0	40.0
Total Split (s)	25.0	91.0	17.0	83.0	20.0	52.0	20.0	52.0
Total Split (%)	13.9%	50.6%	9.4%	46.1%	11.1%	28.9%	11.1%	28.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes							
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
v/c Ratio	0.61	0.63	0.64	0.47	0.74	0.44	0.34	0.86
Control Delay (s/veh)	92.8	42.9	107.5	27.5	65.7	59.1	47.3	94.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	92.8	42.9	107.5	27.5	65.7	59.1	47.3	94.6
Queue Length 50th (ft)	68	472	81	352	165	153	89	300
Queue Length 95th (ft)	m79	316	138	439	#243	232	137	391
Internal Link Dist (ft)		2569		1352		2558		1750
Turn Bay Length (ft)	410		410		135		255	
Base Capacity (vph)	173	2602	119	2741	248	453	336	450
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.62	0.58	0.47	0.74	0.36	0.31	0.59

**Intersection Summary**

Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 140 (78%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

**Splits and Phases: 3: NE 6 Avenue & E Oakland Park Blvd**



Wilton Manors - The AVE  
3: NE 6 Avenue & E Oakland Park Blvd

2028 Build Conditions  
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	50	1339	141	63	1132	40	167	97	52	95	187	55
Future Volume (veh/h)	50	1339	141	63	1132	40	167	97	52	95	187	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1841	1841	1796	1856	1826	1856	1856	1841	1841	1841	1767
Adj Flow Rate, veh/h	55	1471	155	69	1244	44	184	107	57	104	205	60
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	10	4	4	7	3	5	3	3	4	4	4	9
Cap, veh/h	68	2639	278	85	2920	103	198	209	111	264	227	66
Arrive On Green	0.08	1.00	1.00	0.05	0.58	0.58	0.08	0.18	0.18	0.06	0.17	0.17
Sat Flow, veh/h	1668	4602	485	1711	5018	177	1767	1136	605	1753	1366	400
Grp Volume(v), veh/h	55	1071	555	69	837	451	184	0	164	104	0	265
Grp Sat Flow(s),veh/h/ln	1668	1675	1737	1711	1689	1818	1767	0	1742	1753	0	1765
Q Serve(g_s), s	5.8	0.0	0.0	7.2	24.8	24.8	14.0	0.0	15.3	8.8	0.0	26.5
Cycle Q Clear(g_c), s	5.8	0.0	0.0	7.2	24.8	24.8	14.0	0.0	15.3	8.8	0.0	26.5
Prop In Lane	1.00		0.28	1.00		0.10	1.00		0.35	1.00		0.23
Lane Grp Cap(c), veh/h	68	1921	996	85	1966	1058	198	0	321	264	0	293
V/C Ratio(X)	0.81	0.56	0.56	0.82	0.43	0.43	0.93	0.00	0.51	0.39	0.00	0.90
Avail Cap(c_a), veh/h	176	1921	996	105	1966	1058	198	0	445	295	0	451
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.35	0.35	0.35	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	82.0	0.0	0.0	84.7	20.9	20.9	62.3	0.0	66.1	57.8	0.0	73.7
Incr Delay (d2), s/veh	3.0	0.4	0.8	26.6	0.7	1.3	43.6	0.0	0.5	0.4	0.0	11.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.1	0.2	3.8	10.1	11.0	4.2	0.0	6.9	4.0	0.0	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	84.9	0.4	0.8	111.4	21.6	22.2	105.9	0.0	66.6	58.1	0.0	84.8
LnGrp LOS	F	A	A	F	C	C	F		E	E		F
Approach Vol, veh/h		1681			1357			348				369
Approach Delay, s/veh		3.3			26.3			87.4				77.3
Approach LOS		A			C			F				E
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.4	110.8	16.8	39.1	14.9	109.2	20.0	35.9				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	77.0	14.0	46.0	11.0	85.0	14.0	46.0				
Max Q Clear Time (g_c+I1), s	7.8	26.8	10.8	17.3	9.2	2.0	16.0	28.5				
Green Ext Time (p_c), s	0.0	11.6	0.0	0.6	0.0	18.9	0.0	0.9				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			26.7									
HCM 7th LOS			C									

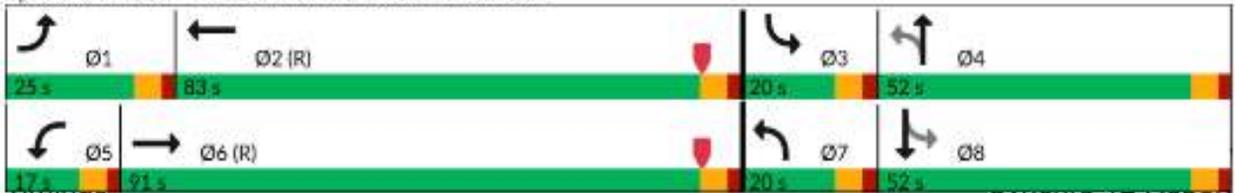
**Wilton Manors – The AVE**  
**Signal Timing Optimization Modifications + Mitigations**  
**September 2025**  
**330165701**

**NE 6 Avenue & E Oakland Park Blvd**

**Morning Peak Hour**

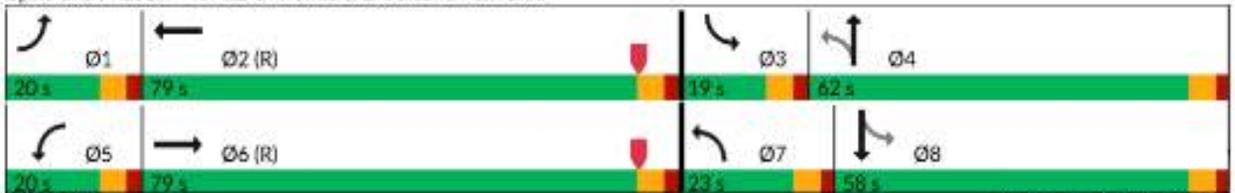
**Existing Timing**

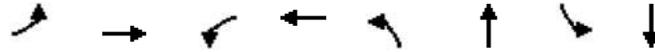
Splits and Phases: 3: NE 6 Avenue & E Oakland Park Blvd



**Optimized Timing**

Splits and Phases: 3: NE 6 Avenue & E Oakland Park Blvd



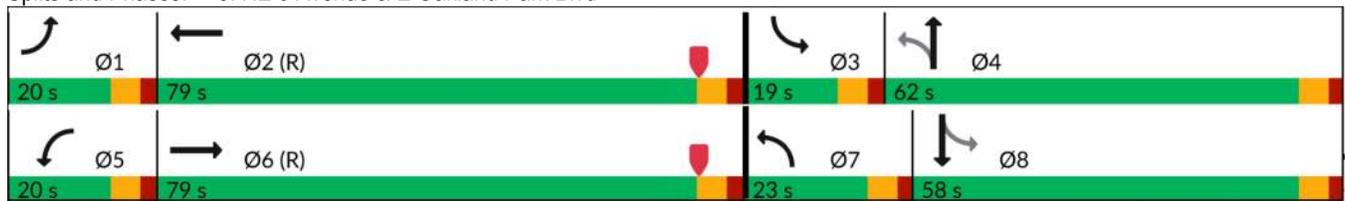


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↶↶↶	↶	↶↶↶	↶	↶	↶	↶
Traffic Volume (vph)	50	1339	63	1132	167	97	95	187
Future Volume (vph)	50	1339	63	1132	167	97	95	187
Lane Group Flow (vph)	55	1626	69	1288	184	164	104	265
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	30.0	10.0	30.0	10.0	40.0	10.0	40.0
Total Split (s)	20.0	79.0	20.0	79.0	23.0	62.0	19.0	58.0
Total Split (%)	11.1%	43.9%	11.1%	43.9%	12.8%	34.4%	10.6%	32.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes							
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
v/c Ratio	0.61	0.63	0.66	0.47	0.73	0.42	0.33	0.85
Control Delay (s/veh)	93.8	37.9	109.4	27.8	64.2	57.3	47.1	93.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	93.8	37.9	109.4	27.8	64.2	57.3	47.1	93.7
Queue Length 50th (ft)	67	401	81	353	165	151	89	300
Queue Length 95th (ft)	m75	315	138	446	#234	223	135	390
Internal Link Dist (ft)		2569		1352		2558		1750
Turn Bay Length (ft)	410		410		135		255	
Base Capacity (vph)	128	2580	135	2733	256	550	331	508
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.63	0.51	0.47	0.72	0.30	0.31	0.52

Intersection Summary

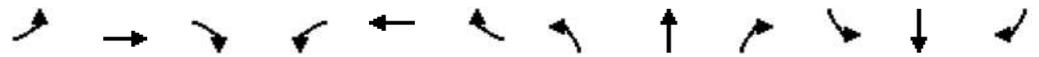
Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 140 (78%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: NE 6 Avenue & E Oakland Park Blvd



Wilton Manors - The AVE  
3: NE 6 Avenue & E Oakland Park Blvd

2028 Build Conditions + Optimizations  
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↗↗		↗	↗↗↗		↗	↗		↗	↗	
Traffic Volume (veh/h)	50	1339	141	63	1132	40	167	97	52	95	187	55
Future Volume (veh/h)	50	1339	141	63	1132	40	167	97	52	95	187	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1752	1841	1841	1796	1856	1826	1856	1856	1841	1841	1841	1767
Adj Flow Rate, veh/h	55	1471	155	69	1244	44	184	107	57	104	205	60
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	10	4	4	7	3	5	3	3	4	4	4	9
Cap, veh/h	68	2560	270	85	2835	100	228	229	122	286	227	67
Arrive On Green	0.08	1.00	1.00	0.05	0.57	0.57	0.09	0.20	0.20	0.06	0.17	0.17
Sat Flow, veh/h	1668	4602	485	1711	5018	177	1767	1137	606	1753	1366	400
Grp Volume(v), veh/h	55	1071	555	69	837	451	184	0	164	104	0	265
Grp Sat Flow(s),veh/h/ln	1668	1675	1737	1711	1689	1818	1767	0	1742	1753	0	1765
Q Serve(g_s), s	5.8	0.0	0.0	7.2	25.8	25.8	15.2	0.0	14.9	8.8	0.0	26.5
Cycle Q Clear(g_c), s	5.8	0.0	0.0	7.2	25.8	25.8	15.2	0.0	14.9	8.8	0.0	26.5
Prop In Lane	1.00		0.28	1.00		0.10	1.00		0.35	1.00		0.23
Lane Grp Cap(c), veh/h	68	1864	966	85	1908	1027	228	0	350	286	0	294
V/C Ratio(X)	0.81	0.57	0.57	0.81	0.44	0.44	0.81	0.00	0.47	0.36	0.00	0.90
Avail Cap(c_a), veh/h	130	1864	966	133	1908	1027	228	0	542	308	0	510
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.30	0.30	0.30	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	82.0	0.0	0.0	84.7	22.6	22.6	55.9	0.0	63.4	57.5	0.0	73.6
Incr Delay (d2), s/veh	2.6	0.4	0.8	9.6	0.7	1.4	17.7	0.0	0.4	0.3	0.0	5.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.1	0.2	3.4	10.6	11.6	8.0	0.0	6.7	4.0	0.0	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	84.6	0.4	0.8	94.3	23.4	24.0	73.6	0.0	63.8	57.8	0.0	79.4
LnGrp LOS	F	A	A	F	C	C	E		E	E		E
Approach Vol, veh/h		1681			1357			348				369
Approach Delay, s/veh		3.3			27.2			68.9				73.3
Approach LOS		A			C			E				E
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.3	107.7	16.7	42.2	14.9	106.1	23.0	36.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	73.0	13.0	56.0	14.0	73.0	17.0	52.0				
Max Q Clear Time (g_c+I1), s	7.8	27.8	10.8	16.9	9.2	2.0	17.2	28.5				
Green Ext Time (p_c), s	0.0	11.4	0.0	0.7	0.0	18.5	0.0	1.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			24.9									
HCM 7th LOS			C									

Wilton Manors - The AVE  
4: NW 9 Avenue & NW 29 Street

2028 Build Conditions  
AM Peak Hour

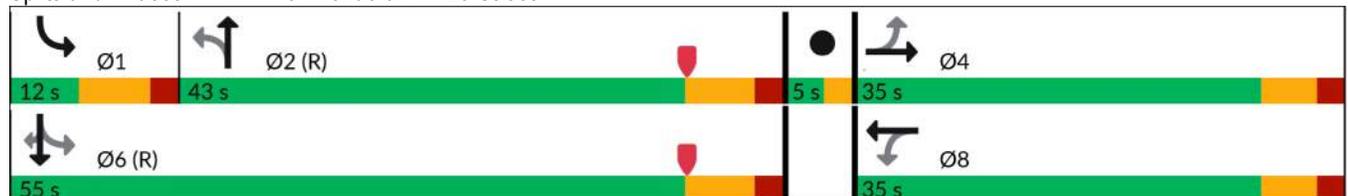


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR	Ø3
Lane Configurations										
Traffic Volume (vph)	31	4	67	4	5	881	102	961	14	
Future Volume (vph)	31	4	67	4	5	881	102	961	14	
Lane Group Flow (vph)	32	12	68	118	5	1000	104	981	14	
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA	Perm	
Protected Phases		4		8		2	1	6		3
Permitted Phases	4		8		2		6		6	
Detector Phase	4	4	8	8	2	2	1	6	6	
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	4.0	10.0	10.0	1.0
Minimum Split (s)	46.0	46.0	46.0	46.0	28.0	28.0	11.0	28.0	28.0	5.0
Total Split (s)	35.0	35.0	35.0	35.0	43.0	43.0	12.0	55.0	55.0	5.0
Total Split (%)	36.8%	36.8%	36.8%	36.8%	45.3%	45.3%	12.6%	57.9%	57.9%	5%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag					Lag	Lag	Lead			
Lead-Lag Optimize?					Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min	None
v/c Ratio	0.26	0.07	0.50	0.46	0.02	0.45	0.26	0.38	0.01	
Control Delay (s/veh)	43.4	25.1	52.4	14.2	8.4	9.8	4.9	4.5	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	43.4	25.1	52.4	14.2	8.4	9.8	4.9	4.5	0.0	
Queue Length 50th (ft)	18	2	40	2	1	144	12	81	0	
Queue Length 95th (ft)	45	18	80	51	6	230	30	134	0	
Internal Link Dist (ft)		504		2604		1400		1196		
Turn Bay Length (ft)	80		120		70		330			
Base Capacity (vph)	383	507	421	560	303	2244	401	2579	1179	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.02	0.16	0.21	0.02	0.45	0.26	0.38	0.01	

