

# MARLOWE SUNRISE RESIDENTIAL

SUNRISE, FL

## TRAFFIC IMPACT ANALYSIS



July 9, 2026  
Kimley-Horn Project #145202019

# TRAFFIC IMPACT ANALYSIS

## MARLOWE SUNRISE RESIDENTIAL SUNRISE, FL

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Kimley-Horn Project #145202019  
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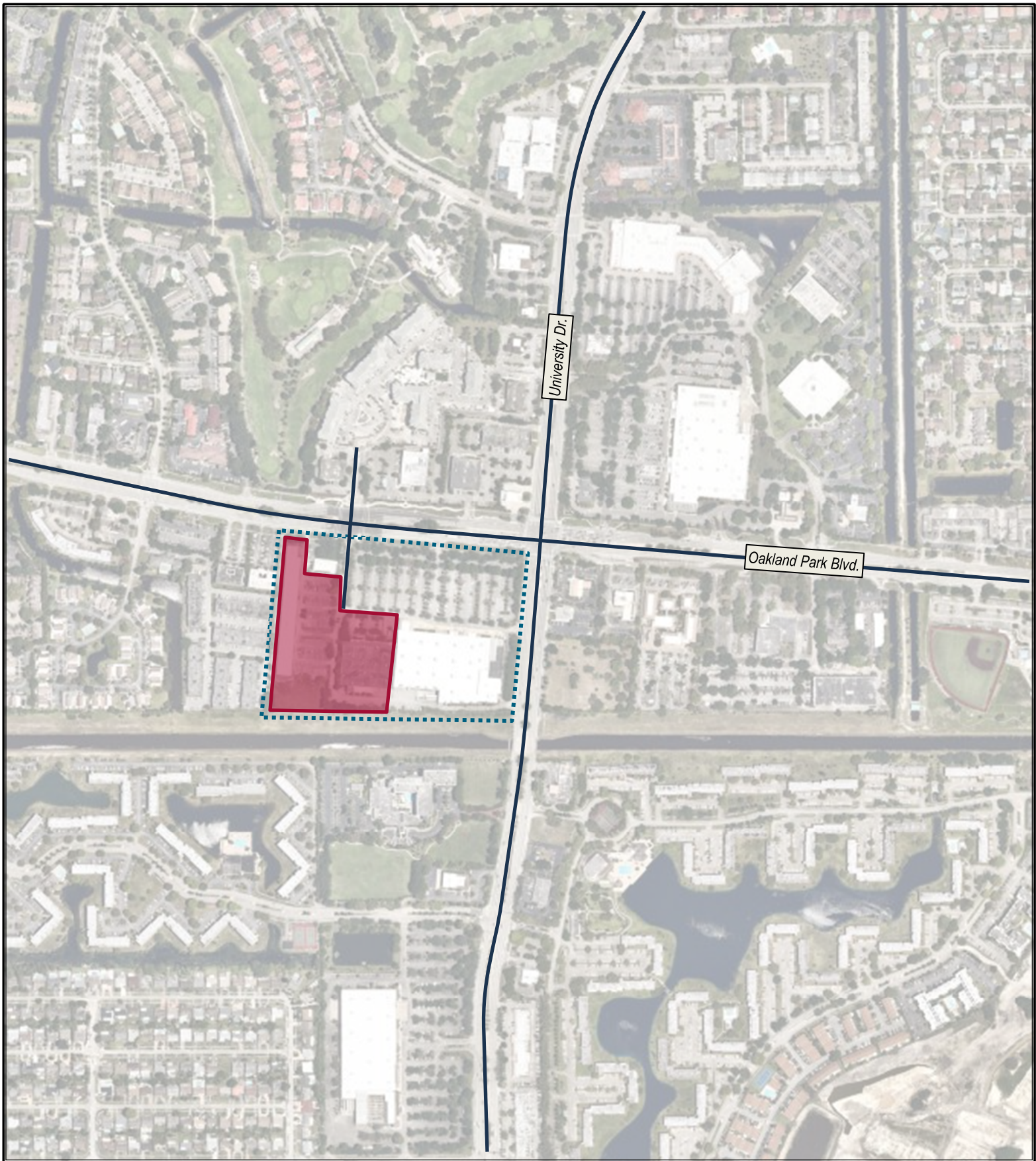
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## INTRODUCTION

Kimley-Horn and Associates, Inc. has been retained to prepare a traffic impact analysis for the development of multi-family residential in the southwest quadrant of the intersection of Oakland Park Boulevard & NW 84<sup>th</sup> Terrace in Sunrise, Florida. Figure 1 illustrates the location of the project site. The proposed plan will partially redevelop the overall existing site by demolishing an existing 42,480 multi-tenant retail center and currently vacant former big box store (Baby Love, approximately 50,000 square feet) and constructing 270 mid-rise multi-family residential units on site. The Broward County Folio Numbers for the overall site are:

- 494121030045
- 494121030040
- 494121030047
- 494121030048
- 494121030041

A site plan is included in Appendix A. The buildout of the proposed development program is anticipated to occur by 2030. Kimley-Horn and Associates, Inc. was retained to prepare a site-specific traffic impact analysis for the proposed redevelopment. This document presents the findings of the traffic impact analysis.



**LEGEND**



Site Location

**FIGURE 1**

Site Location

Marlowe Sunrise Residential

KH #145202019

**Kimley»Horn**

## TRIP GENERATION

The project traffic volumes evaluated in this analysis are defined as the vehicle trips expected to be generated by the project, and the distribution and assignment of that traffic over the study roadway network.

### Proposed Land Use

The proposed project would partially redevelop the overall existing site by demolishing an existing 42,480 multi-tenant retail center and currently vacant former big box store (Baby Love, approximately 50,000 square feet) and developing 270 mid-rise multi-family residential units on site. The overall site also contains an existing big box home improvement store and preschool, which are expected to remain in place.

### Project Access

Access to the site is proposed via shared access driveways, comprised of one (1) existing (full access, signalized) driveway located along Oakland Park Boulevard at NW 84<sup>th</sup> Terrace, one (1) existing (right-in/right-out) driveway located along Oakland Park Boulevard just east of NW 84<sup>th</sup> Terrace, and one (1) existing (right-in/right-out) driveway located University Drive just south of Oakland Park Boulevard.

### Trip Generation

The trip generation potential of the proposed redevelopment is based on trip generation rates and equations published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 12<sup>th</sup> Edition*. Per the methodology discussed with the City of Sunrise, the trip generation rates and equations for the Shopping Plaza (40-150ksf w/out supermarket) (Land Use 821) and Multifamily Housing (Mid-Rise) (Land Use Code 221) have been utilized. No credit was calculated for the vacant big box store (former Baby Love) because it is not currently generating traffic. Excerpts from the *Trip Generation Manual, 12<sup>th</sup> Edition* are included in Appendix C. Table 1 summarizes the trip generation determination for the proposed use. As indicated in Table 1, the proposed expansion will generate 1,011 fewer net new daily trips, 38 net new external AM peak hour trips (-18 in, +56 out), and 21 fewer net new external PM peak hour trips (+5 in, -26 out).

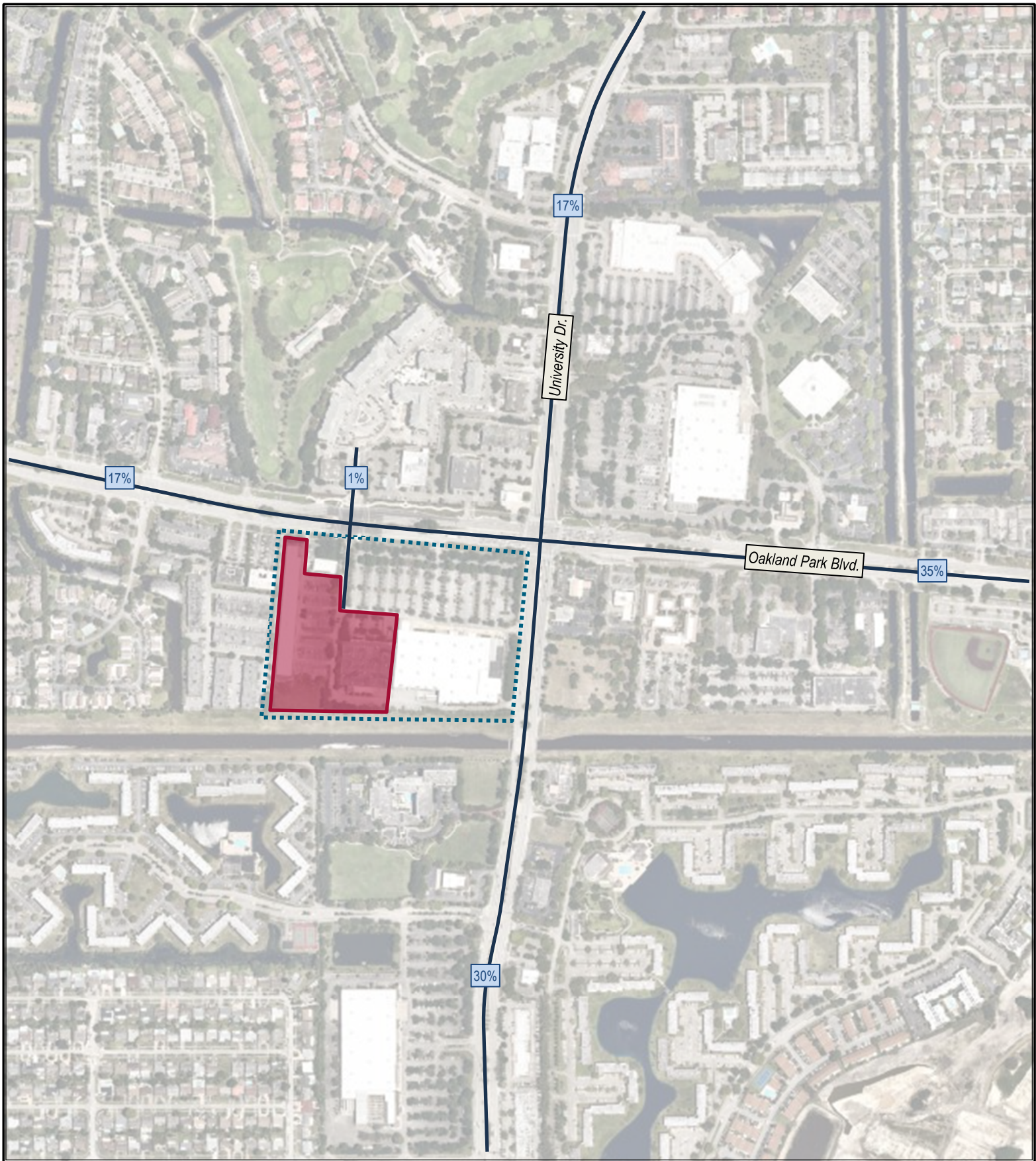
Table 1: Trip Generation Calculations

| Source                                                      | Land Use                                 | ITE Code | Intensity              | Daily Trips                             | AM Peak Hour |     |                                         | PM Peak Hour        |    |            |
|-------------------------------------------------------------|------------------------------------------|----------|------------------------|-----------------------------------------|--------------|-----|-----------------------------------------|---------------------|----|------------|
|                                                             |                                          |          |                        |                                         | Total        | In  | Out                                     | Total               | In | Out        |
| Existing Scenario >5 Years                                  |                                          |          |                        |                                         |              |     |                                         |                     |    |            |
| ITE                                                         | Shop Plaza (40-150ksf w/out supermarket) | ITE 821  | 42.480 ksf             | 2,777                                   | 68           | 42  | 26                                      | 202                 | 99 | 103        |
| Internal Capture                                            |                                          |          | Subtotal               | 2,777                                   | 68           | 42  | 26                                      | 202                 | 99 | 103        |
|                                                             |                                          | % Daily  | % AM                   | % PM                                    |              |     |                                         |                     |    |            |
|                                                             | Shop Plaza (40-150ksf w/out supermarket) | 0.0%     | 0.0%                   | 0.0%                                    | 0            | 0   | 0                                       | 0                   | 0  | 0          |
| Pass-By Capture                                             |                                          |          | Subtotal               | 0                                       | 0            | 0   | 0                                       | 0                   | 0  | 0          |
|                                                             |                                          | Daily    | AM                     | PM                                      |              |     |                                         |                     |    |            |
|                                                             | Shop Plaza (40-150ksf w/out supermarket) | 20.0%    | 0.0%                   | 40.0%                                   | 555          | 0   | 0                                       | 81                  | 40 | 41         |
|                                                             |                                          |          | Subtotal               | 555                                     | 0            | 0   | 0                                       | 81                  | 40 | 41         |
| Driveway Volumes                                            |                                          |          |                        | 2,777                                   | 68           | 42  | 26                                      | 202                 | 99 | 103        |
| Net New External Trips                                      |                                          |          |                        | 2,222                                   | 68           | 42  | 26                                      | 121                 | 59 | 62         |
| Proposed Scenario                                           |                                          |          |                        |                                         |              |     |                                         |                     |    |            |
| ITE                                                         | Multifamily Housing (Mid-Rise)           | ITE 221  | 270 DU                 | 1,211                                   | 106          | 24  | 82                                      | 100                 | 64 | 36         |
| Internal Capture                                            |                                          |          | Subtotal               | 1,211                                   | 106          | 24  | 82                                      | 100                 | 64 | 36         |
|                                                             |                                          | % Daily  | % AM                   | % PM                                    |              |     |                                         |                     |    |            |
|                                                             | Multifamily Housing (Mid-Rise)           | 0.0%     | 0.0%                   | 0.0%                                    | 0            | 0   | 0                                       | 0                   | 0  | 0          |
| Pass-By Capture                                             |                                          |          | Subtotal               | 0                                       | 0            | 0   | 0                                       | 0                   | 0  | 0          |
|                                                             |                                          | Daily    | AM                     | PM                                      |              |     |                                         |                     |    |            |
|                                                             | Multifamily Housing (Mid-Rise)           | 0.0%     | 0.0%                   | 0.0%                                    | 0            | 0   | 0                                       | 0                   | 0  | 0          |
|                                                             |                                          |          | Subtotal               | 0                                       | 0            | 0   | 0                                       | 0                   | 0  | 0          |
| Driveway Volumes                                            |                                          |          |                        | 1,211                                   | 106          | 24  | 82                                      | 100                 | 64 | 36         |
| Net New External Trips                                      |                                          |          |                        | 1,211                                   | 106          | 24  | 82                                      | 100                 | 64 | 36         |
| Proposed Net External Trips-Existing Net New External Trips |                                          |          |                        | -1,011                                  | 38           | -18 | 56                                      | -21                 | 5  | -26        |
|                                                             |                                          |          |                        |                                         |              |     |                                         |                     |    |            |
| Land Use                                                    |                                          |          | Daily                  | AM Peak Hour                            | PM Peak Hour |     |                                         | Daily/AM/PM Pass-By |    |            |
| Shop Plaza (40-150ksf w/out supermarket)                    |                                          |          | 65.38 trips/ksf        | 1.59 trips/ksf (62% in, 38% out)        |              |     | 4.76 trips/ksf (49% in, 51% out)        |                     |    | 20%/0%/40% |
| Multifamily Housing (Mid-Rise)                              |                                          |          | Trips = 4.55(X) -17.52 | Trips = 0.42(X) -7.77 (23% in, 77% out) |              |     | Trips = 0.36(X) +3.07 (64% in, 36% out) |                     |    | 0%/0%/0%   |

## Traffic Assignment

The daily and peak hour trips for the project were assigned to the surrounding roadway network proposed to be in place for each respective analysis year.

Figure 2 illustrates the project traffic distribution assignment to the surrounding roadway network.



#### LEGEND



Site Location

#### FIGURE 2

Project Traffic Roadway Distribution  
Marlowe Sunrise Residential  
KH #145202019

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## INTERSECTION ANALYSIS

As part of the traffic impact analysis, traffic volumes at the study intersections were analyzed during three distinct scenarios: Existing Conditions (2025), Future Background Conditions (2030), and Future Total Conditions (2030). The existing year analysis is based on count data collected at the study intersections on August 26, 2025. Future Background (2030) analyses include background traffic growth. The traffic volume growth rate was assumed to be 0.5% compounded annually. The Future Total (2030) analysis uses the Future Background (2030) volumes as a baseline and includes the addition of project traffic for this site. The Future Total (2030) volumes assume a fully built out condition for the site.

### Data Collection

Baseline traffic count data was collected during the AM peak period (7:00 AM to 9:00 AM) and the PM peak period (4:00PM to 6:00PM) at intersections within the study area. Following is a list of the intersections at which data was collected.

1. Oakland Park Boulevard & NW 84th Terrace
2. Oakland Park Boulevard & Driveway #1
3. Oakland Park Boulevard & N University Drive
4. University Drive & Driveway #2

Count data for the intersections is included in Appendix B, for reference.

## EXISTING (2025) ANALYSIS

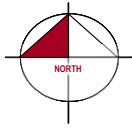
Analyses were conducted at the study intersections to evaluate Level of Service and delay for drivers during existing conditions. Signal timing data was provided by Broward County at the signalized intersections within the study area. Signal timing worksheets are included in Appendix C, for reference. The existing volumes used in the analysis are shown in Figure 3.

### Synchro Results

Synchro 12 software was used to analyze the study intersection, utilizing HCM 7<sup>th</sup> Edition methodology to determine the delay and LOS for each of the analyzed movements. The results of the Synchro analysis are summarized on the following page in Table 2 for the AM and PM peak hours of operation. The LOS and delay for unsignalized intersections were based on the movement with the highest delay, and therefore no overall delay for the intersection is reported. The LOS and delay for signalized intersections were analyzed based on the LOS and delay of the overall intersection operations.

**Table 2: Existing Year (2025) Synchro Summary**

| # | Intersection                                | Control Type | Movement       | AM Peak Hour |          | PM Peak Hour |          |
|---|---------------------------------------------|--------------|----------------|--------------|----------|--------------|----------|
|   |                                             |              |                | Delay (s)    | LOS      | Delay (s)    | LOS      |
| 1 | Oakland Park Boulevard & NW 84th Terrace    | Signalized   | EB             | 5.5          | A        | 7.9          | A        |
|   |                                             |              | WB             | 5.2          | A        | 7.8          | A        |
|   |                                             |              | NB             | 42.2         | D        | 39.7         | D        |
|   |                                             |              | SB             | 41.3         | D        | 39.8         | D        |
|   |                                             |              | <b>Overall</b> | <b>5.7</b>   | <b>A</b> | <b>9.6</b>   | <b>A</b> |
| 2 | Oakland Park Boulevard & Driveway #1        | TWSC         | EB             | -            | -        | -            | -        |
|   |                                             |              | WB             | -            | -        | -            | -        |
|   |                                             |              | NB             | 8.7          | A        | 8.8          | A        |
|   |                                             |              | SB             | -            | -        | -            | -        |
|   |                                             |              | <b>Overall</b> | <b>-</b>     | <b>-</b> | <b>-</b>     | <b>-</b> |
| 3 | Oakland Park Boulevard & N University Drive | Signalized   | EB             | 65.3         | E        | 65.3         | E        |
|   |                                             |              | WB             | 64.7         | E        | 67.9         | E        |
|   |                                             |              | NB             | 35.6         | D        | 39.3         | D        |
|   |                                             |              | SB             | 38.1         | D        | 38.6         | D        |
|   |                                             |              | <b>Overall</b> | <b>49.0</b>  | <b>D</b> | <b>52.1</b>  | <b>D</b> |
| 4 | University Drive & Driveway #2              | TWSC         | EB             | 9.7          | A        | 9.4          | A        |
|   |                                             |              | WB             | 9.0          | A        | 9.3          | A        |
|   |                                             |              | NB             | -            | -        | -            | -        |
|   |                                             |              | SB             | -            | -        | -            | -        |
|   |                                             |              | <b>Overall</b> | <b>-</b>     | <b>-</b> | <b>-</b>     | <b>-</b> |



NOT TO SCALE

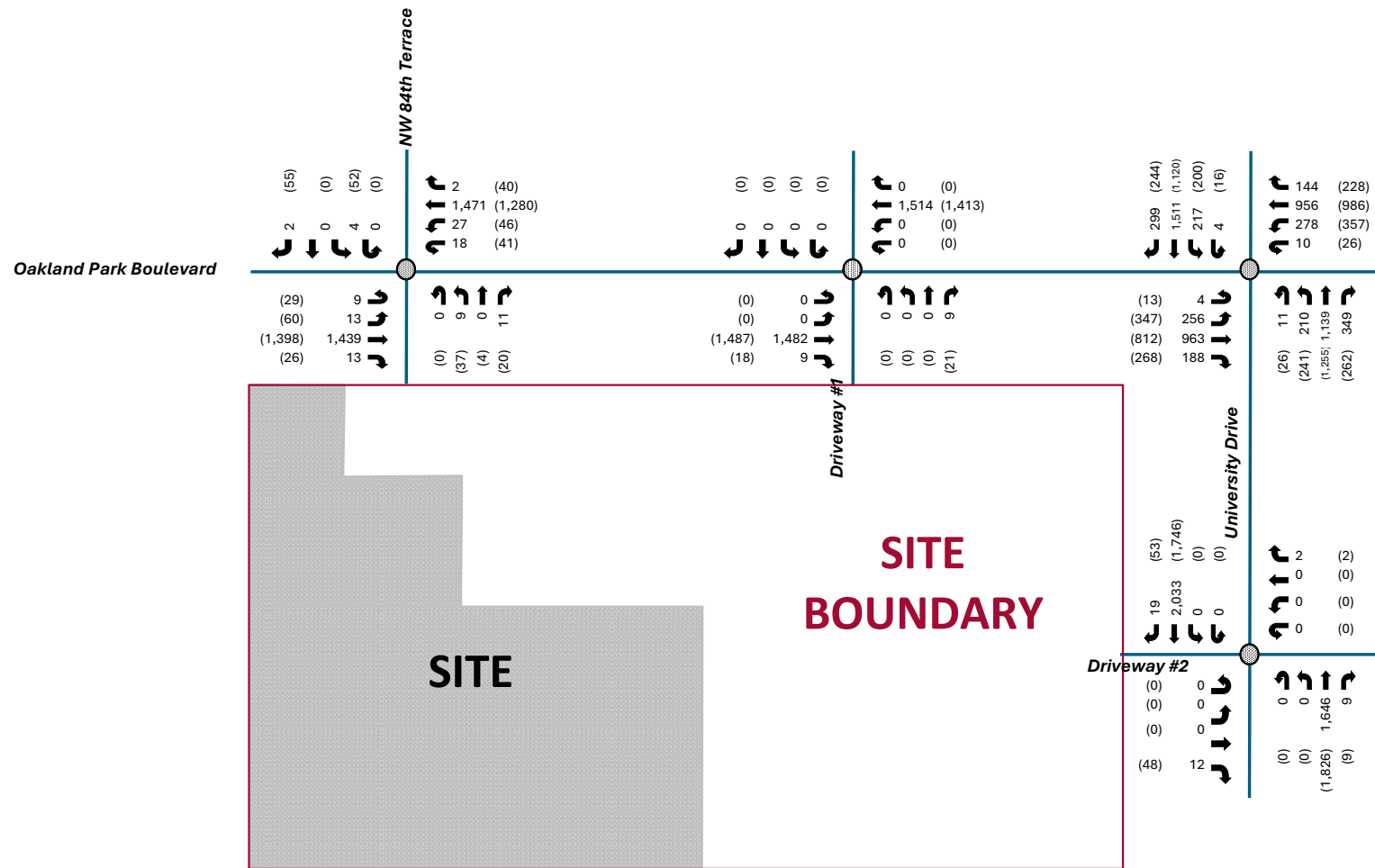


Figure 3  
Existing Year (2025) Peak Season Traffic Volumes  
Marlowe Sunrise

## BACKGROUND YEAR (2030) CONDITIONS

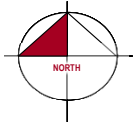
Background traffic is calculated from historical annual growth rates and/or traffic from the unbuilt portions of committed developments. A compounding annual growth rate of 0.5% was applied to the existing year count data for the study intersections. Figure 4 illustrates the background volumes used in this analysis.

### Synchro Results

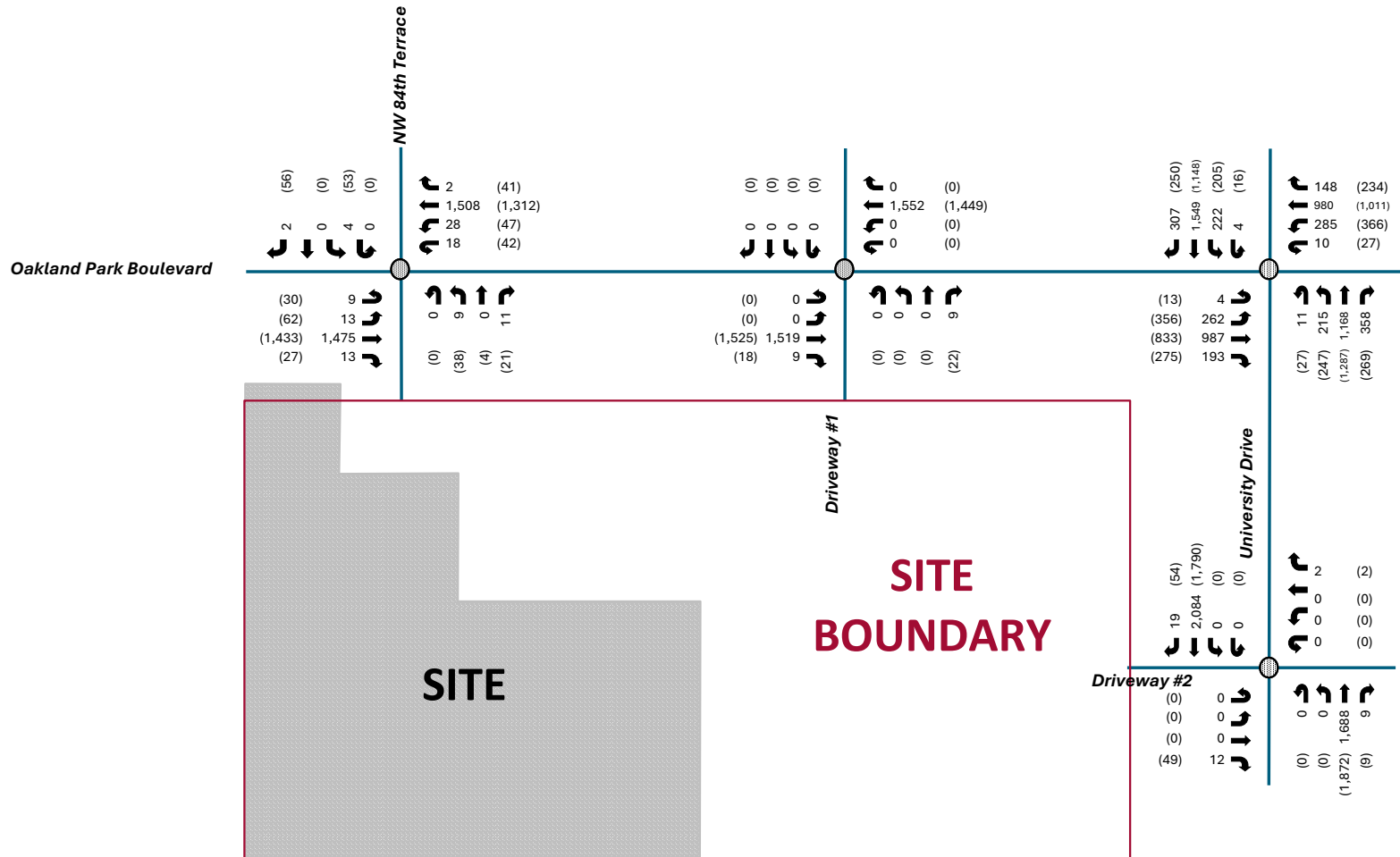
Synchro 12 software was used to analyze the study intersection, utilizing HCM 7<sup>th</sup> Edition methodology to determine the delay and LOS for each of the analyzed movements. The results of the Synchro analysis are summarized on the following page in Table 3 for the AM and PM peak hours of operation. The LOS and delay for unsignalized intersections were based on the movement with the highest delay, and therefore no overall delay for the intersection is reported. The LOS and delay for signalized intersections were analyzed based on the LOS and delay of the overall intersection operations.

**Table 3: Background Year (2030) Synchro Summary**

| # | Intersection                                         | Control Type | Movement       | AM Peak Hour |          | PM Peak Hour |          |
|---|------------------------------------------------------|--------------|----------------|--------------|----------|--------------|----------|
|   |                                                      |              |                | Delay (s)    | LOS      | Delay (s)    | LOS      |
| 1 | Oakland Park Boulevard & NW 84 <sup>th</sup> Terrace | Signalized   | EB             | 5.6          | A        | 8.1          | A        |
|   |                                                      |              | WB             | 5.3          | A        | 8.0          | A        |
|   |                                                      |              | NB             | 42.2         | D        | 39.6         | D        |
|   |                                                      |              | SB             | 41.3         | D        | 39.7         | D        |
|   |                                                      |              | <b>Overall</b> | <b>5.7</b>   | <b>A</b> | <b>9.8</b>   | <b>A</b> |
| 2 | Oakland Park Boulevard & Driveway #1                 | TWSC         | EB             | -            | -        | -            | -        |
|   |                                                      |              | WB             | -            | -        | -            | -        |
|   |                                                      |              | NB             | 8.8          | A        | 8.9          | A        |
|   |                                                      |              | SB             | -            | -        | -            | -        |
|   |                                                      |              | <b>Overall</b> | <b>-</b>     | <b>-</b> | <b>-</b>     | <b>-</b> |
| 3 | Oakland Park Boulevard & N University Drive          | Signalized   | EB             | 65.6         | E        | 65.6         | E        |
|   |                                                      |              | WB             | 64.8         | E        | 68.5         | E        |
|   |                                                      |              | NB             | 36.9         | D        | 40.9         | D        |
|   |                                                      |              | SB             | 40.2         | D        | 40.1         | D        |
|   |                                                      |              | <b>Overall</b> | <b>50.0</b>  | <b>D</b> | <b>53.1</b>  | <b>D</b> |
| 4 | University Drive & Driveway #2                       | TWSC         | EB             | 9.8          | A        | 9.5          | A        |
|   |                                                      |              | WB             | 9.1          | A        | 9.4          | A        |
|   |                                                      |              | NB             | -            | -        | -            | -        |
|   |                                                      |              | SB             | -            | -        | -            | -        |
|   |                                                      |              | <b>Overall</b> | <b>-</b>     | <b>-</b> | <b>-</b>     | <b>-</b> |



NOT TO SCALE



**Legend**

- Study Roadway
- Study Intersection
- XX A.M. Peak Hour Project Traffic Assignment
- (XX) P.M. Peak Hour Project Traffic Assignment

## FUTURE TOTAL (2030) CONDITIONS

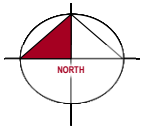
The Future Total (2030) conditions represent the future traffic volumes that include a combination of background traffic growth on the transportation network and project traffic. To ensure a conservative operation analysis, no credit was taken for the existing shopping plaza use; rather, all the trips predicted to be generated by the proposed development were added to the Background Year (2030) volumes (as opposed to only the net new trips). These trips were distributed across the transportation network using the trip distribution illustrated in Figure 5. The resulting total project traffic volumes are illustrated in Figure 6. The project traffic volumes were added to the Background Year (2030) intersection volumes to determine Future Total (2030) intersection volumes. Figure 7 illustrates the resulting Future Total volumes.

### Synchro Results

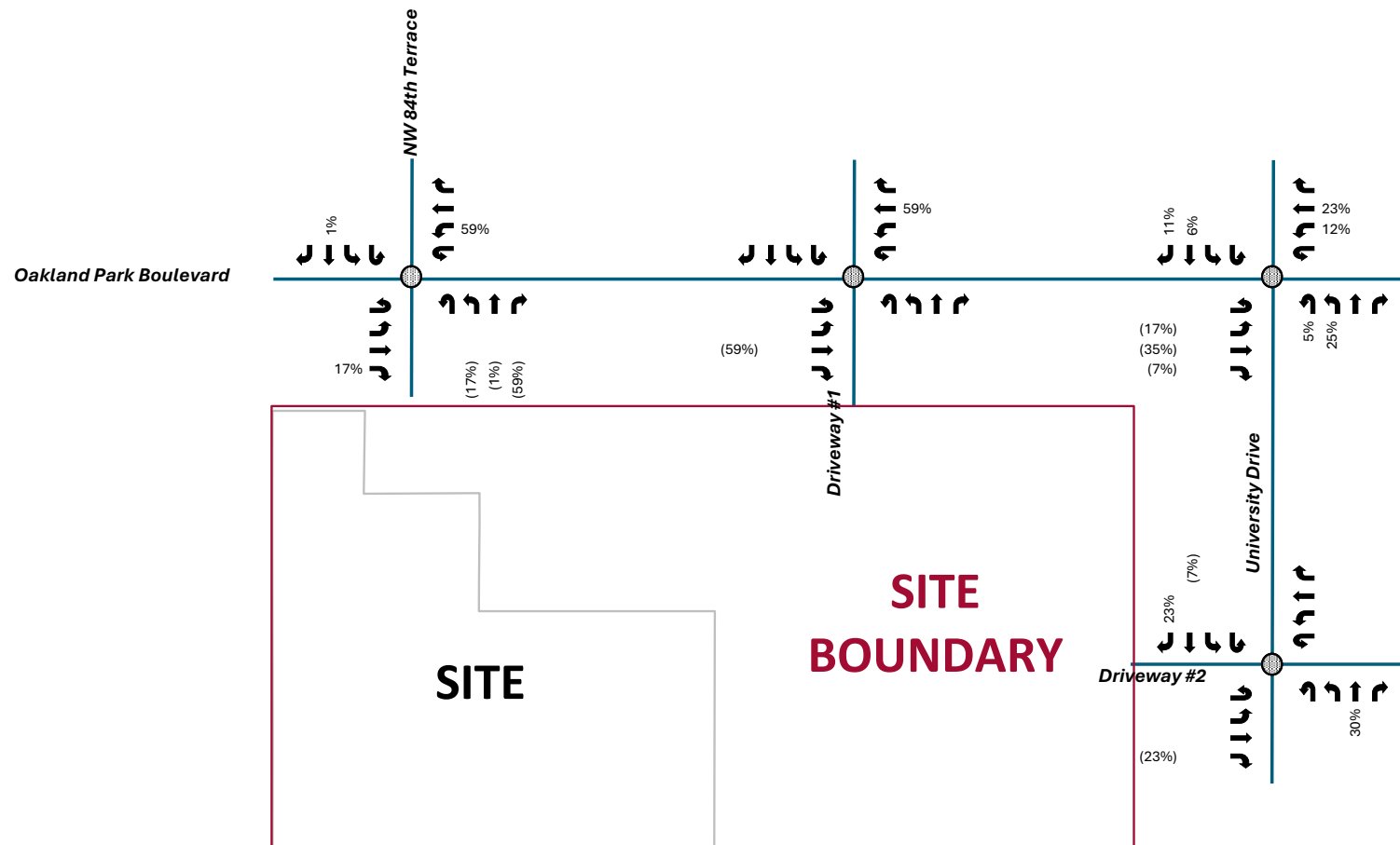
Synchro 12 software was used to analyze the study intersection, utilizing HCM 7<sup>th</sup> Edition methodology to determine the delay and LOS for each of the analyzed movements. The results of the Synchro analysis are summarized on the following page in Table 4 for the AM and PM peak hours of operation. The LOS and delay for unsignalized intersections were based on the movement with the highest delay, and therefore no overall delay for the intersection is reported. The LOS and delay for signalized intersections were analyzed based on the LOS and delay of the overall intersection operations.

**Table 4: Future Total (2030) Synchro Summary**

| # | Intersection                                | Control Type | Movement       | AM Peak Hour |          | PM Peak Hour |          |
|---|---------------------------------------------|--------------|----------------|--------------|----------|--------------|----------|
|   |                                             |              |                | Delay (s)    | LOS      | Delay (s)    | LOS      |
| 1 | Oakland Park Boulevard & NW 84th Terrace    | Signalized   | EB             | 7.0          | A        | 8.8          | A        |
|   |                                             |              | WB             | 6.4          | A        | 8.3          | A        |
|   |                                             |              | NB             | 45.0         | D        | 39.3         | D        |
|   |                                             |              | SB             | 40.7         | D        | 39.6         | D        |
|   |                                             |              | <b>Overall</b> | <b>7.8</b>   | <b>A</b> | <b>10.5</b>  | <b>B</b> |
| 2 | Oakland Park Boulevard & Driveway #1        | TWSC         | EB             | -            | -        | -            | -        |
|   |                                             |              | WB             | -            | -        | -            | -        |
|   |                                             |              | NB             | 8.9          | A        | 8.9          | A        |
|   |                                             |              | SB             | -            | -        | -            | -        |
|   |                                             |              | <b>Overall</b> | <b>-</b>     | <b>-</b> | <b>-</b>     | <b>-</b> |
| 3 | Oakland Park Boulevard & N University Drive | Signalized   | EB             | 66.1         | E        | 65.9         | E        |
|   |                                             |              | WB             | 65.0         | E        | 68.9         | E        |
|   |                                             |              | NB             | 37.7         | D        | 42.0         | D        |
|   |                                             |              | SB             | 41.5         | D        | 41.4         | D        |
|   |                                             |              | <b>Overall</b> | <b>50.9</b>  | <b>D</b> | <b>54.0</b>  | <b>D</b> |
| 4 | University Drive & Driveway #2              | TWSC         | EB             | 10.0         | A        | 9.5          | A        |
|   |                                             |              | WB             | 9.1          | A        | 9.4          | A        |
|   |                                             |              | NB             | -            | -        | -            | -        |
|   |                                             |              | SB             | -            | -        | -            | -        |
|   |                                             |              | <b>Overall</b> | <b>-</b>     | <b>-</b> | <b>-</b>     | <b>-</b> |

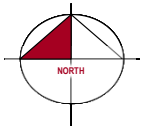


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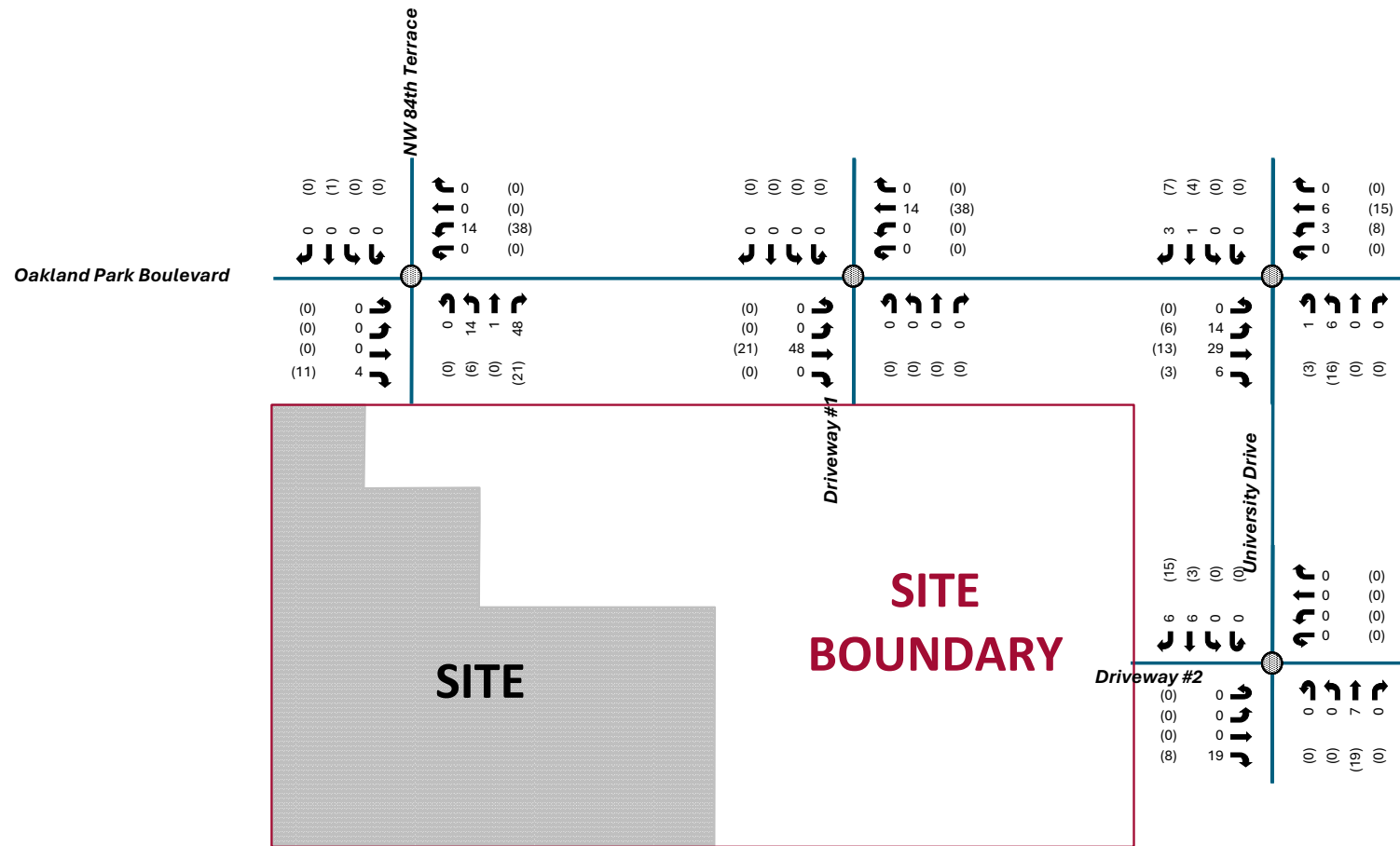


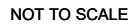
#### Legend

-  Study Roadway
-  Study Intersection
-  Entering Project Traffic Distribution
-  Exiting Project Traffic Distribution



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## SITE

## SITE BOUNDARY

## Driveway #1

University Drive

### Driveway #2

 Study Roadway  
 Study Intersection  
XX A.M. Peak Hour Project Traffic Assignment  
(XX) P.M. Peak Hour Project Traffic Assignment

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Figure 7  
Future Year (2030) Peak Season Traffic  
Marlowe Sunrise  
Sunrise, Florida

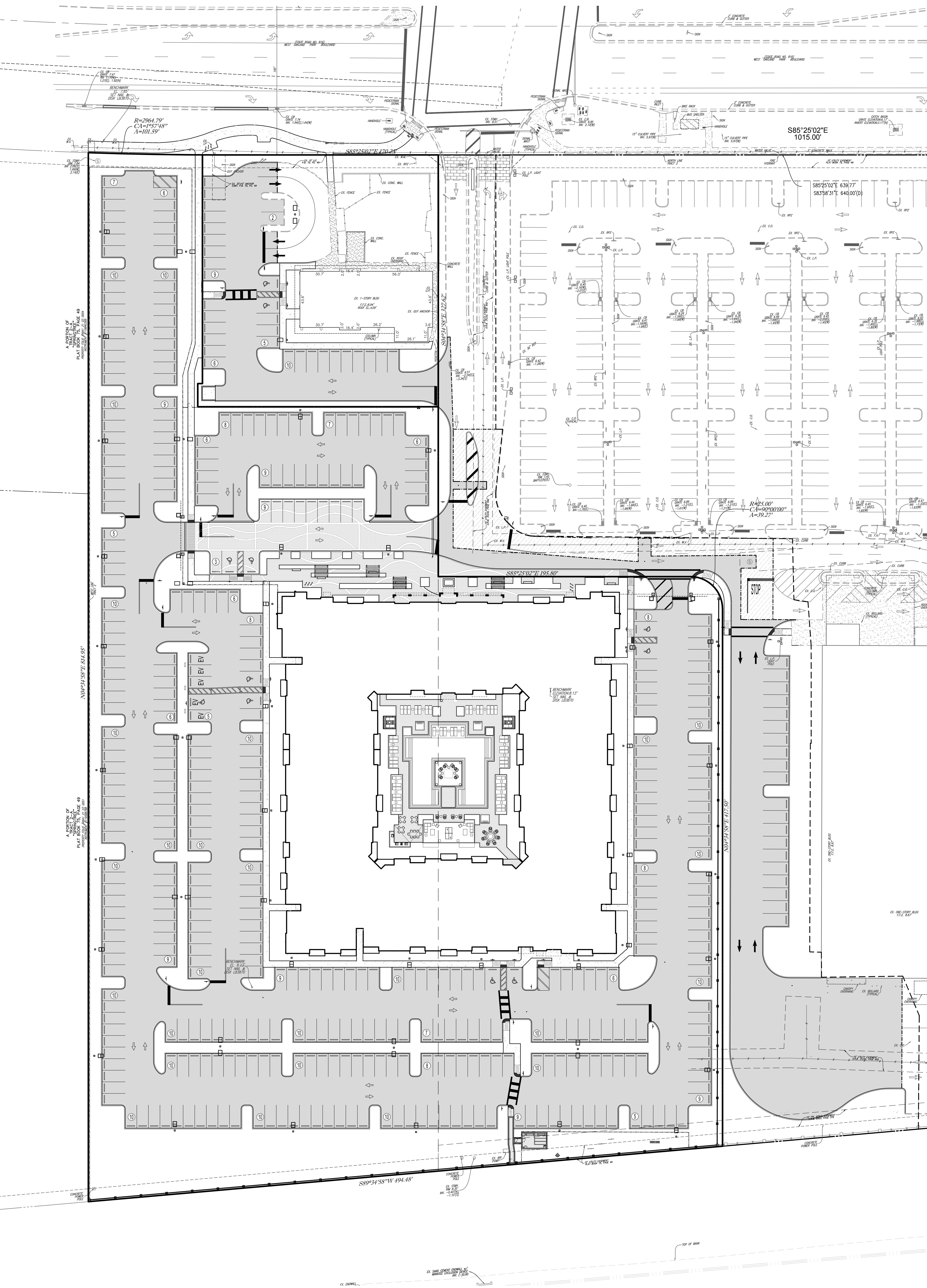
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## CONCLUSION

Kimley-Horn and Associates, Inc. has prepared a traffic impact analysis for the development of multi-family residential in the southwest quadrant of the intersection of Oakland Park Boulevard & NW 84th Terrace in Sunrise, Florida. The proposed plan of development includes redeveloping the western portion of the site, which includes approximately 42,480 square feet of retail that is currently in operation and an approximately 50,000 square foot big box store that is currently vacant, and developing 270 mid-rise multi-family residential units on site. The existing Lowe's site is proposed to remain in operation and is not within the area of redevelopment for the proposed project.

The proposed expansion will generate 1,011 fewer net new daily trips, 38 net new external AM peak hour trips (-18 in, +56 out), and 21 fewer net new external PM peak hour trips (+5 in, -26 out). Because the site generates fewer daily and PM peak hour trips, the redevelopment program is expected to have a *de minimis* impact on traffic on the surrounding roadways and intersections. A conservative operational analysis of the Future Year (2030) conditions was performed, in which no credit was taken for the existing retail uses, which strengthens this conclusion. Furthermore, the proposed project will use three existing shared access driveways. Two of the driveways are right-in/right-out driveways, both of which already have dedicated right-turn deceleration lanes. The third driveway is a full-access signalized driveway, which has a dedicated right-turn lane and dedicated left-turn lane serving the inbound movement on the driveway. Combined with the fact that dedicated right and left turn lanes are already provided for all driveways at which those movements are allowed and the fact that the project generates a minimal increase in AM peak hour trips and a decrease in PM peak hour trips, no turn lane improvements or driveway modifications are anticipated to be needed.

## APPENDIX A: PROJECT SITE DATA



## APPENDIX B: TRIP GENERATION INFORMATION

# Land Use: 221

## Multifamily Housing (Mid-Rise)

---

### Description

Mid-rise multifamily housing is a residential building with between four and 10 floors of residence. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

### Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

### Additional Data

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there was an average of 2.5 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96 percent of the total dwelling units were occupied.

***It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).***

The sites were surveyed in the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, and Virginia.

