

SE17th Ave btw SE2nd St and
SE2nd Ct
Date Start: 17-Sep-24
Date End: 19-Sep-24

Start Time	19-Sep-24 Thu	NB	SB	Total
12:00 PM		3	0	3
12:15		2	0	2
12:30		0	4	4
12:45		1	1	2
01:00		0	1	1
01:15		1	1	2
01:30		3	3	6
01:45		1	1	2
02:00		1	1	2
02:15		1	0	1
02:30		2	2	4
02:45		0	0	0
03:00		0	3	3
03:15		0	4	4
03:30		0	1	1
03:45		2	2	4
04:00		0	2	2
04:15		1	1	2
04:30		0	4	4
04:45		2	0	2
05:00		1	0	1
05:15		1	1	2
05:30		0	2	2
05:45		1	1	2
06:00		2	0	2
06:15		0	0	0
06:30		0	0	0
06:45		0	5	5
07:00		2	1	3
07:15		1	0	1
07:30		0	0	0
07:45		1	0	1
08:00		1	0	1
08:15		1	1	2
08:30		1	2	3
08:45		0	2	2
09:00		0	0	0
09:15		0	0	0
09:30		0	1	1
09:45		1	0	1
10:00		0	0	0
10:15		0	0	0
10:30		0	2	2
10:45		0	0	0
11:00		0	0	0
11:15		0	0	0
11:30		0	0	0
11:45		0	0	0
Total		33	49	82
Percent		40.2%	59.8%	
Peak	-	12:00	15:00	13:15
Vol.	-	6	10	12
P.H.F.		0.500	0.625	0.500
Grand Total		193	259	452
Percent		42.7%	57.3%	
ADT		ADT 151	AADT 151	



FDOT Peak Season Factor

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8600 EAST-A1A TO US1

WEEK	DATES	SF	MOCF: 0.91 PSCF
1	01/01/2023 - 01/07/2023	1.01	1.11
2	01/08/2023 - 01/14/2023	0.98	1.08
* 3	01/15/2023 - 01/21/2023	0.95	1.04
* 4	01/22/2023 - 01/28/2023	0.93	1.02
* 5	01/29/2023 - 02/04/2023	0.92	1.01
* 6	02/05/2023 - 02/11/2023	0.91	1.00
* 7	02/12/2023 - 02/18/2023	0.89	0.98
* 8	02/19/2023 - 02/25/2023	0.89	0.98
* 9	02/26/2023 - 03/04/2023	0.89	0.98
*10	03/05/2023 - 03/11/2023	0.89	0.98
*11	03/12/2023 - 03/18/2023	0.89	0.98
*12	03/19/2023 - 03/25/2023	0.91	1.00
*13	03/26/2023 - 04/01/2023	0.92	1.01
*14	04/02/2023 - 04/08/2023	0.94	1.03
*15	04/09/2023 - 04/15/2023	0.96	1.05
16	04/16/2023 - 04/22/2023	0.97	1.07
17	04/23/2023 - 04/29/2023	0.97	1.07
18	04/30/2023 - 05/06/2023	0.98	1.08
19	05/07/2023 - 05/13/2023	0.98	1.08
20	05/14/2023 - 05/20/2023	0.99	1.09
21	05/21/2023 - 05/27/2023	1.01	1.11
22	05/28/2023 - 06/03/2023	1.03	1.13
23	06/04/2023 - 06/10/2023	1.05	1.15
24	06/11/2023 - 06/17/2023	1.07	1.18
25	06/18/2023 - 06/24/2023	1.06	1.16
26	06/25/2023 - 07/01/2023	1.06	1.16
27	07/02/2023 - 07/08/2023	1.05	1.15
28	07/09/2023 - 07/15/2023	1.05	1.15
29	07/16/2023 - 07/22/2023	1.06	1.16
30	07/23/2023 - 07/29/2023	1.08	1.19
31	07/30/2023 - 08/05/2023	1.09	1.20
32	08/06/2023 - 08/12/2023	1.11	1.22
33	08/13/2023 - 08/19/2023	1.12	1.23
34	08/20/2023 - 08/26/2023	1.13	1.24
35	08/27/2023 - 09/02/2023	1.14	1.25
36	09/03/2023 - 09/09/2023	1.15	1.26
37	09/10/2023 - 09/16/2023	1.17	1.29
38	09/17/2023 - 09/23/2023	1.15	1.26
39	09/24/2023 - 09/30/2023	1.14	1.25
40	10/01/2023 - 10/07/2023	1.13	1.24
41	10/08/2023 - 10/14/2023	1.12	1.23
42	10/15/2023 - 10/21/2023	1.11	1.22
43	10/22/2023 - 10/28/2023	1.09	1.20
44	10/29/2023 - 11/04/2023	1.08	1.19
45	11/05/2023 - 11/11/2023	1.07	1.18
46	11/12/2023 - 11/18/2023	1.06	1.16
47	11/19/2023 - 11/25/2023	1.04	1.14
48	11/26/2023 - 12/02/2023	1.03	1.13
49	12/03/2023 - 12/09/2023	1.02	1.12
50	12/10/2023 - 12/16/2023	1.01	1.11
51	12/17/2023 - 12/23/2023	0.99	1.09
52	12/24/2023 - 12/30/2023	0.97	1.07
53	12/31/2023 - 12/31/2023	0.95	1.04

* PEAK SEASON

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

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

* PEAK SEASON

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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

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2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8659 BROWARD I595

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

* PEAK SEASON

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4_8659_PKSEASON.TXT

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8675 BROWARD I75 URBAN

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

* PEAK SEASON

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4_8675_PKSEASON.TXT

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8676 BROWARD I75 RURAL

WEEK	DATES	SF	MOCF: 0.93 PSCF
* 1	01/01/2023 - 01/07/2023	0.96	1.03
* 2	01/08/2023 - 01/14/2023	0.95	1.02
* 3	01/15/2023 - 01/21/2023	0.94	1.01
* 4	01/22/2023 - 01/28/2023	0.93	1.00
* 5	01/29/2023 - 02/04/2023	0.92	0.99
* 6	02/05/2023 - 02/11/2023	0.90	0.97
* 7	02/12/2023 - 02/18/2023	0.89	0.96
* 8	02/19/2023 - 02/25/2023	0.90	0.97
* 9	02/26/2023 - 03/04/2023	0.92	0.99
*10	03/05/2023 - 03/11/2023	0.93	1.00
*11	03/12/2023 - 03/18/2023	0.94	1.01
*12	03/19/2023 - 03/25/2023	0.95	1.02
*13	03/26/2023 - 04/01/2023	0.97	1.04
14	04/02/2023 - 04/08/2023	0.98	1.05
15	04/09/2023 - 04/15/2023	0.99	1.06
16	04/16/2023 - 04/22/2023	1.01	1.09
17	04/23/2023 - 04/29/2023	1.02	1.10
18	04/30/2023 - 05/06/2023	1.04	1.12
19	05/07/2023 - 05/13/2023	1.05	1.13
20	05/14/2023 - 05/20/2023	1.07	1.15
21	05/21/2023 - 05/27/2023	1.09	1.17
22	05/28/2023 - 06/03/2023	1.10	1.18
23	06/04/2023 - 06/10/2023	1.12	1.20
24	06/11/2023 - 06/17/2023	1.13	1.22
25	06/18/2023 - 06/24/2023	1.11	1.19
26	06/25/2023 - 07/01/2023	1.09	1.17
27	07/02/2023 - 07/08/2023	1.06	1.14
28	07/09/2023 - 07/15/2023	1.04	1.12
29	07/16/2023 - 07/22/2023	1.04	1.12
30	07/23/2023 - 07/29/2023	1.05	1.13
31	07/30/2023 - 08/05/2023	1.05	1.13
32	08/06/2023 - 08/12/2023	1.06	1.14
33	08/13/2023 - 08/19/2023	1.06	1.14
34	08/20/2023 - 08/26/2023	1.06	1.14
35	08/27/2023 - 09/02/2023	1.05	1.13
36	09/03/2023 - 09/09/2023	1.05	1.13
37	09/10/2023 - 09/16/2023	1.05	1.13
38	09/17/2023 - 09/23/2023	1.03	1.11
39	09/24/2023 - 09/30/2023	1.02	1.10
40	10/01/2023 - 10/07/2023	1.01	1.09
41	10/08/2023 - 10/14/2023	1.00	1.08
42	10/15/2023 - 10/21/2023	0.99	1.06
43	10/22/2023 - 10/28/2023	0.98	1.05
44	10/29/2023 - 11/04/2023	0.98	1.05
45	11/05/2023 - 11/11/2023	0.97	1.04
46	11/12/2023 - 11/18/2023	0.96	1.03
47	11/19/2023 - 11/25/2023	0.96	1.03
48	11/26/2023 - 12/02/2023	0.96	1.03
49	12/03/2023 - 12/09/2023	0.96	1.03
50	12/10/2023 - 12/16/2023	0.96	1.03
51	12/17/2023 - 12/23/2023	0.95	1.02
52	12/24/2023 - 12/30/2023	0.95	1.02
53	12/31/2023 - 12/31/2023	0.94	1.01