Intersection Summary

Cycle Length: 95  
 Actuated Cycle Length: 95  
 Offset: 5 (5%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated

Splits and Phases: 4: NW 9 Avenue & NW 29 Street



Wilton Manors - The AVE  
4: NW 9 Avenue & NW 29 Street

2028 Build Conditions  
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	↖
Traffic Volume (vph)	31	4	8	67	4	112	5	881	99	102	961	14
Future Volume (vph)	31	4	8	67	4	112	5	881	99	102	961	14
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		7.0	7.0		7.0	7.0	7.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.90		1.00	0.86		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	1645		1750	1577		1502	3413		1752	3374	1526
Flt Permitted	0.68	1.00		0.75	1.00		0.29	1.00		0.23	1.00	1.00
Satd. Flow (perm)	1256	1645		1381	1577		462	3413		419	3374	1526
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	32	4	8	68	4	114	5	899	101	104	981	14
RTOR Reduction (vph)	0	7	0	0	103	0	0	5	0	0	0	3
Lane Group Flow (vph)	32	5	0	68	15	0	5	995	0	104	981	11
Confl. Peds. (#/hr)			2	2			3		2	2		3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	20%	4%	3%	3%	7%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	9.4	9.4		9.4	9.4		60.9	60.9		72.6	72.6	72.6
Effective Green, g (s)	9.4	9.4		9.4	9.4		60.9	60.9		72.6	72.6	72.6
Actuated g/C Ratio	0.10	0.10		0.10	0.10		0.64	0.64		0.76	0.76	0.76
Clearance Time (s)	6.0	6.0		6.0	6.0		7.0	7.0		7.0	7.0	7.0
Vehicle Extension (s)	0.2	0.2		2.0	2.0		3.0	3.0		1.5	3.0	3.0
Lane Grp Cap (vph)	124	162		136	156		296	2187		386	2578	1166
v/s Ratio Prot		0.00			0.01			c0.29		0.01	c0.29	
v/s Ratio Perm	0.03			c0.05			0.01			0.19		0.01
v/c Ratio	0.26	0.03		0.50	0.10		0.02	0.45		0.27	0.38	0.01
Uniform Delay, d1	39.6	38.7		40.6	38.9		6.2	8.6		4.1	3.7	2.7
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.4	0.0		1.1	0.1		0.1	0.7		0.1	0.4	0.0
Delay (s)	40.0	38.7		41.6	39.0		6.3	9.3		4.2	4.2	2.7
Level of Service	D	D		D	D		A	A		A	A	A
Approach Delay (s/veh)		39.6			40.0			9.3			4.1	
Approach LOS		D			D			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			9.9			HCM 2000 Level of Service			A			
HCM 2000 Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			95.0			Sum of lost time (s)			22.0			
Intersection Capacity Utilization			61.9%			ICU Level of Service			B			
Analysis Period (min)			15									

c Critical Lane Group

Wilton Manors - The AVE  
5: NW 29 Street & N Andrews Avenue

2028 Build Conditions  
AM Peak Hour

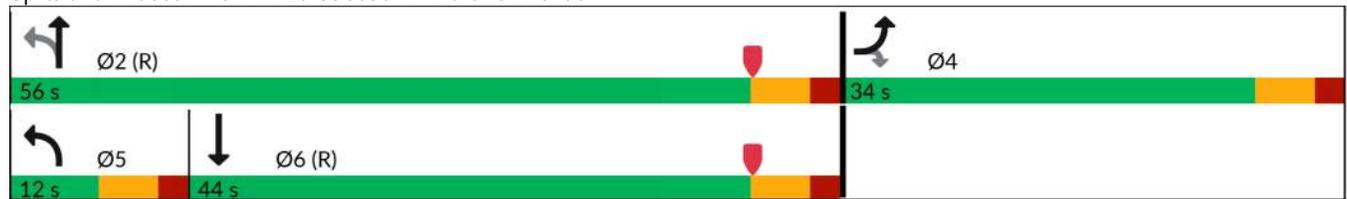


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	110	71	70	903	1187
Future Volume (vph)	110	71	70	903	1187
Lane Group Flow (vph)	116	75	74	951	1369
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	4.0	12.0	12.0
Minimum Split (s)	32.0	32.0	10.0	28.0	28.0
Total Split (s)	34.0	34.0	12.0	56.0	44.0
Total Split (%)	37.8%	37.8%	13.3%	62.2%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Min	C-Min
v/c Ratio	0.57	0.31	0.29	0.36	0.61
Control Delay (s/veh)	48.2	12.0	8.6	8.3	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.2	12.0	8.6	8.3	11.6
Queue Length 50th (ft)	64	0	10	85	545
Queue Length 95th (ft)	111	37	m43	306	m583
Internal Link Dist (ft)	2604			1270	57
Turn Bay Length (ft)	140		200		
Base Capacity (vph)	545	532	274	2632	2246
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.21	0.14	0.27	0.36	0.61

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 57 (63%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: NW 29 Street & N Andrews Avenue



Wilton Manors - The AVE  
5: NW 29 Street & N Andrews Avenue

2028 Build Conditions  
AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	110	71	70	903	1187	114
Future Volume (veh/h)	110	71	70	903	1187	114
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1811	1856	1856	1856
Adj Flow Rate, veh/h	116	75	74	951	1249	120
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	6	3	3	3
Cap, veh/h	156	139	325	2743	2185	209
Arrive On Green	0.09	0.09	0.07	1.00	0.67	0.67
Sat Flow, veh/h	1767	1572	1725	3618	3334	310
Grp Volume(v), veh/h	116	75	74	951	677	692
Grp Sat Flow(s),veh/h/ln	1767	1572	1725	1763	1763	1789
Q Serve(g_s), s	5.8	4.1	1.1	0.0	18.3	18.5
Cycle Q Clear(g_c), s	5.8	4.1	1.1	0.0	18.3	18.5
Prop In Lane	1.00	1.00	1.00			0.17
Lane Grp Cap(c), veh/h	156	139	325	2743	1188	1206
V/C Ratio(X)	0.74	0.54	0.23	0.35	0.57	0.57
Avail Cap(c_a), veh/h	550	489	375	2743	1188	1206
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.86	0.86	1.00	1.00
Uniform Delay (d), s/veh	40.0	39.3	6.0	0.0	7.8	7.8
Incr Delay (d2), s/veh	2.5	1.2	0.1	0.3	2.0	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	3.6	0.3	0.1	6.2	6.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	42.6	40.4	6.1	0.3	9.8	9.8
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	191			1025	1369	
Approach Delay, s/veh	41.7			0.7	9.8	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		76.0		14.0	9.4	66.7
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		50.0		28.0	6.0	38.0
Max Q Clear Time (g_c+I1), s		2.0		7.8	3.1	20.5
Green Ext Time (p_c), s		8.2		0.3	0.0	8.9
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			8.5			
HCM 7th LOS			A			

	↙	↖	↑	↘	↓
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	↙	↖	↑↑	↘	↓↓
Traffic Volume (vph)	117	114	888	128	1130
Future Volume (vph)	117	114	888	128	1130
Lane Group Flow (vph)	126	123	1069	138	1215
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	4		2	1	6
Permitted Phases		4		6	
Detector Phase	4	4	2	1	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	5.0	4.0	12.0
Minimum Split (s)	12.0	12.0	11.0	10.0	18.0
Total Split (s)	25.0	25.0	50.0	15.0	65.0
Total Split (%)	27.8%	27.8%	55.6%	16.7%	72.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Min	None	C-Min
v/c Ratio	0.60	0.43	0.51	0.39	0.46
Control Delay (s/veh)	48.8	11.6	11.5	5.5	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.8	11.6	11.5	5.5	2.2
Queue Length 50th (ft)	69	0	160	19	88
Queue Length 95th (ft)	119	46	257	13	17
Internal Link Dist (ft)	2615		210		1270
Turn Bay Length (ft)		195		125	
Base Capacity (vph)	369	410	2100	399	2616
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.34	0.30	0.51	0.35	0.46

**Intersection Summary**

Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated

Splits and Phases: 6: NE 26 Street & NW 29 Street



Wilton Manors - The AVE  
6: NE 26 Street & NW 29 Street

2028 Build Conditions  
AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	117	114	888	106	128	1130
Future Volume (veh/h)	117	114	888	106	128	1130
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1796	1856	1781	1811	1856
Adj Flow Rate, veh/h	126	123	955	114	138	1215
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	7	3	8	6	3
Cap, veh/h	184	158	2053	245	415	2689
Arrive On Green	0.10	0.10	0.65	0.65	0.09	1.00
Sat Flow, veh/h	1767	1522	3255	377	1725	3618
Grp Volume(v), veh/h	126	123	532	537	138	1215
Grp Sat Flow(s),veh/h/ln	1767	1522	1763	1777	1725	1763
Q Serve(g_s), s	6.2	7.1	13.7	13.7	2.3	0.0
Cycle Q Clear(g_c), s	6.2	7.1	13.7	13.7	2.3	0.0
Prop In Lane	1.00	1.00		0.21	1.00	
Lane Grp Cap(c), veh/h	184	158	1145	1154	415	2689
V/C Ratio(X)	0.69	0.78	0.46	0.47	0.33	0.45
Avail Cap(c_a), veh/h	373	321	1145	1154	507	2689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.77	0.77
Uniform Delay (d), s/veh	38.9	39.3	7.9	7.9	5.4	0.0
Incr Delay (d2), s/veh	1.7	3.1	1.4	1.3	0.1	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	2.7	4.7	4.8	0.6	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	40.6	42.4	9.3	9.3	5.6	0.4
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	249		1069			1353
Approach Delay, s/veh	41.5		9.3			1.0
Approach LOS	D		A			A
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.2	64.4		15.4		74.6
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	9.0	44.0		19.0		59.0
Max Q Clear Time (g_c+I1), s	4.3	15.7		9.1		2.0
Green Ext Time (p_c), s	0.0	7.9		0.3		12.2
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			8.1			
HCM 7th LOS			A			

Wilton Manors - The AVE  
1: NW 9 Avenue & W Oakland Park Blvd

2028 Build Conditions  
PM Peak Hour

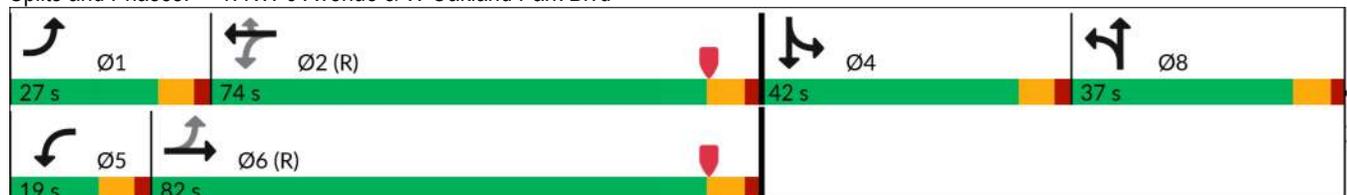


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	206	1553	131	1586	169	317	554	188	675
Future Volume (vph)	206	1553	131	1586	169	317	554	188	675
Lane Group Flow (vph)	219	1975	139	1687	180	273	821	180	957
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Split	NA	Split	NA
Protected Phases	1	6	5	2		8	8	4	4
Permitted Phases	6		2		2				
Detector Phase	1	6	5	2	2	8	8	4	4
Switch Phase									
Minimum Initial (s)	4.0	10.0	4.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	39.0	11.0	39.0	39.0	37.0	37.0	38.0	38.0
Total Split (s)	27.0	82.0	19.0	74.0	74.0	37.0	37.0	42.0	42.0
Total Split (%)	15.0%	45.6%	10.6%	41.1%	41.1%	20.6%	20.6%	23.3%	23.3%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None
v/c Ratio	0.98	0.96	0.91	0.90	0.27	1.09	1.07	0.61	1.04
Control Delay (s/veh)	108.2	61.4	80.5	48.0	12.6	148.4	117.9	76.5	107.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	108.2	61.4	80.5	48.0	12.6	148.4	117.9	76.5	107.1
Queue Length 50th (ft)	213	821	99	744	103	~418	~402	229	~458
Queue Length 95th (ft)	#400	#905	m#153	797	m114	#654	#506	338	#563
Internal Link Dist (ft)		1215		2613			1196		1558
Turn Bay Length (ft)	520		365		200	395		190	
Base Capacity (vph)	224	2068	158	1874	661	251	770	293	917
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.96	0.88	0.90	0.27	1.09	1.07	0.61	1.04

Intersection Summary

Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 39 (22%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NW 9 Avenue & W Oakland Park Blvd