### Source Numbers

818, 857, 862, 866, 901, 904, 910, 949, 951, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1057, 1058, 1071, 1076, 1219, 1292

# 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

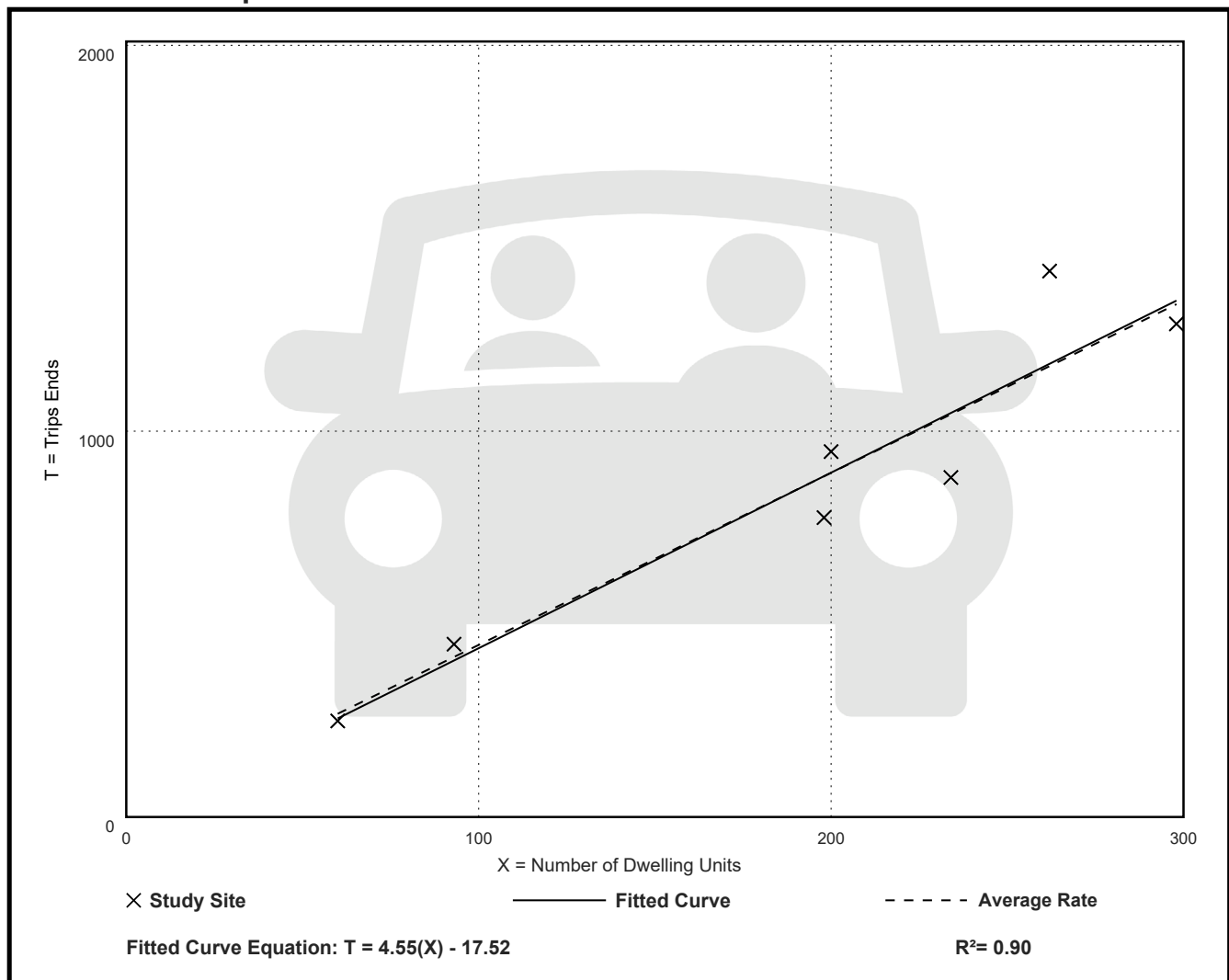
Avg. Num. of Dwelling Units: 192

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

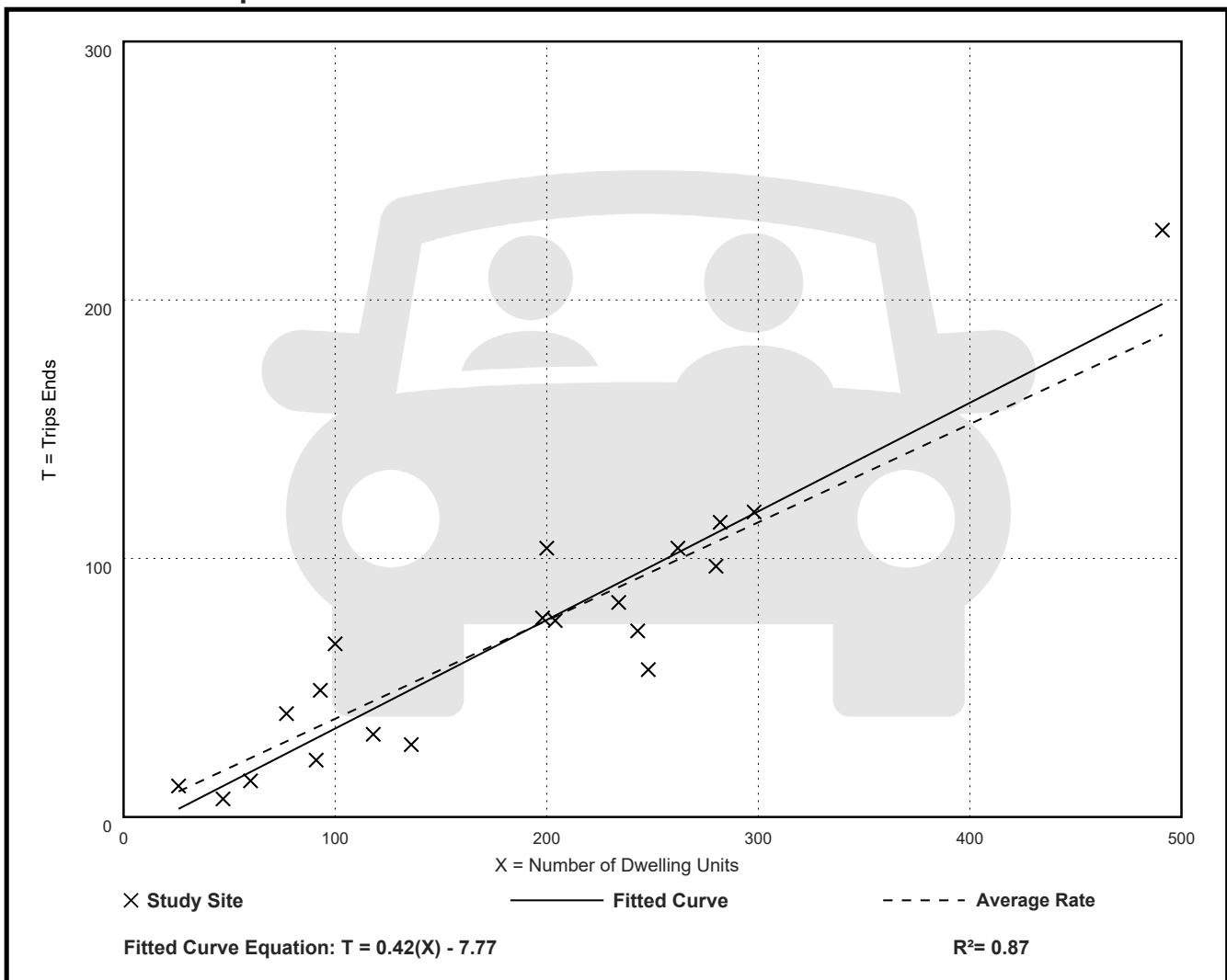
Avg. Num. of Dwelling Units: 184

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

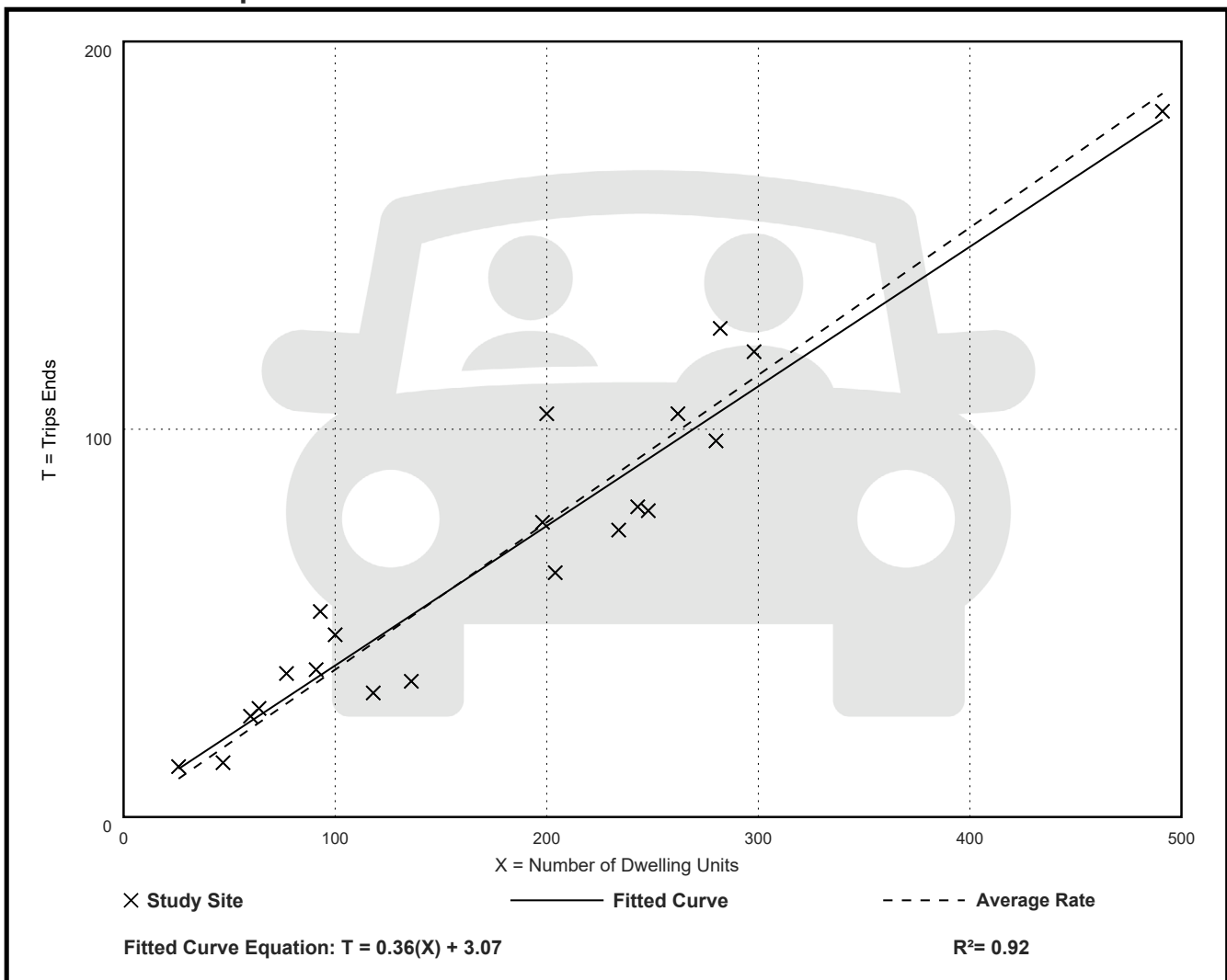
Avg. Num. of Dwelling Units: 179

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



# Land Use: 821

## Shopping Plaza (40-150k)

---

### Description

A shopping plaza is an integrated group of commercial establishments planned, developed, owned, and managed as a unit. Each study site in this land use has between 40,000 and 150,000 square feet of gross leasable area (GLA). The term “plaza” in the land use name rather than “center” is simply a distinction between the different shopping center size ranges. Various other names are commonly used to categorize a shopping plaza within this size range depending on its specific size and tenants, such as neighborhood center, community center, and fashion center.

A supermarket is often the major tenant of a shopping plaza, but many shopping centers are anchored by home improvement, discount, or other stores. A shopping plaza typically contains more than retail merchandising facilities. Common tenants include office space, a movie theater, restaurants, a post office, banks, a health club, and recreational facilities. A shopping plaza is almost always open-air and the GLA is the same as the gross floor area of the building.

The 150,000-square-foot GLA threshold value between a shopping plaza and a shopping center (Land Use 820) is based on an examination of trip generation data. For a shopping plaza that is smaller than the threshold value, the presence or absence of a supermarket within the plaza has a measurable effect on site trip generation. For a shopping center that is larger than the threshold value, the trips generated by its other major tenants mask any effects of the presence or absence of an on-site supermarket.

The 40,000-square-foot GFA threshold between a shopping plaza and a strip retail plaza (Land Use 822) was selected based on an examination of the overall shopping center/plaza database. All shopping plazas in the database with a supermarket as their anchor are larger than 40,000 square feet GLA.

### Land Use Subcategory

The presence or absence of a supermarket in a shopping plaza has a measurable effect on-site trip generation. Therefore, data are presented for two subcategories for this land use: (1) sites with a supermarket anchor and (2) sites without a supermarket.

### Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), British Columbia (CAN), California, Delaware, District of Columbia, Florida, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Nevada, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Vermont, and Wisconsin.

### Source Numbers

358, 390, 404, 437, 444, 446, 507, 580, 598, 658, 728, 908, 926, 944, 946, 960, 974, 1004, 1009, 1025, 1069, 1219

# Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 6

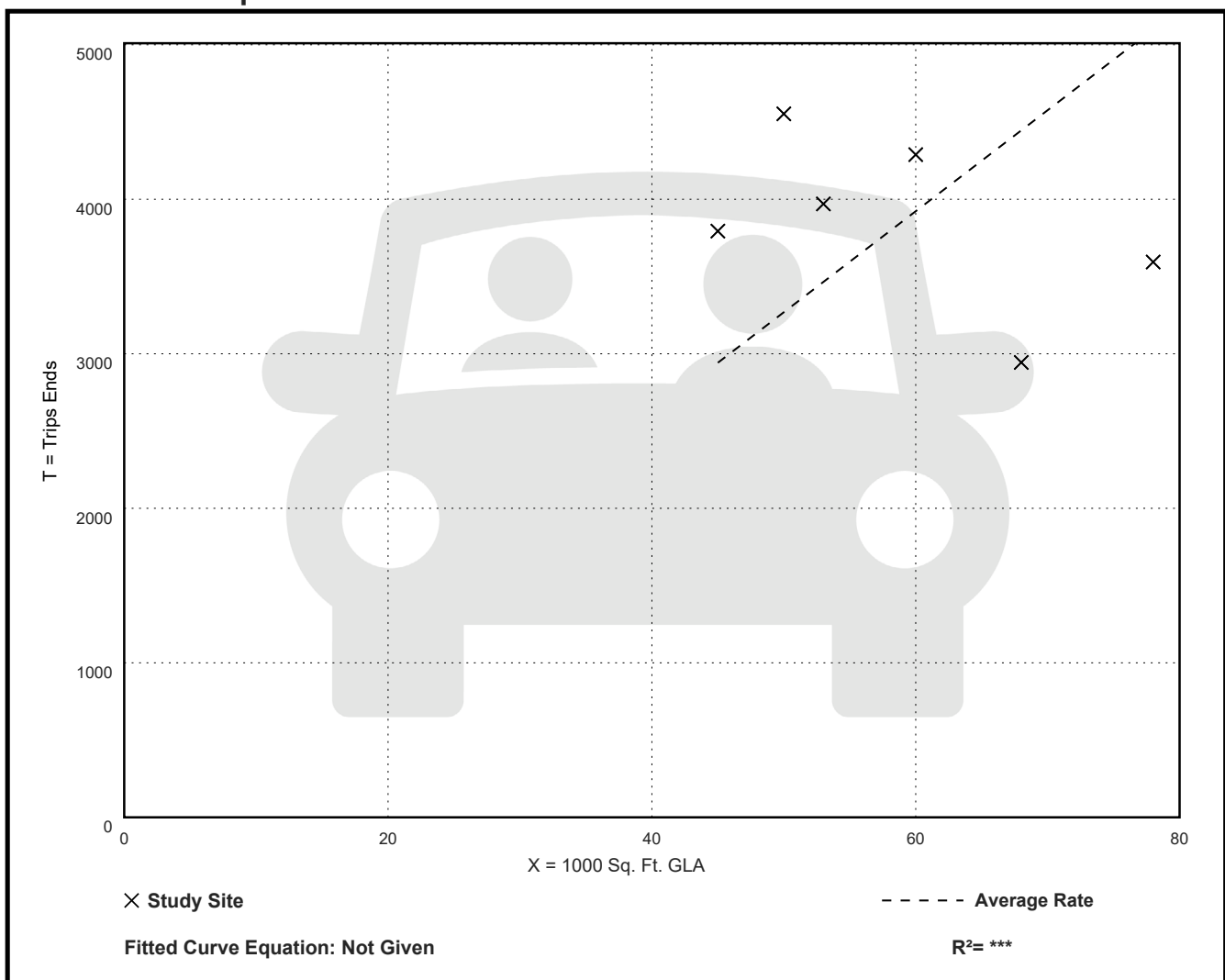
Avg. 1000 Sq. Ft. GLA: 59

Directional Distribution: 50% entering, 50% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 65.38        | 43.29 - 91.06  | 20.03              |

## Data Plot and Equation



# Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

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: 9

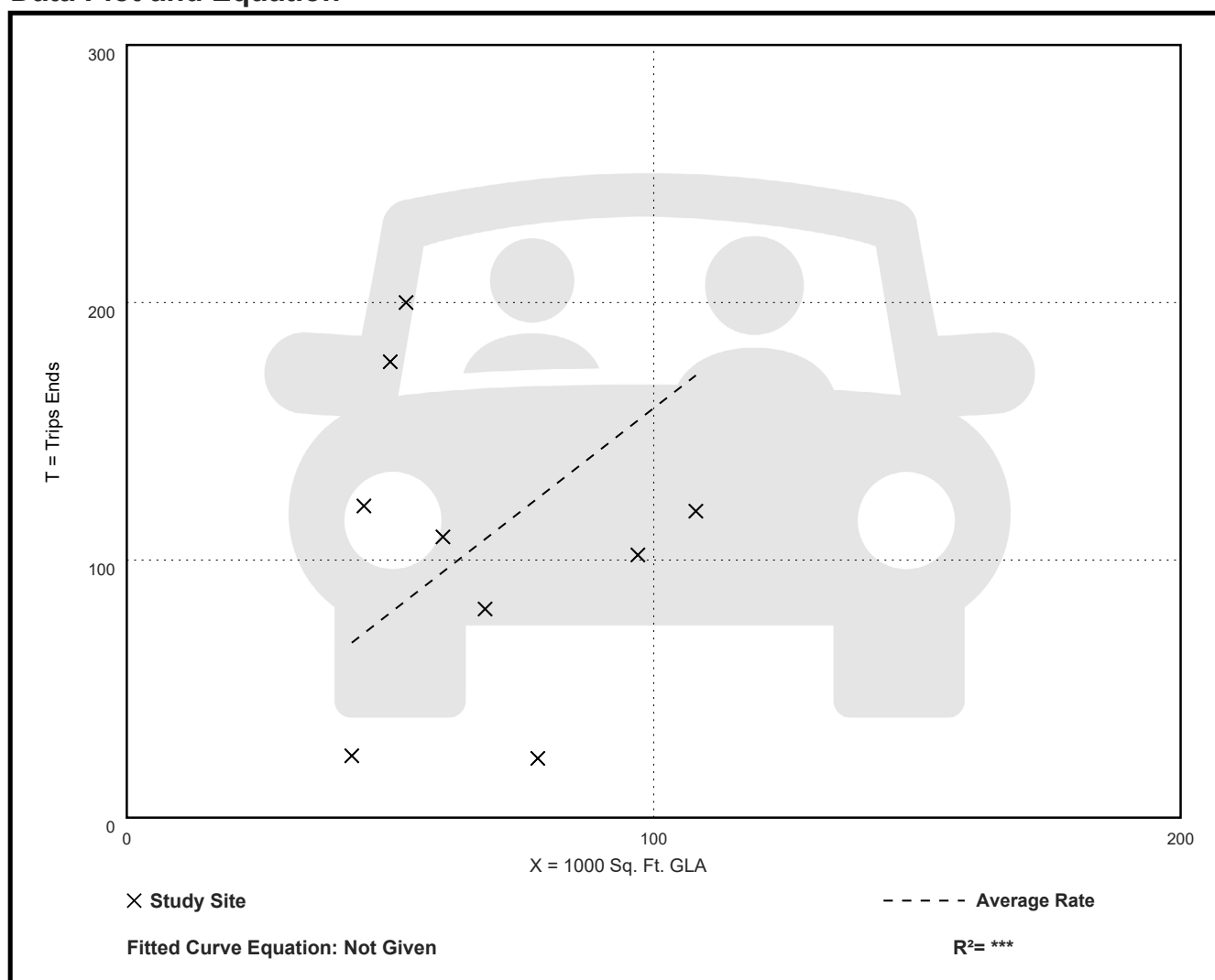
Avg. 1000 Sq. Ft. GLA: 67

Directional Distribution: 62% entering, 38% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 1.59         | 0.29 - 3.77    | 1.18               |

## Data Plot and Equation



# Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

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: 24

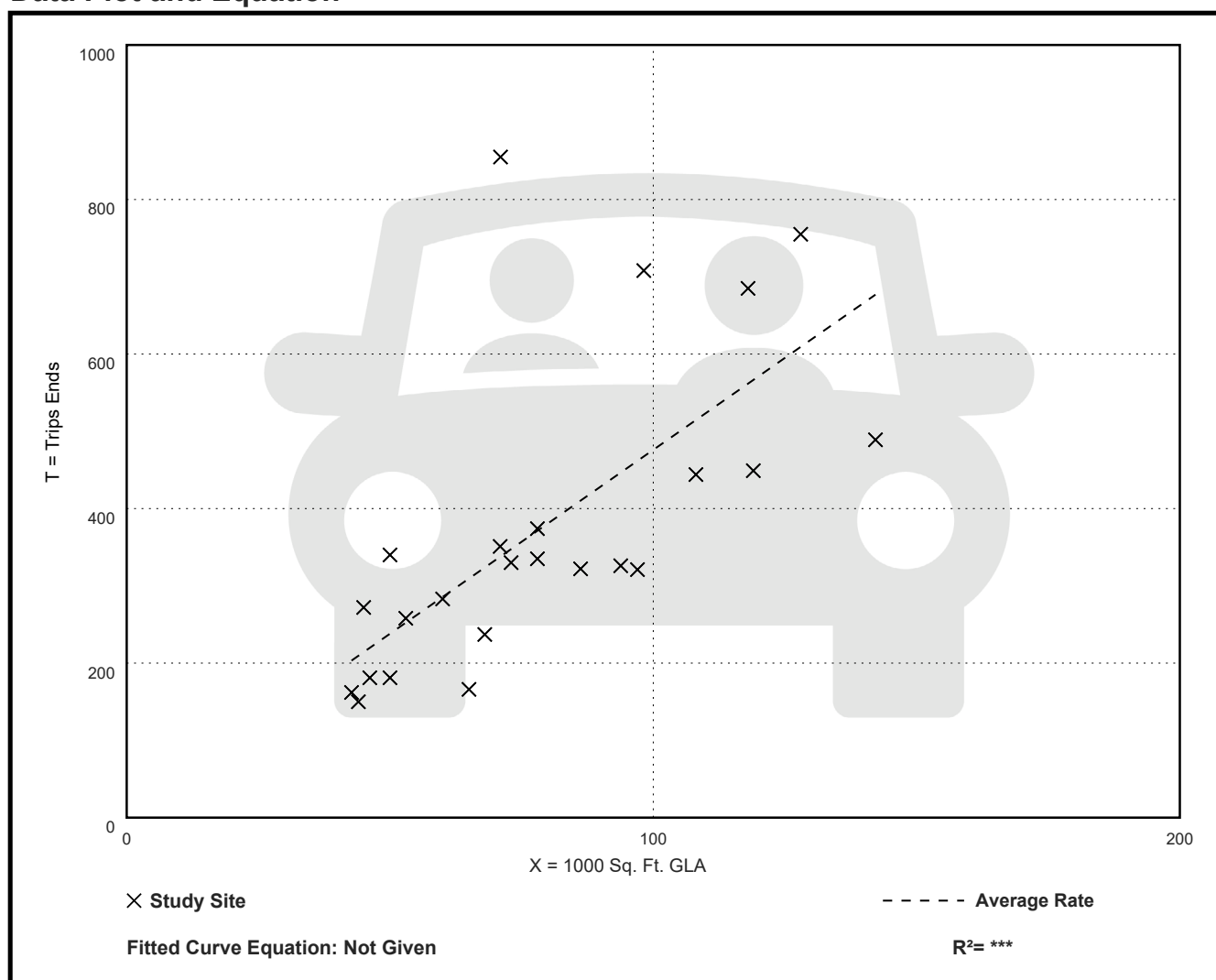
Avg. 1000 Sq. Ft. GLA: 79

Directional Distribution: 49% entering, 51% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 4.76         | 2.55 - 12.04   | 1.89               |

## Data Plot and Equation



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## **APPENDIX C: SIGNAL TIMING AND VOLUME DEVELOPMENT WORKSHEETS**

Station : 1257 - Oakland Park Blvd &amp; NW 84 Ter/BJs Plaza ( Standard File )

| Phase                     | 1<br>(EL) | 2<br>(WT) | 3 | 4<br>(NT) | 5<br>(WL) | 6<br>(ET) | 7 | 8<br>(ST) | 9   | 10  | 11  | 12  | 13  | 14  | 15  | 16  |
|---------------------------|-----------|-----------|---|-----------|-----------|-----------|---|-----------|-----|-----|-----|-----|-----|-----|-----|-----|
| MAX 1                     | 12        | 50        |   | 25        | 20        | 50        |   | 15        |     |     |     |     |     |     |     |     |
| Max 2                     |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| DyMaxLim                  |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| Walk                      |           | 7         |   |           |           | 7         |   | 7         |     |     |     |     |     |     |     |     |
| Ped Clr                   |           | 19        |   | 36        |           | 19        |   | 40        |     |     |     |     |     |     |     |     |
| MIN GRN                   | 4         | 12        |   | 6         | 4         | 12        |   | 6         |     |     |     |     |     |     |     |     |
| Gap Ext                   | 1.5       | 3         |   | 2         | 1.5       | 3         |   | 2         |     |     |     |     |     |     |     |     |
| Yel Clr                   | 5         | 5         | 4 | 4         | 5         | 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         | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Red Revt                  |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| Add Init                  |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| Max Init                  |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| Gap Reduce Time B4        |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| Gap Reduce Cars B4 Reduce |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| Gap Reduce Time To        |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| Gap Reduce ReduceBy       |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| Gap Reduce Min Gap        |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| Max Step                  |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| Enable P                  | ON        | ON        |   | ON        | ON        | ON        |   | ON        |     |     |     |     |     |     |     |     |
| Auto Flash Entry          |           |           |   | ON        |           |           |   | ON        |     |     |     |     |     |     |     |     |
| Auto Flash Exit           |           | ON        |   |           |           | ON        |   |           |     |     |     |     |     |     |     |     |
| Non-Actuated 1            |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| Non-Actuated 2            |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| Lock Calls                |           |           |   |           |           |           |   |           | ON  | ON  | ON  | ON  | ON  | ON  | ON  | ON  |
| Min Recall                |           | ON        |   |           |           | ON        |   |           |     |     |     |     |     |     |     |     |
| Max Recall                |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| Ped Recall                |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| Soft Recall               |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| Dual Entry                |           |           |   | ON        |           |           |   | ON        |     |     |     |     |     |     |     |     |
| Enable Simul Gap          |           |           |   |           |           |           |   |           | ON  | ON  | ON  | ON  | ON  | ON  | ON  | ON  |
| Guarantd Passage          |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| Rest In Walk              |           | ON        |   |           |           | ON        |   |           |     |     |     |     |     |     |     |     |
| Condit'l Service          |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| Added Init Calc           | S         | S         | S | S         | S         | S         | S | S         | S   | S   | S   | S   | S   | S   | S   | S   |
| Hold to Max               |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| C 1                       | 5         | 5         | 7 | 7         | 1         | 1         | 3 | 3         |     |     |     |     |     |     |     |     |
| C 2                       | 6         | 6         | 8 | 8         | 2         | 2         | 4 | 4         |     |     |     |     |     |     |     |     |
| C 3                       |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| C 4                       |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| C 5                       |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| C 6                       |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| C 7                       |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| C 8                       |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| C 9                       |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| C 10                      |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| C 11                      |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| C 12                      |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| C 13                      |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| C 14                      |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| C 15                      |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| C 16                      |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| C 17                      |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| C 18                      |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| C 19                      |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| C 20                      |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| C 21                      |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| C 22                      |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| C 23                      |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| C 24                      |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| C 25                      |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| C 26                      |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| C 27                      |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| C 28                      |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| C 29                      |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| C 30                      |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| C 31                      |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |
| C 32                      |           |           |   |           |           |           |   |           |     |     |     |     |     |     |     |     |

Preemption

| Channel | 1 | 2 | 3 | 4 | 5 | 6 |
|---------|---|---|---|---|---|---|
|---------|---|---|---|---|---|---|

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

**Preempt LP**

| Channel | 1 | 2 | 3 | 4 |
|---------|---|---|---|---|
|---------|---|---|---|---|

**Station : 1257 - Oakland Park Blvd & NW 84 Ter/BJs Plaza ( Standard File )**

## Coordination

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

Station : 1257 - Oakland Park Blvd & NW 84 Ter/BJs Plaza ( Standard File )

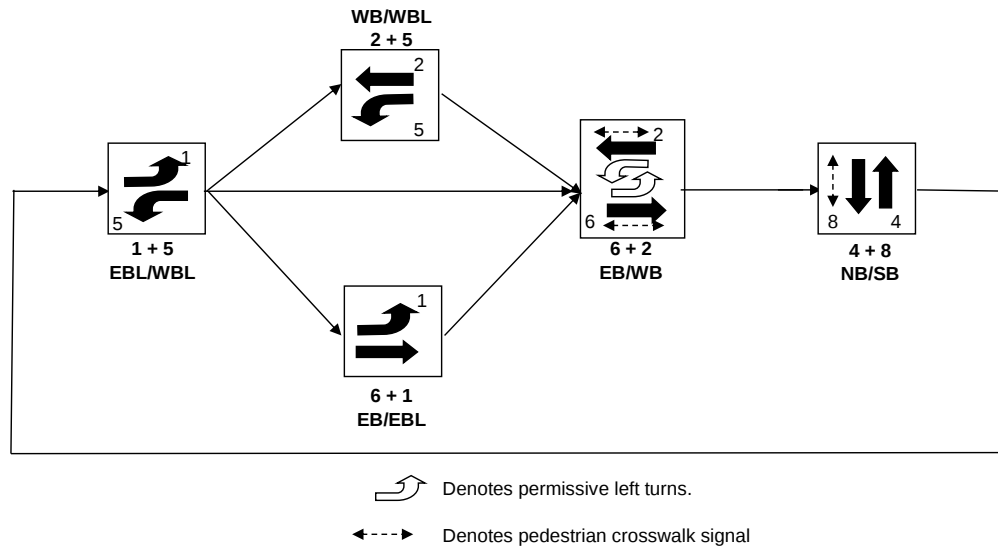
| Hour       | Minute | Action | Pattern | Cycle | Offset | Split | seqnc | Short | Long | Dwell | Split 1 | Split 2 | Split 3 | Split 4 | Split 5 | Split 6 | Split 7 | Split 8 | Split 9 | Split 10 | Split 11 | Split 12 | Split 13 | Split 14 | Split 15 | Split 16 |
|------------|--------|--------|---------|-------|--------|-------|-------|-------|------|-------|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

Scheduler

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

User Comments:

## Sequence of Operation for (1257) OAKLAND PARK BOULEVARD AND BJ'S PLAZA





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

|                            |                                                       |                               |             |
|----------------------------|-------------------------------------------------------|-------------------------------|-------------|
| <b>Intersection Number</b> | 1257                                                  | <b>Initial Operation Date</b> | 8/7/80      |
| <b>Controller Type</b>     | 2070 LN                                               | <b>System Number</b>          | 1257        |
| <b>Modification Number</b> | 13                                                    | <b>Modification Date</b>      | 01/29/2025  |
| <b>Drawing/Project No</b>  | GROUP 0                                               | <b>FPL Grid Number</b>        | 86883694307 |
| <b>Intersection</b>        | OAKLAND PARK BOULEVARD and NW 84TH TERR. (BJ's PLAZA) |                               |             |
| <b>Municipality</b>        | SUNRISE                                               |                               |             |

|                      |        |     |   |        |     |        |   |     |
|----------------------|--------|-----|---|--------|-----|--------|---|-----|
| Controller Phase     | 1      | 2   | 3 | 4      | 5   | 6      | 7 | 8   |
| Face Number          | 1      | 2   |   | 4      | 5   | 6      |   | 8   |
| Direction            | EBL    | WB  |   | NB     | WBL | EB     |   | SB  |
| Initial Green(MIN)   | 4      | 12  |   | 6      | 4   | 12     |   | 6   |
| Vehicle Ext.(GAP)    | 1.5    | 3.0 |   | 2.0    | 1.5 | 3.0    |   | 2.0 |
| Maximum Green I      | 12     | 50  |   | 25     | 20  | 50     |   | 15  |
| Maximum Green II     |        |     |   |        |     |        |   |     |
| Yellow Clearance     | 5.0    | 5.0 |   | 4.0    | 5.0 | 5.0    |   | 4.0 |
| All Red Clearance    | 2.0    | 2.0 |   | 2.0    | 2.0 | 2.0    |   | 2.0 |
| Phase Recall         | OFF    | MIN |   | OFF    | OFF | MIN    |   | OFF |
| Detector Delay       |        |     |   |        |     |        |   |     |
| Walk                 |        | 7   |   | 7      |     | 7      |   | 7   |
| Pedestrian Clearance |        | 19  |   | 36     |     | 19     |   | 40  |
| Permissive           | 5 SECT |     |   | 5 SECT |     |        |   |     |
| Flash Operation      | YELLOW |     |   | RED    |     | YELLOW |   | RED |

**Attachment**

**NOTES:**

1. ANTI-BACKDOWN EAST/WEST: PHASES 2+6 ON--->OMIT PHASES 1+5.
2. DUAL ENTRY HARDWIRED NORTH/SOUTH.
3. MOD. 12 UPDATES YELLOW, ALL RED CLEARANCE VALUES ON ALL PHASES AND WALK TIME ON PHASE 8 PER CURRENT BCTED STANDARDS.
4. MOD. 13 UPDATE PEDESTRIAN WALK CLEARANCE.

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

Station : 1077 - University Dr &amp; Oakland Park Blvd ( Standard File )

| Phase              | 1<br>(SL) | 2<br>(NT) | 3<br>(WL) | 4<br>(ET) | 5<br>(NL) | 6<br>(ST) | 7<br>(EL) | 8<br>(WT) | 9   | 10  | 11  | 12  | 13  | 14  | 15  | 16  |
|--------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----|-----|-----|-----|-----|-----|-----|-----|
| Walk               |           | 7         |           | 7         |           | 7         |           | 7         |     |     |     |     |     |     |     |     |
| Ped Clearance      |           | 33        |           | 34        |           | 33        |           | 33        |     |     |     |     |     |     |     |     |
| Min Green          | 5         | 10        | 5         | 6         | 5         | 10        | 5         | 6         |     |     |     |     |     |     |     |     |
| Gap Ext            | 1.5       | 3         | 1.5       | 3         | 1.5       | 3         | 1.5       | 3         |     |     |     |     |     |     |     |     |
| Max1               | 20        | 40        | 20        | 40        | 20        | 40        | 20        | 40        |     |     |     |     |     |     |     |     |
| Max2               |           |           |           |           |           |           |           |           |     |     |     |     |     |     |     |     |
| Yellow Clr         | 5         | 5         | 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         | 2         | 2         | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Red Revert         |           |           |           |           |           |           |           |           |     |     |     |     |     |     |     |     |
| Added Initial      |           |           |           |           |           |           |           |           |     |     |     |     |     |     |     |     |
| Max Initial        |           |           |           |           |           |           |           |           |     |     |     |     |     |     |     |     |
| Time Before Reduce |           |           |           |           |           |           |           |           |     |     |     |     |     |     |     |     |
| Cars Before Reduce |           |           |           |           |           |           |           |           |     |     |     |     |     |     |     |     |
| Time To Reduce     |           |           |           |           |           |           |           |           |     |     |     |     |     |     |     |     |
| Reduce By          |           |           |           |           |           |           |           |           |     |     |     |     |     |     |     |     |
| Min Gap            |           |           |           |           |           |           |           |           |     |     |     |     |     |     |     |     |
| Dynamic Max Limit  |           |           |           |           |           |           |           |           |     |     |     |     |     |     |     |     |
| Dynamic Max Step   |           |           |           |           |           |           |           |           |     |     |     |     |     |     |     |     |
| Enable             | ON        | ON        | ON        | ON        | ON        | ON        | ON        | ON        |     |     |     |     |     |     |     |     |
| Auto Flash Entry   |           |           |           | ON        |           |           |           | ON        |     |     |     |     |     |     |     |     |
| Auto Flash Exit    |           | ON        |           |           |           | ON        |           |           |     |     |     |     |     |     |     |     |
| Non-Actuated 1     |           |           |           |           |           |           |           |           |     |     |     |     |     |     |     |     |
| Non-Actuated 2     |           |           |           |           |           |           |           |           |     |     |     |     |     |     |     |     |
| Lock Call          |           |           |           |           |           |           |           |           | ON  | ON  | ON  | ON  | ON  | ON  | ON  | ON  |
| Min Recall         |           | ON        |           |           |           | ON        |           |           |     |     |     |     |     |     |     |     |
| Max Recall         |           |           |           |           |           |           |           |           |     |     |     |     |     |     |     |     |
| Ped Recall         |           |           |           |           |           |           |           |           |     |     |     |     |     |     |     |     |
| Soft Recall        |           |           |           |           |           |           |           |           |     |     |     |     |     |     |     |     |
| Dual Entry         |           |           |           | ON        |           |           |           | ON        |     |     |     |     |     |     |     |     |
| Sim Gap Enable     |           |           |           |           |           |           |           |           | ON  | ON  | ON  | ON  | ON  | ON  | ON  | ON  |
| Guar Passage       |           |           |           |           |           |           |           |           |     |     |     |     |     |     |     |     |
| Rest In Walk       |           | ON        |           |           |           | ON        |           |           |     |     |     |     |     |     |     |     |
| Cond Service       |           |           |           |           |           |           |           |           |     |     |     |     |     |     |     |     |
| Add Init Calc      |           |           |           |           |           |           |           |           |     |     |     |     |     |     |     |     |

**Preemption**

| Channel                 | 1   | 2   | 3   | 4   | 5   | 6   |
|-------------------------|-----|-----|-----|-----|-----|-----|
| Lock Input              | ON  | ON  | ON  | ON  | ON  | 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         | 2   | 4   | 1   | 3   | 2   | 4   |
| Dwell Cyc Veh 2         | 6   | 8   | 6   | 8   | 5   | 7   |
| Dwell Cyc Veh 3         |     |     |     |     |     |     |
| Dwell Cyc Veh 4         |     |     |     |     |     |     |
| Dwell Cyc Veh 5         |     |     |     |     |     |     |
| Dwell Cyc Veh 6         |     |     |     |     |     |     |
| Dwell Cyc Veh 7         |     |     |     |     |     |     |
| Dwell Cyc Veh 8         |     |     |     |     |     |     |
| Dwell Cyc Veh 9         |     |     |     |     |     |     |
| 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 | 1 | 2 | 4 | 2 | 4 |
| Exit 2         | 7 | 5 | 6 | 8 | 6 | 8 |
| Exit 3         |   |   |   |   |   |   |
| Exit 4         |   |   |   |   |   |   |

|            |  |  |  |  |
|------------|--|--|--|--|
| Queue Jump |  |  |  |  |
| Free Mode  |  |  |  |  |
| Alt Table  |  |  |  |  |

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

## Coordination

[illegible]

**Station :** 1077 - University Dr & Oakland Park Blvd ( Standard File )

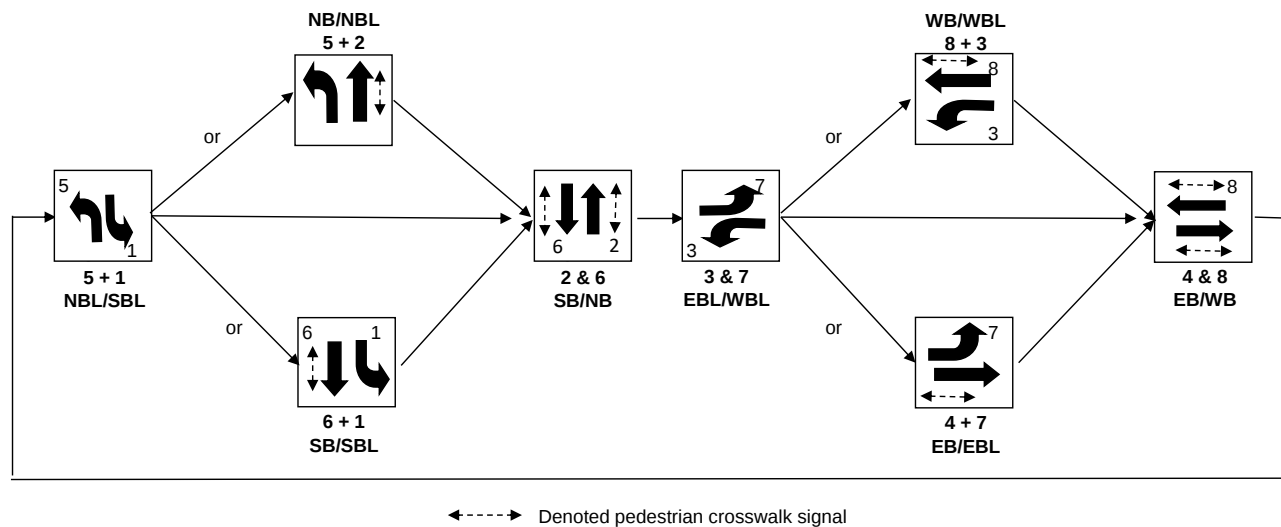
[illegible]

## Scheduler

[illegible]

**User Comments:**

# Sequence of Operation for (1077) Oakland Park Blvd(816) and University Dr (SR 817) Coral Springs





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

|                            |                                                          |                               |             |
|----------------------------|----------------------------------------------------------|-------------------------------|-------------|
| <b>Intersection Number</b> | 1077                                                     | <b>Initial Operation Date</b> | 1/03/74     |
| <b>Controller Type</b>     | 2070 LN                                                  | <b>System Number</b>          | 1077        |
| <b>Modification Number</b> | 21                                                       | <b>Modification Date</b>      | 10/29/2015  |
| <b>Drawing/Project No</b>  | 228157-1-52-01                                           | <b>FPL Grid Number</b>        | 86983642704 |
| <b>Intersection</b>        | OAKLAND PARK BLVD (SR 816) and UNIVERSITY DRIVE (SR 817) |                               |             |
| <b>Municipality</b>        | SUNRISE                                                  |                               |             |

|                      |      |     |      |     |      |     |      |     |
|----------------------|------|-----|------|-----|------|-----|------|-----|
| Controller Phase     | 1    | 2   | 3    | 4   | 5    | 6   | 7    | 8   |
| Face Number          | 1    | 2   | 3    | 4   | 5    | 6   | 7    | 8   |
| Direction            | SBL  | NB  | WBL  | EB  | NBL  | SB  | EBL  | WB  |
| Initial Green(MIN)   | 5    | 10  | 5    | 6   | 5    | 10  | 5    | 6   |
| Vehicle Ext.(GAP)    | 1.5  | 3.0 | 1.5  | 3.0 | 1.5  | 3.0 | 1.5  | 3.0 |
| Maximum Green I      | 20   | 40  | 20   | 40  | 20   | 40  | 20   | 40  |
| Maximum Green II     |      |     |      |     |      |     |      |     |
| Yellow Clearance     | 5.0  | 5.0 | 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 | 2.0  | 2.0 |
| Phase Recall         | OFF  | MIN | OFF  | OFF | OFF  | MIN | OFF  | OFF |
| Detector Delay       |      |     |      |     |      |     |      |     |
| Walk                 |      | 7+A |      | 7+A |      | 7+A |      | 7+A |
| Pedestrian Clearance |      | 33  |      | 34  |      | 33  |      | 33  |
| Permissive           | DUAL |     | DUAL |     | DUAL |     | DUAL |     |
| Flash Operation      | RED  | RED | RED  | RED | RED  | RED | RED  | RED |

**Attachment**

**NOTES:**

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. AUDIBLE PED SIGNALS: EW BEEP, NS TONE.
3. PHOTO ENFORCEMENT, CITY OF SUNRISE.
4. MOD. 21 UPDATES PEDESTRIAN TIMING.