* PEAK SEASON

09-MAR-2024 18:41:40

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2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8695 BROWARD I95

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

* PEAK SEASON

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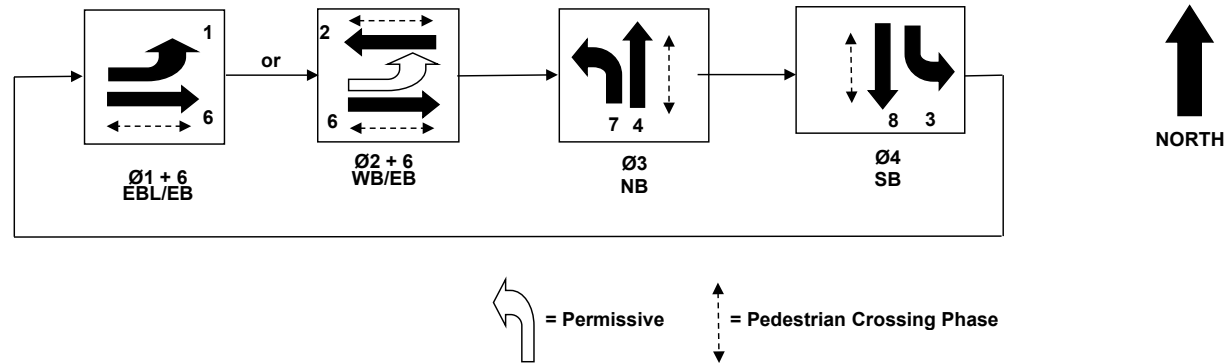
APPENDIX B



Signal Timings

Sequence of Operation

E Las Olas Boulevard and SE 15 Avenue
Intersection Number 2033 (Fort Lauderdale)



Station : 2033 - E Las Olas Blvd & SE 15 Ave (Standard File)

Phase	1 (EL)	2 (ER)	3 (NR)	4 (SR)	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7										
Ped Clearance		11		17		11										
Min Green	4	7	6	6		7										
Gap Ext	1.5		2	3												
Max1	10	35	20	25		35			10	35	20	25		35		
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1	1	2	2		1			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				55												
Dynamic Max Step				10												
Enable	ON	ON	ON	ON		ON										
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall																
Max Recall		ON				ON										
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

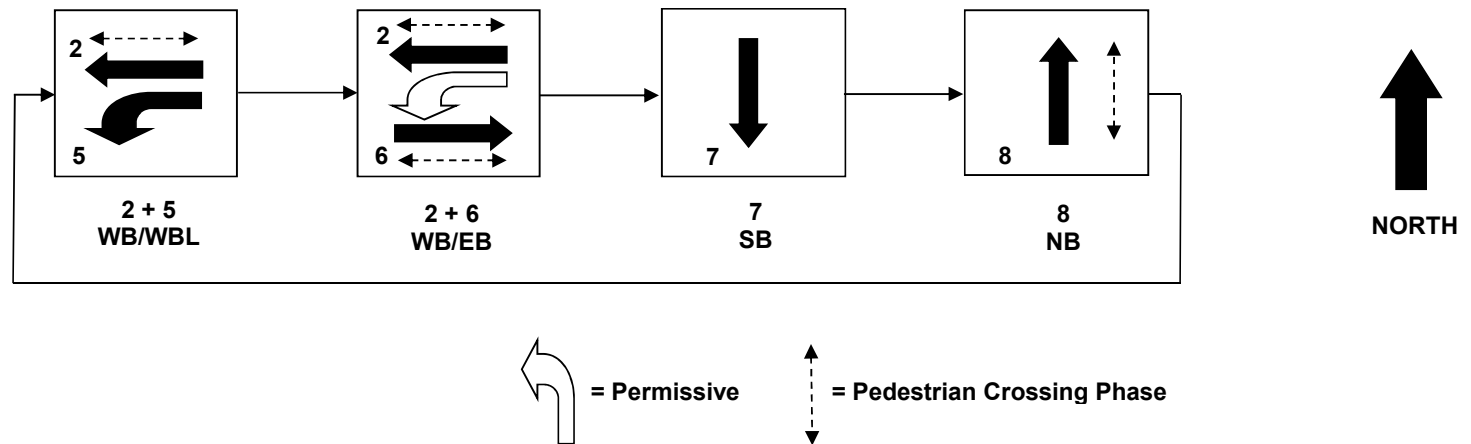
Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180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

Preempt LP

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

Sequence of Operation

Broward Boulevard and E 15 Avenue
Intersection Number 2091 (Fort Lauderdale) Mod 19 and Higher



Station : 2091 - Broward Blvd & E 15 Ave (Standard File)

Phase	1	2 (WT)	3	4	5 (WL)	6 (ET)	7 (ST)	8 (NT)	9	10	11	12	13	14	15	16
Walk		7				7		7								
Ped Clearance		15				15		14								
Min Green		10			4	10	6	6								
Gap Ext		3			1.5	3	2	2								
Max1		20			8	20	12	30								
Max2																
Yellow Clr		4			4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2			2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit								55								
Dynamic Max Step								10								
Enable		ON			ON	ON	ON	ON								
Auto Flash Entry																
Auto Flash Exit																
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																
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

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

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				

[illegible]

Broward County

Timing Sheet

12/10/2024 12:31:23 PM

Station : 2091 - Broward Blvd & E 15 Ave (Standard File)

[illegible]

Scheduler

[illegible]



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2033	Initial Operation Date	2/14/72
Controller Type	2070 LN	System Number	2033
Modification Number	19	Modification Date	07/11/2024
Drawing/Project No	FTL MODIFICATION	FPL Grid Number	87779239004
Intersection	E LAS OLAS BLVD and SE 15 AVENUE		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	4,7	3,8		6		
Direction	EBL	WB	NB	SB		EB		
Initial Green(MIN)	4	7	6	6		7		
Vehicle Ext.(GAP)	1.5	0.0	2.0	2.0		0.0		
Maximum Green I	10	35	20	25*		35		
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0		4.0		
All Red Clearance	2.0	2.0	2.0	2.0		2.0		
Phase Recall	OFF	MAX	OFF	NOTE 4		MAX		
Detector Delay								
Walk		7 + L		7 + L		7 + L		
Pedestrian Clearance		11		17		11		
Permissive	5-SECT							
Flash Operation		YELLOW	RED	RED		YELLOW		

Attachment

NOTES:

1. DETECTION NOT USED EAST/WEST, SIGNAL OPERATES SEMI-ACTUATED.
2. LEAD PEDESTRIAN INTERVAL: 3 SECONDS PHASE 2, 4 AND 6.
3. * DYNAMIC MAXIMUM GREEN = 55, INTERVAL = 10.
4. TIME OF DAY 60 SECOND MAX RECALL SB (PHASE 4):
M-F 1000-2000, SAT 1000-0000, SUN 1000-2000. RECALL OFF W/ DYNAMIC MAX ALL OTHER TIMES.
5. MOD. 19 REFLECTS REMOVAL OF FORMER HEAD 2R (WBR) PER CITY PROJECT.