Wilton Manors - The AVE  
1: NW 9 Avenue & W Oakland Park Blvd

2028 Build Conditions  
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑	↗	↖	↑↑↑		↖	↑↑↑	
Traffic Volume (veh/h)	206	1553	304	131	1586	169	317	554	158	188	675	206
Future Volume (veh/h)	206	1553	304	131	1586	169	317	554	158	188	675	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1856	1856	1856	1856	1841	1856	1811	1856	1856	1856	1856
Adj Flow Rate, veh/h	219	1652	323	139	1687	180	274	678	168	200	718	219
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	8	3	3	3	3	4	3	6	3	3	3	3
Cap, veh/h	236	1823	354	158	1927	583	295	701	171	337	780	234
Arrive On Green	0.11	0.43	0.43	0.04	0.25	0.25	0.17	0.17	0.17	0.19	0.19	0.19
Sat Flow, veh/h	1697	4256	825	1767	5066	1533	1767	4208	1025	1767	4098	1231
Grp Volume(v), veh/h	219	1308	667	139	1687	180	274	582	264	200	649	288
Grp Sat Flow(s),veh/h/ln	1697	1689	1704	1767	1689	1533	1767	1811	1611	1767	1856	1618
Q Serve(g_s), s	17.2	65.1	66.2	8.6	57.5	17.1	27.5	28.7	29.4	18.6	30.9	31.5
Cycle Q Clear(g_c), s	17.2	65.1	66.2	8.6	57.5	17.1	27.5	28.7	29.4	18.6	30.9	31.5
Prop In Lane	1.00		0.48	1.00		1.00	1.00		0.64	1.00		0.76
Lane Grp Cap(c), veh/h	236	1446	730	158	1927	583	295	604	269	337	707	308
V/C Ratio(X)	0.93	0.90	0.91	0.88	0.88	0.31	0.93	0.96	0.98	0.59	0.92	0.93
Avail Cap(c_a), veh/h	243	1446	730	171	1927	583	295	604	269	344	722	315
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.35	0.35	0.35	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.6	48.0	48.3	44.6	63.0	47.9	74.0	74.5	74.7	66.5	71.5	71.7
Incr Delay (d2), s/veh	37.8	9.6	17.9	15.2	2.2	0.5	32.3	26.2	47.8	1.8	16.3	33.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.5	29.1	31.6	4.5	25.9	7.0	15.1	15.6	15.7	8.5	16.2	15.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	92.4	57.6	66.2	59.8	65.2	48.4	106.2	100.7	122.5	68.3	87.7	104.8
LnGrp LOS	F	E	E	E	E	D	F	F	F	E	F	F
Approach Vol, veh/h		2194			2006			1120			1137	
Approach Delay, s/veh		63.7			63.3			107.2			88.6	
Approach LOS		E			E			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.2	75.5		41.3	17.6	84.1		37.0				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	20.0	67.0		35.0	12.0	75.0		30.0				
Max Q Clear Time (g_c+I1), s	19.2	59.5		33.5	10.6	68.2		31.4				
Green Ext Time (p_c), s	0.0	5.9		0.8	0.0	5.7		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh				75.5								
HCM 7th LOS				E								

Notes  
User approved pedestrian interval to be less than phase max green.  
User approved volume balancing among the lanes for turning movement.

**Wilton Manors – The AVE**  
**Signal Timing Optimization Modifications + Mitigations**  
**September 2025**  
**330165701**

**NW 9 Avenue & W Oakland Park Blvd**

**Afternoon Peak Hour**

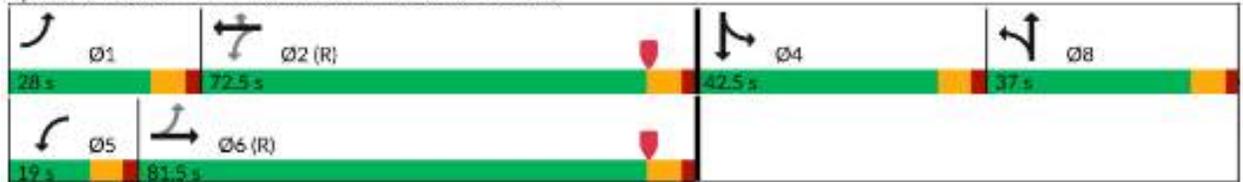
**Existing Timing**

Splits and Phases: 1: NW 9 Avenue & W Oakland Park Blvd



**Optimized Timing**

Splits and Phases: 1: NW 9 Avenue & W Oakland Park Blvd



Wilton Manors - The AVE  
1: NW 9 Avenue & W Oakland Park Blvd

2028 Build Conditions + Optimizations  
PM Peak Hour

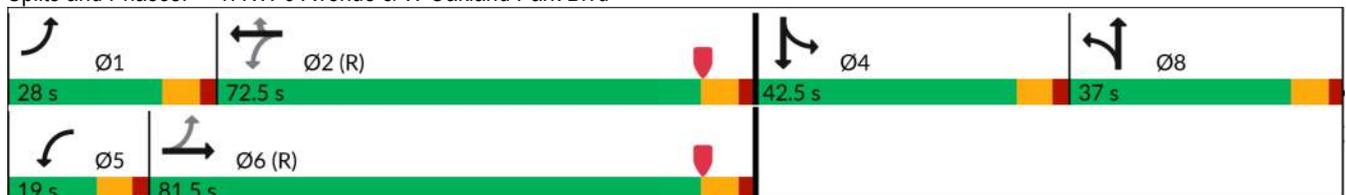


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	206	1553	131	1586	169	317	554	188	675
Future Volume (vph)	206	1553	131	1586	169	317	554	188	675
Lane Group Flow (vph)	219	1975	139	1687	180	273	821	180	957
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Split	NA	Split	NA
Protected Phases	1	6	5	2		8	8	4	4
Permitted Phases	6		2		2				
Detector Phase	1	6	5	2	2	8	8	4	4
Switch Phase									
Minimum Initial (s)	4.0	10.0	4.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	39.0	11.0	39.0	39.0	37.0	37.0	38.0	38.0
Total Split (s)	28.0	81.5	19.0	72.5	72.5	37.0	37.0	42.5	42.5
Total Split (%)	15.6%	45.3%	10.6%	40.3%	40.3%	20.6%	20.6%	23.6%	23.6%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None
v/c Ratio	0.96	0.96	0.91	0.91	0.28	1.09	1.07	0.61	1.03
Control Delay (s/veh)	102.9	62.8	80.1	49.5	13.2	148.4	117.9	75.6	103.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	102.9	62.8	80.1	49.5	13.2	148.4	117.9	75.6	103.6
Queue Length 50th (ft)	212	825	99	747	106	~418	~402	229	~452
Queue Length 95th (ft)	#388	#934	m#154	801	m118	#654	#506	337	#558
Internal Link Dist (ft)		1215		2613			1196		1558
Turn Bay Length (ft)	520		365		200	395		190	
Base Capacity (vph)	234	2053	157	1849	654	251	770	297	929
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.96	0.89	0.91	0.28	1.09	1.07	0.61	1.03

Intersection Summary

- Cycle Length: 180
- Actuated Cycle Length: 180
- Offset: 39 (22%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
- Natural Cycle: 145
- Control Type: Actuated-Coordinated
- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

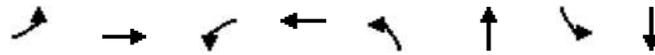
Splits and Phases: 1: NW 9 Avenue & W Oakland Park Blvd



Wilton Manors - The AVE  
1: NW 9 Avenue & W Oakland Park Blvd

2028 Build Conditions + Optimizations  
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	1553	304	131	1586	169	317	554	158	188	675	206
Future Volume (veh/h)	206	1553	304	131	1586	169	317	554	158	188	675	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1856	1856	1856	1856	1841	1856	1811	1856	1856	1856	1856
Adj Flow Rate, veh/h	219	1652	323	139	1687	180	274	678	168	200	718	219
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	8	3	3	3	3	4	3	6	3	3	3	3
Cap, veh/h	236	1817	352	158	1920	581	295	701	171	339	785	236
Arrive On Green	0.11	0.43	0.43	0.04	0.25	0.25	0.17	0.17	0.17	0.19	0.19	0.19
Sat Flow, veh/h	1697	4256	825	1767	5066	1533	1767	4208	1025	1767	4098	1231
Grp Volume(v), veh/h	219	1308	667	139	1687	180	274	582	264	200	649	288
Grp Sat Flow(s),veh/h/ln	1697	1689	1704	1767	1689	1533	1767	1811	1611	1767	1856	1618
Q Serve(g_s), s	17.3	65.2	66.3	8.7	57.6	17.1	27.5	28.7	29.4	18.6	30.9	31.5
Cycle Q Clear(g_c), s	17.3	65.2	66.3	8.7	57.6	17.1	27.5	28.7	29.4	18.6	30.9	31.5
Prop In Lane	1.00		0.48	1.00		1.00	1.00		0.64	1.00		0.76
Lane Grp Cap(c), veh/h	236	1442	728	158	1920	581	295	604	269	339	711	310
V/C Ratio(X)	0.93	0.91	0.92	0.88	0.88	0.31	0.93	0.96	0.98	0.59	0.91	0.93
Avail Cap(c_a), veh/h	252	1442	728	171	1920	581	295	604	269	349	732	319
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.35	0.35	0.35	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.7	48.2	48.6	44.9	63.2	48.1	74.0	74.5	74.7	66.3	71.3	71.5
Incr Delay (d2), s/veh	35.8	9.9	18.3	15.3	2.3	0.5	32.3	26.2	47.8	1.6	15.2	31.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.4	29.2	31.7	4.6	25.9	7.0	15.1	15.6	15.7	8.5	16.1	15.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	90.6	58.1	66.9	60.2	65.5	48.6	106.2	100.7	122.5	68.0	86.5	102.9
LnGrp LOS	F	E	E	E	E	D	F	F	F	E	F	F
Approach Vol, veh/h		2194			2006			1120			1137	
Approach Delay, s/veh		64.0			63.6			107.2			87.4	
Approach LOS		E			E			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.3	75.2		41.5	17.7	83.8		37.0				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	21.0	65.5		35.5	12.0	74.5		30.0				
Max Q Clear Time (g_c+I1), s	19.3	59.6		33.5	10.7	68.3		31.4				
Green Ext Time (p_c), s	0.0	4.8		1.0	0.0	5.2		0.0				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			75.5									
HCM 7th LOS			E									
<b>Notes</b>												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↵	↑↑↑	↵	↑↑↑	↵↵	↑↑	↵	↑↑
Traffic Volume (vph)	269	1258	182	1368	255	717	114	610
Future Volume (vph)	269	1258	182	1368	255	717	114	610
Lane Group Flow (vph)	283	1599	192	1528	268	913	120	835
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases								
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	6.0	5.0	6.0
Minimum Split (s)	11.0	41.0	11.0	41.0	11.0	36.0	11.0	36.0
Total Split (s)	35.0	73.0	30.0	68.0	31.0	56.0	21.0	46.0
Total Split (%)	19.4%	40.6%	16.7%	37.8%	17.2%	31.1%	11.7%	25.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes							
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
v/c Ratio	1.00	0.86	0.90	0.90	0.79	0.93	0.87	0.92
Control Delay (s/veh)	113.1	30.8	125.7	61.7	99.1	77.4	128.6	78.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	113.1	30.8	125.7	61.7	99.1	77.4	128.6	78.1
Queue Length 50th (ft)	~321	675	238	284	139	589	142	503
Queue Length 95th (ft)	m#383	m718	m#368	680	218	#709	#264	#691
Internal Link Dist (ft)		2613		2569		1068		1701
Turn Bay Length (ft)	500		315		395		375	
Base Capacity (vph)	282	1870	233	1719	472	984	146	905
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.86	0.82	0.89	0.57	0.93	0.82	0.92

Intersection Summary

Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 114 (63%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N Andrews Avenue & W Oakland Park Blvd/E Oakland Park Blvd



												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	1258	261	182	1368	84	255	717	150	114	610	183
Future Volume (veh/h)	269	1258	261	182	1368	84	255	717	150	114	610	183
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	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	1841	1856	1856	1841	1856	1856	1856
Adj Flow Rate, veh/h	283	1324	275	192	1440	88	268	755	158	120	642	193
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	4	3	3	4	3	3	3
Cap, veh/h	285	1677	348	211	1742	106	304	779	163	138	691	207
Arrive On Green	0.11	0.27	0.27	0.08	0.24	0.24	0.18	0.54	0.54	0.08	0.26	0.26
Sat Flow, veh/h	1767	4200	872	1767	4874	298	3428	2885	604	1767	2662	799
Grp Volume(v), veh/h	283	1064	535	192	998	530	268	461	452	120	425	410
Grp Sat Flow(s),veh/h/ln	1767	1689	1695	1767	1689	1795	1714	1763	1726	1767	1763	1698
Q Serve(g_s), s	28.8	52.7	52.7	19.4	50.4	50.4	13.7	45.4	45.5	12.1	42.3	42.4
Cycle Q Clear(g_c), s	28.8	52.7	52.7	19.4	50.4	50.4	13.7	45.4	45.5	12.1	42.3	42.4
Prop In Lane	1.00		0.51	1.00		0.17	1.00		0.35	1.00		0.47
Lane Grp Cap(c), veh/h	285	1349	677	211	1207	642	304	476	466	138	457	441
V/C Ratio(X)	0.99	0.79	0.79	0.91	0.83	0.83	0.88	0.97	0.97	0.87	0.93	0.93
Avail Cap(c_a), veh/h	285	1349	677	236	1207	642	476	490	479	147	457	441
HCM Platoon Ratio	0.67	0.67	0.67	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.26	0.26	0.26	0.79	0.79	0.79	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.2	58.9	58.9	81.9	63.2	63.2	73.1	40.7	40.7	82.1	65.0	65.1
Incr Delay (d2), s/veh	25.6	1.3	2.5	27.3	5.3	9.4	7.6	32.1	32.6	35.6	25.2	26.1
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	15.5	23.6	23.9	10.7	23.2	25.4	5.9	20.5	20.1	6.9	22.2	21.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	105.8	60.2	61.4	109.1	68.4	72.6	80.7	72.8	73.3	117.7	90.2	91.2
LnGrp LOS	F	E	E	F	E	E	F	E	E	F	F	F
Approach Vol, veh/h		1882			1720			1181			955	
Approach Delay, s/veh		67.4			74.2			74.8			94.1	
Approach LOS		E			E			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	35.0	70.3	20.1	54.6	27.5	77.9	22.0	52.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	29.0	62.0	15.0	50.0	24.0	67.0	25.0	40.0				
Max Q Clear Time (g_c+I1), s	30.8	52.4	14.1	47.5	21.4	54.7	15.7	44.4				
Green Ext Time (p_c), s	0.0	6.4	0.0	1.1	0.0	8.1	0.2	0.0				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			75.4									
HCM 7th LOS			E									

