



*Traffic Impact Analysis
for Submittal to the
City of Sunrise*

6500 W OAKLAND PARK BOULEVARD
SUNRISE, FLORIDA

Kimley»Horn

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Updated January 2026
July 2025
044638006

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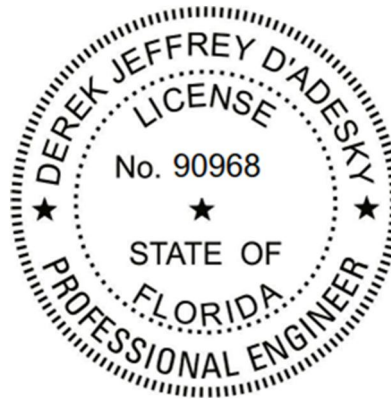
**6500 W OAKLAND PARK BOULEVARD
SUNRISE, FLORIDA**

Prepared for:

Pinnacle Communities II, LLC

Prepared by:

Kimley-Horn and Associates, Inc.



This item has been digitally signed and sealed by Derek Jeffrey d'Adesky, P.E., on the date adjacent to the seal.

Signature must be verified on any electronic copies.

Kimley»Horn

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EXECUTIVE SUMMARY

Pinnacle Communities II, LLC is proposing to develop the site located at 6500 W Oakland Park Boulevard in Sunrise, Florida. The site is generally bounded by W Oakland Park Blvd to the north, NW 64th Avenue to the east, and NW 68th Avenue to the west. The site proposed for development is currently vacant. The proposed development consists of 229 mid-rise multifamily residential units. The project is expected to be completed and opened by year 2028.

Access to the proposed development is provided via one (1) directional, unsignalized driveway along W Oakland Park Boulevard at the median opening between NW 68th Avenue and NW 64th Avenue. Note, access will be provided for emergency vehicles only via one (1) driveway along NW 68th Avenue, north of NW 30th Street.

Trip generation for the proposed development was calculated using rates and/or equations contained in the Institute of Transportation Engineers' (ITE's) *Trip Generation Manual*, 11th Edition. The project is expected to generate 86 net new weekday A.M. peak hour trips and 87 net new weekday P.M. peak hour trips.

The results of the turn lane analysis indicate that an exclusive eastbound right-turn lane at the North Project Driveway is warranted in the P.M. Peak Hour based on the Florida Department of Transportation's (FDOT) *Access Management Guidebook*, 2023. Note, an exclusive eastbound right-turn lane is to be provided at the North Project Driveway.

The results of the intersection capacity analysis indicate that all study intersections are expected to operate at overall adopted level of service (LOS) D or better during the A.M. and P.M. peak hours under all analysis scenarios.

The results of the 95th percentile queuing analysis indicate that vehicle queue lengths are expected to be accommodated within the existing vehicle storage under existing, future background, and future total conditions during the A.M. and P.M. peak hour with the exception of the following:

- W Oakland Park Boulevard and NW 64th Avenue:
 - The northbound left-turn lane under all analysis scenarios during the A.M. and P.M. peak hours. However, the project results in a queue impact of less than one (1) additional vehicle when compared to the future background condition. Note, the

northbound left-turn lane is constrained by the existing downstream median/southbound left-turn lane located just south of the intersection.

The results of the entry gate analysis indicate that the 95th percentile queue length for the proposed entry gates is less than one (1) vehicle including the service position during the A.M. and P.M. peak hours. Therefore, all anticipated queues are expected to be accommodated on-site without extending onto the public right-of-way.

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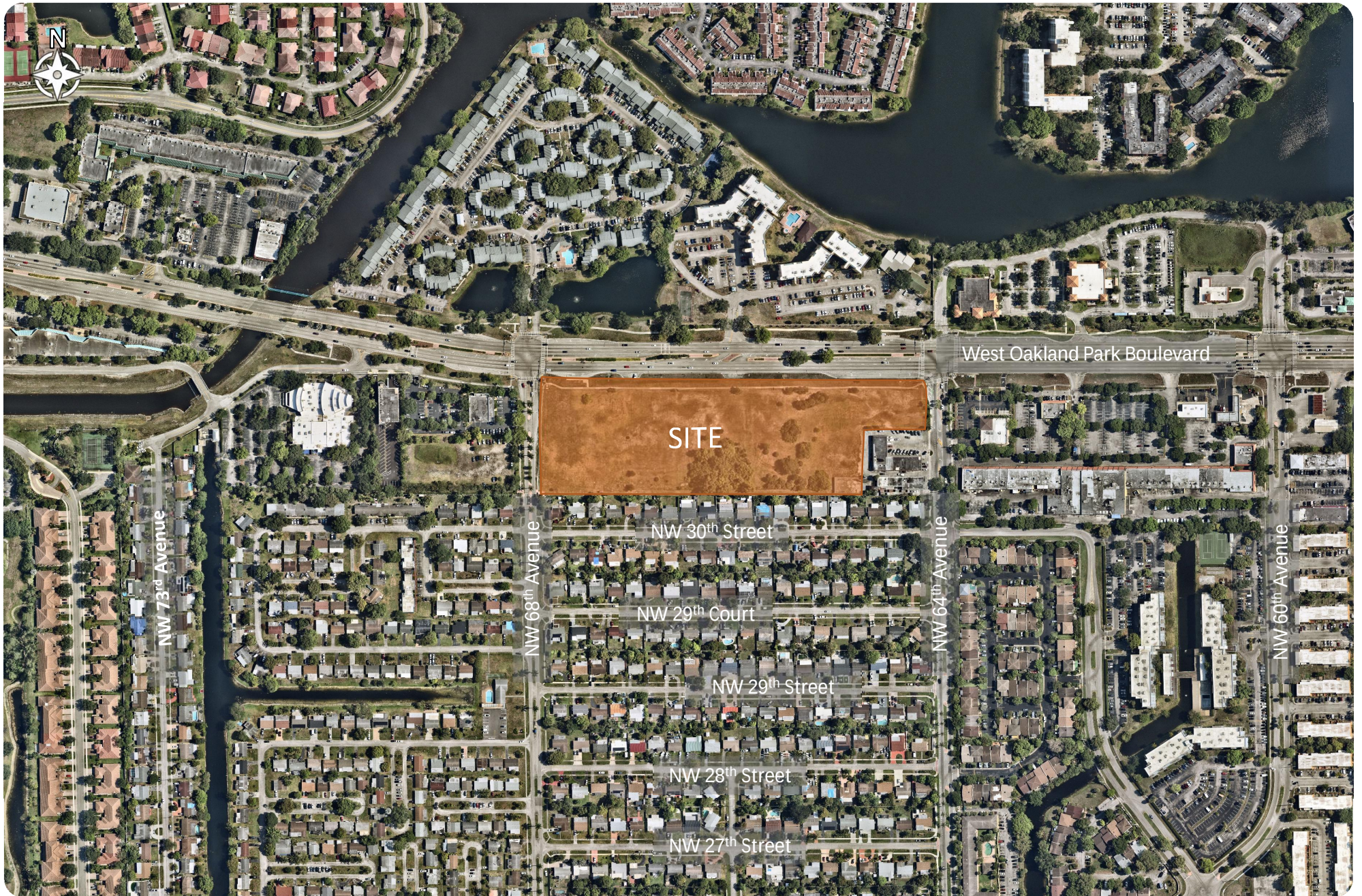
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INTRODUCTION

Pinnacle Communities II, LLC is proposing to develop the site located at 6500 W Oakland Park Boulevard in Sunrise, Florida. The site is generally bounded by W Oakland Park Boulevard to the north, NW 64th Avenue to the east, and NW 68th Avenue to the west. The site proposed for development is currently vacant. The proposed development consists of 229 mid-rise multifamily residential units. The project is expected to be completed and opened by year 2028. A project location map is provided as Figure 1. A conceptual site plan is provided in Appendix A.

Kimley-Horn and Associates, Inc. has completed this traffic impact analysis for submittal to the City of Sunrise consistent with the approved methodology included in Appendix B. The purpose of the study is to assess the project's impact on the surrounding roadway network. This report summarizes the data collection, project trip generation, trip distribution and assignment, turn lane analysis, intersection capacity analysis, queue analysis, and entry gate analysis.



EXISTING TRAFFIC

A.M. peak period (7:00 A.M. to 9:00 A.M.) and P.M. peak period (4:00 P.M. to 6:00 P.M.) peak period turning movement counts were collected on March 11, 2025 (Tuesday) and March 18, 2025 (Tuesday) at the following intersections:

- W Oakland Park Boulevard and NW 68th Avenue
- W Oakland Park Boulevard and NW 64th Avenue
- NW 30th Street and NW 68th Avenue
- NW 30th Street and NW 64th Avenue
- W Oakland Park Boulevard and Isles of Inverarry Driveway

All volumes were collected in 15-minute intervals and the peak hour was determined for each intersection. Turning movement counts also included pedestrian and bicycle data. The appropriate Florida Department of Transportation (FDOT) peak season conversion factor (PSCF) of 0.99 was identified based on the dates of data collection, however, a PSCF of 1.00 was applied to the traffic data to provide a conservative analysis.

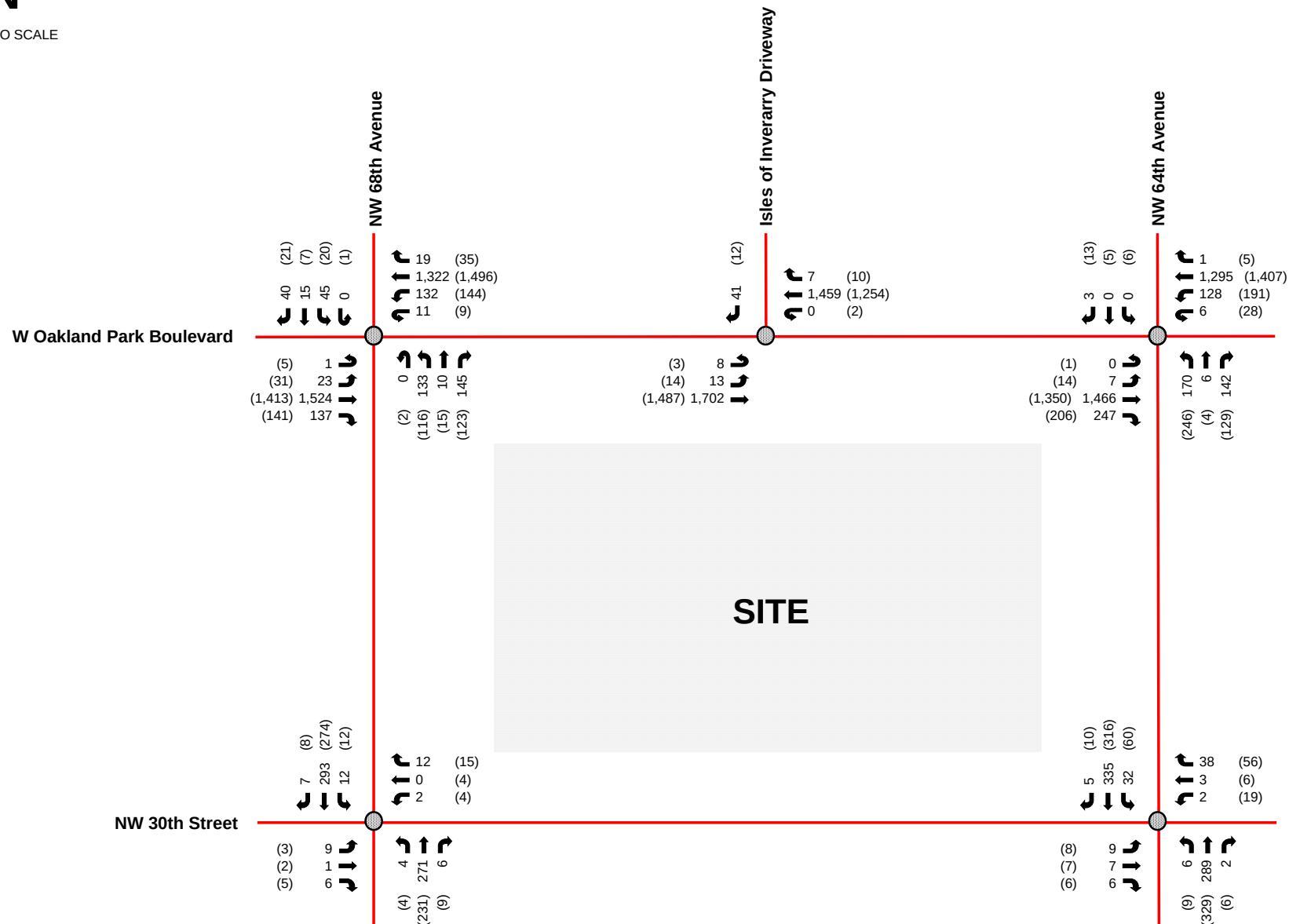
The turning movement counts, FDOT peak season factor category reports, and signal timing data are included in Appendix C. Figure 2 presents the existing turning movement volumes at the study intersections during the A.M. and P.M. peak hours.



NOT TO SCALE

Legend

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



FUTURE BACKGROUND TRAFFIC

Future background traffic conditions are defined as expected traffic conditions on the roadway network in the year 2028 without the construction of the proposed development. Future background traffic volumes used in the analysis are the sum of the existing traffic and additional traffic generated by growth in the study area. Refer to Figure 3 for the 2028 peak hour future background traffic volumes.

BACKGROUND AREA GROWTH

Future traffic growth on the transportation network was determined based upon (a) historical growth trends at nearby FDOT traffic count stations and (b) traffic volume comparisons from the year 2015 and 2045 Florida Standard Urban Transportation Model Structure (FSUTMS) – Southeast Florida Regional Planning Model (SERPM). FDOT count stations referenced in this analysis include:

- FDOT count station no. 0112 located on SR 816/Oakland Park Boulevard, east of NW 64th Avenue
- FDOT count station no. 7354 located on NW 64th Avenue, south of W Oakland Park Boulevard
- FDOT count station no. 9553 located on W Inverrary Boulevard, north of W Oakland Park Boulevard

The historical growth rate analysis, based on FDOT count stations, examined linear, exponential, and decaying exponential growth rates for the most recent five (5) and 10-year periods. Note that the historical growth based on FDOT count stations did not include the atypical volumes from 2020 and 2021, but rather interpolated volumes for those years using data from 2019 and 2022. The linear growth trend yielded an average growth rate of negative 5.71 percent (-5.71%) over the most recent five (5) year period and negative 1.71 percent (-1.72%) over the most recent 10-year period. The exponential growth trend yielded a growth rate of negative 6.00 percent (-6.00%) over the most recent five (5) year period and negative 1.99 percent (-1.99%) over the most recent 10-year period. The decaying exponential growth trend yielded a growth rate of negative 6.61 percent (-6.61%) over the most recent five (5) year period and negative 1.66 percent (-1.66%) over the most recent 10-year period. The calculated growth rate with the highest R^2 value resulted from the five (5) year linear growth trend which yielded a growth rate of negative 6.61 percent (-6.61%).

Based on the forecasted volumes obtained from the 2015 and 2045 FSUTMS SERPM, an annual growth rate of 0.47 percent (0.47%) in the vicinity of the development was calculated.

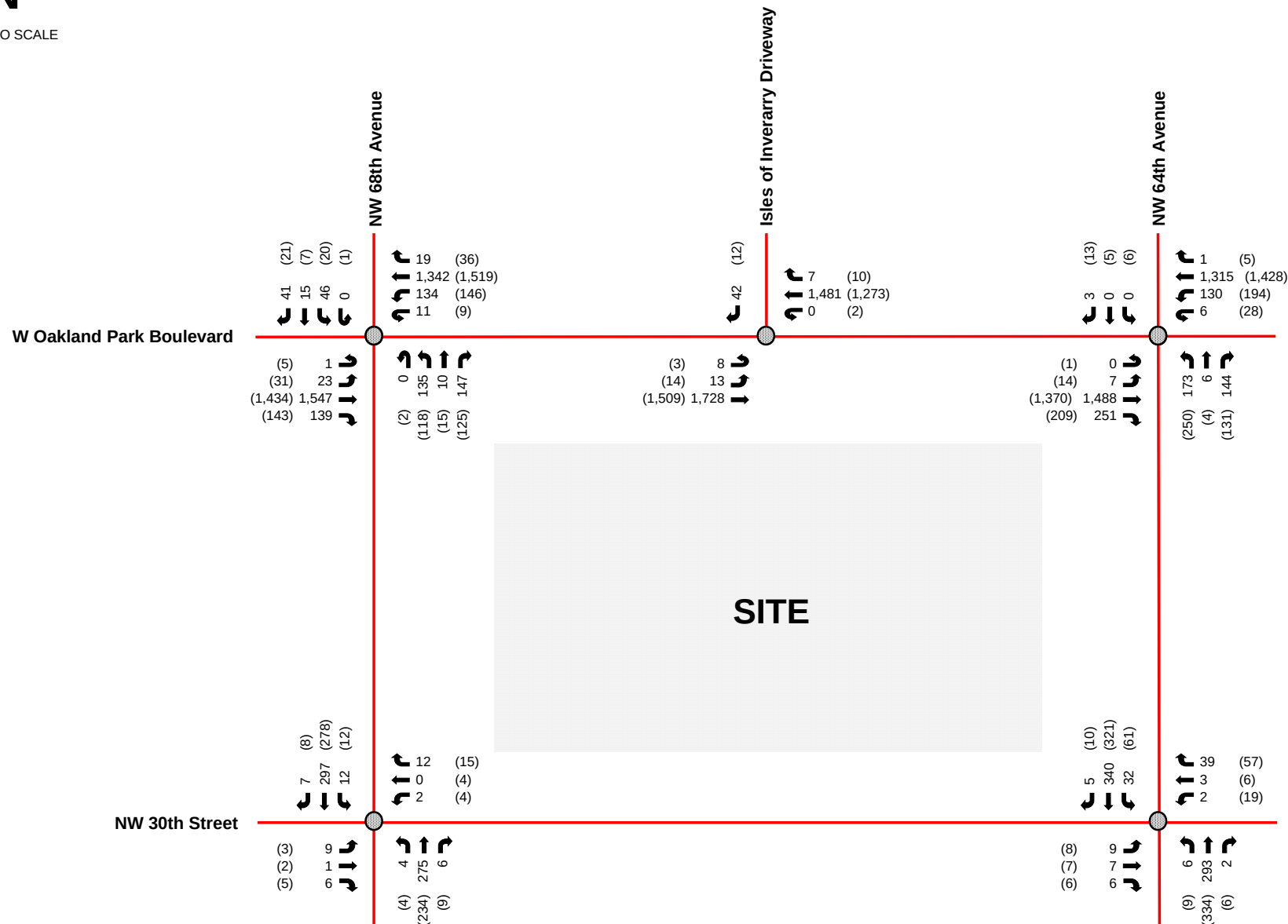
Therefore, to provide for a conservative analysis, a growth rate of 0.5 percent (0.5%) was applied to existing traffic volumes compounded annually to develop future 2028 volumes. The worksheets used to analyze the historic growth trends along with the FSUTMS transportation model outputs are included in Appendix D.



NOT TO SCALE

Legend

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



PROJECT TRAFFIC

Project traffic used in this analysis is 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.

EXISTING AND PROPOSED LAND USES

The site proposed for development is currently vacant. The proposed development consists of 229 mid-rise multifamily residential units.

PROJECT ACCESS

Access to the proposed development is provided via one (1) directional, unsignalized driveway along W Oakland Park Boulevard at the median opening between NW 68th Avenue and NW 64th Avenue. Note, access will be provided for emergency vehicles only via one (1) driveway along NW 68th Avenue, north of NW 30th Street.

TRIP GENERATION

Trip generation calculations for the proposed development were performed using rates and equations contained in the ITE *Trip Generation Manual*, 11th Edition. The trip generation for the proposed development was determined using ITE Land Use Code (LUC) 221 (Multifamily Housing [Mid-Rise]). Project trips were estimated for the weekday A.M. and P.M. peak hours.

MULTIMODAL REDUCTION

A multimodal (public transit, bicycle, and pedestrian) factor based on US *Census Means of Transportation to Work* data was reviewed for the census tract in which the development is located. A multimodal factor of 3.5 percent (3.5%) was determined for the proposed development. It is expected that a portion of residents and guests will choose to walk, bike, or use public transit to and from the proposed development.

TRANSIT INFORMATION

One (1) Broward County Transit (BCT) routes operate in close proximity (within ½ mile) to the site during the A.M. and P.M. peak hours. Detailed transit route information is included in Appendix E.

- **BCT Route 72** operates along W Oakland Park Boulevard in the vicinity of the project site with the nearest stop located just east of NW 68th Avenue. This route operates with

20 to 25-minute headways in the eastbound and westbound directions during the A.M and P.M. peak hours.

NET NEW PROJECT TRIPS

The net new project trips represent the additional vehicles on the roadway network. The trip generation calculations were prepared using the ITE provided rates and/or equations for LUC 221 (Multifamily Housing [Mid-Rise]). The project is expected to generate 86 net new weekday A.M. peak hour trips and 87 net new weekday P.M. peak hour trips. A summary of this trip generation is presented in Table 1. Detailed trip generation information and calculations are included in Appendix F.

Table 1: Proposed Net New Trip Generation				
A.M. Peak Hour (P.M. Peak Hour)				
Future Land Use (ITE Code)	Scale	Entering Trips	Exiting Trips	Net New External Trips
<i>Proposed Development</i>				
Multifamily Housing (Mid-Rise) (221)	229 dwelling units	19 (53)	67 (34)	86 (87)

TRIP DISTRIBUTION AND ASSIGNMENT

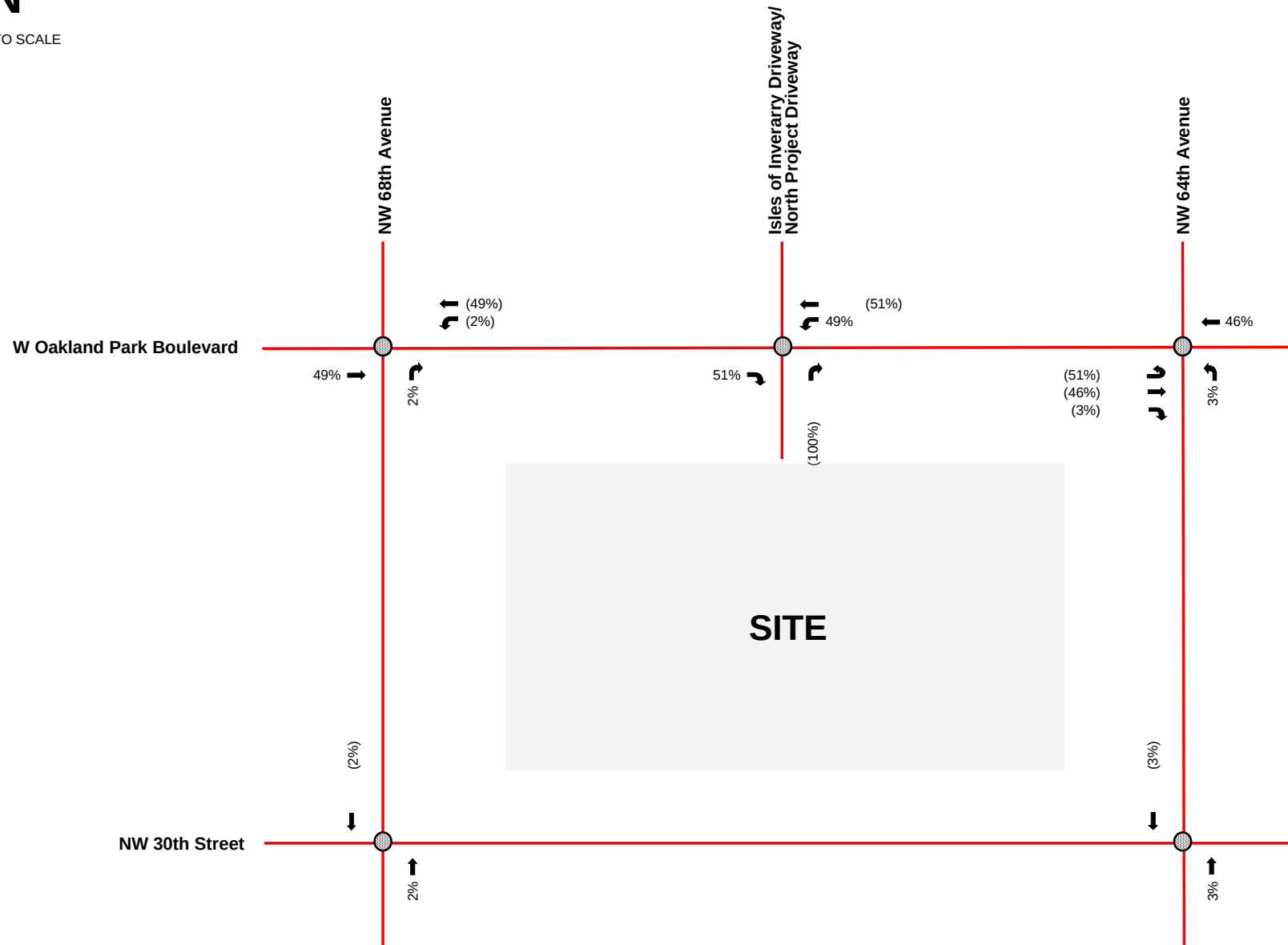
Trip distribution was determined based on existing turning movements counts and a select zone analysis for the appropriate Traffic Analysis Zone (TAZ) in the Southeast Florida Regional Planning Model (SERPM), Version 8.521. Figures 4 and 5 show the project trip distribution and the project trip assignment at the project driveway and adjacent intersections for the A.M. and P.M. peak hours. Detailed trip distribution calculations are contained in Appendix G.



NOT TO SCALE

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- Study Roadway
- Study Intersection
- XX Entering Peak Hour Trip Distribution
- (XX) Exiting Peak Hour Trip Distribution

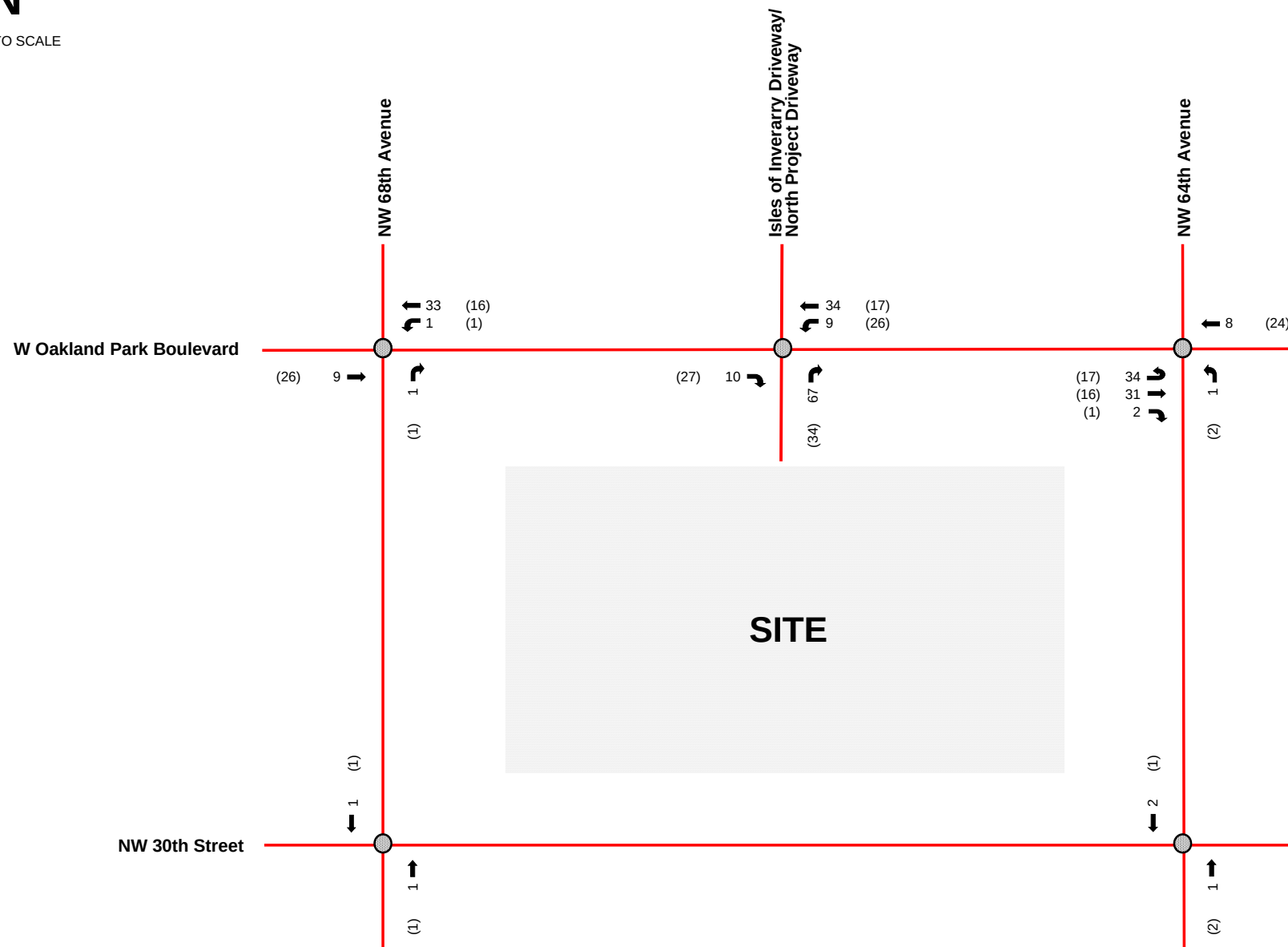




NOT TO SCALE

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



FUTURE TOTAL TRAFFIC

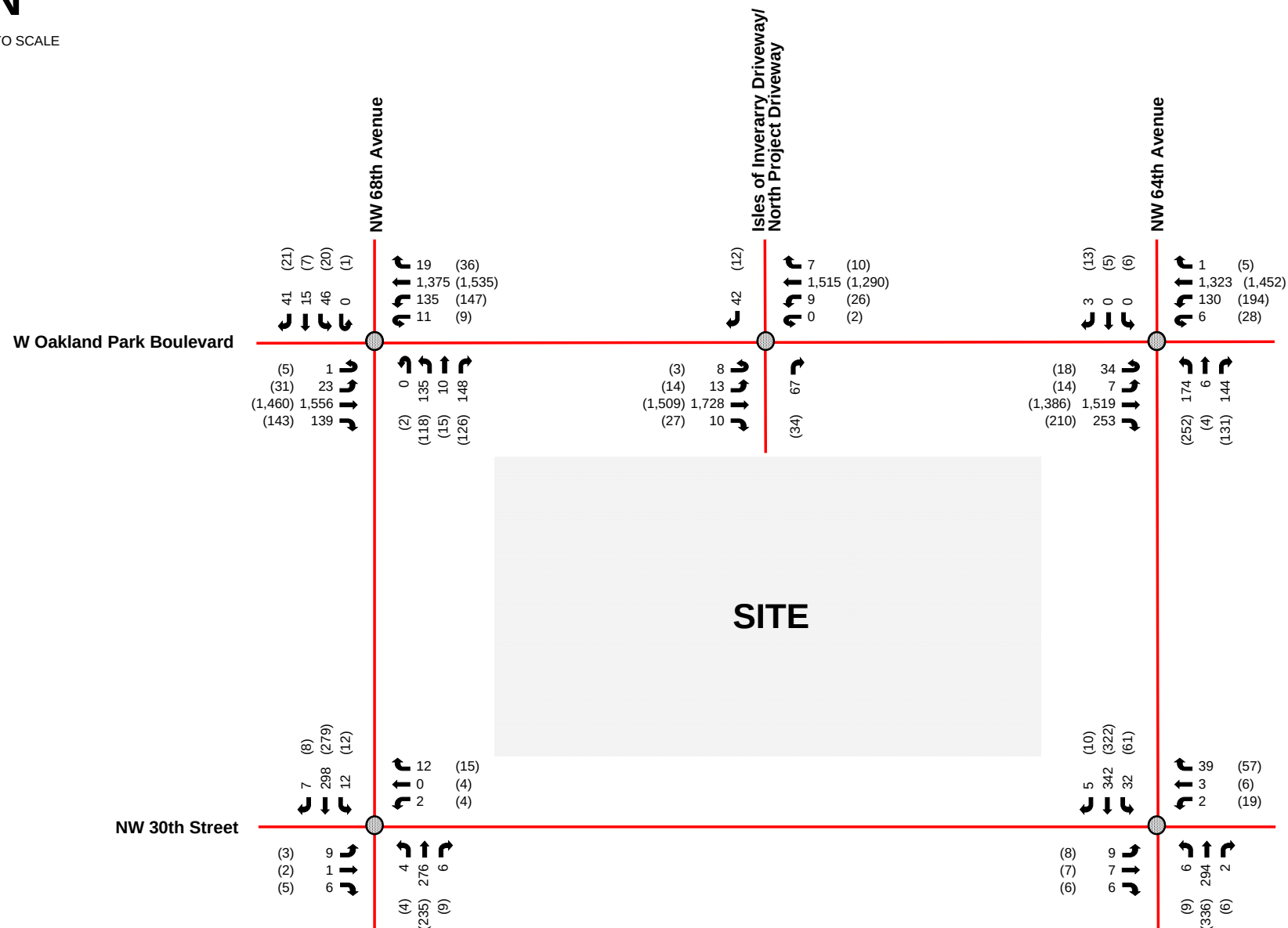
Future total traffic conditions are defined as the expected traffic conditions in the year 2028 after the opening of the project. Total traffic volumes considered in the analysis for this project are the sum of the background traffic volumes and the expected project traffic volumes. The A.M. and P.M. peak hour future traffic volumes are shown in Figure 6. Volume development worksheets for the study intersections are included in Appendix H.



NOT TO SCALE

Legend

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



TURN LANE ANALYSIS

A right-turn lane analysis was prepared for the North Project Driveway along W Oakland Park Boulevard based on the recommended guidelines for the installation of exclusive right-turn lanes outlined in FDOT's *Multimodal Access Management Guidebook*, 2023. As shown in Table 2, an exclusive eastbound right-turn lane is warranted in the P.M. Peak Hour at the North Project Driveway. However, note that an exclusive eastbound right-turn lane is to be provided at the North Project Driveway and is included in the site plan. A conceptual site plan is provided in Appendix A.

Table 2: Right-Turn Lane Analysis						
A.M. Peak Hour (P.M. Peak Hour)						
Driveway	Number of Lanes	Posted Speed (MPH)	Analysis Direction	Major Road Volume (veh/h)	Right-Turn Volume (veh/h)	Turn Lane Warranted?
North Project Driveway	6	45	Eastbound	1,759 (1,553)	10 (27)	No (Yes)

Turn lane analysis worksheets are provided in Appendix I.

INTERSECTION CAPACITY ANALYSIS

The study area intersection operating conditions were analyzed for three (3) scenarios (existing conditions, future background conditions, and future total conditions) using Trafficware's *SYNCHRO 12* software, which applies methodologies outlined in the Transportation Research Board's (TRB's) *Highway Capacity Manual* (HCM), 2000/7th Editions. Synchro worksheets for the study intersections are included in Appendix J.

A summary of the intersection analyses for the A.M. and P.M. peak hours is presented in Table 3. All study intersections are expected to operate at an overall adopted level of service (LOS) D or better during the A.M. and P.M. peak hours under all analysis scenarios.

Table 3: Peak Hour Intersection Capacity Analysis

Table 3: Peak Hour Intersection Capacity Analysis						
Intersection	Traffic Control	Overall, LOS/Delay	Approach LOS/Delay			
			EB	WB	NB	SB
Existing Conditions (Future Background Conditions) [Future Total Conditions]						
A.M. Peak Hour						
W Oakland Park Boulevard and NW 68 th Avenue ⁽⁴⁾	Signalized	B/18.9 sec (B/19.3 sec) [B/19.3 sec]	B/13.1 sec (B/13.5 sec) [B/13.7 sec]	A/9.6 sec (B/10.0 sec) [B/10.1 sec]	F/84.2 sec (F/84.0 sec) [F/84.0 sec]	E/68.3 sec (E/68.2 sec) [E/68.2 sec]
W Oakland Park Boulevard and NW 64 th Avenue ⁽⁴⁾	Signalized	B/14.5 sec (B/14.7 sec) [B/14.5 sec]	A/7.7 sec (A/7.9 sec) [A/7.6 sec]	A/7.5 sec (A/7.8 sec) [A/8.0 sec]	F/82.4 sec (F/82.1 sec) [F/82.1 sec]	E/63.8 sec (E/63.4 sec) [E/63.4 sec]
NW 30 th Street and NW 68 th Avenue	Two-Way Stop Control	(1)	A/9.1 sec (A/9.1 sec) [A/9.1 sec]	A/8.0 sec (A/8.0 sec) [A/8.0 sec]	(3)	(3)
NW 30 th Street and NW 64 th Street	Two-Way Stop Control	(1)	A/9.7 sec (A/9.7 sec) [A/9.7 sec]	A/8.0 sec (A/8.0 sec) [A/8.0 sec]	(3)	(3)
W Oakland Park Boulevard and North Project Driveway	Two-Way Stop Control	(1)	(3)	(3)	(2) (2) [A/9.3 sec]	A/8.8 sec (A/8.9 sec) [A/8.9 sec]
P.M. Peak Hour						
W Oakland Park Boulevard and NW 68 th Avenue ⁽⁴⁾	Signalized	B/16.9 sec (B/17.2 sec) [B/17.4 sec]	B/11.0 sec (B/11.4 sec) [B/11.7 sec]	B/10.5 sec (B/11.0 sec) [B/11.2 sec]	F/84.5 sec (F/84.3 sec) [F/84.2 sec]	E/69.2 sec (E/68.9 sec) [E/68.9 sec]
W Oakland Park Boulevard and NW 64 th Avenue ⁽⁴⁾	Signalized	C/28.8 sec (C/29.5 sec) [C/29.6 sec]	C/32.8 sec (C/33.7 sec) [C/33.7 sec]	B/12.6 sec (B/13.3 sec) [B/13.7 sec]	F/80.2 sec (F/80.1 sec) [E/79.3 sec]	E/56.2 sec (E/55.7 sec) [E/55.3 sec]
NW 30 th Street and NW 68 th Avenue	Two-Way Stop Control	(1)	A/8.5 sec (A/8.5 sec) [A/8.5 sec]	A/8.1 sec (A/8.1 sec) [A/8.2 sec]	(3)	(3)
NW 30 th Street and NW 64 th Street	Two-Way Stop Control	(1)	A/9.9 sec (A/9.9 sec) [A/9.9 sec]	A/8.9 sec (A/8.9 sec) [A/9.0 sec]	(3)	(3)
W Oakland Park Boulevard and North Project Driveway	Two-Way Stop Control	(1)	(3)	(3)	(2) (2) [A/9.0 sec]	A/8.6 sec (A/8.6 sec) [A/8.6 sec]

- Notes: (1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(2) Approach does not exist.
(3) LOS is not defined, as approach operates under free-flow conditions.
(4) Intersection cannot be analyzed using HCM 7th Edition. Therefore, HCM 2000 was used.

QUEUE LENGTH ANALYSIS

A 95th percentile queue analysis was performed at existing exclusive turn-lanes with limited storage where project trips are assigned. The 95th percentile queue lengths were calculated using Trafficware's *SYNCHRO 12* software. A summary of the 95th percentile queuing analysis for the proposed development during the A.M. and P.M. hours is presented in Table 4. Note, the northbound right-turn lane will be extended by 60 feet at W Oakland Park Boulevard and NW 68th Avenue as part of the project. The results of the analysis indicate that vehicle queue lengths are expected to be accommodated within the existing vehicle storage under existing, future background, and future total conditions during the A.M. and P.M. peak hour with the exception of the following:

- W Oakland Park Boulevard and NW 64th Avenue:
 - o The northbound left-turn lane under all analysis scenarios during the A.M. and P.M. peak hours. However, the project results in a queue impact of less than one (1) additional vehicle when compared to the future background condition. Note, the northbound left-turn lane is constrained by the existing downstream median/southbound left-turn lane located just south of the intersection.

Synchro worksheets for the study intersections are included in Appendix J.

Table 4: Future Total Peak Hour Queuing Analysis					
Intersection	Movement	95 th Percentile Queue (ft) ⁽¹⁾		Existing Storage Length (ft)	Queue Length Sufficient?
		A.M.	P.M.		
Existing Conditions (Future Background Conditions) [Future Total Conditions]					
W Oakland Park Boulevard and NW 68 th Avenue	Northbound Right-Turn	127 (130) [131]	64 (64) [63]	140 (140) [200]	Yes
	Westbound Left-Turn	131 (141) [148]	133 (140) [140]	305	Yes
W Oakland Park Boulevard and NW 64 th Avenue	Northbound Left-Turn	299 (302) [305]	388 (393) [396]	90	No ⁽²⁾
	Eastbound Right-Turn	<25 (<25) [<25]	176 (181) [183]	260	Yes
	Eastbound Left-Turn	<25 (<25) [<25]	36 (36) [72]	260	Yes
W Oakland Park Boulevard and North Project Driveway	Westbound Left-Turn	(3) (3) [<25]	(3) (3) [<25]	150	Yes

Note: (1) Assumes a vehicle length of 25 feet.

(2) Turn lane is constrained.

(3) Approach does not exist under this scenario.

ENTRY GATE ANALYSIS

An entry gate queue analysis for the development using the methodology outlined in ITE's *Transportation and Land Development*, 1988 was performed at the resident and visitor entry gates located at the entrance to the west and east parking lots. It was assumed that all residential trips will utilize one of the entry gates and self-park. Ingress percentages were based on the proportion of residential units with 65% of the proposed residential units located on the west side of the development and 35% located on the east side of the development. It was additionally assumed that 10.0 percent (10.0%) of residential trips will be visitors. The west entry gate provides one (1) resident entry lane and one (1) visitor entry lane with approximately 100 feet of storage, or storage for four (4) vehicles including the service position. The east entry gate provides one (1) resident entry lane and one (1) visitor entry lane with approximately 230 feet of storage, or storage for nine (9) vehicles including the service position.

Access for residents at the entry gates is expected to be provided via proximity cards, which have a processing time of 6.0 seconds per vehicle based on *Parking Structures 3rd Edition: Planning, Design, Construction, Maintenance, and Repair*, 2001. Access for visitors at the entry gates is expected to be provided via call boxes, which have a processing time of 60.0 seconds per vehicle based on telephone entry system data.

The queuing analysis used the single-channel waiting line model with Poisson arrivals and exponential service times. The queuing analysis is based on the coefficient of utilization, ρ , which is the ratio of the average vehicle arrival rate over the average service rate multiplied by the number of channels.

If the coefficient of utilization (average service rate/service capacity) is greater than one (>1), the calculation methodology does not yield a finite queue length. This result indicates overcapacity conditions for the entry gate area. The entry gate service capacity is the number of vehicles the entry gate can service in a one-hour period multiplied by the number of entry lanes.

The analysis determined the required queue storage, M , which is exceeded P percent of the time. This analysis seeks to examine if the queue length exceeds the storage provided at a level of confidence of 95 percent (95%). Table 5 summarizes the entry gate analysis.

Table 5: Peak Hour Entry Gate Queuing Analysis				
<i>A.M. Peak Hour (P.M. Peak Hour)</i>				
Entry Gate	Entering Volumes (vph)	Service Rates (minutes/vehicle)	95 th Percentile Queue Behind Service Position	Sufficient Storage Provided?
Resident West Entry Gate	11 (31)	0.100 (0.100)	< 1 vehicle (< 1 vehicle)	Yes (Yes)
Visitor West Entry Gate	1 (3)	1.000 (1.000)	< 1 vehicle (<1 vehicle)	Yes (Yes)
Resident East Entry Gate	6 (17)	0.100 (0.100)	< 1 vehicle (<1 vehicle)	Yes (Yes)
Visitor East Entry Gate	1 (2)	1.000 (1.000)	< 1 vehicle (<1 vehicle)	Yes (Yes)

The 95th percentile queue length for the proposed entry gates is less than one (1) vehicle including the service position during the A.M. and P.M. peak hours. Therefore, the future projected queues located at the entry gates are not expected to extend onto public right-of-way. Detailed entry gate calculations are included in Appendix K.