Submitted By _____

Approved By _____



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2091	Initial Operation Date	10/30/62
Controller Type	2070 LX (BIU)	System Number	2091
Modification Number	21	Modification Date	03/15/2022
Drawing/Project No	2091	FPL Grid Number	87780231607
Intersection	BROWARD BOULEVARD and E 15 AVENUE		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2			5	6	3,8	4,7
Direction		WB			WBL	EB	SB	NB
Initial Green(MIN)		10			4	10	6	6
Vehicle Ext.(GAP)		3.0			1.5	3.0	2.0	2.0
Maximum Green I		20			8	20	12	30*
Maximum Green II								
Yellow Clearance		4.0			4.0	4.0	4.0	4.0
All Red Clearance		2.0			2.0	2.0	2.0	2.0
Phase Recall		MIN			OFF	MIN	OFF	OFF
Detector Delay								
Walk		7				7		7
Pedestrian Clearance		15				15		14
Permissive					YES			
Flash Operation		YELLOW				YELLOW	RED	RED

Attachment

NOTES:

1. ANTI-BACKDOWN: PHASES 2+6 ON--->OMIT PHASE 5.
2. * DYNAMIC MAX PHASE 8 (NB): MAX = 55, STEP = 10.
3. MOD. 21 ADDS DYNAMIC MAX PARAMETERS.

Submitted By _____

Approved By _____



Synchro Reports



Base Scenario

HCM Signalized Intersection Capacity Analysis

9: SE 15th Ave./NE 15th Ave. & Broward Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	159	375	77	204	3	301	68	20	2	115	58
Future Volume (vph)	30	159	375	77	204	3	301	68	20	2	115	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0			6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.97			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1859		1770	1799			1861	1583
Flt Permitted	0.62	1.00	1.00	0.46	1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)	1151	1863	1583	860	1859		1770	1799			1861	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	173	408	84	222	3	327	74	22	2	125	63
RTOR Reduction (vph)	0	0	320	0	1	0	0	13	0	0	0	57
Lane Group Flow (vph)	33	173	88	84	224	0	327	83	0	0	127	6
Turn Type	Perm	NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases		6		5	2		8	8		7	7	
Permitted Phases	6		6	2								7
Actuated Green, G (s)	14.9	14.9	14.9	26.0	26.0		18.2	18.2			7.1	7.1
Effective Green, g (s)	14.9	14.9	14.9	26.0	26.0		18.2	18.2			7.1	7.1
Actuated g/C Ratio	0.22	0.22	0.22	0.38	0.38		0.26	0.26			0.10	0.10
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0			6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	1.5	3.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)	247	400	340	389	697		464	472			190	162
v/s Ratio Prot		c0.09		0.02	c0.12		c0.18	0.05			c0.07	
v/s Ratio Perm	0.03		0.06	0.06								0.00
v/c Ratio	0.13	0.43	0.26	0.22	0.32		0.70	0.18			0.67	0.04
Uniform Delay, d1	22.0	23.5	22.6	14.5	15.4		23.1	19.8			30.0	28.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	0.2	0.8	0.4	0.1	0.3		4.0	0.1			6.7	0.0
Delay (s)	22.2	24.3	23.0	14.6	15.7		27.1	19.8			36.7	28.1
Level of Service	C	C	C	B	B		C	B			D	C
Approach Delay (s/veh)		23.3			15.4			25.4			33.8	
Approach LOS		C			B			C			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			23.6			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			69.3			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			57.6%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

8: SE 15th Ave. & Las Olas Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	332	16	11	239	292	10	36	9	435	70	26
Future Volume (vph)	21	332	16	11	239	292	10	36	9	435	70	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0		6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00		1.00		0.95	0.95	
Frt	1.00	0.99		1.00	1.00	0.85		0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99		0.95	0.97	
Satd. Flow (prot)	1770	3515		1770	1863	1583		1804		1681	1690	
Flt Permitted	0.50	1.00		0.53	1.00	1.00		0.99		0.95	0.97	
Satd. Flow (perm)	929	3515		983	1863	1583		1804		1681	1690	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	361	17	12	260	317	11	39	10	473	76	28
RTOR Reduction (vph)	0	2	0	0	0	166	0	0	0	0	3	0
Lane Group Flow (vph)	23	376	0	12	260	151	0	60	0	289	285	0
Turn Type	pm+pt	NA		Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases	1	6			2		3	3		4	4	
Permitted Phases	6			2		2						
Actuated Green, G (s)	53.9	53.9		46.9	46.9	46.9		6.4		20.9	20.9	
Effective Green, g (s)	53.9	53.9		46.9	46.9	46.9		6.4		20.9	20.9	
Actuated g/C Ratio	0.55	0.55		0.48	0.48	0.48		0.07		0.21	0.21	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		6.0		6.0	6.0	
Vehicle Extension (s)	1.5	0.2		0.2	0.2	0.2		2.0		3.0	3.0	
Lane Grp Cap (vph)	527	1929		469	889	756		117		357	359	
v/s Ratio Prot	0.00	c0.11			c0.14			c0.03		c0.17	0.17	
v/s Ratio Perm	0.02			0.01		0.10						
v/c Ratio	0.04	0.19		0.03	0.29	0.20		0.51		0.81	0.79	
Uniform Delay, d1	10.5	11.2		13.6	15.6	14.8		44.4		36.8	36.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.0	0.2		0.1	0.8	0.6		1.6		12.7	11.4	
Delay (s)	10.5	11.4		13.7	16.4	15.4		46.0		49.4	48.0	
Level of Service	B	B		B	B	B		D		D	D	
Approach Delay (s/veh)		11.4			15.8			46.0			48.7	
Approach LOS		B			B			D			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			27.5				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			98.2				Sum of lost time (s)			22.0		
Intersection Capacity Utilization			48.0%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

5: SE 12th Ave./NE 12th Ave. & Broward Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	695	39	21	638	5	33	3	18	20	10	15
Future Volume (Veh/h)	24	695	39	21	638	5	33	3	18	20	10	15
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	755	42	23	693	5	36	3	20	22	11	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL				TWLTL							
Median storage veh	2				2							
Upstream signal (ft)					894							
pX, platoon unblocked												
vC, conflicting volume	698			797			1242	1572	399	1193	1591	349
vC1, stage 1 conf vol							828	828		742	742	
vC2, stage 2 conf vol							414	744		451	849	
vCu, unblocked vol	698			797			1242	1572	399	1193	1591	349
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			97			87	99	97	93	96	98
cM capacity (veh/h)	894			821			285	279	601	310	273	647
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	26	503	294	23	462	236	59	49				
Volume Left	26	0	0	23	0	0	36	22				
Volume Right	0	0	42	0	0	5	20	16				
cSH	894	1700	1700	821	1700	1700	346	360				
Volume to Capacity	0.03	0.30	0.17	0.03	0.27	0.14	0.17	0.14				
Queue Length 95th (ft)	2	0	0	2	0	0	15	12				
Control Delay (s/veh)	9.1	0.0	0.0	9.5	0.0	0.0	17.5	16.6				
Lane LOS	A			A			C	C				
Approach Delay (s/veh)	0.3			0.3			17.5	16.6				
Approach LOS							C	C				
Intersection Summary												
Average Delay				1.4								
Intersection Capacity Utilization				31.6%	ICU Level of Service			A				
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

13: SE 16th Ave./NE 16th Ave. & Broward Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	190	21	0	207	3	0	0	58	0	0	55
Future Volume (Veh/h)	0	190	21	0	207	3	0	0	58	0	0	55
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	207	23	0	225	3	0	0	63	0	0	60
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)	441											
pX, platoon unblocked				0.93				0.93	0.93	0.93	0.93	0.93
vC, conflicting volume	228				230				505	447	219	508
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	228				139				434	371	127	437
tC, single (s)	4.1				4.1				7.1	6.5	6.2	7.1
tC, 2 stage (s)												
tF (s)	2.2				2.2				3.5	4.0	3.3	3.5
p0 queue free %	100				100				100	100	93	100
cM capacity (veh/h)	1340				1348				460	521	862	458
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	230	228	63	60								
Volume Left	0	0	0	0								
Volume Right	23	3	63	60								
cSH	1700	1700	862	813								
Volume to Capacity	0.14	0.13	0.07	0.07								
Queue Length 95th (ft)	0	0	6	6								
Control Delay (s/veh)	0.0	0.0	9.5	9.8								
Lane LOS				A	A							
Approach Delay (s/veh)	0.0	0.0	9.5	9.8								
Approach LOS				A	A							
Intersection Summary												
Average Delay				2.0								
Intersection Capacity Utilization				21.5%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

17: SE 17th Ave & Broward Blvd.