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

## VOLUME DEVELOPMENT SHEET

### Marlowe Sunrise Residential Oakland Park Boulevard & NW 84th Terrace EXISTING GEOMETRY

COUNT DATE: August 26, 2025

AM PEAK HOUR FACTOR: 0.95

#### AM Peak Hour

|                               | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
|-------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| AM Raw Turning Movements      | 9     | 13    | 1,411 | 13    | 18    | 26    | 1,442 | 2     | 0     | 9     | 0     | 11    | 0     | 4     | 0     | 2     |
| Peak Season Correction Factor | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  |
| AM Peak Season Volume         | 9     | 13    | 1,439 | 13    | 18    | 27    | 1,471 | 2     | 0     | 9     | 0     | 11    | 0     | 4     | 0     | 2     |
| Years To Buildout             | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     |
| Yearly Growth Rate            | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% |
| AM BACKGROUND TRAFFIC GROWTH  | 0     | 0     | 36    | 0     | 0     | 1     | 37    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Background Traffic Volumes    | 9     | 13    | 1,475 | 13    | 18    | 28    | 1,508 | 2     | 0     | 9     | 0     | 11    | 0     | 4     | 0     | 2     |
| AM PROJECT DISTRIBUTION       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| TYPE                          | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
| Entering                      |       |       |       | 17.0% |       | 59.0% |       |       |       |       |       |       |       |       | 1.0%  |       |
|                               |       |       |       | 4     |       | 14    |       |       |       |       |       |       |       |       | 0     |       |
| Exiting                       |       |       |       |       |       |       |       |       |       | 17.0% | 1.0%  | 59.0% |       |       |       |       |
|                               |       |       |       |       |       |       |       |       |       | 14    | 1     | 48    |       |       |       |       |
| AM TOTAL PROJECT TRAFFIC      | 0     | 0     | 0     | 4     | 0     | 14    | 0     | 0     | 0     | 14    | 1     | 48    | 0     | 0     | 0     | 0     |
| Future Total AM Volumes       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|                               | 9     | 13    | 1,475 | 17    | 18    | 42    | 1,508 | 2     | 0     | 23    | 1     | 59    | 0     | 4     | 0     | 2     |

## VOLUME DEVELOPMENT SHEET

### Marlowe Sunrise Residential Oakland Park Boulevard & NW 84th Terrace EXISTING GEOMETRY

COUNT DATE: August 26, 2025

PM PEAK HOUR FACTOR: 0.94

#### PM Peak Hour

|                               | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
|-------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| PM Raw Turning Movements      | 28    | 59    | 1,371 | 25    | 40    | 45    | 1,255 | 39    | 0     | 36    | 4     | 20    | 0     | 51    | 0     | 54    |
| Peak Season Correction Factor | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  |
| PM Peak Season Volume         | 29    | 60    | 1,398 | 26    | 41    | 46    | 1,280 | 40    | 0     | 37    | 4     | 20    | 0     | 52    | 0     | 55    |
| Years To Buildout             | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     |
| Yearly Growth Rate            | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% |
| PM BACKGROUND TRAFFIC GROWTH  | 1     | 2     | 35    | 1     | 1     | 1     | 32    | 1     | 0     | 1     | 0     | 1     | 0     | 1     | 0     | 1     |
| Background Traffic Volumes    | 30    | 62    | 1,433 | 27    | 42    | 47    | 1,312 | 41    | 0     | 38    | 4     | 21    | 0     | 53    | 0     | 56    |
| PM PROJECT DISTRIBUTION       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| TYPE                          | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
| Entering                      |       |       |       | 17.0% |       | 59.0% |       |       |       |       |       |       |       |       | 1.0%  |       |
|                               |       |       |       | 11    |       | 38    |       |       |       |       |       |       |       |       | 1     |       |
| Exiting                       |       |       |       |       |       |       |       |       |       | 17.0% | 1.0%  | 59.0% |       |       |       |       |
|                               |       |       |       |       |       |       |       |       |       | 6     | 0     | 21    |       |       |       |       |
| PM TOTAL PROJECT TRAFFIC      | 0     | 0     | 0     | 11    | 0     | 38    | 0     | 0     | 0     | 6     | 0     | 21    | 0     | 0     | 1     | 0     |
| Future Total PM Volumes       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|                               | 30    | 62    | 1,433 | 38    | 42    | 85    | 1,312 | 41    | 0     | 44    | 4     | 42    | 0     | 53    | 1     | 56    |

**VOLUME DEVELOPMENT SHEET**  
**Marlowe Sunrise Residential**  
***Oakland Park Boulevard & Driveway #1***  
**EXISTING GEOMETRY**

COUNT DATE: August 26, 2025  
AM PEAK HOUR FACTOR: 0.95

**AM Peak Hour**

|                               | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
|-------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| AM Raw Turning Movements      | 0     | 0     | 1,453 | 9     | 0     | 0     | 1,484 | 0     | 0     | 0     | 0     | 9     | 0     | 0     | 0     | 0     |
| Peak Season Correction Factor | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  |
| AM Peak Season Volume         | 0     | 0     | 1,482 | 9     | 0     | 0     | 1,514 | 0     | 0     | 0     | 0     | 9     | 0     | 0     | 0     | 0     |
| Years To Buildout             | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     |
| Yearly Growth Rate            | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% |
| AM BACKGROUND TRAFFIC GROWTH  | 0     | 0     | 37    | 0     | 0     | 0     | 38    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Background Traffic Volumes    | 0     | 0     | 1,519 | 9     | 0     | 0     | 1,552 | 0     | 0     | 0     | 0     | 9     | 0     | 0     | 0     | 0     |
| AM PROJECT DISTRIBUTION       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| TYPE                          | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
| Entering                      |       |       |       |       |       |       | 59.0% |       |       |       |       |       |       |       |       |       |
|                               |       |       |       |       |       |       | 14    |       |       |       |       |       |       |       |       |       |
| Exiting                       |       |       | 59.0% |       |       |       |       |       |       |       |       |       |       |       |       |       |
|                               |       |       | 48    |       |       |       |       |       |       |       |       |       |       |       |       |       |
| AM TOTAL PROJECT TRAFFIC      | 0     | 0     | 48    | 0     | 0     | 0     | 14    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Future Total AM Volumes       | 0     | 0     | 1,567 | 9     | 0     | 0     | 1,566 | 0     | 0     | 0     | 0     | 9     | 0     | 0     | 0     | 0     |

**VOLUME DEVELOPMENT SHEET**  
**Marlowe Sunrise Residential**  
***Oakland Park Boulevard & Driveway #1***  
**EXISTING GEOMETRY**

COUNT DATE: August 26, 2025  
PM PEAK HOUR FACTOR: 0.97

**PM Peak Hour**

|                               | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
|-------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| PM Raw Turning Movements      | 0     | 0     | 1,458 | 18    | 0     | 0     | 1,385 | 0     | 0     | 0     | 0     | 21    | 0     | 0     | 0     | 0     |
| Peak Season Correction Factor | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  |
| PM Peak Season Volume         | 0     | 0     | 1,487 | 18    | 0     | 0     | 1,413 | 0     | 0     | 0     | 0     | 21    | 0     | 0     | 0     | 0     |
| Years To Buildout             | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     |
| Yearly Growth Rate            | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% |
| PM BACKGROUND TRAFFIC GROWTH  | 0     | 0     | 38    | 0     | 0     | 0     | 36    | 0     | 0     | 0     | 0     | 1     | 0     | 0     | 0     | 0     |
| Background Traffic Volumes    | 0     | 0     | 1,525 | 18    | 0     | 0     | 1,449 | 0     | 0     | 0     | 0     | 22    | 0     | 0     | 0     | 0     |
| PM PROJECT DISTRIBUTION       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| TYPE                          | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
| Entering                      |       |       |       |       |       |       | 59.0% |       |       |       |       |       |       |       |       |       |
|                               |       |       |       |       |       |       | 38    |       |       |       |       |       |       |       |       |       |
| Exiting                       |       |       | 59.0% |       |       |       |       |       |       |       |       |       |       |       |       |       |
|                               |       |       | 21    |       |       |       |       |       |       |       |       |       |       |       |       |       |
| PM TOTAL PROJECT TRAFFIC      | 0     | 0     | 21    | 0     | 0     | 0     | 38    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Future Total PM Volumes       | 0     | 0     | 1,546 | 18    | 0     | 0     | 1,487 | 0     | 0     | 0     | 0     | 22    | 0     | 0     | 0     | 0     |

## VOLUME DEVELOPMENT SHEET

### Marlowe Sunrise Residential Oakland Park Boulevard & N University Drive EXISTING GEOMETRY

COUNT DATE: August 26, 2025  
AM PEAK HOUR FACTOR: 0.95

#### AM Peak Hour

|                               | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
|-------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| AM Raw Turning Movements      | 4     | 251   | 944   | 184   | 10    | 273   | 937   | 141   | 11    | 206   | 1,117 | 342   | 4     | 213   | 1,481 | 293   |
| Peak Season Correction Factor | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  |
| AM Peak Season Volume         | 4     | 256   | 963   | 188   | 10    | 278   | 956   | 144   | 11    | 210   | 1,139 | 349   | 4     | 217   | 1,511 | 299   |
| Years To Buildout             | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     |
| Yearly Growth Rate            | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% |
| AM BACKGROUND TRAFFIC GROWTH  | 0     | 6     | 24    | 5     | 0     | 7     | 24    | 4     | 0     | 5     | 29    | 9     | 0     | 5     | 38    | 8     |
| Background Traffic Volumes    | 4     | 262   | 987   | 193   | 10    | 285   | 980   | 148   | 11    | 215   | 1,168 | 358   | 4     | 222   | 1,549 | 307   |
| AM PROJECT DISTRIBUTION       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| TYPE                          | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
| Entering                      |       |       |       |       |       | 12.0% | 23.0% |       | 5.0%  | 25.0% |       |       |       |       | 6.0%  | 11.0% |
|                               |       |       |       |       |       | 3     | 6     |       | 1     | 6     |       |       |       |       | 1     | 3     |
| Exiting                       |       | 17.0% | 35.0% | 7.0%  |       |       |       |       |       |       |       |       |       |       |       |       |
|                               |       | 14    | 29    | 6     |       |       |       |       |       |       |       |       |       |       |       |       |
| AM TOTAL PROJECT TRAFFIC      | 0     | 14    | 29    | 6     | 0     | 3     | 6     | 0     | 1     | 6     | 0     | 0     | 0     | 0     | 1     | 3     |
| Future Total AM Volumes       | 4     | 276   | 1,016 | 199   | 10    | 288   | 986   | 148   | 12    | 221   | 1,168 | 358   | 4     | 222   | 1,550 | 310   |

## VOLUME DEVELOPMENT SHEET

### Marlowe Sunrise Residential Oakland Park Boulevard & N University Drive EXISTING GEOMETRY

COUNT DATE: August 26, 2025  
PM PEAK HOUR FACTOR: 0.94

#### PM Peak Hour

|                               | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
|-------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| PM Raw Turning Movements      | 13    | 340   | 796   | 263   | 25    | 350   | 967   | 224   | 25    | 236   | 1,230 | 257   | 16    | 196   | 1,098 | 239   |
| Peak Season Correction Factor | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  |
| PM Peak Season Volume         | 13    | 347   | 812   | 268   | 26    | 357   | 986   | 228   | 26    | 241   | 1,255 | 262   | 16    | 200   | 1,120 | 244   |
| Years To Buildout             | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     |
| Yearly Growth Rate            | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% |
| PM BACKGROUND TRAFFIC GROWTH  | 0     | 9     | 21    | 7     | 1     | 9     | 25    | 6     | 1     | 6     | 32    | 7     | 0     | 5     | 28    | 6     |
| Background Traffic Volumes    | 13    | 356   | 833   | 275   | 27    | 366   | 1,011 | 234   | 27    | 247   | 1,287 | 269   | 16    | 205   | 1,148 | 250   |
| PM PROJECT DISTRIBUTION       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| TYPE                          | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
| Entering                      |       |       |       |       |       | 12.0% | 23.0% |       | 5.0%  | 25.0% |       |       |       |       | 6.0%  | 11.0% |
|                               |       |       |       |       |       | 8     | 15    |       | 3     | 16    |       |       |       |       | 4     | 7     |
| Exiting                       |       | 17.0% | 35.0% | 7.0%  |       |       |       |       |       |       |       |       |       |       |       |       |
|                               |       | 6     | 13    | 3     |       |       |       |       |       |       |       |       |       |       |       |       |
| PM TOTAL PROJECT TRAFFIC      | 0     | 6     | 13    | 3     | 0     | 8     | 15    | 0     | 3     | 16    | 0     | 0     | 0     | 0     | 4     | 7     |
| Future Total PM Volumes       | 13    | 362   | 846   | 278   | 27    | 374   | 1,026 | 234   | 30    | 263   | 1,287 | 269   | 16    | 205   | 1,152 | 257   |

## VOLUME DEVELOPMENT SHEET

### Marlowe Sunrise Residential University Drive & Driveway #2 EXISTING GEOMETRY

COUNT DATE: August 26, 2025

AM PEAK HOUR FACTOR: 0.93

#### AM Peak Hour

|                               | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
|-------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| AM Raw Turning Movements      | 0     | 0     | 0     | 12    | 0     | 0     | 0     | 2     | 0     | 0     | 1,614 | 9     | 0     | 0     | 1,993 | 19    |
| Peak Season Correction Factor | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  |
| AM Peak Season Volume         | 0     | 0     | 0     | 12    | 0     | 0     | 0     | 2     | 0     | 0     | 1,646 | 9     | 0     | 0     | 2,033 | 19    |
| Years To Buildout             | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     |
| Yearly Growth Rate            | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% |
| AM BACKGROUND TRAFFIC GROWTH  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 42    | 0     | 0     | 0     | 51    | 0     |
| Background Traffic Volumes    | 0     | 0     | 0     | 12    | 0     | 0     | 0     | 2     | 0     | 0     | 1,688 | 9     | 0     | 0     | 2,084 | 19    |
| AM PROJECT DISTRIBUTION       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| TYPE                          | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
| Entering                      |       |       |       |       |       |       |       |       |       |       | 30.0% |       |       |       |       | 23.0% |
|                               |       |       |       |       |       |       |       |       |       |       | 7     |       |       |       |       | 6     |
| Exiting                       |       |       |       | 23.0% |       |       |       |       |       |       |       |       |       |       | 7.0%  |       |
|                               |       |       |       | 19    |       |       |       |       |       |       |       |       |       |       | 6     |       |
| AM TOTAL PROJECT TRAFFIC      | 0     | 0     | 0     | 19    | 0     | 0     | 0     | 0     | 0     | 0     | 7     | 0     | 0     | 0     | 6     | 6     |
| Future Total AM Volumes       | 0     | 0     | 0     | 31    | 0     | 0     | 0     | 2     | 0     | 0     | 1,695 | 9     | 0     | 0     | 2,090 | 25    |

## VOLUME DEVELOPMENT SHEET

### Marlowe Sunrise Residential University Drive & Driveway #2 EXISTING GEOMETRY

COUNT DATE: August 26, 2025

PM PEAK HOUR FACTOR: 0.95

#### PM Peak Hour

|                               | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
|-------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| PM Raw Turning Movements      | 0     | 0     | 0     | 47    | 0     | 0     | 0     | 2     | 0     | 0     | 1,790 | 9     | 0     | 0     | 1,712 | 52    |
| Peak Season Correction Factor | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  | 1.02  |
| PM Peak Season Volume         | 0     | 0     | 0     | 48    | 0     | 0     | 0     | 2     | 0     | 0     | 1,826 | 9     | 0     | 0     | 1,746 | 53    |
| Years To Buildout             | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     |
| Yearly Growth Rate            | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% | 0.50% |
| PM BACKGROUND TRAFFIC GROWTH  | 0     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 46    | 0     | 0     | 0     | 44    | 1     |
| Background Traffic Volumes    | 0     | 0     | 0     | 49    | 0     | 0     | 0     | 2     | 0     | 0     | 1,872 | 9     | 0     | 0     | 1,790 | 54    |
| PM PROJECT DISTRIBUTION       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| TYPE                          | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
| Entering                      |       |       |       |       |       |       |       |       |       |       | 30.0% |       |       |       |       | 23.0% |
|                               |       |       |       |       |       |       |       |       |       |       | 19    |       |       |       |       | 15    |
| Exiting                       |       |       |       | 23.0% |       |       |       |       |       |       |       |       |       |       | 7.0%  |       |
|                               |       |       |       | 8     |       |       |       |       |       |       |       |       |       |       | 3     |       |
| PM TOTAL PROJECT TRAFFIC      | 0     | 0     | 0     | 8     | 0     | 0     | 0     | 0     | 0     | 0     | 19    | 0     | 0     | 0     | 3     | 15    |
| Future Total PM Volumes       | 0     | 0     | 0     | 57    | 0     | 0     | 0     | 2     | 0     | 0     | 1,891 | 9     | 0     | 0     | 1,793 | 69    |

## APPENDIX D: SYNCHRO OUTPUT WORKSHEETS

# Timings

Existing AM

## 1: NW 84th Terrace & Oakland Park Boulevard

09/04/2025



| Lane Group             | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | SBL   | SBT   |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations    |       |       |       |       |       |       |       |       |       |       |
| Traffic Volume (vph)   | 13    | 1439  | 13    | 27    | 1471  | 2     | 9     | 0     | 4     | 0     |
| Future Volume (vph)    | 13    | 1439  | 13    | 27    | 1471  | 2     | 9     | 0     | 4     | 0     |
| Turn Type              | pm+pt | NA    | Perm  | pm+pt | NA    | Perm  | Perm  | NA    | Perm  | NA    |
| Protected Phases       | 1     | 6     |       | 5     | 2     |       |       | 4     |       | 8     |
| Permitted Phases       | 6     |       | 6     | 2     |       | 2     | 4     |       | 8     |       |
| Detector Phase         | 1     | 6     | 6     | 5     | 2     | 2     | 4     | 4     | 8     | 8     |
| Switch Phase           |       |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)    | 4.0   | 12.0  | 12.0  | 4.0   | 12.0  | 12.0  | 6.0   | 6.0   | 6.0   | 6.0   |
| Minimum Split (s)      | 11.0  | 33.0  | 33.0  | 11.0  | 33.0  | 33.0  | 49.0  | 49.0  | 53.0  | 53.0  |
| Total Split (s)        | 12.0  | 42.0  | 42.0  | 20.0  | 50.0  | 50.0  | 25.0  | 25.0  | 25.0  | 25.0  |
| Total Split (%)        | 13.8% | 48.3% | 48.3% | 23.0% | 57.5% | 57.5% | 28.7% | 28.7% | 28.7% | 28.7% |
| Yellow Time (s)        | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)       | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s)   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)    | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 6.0   | 6.0   | 6.0   | 6.0   |
| Lead/Lag               | Lead  | Lag   | Lag   | Lead  | Lag   | Lag   |       |       |       |       |
| Lead-Lag Optimize?     | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   |       |       |       |       |
| Recall Mode            | None  | C-Min | C-Min | None  | C-Min | C-Min | None  | None  | None  | None  |
| Act Effect Green (s)   | 70.3  | 69.6  | 69.6  | 72.1  | 73.7  | 73.7  | 6.5   | 6.5   | 6.5   | 6.5   |
| Actuated g/C Ratio     | 0.81  | 0.80  | 0.80  | 0.83  | 0.85  | 0.85  | 0.07  | 0.07  | 0.07  | 0.07  |
| v/c Ratio              | 0.08  | 0.38  | 0.01  | 0.16  | 0.37  | 0.00  | 0.07  | 0.04  | 0.03  | 0.01  |
| Control Delay (s/veh)  | 2.8   | 5.6   | 0.0   | 3.2   | 4.8   | 0.0   | 38.2  | 0.2   | 37.3  | 0.0   |
| Queue Delay            | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay (s/veh)    | 2.8   | 5.6   | 0.0   | 3.2   | 4.8   | 0.0   | 38.2  | 0.2   | 37.3  | 0.0   |
| LOS                    | A     | A     | A     | A     | A     | A     | D     | A     | D     | A     |
| Approach Delay (s/veh) |       | 5.5   |       |       | 4.8   |       |       | 17.5  |       | 24.8  |
| Approach LOS           |       | A     |       |       | A     |       |       | B     |       | C     |

### Intersection Summary

Cycle Length: 87

Actuated Cycle Length: 87

Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.38

Intersection Signal Delay (s/veh): 5.2

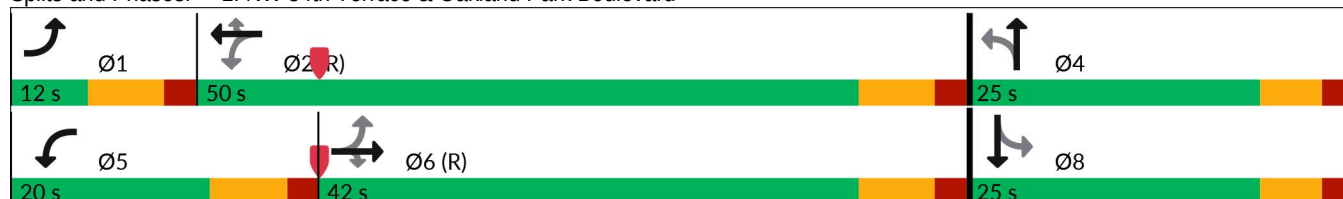
Intersection LOS: A

Intersection Capacity Utilization 55.4%

ICU Level of Service B

Analysis Period (min) 15

### Splits and Phases: 1: NW 84th Terrace & Oakland Park Boulevard



## Queues

Existing AM

## 1: NW 84th Terrace &amp; Oakland Park Boulevard

09/04/2025



| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | SBL  | SBT  |
|-------------------------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 24   | 1564 | 14   | 49   | 1599 | 2    | 10   | 12   | 4    | 2    |
| v/c Ratio               | 0.08 | 0.38 | 0.01 | 0.16 | 0.37 | 0.00 | 0.07 | 0.04 | 0.03 | 0.01 |
| Control Delay (s/veh)   | 2.8  | 5.6  | 0.0  | 3.2  | 4.8  | 0.0  | 38.2 | 0.2  | 37.3 | 0.0  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 2.8  | 5.6  | 0.0  | 3.2  | 4.8  | 0.0  | 38.2 | 0.2  | 37.3 | 0.0  |
| Queue Length 50th (ft)  | 1    | 77   | 0    | 0    | 0    | 0    | 5    | 0    | 2    | 0    |
| Queue Length 95th (ft)  | 7    | 198  | 0    | 12   | 200  | 0    | 20   | 0    | 12   | 0    |
| Internal Link Dist (ft) |      | 812  |      |      | 339  |      |      | 239  |      | 129  |
| Turn Bay Length (ft)    | 190  |      | 685  | 170  |      | 230  |      |      |      |      |
| Base Capacity (vph)     | 304  | 4069 | 1309 | 442  | 4309 | 1360 | 406  | 522  | 406  | 522  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.08 | 0.38 | 0.01 | 0.11 | 0.37 | 0.00 | 0.02 | 0.02 | 0.01 | 0.00 |

## Intersection Summary

# HCM 7th Signalized Intersection Summary

## 1: NW 84th Terrace & Oakland Park Boulevard

Existing AM  
09/04/2025

|                                                                    |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                                           | EBU                                                                               | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBU                                                                               | WBL                                                                               | WBT                                                                                 | WBR                                                                                 | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 |
| Lane Configurations                                                |                                                                                   |  |  |  |                                                                                   |  |   |  |  |  |                                                                                     |  |
| Traffic Volume (veh/h)                                             | 9                                                                                 | 13                                                                                | 1439                                                                              | 13                                                                                | 18                                                                                | 27                                                                                | 1471                                                                                | 2                                                                                   | 9                                                                                   | 0                                                                                   | 11                                                                                  | 4                                                                                   |
| Future Volume (veh/h)                                              | 9                                                                                 | 13                                                                                | 1439                                                                              | 13                                                                                | 18                                                                                | 27                                                                                | 1471                                                                                | 2                                                                                   | 9                                                                                   | 0                                                                                   | 11                                                                                  | 4                                                                                   |
| Initial Q (Qb), veh                                                |                                                                                   | 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                                                                                |
| Ped-Bike Adj(A_pbT)                                                |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |
| Parking Bus, Adj                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                                              |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                     |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                                             |                                                                                   | 1870                                                                              | 1870                                                                              | 1870                                                                              |                                                                                   | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                                               |                                                                                   | 14                                                                                | 1564                                                                              | 14                                                                                |                                                                                   | 29                                                                                | 1599                                                                                | 2                                                                                   | 10                                                                                  | 0                                                                                   | 12                                                                                  | 4                                                                                   |
| Peak Hour Factor                                                   |                                                                                   | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |                                                                                   | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %                                               |                                                                                   | 2                                                                                 | 2                                                                                 | 2                                                                                 |                                                                                   | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                                         |                                                                                   | 296                                                                               | 3641                                                                              | 1130                                                                              |                                                                                   | 314                                                                               | 3692                                                                                | 1146                                                                                | 129                                                                                 | 0                                                                                   | 54                                                                                  | 120                                                                                 |
| Arrive On Green                                                    |                                                                                   | 0.01                                                                              | 0.71                                                                              | 0.71                                                                              |                                                                                   | 0.02                                                                              | 0.72                                                                                | 0.72                                                                                | 0.03                                                                                | 0.00                                                                                | 0.03                                                                                | 0.03                                                                                |
| Sat Flow, veh/h                                                    |                                                                                   | 1781                                                                              | 5106                                                                              | 1585                                                                              |                                                                                   | 1781                                                                              | 5106                                                                                | 1585                                                                                | 1415                                                                                | 0                                                                                   | 1585                                                                                | 1402                                                                                |
| Grp Volume(v), veh/h                                               |                                                                                   | 14                                                                                | 1564                                                                              | 14                                                                                |                                                                                   | 29                                                                                | 1599                                                                                | 2                                                                                   | 10                                                                                  | 0                                                                                   | 12                                                                                  | 4                                                                                   |
| Grp Sat Flow(s),veh/h/ln                                           |                                                                                   | 1781                                                                              | 1702                                                                              | 1585                                                                              |                                                                                   | 1781                                                                              | 1702                                                                                | 1585                                                                                | 1415                                                                                | 0                                                                                   | 1585                                                                                | 1402                                                                                |
| Q Serve(g_s), s                                                    |                                                                                   | 0.2                                                                               | 11.0                                                                              | 0.2                                                                               |                                                                                   | 0.4                                                                               | 11.0                                                                                | 0.0                                                                                 | 0.6                                                                                 | 0.0                                                                                 | 0.6                                                                                 | 0.2                                                                                 |
| Cycle Q Clear(g_c), s                                              |                                                                                   | 0.2                                                                               | 11.0                                                                              | 0.2                                                                               |                                                                                   | 0.4                                                                               | 11.0                                                                                | 0.0                                                                                 | 0.7                                                                                 | 0.0                                                                                 | 0.6                                                                                 | 0.9                                                                                 |
| Prop In Lane                                                       |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |
| Lane Grp Cap(c), veh/h                                             |                                                                                   | 296                                                                               | 3641                                                                              | 1130                                                                              |                                                                                   | 314                                                                               | 3692                                                                                | 1146                                                                                | 129                                                                                 | 0                                                                                   | 54                                                                                  | 120                                                                                 |
| V/C Ratio(X)                                                       |                                                                                   | 0.05                                                                              | 0.43                                                                              | 0.01                                                                              |                                                                                   | 0.09                                                                              | 0.43                                                                                | 0.00                                                                                | 0.08                                                                                | 0.00                                                                                | 0.22                                                                                | 0.03                                                                                |
| Avail Cap(c_a), veh/h                                              |                                                                                   | 375                                                                               | 3641                                                                              | 1130                                                                              |                                                                                   | 539                                                                               | 3692                                                                                | 1146                                                                                | 390                                                                                 | 0                                                                                   | 346                                                                                 | 379                                                                                 |
| HCM Platoon Ratio                                                  |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)                                                 |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                                           |                                                                                   | 3.9                                                                               | 5.2                                                                               | 3.6                                                                               |                                                                                   | 3.8                                                                               | 4.9                                                                                 | 3.3                                                                                 | 41.0                                                                                | 0.0                                                                                 | 40.9                                                                                | 41.3                                                                                |
| Incr Delay (d2), s/veh                                             |                                                                                   | 0.1                                                                               | 0.4                                                                               | 0.0                                                                               |                                                                                   | 0.1                                                                               | 0.4                                                                                 | 0.0                                                                                 | 0.3                                                                                 | 0.0                                                                                 | 2.1                                                                                 | 0.1                                                                                 |
| Initial Q Delay(d3), s/veh                                         |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln                                           |                                                                                   | 0.1                                                                               | 3.2                                                                               | 0.1                                                                               |                                                                                   | 0.1                                                                               | 3.1                                                                                 | 0.0                                                                                 | 0.2                                                                                 | 0.0                                                                                 | 0.3                                                                                 | 0.1                                                                                 |
| Unsig. Movement Delay, s/veh                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                                              |                                                                                   | 4.0                                                                               | 5.5                                                                               | 3.6                                                                               |                                                                                   | 4.0                                                                               | 5.2                                                                                 | 3.3                                                                                 | 41.2                                                                                | 0.0                                                                                 | 43.0                                                                                | 41.5                                                                                |
| LnGrp LOS                                                          |                                                                                   | A                                                                                 | A                                                                                 | A                                                                                 |                                                                                   | A                                                                                 | A                                                                                   | A                                                                                   | D                                                                                   |                                                                                     | D                                                                                   | D                                                                                   |
| Approach Vol, veh/h                                                |                                                                                   |                                                                                   | 1592                                                                              |                                                                                   |                                                                                   |                                                                                   | 1630                                                                                |                                                                                     |                                                                                     | 22                                                                                  |                                                                                     |                                                                                     |
| Approach Delay, s/veh                                              |                                                                                   |                                                                                   | 5.5                                                                               |                                                                                   |                                                                                   |                                                                                   | 5.2                                                                                 |                                                                                     |                                                                                     | 42.2                                                                                |                                                                                     |                                                                                     |
| Approach LOS                                                       |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   | A                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs                                               | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                                           | 8.1                                                                               | 69.9                                                                              |                                                                                   | 9.0                                                                               | 9.0                                                                               | 69.0                                                                              |                                                                                     | 9.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                                            | 7.0                                                                               | 7.0                                                                               |                                                                                   | 6.0                                                                               | 7.0                                                                               | 7.0                                                                               |                                                                                     | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                                        | 5.0                                                                               | 43.0                                                                              |                                                                                   | 19.0                                                                              | 13.0                                                                              | 35.0                                                                              |                                                                                     | 19.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s                                       | 2.2                                                                               | 13.0                                                                              |                                                                                   | 2.7                                                                               | 2.4                                                                               | 13.0                                                                              |                                                                                     | 2.9                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                                            | 0.0                                                                               | 15.2                                                                              |                                                                                   | 0.0                                                                               | 0.0                                                                               | 12.5                                                                              |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh                                       |                                                                                   |                                                                                   | 5.7                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                                                        |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Notes</b>                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved pedestrian interval to be less than phase max green. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved ignoring U-Turning movement.                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Existing AM Existing Conditions 5:09 pm 09/03/2025 AM Peak hour

Synchro 12 Report  
Page 3

# HCM 7th Signalized Intersection Summary

## 1: NW 84th Terrace & Oakland Park Boulevard

Existing AM  
09/04/2025



| Movement                     | SBT  | SBR  |
|------------------------------|------|------|
| Lane Configurations          |      |      |
| Traffic Volume (veh/h)       | 0    | 2    |
| Future Volume (veh/h)        | 0    | 2    |
| Initial Q (Qb), veh          | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 0    | 2    |
| Peak Hour Factor             | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2    | 2    |
| Cap, veh/h                   | 0    | 54   |
| Arrive On Green              | 0.00 | 0.03 |
| Sat Flow, veh/h              | 0    | 1585 |
| Grp Volume(v), veh/h         | 0    | 2    |
| Grp Sat Flow(s),veh/h/ln     | 0    | 1585 |
| Q Serve(g_s), s              | 0.0  | 0.1  |
| Cycle Q Clear(g_c), s        | 0.0  | 0.1  |
| Prop In Lane                 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 0    | 54   |
| V/C Ratio(X)                 | 0.00 | 0.04 |
| Avail Cap(c_a), veh/h        | 0    | 346  |
| HCM Platoon Ratio            | 1.00 | 1.00 |
| Upstream Filter(I)           | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 0.0  | 40.7 |
| Incr Delay (d2), s/veh       | 0.0  | 0.3  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.0  | 0.0  |
| Unsig. Movement Delay, s/veh |      |      |
| LnGrp Delay(d), s/veh        | 0.0  | 40.9 |
| LnGrp LOS                    |      | D    |
| Approach Vol, veh/h          | 6    |      |
| Approach Delay, s/veh        | 41.3 |      |
| Approach LOS                 | D    |      |
| Timer - Assigned Phs         |      |      |

HCM 7th TWSC  
2: Driveway #1 & Oakland Park Boulevard

Existing AM  
09/04/2025

| Intersection              |        |        |        |      |      |      |
|---------------------------|--------|--------|--------|------|------|------|
| Int Delay, s/veh          | 0      |        |        |      |      |      |
| Movement                  | EBT    | EBR    | WBL    | WBT  | NBL  | NBR  |
| Lane Configurations       | ↑↑↑↑   | ↗      |        | ↑↑↑↑ |      | ↗    |
| Traffic Vol, veh/h        | 1482   | 9      | 0      | 1514 | 0    | 9    |
| Future Vol, veh/h         | 1482   | 9      | 0      | 1514 | 0    | 9    |
| Conflicting Peds, #/hr    | 0      | 0      | 0      | 0    | 0    | 0    |
| Sign Control              | Free   | Free   | Free   | Free | Stop | Stop |
| RT Channelized            | -      | None   | -      | None | -    | None |
| Storage Length            | -      | 250    | -      | -    | -    | 0    |
| Veh in Median Storage, #  | 0      | -      | -      | 0    | 0    | -    |
| Grade, %                  | 0      | -      | -      | 0    | 0    | -    |
| Peak Hour Factor          | 92     | 92     | 92     | 92   | 92   | 92   |
| Heavy Vehicles, %         | 2      | 2      | 2      | 2    | 2    | 2    |
| Mvmt Flow                 | 1611   | 10     | 0      | 1646 | 0    | 10   |
|                           |        |        |        |      |      |      |
| Major/Minor               | Major1 | Major2 | Minor1 |      |      |      |
| Conflicting Flow All      | 0      | 0      | -      | -    | -    | 805  |
| Stage 1                   | -      | -      | -      | -    | -    | -    |
| Stage 2                   | -      | -      | -      | -    | -    | -    |
| Critical Hdwy             | -      | -      | -      | -    | -    | 3.7  |
| Critical Hdwy Stg 1       | -      | -      | -      | -    | -    | -    |
| Critical Hdwy Stg 2       | -      | -      | -      | -    | -    | -    |
| Follow-up Hdwy            | -      | -      | -      | -    | -    | 2    |
| Pot Cap-1 Maneuver        | -      | -      | 0      | -    | 0    | 976  |
| Stage 1                   | -      | -      | 0      | -    | 0    | -    |
| Stage 2                   | -      | -      | 0      | -    | 0    | -    |
| Platoon blocked, %        | -      | -      |        | -    |      |      |
| Mov Cap-1 Maneuver        | -      | -      | -      | -    | -    | 976  |
| Mov Cap-2 Maneuver        | -      | -      | -      | -    | -    | -    |
| Stage 1                   | -      | -      | -      | -    | -    | -    |
| Stage 2                   | -      | -      | -      | -    | -    | -    |
|                           |        |        |        |      |      |      |
|                           |        |        |        |      |      |      |
| Approach                  | EB     | WB     |        | NB   |      |      |
| HCM Control Delay, s/v    | 0      | 0      |        | 8.73 |      |      |
| HCM LOS                   | A      |        |        |      |      |      |
|                           |        |        |        |      |      |      |
|                           |        |        |        |      |      |      |
| Minor Lane/Major Mvmt     | NBLn1  | EBT    | EBR    | WBT  |      |      |
| Capacity (veh/h)          | 976    | -      | -      | -    |      |      |
| HCM Lane V/C Ratio        | 0.01   | -      | -      | -    |      |      |
| HCM Control Delay (s/veh) | 8.7    | -      | -      | -    |      |      |
| HCM Lane LOS              | A      | -      | -      | -    |      |      |
| HCM 95th %tile Q(veh)     | 0      | -      | -      | -    |      |      |

# Timings

## 3: University Drive & Oakland Park Boulevard

Existing AM

09/04/2025

|                        |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group             | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations    |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph)   | 256                                                                               | 963                                                                               | 188                                                                               | 278                                                                               | 956                                                                               | 144                                                                               | 210                                                                                 | 1139                                                                                | 349                                                                                 | 217                                                                                 | 1511                                                                                | 299                                                                                 |
| Future Volume (vph)    | 256                                                                               | 963                                                                               | 188                                                                               | 278                                                                               | 956                                                                               | 144                                                                               | 210                                                                                 | 1139                                                                                | 349                                                                                 | 217                                                                                 | 1511                                                                                | 299                                                                                 |
| Turn Type              | Prot                                                                              | NA                                                                                | Perm                                                                              | Prot                                                                              | NA                                                                                | Perm                                                                              | Prot                                                                                | NA                                                                                  | Perm                                                                                | Prot                                                                                | NA                                                                                  | Perm                                                                                |
| Protected Phases       | 7                                                                                 | 4                                                                                 |                                                                                   | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                   | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Permitted Phases       |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                     |                                                                                     | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |
| Detector Phase         | 7                                                                                 | 4                                                                                 | 4                                                                                 | 3                                                                                 | 8                                                                                 | 8                                                                                 | 5                                                                                   | 2                                                                                   | 2                                                                                   | 1                                                                                   | 6                                                                                   | 6                                                                                   |
| Switch Phase           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)    | 5.0                                                                               | 6.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 6.0                                                                               | 5.0                                                                                 | 10.0                                                                                | 10.0                                                                                | 5.0                                                                                 | 10.0                                                                                | 10.0                                                                                |
| Minimum Split (s)      | 12.0                                                                              | 48.0                                                                              | 48.0                                                                              | 12.0                                                                              | 47.0                                                                              | 47.0                                                                              | 12.0                                                                                | 47.0                                                                                | 47.0                                                                                | 23.0                                                                                | 47.0                                                                                | 47.0                                                                                |
| Total Split (s)        | 26.0                                                                              | 50.0                                                                              | 50.0                                                                              | 26.0                                                                              | 50.0                                                                              | 50.0                                                                              | 30.0                                                                                | 54.0                                                                                | 54.0                                                                                | 30.0                                                                                | 54.0                                                                                | 54.0                                                                                |
| Total Split (%)        | 16.3%                                                                             | 31.3%                                                                             | 31.3%                                                                             | 16.3%                                                                             | 31.3%                                                                             | 31.3%                                                                             | 18.8%                                                                               | 33.8%                                                                               | 33.8%                                                                               | 18.8%                                                                               | 33.8%                                                                               | 33.8%                                                                               |
| Yellow Time (s)        | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 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                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |
| Lost Time Adjust (s)   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 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                                                                                 | 7.0                                                                                 | 7.0                                                                                 | 7.0                                                                                 |
| Lead/Lag               | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                                | Lag                                                                                 | Lag                                                                                 | Lead                                                                                | Lag                                                                                 | Lag                                                                                 |
| Lead-Lag Optimize?     | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |
| Recall Mode            | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                                | C-Min                                                                               | C-Min                                                                               | None                                                                                | C-Min                                                                               | C-Min                                                                               |
| Act Effect Green (s)   | 0.0                                                                               | 40.9                                                                              | 40.9                                                                              | 0.0                                                                               | 40.9                                                                              | 40.9                                                                              | 0.0                                                                                 | 47.0                                                                                | 47.0                                                                                | 0.0                                                                                 | 47.0                                                                                | 47.0                                                                                |
| Actuated g/C Ratio     | 0.00                                                                              | 0.26                                                                              | 0.26                                                                              | 0.00                                                                              | 0.26                                                                              | 0.26                                                                              | 0.00                                                                                | 0.29                                                                                | 0.29                                                                                | 0.00                                                                                | 0.29                                                                                | 0.29                                                                                |
| v/c Ratio              | no cap                                                                            | 0.80                                                                              | 0.39                                                                              | no cap                                                                            | 0.80                                                                              | 0.30                                                                              | no cap                                                                              | 0.83                                                                                | 0.66                                                                                | no cap                                                                              | 1.10                                                                                | 0.53                                                                                |
| Control Delay (s/veh)  |                                                                                   | 61.1                                                                              | 14.0                                                                              |                                                                                   | 60.8                                                                              | 7.6                                                                               |                                                                                     | 58.5                                                                                | 35.7                                                                                |                                                                                     | 107.1                                                                               | 19.3                                                                                |
| Queue Delay            |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)    | Error                                                                             | 61.1                                                                              | 14.0                                                                              | Error                                                                             | 60.8                                                                              | 7.6                                                                               | Error                                                                               | 58.5                                                                                | 35.7                                                                                | Error                                                                               | 107.1                                                                               | 19.3                                                                                |
| LOS                    | F                                                                                 | E                                                                                 | B                                                                                 | F                                                                                 | E                                                                                 | A                                                                                 | F                                                                                   | E                                                                                   | D                                                                                   | F                                                                                   | F                                                                                   | B                                                                                   |
| Approach Delay (s/veh) |                                                                                   | Error                                                                             |                                                                                   |                                                                                   | Error                                                                             |                                                                                   |                                                                                     | Error                                                                               |                                                                                     |                                                                                     | Error                                                                               |                                                                                     |
| Approach LOS           |                                                                                   | F                                                                                 |                                                                                   |                                                                                   | F                                                                                 |                                                                                   |                                                                                     | F                                                                                   |                                                                                     |                                                                                     | F                                                                                   |                                                                                     |

### Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 102 (64%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: Err

Intersection Signal Delay (s/veh): Err

Intersection LOS: F

Intersection Capacity Utilization 85.7%

ICU Level of Service E

Analysis Period (min) 15

### Splits and Phases: 3: University Drive & Oakland Park Boulevard

|                                                                                     |    |                                                                                     |        |                                                                                     |    |                                                                                       |    |
|-------------------------------------------------------------------------------------|----|-------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|----|---------------------------------------------------------------------------------------|----|
|  | Ø1 |  | Ø2 (R) |  | Ø3 |  | Ø4 |
| 30 s                                                                                |    | 54 s                                                                                |        | 26 s                                                                                |    | 50 s                                                                                  |    |
|  | Ø5 |  | Ø6 (R) |  | Ø7 |  | Ø8 |
| 30 s                                                                                |    | 54 s                                                                                |        | 26 s                                                                                |    | 50 s                                                                                  |    |

## Queues

Existing AM

## 3: University Drive &amp; Oakland Park Boulevard

09/04/2025



| Lane Group              | EBL    | EBT  | EBR  | WBL    | WBT  | WBR  | NBL    | NBT  | NBR  | SBL    | SBT   | SBR  |
|-------------------------|--------|------|------|--------|------|------|--------|------|------|--------|-------|------|
| Lane Group Flow (vph)   | 282    | 1047 | 204  | 313    | 1039 | 157  | 240    | 1238 | 379  | 240    | 1642  | 325  |
| v/c Ratio               | no cap | 0.80 | 0.39 | no cap | 0.80 | 0.30 | no cap | 0.83 | 0.66 | no cap | 1.10  | 0.53 |
| Control Delay (s/veh)   |        | 61.1 | 14.0 |        | 60.8 | 7.6  |        | 58.5 | 35.7 |        | 107.1 | 19.3 |
| Queue Delay             |        | 0.0  | 0.0  |        | 0.0  | 0.0  |        | 0.0  | 0.0  |        | 0.0   | 0.0  |
| Total Delay (s/veh)     | Error  | 61.1 | 14.0 | Error  | 60.8 | 7.6  | Error  | 58.5 | 35.7 | Error  | 107.1 | 19.3 |
| Queue Length 50th (ft)  | ~314   | 372  | 35   | ~349   | 368  | 0    | ~268   | 445  | 216  | ~268   | ~710  | 97   |
| Queue Length 95th (ft)  | #415   | 428  | 108  | #453   | 425  | 59   | #362   | 506  | 341  | #362   | #805  | 199  |
| Internal Link Dist (ft) |        | 372  |      |        | 868  |      |        | 342  |      |        | 742   |      |
| Turn Bay Length (ft)    | 260    |      | 220  | 245    |      | 365  | 240    |      | 115  | 260    |       | 280  |
| Base Capacity (vph)     | 1      | 1366 | 542  | 1      | 1366 | 540  | 1      | 1493 | 570  | 1      | 1493  | 613  |
| Starvation Cap Reductn  | 0      | 0    | 0    | 0      | 0    | 0    | 0      | 0    | 0    | 0      | 0     | 0    |
| Spillback Cap Reductn   | 0      | 0    | 0    | 0      | 0    | 0    | 0      | 0    | 0    | 0      | 0     | 0    |
| Storage Cap Reductn     | 0      | 0    | 0    | 0      | 0    | 0    | 0      | 0    | 0    | 0      | 0     | 0    |
| Reduced v/c Ratio       | 282.00 | 0.77 | 0.38 | 313.00 | 0.76 | 0.29 | 240.00 | 0.83 | 0.66 | 240.00 | 1.10  | 0.53 |

## Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

# HCM 7th Signalized Intersection Summary

## 3: University Drive & Oakland Park Boulevard

Existing AM  
09/04/2025

|                                            |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                   | EBU                                                                               | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBU                                                                               | WBL                                                                               | WBT                                                                                | WBR                                                                                 | NBU                                                                                 | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 |
| Lane Configurations                        |                                                                                   |  |  |  |                                                                                   |  |   |  |                                                                                     |  |  |  |
| Traffic Volume (veh/h)                     | 4                                                                                 | 256                                                                               | 963                                                                               | 188                                                                               | 10                                                                                | 278                                                                               | 956                                                                                | 144                                                                                 | 11                                                                                  | 210                                                                                 | 1139                                                                                | 349                                                                                 |
| Future Volume (veh/h)                      | 4                                                                                 | 256                                                                               | 963                                                                               | 188                                                                               | 10                                                                                | 278                                                                               | 956                                                                                | 144                                                                                 | 11                                                                                  | 210                                                                                 | 1139                                                                                | 349                                                                                 |
| Initial Q (Qb), veh                        |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                            |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                        |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                    | 1.00                                                                                |                                                                                     | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj                           |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                      |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                    |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                     |                                                                                   | 1870                                                                              | 1870                                                                              | 1870                                                                              |                                                                                   | 1870                                                                              | 1870                                                                               | 1870                                                                                |                                                                                     | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                       |                                                                                   | 278                                                                               | 1047                                                                              | 204                                                                               |                                                                                   | 302                                                                               | 1039                                                                               | 157                                                                                 |                                                                                     | 228                                                                                 | 1238                                                                                | 379                                                                                 |
| Peak Hour Factor                           |                                                                                   | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |                                                                                   | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                |                                                                                     | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %                       |                                                                                   | 2                                                                                 | 2                                                                                 | 2                                                                                 |                                                                                   | 2                                                                                 | 2                                                                                  | 2                                                                                   |                                                                                     | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                 |                                                                                   | 321                                                                               | 1234                                                                              | 383                                                                               |                                                                                   | 344                                                                               | 1269                                                                               | 394                                                                                 |                                                                                     | 272                                                                                 | 2057                                                                                | 638                                                                                 |
| Arrive On Green                            |                                                                                   | 0.09                                                                              | 0.24                                                                              | 0.24                                                                              |                                                                                   | 0.10                                                                              | 0.25                                                                               | 0.25                                                                                |                                                                                     | 0.10                                                                                | 0.54                                                                                | 0.54                                                                                |
| Sat Flow, veh/h                            |                                                                                   | 3456                                                                              | 5106                                                                              | 1585                                                                              |                                                                                   | 3456                                                                              | 5106                                                                               | 1585                                                                                |                                                                                     | 3456                                                                                | 5106                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h                       |                                                                                   | 278                                                                               | 1047                                                                              | 204                                                                               |                                                                                   | 302                                                                               | 1039                                                                               | 157                                                                                 |                                                                                     | 228                                                                                 | 1238                                                                                | 379                                                                                 |
| Grp Sat Flow(s),veh/h/ln                   |                                                                                   | 1728                                                                              | 1702                                                                              | 1585                                                                              |                                                                                   | 1728                                                                              | 1702                                                                               | 1585                                                                                |                                                                                     | 1728                                                                                | 1702                                                                                | 1585                                                                                |
| Q Serve(g_s), s                            |                                                                                   | 12.7                                                                              | 31.3                                                                              | 17.9                                                                              |                                                                                   | 13.8                                                                              | 30.7                                                                               | 13.2                                                                                |                                                                                     | 10.4                                                                                | 26.6                                                                                | 26.0                                                                                |
| Cycle Q Clear(g_c), s                      |                                                                                   | 12.7                                                                              | 31.3                                                                              | 17.9                                                                              |                                                                                   | 13.8                                                                              | 30.7                                                                               | 13.2                                                                                |                                                                                     | 10.4                                                                                | 26.6                                                                                | 26.0                                                                                |
| Prop In Lane                               |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                    | 1.00                                                                                |                                                                                     | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h                     |                                                                                   | 321                                                                               | 1234                                                                              | 383                                                                               |                                                                                   | 344                                                                               | 1269                                                                               | 394                                                                                 |                                                                                     | 272                                                                                 | 2057                                                                                | 638                                                                                 |
| V/C Ratio(X)                               |                                                                                   | 0.87                                                                              | 0.85                                                                              | 0.53                                                                              |                                                                                   | 0.88                                                                              | 0.82                                                                               | 0.40                                                                                |                                                                                     | 0.84                                                                                | 0.60                                                                                | 0.59                                                                                |
| Avail Cap(c_a), veh/h                      |                                                                                   | 410                                                                               | 1372                                                                              | 426                                                                               |                                                                                   | 410                                                                               | 1372                                                                               | 426                                                                                 |                                                                                     | 497                                                                                 | 2057                                                                                | 638                                                                                 |
| HCM Platoon Ratio                          |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                |
| Upstream Filter(I)                         |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                   |                                                                                   | 71.6                                                                              | 57.9                                                                              | 52.8                                                                              |                                                                                   | 71.1                                                                              | 56.7                                                                               | 50.2                                                                                |                                                                                     | 70.7                                                                                | 28.4                                                                                | 28.2                                                                                |
| Incr Delay (d2), s/veh                     |                                                                                   | 12.3                                                                              | 4.8                                                                               | 1.1                                                                               |                                                                                   | 15.1                                                                              | 3.8                                                                                | 0.7                                                                                 |                                                                                     | 2.7                                                                                 | 1.3                                                                                 | 4.0                                                                                 |
| Initial Q Delay(d3), s/veh                 |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln                   |                                                                                   | 6.2                                                                               | 14.1                                                                              | 7.3                                                                               |                                                                                   | 6.9                                                                               | 13.7                                                                               | 5.4                                                                                 |                                                                                     | 4.6                                                                                 | 10.5                                                                                | 10.0                                                                                |
| Unsig. Movement Delay, s/veh               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                      |                                                                                   | 83.9                                                                              | 62.7                                                                              | 53.9                                                                              |                                                                                   | 86.2                                                                              | 60.5                                                                               | 50.8                                                                                |                                                                                     | 73.3                                                                                | 29.7                                                                                | 32.3                                                                                |
| LnGrp LOS                                  |                                                                                   | F                                                                                 | E                                                                                 | D                                                                                 |                                                                                   | F                                                                                 | E                                                                                  | D                                                                                   |                                                                                     | E                                                                                   | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h                        |                                                                                   |                                                                                   | 1529                                                                              |                                                                                   |                                                                                   |                                                                                   | 1498                                                                               |                                                                                     |                                                                                     |                                                                                     | 1845                                                                                |                                                                                     |
| Approach Delay, s/veh                      |                                                                                   |                                                                                   | 65.3                                                                              |                                                                                   |                                                                                   |                                                                                   | 64.7                                                                               |                                                                                     |                                                                                     |                                                                                     | 35.6                                                                                |                                                                                     |
| Approach LOS                               |                                                                                   |                                                                                   | E                                                                                 |                                                                                   |                                                                                   |                                                                                   | E                                                                                  |                                                                                     |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Timer - Assigned Phs                       | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                   | 19.9                                                                              | 71.4                                                                              | 22.9                                                                              | 45.7                                                                              | 19.6                                                                              | 71.8                                                                              | 21.9                                                                               | 46.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                    | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                | 7.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                | 23.0                                                                              | 47.0                                                                              | 19.0                                                                              | 43.0                                                                              | 23.0                                                                              | 47.0                                                                              | 19.0                                                                               | 43.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s               | 12.7                                                                              | 28.6                                                                              | 15.8                                                                              | 33.3                                                                              | 12.4                                                                              | 43.5                                                                              | 14.7                                                                               | 32.7                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                    | 0.2                                                                               | 10.1                                                                              | 0.1                                                                               | 5.4                                                                               | 0.2                                                                               | 3.0                                                                               | 0.2                                                                                | 5.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh               |                                                                                   |                                                                                   | 49.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                                |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Notes</b>                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved ignoring U-Turning movement. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 7th Signalized Intersection Summary