CONCLUSION

Pinnacle Communities II, LLC is proposing to develop the site located at 6500 W Oakland Park Boulevard in Sunrise, Florida. The site is generally bounded by W Oakland Park Blvd to the north, NW 64th Avenue to the east, and NW 68th Avenue to the west. The site proposed for development is currently vacant. The proposed development consists of 229 mid-rise multifamily residential units. The project is expected to be completed and opened by year 2028.

Access to the proposed development is provided via one (1) directional, unsignalized driveway along W Oakland Park Boulevard at the median opening between NW 68th Avenue and NW 64th Avenue. Note, access will be provided for emergency vehicles only via one (1) driveway along NW 68th Avenue, north of NW 30th Street.

Trip generation for the proposed development was calculated using rates and/or equations contained in the Institute of Transportation Engineers' (ITE's) *Trip Generation Manual*, 11th Edition. The project is expected to generate 86 net new weekday A.M. peak hour trips and 87 net new weekday P.M. peak hour trips.

The results of the turn lane analysis indicate that an exclusive eastbound right-turn lane at the North Project Driveway is warranted in the P.M. Peak Hour based on the Florida Department of Transportation's (FDOT) *Access Management Guidebook*, 2023. Note, an exclusive eastbound right-turn lane is to be provided at the North Project Driveway.

The results of the intersection capacity analysis indicate that all study intersections are expected to operate at overall adopted level of service (LOS) D or better during the A.M. and P.M. peak hours under all analysis scenarios.

The results of the 95th percentile queuing analysis indicate that vehicle queue lengths are expected to be accommodated within the existing vehicle storage under existing, future background, and future total conditions during the A.M. and P.M. peak hour with the exception of the following:

- W Oakland Park Boulevard and NW 64th Avenue:
 - o The northbound left-turn lane under all analysis scenarios during the A.M. and P.M. peak hours. However, the project results in a queue impact of less than one (1) additional vehicle when compared to the future background condition. Note, the

northbound left-turn lane is constrained by the existing downstream median/southbound left-turn lane located just south of the intersection.

The results of the entry gate analysis indicate that the 95th percentile queue length for the proposed entry gates is less than one (1) vehicle including the service position during the A.M. and P.M. peak hours. Therefore, all anticipated queues are expected to be accommodated on-site without extending onto the public right-of-way.

Appendix A

Site Plan

Appendix B

Methodology Correspondence



MEMORANDUM

To: Shannon Ley, P.E.
Community Development Director

Karl Peterson, P.E.
City of Sunrise Traffic Consultant

From: Derek d'Adesky, P.E. *DD*
Adrian K. Dabkowski, P.E., PTOE *AK*

Date: March 17, 2025

**Subject: 6500 W Oakland Park Boulevard
Traffic Study Methodology**

The purpose of this memorandum is to summarize the traffic study methodology for the proposed development located at 6500 W Oakland Park Boulevard in Sunrise, Florida. The site is generally bounded by W Oakland Park Blvd to the north, NW 64th Avenue to the east, and NW 68th Avenue to the west. The site proposed for development is currently vacant. The proposed development consists of 229 mid-rise multifamily residential units. The project is expected to be completed by year 2028. A project location map and conceptual site plan are provided in Attachment A. The updated site plan has yet to be finalized and will be submitted as part of the traffic study. The following sections summarize our proposed methodology.

TRIP GENERATION

Trip generation calculations for the proposed development were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The trip generation for the proposed development was determined using ITE Land Use Code (LUC) 221 (Multifamily Housing [Mid-Rise]).

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in which the development is located. A multimodal factor of 3.5 percent (3.5%) was determined for the proposed development. It is expected that a portion of residents and guests may choose to walk, bike, or use public transit to and from the proposed development.

The project is expected to generate 86 net new weekday A.M. peak hour vehicular trips, and 87 net new weekday P.M. peak hour vehicular trips. Trip generation calculations may be revised based on updates to the development program and/or site plan modifications. Detailed trip generation calculations and US Census *Means of Transportation to Work* data are included in Attachment B.

STUDY AREA

Based on the proposed development plan, the following intersections, in addition to the project driveways, are proposed to be analyzed:

1. W Oakland Park Boulevard and NW 68th Avenue
2. W Oakland Park Boulevard and NW 64th Avenue
3. NW 30th Street and NW 68th Avenue
4. NW 30th Street and NW 64th Avenue
5. Directional median opening along W Oakland Park Boulevard, between NW 68th Avenue and NW 64th Avenue

DATA COLLECTION

Turning movement counts will be collected on a typical weekday (Tuesday, Wednesday, or Thursday) during the A.M. (7:00 to 9:00 A.M.) and P.M. (4:00 to 6:00 P.M.) peak periods at all study intersections. Turning movement counts will be collected in 15-minute intervals during the two (2) peak periods and will include pedestrians and bicyclists.

All traffic counts will be adjusted to peak season conditions using the appropriate Florida Department of Transportation (FDOT) peak season category factors. Traffic signal timing information will be obtained from Broward County Traffic Engineering Division. All traffic data collected will be provided in the Appendix of the traffic impact study.

TRIP DISTRIBUTION

Trip distribution will be determined using a select zone analysis for the appropriate Traffic Analysis Zone (TAZ) in the Florida Standard Urban Transportation Model Structure (FSUTMS) Southeast Florida Regional Planning Model (SERPM). Adjustments to the traffic distribution will be made to account for project trips utilizing the local roadway network as a result of the site's access management restrictions and based on turning movement counts collected at study area intersections.

BACKGROUND GROWTH RATE/MAJOR COMMITTED DEVELOPMENT

A background growth rate will be calculated based on historical growth trends at nearby FDOT traffic count stations. Additionally, growth rates based on the FSUTMS SERPM 2015 and 2045 model network volumes will be examined. The higher of the two (2) growth rates will be used in the analysis. Note that a minimum growth rate of 0.5 percent (0.5%) will be used for analysis. Documentation will be provided in the Appendix of the traffic impact study.

The City of Sunrise will provide committed developments based on the review of this document.

CAPACITY ANALYSIS

Capacity analyses will be conducted for the A.M. and P.M. peak hours at the study intersections. Intersection analyses will be performed using *Synchro* traffic engineering analysis software which applies the Transportation Research Board's (TRB's), *Highway Capacity Manual* (HCM) 2000 and 6th Edition methodologies. Capacity analyses will be conducted for three (3) scenarios: existing, future build-out without project (future background conditions), and future build-out with project (future total conditions). A build-out year of 2028 will be used in the analysis.

The following figures will be included for the study intersections:

- Existing conditions
- Future background traffic conditions (with growth rate and committed development traffic)
- Trip distribution
- Trip assignment
- Future total traffic conditions (with project)

95TH PERCENTILE QUEUE LENGTH ANALYSIS

A 95th percentile queue analysis will be conducted for exclusive turn lanes at study intersections in which project traffic is assigned using *Synchro* traffic engineering analysis software which applies the Transportation Research Boards (TRB's) *Highway Capacity Manual* (HCM) methodologies. The analysis will examine existing, future background, and future total conditions queue lengths.

TURN LANE ANALYSIS

A right-turn lane analysis based on FDOT recommended guidelines will be conducted at the proposed project driveway located along W Oakland Park Boulevard to determine whether an exclusive right-turn lane is recommended.

ENTRY GATE OPERATIONS ANALYSIS

A 95th percentile entry gate analysis will be prepared for parking entry points, if entry gates are provided. The entry gate queuing analysis will be prepared for the weekday A.M. and P.M. peak hours. Entry gate queuing analysis will be conducted consistent with the procedures outlined in ITE's *Transportation and Land Development*, 1988 and/or *Parking Structures* 3rd Edition: *Planning, Design, Construction, Maintenance, and Repair*, 2001. The purpose of this analysis is to determine any future queue storage deficiencies at the entry gates and provide preliminary recommendations for mitigating these deficiencies.

DOCUMENTATION

The results of the traffic analysis will be summarized in a report. The report will include supporting documents including signal timings, lane geometry, and software output sheets. The report will also include text and graphics necessary to summarize the assumptions and analysis.

K:\FTL_Civil\044 Jobs\044638006 Pinnacle 6500 W Oakland Pk Blvd\TPTO\correspondence\6500 W Oakland Park Boulevard Methodology.docx

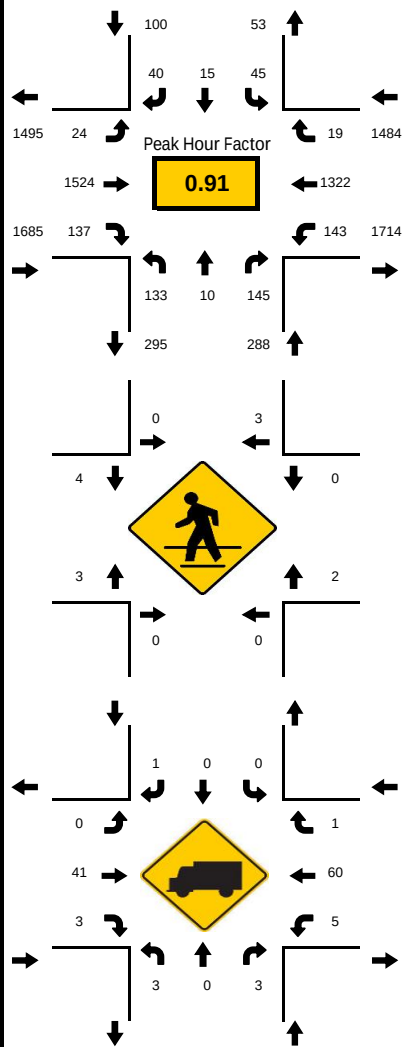
Attachments not included to avoid duplication.

Appendix C

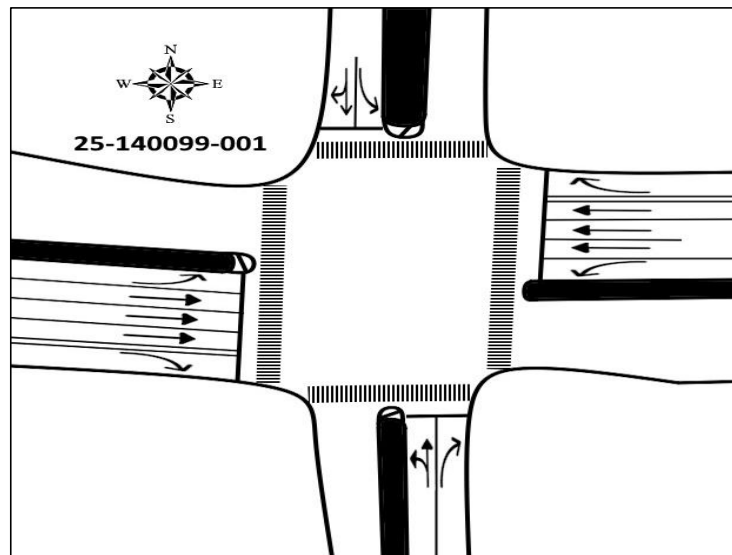
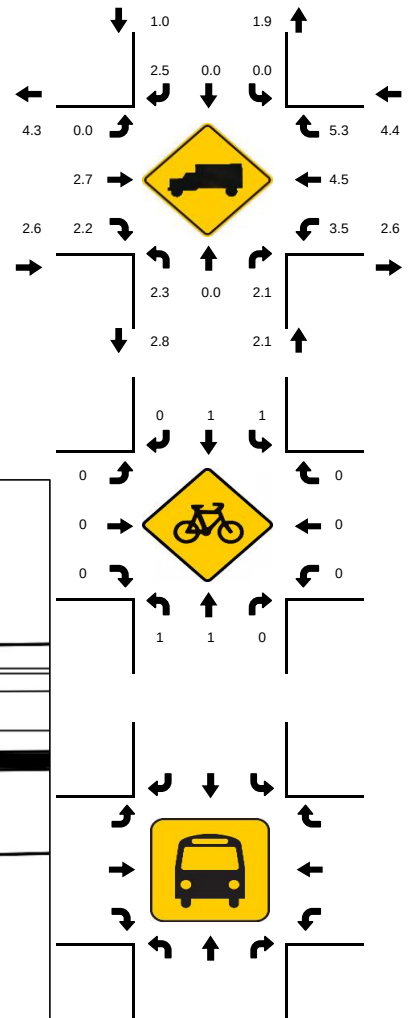
Traffic Data

Turning Movement Counts

PROJECT ID: 25-140099-001
DATE: Tue, Mar 11, 2025

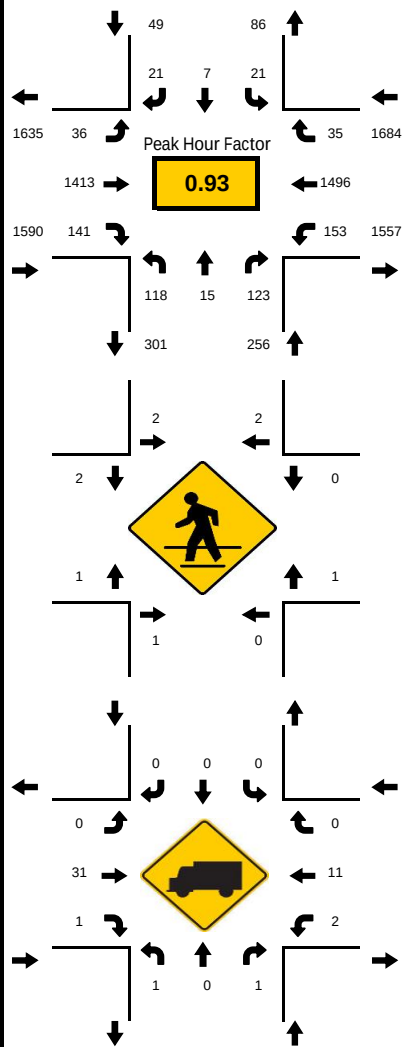


NDS
National Data & Surveying Services

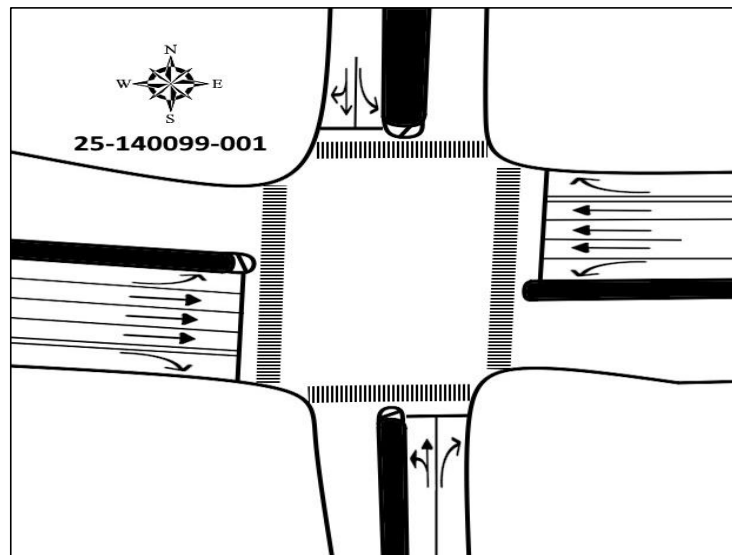
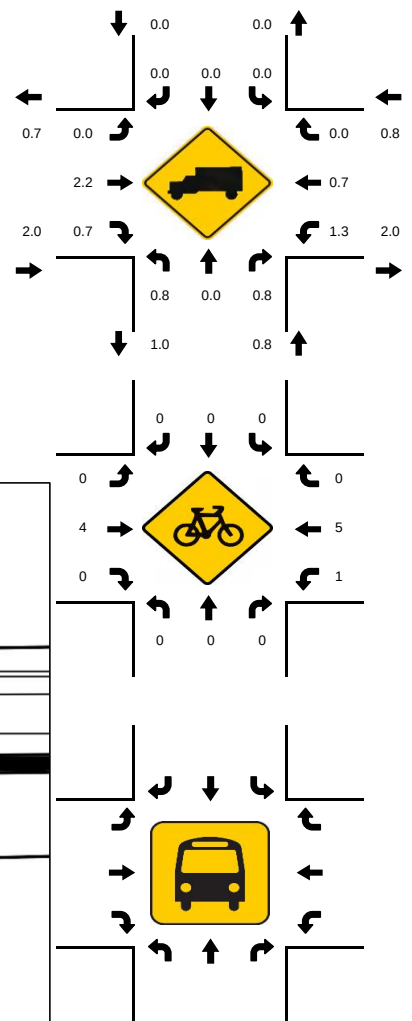


15-Min Count Period Beginning At	Landings Dr/NW 68th Ave Northbound					Landings Dr/NW 68th Ave Southbound					W Oakland Park Blvd/SR 816 Eastbound					W Oakland Park Blvd/SR 816 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	30	0	34	0		15	2	4	0		2	291	12	0		21	242	2	2		657	3392
7:15 AM	30	1	31	0		13	4	13	0		2	354	38	0		30	282	3	2		803	3546
7:30 AM	41	0	37	0		9	4	9	0		0	400	34	0		36	395	10	1		976	3557
7:45 AM	34	4	36	0		16	5	7	0		7	422	49	1		42	326	3	4		956	3329
8:00 AM	25	2	43	0		7	3	17	0		8	349	29	0		31	290	5	2		811	3203
8:15 AM	33	4	29	0		13	3	7	0		8	353	25	0		23	311	1	4		814	2392
8:30 AM	26	1	15	0		12	0	8	0		7	344	14	1		20	289	9	2		748	1578
8:45 AM	18	0	24	0		12	4	3	0		4	327	25	1		30	374	6	2		830	830
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	164	16	172	0		64	20	68	0		32	1688	196	4		168	1580	40	16		4228	
Heavy Trucks	8	0	8	0		0	0	4	0		0	56	8	0		16	76	4	0		180	
Pedestrians		0						12				12					4				28	
Bicycles	4	4	0	0		4	4	0	0		0	0	0	0		0	0	0	0		16	
Buses Stopped Buses																						

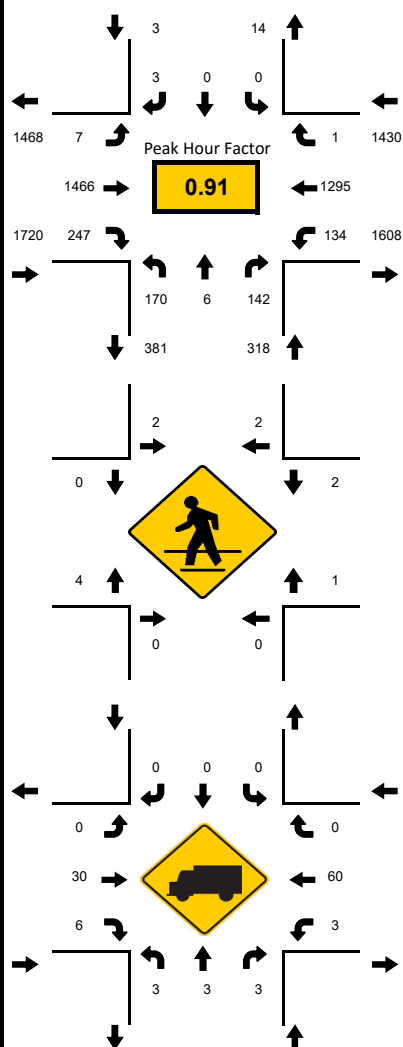
PROJECT ID: 25-140099-001
DATE: Tue, Mar 11, 2025



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National Data & Surveying Services

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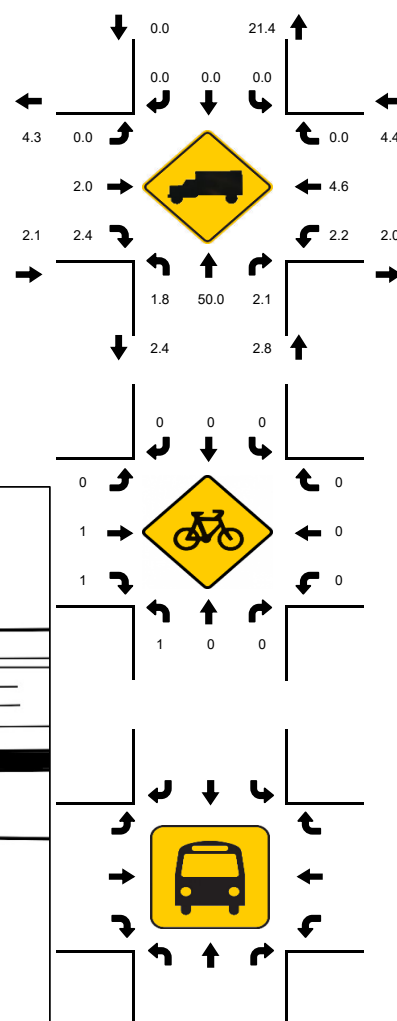
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DATE: Tue, Mar 11, 2025



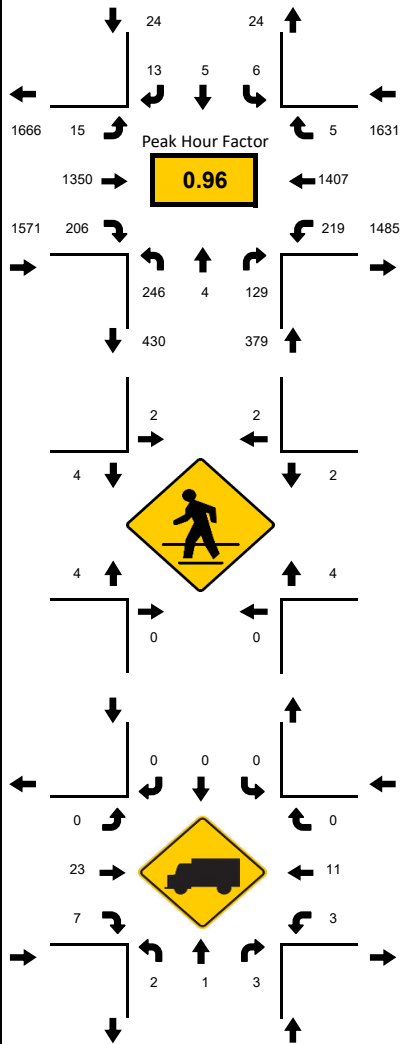
Peak-Hour: 07:30 AM - 08:30 AM
Peak 15-Minute: 07:30 AM - 07:45 AM



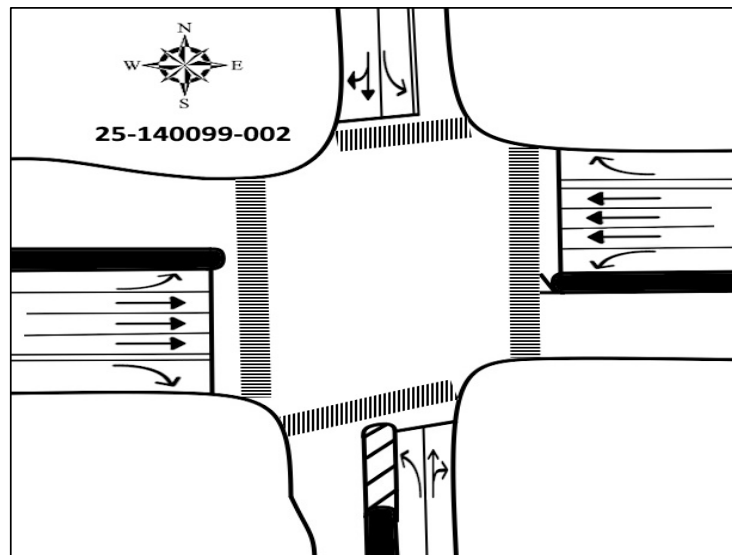
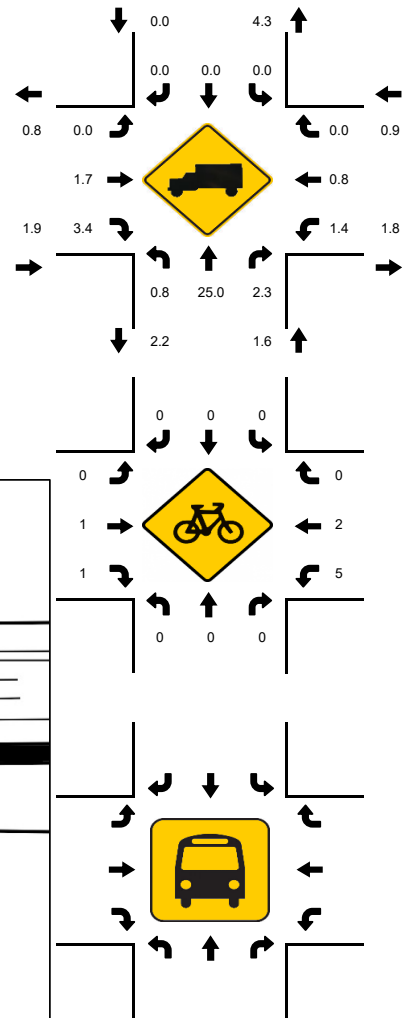
National Data & Surveying Services

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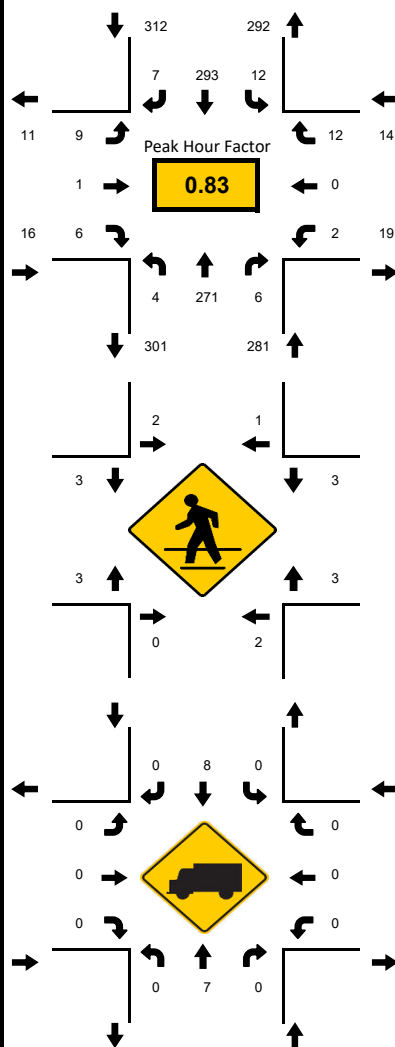
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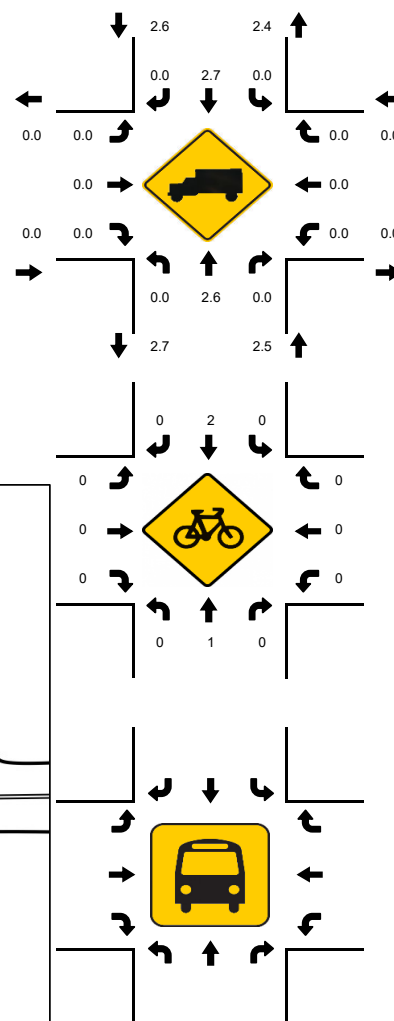
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National Data & Surveying Services

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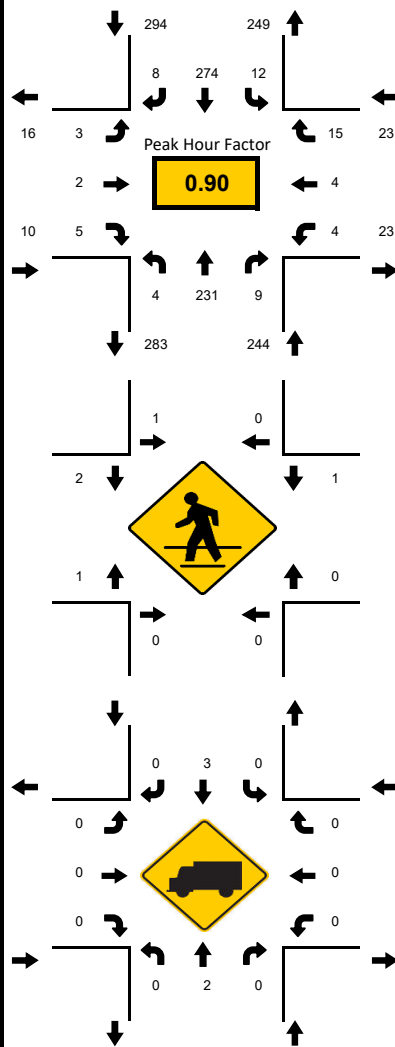
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DATE: Tue, Mar 11, 2025



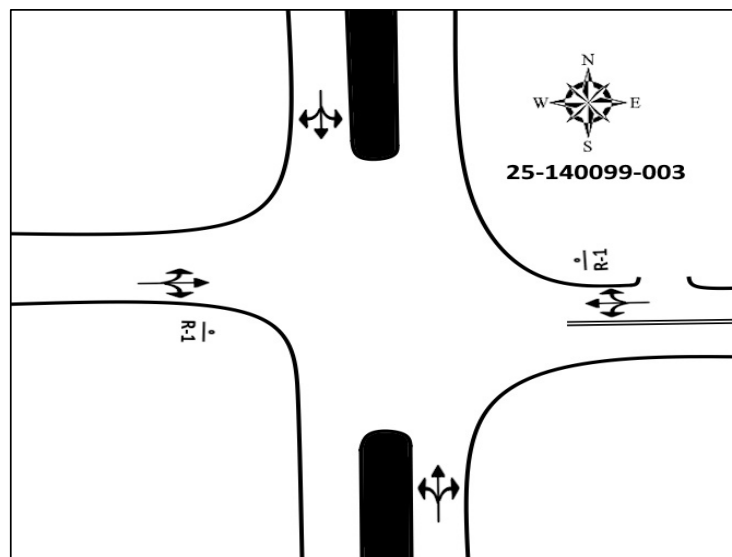
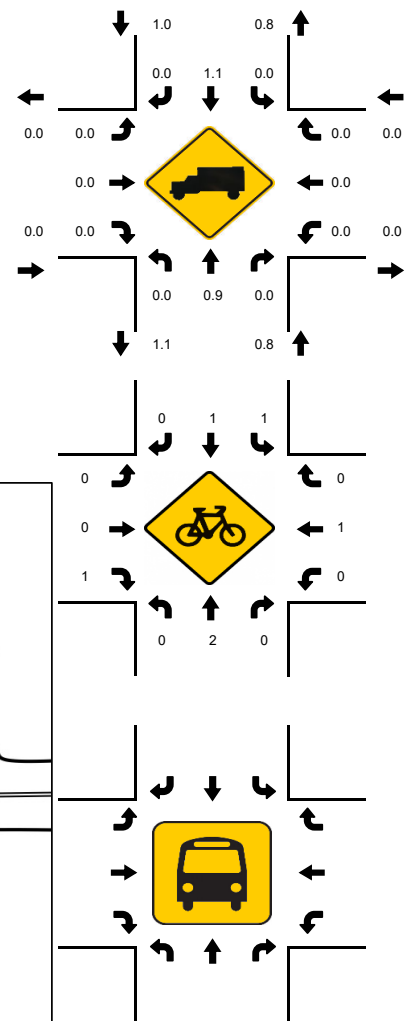
National Data & Surveying Services

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PROJECT ID: 25-140099-003
DATE: Tue, Mar 11, 2025

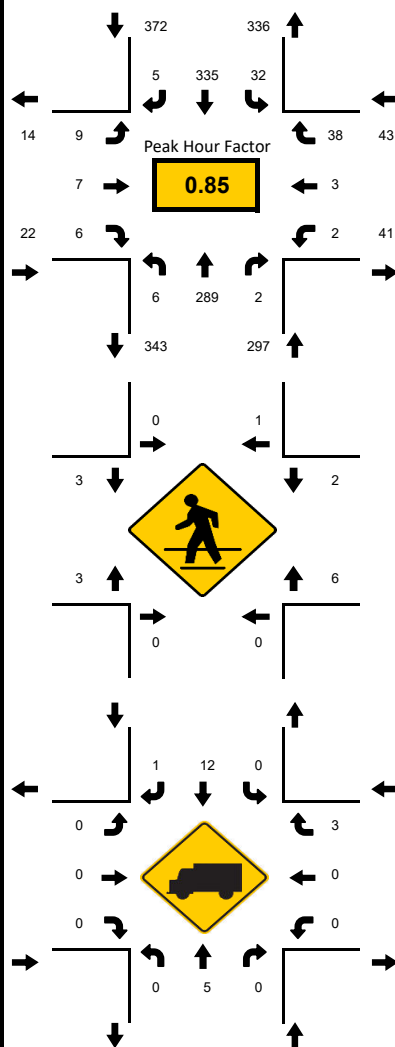


NDS
National Data & Surveying Services



15-Min Count Period Beginning At	NW 68th Ave Northbound					NW 68th Ave Southbound					NW 30th St Eastbound					NW 30th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	1	46	2	0		3	57	3	0		3	1	0	0		3	1	4	0		124	493
4:15 PM	2	50	3	0		2	48	2	0		2	0	2	0		2	0	3	0		116	492
4:30 PM	1	48	3	0		1	64	4	0		0	0	0	0		1	0	2	0		124	524
4:45 PM	1	61	2	0		2	57	1	0		3	0	0	0		2	0	0	0		129	541
5:00 PM	0	48	1	0		4	64	2	0		1	1	0	0		1	0	0	1		123	571
5:15 PM	0	62	3	1		3	70	2	0		0	0	2	0		0	2	3	0		148	448
5:30 PM	1	63	3	0		2	62	1	0		1	0	1	0		1	1	5	0		141	300
5:45 PM	2	58	2	0		3	78	3	0		1	1	2	0		1	1	7	0		159	159
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	8	252	12	4		16	312	12	0		4	4	8	0		4	8	28	4		676	
Heavy Trucks	0	8	0	0		0	8	0	0		0	0	0	0		0	0	0	0		16	
Pedestrians		0					4					8					4				16	
Bicycles	0	4	0	0		0	4	0	4		0	0	4	0		0	4	0	0		16	
Buses Stopped Buses																						

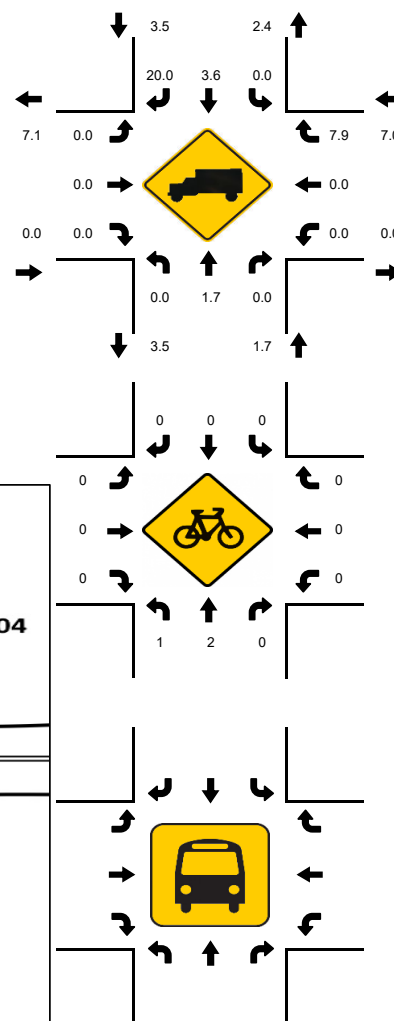
PROJECT ID: 25-140099-004
DATE: Tue, Mar 11, 2025



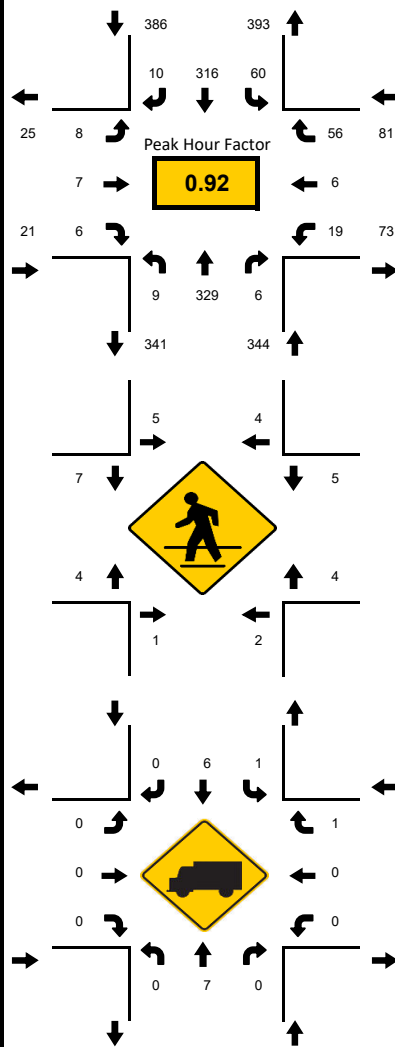
Peak-Hour: 07:15 AM - 08:15 AM
Peak 15-Minute: 07:45 AM - 08:00 AM



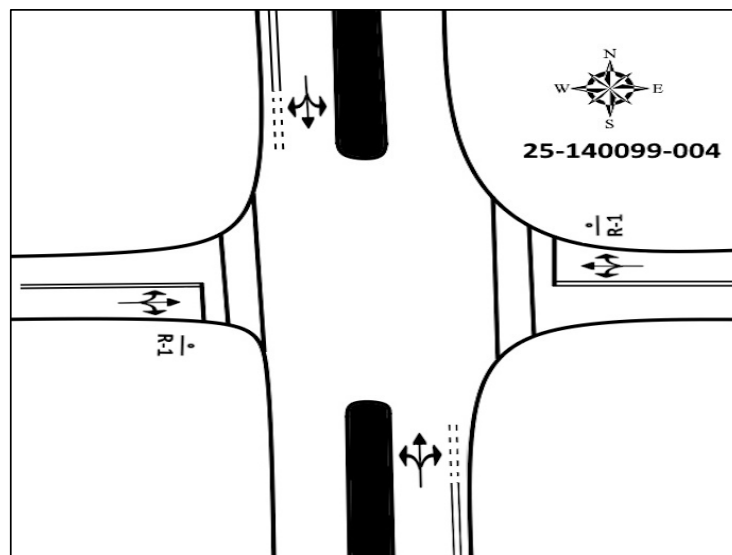
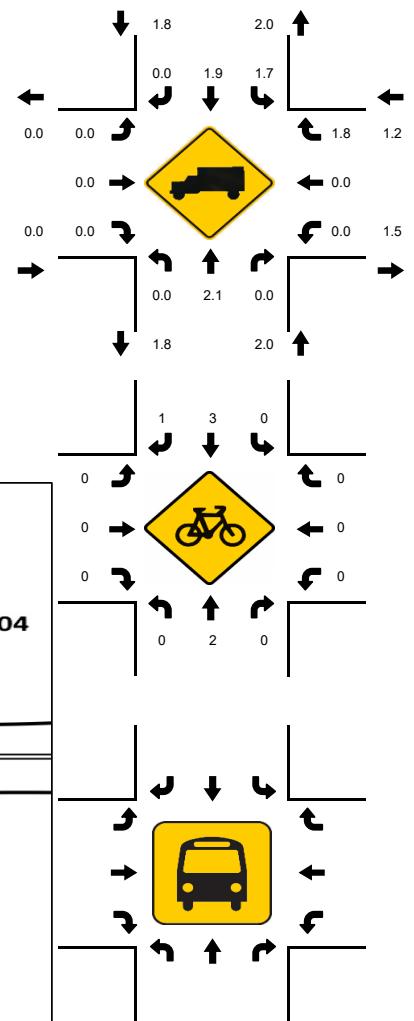
National Data & Surveying Services

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DATE: Tue, Mar 11, 2025

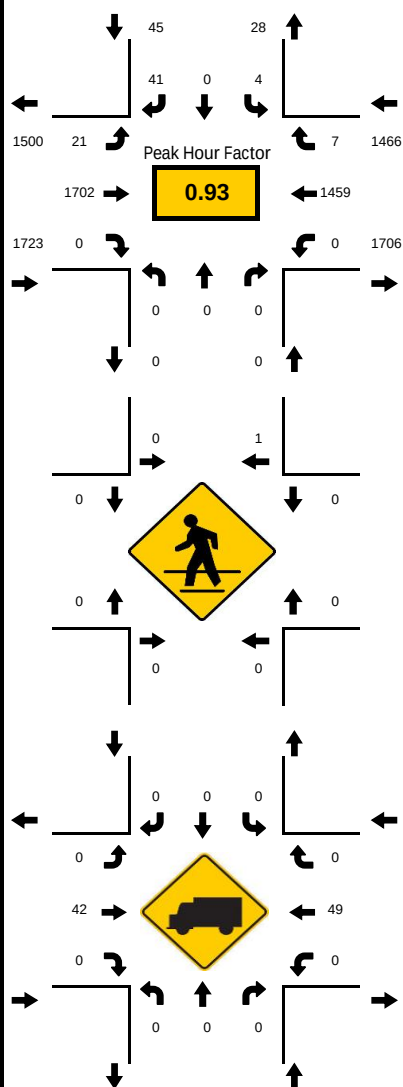


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National Data & Surveying Services

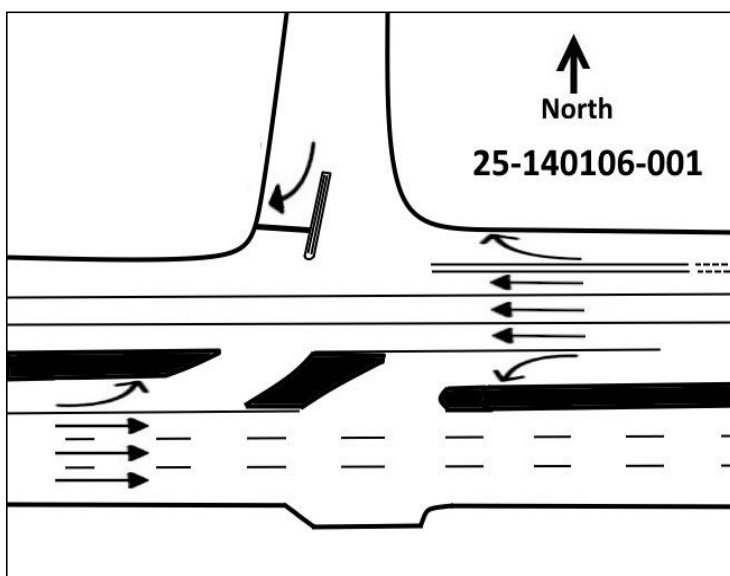
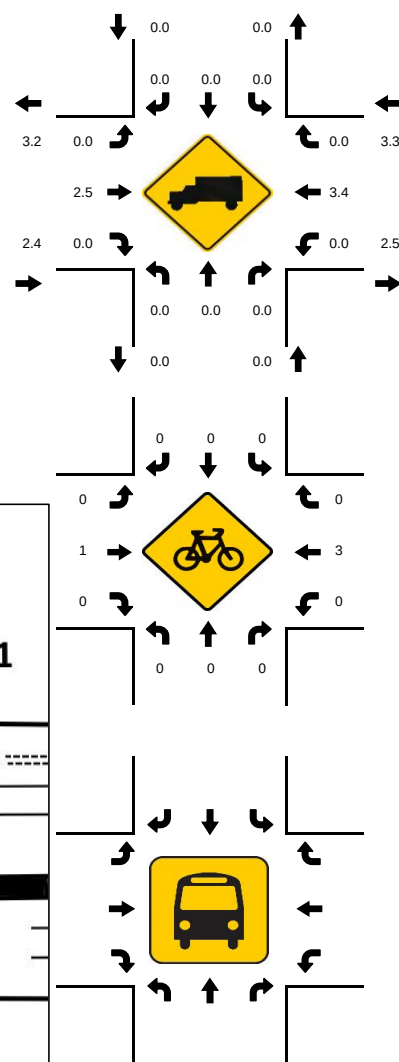