02/06/2025

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	228	16	0	213	0	7
Future Volume (Veh/h)	228	16	0	213	0	7
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	248	17	0	232	0	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	897					
pX, platoon unblocked						
vC, conflicting volume			265		489	257
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			265		489	257
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			1299		539	782
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	265	232	8			
Volume Left	0	0	0			
Volume Right	17	0	8			
cSH	1700	1700	782			
Volume to Capacity	0.16	0.14	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s/veh)	0.0	0.0	9.7			
Lane LOS			A			
Approach Delay (s/veh)	0.0	0.0	9.7			
Approach LOS			A			
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization		23.0%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

6: Las Olas Blvd. & SE 12th Ave.

02/06/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	444	294	15	69	29
Future Volume (Veh/h)	13	444	294	15	69	29
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	483	320	16	75	32
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)			904			
pX, platoon unblocked	0.95				0.95	0.95
vC, conflicting volume	336				839	328
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	278				806	270
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				77	96
cM capacity (veh/h)	1224				331	733
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	497	336	107			
Volume Left	14	0	75			
Volume Right	0	16	32			
cSH	1224	1700	396			
Volume to Capacity	0.01	0.20	0.27			
Queue Length 95th (ft)	1	0	27			
Control Delay (s/veh)	0.3	0.0	17.4			
Lane LOS	A		C			
Approach Delay (s/veh)	0.3	0.0	17.4			
Approach LOS			C			
Intersection Summary						
Average Delay		2.2				
Intersection Capacity Utilization		46.1%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

12: SE 16th Ave. & Las Olas Blvd.

02/06/2025

																	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR					
Lane Configurations																	
Traffic Volume (veh/h)	0	764	9	2	536	76	0	0	10	0	0	6					
Future Volume (Veh/h)	0	764	9	2	536	76	0	0	10	0	0	6					
Sign Control	Free			Free			Stop			Stop							
Grade	0%			0%			0%			0%							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92					
Hourly flow rate (vph)	0	830	10	2	583	83	0	0	11	0	0	7					
Pedestrians																	
Lane Width (ft)																	
Walking Speed (ft/s)																	
Percent Blockage																	
Right turn flare (veh)																	
Median type	None			None													
Median storage (veh)																	
Upstream signal (ft)	449																
pX, platoon unblocked				0.96				0.96	0.96	0.96	0.96	0.96					
vC, conflicting volume	666				840				1131	1505	420	1055					
vC1, stage 1 conf vol																	
vC2, stage 2 conf vol																	
vCu, unblocked vol	666				757				1058	1447	320	979					
tC, single (s)	4.1				4.1				7.5	6.5	6.9	7.5					
tC, 2 stage (s)																	
tF (s)	2.2				2.2				3.5	4.0	3.3	3.5					
p0 queue free %	100				100				100	100	98	100					
cM capacity (veh/h)	919				818				170	125	650	193					
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1											
Volume Total	553	287	294	375	11	7											
Volume Left	0	0	2	0	0	0											
Volume Right	0	10	0	83	11	7											
cSH	1700	1700	818	1700	650	663											
Volume to Capacity	0.33	0.17	0.00	0.22	0.02	0.01											
Queue Length 95th (ft)	0	0	0	0	1	1											
Control Delay (s/veh)	0.0	0.0	0.1	0.0	10.6	10.5											
Lane LOS				A				B									
Approach Delay (s/veh)	0.0				0.0				10.6								
Approach LOS										B							
Intersection Summary																	
Average Delay				0.1													
Intersection Capacity Utilization				31.4%	ICU Level of Service				A								
Analysis Period (min)				15													

HCM Unsignalized Intersection Capacity Analysis

16: SE 17th Ave & Las Olas Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑				↑
Traffic Volume (veh/h)	0	749	20	8	603	0	3	0	5	0	0	5
Future Volume (Veh/h)	0	749	20	8	603	0	3	0	5	0	0	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	814	22	9	655	0	3	0	5	0	0	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage veh												
Upstream signal (ft)	893											
pX, platoon unblocked												
vC, conflicting volume	655			836			1176	1498	418	1085	1509	328
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	655			836			1176	1498	418	1085	1509	328
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			98	100	99	100	100	99
cM capacity (veh/h)	928			794			144	120	584	168	118	668
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	543	293	227	437	8	5						
Volume Left	0	0	9	0	3	0						
Volume Right	0	22	0	0	5	5						
cSH	1700	1700	794	1700	273	668						
Volume to Capacity	0.32	0.17	0.01	0.26	0.03	0.01						
Queue Length 95th (ft)	0	0	1	0	2	1						
Control Delay (s/veh)	0.0	0.0	0.5	0.0	18.6	10.4						
Lane LOS			A		C	B						
Approach Delay (s/veh)	0.0		0.2		18.6	10.4						
Approach LOS					C	B						
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			33.6%	ICU Level of Service				A				
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

9: SE 15th Ave./NE 15th Ave. & Broward Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	327	312	84	206	5	591	101	26	2	101	48
Future Volume (vph)	63	327	312	84	206	5	591	101	26	2	101	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0			6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.97			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1857		1770	1806			1861	1583
Flt Permitted	0.62	1.00	1.00	0.18	1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)	1147	1863	1583	331	1857		1770	1806			1861	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	68	355	339	91	224	5	642	110	28	2	110	52
RTOR Reduction (vph)	0	0	266	0	1	0	0	9	0	0	0	47
Lane Group Flow (vph)	68	355	73	91	228	0	642	129	0	0	112	5
Turn Type	Perm	NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases		6		5	2		8	8		7	7	
Permitted Phases	6		6	2								7
Actuated Green, G (s)	18.9	18.9	18.9	30.5	30.5		31.3	31.3			7.6	7.6
Effective Green, g (s)	18.9	18.9	18.9	30.5	30.5		31.3	31.3			7.6	7.6
Actuated g/C Ratio	0.22	0.22	0.22	0.35	0.35		0.36	0.36			0.09	0.09
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0			6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	1.5	3.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)	248	402	342	207	648		633	646			161	137
v/s Ratio Prot		c0.19		0.03	c0.12		c0.36	0.07			c0.06	
v/s Ratio Perm	0.06		0.05	0.12								0.00
v/c Ratio	0.27	0.88	0.21	0.44	0.35		1.01	0.20			0.70	0.03
Uniform Delay, d1	28.5	33.2	28.1	21.3	21.1		28.1	19.4			38.8	36.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	0.6	19.8	0.3	0.5	0.3		39.4	0.1			10.0	0.0
Delay (s)	29.1	53.0	28.5	21.8	21.5		67.4	19.4			48.8	36.6
Level of Service	C	D	C	C	C		E	B			D	D
Approach Delay (s/veh)		40.0			21.6			58.9			44.9	
Approach LOS		D			C			E			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			44.8			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.90									
Actuated Cycle Length (s)			87.4			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			76.3%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

8: SE 15th Ave. & Las Olas Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	317	9	12	314	501	23	75	6	424	38	41
Future Volume (vph)	35	317	9	12	314	501	23	75	6	424	38	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0		6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00		1.00		0.95	0.95	
Frt	1.00	1.00		1.00	1.00	0.85		0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99		0.95	0.97	
Satd. Flow (prot)	1770	3524		1770	1863	1583		1827		1681	1669	
Flt Permitted	0.26	1.00		0.54	1.00	1.00		0.99		0.95	0.97	
Satd. Flow (perm)	476	3524		1005	1863	1583		1827		1681	1669	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	345	10	13	341	545	25	82	7	461	41	45
RTOR Reduction (vph)	0	1	0	0	0	396	0	0	0	0	6	0
Lane Group Flow (vph)	38	354	0	13	341	149	0	114	0	277	264	0
Turn Type	pm+pt	NA		Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases	1	6			2		3	3		4	4	
Permitted Phases	6			2		2						
Actuated Green, G (s)	42.1	42.1		34.1	34.1	34.1		11.3		54.0	54.0	
Effective Green, g (s)	42.1	42.1		34.1	34.1	34.1		11.3		54.0	54.0	
Actuated g/C Ratio	0.34	0.34		0.27	0.27	0.27		0.09		0.43	0.43	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		6.0		6.0	6.0	
Vehicle Extension (s)	1.5	0.2		0.2	0.2	0.2		2.0		3.0	3.0	
Lane Grp Cap (vph)	192	1192		275	510	433		165		729	724	
v/s Ratio Prot	0.00	c0.10			c0.18			c0.06		c0.16	0.16	
v/s Ratio Perm	0.06			0.01		0.09						
v/c Ratio	0.20	0.30		0.05	0.67	0.35		0.69		0.38	0.37	
Uniform Delay, d1	29.7	30.3		33.2	40.1	36.2		54.9		23.9	23.7	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.6		0.3	6.8	2.2		9.6		1.5	1.4	
Delay (s)	29.9	30.9		33.5	46.9	38.4		64.5		25.4	25.1	
Level of Service	C	C		C	D	D		E		C	C	
Approach Delay (s/veh)		30.8			41.6			64.5			25.2	
Approach LOS		C			D			E			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			36.2				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			124.4				Sum of lost time (s)			22.0		
Intersection Capacity Utilization			53.8%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