## 3: University Drive & Oakland Park Boulevard

Existing AM  
09/04/2025



| Movement                     | SBU | SBL  | SBT  | SBR  |
|------------------------------|-----|------|------|------|
| Lane Configurations          |     | ↰↰   | ↰↰↰  | ↰    |
| Traffic Volume (veh/h)       | 4   | 217  | 1511 | 299  |
| Future Volume (veh/h)        | 4   | 217  | 1511 | 299  |
| Initial Q (Qb), veh          |     | 0    | 0    | 0    |
| Lane Width Adj.              |     | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          |     | 1.00 |      | 1.00 |
| Parking Bus, Adj             |     | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |     | No   |      |      |
| Adj Sat Flow, veh/h/ln       |     | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         |     | 236  | 1642 | 325  |
| Peak Hour Factor             |     | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         |     | 2    | 2    | 2    |
| Cap, veh/h                   |     | 279  | 2068 | 642  |
| Arrive On Green              |     | 0.11 | 0.54 | 0.54 |
| Sat Flow, veh/h              |     | 3456 | 5106 | 1585 |
| Grp Volume(v), veh/h         |     | 236  | 1642 | 325  |
| Grp Sat Flow(s),veh/h/ln     |     | 1728 | 1702 | 1585 |
| Q Serve(g_s), s              |     | 10.7 | 41.5 | 20.8 |
| Cycle Q Clear(g_c), s        |     | 10.7 | 41.5 | 20.8 |
| Prop In Lane                 |     | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       |     | 279  | 2068 | 642  |
| V/C Ratio(X)                 |     | 0.84 | 0.79 | 0.51 |
| Avail Cap(c_a), veh/h        |     | 497  | 2068 | 642  |
| HCM Platoon Ratio            |     | 1.33 | 1.33 | 1.33 |
| Upstream Filter(I)           |     | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     |     | 70.4 | 31.5 | 26.7 |
| Incr Delay (d2), s/veh       |     | 2.7  | 3.2  | 2.8  |
| Initial Q Delay(d3), s/veh   |     | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     |     | 4.8  | 16.6 | 7.9  |
| Unsig. Movement Delay, s/veh |     |      |      |      |
| LnGrp Delay(d), s/veh        |     | 73.1 | 34.8 | 29.6 |
| LnGrp LOS                    |     | E    | C    | C    |
| Approach Vol, veh/h          |     |      | 2203 |      |
| Approach Delay, s/veh        |     |      | 38.1 |      |
| Approach LOS                 |     |      | D    |      |
| Timer - Assigned Phs         |     |      |      |      |

HCM 7th TWSC  
4: University Drive & Driveway #2

Existing AM  
09/04/2025

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0    |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      |      | ↗    |      |      | ↗    |      | ↑↑↑  |      | ↑↑↑  | ↗    |      |
| Traffic Vol, veh/h       | 0    | 0    | 12   | 0    | 0    | 2    | 0    | 1646 | 9    | 0    | 2033 | 19   |
| Future Vol, veh/h        | 0    | 0    | 12   | 0    | 0    | 2    | 0    | 1646 | 9    | 0    | 2033 | 19   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | 0    | -    | -    | 0    | -    | -    | -    | -    | -    | 220  |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 0    | 13   | 0    | 0    | 2    | 0    | 1789 | 10   | 0    | 2210 | 21   |

| Major/Minor          | Minor2 |   | Minor1 |   | Major1 |     | Major2 |   |
|----------------------|--------|---|--------|---|--------|-----|--------|---|
| Conflicting Flow All | -      | - | 1105   | - | -      | 899 | -      | 0 |
| Stage 1              | -      | - | -      | - | -      | -   | -      | - |
| Stage 2              | -      | - | -      | - | -      | -   | -      | - |
| Critical Hdwy        | -      | - | 3.7    | - | -      | 3.7 | -      | - |
| Critical Hdwy Stg 1  | -      | - | -      | - | -      | -   | -      | - |
| Critical Hdwy Stg 2  | -      | - | -      | - | -      | -   | -      | - |
| Follow-up Hdwy       | -      | - | 2      | - | -      | 2   | -      | - |
| Pot Cap-1 Maneuver   | 0      | 0 | 774    | 0 | 0      | 907 | 0      | - |
| Stage 1              | 0      | 0 | -      | 0 | 0      | -   | 0      | - |
| Stage 2              | 0      | 0 | -      | 0 | 0      | -   | 0      | - |
| Platoon blocked, %   | -      | - | -      | - | -      | -   | -      | - |
| Mov Cap-1 Maneuver   | -      | - | 774    | - | -      | 907 | -      | - |
| Mov Cap-2 Maneuver   | -      | - | -      | - | -      | -   | -      | - |
| Stage 1              | -      | - | -      | - | -      | -   | -      | - |
| Stage 2              | -      | - | -      | - | -      | -   | -      | - |

| Approach               | EB   | WB   | NB | SB |
|------------------------|------|------|----|----|
| HCM Control Delay, s/v | 9.73 | 8.98 | 0  | 0  |
| HCM LOS                | A    | A    |    |    |

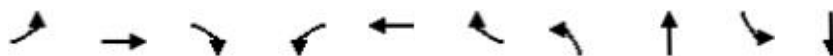
| Minor Lane/Major Mvmt     | NBT | NBR | EBLn1WBLn1  | SBT | SBR |
|---------------------------|-----|-----|-------------|-----|-----|
| Capacity (veh/h)          | -   | -   | 774 907     | -   | -   |
| HCM Lane V/C Ratio        | -   | -   | 0.017 0.002 | -   | -   |
| HCM Control Delay (s/veh) | -   | -   | 9.7 9       | -   | -   |
| HCM Lane LOS              | -   | -   | A A         | -   | -   |
| HCM 95th %tile Q(veh)     | -   | -   | 0.1 0       | -   | -   |

# Timings

Existing PM

## 1: NW 84th Terrace & Oakland Park Boulevard

09/04/2025



| Lane Group             | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | SBL   | SBT   |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations    |       |       |       |       |       |       |       |       |       |       |
| Traffic Volume (vph)   | 60    | 1398  | 26    | 46    | 1280  | 40    | 37    | 4     | 52    | 0     |
| Future Volume (vph)    | 60    | 1398  | 26    | 46    | 1280  | 40    | 37    | 4     | 52    | 0     |
| Turn Type              | pm+pt | NA    | Perm  | pm+pt | NA    | Perm  | Perm  | NA    | Perm  | NA    |
| Protected Phases       | 1     | 6     |       | 5     | 2     |       |       | 4     |       | 8     |
| Permitted Phases       | 6     |       | 6     | 2     |       | 2     | 4     |       | 8     |       |
| Detector Phase         | 1     | 6     | 6     | 5     | 2     | 2     | 4     | 4     | 8     | 8     |
| Switch Phase           |       |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)    | 4.0   | 12.0  | 12.0  | 4.0   | 12.0  | 12.0  | 6.0   | 6.0   | 6.0   | 6.0   |
| Minimum Split (s)      | 11.0  | 33.0  | 33.0  | 11.0  | 33.0  | 33.0  | 49.0  | 49.0  | 53.0  | 53.0  |
| Total Split (s)        | 12.0  | 42.0  | 42.0  | 20.0  | 50.0  | 50.0  | 25.0  | 25.0  | 25.0  | 25.0  |
| Total Split (%)        | 13.8% | 48.3% | 48.3% | 23.0% | 57.5% | 57.5% | 28.7% | 28.7% | 28.7% | 28.7% |
| Yellow Time (s)        | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)       | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s)   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)    | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 6.0   | 6.0   | 6.0   | 6.0   |
| Lead/Lag               | Lead  | Lag   | Lag   | Lead  | Lag   | Lag   |       |       |       |       |
| Lead-Lag Optimize?     | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   |       |       |       |       |
| Recall Mode            | None  | C-Min | C-Min | None  | C-Min | C-Min | None  | None  | None  | None  |
| Act Effect Green (s)   | 61.5  | 57.2  | 57.2  | 61.9  | 57.4  | 57.4  | 9.1   | 9.1   | 9.1   | 9.1   |
| Actuated g/C Ratio     | 0.71  | 0.66  | 0.66  | 0.71  | 0.66  | 0.66  | 0.10  | 0.10  | 0.10  | 0.10  |
| v/c Ratio              | 0.30  | 0.45  | 0.03  | 0.32  | 0.41  | 0.04  | 0.29  | 0.14  | 0.40  | 0.16  |
| Control Delay (s/veh)  | 6.3   | 10.6  | 0.0   | 6.7   | 10.1  | 0.1   | 40.1  | 17.6  | 43.6  | 0.9   |
| Queue Delay            | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay (s/veh)    | 6.3   | 10.6  | 0.0   | 6.7   | 10.1  | 0.1   | 40.1  | 17.6  | 43.6  | 0.9   |
| LOS                    | A     | B     | A     | A     | B     | A     | D     | B     | D     | A     |
| Approach Delay (s/veh) |       | 10.2  |       |       | 9.6   |       |       | 31.2  |       | 21.7  |
| Approach LOS           |       | B     |       |       | A     |       |       | C     |       | C     |

### Intersection Summary

Cycle Length: 87

Actuated Cycle Length: 87

Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.45

Intersection Signal Delay (s/veh): 10.7

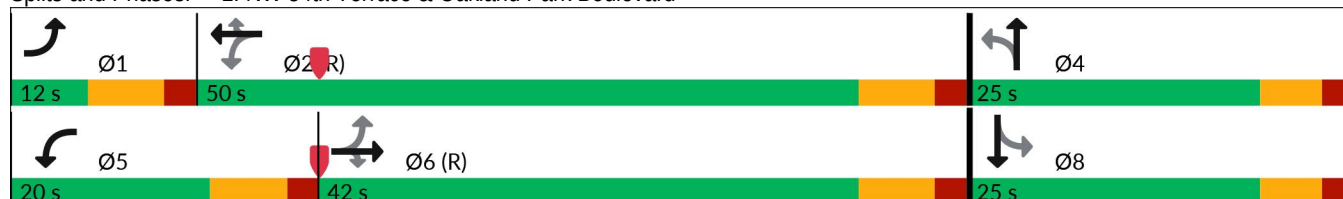
Intersection LOS: B

Intersection Capacity Utilization 58.0%

ICU Level of Service B

Analysis Period (min) 15

### Splits and Phases: 1: NW 84th Terrace & Oakland Park Boulevard



## Queues

Existing PM

## 1: NW 84th Terrace &amp; Oakland Park Boulevard

09/04/2025



| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | SBL  | SBT  |
|-------------------------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 97   | 1520 | 28   | 95   | 1391 | 43   | 40   | 26   | 57   | 60   |
| v/c Ratio               | 0.30 | 0.45 | 0.03 | 0.32 | 0.41 | 0.04 | 0.29 | 0.14 | 0.40 | 0.16 |
| Control Delay (s/veh)   | 6.3  | 10.6 | 0.0  | 6.7  | 10.1 | 0.1  | 40.1 | 17.6 | 43.6 | 0.9  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 6.3  | 10.6 | 0.0  | 6.7  | 10.1 | 0.1  | 40.1 | 17.6 | 43.6 | 0.9  |
| Queue Length 50th (ft)  | 11   | 163  | 0    | 11   | 144  | 0    | 21   | 2    | 30   | 0    |
| Queue Length 95th (ft)  | 28   | 242  | 0    | 27   | 209  | 0    | 49   | 24   | 64   | 0    |
| Internal Link Dist (ft) |      | 812  |      |      | 339  |      |      | 239  |      | 129  |
| Turn Bay Length (ft)    | 190  |      | 685  | 170  |      | 230  |      |      |      |      |
| Base Capacity (vph)     | 327  | 3343 | 1113 | 417  | 3353 | 1086 | 291  | 372  | 300  | 522  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.30 | 0.45 | 0.03 | 0.23 | 0.41 | 0.04 | 0.14 | 0.07 | 0.19 | 0.11 |

## Intersection Summary

# HCM 7th Signalized Intersection Summary

## 1: NW 84th Terrace & Oakland Park Boulevard

Existing PM  
09/04/2025

|                                                                    |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                                           | EBU                                                                               | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBU                                                                               | WBL                                                                               | WBT                                                                                | WBR                                                                                 | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 |
| Lane Configurations                                                |                                                                                   |  |  |  |                                                                                   |  |  |  |  |  |                                                                                     |  |
| Traffic Volume (veh/h)                                             | 29                                                                                | 60                                                                                | 1398                                                                              | 26                                                                                | 41                                                                                | 46                                                                                | 1280                                                                               | 40                                                                                  | 37                                                                                  | 4                                                                                   | 20                                                                                  | 52                                                                                  |
| Future Volume (veh/h)                                              | 29                                                                                | 60                                                                                | 1398                                                                              | 26                                                                                | 41                                                                                | 46                                                                                | 1280                                                                               | 40                                                                                  | 37                                                                                  | 4                                                                                   | 20                                                                                  | 52                                                                                  |
| Initial Q (Qb), veh                                                |                                                                                   | 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                                                                                |
| Ped-Bike Adj(A_pbT)                                                |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                    | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |
| Parking Bus, Adj                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                                              |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                    |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                                             |                                                                                   | 1870                                                                              | 1870                                                                              | 1870                                                                              |                                                                                   | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                                               |                                                                                   | 65                                                                                | 1520                                                                              | 28                                                                                |                                                                                   | 50                                                                                | 1391                                                                               | 43                                                                                  | 40                                                                                  | 4                                                                                   | 22                                                                                  | 57                                                                                  |
| Peak Hour Factor                                                   |                                                                                   | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |                                                                                   | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %                                               |                                                                                   | 2                                                                                 | 2                                                                                 | 2                                                                                 |                                                                                   | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                                         |                                                                                   | 339                                                                               | 3317                                                                              | 1030                                                                              |                                                                                   | 308                                                                               | 3296                                                                               | 1023                                                                                | 153                                                                                 | 22                                                                                  | 121                                                                                 | 184                                                                                 |
| Arrive On Green                                                    |                                                                                   | 0.04                                                                              | 0.65                                                                              | 0.65                                                                              |                                                                                   | 0.03                                                                              | 0.65                                                                               | 0.65                                                                                | 0.09                                                                                | 0.09                                                                                | 0.09                                                                                | 0.09                                                                                |
| Sat Flow, veh/h                                                    |                                                                                   | 1781                                                                              | 5106                                                                              | 1585                                                                              |                                                                                   | 1781                                                                              | 5106                                                                               | 1585                                                                                | 1343                                                                                | 250                                                                                 | 1373                                                                                | 1385                                                                                |
| Grp Volume(v), veh/h                                               |                                                                                   | 65                                                                                | 1520                                                                              | 28                                                                                |                                                                                   | 50                                                                                | 1391                                                                               | 43                                                                                  | 40                                                                                  | 0                                                                                   | 26                                                                                  | 57                                                                                  |
| Grp Sat Flow(s),veh/h/ln                                           |                                                                                   | 1781                                                                              | 1702                                                                              | 1585                                                                              |                                                                                   | 1781                                                                              | 1702                                                                               | 1585                                                                                | 1343                                                                                | 0                                                                                   | 1623                                                                                | 1385                                                                                |
| Q Serve(g_s), s                                                    |                                                                                   | 1.0                                                                               | 12.9                                                                              | 0.5                                                                               |                                                                                   | 0.8                                                                               | 11.6                                                                               | 0.9                                                                                 | 2.5                                                                                 | 0.0                                                                                 | 1.3                                                                                 | 3.5                                                                                 |
| Cycle Q Clear(g_c), s                                              |                                                                                   | 1.0                                                                               | 12.9                                                                              | 0.5                                                                               |                                                                                   | 0.8                                                                               | 11.6                                                                               | 0.9                                                                                 | 5.7                                                                                 | 0.0                                                                                 | 1.3                                                                                 | 4.8                                                                                 |
| Prop In Lane                                                       |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                    | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.85                                                                                | 1.00                                                                                |
| Lane Grp Cap(c), veh/h                                             |                                                                                   | 339                                                                               | 3317                                                                              | 1030                                                                              |                                                                                   | 308                                                                               | 3296                                                                               | 1023                                                                                | 153                                                                                 | 0                                                                                   | 143                                                                                 | 184                                                                                 |
| V/C Ratio(X)                                                       |                                                                                   | 0.19                                                                              | 0.46                                                                              | 0.03                                                                              |                                                                                   | 0.16                                                                              | 0.42                                                                               | 0.04                                                                                | 0.26                                                                                | 0.00                                                                                | 0.18                                                                                | 0.31                                                                                |
| Avail Cap(c_a), veh/h                                              |                                                                                   | 376                                                                               | 3317                                                                              | 1030                                                                              |                                                                                   | 516                                                                               | 3296                                                                               | 1023                                                                                | 328                                                                                 | 0                                                                                   | 354                                                                                 | 365                                                                                 |
| HCM Platoon Ratio                                                  |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)                                                 |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                                           |                                                                                   | 5.5                                                                               | 7.6                                                                               | 5.4                                                                               |                                                                                   | 5.7                                                                               | 7.5                                                                                | 5.6                                                                                 | 40.3                                                                                | 0.0                                                                                 | 36.7                                                                                | 38.9                                                                                |
| Incr Delay (d2), s/veh                                             |                                                                                   | 0.3                                                                               | 0.5                                                                               | 0.0                                                                               |                                                                                   | 0.2                                                                               | 0.4                                                                                | 0.1                                                                                 | 0.9                                                                                 | 0.0                                                                                 | 0.6                                                                                 | 0.9                                                                                 |
| Initial Q Delay(d3), s/veh                                         |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln                                           |                                                                                   | 0.3                                                                               | 4.2                                                                               | 0.2                                                                               |                                                                                   | 0.3                                                                               | 3.7                                                                                | 0.3                                                                                 | 0.9                                                                                 | 0.0                                                                                 | 0.5                                                                                 | 1.2                                                                                 |
| Unsig. Movement Delay, s/veh                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                                              |                                                                                   | 5.8                                                                               | 8.1                                                                               | 5.5                                                                               |                                                                                   | 6.0                                                                               | 7.9                                                                                | 5.7                                                                                 | 41.2                                                                                | 0.0                                                                                 | 37.3                                                                                | 39.9                                                                                |
| LnGrp LOS                                                          |                                                                                   | A                                                                                 | A                                                                                 | A                                                                                 |                                                                                   | A                                                                                 | A                                                                                  | A                                                                                   | D                                                                                   |                                                                                     | D                                                                                   | D                                                                                   |
| Approach Vol, veh/h                                                |                                                                                   |                                                                                   | 1613                                                                              |                                                                                   |                                                                                   |                                                                                   | 1484                                                                               |                                                                                     |                                                                                     | 66                                                                                  |                                                                                     |                                                                                     |
| Approach Delay, s/veh                                              |                                                                                   |                                                                                   | 7.9                                                                               |                                                                                   |                                                                                   |                                                                                   | 7.8                                                                                |                                                                                     |                                                                                     | 39.7                                                                                |                                                                                     |                                                                                     |
| Approach LOS                                                       |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   | A                                                                                  |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs                                               | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                                           | 10.2                                                                              | 63.2                                                                              |                                                                                   | 13.7                                                                              | 9.8                                                                               | 63.5                                                                              |                                                                                    | 13.7                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                                            | 7.0                                                                               | 7.0                                                                               |                                                                                   | 6.0                                                                               | 7.0                                                                               | 7.0                                                                               |                                                                                    | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                                        | 5.0                                                                               | 43.0                                                                              |                                                                                   | 19.0                                                                              | 13.0                                                                              | 35.0                                                                              |                                                                                    | 19.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s                                       | 3.0                                                                               | 13.6                                                                              |                                                                                   | 7.7                                                                               | 2.8                                                                               | 14.9                                                                              |                                                                                    | 6.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                                            | 0.0                                                                               | 12.8                                                                              |                                                                                   | 0.1                                                                               | 0.1                                                                               | 11.5                                                                              |                                                                                    | 0.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh                                       |                                                                                   |                                                                                   | 9.6                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                                                        |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved pedestrian interval to be less than phase max green. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved ignoring U-Turning movement.                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Existing PM Existing Conditions 4:03 pm 09/03/2025 AM Peak hour

Synchro 12 Report  
Page 3

HCM 7th Signalized Intersection Summary  
1: NW 84th Terrace & Oakland Park Boulevard

Existing PM  
09/04/2025



| Movement                     | SBT  | SBR  |
|------------------------------|------|------|
| Lane Configurations          | P    |      |
| Traffic Volume (veh/h)       | 0    | 55   |
| Future Volume (veh/h)        | 0    | 55   |
| Initial Q (Qb), veh          | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 0    | 60   |
| Peak Hour Factor             | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2    | 2    |
| Cap, veh/h                   | 0    | 140  |
| Arrive On Green              | 0.00 | 0.09 |
| Sat Flow, veh/h              | 0    | 1585 |
| Grp Volume(v), veh/h         | 0    | 60   |
| Grp Sat Flow(s),veh/h/ln     | 0    | 1585 |
| Q Serve(g_s), s              | 0.0  | 3.1  |
| Cycle Q Clear(g_c), s        | 0.0  | 3.1  |
| Prop In Lane                 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 0    | 140  |
| V/C Ratio(X)                 | 0.00 | 0.43 |
| Avail Cap(c_a), veh/h        | 0    | 346  |
| HCM Platoon Ratio            | 1.00 | 1.00 |
| Upstream Filter(I)           | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 0.0  | 37.6 |
| Incr Delay (d2), s/veh       | 0.0  | 2.1  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.0  | 1.3  |
| Unsig. Movement Delay, s/veh |      |      |
| LnGrp Delay(d), s/veh        | 0.0  | 39.7 |
| LnGrp LOS                    |      | D    |
| Approach Vol, veh/h          | 117  |      |
| Approach Delay, s/veh        | 39.8 |      |
| Approach LOS                 | D    |      |
| Timer - Assigned Phs         |      |      |

HCM 7th TWSC  
2: Driveway #1 & Oakland Park Boulevard

Existing PM  
09/04/2025

| Intersection              |        |      |        |      |        |      |
|---------------------------|--------|------|--------|------|--------|------|
| Int Delay, s/veh          | 0.1    |      |        |      |        |      |
| Movement                  | EBT    | EBR  | WBL    | WBT  | NBL    | NBR  |
| Lane Configurations       | ↑↑↑↑   | ↗    |        | ↑↑↑↑ |        | ↗    |
| Traffic Vol, veh/h        | 1487   | 18   | 0      | 1413 | 0      | 21   |
| Future Vol, veh/h         | 1487   | 18   | 0      | 1413 | 0      | 21   |
| Conflicting Peds, #/hr    | 0      | 0    | 0      | 0    | 0      | 0    |
| Sign Control              | Free   | Free | Free   | Free | Stop   | Stop |
| RT Channelized            | -      | None | -      | None | -      | None |
| Storage Length            | -      | 250  | -      | -    | -      | 0    |
| Veh in Median Storage, #  | 0      | -    | -      | 0    | 0      | -    |
| Grade, %                  | 0      | -    | -      | 0    | 0      | -    |
| Peak Hour Factor          | 92     | 92   | 92     | 92   | 92     | 92   |
| Heavy Vehicles, %         | 2      | 2    | 2      | 2    | 2      | 2    |
| Mvmt Flow                 | 1616   | 20   | 0      | 1536 | 0      | 23   |
|                           |        |      |        |      |        |      |
| Major/Minor               | Major1 |      | Major2 |      | Minor1 |      |
| Conflicting Flow All      | 0      | 0    | -      | -    | -      | 808  |
| Stage 1                   | -      | -    | -      | -    | -      | -    |
| Stage 2                   | -      | -    | -      | -    | -      | -    |
| Critical Hdwy             | -      | -    | -      | -    | -      | 3.7  |
| Critical Hdwy Stg 1       | -      | -    | -      | -    | -      | -    |
| Critical Hdwy Stg 2       | -      | -    | -      | -    | -      | -    |
| Follow-up Hdwy            | -      | -    | -      | -    | -      | 2    |
| Pot Cap-1 Maneuver        | -      | -    | 0      | -    | 0      | 974  |
| Stage 1                   | -      | -    | 0      | -    | 0      | -    |
| Stage 2                   | -      | -    | 0      | -    | 0      | -    |
| Platoon blocked, %        | -      | -    |        | -    |        |      |
| Mov Cap-1 Maneuver        | -      | -    | -      | -    | -      | 974  |
| Mov Cap-2 Maneuver        | -      | -    | -      | -    | -      | -    |
| Stage 1                   | -      | -    | -      | -    | -      | -    |
| Stage 2                   | -      | -    | -      | -    | -      | -    |
|                           |        |      |        |      |        |      |
|                           |        |      |        |      |        |      |
| Approach                  | EB     |      | WB     |      | NB     |      |
| HCM Control Delay, s/v    | 0      |      | 0      |      | 8.79   |      |
| HCM LOS                   |        |      |        |      | A      |      |
|                           |        |      |        |      |        |      |
|                           |        |      |        |      |        |      |
| Minor Lane/Major Mvmt     | NBLn1  | EBT  | EBR    | WBT  |        |      |
| Capacity (veh/h)          | 974    | -    | -      | -    |        |      |
| HCM Lane V/C Ratio        | 0.023  | -    | -      | -    |        |      |
| HCM Control Delay (s/veh) | 8.8    | -    | -      | -    |        |      |
| HCM Lane LOS              | A      | -    | -      | -    |        |      |
| HCM 95th %tile Q(veh)     | 0.1    | -    | -      | -    |        |      |

# Timings

Existing PM

## 3: University Drive & Oakland Park Boulevard

09/04/2025

|                        |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group             | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations    |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph)   | 347                                                                               | 812                                                                               | 268                                                                               | 357                                                                               | 986                                                                               | 228                                                                               | 241                                                                                 | 1255                                                                                | 262                                                                                 | 200                                                                                 | 1120                                                                                | 244                                                                                 |
| Future Volume (vph)    | 347                                                                               | 812                                                                               | 268                                                                               | 357                                                                               | 986                                                                               | 228                                                                               | 241                                                                                 | 1255                                                                                | 262                                                                                 | 200                                                                                 | 1120                                                                                | 244                                                                                 |
| Turn Type              | Prot                                                                              | NA                                                                                | Perm                                                                              | Prot                                                                              | NA                                                                                | Perm                                                                              | Prot                                                                                | NA                                                                                  | Perm                                                                                | Prot                                                                                | NA                                                                                  | Perm                                                                                |
| Protected Phases       | 7                                                                                 | 4                                                                                 |                                                                                   | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                   | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Permitted Phases       |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                     |                                                                                     | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |
| Detector Phase         | 7                                                                                 | 4                                                                                 | 4                                                                                 | 3                                                                                 | 8                                                                                 | 8                                                                                 | 5                                                                                   | 2                                                                                   | 2                                                                                   | 1                                                                                   | 6                                                                                   | 6                                                                                   |
| Switch Phase           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)    | 5.0                                                                               | 6.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 6.0                                                                               | 5.0                                                                                 | 10.0                                                                                | 10.0                                                                                | 5.0                                                                                 | 10.0                                                                                | 10.0                                                                                |
| Minimum Split (s)      | 12.0                                                                              | 48.0                                                                              | 48.0                                                                              | 12.0                                                                              | 47.0                                                                              | 47.0                                                                              | 12.0                                                                                | 47.0                                                                                | 47.0                                                                                | 23.0                                                                                | 47.0                                                                                | 47.0                                                                                |
| Total Split (s)        | 32.0                                                                              | 48.0                                                                              | 48.0                                                                              | 32.0                                                                              | 48.0                                                                              | 48.0                                                                              | 27.0                                                                                | 53.0                                                                                | 53.0                                                                                | 27.0                                                                                | 53.0                                                                                | 53.0                                                                                |
| Total Split (%)        | 20.0%                                                                             | 30.0%                                                                             | 30.0%                                                                             | 20.0%                                                                             | 30.0%                                                                             | 30.0%                                                                             | 16.9%                                                                               | 33.1%                                                                               | 33.1%                                                                               | 16.9%                                                                               | 33.1%                                                                               | 33.1%                                                                               |
| Yellow Time (s)        | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 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                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |
| Lost Time Adjust (s)   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 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                                                                                 | 7.0                                                                                 | 7.0                                                                                 | 7.0                                                                                 |
| Lead/Lag               | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                                | Lag                                                                                 | Lag                                                                                 | Lead                                                                                | Lag                                                                                 | Lag                                                                                 |
| Lead-Lag Optimize?     | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |
| Recall Mode            | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                                | C-Min                                                                               | C-Min                                                                               | None                                                                                | C-Min                                                                               | C-Min                                                                               |
| Act Effect Green (s)   | 0.0                                                                               | 40.2                                                                              | 40.2                                                                              | 0.0                                                                               | 40.2                                                                              | 40.2                                                                              | 0.0                                                                                 | 46.0                                                                                | 46.0                                                                                | 0.0                                                                                 | 46.0                                                                                | 46.0                                                                                |
| Actuated g/C Ratio     | 0.00                                                                              | 0.25                                                                              | 0.25                                                                              | 0.00                                                                              | 0.25                                                                              | 0.25                                                                              | 0.00                                                                                | 0.29                                                                                | 0.29                                                                                | 0.00                                                                                | 0.29                                                                                | 0.29                                                                                |
| v/c Ratio              | no cap                                                                            | 0.69                                                                              | 0.49                                                                              | no cap                                                                            | 0.84                                                                              | 0.43                                                                              | no cap                                                                              | 0.93                                                                                | 0.53                                                                                | no cap                                                                              | 0.83                                                                                | 0.43                                                                                |
| Control Delay (s/veh)  |                                                                                   | 57.5                                                                              | 10.0                                                                              |                                                                                   | 63.8                                                                              | 7.4                                                                               |                                                                                     | 67.7                                                                                | 30.3                                                                                |                                                                                     | 59.4                                                                                | 10.4                                                                                |
| Queue Delay            |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)    | Error                                                                             | 57.5                                                                              | 10.0                                                                              | Error                                                                             | 63.8                                                                              | 7.4                                                                               | Error                                                                               | 67.7                                                                                | 30.3                                                                                | Error                                                                               | 59.4                                                                                | 10.4                                                                                |
| LOS                    | F                                                                                 | E                                                                                 | A                                                                                 | F                                                                                 | E                                                                                 | A                                                                                 | F                                                                                   | E                                                                                   | C                                                                                   | F                                                                                   | E                                                                                   | B                                                                                   |
| Approach Delay (s/veh) |                                                                                   | Error                                                                             |                                                                                   |                                                                                   | Error                                                                             |                                                                                   |                                                                                     | Error                                                                               |                                                                                     |                                                                                     | Error                                                                               |                                                                                     |
| Approach LOS           |                                                                                   | F                                                                                 |                                                                                   |                                                                                   | F                                                                                 |                                                                                   |                                                                                     | F                                                                                   |                                                                                     |                                                                                     | F                                                                                   |                                                                                     |

### Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 99 (62%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: Err

Intersection Signal Delay (s/veh): Err

Intersection LOS: F

Intersection Capacity Utilization 83.1%

ICU Level of Service E

Analysis Period (min) 15

### Splits and Phases: 3: University Drive & Oakland Park Boulevard

|                                                                                     |                                                                                     |                                                                                     |                                                                                       |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|  |  |  |  |
| Ø1                                                                                  | Ø2 (R)                                                                              | Ø3                                                                                  | Ø4                                                                                    |
| 27 s                                                                                | 53 s                                                                                | 32 s                                                                                | 48 s                                                                                  |
|  |  |  |  |
| Ø5                                                                                  | Ø6 (R)                                                                              | Ø7                                                                                  | Ø8                                                                                    |
| 27 s                                                                                | 53 s                                                                                | 32 s                                                                                | 48 s                                                                                  |

## Queues

Existing PM

## 3: University Drive &amp; Oakland Park Boulevard

09/04/2025



| Lane Group              | EBL    | EBT  | EBR  | WBL    | WBT  | WBR  | NBL    | NBT  | NBR  | SBL    | SBT  | SBR  |
|-------------------------|--------|------|------|--------|------|------|--------|------|------|--------|------|------|
| Lane Group Flow (vph)   | 391    | 883  | 291  | 416    | 1072 | 248  | 290    | 1364 | 285  | 234    | 1217 | 265  |
| v/c Ratio               | no cap | 0.69 | 0.49 | no cap | 0.84 | 0.43 | no cap | 0.93 | 0.53 | no cap | 0.83 | 0.43 |
| Control Delay (s/veh)   |        | 57.5 | 10.0 |        | 63.8 | 7.4  |        | 67.7 | 30.3 |        | 59.4 | 10.4 |
| Queue Delay             |        | 0.0  | 0.0  |        | 0.0  | 0.0  |        | 0.0  | 0.0  |        | 0.0  | 0.0  |
| Total Delay (s/veh)     | Error  | 57.5 | 10.0 | Error  | 63.8 | 7.4  | Error  | 67.7 | 30.3 | Error  | 59.4 | 10.4 |
| Queue Length 50th (ft)  | ~437   | 307  | 19   | ~464   | 390  | 0    | ~324   | 512  | 142  | ~261   | 439  | 28   |
| Queue Length 95th (ft)  | #548   | 359  | 104  | #578   | 448  | 72   | #425   | #600 | 241  | #355   | 500  | 107  |
| Internal Link Dist (ft) |        | 372  |      |        | 868  |      |        | 342  |      |        | 742  |      |
| Turn Bay Length (ft)    | 260    |      | 220  | 245    |      | 365  | 240    |      | 115  | 260    |      | 280  |
| Base Capacity (vph)     | 1      | 1303 | 604  | 1      | 1303 | 590  | 1      | 1461 | 542  | 1      | 1461 | 618  |
| Starvation Cap Reductn  | 0      | 0    | 0    | 0      | 0    | 0    | 0      | 0    | 0    | 0      | 0    | 0    |
| Spillback Cap Reductn   | 0      | 0    | 0    | 0      | 0    | 0    | 0      | 0    | 0    | 0      | 0    | 0    |
| Storage Cap Reductn     | 0      | 0    | 0    | 0      | 0    | 0    | 0      | 0    | 0    | 0      | 0    | 0    |
| Reduced v/c Ratio       | 391.00 | 0.68 | 0.48 | 416.00 | 0.82 | 0.42 | 290.00 | 0.93 | 0.53 | 234.00 | 0.83 | 0.43 |

## Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

# HCM 7th Signalized Intersection Summary

## 3: University Drive & Oakland Park Boulevard

Existing PM  
09/04/2025

|                                            |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                   | EBU                                                                               | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBU                                                                               | WBL                                                                               | WBT                                                                                 | WBR                                                                                 | NBU                                                                                 | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 |
| Lane Configurations                        |                                                                                   |  |  |  |                                                                                   |  |   |  |                                                                                     |  |  |  |
| Traffic Volume (veh/h)                     | 13                                                                                | 347                                                                               | 812                                                                               | 268                                                                               | 26                                                                                | 357                                                                               | 986                                                                                 | 228                                                                                 | 26                                                                                  | 241                                                                                 | 1255                                                                                | 262                                                                                 |
| Future Volume (veh/h)                      | 13                                                                                | 347                                                                               | 812                                                                               | 268                                                                               | 26                                                                                | 357                                                                               | 986                                                                                 | 228                                                                                 | 26                                                                                  | 241                                                                                 | 1255                                                                                | 262                                                                                 |
| Initial Q (Qb), veh                        |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                            |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                        |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                     | 1.00                                                                                |                                                                                     | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj                           |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                      |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                     |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                     |                                                                                   | 1870                                                                              | 1870                                                                              | 1870                                                                              |                                                                                   | 1870                                                                              | 1870                                                                                | 1870                                                                                |                                                                                     | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                       |                                                                                   | 377                                                                               | 883                                                                               | 291                                                                               |                                                                                   | 388                                                                               | 1072                                                                                | 248                                                                                 |                                                                                     | 262                                                                                 | 1364                                                                                | 285                                                                                 |
| Peak Hour Factor                           |                                                                                   | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |                                                                                   | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                |                                                                                     | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %                       |                                                                                   | 2                                                                                 | 2                                                                                 | 2                                                                                 |                                                                                   | 2                                                                                 | 2                                                                                   | 2                                                                                   |                                                                                     | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                 |                                                                                   | 421                                                                               | 1213                                                                              | 376                                                                               |                                                                                   | 432                                                                               | 1229                                                                                | 381                                                                                 |                                                                                     | 304                                                                                 | 1978                                                                                | 614                                                                                 |
| Arrive On Green                            |                                                                                   | 0.12                                                                              | 0.24                                                                              | 0.24                                                                              |                                                                                   | 0.12                                                                              | 0.24                                                                                | 0.24                                                                                |                                                                                     | 0.12                                                                                | 0.52                                                                                | 0.52                                                                                |
| Sat Flow, veh/h                            |                                                                                   | 3456                                                                              | 5106                                                                              | 1585                                                                              |                                                                                   | 3456                                                                              | 5106                                                                                | 1585                                                                                |                                                                                     | 3456                                                                                | 5106                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h                       |                                                                                   | 377                                                                               | 883                                                                               | 291                                                                               |                                                                                   | 388                                                                               | 1072                                                                                | 248                                                                                 |                                                                                     | 262                                                                                 | 1364                                                                                | 285                                                                                 |
| Grp Sat Flow(s),veh/h/ln                   |                                                                                   | 1728                                                                              | 1702                                                                              | 1585                                                                              |                                                                                   | 1728                                                                              | 1702                                                                                | 1585                                                                                |                                                                                     | 1728                                                                                | 1702                                                                                | 1585                                                                                |
| Q Serve(g_s), s                            |                                                                                   | 17.2                                                                              | 25.5                                                                              | 27.4                                                                              |                                                                                   | 17.7                                                                              | 32.3                                                                                | 22.5                                                                                |                                                                                     | 11.9                                                                                | 32.1                                                                                | 18.3                                                                                |
| Cycle Q Clear(g_c), s                      |                                                                                   | 17.2                                                                              | 25.5                                                                              | 27.4                                                                              |                                                                                   | 17.7                                                                              | 32.3                                                                                | 22.5                                                                                |                                                                                     | 11.9                                                                                | 32.1                                                                                | 18.3                                                                                |
| Prop In Lane                               |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                     | 1.00                                                                                |                                                                                     | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h                     |                                                                                   | 421                                                                               | 1213                                                                              | 376                                                                               |                                                                                   | 432                                                                               | 1229                                                                                | 381                                                                                 |                                                                                     | 304                                                                                 | 1978                                                                                | 614                                                                                 |
| V/C Ratio(X)                               |                                                                                   | 0.90                                                                              | 0.73                                                                              | 0.77                                                                              |                                                                                   | 0.90                                                                              | 0.87                                                                                | 0.65                                                                                |                                                                                     | 0.86                                                                                | 0.69                                                                                | 0.46                                                                                |
| Avail Cap(c_a), veh/h                      |                                                                                   | 540                                                                               | 1308                                                                              | 406                                                                               |                                                                                   | 540                                                                               | 1308                                                                                | 406                                                                                 |                                                                                     | 432                                                                                 | 1978                                                                                | 614                                                                                 |
| HCM Platoon Ratio                          |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                |
| Upstream Filter(I)                         |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                   |                                                                                   | 69.2                                                                              | 56.2                                                                              | 57.0                                                                              |                                                                                   | 69.0                                                                              | 58.4                                                                                | 54.7                                                                                |                                                                                     | 69.7                                                                                | 31.6                                                                                | 28.2                                                                                |
| Incr Delay (d2), s/veh                     |                                                                                   | 12.8                                                                              | 1.9                                                                               | 8.4                                                                               |                                                                                   | 13.7                                                                              | 6.5                                                                                 | 3.3                                                                                 |                                                                                     | 8.8                                                                                 | 2.0                                                                                 | 2.5                                                                                 |
| Initial Q Delay(d3), s/veh                 |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln                   |                                                                                   | 8.4                                                                               | 11.3                                                                              | 11.9                                                                              |                                                                                   | 8.7                                                                               | 14.7                                                                                | 9.4                                                                                 |                                                                                     | 5.5                                                                                 | 12.9                                                                                | 7.1                                                                                 |
| Unsig. Movement Delay, s/veh               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                      |                                                                                   | 82.0                                                                              | 58.2                                                                              | 65.3                                                                              |                                                                                   | 82.7                                                                              | 64.9                                                                                | 58.0                                                                                |                                                                                     | 78.5                                                                                | 33.6                                                                                | 30.7                                                                                |
| LnGrp LOS                                  |                                                                                   | F                                                                                 | E                                                                                 | E                                                                                 |                                                                                   | F                                                                                 | E                                                                                   | E                                                                                   |                                                                                     | E                                                                                   | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h                        |                                                                                   |                                                                                   | 1551                                                                              |                                                                                   |                                                                                   |                                                                                   | 1708                                                                                |                                                                                     |                                                                                     |                                                                                     | 1911                                                                                |                                                                                     |
| Approach Delay, s/veh                      |                                                                                   |                                                                                   | 65.3                                                                              |                                                                                   |                                                                                   |                                                                                   | 67.9                                                                                |                                                                                     |                                                                                     |                                                                                     | 39.3                                                                                |                                                                                     |
| Approach LOS                               |                                                                                   |                                                                                   | E                                                                                 |                                                                                   |                                                                                   |                                                                                   | E                                                                                   |                                                                                     |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Timer - Assigned Phs                       | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                   | 19.0                                                                              | 69.0                                                                              | 27.0                                                                              | 45.0                                                                              | 21.1                                                                              | 66.9                                                                              | 26.5                                                                                | 45.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                    | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                 | 7.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                | 20.0                                                                              | 46.0                                                                              | 25.0                                                                              | 41.0                                                                              | 20.0                                                                              | 46.0                                                                              | 25.0                                                                                | 41.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s               | 11.9                                                                              | 34.1                                                                              | 19.7                                                                              | 29.4                                                                              | 13.9                                                                              | 30.0                                                                              | 19.2                                                                                | 34.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                    | 0.2                                                                               | 7.8                                                                               | 0.3                                                                               | 5.5                                                                               | 0.2                                                                               | 8.7                                                                               | 0.3                                                                                 | 4.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh               |                                                                                   |                                                                                   | 52.1                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                                |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved ignoring U-Turning movement. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 7th Signalized Intersection Summary

## 3: University Drive & Oakland Park Boulevard

Existing PM  
09/04/2025



| Movement                     | SBU  | SBL                                                                                                                                                                 | SBT                                                                                                                                                                                                                                                   | SBR                                                                               |
|------------------------------|------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Configurations          |      |   |    |  |
| Traffic Volume (veh/h)       | 16   | 200                                                                                                                                                                 | 1120                                                                                                                                                                                                                                                  | 244                                                                               |
| Future Volume (veh/h)        | 16   | 200                                                                                                                                                                 | 1120                                                                                                                                                                                                                                                  | 244                                                                               |
| Initial Q (Qb), veh          |      | 0                                                                                                                                                                   | 0                                                                                                                                                                                                                                                     | 0                                                                                 |
| Lane Width Adj.              |      | 1.00                                                                                                                                                                | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |
| Ped-Bike Adj(A_pbT)          |      | 1.00                                                                                                                                                                |                                                                                                                                                                                                                                                       | 1.00                                                                              |
| Parking Bus, Adj             |      | 1.00                                                                                                                                                                | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |
| Work Zone On Approach        |      | No                                                                                                                                                                  |                                                                                                                                                                                                                                                       |                                                                                   |
| Adj Sat Flow, veh/h/ln       |      | 1870                                                                                                                                                                | 1870                                                                                                                                                                                                                                                  | 1870                                                                              |
| Adj Flow Rate, veh/h         |      | 217                                                                                                                                                                 | 1217                                                                                                                                                                                                                                                  | 265                                                                               |
| Peak Hour Factor             |      | 0.92                                                                                                                                                                | 0.92                                                                                                                                                                                                                                                  | 0.92                                                                              |
| Percent Heavy Veh, %         |      | 2                                                                                                                                                                   | 2                                                                                                                                                                                                                                                     | 2                                                                                 |
| Cap, veh/h                   |      | 260                                                                                                                                                                 | 1912                                                                                                                                                                                                                                                  | 594                                                                               |
| Arrive On Green              |      | 0.10                                                                                                                                                                | 0.50                                                                                                                                                                                                                                                  | 0.50                                                                              |
| Sat Flow, veh/h              |      | 3456                                                                                                                                                                | 5106                                                                                                                                                                                                                                                  | 1585                                                                              |
| Grp Volume(v), veh/h         |      | 217                                                                                                                                                                 | 1217                                                                                                                                                                                                                                                  | 265                                                                               |
| Grp Sat Flow(s),veh/h/ln     |      | 1728                                                                                                                                                                | 1702                                                                                                                                                                                                                                                  | 1585                                                                              |
| Q Serve(g_s), s              |      | 9.9                                                                                                                                                                 | 28.0                                                                                                                                                                                                                                                  | 17.3                                                                              |
| Cycle Q Clear(g_c), s        |      | 9.9                                                                                                                                                                 | 28.0                                                                                                                                                                                                                                                  | 17.3                                                                              |
| Prop In Lane                 |      | 1.00                                                                                                                                                                |                                                                                                                                                                                                                                                       | 1.00                                                                              |
| Lane Grp Cap(c), veh/h       |      | 260                                                                                                                                                                 | 1912                                                                                                                                                                                                                                                  | 594                                                                               |
| V/C Ratio(X)                 |      | 0.83                                                                                                                                                                | 0.64                                                                                                                                                                                                                                                  | 0.45                                                                              |
| Avail Cap(c_a), veh/h        |      | 432                                                                                                                                                                 | 1912                                                                                                                                                                                                                                                  | 594                                                                               |
| HCM Platoon Ratio            |      | 1.33                                                                                                                                                                | 1.33                                                                                                                                                                                                                                                  | 1.33                                                                              |
| Upstream Filter(I)           |      | 1.00                                                                                                                                                                | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |
| Uniform Delay (d), s/veh     |      | 71.0                                                                                                                                                                | 32.2                                                                                                                                                                                                                                                  | 29.5                                                                              |
| Incr Delay (d2), s/veh       |      | 2.8                                                                                                                                                                 | 1.6                                                                                                                                                                                                                                                   | 2.4                                                                               |
| Initial Q Delay(d3), s/veh   |      | 0.0                                                                                                                                                                 | 0.0                                                                                                                                                                                                                                                   | 0.0                                                                               |
| %ile BackOfQ(50%),veh/ln     |      | 4.4                                                                                                                                                                 | 11.3                                                                                                                                                                                                                                                  | 6.7                                                                               |
| Unsig. Movement Delay, s/veh |      |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |                                                                                   |
| LnGrp Delay(d), s/veh        |      | 73.9                                                                                                                                                                | 33.8                                                                                                                                                                                                                                                  | 31.9                                                                              |
| LnGrp LOS                    |      | E                                                                                                                                                                   | C                                                                                                                                                                                                                                                     | C                                                                                 |
| Approach Vol, veh/h          | 1699 |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |                                                                                   |
| Approach Delay, s/veh        | 38.6 |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |                                                                                   |
| Approach LOS                 | D    |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |                                                                                   |
| Timer - Assigned Phs         |      |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |                                                                                   |