15-Min Count Period Beginning At	NW 64th Ave Northbound					NW 64th Ave Southbound					NW 30th St Eastbound					NW 30th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	2	70	1	0		12	67	7	0		0	2	1	0		6	1	9	0		178	728
4:15 PM	0	77	1	0		12	73	1	0		3	2	0	0		3	3	11	0		186	745
4:30 PM	1	76	2	0		10	82	3	0		0	3	1	0		6	0	9	0		193	749
4:45 PM	3	63	1	1		11	75	0	1		1	2	0	0		3	1	9	0		171	783
5:00 PM	2	76	2	0		15	73	0	2		2	3	2	0		5	1	12	0		195	832
5:15 PM	2	85	1	0		10	60	5	1		2	2	1	0		6	2	13	0		190	637
5:30 PM	2	81	2	1		14	100	2	3		2	1	1	0		1	0	17	0		227	447
5:45 PM	2	87	1	0		13	83	3	2		2	1	2	0		7	3	14	0		220	220
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	8	348	8	4		60	400	20	12		8	12	8	0		28	12	68	0		996	
Heavy Trucks	0	8	0	0		4	12	0	0		0	0	0	0		0	0	4	0		28	
Pedestrians		8					16					16					12				52	
Bicycles	0	8	0	0		0	12	4	0		0	0	0	0		0	0	0	0		24	
Buses Stopped Buses																						

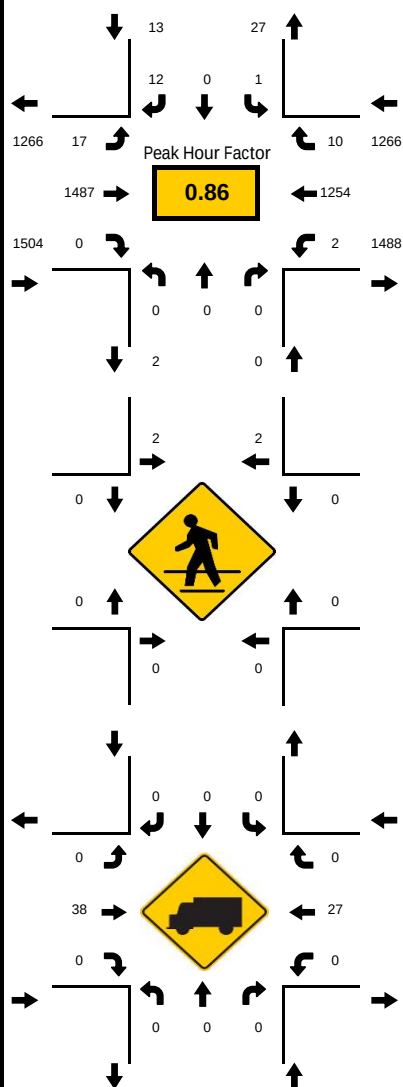
PROJECT ID: 25-140106-001
DATE: Tue, Mar 18, 2025



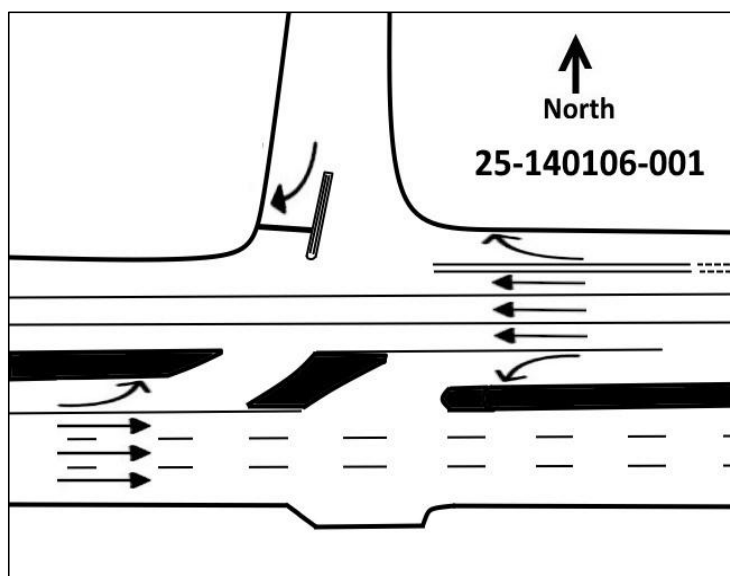
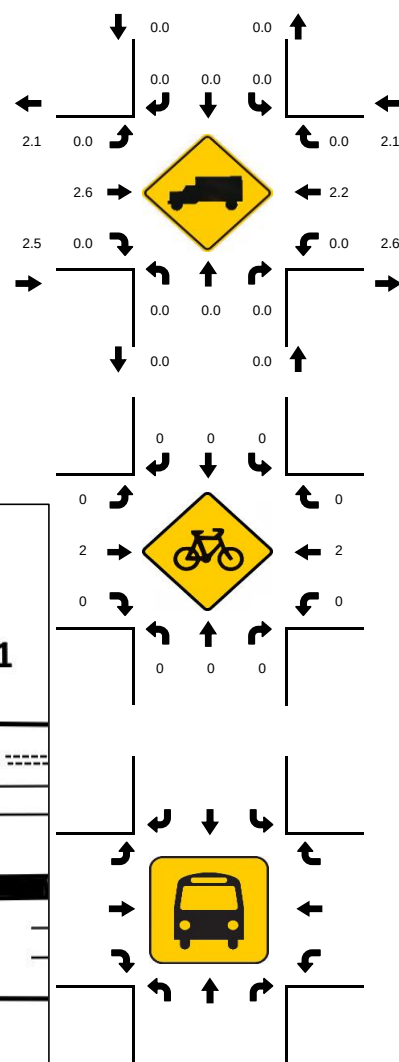
National Data & Surveying Services

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PROJECT ID: 25-140106-001
DATE: Tue, Mar 18, 2025



National Data & Surveying Services

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Peak Season Conversion Factor

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8630 WEST-W OF US441

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

* PEAK SEASON

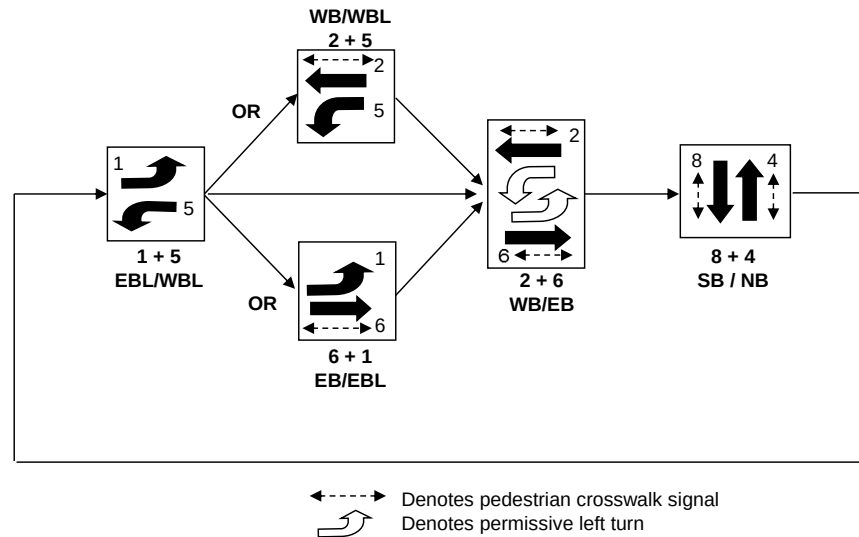
09-MAR-2024 18:41:40

830UPD

4_8630_PKSEASON.TXT

Signal Timings

Sequence of Operation for Oakland Park Blvd (SR 816) and NW 68 Avenue/Landings (1452)





BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1452	Initial Operation Date	10/30/90
Controller Type	2070 LN	System Number	1452
Modification Number	6	Modification Date	03/17/2015
Drawing/Project No	228157-1-52-01	FPL Grid Number	86983992209
Intersection	OAKLAND PARK BLVD(SR 816) and NW 68 AVENUE/LANDINGS		
Municipality	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	10		6	4	10		6
Vehicle Ext.(GAP)	1.5	3.0		2.0	1.5	3.0		2.0
Maximum Green I	12	55		25	12	55		25
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		22		33		22		30
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. 6 UPDATES EW/EWL YELLOW AND ALL RED CLEARANCE VALUES.

Submitted By _____

Approved By _____

Station : 1452 - Oakland Park Blvd & NW 68 Ave/Landings Dr (Standard File)

Phase	1 (EL)	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		22		33		22		30								
Min Green	4	10		6	4	10		6								
Gap Ext	1.5	3		2	1.5	3		2								
Max1	12	55		25	12	55		25								
Max2																
Yellow Clr	5	5		4	5	5		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 Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

Dwell Cyc Veh 10					
Dwell Cyc Veh 11					
Dwell Cyc Veh 12					
Dwell Cyc Ped1					
Dwell Cyc Ped2					
Dwell Cyc Ped3					
Dwell Cyc Ped4					
Dwell Cyc Ped5					
Dwell Cyc Ped6					
Dwell vPed7					
Dwell Cyc Ped8					
Exit 1	1	4		2	2
Exit 2	5	8		6	6
Exit 3					
Exit 4					

Traffic Engineer

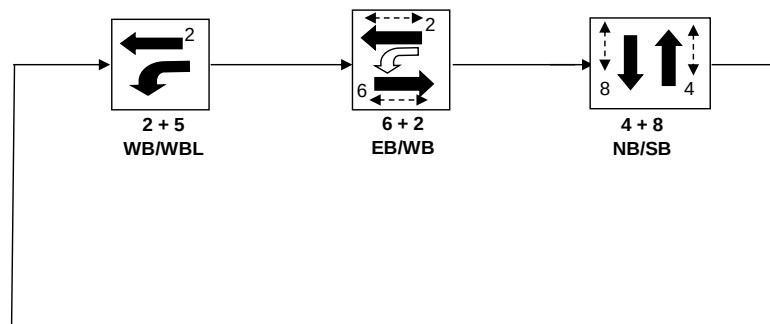
3/12/2025 9:01:06 AM

Station : 1452 - Oakland Park Blvd & NW 68 Ave/Landings Dr (Standard File)

Coordination

[illegible]

**Sequence of Operation for Oakland Park Blvd (SR 816) and NW 64 Avenue (2302)
Sunrise**





BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2302	Initial Operation Date	4/13/83
Controller Type	2070 LN	System Number	2302
Modification Number	9	Modification Date	03/12/2015
Drawing/Project No	228157-1-52-01	FPL Grid Number	87083282608
Intersection	OAKLAND PARK BLVD(SR 816) and NW 64 AVENUE		
Municipality	SUNRISE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4	5	6		8
Direction		WB		NB	WBL	EB		SB
Initial Green(MIN)		10		6	4	10		6
Vehicle Ext.(GAP)		3.0		2.0	1.5	3.0		2.0
Maximum Green I		50		25	15	50		25
Maximum Green II								
Yellow Clearance		5.0		4.0	5.0	5.0		4.0
All Red Clearance		2.0		2.0	2.0	2.0		2.0
Phase Recall		MIN		OFF	OFF	MIN		OFF
Detector Delay					5.0			
Walk		7		7+A		7		7+A
Pedestrian Clearance		19		33		19		33
Permissive					5 SECT			
Flash Operation		YELLOW		RED		YELLOW		

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. ANTI-BACKDOWN WESTBOUND: PHASES 2+6 ON--->OMIT PHASE 5.
3. AUDIBLE PEDESTRIAN SIGNALS NORTH/SOUTH: PROVIDES A STEADY TONE.
4. MOD. 9 UPDATES EW/WBL YELLOW AND ALL RED CLEARANCE VALUES.

Submitted By _____

Approved By _____

Station : 2302 - Oakland Park Blvd & NW 64 Ave (Standard File)

Phase	1	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		19		33		19		33								
Min Green		10		6	4	10		6								
Gap Ext		3		2	1.5	3		2								
Max1		50		25	15	50		25								
Max2																
Yellow Clr	4	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	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

Appendix D

Growth Rate Calculations

FDOT Historic Growth Trends

FDOT Growth Rate Summary

Station Number	Location	Historical Growth- Linear				Historical Growth- Exponential				Historical Growth- Decaying Exponential			
		5-year	R-squared	10-year	R-squared	5-year	R-squared	10-year	R-squared	5-year	R-squared	10-year	R-squared
0112	SR 816/Oakland Park Blvd -- E of 64th Ave	-0.82%	5.88%	-2.07%	63.50%	-0.88%	6.17%	-2.26%	63.50%	-1.34%	15.49%	-2.13%	53.90%
7354	NW 64th Ave -- S of Oakland Park Blvd	-2.33%	61.39%	-0.78%	28.70%	-2.41%	60.44%	-0.80%	28.96%	-2.69%	74.18%	-0.53%	20.02%
9553	W Inverrary Blvd -- N of Oakland Park Blvd	-12.37%	71.32%	-2.32%	11.41%	-14.71%	65.02%	-2.92%	14.69%	-15.81%	82.58%	-2.33%	9.38%
Total		-5.17%	46.20%	-1.72%	34.54%	-6.00%	43.88%	-1.99%	35.72%	-6.61%	57.42%	-1.66%	27.77%

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0112 - SR 816/OAKLAND PARK BLVD - E OF 64 AVE

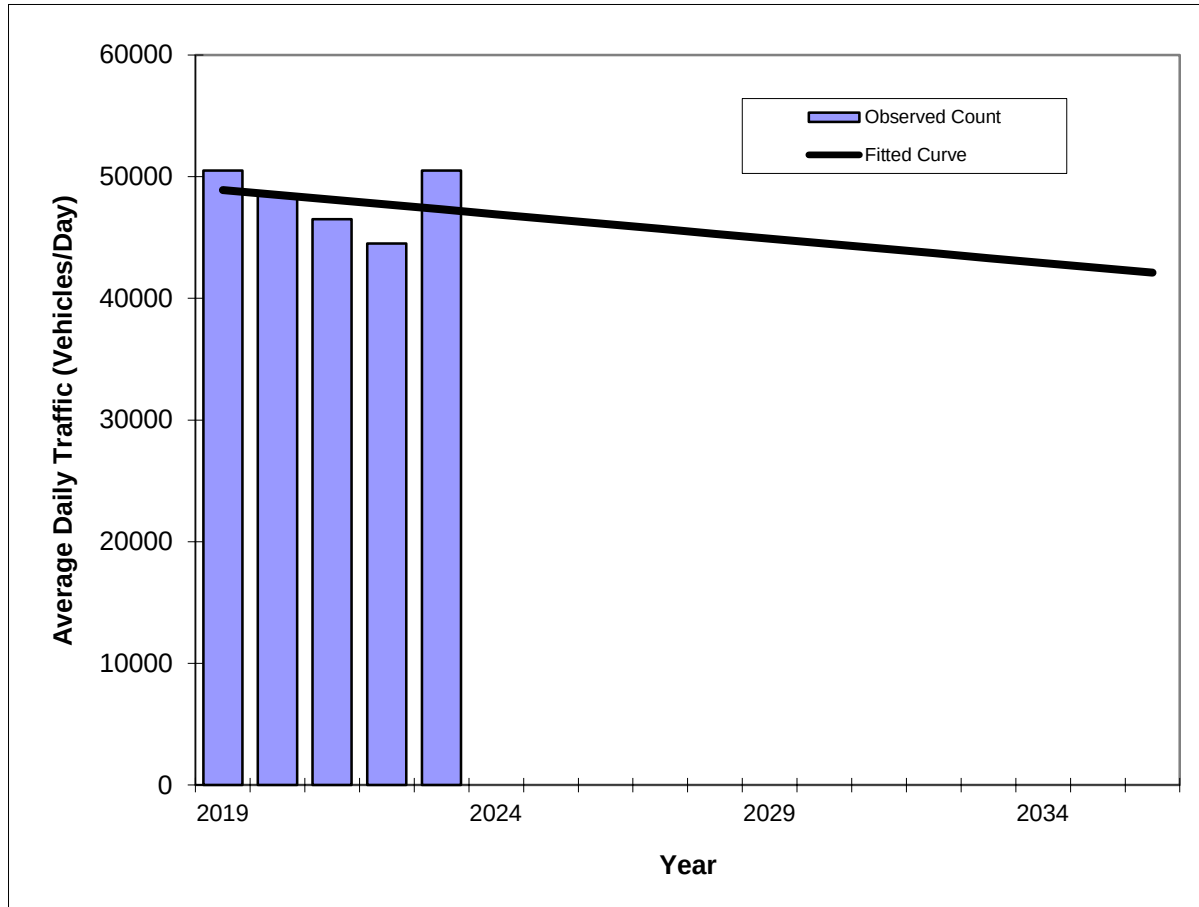
YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2023	50500 C	E	26000	W	24500	9.00	54.20	2.10
2022	44500 C	E	22500	W	22000	9.00	53.80	4.30
2021	49000 C	E	23500	W	25500	9.00	54.00	4.30
2020	42500 C	E	21000	W	21500	9.00	55.10	4.30
2019	50500 C	E	25500	W	25000	9.00	56.00	8.10
2018	52500 C	E	26000	W	26500	9.00	56.30	8.10
2017	58500 C	E	28000	W	30500	9.00	57.10	8.10
2016	55500 C	E	28500	W	27000	9.00	56.10	2.50
2015	53500 C	E	26500	W	27000	9.00	54.00	2.50
2014	56500 C	E	28500	W	28000	9.00	54.20	3.60
2013	55500 C	E	28000	W	27500	9.00	53.60	2.80
2012	62000 C	E	30500	W	31500	9.00	52.20	2.80
2011	56000 C	E	28500	W	27500	9.00	52.50	3.80
2010	56000 C	E	28500	W	27500	8.35	52.69	3.90
2009	55500 C	E	28000	W	27500	8.53	53.89	3.00
2008	59000 C	E	29500	W	29500	8.81	54.16	3.00

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

Traffic Trends

SR 816/Oakland Park Blvd -- E of 64th Ave

County:	Broward (86)
Station #:	0112
Highway:	SR 816/Oakland Park Blvd



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	50500	48900
2020	48500	48500
2021	46500	48100
2022	44500	47700
2023	50500	47300

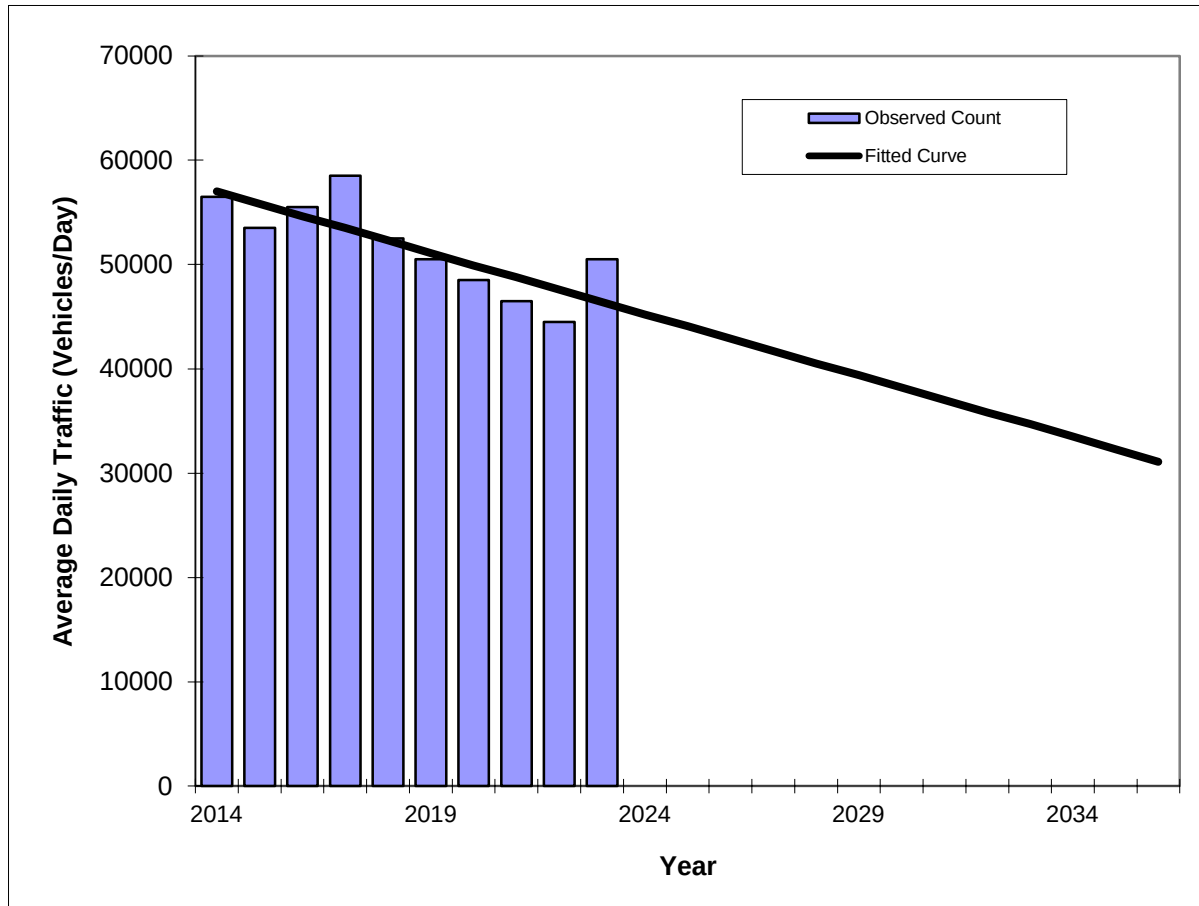
Trend R-squared:	5.88%
Trend Annual Historic Growth Rate:	-0.82%
Printed:	5-Mar-25
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends

SR 816/Oakland Park Blvd -- E of 64th Ave

County:	Broward (86)
Station #:	0112
Highway:	SR 816/Oakland Park Blvd



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	56500	57000
2015	53500	55800
2016	55500	54600
2017	58500	53500
2018	52500	52300
2019	50500	51100
2020	48500	49900
2021	46500	48800
2022	44500	47600
2023	50500	46400

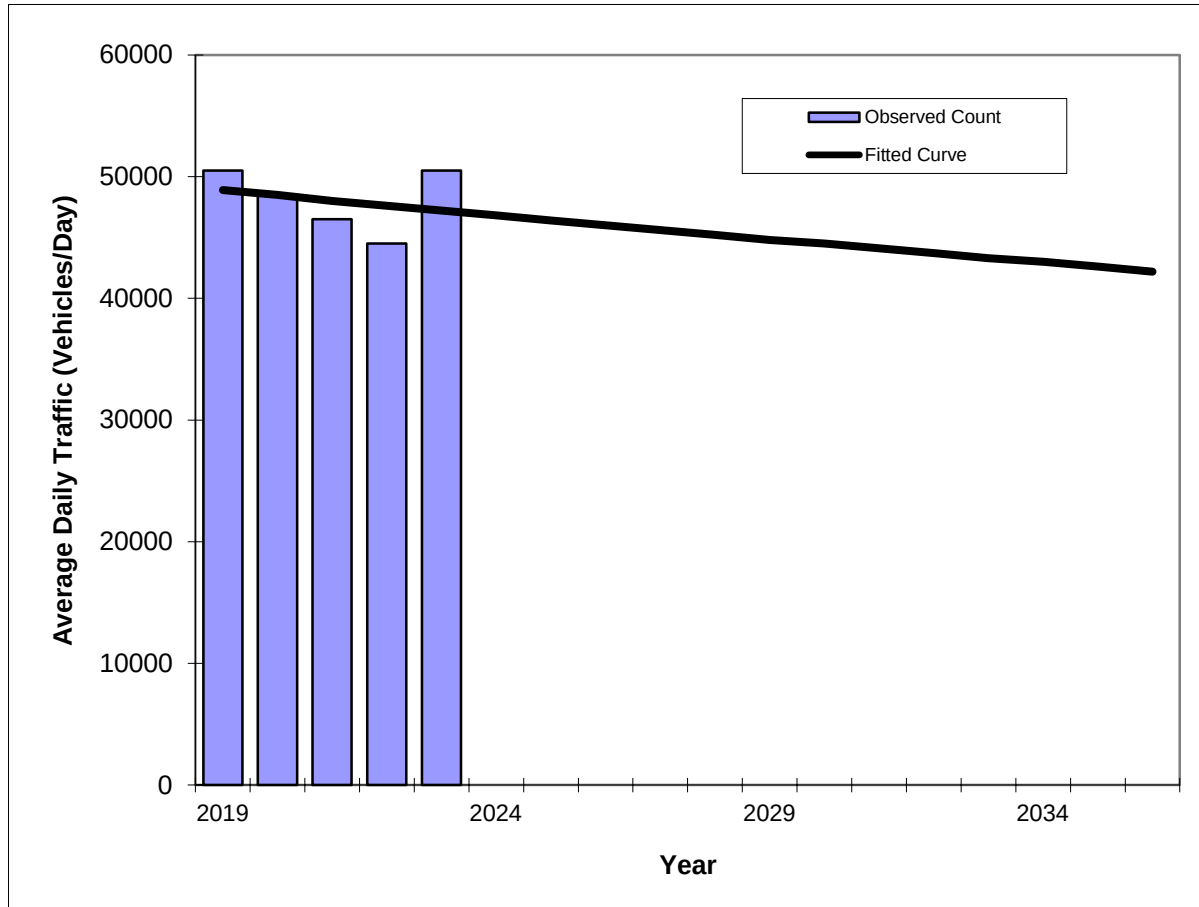
Trend R-squared:	63.50%
Trend Annual Historic Growth Rate:	-2.07%
Printed:	5-Mar-25
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends

SR 816/Oakland Park Blvd -- E of 64th Ave

County:	Broward (86)
Station #:	0112
Highway:	SR 816/Oakland Park Blvd



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	50500	48900
2020	48500	48500
2021	46500	48000
2022	44500	47600
2023	50500	47200

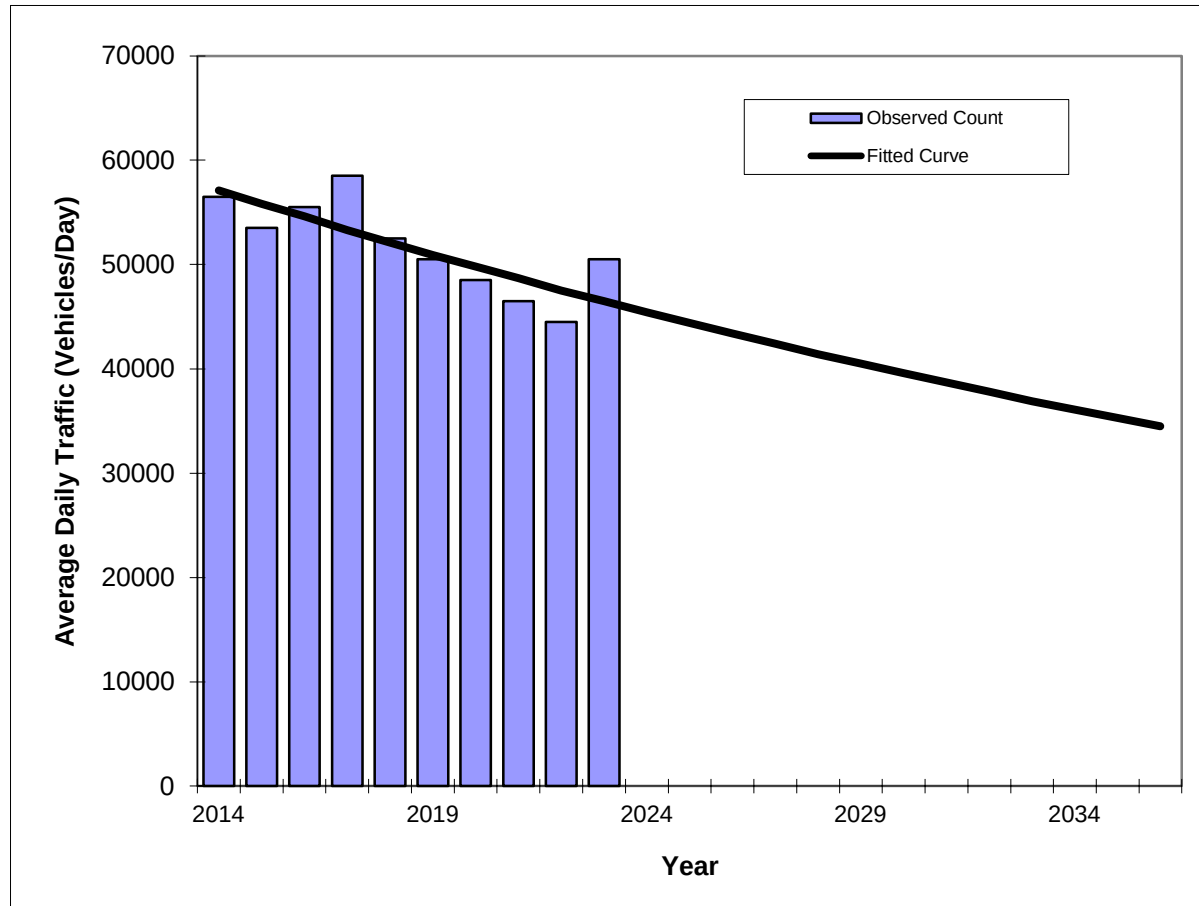
Trend R-squared:	6.17%
Compounded Annual Historic Growth Rate:	-0.88%
Printed:	5-Mar-25
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

SR 816/Oakland Park Blvd -- E of 64th Ave

County:	Broward (86)
Station #:	0112
Highway:	SR 816/Oakland Park Blvd



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	56500	57100
2015	53500	55800
2016	55500	54600
2017	58500	53300
2018	52500	52100
2019	50500	50900
2020	48500	49800
2021	46500	48700
2022	44500	47500
2023	50500	46500

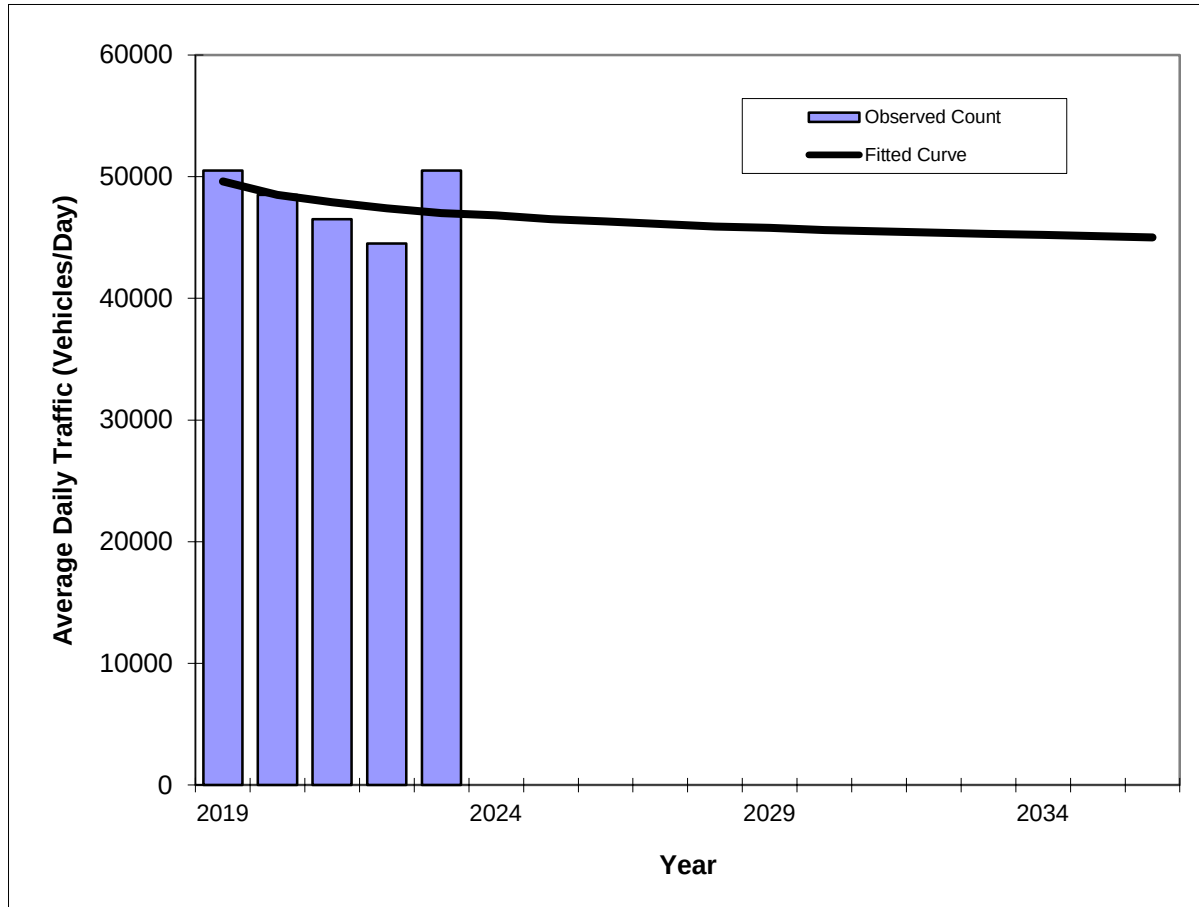
Trend R-squared:	63.50%
Compounded Annual Historic Growth Rate:	-2.26%
Printed:	5-Mar-25
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

SR 816/Oakland Park Blvd -- E of 64th Ave

County:	Broward (86)
Station #:	0112
Highway:	SR 816/Oakland Park Blvd



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	50500	49600
2020	48500	48500
2021	46500	47900
2022	44500	47400
2023	50500	47000

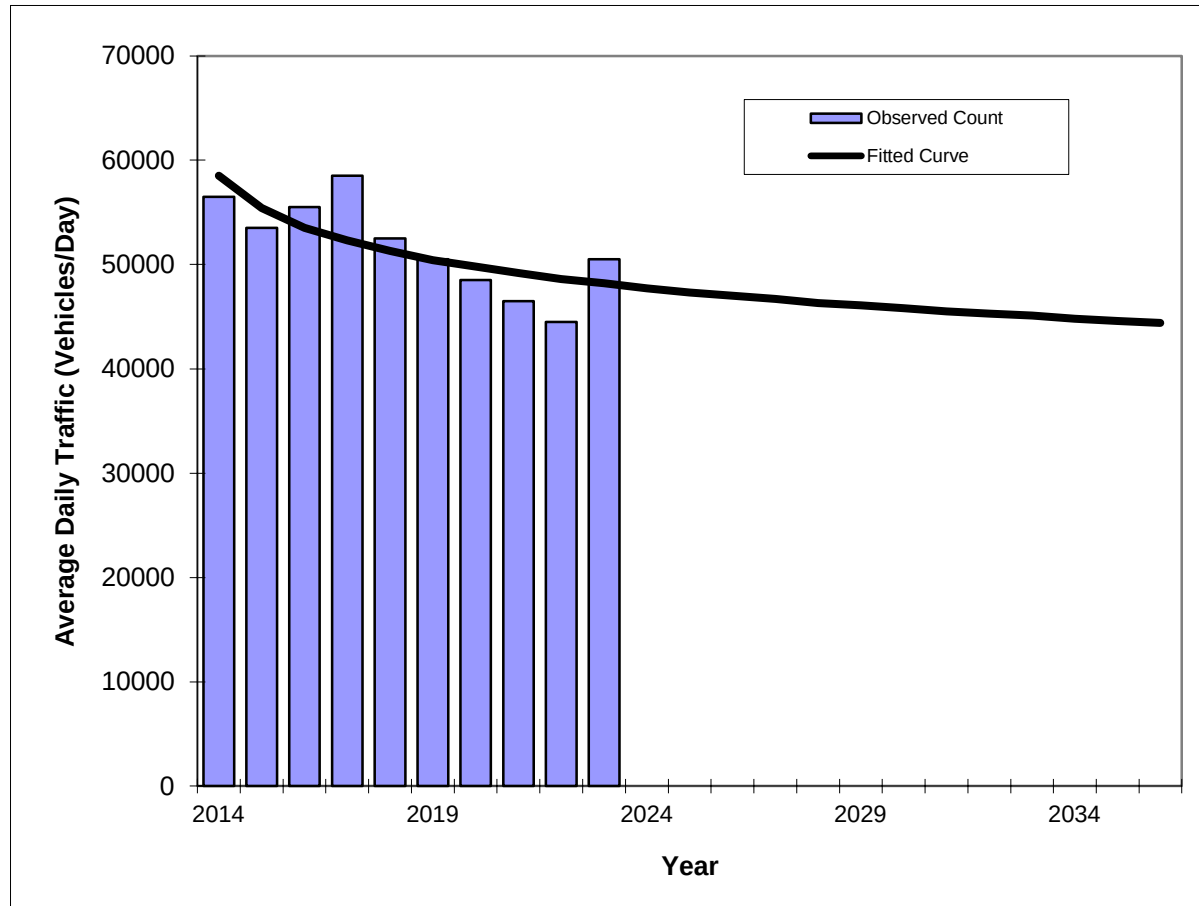
Trend R-squared:	15.49%
Compounded Annual Historic Growth Rate:	-1.34%
Printed:	5-Mar-25
Decaying Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

SR 816/Oakland Park Blvd -- E of 64th Ave

County:	Broward (86)
Station #:	0112
Highway:	SR 816/Oakland Park Blvd



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	56500	58500
2015	53500	55400
2016	55500	53500
2017	58500	52300
2018	52500	51300
2019	50500	50400
2020	48500	49800
2021	46500	49200
2022	44500	48600
2023	50500	48200

Trend R-squared:	53.90%
Compounded Annual Historic Growth Rate:	-2.13%
Printed:	5-Mar-25
Decaying Exponential Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7354 - NW 64 AVE, S OF OAKLAND PARK BLVD

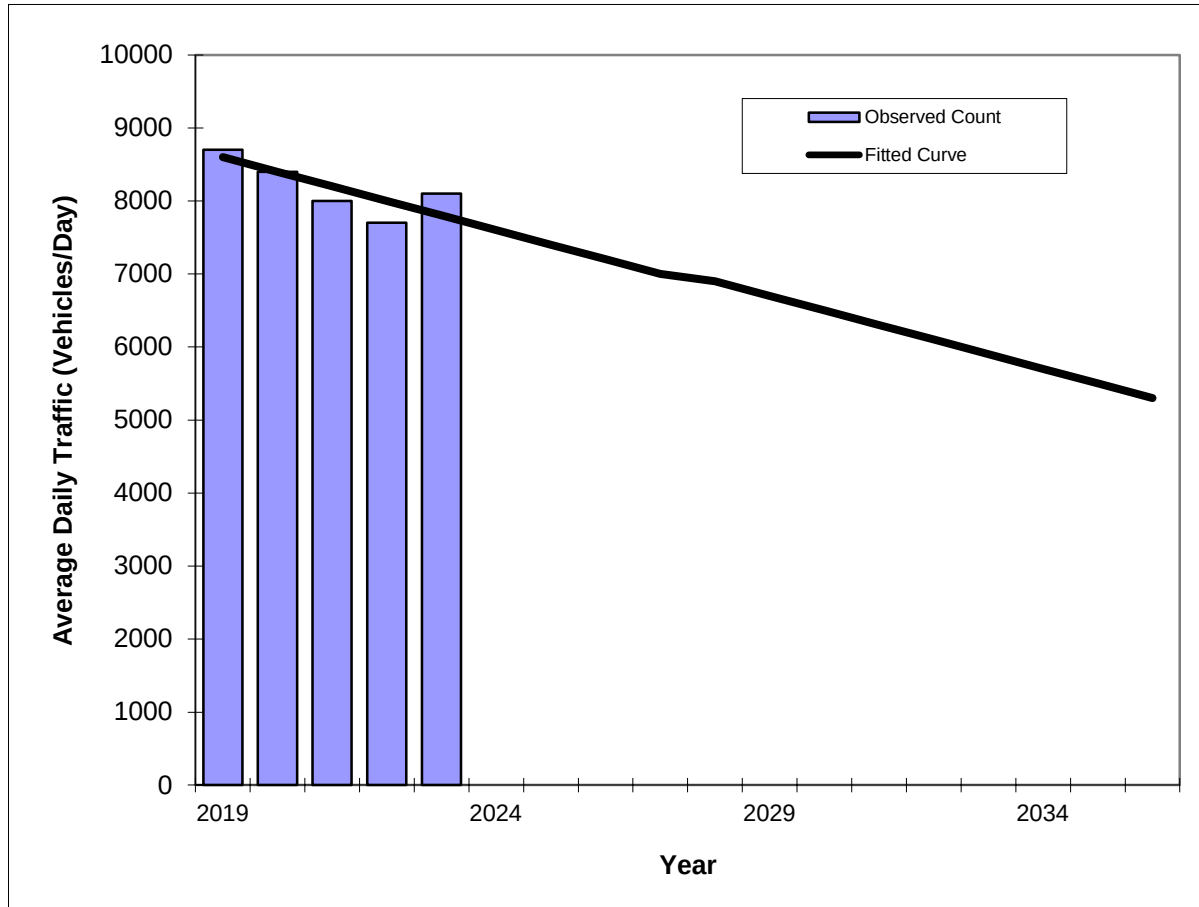
YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2023	8100 T	N	4100	S	4000	9.00	54.20	3.00
2022	7700 S	N	3900	S	3800	9.00	53.80	5.40
2021	7700 F	N	3900	S	3800	9.00	54.00	14.30
2020	7700 C	N	3900	S	3800	9.00	55.10	8.80
2019	8700 R	N	4600	S	4100	9.00	56.00	5.50
2018	8700 T	N	4600	S	4100	9.00	56.30	6.00
2017	8500 S	N	4500	S	4000	9.00	57.10	6.20
2016	8300 F	N	4400	S	3900	9.00	56.10	2.90
2015	8100 C	N	4300	S	3800	9.00	56.20	3.40
2014	8700 X					9.00	56.80	7.40
2013	8500 X		0		0	9.00	56.20	7.60
2012	8400 T		0		0	9.00	57.00	5.90
2011	8300 S		0		0	9.00	59.10	6.30
2010	8100 F	N	4300	S	3800	9.60	57.92	9.30
2009	7900 C	N	4200	S	3700	9.71	58.42	5.30
2008	9300 C	N	5000	S	4300	9.67	56.67	6.50

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

Traffic Trends

NW 64TH AVENUE -- S of Oakland Park Blvd

County:	Broward (86)
Station #:	7354
Highway:	NW 64TH AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	8700	8600
2020	8400	8400
2021	8000	8200
2022	7700	8000
2023	8100	7800