5: SE 12th Ave./NE 12th Ave. & Broward Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	772	47	16	810	2	33	7	39	18	6	14
Future Volume (Veh/h)	13	772	47	16	810	2	33	7	39	18	6	14
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	839	51	17	880	2	36	8	42	20	7	15
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh	2			2								
Upstream signal (ft)				894								
pX, platoon unblocked												
vC, conflicting volume	882			890			1385	1809	445	1409	1833	441
vC1, stage 1 conf vol							893	893		915	915	
vC2, stage 2 conf vol							493	916		494	918	
vCu, unblocked vol	882			890			1385	1809	445	1409	1833	441
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			98			86	97	93	92	97	97
cM capacity (veh/h)	762			757			260	245	561	248	240	564
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	14	559	331	17	587	295	86	42				
Volume Left	14	0	0	17	0	0	36	20				
Volume Right	0	0	51	0	0	2	42	15				
cSH	762	1700	1700	757	1700	1700	349	308				
Volume to Capacity	0.02	0.33	0.19	0.02	0.35	0.17	0.25	0.14				
Queue Length 95th (ft)	1	0	0	2	0	0	24	12				
Control Delay (s/veh)	9.8	0.0	0.0	9.9	0.0	0.0	18.6	18.5				
Lane LOS	A			A			C	C				
Approach Delay (s/veh)	0.2			0.2			18.6	18.5				
Approach LOS							C	C				
Intersection Summary												
Average Delay				1.4								
Intersection Capacity Utilization				35.0%	ICU Level of Service			A				
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

13: SE 16th Ave./NE 16th Ave. & Broward Blvd.

02/06/2025

																		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR						
Lane Configurations																		
Traffic Volume (veh/h)	0	300	20	0	269	6	0	0	71	0	0	41						
Future Volume (Veh/h)	0	300	20	0	269	6	0	0	71	0	0	41						
Sign Control	Free			Free			Stop			Stop								
Grade	0%			0%			0%			0%								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92						
Hourly flow rate (vph)	0	326	22	0	292	7	0	0	77	0	0	45						
Pedestrians																		
Lane Width (ft)																		
Walking Speed (ft/s)																		
Percent Blockage																		
Right turn flare (veh)																		
Median type	None				None													
Median storage veh																		
Upstream signal (ft)	441																	
pX, platoon unblocked				0.82				0.82	0.82	0.82	0.82	0.82						
vC, conflicting volume	299				348				678	636	337	710						
vC1, stage 1 conf vol																		
vC2, stage 2 conf vol																		
vCu, unblocked vol	299				101				501	451	88	540						
tC, single (s)	4.1				4.1				7.1	6.5	6.2	7.1						
tC, 2 stage (s)																		
tF (s)	2.2				2.2				3.5	4.0	3.3	3.5						
p0 queue free %	100				100				100	100	90	100						
cM capacity (veh/h)	1262				1228				372	415	799	337						
Direction, Lane #	EB 1	WB 1	NB 1	SB 1														
Volume Total	348	299	77	45														
Volume Left	0	0	0	0														
Volume Right	22	7	77	45														
cSH	1700	1700	799	744														
Volume to Capacity	0.20	0.18	0.10	0.06														
Queue Length 95th (ft)	0	0	8	5														
Control Delay (s/veh)	0.0	0.0	10.0	10.2														
Lane LOS				A				B										
Approach Delay (s/veh)	0.0	0.0	10.0	10.2														
Approach LOS				A				B										
Intersection Summary																		
Average Delay				1.6														
Intersection Capacity Utilization				28.1%	ICU Level of Service				A									
Analysis Period (min)				15														

HCM Unsignalized Intersection Capacity Analysis

17: SE 17th Ave & Broward Blvd.

02/06/2025

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	370	10	0	278	0	9
Future Volume (Veh/h)	370	10	0	278	0	9
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	402	11	0	302	0	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	897					
pX, platoon unblocked			0.86		0.86	0.86
vC, conflicting volume			413		710	408
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			234		580	228
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			1145		409	697
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	413	302	10			
Volume Left	0	0	0			
Volume Right	11	0	10			
cSH	1700	1700	697			
Volume to Capacity	0.24	0.18	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s/veh)	0.0	0.0	10.2			
Lane LOS			B			
Approach Delay (s/veh)	0.0	0.0	10.2			
Approach LOS			B			
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			30.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: Las Olas Blvd. & SE 12th Ave.

02/06/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	28	347	386	18	41	28
Future Volume (Veh/h)	28	347	386	18	41	28
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	30	377	420	20	45	30
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)			904			
pX, platoon unblocked	0.84				0.84	0.84
vC, conflicting volume	440				867	430
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	236				745	224
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				86	96
cM capacity (veh/h)	1116				311	684
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	407	440	75			
Volume Left	30	0	45			
Volume Right	0	20	30			
cSH	1116	1700	398			
Volume to Capacity	0.03	0.26	0.19			
Queue Length 95th (ft)	2	0	17			
Control Delay (s/veh)	0.9	0.0	16.1			
Lane LOS	A		C			
Approach Delay (s/veh)	0.9	0.0	16.1			
Approach LOS			C			
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization		52.0%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

12: SE 16th Ave. & Las Olas Blvd.

02/06/2025

																				
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR								
Lane Configurations																				
Traffic Volume (veh/h)	0	705	8	0	838	155	0	0	7	0	0	5								
Future Volume (Veh/h)	0	705	8	0	838	155	0	0	7	0	0	5								
Sign Control		Free			Free			Stop			Stop									
Grade		0%			0%			0%			0%									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92								
Hourly flow rate (vph)	0	766	9	0	911	168	0	0	8	0	0	5								
Pedestrians																				
Lane Width (ft)																				
Walking Speed (ft/s)																				
Percent Blockage																				
Right turn flare (veh)																				
Median type	None			None																
Median storage (veh)																				
Upstream signal (ft)	449																			
pX, platoon unblocked				0.94				0.94	0.94	0.94	0.94	0.94								
vC, conflicting volume	1079				775				1226	1850	388	1386								
vC1, stage 1 conf vol																				
vC2, stage 2 conf vol																				
vCu, unblocked vol	1079				625				1107	1772	212	1278								
tC, single (s)	4.1				4.1				7.5	6.5	6.9	7.5								
tC, 2 stage (s)																				
tF (s)	2.2				2.2				3.5	4.0	3.3	3.5								
p0 queue free %	100				100				100	100	99	100								
cM capacity (veh/h)	642				892				153	77	743	114								
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1														
Volume Total	511	264	456	624	8	5														
Volume Left	0	0	0	0	0	0														
Volume Right	0	9	0	168	8	5														
cSH	1700	1700	892	1700	743	486														
Volume to Capacity	0.30	0.16	0.00	0.37	0.01	0.01														
Queue Length 95th (ft)	0	0	0	0	1	1														
Control Delay (s/veh)	0.0	0.0	0.0	0.0	9.9	12.5														
Lane LOS					A	B														
Approach Delay (s/veh)	0.0			0.0	9.9	12.5														
Approach LOS					A	B														
Intersection Summary																				
Average Delay				0.1																
Intersection Capacity Utilization				38.1%	ICU Level of Service				A											
Analysis Period (min)				15																