HCM 7th TWSC  
4: University Drive & Driveway #2

Existing PM  
09/04/2025

| Intersection              |        |      |        |      |            |      |        |      |      |      |      |      |
|---------------------------|--------|------|--------|------|------------|------|--------|------|------|------|------|------|
| Int Delay, s/veh          | 0.1    |      |        |      |            |      |        |      |      |      |      |      |
| Movement                  | EBL    | EBT  | EBR    | WBL  | WBT        | WBR  | NBL    | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations       |        |      | ↗      |      |            | ↗    |        | ↑↑↑  |      |      | ↑↑↑  | ↗    |
| Traffic Vol, veh/h        | 0      | 0    | 48     | 0    | 0          | 2    | 0      | 1826 | 9    | 0    | 1746 | 53   |
| Future Vol, veh/h         | 0      | 0    | 48     | 0    | 0          | 2    | 0      | 1826 | 9    | 0    | 1746 | 53   |
| Conflicting Peds, #/hr    | 0      | 0    | 0      | 0    | 0          | 0    | 0      | 0    | 0    | 0    | 0    | 0    |
| Sign Control              | Stop   | Stop | Stop   | Stop | Stop       | Stop | Free   | Free | Free | Free | Free | Free |
| RT Channelized            | -      | -    | None   | -    | -          | None | -      | -    | None | -    | -    | None |
| Storage Length            | -      | -    | 0      | -    | -          | 0    | -      | -    | -    | -    | -    | 220  |
| Veh in Median Storage, #  | -      | 0    | -      | -    | 0          | -    | -      | 0    | -    | -    | 0    | -    |
| Grade, %                  | -      | 0    | -      | -    | 0          | -    | -      | 0    | -    | -    | 0    | -    |
| Peak Hour Factor          | 92     | 92   | 92     | 92   | 92         | 92   | 92     | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %         | 2      | 2    | 2      | 2    | 2          | 2    | 2      | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                 | 0      | 0    | 52     | 0    | 0          | 2    | 0      | 1985 | 10   | 0    | 1898 | 58   |
| Major/Minor               | Minor2 |      | Minor1 |      | Major1     |      | Major2 |      |      |      |      |      |
| Conflicting Flow All      | -      | -    | 949    | -    | -          | 997  | -      | 0    | 0    | -    | -    | 0    |
| Stage 1                   | -      | -    | -      | -    | -          | -    | -      | -    | -    | -    | -    | -    |
| Stage 2                   | -      | -    | -      | -    | -          | -    | -      | -    | -    | -    | -    | -    |
| Critical Hdwy             | -      | -    | 3.7    | -    | -          | 3.7  | -      | -    | -    | -    | -    | -    |
| Critical Hdwy Stg 1       | -      | -    | -      | -    | -          | -    | -      | -    | -    | -    | -    | -    |
| Critical Hdwy Stg 2       | -      | -    | -      | -    | -          | -    | -      | -    | -    | -    | -    | -    |
| Follow-up Hdwy            | -      | -    | 2      | -    | -          | 2    | -      | -    | -    | -    | -    | -    |
| Pot Cap-1 Maneuver        | 0      | 0    | 873    | 0    | 0          | 841  | 0      | -    | -    | 0    | -    | -    |
| Stage 1                   | 0      | 0    | -      | 0    | 0          | -    | 0      | -    | -    | 0    | -    | -    |
| Stage 2                   | 0      | 0    | -      | 0    | 0          | -    | 0      | -    | -    | 0    | -    | -    |
| Platoon blocked, %        | -      | -    | -      | -    | -          | -    | -      | -    | -    | -    | -    | -    |
| Mov Cap-1 Maneuver        | -      | -    | 873    | -    | -          | 841  | -      | -    | -    | -    | -    | -    |
| Mov Cap-2 Maneuver        | -      | -    | -      | -    | -          | -    | -      | -    | -    | -    | -    | -    |
| Stage 1                   | -      | -    | -      | -    | -          | -    | -      | -    | -    | -    | -    | -    |
| Stage 2                   | -      | -    | -      | -    | -          | -    | -      | -    | -    | -    | -    | -    |
| Approach                  | EB     |      | WB     |      | NB         |      | SB     |      |      |      |      |      |
| HCM Control Delay, s/v    | 9.38   |      | 9.29   |      | 0          |      | 0      |      |      |      |      |      |
| HCM LOS                   | A      |      | A      |      |            |      |        |      |      |      |      |      |
| Minor Lane/Major Mvmt     | NBT    |      | NBR    |      | EBLn1WBLn1 |      | SBT    |      | SBR  |      |      |      |
| Capacity (veh/h)          | -      |      | -      |      | 873 841    |      | -      |      | -    |      |      |      |
| HCM Lane V/C Ratio        | -      |      | -      |      | 0.06 0.003 |      | -      |      | -    |      |      |      |
| HCM Control Delay (s/veh) | -      |      | -      |      | 9.4 9.3    |      | -      |      | -    |      |      |      |
| HCM Lane LOS              | -      |      | -      |      | A A        |      | -      |      | -    |      |      |      |
| HCM 95th %tile Q(veh)     | -      |      | -      |      | 0.2 0      |      | -      |      | -    |      |      |      |

# Timings

Background AM

## 1: NW 84th Terrace & Oakland Park Boulevard

09/04/2025



| Lane Group             | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | SBL   | SBT   |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations    |       |       |       |       |       |       |       |       |       |       |
| Traffic Volume (vph)   | 13    | 1475  | 13    | 28    | 1508  | 2     | 9     | 0     | 4     | 0     |
| Future Volume (vph)    | 13    | 1475  | 13    | 28    | 1508  | 2     | 9     | 0     | 4     | 0     |
| Turn Type              | pm+pt | NA    | Perm  | pm+pt | NA    | Perm  | Perm  | NA    | Perm  | NA    |
| Protected Phases       | 1     | 6     |       | 5     | 2     |       |       | 4     |       | 8     |
| Permitted Phases       | 6     |       | 6     | 2     |       | 2     | 4     |       | 8     |       |
| Detector Phase         | 1     | 6     | 6     | 5     | 2     | 2     | 4     | 4     | 8     | 8     |
| Switch Phase           |       |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)    | 4.0   | 12.0  | 12.0  | 4.0   | 12.0  | 12.0  | 6.0   | 6.0   | 6.0   | 6.0   |
| Minimum Split (s)      | 11.0  | 33.0  | 33.0  | 11.0  | 33.0  | 33.0  | 49.0  | 49.0  | 53.0  | 53.0  |
| Total Split (s)        | 12.0  | 42.0  | 42.0  | 20.0  | 50.0  | 50.0  | 25.0  | 25.0  | 25.0  | 25.0  |
| Total Split (%)        | 13.8% | 48.3% | 48.3% | 23.0% | 57.5% | 57.5% | 28.7% | 28.7% | 28.7% | 28.7% |
| Yellow Time (s)        | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)       | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s)   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)    | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 6.0   | 6.0   | 6.0   | 6.0   |
| Lead/Lag               | Lead  | Lag   | Lag   | Lead  | Lag   | Lag   |       |       |       |       |
| Lead-Lag Optimize?     | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   |       |       |       |       |
| Recall Mode            | None  | C-Min | C-Min | None  | C-Min | C-Min | None  | None  | None  | None  |
| Act Effect Green (s)   | 70.3  | 69.6  | 69.6  | 72.1  | 73.7  | 73.7  | 6.5   | 6.5   | 6.5   | 6.5   |
| Actuated g/C Ratio     | 0.81  | 0.80  | 0.80  | 0.83  | 0.85  | 0.85  | 0.07  | 0.07  | 0.07  | 0.07  |
| v/c Ratio              | 0.08  | 0.39  | 0.01  | 0.17  | 0.38  | 0.00  | 0.07  | 0.04  | 0.03  | 0.01  |
| Control Delay (s/veh)  | 2.9   | 5.6   | 0.0   | 3.3   | 4.9   | 0.0   | 38.2  | 0.2   | 37.3  | 0.0   |
| Queue Delay            | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay (s/veh)    | 2.9   | 5.6   | 0.0   | 3.3   | 4.9   | 0.0   | 38.2  | 0.2   | 37.3  | 0.0   |
| LOS                    | A     | A     | A     | A     | A     | A     | D     | A     | D     | A     |
| Approach Delay (s/veh) |       | 5.5   |       |       | 4.8   |       |       | 17.5  |       | 24.8  |
| Approach LOS           |       | A     |       |       | A     |       |       | B     |       | C     |

### Intersection Summary

Cycle Length: 87

Actuated Cycle Length: 87

Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.39

Intersection Signal Delay (s/veh): 5.3

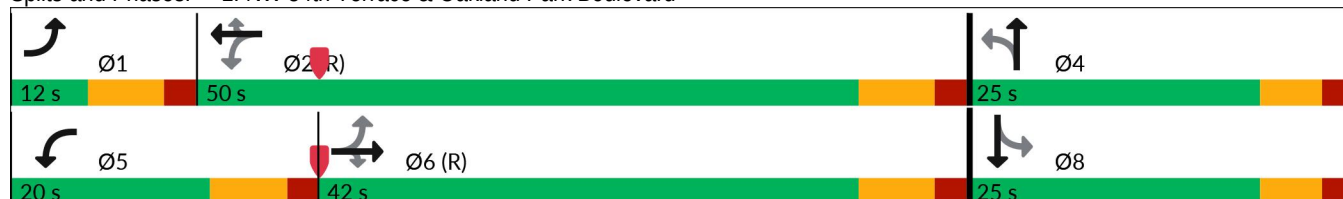
Intersection LOS: A

Intersection Capacity Utilization 56.2%

ICU Level of Service B

Analysis Period (min) 15

### Splits and Phases: 1: NW 84th Terrace & Oakland Park Boulevard



## Queues

Background AM

## 1: NW 84th Terrace &amp; Oakland Park Boulevard

09/04/2025



| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | SBL  | SBT  |
|-------------------------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 24   | 1603 | 14   | 50   | 1639 | 2    | 10   | 12   | 4    | 2    |
| v/c Ratio               | 0.08 | 0.39 | 0.01 | 0.17 | 0.38 | 0.00 | 0.07 | 0.04 | 0.03 | 0.01 |
| Control Delay (s/veh)   | 2.9  | 5.6  | 0.0  | 3.3  | 4.9  | 0.0  | 38.2 | 0.2  | 37.3 | 0.0  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 2.9  | 5.6  | 0.0  | 3.3  | 4.9  | 0.0  | 38.2 | 0.2  | 37.3 | 0.0  |
| Queue Length 50th (ft)  | 1    | 80   | 0    | 0    | 0    | 0    | 5    | 0    | 2    | 0    |
| Queue Length 95th (ft)  | 7    | 205  | 0    | 12   | 207  | 0    | 20   | 0    | 12   | 0    |
| Internal Link Dist (ft) |      | 812  |      |      | 339  |      |      | 239  |      | 129  |
| Turn Bay Length (ft)    | 190  |      | 685  | 170  |      | 230  |      |      |      |      |
| Base Capacity (vph)     | 296  | 4069 | 1309 | 433  | 4309 | 1360 | 406  | 522  | 406  | 522  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.08 | 0.39 | 0.01 | 0.12 | 0.38 | 0.00 | 0.02 | 0.02 | 0.01 | 0.00 |

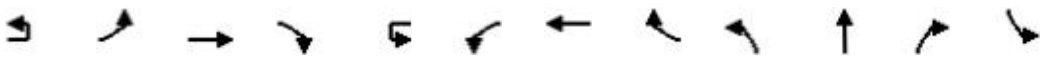
## Intersection Summary

# HCM 7th Signalized Intersection Summary

## 1: NW 84th Terrace & Oakland Park Boulevard

Background AM

09/04/2025

|                                                                    |  |                                                                                   |                                                                                   |                                                                                   |      |      |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|--------------------------------------------------------------------|------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                                           | EBU                                                                                | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBU  | WBL  | WBT                                                                               | WBR                                                                                | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 |
| Lane Configurations                                                |                                                                                    |  |  |  |      |      |  |  |  |  |  |  |
| Traffic Volume (veh/h)                                             | 9                                                                                  | 13                                                                                | 1475                                                                              | 13                                                                                | 18   | 28   | 1508                                                                              | 2                                                                                  | 9                                                                                   | 0                                                                                   | 11                                                                                  | 4                                                                                   |
| Future Volume (veh/h)                                              | 9                                                                                  | 13                                                                                | 1475                                                                              | 13                                                                                | 18   | 28   | 1508                                                                              | 2                                                                                  | 9                                                                                   | 0                                                                                   | 11                                                                                  | 4                                                                                   |
| Initial Q (Qb), veh                                                |                                                                                    | 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                                                                                |
| Ped-Bike Adj(A_pbT)                                                |                                                                                    | 1.00                                                                              |                                                                                   | 1.00                                                                              |      | 1.00 |                                                                                   | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |
| Parking Bus, Adj                                                   |                                                                                    | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |      | 1.00 | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                                              |                                                                                    | No                                                                                |                                                                                   |                                                                                   |      | No   |                                                                                   |                                                                                    |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                                             |                                                                                    | 1870                                                                              | 1870                                                                              | 1870                                                                              |      | 1870 | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                                               |                                                                                    | 14                                                                                | 1603                                                                              | 14                                                                                |      | 30   | 1639                                                                              | 2                                                                                  | 10                                                                                  | 0                                                                                   | 12                                                                                  | 4                                                                                   |
| Peak Hour Factor                                                   |                                                                                    | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |      | 0.92 | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %                                               |                                                                                    | 2                                                                                 | 2                                                                                 | 2                                                                                 |      | 2    | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                                         |                                                                                    | 287                                                                               | 3638                                                                              | 1129                                                                              |      | 307  | 3692                                                                              | 1146                                                                               | 129                                                                                 | 0                                                                                   | 54                                                                                  | 120                                                                                 |
| Arrive On Green                                                    |                                                                                    | 0.01                                                                              | 0.71                                                                              | 0.71                                                                              |      | 0.02 | 0.72                                                                              | 0.72                                                                               | 0.03                                                                                | 0.00                                                                                | 0.03                                                                                | 0.03                                                                                |
| Sat Flow, veh/h                                                    |                                                                                    | 1781                                                                              | 5106                                                                              | 1585                                                                              |      | 1781 | 5106                                                                              | 1585                                                                               | 1415                                                                                | 0                                                                                   | 1585                                                                                | 1402                                                                                |
| Grp Volume(v), veh/h                                               |                                                                                    | 14                                                                                | 1603                                                                              | 14                                                                                |      | 30   | 1639                                                                              | 2                                                                                  | 10                                                                                  | 0                                                                                   | 12                                                                                  | 4                                                                                   |
| Grp Sat Flow(s),veh/h/ln                                           |                                                                                    | 1781                                                                              | 1702                                                                              | 1585                                                                              |      | 1781 | 1702                                                                              | 1585                                                                               | 1415                                                                                | 0                                                                                   | 1585                                                                                | 1402                                                                                |
| Q Serve(g_s), s                                                    |                                                                                    | 0.2                                                                               | 11.4                                                                              | 0.2                                                                               |      | 0.4  | 11.4                                                                              | 0.0                                                                                | 0.6                                                                                 | 0.0                                                                                 | 0.6                                                                                 | 0.2                                                                                 |
| Cycle Q Clear(g_c), s                                              |                                                                                    | 0.2                                                                               | 11.4                                                                              | 0.2                                                                               |      | 0.4  | 11.4                                                                              | 0.0                                                                                | 0.7                                                                                 | 0.0                                                                                 | 0.6                                                                                 | 0.9                                                                                 |
| Prop In Lane                                                       |                                                                                    | 1.00                                                                              |                                                                                   | 1.00                                                                              |      | 1.00 |                                                                                   | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |
| Lane Grp Cap(c), veh/h                                             |                                                                                    | 287                                                                               | 3638                                                                              | 1129                                                                              |      | 307  | 3692                                                                              | 1146                                                                               | 129                                                                                 | 0                                                                                   | 54                                                                                  | 120                                                                                 |
| V/C Ratio(X)                                                       |                                                                                    | 0.05                                                                              | 0.44                                                                              | 0.01                                                                              |      | 0.10 | 0.44                                                                              | 0.00                                                                               | 0.08                                                                                | 0.00                                                                                | 0.22                                                                                | 0.03                                                                                |
| Avail Cap(c_a), veh/h                                              |                                                                                    | 366                                                                               | 3638                                                                              | 1129                                                                              |      | 531  | 3692                                                                              | 1146                                                                               | 390                                                                                 | 0                                                                                   | 346                                                                                 | 379                                                                                 |
| HCM Platoon Ratio                                                  |                                                                                    | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |      | 1.00 | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)                                                 |                                                                                    | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |      | 1.00 | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                                           |                                                                                    | 4.0                                                                               | 5.2                                                                               | 3.6                                                                               |      | 3.9  | 4.9                                                                               | 3.3                                                                                | 41.0                                                                                | 0.0                                                                                 | 40.9                                                                                | 41.3                                                                                |
| Incr Delay (d2), s/veh                                             |                                                                                    | 0.1                                                                               | 0.4                                                                               | 0.0                                                                               |      | 0.1  | 0.4                                                                               | 0.0                                                                                | 0.3                                                                                 | 0.0                                                                                 | 2.1                                                                                 | 0.1                                                                                 |
| Initial Q Delay(d3), s/veh                                         |                                                                                    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |      | 0.0  | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln                                           |                                                                                    | 0.1                                                                               | 3.3                                                                               | 0.1                                                                               |      | 0.1  | 3.2                                                                               | 0.0                                                                                | 0.2                                                                                 | 0.0                                                                                 | 0.3                                                                                 | 0.1                                                                                 |
| Unsig. Movement Delay, s/veh                                       |                                                                                    |                                                                                   |                                                                                   |                                                                                   |      |      |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                                              |                                                                                    | 4.0                                                                               | 5.6                                                                               | 3.6                                                                               |      | 4.0  | 5.3                                                                               | 3.3                                                                                | 41.2                                                                                | 0.0                                                                                 | 43.0                                                                                | 41.5                                                                                |
| LnGrp LOS                                                          |                                                                                    | A                                                                                 | A                                                                                 | A                                                                                 |      | A    | A                                                                                 | A                                                                                  | D                                                                                   |                                                                                     | D                                                                                   | D                                                                                   |
| Approach Vol, veh/h                                                |                                                                                    |                                                                                   | 1631                                                                              |                                                                                   |      |      | 1671                                                                              |                                                                                    |                                                                                     | 22                                                                                  |                                                                                     |                                                                                     |
| Approach Delay, s/veh                                              |                                                                                    |                                                                                   | 5.6                                                                               |                                                                                   |      |      | 5.3                                                                               |                                                                                    |                                                                                     | 42.2                                                                                |                                                                                     |                                                                                     |
| Approach LOS                                                       |                                                                                    |                                                                                   | A                                                                                 |                                                                                   |      |      | A                                                                                 |                                                                                    |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs                                               | 1                                                                                  | 2                                                                                 |                                                                                   | 4                                                                                 | 5    | 6    |                                                                                   | 8                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                                           | 8.1                                                                                | 69.9                                                                              |                                                                                   | 9.0                                                                               | 9.1  | 69.0 |                                                                                   | 9.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                                            | 7.0                                                                                | 7.0                                                                               |                                                                                   | 6.0                                                                               | 7.0  | 7.0  |                                                                                   | 6.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                                        | 5.0                                                                                | 43.0                                                                              |                                                                                   | 19.0                                                                              | 13.0 | 35.0 |                                                                                   | 19.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s                                       | 2.2                                                                                | 13.4                                                                              |                                                                                   | 2.7                                                                               | 2.4  | 13.4 |                                                                                   | 2.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                                            | 0.0                                                                                | 15.6                                                                              |                                                                                   | 0.0                                                                               | 0.0  | 12.6 |                                                                                   | 0.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>                                        |                                                                                    |                                                                                   |                                                                                   |                                                                                   |      |      |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh                                       |                                                                                    |                                                                                   | 5.7                                                                               |                                                                                   |      |      |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                                                        |                                                                                    |                                                                                   | A                                                                                 |                                                                                   |      |      |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Notes</b>                                                       |                                                                                    |                                                                                   |                                                                                   |                                                                                   |      |      |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved pedestrian interval to be less than phase max green. |                                                                                    |                                                                                   |                                                                                   |                                                                                   |      |      |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved ignoring U-Turning movement.                         |                                                                                    |                                                                                   |                                                                                   |                                                                                   |      |      |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 7th Signalized Intersection Summary

## 1: NW 84th Terrace & Oakland Park Boulevard

Background AM  
09/04/2025



| Movement                     | SBT  | SBR  |
|------------------------------|------|------|
| Lane Configurations          |      |      |
| Traffic Volume (veh/h)       | 0    | 2    |
| Future Volume (veh/h)        | 0    | 2    |
| Initial Q (Qb), veh          | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 0    | 2    |
| Peak Hour Factor             | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2    | 2    |
| Cap, veh/h                   | 0    | 54   |
| Arrive On Green              | 0.00 | 0.03 |
| Sat Flow, veh/h              | 0    | 1585 |
| Grp Volume(v), veh/h         | 0    | 2    |
| Grp Sat Flow(s),veh/h/ln     | 0    | 1585 |
| Q Serve(g_s), s              | 0.0  | 0.1  |
| Cycle Q Clear(g_c), s        | 0.0  | 0.1  |
| Prop In Lane                 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 0    | 54   |
| V/C Ratio(X)                 | 0.00 | 0.04 |
| Avail Cap(c_a), veh/h        | 0    | 346  |
| HCM Platoon Ratio            | 1.00 | 1.00 |
| Upstream Filter(I)           | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 0.0  | 40.7 |
| Incr Delay (d2), s/veh       | 0.0  | 0.3  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.0  | 0.0  |
| Unsig. Movement Delay, s/veh |      |      |
| LnGrp Delay(d), s/veh        | 0.0  | 40.9 |
| LnGrp LOS                    |      | D    |
| Approach Vol, veh/h          | 6    |      |
| Approach Delay, s/veh        | 41.3 |      |
| Approach LOS                 | D    |      |
| Timer - Assigned Phs         |      |      |

HCM 7th TWSC  
2: Driveway #1 & Oakland Park Boulevard

Background AM  
09/04/2025

| Intersection              |        |        |        |      |      |      |
|---------------------------|--------|--------|--------|------|------|------|
| Int Delay, s/veh          | 0      |        |        |      |      |      |
| Movement                  | EBT    | EBR    | WBL    | WBT  | NBL  | NBR  |
| Lane Configurations       | ↑↑↑↑   | ↗      |        | ↑↑↑↑ |      | ↗    |
| Traffic Vol, veh/h        | 1519   | 9      | 0      | 1552 | 0    | 9    |
| Future Vol, veh/h         | 1519   | 9      | 0      | 1552 | 0    | 9    |
| Conflicting Peds, #/hr    | 0      | 0      | 0      | 0    | 0    | 0    |
| Sign Control              | Free   | Free   | Free   | Free | Stop | Stop |
| RT Channelized            | -      | None   | -      | None | -    | None |
| Storage Length            | -      | 250    | -      | -    | -    | 0    |
| Veh in Median Storage, #  | 0      | -      | -      | 0    | 0    | -    |
| Grade, %                  | 0      | -      | -      | 0    | 0    | -    |
| Peak Hour Factor          | 92     | 92     | 92     | 92   | 92   | 92   |
| Heavy Vehicles, %         | 2      | 2      | 2      | 2    | 2    | 2    |
| Mvmt Flow                 | 1651   | 10     | 0      | 1687 | 0    | 10   |
|                           |        |        |        |      |      |      |
| Major/Minor               | Major1 | Major2 | Minor1 |      |      |      |
| Conflicting Flow All      | 0      | 0      | -      | -    | -    | 826  |
| Stage 1                   | -      | -      | -      | -    | -    | -    |
| Stage 2                   | -      | -      | -      | -    | -    | -    |
| Critical Hdwy             | -      | -      | -      | -    | -    | 3.7  |
| Critical Hdwy Stg 1       | -      | -      | -      | -    | -    | -    |
| Critical Hdwy Stg 2       | -      | -      | -      | -    | -    | -    |
| Follow-up Hdwy            | -      | -      | -      | -    | -    | 2    |
| Pot Cap-1 Maneuver        | -      | -      | 0      | -    | 0    | 961  |
| Stage 1                   | -      | -      | 0      | -    | 0    | -    |
| Stage 2                   | -      | -      | 0      | -    | 0    | -    |
| Platoon blocked, %        | -      | -      |        | -    |      |      |
| Mov Cap-1 Maneuver        | -      | -      | -      | -    | -    | 961  |
| Mov Cap-2 Maneuver        | -      | -      | -      | -    | -    | -    |
| Stage 1                   | -      | -      | -      | -    | -    | -    |
| Stage 2                   | -      | -      | -      | -    | -    | -    |
|                           |        |        |        |      |      |      |
|                           |        |        |        |      |      |      |
| Approach                  | EB     | WB     | NB     |      |      |      |
| HCM Control Delay, s/v    | 0      | 0      | 8.79   |      |      |      |
| HCM LOS                   | A      |        |        |      |      |      |
|                           |        |        |        |      |      |      |
|                           |        |        |        |      |      |      |
| Minor Lane/Major Mvmt     | NBLn1  | EBT    | EBR    | WBT  |      |      |
| Capacity (veh/h)          | 961    | -      | -      | -    |      |      |
| HCM Lane V/C Ratio        | 0.01   | -      | -      | -    |      |      |
| HCM Control Delay (s/veh) | 8.8    | -      | -      | -    |      |      |
| HCM Lane LOS              | A      | -      | -      | -    |      |      |
| HCM 95th %tile Q(veh)     | 0      | -      | -      | -    |      |      |

# Timings

## 3: University Drive & Oakland Park Boulevard

Background AM  
09/04/2025

|                        |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group             | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations    |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph)   | 262                                                                               | 987                                                                               | 193                                                                               | 285                                                                               | 980                                                                               | 148                                                                               | 215                                                                                 | 1168                                                                                | 358                                                                                 | 222                                                                                 | 1549                                                                                | 307                                                                                 |
| Future Volume (vph)    | 262                                                                               | 987                                                                               | 193                                                                               | 285                                                                               | 980                                                                               | 148                                                                               | 215                                                                                 | 1168                                                                                | 358                                                                                 | 222                                                                                 | 1549                                                                                | 307                                                                                 |
| Turn Type              | Prot                                                                              | NA                                                                                | Perm                                                                              | Prot                                                                              | NA                                                                                | Perm                                                                              | Prot                                                                                | NA                                                                                  | Perm                                                                                | Prot                                                                                | NA                                                                                  | Perm                                                                                |
| Protected Phases       | 7                                                                                 | 4                                                                                 |                                                                                   | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                   | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Permitted Phases       |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                     |                                                                                     | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |
| Detector Phase         | 7                                                                                 | 4                                                                                 | 4                                                                                 | 3                                                                                 | 8                                                                                 | 8                                                                                 | 5                                                                                   | 2                                                                                   | 2                                                                                   | 1                                                                                   | 6                                                                                   | 6                                                                                   |
| Switch Phase           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)    | 5.0                                                                               | 6.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 6.0                                                                               | 5.0                                                                                 | 10.0                                                                                | 10.0                                                                                | 5.0                                                                                 | 10.0                                                                                | 10.0                                                                                |
| Minimum Split (s)      | 12.0                                                                              | 48.0                                                                              | 48.0                                                                              | 12.0                                                                              | 47.0                                                                              | 47.0                                                                              | 12.0                                                                                | 47.0                                                                                | 47.0                                                                                | 23.0                                                                                | 47.0                                                                                | 47.0                                                                                |
| Total Split (s)        | 26.0                                                                              | 50.0                                                                              | 50.0                                                                              | 26.0                                                                              | 50.0                                                                              | 50.0                                                                              | 30.0                                                                                | 54.0                                                                                | 54.0                                                                                | 30.0                                                                                | 54.0                                                                                | 54.0                                                                                |
| Total Split (%)        | 16.3%                                                                             | 31.3%                                                                             | 31.3%                                                                             | 16.3%                                                                             | 31.3%                                                                             | 31.3%                                                                             | 18.8%                                                                               | 33.8%                                                                               | 33.8%                                                                               | 18.8%                                                                               | 33.8%                                                                               | 33.8%                                                                               |
| Yellow Time (s)        | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 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                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |
| Lost Time Adjust (s)   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 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                                                                                 | 7.0                                                                                 | 7.0                                                                                 | 7.0                                                                                 |
| Lead/Lag               | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                                | Lag                                                                                 | Lag                                                                                 | Lead                                                                                | Lag                                                                                 | Lag                                                                                 |
| Lead-Lag Optimize?     | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |
| Recall Mode            | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                                | C-Min                                                                               | C-Min                                                                               | None                                                                                | C-Min                                                                               | C-Min                                                                               |
| Act Effect Green (s)   | 0.0                                                                               | 41.2                                                                              | 41.2                                                                              | 0.0                                                                               | 41.2                                                                              | 41.2                                                                              | 0.0                                                                                 | 47.0                                                                                | 47.0                                                                                | 0.0                                                                                 | 47.0                                                                                | 47.0                                                                                |
| Actuated g/C Ratio     | 0.00                                                                              | 0.26                                                                              | 0.26                                                                              | 0.00                                                                              | 0.26                                                                              | 0.26                                                                              | 0.00                                                                                | 0.29                                                                                | 0.29                                                                                | 0.00                                                                                | 0.29                                                                                | 0.29                                                                                |
| v/c Ratio              | no cap                                                                            | 0.82                                                                              | 0.40                                                                              | no cap                                                                            | 0.81                                                                              | 0.31                                                                              | no cap                                                                              | 0.85                                                                                | 0.68                                                                                | no cap                                                                              | 1.13                                                                                | 0.54                                                                                |
| Control Delay (s/veh)  |                                                                                   | 61.7                                                                              | 14.7                                                                              |                                                                                   | 61.3                                                                              | 7.6                                                                               |                                                                                     | 59.8                                                                                | 36.9                                                                                |                                                                                     | 117.0                                                                               | 20.4                                                                                |
| Queue Delay            |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)    | Error                                                                             | 61.7                                                                              | 14.7                                                                              | Error                                                                             | 61.3                                                                              | 7.6                                                                               | Error                                                                               | 59.8                                                                                | 36.9                                                                                | Error                                                                               | 117.0                                                                               | 20.4                                                                                |
| LOS                    | F                                                                                 | E                                                                                 | B                                                                                 | F                                                                                 | E                                                                                 | A                                                                                 | F                                                                                   | E                                                                                   | D                                                                                   | F                                                                                   | F                                                                                   | C                                                                                   |
| Approach Delay (s/veh) |                                                                                   | Error                                                                             |                                                                                   |                                                                                   | Error                                                                             |                                                                                   |                                                                                     | Error                                                                               |                                                                                     |                                                                                     | Error                                                                               |                                                                                     |
| Approach LOS           |                                                                                   | F                                                                                 |                                                                                   |                                                                                   | F                                                                                 |                                                                                   |                                                                                     | F                                                                                   |                                                                                     |                                                                                     | F                                                                                   |                                                                                     |

### Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 102 (64%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: Err

Intersection Signal Delay (s/veh): Err

Intersection LOS: F

Intersection Capacity Utilization 87.2%

ICU Level of Service E

Analysis Period (min) 15

### Splits and Phases: 3: University Drive & Oakland Park Boulevard

|                                                                                     |                                                                                     |                                                                                     |                                                                                       |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|  |  |  |  |
| Ø1                                                                                  | Ø2 (R)                                                                              | Ø3                                                                                  | Ø4                                                                                    |
| 30 s                                                                                | 54 s                                                                                | 26 s                                                                                | 50 s                                                                                  |
|  |  |  |  |
| Ø5                                                                                  | Ø6 (R)                                                                              | Ø7                                                                                  | Ø8                                                                                    |
| 30 s                                                                                | 54 s                                                                                | 26 s                                                                                | 50 s                                                                                  |

## Queues

Background AM

## 3: University Drive &amp; Oakland Park Boulevard

09/04/2025



| Lane Group              | EBL    | EBT  | EBR  | WBL    | WBT  | WBR  | NBL    | NBT  | NBR  | SBL    | SBT   | SBR  |
|-------------------------|--------|------|------|--------|------|------|--------|------|------|--------|-------|------|
| Lane Group Flow (vph)   | 289    | 1073 | 210  | 321    | 1065 | 161  | 246    | 1270 | 389  | 245    | 1684  | 334  |
| v/c Ratio               | no cap | 0.82 | 0.40 | no cap | 0.81 | 0.31 | no cap | 0.85 | 0.68 | no cap | 1.13  | 0.54 |
| Control Delay (s/veh)   |        | 61.7 | 14.7 |        | 61.3 | 7.6  |        | 59.8 | 36.9 |        | 117.0 | 20.4 |
| Queue Delay             |        | 0.0  | 0.0  |        | 0.0  | 0.0  |        | 0.0  | 0.0  |        | 0.0   | 0.0  |
| Total Delay (s/veh)     | Error  | 61.7 | 14.7 | Error  | 61.3 | 7.6  | Error  | 59.8 | 36.9 | Error  | 117.0 | 20.4 |
| Queue Length 50th (ft)  | ~322   | 383  | 39   | ~358   | 380  | 0    | ~274   | 460  | 228  | ~273   | ~743  | 106  |
| Queue Length 95th (ft)  | #424   | 441  | 115  | #463   | 437  | 59   | #369   | 522  | 357  | #368   | #839  | 211  |
| Internal Link Dist (ft) |        | 372  |      |        | 868  |      |        | 342  |      |        | 742   |      |
| Turn Bay Length (ft)    | 260    |      | 220  | 245    |      | 365  | 240    |      | 115  | 260    |       | 280  |
| Base Capacity (vph)     | 1      | 1366 | 543  | 1      | 1366 | 543  | 1      | 1493 | 570  | 1      | 1493  | 613  |
| Starvation Cap Reductn  | 0      | 0    | 0    | 0      | 0    | 0    | 0      | 0    | 0    | 0      | 0     | 0    |
| Spillback Cap Reductn   | 0      | 0    | 0    | 0      | 0    | 0    | 0      | 0    | 0    | 0      | 0     | 0    |
| Storage Cap Reductn     | 0      | 0    | 0    | 0      | 0    | 0    | 0      | 0    | 0    | 0      | 0     | 0    |
| Reduced v/c Ratio       | 289.00 | 0.79 | 0.39 | 321.00 | 0.78 | 0.30 | 246.00 | 0.85 | 0.68 | 245.00 | 1.13  | 0.54 |

## Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

# HCM 7th Signalized Intersection Summary

## 3: University Drive & Oakland Park Boulevard

Background AM

09/04/2025

|                                            |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                   | EBU                                                                               | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBU                                                                               | WBL                                                                               | WBT                                                                                | WBR                                                                                 | NBU                                                                                 | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 |
| Lane Configurations                        |                                                                                   |  |  |  |                                                                                   |  |  |  |                                                                                     |  |  |  |
| Traffic Volume (veh/h)                     | 4                                                                                 | 262                                                                               | 987                                                                               | 193                                                                               | 10                                                                                | 285                                                                               | 980                                                                                | 148                                                                                 | 11                                                                                  | 215                                                                                 | 1168                                                                                | 358                                                                                 |
| Future Volume (veh/h)                      | 4                                                                                 | 262                                                                               | 987                                                                               | 193                                                                               | 10                                                                                | 285                                                                               | 980                                                                                | 148                                                                                 | 11                                                                                  | 215                                                                                 | 1168                                                                                | 358                                                                                 |
| Initial Q (Qb), veh                        |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                            |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                        |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                    | 1.00                                                                                |                                                                                     | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj                           |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                      |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                    |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                     |                                                                                   | 1870                                                                              | 1870                                                                              | 1870                                                                              |                                                                                   | 1870                                                                              | 1870                                                                               | 1870                                                                                |                                                                                     | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                       |                                                                                   | 285                                                                               | 1073                                                                              | 210                                                                               |                                                                                   | 310                                                                               | 1065                                                                               | 161                                                                                 |                                                                                     | 234                                                                                 | 1270                                                                                | 389                                                                                 |
| Peak Hour Factor                           |                                                                                   | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |                                                                                   | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                |                                                                                     | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %                       |                                                                                   | 2                                                                                 | 2                                                                                 | 2                                                                                 |                                                                                   | 2                                                                                 | 2                                                                                  | 2                                                                                   |                                                                                     | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                 |                                                                                   | 328                                                                               | 1253                                                                              | 389                                                                               |                                                                                   | 352                                                                               | 1289                                                                               | 400                                                                                 |                                                                                     | 277                                                                                 | 2019                                                                                | 627                                                                                 |
| Arrive On Green                            |                                                                                   | 0.09                                                                              | 0.25                                                                              | 0.25                                                                              |                                                                                   | 0.10                                                                              | 0.25                                                                               | 0.25                                                                                |                                                                                     | 0.11                                                                                | 0.53                                                                                | 0.53                                                                                |
| Sat Flow, veh/h                            |                                                                                   | 3456                                                                              | 5106                                                                              | 1585                                                                              |                                                                                   | 3456                                                                              | 5106                                                                               | 1585                                                                                |                                                                                     | 3456                                                                                | 5106                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h                       |                                                                                   | 285                                                                               | 1073                                                                              | 210                                                                               |                                                                                   | 310                                                                               | 1065                                                                               | 161                                                                                 |                                                                                     | 234                                                                                 | 1270                                                                                | 389                                                                                 |
| Grp Sat Flow(s),veh/h/ln                   |                                                                                   | 1728                                                                              | 1702                                                                              | 1585                                                                              |                                                                                   | 1728                                                                              | 1702                                                                               | 1585                                                                                |                                                                                     | 1728                                                                                | 1702                                                                                | 1585                                                                                |
| Q Serve(g_s), s                            |                                                                                   | 13.0                                                                              | 32.1                                                                              | 18.4                                                                              |                                                                                   | 14.2                                                                              | 31.5                                                                               | 13.5                                                                                |                                                                                     | 10.6                                                                                | 28.2                                                                                | 27.6                                                                                |
| Cycle Q Clear(g_c), s                      |                                                                                   | 13.0                                                                              | 32.1                                                                              | 18.4                                                                              |                                                                                   | 14.2                                                                              | 31.5                                                                               | 13.5                                                                                |                                                                                     | 10.6                                                                                | 28.2                                                                                | 27.6                                                                                |
| Prop In Lane                               |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                    | 1.00                                                                                |                                                                                     | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h                     |                                                                                   | 328                                                                               | 1253                                                                              | 389                                                                               |                                                                                   | 352                                                                               | 1289                                                                               | 400                                                                                 |                                                                                     | 277                                                                                 | 2019                                                                                | 627                                                                                 |
| V/C Ratio(X)                               |                                                                                   | 0.87                                                                              | 0.86                                                                              | 0.54                                                                              |                                                                                   | 0.88                                                                              | 0.83                                                                               | 0.40                                                                                |                                                                                     | 0.84                                                                                | 0.63                                                                                | 0.62                                                                                |
| Avail Cap(c_a), veh/h                      |                                                                                   | 410                                                                               | 1372                                                                              | 426                                                                               |                                                                                   | 410                                                                               | 1372                                                                               | 426                                                                                 |                                                                                     | 497                                                                                 | 2019                                                                                | 627                                                                                 |
| HCM Platoon Ratio                          |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                |
| Upstream Filter(I)                         |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                   |                                                                                   | 71.4                                                                              | 57.7                                                                              | 52.5                                                                              |                                                                                   | 70.9                                                                              | 56.5                                                                               | 49.8                                                                                |                                                                                     | 70.5                                                                                | 29.6                                                                                | 29.5                                                                                |
| Incr Delay (d2), s/veh                     |                                                                                   | 13.1                                                                              | 5.2                                                                               | 1.2                                                                               |                                                                                   | 16.0                                                                              | 4.1                                                                                | 0.7                                                                                 |                                                                                     | 2.7                                                                                 | 1.5                                                                                 | 4.6                                                                                 |
| Initial Q Delay(d3), s/veh                 |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln                   |                                                                                   | 6.4                                                                               | 14.5                                                                              | 7.5                                                                               |                                                                                   | 7.1                                                                               | 14.1                                                                               | 5.5                                                                                 |                                                                                     | 4.7                                                                                 | 11.2                                                                                | 10.7                                                                                |
| Unsig. Movement Delay, s/veh               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                      |                                                                                   | 84.6                                                                              | 62.9                                                                              | 53.7                                                                              |                                                                                   | 86.9                                                                              | 60.6                                                                               | 50.4                                                                                |                                                                                     | 73.2                                                                                | 31.1                                                                                | 34.1                                                                                |
| LnGrp LOS                                  |                                                                                   | F                                                                                 | E                                                                                 | D                                                                                 |                                                                                   | F                                                                                 | E                                                                                  | D                                                                                   |                                                                                     | E                                                                                   | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h                        |                                                                                   |                                                                                   | 1568                                                                              |                                                                                   |                                                                                   |                                                                                   | 1536                                                                               |                                                                                     |                                                                                     |                                                                                     | 1893                                                                                |                                                                                     |
| Approach Delay, s/veh                      |                                                                                   |                                                                                   | 65.6                                                                              |                                                                                   |                                                                                   |                                                                                   | 64.8                                                                               |                                                                                     |                                                                                     |                                                                                     | 36.9                                                                                |                                                                                     |
| Approach LOS                               |                                                                                   |                                                                                   | E                                                                                 |                                                                                   |                                                                                   |                                                                                   | E                                                                                  |                                                                                     |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Timer - Assigned Phs                       | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                   | 20.2                                                                              | 70.3                                                                              | 23.3                                                                              | 46.3                                                                              | 19.8                                                                              | 70.6                                                                              | 22.2                                                                               | 47.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                    | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                | 7.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                | 23.0                                                                              | 47.0                                                                              | 19.0                                                                              | 43.0                                                                              | 23.0                                                                              | 47.0                                                                              | 19.0                                                                               | 43.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s               | 13.0                                                                              | 30.2                                                                              | 16.2                                                                              | 34.1                                                                              | 12.6                                                                              | 46.3                                                                              | 15.0                                                                               | 33.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                    | 0.2                                                                               | 9.8                                                                               | 0.1                                                                               | 5.2                                                                               | 0.2                                                                               | 0.6                                                                               | 0.2                                                                                | 5.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh               |                                                                                   |                                                                                   | 50.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                                |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Notes</b>                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved ignoring U-Turning movement. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 7th Signalized Intersection Summary 3: University Drive & Oakland Park Boulevard

Background AM  
09/04/2025



| Movement                     | SBU  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|
| Lane Configurations          |      | ↔↔   | ↑↑↑  | ↗    |
| Traffic Volume (veh/h)       | 4    | 222  | 1549 | 307  |
| Future Volume (veh/h)        | 4    | 222  | 1549 | 307  |
| Initial Q (Qb), veh          |      | 0    | 0    | 0    |
| Lane Width Adj.              |      | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          |      | 1.00 |      | 1.00 |
| Parking Bus, Adj             |      | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       |      | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         |      | 241  | 1684 | 334  |
| Peak Hour Factor             |      | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         |      | 2    | 2    | 2    |
| Cap, veh/h                   |      | 284  | 2029 | 630  |
| Arrive On Green              |      | 0.11 | 0.53 | 0.53 |
| Sat Flow, veh/h              |      | 3456 | 5106 | 1585 |
| Grp Volume(v), veh/h         |      | 241  | 1684 | 334  |
| Grp Sat Flow(s),veh/h/ln     |      | 1728 | 1702 | 1585 |
| Q Serve(g_s), s              |      | 11.0 | 44.3 | 22.1 |
| Cycle Q Clear(g_c), s        |      | 11.0 | 44.3 | 22.1 |
| Prop In Lane                 |      | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       |      | 284  | 2029 | 630  |
| V/C Ratio(X)                 |      | 0.85 | 0.83 | 0.53 |
| Avail Cap(c_a), veh/h        |      | 497  | 2029 | 630  |
| HCM Platoon Ratio            |      | 1.33 | 1.33 | 1.33 |
| Upstream Filter(I)           |      | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     |      | 70.3 | 33.2 | 27.9 |
| Incr Delay (d2), s/veh       |      | 2.7  | 4.1  | 3.2  |
| Initial Q Delay(d3), s/veh   |      | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     |      | 4.9  | 17.9 | 8.5  |
| Unsig. Movement Delay, s/veh |      |      |      |      |
| LnGrp Delay(d), s/veh        |      | 73.0 | 37.3 | 31.1 |
| LnGrp LOS                    |      | E    | D    | C    |
| Approach Vol, veh/h          | 2259 |      |      |      |
| Approach Delay, s/veh        | 40.2 |      |      |      |
| Approach LOS                 | D    |      |      |      |
| Timer - Assigned Phs         |      |      |      |      |

HCM 7th TWSC  
4: University Drive & Driveway #2

Background AM  
09/04/2025

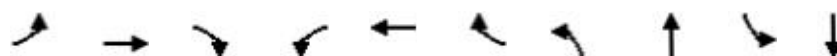
| Intersection              |        |      |        |      |             |      |        |      |      |      |      |      |
|---------------------------|--------|------|--------|------|-------------|------|--------|------|------|------|------|------|
| Int Delay, s/veh          | 0      |      |        |      |             |      |        |      |      |      |      |      |
| Movement                  | EBL    | EBT  | EBR    | WBL  | WBT         | WBR  | NBL    | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations       |        |      | ↗      |      |             | ↗    |        | ↑↑↑  |      | ↑↑↑  | ↗    |      |
| Traffic Vol, veh/h        | 0      | 0    | 12     | 0    | 0           | 2    | 0      | 1688 | 9    | 0    | 2084 | 19   |
| Future Vol, veh/h         | 0      | 0    | 12     | 0    | 0           | 2    | 0      | 1688 | 9    | 0    | 2084 | 19   |
| Conflicting Peds, #/hr    | 0      | 0    | 0      | 0    | 0           | 0    | 0      | 0    | 0    | 0    | 0    | 0    |
| Sign Control              | Stop   | Stop | Stop   | Stop | Stop        | Stop | Free   | Free | Free | Free | Free | Free |
| RT Channelized            | -      | -    | None   | -    | -           | None | -      | -    | None | -    | -    | None |
| Storage Length            | -      | -    | 0      | -    | -           | 0    | -      | -    | -    | -    | -    | 220  |
| Veh in Median Storage, #  | -      | 0    | -      | -    | 0           | -    | -      | 0    | -    | -    | 0    | -    |
| Grade, %                  | -      | 0    | -      | -    | 0           | -    | -      | 0    | -    | -    | 0    | -    |
| Peak Hour Factor          | 92     | 92   | 92     | 92   | 92          | 92   | 92     | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %         | 2      | 2    | 2      | 2    | 2           | 2    | 2      | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                 | 0      | 0    | 13     | 0    | 0           | 2    | 0      | 1835 | 10   | 0    | 2265 | 21   |
| Major/Minor               | Minor2 |      | Minor1 |      | Major1      |      | Major2 |      |      |      |      |      |
| Conflicting Flow All      | -      | -    | 1133   | -    | -           | 922  | -      | 0    | 0    | -    | -    | 0    |
| Stage 1                   | -      | -    | -      | -    | -           | -    | -      | -    | -    | -    | -    | -    |
| Stage 2                   | -      | -    | -      | -    | -           | -    | -      | -    | -    | -    | -    | -    |
| Critical Hdwy             | -      | -    | 3.7    | -    | -           | 3.7  | -      | -    | -    | -    | -    | -    |
| Critical Hdwy Stg 1       | -      | -    | -      | -    | -           | -    | -      | -    | -    | -    | -    | -    |
| Critical Hdwy Stg 2       | -      | -    | -      | -    | -           | -    | -      | -    | -    | -    | -    | -    |
| Follow-up Hdwy            | -      | -    | 2      | -    | -           | 2    | -      | -    | -    | -    | -    | -    |
| Pot Cap-1 Maneuver        | 0      | 0    | 757    | 0    | 0           | 892  | 0      | -    | -    | 0    | -    | -    |
| Stage 1                   | 0      | 0    | -      | 0    | 0           | -    | 0      | -    | -    | 0    | -    | -    |
| Stage 2                   | 0      | 0    | -      | 0    | 0           | -    | 0      | -    | -    | 0    | -    | -    |
| Platoon blocked, %        | -      | -    | -      | -    | -           | -    | -      | -    | -    | -    | -    | -    |
| Mov Cap-1 Maneuver        | -      | -    | 757    | -    | -           | 892  | -      | -    | -    | -    | -    | -    |
| Mov Cap-2 Maneuver        | -      | -    | -      | -    | -           | -    | -      | -    | -    | -    | -    | -    |
| Stage 1                   | -      | -    | -      | -    | -           | -    | -      | -    | -    | -    | -    | -    |
| Stage 2                   | -      | -    | -      | -    | -           | -    | -      | -    | -    | -    | -    | -    |
| Approach                  | EB     |      | WB     |      | NB          |      | SB     |      |      |      |      |      |
| HCM Control Delay, s/v    | 9.84   |      | 9.05   |      | 0           |      | 0      |      |      |      |      |      |
| HCM LOS                   | A      |      | A      |      |             |      |        |      |      |      |      |      |
| Minor Lane/Major Mvmt     | NBT    |      | NBR    |      | EBLn1WBLn1  |      | SBT    |      | SBR  |      |      |      |
| Capacity (veh/h)          | -      |      | -      |      | 757 892     |      | -      |      | -    |      |      |      |
| HCM Lane V/C Ratio        | -      |      | -      |      | 0.017 0.002 |      | -      |      | -    |      |      |      |
| HCM Control Delay (s/veh) | -      |      | -      |      | 9.8 9       |      | -      |      | -    |      |      |      |
| HCM Lane LOS              | -      |      | -      |      | A A         |      | -      |      | -    |      |      |      |
| HCM 95th %tile Q(veh)     | -      |      | -      |      | 0.1 0       |      | -      |      | -    |      |      |      |