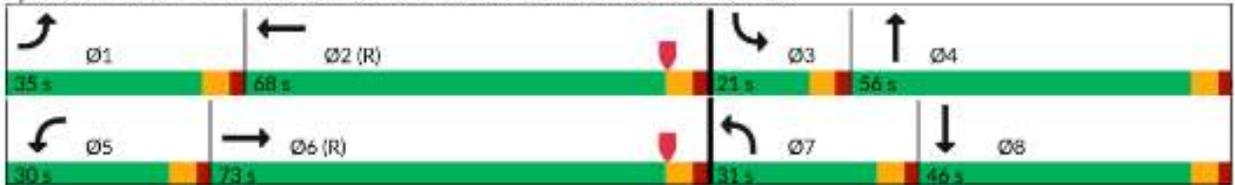
**Wilton Manors – The AVE**  
**Signal Timing Optimization Modifications + Mitigations**  
**September 2025**  
**330165701**

**N Andrews Avenue & W/E Oakland Park Blvd**

**Afternoon Peak Hour**

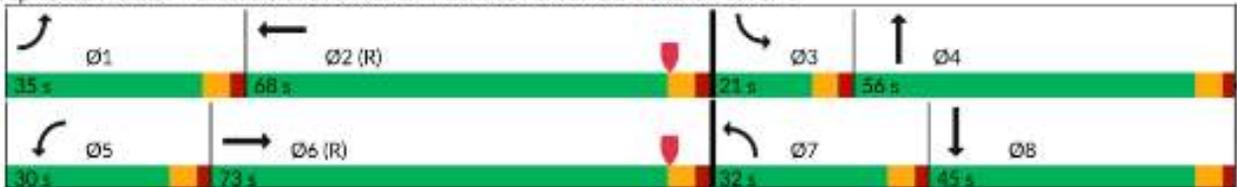
**Existing Timing**

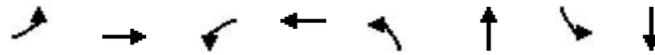
Splits and Phases: 2: N Andrews Avenue & W Oakland Park Blvd/E Oakland Park Blvd



**Optimized Timing**

Splits and Phases: 2: N Andrews Avenue & W Oakland Park Blvd/E Oakland Park Blvd



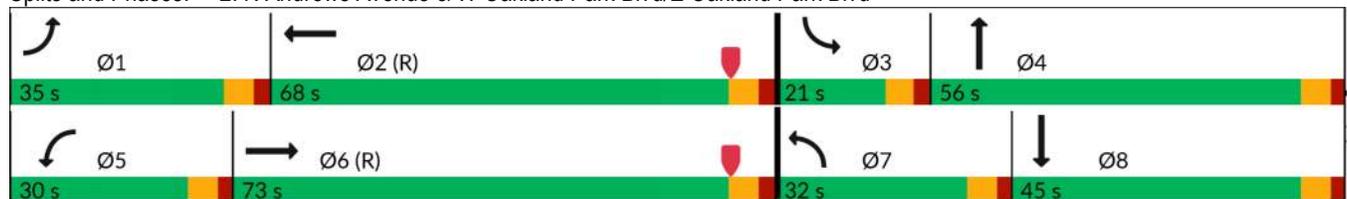


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	269	1258	182	1368	255	717	114	610
Future Volume (vph)	269	1258	182	1368	255	717	114	610
Lane Group Flow (vph)	283	1599	192	1528	268	913	120	835
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases								
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	6.0	5.0	6.0
Minimum Split (s)	11.0	41.0	11.0	41.0	11.0	36.0	11.0	36.0
Total Split (s)	35.0	73.0	30.0	68.0	32.0	56.0	21.0	45.0
Total Split (%)	19.4%	40.6%	16.7%	37.8%	17.8%	31.1%	11.7%	25.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes							
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
v/c Ratio	1.00	0.86	0.90	0.90	0.79	0.93	0.87	0.92
Control Delay (s/veh)	113.2	30.4	125.3	62.2	99.1	77.4	128.6	78.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	113.2	30.4	125.3	62.2	99.1	77.4	128.6	78.1
Queue Length 50th (ft)	~321	675	238	260	139	589	142	503
Queue Length 95th (ft)	m#381	m714	m#367	690	218	#709	#264	#691
Internal Link Dist (ft)		2613		2569		1068		1701
Turn Bay Length (ft)	500		315		395		375	
Base Capacity (vph)	282	1870	233	1719	491	984	146	905
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.86	0.82	0.89	0.55	0.93	0.82	0.92

Intersection Summary

Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 114 (63%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N Andrews Avenue & W Oakland Park Blvd/E Oakland Park Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↖↗		↖	↗↖↗		↖↖	↗↖		↖	↗↖	
Traffic Volume (veh/h)	269	1258	261	182	1368	84	255	717	150	114	610	183
Future Volume (veh/h)	269	1258	261	182	1368	84	255	717	150	114	610	183
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	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	1841	1856	1856	1841	1856	1856	1856
Adj Flow Rate, veh/h	283	1324	275	192	1440	88	268	755	158	120	642	193
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	4	3	3	4	3	3	3
Cap, veh/h	285	1677	348	211	1742	106	304	779	163	138	691	207
Arrive On Green	0.11	0.27	0.27	0.08	0.24	0.24	0.18	0.54	0.54	0.08	0.26	0.26
Sat Flow, veh/h	1767	4200	872	1767	4874	298	3428	2885	604	1767	2662	799
Grp Volume(v), veh/h	283	1064	535	192	998	530	268	461	452	120	425	410
Grp Sat Flow(s),veh/h/ln	1767	1689	1695	1767	1689	1795	1714	1763	1726	1767	1763	1698
Q Serve(g_s), s	28.8	52.7	52.7	19.4	50.4	50.4	13.7	45.4	45.5	12.1	42.3	42.4
Cycle Q Clear(g_c), s	28.8	52.7	52.7	19.4	50.4	50.4	13.7	45.4	45.5	12.1	42.3	42.4
Prop In Lane	1.00		0.51	1.00		0.17	1.00		0.35	1.00		0.47
Lane Grp Cap(c), veh/h	285	1349	677	211	1207	642	304	476	466	138	457	441
V/C Ratio(X)	0.99	0.79	0.79	0.91	0.83	0.83	0.88	0.97	0.97	0.87	0.93	0.93
Avail Cap(c_a), veh/h	285	1349	677	236	1207	642	495	490	479	147	457	441
HCM Platoon Ratio	0.67	0.67	0.67	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.25	0.25	0.25	0.79	0.79	0.79	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.2	58.9	58.9	81.9	63.2	63.2	73.1	40.7	40.7	82.1	65.0	65.1
Incr Delay (d2), s/veh	25.1	1.2	2.4	27.3	5.3	9.4	6.1	32.1	32.6	35.6	25.2	26.2
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	15.5	23.5	23.9	10.7	23.2	25.4	5.8	20.5	20.1	6.9	22.2	21.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	105.3	60.1	61.3	109.1	68.4	72.6	79.3	72.8	73.3	117.7	90.2	91.2
LnGrp LOS	F	E	E	F	E	E	E	E	E	F	F	F
Approach Vol, veh/h		1882			1720			1181			955	
Approach Delay, s/veh		67.3			74.2			74.4			94.1	
Approach LOS		E			E			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	35.0	70.3	20.1	54.6	27.5	77.9	22.0	52.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	29.0	62.0	15.0	50.0	24.0	67.0	26.0	39.0				
Max Q Clear Time (g_c+I1), s	30.8	52.4	14.1	47.5	21.4	54.7	15.7	44.4				
Green Ext Time (p_c), s	0.0	6.4	0.0	1.1	0.0	8.1	0.2	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				75.3								
HCM 7th LOS				E								

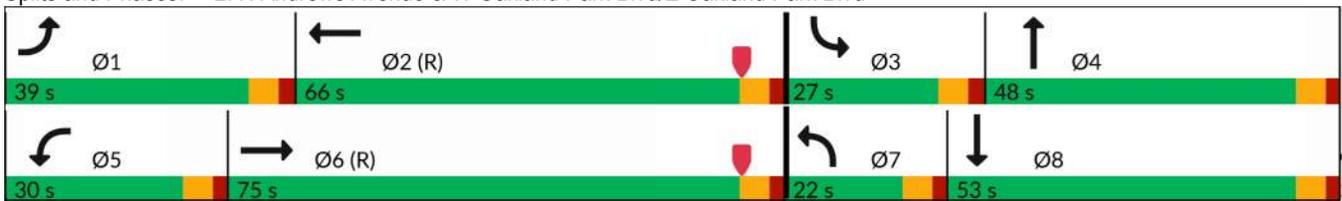


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↶↶↶	↶	↶↶↶	↶↶	↶↶↶	↶	↶↶
Traffic Volume (vph)	269	1258	182	1368	255	717	114	610
Future Volume (vph)	269	1258	182	1368	255	717	114	610
Lane Group Flow (vph)	283	1599	192	1528	268	913	120	835
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases								
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	6.0	5.0	6.0
Minimum Split (s)	11.0	41.0	11.0	41.0	11.0	36.0	11.0	36.0
Total Split (s)	39.0	75.0	30.0	66.0	22.0	48.0	27.0	53.0
Total Split (%)	21.7%	41.7%	16.7%	36.7%	12.2%	26.7%	15.0%	29.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes							
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
v/c Ratio	0.94	0.81	0.90	0.87	0.91	0.73	0.78	0.96
Control Delay (s/veh)	102.0	26.9	124.1	58.0	117.9	66.2	110.9	84.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	102.0	26.9	124.1	58.0	117.9	66.2	110.9	84.8
Queue Length 50th (ft)	295	675	237	452	146	398	141	502
Queue Length 95th (ft)	m326	m717	m#368	680	#255	443	215	#630
Internal Link Dist (ft)		2613		2569		200		1701
Turn Bay Length (ft)	500		315		395		375	
Base Capacity (vph)	321	1982	233	1754	302	1258	204	891
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.81	0.82	0.87	0.89	0.73	0.59	0.94

Intersection Summary

Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 114 (63%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N Andrews Avenue & W Oakland Park Blvd/E Oakland Park Blvd



Wilton Manors - The AVE

2028 Build Conditions + NBT

:2: N Andrews Avenue & W Oakland Park Blvd/E Oakland Park Blvd

PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕↕		↖↖	↕↕↕		↖	↕↕	
Traffic Volume (veh/h)	269	1258	261	182	1368	84	255	717	150	114	610	183
Future Volume (veh/h)	269	1258	261	182	1368	84	255	717	150	114	610	183
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	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	1841	1856	1856	1841	1856	1856	1856
Adj Flow Rate, veh/h	283	1324	275	192	1440	88	268	755	158	120	642	193
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	4	3	3	4	3	3	3
Cap, veh/h	301	1705	354	211	1729	106	300	1100	228	138	676	203
Arrive On Green	0.11	0.27	0.27	0.08	0.24	0.24	0.18	0.53	0.53	0.08	0.25	0.25
Sat Flow, veh/h	1767	4200	872	1767	4874	298	3428	4182	865	1767	2662	799
Grp Volume(v), veh/h	283	1064	535	192	998	530	268	608	305	120	425	410
Grp Sat Flow(s),veh/h/ln	1767	1689	1695	1767	1689	1795	1714	1689	1670	1767	1763	1698
Q Serve(g_s), s	28.6	52.4	52.4	19.4	50.5	50.5	13.8	24.0	24.5	12.1	42.7	42.8
Cycle Q Clear(g_c), s	28.6	52.4	52.4	19.4	50.5	50.5	13.8	24.0	24.5	12.1	42.7	42.8
Prop In Lane	1.00		0.51	1.00		0.17	1.00		0.52	1.00		0.47
Lane Grp Cap(c), veh/h	301	1371	688	211	1198	637	300	889	439	138	447	431
V/C Ratio(X)	0.94	0.78	0.78	0.91	0.83	0.83	0.89	0.68	0.69	0.87	0.95	0.95
Avail Cap(c_a), veh/h	324	1371	688	236	1198	637	305	889	439	206	460	443
HCM Platoon Ratio	0.67	0.67	0.67	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.26	0.26	0.26	0.79	0.79	0.79	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	78.8	58.0	58.0	81.9	63.5	63.5	73.4	37.1	37.2	82.0	66.0	66.1
Incr Delay (d2), s/veh	12.7	1.2	2.3	27.3	5.5	9.8	25.4	1.9	4.1	15.5	28.8	29.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.4	23.4	23.7	10.7	23.3	25.6	6.6	8.5	8.9	6.1	22.7	22.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	91.5	59.1	60.3	109.1	69.0	73.4	98.8	39.0	41.4	97.6	94.9	96.0
LnGrp LOS	F	E	E	F	E	E	F	D	D	F	F	F
Approach Vol, veh/h		1882			1720			1181			955	
Approach Delay, s/veh		64.3			74.8			53.2			95.7	
Approach LOS		E			E			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.7	69.9	20.1	53.4	27.5	79.1	21.8	51.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	33.0	60.0	21.0	42.0	24.0	69.0	16.0	47.0				
Max Q Clear Time (g_c+I1), s	30.6	52.5	14.1	26.5	21.4	54.4	15.8	44.8				
Green Ext Time (p_c), s	0.1	5.2	0.0	4.0	0.0	9.1	0.0	0.9				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				70.4								
HCM 7th LOS				E								