HCM Unsignalized Intersection Capacity Analysis

16: SE 17th Ave & Las Olas Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	733	9	5	961	0	9	0	7	0	0	8
Future Volume (Veh/h)	0	733	9	5	961	0	9	0	7	0	0	8
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	797	10	5	1045	0	10	0	8	0	0	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		893										
pX, platoon unblocked				0.96			0.96	0.96	0.96	0.96	0.96	
vC, conflicting volume	1045			807			1344	1857	404	1462	1862	523
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1045			708			1269	1805	286	1392	1811	523
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			91	100	99	100	100	98
cM capacity (veh/h)	661			848			117	75	680	95	74	499
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	531	276	353	697	18	9						
Volume Left	0	0	5	0	10	0						
Volume Right	0	10	0	0	8	9						
cSH	1700	1700	848	1700	185	499						
Volume to Capacity	0.31	0.16	0.01	0.41	0.10	0.02						
Queue Length 95th (ft)	0	0	0	0	8	1						
Control Delay (s/veh)	0.0	0.0	0.2	0.0	26.5	12.3						
Lane LOS			A		D	B						
Approach Delay (s/veh)	0.0		0.1		26.5	12.3						
Approach LOS					D	B						
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			43.4%		ICU Level of Service		A					
Analysis Period (min)			15									



Scenario A

HCM Signalized Intersection Capacity Analysis

8: SE 15th Ave. & Las Olas Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	332	16	11	241	295	10	36	9	435	70	26
Future Volume (vph)	21	332	16	11	241	295	10	36	9	435	70	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0		6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00		1.00		0.95	0.95	
Frt	1.00	0.99		1.00	1.00	0.85		0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99		0.95	0.97	
Satd. Flow (prot)	1770	3515		1770	1863	1583		1804		1681	1690	
Flt Permitted	0.50	1.00		0.53	1.00	1.00		0.99		0.95	0.97	
Satd. Flow (perm)	925	3515		983	1863	1583		1804		1681	1690	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	361	17	12	262	321	11	39	10	473	76	28
RTOR Reduction (vph)	0	2	0	0	0	168	0	0	0	0	3	0
Lane Group Flow (vph)	23	376	0	12	262	153	0	60	0	289	285	0
Turn Type	pm+pt	NA		Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases	1	6			2		3	3		4	4	
Permitted Phases	6			2		2						
Actuated Green, G (s)	53.9	53.9		46.9	46.9	46.9		6.4		20.9	20.9	
Effective Green, g (s)	53.9	53.9		46.9	46.9	46.9		6.4		20.9	20.9	
Actuated g/C Ratio	0.55	0.55		0.48	0.48	0.48		0.07		0.21	0.21	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		6.0		6.0	6.0	
Vehicle Extension (s)	1.5	0.2		0.2	0.2	0.2		2.0		3.0	3.0	
Lane Grp Cap (vph)	524	1929		469	889	756		117		357	359	
v/s Ratio Prot	0.00	c0.11			c0.14			c0.03		c0.17	0.17	
v/s Ratio Perm	0.02			0.01		0.10						
v/c Ratio	0.04	0.19		0.03	0.29	0.20		0.51		0.81	0.79	
Uniform Delay, d1	10.5	11.2		13.6	15.6	14.8		44.4		36.8	36.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.0	0.2		0.1	0.8	0.6		1.6		12.7	11.4	
Delay (s)	10.5	11.4		13.7	16.4	15.4		46.0		49.4	48.0	
Level of Service	B	B		B	B	B		D		D	D	
Approach Delay (s/veh)		11.4			15.8			46.0			48.7	
Approach LOS		B			B			D			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			27.5				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			98.2				Sum of lost time (s)			22.0		
Intersection Capacity Utilization			48.0%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

9: SE 15th Ave./NE 15th Ave. & Broward Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	159	375	77	204	3	303	69	20	2	115	58
Future Volume (vph)	30	159	375	77	204	3	303	69	20	2	115	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0			6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.97			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1859		1770	1799			1861	1583
Flt Permitted	0.62	1.00	1.00	0.46	1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)	1151	1863	1583	860	1859		1770	1799			1861	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	173	408	84	222	3	329	75	22	2	125	63
RTOR Reduction (vph)	0	0	320	0	1	0	0	12	0	0	0	57
Lane Group Flow (vph)	33	173	88	84	224	0	329	85	0	0	127	6
Turn Type	Perm	NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases		6		5	2		8	8		7	7	
Permitted Phases	6		6	2								7
Actuated Green, G (s)	14.9	14.9	14.9	26.0	26.0		18.3	18.3			7.1	7.1
Effective Green, g (s)	14.9	14.9	14.9	26.0	26.0		18.3	18.3			7.1	7.1
Actuated g/C Ratio	0.21	0.21	0.21	0.37	0.37		0.26	0.26			0.10	0.10
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0			6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	1.5	3.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)	247	399	339	389	696		466	474			190	161
v/s Ratio Prot		c0.09		0.02	c0.12		c0.19	0.05			c0.07	
v/s Ratio Perm	0.03		0.06	0.06								0.00
v/c Ratio	0.13	0.43	0.26	0.22	0.32		0.71	0.18			0.67	0.04
Uniform Delay, d1	22.0	23.6	22.7	14.5	15.4		23.1	19.7			30.0	28.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	0.2	0.8	0.4	0.1	0.3		4.0	0.1			6.7	0.0
Delay (s)	22.3	24.4	23.1	14.6	15.7		27.1	19.8			36.7	28.1
Level of Service	C	C	C	B	B		C	B			D	C
Approach Delay (s/veh)		23.4			15.4			25.4			33.9	
Approach LOS		C			B			C			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)	23.6			HCM 2000 Level of Service					C			
HCM 2000 Volume to Capacity ratio	0.59											
Actuated Cycle Length (s)	69.4			Sum of lost time (s)					24.0			
Intersection Capacity Utilization	57.7%			ICU Level of Service					B			
Analysis Period (min)	15											
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

5: SE 12th Ave./NE 12th Ave. & Broward Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	695	39	21	640	5	33	3	18	20	10	15
Future Volume (Veh/h)	24	695	39	21	640	5	33	3	18	20	10	15
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	755	42	23	696	5	36	3	20	22	11	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL				TWLTL							
Median storage veh	2				2							
Upstream signal (ft)					894							
pX, platoon unblocked												
vC, conflicting volume	701			797			1244	1575	399	1196	1594	351
vC1, stage 1 conf vol							828	828		745	745	
vC2, stage 2 conf vol							416	747		451	849	
vCu, unblocked vol	701			797			1244	1575	399	1196	1594	351
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			97			87	99	97	93	96	98
cM capacity (veh/h)	892			821			285	278	601	309	273	646
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	26	503	294	23	464	237	59	49				
Volume Left	26	0	0	23	0	0	36	22				
Volume Right	0	0	42	0	0	5	20	16				
cSH	892	1700	1700	821	1700	1700	346	359				
Volume to Capacity	0.03	0.30	0.17	0.03	0.27	0.14	0.17	0.14				
Queue Length 95th (ft)	2	0	0	2	0	0	15	12				
Control Delay (s/veh)	9.2	0.0	0.0	9.5	0.0	0.0	17.5	16.6				
Lane LOS	A			A			C	C				
Approach Delay (s/veh)	0.3			0.3			17.5	16.6				
Approach LOS							C	C				
Intersection Summary												
Average Delay				1.4								
Intersection Capacity Utilization				31.6%	ICU Level of Service			A				
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

6: Las Olas Blvd. & SE 12th Ave.

02/06/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	444	296	15	69	29
Future Volume (Veh/h)	13	444	296	15	69	29
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	483	322	16	75	32
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)			904			
pX, platoon unblocked	0.95				0.95	0.95
vC, conflicting volume	338				841	330
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	278				807	270
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				77	96
cM capacity (veh/h)	1222				330	731
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	497	338	107			
Volume Left	14	0	75			
Volume Right	0	16	32			
cSH	1222	1700	395			
Volume to Capacity	0.01	0.20	0.27			
Queue Length 95th (ft)	1	0	27			
Control Delay (s/veh)	0.3	0.0	17.5			
Lane LOS	A		C			
Approach Delay (s/veh)	0.3	0.0	17.5			
Approach LOS			C			
Intersection Summary						
Average Delay		2.2				
Intersection Capacity Utilization		46.1%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

12: SE 16th Ave. & Las Olas Blvd.