# Timings

Background PM

## 1: NW 84th Terrace & Oakland Park Boulevard

09/04/2025



| Lane Group             | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | SBL   | SBT   |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations    |       |       |       |       |       |       |       |       |       |       |
| Traffic Volume (vph)   | 62    | 1433  | 27    | 47    | 1312  | 41    | 38    | 4     | 53    | 0     |
| Future Volume (vph)    | 62    | 1433  | 27    | 47    | 1312  | 41    | 38    | 4     | 53    | 0     |
| Turn Type              | pm+pt | NA    | Perm  | pm+pt | NA    | Perm  | Perm  | NA    | Perm  | NA    |
| Protected Phases       | 1     | 6     |       | 5     | 2     |       |       | 4     |       | 8     |
| Permitted Phases       | 6     |       | 6     | 2     |       | 2     | 4     |       | 8     |       |
| Detector Phase         | 1     | 6     | 6     | 5     | 2     | 2     | 4     | 4     | 8     | 8     |
| Switch Phase           |       |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)    | 4.0   | 12.0  | 12.0  | 4.0   | 12.0  | 12.0  | 6.0   | 6.0   | 6.0   | 6.0   |
| Minimum Split (s)      | 11.0  | 33.0  | 33.0  | 11.0  | 33.0  | 33.0  | 49.0  | 49.0  | 53.0  | 53.0  |
| Total Split (s)        | 12.0  | 42.0  | 42.0  | 20.0  | 50.0  | 50.0  | 25.0  | 25.0  | 25.0  | 25.0  |
| Total Split (%)        | 13.8% | 48.3% | 48.3% | 23.0% | 57.5% | 57.5% | 28.7% | 28.7% | 28.7% | 28.7% |
| Yellow Time (s)        | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)       | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s)   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)    | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 6.0   | 6.0   | 6.0   | 6.0   |
| Lead/Lag               | Lead  | Lag   | Lag   | Lead  | Lag   | Lag   |       |       |       |       |
| Lead-Lag Optimize?     | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   |       |       |       |       |
| Recall Mode            | None  | C-Min | C-Min | None  | C-Min | C-Min | None  | None  | None  | None  |
| Act Effect Green (s)   | 61.5  | 57.1  | 57.1  | 61.8  | 57.3  | 57.3  | 9.2   | 9.2   | 9.2   | 9.2   |
| Actuated g/C Ratio     | 0.71  | 0.66  | 0.66  | 0.71  | 0.66  | 0.66  | 0.11  | 0.11  | 0.11  | 0.11  |
| v/c Ratio              | 0.31  | 0.47  | 0.03  | 0.33  | 0.43  | 0.04  | 0.29  | 0.14  | 0.40  | 0.17  |
| Control Delay (s/veh)  | 6.6   | 10.8  | 0.0   | 7.1   | 10.3  | 0.1   | 40.1  | 17.5  | 43.6  | 1.0   |
| Queue Delay            | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay (s/veh)    | 6.6   | 10.8  | 0.0   | 7.1   | 10.3  | 0.1   | 40.1  | 17.5  | 43.6  | 1.0   |
| LOS                    | A     | B     | A     | A     | B     | A     | D     | B     | D     | A     |
| Approach Delay (s/veh) |       | 10.4  |       |       | 9.8   |       |       | 31.2  |       | 21.7  |
| Approach LOS           |       | B     |       |       | A     |       |       | C     |       | C     |

### Intersection Summary

Cycle Length: 87

Actuated Cycle Length: 87

Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.47

Intersection Signal Delay (s/veh): 10.9

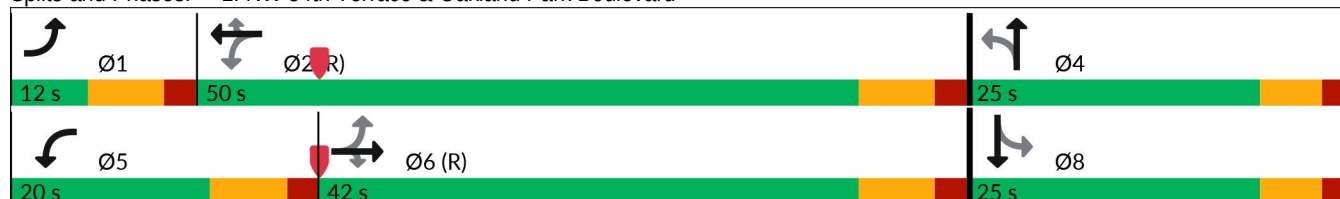
Intersection LOS: B

Intersection Capacity Utilization 58.9%

ICU Level of Service B

Analysis Period (min) 15

### Splits and Phases: 1: NW 84th Terrace & Oakland Park Boulevard



## Queues

Background PM

## 1: NW 84th Terrace &amp; Oakland Park Boulevard

09/04/2025



| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | SBL  | SBT  |
|-------------------------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 100  | 1558 | 29   | 97   | 1426 | 45   | 41   | 27   | 58   | 61   |
| v/c Ratio               | 0.31 | 0.47 | 0.03 | 0.33 | 0.43 | 0.04 | 0.29 | 0.14 | 0.40 | 0.17 |
| Control Delay (s/veh)   | 6.6  | 10.8 | 0.0  | 7.1  | 10.3 | 0.1  | 40.1 | 17.5 | 43.6 | 1.0  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 6.6  | 10.8 | 0.0  | 7.1  | 10.3 | 0.1  | 40.1 | 17.5 | 43.6 | 1.0  |
| Queue Length 50th (ft)  | 12   | 169  | 0    | 11   | 150  | 0    | 21   | 2    | 30   | 0    |
| Queue Length 95th (ft)  | 29   | 251  | 0    | 28   | 218  | 0    | 50   | 25   | 65   | 0    |
| Internal Link Dist (ft) |      | 812  |      |      | 339  |      |      | 239  |      | 129  |
| Turn Bay Length (ft)    | 190  |      | 685  | 170  |      | 230  |      |      |      |      |
| Base Capacity (vph)     | 318  | 3338 | 1112 | 409  | 3346 | 1084 | 291  | 372  | 300  | 522  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.31 | 0.47 | 0.03 | 0.24 | 0.43 | 0.04 | 0.14 | 0.07 | 0.19 | 0.12 |

## Intersection Summary

# HCM 7th Signalized Intersection Summary

## 1: NW 84th Terrace & Oakland Park Boulevard

Background PM

09/04/2025

|                                                                    |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                                           | EBU                                                                               | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBU                                                                               | WBL                                                                               | WBT                                                                                | WBR                                                                                 | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 |
| Lane Configurations                                                |                                                                                   |  |  |  |                                                                                   |                                                                                   |   |   |  |  |  |  |
| Traffic Volume (veh/h)                                             | 30                                                                                | 62                                                                                | 1433                                                                              | 27                                                                                | 42                                                                                | 47                                                                                | 1312                                                                               | 41                                                                                  | 38                                                                                  | 4                                                                                   | 21                                                                                  | 53                                                                                  |
| Future Volume (veh/h)                                              | 30                                                                                | 62                                                                                | 1433                                                                              | 27                                                                                | 42                                                                                | 47                                                                                | 1312                                                                               | 41                                                                                  | 38                                                                                  | 4                                                                                   | 21                                                                                  | 53                                                                                  |
| Initial Q (Qb), veh                                                |                                                                                   | 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                                                                                |
| Ped-Bike Adj(A_pbT)                                                |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                    | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |
| Parking Bus, Adj                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                                              |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                    |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                                             |                                                                                   | 1870                                                                              | 1870                                                                              | 1870                                                                              |                                                                                   | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                                               |                                                                                   | 67                                                                                | 1558                                                                              | 29                                                                                |                                                                                   | 51                                                                                | 1426                                                                               | 45                                                                                  | 41                                                                                  | 4                                                                                   | 23                                                                                  | 58                                                                                  |
| Peak Hour Factor                                                   |                                                                                   | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |                                                                                   | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %                                               |                                                                                   | 2                                                                                 | 2                                                                                 | 2                                                                                 |                                                                                   | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                                         |                                                                                   | 330                                                                               | 3308                                                                              | 1027                                                                              |                                                                                   | 299                                                                               | 3286                                                                               | 1020                                                                                | 154                                                                                 | 22                                                                                  | 124                                                                                 | 186                                                                                 |
| Arrive On Green                                                    |                                                                                   | 0.04                                                                              | 0.65                                                                              | 0.65                                                                              |                                                                                   | 0.03                                                                              | 0.64                                                                               | 0.64                                                                                | 0.09                                                                                | 0.09                                                                                | 0.09                                                                                | 0.09                                                                                |
| Sat Flow, veh/h                                                    |                                                                                   | 1781                                                                              | 5106                                                                              | 1585                                                                              |                                                                                   | 1781                                                                              | 5106                                                                               | 1585                                                                                | 1341                                                                                | 240                                                                                 | 1381                                                                                | 1383                                                                                |
| Grp Volume(v), veh/h                                               |                                                                                   | 67                                                                                | 1558                                                                              | 29                                                                                |                                                                                   | 51                                                                                | 1426                                                                               | 45                                                                                  | 41                                                                                  | 0                                                                                   | 27                                                                                  | 58                                                                                  |
| Grp Sat Flow(s),veh/h/ln                                           |                                                                                   | 1781                                                                              | 1702                                                                              | 1585                                                                              |                                                                                   | 1781                                                                              | 1702                                                                               | 1585                                                                                | 1341                                                                                | 0                                                                                   | 1622                                                                                | 1383                                                                                |
| Q Serve(g_s), s                                                    |                                                                                   | 1.1                                                                               | 13.5                                                                              | 0.6                                                                               |                                                                                   | 0.8                                                                               | 12.0                                                                               | 0.9                                                                                 | 2.6                                                                                 | 0.0                                                                                 | 1.3                                                                                 | 3.5                                                                                 |
| Cycle Q Clear(g_c), s                                              |                                                                                   | 1.1                                                                               | 13.5                                                                              | 0.6                                                                               |                                                                                   | 0.8                                                                               | 12.0                                                                               | 0.9                                                                                 | 5.8                                                                                 | 0.0                                                                                 | 1.3                                                                                 | 4.9                                                                                 |
| Prop In Lane                                                       |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                    | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.85                                                                                | 1.00                                                                                |
| Lane Grp Cap(c), veh/h                                             |                                                                                   | 330                                                                               | 3308                                                                              | 1027                                                                              |                                                                                   | 299                                                                               | 3286                                                                               | 1020                                                                                | 154                                                                                 | 0                                                                                   | 146                                                                                 | 186                                                                                 |
| V/C Ratio(X)                                                       |                                                                                   | 0.20                                                                              | 0.47                                                                              | 0.03                                                                              |                                                                                   | 0.17                                                                              | 0.43                                                                               | 0.04                                                                                | 0.27                                                                                | 0.00                                                                                | 0.19                                                                                | 0.31                                                                                |
| Avail Cap(c_a), veh/h                                              |                                                                                   | 367                                                                               | 3308                                                                              | 1027                                                                              |                                                                                   | 508                                                                               | 3286                                                                               | 1020                                                                                | 327                                                                                 | 0                                                                                   | 354                                                                                 | 364                                                                                 |
| HCM Platoon Ratio                                                  |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)                                                 |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                                           |                                                                                   | 5.6                                                                               | 7.8                                                                               | 5.5                                                                               |                                                                                   | 5.9                                                                               | 7.7                                                                                | 5.7                                                                                 | 40.2                                                                                | 0.0                                                                                 | 36.7                                                                                | 38.9                                                                                |
| Incr Delay (d2), s/veh                                             |                                                                                   | 0.3                                                                               | 0.5                                                                               | 0.1                                                                               |                                                                                   | 0.3                                                                               | 0.4                                                                                | 0.1                                                                                 | 0.9                                                                                 | 0.0                                                                                 | 0.6                                                                                 | 0.9                                                                                 |
| Initial Q Delay(d3), s/veh                                         |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln                                           |                                                                                   | 0.4                                                                               | 4.4                                                                               | 0.2                                                                               |                                                                                   | 0.3                                                                               | 3.9                                                                                | 0.3                                                                                 | 0.9                                                                                 | 0.0                                                                                 | 0.5                                                                                 | 1.2                                                                                 |
| Unsig. Movement Delay, s/veh                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                                              |                                                                                   | 5.9                                                                               | 8.2                                                                               | 5.5                                                                               |                                                                                   | 6.1                                                                               | 8.1                                                                                | 5.8                                                                                 | 41.1                                                                                | 0.0                                                                                 | 37.3                                                                                | 39.9                                                                                |
| LnGrp LOS                                                          |                                                                                   | A                                                                                 | A                                                                                 | A                                                                                 |                                                                                   | A                                                                                 | A                                                                                  | A                                                                                   | D                                                                                   |                                                                                     | D                                                                                   | D                                                                                   |
| Approach Vol, veh/h                                                | 1654                                                                              |                                                                                   |                                                                                   | 1522                                                                              |                                                                                   |                                                                                   | 68                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay, s/veh                                              | 8.1                                                                               |                                                                                   |                                                                                   | 8.0                                                                               |                                                                                   |                                                                                   | 39.6                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                                                       | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | D                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Timer - Assigned Phs                                               | 1                                                                                 | 2                                                                                 | 4                                                                                 |                                                                                   | 5                                                                                 | 6                                                                                 | 8                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                                           | 10.2                                                                              | 63.0                                                                              | 13.8                                                                              |                                                                                   | 9.8                                                                               | 63.4                                                                              | 13.8                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                                            | 7.0                                                                               | 7.0                                                                               | 6.0                                                                               |                                                                                   | 7.0                                                                               | 7.0                                                                               | 6.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                                        | 5.0                                                                               | 43.0                                                                              | 19.0                                                                              |                                                                                   | 13.0                                                                              | 35.0                                                                              | 19.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s                                       | 3.1                                                                               | 14.0                                                                              | 7.8                                                                               |                                                                                   | 2.8                                                                               | 15.5                                                                              | 6.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                                            | 0.0                                                                               | 13.1                                                                              | 0.1                                                                               |                                                                                   | 0.1                                                                               | 11.6                                                                              | 0.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh                                       | 9.8                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                                                        | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved pedestrian interval to be less than phase max green. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved ignoring U-Turning movement.                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 7th Signalized Intersection Summary

## 1: NW 84th Terrace & Oakland Park Boulevard

Background PM

09/04/2025



| Movement                     | SBT  | SBR  |
|------------------------------|------|------|
| Lane Configurations          |      |      |
| Traffic Volume (veh/h)       | 0    | 56   |
| Future Volume (veh/h)        | 0    | 56   |
| Initial Q (Qb), veh          | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 0    | 61   |
| Peak Hour Factor             | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2    | 2    |
| Cap, veh/h                   | 0    | 142  |
| Arrive On Green              | 0.00 | 0.09 |
| Sat Flow, veh/h              | 0    | 1585 |
| Grp Volume(v), veh/h         | 0    | 61   |
| Grp Sat Flow(s),veh/h/ln     | 0    | 1585 |
| Q Serve(g_s), s              | 0.0  | 3.2  |
| Cycle Q Clear(g_c), s        | 0.0  | 3.2  |
| Prop In Lane                 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 0    | 142  |
| V/C Ratio(X)                 | 0.00 | 0.43 |
| Avail Cap(c_a), veh/h        | 0    | 346  |
| HCM Platoon Ratio            | 1.00 | 1.00 |
| Upstream Filter(l)           | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 0.0  | 37.5 |
| Incr Delay (d2), s/veh       | 0.0  | 2.0  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.0  | 1.3  |
| Unsig. Movement Delay, s/veh |      |      |
| LnGrp Delay(d), s/veh        | 0.0  | 39.5 |
| LnGrp LOS                    |      | D    |
| Approach Vol, veh/h          | 119  |      |
| Approach Delay, s/veh        | 39.7 |      |
| Approach LOS                 | D    |      |
| Timer - Assigned Phs         |      |      |

# HCM 7th TWSC 2: Driveway #1 & Oakland Park Boulevard

Background PM  
09/04/2025

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.1  |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑↑↑  | ↑    |      | ↑↑↑  |      | ↑    |
| Traffic Vol, veh/h       | 1525 | 18   | 0    | 1449 | 0    | 22   |
| Future Vol, veh/h        | 1525 | 18   | 0    | 1449 | 0    | 22   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | 250  | -    | -    | -    | 0    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 1658 | 20   | 0    | 1575 | 0    | 24   |

| Major/Minor          | Major1 | Major2 | Minor1 |   |   |     |
|----------------------|--------|--------|--------|---|---|-----|
| Conflicting Flow All | 0      | 0      | -      | - | - | 829 |
| Stage 1              | -      | -      | -      | - | - | -   |
| Stage 2              | -      | -      | -      | - | - | -   |
| Critical Hdwy        | -      | -      | -      | - | - | 3.7 |
| Critical Hdwy Stg 1  | -      | -      | -      | - | - | -   |
| Critical Hdwy Stg 2  | -      | -      | -      | - | - | -   |
| Follow-up Hdwy       | -      | -      | -      | - | - | 2   |
| Pot Cap-1 Maneuver   | -      | -      | 0      | - | 0 | 958 |
| Stage 1              | -      | -      | 0      | - | 0 | -   |
| Stage 2              | -      | -      | 0      | - | 0 | -   |
| Platoon blocked, %   | -      | -      |        | - |   |     |
| Mov Cap-1 Maneuver   | -      | -      | -      | - | - | 958 |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | - | -   |
| Stage 1              | -      | -      | -      | - | - | -   |
| Stage 2              | -      | -      | -      | - | - | -   |

| Approach               | EB | WB | NB   |
|------------------------|----|----|------|
| HCM Control Delay, s/v | 0  | 0  | 8.85 |
| HCM LOS                |    |    | A    |

| Minor Lane/Major Mvmt     | NBLn1 | EBT | EBR | WBT |
|---------------------------|-------|-----|-----|-----|
| Capacity (veh/h)          | 958   | -   | -   | -   |
| HCM Lane V/C Ratio        | 0.025 | -   | -   | -   |
| HCM Control Delay (s/veh) | 8.9   | -   | -   | -   |
| HCM Lane LOS              | A     | -   | -   | -   |
| HCM 95th %tile Q(veh)     | 0.1   | -   | -   | -   |

# Timings

## 3: University Drive & Oakland Park Boulevard

Background PM

09/04/2025

|                        |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group             | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations    |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph)   | 356                                                                               | 833                                                                               | 275                                                                               | 366                                                                               | 1011                                                                              | 234                                                                               | 247                                                                                 | 1287                                                                                | 269                                                                                 | 205                                                                                 | 1148                                                                                | 250                                                                                 |
| Future Volume (vph)    | 356                                                                               | 833                                                                               | 275                                                                               | 366                                                                               | 1011                                                                              | 234                                                                               | 247                                                                                 | 1287                                                                                | 269                                                                                 | 205                                                                                 | 1148                                                                                | 250                                                                                 |
| Turn Type              | Prot                                                                              | NA                                                                                | Perm                                                                              | Prot                                                                              | NA                                                                                | Perm                                                                              | Prot                                                                                | NA                                                                                  | Perm                                                                                | Prot                                                                                | NA                                                                                  | Perm                                                                                |
| Protected Phases       | 7                                                                                 | 4                                                                                 |                                                                                   | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                   | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Permitted Phases       |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                     |                                                                                     | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |
| Detector Phase         | 7                                                                                 | 4                                                                                 | 4                                                                                 | 3                                                                                 | 8                                                                                 | 8                                                                                 | 5                                                                                   | 2                                                                                   | 2                                                                                   | 1                                                                                   | 6                                                                                   | 6                                                                                   |
| Switch Phase           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)    | 5.0                                                                               | 6.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 6.0                                                                               | 5.0                                                                                 | 10.0                                                                                | 10.0                                                                                | 5.0                                                                                 | 10.0                                                                                | 10.0                                                                                |
| Minimum Split (s)      | 12.0                                                                              | 48.0                                                                              | 48.0                                                                              | 12.0                                                                              | 47.0                                                                              | 47.0                                                                              | 12.0                                                                                | 47.0                                                                                | 47.0                                                                                | 23.0                                                                                | 47.0                                                                                | 47.0                                                                                |
| Total Split (s)        | 32.0                                                                              | 48.0                                                                              | 48.0                                                                              | 32.0                                                                              | 48.0                                                                              | 48.0                                                                              | 27.0                                                                                | 53.0                                                                                | 53.0                                                                                | 27.0                                                                                | 53.0                                                                                | 53.0                                                                                |
| Total Split (%)        | 20.0%                                                                             | 30.0%                                                                             | 30.0%                                                                             | 20.0%                                                                             | 30.0%                                                                             | 30.0%                                                                             | 16.9%                                                                               | 33.1%                                                                               | 33.1%                                                                               | 16.9%                                                                               | 33.1%                                                                               | 33.1%                                                                               |
| Yellow Time (s)        | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 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                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |
| Lost Time Adjust (s)   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 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                                                                                 | 7.0                                                                                 | 7.0                                                                                 | 7.0                                                                                 |
| Lead/Lag               | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                                | Lag                                                                                 | Lag                                                                                 | Lead                                                                                | Lag                                                                                 | Lag                                                                                 |
| Lead-Lag Optimize?     | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |
| Recall Mode            | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                                | C-Min                                                                               | C-Min                                                                               | None                                                                                | C-Min                                                                               | C-Min                                                                               |
| Act Effect Green (s)   | 0.0                                                                               | 40.3                                                                              | 40.3                                                                              | 0.0                                                                               | 40.3                                                                              | 40.3                                                                              | 0.0                                                                                 | 46.0                                                                                | 46.0                                                                                | 0.0                                                                                 | 46.0                                                                                | 46.0                                                                                |
| Actuated g/C Ratio     | 0.00                                                                              | 0.25                                                                              | 0.25                                                                              | 0.00                                                                              | 0.25                                                                              | 0.25                                                                              | 0.00                                                                                | 0.29                                                                                | 0.29                                                                                | 0.00                                                                                | 0.29                                                                                | 0.29                                                                                |
| v/c Ratio              | no cap                                                                            | 0.71                                                                              | 0.50                                                                              | no cap                                                                            | 0.86                                                                              | 0.43                                                                              | no cap                                                                              | 0.96                                                                                | 0.54                                                                                | no cap                                                                              | 0.85                                                                                | 0.44                                                                                |
| Control Delay (s/veh)  |                                                                                   | 57.9                                                                              | 10.8                                                                              |                                                                                   | 64.9                                                                              | 7.4                                                                               |                                                                                     | 71.1                                                                                | 31.1                                                                                |                                                                                     | 60.7                                                                                | 11.1                                                                                |
| Queue Delay            |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)    | Error                                                                             | 57.9                                                                              | 10.8                                                                              | Error                                                                             | 64.9                                                                              | 7.4                                                                               | Error                                                                               | 71.1                                                                                | 31.1                                                                                | Error                                                                               | 60.7                                                                                | 11.1                                                                                |
| LOS                    | F                                                                                 | E                                                                                 | B                                                                                 | F                                                                                 | E                                                                                 | A                                                                                 | F                                                                                   | E                                                                                   | C                                                                                   | F                                                                                   | E                                                                                   | B                                                                                   |
| Approach Delay (s/veh) |                                                                                   | Error                                                                             |                                                                                   |                                                                                   | Error                                                                             |                                                                                   |                                                                                     | Error                                                                               |                                                                                     |                                                                                     | Error                                                                               |                                                                                     |
| Approach LOS           |                                                                                   | F                                                                                 |                                                                                   |                                                                                   | F                                                                                 |                                                                                   |                                                                                     | F                                                                                   |                                                                                     |                                                                                     | F                                                                                   |                                                                                     |

### Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 99 (62%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: Err

Intersection Signal Delay (s/veh): Err

Intersection LOS: F

Intersection Capacity Utilization 84.6%

ICU Level of Service E

Analysis Period (min) 15

### Splits and Phases: 3: University Drive & Oakland Park Boulevard

|                                                                                     |                                                                                     |                                                                                     |                                                                                       |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|  |  |  |  |
| Ø1                                                                                  | Ø2 (R)                                                                              | Ø3                                                                                  | Ø4                                                                                    |
| 27 s                                                                                | 53 s                                                                                | 32 s                                                                                | 48 s                                                                                  |
|  |  |  |  |
| Ø5                                                                                  | Ø6 (R)                                                                              | Ø7                                                                                  | Ø8                                                                                    |
| 27 s                                                                                | 53 s                                                                                | 32 s                                                                                | 48 s                                                                                  |

## Queues

Background PM

## 3: University Drive &amp; Oakland Park Boulevard

09/04/2025



| Lane Group              | EBL    | EBT  | EBR  | WBL    | WBT  | WBR  | NBL    | NBT  | NBR  | SBL    | SBT  | SBR  |
|-------------------------|--------|------|------|--------|------|------|--------|------|------|--------|------|------|
| Lane Group Flow (vph)   | 401    | 905  | 299  | 427    | 1099 | 254  | 297    | 1399 | 292  | 240    | 1248 | 272  |
| v/c Ratio               | no cap | 0.71 | 0.50 | no cap | 0.86 | 0.43 | no cap | 0.96 | 0.54 | no cap | 0.85 | 0.44 |
| Control Delay (s/veh)   |        | 57.9 | 10.8 |        | 64.9 | 7.4  |        | 71.1 | 31.1 |        | 60.7 | 11.1 |
| Queue Delay             |        | 0.0  | 0.0  |        | 0.0  | 0.0  |        | 0.0  | 0.0  |        | 0.0  | 0.0  |
| Total Delay (s/veh)     | Error  | 57.9 | 10.8 | Error  | 64.9 | 7.4  | Error  | 71.1 | 31.1 | Error  | 60.7 | 11.1 |
| Queue Length 50th (ft)  | ~447   | 316  | 26   | ~476   | 402  | 0    | ~331   | 530  | 149  | ~268   | 454  | 33   |
| Queue Length 95th (ft)  | #559   | 369  | 115  | #591   | 462  | 73   | #433   | #628 | 251  | #362   | 516  | 116  |
| Internal Link Dist (ft) |        | 372  |      |        | 868  |      |        | 342  |      |        | 742  |      |
| Turn Bay Length (ft)    | 260    |      | 220  | 245    |      | 365  | 240    |      | 115  | 260    |      | 280  |
| Base Capacity (vph)     | 1      | 1303 | 604  | 1      | 1303 | 594  | 1      | 1461 | 542  | 1      | 1461 | 618  |
| Starvation Cap Reductn  | 0      | 0    | 0    | 0      | 0    | 0    | 0      | 0    | 0    | 0      | 0    | 0    |
| Spillback Cap Reductn   | 0      | 0    | 0    | 0      | 0    | 0    | 0      | 0    | 0    | 0      | 0    | 0    |
| Storage Cap Reductn     | 0      | 0    | 0    | 0      | 0    | 0    | 0      | 0    | 0    | 0      | 0    | 0    |
| Reduced v/c Ratio       | 401.00 | 0.69 | 0.50 | 427.00 | 0.84 | 0.43 | 297.00 | 0.96 | 0.54 | 240.00 | 0.85 | 0.44 |

## Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

# HCM 7th Signalized Intersection Summary

## 3: University Drive & Oakland Park Boulevard

Background PM

09/04/2025

|                                            |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                   | EBU                                                                               | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBU                                                                               | WBL                                                                               | WBT                                                                                | WBR                                                                                 | NBU                                                                                 | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 |
| Lane Configurations                        |                                                                                   |  |  |  |                                                                                   |  |  |  |                                                                                     |  |  |  |
| Traffic Volume (veh/h)                     | 13                                                                                | 356                                                                               | 833                                                                               | 275                                                                               | 27                                                                                | 366                                                                               | 1011                                                                               | 234                                                                                 | 27                                                                                  | 247                                                                                 | 1287                                                                                | 269                                                                                 |
| Future Volume (veh/h)                      | 13                                                                                | 356                                                                               | 833                                                                               | 275                                                                               | 27                                                                                | 366                                                                               | 1011                                                                               | 234                                                                                 | 27                                                                                  | 247                                                                                 | 1287                                                                                | 269                                                                                 |
| Initial Q (Qb), veh                        |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                            |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                        |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                    | 1.00                                                                                |                                                                                     | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj                           |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                      |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                    |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                     |                                                                                   | 1870                                                                              | 1870                                                                              | 1870                                                                              |                                                                                   | 1870                                                                              | 1870                                                                               | 1870                                                                                |                                                                                     | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                       |                                                                                   | 387                                                                               | 905                                                                               | 299                                                                               |                                                                                   | 398                                                                               | 1099                                                                               | 254                                                                                 |                                                                                     | 268                                                                                 | 1399                                                                                | 292                                                                                 |
| Peak Hour Factor                           |                                                                                   | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |                                                                                   | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                |                                                                                     | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %                       |                                                                                   | 2                                                                                 | 2                                                                                 | 2                                                                                 |                                                                                   | 2                                                                                 | 2                                                                                  | 2                                                                                   |                                                                                     | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                 |                                                                                   | 431                                                                               | 1229                                                                              | 381                                                                               |                                                                                   | 442                                                                               | 1245                                                                               | 386                                                                                 |                                                                                     | 310                                                                                 | 1938                                                                                | 602                                                                                 |
| Arrive On Green                            |                                                                                   | 0.12                                                                              | 0.24                                                                              | 0.24                                                                              |                                                                                   | 0.13                                                                              | 0.24                                                                               | 0.24                                                                                |                                                                                     | 0.12                                                                                | 0.50                                                                                | 0.50                                                                                |
| Sat Flow, veh/h                            |                                                                                   | 3456                                                                              | 5106                                                                              | 1585                                                                              |                                                                                   | 3456                                                                              | 5106                                                                               | 1585                                                                                |                                                                                     | 3456                                                                                | 5106                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h                       |                                                                                   | 387                                                                               | 905                                                                               | 299                                                                               |                                                                                   | 398                                                                               | 1099                                                                               | 254                                                                                 |                                                                                     | 268                                                                                 | 1399                                                                                | 292                                                                                 |
| Grp Sat Flow(s),veh/h/ln                   |                                                                                   | 1728                                                                              | 1702                                                                              | 1585                                                                              |                                                                                   | 1728                                                                              | 1702                                                                               | 1585                                                                                |                                                                                     | 1728                                                                                | 1702                                                                                | 1585                                                                                |
| Q Serve(g_s), s                            |                                                                                   | 17.7                                                                              | 26.2                                                                              | 28.2                                                                              |                                                                                   | 18.2                                                                              | 33.2                                                                               | 23.1                                                                                |                                                                                     | 12.2                                                                                | 34.1                                                                                | 19.3                                                                                |
| Cycle Q Clear(g_c), s                      |                                                                                   | 17.7                                                                              | 26.2                                                                              | 28.2                                                                              |                                                                                   | 18.2                                                                              | 33.2                                                                               | 23.1                                                                                |                                                                                     | 12.2                                                                                | 34.1                                                                                | 19.3                                                                                |
| Prop In Lane                               |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                    | 1.00                                                                                |                                                                                     | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h                     |                                                                                   | 431                                                                               | 1229                                                                              | 381                                                                               |                                                                                   | 442                                                                               | 1245                                                                               | 386                                                                                 |                                                                                     | 310                                                                                 | 1938                                                                                | 602                                                                                 |
| V/C Ratio(X)                               |                                                                                   | 0.90                                                                              | 0.74                                                                              | 0.78                                                                              |                                                                                   | 0.90                                                                              | 0.88                                                                               | 0.66                                                                                |                                                                                     | 0.86                                                                                | 0.72                                                                                | 0.49                                                                                |
| Avail Cap(c_a), veh/h                      |                                                                                   | 540                                                                               | 1308                                                                              | 406                                                                               |                                                                                   | 540                                                                               | 1308                                                                               | 406                                                                                 |                                                                                     | 432                                                                                 | 1938                                                                                | 602                                                                                 |
| HCM Platoon Ratio                          |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                |
| Upstream Filter(I)                         |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                   |                                                                                   | 69.0                                                                              | 56.1                                                                              | 56.9                                                                              |                                                                                   | 68.8                                                                              | 58.3                                                                               | 54.5                                                                                |                                                                                     | 69.5                                                                                | 33.0                                                                                | 29.4                                                                                |
| Incr Delay (d2), s/veh                     |                                                                                   | 13.6                                                                              | 2.1                                                                               | 9.2                                                                               |                                                                                   | 14.5                                                                              | 7.2                                                                                | 3.6                                                                                 |                                                                                     | 9.6                                                                                 | 2.4                                                                                 | 2.8                                                                                 |
| Initial Q Delay(d3), s/veh                 |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln                   |                                                                                   | 8.7                                                                               | 11.5                                                                              | 12.3                                                                              |                                                                                   | 9.0                                                                               | 15.2                                                                               | 9.7                                                                                 |                                                                                     | 5.7                                                                                 | 13.7                                                                                | 7.5                                                                                 |
| Unsig. Movement Delay, s/veh               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                      |                                                                                   | 82.6                                                                              | 58.1                                                                              | 66.0                                                                              |                                                                                   | 83.3                                                                              | 65.5                                                                               | 58.1                                                                                |                                                                                     | 79.1                                                                                | 35.4                                                                                | 32.1                                                                                |
| LnGrp LOS                                  |                                                                                   | F                                                                                 | E                                                                                 | E                                                                                 |                                                                                   | F                                                                                 | E                                                                                  | E                                                                                   |                                                                                     | E                                                                                   | D                                                                                   | C                                                                                   |
| Approach Vol, veh/h                        |                                                                                   | 1591                                                                              |                                                                                   |                                                                                   |                                                                                   | 1751                                                                              |                                                                                    |                                                                                     |                                                                                     | 1959                                                                                |                                                                                     |                                                                                     |
| Approach Delay, s/veh                      |                                                                                   | 65.6                                                                              |                                                                                   |                                                                                   |                                                                                   | 68.5                                                                              |                                                                                    |                                                                                     |                                                                                     | 40.9                                                                                |                                                                                     |                                                                                     |
| Approach LOS                               |                                                                                   | E                                                                                 |                                                                                   |                                                                                   |                                                                                   | E                                                                                 |                                                                                    |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs                       | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                   | 19.3                                                                              | 67.7                                                                              | 27.4                                                                              | 45.5                                                                              | 21.4                                                                              | 65.7                                                                              | 27.0                                                                               | 46.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                    | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                | 7.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                | 20.0                                                                              | 46.0                                                                              | 25.0                                                                              | 41.0                                                                              | 20.0                                                                              | 46.0                                                                              | 25.0                                                                               | 41.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s               | 12.1                                                                              | 36.1                                                                              | 20.2                                                                              | 30.2                                                                              | 14.2                                                                              | 31.7                                                                              | 19.7                                                                               | 35.2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                    | 0.2                                                                               | 6.9                                                                               | 0.3                                                                               | 5.4                                                                               | 0.2                                                                               | 8.3                                                                               | 0.3                                                                                | 3.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh               | 53.1                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                                | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved ignoring U-Turning movement. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 7th Signalized Intersection Summary

## 3: University Drive & Oakland Park Boulevard

Background PM

09/04/2025



| Movement                     | SBU  | SBL                                                                               | SBT                                                                               | SBR                                                                               |
|------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Configurations          |      |  |  |  |
| Traffic Volume (veh/h)       | 16   | 205                                                                               | 1148                                                                              | 250                                                                               |
| Future Volume (veh/h)        | 16   | 205                                                                               | 1148                                                                              | 250                                                                               |
| Initial Q (Qb), veh          |      | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Lane Width Adj.              |      | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Ped-Bike Adj(A_pbT)          |      | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Parking Bus, Adj             |      | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Work Zone On Approach        |      | No                                                                                |                                                                                   |                                                                                   |
| Adj Sat Flow, veh/h/ln       |      | 1870                                                                              | 1870                                                                              | 1870                                                                              |
| Adj Flow Rate, veh/h         |      | 223                                                                               | 1248                                                                              | 272                                                                               |
| Peak Hour Factor             |      | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Percent Heavy Veh, %         |      | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Cap, veh/h                   |      | 266                                                                               | 1873                                                                              | 581                                                                               |
| Arrive On Green              |      | 0.10                                                                              | 0.49                                                                              | 0.49                                                                              |
| Sat Flow, veh/h              |      | 3456                                                                              | 5106                                                                              | 1585                                                                              |
| Grp Volume(v), veh/h         |      | 223                                                                               | 1248                                                                              | 272                                                                               |
| Grp Sat Flow(s),veh/h/ln     |      | 1728                                                                              | 1702                                                                              | 1585                                                                              |
| Q Serve(g_s), s              |      | 10.1                                                                              | 29.7                                                                              | 18.2                                                                              |
| Cycle Q Clear(g_c), s        |      | 10.1                                                                              | 29.7                                                                              | 18.2                                                                              |
| Prop In Lane                 |      | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Lane Grp Cap(c), veh/h       |      | 266                                                                               | 1873                                                                              | 581                                                                               |
| V/C Ratio(X)                 |      | 0.84                                                                              | 0.67                                                                              | 0.47                                                                              |
| Avail Cap(c_a), veh/h        |      | 432                                                                               | 1873                                                                              | 581                                                                               |
| HCM Platoon Ratio            |      | 1.33                                                                              | 1.33                                                                              | 1.33                                                                              |
| Upstream Filter(I)           |      | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Uniform Delay (d), s/veh     |      | 70.8                                                                              | 33.5                                                                              | 30.6                                                                              |
| Incr Delay (d2), s/veh       |      | 3.7                                                                               | 1.9                                                                               | 2.7                                                                               |
| Initial Q Delay(d3), s/veh   |      | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| %ile BackOfQ(50%),veh/ln     |      | 4.5                                                                               | 12.0                                                                              | 7.1                                                                               |
| Unsig. Movement Delay, s/veh |      |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d), s/veh        |      | 74.5                                                                              | 35.4                                                                              | 33.3                                                                              |
| LnGrp LOS                    |      | E                                                                                 | D                                                                                 | C                                                                                 |
| Approach Vol, veh/h          | 1743 |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay, s/veh        | 40.1 |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                 | D    |                                                                                   |                                                                                   |                                                                                   |
| Timer - Assigned Phs         |      |                                                                                   |                                                                                   |                                                                                   |

HCM 7th TWSC  
4: University Drive & Driveway #2

Background PM  
09/04/2025

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.1  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      |      | ↗    |      |      | ↗    |      | ↑↑↑  |      |      | ↑↑↑  | ↗    |
| Traffic Vol, veh/h       | 0    | 0    | 49   | 0    | 0    | 2    | 0    | 1872 | 9    | 0    | 1790 | 54   |
| Future Vol, veh/h        | 0    | 0    | 49   | 0    | 0    | 2    | 0    | 1872 | 9    | 0    | 1790 | 54   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | 0    | -    | -    | 0    | -    | -    | -    | -    | -    | 220  |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 0    | 53   | 0    | 0    | 2    | 0    | 2035 | 10   | 0    | 1946 | 59   |

| Major/Minor          | Minor2 |   | Minor1 |   | Major1 |      | Major2 |   |
|----------------------|--------|---|--------|---|--------|------|--------|---|
| Conflicting Flow All | -      | - | 973    | - | -      | 1022 | -      | 0 |
| Stage 1              | -      | - | -      | - | -      | -    | -      | - |
| Stage 2              | -      | - | -      | - | -      | -    | -      | - |
| Critical Hdwy        | -      | - | 3.7    | - | -      | 3.7  | -      | - |
| Critical Hdwy Stg 1  | -      | - | -      | - | -      | -    | -      | - |
| Critical Hdwy Stg 2  | -      | - | -      | - | -      | -    | -      | - |
| Follow-up Hdwy       | -      | - | 2      | - | -      | 2    | -      | - |
| Pot Cap-1 Maneuver   | 0      | 0 | 857    | 0 | 0      | 825  | 0      | - |
| Stage 1              | 0      | 0 | -      | 0 | 0      | -    | 0      | - |
| Stage 2              | 0      | 0 | -      | 0 | 0      | -    | 0      | - |
| Platoon blocked, %   | -      | - | -      | - | -      | -    | -      | - |
| Mov Cap-1 Maneuver   | -      | - | 857    | - | -      | 825  | -      | - |
| Mov Cap-2 Maneuver   | -      | - | -      | - | -      | -    | -      | - |
| Stage 1              | -      | - | -      | - | -      | -    | -      | - |
| Stage 2              | -      | - | -      | - | -      | -    | -      | - |

| Approach               | EB   | WB   | NB | SB |
|------------------------|------|------|----|----|
| HCM Control Delay, s/v | 9.48 | 9.37 | 0  | 0  |
| HCM LOS                | A    | A    |    |    |

| Minor Lane/Major Mvmt     | NBT | NBR | EBLn1WBLn1  | SBT | SBR |
|---------------------------|-----|-----|-------------|-----|-----|
| Capacity (veh/h)          | -   | -   | 857 825     | -   | -   |
| HCM Lane V/C Ratio        | -   | -   | 0.062 0.003 | -   | -   |
| HCM Control Delay (s/veh) | -   | -   | 9.5 9.4     | -   | -   |
| HCM Lane LOS              | -   | -   | A A         | -   | -   |
| HCM 95th %tile Q(veh)     | -   | -   | 0.2 0       | -   | -   |

Timings  
1: NW 84th Terrace & Oakland Park Boulevard

Future Total AM  
04/15/2026

|                        |  |                                                                                                                                                                      |  |  |                                                                                                                                                                      |  |  |                                                                                      |  |  |
|------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group             | EBL                                                                               | EBT                                                                                                                                                                                                                                                   | EBR                                                                               | WBL                                                                               | WBT                                                                                                                                                                                                                                                   | WBR                                                                               | NBL                                                                                 | NBT                                                                                                                                                                     | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations    |  |    |  |  |    |  |  |   |  |  |
| Traffic Volume (vph)   | 13                                                                                | 1475                                                                                                                                                                                                                                                  | 17                                                                                | 42                                                                                | 1508                                                                                                                                                                                                                                                  | 2                                                                                 | 23                                                                                  | 1                                                                                                                                                                       | 4                                                                                   | 0                                                                                   |
| Future Volume (vph)    | 13                                                                                | 1475                                                                                                                                                                                                                                                  | 17                                                                                | 42                                                                                | 1508                                                                                                                                                                                                                                                  | 2                                                                                 | 23                                                                                  | 1                                                                                                                                                                       | 4                                                                                   | 0                                                                                   |
| Turn Type              | pm+pt                                                                             | NA                                                                                                                                                                                                                                                    | Perm                                                                              | pm+pt                                                                             | NA                                                                                                                                                                                                                                                    | Perm                                                                              | Perm                                                                                | NA                                                                                                                                                                      | Perm                                                                                | NA                                                                                  |
| Protected Phases       | 1                                                                                 | 6                                                                                                                                                                                                                                                     |                                                                                   | 5                                                                                 | 2                                                                                                                                                                                                                                                     |                                                                                   |                                                                                     | 4                                                                                                                                                                       |                                                                                     | 8                                                                                   |
| Permitted Phases       | 6                                                                                 |                                                                                                                                                                                                                                                       | 6                                                                                 | 2                                                                                 |                                                                                                                                                                                                                                                       | 2                                                                                 | 4                                                                                   |                                                                                                                                                                         | 8                                                                                   |                                                                                     |
| Detector Phase         | 1                                                                                 | 6                                                                                                                                                                                                                                                     | 6                                                                                 | 5                                                                                 | 2                                                                                                                                                                                                                                                     | 2                                                                                 | 4                                                                                   | 4                                                                                                                                                                       | 8                                                                                   | 8                                                                                   |
| Switch Phase           |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                     |                                                                                                                                                                         |                                                                                     |                                                                                     |
| Minimum Initial (s)    | 4.0                                                                               | 12.0                                                                                                                                                                                                                                                  | 12.0                                                                              | 4.0                                                                               | 12.0                                                                                                                                                                                                                                                  | 12.0                                                                              | 6.0                                                                                 | 6.0                                                                                                                                                                     | 6.0                                                                                 | 6.0                                                                                 |
| Minimum Split (s)      | 11.0                                                                              | 33.0                                                                                                                                                                                                                                                  | 33.0                                                                              | 11.0                                                                              | 33.0                                                                                                                                                                                                                                                  | 33.0                                                                              | 49.0                                                                                | 49.0                                                                                                                                                                    | 53.0                                                                                | 53.0                                                                                |
| Total Split (s)        | 12.0                                                                              | 42.0                                                                                                                                                                                                                                                  | 42.0                                                                              | 20.0                                                                              | 50.0                                                                                                                                                                                                                                                  | 50.0                                                                              | 25.0                                                                                | 25.0                                                                                                                                                                    | 25.0                                                                                | 25.0                                                                                |
| Total Split (%)        | 13.8%                                                                             | 48.3%                                                                                                                                                                                                                                                 | 48.3%                                                                             | 23.0%                                                                             | 57.5%                                                                                                                                                                                                                                                 | 57.5%                                                                             | 28.7%                                                                               | 28.7%                                                                                                                                                                   | 28.7%                                                                               | 28.7%                                                                               |
| Yellow Time (s)        | 5.0                                                                               | 5.0                                                                                                                                                                                                                                                   | 5.0                                                                               | 5.0                                                                               | 5.0                                                                                                                                                                                                                                                   | 5.0                                                                               | 4.0                                                                                 | 4.0                                                                                                                                                                     | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)       | 2.0                                                                               | 2.0                                                                                                                                                                                                                                                   | 2.0                                                                               | 2.0                                                                               | 2.0                                                                                                                                                                                                                                                   | 2.0                                                                               | 2.0                                                                                 | 2.0                                                                                                                                                                     | 2.0                                                                                 | 2.0                                                                                 |
| Lost Time Adjust (s)   | 0.0                                                                               | 0.0                                                                                                                                                                                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                                                                                                                                                                                   | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                                                                                                     | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)    | 7.0                                                                               | 7.0                                                                                                                                                                                                                                                   | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                                                                                                                                                                                   | 7.0                                                                               | 6.0                                                                                 | 6.0                                                                                                                                                                     | 6.0                                                                                 | 6.0                                                                                 |
| Lead/Lag               | Lead                                                                              | Lag                                                                                                                                                                                                                                                   | Lag                                                                               | Lead                                                                              | Lag                                                                                                                                                                                                                                                   | Lag                                                                               |                                                                                     |                                                                                                                                                                         |                                                                                     |                                                                                     |
| Lead-Lag Optimize?     | Yes                                                                               | Yes                                                                                                                                                                                                                                                   | Yes                                                                               | Yes                                                                               | Yes                                                                                                                                                                                                                                                   | Yes                                                                               |                                                                                     |                                                                                                                                                                         |                                                                                     |                                                                                     |
| Recall Mode            | None                                                                              | C-Min                                                                                                                                                                                                                                                 | C-Min                                                                             | None                                                                              | C-Min                                                                                                                                                                                                                                                 | C-Min                                                                             | None                                                                                | None                                                                                                                                                                    | None                                                                                | None                                                                                |
| Act Effect Green (s)   | 63.0                                                                              | 59.7                                                                                                                                                                                                                                                  | 59.7                                                                              | 66.7                                                                              | 65.3                                                                                                                                                                                                                                                  | 65.3                                                                              | 7.3                                                                                 | 7.3                                                                                                                                                                     | 7.3                                                                                 | 7.3                                                                                 |
| Actuated g/C Ratio     | 0.72                                                                              | 0.69                                                                                                                                                                                                                                                  | 0.69                                                                              | 0.77                                                                              | 0.75                                                                                                                                                                                                                                                  | 0.75                                                                              | 0.08                                                                                | 0.08                                                                                                                                                                    | 0.08                                                                                | 0.08                                                                                |
| v/c Ratio              | 0.09                                                                              | 0.46                                                                                                                                                                                                                                                  | 0.02                                                                              | 0.23                                                                              | 0.43                                                                                                                                                                                                                                                  | 0.00                                                                              | 0.21                                                                                | 0.34                                                                                                                                                                    | 0.04                                                                                | 0.01                                                                                |
| Control Delay (s/veh)  | 3.8                                                                               | 9.1                                                                                                                                                                                                                                                   | 0.0                                                                               | 5.0                                                                               | 6.6                                                                                                                                                                                                                                                   | 0.0                                                                               | 40.9                                                                                | 15.5                                                                                                                                                                    | 36.3                                                                                | 0.0                                                                                 |
| Queue Delay            | 0.0                                                                               | 0.0                                                                                                                                                                                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                                                                                                                                                                                   | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                                                                                                     | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)    | 3.8                                                                               | 9.1                                                                                                                                                                                                                                                   | 0.0                                                                               | 5.0                                                                               | 6.6                                                                                                                                                                                                                                                   | 0.0                                                                               | 40.9                                                                                | 15.5                                                                                                                                                                    | 36.3                                                                                | 0.0                                                                                 |
| LOS                    | A                                                                                 | A                                                                                                                                                                                                                                                     | A                                                                                 | A                                                                                 | A                                                                                                                                                                                                                                                     | A                                                                                 | D                                                                                   | B                                                                                                                                                                       | D                                                                                   | A                                                                                   |
| Approach Delay (s/veh) |                                                                                   | 8.9                                                                                                                                                                                                                                                   |                                                                                   |                                                                                   | 6.6                                                                                                                                                                                                                                                   |                                                                                   |                                                                                     | 22.5                                                                                                                                                                    |                                                                                     | 24.2                                                                                |
| Approach LOS           |                                                                                   | A                                                                                                                                                                                                                                                     |                                                                                   |                                                                                   | A                                                                                                                                                                                                                                                     |                                                                                   |                                                                                     | C                                                                                                                                                                       |                                                                                     | C                                                                                   |

Intersection Summary

Cycle Length: 87

Actuated Cycle Length: 87

Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.46

Intersection Signal Delay (s/veh): 8.1

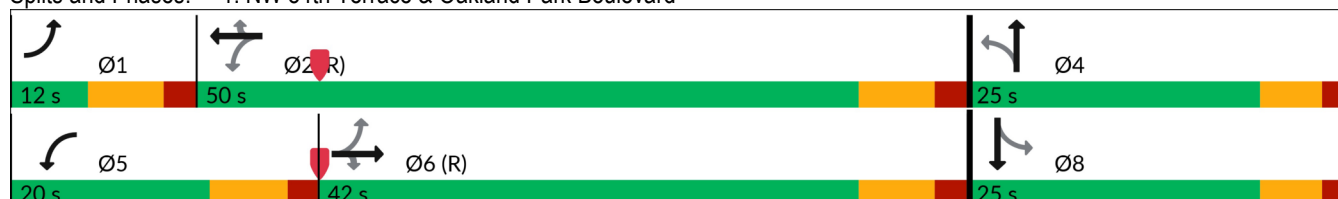
Intersection LOS: A

Intersection Capacity Utilization 57.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: NW 84th Terrace & Oakland Park Boulevard