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	269	1258	182	1368	255	717	150	114	610
Future Volume (vph)	269	1258	182	1368	255	717	150	114	610
Lane Group Flow (vph)	283	1599	192	1528	268	755	158	120	835
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	1	6	5	2	7	4		3	8
Permitted Phases							4		
Detector Phase	1	6	5	2	7	4	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	11.0	41.0	11.0	41.0	11.0	36.0	36.0	11.0	36.0
Total Split (s)	42.0	74.0	30.0	62.0	22.0	49.0	49.0	27.0	54.0
Total Split (%)	23.3%	41.1%	16.7%	34.4%	12.2%	27.2%	27.2%	15.0%	30.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes								
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None
v/c Ratio	0.91	0.81	0.90	0.89	0.91	0.84	0.33	0.78	0.95
Control Delay (s/veh)	95.1	27.7	125.5	59.4	118.0	76.0	20.6	110.9	82.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	95.1	27.7	125.5	59.4	118.0	76.0	20.6	110.9	82.9
Queue Length 50th (ft)	292	675	238	581	146	486	51	141	498
Queue Length 95th (ft)	m308	m717	m#368	#744	#255	#581	85	215	#617
Internal Link Dist (ft)		2613		2569		200			1701
Turn Bay Length (ft)	500		315		395			375	
Base Capacity (vph)	350	1970	233	1718	302	901	483	204	910
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.81	0.82	0.89	0.89	0.84	0.33	0.59	0.92

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 114 (63%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 110

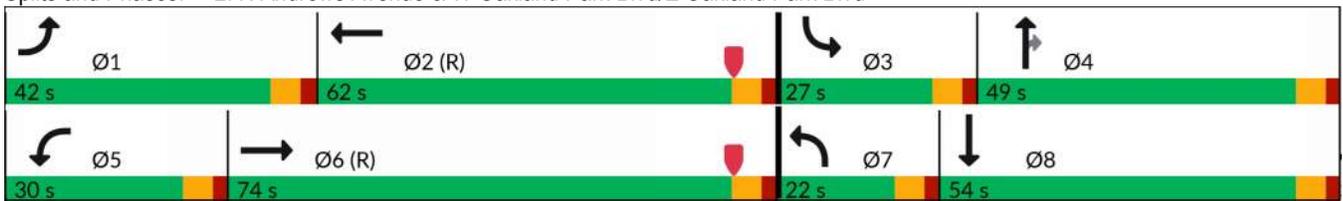
Control Type: Actuated-Coordinated

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 2: N Andrews Avenue & W Oakland Park Blvd/E Oakland Park Blvd



Wilton Manors - The AVE

2028 Build Conditions + NBR

:2: N Andrews Avenue & W Oakland Park Blvd/E Oakland Park Blvd

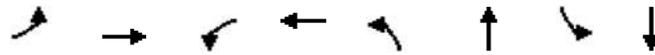
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕↕		↖↖	↕↕	↖	↖	↕↕	
Traffic Volume (veh/h)	269	1258	261	182	1368	84	255	717	150	114	610	183
Future Volume (veh/h)	269	1258	261	182	1368	84	255	717	150	114	610	183
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	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	1841	1856	1856	1841	1856	1856	1856
Adj Flow Rate, veh/h	283	1324	275	192	1440	88	268	755	158	120	642	193
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	4	3	3	4	3	3	3
Cap, veh/h	302	1699	353	211	1720	105	300	933	401	138	680	204
Arrive On Green	0.11	0.27	0.27	0.08	0.24	0.24	0.18	0.53	0.53	0.08	0.26	0.26
Sat Flow, veh/h	1767	4200	872	1767	4874	298	3428	3526	1515	1767	2662	799
Grp Volume(v), veh/h	283	1064	535	192	998	530	268	755	158	120	425	410
Grp Sat Flow(s),veh/h/ln	1767	1689	1695	1767	1689	1795	1714	1763	1515	1767	1763	1698
Q Serve(g_s), s	28.6	52.4	52.5	19.4	50.6	50.6	13.8	31.7	11.2	12.1	42.6	42.7
Cycle Q Clear(g_c), s	28.6	52.4	52.5	19.4	50.6	50.6	13.8	31.7	11.2	12.1	42.6	42.7
Prop In Lane	1.00		0.51	1.00		0.17	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	302	1366	686	211	1192	634	300	933	401	138	450	434
V/C Ratio(X)	0.94	0.78	0.78	0.91	0.84	0.84	0.89	0.81	0.39	0.87	0.94	0.95
Avail Cap(c_a), veh/h	353	1366	686	236	1192	634	305	933	401	206	470	453
HCM Platoon Ratio	0.67	0.67	0.67	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.26	0.26	0.26	0.79	0.79	0.79	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	78.8	58.2	58.2	81.9	63.8	63.8	73.4	38.6	33.8	82.0	65.7	65.8
Incr Delay (d2), s/veh	10.7	1.2	2.4	27.3	5.7	10.1	25.4	5.1	0.3	15.5	27.0	28.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.3	23.4	23.7	10.7	23.4	25.6	6.6	12.1	3.7	6.1	22.5	21.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.5	59.4	60.6	109.1	69.5	73.9	98.8	43.7	34.1	97.6	92.7	93.8
LnGrp LOS	F	E	E	F	E	E	F	D	C	F	F	F
Approach Vol, veh/h		1882			1720			1181			955	
Approach Delay, s/veh		64.2			75.3			54.9			93.8	
Approach LOS		E			E			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.7	69.5	20.1	53.6	27.5	78.8	21.8	52.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	36.0	56.0	21.0	43.0	24.0	68.0	16.0	48.0				
Max Q Clear Time (g_c+I1), s	30.6	52.6	14.1	33.7	21.4	54.5	15.8	44.7				
Green Ext Time (p_c), s	0.1	2.6	0.0	2.9	0.0	8.7	0.0	1.3				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				70.5								
HCM 7th LOS				E								

Wilton Manors - The AVE  
 3: NE 6 Avenue & E Oakland Park Blvd

2028 Build Conditions  
 PM Peak Hour

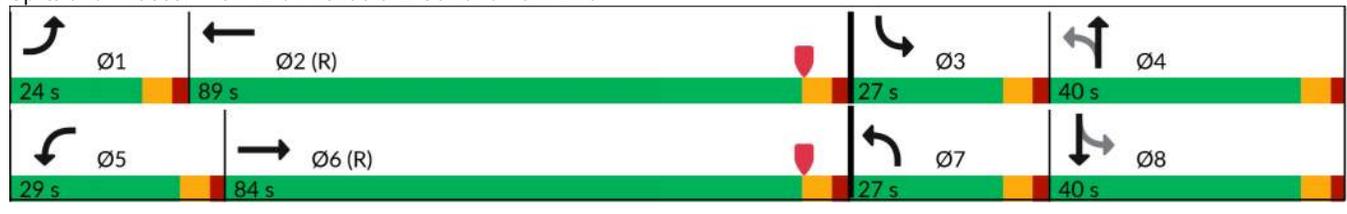


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	94	1169	110	1409	114	182	87	212
Future Volume (vph)	94	1169	110	1409	114	182	87	212
Lane Group Flow (vph)	99	1423	116	1548	120	252	92	276
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	30.0	10.0	30.0	10.0	40.0	10.0	40.0
Total Split (s)	24.0	84.0	29.0	89.0	27.0	40.0	27.0	40.0
Total Split (%)	13.3%	46.7%	16.1%	49.4%	15.0%	22.2%	15.0%	22.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes							
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
v/c Ratio	0.74	0.55	0.75	0.58	0.59	0.72	0.43	0.86
Control Delay (s/veh)	83.6	53.9	108.1	31.0	59.2	76.7	52.4	93.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	83.6	53.9	108.1	31.0	59.2	76.7	52.4	93.7
Queue Length 50th (ft)	118	541	137	446	109	273	82	314
Queue Length 95th (ft)	m141	382	206	596	153	359	122	408
Internal Link Dist (ft)		2569		1352		2558		1750
Turn Bay Length (ft)	410		410		135		255	
Base Capacity (vph)	176	2588	223	2701	264	373	305	357
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.55	0.52	0.57	0.45	0.68	0.30	0.77

Intersection Summary

Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 139 (77%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: NE 6 Avenue & E Oakland Park Blvd



Wilton Manors - The AVE  
3: NE 6 Avenue & E Oakland Park Blvd

2028 Build Conditions  
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	94	1169	182	110	1409	62	114	182	57	87	212	50
Future Volume (veh/h)	94	1169	182	110	1409	62	114	182	57	87	212	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.99		0.99	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	1841	1856	1856	1841
Adj Flow Rate, veh/h	99	1231	192	116	1483	65	120	192	60	92	223	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	4	3	3	4
Cap, veh/h	116	2433	380	134	2800	123	178	248	78	183	245	58
Arrive On Green	0.13	1.00	1.00	0.08	0.56	0.56	0.02	0.06	0.06	0.05	0.17	0.17
Sat Flow, veh/h	1767	4397	686	1767	4967	218	1767	1350	422	1767	1439	342
Grp Volume(v), veh/h	99	945	478	116	1008	540	120	0	252	92	0	276
Grp Sat Flow(s),veh/h/ln	1767	1689	1706	1767	1689	1808	1767	0	1772	1767	0	1781
Q Serve(g_s), s	9.9	0.0	0.0	11.7	33.4	33.4	10.0	0.0	25.2	7.7	0.0	27.4
Cycle Q Clear(g_c), s	9.9	0.0	0.0	11.7	33.4	33.4	10.0	0.0	25.2	7.7	0.0	27.4
Prop In Lane	1.00		0.40	1.00		0.12	1.00		0.24	1.00		0.19
Lane Grp Cap(c), veh/h	116	1869	944	134	1904	1019	178	0	326	183	0	304
V/C Ratio(X)	0.85	0.51	0.51	0.86	0.53	0.53	0.67	0.00	0.77	0.50	0.00	0.91
Avail Cap(c_a), veh/h	177	1869	944	226	1904	1019	266	0	335	295	0	336
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.40	0.40	0.40	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	77.3	0.0	0.0	82.2	24.4	24.4	61.3	0.0	80.9	58.8	0.0	73.3
Incr Delay (d2), s/veh	6.3	0.4	0.8	7.9	1.1	2.0	1.7	0.0	9.4	0.8	0.0	24.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.1	0.2	5.6	13.7	15.0	4.9	0.0	13.0	3.5	0.0	14.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	83.6	0.4	0.8	90.1	25.5	26.4	63.0	0.0	90.3	59.6	0.0	98.0
LnGrp LOS	F	A	A	F	C	C	E		F	E		F
Approach Vol, veh/h		1522			1664			372				368
Approach Delay, s/veh		5.9			30.3			81.5				88.4
Approach LOS		A			C			F				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.8	107.5	15.6	39.1	19.7	105.6	18.0	36.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	18.0	83.0	21.0	34.0	23.0	78.0	21.0	34.0				
Max Q Clear Time (g_c+I1), s	11.9	35.4	9.7	27.2	13.7	2.0	12.0	29.4				
Green Ext Time (p_c), s	0.0	15.5	0.0	0.5	0.1	14.7	0.1	0.4				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			31.1									
HCM 7th LOS			C									

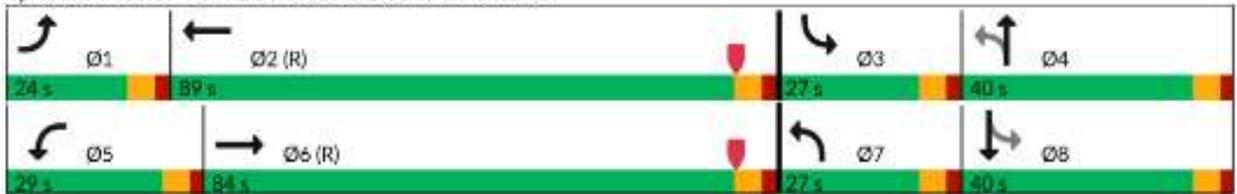
**Wilton Manors – The AVE**  
**Signal Timing Optimization Modifications + Mitigations**  
**September 2025**  
**330165701**

**NE 6 Avenue & E Oakland Park Blvd**

**Afternoon Peak Hour**

**Existing Timing**

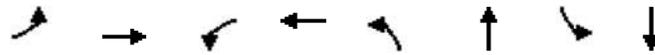
Splits and Phases: 3: NE 6 Avenue & E Oakland Park Blvd



**Optimized Timing**

Splits and Phases: 3: NE 6 Avenue & E Oakland Park Blvd



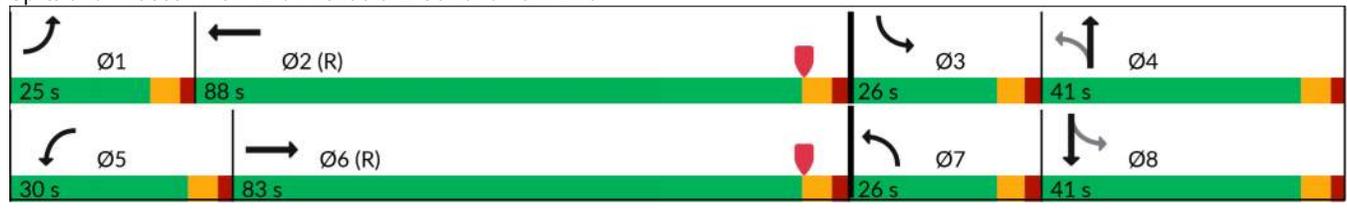


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	94	1169	110	1409	114	182	87	212
Future Volume (vph)	94	1169	110	1409	114	182	87	212
Lane Group Flow (vph)	99	1423	116	1548	120	252	92	276
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	30.0	10.0	30.0	10.0	40.0	10.0	40.0
Total Split (s)	25.0	83.0	30.0	88.0	26.0	41.0	26.0	41.0
Total Split (%)	13.9%	46.1%	16.7%	48.9%	14.4%	22.8%	14.4%	22.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes							
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
v/c Ratio	0.74	0.55	0.75	0.58	0.60	0.73	0.44	0.87
Control Delay (s/veh)	83.1	52.9	108.1	30.9	59.9	77.4	52.9	95.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	83.1	52.9	108.1	30.9	59.9	77.4	52.9	95.2
Queue Length 50th (ft)	118	533	137	445	109	274	82	314
Queue Length 95th (ft)	m141	375	206	596	154	361	122	410
Internal Link Dist (ft)		2569		1352		2558		1750
Turn Bay Length (ft)	410		410		135		255	
Base Capacity (vph)	184	2588	233	2701	254	375	295	362
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.55	0.50	0.57	0.47	0.67	0.31	0.76