02/06/2025

																			
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR							
Lane Configurations																			
Traffic Volume (veh/h)	0	764	9	2	536	76	0	0	10	0	0	11							
Future Volume (Veh/h)	0	764	9	2	536	76	0	0	10	0	0	11							
Sign Control		Free			Free			Stop			Stop								
Grade		0%			0%			0%			0%								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92							
Hourly flow rate (vph)	0	830	10	2	583	83	0	0	11	0	0	12							
Pedestrians																			
Lane Width (ft)																			
Walking Speed (ft/s)																			
Percent Blockage																			
Right turn flare (veh)																			
Median type	None			None															
Median storage veh																			
Upstream signal (ft)	449																		
pX, platoon unblocked				0.96				0.96	0.96	0.96	0.96	0.96							
vC, conflicting volume	666				840				1131	1505	420	1055							
vC1, stage 1 conf vol																			
vC2, stage 2 conf vol																			
vCu, unblocked vol	666				757				1058	1447	320	979							
tC, single (s)	4.1				4.1				7.5	6.5	6.9	7.5							
tC, 2 stage (s)																			
tF (s)	2.2				2.2				3.5	4.0	3.3	3.5							
p0 queue free %	100				100				100	100	98	100							
cM capacity (veh/h)	919				818				169	125	650	193							
											132	663							
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1													
Volume Total	553	287	294	375	11	12													
Volume Left	0	0	2	0	0	0													
Volume Right	0	10	0	83	11	12													
cSH	1700	1700	818	1700	650	663													
Volume to Capacity	0.33	0.17	0.00	0.22	0.02	0.02													
Queue Length 95th (ft)	0	0	0	0	1	1													
Control Delay (s/veh)	0.0	0.0	0.1	0.0	10.6	10.5													
Lane LOS				A			B												
Approach Delay (s/veh)	0.0			0.0			10.6												
Approach LOS							B												
Intersection Summary																			
Average Delay				0.2															
Intersection Capacity Utilization				31.4%	ICU Level of Service				A										
Analysis Period (min)				15															

HCM Unsignalized Intersection Capacity Analysis

13: SE 16th Ave./NE 16th Ave. & Broward Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	190	21	0	207	3	0	0	58	0	0	55
Future Volume (Veh/h)	0	190	21	0	207	3	0	0	58	0	0	55
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	207	23	0	225	3	0	0	63	0	0	60
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)	441											
pX, platoon unblocked				0.93			0.93			0.93	0.93	0.93
vC, conflicting volume	228				230				505	447	219	508
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	228				139				434	371	127	437
tC, single (s)	4.1				4.1				7.1	6.5	6.2	7.1
tC, 2 stage (s)												
tF (s)	2.2				2.2				3.5	4.0	3.3	3.5
p0 queue free %	100				100				100	100	93	100
cM capacity (veh/h)	1340				1348				460	521	862	458
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	230	228	63	60								
Volume Left	0	0	0	0								
Volume Right	23	3	63	60								
cSH	1700	1700	862	813								
Volume to Capacity	0.14	0.13	0.07	0.07								
Queue Length 95th (ft)	0	0	6	6								
Control Delay (s/veh)	0.0	0.0	9.5	9.8								
Lane LOS				A	A							
Approach Delay (s/veh)	0.0	0.0	9.5	9.8								
Approach LOS				A	A							
Intersection Summary												
Average Delay				2.0								
Intersection Capacity Utilization				21.5%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

16: SE 17th Ave & Las Olas Blvd.

02/06/2025

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	749	20	8	603	3	5
Future Volume (Veh/h)	749	20	8	603	3	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	814	22	9	655	3	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	893					
pX, platoon unblocked						
vC, conflicting volume			836		1171	418
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			836		1171	418
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		98	99
cM capacity (veh/h)			794		184	584
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	543	293	227	437	8	
Volume Left	0	0	9	0	3	
Volume Right	0	22	0	0	5	
cSH	1700	1700	794	1700	321	
Volume to Capacity	0.32	0.17	0.01	0.26	0.02	
Queue Length 95th (ft)	0	0	1	0	2	
Control Delay (s/veh)	0.0	0.0	0.5	0.0	16.5	
Lane LOS				A	C	
Approach Delay (s/veh)	0.0		0.2		16.5	
Approach LOS					C	
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			32.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

17: SE 17th Ave & Broward Blvd.

02/06/2025

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	228	16	0	213	0	7
Future Volume (Veh/h)	228	16	0	213	0	7
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	248	17	0	232	0	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	897					
pX, platoon unblocked						
vC, conflicting volume			265		489	257
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			265		489	257
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			1299		539	782
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	265	232	8			
Volume Left	0	0	0			
Volume Right	17	0	8			
cSH	1700	1700	782			
Volume to Capacity	0.16	0.14	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s/veh)	0.0	0.0	9.7			
Lane LOS			A			
Approach Delay (s/veh)	0.0	0.0	9.7			
Approach LOS			A			
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization		23.0%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis

8: SE 15th Ave. & Las Olas Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	317	9	12	317	506	23	75	6	424	38	41
Future Volume (vph)	35	317	9	12	317	506	23	75	6	424	38	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0		6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00		1.00		0.95	0.95	
Frt	1.00	1.00		1.00	1.00	0.85		0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99		0.95	0.97	
Satd. Flow (prot)	1770	3524		1770	1863	1583		1827		1681	1669	
Flt Permitted	0.25	1.00		0.54	1.00	1.00		0.99		0.95	0.97	
Satd. Flow (perm)	467	3524		1005	1863	1583		1827		1681	1669	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	345	10	13	345	550	25	82	7	461	41	45
RTOR Reduction (vph)	0	1	0	0	0	399	0	0	0	0	6	0
Lane Group Flow (vph)	38	354	0	13	345	151	0	114	0	277	264	0
Turn Type	pm+pt	NA		Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases	1	6			2		3	3		4	4	
Permitted Phases	6			2		2						
Actuated Green, G (s)	42.1	42.1		34.1	34.1	34.1		11.3		54.0	54.0	
Effective Green, g (s)	42.1	42.1		34.1	34.1	34.1		11.3		54.0	54.0	
Actuated g/C Ratio	0.34	0.34		0.27	0.27	0.27		0.09		0.43	0.43	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		6.0		6.0	6.0	
Vehicle Extension (s)	1.5	0.2		0.2	0.2	0.2		2.0		3.0	3.0	
Lane Grp Cap (vph)	189	1192		275	510	433		165		729	724	
v/s Ratio Prot	0.00	c0.10			c0.19			c0.06		c0.16	0.16	
v/s Ratio Perm	0.06			0.01		0.10						
v/c Ratio	0.20	0.30		0.05	0.68	0.35		0.69		0.38	0.37	
Uniform Delay, d1	29.7	30.3		33.2	40.2	36.2		54.9		23.9	23.7	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.6		0.3	7.0	2.2		9.6		1.5	1.4	
Delay (s)	29.9	30.9		33.5	47.3	38.4		64.5		25.4	25.1	
Level of Service	C	C		C	D	D		E		C	C	
Approach Delay (s/veh)		30.8			41.7			64.5			25.2	
Approach LOS		C			D			E			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)	36.3			HCM 2000 Level of Service					D			
HCM 2000 Volume to Capacity ratio	0.52											
Actuated Cycle Length (s)	124.4			Sum of lost time (s)					22.0			
Intersection Capacity Utilization	54.0%			ICU Level of Service					A			
Analysis Period (min)	15											
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