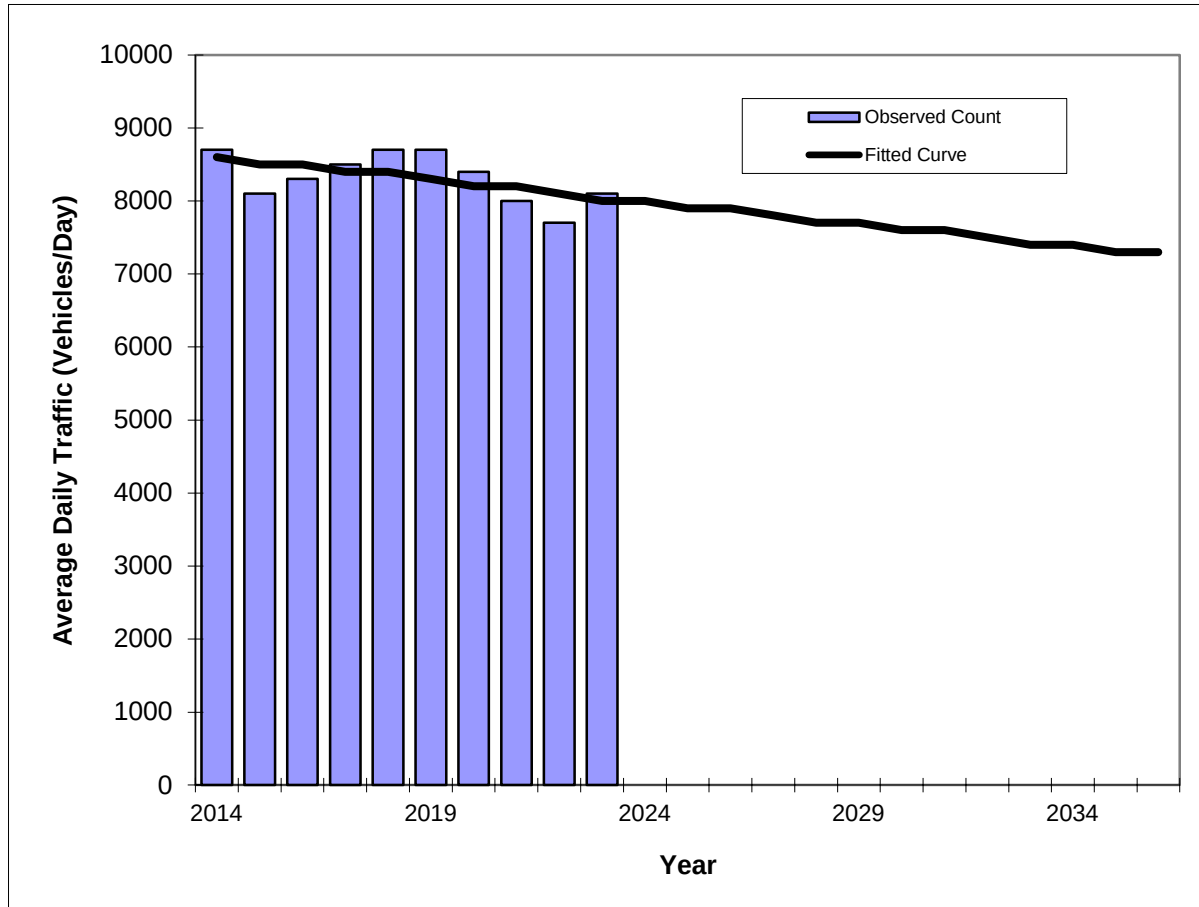
Trend R-squared:	61.39%
Trend Annual Historic Growth Rate:	-2.33%
Printed:	5-Mar-25
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends

NW 64TH AVENUE -- S of Oakland Park Blvd

County:	Broward (86)
Station #:	7354
Highway:	NW 64TH AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	8700	8600
2015	8100	8500
2016	8300	8500
2017	8500	8400
2018	8700	8400
2019	8700	8300
2020	8400	8200
2021	8000	8200
2022	7700	8100
2023	8100	8000

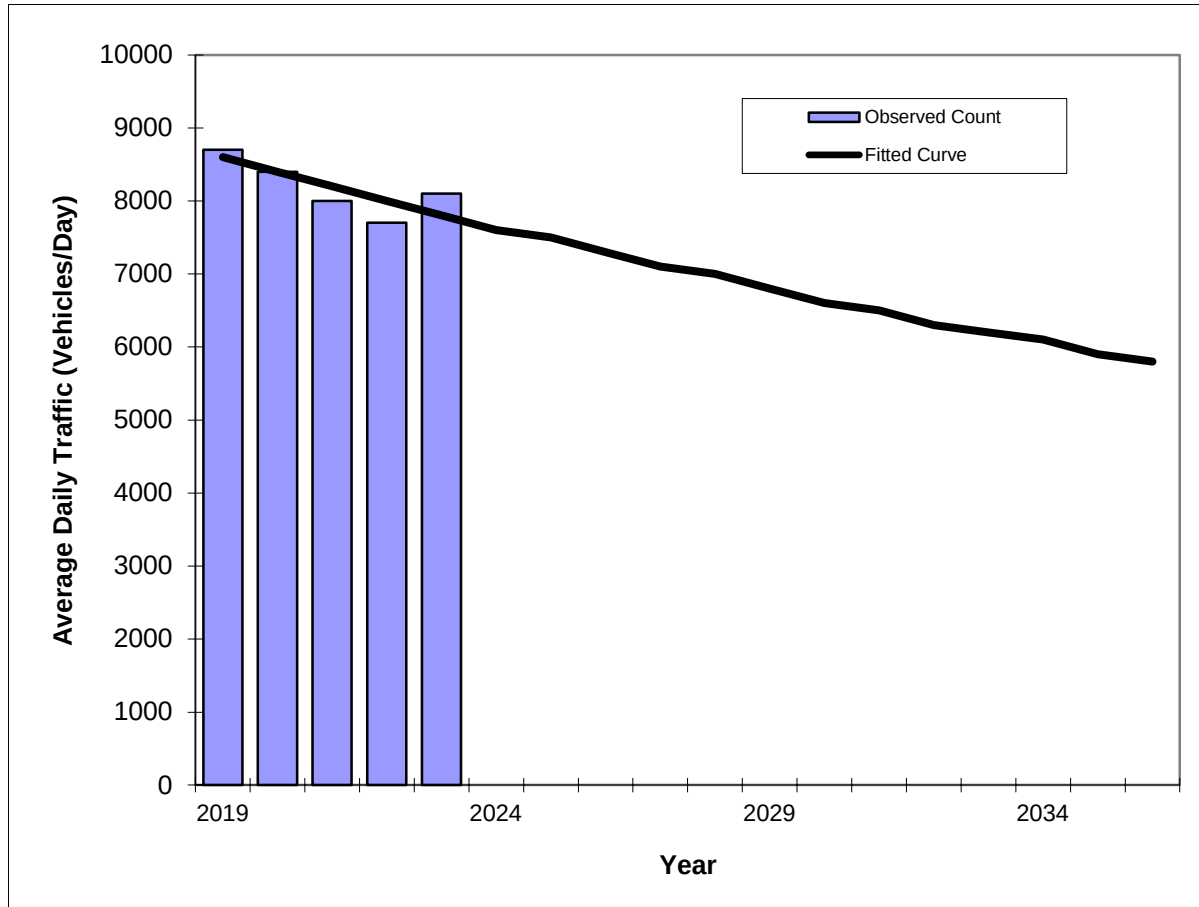
Trend R-squared:	28.70%
Trend Annual Historic Growth Rate:	-0.78%
Printed:	5-Mar-25
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends

NW 64TH AVENUE -- S of Oakland Park Blvd

County:	Broward (86)
Station #:	7354
Highway:	NW 64TH AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	8700	8600
2020	8400	8400
2021	8000	8200
2022	7700	8000
2023	8100	7800

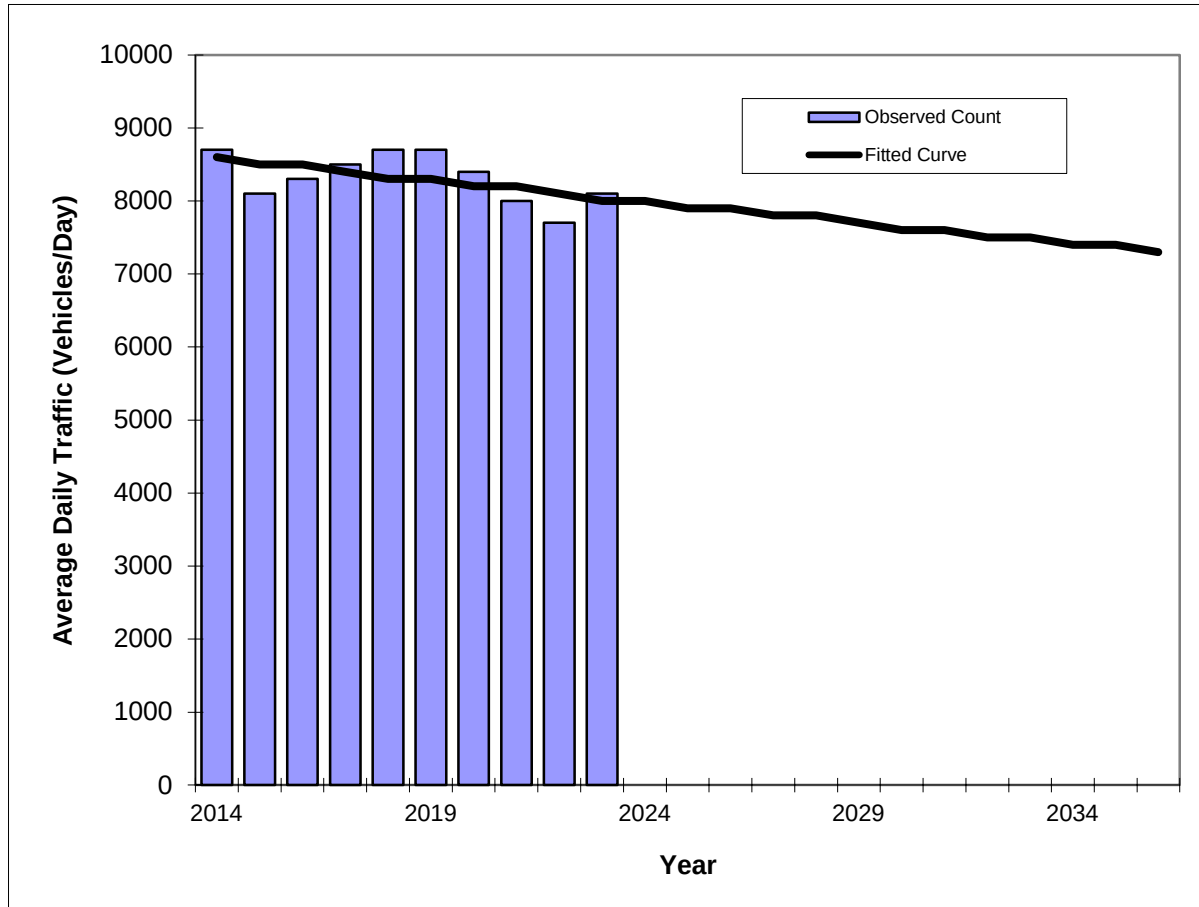
Trend R-squared:	60.44%
Compounded Annual Historic Growth Rate:	-2.41%
Printed:	5-Mar-25
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

NW 64TH AVENUE -- S of Oakland Park Blvd

County:	Broward (86)
Station #:	7354
Highway:	NW 64TH AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	8700	8600
2015	8100	8500
2016	8300	8500
2017	8500	8400
2018	8700	8300
2019	8700	8300
2020	8400	8200
2021	8000	8200
2022	7700	8100
2023	8100	8000

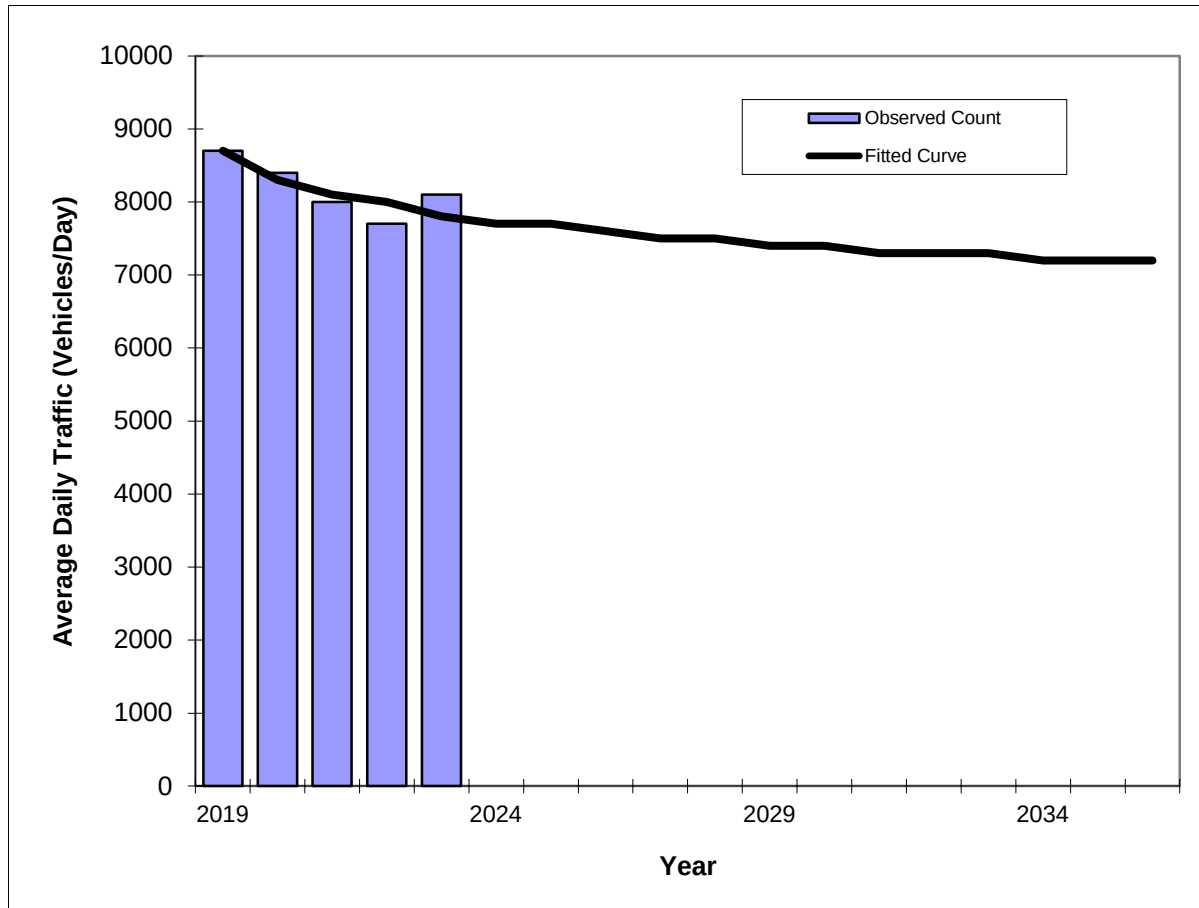
Trend R-squared:	28.96%
Compounded Annual Historic Growth Rate:	-0.80%
Printed:	5-Mar-25
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

NW 64TH AVENUE -- S of Oakland Park Blvd

County:	Broward (86)
Station #:	7354
Highway:	NW 64TH AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	8700	8700
2020	8400	8300
2021	8000	8100
2022	7700	8000
2023	8100	7800

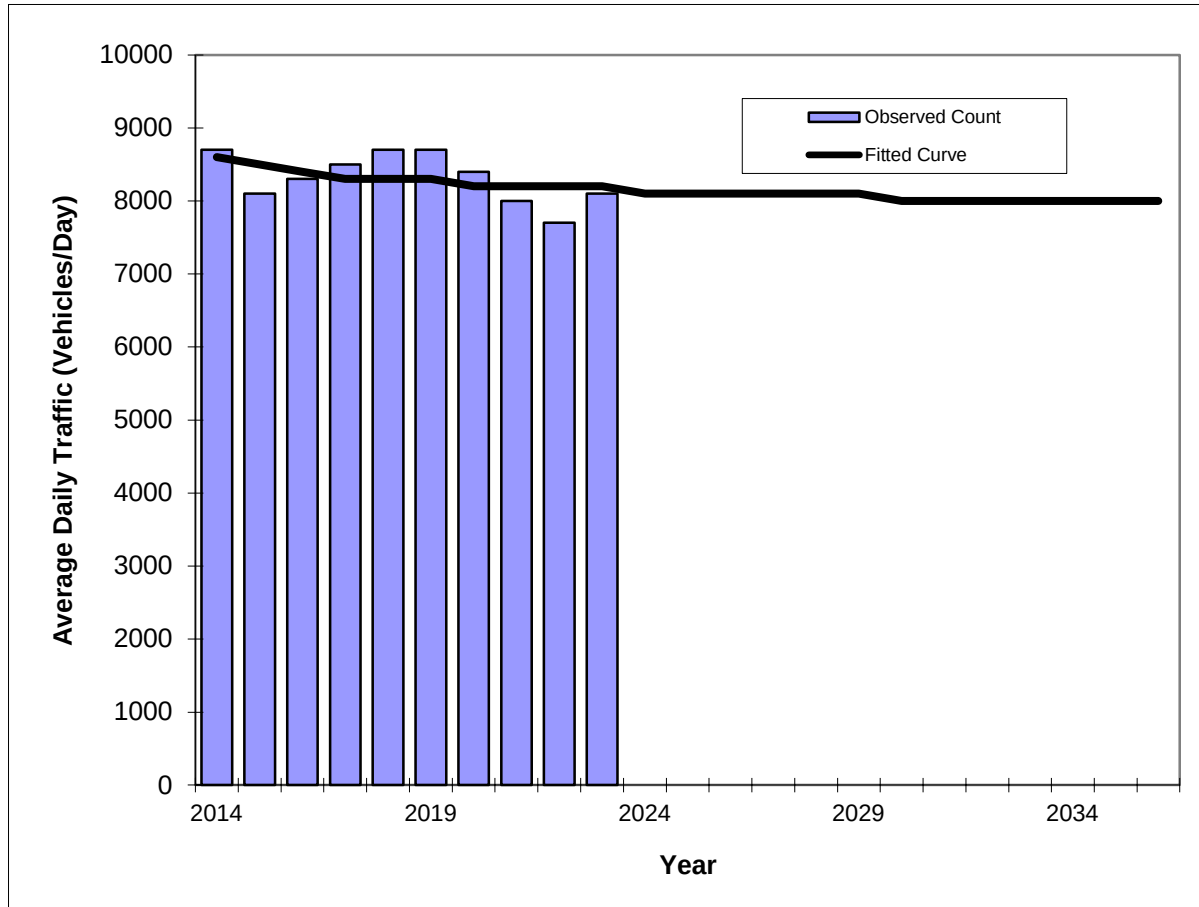
Trend R-squared:	74.18%
Compounded Annual Historic Growth Rate:	-2.69%
Printed:	5-Mar-25
Decaying Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

NW 64TH AVENUE -- S of Oakland Park Blvd

County:	Broward (86)
Station #:	7354
Highway:	NW 64TH AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	8700	8600
2015	8100	8500
2016	8300	8400
2017	8500	8300
2018	8700	8300
2019	8700	8300
2020	8400	8200
2021	8000	8200
2022	7700	8200
2023	8100	8200

Trend R-squared:	20.02%
Compounded Annual Historic Growth Rate:	-0.53%
Printed:	5-Mar-25
Decaying Exponential Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9553 - W INVERRARY BLVD., N OF OAKLAND PARK BLVD.

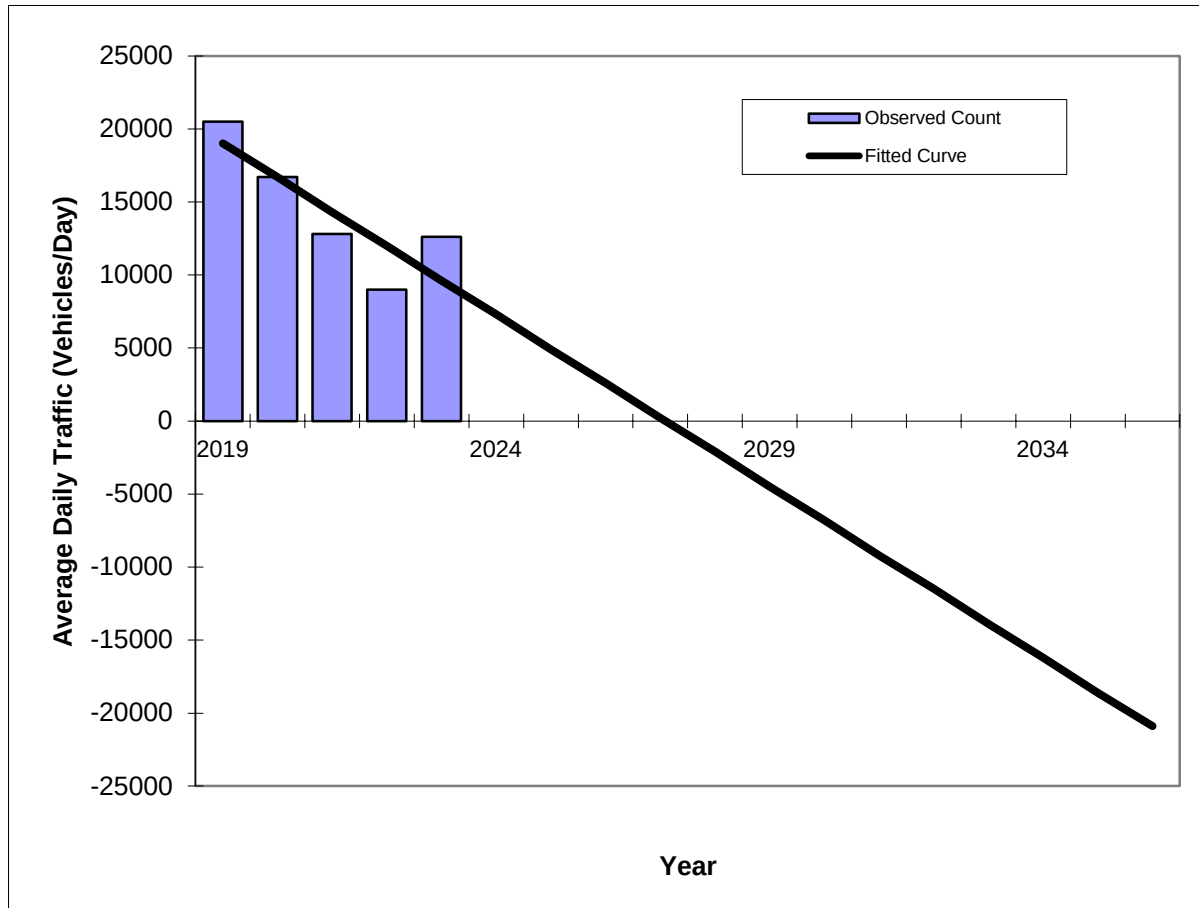
YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2023	12600 C	N	5400	S	7200	9.00	54.20	2.60
2022	9000 C	N	4500	S	4500	9.00	53.80	2.60
2021	10600 F	N	5300	S	5300	9.00	54.00	4.90
2020	10800 C	N	5400	S	5400	9.00	55.10	4.90
2019	20500 C	N	10500	S	10000	9.00	56.00	5.50
2018	12700 S	N	6100	S	6600	9.00	56.30	6.00
2017	12500 F	N	6000	S	6500	9.00	57.10	6.20
2016	12100 C	N	5800	S	6300	9.00	56.10	2.90
2015	16500 T	N	8600	S	7900	9.00	56.20	3.40
2014	16100 S	N	8400	S	7700	9.00	56.80	4.70
2013	15700 F	N	8200	S	7500	9.00	56.20	4.70
2012	15500 C	N	8100	S	7400	9.00	57.00	4.70
2011	9500 F		0		0	9.00	59.10	6.30
2010	9300 C	N	0	S	0	9.60	57.92	9.30
2009	11700 F	N	5900	S	5800	9.71	58.42	5.30
2008	11700 C	N	5900	S	5800	9.67	56.67	6.50

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

Traffic Trends

W Inverrary Blvd -- N of Oakland Park Blvd

County:	Broward (86)
Station #:	9553
Highway:	W Inverrary Blvd



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	20500	19000
2020	16700	16700
2021	12800	14300
2022	9000	12000
2023	12600	9600

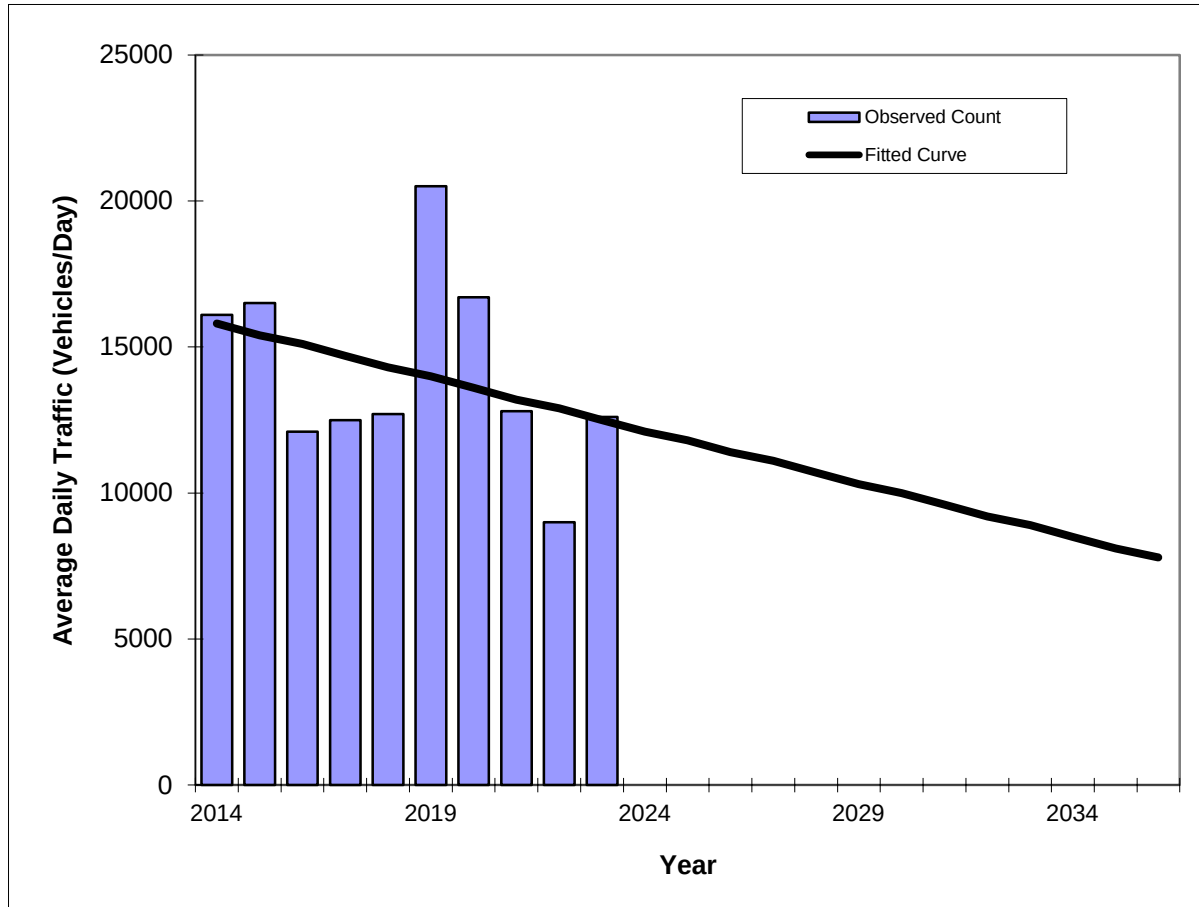
Trend R-squared:	71.32%
Trend Annual Historic Growth Rate:	-12.37%
Printed:	5-Mar-25
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends

W Inverrary Blvd -- N of Oakland Park Blvd

County:	Broward (86)
Station #:	9553
Highway:	W Inverrary Blvd



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	16100	15800
2015	16500	15400
2016	12100	15100
2017	12500	14700
2018	12700	14300
2019	20500	14000
2020	16700	13600
2021	12800	13200
2022	9000	12900
2023	12600	12500

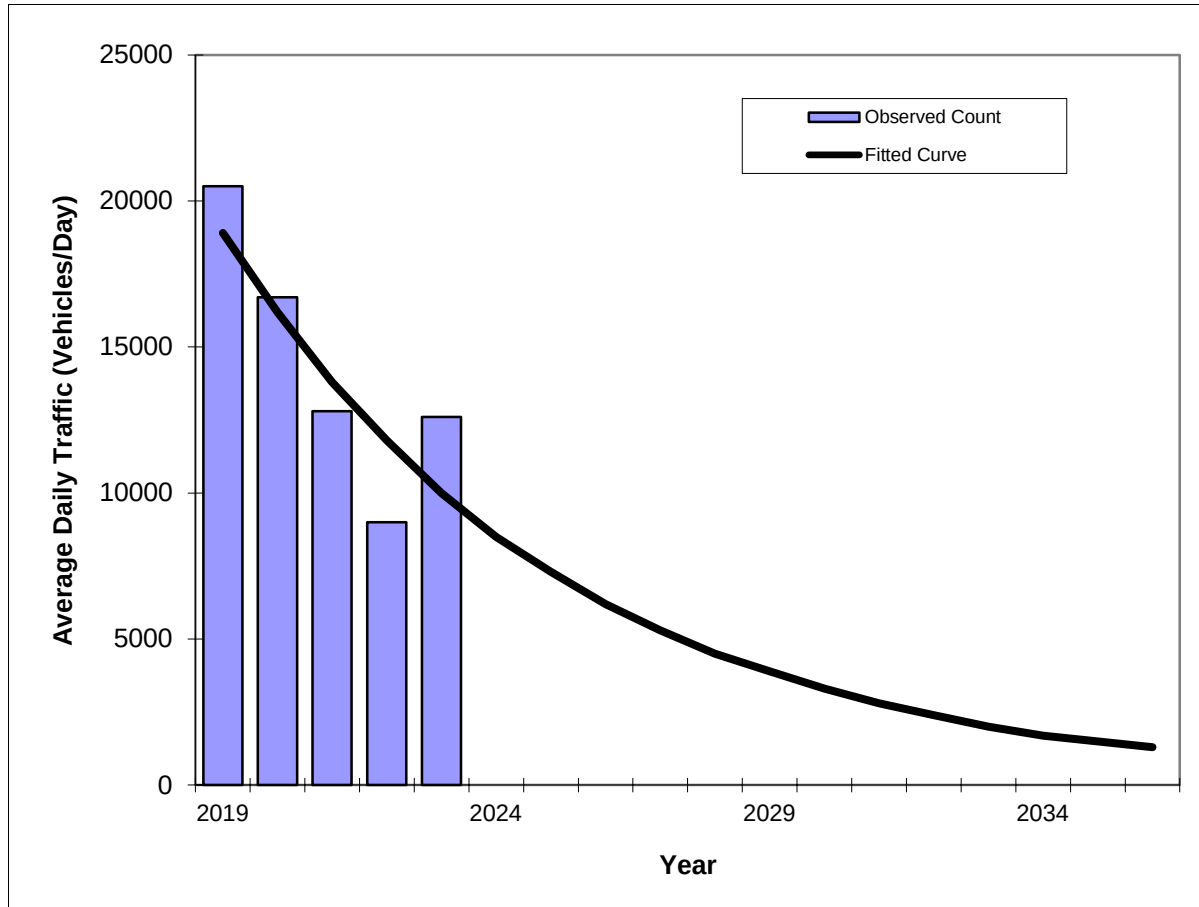
Trend R-squared:	11.41%
Trend Annual Historic Growth Rate:	-2.32%
Printed:	5-Mar-25
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends

W Inverrary Blvd -- N of Oakland Park Blvd

County:	Broward (86)
Station #:	9553
Highway:	W Inverrary Blvd



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	20500	18900
2020	16700	16200
2021	12800	13800
2022	9000	11800
2023	12600	10000

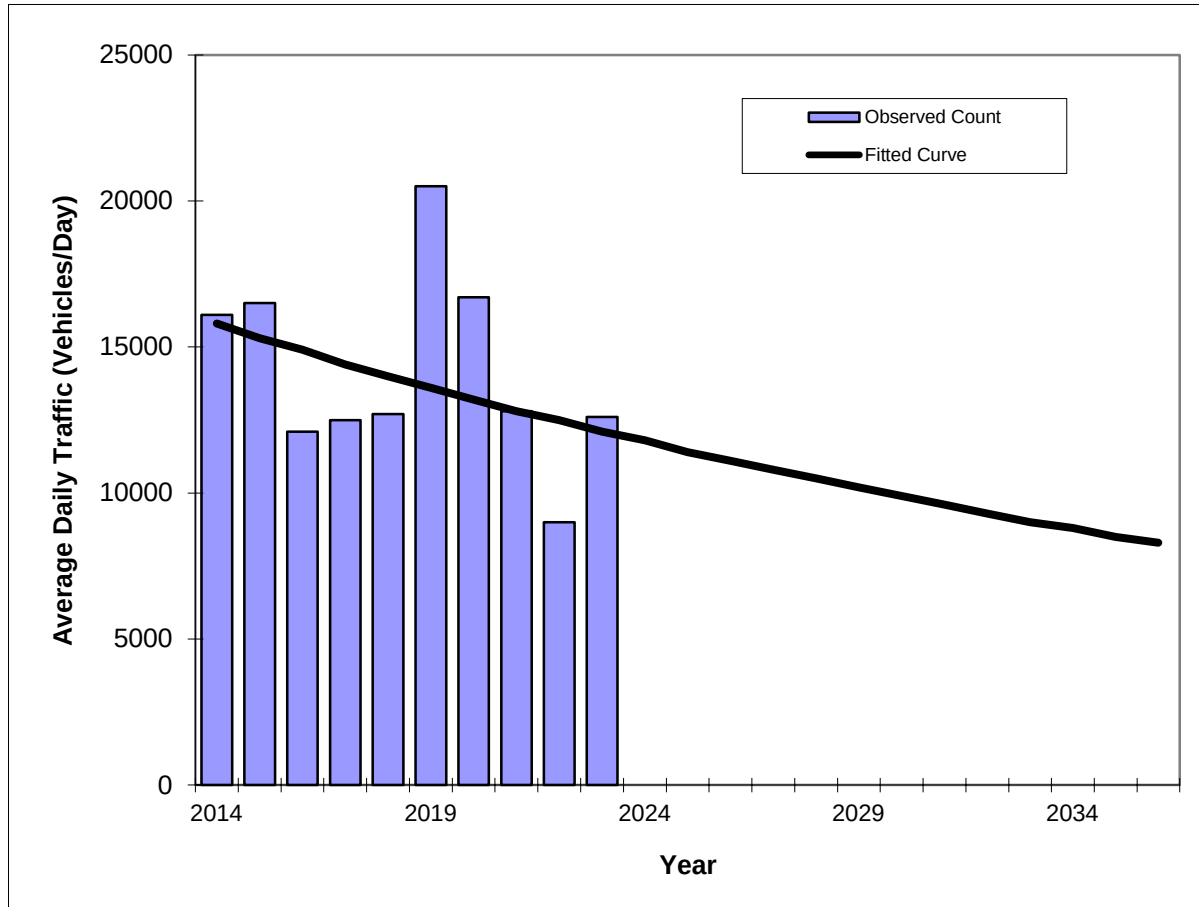
Trend R-squared:	65.02%
Compounded Annual Historic Growth Rate:	-14.71%
Printed:	5-Mar-25
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

W Inverrary Blvd -- N of Oakland Park Blvd

County:	Broward (86)
Station #:	9553
Highway:	W Inverrary Blvd



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	16100	15800
2015	16500	15300
2016	12100	14900
2017	12500	14400
2018	12700	14000
2019	20500	13600
2020	16700	13200
2021	12800	12800
2022	9000	12500
2023	12600	12100

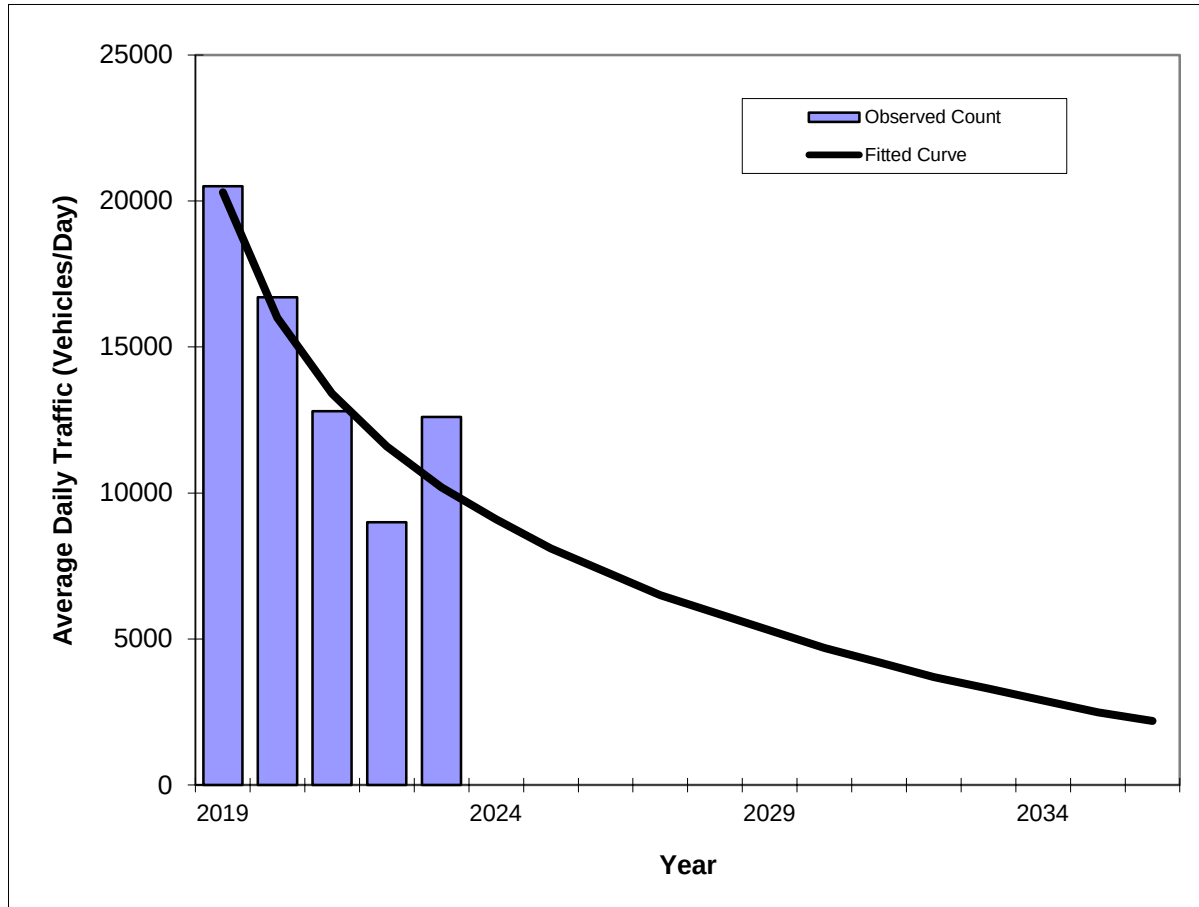
Trend R-squared:	14.69%
Compounded Annual Historic Growth Rate:	-2.92%
Printed:	5-Mar-25
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

W Inverrary Blvd -- N of Oakland Park Blvd

County:	Broward (86)
Station #:	9553
Highway:	W Inverrary Blvd



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	20500	20300
2020	16700	16000
2021	12800	13400
2022	9000	11600
2023	12600	10200

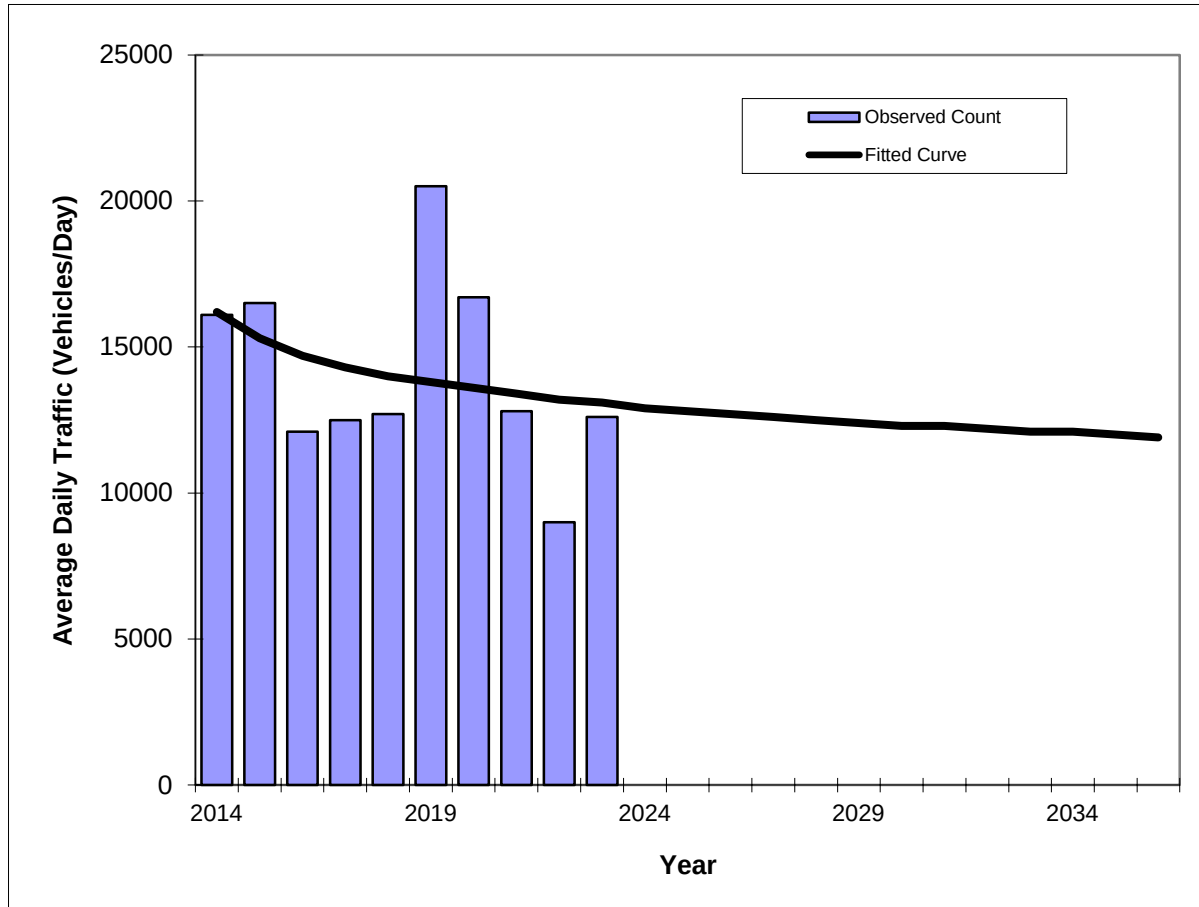
Trend R-squared:	82.58%
Compounded Annual Historic Growth Rate:	-15.81%
Printed:	5-Mar-25
Decaying Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