Intersection Summary

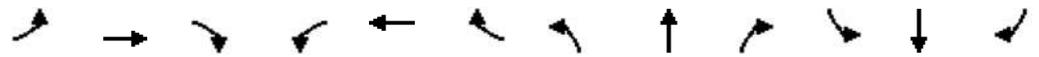
Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 139 (77%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: NE 6 Avenue & E Oakland Park Blvd



Wilton Manors - The AVE  
3: NE 6 Avenue & E Oakland Park Blvd

2028 Build Conditions + Optimizations  
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑		↖	↑	
Traffic Volume (veh/h)	94	1169	182	110	1409	62	114	182	57	87	212	50
Future Volume (veh/h)	94	1169	182	110	1409	62	114	182	57	87	212	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.99		0.99	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	1841	1856	1856	1841
Adj Flow Rate, veh/h	99	1231	192	116	1483	65	120	192	60	92	223	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	4	3	3	4
Cap, veh/h	116	2432	379	134	2799	123	178	248	78	183	246	58
Arrive On Green	0.13	1.00	1.00	0.08	0.56	0.56	0.02	0.06	0.06	0.05	0.17	0.17
Sat Flow, veh/h	1767	4397	686	1767	4967	218	1767	1350	422	1767	1439	342
Grp Volume(v), veh/h	99	945	478	116	1008	540	120	0	252	92	0	276
Grp Sat Flow(s),veh/h/ln	1767	1689	1706	1767	1689	1808	1767	0	1772	1767	0	1781
Q Serve(g_s), s	9.9	0.0	0.0	11.7	33.4	33.4	10.0	0.0	25.2	7.7	0.0	27.4
Cycle Q Clear(g_c), s	9.9	0.0	0.0	11.7	33.4	33.4	10.0	0.0	25.2	7.7	0.0	27.4
Prop In Lane	1.00		0.40	1.00		0.12	1.00		0.24	1.00		0.19
Lane Grp Cap(c), veh/h	116	1868	944	134	1903	1019	178	0	326	183	0	304
V/C Ratio(X)	0.85	0.51	0.51	0.86	0.53	0.53	0.67	0.00	0.77	0.50	0.00	0.91
Avail Cap(c_a), veh/h	187	1868	944	236	1903	1019	257	0	345	285	0	346
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.40	0.40	0.40	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	77.3	0.0	0.0	82.2	24.4	24.4	61.3	0.0	80.8	58.7	0.0	73.2
Incr Delay (d2), s/veh	4.6	0.4	0.8	6.1	1.1	2.0	1.6	0.0	8.7	0.8	0.0	23.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.1	0.2	5.6	13.7	15.0	4.8	0.0	13.0	3.5	0.0	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	81.9	0.4	0.8	88.3	25.5	26.4	62.9	0.0	89.6	59.5	0.0	96.6
LnGrp LOS	F	A	A	F	C	C	E		F	E		F
Approach Vol, veh/h		1522			1664			372				368
Approach Delay, s/veh		5.8			30.2			81.0				87.3
Approach LOS		A			C			F				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.8	107.4	15.6	39.1	19.7	105.6	18.0	36.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	82.0	20.0	35.0	24.0	77.0	20.0	35.0				
Max Q Clear Time (g_c+I1), s	11.9	35.4	9.7	27.2	13.7	2.0	12.0	29.4				
Green Ext Time (p_c), s	0.0	15.4	0.0	0.6	0.1	14.6	0.1	0.5				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				30.9								
HCM 7th LOS				C								

Wilton Manors - The AVE  
4: NW 9 Avenue & NW 29 Street

2028 Build Conditions  
PM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR	Ø3
Lane Configurations										
Traffic Volume (vph)	18	10	103	14	12	929	84	973	20	
Future Volume (vph)	18	10	103	14	12	929	84	973	20	
Lane Group Flow (vph)	19	13	110	148	13	1048	89	1035	21	
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA	Perm	
Protected Phases		4		8		2	1	6		3
Permitted Phases	4		8		2		6		6	
Detector Phase	4	4	8	8	2	2	1	6	6	
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	4.0	10.0	10.0	1.0
Minimum Split (s)	46.0	46.0	46.0	46.0	28.0	28.0	11.0	28.0	28.0	5.0
Total Split (s)	47.0	47.0	47.0	47.0	107.0	107.0	26.0	133.0	133.0	5.0
Total Split (%)	25.4%	25.4%	25.4%	25.4%	57.8%	57.8%	14.1%	71.9%	71.9%	3%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag					Lag	Lag	Lead			
Lead-Lag Optimize?					Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min	None
v/c Ratio	0.29	0.07	0.77	0.52	0.03	0.40	0.22	0.36	0.02	
Control Delay (s/veh)	85.1	63.9	112.1	20.7	7.4	8.9	4.8	4.7	0.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	85.1	63.9	112.1	20.7	7.4	8.9	4.8	4.7	0.9	
Queue Length 50th (ft)	22	12	133	17	4	213	17	140	0	
Queue Length 95th (ft)	52	35	200	90	13	308	36	211	5	
Internal Link Dist (ft)		504		2604		1400		1196		
Turn Bay Length (ft)	80		120		70		330			
Base Capacity (vph)	141	400	306	454	385	2597	494	2895	1252	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.13	0.03	0.36	0.33	0.03	0.40	0.18	0.36	0.02	

Intersection Summary

Cycle Length: 185  
 Actuated Cycle Length: 185  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated

Splits and Phases: 4: NW 9 Avenue & NW 29 Street



Wilton Manors - The AVE  
4: NW 9 Avenue & NW 29 Street

2028 Build Conditions  
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	10	2	103	14	125	12	929	56	84	973	20
Future Volume (vph)	18	10	2	103	14	125	12	929	56	84	973	20
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		7.0	7.0		7.0	7.0	7.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.87		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1703	1802		1752	1582		1745	3432		1752	3505	1510
Flt Permitted	0.36	1.00		0.75	1.00		0.28	1.00		0.24	1.00	1.00
Satd. Flow (perm)	640	1802		1382	1582		508	3432		436	3505	1510
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)	19	11	2	110	15	133	13	988	60	89	1035	21
RTOR Reduction (vph)	0	2	0	0	119	0	0	1	0	0	0	4
Lane Group Flow (vph)	19	11	0	110	29	0	13	1047	0	89	1035	17
Confl. Peds. (#/hr)							4					4
Heavy Vehicles (%)	6%	3%	3%	3%	3%	4%	3%	4%	9%	3%	3%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	19.2	19.2		19.2	19.2		140.0	140.0		152.8	152.8	152.8
Effective Green, g (s)	19.2	19.2		19.2	19.2		140.0	140.0		152.8	152.8	152.8
Actuated g/C Ratio	0.10	0.10		0.10	0.10		0.76	0.76		0.83	0.83	0.83
Clearance Time (s)	6.0	6.0		6.0	6.0		7.0	7.0		7.0	7.0	7.0
Vehicle Extension (s)	0.2	0.2		2.0	2.0		3.0	3.0		1.5	3.0	3.0
Lane Grp Cap (vph)	66	187		143	164		384	2597		401	2894	1247
v/s Ratio Prot		0.01			0.02			c0.31		0.01	c0.30	
v/s Ratio Perm	0.03			c0.08			0.03			0.18		0.01
v/c Ratio	0.29	0.06		0.77	0.18		0.03	0.40		0.22	0.36	0.01
Uniform Delay, d1	76.6	74.8		80.7	75.7		5.6	7.9		4.2	4.0	2.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.9	0.0		19.7	0.2		0.2	0.5		0.1	0.3	0.0
Delay (s)	77.5	74.8		100.5	75.9		5.8	8.3		4.4	4.3	2.9
Level of Service	E	E		F	E		A	A		A	A	A
Approach Delay (s/veh)		76.4			86.4			8.3			4.3	
Approach LOS		E			F			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			15.4									B
HCM 2000 Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			185.0							22.0		
Intersection Capacity Utilization			66.9%									C
Analysis Period (min)			15									

c Critical Lane Group

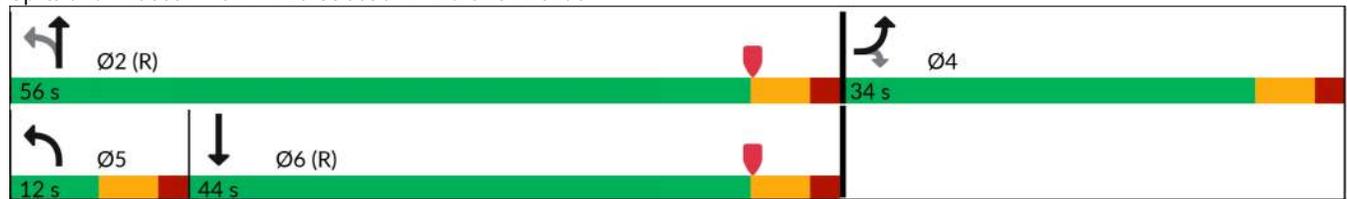


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↶	↷	↶	↑↑	↑↑
Traffic Volume (vph)	102	62	114	1024	1007
Future Volume (vph)	102	62	114	1024	1007
Lane Group Flow (vph)	104	63	116	1045	1157
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	4.0	12.0	12.0
Minimum Split (s)	32.0	32.0	10.0	28.0	28.0
Total Split (s)	34.0	34.0	12.0	56.0	44.0
Total Split (%)	37.8%	37.8%	13.3%	62.2%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Min	C-Min
v/c Ratio	0.54	0.29	0.33	0.37	0.52
Control Delay (s/veh)	47.9	13.0	6.8	8.9	19.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.9	13.0	6.8	8.9	19.7
Queue Length 50th (ft)	57	0	34	246	495
Queue Length 95th (ft)	103	35	26	296	m602
Internal Link Dist (ft)	2604			1270	57
Turn Bay Length (ft)	140		200		
Base Capacity (vph)	545	506	363	2794	2244
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.19	0.12	0.32	0.37	0.52

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: NW 29 Street & N Andrews Avenue



Wilton Manors - The AVE  
5: NW 29 Street & N Andrews Avenue

2028 Build Conditions  
PM Peak Hour



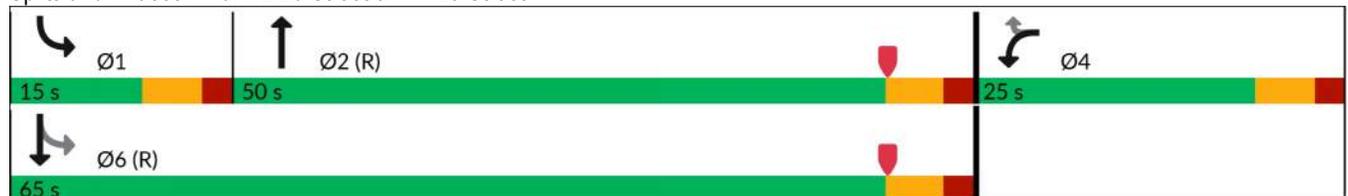
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	102	62	114	1024	1007	126
Future Volume (veh/h)	102	62	114	1024	1007	126
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1796	1856	1856	1856	1856
Adj Flow Rate, veh/h	104	63	116	1045	1028	129
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	7	3	3	3	3
Cap, veh/h	143	123	404	2770	2125	266
Arrive On Green	0.08	0.08	0.08	1.00	0.68	0.68
Sat Flow, veh/h	1767	1522	1767	3618	3231	393
Grp Volume(v), veh/h	104	63	116	1045	577	580
Grp Sat Flow(s),veh/h/ln	1767	1522	1767	1763	1763	1769
Q Serve(g_s), s	5.2	3.6	1.7	0.0	14.1	14.2
Cycle Q Clear(g_c), s	5.2	3.6	1.7	0.0	14.1	14.2
Prop In Lane	1.00	1.00	1.00			0.22
Lane Grp Cap(c), veh/h	143	123	404	2770	1193	1198
V/C Ratio(X)	0.73	0.51	0.29	0.38	0.48	0.48
Avail Cap(c_a), veh/h	550	474	448	2770	1193	1198
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.82	0.82	1.00	1.00
Uniform Delay (d), s/veh	40.4	39.6	4.9	0.0	7.0	7.0
Incr Delay (d2), s/veh	2.6	1.2	0.1	0.3	1.4	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.1	0.4	0.1	4.7	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	43.0	40.8	5.0	0.3	8.4	8.4
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	167			1161	1157	
Approach Delay, s/veh	42.2			0.8	8.4	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		76.7		13.3	9.8	66.9
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		50.0		28.0	6.0	38.0
Max Q Clear Time (g_c+I1), s		2.0		7.2	3.7	16.2
Green Ext Time (p_c), s		9.5		0.2	0.0	8.1
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			7.1			
HCM 7th LOS			A			

	↙	↖	↑	↘	↓
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	↙	↖	↑↕	↘	↓↕
Traffic Volume (vph)	225	190	936	122	969
Future Volume (vph)	225	190	936	122	969
Lane Group Flow (vph)	230	194	1075	124	989
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	4		2	1	6
Permitted Phases		4		6	
Detector Phase	4	4	2	1	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	5.0	4.0	12.0
Minimum Split (s)	12.0	12.0	11.0	10.0	18.0
Total Split (s)	25.0	25.0	50.0	15.0	65.0
Total Split (%)	27.8%	27.8%	55.6%	16.7%	72.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Min	None	C-Min
v/c Ratio	0.76	0.45	0.56	0.38	0.41
Control Delay (s/veh)	51.2	8.3	14.9	6.7	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.2	8.3	14.9	6.7	2.1
Queue Length 50th (ft)	125	0	191	4	7
Queue Length 95th (ft)	194	53	292	24	16
Internal Link Dist (ft)	2615		979		1270
Turn Bay Length (ft)		195		125	
Base Capacity (vph)	372	481	1926	372	2437
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.62	0.40	0.56	0.33	0.41