## Queues

## 1: NW 84th Terrace &amp; Oakland Park Boulevard

Future Total AM

04/15/2026

|                         |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | SBL                                                                                 | SBT                                                                                 |
| Lane Group Flow (vph)   | 24                                                                                | 1603                                                                              | 18                                                                                | 66                                                                                | 1639                                                                              | 2                                                                                 | 25                                                                                 | 65                                                                                  | 4                                                                                   | 2                                                                                   |
| v/c Ratio               | 0.09                                                                              | 0.46                                                                              | 0.02                                                                              | 0.23                                                                              | 0.43                                                                              | 0.00                                                                              | 0.21                                                                               | 0.34                                                                                | 0.04                                                                                | 0.01                                                                                |
| Control Delay (s/veh)   | 3.8                                                                               | 9.1                                                                               | 0.0                                                                               | 5.0                                                                               | 6.6                                                                               | 0.0                                                                               | 40.9                                                                               | 15.5                                                                                | 36.3                                                                                | 0.0                                                                                 |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)     | 3.8                                                                               | 9.1                                                                               | 0.0                                                                               | 5.0                                                                               | 6.6                                                                               | 0.0                                                                               | 40.9                                                                               | 15.5                                                                                | 36.3                                                                                | 0.0                                                                                 |
| Queue Length 50th (ft)  | 2                                                                                 | 164                                                                               | 0                                                                                 | 7                                                                                 | 87                                                                                | 0                                                                                 | 13                                                                                 | 1                                                                                   | 2                                                                                   | 0                                                                                   |
| Queue Length 95th (ft)  | 8                                                                                 | 226                                                                               | 0                                                                                 | 17                                                                                | 225                                                                               | 0                                                                                 | 37                                                                                 | 38                                                                                  | 12                                                                                  | 0                                                                                   |
| Internal Link Dist (ft) |                                                                                   | 812                                                                               |                                                                                   |                                                                                   | 339                                                                               |                                                                                   |                                                                                    | 239                                                                                 |                                                                                     | 129                                                                                 |
| Turn Bay Length (ft)    | 190                                                                               |                                                                                   | 685                                                                               | 170                                                                               |                                                                                   | 230                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Base Capacity (vph)     | 275                                                                               | 3491                                                                              | 1153                                                                              | 406                                                                               | 3816                                                                              | 1219                                                                              | 307                                                                                | 396                                                                                 | 290                                                                                 | 522                                                                                 |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Reduced v/c Ratio       | 0.09                                                                              | 0.46                                                                              | 0.02                                                                              | 0.16                                                                              | 0.43                                                                              | 0.00                                                                              | 0.08                                                                               | 0.16                                                                                | 0.01                                                                                | 0.00                                                                                |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |

# HCM 7th Signalized Intersection Summary

## 1: NW 84th Terrace & Oakland Park Boulevard

Future Total AM  
04/15/2026

|                                                                    |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                                           | EBU                                                                               | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBU                                                                               | WBL                                                                               | WBT                                                                                | WBR                                                                                 | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 |
| Lane Configurations                                                |                                                                                   |  |  |  |                                                                                   |  |  |  |  |  |                                                                                     |  |
| Traffic Volume (veh/h)                                             | 9                                                                                 | 13                                                                                | 1475                                                                              | 17                                                                                | 18                                                                                | 42                                                                                | 1508                                                                               | 2                                                                                   | 23                                                                                  | 1                                                                                   | 59                                                                                  | 4                                                                                   |
| Future Volume (veh/h)                                              | 9                                                                                 | 13                                                                                | 1475                                                                              | 17                                                                                | 18                                                                                | 42                                                                                | 1508                                                                               | 2                                                                                   | 23                                                                                  | 1                                                                                   | 59                                                                                  | 4                                                                                   |
| Initial Q (Qb), veh                                                |                                                                                   | 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                                                                                |
| Ped-Bike Adj(A_pbT)                                                |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                    | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |
| Parking Bus, Adj                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                                              |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                    |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                                             |                                                                                   | 1870                                                                              | 1870                                                                              | 1870                                                                              |                                                                                   | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                                               |                                                                                   | 14                                                                                | 1603                                                                              | 18                                                                                |                                                                                   | 46                                                                                | 1639                                                                               | 2                                                                                   | 25                                                                                  | 1                                                                                   | 64                                                                                  | 4                                                                                   |
| Peak Hour Factor                                                   |                                                                                   | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |                                                                                   | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %                                               |                                                                                   | 2                                                                                 | 2                                                                                 | 2                                                                                 |                                                                                   | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                                         |                                                                                   | 274                                                                               | 3457                                                                              | 1073                                                                              |                                                                                   | 303                                                                               | 3547                                                                               | 1101                                                                                | 169                                                                                 | 2                                                                                   | 97                                                                                  | 112                                                                                 |
| Arrive On Green                                                    |                                                                                   | 0.01                                                                              | 0.68                                                                              | 0.68                                                                              |                                                                                   | 0.03                                                                              | 0.69                                                                               | 0.69                                                                                | 0.06                                                                                | 0.06                                                                                | 0.06                                                                                | 0.06                                                                                |
| Sat Flow, veh/h                                                    |                                                                                   | 1781                                                                              | 5106                                                                              | 1585                                                                              |                                                                                   | 1781                                                                              | 5106                                                                               | 1585                                                                                | 1415                                                                                | 24                                                                                  | 1564                                                                                | 1337                                                                                |
| Grp Volume(v), veh/h                                               |                                                                                   | 14                                                                                | 1603                                                                              | 18                                                                                |                                                                                   | 46                                                                                | 1639                                                                               | 2                                                                                   | 25                                                                                  | 0                                                                                   | 65                                                                                  | 4                                                                                   |
| Grp Sat Flow(s),veh/h/ln                                           |                                                                                   | 1781                                                                              | 1702                                                                              | 1585                                                                              |                                                                                   | 1781                                                                              | 1702                                                                               | 1585                                                                                | 1415                                                                                | 0                                                                                   | 1589                                                                                | 1337                                                                                |
| Q Serve(g_s), s                                                    |                                                                                   | 0.2                                                                               | 12.9                                                                              | 0.3                                                                               |                                                                                   | 0.7                                                                               | 12.6                                                                               | 0.0                                                                                 | 1.5                                                                                 | 0.0                                                                                 | 3.5                                                                                 | 0.3                                                                                 |
| Cycle Q Clear(g_c), s                                              |                                                                                   | 0.2                                                                               | 12.9                                                                              | 0.3                                                                               |                                                                                   | 0.7                                                                               | 12.6                                                                               | 0.0                                                                                 | 1.6                                                                                 | 0.0                                                                                 | 3.5                                                                                 | 3.7                                                                                 |
| Prop In Lane                                                       |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                    | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.98                                                                                | 1.00                                                                                |
| Lane Grp Cap(c), veh/h                                             |                                                                                   | 274                                                                               | 3457                                                                              | 1073                                                                              |                                                                                   | 303                                                                               | 3547                                                                               | 1101                                                                                | 169                                                                                 | 0                                                                                   | 99                                                                                  | 112                                                                                 |
| V/C Ratio(X)                                                       |                                                                                   | 0.05                                                                              | 0.46                                                                              | 0.02                                                                              |                                                                                   | 0.15                                                                              | 0.46                                                                               | 0.00                                                                                | 0.15                                                                                | 0.00                                                                                | 0.66                                                                                | 0.04                                                                                |
| Avail Cap(c_a), veh/h                                              |                                                                                   | 353                                                                               | 3457                                                                              | 1073                                                                              |                                                                                   | 514                                                                               | 3547                                                                               | 1101                                                                                | 390                                                                                 | 0                                                                                   | 347                                                                                 | 321                                                                                 |
| HCM Platoon Ratio                                                  |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)                                                 |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                                           |                                                                                   | 4.9                                                                               | 6.6                                                                               | 4.6                                                                               |                                                                                   | 4.9                                                                               | 6.0                                                                                | 4.1                                                                                 | 39.0                                                                                | 0.0                                                                                 | 39.9                                                                                | 41.7                                                                                |
| Incr Delay (d2), s/veh                                             |                                                                                   | 0.1                                                                               | 0.4                                                                               | 0.0                                                                               |                                                                                   | 0.2                                                                               | 0.4                                                                                | 0.0                                                                                 | 0.4                                                                                 | 0.0                                                                                 | 7.2                                                                                 | 0.1                                                                                 |
| Initial Q Delay(d3), s/veh                                         |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln                                           |                                                                                   | 0.1                                                                               | 4.0                                                                               | 0.1                                                                               |                                                                                   | 0.2                                                                               | 3.8                                                                                | 0.0                                                                                 | 0.5                                                                                 | 0.0                                                                                 | 1.5                                                                                 | 0.1                                                                                 |
| Unsig. Movement Delay, s/veh                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                                              |                                                                                   | 5.0                                                                               | 7.1                                                                               | 4.6                                                                               |                                                                                   | 5.2                                                                               | 6.4                                                                                | 4.1                                                                                 | 39.4                                                                                | 0.0                                                                                 | 47.1                                                                                | 41.8                                                                                |
| LnGrp LOS                                                          |                                                                                   | A                                                                                 | A                                                                                 | A                                                                                 |                                                                                   | A                                                                                 | A                                                                                  | A                                                                                   | D                                                                                   |                                                                                     | D                                                                                   | D                                                                                   |
| Approach Vol, veh/h                                                |                                                                                   |                                                                                   | 1635                                                                              |                                                                                   |                                                                                   |                                                                                   | 1687                                                                               |                                                                                     |                                                                                     | 90                                                                                  |                                                                                     |                                                                                     |
| Approach Delay, s/veh                                              |                                                                                   |                                                                                   | 7.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 6.4                                                                                |                                                                                     |                                                                                     | 45.0                                                                                |                                                                                     |                                                                                     |
| Approach LOS                                                       |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   | A                                                                                  |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs                                               | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                                           | 8.1                                                                               | 67.4                                                                              |                                                                                   | 11.4                                                                              | 9.7                                                                               | 65.9                                                                              |                                                                                    | 11.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                                            | 7.0                                                                               | 7.0                                                                               |                                                                                   | 6.0                                                                               | 7.0                                                                               | 7.0                                                                               |                                                                                    | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                                        | 5.0                                                                               | 43.0                                                                              |                                                                                   | 19.0                                                                              | 13.0                                                                              | 35.0                                                                              |                                                                                    | 19.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s                                       | 2.2                                                                               | 14.6                                                                              |                                                                                   | 5.5                                                                               | 2.7                                                                               | 14.9                                                                              |                                                                                    | 5.7                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                                            | 0.0                                                                               | 15.2                                                                              |                                                                                   | 0.3                                                                               | 0.0                                                                               | 12.1                                                                              |                                                                                    | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh                                       |                                                                                   |                                                                                   | 7.8                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                                                        |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved pedestrian interval to be less than phase max green. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved ignoring U-Turning movement.                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Future Total AM Existing Conditions 6:04 pm 09/03/2025 AM Peak hour

Synchro 12 Report  
Page 3

HCM 7th Signalized Intersection Summary  
1: NW 84th Terrace & Oakland Park Boulevard

Future Total AM  
04/15/2026



| Movement                     | SBT  | SBR  |
|------------------------------|------|------|
| Lane Configurations          |      |      |
| Traffic Volume (veh/h)       | 0    | 2    |
| Future Volume (veh/h)        | 0    | 2    |
| Initial Q (Qb), veh          | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 0    | 2    |
| Peak Hour Factor             | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2    | 2    |
| Cap, veh/h                   | 0    | 99   |
| Arrive On Green              | 0.00 | 0.06 |
| Sat Flow, veh/h              | 0    | 1585 |
| Grp Volume(v), veh/h         | 0    | 2    |
| Grp Sat Flow(s),veh/h/ln     | 0    | 1585 |
| Q Serve(g_s), s              | 0.0  | 0.1  |
| Cycle Q Clear(g_c), s        | 0.0  | 0.1  |
| Prop In Lane                 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 0    | 99   |
| V/C Ratio(X)                 | 0.00 | 0.02 |
| Avail Cap(c_a), veh/h        | 0    | 346  |
| HCM Platoon Ratio            | 1.00 | 1.00 |
| Upstream Filter(I)           | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 0.0  | 38.3 |
| Incr Delay (d2), s/veh       | 0.0  | 0.1  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.0  | 0.0  |
| Unsig. Movement Delay, s/veh |      |      |
| LnGrp Delay(d), s/veh        | 0.0  | 38.4 |
| LnGrp LOS                    |      | D    |
| Approach Vol, veh/h          | 6    |      |
| Approach Delay, s/veh        | 40.7 |      |
| Approach LOS                 | D    |      |
| Timer - Assigned Phs         |      |      |

HCM 7th TWSC  
2: Driveway #1 & Oakland Park Boulevard

Future Total AM  
04/15/2026

| Intersection             |        |      |        |      |        |      |
|--------------------------|--------|------|--------|------|--------|------|
| Int Delay, s/veh         | 0      |      |        |      |        |      |
| Movement                 | EBT    | EBR  | WBL    | WBT  | NBL    | NBR  |
| Lane Configurations      | ↑↑↑↑   | ↗    |        | ↑↑↑↑ |        | ↗    |
| Traffic Vol, veh/h       | 1567   | 9    | 0      | 1566 | 0      | 9    |
| Future Vol, veh/h        | 1567   | 9    | 0      | 1566 | 0      | 9    |
| Conflicting Peds, #/hr   | 0      | 0    | 0      | 0    | 0      | 0    |
| Sign Control             | Free   | Free | Free   | Free | Stop   | Stop |
| RT Channelized           | -      | None | -      | None | -      | None |
| Storage Length           | -      | 250  | -      | -    | -      | 0    |
| Veh in Median Storage, # | 0      | -    | -      | 0    | 0      | -    |
| Grade, %                 | 0      | -    | -      | 0    | 0      | -    |
| Peak Hour Factor         | 92     | 92   | 92     | 92   | 92     | 92   |
| Heavy Vehicles, %        | 2      | 2    | 2      | 2    | 2      | 2    |
| Mvmt Flow                | 1703   | 10   | 0      | 1702 | 0      | 10   |
|                          |        |      |        |      |        |      |
| Major/Minor              | Major1 |      | Major2 |      | Minor1 |      |
| Conflicting Flow All     | 0      | 0    | -      | -    | -      | 852  |
| Stage 1                  | -      | -    | -      | -    | -      | -    |
| Stage 2                  | -      | -    | -      | -    | -      | -    |
| Critical Hdwy            | -      | -    | -      | -    | -      | 3.7  |
| Critical Hdwy Stg 1      | -      | -    | -      | -    | -      | -    |
| Critical Hdwy Stg 2      | -      | -    | -      | -    | -      | -    |
| Follow-up Hdwy           | -      | -    | -      | -    | -      | 2    |
| Pot Cap-1 Maneuver       | -      | -    | 0      | -    | 0      | 942  |
| Stage 1                  | -      | -    | 0      | -    | 0      | -    |
| Stage 2                  | -      | -    | 0      | -    | 0      | -    |
| Platoon blocked, %       | -      | -    |        | -    |        |      |
| Mov Cap-1 Maneuver       | -      | -    | -      | -    | -      | 942  |
| Mov Cap-2 Maneuver       | -      | -    | -      | -    | -      | -    |
| Stage 1                  | -      | -    | -      | -    | -      | -    |
| Stage 2                  | -      | -    | -      | -    | -      | -    |
|                          |        |      |        |      |        |      |
|                          |        |      |        |      |        |      |
| Approach                 | EB     |      | WB     |      | NB     |      |
| HCM Ctrl Dly, s/v        | 0      |      | 0      |      | 8.86   |      |
| HCM LOS                  |        |      |        |      | A      |      |
|                          |        |      |        |      |        |      |
|                          |        |      |        |      |        |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBT  | EBR    | WBT  |        |      |
| Capacity (veh/h)         | 942    | -    | -      | -    |        |      |
| HCM Lane V/C Ratio       | 0.01   | -    | -      | -    |        |      |
| HCM Ctrl Dly (s/v)       | 8.9    | -    | -      | -    |        |      |
| HCM Lane LOS             | A      | -    | -      | -    |        |      |
| HCM 95th %tile Q(veh)    | 0      | -    | -      | -    |        |      |

# Timings 3: University Drive & Oakland Park Boulevard

Future Total AM  
04/15/2026

|                        |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group             | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations    |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph)   | 276                                                                               | 1016                                                                              | 199                                                                               | 288                                                                               | 986                                                                               | 148                                                                               | 221                                                                                 | 1168                                                                                | 358                                                                                 | 222                                                                                 | 1550                                                                                | 310                                                                                 |
| Future Volume (vph)    | 276                                                                               | 1016                                                                              | 199                                                                               | 288                                                                               | 986                                                                               | 148                                                                               | 221                                                                                 | 1168                                                                                | 358                                                                                 | 222                                                                                 | 1550                                                                                | 310                                                                                 |
| Turn Type              | Prot                                                                              | NA                                                                                | Perm                                                                              | Prot                                                                              | NA                                                                                | Perm                                                                              | Prot                                                                                | NA                                                                                  | Perm                                                                                | Prot                                                                                | NA                                                                                  | Perm                                                                                |
| Protected Phases       | 7                                                                                 | 4                                                                                 |                                                                                   | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                   | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Permitted Phases       |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                     |                                                                                     | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |
| Detector Phase         | 7                                                                                 | 4                                                                                 | 4                                                                                 | 3                                                                                 | 8                                                                                 | 8                                                                                 | 5                                                                                   | 2                                                                                   | 2                                                                                   | 1                                                                                   | 6                                                                                   | 6                                                                                   |
| Switch Phase           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)    | 5.0                                                                               | 6.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 6.0                                                                               | 5.0                                                                                 | 10.0                                                                                | 10.0                                                                                | 5.0                                                                                 | 10.0                                                                                | 10.0                                                                                |
| Minimum Split (s)      | 12.0                                                                              | 48.0                                                                              | 48.0                                                                              | 12.0                                                                              | 47.0                                                                              | 47.0                                                                              | 12.0                                                                                | 47.0                                                                                | 47.0                                                                                | 23.0                                                                                | 47.0                                                                                | 47.0                                                                                |
| Total Split (s)        | 26.0                                                                              | 50.0                                                                              | 50.0                                                                              | 26.0                                                                              | 50.0                                                                              | 50.0                                                                              | 30.0                                                                                | 54.0                                                                                | 54.0                                                                                | 30.0                                                                                | 54.0                                                                                | 54.0                                                                                |
| Total Split (%)        | 16.3%                                                                             | 31.3%                                                                             | 31.3%                                                                             | 16.3%                                                                             | 31.3%                                                                             | 31.3%                                                                             | 18.8%                                                                               | 33.8%                                                                               | 33.8%                                                                               | 18.8%                                                                               | 33.8%                                                                               | 33.8%                                                                               |
| Yellow Time (s)        | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 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                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |
| Lost Time Adjust (s)   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 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                                                                                 | 7.0                                                                                 | 7.0                                                                                 | 7.0                                                                                 |
| Lead/Lag               | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                                | Lag                                                                                 | Lag                                                                                 | Lead                                                                                | Lag                                                                                 | Lag                                                                                 |
| Lead-Lag Optimize?     | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |
| Recall Mode            | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                                | C-Min                                                                               | C-Min                                                                               | None                                                                                | C-Min                                                                               | C-Min                                                                               |
| Act Effect Green (s)   | 0.0                                                                               | 41.9                                                                              | 41.9                                                                              | 0.0                                                                               | 41.9                                                                              | 41.9                                                                              | 0.0                                                                                 | 47.0                                                                                | 47.0                                                                                | 0.0                                                                                 | 47.0                                                                                | 47.0                                                                                |
| Actuated g/C Ratio     | 0.00                                                                              | 0.26                                                                              | 0.26                                                                              | 0.00                                                                              | 0.26                                                                              | 0.26                                                                              | 0.00                                                                                | 0.29                                                                                | 0.29                                                                                | 0.00                                                                                | 0.29                                                                                | 0.29                                                                                |
| v/c Ratio              | no cap                                                                            | 0.83                                                                              | 0.41                                                                              | no cap                                                                            | 0.81                                                                              | 0.30                                                                              | no cap                                                                              | 0.85                                                                                | 0.68                                                                                | no cap                                                                              | 1.13                                                                                | 0.55                                                                                |
| Control Delay (s/veh)  |                                                                                   | 61.9                                                                              | 15.5                                                                              |                                                                                   | 60.6                                                                              | 7.5                                                                               |                                                                                     | 59.8                                                                                | 36.9                                                                                |                                                                                     | 117.3                                                                               | 20.5                                                                                |
| Queue Delay            |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)    | Error                                                                             | 61.9                                                                              | 15.5                                                                              | Error                                                                             | 60.6                                                                              | 7.5                                                                               | Error                                                                               | 59.8                                                                                | 36.9                                                                                | Error                                                                               | 117.3                                                                               | 20.5                                                                                |
| LOS                    | F                                                                                 | E                                                                                 | B                                                                                 | F                                                                                 | E                                                                                 | A                                                                                 | F                                                                                   | E                                                                                   | D                                                                                   | F                                                                                   | F                                                                                   | C                                                                                   |
| Approach Delay (s/veh) |                                                                                   | Error                                                                             |                                                                                   |                                                                                   | Error                                                                             |                                                                                   |                                                                                     | Error                                                                               |                                                                                     |                                                                                     | Error                                                                               |                                                                                     |
| Approach LOS           |                                                                                   | F                                                                                 |                                                                                   |                                                                                   | F                                                                                 |                                                                                   |                                                                                     | F                                                                                   |                                                                                     |                                                                                     | F                                                                                   |                                                                                     |

## Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 102 (64%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: Err

Intersection Signal Delay (s/veh): Err

Intersection LOS: F

Intersection Capacity Utilization 88.1%

ICU Level of Service E

Analysis Period (min) 15

## Splits and Phases: 3: University Drive & Oakland Park Boulevard

|                                                                                     |                                                                                     |                                                                                     |                                                                                       |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|  |  |  |  |
| Ø1                                                                                  | Ø2 (R)                                                                              | Ø3                                                                                  | Ø4                                                                                    |
| 30 s                                                                                | 54 s                                                                                | 26 s                                                                                | 50 s                                                                                  |
|  |  |  |  |
| Ø5                                                                                  | Ø6 (R)                                                                              | Ø7                                                                                  | Ø8                                                                                    |
| 30 s                                                                                | 54 s                                                                                | 26 s                                                                                | 50 s                                                                                  |

## Queues

## 3: University Drive &amp; Oakland Park Boulevard

Future Total AM

04/15/2026

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Group Flow (vph)   | 304                                                                               | 1104                                                                              | 216                                                                               | 324                                                                               | 1072                                                                              | 161                                                                               | 253                                                                                 | 1270                                                                                | 389                                                                                 | 245                                                                                 | 1685                                                                                | 337                                                                                 |
| v/c Ratio               | no cap                                                                            | 0.83                                                                              | 0.41                                                                              | no cap                                                                            | 0.81                                                                              | 0.30                                                                              | no cap                                                                              | 0.85                                                                                | 0.68                                                                                | no cap                                                                              | 1.13                                                                                | 0.55                                                                                |
| Control Delay (s/veh)   |                                                                                   | 61.9                                                                              | 15.5                                                                              |                                                                                   | 60.6                                                                              | 7.5                                                                               |                                                                                     | 59.8                                                                                | 36.9                                                                                |                                                                                     | 117.3                                                                               | 20.5                                                                                |
| Queue Delay             |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)     | Error                                                                             | 61.9                                                                              | 15.5                                                                              | Error                                                                             | 60.6                                                                              | 7.5                                                                               | Error                                                                               | 59.8                                                                                | 36.9                                                                                | Error                                                                               | 117.3                                                                               | 20.5                                                                                |
| Queue Length 50th (ft)  | ~344                                                                              | 404                                                                               | 45                                                                                | ~368                                                                              | 389                                                                               | 0                                                                                 | ~287                                                                                | 468                                                                                 | 232                                                                                 | ~278                                                                                | ~756                                                                                | 109                                                                                 |
| Queue Length 95th (ft)  | #449                                                                              | 464                                                                               | 124                                                                               | #474                                                                              | 447                                                                               | 60                                                                                | #385                                                                                | 530                                                                                 | 362                                                                                 | #374                                                                                | #853                                                                                | 216                                                                                 |
| Internal Link Dist (ft) |                                                                                   | 372                                                                               |                                                                                   |                                                                                   | 868                                                                               |                                                                                   |                                                                                     | 342                                                                                 |                                                                                     |                                                                                     | 742                                                                                 |                                                                                     |
| Turn Bay Length (ft)    | 260                                                                               |                                                                                   | 220                                                                               | 245                                                                               |                                                                                   | 365                                                                               | 240                                                                                 |                                                                                     | 115                                                                                 | 260                                                                                 |                                                                                     | 280                                                                                 |
| Base Capacity (vph)     | 1                                                                                 | 1366                                                                              | 543                                                                               | 1                                                                                 | 1366                                                                              | 543                                                                               | 1                                                                                   | 1493                                                                                | 570                                                                                 | 1                                                                                   | 1493                                                                                | 614                                                                                 |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Reduced v/c Ratio       | 304.00                                                                            | 0.81                                                                              | 0.40                                                                              | 324.00                                                                            | 0.78                                                                              | 0.30                                                                              | 253.00                                                                              | 0.85                                                                                | 0.68                                                                                | 245.00                                                                              | 1.13                                                                                | 0.55                                                                                |

## Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

# HCM 7th Signalized Intersection Summary

## 3: University Drive & Oakland Park Boulevard

Future Total AM  
04/15/2026

|                                            |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                   | EBU                                                                               | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBU                                                                               | WBL                                                                               | WBT                                                                                | WBR                                                                                 | NBU                                                                                 | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 |
| Lane Configurations                        |                                                                                   |  |  |  |                                                                                   |  |  |  |                                                                                     |  |  |  |
| Traffic Volume (veh/h)                     | 4                                                                                 | 276                                                                               | 1016                                                                              | 199                                                                               | 10                                                                                | 288                                                                               | 986                                                                                | 148                                                                                 | 12                                                                                  | 221                                                                                 | 1168                                                                                | 358                                                                                 |
| Future Volume (veh/h)                      | 4                                                                                 | 276                                                                               | 1016                                                                              | 199                                                                               | 10                                                                                | 288                                                                               | 986                                                                                | 148                                                                                 | 12                                                                                  | 221                                                                                 | 1168                                                                                | 358                                                                                 |
| Initial Q (Qb), veh                        |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                            |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                        |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                    | 1.00                                                                                |                                                                                     | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj                           |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                      |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                    |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                     |                                                                                   | 1870                                                                              | 1870                                                                              | 1870                                                                              |                                                                                   | 1870                                                                              | 1870                                                                               | 1870                                                                                |                                                                                     | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                       |                                                                                   | 300                                                                               | 1104                                                                              | 216                                                                               |                                                                                   | 313                                                                               | 1072                                                                               | 161                                                                                 |                                                                                     | 240                                                                                 | 1270                                                                                | 389                                                                                 |
| Peak Hour Factor                           |                                                                                   | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |                                                                                   | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                |                                                                                     | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %                       |                                                                                   | 2                                                                                 | 2                                                                                 | 2                                                                                 |                                                                                   | 2                                                                                 | 2                                                                                  | 2                                                                                   |                                                                                     | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                 |                                                                                   | 342                                                                               | 1275                                                                              | 396                                                                               |                                                                                   | 355                                                                               | 1293                                                                               | 401                                                                                 |                                                                                     | 283                                                                                 | 1993                                                                                | 619                                                                                 |
| Arrive On Green                            |                                                                                   | 0.10                                                                              | 0.25                                                                              | 0.25                                                                              |                                                                                   | 0.10                                                                              | 0.25                                                                               | 0.25                                                                                |                                                                                     | 0.11                                                                                | 0.52                                                                                | 0.52                                                                                |
| Sat Flow, veh/h                            |                                                                                   | 3456                                                                              | 5106                                                                              | 1585                                                                              |                                                                                   | 3456                                                                              | 5106                                                                               | 1585                                                                                |                                                                                     | 3456                                                                                | 5106                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h                       |                                                                                   | 300                                                                               | 1104                                                                              | 216                                                                               |                                                                                   | 313                                                                               | 1072                                                                               | 161                                                                                 |                                                                                     | 240                                                                                 | 1270                                                                                | 389                                                                                 |
| Grp Sat Flow(s),veh/h/ln                   |                                                                                   | 1728                                                                              | 1702                                                                              | 1585                                                                              |                                                                                   | 1728                                                                              | 1702                                                                               | 1585                                                                                |                                                                                     | 1728                                                                                | 1702                                                                                | 1585                                                                                |
| Q Serve(g_s), s                            |                                                                                   | 13.7                                                                              | 33.1                                                                              | 18.9                                                                              |                                                                                   | 14.3                                                                              | 31.8                                                                               | 13.5                                                                                |                                                                                     | 10.9                                                                                | 28.6                                                                                | 28.0                                                                                |
| Cycle Q Clear(g_c), s                      |                                                                                   | 13.7                                                                              | 33.1                                                                              | 18.9                                                                              |                                                                                   | 14.3                                                                              | 31.8                                                                               | 13.5                                                                                |                                                                                     | 10.9                                                                                | 28.6                                                                                | 28.0                                                                                |
| Prop In Lane                               |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                    | 1.00                                                                                |                                                                                     | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h                     |                                                                                   | 342                                                                               | 1275                                                                              | 396                                                                               |                                                                                   | 355                                                                               | 1293                                                                               | 401                                                                                 |                                                                                     | 283                                                                                 | 1993                                                                                | 619                                                                                 |
| V/C Ratio(X)                               |                                                                                   | 0.88                                                                              | 0.87                                                                              | 0.55                                                                              |                                                                                   | 0.88                                                                              | 0.83                                                                               | 0.40                                                                                |                                                                                     | 0.85                                                                                | 0.64                                                                                | 0.63                                                                                |
| Avail Cap(c_a), veh/h                      |                                                                                   | 410                                                                               | 1372                                                                              | 426                                                                               |                                                                                   | 410                                                                               | 1372                                                                               | 426                                                                                 |                                                                                     | 497                                                                                 | 1993                                                                                | 619                                                                                 |
| HCM Platoon Ratio                          |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                |
| Upstream Filter(I)                         |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                   |                                                                                   | 71.1                                                                              | 57.5                                                                              | 52.2                                                                              |                                                                                   | 70.8                                                                              | 56.5                                                                               | 49.7                                                                                |                                                                                     | 70.3                                                                                | 30.3                                                                                | 30.2                                                                                |
| Incr Delay (d2), s/veh                     |                                                                                   | 14.9                                                                              | 5.8                                                                               | 1.2                                                                               |                                                                                   | 16.3                                                                              | 4.2                                                                                | 0.6                                                                                 |                                                                                     | 2.7                                                                                 | 1.6                                                                                 | 4.8                                                                                 |
| Initial Q Delay(d3), s/veh                 |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln                   |                                                                                   | 6.8                                                                               | 15.0                                                                              | 7.8                                                                               |                                                                                   | 7.2                                                                               | 14.2                                                                               | 5.5                                                                                 |                                                                                     | 4.8                                                                                 | 11.4                                                                                | 10.9                                                                                |
| Unsig. Movement Delay, s/veh               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                      |                                                                                   | 86.0                                                                              | 63.3                                                                              | 53.4                                                                              |                                                                                   | 87.2                                                                              | 60.7                                                                               | 50.3                                                                                |                                                                                     | 73.0                                                                                | 31.9                                                                                | 35.0                                                                                |
| LnGrp LOS                                  |                                                                                   | F                                                                                 | E                                                                                 | D                                                                                 |                                                                                   | F                                                                                 | E                                                                                  | D                                                                                   |                                                                                     | E                                                                                   | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h                        |                                                                                   |                                                                                   | 1620                                                                              |                                                                                   |                                                                                   |                                                                                   | 1546                                                                               |                                                                                     |                                                                                     |                                                                                     | 1899                                                                                |                                                                                     |
| Approach Delay, s/veh                      |                                                                                   |                                                                                   | 66.1                                                                              |                                                                                   |                                                                                   |                                                                                   | 65.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 37.7                                                                                |                                                                                     |
| Approach LOS                               |                                                                                   |                                                                                   | E                                                                                 |                                                                                   |                                                                                   |                                                                                   | E                                                                                  |                                                                                     |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Timer - Assigned Phs                       | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                   | 20.2                                                                              | 69.5                                                                              | 23.4                                                                              | 46.9                                                                              | 20.1                                                                              | 69.5                                                                              | 22.8                                                                               | 47.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                    | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                | 7.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                | 23.0                                                                              | 47.0                                                                              | 19.0                                                                              | 43.0                                                                              | 23.0                                                                              | 47.0                                                                              | 19.0                                                                               | 43.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s               | 13.0                                                                              | 30.6                                                                              | 16.3                                                                              | 35.1                                                                              | 12.9                                                                              | 47.2                                                                              | 15.7                                                                               | 33.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                    | 0.2                                                                               | 9.6                                                                               | 0.1                                                                               | 4.8                                                                               | 0.2                                                                               | 0.0                                                                               | 0.1                                                                                | 5.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh               |                                                                                   |                                                                                   | 50.9                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                                |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved ignoring U-Turning movement. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 7th Signalized Intersection Summary  
3: University Drive & Oakland Park Boulevard

Future Total AM  
04/15/2026

|                              |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                     | SBU                                                                               | SBL                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations          |                                                                                   |  |  |  |
| Traffic Volume (veh/h)       | 4                                                                                 | 222                                                                               | 1550                                                                              | 310                                                                               |
| Future Volume (veh/h)        | 4                                                                                 | 222                                                                               | 1550                                                                              | 310                                                                               |
| Initial Q (Qb), veh          |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Lane Width Adj.              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Ped-Bike Adj(A_pbT)          |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Parking Bus, Adj             |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   |
| Adj Sat Flow, veh/h/ln       |                                                                                   | 1870                                                                              | 1870                                                                              | 1870                                                                              |
| Adj Flow Rate, veh/h         |                                                                                   | 241                                                                               | 1685                                                                              | 337                                                                               |
| Peak Hour Factor             |                                                                                   | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Percent Heavy Veh, %         |                                                                                   | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Cap, veh/h                   |                                                                                   | 284                                                                               | 1995                                                                              | 619                                                                               |
| Arrive On Green              |                                                                                   | 0.11                                                                              | 0.52                                                                              | 0.52                                                                              |
| Sat Flow, veh/h              |                                                                                   | 3456                                                                              | 5106                                                                              | 1585                                                                              |
| Grp Volume(v), veh/h         |                                                                                   | 241                                                                               | 1685                                                                              | 337                                                                               |
| Grp Sat Flow(s),veh/h/ln     |                                                                                   | 1728                                                                              | 1702                                                                              | 1585                                                                              |
| Q Serve(g_s), s              |                                                                                   | 11.0                                                                              | 45.2                                                                              | 22.8                                                                              |
| Cycle Q Clear(g_c), s        |                                                                                   | 11.0                                                                              | 45.2                                                                              | 22.8                                                                              |
| Prop In Lane                 |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Lane Grp Cap(c), veh/h       |                                                                                   | 284                                                                               | 1995                                                                              | 619                                                                               |
| V/C Ratio(X)                 |                                                                                   | 0.85                                                                              | 0.84                                                                              | 0.54                                                                              |
| Avail Cap(c_a), veh/h        |                                                                                   | 497                                                                               | 1995                                                                              | 619                                                                               |
| HCM Platoon Ratio            |                                                                                   | 1.33                                                                              | 1.33                                                                              | 1.33                                                                              |
| Upstream Filter(I)           |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Uniform Delay (d), s/veh     |                                                                                   | 70.3                                                                              | 34.3                                                                              | 28.9                                                                              |
| Incr Delay (d2), s/veh       |                                                                                   | 2.7                                                                               | 4.6                                                                               | 3.4                                                                               |
| Initial Q Delay(d3), s/veh   |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| %ile BackOfQ(50%),veh/ln     |                                                                                   | 4.9                                                                               | 18.4                                                                              | 8.8                                                                               |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d), s/veh        |                                                                                   | 73.0                                                                              | 38.9                                                                              | 32.3                                                                              |
| LnGrp LOS                    |                                                                                   | E                                                                                 | D                                                                                 | C                                                                                 |
| Approach Vol, veh/h          |                                                                                   | 2263                                                                              |                                                                                   |                                                                                   |
| Approach Delay, s/veh        |                                                                                   | 41.5                                                                              |                                                                                   |                                                                                   |
| Approach LOS                 |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |
| Timer - Assigned Phs         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.1  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      |      | ↗    |      |      | ↗    |      | ↑↑↑  |      |      | ↑↑↑  | ↗    |
| Traffic Vol, veh/h       | 0    | 0    | 31   | 0    | 0    | 2    | 0    | 1695 | 9    | 0    | 2090 | 25   |
| Future Vol, veh/h        | 0    | 0    | 31   | 0    | 0    | 2    | 0    | 1695 | 9    | 0    | 2090 | 25   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | 0    | -    | -    | 0    | -    | -    | -    | -    | -    | 220  |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 0    | 34   | 0    | 0    | 2    | 0    | 1842 | 10   | 0    | 2272 | 27   |

| Major/Minor          | Minor2 |   | Minor1 |   | Major1 |     | Major2 |   |
|----------------------|--------|---|--------|---|--------|-----|--------|---|
| Conflicting Flow All | -      | - | 1136   | - | -      | 926 | -      | 0 |
| Stage 1              | -      | - | -      | - | -      | -   | -      | - |
| Stage 2              | -      | - | -      | - | -      | -   | -      | - |
| Critical Hdwy        | -      | - | 3.7    | - | -      | 3.7 | -      | - |
| Critical Hdwy Stg 1  | -      | - | -      | - | -      | -   | -      | - |
| Critical Hdwy Stg 2  | -      | - | -      | - | -      | -   | -      | - |
| Follow-up Hdwy       | -      | - | 2      | - | -      | 2   | -      | - |
| Pot Cap-1 Maneuver   | 0      | 0 | 755    | 0 | 0      | 889 | 0      | - |
| Stage 1              | 0      | 0 | -      | 0 | 0      | -   | 0      | - |
| Stage 2              | 0      | 0 | -      | 0 | 0      | -   | 0      | - |
| Platoon blocked, %   | -      | - | -      | - | -      | -   | -      | - |
| Mov Cap-1 Maneuver   | -      | - | 755    | - | -      | 889 | -      | - |
| Mov Cap-2 Maneuver   | -      | - | -      | - | -      | -   | -      | - |
| Stage 1              | -      | - | -      | - | -      | -   | -      | - |
| Stage 2              | -      | - | -      | - | -      | -   | -      | - |

| Approach          | EB   | WB   | NB | SB |
|-------------------|------|------|----|----|
| HCM Ctrl Dly, s/v | 9.99 | 9.06 | 0  | 0  |
| HCM LOS           | A    | A    |    |    |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1WBLn1 | SBT   | SBR |
|-----------------------|-----|-----|------------|-------|-----|
| Capacity (veh/h)      | -   | -   | 755        | 889   | -   |
| HCM Lane V/C Ratio    | -   | -   | 0.045      | 0.002 | -   |
| HCM Ctrl Dly (s/v)    | -   | -   | 10         | 9.1   | -   |
| HCM Lane LOS          | -   | -   | A          | A     | -   |
| HCM 95th %tile Q(veh) | -   | -   | 0.1        | 0     | -   |

Timings  
1: NW 84th Terrace & Oakland Park Boulevard

Future Total PM  
04/15/2026

|                        |  |                                                                                                                                                                      |  |  |                                                                                                                                                                      |  |  |                                                                                      |  |  |
|------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group             | EBL                                                                               | EBT                                                                                                                                                                                                                                                   | EBR                                                                               | WBL                                                                               | WBT                                                                                                                                                                                                                                                   | WBR                                                                               | NBL                                                                                 | NBT                                                                                                                                                                     | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations    |  |    |  |  |    |  |  |   |  |  |
| Traffic Volume (vph)   | 62                                                                                | 1433                                                                                                                                                                                                                                                  | 38                                                                                | 85                                                                                | 1312                                                                                                                                                                                                                                                  | 41                                                                                | 44                                                                                  | 4                                                                                                                                                                       | 53                                                                                  | 1                                                                                   |
| Future Volume (vph)    | 62                                                                                | 1433                                                                                                                                                                                                                                                  | 38                                                                                | 85                                                                                | 1312                                                                                                                                                                                                                                                  | 41                                                                                | 44                                                                                  | 4                                                                                                                                                                       | 53                                                                                  | 1                                                                                   |
| Turn Type              | pm+pt                                                                             | NA                                                                                                                                                                                                                                                    | Perm                                                                              | pm+pt                                                                             | NA                                                                                                                                                                                                                                                    | Perm                                                                              | Perm                                                                                | NA                                                                                                                                                                      | Perm                                                                                | NA                                                                                  |
| Protected Phases       | 1                                                                                 | 6                                                                                                                                                                                                                                                     |                                                                                   | 5                                                                                 | 2                                                                                                                                                                                                                                                     |                                                                                   |                                                                                     | 4                                                                                                                                                                       |                                                                                     | 8                                                                                   |
| Permitted Phases       | 6                                                                                 |                                                                                                                                                                                                                                                       | 6                                                                                 | 2                                                                                 |                                                                                                                                                                                                                                                       | 2                                                                                 | 4                                                                                   |                                                                                                                                                                         | 8                                                                                   |                                                                                     |
| Detector Phase         | 1                                                                                 | 6                                                                                                                                                                                                                                                     | 6                                                                                 | 5                                                                                 | 2                                                                                                                                                                                                                                                     | 2                                                                                 | 4                                                                                   | 4                                                                                                                                                                       | 8                                                                                   | 8                                                                                   |
| Switch Phase           |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                     |                                                                                                                                                                         |                                                                                     |                                                                                     |
| Minimum Initial (s)    | 4.0                                                                               | 12.0                                                                                                                                                                                                                                                  | 12.0                                                                              | 4.0                                                                               | 12.0                                                                                                                                                                                                                                                  | 12.0                                                                              | 6.0                                                                                 | 6.0                                                                                                                                                                     | 6.0                                                                                 | 6.0                                                                                 |
| Minimum Split (s)      | 11.0                                                                              | 33.0                                                                                                                                                                                                                                                  | 33.0                                                                              | 11.0                                                                              | 33.0                                                                                                                                                                                                                                                  | 33.0                                                                              | 49.0                                                                                | 49.0                                                                                                                                                                    | 53.0                                                                                | 53.0                                                                                |
| Total Split (s)        | 12.0                                                                              | 42.0                                                                                                                                                                                                                                                  | 42.0                                                                              | 20.0                                                                              | 50.0                                                                                                                                                                                                                                                  | 50.0                                                                              | 25.0                                                                                | 25.0                                                                                                                                                                    | 25.0                                                                                | 25.0                                                                                |
| Total Split (%)        | 13.8%                                                                             | 48.3%                                                                                                                                                                                                                                                 | 48.3%                                                                             | 23.0%                                                                             | 57.5%                                                                                                                                                                                                                                                 | 57.5%                                                                             | 28.7%                                                                               | 28.7%                                                                                                                                                                   | 28.7%                                                                               | 28.7%                                                                               |
| Yellow Time (s)        | 5.0                                                                               | 5.0                                                                                                                                                                                                                                                   | 5.0                                                                               | 5.0                                                                               | 5.0                                                                                                                                                                                                                                                   | 5.0                                                                               | 4.0                                                                                 | 4.0                                                                                                                                                                     | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)       | 2.0                                                                               | 2.0                                                                                                                                                                                                                                                   | 2.0                                                                               | 2.0                                                                               | 2.0                                                                                                                                                                                                                                                   | 2.0                                                                               | 2.0                                                                                 | 2.0                                                                                                                                                                     | 2.0                                                                                 | 2.0                                                                                 |
| Lost Time Adjust (s)   | 0.0                                                                               | 0.0                                                                                                                                                                                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                                                                                                                                                                                   | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                                                                                                     | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)    | 7.0                                                                               | 7.0                                                                                                                                                                                                                                                   | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                                                                                                                                                                                   | 7.0                                                                               | 6.0                                                                                 | 6.0                                                                                                                                                                     | 6.0                                                                                 | 6.0                                                                                 |
| Lead/Lag               | Lead                                                                              | Lag                                                                                                                                                                                                                                                   | Lag                                                                               | Lead                                                                              | Lag                                                                                                                                                                                                                                                   | Lag                                                                               |                                                                                     |                                                                                                                                                                         |                                                                                     |                                                                                     |
| Lead-Lag Optimize?     | Yes                                                                               | Yes                                                                                                                                                                                                                                                   | Yes                                                                               | Yes                                                                               | Yes                                                                                                                                                                                                                                                   | Yes                                                                               |                                                                                     |                                                                                                                                                                         |                                                                                     |                                                                                     |
| Recall Mode            | None                                                                              | C-Min                                                                                                                                                                                                                                                 | C-Min                                                                             | None                                                                              | C-Min                                                                                                                                                                                                                                                 | C-Min                                                                             | None                                                                                | None                                                                                                                                                                    | None                                                                                | None                                                                                |
| Act Effect Green (s)   | 58.9                                                                              | 52.1                                                                                                                                                                                                                                                  | 52.1                                                                              | 62.8                                                                              | 57.2                                                                                                                                                                                                                                                  | 57.2                                                                              | 9.2                                                                                 | 9.2                                                                                                                                                                     | 9.2                                                                                 | 9.2                                                                                 |
| Actuated g/C Ratio     | 0.68                                                                              | 0.60                                                                                                                                                                                                                                                  | 0.60                                                                              | 0.72                                                                              | 0.66                                                                                                                                                                                                                                                  | 0.66                                                                              | 0.11                                                                                | 0.11                                                                                                                                                                    | 0.11                                                                                | 0.11                                                                                |
| v/c Ratio              | 0.32                                                                              | 0.51                                                                                                                                                                                                                                                  | 0.04                                                                              | 0.46                                                                              | 0.43                                                                                                                                                                                                                                                  | 0.04                                                                              | 0.34                                                                                | 0.24                                                                                                                                                                    | 0.41                                                                                | 0.28                                                                                |
| Control Delay (s/veh)  | 7.0                                                                               | 12.4                                                                                                                                                                                                                                                  | 0.1                                                                               | 10.4                                                                              | 10.3                                                                                                                                                                                                                                                  | 0.1                                                                               | 41.6                                                                                | 14.7                                                                                                                                                                    | 43.9                                                                                | 13.2                                                                                |
| Queue Delay            | 0.0                                                                               | 0.0                                                                                                                                                                                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                                                                                                                                                                                   | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                                                                                                     | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)    | 7.0                                                                               | 12.4                                                                                                                                                                                                                                                  | 0.1                                                                               | 10.4                                                                              | 10.3                                                                                                                                                                                                                                                  | 0.1                                                                               | 41.6                                                                                | 14.7                                                                                                                                                                    | 43.9                                                                                | 13.2                                                                                |
| LOS                    | A                                                                                 | B                                                                                                                                                                                                                                                     | A                                                                                 | B                                                                                 | B                                                                                                                                                                                                                                                     | A                                                                                 | D                                                                                   | B                                                                                                                                                                       | D                                                                                   | B                                                                                   |
| Approach Delay (s/veh) |                                                                                   | 11.7                                                                                                                                                                                                                                                  |                                                                                   |                                                                                   | 10.0                                                                                                                                                                                                                                                  |                                                                                   |                                                                                     | 27.9                                                                                                                                                                    |                                                                                     | 28.0                                                                                |
| Approach LOS           |                                                                                   | B                                                                                                                                                                                                                                                     |                                                                                   |                                                                                   | B                                                                                                                                                                                                                                                     |                                                                                   |                                                                                     | C                                                                                                                                                                       |                                                                                     | C                                                                                   |

Intersection Summary

Cycle Length: 87

Actuated Cycle Length: 87

Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay (s/veh): 12.0

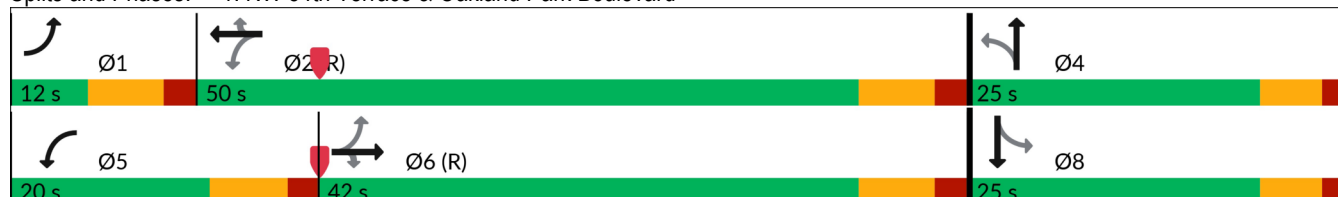
Intersection LOS: B

Intersection Capacity Utilization 61.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: NW 84th Terrace & Oakland Park Boulevard