W Inverrary Blvd -- N of Oakland Park Blvd

County:	Broward (86)
Station #:	9553
Highway:	W Inverrary Blvd



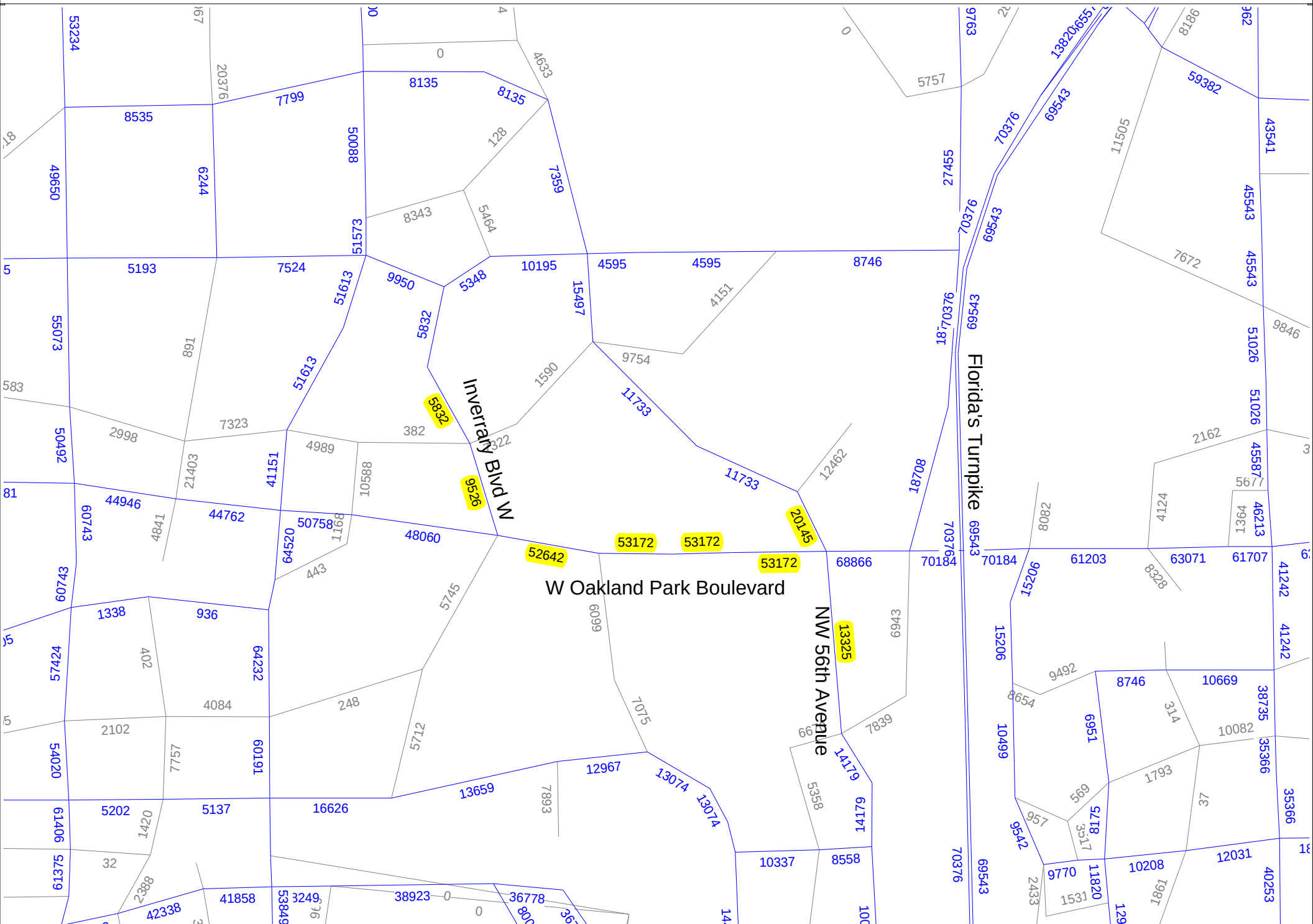
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	16100	16200
2015	16500	15300
2016	12100	14700
2017	12500	14300
2018	12700	14000
2019	20500	13800
2020	16700	13600
2021	12800	13400
2022	9000	13200
2023	12600	13100

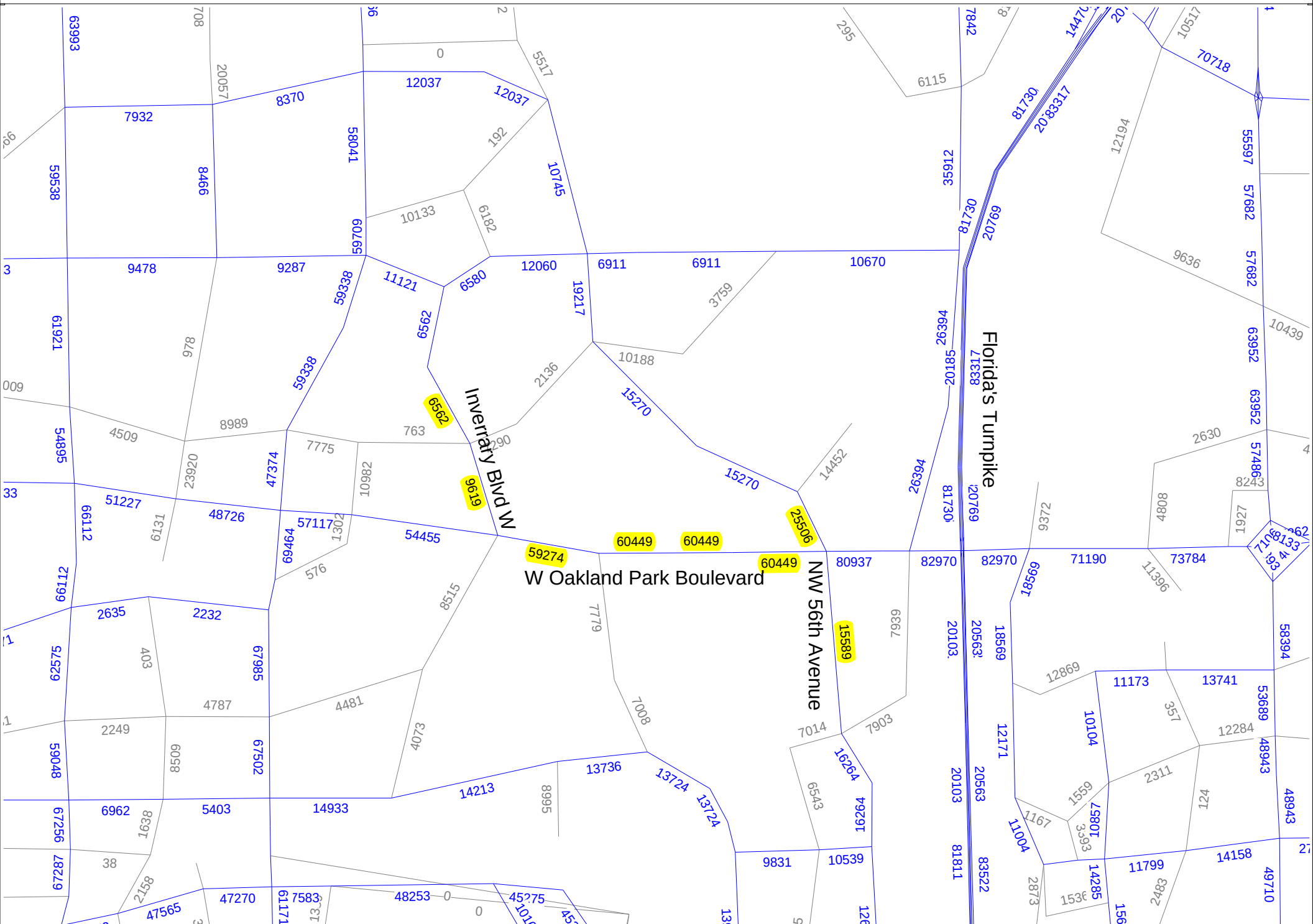
Trend R-squared:	9.38%
Compounded Annual Historic Growth Rate:	-2.33%
Printed:	5-Mar-25
Decaying Exponential Growth Option	

*Axle-Adjusted

SERPM Analysis

SERPM Growth Rate Summary					
Street Name	2015	2045	Difference	Growth Rate	Annual Growth Rate
W Oakland Park Boulevard	52,642	59,274	6,632	12.60%	0.42%
	53,172	60,449	7,277	13.69%	0.46%
	53,172	60,449	7,277	13.69%	0.46%
	53,172	60,449	7,277	13.69%	0.46%
Inverrary Boulevard W	5,832	6,562	730	12.52%	0.42%
	9,526	9,619	93	0.98%	0.03%
NW 56th Avenue	20,145	25,506	5,361	26.61%	0.89%
	13,325	15,589	2,264	16.99%	0.57%
Total	260,986	297,897	36,911	14.14%	0.47%





Appendix E

Transit Service Data

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

Reading A Timetable - It's Easy

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

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

Information: 954-357-8400

Hearing-speech impaired:
Florida Relay Service- 711 or 1-800-955-8771
TTY- 954-357-8302

This publication can be made available in
alternative formats upon request.



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



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

Broward County Transit

ROUTE 72 ALL WEEK SCHEDULE

Sawgrass Mills Mall to Galt Mile
via Oakland Park Boulevard

Effective 6/9/24



Safety Is Our Number One Priority



Mobile
Ticketing App

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

MyRide
BROWARD.org

Real Time Bus Information
MyRide.Broward.org



f YouTube Twitter Instagram LinkedIn
Broward.org/BCT
954-357-8400

MONDAY - FRIDAY

There are additional bus stops in between those listed.

EASTBOUND To Galt Mile

SAWGRASS MILLS MALL	OAKLAND PARK BLVD & HIATUS RD	OAKLAND PARK BLVD & UNIVERSITY DR	OAKLAND PARK BLVD & NW 56TH AVE	OAKLAND PARK BLVD & US 441	OAKLAND PARK BLVD & POWERLINE RD	OAKLAND PARK B/NE 17 A	GALT MILE
1	2	3	4	6	8	10	12
		4:45a	4:54a	5:02a	5:14a	5:21a	5:28a
		5:05a	5:14a	5:22a	5:34a	5:42a	5:50a
		5:27a	5:36a	5:47a	6:01a	6:11a	6:22a
5:30a	5:38a	5:47a	5:56a	6:08a	6:24a	6:35a	6:47a
5:48a	5:56a	6:06a	6:15a	6:27a	6:45a	6:57a	7:09a
6:06a	6:14a	6:24a	6:34a	6:49a	7:07a	7:19a	7:31a
6:24a	6:32a	6:42a	6:53a	7:08a	7:26a	7:38a	7:50a
6:43a	6:51a	7:01a	7:12a	7:27a	7:47a	7:59a	8:12a
7:05a	7:13a	7:23a	7:34a	7:49a	8:09a	8:19a	8:32a
7:28a	7:37a	7:47a	7:58a	8:14a	8:33a	8:43a	8:56a
7:50a	7:59a	8:10a	8:21a	8:37a	8:56a	9:06a	9:19a
8:13a	8:22a	8:33a	8:44a	9:00a	9:19a	9:29a	9:42a
8:35a	8:44a	8:55a	9:06a	9:22a	9:40a	9:50a	10:03a
8:50a	8:59a	9:10a	9:21a	9:37a	9:55a	10:05a	10:18a
9:10a	9:18a	9:28a	9:39a	9:55a	10:13a	10:23a	10:36a
9:30a	9:38a	9:48a	9:59a	10:15a	10:33a	10:43a	10:56a
9:50a	9:58a	10:08a	10:19a	10:35a	10:53a	11:03a	11:16a
10:10a	10:18a	10:28a	10:39a	10:55a	11:13a	11:23a	11:36a
10:33a	10:41a	10:51a	11:02a	11:18a	11:36a	11:46a	11:59a
10:56a	11:04a	11:14a	11:25a	11:41a	11:59a	12:09p	12:22p
11:16a	11:24a	11:34a	11:45a	12:01p	12:19p	12:29p	12:42p
11:36a	11:44a	11:54a	12:05p	12:21p	12:39p	12:50p	1:03p
11:56a	12:04p	12:14p	12:25p	12:41p	12:58p	1:10p	1:23p
12:16p	12:24p	12:34p	12:45p	1:00p	1:17p	1:29p	1:42p
12:37p	12:45p	12:55p	1:07p	1:22p	1:39p	1:51p	2:04p
12:58p	1:06p	1:16p	1:28p	1:43p	2:00p	2:12p	2:25p
1:19p	1:27p	1:37p	1:49p	2:04p	2:24p	2:36p	2:49p
1:40p	1:48p	1:58p	2:10p	2:25p	2:45p	2:57p	3:10p
2:01p	2:10p	2:20p	2:31p	2:46p	3:06p	3:18p	3:31p
2:23p	2:33p	2:43p	2:54p	3:09p	3:29p	3:41p	3:54p
2:44p	2:54p	3:06p	3:17p	3:32p	3:52p	4:04p	4:17p
3:06p	3:16p	3:29p	3:40p	3:55p	4:15p	4:27p	4:40p
3:27p	3:37p	3:50p	4:01p	4:16p	4:36p	4:48p	5:01p
3:47p	3:57p	4:10p	4:21p	4:36p	4:56p	5:07p	5:19p
4:06p	4:16p	4:29p	4:40p	4:55p	5:14p	5:24p	5:36p
4:25p	4:35p	4:48p	4:59p	5:14p	5:33p	5:43p	5:55p
4:46p	4:56p	5:09p	5:21p	5:36p	5:54p	6:04p	6:15p
5:07p	5:17p	5:30p	5:42p	5:57p	6:15p	6:24p	6:34p
5:29p	5:39p	5:50p	6:02p	6:17p	6:34p	6:43p	6:53p
5:49p	5:59p	6:09p	6:20p	6:35p	6:52p	7:01p	7:11p
6:10p	6:20p	6:30p	6:41p	6:56p	7:13p	7:21p	7:30p
6:31p	6:41p	6:51p	7:02p	7:17p	7:32p	7:40p	7:49p
6:52p	7:02p	7:12p	7:22p	7:36p	7:50p	7:57p	8:06p
7:09p	7:19p	7:29p	7:39p	7:51p	8:05p	8:12p	8:21p
7:24p	7:33p	7:42p	7:51p	8:03p	8:17p	8:24p	8:33p
7:39p	7:48p	7:57p	8:06p	8:18p	8:32p	8:39p	8:48p
8:00p	8:09p	8:18p	8:27p	8:39p	8:53p	9:00p	9:08p
8:22p	8:31p	8:40p	8:49p	9:01p	9:13p	9:19p	9:27p
8:44p	8:53p	9:02p	9:10p	9:22p	9:34p	9:40p	9:48p
9:02p	9:11p	9:20p	9:28p	9:40p	9:52p	9:58p	10:06p G
9:25p	9:34p	9:43p	9:51p	10:03p	10:15p	10:21p	10:29p
9:45p	9:54p	10:03p	10:11p	10:23p	10:35p	10:41p	10:48p
10:13p	10:22p	10:31p	10:39p	10:49p	10:59p	11:05p	11:12p
10:42p	10:51p	11:00p	11:08p	11:17p	11:27p	11:33p	11:40p G
11:07p	11:15p	11:24p	11:32p	11:41p	11:51p	11:57p	12:04a G
11:31p	11:39p	11:48p	11:56p	12:05a	12:14a	12:20a	12:26a G
12:01a	12:09a	12:18a	12:26a	12:34a	12:42a	12:48a	12:54a G
12:36a	12:44a	12:53a	1:01a	1:09a	1:17a	1:23a	1:29a G

WESTBOUND To Sawgrass Mills Mall

GALT MILE	OAKLAND PARK BLVD & US 1	OAKLAND PARK BLVD & ANDREWS AVE	OAKLAND PARK BLVD & NW 18 AVE	OAKLAND PARK BLVD & US 441	OAKLAND PARK BLVD & INVERRARY BLVD	OAKLAND PARK BLVD & UNIVERSITY DR	SAWGRASS MILLS MALL
12	11	9	7	6	5	3	1
5:01a	5:09a	5:15a	5:20a	5:31a	5:39a	5:47a	6:03a
5:21a	5:29a	5:35a	5:40a	5:51a	5:59a	6:07a	6:23a
5:41a	5:49a	5:55a	6:00a	6:13a	6:21a	6:29a	6:47a
6:01a	6:09a	6:17a	6:22a	6:35a	6:43a	6:52a	7:11a
6:21a	6:29a	6:37a	6:43a	6:57a	7:06a	7:16a	7:36a
6:43a	6:54a	7:02a	7:08a	7:22a	7:32a	7:42a	8:00a
7:01a	7:12a	7:21a	7:27a	7:43a	7:53a	8:03a	8:21a
7:25a	7:38a	7:48a	7:54a	8:10a	8:20a	8:30a	8:48a
7:46a	7:59a	8:09a	8:15a	8:31a	8:41a	8:51a	9:09a
8:06a	8:19a	8:29a	8:35a	8:52a	9:02a	9:12a	9:30a
8:26a	8:40a	8:50a	8:57a	9:14a	9:24a	9:34a	9:52a
8:47a	9:01a	9:11a	9:18a	9:35a	9:45a	9:55a	10:13a
9:10a	9:24a	9:34a	9:41a	9:58a	10:08a	10:18a	10:36a
9:33a	9:47a	9:57a	10:04a	10:21a	10:31a	10:41a	10:59a
9:56a	10:10a	10:20a	10:27a	10:44a	10:54a	11:04a	11:22a
10:16a	10:30a	10:40a	10:47a	11:04a	11:14a	11:24a	11:42a
10:33a	10:47a	10:57a	11:04a	11:21a	11:31a	11:41a	11:59a
10:51a	11:07a	11:17a	11:24a	11:41a	11:51a	12:01p	12:19p
11:11a	11:27a	11:37a	11:44a	12:01p	12:11p	12:22p	12:40p
11:31a	11:47a	11:57a	12:04p	12:21p	12:32p	12:43p	1:01p
11:51a	12:07p	12:17p	12:25p	12:42p	12:53p	1:04p	1:22p
12:13p	12:28p	12:38p	12:46p	1:03p	1:14p	1:25p	1:43p
12:36p	12:51p	1:01p	1:09p	1:26p	1:37p	1:49p	2:07p
12:57p	1:12p	1:22p	1:30p	1:47p	1:59p	2:10p	2:29p
1:17p	1:32p	1:43p	1:51p	2:09p	2:20p	2:31p	2:50p
1:37p	1:52p	2:03p	2:12p	2:31p	2:42p	2:53p	3:12p
1:57p	2:12p	2:23p	2:33p	2:53p	3:04p	3:16p	3:35p
2:21p	2:38p	2:49p	2:59p	3:19p	3:31p	3:43p	4:02p
2:42p	3:00p	3:13p	3:24p	3:43p	3:55p	4:07p	4:26p
3:04p	3:23p	3:37p	3:48p	4:07p	4:19p	4:30p	4:48p
3:25p	3:45p	3:59p	4:10p	4:31p	4:43p	4:53p	5:11p
3:46p	4:06p	4:20p	4:32p	4:53p	5:06p	5:16p	5:33p
4:09p	4:30p	4:43p	4:54p	5:15p	5:28p	5:38p	5:55p
4:32p	4:53p	5:06p	5:17p	5:39p	5:50p	6:00p	6:17p
4:55p	5:18p	5:30p	5:41p	6:01p	6:12p	6:21p	6:38p
5:15p	5:35p	5:47p	5:57p	6:14p	6:25p	6:34p	6:51p
5:34p	5:57p	6:07p	6:15p	6:32p	6:42p	6:51p	7:07p
5:52p	6:14p	6:24p	6:32p	6:49p	6:59p	7:08p	7:24p
6:12p	6:32p	6:42p	6:50p	7:06p	7:15p	7:24p	7:40p
6:34p	6:53p	7:02p	7:10p	7:25p	7:34p	7:43p	7:59p
6:51p	7:07p	7:16p	7:24p	7:39p	7:48p	7:57p	8:13p G
7:08p	7:23p	7:32p	7:40p	7:55p	8:04p	8:13p	8:29p
7:26p	7:41p	7:50p	7:58p	8:13p	8:22p	8:31p	8:45p
7:44p	7:59p	8:08p	8:16p	8:30p	8:39p	8:48p	9:02p G
8:02p	8:17p	8:25p	8:31p	8:45p	8:53p	9:01p	9:15p
8:19p	8:34p	8:42p	8:47p	9:01p	9:09p	9:17p	9:31p
8:34p	8:49p	8:57p	9:02p	9:16p	9:24p	9:32p	9:46p G
8:47p	9:02p	9:10p	9:15p	9:28p	9:35p	9:43p	9:57p
9:02p	9:17p	9:25p	9:30p	9:42p	9:49p	9:57p	10:11p G
9:23p	9:36p	9:44p	9:49p	10:01p	10:08p	10:16p	10:30p
9:45p	9:58p	10:06p	10:11p	10:23p	10:30p	10:38p	10:52p
10:09p	10:22p	10:30p	10:35p	10:47p	10:53p	11:01p	11:14p
10:42p	10:55p	11:02p	11:07p	11:17p	11:23p	11:30p	11:43p
11:04p	11:17p	11:24p	11:29p	11:39p	11:44p	11:51p	12:04a G
11:27p	11:39p	11:46p	11:51p	12:01a	12:06a	12:13a	12:26a

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

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

SATURDAY

EASTBOUND To Galt Mile

SAWGRASS MILLS MALL	OAKLAND PARK BLVD & HIATUS RD	OAKLAND PARK BLVD & UNIVERSITY DR	OAKLAND PARK BLVD & NW 56TH AVE	OAKLAND PARK BLVD & US 441	OAKLAND PARK BLVD & POWERLINE RD	OAKLAND PARK B/E 17 A	GALT MILE
1	2	3	4	6	8	10	12
5:28a	5:35a	5:44a	5:52a	6:03a	6:16a	6:24a	6:32a
5:48a	5:55a	6:04a	6:12a	6:23a	6:36a	6:44a	6:52a
6:08a	6:15a	6:24a	6:32a	6:43a	6:56a	7:05a	7:13a
6:30a	6:37a	6:47a	6:56a	7:08a	7:22a	7:32a	7:40a
6:52a	7:01a	7:11a	7:20a	7:32a	7:46a	7:56a	8:06a
7:12a	7:21a	7:31a	7:40a	7:52a	8:07a	8:17a	8:27a
7:30a	7:39a	7:49a	7:58a	8:11a	8:26a	8:36a	8:47a
7:50a	7:59a	8:09a	8:17a	8:30a	8:45a	8:55a	9:06a
8:13a	8:21a	8:31a	8:39a	8:52a	9:06a	9:16a	9:27a
8:33a	8:41a	8:51a	9:00a	9:13a	9:28a	9:41a	9:52a
8:54a	9:03a	9:13a	9:22a	9:36a	9:52a	10:04a	10:15a
9:13a	9:22a	9:31a	9:40a	9:54a	10:11a	10:23a	10:34a
9:31a	9:40a	9:49a	9:58a	10:12a	10:29a	10:41a	10:53a
9:51a	10:00a	10:12a	10:21a	10:35a	10:51a	11:03a	11:15a
10:13a	10:22a	10:34a	10:43a	10:57a	11:13a	11:24a	11:36a
10:34a	10:44a	10:56a	11:05a	11:19a	11:35a	11:46a	11:58a
10:56a	11:07a	11:18a	11:28a	11:42a	11:58a	12:09p	12:21p
11:19a	11:29a	11:39a	11:49a	12:03p	12:19p	12:30p	12:42p
11:42a	11:52a	12:02p	12:12p	12:26p	12:42p	12:53p	1:06p
12:05p	12:15p	12:25p	12:35p	12:48p	1:07p	1:18p	1:32p
12:27p	12:37p	12:47p	12:57p	1:10p	1:28p	1:39p	1:52p
12:44p	12:54p	1:04p	1:14p	1:27p	1:45p	1:57p	2:10p
1:01p	1:11p	1:22p	1:32p	1:45p	2:04p	2:16p	2:28p
1:18p	1:28p	1:39p	1:50p	2:03p	2:22p	2:34p	2:46p
1:36p	1:46p	1:57p	2:08p	2:21p	2:38p	2:50p	3:02p
1:56p	2:06p	2:17p	2:27p	2:40p	2:57p	3:09p	3:21p
2:18p	2:28p	2:39p	2:49p	3:02p	3:19p	3:30p	3:42p
2:40p	2:50p	3:01p	3:12p	3:25p	3:41p	3:52p	4:04p
3:02p	3:12p	3:23p	3:33p	3:46p	4:02p	4:14p	4:25p
3:22p	3:36p	3:48p	3:58p	4:11p	4:27p	4:39p	4:50p
3:43p	3:57p	4:08p	4:17p	4:30p	4:46p	5:00p	5:12p
4:04p	4:14p	4:25p	4:34p	4:47p	5:03p	5:18p	5:29p
4:24p	4:34p	4:45p	4:54p	5:07p	5:23p	5:34p	5:45p
4:44p	4:54p	5:06p	5:16p	5:32p	5:48p	6:00p	6:11p
5:05p	5:15p	5:26p	5:36p	5:51p	6:07p	6:18p	6:29p
5:26p	5:36p	5:48p	5:58p	6:12p	6:27p	6:37p	6:47p
5:44p	5:54p	6:07p	6:17p	6:30p	6:45p	6:55p	7:05p
6:02p	6:12p	6:23p	6:33p	6:45p	7:00p	7:09p	7:19p G
6:20p	6:30p	6:41p	6:50p	7:02p	7:16p	7:25p	7:35p
6:41p	6:51p	7:02p	7:12p	7:25p	7:39p	7:48p	7:58p
7:03p	7:13p	7:25p	7:35p	7:48p	8:02p	8:11p	8:20p
7:24p	7:34p	7:46p	7:56p	8:09p	8:22p	8:31p	8:40p
7:43p	7:53p	8:05p	8:15p	8:26p	8:39p	8:48p	8:57p
8:03p	8:13p	8:23p	8:32p	8:43p	8:56p	9:05p	9:14p G
8:20p	8:30p	8:40p	8:49p	9:00p	9:13p	9:21p	9:30p
8:45p	8:55p	9:05p	9:14p	9:24p	9:37p	9:45p	9:54p
9:15p	9:26p	9:36p	9:44p	9:54p	10:07p	10:15p	10:23p
9:41p	9:50p	10:00p	10:08p	10:18p	10:30p	10:38p	10:46p
10:09p	10:18p	10:29p	10:37p	10:47p	10:58p	11:05p	11:13p
10:39p	10:48p	10:58p	11:06p	11:15p	11:25p	11:32p	11:40p G
11:10p	11:19p	11:28p	11:36p	11:45p	11:55p	12:02a	12:09a G
11:39p	11:48p	11:57p	12:04a	12:12a	12:22a	12:29a	12:36a G
12:12a	12:20a	12:29a	12:36a	12:44a	12:54a	1:01a	1:08a G

WESTBOUND To Sawgrass Mills Mall

GALT MILE	OAKLAND PARK BLVD & US 1	OAKLAND PARK BLVD & ANDREWS AVE	OAKLAND PARK BLVD & NW 18 AVE	OAKLAND PARK BLVD & US 441	OAKLAND PARK BLVD & INVERRARY BLVD	OAKLAND PARK BLVD & UNIVERSITY DR	SAWGRASS MILLS MALL
12	11	9	7	6	5	3	1
5:00a	5:08a	5:15a	5:19a	5:29a	5:37a	5:44a	5:57a
5:20a	5:28a	5:35a	5:39a	5:49a	5:57a	6:04a	6:17a
5:40a	5:48a	5:55a	5:59a	6:09a	6:16a	6:24a	6:37a
6:00a	6:08a	6:15a	6:19a	6:30a	6:37a	6:45a	6:59a
6:22a	6:32a	6:39a	6:44a	6:56a	7:05a	7:14a	7:29a
6:44a	6:55a	7:03a	7:08a	7:21a	7:30a	7:39a	7:55a
7:06a	7:18a	7:26a	7:31a	7:45a	7:54a	8:04a	8:20a
7:27a	7:39a	7:47a	7:53a	8:07a	8:16a	8:26a	8:43a
7:53a	8:05a	8:13a	8:19a	8:33a	8:42a	8:52a	9:09a
8:18a	8:31a	8:39a	8:45a	8:59a	9:08a	9:17a	9:35a
8:40a	8:53a	9:01a	9:07a	9:21a	9:31a	9:41a	9:59a
9:00a	9:13a	9:21a	9:27a	9:41a	9:51a	10:01a	10:19a
9:20a	9:35a	9:44a	9:50a	10:04a	10:14a	10:24a	10:42a
9:42a	9:57a	10:06a	10:13a	10:27a	10:37a	10:47a	11:04a
10:05a	10:20a	10:30a	10:37a	10:51a	11:01a	11:10a	11:29a
10:27a	10:42a	10:52a	10:59a	11:14a	11:25a	11:35a	11:53a
10:47a	11:01a	11:10a	11:18a	11:33a	11:46a	11:55a	12:13p
11:08a	11:22a	11:31a	11:39a	11:54a	12:03p	12:13p	12:31p
11:30a	11:44a	11:54a	12:02p	12:17p	12:29p	12:39p	12:57p
11:51a	12:05p	12:15p	12:22p	12:37p	12:49p	12:59p	1:17p
12:11p	12:30p	12:40p	12:47p	1:03p	1:15p	1:25p	1:43p
12:33p	12:51p	1:01p	1:08p	1:23p	1:34p	1:44p	2:03p
12:55p	1:12p	1:23p	1:30p	1:45p	1:56p	2:07p	2:25p
1:18p	1:37p	1:48p	1:55p	2:11p	2:20p	2:29p	2:48p
1:43p	2:01p	2:11p	2:19p	2:34p	2:43p	2:52p	3:10p
2:04p	2:21p	2:31p	2:38p	2:54p	3:03p	3:13p	3:31p
2:21p	2:39p	2:50p	2:58p	3:13p	3:22p	3:32p	3:50p
2:39p	2:57p	3:08p	3:16p	3:31p	3:40p	3:50p	4:08p
2:59p	3:15p	3:26p	3:34p	3:49p	3:59p	4:08p	4:25p
3:16p	3:32p	3:43p	3:51p	4:07p	4:22p	4:33p	4:50p
3:36p	3:53p	4:03p	4:11p	4:24p	4:39p	4:50p	5:07p
3:57p	4:14p	4:24p	4:32p	4:45p	4:57p	5:06p	5:23p
4:19p	4:35p	4:45p	4:53p	5:06p	5:15p	5:24p	5:40p
4:40p	4:56p	5:06p	5:15p	5:28p	5:37p	5:46p	6:02p
5:02p	5:20p	5:30p	5:37p	5:52p	6:01p	6:10p	6:27p
5:24p	5:41p	5:52p	5:59p	6:14p	6:23p	6:32p	6:49p
5:42p	5:59p	6:08p	6:16p	6:30p	6:39p	6:48p	7:05p
6:02p	6:21p	6:30p	6:38p	6:52p	7:01p	7:10p	7:26p
6:23p	6:41p	6:50p	6:57p	7:11p	7:20p	7:30p	7:46p
6:43p	7:00p	7:12p	7:19p	7:32p	7:40p	7:49p	8:05p
7:02p	7:22p	7:32p	7:39p	7:52p	8:01p	8:10p	8:26p
7:22p	7:42p	7:52p	7:59p	8:11p	8:20p	8:28p	8:43p G
7:47p	8:03p	8:13p	8:20p	8:32p	8:39p	8:47p	9:02p
8:12p	8:27p	8:35p	8:40p	8:52p	8:59p	9:07p	9:20p
8:35p	8:50p	8:58p	9:04p	9:15p	9:22p	9:30p	9:43p
8:54p	9:09p	9:17p	9:22p	9:33p	9:40p	9:48p	10:01p G
9:13p	9:27p	9:35p	9:40p	9:51p	9:59p	10:07p	10:20p
9:42p	9:57p	10:06p	10:12p	10:25p	10:33p	10:40p	10:55p
10:10p	10:27p	10:35p	10:40p	10:51p	10:59p	11:06p	11:19p
10:36p	10:49p	10:57p	11:02p	11:13p	11:20p	11:26p	11:39p G
10:59p	11:12p	11:20p	11:25p	11:34p	11:40p	11:46p	11:59p
11:26p	11:37p	11:44p	11:49p	11:58p	12:04a	12:10a	12:23a G

SUNDAY

EASTBOUND To Galt Mile

WESTBOUND To Sawgrass Mills Mall

SAWGRASS MILLS MALL	OAKLAND PARK BLVD & HIATUS RD	OAKLAND PARK BLVD & UNIVERSITY DR	OAKLAND PARK BLVD & NW 56TH AVE	OAKLAND PARK BLVD & US 441	OAKLAND PARK BLVD & POWERLINE RD	OAKLAND PARK B/NE 17 A	GALT MILE
1	2	3	4	6	8	10	12
7:35a	7:44a	7:17a	7:26a	7:36a	7:49a	7:58a	8:07a
8:05a	8:14a	7:55a	8:04a	8:13a	8:26a	8:35a	8:44a
8:35a	8:44a	8:25a	8:34a	8:43a	8:56a	9:05a	9:14a
9:05a	9:14a	8:55a	9:04a	9:13a	9:26a	9:35a	9:44a
9:29a	9:38a	9:24a	9:33a	9:42a	9:55a	10:04a	10:14a
9:53a	10:02a	9:48a	9:57a	10:06a	10:20a	10:30a	10:40a
10:14a	10:23a	10:12a	10:21a	10:31a	10:45a	10:55a	11:05a
10:35a	10:44a	10:33a	10:42a	10:52a	11:06a	11:16a	11:26a
10:57a	11:07a	10:54a	11:03a	11:15a	11:29a	11:39a	11:49a
11:17a	11:27a	11:17a	11:26a	11:38a	11:52a	12:02p	12:12p
11:37a	11:47a	11:37a	11:46a	11:58a	12:12p	12:22p	12:33p
11:58a	12:08p	11:57a	12:06p	12:18p	12:34p	12:44p	12:55p
12:16p	12:25p	12:18p	12:28p	12:40p	12:55p	1:05p	1:16p
12:35p	12:44p	12:35p	12:45p	12:57p	1:12p	1:22p	1:33p
12:56p	1:05p	12:54p	1:04p	1:16p	1:31p	1:41p	1:52p
1:17p	1:26p	1:15p	1:24p	1:37p	1:52p	2:02p	2:13p
1:40p	1:49p	1:26p	1:37p	1:46p	1:59p	2:14p	2:24p
2:03p	2:12p	2:00p	2:09p	2:22p	2:37p	2:47p	2:58p
2:26p	2:35p	2:23p	2:32p	2:45p	3:00p	3:10p	3:21p
2:48p	2:57p	2:47p	2:56p	3:09p	3:23p	3:32p	3:42p
3:09p	3:18p	3:09p	3:19p	3:32p	3:46p	3:55p	4:05p
3:29p	3:38p	3:29p	3:39p	3:52p	4:06p	4:15p	4:27p
3:49p	3:59p	3:49p	4:00p	4:13p	4:27p	4:36p	4:48p
4:10p	4:20p	4:10p	4:20p	4:33p	4:47p	4:56p	5:07p
4:31p	4:41p	4:31p	4:41p	4:54p	5:08p	5:17p	5:28p
4:52p	5:01p	4:52p	5:02p	5:15p	5:29p	5:38p	5:49p
5:13p	5:22p	5:11p	5:21p	5:34p	5:48p	5:57p	6:07p
5:35p	5:44p	5:32p	5:42p	5:55p	6:09p	6:18p	6:28p
5:57p	6:07p	5:54p	6:04p	6:16p	6:30p	6:39p	6:49p
6:19p	6:30p	6:17p	6:27p	6:39p	6:53p	7:02p	7:12p
6:42p	6:53p	6:40p	6:50p	7:02p	7:16p	7:25p	7:34p
7:13p	7:24p	7:03p	7:12p	7:24p	7:38p	7:46p	7:55p
7:43p	7:54p	7:34p	7:43p	7:55p	8:09p	8:17p	8:26p
8:13p	8:23p	8:04p	8:13p	8:25p	8:39p	8:46p	8:55p
8:43p	8:52p	8:35p	8:44p	8:54p	9:07p	9:14p	9:23p G
9:13p	9:22p	9:02p	9:11p	9:21p	9:34p	9:41p	9:50p G
		9:32p	9:41p	9:51p	10:04p	10:11p	10:20p G

GALT MILE	OAKLAND PARK BLVD & US 1	OAKLAND PARK BLVD & ANDREWS AVE	OAKLAND PARK BLVD & NW 18 AVE	OAKLAND PARK BLVD & US 441	OAKLAND PARK BLVD & INVERRARY BLVD	OAKLAND PARK BLVD & UNIVERSITY DR	SAWGRASS MILLS MALL
12	11	9	7	6	5	3	1
7:14a	7:26a	7:32a	7:37a	7:49a	7:57a	8:06a	8:20a
7:47a	7:59a	8:05a	8:10a	8:22a	8:31a	8:41a	8:57a
8:20a	8:34a	8:42a	8:48a	9:01a	9:10a	9:19a	9:35a
8:56a	9:10a	9:18a	9:24a	9:38a	9:47a	9:56a	10:12a
9:27a	9:41a	9:51a	9:57a	10:11a	10:20a	10:29a	10:45a
9:58a	10:12a	10:22a	10:28a	10:42a	10:51a	11:00a	11:16a
10:28a	10:42a	10:52a	10:58a	11:12a	11:22a	11:31a	11:47a
10:55a	11:09a	11:19a	11:26a	11:40a	11:50a	11:59a	12:15p
11:21a	11:35a	11:46a	11:53a	12:07p	12:17p	12:26p	12:42p
11:43a	11:57a	12:08p	12:15p	12:29p	12:39p	12:48p	1:04p
12:05p	12:19p	12:30p	12:37p	12:51p	1:01p	1:10p	1:26p
12:27p	12:41p	12:52p	12:59p	1:13p	1:22p	1:31p	1:48p
12:47p	1:01p	1:11p	1:18p	1:33p	1:42p	1:51p	2:08p
1:08p	1:23p	1:32p	1:40p	1:55p	2:04p	2:13p	2:30p
1:28p	1:45p	1:54p	2:02p	2:17p	2:26p	2:35p	2:52p
1:48p	2:06p	2:15p	2:23p	2:38p	2:47p	2:56p	3:13p
2:08p	2:27p	2:36p	2:44p	2:59p	3:08p	3:18p	3:35p
2:28p	2:45p	2:54p	3:02p	3:17p	3:26p	3:36p	3:53p
2:50p	3:07p	3:16p	3:24p	3:39p	3:49p	3:58p	4:14p
3:12p	3:29p	3:38p	3:46p	4:00p	4:10p	4:19p	4:35p
3:34p	3:51p	4:01p	4:09p	4:23p	4:32p	4:41p	4:57p
3:56p	4:15p	4:25p	4:32p	4:46p	4:55p	5:04p	5:20p
4:18p	4:39p	4:49p	4:56p	5:10p	5:19p	5:28p	5:44p
4:40p	4:59p	5:08p	5:15p	5:28p	5:37p	5:46p	6:01p
5:02p	5:21p	5:30p	5:37p	5:50p	5:58p	6:07p	6:22p
5:22p	5:41p	5:50p	5:57p	6:10p	6:18p	6:27p	6:42p G
5:43p	6:00p	6:10p	6:17p	6:30p	6:38p	6:47p	7:02p
6:04p	6:20p	6:30p	6:37p	6:50p	6:58p	7:06p	7:21p
6:24p	6:40p	6:50p	6:57p	7:10p	7:18p	7:27p	7:41p G
6:44p	7:01p	7:10p	7:16p	7:28p	7:36p	7:45p	7:59p
7:05p	7:24p	7:34p	7:40p	7:52p	8:00p	8:09p	8:23p
7:25p	7:42p	7:52p	7:58p	8:10p	8:18p	8:27p	8:41p G
7:45p	8:02p	8:12p	8:18p	8:30p	8:37p	8:45p	8:59p
8:10p	8:28p	8:37p	8:43p	8:55p	9:02p	9:10p	9:24p G
8:40p	8:54p	9:02p	9:08p	9:20p	9:27p	9:35p	9:49p G
9:10p	9:24p	9:32p	9:38p	9:50p	9:57p	10:05p	10:19p G

ROUTE 72

Sawgrass Mills Mall to Galt Mile
via Oakland Park Blvd

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

POINTS OF INTEREST

Sawgrass Mills Mall

Amerant Bank Arena

Florida Medical Center

Oakland Park Flea Market

Coral Ridge Mall

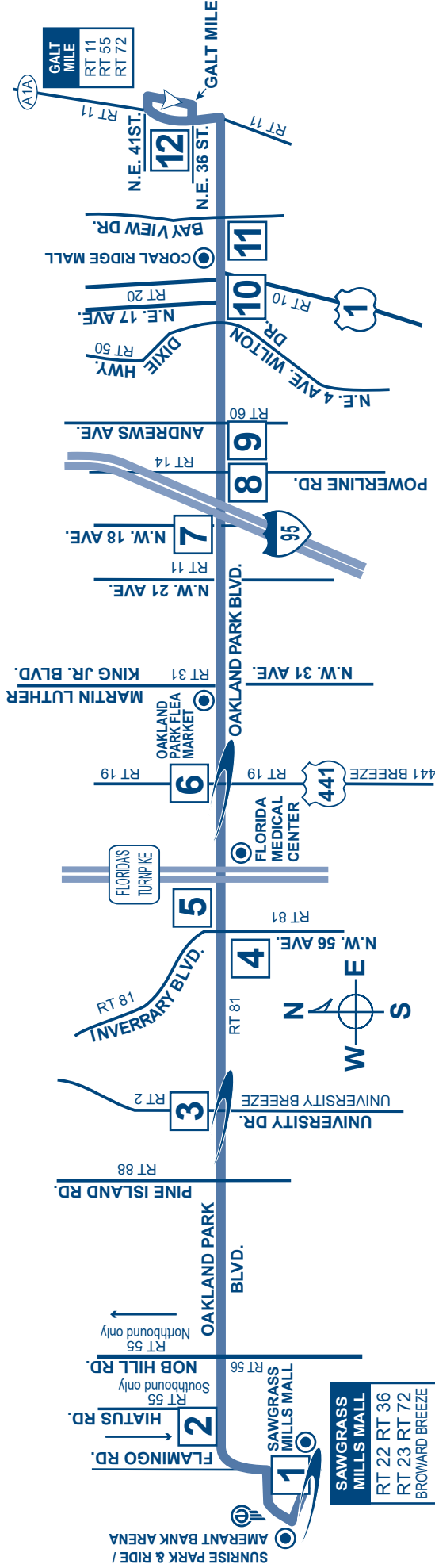
LEGEND

CONNECTING ROUTES

MAIN ROUTE

TIMEPOINTS

The Breeze stop location



Customer Service

Monday - Friday.....7AM - 7:45PM

Saturday, Sunday and Holidays.....8:30AM - 4:45PM

Transit Operations Agents help with:

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

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9AM - 4PM

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

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

Fares

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

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

Fare Deals

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

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

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

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

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

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

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

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

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

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

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

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

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



TRANSIT WATCH

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

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

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

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

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

PREMIUM BUS PASS CUSTOMERS

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

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

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

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

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

The Premium Express Service does not connect with Palm Tran.