**Intersection Summary**

Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 33 (37%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated

Splits and Phases: 6: NE 26 Street & NW 29 Street



Wilton Manors - The AVE  
6: NE 26 Street & NW 29 Street

2028 Build Conditions  
PM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	225	190	936	118	122	969
Future Volume (veh/h)	225	190	936	118	122	969
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	230	194	955	120	124	989
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	271	241	1886	237	383	2515
Arrive On Green	0.15	0.15	0.60	0.60	0.09	1.00
Sat Flow, veh/h	1767	1572	3234	395	1767	3618
Grp Volume(v), veh/h	230	194	536	539	124	989
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1773	1767	1763
Q Serve(g_s), s	11.4	10.7	15.7	15.7	2.3	0.0
Cycle Q Clear(g_c), s	11.4	10.7	15.7	15.7	2.3	0.0
Prop In Lane	1.00	1.00		0.22	1.00	
Lane Grp Cap(c), veh/h	271	241	1058	1064	383	2515
V/C Ratio(X)	0.85	0.80	0.51	0.51	0.32	0.39
Avail Cap(c_a), veh/h	373	332	1058	1064	478	2515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.86	0.86
Uniform Delay (d), s/veh	37.1	36.8	10.3	10.3	7.2	0.0
Incr Delay (d2), s/veh	9.6	6.7	1.7	1.7	0.2	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	4.5	5.8	5.8	0.7	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	46.7	43.5	12.1	12.0	7.4	0.4
LnGrp LOS	D	D	B	B	A	A
Approach Vol, veh/h	424		1075			1113
Approach Delay, s/veh	45.2		12.1			1.2
Approach LOS	D		B			A
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.2	60.0		19.8		70.2
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	9.0	44.0		19.0		59.0
Max Q Clear Time (g_c+I1), s	4.3	17.7		13.4		2.0
Green Ext Time (p_c), s	0.0	7.8		0.4		8.8
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			12.8			
HCM 7th LOS			B			

## **DRIVEWAYS**

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	43	997	16	0	1215
Future Vol, veh/h	0	43	997	16	0	1215
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	47	1084	17	0	1321

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	551	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	-
Pot Cap-1 Maneuver	0	476	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	476	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.39	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	476
HCM Lane V/C Ratio	-	-	0.098
HCM Ctrl Dly (s/v)	-	-	13.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.3

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	25	1089	37	0	1053
Future Vol, veh/h	0	25	1089	37	0	1053
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	27	1184	40	0	1145

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	612	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	-	-
Pot Cap-1 Maneuver	0	434	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	434	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.86	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	434
HCM Lane V/C Ratio	-	-	0.063
HCM Ctrl Dly (s/v)	-	-	13.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

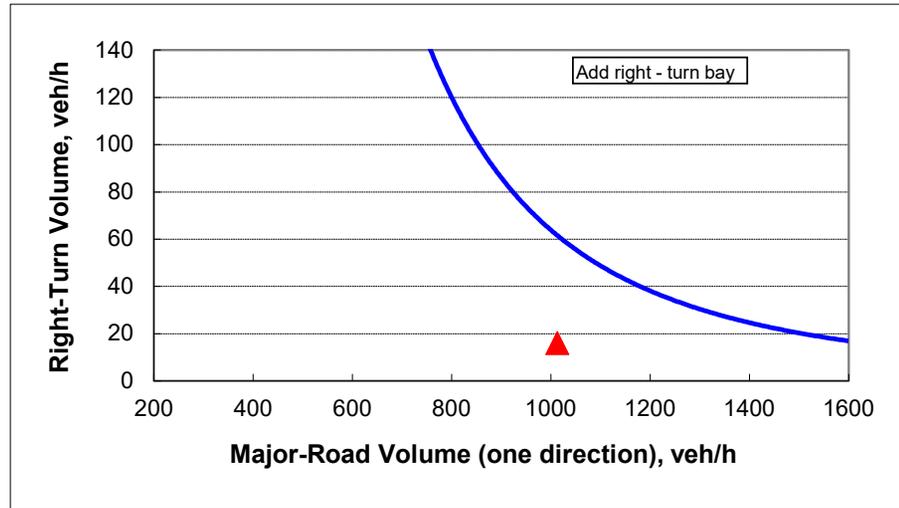
**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	1013
Right-turn volume, veh/h:	16

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	62
<b>Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:</b>	
Do NOT add right-turn bay.	



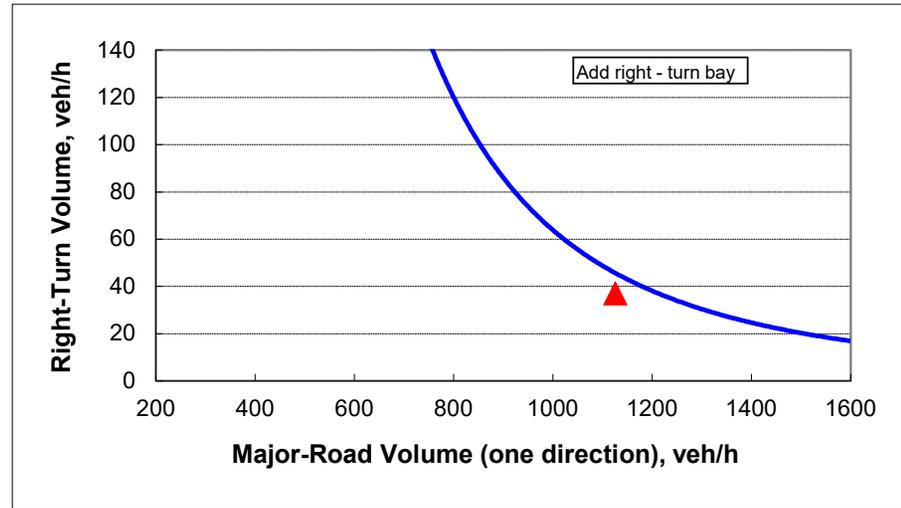
**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	1126
Right-turn volume, veh/h:	37

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	46
<b>Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:</b>	
Do NOT add right-turn bay.	



**APPENDIX F**  
**TRIP GENERATION DATA**

**TABLE 1 - TRIP GENERATION ANALYSIS  
WILTON MANORS - THE AVE**

**DAILY**

Land Use	ITE Code	Size	Trip Generation Rate	In	Out	Total Site Trips		
						In	Out	Total
<b>Proposed Uses</b>								
Multifamily Housing (Mid-Rise)	221	149 DU	T = 4.55 (X) - 17.52	50%	50%	330	330	660
Small Office Building	712	2,395 SF	T = 14.39 (X)	50%	50%	17	17	34
<b>Total</b>						347	347	694

**MORNING PEAK HOUR**

Land Use	ITE Code	Size	Trip Generation Rate	In	Out	Total Site Trips		
						In	Out	Total
<b>Proposed Uses</b>								
Multifamily Housing (Mid-Rise)	221	149 DU	T = 0.42 (X) - 7.77	23%	77%	13	42	55
Small Office Building	712	2,395 SF	T = 1.64 (X)	82%	18%	3	1	4
<b>Total</b>						16	43	59

**AFTERNOON PEAK HOUR**

Land Use	ITE Code	Size	Trip Generation Rate	In	Out	Total Site Trips		
						In	Out	Total
<b>Proposed Uses</b>								
Multifamily Housing (Mid-Rise)	221	149 DU	T = 0.36 (X) + 3.07	61%	39%	35	22	57
Small Office Building	712	2,395 SF	T = 2.16 (X)	34%	66%	2	3	5
<b>Total</b>						37	25	62

\*The LU Small Office Buildings are live/work residential units. For a conservative analysis, these units were treated as office uses  
ITE 12th Edition

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

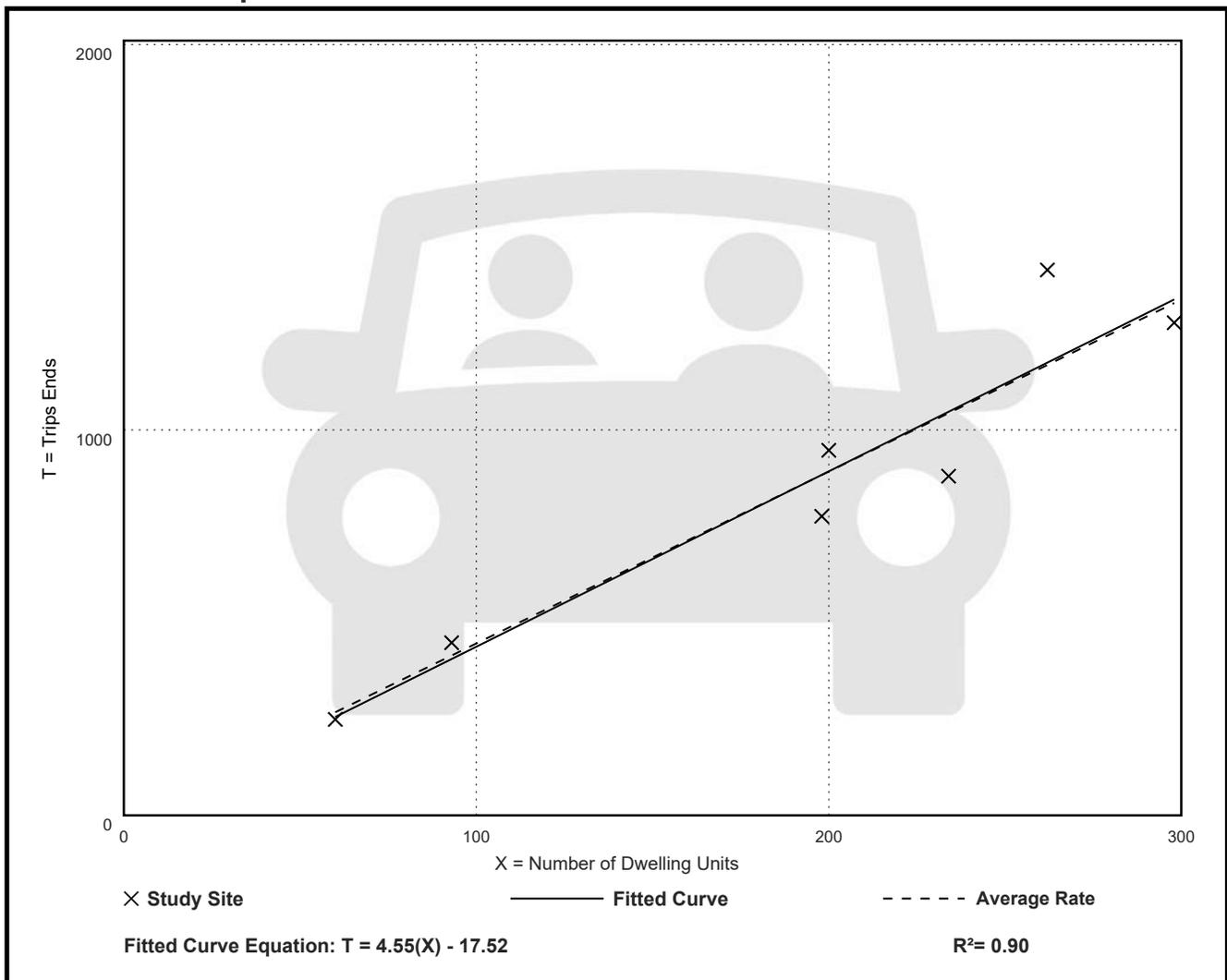
Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 7  
Avg. Num. of Dwelling Units: 192  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.46	3.76 - 5.40	0.62

## Data Plot and Equation



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

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 20

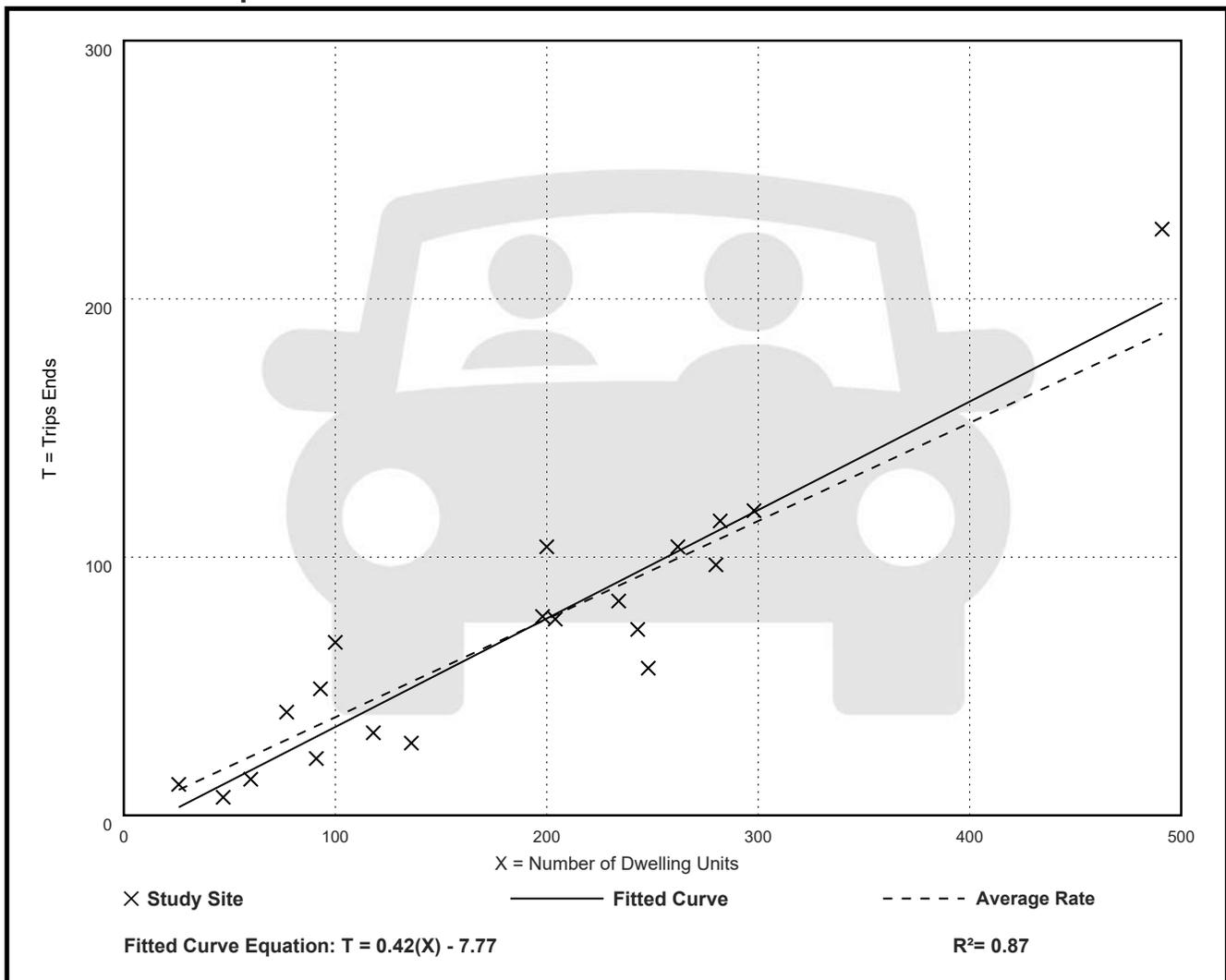
Avg. Num. of Dwelling Units: 184

Directional Distribution: 23% entering, 77% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.38	0.15 - 0.67	0.10