## Queues

## 1: NW 84th Terrace &amp; Oakland Park Boulevard

Future Total PM

04/15/2026

|                         |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | SBL                                                                                 | SBT                                                                                 |
| Lane Group Flow (vph)   | 100                                                                               | 1558                                                                              | 41                                                                                | 138                                                                               | 1426                                                                              | 45                                                                                | 48                                                                                 | 50                                                                                  | 58                                                                                  | 62                                                                                  |
| v/c Ratio               | 0.32                                                                              | 0.51                                                                              | 0.04                                                                              | 0.46                                                                              | 0.43                                                                              | 0.04                                                                              | 0.34                                                                               | 0.24                                                                                | 0.41                                                                                | 0.28                                                                                |
| Control Delay (s/veh)   | 7.0                                                                               | 12.4                                                                              | 0.1                                                                               | 10.4                                                                              | 10.3                                                                              | 0.1                                                                               | 41.6                                                                               | 14.7                                                                                | 43.9                                                                                | 13.2                                                                                |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)     | 7.0                                                                               | 12.4                                                                              | 0.1                                                                               | 10.4                                                                              | 10.3                                                                              | 0.1                                                                               | 41.6                                                                               | 14.7                                                                                | 43.9                                                                                | 13.2                                                                                |
| Queue Length 50th (ft)  | 12                                                                                | 176                                                                               | 0                                                                                 | 17                                                                                | 153                                                                               | 0                                                                                 | 25                                                                                 | 2                                                                                   | 31                                                                                  | 1                                                                                   |
| Queue Length 95th (ft)  | 29                                                                                | 275                                                                               | 0                                                                                 | 51                                                                                | 222                                                                               | 0                                                                                 | 57                                                                                 | 34                                                                                  | 66                                                                                  | 35                                                                                  |
| Internal Link Dist (ft) |                                                                                   | 812                                                                               |                                                                                   |                                                                                   | 339                                                                               |                                                                                   |                                                                                    | 239                                                                                 |                                                                                     | 129                                                                                 |
| Turn Bay Length (ft)    | 190                                                                               |                                                                                   | 685                                                                               | 170                                                                               |                                                                                   | 230                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Base Capacity (vph)     | 317                                                                               | 3043                                                                              | 1032                                                                              | 398                                                                               | 3343                                                                              | 1083                                                                              | 291                                                                                | 386                                                                                 | 294                                                                                 | 394                                                                                 |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Reduced v/c Ratio       | 0.32                                                                              | 0.51                                                                              | 0.04                                                                              | 0.35                                                                              | 0.43                                                                              | 0.04                                                                              | 0.16                                                                               | 0.13                                                                                | 0.20                                                                                | 0.16                                                                                |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |

# HCM 7th Signalized Intersection Summary

## 1: NW 84th Terrace & Oakland Park Boulevard

Future Total PM  
04/15/2026

|                                                                    |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                                           | EBU                                                                               | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBU                                                                               | WBL                                                                               | WBT                                                                                | WBR                                                                                 | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 |
| Lane Configurations                                                |                                                                                   |  |  |  |                                                                                   |  |  |  |  |  |                                                                                     |  |
| Traffic Volume (veh/h)                                             | 30                                                                                | 62                                                                                | 1433                                                                              | 38                                                                                | 42                                                                                | 85                                                                                | 1312                                                                               | 41                                                                                  | 44                                                                                  | 4                                                                                   | 42                                                                                  | 53                                                                                  |
| Future Volume (veh/h)                                              | 30                                                                                | 62                                                                                | 1433                                                                              | 38                                                                                | 42                                                                                | 85                                                                                | 1312                                                                               | 41                                                                                  | 44                                                                                  | 4                                                                                   | 42                                                                                  | 53                                                                                  |
| Initial Q (Qb), veh                                                |                                                                                   | 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                                                                                |
| Ped-Bike Adj(A_pbT)                                                |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                    | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |
| Parking Bus, Adj                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                                              |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                    |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                                             |                                                                                   | 1870                                                                              | 1870                                                                              | 1870                                                                              |                                                                                   | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                                               |                                                                                   | 67                                                                                | 1558                                                                              | 41                                                                                |                                                                                   | 92                                                                                | 1426                                                                               | 45                                                                                  | 48                                                                                  | 4                                                                                   | 46                                                                                  | 58                                                                                  |
| Peak Hour Factor                                                   |                                                                                   | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |                                                                                   | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %                                               |                                                                                   | 2                                                                                 | 2                                                                                 | 2                                                                                 |                                                                                   | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                                         |                                                                                   | 327                                                                               | 3229                                                                              | 1002                                                                              |                                                                                   | 306                                                                               | 3250                                                                               | 1009                                                                                | 163                                                                                 | 12                                                                                  | 143                                                                                 | 174                                                                                 |
| Arrive On Green                                                    |                                                                                   | 0.04                                                                              | 0.63                                                                              | 0.63                                                                              |                                                                                   | 0.04                                                                              | 0.64                                                                               | 0.64                                                                                | 0.10                                                                                | 0.10                                                                                | 0.10                                                                                | 0.10                                                                                |
| Sat Flow, veh/h                                                    |                                                                                   | 1781                                                                              | 5106                                                                              | 1585                                                                              |                                                                                   | 1781                                                                              | 5106                                                                               | 1585                                                                                | 1340                                                                                | 128                                                                                 | 1476                                                                                | 1355                                                                                |
| Grp Volume(v), veh/h                                               |                                                                                   | 67                                                                                | 1558                                                                              | 41                                                                                |                                                                                   | 92                                                                                | 1426                                                                               | 45                                                                                  | 48                                                                                  | 0                                                                                   | 50                                                                                  | 58                                                                                  |
| Grp Sat Flow(s),veh/h/ln                                           |                                                                                   | 1781                                                                              | 1702                                                                              | 1585                                                                              |                                                                                   | 1781                                                                              | 1702                                                                               | 1585                                                                                | 1340                                                                                | 0                                                                                   | 1605                                                                                | 1355                                                                                |
| Q Serve(g_s), s                                                    |                                                                                   | 1.1                                                                               | 14.0                                                                              | 0.8                                                                               |                                                                                   | 1.5                                                                               | 12.3                                                                               | 0.9                                                                                 | 3.0                                                                                 | 0.0                                                                                 | 2.5                                                                                 | 3.6                                                                                 |
| Cycle Q Clear(g_c), s                                              |                                                                                   | 1.1                                                                               | 14.0                                                                              | 0.8                                                                               |                                                                                   | 1.5                                                                               | 12.3                                                                               | 0.9                                                                                 | 6.2                                                                                 | 0.0                                                                                 | 2.5                                                                                 | 6.2                                                                                 |
| Prop In Lane                                                       |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                    | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.92                                                                                | 1.00                                                                                |
| Lane Grp Cap(c), veh/h                                             |                                                                                   | 327                                                                               | 3229                                                                              | 1002                                                                              |                                                                                   | 306                                                                               | 3250                                                                               | 1009                                                                                | 163                                                                                 | 0                                                                                   | 155                                                                                 | 174                                                                                 |
| V/C Ratio(X)                                                       |                                                                                   | 0.21                                                                              | 0.48                                                                              | 0.04                                                                              |                                                                                   | 0.30                                                                              | 0.44                                                                               | 0.04                                                                                | 0.29                                                                                | 0.00                                                                                | 0.32                                                                                | 0.33                                                                                |
| Avail Cap(c_a), veh/h                                              |                                                                                   | 363                                                                               | 3229                                                                              | 1002                                                                              |                                                                                   | 499                                                                               | 3250                                                                               | 1009                                                                                | 326                                                                                 | 0                                                                                   | 350                                                                                 | 339                                                                                 |
| HCM Platoon Ratio                                                  |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)                                                 |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                                           |                                                                                   | 5.9                                                                               | 8.5                                                                               | 6.0                                                                               |                                                                                   | 6.5                                                                               | 8.0                                                                                | 5.9                                                                                 | 39.9                                                                                | 0.0                                                                                 | 36.6                                                                                | 39.5                                                                                |
| Incr Delay (d2), s/veh                                             |                                                                                   | 0.3                                                                               | 0.5                                                                               | 0.1                                                                               |                                                                                   | 0.5                                                                               | 0.4                                                                                | 0.1                                                                                 | 1.0                                                                                 | 0.0                                                                                 | 1.2                                                                                 | 1.1                                                                                 |
| Initial Q Delay(d3), s/veh                                         |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln                                           |                                                                                   | 0.4                                                                               | 4.6                                                                               | 0.3                                                                               |                                                                                   | 0.5                                                                               | 4.0                                                                                | 0.3                                                                                 | 1.0                                                                                 | 0.0                                                                                 | 1.0                                                                                 | 1.2                                                                                 |
| Unsig. Movement Delay, s/veh                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                                              |                                                                                   | 6.3                                                                               | 9.0                                                                               | 6.1                                                                               |                                                                                   | 7.0                                                                               | 8.4                                                                                | 6.0                                                                                 | 40.8                                                                                | 0.0                                                                                 | 37.8                                                                                | 40.6                                                                                |
| LnGrp LOS                                                          |                                                                                   | A                                                                                 | A                                                                                 | A                                                                                 |                                                                                   | A                                                                                 | A                                                                                  | A                                                                                   | D                                                                                   |                                                                                     | D                                                                                   | D                                                                                   |
| Approach Vol, veh/h                                                | 1666                                                                              |                                                                                   |                                                                                   |                                                                                   | 1563                                                                              |                                                                                   |                                                                                    |                                                                                     | 98                                                                                  |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay, s/veh                                              | 8.8                                                                               |                                                                                   |                                                                                   |                                                                                   | 8.3                                                                               |                                                                                   |                                                                                    |                                                                                     | 39.3                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                                                       | A                                                                                 |                                                                                   |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                    |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Timer - Assigned Phs                                               | 1                                                                                 | 2                                                                                 | 4                                                                                 |                                                                                   | 5                                                                                 | 6                                                                                 | 8                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                                           | 10.2                                                                              | 62.4                                                                              | 14.4                                                                              |                                                                                   | 10.6                                                                              | 62.0                                                                              | 14.4                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                                            | 7.0                                                                               | 7.0                                                                               | 6.0                                                                               |                                                                                   | 7.0                                                                               | 7.0                                                                               | 6.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                                        | 5.0                                                                               | 43.0                                                                              | 19.0                                                                              |                                                                                   | 13.0                                                                              | 35.0                                                                              | 19.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s                                       | 3.1                                                                               | 14.3                                                                              | 8.2                                                                               |                                                                                   | 3.5                                                                               | 16.0                                                                              | 8.2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                                            | 0.0                                                                               | 13.1                                                                              | 0.2                                                                               |                                                                                   | 0.1                                                                               | 11.4                                                                              | 0.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh                                       | 10.5                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                                                        | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved pedestrian interval to be less than phase max green. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved ignoring U-Turning movement.                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Future Total PM Existing Conditions 6:04 pm 09/03/2025 AM Peak hour

Synchro 12 Report  
Page 3

HCM 7th Signalized Intersection Summary  
1: NW 84th Terrace & Oakland Park Boulevard

Future Total PM  
04/15/2026



| Movement                     | SBT  | SBR  |
|------------------------------|------|------|
| Lane Configurations          |      |      |
| Traffic Volume (veh/h)       | 1    | 56   |
| Future Volume (veh/h)        | 1    | 56   |
| Initial Q (Qb), veh          | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 1    | 61   |
| Peak Hour Factor             | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2    | 2    |
| Cap, veh/h                   | 2    | 151  |
| Arrive On Green              | 0.10 | 0.10 |
| Sat Flow, veh/h              | 26   | 1563 |
| Grp Volume(v), veh/h         | 0    | 62   |
| Grp Sat Flow(s),veh/h/ln     | 0    | 1589 |
| Q Serve(g_s), s              | 0.0  | 3.2  |
| Cycle Q Clear(g_c), s        | 0.0  | 3.2  |
| Prop In Lane                 |      | 0.98 |
| Lane Grp Cap(c), veh/h       | 0    | 154  |
| V/C Ratio(X)                 | 0.00 | 0.40 |
| Avail Cap(c_a), veh/h        | 0    | 347  |
| HCM Platoon Ratio            | 1.00 | 1.00 |
| Upstream Filter(I)           | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 0.0  | 36.9 |
| Incr Delay (d2), s/veh       | 0.0  | 1.7  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.0  | 1.3  |
| Unsig. Movement Delay, s/veh |      |      |
| LnGrp Delay(d), s/veh        | 0.0  | 38.6 |
| LnGrp LOS                    |      | D    |
| Approach Vol, veh/h          | 120  |      |
| Approach Delay, s/veh        | 39.6 |      |
| Approach LOS                 | D    |      |
| Timer - Assigned Phs         |      |      |

HCM 7th TWSC  
2: Driveway #1 & Oakland Park Boulevard

Future Total PM  
04/15/2026

| Intersection             |        |      |        |      |        |      |
|--------------------------|--------|------|--------|------|--------|------|
| Int Delay, s/veh         | 0.1    |      |        |      |        |      |
| Movement                 | EBT    | EBR  | WBL    | WBT  | NBL    | NBR  |
| Lane Configurations      | ↑↑↑↑   | ↗    |        | ↑↑↑↑ |        | ↗    |
| Traffic Vol, veh/h       | 1546   | 18   | 0      | 1487 | 0      | 22   |
| Future Vol, veh/h        | 1546   | 18   | 0      | 1487 | 0      | 22   |
| Conflicting Peds, #/hr   | 0      | 0    | 0      | 0    | 0      | 0    |
| Sign Control             | Free   | Free | Free   | Free | Stop   | Stop |
| RT Channelized           | -      | None | -      | None | -      | None |
| Storage Length           | -      | 250  | -      | -    | -      | 0    |
| Veh in Median Storage, # | 0      | -    | -      | 0    | 0      | -    |
| Grade, %                 | 0      | -    | -      | 0    | 0      | -    |
| Peak Hour Factor         | 92     | 92   | 92     | 92   | 92     | 92   |
| Heavy Vehicles, %        | 2      | 2    | 2      | 2    | 2      | 2    |
| Mvmt Flow                | 1680   | 20   | 0      | 1616 | 0      | 24   |
|                          |        |      |        |      |        |      |
| Major/Minor              | Major1 |      | Major2 |      | Minor1 |      |
| Conflicting Flow All     | 0      | 0    | -      | -    | -      | 840  |
| Stage 1                  | -      | -    | -      | -    | -      | -    |
| Stage 2                  | -      | -    | -      | -    | -      | -    |
| Critical Hdwy            | -      | -    | -      | -    | -      | 3.7  |
| Critical Hdwy Stg 1      | -      | -    | -      | -    | -      | -    |
| Critical Hdwy Stg 2      | -      | -    | -      | -    | -      | -    |
| Follow-up Hdwy           | -      | -    | -      | -    | -      | 2    |
| Pot Cap-1 Maneuver       | -      | -    | 0      | -    | 0      | 950  |
| Stage 1                  | -      | -    | 0      | -    | 0      | -    |
| Stage 2                  | -      | -    | 0      | -    | 0      | -    |
| Platoon blocked, %       | -      | -    |        | -    |        |      |
| Mov Cap-1 Maneuver       | -      | -    | -      | -    | -      | 950  |
| Mov Cap-2 Maneuver       | -      | -    | -      | -    | -      | -    |
| Stage 1                  | -      | -    | -      | -    | -      | -    |
| Stage 2                  | -      | -    | -      | -    | -      | -    |
|                          |        |      |        |      |        |      |
|                          |        |      |        |      |        |      |
| Approach                 | EB     |      | WB     |      | NB     |      |
| HCM Ctrl Dly, s/v        | 0      |      | 0      |      | 8.89   |      |
| HCM LOS                  |        |      |        |      | A      |      |
|                          |        |      |        |      |        |      |
|                          |        |      |        |      |        |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBT  | EBR    | WBT  |        |      |
| Capacity (veh/h)         | 950    | -    | -      | -    |        |      |
| HCM Lane V/C Ratio       | 0.025  | -    | -      | -    |        |      |
| HCM Ctrl Dly (s/v)       | 8.9    | -    | -      | -    |        |      |
| HCM Lane LOS             | A      | -    | -      | -    |        |      |
| HCM 95th %tile Q(veh)    | 0.1    | -    | -      | -    |        |      |

# Timings 3: University Drive & Oakland Park Boulevard

Future Total PM  
04/15/2026

|                        |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group             | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations    |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph)   | 362                                                                               | 846                                                                               | 278                                                                               | 374                                                                               | 1026                                                                              | 234                                                                               | 263                                                                                 | 1287                                                                                | 269                                                                                 | 205                                                                                 | 1152                                                                                | 257                                                                                 |
| Future Volume (vph)    | 362                                                                               | 846                                                                               | 278                                                                               | 374                                                                               | 1026                                                                              | 234                                                                               | 263                                                                                 | 1287                                                                                | 269                                                                                 | 205                                                                                 | 1152                                                                                | 257                                                                                 |
| Turn Type              | Prot                                                                              | NA                                                                                | Perm                                                                              | Prot                                                                              | NA                                                                                | Perm                                                                              | Prot                                                                                | NA                                                                                  | Perm                                                                                | Prot                                                                                | NA                                                                                  | Perm                                                                                |
| Protected Phases       | 7                                                                                 | 4                                                                                 |                                                                                   | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                   | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Permitted Phases       |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                     |                                                                                     | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |
| Detector Phase         | 7                                                                                 | 4                                                                                 | 4                                                                                 | 3                                                                                 | 8                                                                                 | 8                                                                                 | 5                                                                                   | 2                                                                                   | 2                                                                                   | 1                                                                                   | 6                                                                                   | 6                                                                                   |
| Switch Phase           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)    | 5.0                                                                               | 6.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 6.0                                                                               | 5.0                                                                                 | 10.0                                                                                | 10.0                                                                                | 5.0                                                                                 | 10.0                                                                                | 10.0                                                                                |
| Minimum Split (s)      | 12.0                                                                              | 48.0                                                                              | 48.0                                                                              | 12.0                                                                              | 47.0                                                                              | 47.0                                                                              | 12.0                                                                                | 47.0                                                                                | 47.0                                                                                | 23.0                                                                                | 47.0                                                                                | 47.0                                                                                |
| Total Split (s)        | 32.0                                                                              | 48.0                                                                              | 48.0                                                                              | 32.0                                                                              | 48.0                                                                              | 48.0                                                                              | 27.0                                                                                | 53.0                                                                                | 53.0                                                                                | 27.0                                                                                | 53.0                                                                                | 53.0                                                                                |
| Total Split (%)        | 20.0%                                                                             | 30.0%                                                                             | 30.0%                                                                             | 20.0%                                                                             | 30.0%                                                                             | 30.0%                                                                             | 16.9%                                                                               | 33.1%                                                                               | 33.1%                                                                               | 16.9%                                                                               | 33.1%                                                                               | 33.1%                                                                               |
| Yellow Time (s)        | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 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                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |
| Lost Time Adjust (s)   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 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                                                                                 | 7.0                                                                                 | 7.0                                                                                 | 7.0                                                                                 |
| Lead/Lag               | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                                | Lag                                                                                 | Lag                                                                                 | Lead                                                                                | Lag                                                                                 | Lag                                                                                 |
| Lead-Lag Optimize?     | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |
| Recall Mode            | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                                | C-Min                                                                               | C-Min                                                                               | None                                                                                | C-Min                                                                               | C-Min                                                                               |
| Act Effect Green (s)   | 0.0                                                                               | 40.4                                                                              | 40.4                                                                              | 0.0                                                                               | 40.4                                                                              | 40.4                                                                              | 0.0                                                                                 | 46.0                                                                                | 46.0                                                                                | 0.0                                                                                 | 46.0                                                                                | 46.0                                                                                |
| Actuated g/C Ratio     | 0.00                                                                              | 0.25                                                                              | 0.25                                                                              | 0.00                                                                              | 0.25                                                                              | 0.25                                                                              | 0.00                                                                                | 0.29                                                                                | 0.29                                                                                | 0.00                                                                                | 0.29                                                                                | 0.29                                                                                |
| v/c Ratio              | no cap                                                                            | 0.72                                                                              | 0.51                                                                              | no cap                                                                            | 0.87                                                                              | 0.43                                                                              | no cap                                                                              | 0.96                                                                                | 0.54                                                                                | no cap                                                                              | 0.86                                                                                | 0.45                                                                                |
| Control Delay (s/veh)  |                                                                                   | 58.2                                                                              | 11.2                                                                              |                                                                                   | 65.5                                                                              | 7.4                                                                               |                                                                                     | 71.1                                                                                | 31.1                                                                                |                                                                                     | 60.8                                                                                | 11.3                                                                                |
| Queue Delay            |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)    | Error                                                                             | 58.2                                                                              | 11.2                                                                              | Error                                                                             | 65.5                                                                              | 7.4                                                                               | Error                                                                               | 71.1                                                                                | 31.1                                                                                | Error                                                                               | 60.8                                                                                | 11.3                                                                                |
| LOS                    | F                                                                                 | E                                                                                 | B                                                                                 | F                                                                                 | E                                                                                 | A                                                                                 | F                                                                                   | E                                                                                   | C                                                                                   | F                                                                                   | E                                                                                   | B                                                                                   |
| Approach Delay (s/veh) |                                                                                   | Error                                                                             |                                                                                   |                                                                                   | Error                                                                             |                                                                                   |                                                                                     | Error                                                                               |                                                                                     |                                                                                     | Error                                                                               |                                                                                     |
| Approach LOS           |                                                                                   | F                                                                                 |                                                                                   |                                                                                   | F                                                                                 |                                                                                   |                                                                                     | F                                                                                   |                                                                                     |                                                                                     | F                                                                                   |                                                                                     |

## Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 99 (62%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: Err

Intersection Signal Delay (s/veh): Err

Intersection LOS: F

Intersection Capacity Utilization 85.0%

ICU Level of Service E

Analysis Period (min) 15

## Splits and Phases: 3: University Drive & Oakland Park Boulevard

|                                                                                     |                                                                                     |                                                                                     |                                                                                       |                                                                                       |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|  |  |  |  |  |
| Ø1                                                                                  | Ø2 (R)                                                                              |                                                                                     | Ø3                                                                                    | Ø4                                                                                    |
| 27 s                                                                                | 53 s                                                                                |                                                                                     | 32 s                                                                                  | 48 s                                                                                  |
|  |  |  |  |  |
| Ø5                                                                                  | Ø6 (R)                                                                              |                                                                                     | Ø7                                                                                    | Ø8                                                                                    |
| 27 s                                                                                | 53 s                                                                                |                                                                                     | 32 s                                                                                  | 48 s                                                                                  |

## Queues

## 3: University Drive &amp; Oakland Park Boulevard

Future Total PM

04/15/2026

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Group Flow (vph)   | 407                                                                               | 920                                                                               | 302                                                                               | 436                                                                               | 1115                                                                              | 254                                                                               | 319                                                                                 | 1399                                                                                | 292                                                                                 | 240                                                                                 | 1252                                                                                | 279                                                                                 |
| v/c Ratio               | no cap                                                                            | 0.72                                                                              | 0.51                                                                              | no cap                                                                            | 0.87                                                                              | 0.43                                                                              | no cap                                                                              | 0.96                                                                                | 0.54                                                                                | no cap                                                                              | 0.86                                                                                | 0.45                                                                                |
| Control Delay (s/veh)   |                                                                                   | 58.2                                                                              | 11.2                                                                              |                                                                                   | 65.5                                                                              | 7.4                                                                               |                                                                                     | 71.1                                                                                | 31.1                                                                                |                                                                                     | 60.8                                                                                | 11.3                                                                                |
| Queue Delay             |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)     | Error                                                                             | 58.2                                                                              | 11.2                                                                              | Error                                                                             | 65.5                                                                              | 7.4                                                                               | Error                                                                               | 71.1                                                                                | 31.1                                                                                | Error                                                                               | 60.8                                                                                | 11.3                                                                                |
| Queue Length 50th (ft)  | ~461                                                                              | 327                                                                               | 29                                                                                | ~494                                                                              | 417                                                                               | 0                                                                                 | ~361                                                                                | 538                                                                                 | 152                                                                                 | ~272                                                                                | 463                                                                                 | 35                                                                                  |
| Queue Length 95th (ft)  | #576                                                                              | 382                                                                               | 121                                                                               | #611                                                                              | 478                                                                               | 74                                                                                | #467                                                                                | #638                                                                                | 255                                                                                 | #369                                                                                | 526                                                                                 | 120                                                                                 |
| Internal Link Dist (ft) |                                                                                   | 372                                                                               |                                                                                   |                                                                                   | 868                                                                               |                                                                                   |                                                                                     | 342                                                                                 |                                                                                     |                                                                                     | 742                                                                                 |                                                                                     |
| Turn Bay Length (ft)    | 260                                                                               |                                                                                   | 220                                                                               | 245                                                                               |                                                                                   | 365                                                                               | 240                                                                                 |                                                                                     | 115                                                                                 | 260                                                                                 |                                                                                     | 280                                                                                 |
| Base Capacity (vph)     | 1                                                                                 | 1303                                                                              | 603                                                                               | 1                                                                                 | 1303                                                                              | 594                                                                               | 1                                                                                   | 1461                                                                                | 542                                                                                 | 1                                                                                   | 1461                                                                                | 621                                                                                 |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Reduced v/c Ratio       | 407.00                                                                            | 0.71                                                                              | 0.50                                                                              | 436.00                                                                            | 0.86                                                                              | 0.43                                                                              | 319.00                                                                              | 0.96                                                                                | 0.54                                                                                | 240.00                                                                              | 0.86                                                                                | 0.45                                                                                |

## Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

# HCM 7th Signalized Intersection Summary

## 3: University Drive & Oakland Park Boulevard

Future Total PM  
04/15/2026

|                                            |  |                                                                                    |                                                                                                                                                                      |  |  |                                                                                    |                                                                                                                                                                          |  |  |                                                                                      |                                                                                                                                                                          |  |
|--------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                   | EBU                                                                               | EBL                                                                                                                                                                 | EBT                                                                                                                                                                                                                                                   | EBR                                                                               | WBU                                                                               | WBL                                                                                                                                                                 | WBT                                                                                                                                                                                                                                                        | WBR                                                                                 | NBU                                                                                 | NBL                                                                                                                                                                     | NBT                                                                                                                                                                                                                                                         | NBR                                                                                 |
| Lane Configurations                        |                                                                                   |   |    |  |                                                                                   |   |    |  |                                                                                     |   |    |  |
| Traffic Volume (veh/h)                     | 13                                                                                | 362                                                                                                                                                                 | 846                                                                                                                                                                                                                                                   | 278                                                                               | 27                                                                                | 374                                                                                                                                                                 | 1026                                                                                                                                                                                                                                                       | 234                                                                                 | 30                                                                                  | 263                                                                                                                                                                     | 1287                                                                                                                                                                                                                                                        | 269                                                                                 |
| Future Volume (veh/h)                      | 13                                                                                | 362                                                                                                                                                                 | 846                                                                                                                                                                                                                                                   | 278                                                                               | 27                                                                                | 374                                                                                                                                                                 | 1026                                                                                                                                                                                                                                                       | 234                                                                                 | 30                                                                                  | 263                                                                                                                                                                     | 1287                                                                                                                                                                                                                                                        | 269                                                                                 |
| Initial Q (Qb), veh                        |                                                                                   | 0                                                                                                                                                                   | 0                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   | 0                                                                                                                                                                   | 0                                                                                                                                                                                                                                                          | 0                                                                                   |                                                                                     | 0                                                                                                                                                                       | 0                                                                                                                                                                                                                                                           | 0                                                                                   |
| Lane Width Adj.                            |                                                                                   | 1.00                                                                                                                                                                | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   | 1.00                                                                                                                                                                | 1.00                                                                                                                                                                                                                                                       | 1.00                                                                                |                                                                                     | 1.00                                                                                                                                                                    | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                        |                                                                                   | 1.00                                                                                                                                                                |                                                                                                                                                                                                                                                       | 1.00                                                                              |                                                                                   | 1.00                                                                                                                                                                |                                                                                                                                                                                                                                                            | 1.00                                                                                |                                                                                     | 1.00                                                                                                                                                                    |                                                                                                                                                                                                                                                             | 1.00                                                                                |
| Parking Bus, Adj                           |                                                                                   | 1.00                                                                                                                                                                | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   | 1.00                                                                                                                                                                | 1.00                                                                                                                                                                                                                                                       | 1.00                                                                                |                                                                                     | 1.00                                                                                                                                                                    | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                |
| Work Zone On Approach                      |                                                                                   | No                                                                                                                                                                  |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                   | No                                                                                                                                                                  |                                                                                                                                                                                                                                                            |                                                                                     |                                                                                     | No                                                                                                                                                                      |                                                                                                                                                                                                                                                             |                                                                                     |
| Adj Sat Flow, veh/h/ln                     |                                                                                   | 1870                                                                                                                                                                | 1870                                                                                                                                                                                                                                                  | 1870                                                                              |                                                                                   | 1870                                                                                                                                                                | 1870                                                                                                                                                                                                                                                       | 1870                                                                                |                                                                                     | 1870                                                                                                                                                                    | 1870                                                                                                                                                                                                                                                        | 1870                                                                                |
| Adj Flow Rate, veh/h                       |                                                                                   | 393                                                                                                                                                                 | 920                                                                                                                                                                                                                                                   | 302                                                                               |                                                                                   | 407                                                                                                                                                                 | 1115                                                                                                                                                                                                                                                       | 254                                                                                 |                                                                                     | 286                                                                                                                                                                     | 1399                                                                                                                                                                                                                                                        | 292                                                                                 |
| Peak Hour Factor                           |                                                                                   | 0.92                                                                                                                                                                | 0.92                                                                                                                                                                                                                                                  | 0.92                                                                              |                                                                                   | 0.92                                                                                                                                                                | 0.92                                                                                                                                                                                                                                                       | 0.92                                                                                |                                                                                     | 0.92                                                                                                                                                                    | 0.92                                                                                                                                                                                                                                                        | 0.92                                                                                |
| Percent Heavy Veh, %                       |                                                                                   | 2                                                                                                                                                                   | 2                                                                                                                                                                                                                                                     | 2                                                                                 |                                                                                   | 2                                                                                                                                                                   | 2                                                                                                                                                                                                                                                          | 2                                                                                   |                                                                                     | 2                                                                                                                                                                       | 2                                                                                                                                                                                                                                                           | 2                                                                                   |
| Cap, veh/h                                 |                                                                                   | 437                                                                                                                                                                 | 1233                                                                                                                                                                                                                                                  | 383                                                                               |                                                                                   | 450                                                                                                                                                                 | 1253                                                                                                                                                                                                                                                       | 389                                                                                 |                                                                                     | 328                                                                                                                                                                     | 1921                                                                                                                                                                                                                                                        | 596                                                                                 |
| Arrive On Green                            |                                                                                   | 0.13                                                                                                                                                                | 0.24                                                                                                                                                                                                                                                  | 0.24                                                                              |                                                                                   | 0.13                                                                                                                                                                | 0.25                                                                                                                                                                                                                                                       | 0.25                                                                                |                                                                                     | 0.13                                                                                                                                                                    | 0.50                                                                                                                                                                                                                                                        | 0.50                                                                                |
| Sat Flow, veh/h                            |                                                                                   | 3456                                                                                                                                                                | 5106                                                                                                                                                                                                                                                  | 1585                                                                              |                                                                                   | 3456                                                                                                                                                                | 5106                                                                                                                                                                                                                                                       | 1585                                                                                |                                                                                     | 3456                                                                                                                                                                    | 5106                                                                                                                                                                                                                                                        | 1585                                                                                |
| Grp Volume(v), veh/h                       |                                                                                   | 393                                                                                                                                                                 | 920                                                                                                                                                                                                                                                   | 302                                                                               |                                                                                   | 407                                                                                                                                                                 | 1115                                                                                                                                                                                                                                                       | 254                                                                                 |                                                                                     | 286                                                                                                                                                                     | 1399                                                                                                                                                                                                                                                        | 292                                                                                 |
| Grp Sat Flow(s),veh/h/ln                   |                                                                                   | 1728                                                                                                                                                                | 1702                                                                                                                                                                                                                                                  | 1585                                                                              |                                                                                   | 1728                                                                                                                                                                | 1702                                                                                                                                                                                                                                                       | 1585                                                                                |                                                                                     | 1728                                                                                                                                                                    | 1702                                                                                                                                                                                                                                                        | 1585                                                                                |
| Q Serve(g_s), s                            |                                                                                   | 17.9                                                                                                                                                                | 26.7                                                                                                                                                                                                                                                  | 28.6                                                                              |                                                                                   | 18.6                                                                                                                                                                | 33.7                                                                                                                                                                                                                                                       | 23.0                                                                                |                                                                                     | 13.0                                                                                                                                                                    | 34.5                                                                                                                                                                                                                                                        | 19.5                                                                                |
| Cycle Q Clear(g_c), s                      |                                                                                   | 17.9                                                                                                                                                                | 26.7                                                                                                                                                                                                                                                  | 28.6                                                                              |                                                                                   | 18.6                                                                                                                                                                | 33.7                                                                                                                                                                                                                                                       | 23.0                                                                                |                                                                                     | 13.0                                                                                                                                                                    | 34.5                                                                                                                                                                                                                                                        | 19.5                                                                                |
| Prop In Lane                               |                                                                                   | 1.00                                                                                                                                                                |                                                                                                                                                                                                                                                       | 1.00                                                                              |                                                                                   | 1.00                                                                                                                                                                |                                                                                                                                                                                                                                                            | 1.00                                                                                |                                                                                     | 1.00                                                                                                                                                                    |                                                                                                                                                                                                                                                             | 1.00                                                                                |
| Lane Grp Cap(c), veh/h                     |                                                                                   | 437                                                                                                                                                                 | 1233                                                                                                                                                                                                                                                  | 383                                                                               |                                                                                   | 450                                                                                                                                                                 | 1253                                                                                                                                                                                                                                                       | 389                                                                                 |                                                                                     | 328                                                                                                                                                                     | 1921                                                                                                                                                                                                                                                        | 596                                                                                 |
| V/C Ratio(X)                               |                                                                                   | 0.90                                                                                                                                                                | 0.75                                                                                                                                                                                                                                                  | 0.79                                                                              |                                                                                   | 0.90                                                                                                                                                                | 0.89                                                                                                                                                                                                                                                       | 0.65                                                                                |                                                                                     | 0.87                                                                                                                                                                    | 0.73                                                                                                                                                                                                                                                        | 0.49                                                                                |
| Avail Cap(c_a), veh/h                      |                                                                                   | 540                                                                                                                                                                 | 1308                                                                                                                                                                                                                                                  | 406                                                                               |                                                                                   | 540                                                                                                                                                                 | 1308                                                                                                                                                                                                                                                       | 406                                                                                 |                                                                                     | 432                                                                                                                                                                     | 1921                                                                                                                                                                                                                                                        | 596                                                                                 |
| HCM Platoon Ratio                          |                                                                                   | 1.00                                                                                                                                                                | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   | 1.00                                                                                                                                                                | 1.00                                                                                                                                                                                                                                                       | 1.00                                                                                |                                                                                     | 1.33                                                                                                                                                                    | 1.33                                                                                                                                                                                                                                                        | 1.33                                                                                |
| Upstream Filter(I)                         |                                                                                   | 1.00                                                                                                                                                                | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   | 1.00                                                                                                                                                                | 1.00                                                                                                                                                                                                                                                       | 1.00                                                                                |                                                                                     | 1.00                                                                                                                                                                    | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                |
| Uniform Delay (d), s/veh                   |                                                                                   | 68.9                                                                                                                                                                | 56.1                                                                                                                                                                                                                                                  | 56.9                                                                              |                                                                                   | 68.6                                                                                                                                                                | 58.3                                                                                                                                                                                                                                                       | 54.2                                                                                |                                                                                     | 68.9                                                                                                                                                                    | 33.5                                                                                                                                                                                                                                                        | 29.8                                                                                |
| Incr Delay (d2), s/veh                     |                                                                                   | 14.1                                                                                                                                                                | 2.2                                                                                                                                                                                                                                                   | 9.5                                                                               |                                                                                   | 15.2                                                                                                                                                                | 7.7                                                                                                                                                                                                                                                        | 3.5                                                                                 |                                                                                     | 11.7                                                                                                                                                                    | 2.5                                                                                                                                                                                                                                                         | 2.9                                                                                 |
| Initial Q Delay(d3), s/veh                 |                                                                                   | 0.0                                                                                                                                                                 | 0.0                                                                                                                                                                                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                                                                                                                 | 0.0                                                                                                                                                                                                                                                        | 0.0                                                                                 |                                                                                     | 0.0                                                                                                                                                                     | 0.0                                                                                                                                                                                                                                                         | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln                   |                                                                                   | 8.8                                                                                                                                                                 | 11.8                                                                                                                                                                                                                                                  | 12.5                                                                              |                                                                                   | 9.2                                                                                                                                                                 | 15.5                                                                                                                                                                                                                                                       | 9.6                                                                                 |                                                                                     | 6.2                                                                                                                                                                     | 13.9                                                                                                                                                                                                                                                        | 7.6                                                                                 |
| Unsig. Movement Delay, s/veh               |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                            |                                                                                     |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |                                                                                     |
| LnGrp Delay(d), s/veh                      |                                                                                   | 83.0                                                                                                                                                                | 58.4                                                                                                                                                                                                                                                  | 66.4                                                                              |                                                                                   | 83.8                                                                                                                                                                | 66.0                                                                                                                                                                                                                                                       | 57.8                                                                                |                                                                                     | 80.7                                                                                                                                                                    | 36.0                                                                                                                                                                                                                                                        | 32.7                                                                                |
| LnGrp LOS                                  |                                                                                   | F                                                                                                                                                                   | E                                                                                                                                                                                                                                                     | E                                                                                 |                                                                                   | F                                                                                                                                                                   | E                                                                                                                                                                                                                                                          | E                                                                                   |                                                                                     | F                                                                                                                                                                       | D                                                                                                                                                                                                                                                           | C                                                                                   |
| Approach Vol, veh/h                        |                                                                                   |                                                                                                                                                                     | 1615                                                                                                                                                                                                                                                  |                                                                                   |                                                                                   |                                                                                                                                                                     | 1776                                                                                                                                                                                                                                                       |                                                                                     |                                                                                     |                                                                                                                                                                         | 1977                                                                                                                                                                                                                                                        |                                                                                     |
| Approach Delay, s/veh                      |                                                                                   |                                                                                                                                                                     | 65.9                                                                                                                                                                                                                                                  |                                                                                   |                                                                                   |                                                                                                                                                                     | 68.9                                                                                                                                                                                                                                                       |                                                                                     |                                                                                     |                                                                                                                                                                         | 42.0                                                                                                                                                                                                                                                        |                                                                                     |
| Approach LOS                               |                                                                                   |                                                                                                                                                                     | E                                                                                                                                                                                                                                                     |                                                                                   |                                                                                   |                                                                                                                                                                     | E                                                                                                                                                                                                                                                          |                                                                                     |                                                                                     |                                                                                                                                                                         | D                                                                                                                                                                                                                                                           |                                                                                     |
| Timer - Assigned Phs                       | 1                                                                                 | 2                                                                                                                                                                   | 3                                                                                                                                                                                                                                                     | 4                                                                                 | 5                                                                                 | 6                                                                                                                                                                   | 7                                                                                                                                                                                                                                                          | 8                                                                                   |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |                                                                                     |
| Phs Duration (G+Y+Rc), s                   | 19.3                                                                              | 67.2                                                                                                                                                                | 27.8                                                                                                                                                                                                                                                  | 45.6                                                                              | 22.2                                                                              | 64.3                                                                                                                                                                | 27.2                                                                                                                                                                                                                                                       | 46.3                                                                                |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |                                                                                     |
| Change Period (Y+Rc), s                    | 7.0                                                                               | 7.0                                                                                                                                                                 | 7.0                                                                                                                                                                                                                                                   | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                                                                                                 | 7.0                                                                                                                                                                                                                                                        | 7.0                                                                                 |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |                                                                                     |
| Max Green Setting (Gmax), s                | 20.0                                                                              | 46.0                                                                                                                                                                | 25.0                                                                                                                                                                                                                                                  | 41.0                                                                              | 20.0                                                                              | 46.0                                                                                                                                                                | 25.0                                                                                                                                                                                                                                                       | 41.0                                                                                |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |                                                                                     |
| Max Q Clear Time (g_c+I1), s               | 12.1                                                                              | 36.5                                                                                                                                                                | 20.6                                                                                                                                                                                                                                                  | 30.6                                                                              | 15.0                                                                              | 32.5                                                                                                                                                                | 19.9                                                                                                                                                                                                                                                       | 35.7                                                                                |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |                                                                                     |
| Green Ext Time (p_c), s                    | 0.2                                                                               | 6.7                                                                                                                                                                 | 0.3                                                                                                                                                                                                                                                   | 5.3                                                                               | 0.2                                                                               | 8.0                                                                                                                                                                 | 0.3                                                                                                                                                                                                                                                        | 3.5                                                                                 |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |                                                                                     |
| Intersection Summary                       |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                            |                                                                                     |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |                                                                                     |
| HCM 7th Control Delay, s/veh               |                                                                                   |                                                                                                                                                                     | 54.0                                                                                                                                                                                                                                                  |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                            |                                                                                     |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |                                                                                     |
| HCM 7th LOS                                |                                                                                   |                                                                                                                                                                     | D                                                                                                                                                                                                                                                     |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                            |                                                                                     |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |                                                                                     |
| Notes                                      |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                            |                                                                                     |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |                                                                                     |
| User approved ignoring U-Turning movement. |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                            |                                                                                     |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |                                                                                     |

HCM 7th Signalized Intersection Summary  
3: University Drive & Oakland Park Boulevard

Future Total PM  
04/15/2026



| Movement                     | SBU  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|
| Lane Configurations          |      | ↰↰   | ↑↑↑↑ | ↱    |
| Traffic Volume (veh/h)       | 16   | 205  | 1152 | 257  |
| Future Volume (veh/h)        | 16   | 205  | 1152 | 257  |
| Initial Q (Qb), veh          |      | 0    | 0    | 0    |
| Lane Width Adj.              |      | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          |      | 1.00 |      | 1.00 |
| Parking Bus, Adj             |      | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       |      | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         |      | 223  | 1252 | 279  |
| Peak Hour Factor             |      | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         |      | 2    | 2    | 2    |
| Cap, veh/h                   |      | 266  | 1829 | 568  |
| Arrive On Green              |      | 0.10 | 0.48 | 0.48 |
| Sat Flow, veh/h              |      | 3456 | 5106 | 1585 |
| Grp Volume(v), veh/h         |      | 223  | 1252 | 279  |
| Grp Sat Flow(s),veh/h/ln     |      | 1728 | 1702 | 1585 |
| Q Serve(g_s), s              |      | 10.1 | 30.5 | 19.3 |
| Cycle Q Clear(g_c), s        |      | 10.1 | 30.5 | 19.3 |
| Prop In Lane                 |      | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       |      | 266  | 1829 | 568  |
| V/C Ratio(X)                 |      | 0.84 | 0.68 | 0.49 |
| Avail Cap(c_a), veh/h        |      | 432  | 1829 | 568  |
| HCM Platoon Ratio            |      | 1.33 | 1.33 | 1.33 |
| Upstream Filter(I)           |      | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     |      | 70.8 | 34.9 | 31.9 |
| Incr Delay (d2), s/veh       |      | 3.7  | 2.1  | 3.0  |
| Initial Q Delay(d3), s/veh   |      | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     |      | 4.5  | 12.4 | 7.5  |
| Unsig. Movement Delay, s/veh |      |      |      |      |
| LnGrp Delay(d), s/veh        |      | 74.5 | 37.0 | 34.9 |
| LnGrp LOS                    |      | E    | D    | C    |
| Approach Vol, veh/h          | 1754 |      |      |      |
| Approach Delay, s/veh        | 41.4 |      |      |      |
| Approach LOS                 | D    |      |      |      |
| Timer - Assigned Phs         |      |      |      |      |

HCM 7th TWSC  
4: University Drive & Driveway #2

Future Total PM  
04/15/2026

| Intersection             |        |      |                |      |         |      |        |      |      |      |      |      |
|--------------------------|--------|------|----------------|------|---------|------|--------|------|------|------|------|------|
| Int Delay, s/veh         | 0.1    |      |                |      |         |      |        |      |      |      |      |      |
| Movement                 | EBL    | EBT  | EBR            | WBL  | WBT     | WBR  | NBL    | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |        |      | ↱              |      |         | ↱    |        | ↱↱↱  |      |      | ↱↱↱  | ↱    |
| Traffic Vol, veh/h       | 0      | 0    | 57             | 0    | 0       | 2    | 0      | 1891 | 9    | 0    | 1793 | 69   |
| Future Vol, veh/h        | 0      | 0    | 57             | 0    | 0       | 2    | 0      | 1891 | 9    | 0    | 1793 | 69   |
| Conflicting Peds, #/hr   | 0      | 0    | 0              | 0    | 0       | 0    | 0      | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop   | Stop | Stop           | Stop | Stop    | Stop | Free   | Free | Free | Free | Free | Free |
| RT Channelized           | -      | -    | None           | -    | -       | None | -      | -    | None | -    | -    | None |
| Storage Length           | -      | -    | 0              | -    | -       | 0    | -      | -    | -    | -    | -    | 220  |
| Veh in Median Storage, # | -      | 0    | -              | -    | 0       | -    | -      | 0    | -    | -    | 0    | -    |
| Grade, %                 | -      | 0    | -              | -    | 0       | -    | -      | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92     | 92   | 92             | 92   | 92      | 92   | 92     | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2      | 2    | 2              | 2    | 2       | 2    | 2      | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0      | 0    | 62             | 0    | 0       | 2    | 0      | 2055 | 10   | 0    | 1949 | 75   |
| Major/Minor              | Minor2 |      | Minor1         |      | Major1  |      | Major2 |      |      |      |      |      |
| Conflicting Flow All     | -      | -    | 974            | -    | -       | 1033 | -      | 0    | 0    | -    | -    | 0    |
| Stage 1                  | -      | -    | -              | -    | -       | -    | -      | -    | -    | -    | -    | -    |
| Stage 2                  | -      | -    | -              | -    | -       | -    | -      | -    | -    | -    | -    | -    |
| Critical Hdwy            | -      | -    | 3.7            | -    | -       | 3.7  | -      | -    | -    | -    | -    | -    |
| Critical Hdwy Stg 1      | -      | -    | -              | -    | -       | -    | -      | -    | -    | -    | -    | -    |
| Critical Hdwy Stg 2      | -      | -    | -              | -    | -       | -    | -      | -    | -    | -    | -    | -    |
| Follow-up Hdwy           | -      | -    | 2              | -    | -       | 2    | -      | -    | -    | -    | -    | -    |
| Pot Cap-1 Maneuver       | 0      | 0    | 856            | 0    | 0       | 818  | 0      | -    | -    | 0    | -    | -    |
| Stage 1                  | 0      | 0    | -              | 0    | 0       | -    | 0      | -    | -    | 0    | -    | -    |
| Stage 2                  | 0      | 0    | -              | 0    | 0       | -    | 0      | -    | -    | 0    | -    | -    |
| Platoon blocked, %       | -      | -    | -              | -    | -       | -    | -      | -    | -    | -    | -    | -    |
| Mov Cap-1 Maneuver       | -      | -    | 856            | -    | -       | 818  | -      | -    | -    | -    | -    | -    |
| Mov Cap-2 Maneuver       | -      | -    | -              | -    | -       | -    | -      | -    | -    | -    | -    | -    |
| Stage 1                  | -      | -    | -              | -    | -       | -    | -      | -    | -    | -    | -    | -    |
| Stage 2                  | -      | -    | -              | -    | -       | -    | -      | -    | -    | -    | -    | -    |
| Approach                 | EB     |      | WB             |      | NB      |      | SB     |      |      |      |      |      |
| HCM Ctrl Dly, s/v        | 9.53   |      | 9.41           |      | 0       |      | 0      |      |      |      |      |      |
| HCM LOS                  | A      |      | A              |      |         |      |        |      |      |      |      |      |
| Minor Lane/Major Mvmt    | NBT    |      | NBR EBLn1WBLn1 |      | SBT SBR |      |        |      |      |      |      |      |
| Capacity (veh/h)         | -      |      | 856 818        |      | -       |      |        |      |      |      |      |      |
| HCM Lane V/C Ratio       | -      |      | 0.072 0.003    |      | -       |      |        |      |      |      |      |      |
| HCM Ctrl Dly (s/v)       | -      |      | 9.5 9.4        |      | -       |      |        |      |      |      |      |      |
| HCM Lane LOS             | -      |      | A A            |      | -       |      |        |      |      |      |      |      |
| HCM 95th %tile Q(veh)    | -      |      | 0.2 0          |      | -       |      |        |      |      |      |      |      |