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

Appendix F

Trip Generation Calculations

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

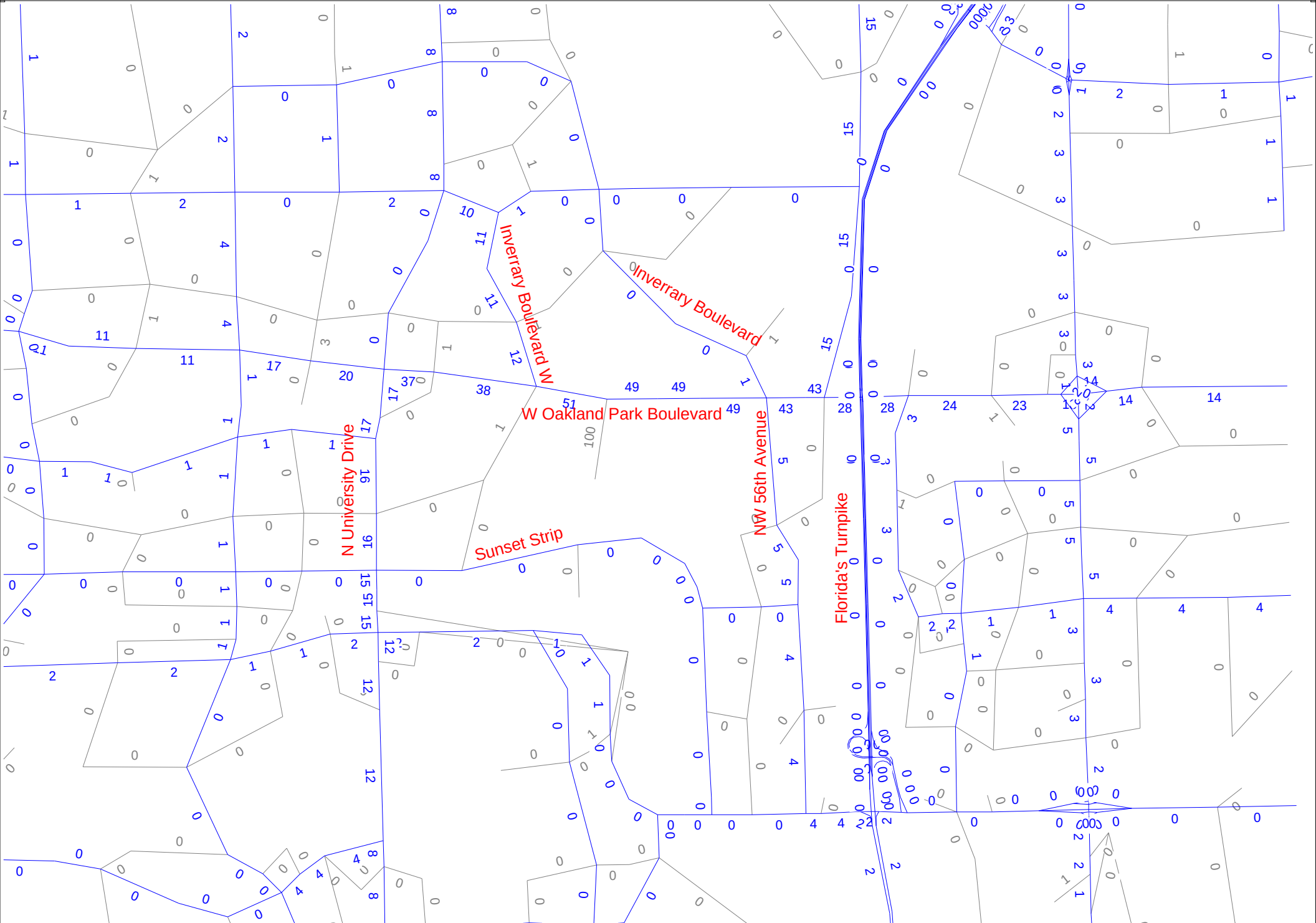
ITE TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS			
Land Use		ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total	
						In	Out																			
GROUP 1	1	Multifamily Housing (Mid-Rise)	11	221	229	du	23%	77%	20	69	89	3.5%	3	19	67	86	0.0%	0	19	67	86	0.0%	0	19	67	86
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
ITE Land Use Code		Rate or Equation				Total:		20	69	89	3.5%	3	19	67	86	0.0%	0	19	67	86	0.0%	0	19	67	86	
221		Y=0.44*(X)+-11.61																								

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS						
					Percent																								
Land Use					ITE Edition	ITE Code	Scale	ITE Units	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total			
GROUP 2	1	Multifamily Housing (Mid-Rise)				11	221	229	du	61%	39%	55	35	90	3.5%	3	53	34	87	0.0%	0	53	34	87	0.0%	0	53	34	87
	2																												
	3																												
	4																												
	5																												
	6																												
	7																												
	8																												
	9																												
	10																												
	11																												
	12																												
	13																												
	14																												
	15																												
ITE Land Use Code					Rate or Equation					Total:		55	35	90	3.5%	3	53	34	87	0.0%	0	53	34	87	0.0%	0	53	34	87
221					Y=0.39*(X)+0.34																								

Appendix G

Trip Distribution



Appendix H

Volume Development Worksheets

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: W Oakland Park Boulevard and NW 68th Avenue
COUNT DATE: March 11, 2025
AM PEAK HOUR FACTOR: 0.91
PM PEAK HOUR FACTOR: 0.93

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	1	23	1,524	137	11	132	1,322	19	0	133	10	145	0	45	15	40
Peak Season Correction Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

AM EXISTING CONDITIONS	1	23	1,524	137	11	132	1,322	19	0	133	10	145	0	45	15	40
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	5	31	1,413	141	9	144	1,496	35	2	116	15	123	1	20	7	21
Peak Season Correction Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

PM EXISTING CONDITIONS	5	31	1,413	141	9	144	1,496	35	2	116	15	123	1	20	7	21
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
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	23	2	0	2	20	0	0	2	0	2	0	1	0	1

AM NON-PROJECT TRAFFIC	1	23	1,547	139	11	134	1,342	19	0	135	10	147	0	46	15	41
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
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	21	2	0	2	23	1	0	2	0	2	0	0	0	0

PM NON-PROJECT TRAFFIC	5	31	1,434	143	9	146	1,519	36	2	118	15	125	1	20	7	21
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"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By	Entering																
Distribution	Exiting																
Valet	Entering																
Distribution	Exiting																
Net New	Entering			49.0%									2.0%				
Distribution	Exiting						2.0%	49.0%									

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By	Entering																
Distribution	Exiting																
Valet	Entering																
Distribution	Exiting																
Net New	Entering			49.0%									2.0%				
Distribution	Exiting						2.0%	49.0%									

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			9			1	33					1				
AM TOTAL PROJECT TRAFFIC		0	0	9	0	0	1	33	0	0	0	0	1	0	0	0	0

AM TOTAL TRAFFIC	1	23	1,556	139	11	135	1,375	19	0	135	10	148	0	46	15	41
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"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			26			1	16					1				
PM TOTAL PROJECT TRAFFIC		0	0	26	0	0	1	16	0	0	0	0	1	0	0	0	0

PM TOTAL TRAFFIC	5	31	1,460	143	9	147	1,535	36	2	118	15	126	1	20	7	21
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: W Oakland Park Boulevard and NW 64th Avenue
COUNT DATE: March 11, 2025
AM PEAK HOUR FACTOR: 0.91
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
AM Raw Turning Movements		0	7	1,466	247	6	128	1,295	1	0	170	6	142	0	0	0	3		
Peak Season Correction Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AM EXISTING CONDITIONS		0	7	1,466	247	6	128	1,295	1	0	170	6	142	0	0	0	3		
"PM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PM Raw Turning Movements		1	14	1,350	206	28	191	1,407	5		246	4	129		6	5	13		
Peak Season Correction Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PM EXISTING CONDITIONS		1	14	1,350	206	28	191	1,407	5		246	4	129		6	5	13		
"AM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
TOTAL "VESTED" TRAFFIC		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Years To Buildout		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
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	22	4	0	2	20	0	0	3	0	2	0	0	0	0		
AM NON-PROJECT TRAFFIC		0	7	1,488	251	6	130	1,315	1	0	173	6	144	0	0	0	3		
"PM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
TOTAL "VESTED" TRAFFIC		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Years To Buildout		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
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	20	3	0	3	21	0		4	0	2		0	0	0		
PM NON-PROJECT TRAFFIC		1	14	1,370	209	28	194	1,428	5	0	250	4	131	0	6	5	13		
"AM PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																		
	Exiting																		
Valet Distribution	Entering																		
	Exiting																		
Net New Distribution	Entering									46.0%			3.0%						
	Exiting	51.0%		46.0%	3.0%														
"PM PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																		
	Exiting																		
Valet Distribution	Entering																		
	Exiting																		
Net New Distribution	Entering									46.0%			3.0%						
	Exiting	51.0%		46.0%	3.0%														
"AM PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																			
Project Trips	Pass - By																		
	Valet																		
	Net New	34		31	2					8			1						
AM TOTAL PROJECT TRAFFIC		34	0	31	2	0	0	8	0	0	0	1	0	0	0	0	0	0	0
AM TOTAL TRAFFIC		34	7	1,519	253	6	130	1,323	1	0	174	6	144	0	0	0	0	3	
"PM PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																			
Project Trips	Pass - By																		
	Valet																		
	Net New	17		16	1					24			2						
PM TOTAL PROJECT TRAFFIC		17	0	16	1	0	0	24	0	0	0	2	0	0	0	0	0	0	0
PM TOTAL TRAFFIC		18	14	1,386	210	28	194	1,452	5	0	252	4	131	0	6	5	13		

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NW 30th Street and NW 68th Avenue
COUNT DATE: March 11, 2025
AM PEAK HOUR FACTOR: 0.83
PM PEAK HOUR FACTOR: 0.90

"AM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
AM Raw Turning Movements			9	1	6		2	0	12		4	271	6		12	293	7		
Peak Season Correction Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AM EXISTING CONDITIONS			9	1	6		2	0	12		4	271	6		12	293	7		
"PM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PM Raw Turning Movements			3	2	5		4	4	15		4	231	9		12	274	8		
Peak Season Correction Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PM EXISTING CONDITIONS			3	2	5		4	4	15		4	231	9		12	274	8		
"AM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
TOTAL "VESTED" TRAFFIC			0	0	0		0	0	0		0	0	0		0	0	0		
Years To Buildout		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
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	4	0		0	4	0		
AM NON-PROJECT TRAFFIC			9	1	6		2	0	12		4	275	6		12	297	7		
"PM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
TOTAL "VESTED" TRAFFIC			0	0	0		0	0	0		0	0	0		0	0	0		
Years To Buildout		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
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		0	0	0		0	3	0		0	4	0		
PM NON-PROJECT TRAFFIC			3	2	5		4	4	15		4	234	9		12	278	8		
"AM PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																		
	Exiting																		
Valet Distribution	Entering																		
	Exiting																		
Net New Distribution													2.0%					2.0%	
"PM PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																		
	Exiting																		
Valet Distribution	Entering																		
	Exiting																		
Net New Distribution														2.0%					2.0%
"AM PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																			
Project Trips	Pass - By																		
	Valet																		
	Net New													1				1	
AM TOTAL PROJECT TRAFFIC			0	0	0		0	0	0		0	1	0		0	1	0		
AM TOTAL TRAFFIC			9	1	6		2	0	12		4	276	6		12	298	7		
"PM PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																			
Project Trips	Pass - By																		
	Valet																		
	Net New													1				1	
PM TOTAL PROJECT TRAFFIC			0	0	0		0	0	0		0	1	0		0	1	0		
PM TOTAL TRAFFIC			3	2	5		4	4	15		4	235	9		12	279	8		

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NW 30th Street and NW 64th Avenue
COUNT DATE: March 11, 2025
AM PEAK HOUR FACTOR: 0.85
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
AM Raw Turning Movements			9	7	6		2	3	38		6	289	2		32	335	5		
Peak Season Correction Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AM EXISTING CONDITIONS			9	7	6		2	3	38		6	289	2		32	335	5		
"PM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PM Raw Turning Movements			8	7	6		19	6	56		9	329	6		60	316	10		
Peak Season Correction Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PM EXISTING CONDITIONS			8	7	6		19	6	56		9	329	6		60	316	10		
"AM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
TOTAL "VESTED" TRAFFIC			0	0	0		0	0	0		0	0	0		0	0	0		
Years To Buildout		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
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	1		0	4	0		0	5	0		
AM NON-PROJECT TRAFFIC			9	7	6		2	3	39		6	293	2		32	340	5		
"PM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
TOTAL "VESTED" TRAFFIC			0	0	0		0	0	0		0	0	0		0	0	0		
Years To Buildout		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
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		0	0	1		0	5	0		1	5	0		
PM NON-PROJECT TRAFFIC			8	7	6		19	6	57		9	334	6		61	321	10		
"AM PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																		
	Exiting																		
Valet Distribution	Entering																		
	Exiting																		
Net New Distribution	Entering												3.0%						
	Exiting																3.0%		
"PM PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																		
	Exiting																		
Valet Distribution	Entering																		
	Exiting																		
Net New Distribution	Entering													3.0%					
	Exiting																	3.0%	
"AM PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																			
Project Trips	Pass - By																		
	Valet																		
	Net New													1				2	
AM TOTAL PROJECT TRAFFIC			0	0	0		0	0	0		0	1	0		0	2	0		
AM TOTAL TRAFFIC			9	7	6		2	3	39		6	294	2		32	342	5		
"PM PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																			
Project Trips	Pass - By																		
	Valet																		
	Net New													2				1	
PM TOTAL PROJECT TRAFFIC			0	0	0		0	0	0		0	2	0		0	1	0		
PM TOTAL TRAFFIC			8	7	6		19	6	57		9	336	6		61	322	10		

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: W Oakland Park Boulevard and Isles of Inverrary Driveway/North Project Driveway
COUNT DATE: March 18, 2025
AM PEAK HOUR FACTOR: 0.93
PM PEAK HOUR FACTOR: 0.86

"AM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
AM Raw Turning Movements		8	13	1,702	0	0	0	1,459	7		0	0	0		4	0	41		
Peak Season Correction Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AM EXISTING CONDITIONS		8	13	1,702	0	0	0	1,459	7		0	0	0		4	0	41		
"PM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PM Raw Turning Movements		3	14	1,487	0	2	0	1,254	10		0	0	0		1	0	12		
Peak Season Correction Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PM EXISTING CONDITIONS		3	14	1,487	0	2	0	1,254	10		0	0	0		1	0	12		
"AM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
TOTAL "VESTED" TRAFFIC		0	0	0	0	0	0	0	0		0	0	0		0	0	0		
Years To Buildout		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
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	26	0	0	0	22	0		0	0	0		0	0	1		
AM NON-PROJECT TRAFFIC		8	13	1,728	0	0	0	1,481	7		0	0	0		4	0	42		
"PM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
TOTAL "VESTED" TRAFFIC		0	0	0	0	0	0	0	0		0	0	0		0	0	0		
Years To Buildout		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
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	22	0	0	0	19	0		0	0	0		0	0	0		
PM NON-PROJECT TRAFFIC		3	14	1,509	0	2	0	1,273	10		0	0	0		1	0	12		
"AM PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																		
	Exiting																		
Valet Distribution	Entering																		
	Exiting																		
Net New Distribution	Entering				51.0%			49.0%											
	Exiting							51.0%					100.0%						
"PM PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																		
	Exiting																		
Valet Distribution	Entering																		
	Exiting																		
Net New Distribution	Entering				51.0%			49.0%											
	Exiting							51.0%					100.0%						
"AM PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																			
Project Trips	Pass - By																		
	Valet																		
	Net New				10			9	34					67					
AM TOTAL PROJECT TRAFFIC		0	0	0	10	0	9	34	0			0	0	67		0	0	0	0
AM TOTAL TRAFFIC		8	13	1,728	10	0	9	1,515	7			0	0	67		4	0	42	
"PM PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																			
Project Trips	Pass - By																		
	Valet																		
	Net New				27			26	17					34					
PM TOTAL PROJECT TRAFFIC		0	0	0	27	0	26	17	0			0	0	34		0	0	0	0
PM TOTAL TRAFFIC		3	14	1,509	27	2	26	1,290	10			0	0	34		1	0	12	

Appendix I

Turn Lane Analysis Worksheets

A.M. Peak Hour - W Oakland Park Boulevard and North Project Driveway

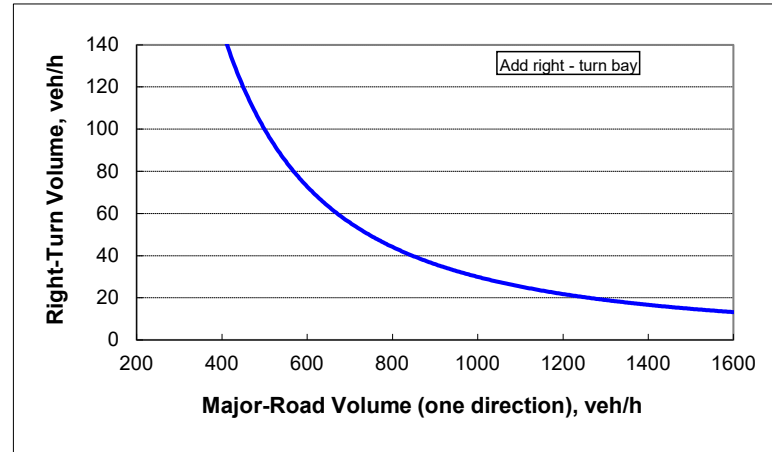
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	6-lane roadway
Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	1759
Right-turn volume, veh/h:	10

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	11
Guidance for determining the need for a major-road right-turn bay for a 6-lane roadway:	
Do NOT add right-turn bay.	



P.M. Peak Hour - W Oakland Park Boulevard and North Project Driveway

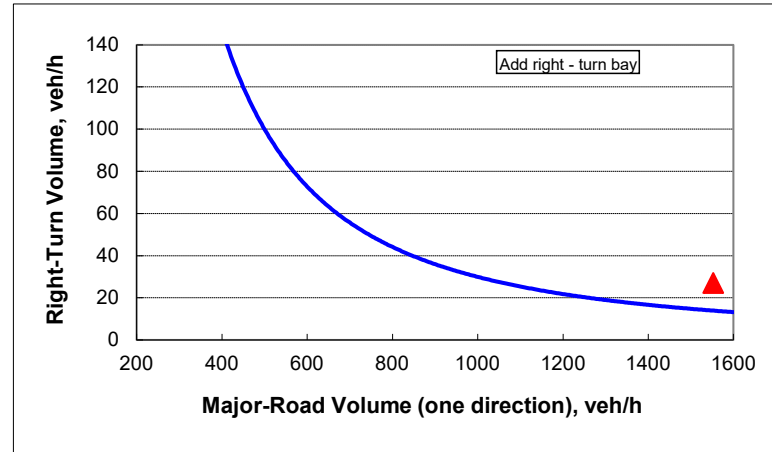
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	6-lane roadway
Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	1553
Right-turn volume, veh/h:	27

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	14
Guidance for determining the need for a major-road right-turn bay for a 6-lane roadway:	
Add right-turn bay.	



Appendix J

Intersection Capacity Analysis Worksheets

A.M. Peak Hour

Existing Conditions

Timings

1: NW 68th Avenue & W Oakland Park Boulevard

A.M. Peak Hour

Existing Conditions

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	23	1524	137	11	132	1322	19	133	10	145	45
Future Volume (vph)	1	23	1524	137	11	132	1322	19	133	10	145	45
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	1	1	6		5	5	2			4		
Permitted Phases	6	6		6	2	2		2	4		4	8
Detector Phase	1	1	6	6	5	5	2	2	4	4	4	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	10.0	10.0	4.0	4.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	11.0	36.0	36.0	11.0	11.0	36.0	36.0	46.0	46.0	46.0	43.0
Total Split (s)	12.0	12.0	110.0	110.0	21.0	21.0	119.0	119.0	49.0	49.0	49.0	49.0
Total Split (%)	6.7%	6.7%	61.1%	61.1%	11.7%	11.7%	66.1%	66.1%	27.2%	27.2%	27.2%	27.2%
Yellow Time (s)	5.0	5.0	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	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		7.0	7.0	7.0		7.0	7.0	7.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 167 (93%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Splits and Phases: 1: NW 68th Avenue & W Oakland Park Boulevard



Timings

A.M. Peak Hour

1: NW 68th Avenue & W Oakland Park Boulevard

Existing Conditions



Lane Group	SBT
Lane Configurations	
Traffic Volume (vph)	15
Future Volume (vph)	15
Turn Type	NA
Protected Phases	8
Permitted Phases	
Detector Phase	8
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	43.0
Total Split (s)	49.0
Total Split (%)	27.2%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Intersection Summary	

Queues

A.M. Peak Hour

1: NW 68th Avenue & W Oakland Park Boulevard

Existing Conditions

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	26	1675	151	157	1453	21	157	159	49	60
v/c Ratio	0.10	0.48	0.13	0.67	0.39	0.02	0.83	0.50	0.41	0.22
Control Delay (s/veh)	7.2	14.7	4.6	35.2	7.3	0.1	106.5	27.6	77.6	24.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.2	14.7	4.6	35.2	7.3	0.1	106.5	27.6	77.6	24.4
Queue Length 50th (ft)	6	308	17	32	168	0	183	53	53	17
Queue Length 95th (ft)	18	465	57	131	198	m0	259	127	97	61
Internal Link Dist (ft)		311			589		471			129
Turn Bay Length (ft)	230		175	305		115		140	170	
Base Capacity (vph)	255	3502	1122	279	3768	1154	307	455	195	422
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.48	0.13	0.56	0.39	0.02	0.51	0.35	0.25	0.14

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

1: NW 68th Avenue & W Oakland Park Boulevard

A.M. Peak Hour
Existing Conditions

												
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	23	1524	137	11	132	1322	19	133	10	145	45
Future Volume (vph)	1	23	1524	137	11	132	1322	19	133	10	145	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0	7.0		6.0	6.0	6.0
Lane Util. Factor		1.00	0.91	1.00		1.00	0.91	1.00		1.00	1.00	1.00
Frpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	0.97		1.00	0.98	1.00
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	1.00		0.99	1.00	1.00
Frt		1.00	1.00	0.85		1.00	1.00	0.85		1.00	0.85	1.00
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00		0.96	1.00	0.95
Satd. Flow (prot)		1769	5085	1583		1770	5085	1537		1764	1558	1766
Flt Permitted		0.16	1.00	1.00		0.11	1.00	1.00		0.70	1.00	0.44
Satd. Flow (perm)		299	5085	1583		196	5085	1537		1288	1558	820
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1	25	1675	151	12	145	1453	21	146	11	159	49
RTOR Reduction (vph)	0	0	0	32	0	0	0	6	0	0	93	0
Lane Group Flow (vph)	0	26	1675	119	0	157	1453	15	0	157	66	49
Confl. Peds. (#/hr)	3	3						3	7		2	2
Confl. Bikes (#/hr)											1	
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	1	1	6		5	5	2			4		
Permitted Phases	6	6		6	2	2		2	4		4	8
Actuated Green, G (s)		127.0	124.0	124.0		140.2	130.6	130.6		26.4	26.4	26.4
Effective Green, g (s)		127.0	124.0	124.0		140.2	130.6	130.6		26.4	26.4	26.4
Actuated g/C Ratio		0.71	0.69	0.69		0.78	0.73	0.73		0.15	0.15	0.15
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0	7.0		6.0	6.0	6.0
Vehicle Extension (s)		1.5	3.0	3.0		1.5	3.0	3.0		2.0	2.0	2.0
Lane Grp Cap (vph)		235	3503	1090		236	3689	1115		188	228	120
v/s Ratio Prot		0.00	0.33			c0.04	0.29					
v/s Ratio Perm		0.08		0.08		c0.48		0.01		c0.12	0.04	0.06
v/c Ratio		0.11	0.48	0.11		0.67	0.39	0.01		0.84	0.29	0.41
Uniform Delay, d1		8.1	13.0	9.4		10.9	9.5	6.8		74.7	68.4	69.7
Progression Factor		1.00	1.00	1.00		2.56	0.72	1.00		1.00	1.00	1.00
Incremental Delay, d2		0.1	0.5	0.2		5.1	0.3	0.0		25.1	0.3	0.8
Delay (s)		8.1	13.5	9.6		33.0	7.1	6.9		99.8	68.7	70.5
Level of Service		A	B	A		C	A	A		F	E	E
Approach Delay (s/veh)			13.1				9.6			84.2		
Approach LOS			B				A			F		
Intersection Summary												
HCM 2000 Control Delay (s/veh)			18.9				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			180.0				Sum of lost time (s)			20.0		
Intersection Capacity Utilization			80.2%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: NW 68th Avenue & W Oakland Park Boulevard

A.M. Peak Hour
Existing Conditions

	↓	↙
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	15	40
Future Volume (vph)	15	40
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.0	
Lane Util. Factor	1.00	
Frpb, ped/bikes	0.98	
Flpb, ped/bikes	1.00	
Frt	0.89	
Flt Protected	1.00	
Satd. Flow (prot)	1629	
Flt Permitted	1.00	
Satd. Flow (perm)	1629	
Peak-hour factor, PHF	0.91	0.91
Adj. Flow (vph)	16	44
RTOR Reduction (vph)	38	0
Lane Group Flow (vph)	22	0
Confl. Peds. (#/hr)		7
Confl. Bikes (#/hr)		1
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Actuated Green, G (s)	26.4	
Effective Green, g (s)	26.4	
Actuated g/C Ratio	0.15	
Clearance Time (s)	6.0	
Vehicle Extension (s)	2.0	
Lane Grp Cap (vph)	238	
v/s Ratio Prot	0.01	
v/s Ratio Perm		
v/c Ratio	0.09	
Uniform Delay, d1	66.5	
Progression Factor	1.00	
Incremental Delay, d2	0.1	
Delay (s)	66.5	
Level of Service	E	
Approach Delay (s/veh)	68.3	
Approach LOS	E	
Intersection Summary		

Timings 2: NW 64th Avenue & W Oakland Park Boulevard

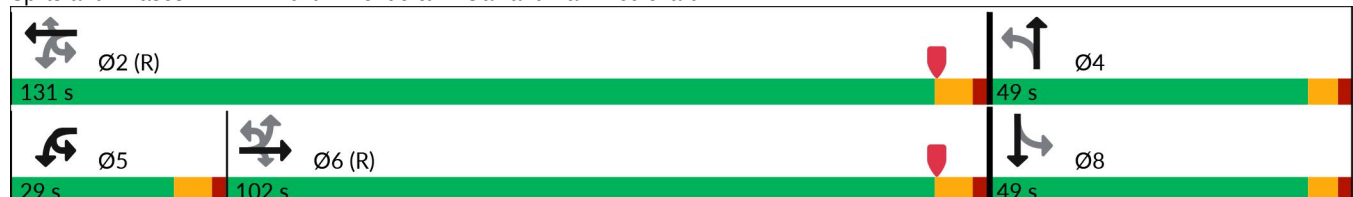
A.M. Peak Hour
Existing Conditions

										
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations										
Traffic Volume (vph)	7	1466	247	6	128	1295	1	170	6	0
Future Volume (vph)	7	1466	247	6	128	1295	1	170	6	0
Turn Type	Perm	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	NA
Protected Phases		6		5	5	2			4	8
Permitted Phases	6		6	2	2		2	4		
Detector Phase	6	6	6	5	5	2	2	4	4	8
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	4.0	4.0	10.0	10.0	6.0	6.0	6.0
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	46.0	46.0	46.0
Total Split (s)	102.0	102.0	102.0	29.0	29.0	131.0	131.0	49.0	49.0	49.0
Total Split (%)	56.7%	56.7%	56.7%	16.1%	16.1%	72.8%	72.8%	27.2%	27.2%	27.2%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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
Total Lost Time (s)	7.0	7.0	7.0		7.0	7.0	7.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	C-Min	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 162 (90%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 2: NW 64th Avenue & W Oakland Park Boulevard



Queues
2: NW 64th Avenue & W Oakland Park Boulevard

A.M. Peak Hour
Existing Conditions

									
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	8	1611	271	148	1423	1	187	163	3
v/c Ratio	0.04	0.47	0.24	0.61	0.36	0.00	0.85	0.43	0.01
Control Delay (s/veh)	10.1	9.3	1.1	18.0	7.4	0.0	103.6	12.7	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.1	9.3	1.1	18.0	7.4	0.0	103.6	12.7	0.0
Queue Length 50th (ft)	2	155	5	40	179	0	218	7	0
Queue Length 95th (ft)	m5	171	15	79	253	0	299	75	0
Internal Link Dist (ft)		567			538			484	158
Turn Bay Length (ft)	260		260	440		270	90		
Base Capacity (vph)	222	3455	1125	352	3912	1181	334	493	422
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.47	0.24	0.42	0.36	0.00	0.56	0.33	0.01

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

2: NW 64th Avenue & W Oakland Park Boulevard

A.M. Peak Hour
Existing Conditions

												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		  				  			 			
Traffic Volume (vph)	7	1466	247	6	128	1295	1	170	6	142	0	0
Future Volume (vph)	7	1466	247	6	128	1295	1	170	6	142	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0		7.0	7.0	7.0	6.0	6.0			6.0
Lane Util. Factor	1.00	0.91	1.00		1.00	0.91	1.00	1.00	1.00			1.00
Frpb, ped/bikes	1.00	1.00	0.98		1.00	1.00	0.97	1.00	0.98			0.98
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00	0.99	1.00			1.00
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	0.86			0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00			1.00
Satd. Flow (prot)	1766	5085	1551		1770	5085	1530	1760	1571			1556
Flt Permitted	0.18	1.00	1.00		0.11	1.00	1.00	0.76	1.00			1.00
Satd. Flow (perm)	327	5085	1551		210	5085	1530	1400	1571			1556
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	8	1611	271	7	141	1423	1	187	7	156	0	0
RTOR Reduction (vph)	0	0	71	0	0	0	0	0	131	0	0	3
Lane Group Flow (vph)	8	1611	200	0	148	1423	1	187	32	0	0	0
Confl. Peds. (#/hr)	4						4	4		3	3	
Confl. Bikes (#/hr)			1									
Turn Type	Perm	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA		Perm	NA
Protected Phases		6		5	5	2			4			8
Permitted Phases	6		6	2	2		2	4			8	
Actuated Green, G (s)	122.3	122.3	122.3		138.5	138.5	138.5	28.5	28.5			28.5
Effective Green, g (s)	122.3	122.3	122.3		138.5	138.5	138.5	28.5	28.5			28.5
Actuated g/C Ratio	0.68	0.68	0.68		0.77	0.77	0.77	0.16	0.16			0.16
Clearance Time (s)	7.0	7.0	7.0		7.0	7.0	7.0	6.0	6.0			6.0
Vehicle Extension (s)	3.0	3.0	3.0		1.5	3.0	3.0	2.0	2.0			2.0
Lane Grp Cap (vph)	222	3454	1053		241	3912	1177	221	248			246
v/s Ratio Prot		0.32			c0.03	0.28			0.02			0.00
v/s Ratio Perm	0.02		0.13		c0.44		0.00	c0.13				
v/c Ratio	0.04	0.47	0.19		0.61	0.36	0.00	0.85	0.13			0.00
Uniform Delay, d1	9.5	13.5	10.6		10.1	6.6	4.8	73.6	65.1			63.8
Progression Factor	0.73	0.60	0.23		1.00	1.00	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.3	0.4	0.4		3.2	0.3	0.0	23.7	0.1			0.0
Delay (s)	7.2	8.5	2.8		13.4	6.9	4.8	97.4	65.2			63.8
Level of Service	A	A	A		B	A	A	F	E			E
Approach Delay (s/veh)		7.7				7.5			82.4			63.8
Approach LOS		A				A			F			E
Intersection Summary												
HCM 2000 Control Delay (s/veh)			14.5									B
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			180.0									
Intersection Capacity Utilization			70.1%									C
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: NW 64th Avenue & W Oakland Park Boulevard

A.M. Peak Hour
Existing Conditions

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	3
Future Volume (vph)	3
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.91
Adj. Flow (vph)	3
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	4
Confl. Bikes (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

HCM 7th TWSC
3: NW 68th Avenue & NW 30th Street

A.M. Peak Hour
Existing Conditions

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	1	6	2	0	12	4	271	6	12	293	7
Future Vol, veh/h	9	1	6	2	0	12	4	271	6	12	293	7
Conflicting Peds, #/hr	3	0	2	2	0	3	6	0	6	6	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	1	7	2	0	14	5	327	7	14	353	8
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	731	742	365	730	742	339	367	0	0	340	0	0
Stage 1	392	392	-	346	346	-	-	-	-	-	-	-
Stage 2	339	349	-	385	396	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	775	850	1366	775	849	1394	1186	-	-	1214	-	-
Stage 1	968	1004	-	997	1026	-	-	-	-	-	-	-
Stage 2	1001	1024	-	972	1002	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	745	823	1356	749	823	1382	1179	-	-	1207	-	-
Mov Cap-2 Maneuver	745	823	-	749	823	-	-	-	-	-	-	-
Stage 1	948	983	-	986	1015	-	-	-	-	-	-	-
Stage 2	983	1013	-	950	981	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v	9.07		7.96		0.11		0.31					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	26	-	-	903	1233	69	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.021	0.014	0.012	-	-				
HCM Control Delay (s/veh)	8.1	0	-	9.1	8	8	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-				

HCM 7th TWSC
4: NW 64th Avenue & NW 30th Street

A.M. Peak Hour
Existing Conditions

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	7	6	2	3	38	6	289	2	32	335	5
Future Vol, veh/h	9	7	6	2	3	38	6	289	2	32	335	5
Conflicting Peds, #/hr	1	0	0	0	0	1	6	0	8	8	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	8	7	2	4	45	7	340	2	38	394	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	835	843	403	837	845	350	406	0	0	350	0	0
Stage 1	478	478	-	363	363	-	-	-	-	-	-	-
Stage 2	357	364	-	474	481	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	723	808	1328	722	808	1382	1147	-	-	1203	-	-
Stage 1	915	964	-	986	1017	-	-	-	-	-	-	-
Stage 2	990	1017	-	918	962	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	658	759	1320	672	759	1370	1141	-	-	1194	-	-
Mov Cap-2 Maneuver	658	759	-	672	759	-	-	-	-	-	-	-
Stage 1	873	919	-	971	1002	-	-	-	-	-	-	-
Stage 2	946	1001	-	868	918	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	9.64		8.03		0.17		0.7	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	36	-	-	802 1240	154	-	-
HCM Lane V/C Ratio	0.006	-	-	0.032 0.041	0.032	-	-
HCM Control Delay (s/veh)	8.2	0	-	9.6 8	8.1	0	-
HCM Lane LOS	A	A	-	A A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0.1	0.1	-	-

HCM 7th TWSC
5: W Oakland Park Boulevard

A.M. Peak Hour
Existing Conditions

Intersection

Int Delay, s/veh 0.3

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Vol, veh/h	8	13	1702	0	1459	7	0	41
Future Vol, veh/h	8	13	1702	0	1459	7	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0	1	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	150	-	150	-	125	-	0
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	3	3	3	3
Mvmt Flow	9	14	1830	0	1569	8	0	44

Major/Minor	Major1		Major2			Minor2		
Conflicting Flow All	1145	1576	0	1336	-	0	-	785
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	5.66	5.36	-	5.66	-	-	-	3.7
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.33	3.13	-	2.33	-	-	-	2
Pot Cap-1 Maneuver	361	202	-	283	-	-	0	991
Stage 1	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	0	-
Platoon blocked, %			-		-			
Mov Cap-1 Maneuver	240	240	-	283	-	-	-	990
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.26	0	8.81
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	240	-	283	-	-	990
HCM Lane V/C Ratio	0.094	-	-	-	-	0.045
HCM Control Delay (s/veh)	21.5	-	0	-	-	8.8
HCM Lane LOS	C	-	A	-	-	A
HCM 95th %tile Q(veh)	0.3	-	0	-	-	0.1

Future Background Conditions

Timings

1: NW 68th Avenue & W Oakland Park Boulevard

A.M. Peak Hour

Future Background Conditions

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	23	1547	139	11	134	1342	19	135	10	147	46
Future Volume (vph)	1	23	1547	139	11	134	1342	19	135	10	147	46
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	1	1	6		5	5	2			4		
Permitted Phases	6	6		6	2	2		2	4		4	8
Detector Phase	1	1	6	6	5	5	2	2	4	4	4	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	10.0	10.0	4.0	4.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	11.0	36.0	36.0	11.0	11.0	36.0	36.0	46.0	46.0	46.0	43.0
Total Split (s)	12.0	12.0	110.0	110.0	21.0	21.0	119.0	119.0	49.0	49.0	49.0	49.0
Total Split (%)	6.7%	6.7%	61.1%	61.1%	11.7%	11.7%	66.1%	66.1%	27.2%	27.2%	27.2%	27.2%
Yellow Time (s)	5.0	5.0	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	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		7.0	7.0	7.0		7.0	7.0	7.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 167 (93%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Splits and Phases: 1: NW 68th Avenue & W Oakland Park Boulevard



Timings

1: NW 68th Avenue & W Oakland Park Boulevard

A.M. Peak Hour

Future Background Conditions



Lane Group	SBT
Lane Configurations	
Traffic Volume (vph)	15
Future Volume (vph)	15
Turn Type	NA
Protected Phases	8
Permitted Phases	
Detector Phase	8
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	43.0
Total Split (s)	49.0
Total Split (%)	27.2%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Intersection Summary	

Queues

A.M. Peak Hour

1: NW 68th Avenue & W Oakland Park Boulevard

Future Background Conditions

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	26	1700	153	159	1475	21	159	162	51	61
v/c Ratio	0.11	0.49	0.14	0.68	0.39	0.02	0.83	0.50	0.42	0.22
Control Delay (s/veh)	7.4	15.3	4.8	38.4	7.4	0.1	106.3	28.3	78.0	24.1
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)	7.4	15.3	4.8	38.4	7.4	0.1	106.3	28.3	78.0	24.1
Queue Length 50th (ft)	6	322	18	38	171	0	185	56	56	17
Queue Length 95th (ft)	18	482	60	141	202	m0	263	130	101	60
Internal Link Dist (ft)		311			589		471			129
Turn Bay Length (ft)	230		175	305		115		140	170	
Base Capacity (vph)	249	3479	1115	275	3759	1152	307	455	194	423
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	0.10	0.49	0.14	0.58	0.39	0.02	0.52	0.36	0.26	0.14

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

1: NW 68th Avenue & W Oakland Park Boulevard

A.M. Peak Hour
Future Background Conditions

												
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	23	1547	139	11	134	1342	19	135	10	147	46
Future Volume (vph)	1	23	1547	139	11	134	1342	19	135	10	147	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0	7.0		6.0	6.0	6.0
Lane Util. Factor		1.00	0.91	1.00		1.00	0.91	1.00		1.00	1.00	1.00
Frpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	0.97		1.00	0.98	1.00
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	1.00		0.99	1.00	1.00
Frt		1.00	1.00	0.85		1.00	1.00	0.85		1.00	0.85	1.00
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00		0.96	1.00	0.95
Satd. Flow (prot)		1769	5085	1583		1770	5085	1537		1764	1558	1766
Flt Permitted		0.16	1.00	1.00		0.10	1.00	1.00		0.70	1.00	0.44
Satd. Flow (perm)		292	5085	1583		188	5085	1537		1286	1558	815
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1	25	1700	153	12	147	1475	21	148	11	162	51
RTOR Reduction (vph)	0	0	0	33	0	0	0	6	0	0	93	0
Lane Group Flow (vph)	0	26	1700	120	0	159	1475	15	0	159	69	51
Confl. Peds. (#/hr)	3	3						3	7		2	2
Confl. Bikes (#/hr)											1	
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	1	1	6		5	5	2			4		
Permitted Phases	6	6		6	2	2		2	4		4	8
Actuated Green, G (s)		126.2	123.2	123.2		140.3	130.3	130.3		26.7	26.7	26.7
Effective Green, g (s)		126.2	123.2	123.2		140.3	130.3	130.3		26.7	26.7	26.7
Actuated g/C Ratio		0.70	0.68	0.68		0.78	0.72	0.72		0.15	0.15	0.15
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0	7.0		6.0	6.0	6.0
Vehicle Extension (s)		1.5	3.0	3.0		1.5	3.0	3.0		2.0	2.0	2.0
Lane Grp Cap (vph)		229	3480	1083		235	3680	1112		190	231	120
v/s Ratio Prot		0.00	0.33			c0.04	0.29					
v/s Ratio Perm		0.08		0.08		c0.49		0.01		c0.12	0.04	0.06
v/c Ratio		0.11	0.49	0.11		0.68	0.40	0.01		0.84	0.30	0.43
Uniform Delay, d1		8.3	13.5	9.7		12.0	9.7	6.9		74.5	68.3	69.7
Progression Factor		1.00	1.00	1.00		2.53	0.72	1.00		1.00	1.00	1.00
Incremental Delay, d2		0.1	0.5	0.2		5.6	0.3	0.0		25.1	0.3	0.9
Delay (s)		8.4	14.0	9.9		36.1	7.2	7.0		99.7	68.6	70.6
Level of Service		A		A		D	A	A		F	E	E
Approach Delay (s/veh)			13.5				10.0			84.0		
Approach LOS			B				B			F		
Intersection Summary												
HCM 2000 Control Delay (s/veh)			19.3				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			180.0				Sum of lost time (s)			20.0		
Intersection Capacity Utilization			80.8%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: NW 68th Avenue & W Oakland Park Boulevard

A.M. Peak Hour
Future Background Conditions

	↓	↙
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	15	41
Future Volume (vph)	15	41
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.0	
Lane Util. Factor	1.00	
Frpb, ped/bikes	0.98	
Flpb, ped/bikes	1.00	
Frt	0.89	
Flt Protected	1.00	
Satd. Flow (prot)	1628	
Flt Permitted	1.00	
Satd. Flow (perm)	1628	
Peak-hour factor, PHF	0.91	0.91
Adj. Flow (vph)	16	45
RTOR Reduction (vph)	38	0
Lane Group Flow (vph)	23	0
Confl. Peds. (#/hr)		7
Confl. Bikes (#/hr)		1
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Actuated Green, G (s)	26.7	
Effective Green, g (s)	26.7	
Actuated g/C Ratio	0.15	
Clearance Time (s)	6.0	
Vehicle Extension (s)	2.0	
Lane Grp Cap (vph)	241	
v/s Ratio Prot	0.01	
v/s Ratio Perm		
v/c Ratio	0.09	
Uniform Delay, d1	66.2	
Progression Factor	1.00	
Incremental Delay, d2	0.1	
Delay (s)	66.3	
Level of Service	E	
Approach Delay (s/veh)	68.2	
Approach LOS	E	
Intersection Summary		

Timings

2: NW 64th Avenue & W Oakland Park Boulevard

A.M. Peak Hour

Future Background Conditions

										
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations										
Traffic Volume (vph)	7	1488	251	6	130	1315	1	173	6	0
Future Volume (vph)	7	1488	251	6	130	1315	1	173	6	0
Turn Type	Perm	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	NA
Protected Phases		6		5	5	2			4	8
Permitted Phases	6		6	2	2		2	4		
Detector Phase	6	6	6	5	5	2	2	4	4	8
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	4.0	4.0	10.0	10.0	6.0	6.0	6.0
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	46.0	46.0	46.0
Total Split (s)	102.0	102.0	102.0	29.0	29.0	131.0	131.0	49.0	49.0	49.0
Total Split (%)	56.7%	56.7%	56.7%	16.1%	16.1%	72.8%	72.8%	27.2%	27.2%	27.2%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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
Total Lost Time (s)	7.0	7.0	7.0		7.0	7.0	7.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	C-Min	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 162 (90%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 125

Control Type: Actuated-Coordinated

Splits and Phases: 2: NW 64th Avenue & W Oakland Park Boulevard



Queues

2: NW 64th Avenue & W Oakland Park Boulevard

A.M. Peak Hour

Future Background Conditions

									
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	8	1635	276	150	1445	1	190	165	3
v/c Ratio	0.04	0.48	0.25	0.63	0.37	0.00	0.85	0.43	0.01
Control Delay (s/veh)	10.4	9.5	1.2	19.8	7.6	0.0	103.2	12.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.4	9.5	1.2	19.8	7.6	0.0	103.2	12.5	0.0
Queue Length 50th (ft)	2	159	6	41	184	0	221	7	0
Queue Length 95th (ft)	m5	171	15	90	261	0	302	75	0
Internal Link Dist (ft)		567			538			484	158
Turn Bay Length (ft)	260		260	440		270	90		
Base Capacity (vph)	216	3435	1119	347	3901	1178	334	495	422
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.48	0.25	0.43	0.37	0.00	0.57	0.33	0.01