## Data Plot and Equation



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

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 21

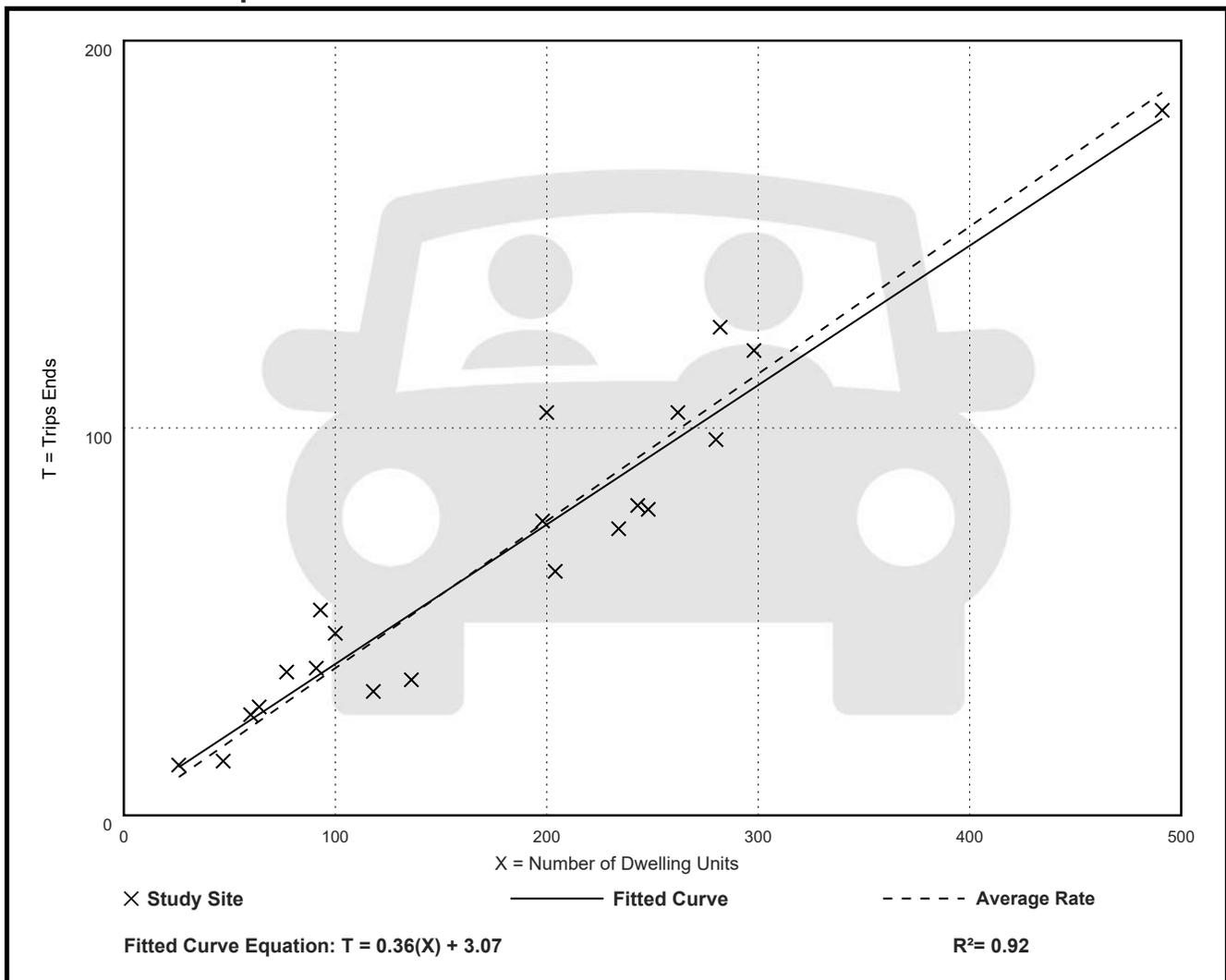
Avg. Num. of Dwelling Units: 179

Directional Distribution: 64% entering, 36% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.38	0.26 - 0.57	0.07

## Data Plot and Equation



# Small Office Building (712)

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

Setting/Location: General Urban/Suburban

Number of Studies: 21

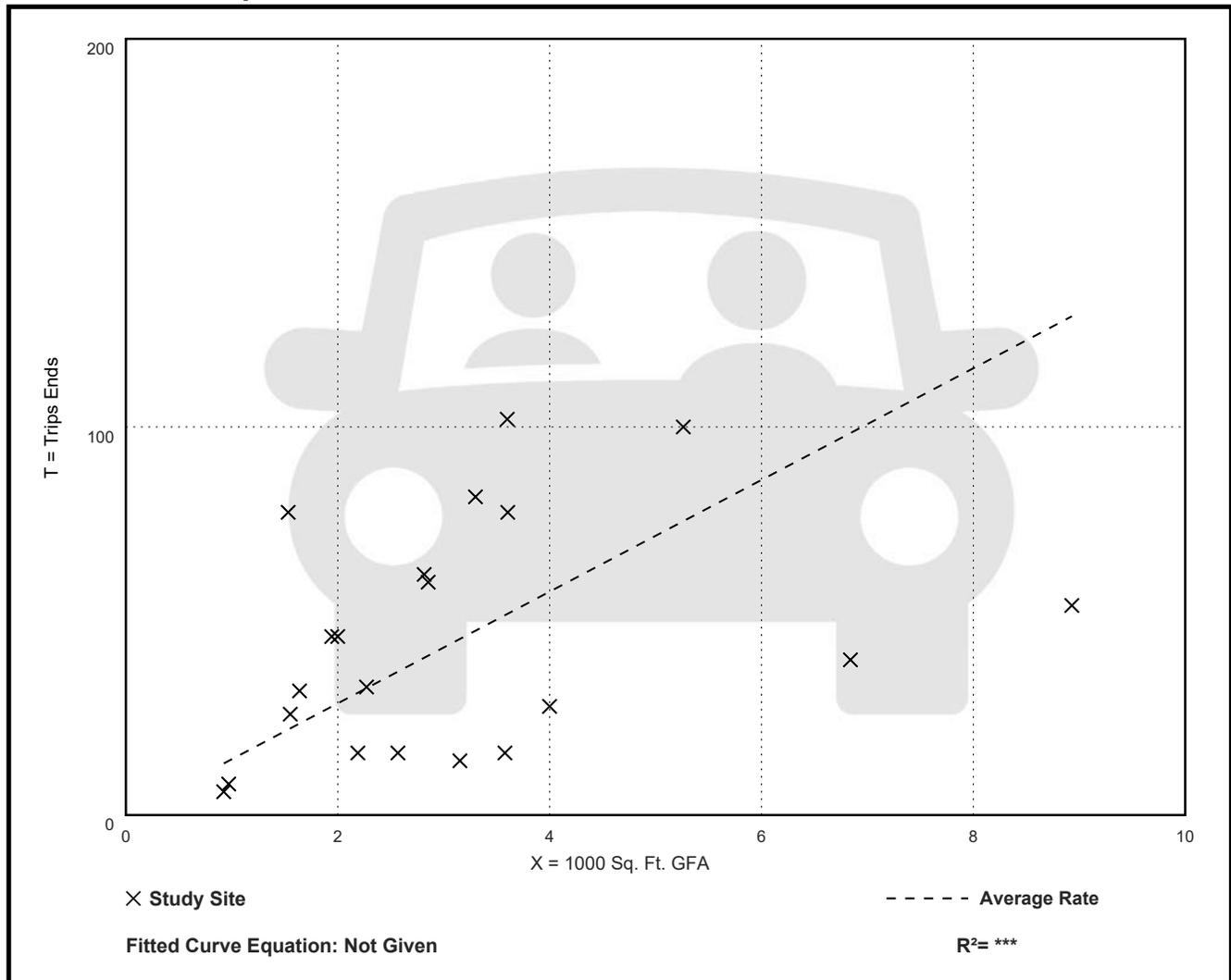
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
14.39	4.44 - 50.91	10.16

## Data Plot and Equation



# Small Office Building (712)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 20

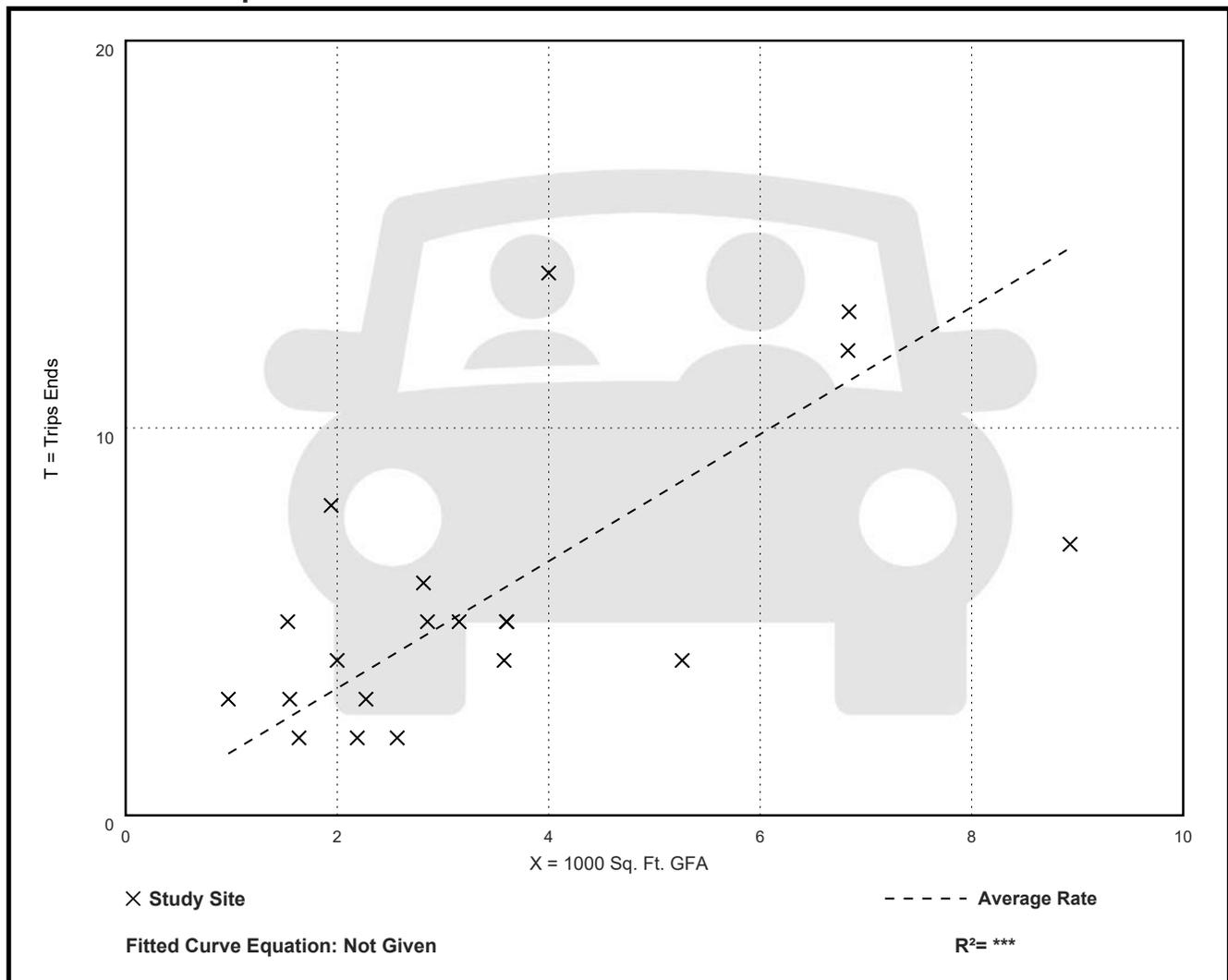
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 83% entering, 17% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.64	0.76 - 4.12	0.87

## Data Plot and Equation



# Small Office Building (712)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 21

Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 34% entering, 66% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.16	0.56 - 5.50	1.26

## Data Plot and Equation