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

2: NW 64th Avenue & W Oakland Park Boulevard

A.M. Peak Hour
Future Background Conditions

												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		  				  						
Traffic Volume (vph)	7	1488	251	6	130	1315	1	173	6	144	0	0
Future Volume (vph)	7	1488	251	6	130	1315	1	173	6	144	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0		7.0	7.0	7.0	6.0	6.0			6.0
Lane Util. Factor	1.00	0.91	1.00		1.00	0.91	1.00	1.00	1.00			1.00
Frpb, ped/bikes	1.00	1.00	0.98		1.00	1.00	0.97	1.00	0.98			0.98
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00	0.99	1.00			1.00
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	0.86			0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00			1.00
Satd. Flow (prot)	1766	5085	1551		1770	5085	1530	1760	1571			1556
Flt Permitted	0.17	1.00	1.00		0.11	1.00	1.00	0.76	1.00			1.00
Satd. Flow (perm)	320	5085	1551		202	5085	1530	1400	1571			1556
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	8	1635	276	7	143	1445	1	190	7	158	0	0
RTOR Reduction (vph)	0	0	72	0	0	0	0	0	133	0	0	3
Lane Group Flow (vph)	8	1635	204	0	150	1445	1	190	32	0	0	0
Confl. Peds. (#/hr)	4						4	4		3	3	
Confl. Bikes (#/hr)			1									
Turn Type	Perm	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA		Perm	NA
Protected Phases		6		5	5	2			4			8
Permitted Phases	6		6	2	2		2	4			8	
Actuated Green, G (s)	121.6	121.6	121.6		138.1	138.1	138.1	28.9	28.9			28.9
Effective Green, g (s)	121.6	121.6	121.6		138.1	138.1	138.1	28.9	28.9			28.9
Actuated g/C Ratio	0.68	0.68	0.68		0.77	0.77	0.77	0.16	0.16			0.16
Clearance Time (s)	7.0	7.0	7.0		7.0	7.0	7.0	6.0	6.0			6.0
Vehicle Extension (s)	3.0	3.0	3.0		1.5	3.0	3.0	2.0	2.0			2.0
Lane Grp Cap (vph)	216	3435	1047		237	3901	1173	224	252			249
v/s Ratio Prot		0.32			c0.03	0.28			0.02			0.00
v/s Ratio Perm	0.03		0.13		c0.45		0.00	c0.14				
v/c Ratio	0.04	0.48	0.19		0.63	0.37	0.00	0.85	0.13			0.00
Uniform Delay, d1	9.7	14.0	10.9		10.9	6.8	4.9	73.4	64.8			63.4
Progression Factor	0.73	0.59	0.23		1.00	1.00	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.3	0.4	0.4		4.0	0.3	0.0	23.7	0.1			0.0
Delay (s)	7.4	8.7	2.9		14.9	7.1	4.9	97.1	64.8			63.4
Level of Service	A	A	A		B	A	A	F	E			E
Approach Delay (s/veh)		7.9				7.8			82.1			63.4
Approach LOS		A				A			F			E
Intersection Summary												
HCM 2000 Control Delay (s/veh)			14.7									B
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			180.0									
Intersection Capacity Utilization			70.8%									C
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: NW 64th Avenue & W Oakland Park Boulevard

A.M. Peak Hour
Future Background Conditions

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	3
Future Volume (vph)	3
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.91
Adj. Flow (vph)	3
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	4
Confl. Bikes (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

HCM 7th TWSC
3: NW 68th Avenue & NW 30th Street

A.M. Peak Hour
Future Background Conditions

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	1	6	2	0	12	4	275	6	12	297	7
Future Vol, veh/h	9	1	6	2	0	12	4	275	6	12	297	7
Conflicting Peds, #/hr	3	0	2	2	0	3	6	0	6	6	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	1	7	2	0	14	5	331	7	14	358	8
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	741	751	370	740	752	344	372	0	0	345	0	0
Stage 1	397	397	-	351	351	-	-	-	-	-	-	-
Stage 2	344	354	-	389	401	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	770	846	1361	770	845	1389	1181	-	-	1209	-	-
Stage 1	965	1001	-	994	1023	-	-	-	-	-	-	-
Stage 2	998	1022	-	969	999	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	740	819	1351	744	819	1377	1174	-	-	1202	-	-
Mov Cap-2 Maneuver	740	819	-	744	819	-	-	-	-	-	-	-
Stage 1	944	981	-	983	1012	-	-	-	-	-	-	-
Stage 2	980	1011	-	947	979	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v	9.1		7.97		0.11		0.3					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	25	-	-	898	1228	68	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.021	0.014	0.012	-	-				
HCM Control Delay (s/veh)	8.1	0	-	9.1	8	8	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-				

HCM 7th TWSC
4: NW 64th Avenue & NW 30th Street

A.M. Peak Hour
Future Background Conditions

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	7	6	2	3	39	6	293	2	32	340	5
Future Vol, veh/h	9	7	6	2	3	39	6	293	2	32	340	5
Conflicting Peds, #/hr	1	0	0	0	0	1	6	0	8	8	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	8	7	2	4	46	7	345	2	38	400	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	846	853	409	847	855	355	412	0	0	355	0	0
Stage 1	484	484	-	368	368	-	-	-	-	-	-	-
Stage 2	362	369	-	479	487	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	718	804	1322	717	803	1377	1142	-	-	1198	-	-
Stage 1	911	961	-	983	1015	-	-	-	-	-	-	-
Stage 2	987	1014	-	914	960	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	653	755	1314	666	754	1365	1135	-	-	1189	-	-
Mov Cap-2 Maneuver	653	755	-	666	754	-	-	-	-	-	-	-
Stage 1	869	917	-	968	999	-	-	-	-	-	-	-
Stage 2	942	999	-	864	915	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	9.67			8.03			0.16			0.69		
HCM LOS	A			A								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	36	-	-	796 1238	152	-	-
HCM Lane V/C Ratio	0.006	-	-	0.032 0.042	0.032	-	-
HCM Control Delay (s/veh)	8.2	0	-	9.7 8	8.1	0	-
HCM Lane LOS	A	A	-	A A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0.1	0.1	-	-

HCM 7th TWSC
5: W Oakland Park Boulevard

A.M. Peak Hour
Future Background Conditions

Intersection

Int Delay, s/veh 0.3

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Vol, veh/h	8	13	1728	0	1481	7	0	42
Future Vol, veh/h	8	13	1728	0	1481	7	0	42
Conflicting Peds, #/hr	0	0	0	0	0	0	1	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	150	-	150	-	125	-	0
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	3	3	3	3
Mvmt Flow	9	14	1858	0	1592	8	0	45

Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	1163	1600	0	1356	-	0	797
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	5.66	5.36	-	5.66	-	-	3.7
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.33	3.13	-	2.33	-	-	2
Pot Cap-1 Maneuver	353	197	-	275	-	-	982
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Platoon blocked, %			-	-	-	-	
Mov Cap-1 Maneuver	234	234	-	275	-	-	981
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.26	0	8.85
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	234	-	275	-	-	981
HCM Lane V/C Ratio	0.097	-	-	-	-	0.046
HCM Control Delay (s/veh)	22	-	0	-	-	8.8
HCM Lane LOS	C	-	A	-	-	A
HCM 95th %tile Q(veh)	0.3	-	0	-	-	0.1

Future Total Conditions

Timings

1: NW 68th Avenue & W Oakland Park Boulevard

A.M. Peak Hour

Future Total Conditions

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	23	1556	139	11	135	1375	19	135	10	148	46
Future Volume (vph)	1	23	1556	139	11	135	1375	19	135	10	148	46
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	1	1	6		5	5	2			4		
Permitted Phases	6	6		6	2	2		2	4		4	8
Detector Phase	1	1	6	6	5	5	2	2	4	4	4	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	10.0	10.0	4.0	4.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	11.0	36.0	36.0	11.0	11.0	36.0	36.0	46.0	46.0	46.0	43.0
Total Split (s)	12.0	12.0	110.0	110.0	21.0	21.0	119.0	119.0	49.0	49.0	49.0	49.0
Total Split (%)	6.7%	6.7%	61.1%	61.1%	11.7%	11.7%	66.1%	66.1%	27.2%	27.2%	27.2%	27.2%
Yellow Time (s)	5.0	5.0	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	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		7.0	7.0	7.0		7.0	7.0	7.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 167 (93%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Splits and Phases: 1: NW 68th Avenue & W Oakland Park Boulevard



Timings

1: NW 68th Avenue & W Oakland Park Boulevard

A.M. Peak Hour

Future Total Conditions



Lane Group	SBT
Lane Configurations	
Traffic Volume (vph)	15
Future Volume (vph)	15
Turn Type	NA
Protected Phases	8
Permitted Phases	
Detector Phase	8
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	43.0
Total Split (s)	49.0
Total Split (%)	27.2%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Intersection Summary	

Queues

1: NW 68th Avenue & W Oakland Park Boulevard

A.M. Peak Hour

Future Total Conditions

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	26	1710	153	160	1511	21	159	163	51	61
v/c Ratio	0.11	0.49	0.14	0.68	0.40	0.02	0.83	0.50	0.42	0.22
Control Delay (s/veh)	7.5	15.5	4.9	39.3	7.6	0.1	106.3	28.5	78.0	24.1
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)	7.5	15.5	4.9	39.3	7.6	0.1	106.3	28.5	78.0	24.1
Queue Length 50th (ft)	6	327	18	47	177	0	185	57	56	17
Queue Length 95th (ft)	18	489	60	148	212	m0	263	131	101	60
Internal Link Dist (ft)		311			589		471			129
Turn Bay Length (ft)	230		175	305		115		200	170	
Base Capacity (vph)	240	3472	1113	273	3759	1152	307	455	194	423
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.49	0.14	0.59	0.40	0.02	0.52	0.36	0.26	0.14

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

1: NW 68th Avenue & W Oakland Park Boulevard

A.M. Peak Hour
Future Total Conditions

												
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	23	1556	139	11	135	1375	19	135	10	148	46
Future Volume (vph)	1	23	1556	139	11	135	1375	19	135	10	148	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0	7.0		6.0	6.0	6.0
Lane Util. Factor		1.00	0.91	1.00		1.00	0.91	1.00		1.00	1.00	1.00
Frpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	0.97		1.00	0.98	1.00
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	1.00		0.99	1.00	1.00
Frt		1.00	1.00	0.85		1.00	1.00	0.85		1.00	0.85	1.00
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00		0.96	1.00	0.95
Satd. Flow (prot)		1769	5085	1583		1770	5085	1537		1764	1558	1766
Flt Permitted		0.15	1.00	1.00		0.10	1.00	1.00		0.70	1.00	0.44
Satd. Flow (perm)		280	5085	1583		185	5085	1537		1286	1558	815
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1	25	1710	153	12	148	1511	21	148	11	163	51
RTOR Reduction (vph)	0	0	0	33	0	0	0	6	0	0	93	0
Lane Group Flow (vph)	0	26	1710	120	0	160	1511	15	0	159	70	51
Confl. Peds. (#/hr)	3	3						3	7			
Confl. Bikes (#/hr)											1	
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	1	1	6		5	5	2			4		
Permitted Phases	6	6		6	2	2		2	4		4	8
Actuated Green, G (s)		126.0	123.0	123.0		140.3	130.3	130.3		26.7	26.7	26.7
Effective Green, g (s)		126.0	123.0	123.0		140.3	130.3	130.3		26.7	26.7	26.7
Actuated g/C Ratio		0.70	0.68	0.68		0.78	0.72	0.72		0.15	0.15	0.15
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0	7.0		6.0	6.0	6.0
Vehicle Extension (s)		1.5	3.0	3.0		1.5	3.0	3.0		2.0	2.0	2.0
Lane Grp Cap (vph)		220	3474	1081		234	3680	1112		190	231	120
v/s Ratio Prot		0.00	0.34			c0.04	0.30					
v/s Ratio Perm		0.08		0.08		c0.49		0.01		c0.12	0.05	0.06
v/c Ratio		0.12	0.49	0.11		0.68	0.41	0.01		0.84	0.30	0.43
Uniform Delay, d1		8.4	13.6	9.8		12.4	9.8	6.9		74.5	68.4	69.7
Progression Factor		1.00	1.00	1.00		2.35	0.73	1.00		1.00	1.00	1.00
Incremental Delay, d2		0.1	0.5	0.2		6.1	0.3	0.0		25.1	0.3	0.9
Delay (s)		8.5	14.1	10.0		35.3	7.5	7.0		99.7	68.6	70.6
Level of Service		A	B	A		D	A	A		F	E	E
Approach Delay (s/veh)			13.7				10.1			84.0		
Approach LOS			B				B			F		
Intersection Summary												
HCM 2000 Control Delay (s/veh)			19.3				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			180.0				Sum of lost time (s)			20.0		
Intersection Capacity Utilization			81.1%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: NW 68th Avenue & W Oakland Park Boulevard

A.M. Peak Hour
Future Total Conditions

	↓	↙
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	15	41
Future Volume (vph)	15	41
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.0	
Lane Util. Factor	1.00	
Frpb, ped/bikes	0.98	
Flpb, ped/bikes	1.00	
Frt	0.89	
Flt Protected	1.00	
Satd. Flow (prot)	1628	
Flt Permitted	1.00	
Satd. Flow (perm)	1628	
Peak-hour factor, PHF	0.91	0.91
Adj. Flow (vph)	16	45
RTOR Reduction (vph)	38	0
Lane Group Flow (vph)	23	0
Confl. Peds. (#/hr)		7
Confl. Bikes (#/hr)		1
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Actuated Green, G (s)	26.7	
Effective Green, g (s)	26.7	
Actuated g/C Ratio	0.15	
Clearance Time (s)	6.0	
Vehicle Extension (s)	2.0	
Lane Grp Cap (vph)	241	
v/s Ratio Prot	0.01	
v/s Ratio Perm		
v/c Ratio	0.09	
Uniform Delay, d1	66.2	
Progression Factor	1.00	
Incremental Delay, d2	0.1	
Delay (s)	66.3	
Level of Service	E	
Approach Delay (s/veh)	68.2	
Approach LOS	E	
Intersection Summary		

Timings
2: NW 64th Avenue & W Oakland Park Boulevard

A.M. Peak Hour
Future Total Conditions

											
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations											
Traffic Volume (vph)	34	7	1519	253	6	130	1323	1	174	6	0
Future Volume (vph)	34	7	1519	253	6	130	1323	1	174	6	0
Turn Type	Perm	Perm	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	NA
Protected Phases			6		5	5	2			4	8
Permitted Phases	6	6		6	2	2		2	4		
Detector Phase	6	6	6	6	5	5	2	2	4	4	8
Switch Phase											
Minimum Initial (s)	10.0	10.0	10.0	10.0	4.0	4.0	10.0	10.0	6.0	6.0	6.0
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	46.0	46.0	46.0
Total Split (s)	102.0	102.0	102.0	102.0	29.0	29.0	131.0	131.0	49.0	49.0	49.0
Total Split (%)	56.7%	56.7%	56.7%	56.7%	16.1%	16.1%	72.8%	72.8%	27.2%	27.2%	27.2%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.0	7.0	7.0		7.0	7.0	7.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 162 (90%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 2: NW 64th Avenue & W Oakland Park Boulevard



Queues
2: NW 64th Avenue & W Oakland Park Boulevard

A.M. Peak Hour
Future Total Conditions

									
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	45	1669	278	150	1454	1	191	165	3
v/c Ratio	0.21	0.49	0.25	0.64	0.37	0.00	0.85	0.43	0.01
Control Delay (s/veh)	11.4	9.2	1.1	21.6	7.7	0.0	103.0	12.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.4	9.2	1.1	21.6	7.7	0.0	103.0	12.5	0.0
Queue Length 50th (ft)	11	153	5	41	186	0	223	7	0
Queue Length 95th (ft)	22	172	13	100	264	0	305	75	0
Internal Link Dist (ft)		567			538			484	158
Turn Bay Length (ft)	260		260	440		270	90		
Base Capacity (vph)	212	3419	1115	339	3897	1177	334	495	422
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.49	0.25	0.44	0.37	0.00	0.57	0.33	0.01
Intersection Summary									

HCM Signalized Intersection Capacity Analysis

2: NW 64th Avenue & W Oakland Park Boulevard

A.M. Peak Hour
Future Total Conditions

												
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	34	7	1519	253	6	130	1323	1	174	6	144	0
Future Volume (vph)	34	7	1519	253	6	130	1323	1	174	6	144	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0	7.0	6.0	6.0		
Lane Util. Factor		1.00	0.91	1.00		1.00	0.91	1.00	1.00	1.00		
Frpb, ped/bikes		1.00	1.00	0.98		1.00	1.00	0.97	1.00	0.98		
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	1.00	0.99	1.00		
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	0.86		
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00		
Satd. Flow (prot)		1763	5085	1551		1770	5085	1530	1760	1571		
Flt Permitted		0.17	1.00	1.00		0.10	1.00	1.00	0.76	1.00		
Satd. Flow (perm)		316	5085	1551		193	5085	1530	1400	1571		
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	37	8	1669	278	7	143	1454	1	191	7	158	0
RTOR Reduction (vph)	0	0	0	72	0	0	0	0	0	133	0	0
Lane Group Flow (vph)	0	45	1669	206	0	150	1454	1	191	32	0	0
Confl. Peds. (#/hr)	4	4						4	4		3	3
Confl. Bikes (#/hr)				1								
Turn Type	Perm	Perm	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA		Perm
Protected Phases			6		5	5	2			4		
Permitted Phases	6	6		6	2	2		2	4			8
Actuated Green, G (s)		121.1	121.1	121.1		138.0	138.0	138.0	29.0	29.0		
Effective Green, g (s)		121.1	121.1	121.1		138.0	138.0	138.0	29.0	29.0		
Actuated g/C Ratio		0.67	0.67	0.67		0.77	0.77	0.77	0.16	0.16		
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0	7.0	6.0	6.0		
Vehicle Extension (s)		3.0	3.0	3.0		1.5	3.0	3.0	2.0	2.0		
Lane Grp Cap (vph)		212	3421	1043		234	3898	1173	225	253		
v/s Ratio Prot			0.33			c0.04	0.29			0.02		
v/s Ratio Perm		0.14		0.13		c0.46		0.00	c0.14			
v/c Ratio		0.21	0.49	0.20		0.64	0.37	0.00	0.85	0.13		
Uniform Delay, d1		11.2	14.3	11.1		11.6	6.9	4.9	73.4	64.7		
Progression Factor		0.61	0.56	0.19		1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2		2.1	0.5	0.4		4.4	0.3	0.0	23.7	0.1		
Delay (s)		8.9	8.5	2.5		16.1	7.1	4.9	97.1	64.8		
Level of Service		A	A	A		B	A	A	F	E		
Approach Delay (s/veh)			7.6				8.0			82.1		
Approach LOS			A				A			F		
Intersection Summary												
HCM 2000 Control Delay (s/veh)			14.5		HCM 2000 Level of Service					B		
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			180.0		Sum of lost time (s)					20.0		
Intersection Capacity Utilization			71.5%		ICU Level of Service					C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: NW 64th Avenue & W Oakland Park Boulevard

A.M. Peak Hour
Future Total Conditions

	↓	↙
Movement	SBT	SBR
Lane Configurations	P	
Traffic Volume (vph)	0	3
Future Volume (vph)	0	3
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.0	
Lane Util. Factor	1.00	
Frpb, ped/bikes	0.98	
Flpb, ped/bikes	1.00	
Frt	0.85	
Flt Protected	1.00	
Satd. Flow (prot)	1556	
Flt Permitted	1.00	
Satd. Flow (perm)	1556	
Peak-hour factor, PHF	0.91	0.91
Adj. Flow (vph)	0	3
RTOR Reduction (vph)	3	0
Lane Group Flow (vph)	0	0
Confl. Peds. (#/hr)		4
Confl. Bikes (#/hr)		
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Actuated Green, G (s)	29.0	
Effective Green, g (s)	29.0	
Actuated g/C Ratio	0.16	
Clearance Time (s)	6.0	
Vehicle Extension (s)	2.0	
Lane Grp Cap (vph)	250	
v/s Ratio Prot	0.00	
v/s Ratio Perm		
v/c Ratio	0.00	
Uniform Delay, d1	63.4	
Progression Factor	1.00	
Incremental Delay, d2	0.0	
Delay (s)	63.4	
Level of Service	E	
Approach Delay (s/veh)	63.4	
Approach LOS	E	
Intersection Summary		

HCM 7th TWSC
3: NW 68th Avenue & NW 30th Street

A.M. Peak Hour
Future Total Conditions

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	1	6	2	0	12	4	276	6	12	298	7
Future Vol, veh/h	9	1	6	2	0	12	4	276	6	12	298	7
Conflicting Peds, #/hr	3	0	2	2	0	3	6	0	6	6	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	1	7	2	0	14	5	333	7	14	359	8
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	743	754	371	742	754	345	373	0	0	346	0	0
Stage 1	398	398	-	352	352	-	-	-	-	-	-	-
Stage 2	345	355	-	391	402	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	769	845	1360	769	844	1387	1180	-	-	1208	-	-
Stage 1	964	1001	-	993	1023	-	-	-	-	-	-	-
Stage 2	997	1021	-	969	999	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	739	818	1350	743	818	1375	1173	-	-	1201	-	-
Mov Cap-2 Maneuver	739	818	-	743	818	-	-	-	-	-	-	-
Stage 1	944	980	-	982	1012	-	-	-	-	-	-	-
Stage 2	979	1010	-	946	978	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v	9.1		7.98		0.11		0.3					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	25	-	-	896	1226	68	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.022	0.014	0.012	-	-				
HCM Control Delay (s/veh)	8.1	0	-	9.1	8	8	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-				

HCM 7th TWSC
4: NW 64th Avenue & NW 30th Street

A.M. Peak Hour
Future Total Conditions

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	7	6	2	3	39	6	294	2	32	342	5
Future Vol, veh/h	9	7	6	2	3	39	6	294	2	32	342	5
Conflicting Peds, #/hr	1	0	0	0	0	1	6	0	8	8	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	8	7	2	4	46	7	346	2	38	402	6
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	849	857	411	851	859	356	414	0	0	356	0	0
Stage 1	487	487	-	369	369	-	-	-	-	-	-	-
Stage 2	363	370	-	482	490	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	716	803	1319	715	802	1376	1139	-	-	1197	-	-
Stage 1	910	960	-	982	1014	-	-	-	-	-	-	-
Stage 2	986	1014	-	913	959	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	651	754	1312	665	753	1364	1133	-	-	1188	-	-
Mov Cap-2 Maneuver	651	754	-	665	753	-	-	-	-	-	-	-
Stage 1	868	915	-	967	999	-	-	-	-	-	-	-
Stage 2	941	998	-	863	914	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s/v	9.68		8.04			0.16			0.69			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL		NBT	NBR		EBLn1WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	36		-	-		795 1237	152	-	-			
HCM Lane V/C Ratio	0.006		-	-		0.033 0.042	0.032	-	-			
HCM Control Delay (s/veh)	8.2		0	-		9.7 8	8.1	0	-			
HCM Lane LOS	A		A	-		A A	A	A	-			
HCM 95th %tile Q(veh)	0		-	-		0.1 0.1	0.1	-	-			

5: North Project Driveway/Isles of Inverarry Driveway & W Oakland Park Boulevard

Intersection													
Int Delay, s/veh	0.5												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↑↑↑	↗	↔	↑↑↑	↗			↗			↗
Traffic Vol, veh/h	8	13	1728	10	9	1492	7	0	0	44	0	0	42
Future Vol, veh/h	8	13	1728	10	9	1492	7	0	0	44	0	0	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	150	-	160	150	-	125	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	9	14	1858	11	10	1604	8	0	0	47	0	0	45
Major/Minor	Major1				Major2			Minor1			Minor2		
Conflicting Flow All	1171	1612	0	0	1869	0	0	-	-	929	-	-	803
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.66	5.36	-	-	5.36	-	-	-	-	3.7	-	-	3.7
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.33	3.13	-	-	3.13	-	-	-	-	2	-	-	2
Pot Cap-1 Maneuver	350	194	-	-	144	-	-	0	0	887	0	0	977
Stage 1	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	231	231	-	-	144	-	-	-	-	887	-	-	976
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB				WB			NB			SB		
HCM Control Delay, s/v	0.27				0.19			9.29			8.87		
HCM LOS								A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1					
Capacity (veh/h)	887	231	-	-	144	-	-	976					
HCM Lane V/C Ratio	0.053	0.098	-	-	0.067	-	-	0.046					
HCM Control Delay (s/veh)	9.3	22.3	-	-	31.8	-	-	8.9					
HCM Lane LOS	A	C	-	-	D	-	-	A					
HCM 95th %tile Q(veh)	0.2	0.3	-	-	0.2	-	-	0.1					

P.M. Peak Hour

Existing Conditions

Timings

1: NW 68th Avenue & W Oakland Park Boulevard

P.M. Peak Hour

Existing Conditions

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	5	31	1413	141	9	144	1496	35	2	116	15	123
Future Volume (vph)	5	31	1413	141	9	144	1496	35	2	116	15	123
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	Perm	NA	Perm
Protected Phases	1	1	6		5	5	2				4	
Permitted Phases	6	6		6	2	2		2	4	4		4
Detector Phase	1	1	6	6	5	5	2	2	4	4	4	4
Switch Phase												
Minimum Initial (s)	4.0	4.0	10.0	10.0	4.0	4.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	11.0	36.0	36.0	11.0	11.0	36.0	36.0	46.0	46.0	46.0	46.0
Total Split (s)	14.0	14.0	101.0	101.0	30.0	30.0	117.0	117.0	49.0	49.0	49.0	49.0
Total Split (%)	7.8%	7.8%	56.1%	56.1%	16.7%	16.7%	65.0%	65.0%	27.2%	27.2%	27.2%	27.2%
Yellow Time (s)	5.0	5.0	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	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)		7.0	7.0	7.0		7.0	7.0	7.0			6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 178 (99%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Splits and Phases: 1: NW 68th Avenue & W Oakland Park Boulevard



Timings

1: NW 68th Avenue & W Oakland Park Boulevard

P.M. Peak Hour

Existing Conditions

	  		
Lane Group	SBU	SBL	SBT
Lane Configurations			
Traffic Volume (vph)	1	20	7
Future Volume (vph)	1	20	7
Turn Type	Perm	Perm	NA
Protected Phases			8
Permitted Phases	8	8	
Detector Phase	8	8	8
Switch Phase			
Minimum Initial (s)	6.0	6.0	6.0
Minimum Split (s)	43.0	43.0	43.0
Total Split (s)	49.0	49.0	49.0
Total Split (%)	27.2%	27.2%	27.2%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0
Total Lost Time (s)		6.0	6.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	None	None
Intersection Summary			

Queues

P.M. Peak Hour

1: NW 68th Avenue & W Oakland Park Boulevard

Existing Conditions

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	38	1519	152	165	1609	38	143	132	23	31
v/c Ratio	0.17	0.42	0.14	0.61	0.43	0.03	0.81	0.41	0.21	0.13
Control Delay (s/veh)	7.1	12.4	4.1	20.9	9.8	1.7	107.0	12.9	71.1	29.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.1	12.4	4.1	20.9	9.8	1.7	107.0	12.9	71.1	29.3
Queue Length 50th (ft)	8	249	16	46	212	0	167	0	25	8
Queue Length 95th (ft)	22	379	54	m133	366	m7	241	64	54	42
Internal Link Dist (ft)		311			580		471			129
Turn Bay Length (ft)	230		175	305		115		140	170	
Base Capacity (vph)	242	3594	1120	392	3777	1150	321	473	201	408
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	0.16	0.42	0.14	0.42	0.43	0.03	0.45	0.28	0.11	0.08

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

1: NW 68th Avenue & W Oakland Park Boulevard

P.M. Peak Hour
Existing Conditions

												
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	5	31	1413	141	9	144	1496	35	2	116	15	123
Future Volume (vph)	5	31	1413	141	9	144	1496	35	2	116	15	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0	7.0			6.0	6.0
Lane Util. Factor		1.00	0.91	1.00		1.00	0.91	1.00			1.00	1.00
Frpb, ped/bikes		1.00	1.00	0.97		1.00	1.00	0.97			1.00	0.99
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	1.00			0.99	1.00
Frt		1.00	1.00	0.85		1.00	1.00	0.85			1.00	0.85
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00			0.96	1.00
Satd. Flow (prot)		1769	5085	1544		1770	5085	1528			1770	1562
Flt Permitted		0.13	1.00	1.00		0.13	1.00	1.00			0.73	1.00
Satd. Flow (perm)		245	5085	1544		248	5085	1528			1345	1562
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	5	33	1519	152	10	155	1609	38	2	125	16	132
RTOR Reduction (vph)	0	0	0	30	0	0	0	10	0	0	0	115
Lane Group Flow (vph)	0	38	1519	122	0	165	1609	28	0	0	143	17
Confl. Peds. (#/hr)	4	4		1	1	1		4	3	3		1
Confl. Bikes (#/hr)				4				5				
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	Perm	NA	Perm
Protected Phases	1	1	6		5	5	2				4	
Permitted Phases	6	6		6	2	2		2	4	4		4
Actuated Green, G (s)		131.4	127.3	127.3		141.4	132.3	132.3			23.6	23.6
Effective Green, g (s)		131.4	127.3	127.3		141.4	132.3	132.3			23.6	23.6
Actuated g/C Ratio		0.73	0.71	0.71		0.79	0.74	0.74			0.13	0.13
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0	7.0			6.0	6.0
Vehicle Extension (s)		1.5	3.0	3.0		1.5	3.0	3.0			2.0	2.0
Lane Grp Cap (vph)		213	3596	1091		271	3737	1123			176	204
v/s Ratio Prot		0.00	0.30			c0.03	c0.32					
v/s Ratio Perm		0.13		0.08		c0.45		0.02			c0.11	0.01
v/c Ratio		0.18	0.42	0.11		0.61	0.43	0.02			0.81	0.08
Uniform Delay, d1		7.1	11.0	8.4		7.5	9.2	6.4			76.0	68.7
Progression Factor		1.00	1.00	1.00		2.41	0.97	2.73			1.00	1.00
Incremental Delay, d2		0.1	0.4	0.2		2.5	0.3	0.0			22.9	0.1
Delay (s)		7.3	11.4	8.6		20.6	9.3	17.6			99.0	68.8
Level of Service		A	B	A		C	A	B			F	E
Approach Delay (s/veh)			11.0				10.5				84.5	
Approach LOS			B				B				F	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			16.9				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			180.0				Sum of lost time (s)			20.0		
Intersection Capacity Utilization			73.5%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: NW 68th Avenue & W Oakland Park Boulevard

P.M. Peak Hour
Existing Conditions

				
Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	1	20	7	21
Future Volume (vph)	1	20	7	21
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	
Lane Util. Factor		1.00	1.00	
Frpb, ped/bikes		1.00	0.99	
Flpb, ped/bikes		1.00	1.00	
Frt		1.00	0.89	
Flt Protected		0.95	1.00	
Satd. Flow (prot)		1766	1635	
Flt Permitted		0.45	1.00	
Satd. Flow (perm)		845	1635	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1	22	8	23
RTOR Reduction (vph)	0	0	20	0
Lane Group Flow (vph)	0	23	11	0
Confl. Peds. (#/hr)	1	1		3
Confl. Bikes (#/hr)				
Turn Type	Perm	Perm	NA	
Protected Phases			8	
Permitted Phases	8	8		
Actuated Green, G (s)		23.6	23.6	
Effective Green, g (s)		23.6	23.6	
Actuated g/C Ratio		0.13	0.13	
Clearance Time (s)		6.0	6.0	
Vehicle Extension (s)		2.0	2.0	
Lane Grp Cap (vph)		110	214	
v/s Ratio Prot			0.01	
v/s Ratio Perm		0.03		
v/c Ratio		0.21	0.05	
Uniform Delay, d1		69.9	68.4	
Progression Factor		1.00	1.00	
Incremental Delay, d2		0.3	0.0	
Delay (s)		70.2	68.4	
Level of Service		E	E	
Approach Delay (s/veh)			69.2	
Approach LOS			E	
Intersection Summary				

Timings

2: NW 64th Avenue & W Oakland Park Boulevard

P.M. Peak Hour

Existing Conditions

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	14	1350	206	28	191	1407	5	246	4	6	5
Future Volume (vph)	1	14	1350	206	28	191	1407	5	246	4	6	5
Turn Type	Perm	Perm	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases			6		5	5	2			4		8
Permitted Phases	6	6		6	2	2		2	4		8	
Detector Phase	6	6	6	6	5	5	2	2	4	4	8	8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	4.0	4.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	46.0	46.0	46.0	46.0
Total Split (s)	101.0	101.0	101.0	101.0	30.0	30.0	131.0	131.0	49.0	49.0	49.0	49.0
Total Split (%)	56.1%	56.1%	56.1%	56.1%	16.7%	16.7%	72.8%	72.8%	27.2%	27.2%	27.2%	27.2%
Yellow Time (s)	5.0	5.0	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	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	Lag	Lag	Lag	Lag	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 56 (31%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 115

Control Type: Actuated-Coordinated

Splits and Phases: 2: NW 64th Avenue & W Oakland Park Boulevard



Queues
2: NW 64th Avenue & W Oakland Park Boulevard

P.M. Peak Hour
Existing Conditions

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	16	1406	215	228	1466	5	256	138	6	19
v/c Ratio	0.09	0.46	0.21	0.77	0.40	0.00	0.88	0.32	0.03	0.05
Control Delay (s/veh)	27.0	30.9	14.1	31.1	11.3	0.0	97.0	9.9	51.3	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.0	30.9	14.1	31.1	11.3	0.0	97.0	9.9	51.3	25.3
Queue Length 50th (ft)	11	451	72	83	239	0	296	4	6	5
Queue Length 95th (ft)	m36	623	176	187	323	0	388	62	20	28
Internal Link Dist (ft)		576			538			484		158
Turn Bay Length (ft)	260		260	440		270	90			
Base Capacity (vph)	189	3081	1018	374	3672	1108	337	484	258	410
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.46	0.21	0.61	0.40	0.00	0.76	0.29	0.02	0.05

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

2: NW 64th Avenue & W Oakland Park Boulevard

P.M. Peak Hour
Existing Conditions

												
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	14	1350	206	28	191	1407	5	246	4	129	6
Future Volume (vph)	1	14	1350	206	28	191	1407	5	246	4	129	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0	7.0	6.0	6.0		6.0
Lane Util. Factor		1.00	0.91	1.00		1.00	0.91	1.00	1.00	1.00		1.00
Frpb, ped/bikes		1.00	1.00	0.98		1.00	1.00	0.97	1.00	0.98		1.00
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	1.00	0.99	1.00		0.99
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	0.85		1.00
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00		0.95
Satd. Flow (prot)		1763	5085	1551		1770	5085	1529	1751	1561		1759
Flt Permitted		0.17	1.00	1.00		0.13	1.00	1.00	0.75	1.00		0.57
Satd. Flow (perm)		312	5085	1551		250	5085	1529	1373	1561		1051
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1	15	1406	215	29	199	1466	5	256	4	134	6
RTOR Reduction (vph)	0	0	0	80	0	0	0	1	0	106	0	0
Lane Group Flow (vph)	0	16	1406	135	0	228	1466	4	256	32	0	6
Confl. Peds. (#/hr)	4	4						4	8		6	6
Confl. Bikes (#/hr)				1				2				
Turn Type	Perm	Perm	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA		Perm
Protected Phases			6		5	5	2			4		
Permitted Phases	6	6		6	2	2		2	4			8
Actuated Green, G (s)		107.8	107.8	107.8		128.8	128.8	128.8	38.2	38.2		38.2
Effective Green, g (s)		107.8	107.8	107.8		128.8	128.8	128.8	38.2	38.2		38.2
Actuated g/C Ratio		0.60	0.60	0.60		0.72	0.72	0.72	0.21	0.21		0.21
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0	7.0	6.0	6.0		6.0
Vehicle Extension (s)		3.0	3.0	3.0		1.5	3.0	3.0	2.0	2.0		2.0
Lane Grp Cap (vph)		186	3045	928		297	3638	1094	291	331		223
v/s Ratio Prot			0.28			c0.06	0.29			0.02		
v/s Ratio Perm		0.05		0.09		c0.49		0.00	c0.19			0.01
v/c Ratio		0.09	0.46	0.15		0.77	0.40	0.00	0.88	0.10		0.03
Uniform Delay, d1		15.3	20.0	15.9		15.7	10.2	7.3	68.7	57.0		56.2
Progression Factor		1.22	1.39	3.95		1.00	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2		0.9	0.5	0.3		10.2	0.3	0.0	24.0	0.0		0.0
Delay (s)		19.5	28.3	63.0		25.9	10.6	7.3	92.7	57.1		56.2
Level of Service		B	C	E		C	B	A	F	E		E
Approach Delay (s/veh)			32.8				12.6			80.2		
Approach LOS			C				B			F		
Intersection Summary												
HCM 2000 Control Delay (s/veh)			28.8		HCM 2000 Level of Service					C		
HCM 2000 Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			180.0		Sum of lost time (s)					20.0		
Intersection Capacity Utilization			77.5%		ICU Level of Service					D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: NW 64th Avenue & W Oakland Park Boulevard

P.M. Peak Hour
Existing Conditions

	↓	↙
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	5	13
Future Volume (vph)	5	13
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.0	
Lane Util. Factor	1.00	
Frpb, ped/bikes	0.98	
Flpb, ped/bikes	1.00	
Frt	0.89	
Flt Protected	1.00	
Satd. Flow (prot)	1629	
Flt Permitted	1.00	
Satd. Flow (perm)	1629	
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	5	14
RTOR Reduction (vph)	11	0
Lane Group Flow (vph)	8	0
Confl. Peds. (#/hr)		8
Confl. Bikes (#/hr)		
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Actuated Green, G (s)	38.2	
Effective Green, g (s)	38.2	
Actuated g/C Ratio	0.21	
Clearance Time (s)	6.0	
Vehicle Extension (s)	2.0	
Lane Grp Cap (vph)	345	
v/s Ratio Prot	0.00	
v/s Ratio Perm		
v/c Ratio	0.02	
Uniform Delay, d1	56.1	
Progression Factor	1.00	
Incremental Delay, d2	0.0	
Delay (s)	56.1	
Level of Service	E	
Approach Delay (s/veh)	56.2	
Approach LOS	E	
Intersection Summary		

HCM 7th TWSC
3: NW 68th Avenue & NW 30th Street

P.M. Peak Hour
Existing Conditions

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	2	5	4	4	15	4	231	9	12	274	8
Future Vol, veh/h	3	2	5	4	4	15	4	231	9	12	274	8
Conflicting Peds, #/hr	1	0	0	0	0	1	3	0	1	1	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	3	2	6	4	4	17	4	257	10	13	304	9
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	607	615	312	604	615	264	316	0	0	268	0	0
Stage 1	339	339	-	272	272	-	-	-	-	-	-	-
Stage 2	269	277	-	332	343	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	841	903	1423	843	903	1476	1238	-	-	1290	-	-
Stage 1	1002	1029	-	1046	1061	-	-	-	-	-	-	-
Stage 2	1047	1059	-	1006	1027	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	810	885	1419	823	885	1473	1235	-	-	1289	-	-
Mov Cap-2 Maneuver	810	885	-	823	885	-	-	-	-	-	-	-
Stage 1	986	1013	-	1040	1056	-	-	-	-	-	-	-
Stage 2	1026	1053	-	987	1011	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v	8.45		8.13		0.13		0.32					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	29	-	-	1054	1175	73	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.011	0.022	0.01	-	-				
HCM Control Delay (s/veh)	7.9	0	-	8.5	8.1	7.8	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-				

HCM 7th TWSC
4: NW 64th Avenue & NW 30th Street

P.M. Peak Hour
Existing Conditions

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	7	6	19	6	56	9	329	6	60	316	10
Future Vol, veh/h	8	7	6	19	6	56	9	329	6	60	316	10
Conflicting Peds, #/hr	9	0	3	3	0	9	11	0	9	9	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	9	8	7	21	7	61	10	358	7	65	343	11
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	880	883	363	870	885	379	365	0	0	373	0	0
Stage 1	490	490	-	389	389	-	-	-	-	-	-	-
Stage 2	389	393	-	481	496	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	702	792	1369	706	792	1352	1188	-	-	1180	-	-
Stage 1	908	958	-	969	1005	-	-	-	-	-	-	-
Stage 2	969	1003	-	914	956	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	600	716	1351	633	715	1329	1175	-	-	1170	-	-
Mov Cap-2 Maneuver	600	716	-	633	715	-	-	-	-	-	-	-
Stage 1	836	882	-	951	986	-	-	-	-	-	-	-
Stage 2	901	984	-	836	880	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v	9.87		8.92		0.21		1.28					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	47	-	-	762	1006	278	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.03	0.088	0.056	-	-				
HCM Control Delay (s/veh)	8.1	0	-	9.9	8.9	8.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.2	-	-				

HCM 7th TWSC
5: W Oakland Park Boulevard

P.M. Peak Hour
Existing Conditions

Intersection

Int Delay, s/veh 0.2

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Vol, veh/h	3	14	1487	2	1254	10	0	12
Future Vol, veh/h	3	14	1487	2	1254	10	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	4	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	150	-	150	-	125	-	0
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3	3	3
Mvmt Flow	3	16	1729	2	1458	12	0	14

Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	1064	1470	0	1262	-	0	733
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	5.66	5.36	-	5.66	-	-	3.7
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.33	3.13	-	2.33	-	-	2
Pot Cap-1 Maneuver	401	228	-	311	-	-	1032
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Platoon blocked, %			-		-		
Mov Cap-1 Maneuver	247	247	-	311	-	-	1028
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.24	0.03	8.55
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	247	-	311	-	-	1028
HCM Lane V/C Ratio	0.08	-	0.007	-	-	0.014
HCM Control Delay (s/veh)	20.9	-	16.7	-	-	8.6
HCM Lane LOS	C	-	C	-	-	A
HCM 95th %tile Q(veh)	0.3	-	0	-	-	0

Future Background Conditions

Timings

1: NW 68th Avenue & W Oakland Park Boulevard

P.M. Peak Hour
Future Background Conditions

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	5	31	1434	143	9	146	1519	36	2	118	15	125
Future Volume (vph)	5	31	1434	143	9	146	1519	36	2	118	15	125
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	Perm	NA	Perm
Protected Phases	1	1	6		5	5	2				4	
Permitted Phases	6	6		6	2	2		2	4	4		4
Detector Phase	1	1	6	6	5	5	2	2	4	4	4	4
Switch Phase												
Minimum Initial (s)	4.0	4.0	10.0	10.0	4.0	4.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	11.0	36.0	36.0	11.0	11.0	36.0	36.0	46.0	46.0	46.0	46.0
Total Split (s)	14.0	14.0	101.0	101.0	30.0	30.0	117.0	117.0	49.0	49.0	49.0	49.0
Total Split (%)	7.8%	7.8%	56.1%	56.1%	16.7%	16.7%	65.0%	65.0%	27.2%	27.2%	27.2%	27.2%
Yellow Time (s)	5.0	5.0	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	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)		7.0	7.0	7.0		7.0	7.0	7.0			6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 178 (99%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Splits and Phases: 1: NW 68th Avenue & W Oakland Park Boulevard



Timings

1: NW 68th Avenue & W Oakland Park Boulevard

P.M. Peak Hour

Future Background Conditions

			
Lane Group	SBU	SBL	SBT
Lane Configurations			
Traffic Volume (vph)	1	20	7
Future Volume (vph)	1	20	7
Turn Type	Perm	Perm	NA
Protected Phases			8
Permitted Phases	8	8	
Detector Phase	8	8	8
Switch Phase			
Minimum Initial (s)	6.0	6.0	6.0
Minimum Split (s)	43.0	43.0	43.0
Total Split (s)	49.0	49.0	49.0
Total Split (%)	27.2%	27.2%	27.2%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0
Total Lost Time (s)		6.0	6.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	None	None
Intersection Summary			

Queues

1: NW 68th Avenue & W Oakland Park Boulevard

P.M. Peak Hour

Future Background Conditions

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	38	1542	154	167	1633	39	145	134	23	31
v/c Ratio	0.18	0.43	0.14	0.63	0.43	0.03	0.81	0.41	0.21	0.13
Control Delay (s/veh)	7.4	12.9	4.3	22.3	10.2	2.0	106.9	12.7	70.9	29.1
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)	7.4	12.9	4.3	22.3	10.2	2.0	106.9	12.7	70.9	29.1
Queue Length 50th (ft)	8	257	17	52	218	0	169	0	25	8
Queue Length 95th (ft)	22	394	56	m138	389	m9	245	64	54	42
Internal Link Dist (ft)		311			580		471			129
Turn Bay Length (ft)	230		175	305		115		140	170	
Base Capacity (vph)	236	3576	1115	384	3769	1148	321	475	200	408
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	0.16	0.43	0.14	0.43	0.43	0.03	0.45	0.28	0.12	0.08

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

1: NW 68th Avenue & W Oakland Park Boulevard

P.M. Peak Hour
Future Background Conditions

												
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	5	31	1434	143	9	146	1519	36	2	118	15	125
Future Volume (vph)	5	31	1434	143	9	146	1519	36	2	118	15	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0	7.0			6.0	6.0
Lane Util. Factor		1.00	0.91	1.00		1.00	0.91	1.00			1.00	1.00
Frpb, ped/bikes		1.00	1.00	0.97		1.00	1.00	0.97			1.00	0.99
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	1.00			0.99	1.00
Frt		1.00	1.00	0.85		1.00	1.00	0.85			1.00	0.85
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00			0.96	1.00
Satd. Flow (prot)		1769	5085	1544		1770	5085	1528			1770	1562
Flt Permitted		0.13	1.00	1.00		0.13	1.00	1.00			0.73	1.00
Satd. Flow (perm)		238	5085	1544		239	5085	1528			1345	1562
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	5	33	1542	154	10	157	1633	39	2	127	16	134
RTOR Reduction (vph)	0	0	0	31	0	0	0	10	0	0	0	116
Lane Group Flow (vph)	0	38	1542	123	0	167	1633	29	0	0	145	18
Confl. Peds. (#/hr)	4	4		1	1	1		4	3	3		1
Confl. Bikes (#/hr)				4				5				
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	Perm	NA	Perm
Protected Phases	1	1	6		5	5	2				4	
Permitted Phases	6	6		6	2	2		2	4	4		4
Actuated Green, G (s)		130.7	126.6	126.6		141.5	132.0	132.0			23.9	23.9
Effective Green, g (s)		130.7	126.6	126.6		141.5	132.0	132.0			23.9	23.9
Actuated g/C Ratio		0.73	0.70	0.70		0.79	0.73	0.73			0.13	0.13
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0	7.0			6.0	6.0
Vehicle Extension (s)		1.5	3.0	3.0		1.5	3.0	3.0			2.0	2.0
Lane Grp Cap (vph)		207	3576	1085		268	3729	1120			178	207
v/s Ratio Prot		0.00	0.30			c0.03	c0.32					
v/s Ratio Perm		0.13		0.08		c0.46		0.02			c0.11	0.01
v/c Ratio		0.18	0.43	0.11		0.62	0.44	0.03			0.81	0.09
Uniform Delay, d1		7.3	11.4	8.6		8.0	9.4	6.5			75.9	68.5
Progression Factor		1.00	1.00	1.00		2.37	0.99	2.82			1.00	1.00
Incremental Delay, d2		0.2	0.4	0.2		3.1	0.4	0.0			22.9	0.1
Delay (s)		7.5	11.8	8.8		22.0	9.7	18.5			98.8	68.5
Level of Service		A	B	A		C	A	B			F	E
Approach Delay (s/veh)			11.4				11.0				84.3	
Approach LOS			B				B				F	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			17.2				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			180.0				Sum of lost time (s)			20.0		
Intersection Capacity Utilization			74.1%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: NW 68th Avenue & W Oakland Park Boulevard

P.M. Peak Hour
Future Background Conditions

				
Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	1	20	7	21
Future Volume (vph)	1	20	7	21
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	
Lane Util. Factor		1.00	1.00	
Frpb, ped/bikes		1.00	0.99	
Flpb, ped/bikes		1.00	1.00	
Frt		1.00	0.89	
Flt Protected		0.95	1.00	
Satd. Flow (prot)		1766	1635	
Flt Permitted		0.45	1.00	
Satd. Flow (perm)		839	1635	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1	22	8	23
RTOR Reduction (vph)	0	0	20	0
Lane Group Flow (vph)	0	23	11	0
Confl. Peds. (#/hr)	1	1		3
Confl. Bikes (#/hr)				
Turn Type	Perm	Perm	NA	
Protected Phases			8	
Permitted Phases	8	8		
Actuated Green, G (s)		23.9	23.9	
Effective Green, g (s)		23.9	23.9	
Actuated g/C Ratio		0.13	0.13	
Clearance Time (s)		6.0	6.0	
Vehicle Extension (s)		2.0	2.0	
Lane Grp Cap (vph)		111	217	
v/s Ratio Prot			0.01	
v/s Ratio Perm		0.03		
v/c Ratio		0.21	0.05	
Uniform Delay, d1		69.6	68.1	
Progression Factor		1.00	1.00	
Incremental Delay, d2		0.3	0.0	
Delay (s)		69.9	68.2	
Level of Service		E	E	
Approach Delay (s/veh)			68.9	
Approach LOS			E	
Intersection Summary				

Timings

2: NW 64th Avenue & W Oakland Park Boulevard

P.M. Peak Hour
Future Background Conditions

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	14	1370	209	28	194	1428	5	250	4	6	5
Future Volume (vph)	1	14	1370	209	28	194	1428	5	250	4	6	5
Turn Type	Perm	Perm	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases			6		5	5	2			4		8
Permitted Phases	6	6		6	2	2		2	4		8	
Detector Phase	6	6	6	6	5	5	2	2	4	4	8	8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	4.0	4.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	46.0	46.0	46.0	46.0
Total Split (s)	101.0	101.0	101.0	101.0	30.0	30.0	131.0	131.0	49.0	49.0	49.0	49.0
Total Split (%)	56.1%	56.1%	56.1%	56.1%	16.7%	16.7%	72.8%	72.8%	27.2%	27.2%	27.2%	27.2%
Yellow Time (s)	5.0	5.0	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	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	Lag	Lag	Lag	Lag	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 56 (31%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 115
 Control Type: Actuated-Coordinated

Splits and Phases: 2: NW 64th Avenue & W Oakland Park Boulevard



Queues

2: NW 64th Avenue & W Oakland Park Boulevard

P.M. Peak Hour
Future Background Conditions

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	16	1427	218	231	1488	5	260	140	6	19
v/c Ratio	0.09	0.47	0.22	0.78	0.41	0.00	0.88	0.32	0.03	0.05
Control Delay (s/veh)	27.9	32.2	14.7	34.0	11.6	0.0	96.2	9.7	50.8	25.1
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)	27.9	32.2	14.7	34.0	11.6	0.0	96.2	9.7	50.8	25.1
Queue Length 50th (ft)	11	471	76	85	247	0	300	4	6	5
Queue Length 95th (ft)	m36	645	181	201	332	0	393	62	19	28
Internal Link Dist (ft)		576			538			484		158
Turn Bay Length (ft)	260		260	440		270	90			
Base Capacity (vph)	182	3053	1010	369	3661	1105	338	487	258	412
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.47	0.22	0.63	0.41	0.00	0.77	0.29	0.02	0.05

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

2: NW 64th Avenue & W Oakland Park Boulevard

P.M. Peak Hour
Future Background Conditions

												
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	14	1370	209	28	194	1428	5	250	4	131	6
Future Volume (vph)	1	14	1370	209	28	194	1428	5	250	4	131	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0	7.0	6.0	6.0		6.0
Lane Util. Factor		1.00	0.91	1.00		1.00	0.91	1.00	1.00	1.00		1.00
Frpb, ped/bikes		1.00	1.00	0.98		1.00	1.00	0.97	1.00	0.98		1.00
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	1.00	0.99	1.00		0.99
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	0.85		1.00
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00		0.95
Satd. Flow (prot)		1763	5085	1551		1770	5085	1529	1751	1560		1759
Flt Permitted		0.16	1.00	1.00		0.13	1.00	1.00	0.75	1.00		0.57
Satd. Flow (perm)		305	5085	1551		240	5085	1529	1373	1560		1048
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1	15	1427	218	29	202	1488	5	260	4	136	6
RTOR Reduction (vph)	0	0	0	81	0	0	0	1	0	107	0	0
Lane Group Flow (vph)	0	16	1427	137	0	231	1488	4	260	33	0	6
Confl. Peds. (#/hr)	4	4						4	8		6	6
Confl. Bikes (#/hr)				1				2				
Turn Type	Perm	Perm	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA		Perm
Protected Phases			6		5	5	2			4		
Permitted Phases	6	6		6	2	2		2	4			8
Actuated Green, G (s)		106.5	106.5	106.5		128.2	128.2	128.2	38.8	38.8		38.8
Effective Green, g (s)		106.5	106.5	106.5		128.2	128.2	128.2	38.8	38.8		38.8
Actuated g/C Ratio		0.59	0.59	0.59		0.71	0.71	0.71	0.22	0.22		0.22
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0	7.0	6.0	6.0		6.0
Vehicle Extension (s)		3.0	3.0	3.0		1.5	3.0	3.0	2.0	2.0		2.0
Lane Grp Cap (vph)		180	3008	917		295	3621	1088	295	336		225
v/s Ratio Prot			0.28			c0.06	0.29			0.02		
v/s Ratio Perm		0.05		0.09		c0.49		0.00	c0.19			0.01
v/c Ratio		0.09	0.47	0.15		0.78	0.41	0.00	0.88	0.10		0.03
Uniform Delay, d1		15.8	20.9	16.5		17.2	10.5	7.5	68.4	56.6		55.7
Progression Factor		1.21	1.39	3.79		1.00	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2		0.9	0.5	0.3		11.8	0.3	0.0	24.4	0.0		0.0
Delay (s)		20.1	29.5	62.7		29.0	10.9	7.5	92.8	56.6		55.7
Level of Service		C	C	E		C	B	A	F	E		E
Approach Delay (s/veh)			33.7				13.3			80.1		
Approach LOS			C				B			F		
Intersection Summary												
HCM 2000 Control Delay (s/veh)			29.5				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			180.0				Sum of lost time (s)			20.0		
Intersection Capacity Utilization			78.3%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: NW 64th Avenue & W Oakland Park Boulevard

P.M. Peak Hour
Future Background Conditions

	↓	↙
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	5	13
Future Volume (vph)	5	13
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.0	
Lane Util. Factor	1.00	
Frpb, ped/bikes	0.98	
Flpb, ped/bikes	1.00	
Frt	0.89	
Flt Protected	1.00	
Satd. Flow (prot)	1629	
Flt Permitted	1.00	
Satd. Flow (perm)	1629	
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	5	14
RTOR Reduction (vph)	11	0
Lane Group Flow (vph)	8	0
Confl. Peds. (#/hr)		8
Confl. Bikes (#/hr)		
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Actuated Green, G (s)	38.8	
Effective Green, g (s)	38.8	
Actuated g/C Ratio	0.22	
Clearance Time (s)	6.0	
Vehicle Extension (s)	2.0	
Lane Grp Cap (vph)	351	
v/s Ratio Prot	0.00	
v/s Ratio Perm		
v/c Ratio	0.02	
Uniform Delay, d1	55.7	
Progression Factor	1.00	
Incremental Delay, d2	0.0	
Delay (s)	55.7	
Level of Service	E	
Approach Delay (s/veh)	55.7	
Approach LOS	E	
Intersection Summary		

HCM 7th TWSC
3: NW 68th Avenue & NW 30th Street

P.M. Peak Hour
Future Background Conditions

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	2	5	4	4	15	4	234	9	12	278	8
Future Vol, veh/h	3	2	5	4	4	15	4	234	9	12	278	8
Conflicting Peds, #/hr	1	0	0	0	0	1	3	0	1	1	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	3	2	6	4	4	17	4	260	10	13	309	9
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	615	623	316	612	622	267	321	0	0	271	0	0
Stage 1	343	343	-	275	275	-	-	-	-	-	-	-
Stage 2	272	280	-	337	347	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	837	900	1418	839	900	1472	1233	-	-	1287	-	-
Stage 1	999	1027	-	1043	1060	-	-	-	-	-	-	-
Stage 2	1045	1057	-	1003	1025	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	806	881	1414	818	881	1469	1230	-	-	1285	-	-
Mov Cap-2 Maneuver	806	881	-	818	881	-	-	-	-	-	-	-
Stage 1	983	1011	-	1038	1054	-	-	-	-	-	-	-
Stage 2	1024	1052	-	984	1009	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s/v	8.47		8.14			0.13			0.32			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	29	-	-	1050	1171	72	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.011	0.022	0.01	-	-				
HCM Control Delay (s/veh)	7.9	0	-	8.5	8.1	7.8	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-				

HCM 7th TWSC
4: NW 64th Avenue & NW 30th Street

P.M. Peak Hour
Future Background Conditions

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	7	6	19	6	57	9	334	6	61	321	10
Future Vol, veh/h	8	7	6	19	6	57	9	334	6	61	321	10
Conflicting Peds, #/hr	9	0	3	3	0	9	11	0	9	9	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	9	8	7	21	7	62	10	363	7	66	349	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	893	896	368	883	898	384	371	0	0	379	0	0
Stage 1	498	498	-	395	395	-	-	-	-	-	-	-
Stage 2	395	398	-	488	503	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	695	787	1363	700	787	1347	1182	-	-	1174	-	-
Stage 1	903	955	-	966	1002	-	-	-	-	-	-	-
Stage 2	966	1001	-	909	952	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	593	710	1345	627	709	1324	1170	-	-	1164	-	-
Mov Cap-2 Maneuver	593	710	-	627	709	-	-	-	-	-	-	-
Stage 1	830	878	-	947	983	-	-	-	-	-	-	-
Stage 2	897	982	-	830	875	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.92	8.94	0.21	1.29
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	46	-	-	755 1002	278	-	-
HCM Lane V/C Ratio	0.008	-	-	0.03 0.089	0.057	-	-
HCM Control Delay (s/veh)	8.1	0	-	9.9 8.9	8.3	0	-
HCM Lane LOS	A	A	-	A A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0.3	0.2	-	-

HCM 7th TWSC
5: W Oakland Park Boulevard

P.M. Peak Hour
Future Background Conditions

Intersection

Int Delay, s/veh 0.2

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Vol, veh/h	3	14	1509	2	1273	10	0	12
Future Vol, veh/h	3	14	1509	2	1273	10	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	4	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	150	-	150	-	125	-	0
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3	3	3
Mvmt Flow	3	16	1755	2	1480	12	0	14

Major/Minor	Major1		Major2			Minor2		
Conflicting Flow All	1081	1492	0	1281	-	0	-	744
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	5.66	5.36	-	5.66	-	-	-	3.7
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.33	3.13	-	2.33	-	-	-	2
Pot Cap-1 Maneuver	393	223	-	303	-	-	0	1023
Stage 1	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	0	-
Platoon blocked, %			-		-			
Mov Cap-1 Maneuver	241	241	-	303	-	-	-	1019
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.24	0.03	8.58
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	241	-	303	-	-	1019
HCM Lane V/C Ratio	0.082	-	0.008	-	-	0.014
HCM Control Delay (s/veh)	21.3	-	17	-	-	8.6
HCM Lane LOS	C	-	C	-	-	A
HCM 95th %tile Q(veh)	0.3	-	0	-	-	0

Future Total Conditions

Timings

1: NW 68th Avenue & W Oakland Park Boulevard

P.M. Peak Hour

Future Total Conditions

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	5	31	1460	143	9	147	1535	36	2	118	15	126
Future Volume (vph)	5	31	1460	143	9	147	1535	36	2	118	15	126
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	Perm	NA	Perm
Protected Phases	1	1	6		5	5	2				4	
Permitted Phases	6	6		6	2	2		2	4	4		4
Detector Phase	1	1	6	6	5	5	2	2	4	4	4	4
Switch Phase												
Minimum Initial (s)	4.0	4.0	10.0	10.0	4.0	4.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	11.0	36.0	36.0	11.0	11.0	36.0	36.0	46.0	46.0	46.0	46.0
Total Split (s)	14.0	14.0	101.0	101.0	30.0	30.0	117.0	117.0	49.0	49.0	49.0	49.0
Total Split (%)	7.8%	7.8%	56.1%	56.1%	16.7%	16.7%	65.0%	65.0%	27.2%	27.2%	27.2%	27.2%
Yellow Time (s)	5.0	5.0	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	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)		7.0	7.0	7.0		7.0	7.0	7.0			6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 178 (99%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Splits and Phases: 1: NW 68th Avenue & W Oakland Park Boulevard



Timings

1: NW 68th Avenue & W Oakland Park Boulevard

P.M. Peak Hour

Future Total Conditions

			
Lane Group	SBU	SBL	SBT
Lane Configurations			
Traffic Volume (vph)	1	20	7
Future Volume (vph)	1	20	7
Turn Type	Perm	Perm	NA
Protected Phases			8
Permitted Phases	8	8	
Detector Phase	8	8	8
Switch Phase			
Minimum Initial (s)	6.0	6.0	6.0
Minimum Split (s)	43.0	43.0	43.0
Total Split (s)	49.0	49.0	49.0
Total Split (%)	27.2%	27.2%	27.2%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0
Total Lost Time (s)		6.0	6.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	None	None
Intersection Summary			

Queues

1: NW 68th Avenue & W Oakland Park Boulevard

P.M. Peak Hour

Future Total Conditions

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	38	1570	154	168	1651	39	145	135	23	31
v/c Ratio	0.18	0.44	0.14	0.64	0.44	0.03	0.81	0.42	0.21	0.13
Control Delay (s/veh)	7.6	13.2	4.4	23.1	10.4	2.2	106.9	12.8	70.9	29.1
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)	7.6	13.2	4.4	23.1	10.4	2.2	106.9	12.8	70.9	29.1
Queue Length 50th (ft)	8	267	17	55	222	0	169	0	25	8
Queue Length 95th (ft)	22	408	57	m140	406	m10	245	64	54	42
Internal Link Dist (ft)		311			580		471			129
Turn Bay Length (ft)	230		175	305		115		200	170	
Base Capacity (vph)	231	3564	1111	378	3769	1148	321	475	200	408
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	0.16	0.44	0.14	0.44	0.44	0.03	0.45	0.28	0.12	0.08

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

1: NW 68th Avenue & W Oakland Park Boulevard

P.M. Peak Hour
Future Total Conditions

												
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	5	31	1460	143	9	147	1535	36	2	118	15	126
Future Volume (vph)	5	31	1460	143	9	147	1535	36	2	118	15	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0	7.0			6.0	6.0
Lane Util. Factor		1.00	0.91	1.00		1.00	0.91	1.00			1.00	1.00
Frpb, ped/bikes		1.00	1.00	0.97		1.00	1.00	0.97			1.00	0.99
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	1.00			0.99	1.00
Frt		1.00	1.00	0.85		1.00	1.00	0.85			1.00	0.85
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00			0.96	1.00
Satd. Flow (prot)		1769	5085	1544		1770	5085	1528			1770	1562
Flt Permitted		0.13	1.00	1.00		0.12	1.00	1.00			0.73	1.00
Satd. Flow (perm)		234	5085	1544		229	5085	1528			1345	1562
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	5	33	1570	154	10	158	1651	39	2	127	16	135
RTOR Reduction (vph)	0	0	0	31	0	0	0	10	0	0	0	117
Lane Group Flow (vph)	0	38	1570	123	0	168	1651	29	0	0	145	18
Confl. Peds. (#/hr)	4	4		1	1	1		4	3	3		1
Confl. Bikes (#/hr)				4				5				
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	Perm	NA	Perm
Protected Phases	1	1	6		5	5	2				4	
Permitted Phases	6	6		6	2	2		2	4	4		4
Actuated Green, G (s)		130.3	126.2	126.2		141.9	132.0	132.0			23.9	23.9
Effective Green, g (s)		130.3	126.2	126.2		141.9	132.0	132.0			23.9	23.9
Actuated g/C Ratio		0.72	0.70	0.70		0.79	0.73	0.73			0.13	0.13
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0	7.0			6.0	6.0
Vehicle Extension (s)		1.5	3.0	3.0		1.5	3.0	3.0			2.0	2.0
Lane Grp Cap (vph)		204	3565	1082		265	3729	1120			178	207
v/s Ratio Prot		0.00	0.31			c0.03	c0.32					
v/s Ratio Perm		0.13		0.08		c0.46		0.02			c0.11	0.01
v/c Ratio		0.19	0.44	0.11		0.63	0.44	0.03			0.81	0.09
Uniform Delay, d1		7.4	11.6	8.7		8.5	9.5	6.5			75.9	68.5
Progression Factor		1.00	1.00	1.00		2.08	1.01	3.05			1.00	1.00
Incremental Delay, d2		0.2	0.4	0.2		3.4	0.4	0.0			22.9	0.1
Delay (s)		7.6	12.0	9.0		21.0	10.0	19.9			98.8	68.5
Level of Service		A	B	A		C	A	B			F	E
Approach Delay (s/veh)			11.7				11.2				84.2	
Approach LOS			B				B				F	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			17.4				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			180.0				Sum of lost time (s)			20.0		
Intersection Capacity Utilization			74.7%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: NW 68th Avenue & W Oakland Park Boulevard

P.M. Peak Hour
Future Total Conditions

				
Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	1	20	7	21
Future Volume (vph)	1	20	7	21
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	
Lane Util. Factor		1.00	1.00	
Frpb, ped/bikes		1.00	0.99	
Flpb, ped/bikes		1.00	1.00	
Frt		1.00	0.89	
Flt Protected		0.95	1.00	
Satd. Flow (prot)		1766	1635	
Flt Permitted		0.45	1.00	
Satd. Flow (perm)		839	1635	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1	22	8	23
RTOR Reduction (vph)	0	0	20	0
Lane Group Flow (vph)	0	23	11	0
Confl. Peds. (#/hr)	1	1		3
Confl. Bikes (#/hr)				
Turn Type	Perm	Perm	NA	
Protected Phases			8	
Permitted Phases	8	8		
Actuated Green, G (s)		23.9	23.9	
Effective Green, g (s)		23.9	23.9	
Actuated g/C Ratio		0.13	0.13	
Clearance Time (s)		6.0	6.0	
Vehicle Extension (s)		2.0	2.0	
Lane Grp Cap (vph)		111	217	
v/s Ratio Prot			0.01	
v/s Ratio Perm		0.03		
v/c Ratio		0.21	0.05	
Uniform Delay, d1		69.6	68.1	
Progression Factor		1.00	1.00	
Incremental Delay, d2		0.3	0.0	
Delay (s)		69.9	68.2	
Level of Service		E	E	
Approach Delay (s/veh)			68.9	
Approach LOS			E	
Intersection Summary				

Timings
2: NW 64th Avenue & W Oakland Park Boulevard

P.M. Peak Hour
Future Total Conditions

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations			  				  					
Traffic Volume (vph)	18	14	1386	210	28	194	1452	5	252	4	6	5
Future Volume (vph)	18	14	1386	210	28	194	1452	5	252	4	6	5
Turn Type	Perm	Perm	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases			6		5	5	2			4		8
Permitted Phases	6	6		6	2	2		2	4		8	
Detector Phase	6	6	6	6	5	5	2	2	4	4	8	8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	4.0	4.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	46.0	46.0	46.0	46.0
Total Split (s)	101.0	101.0	101.0	101.0	30.0	30.0	131.0	131.0	49.0	49.0	49.0	49.0
Total Split (%)	56.1%	56.1%	56.1%	56.1%	16.7%	16.7%	72.8%	72.8%	27.2%	27.2%	27.2%	27.2%
Yellow Time (s)	5.0	5.0	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	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	Lag	Lag	Lag	Lag	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 56 (31%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 115
 Control Type: Actuated-Coordinated

Splits and Phases: 2: NW 64th Avenue & W Oakland Park Boulevard



Queues
2: NW 64th Avenue & W Oakland Park Boulevard

P.M. Peak Hour
Future Total Conditions

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	34	1444	219	231	1513	5	263	140	6	19
v/c Ratio	0.20	0.48	0.22	0.79	0.42	0.00	0.88	0.31	0.03	0.05
Control Delay (s/veh)	32.6	32.5	14.7	35.7	11.9	0.0	95.9	9.6	50.5	24.9
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)	32.6	32.5	14.7	35.7	11.9	0.0	95.9	9.6	50.5	24.9
Queue Length 50th (ft)	25	480	77	86	256	0	303	4	6	5
Queue Length 95th (ft)	72	659	183	207	342	0	396	61	19	28
Internal Link Dist (ft)		576			538			484		158
Turn Bay Length (ft)	260		260	440		270	90			
Base Capacity (vph)	177	3037	1006	365	3653	1103	339	489	260	413
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.48	0.22	0.63	0.41	0.00	0.78	0.29	0.02	0.05
Intersection Summary										

HCM Signalized Intersection Capacity Analysis

2: NW 64th Avenue & W Oakland Park Boulevard

P.M. Peak Hour
Future Total Conditions

												
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	18	14	1386	210	28	194	1452	5	252	4	131	6
Future Volume (vph)	18	14	1386	210	28	194	1452	5	252	4	131	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0	7.0	6.0	6.0		6.0
Lane Util. Factor		1.00	0.91	1.00		1.00	0.91	1.00	1.00	1.00		1.00
Frpb, ped/bikes		1.00	1.00	0.98		1.00	1.00	0.97	1.00	0.98		1.00
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	1.00	0.99	1.00		0.99
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	0.85		1.00
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00		0.95
Satd. Flow (prot)		1764	5085	1551		1770	5085	1529	1751	1560		1759
Flt Permitted		0.16	1.00	1.00		0.12	1.00	1.00	0.75	1.00		0.57
Satd. Flow (perm)		297	5085	1551		233	5085	1529	1373	1560		1051
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	19	15	1444	219	29	202	1512	5	262	4	136	6
RTOR Reduction (vph)	0	0	0	82	0	0	0	1	0	106	0	0
Lane Group Flow (vph)	0	34	1444	137	0	231	1513	4	263	34	0	6
Confl. Peds. (#/hr)	4	4						4	8		6	6
Confl. Bikes (#/hr)				1				2				
Turn Type	Perm	Perm	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA		Perm
Protected Phases			6		5	5	2			4		
Permitted Phases	6	6		6	2	2		2	4			8
Actuated Green, G (s)		105.7	105.7	105.7		127.7	127.7	127.7	39.3	39.3		39.3
Effective Green, g (s)		105.7	105.7	105.7		127.7	127.7	127.7	39.3	39.3		39.3
Actuated g/C Ratio		0.59	0.59	0.59		0.71	0.71	0.71	0.22	0.22		0.22
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0	7.0	6.0	6.0		6.0
Vehicle Extension (s)		3.0	3.0	3.0		1.5	3.0	3.0	2.0	2.0		2.0
Lane Grp Cap (vph)		174	2986	910		293	3607	1084	299	340		229
v/s Ratio Prot			0.28			c0.07	0.30			0.02		
v/s Ratio Perm		0.11		0.09		c0.49		0.00	c0.19			0.01
v/c Ratio		0.20	0.48	0.15		0.79	0.42	0.00	0.88	0.10		0.03
Uniform Delay, d1		17.3	21.4	16.8		18.2	10.8	7.6	68.1	56.2		55.3
Progression Factor		1.26	1.37	3.62		1.00	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2		2.3	0.5	0.3		12.2	0.4	0.0	23.5	0.0		0.0
Delay (s)		24.2	29.8	61.2		30.4	11.2	7.6	91.6	56.3		55.3
Level of Service		C	C	E		C	B	A	F	E		E
Approach Delay (s/veh)			33.7				13.7			79.3		
Approach LOS			C				B			E		
Intersection Summary												
HCM 2000 Control Delay (s/veh)			29.6		HCM 2000 Level of Service					C		
HCM 2000 Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			180.0		Sum of lost time (s)					20.0		
Intersection Capacity Utilization			78.7%		ICU Level of Service					D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: NW 64th Avenue & W Oakland Park Boulevard

P.M. Peak Hour
Future Total Conditions

		
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	5	13
Future Volume (vph)	5	13
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.0	
Lane Util. Factor	1.00	
Frpb, ped/bikes	0.98	
Flpb, ped/bikes	1.00	
Frt	0.89	
Flt Protected	1.00	
Satd. Flow (prot)	1629	
Flt Permitted	1.00	
Satd. Flow (perm)	1629	
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	5	14
RTOR Reduction (vph)	11	0
Lane Group Flow (vph)	8	0
Confl. Peds. (#/hr)		8
Confl. Bikes (#/hr)		
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Actuated Green, G (s)	39.3	
Effective Green, g (s)	39.3	
Actuated g/C Ratio	0.22	
Clearance Time (s)	6.0	
Vehicle Extension (s)	2.0	
Lane Grp Cap (vph)	355	
v/s Ratio Prot	0.00	
v/s Ratio Perm		
v/c Ratio	0.02	
Uniform Delay, d1	55.3	
Progression Factor	1.00	
Incremental Delay, d2	0.0	
Delay (s)	55.3	
Level of Service	E	
Approach Delay (s/veh)	55.3	
Approach LOS	E	
Intersection Summary		

HCM 7th TWSC
3: NW 68th Avenue & NW 30th Street

P.M. Peak Hour
Future Total Conditions

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	2	5	4	4	15	4	235	9	12	279	8
Future Vol, veh/h	3	2	5	4	4	15	4	235	9	12	279	8
Conflicting Peds, #/hr	1	0	0	0	0	1	3	0	1	1	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	3	2	6	4	4	17	4	261	10	13	310	9
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	617	625	317	614	625	268	322	0	0	272	0	0
Stage 1	344	344	-	276	276	-	-	-	-	-	-	-
Stage 2	273	281	-	338	349	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	835	899	1417	837	899	1471	1232	-	-	1285	-	-
Stage 1	998	1026	-	1043	1059	-	-	-	-	-	-	-
Stage 2	1044	1057	-	1002	1024	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	805	880	1413	817	880	1468	1229	-	-	1284	-	-
Mov Cap-2 Maneuver	805	880	-	817	880	-	-	-	-	-	-	-
Stage 1	983	1010	-	1037	1054	-	-	-	-	-	-	-
Stage 2	1023	1051	-	983	1008	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s/v	8.47		8.15			0.13			0.31			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	29	-	-	1048	1170	72	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.011	0.022	0.01	-	-				
HCM Control Delay (s/veh)	7.9	0	-	8.5	8.1	7.8	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-				

HCM 7th TWSC
4: NW 64th Avenue & NW 30th Street

P.M. Peak Hour
Future Total Conditions

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	7	6	19	6	57	9	336	6	61	322	10
Future Vol, veh/h	8	7	6	19	6	57	9	336	6	61	322	10
Conflicting Peds, #/hr	9	0	3	3	0	9	11	0	9	9	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	9	8	7	21	7	62	10	365	7	66	350	11
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	896	899	369	886	902	386	372	0	0	381	0	0
Stage 1	499	499	-	397	397	-	-	-	-	-	-	-
Stage 2	397	400	-	489	504	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	694	786	1362	698	785	1344	1181	-	-	1172	-	-
Stage 1	903	954	-	964	1001	-	-	-	-	-	-	-
Stage 2	964	1000	-	908	952	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	591	709	1344	625	708	1322	1169	-	-	1162	-	-
Mov Cap-2 Maneuver	591	709	-	625	708	-	-	-	-	-	-	-
Stage 1	829	877	-	946	982	-	-	-	-	-	-	-
Stage 2	896	981	-	830	875	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v	9.93		8.95		0.21		1.29					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	46	-	-	753	1000	278	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.03	0.089	0.057	-	-				
HCM Control Delay (s/veh)	8.1	0	-	9.9	9	8.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.2	-	-				

Intersection														
Int Delay, s/veh	0.5													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↑↑↑	↗		↔	↑↑↑	↗			↗			↗
Traffic Vol, veh/h	3	14	1509	27	2	26	1279	10	0	0	22	0	0	12
Future Vol, veh/h	3	14	1509	27	2	26	1279	10	0	0	22	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	4	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	150	-	160	-	150	-	125	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	3	16	1755	31	2	30	1487	12	0	0	26	0	0	14
Major/Minor	Major1			Major2			Minor1			Minor2				
Conflicting Flow All	1086	1499	0	0	1281	1786	0	0	-	-	877	-	-	748
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.66	5.36	-	-	5.66	5.36	-	-	-	-	3.7	-	-	3.7
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.33	3.13	-	-	2.33	3.13	-	-	-	-	2	-	-	2
Pot Cap-1 Maneuver	390	221	-	-	303	159	-	-	0	0	923	0	0	1020
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	239	239	-	-	164	164	-	-	-	-	923	-	-	1016
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB				
HCM Control Delay, s/v	0.23			0.69			9.01			8.59				
HCM LOS							A			A				
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1						
Capacity (veh/h)	923	239	-	-	164	-	-	1016						
HCM Lane V/C Ratio	0.028	0.083	-	-	0.199	-	-	0.014						
HCM Control Delay (s/veh)	9	21.4	-	-	32.3	-	-	8.6						
HCM Lane LOS	A	C	-	-	D	-	-	A						
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0.7	-	-	0						

Appendix K

Entry Gate Analysis Worksheets

Resident West Entry Gate Analysis (A.M. Peak Hour)

Arrival Rate

IN
11

 veh/hr

Service Rate

IN
0.100

 mins/veh

Number of Entry Gates (N) = 1
 Level of Confidence = 0.95
 Storage Provided On-Site = 4 vehicles
 Total Entering Vehicles(q) = 11 veh/hr
 Service Capacity per N (60 mins/Service Rate) (Q) = 600.00 veh/hr/pos
 Average Service Rate (t) = 0.10 mins/veh
 rho (t/Q) = 0.018

Expected (avg.) number of vehicles in the system	E(m)=	0.00	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.02	
Mean time in the queue	E(w)=	0.00	mins
Mean time in system	E(t)=	0.10	mins

Proportion of customers who wait (P) (E(w) > 0) = 1.83%
 Probability of a queue exceeding a length (M) P(x > M) = 5.00%

Queue length which is exceeded 5.00% of the time is equal to less than one (1) vehicle.

Resident West Entry Gate Analysis (P.M. Peak Hour)

Arrival Rate

IN
31

 veh/hr

Service Rate

IN
0.100

 mins/veh

Number of Entry Gates (N) = 1
 Level of Confidence = 0.95
 Storage Provided On-Site = 4 vehicles
 Total Entering Vehicles(q) = 31 veh/hr
 Service Capacity per N (60 mins/Service Rate) (Q) = 600.00 veh/hr/pos
 Average Service Rate (t) = 0.10 mins/veh
 rho (t/Q) = 0.052

Expected (avg.) number of vehicles in the system	E(m)=	0.00	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.05	
Mean time in the queue	E(w)=	0.01	mins
Mean time in system	E(t)=	0.11	mins

Proportion of customers who wait (P) (E(w) > 0) = 5.17%
 Probability of a queue exceeding a length (M) P(x > M) = 5.00%

Queue length which is exceeded 5.00% of the time is equal to less than one (1) vehicle.

Visitor West Entry Gate Analysis (A.M. Peak Hour)

Arrival Rate

IN
1

 veh/hr

Service Rate

IN
1.000

 mins/veh

Number of Entry Gates (N) = 1
 Level of Confidence = 0.95
 Storage Provided On-Site = 4 vehicles
 Total Entering Vehicles(q) = 1 veh/hr
 Service Capacity per N (60 mins/Service Rate) (Q) = 60.00 veh/hr/pos
 Average Service Rate (t) = 1.00 mins/veh
 rho (t/Q) = 0.017

Expected (avg.) number of vehicles in the system E(m)= 0.00
 Expected (avg.) number of vehicles waiting in queue E(n)= 0.02
 Mean time in the queue E(w)= 0.02 mins
 Mean time in system E(t)= 1.02 mins

Proportion of customers who wait (P) (E(w) > 0)= 1.67%
 Probability of a queue exceeding a length (M) P(x > M)= 5.00%

Queue length which is exceeded 5.00% of the time is equal to less than one (1) vehicle.

Visitor West Entry Gate Analysis (P.M. Peak Hour)

Arrival Rate

IN
3

 veh/hr

Service Rate

IN
1.000

 mins/veh

Number of Entry Gates (N) = 1
 Level of Confidence = 0.95
 Storage Provided On-Site = 4 vehicles
 Total Entering Vehicles(q) = 3 veh/hr
 Service Capacity per N (60 mins/Service Rate) (Q) = 60.00 veh/hr/pos
 Average Service Rate (t) = 1.00 mins/veh
 rho (t/Q) = 0.050

Expected (avg.) number of vehicles in the system E(m)= 0.00
 Expected (avg.) number of vehicles waiting in queue E(n)= 0.05
 Mean time in the queue E(w)= 0.05 mins
 Mean time in system E(t)= 1.05 mins

Proportion of customers who wait (P) (E(w) > 0)= 5.00%
 Probability of a queue exceeding a length (M) P(x > M)= 5.00%

Queue length which is exceeded 5.00% of the time is equal to less than one (1) vehicle.

Resident East Entry Gate Analysis (A.M. Peak Hour)

Arrival Rate

IN
6

 veh/hr

Service Rate

IN
0.100

 mins/veh

Number of Entry Gates (N) = 1
 Level of Confidence = 0.95
 Storage Provided On-Site = 9 vehicles
 Total Entering Vehicles(q) = 6 veh/hr
 Service Capacity per N (60 mins/Service Rate) (Q) = 600.00 veh/hr/pos
 Average Service Rate (t) = 0.10 mins/veh
 rho (t/Q) = 0.010

Expected (avg.) number of vehicles in the system	E(m)=	0.00	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.01	
Mean time in the queue	E(w)=	0.00	mins
Mean time in system	E(t)=	0.10	mins

Proportion of customers who wait (P) (E(w) > 0)=	1.00%
Probability of a queue exceeding a length (M) P(x > M)=	5.00%

Queue length which is exceeded 5.00% of the time is equal to less than one (1) vehicle.

Resident East Entry Gate Analysis (P.M. Peak Hour)

Arrival Rate

IN
17

 veh/hr

Service Rate

IN
0.100

 mins/veh

Number of Entry Gates (N) = 1
 Level of Confidence = 0.95
 Storage Provided On-Site = 9 vehicles
 Total Entering Vehicles(q) = 17 veh/hr
 Service Capacity per N (60 mins/Service Rate) (Q) = 600.00 veh/hr/pos
 Average Service Rate (t) = 0.10 mins/veh
 rho (t/Q) = 0.028

Expected (avg.) number of vehicles in the system	E(m)=	0.00	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.03	
Mean time in the queue	E(w)=	0.00	mins
Mean time in system	E(t)=	0.10	mins

Proportion of customers who wait (P) (E(w) > 0)=	2.83%
Probability of a queue exceeding a length (M) P(x > M)=	5.00%

Queue length which is exceeded 5.00% of the time is equal to less than one (1) vehicle.

Visitor East Entry Gate Analysis (A.M. Peak Hour)

Arrival Rate

IN
1

 veh/hr

Service Rate

IN
1.000

 mins/veh

Number of Entry Gates (N) = 1
 Level of Confidence = 0.95
 Storage Provided On-Site = 9 vehicles
 Total Entering Vehicles(q) = 1 veh/hr
 Service Capacity per N (60 mins/Service Rate) (Q) = 60.00 veh/hr/pos
 Average Service Rate (t) = 1.00 mins/veh
 rho (t/Q) = 0.017

Expected (avg.) number of vehicles in the system E(m)= 0.00
 Expected (avg.) number of vehicles waiting in queue E(n)= 0.02
 Mean time in the queue E(w)= 0.02 mins
 Mean time in system E(t)= 1.02 mins

Proportion of customers who wait (P) (E(w) > 0)= 1.67%
 Probability of a queue exceeding a length (M) P(x > M)= 5.00%

Queue length which is exceeded 5.00% of the time is equal to less than one (1) vehicle.

Visitor East Entry Gate Analysis (P.M. Peak Hour)

Arrival Rate

IN
2

 veh/hr

Service Rate

IN
1.000

 mins/veh

Number of Entry Gates (N) = 1
 Level of Confidence = 0.95
 Storage Provided On-Site = 9 vehicles
 Total Entering Vehicles(q) = 2 veh/hr
 Service Capacity per N (60 mins/Service Rate) (Q) = 60.00 veh/hr/pos
 Average Service Rate (t) = 1.00 mins/veh
 rho (t/Q) = 0.033

Expected (avg.) number of vehicles in the system E(m)= 0.00
 Expected (avg.) number of vehicles waiting in queue E(n)= 0.03
 Mean time in the queue E(w)= 0.03 mins
 Mean time in system E(t)= 1.03 mins

Proportion of customers who wait (P) (E(w) > 0)= 3.33%
 Probability of a queue exceeding a length (M) P(x > M)= 5.00%

Queue length which is exceeded 5.00% of the time is equal to less than one (1) vehicle.

Table 4-4. PARC Service Rates

	Veh/hr	Sec/veh
Prepaid Frequent Parker Entry or Exit	435	8.3
Insertion Card	600	6.0
Proximity Card	800	4.5
Automatic Veh ID		
Pay Per Use Patron Vehicular Entry	400	9.0
Push Button Ticket	450	8.0
Auto Spit Ticket	200	18.0
Pay on Entry-flat fee, gated, ticketed	300	12.0
Pay on Entry flat-fee, non gated/ticketed		
Pay Per Use Patron Vehicular Exits		
Cash to cashier-Variable Rate	135	26.7
Credit card-online check (telephone line) and sign	95	38.0
Credit card online check but no sign	110	32.7
Credit card-batched or high speed line and no sign	175	20.7
Validated for free parking	300	12.0
Flat Rate Transaction (gated)	180	20.0
LPI if front plate	100	36.0
LPI if rear plate only	80	45.0
LPR	120	30.0
Insertion Ticket for POF Validation	360	10.0
POF Central Pay to Cashier		
Cash to POF cashier - Variable Rate	175	20.7
Credit card-online check (telephone line) and sign	115	32.7
Credit card-online check but no sign	135	26.7
Credit card-batched or high speed line and no sign	245	14.7
Validated for free parking	600	6.0
POF Central Pay to Machine		
Cash to APS-Variable Rate		
Credit card - online check (telephone line) and sign	75	48.0
Credit card - online check but no sign	NA	NA
Credit card - batched or high speed line and no sign	66	54.5
Validated for free parking	100	36.0
	240	15.0

Sharp turns in the approach to equipment lanes have a significant impact on μ . When it is more difficult for a patron to pull into the lane from the first position in the queue, seconds are lost from each transaction. This loss can be accounted for by **adding** seconds to the average transaction time to represent the turning factor. See Figure 4-10 for diagrams showing appropriate turning factors for design. If, for example, the design of a lane equipped with an insertion card reader requires a very difficult turn into the lane, and thus adds five seconds to the average transaction, the adjusted service rate is $3600/(8.3+5=13.3)$ seconds per transaction.

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Introduction

Entry to your building or complex is controlled by a Linear Access Telephone Entry System. Please read and refer to these instructions for details on using the system. These instructions will explain how to take calls and grant access to visitors as well as how to use any entry codes issued to you.

Visitors Calling

When a visitor desires to enter your building or complex, *you will have control whether the visitor will be allowed to enter or not*. Your name has been entered and a personal directory code number has been reserved in the entry system.

Your Name Displayed: _____

Your Directory Code Number: _____

A visitor can view an alphabetic list of all the names on the entry system's display. When the visitor selects your name, your directory code number is also displayed. With your name displayed, the visitor presses the  button and the system will automatically call you. *Your telephone number will never be displayed to the visitor.*

Once a visitor has learned your directory code number, they can press  first, then enter your directory code number to have the system call you. This avoids having to scroll through the list of names.

If you are currently using the telephone, and do not have call waiting, the system's display will tell the visitor your line is in use (if you have call waiting, simply switch to the visitor, grant or deny access, then switch back to your call).

Responding to a Visitor's Call

When you answer a visitor's call, talk to the visitor on your telephone and decide if you want to let them enter or not. There is a limited time (typically 1 minute) allowed for the call. During the last ten seconds allowed, beeps will sound to warn you of the limited time. You can press  to extend the talking time.

Choose one of these two options on your telephone:

Press  to unlock the door or open the gate, then hang up.

Press  to disconnect the visitor *without* granting access, then hang up.

Using Entry Codes

You may have been assigned the following 4-digit entry code(s) to allow your own secure access.

Your Entry Code(s): _____

Press  first to clear the keypad (optional), then your entry code to unlock the door or open the gate.

If you make a mistake entering an entry code, press  to reset the keypad, then enter the correct code.

To maintain security, keep your code(s) private. Be sure this instruction sheet is not viewed by others if a code is filled in above or if a telephone number is filled in below.

Resident Call-back

Your system has an optional feature called "Resident Call-back". If the system was setup with this feature active, you can call the system yourself from your telephone to communicate with a visitor in case you just missed the visitor's call. Your call to the system must be **within 60 seconds** of when the visitor tried to call you. When you call the system, it will answer with one short beep. After talking to the visitor, you can press your entry code on the telephone keys to grant access or press  to deny access.

Your Resident Call-back Number is: _____