9: SE 15th Ave./NE 15th Ave. & Broward Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	327	312	84	206	5	595	102	26	2	101	48
Future Volume (vph)	63	327	312	84	206	5	595	102	26	2	101	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0			6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.97			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1857		1770	1806			1861	1583
Flt Permitted	0.62	1.00	1.00	0.18	1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)	1147	1863	1583	331	1857		1770	1806			1861	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	68	355	339	91	224	5	647	111	28	2	110	52
RTOR Reduction (vph)	0	0	266	0	1	0	0	9	0	0	0	47
Lane Group Flow (vph)	68	355	73	91	228	0	647	130	0	0	112	5
Turn Type	Perm	NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases		6		5	2		8	8		7	7	
Permitted Phases	6		6	2								7
Actuated Green, G (s)	18.9	18.9	18.9	30.5	30.5		31.3	31.3			7.6	7.6
Effective Green, g (s)	18.9	18.9	18.9	30.5	30.5		31.3	31.3			7.6	7.6
Actuated g/C Ratio	0.22	0.22	0.22	0.35	0.35		0.36	0.36			0.09	0.09
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0			6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	1.5	3.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)	248	402	342	207	648		633	646			161	137
v/s Ratio Prot		c0.19		0.03	c0.12		c0.37	0.07			c0.06	
v/s Ratio Perm	0.06		0.05	0.12								0.00
v/c Ratio	0.27	0.88	0.21	0.44	0.35		1.02	0.20			0.70	0.03
Uniform Delay, d1	28.5	33.2	28.1	21.3	21.1		28.1	19.4			38.8	36.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	0.6	19.8	0.3	0.5	0.3		41.5	0.1			10.0	0.0
Delay (s)	29.1	53.0	28.5	21.8	21.5		69.5	19.5			48.8	36.6
Level of Service	C	D	C	C	C		E	B			D	D
Approach Delay (s/veh)		40.0			21.6			60.7			44.9	
Approach LOS		D			C			E			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)	45.5			HCM 2000 Level of Service					D			
HCM 2000 Volume to Capacity ratio	0.90											
Actuated Cycle Length (s)	87.4			Sum of lost time (s)					24.0			
Intersection Capacity Utilization	76.5%			ICU Level of Service					D			
Analysis Period (min)	15											
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

5: SE 12th Ave./NE 12th Ave. & Broward Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	772	47	16	814	2	33	7	39	18	6	14
Future Volume (Veh/h)	13	772	47	16	814	2	33	7	39	18	6	14
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	839	51	17	885	2	36	8	42	20	7	15
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh	2			2								
Upstream signal (ft)				894								
pX, platoon unblocked												
vC, conflicting volume	887			890			1388	1814	445	1414	1838	444
vC1, stage 1 conf vol							893	893		920	920	
vC2, stage 2 conf vol							495	921		494	918	
vCu, unblocked vol	887			890			1388	1814	445	1414	1838	444
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			98			86	97	93	92	97	97
cM capacity (veh/h)	759			757			259	244	561	247	240	562
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	14	559	331	17	590	297	86	42				
Volume Left	14	0	0	17	0	0	36	20				
Volume Right	0	0	51	0	0	2	42	15				
cSH	759	1700	1700	757	1700	1700	349	307				
Volume to Capacity	0.02	0.33	0.19	0.02	0.35	0.17	0.25	0.14				
Queue Length 95th (ft)	1	0	0	2	0	0	24	12				
Control Delay (s/veh)	9.8	0.0	0.0	9.9	0.0	0.0	18.7	18.6				
Lane LOS	A			A			C	C				
Approach Delay (s/veh)	0.2			0.2			18.7	18.6				
Approach LOS							C	C				
Intersection Summary												
Average Delay	1.4											
Intersection Capacity Utilization	35.0%			ICU Level of Service					A			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

6: Las Olas Blvd. & SE 12th Ave.

02/06/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	28	347	389	18	41	28
Future Volume (Veh/h)	28	347	389	18	41	28
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	30	377	423	20	45	30
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)			904			
pX, platoon unblocked	0.84				0.84	0.84
vC, conflicting volume	443				870	433
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	235				746	223
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				85	96
cM capacity (veh/h)	1113				310	682
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	407	443	75			
Volume Left	30	0	45			
Volume Right	0	20	30			
cSH	1113	1700	396			
Volume to Capacity	0.03	0.26	0.19			
Queue Length 95th (ft)	2	0	17			
Control Delay (s/veh)	0.9	0.0	16.2			
Lane LOS	A		C			
Approach Delay (s/veh)	0.9	0.0	16.2			
Approach LOS			C			
Intersection Summary						
Average Delay		1.7				
Intersection Capacity Utilization		52.0%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

12: SE 16th Ave. & Las Olas Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	705	8	0	838	155	0	0	7	0	0	13
Future Volume (Veh/h)	0	705	8	0	838	155	0	0	7	0	0	13
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	766	9	0	911	168	0	0	8	0	0	14
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)		449										
pX, platoon unblocked				0.94			0.94	0.94	0.94	0.94	0.94	
vC, conflicting volume	1079			775			1226	1850	388	1386	1770	540
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1079			625			1107	1772	212	1278	1687	540
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	99	100	100	97
cM capacity (veh/h)	642			892			150	77	743	114	87	486
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	511	264	456	624	8	14						
Volume Left	0	0	0	0	0	0						
Volume Right	0	9	0	168	8	14						
cSH	1700	1700	892	1700	743	486						
Volume to Capacity	0.30	0.16	0.00	0.37	0.01	0.03						
Queue Length 95th (ft)	0	0	0	0	1	2						
Control Delay (s/veh)	0.0	0.0	0.0	0.0	9.9	12.6						
Lane LOS					A	B						
Approach Delay (s/veh)	0.0		0.0		9.9	12.6						
Approach LOS					A	B						
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			38.1%		ICU Level of Service		A					
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

13: SE 16th Ave./NE 16th Ave. & Broward Blvd.

02/06/2025

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (veh/h)	0	300	20	0	269	6	0	0	71	0	0	41		
Future Volume (Veh/h)	0	300	20	0	269	6	0	0	71	0	0	41		
Sign Control	Free				Free				Stop		Stop			
Grade	0%				0%				0%		0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	0	326	22	0	292	7	0	0	77	0	0	45		
Pedestrians														
Lane Width (ft)														
Walking Speed (ft/s)														
Percent Blockage														
Right turn flare (veh)														
Median type	None				None									
Median storage veh														
Upstream signal (ft)	441													
pX, platoon unblocked				0.82			0.82			0.82	0.82	0.82		
vC, conflicting volume	299				348				678	636	337	710	644	296
vC1, stage 1 conf vol														
vC2, stage 2 conf vol														
vCu, unblocked vol	299				101				501	451	88	540	460	296
tC, single (s)	4.1				4.1				7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)														
tF (s)	2.2				2.2				3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100				100				100	100	90	100	100	94
cM capacity (veh/h)	1262				1228				372	415	799	337	410	744
Direction, Lane #	EB 1	WB 1	NB 1	SB 1										
Volume Total	348	299	77	45										
Volume Left	0	0	0	0										
Volume Right	22	7	77	45										
cSH	1700	1700	799	744										
Volume to Capacity	0.20	0.18	0.10	0.06										
Queue Length 95th (ft)	0	0	8	5										
Control Delay (s/veh)	0.0	0.0	10.0	10.2										
Lane LOS				A	B									
Approach Delay (s/veh)	0.0	0.0	10.0	10.2										
Approach LOS				A	B									
Intersection Summary														
Average Delay				1.6										
Intersection Capacity Utilization				28.1%	ICU Level of Service				A					
Analysis Period (min)				15										

HCM Unsignalized Intersection Capacity Analysis

16: SE 17th Ave & Las Olas Blvd.

02/06/2025

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	733	9	5	961	9	7
Future Volume (Veh/h)	733	9	5	961	9	7
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	797	10	5	1045	10	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	893					
pX, platoon unblocked			0.96		0.96	0.96
vC, conflicting volume			807		1335	404
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			708		1259	286
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		94	99
cM capacity (veh/h)			848		155	680
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	531	276	353	697	18	
Volume Left	0	0	5	0	10	
Volume Right	0	10	0	0	8	
cSH	1700	1700	848	1700	235	
Volume to Capacity	0.31	0.16	0.01	0.41	0.08	
Queue Length 95th (ft)	0	0	0	0	6	
Control Delay (s/veh)	0.0	0.0	0.2	0.0	21.6	
Lane LOS			A	C		
Approach Delay (s/veh)	0.0		0.1		21.6	
Approach LOS						C
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			40.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

17: SE 17th Ave & Broward Blvd.

02/06/2025

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	370	10	0	278	0	9
Future Volume (Veh/h)	370	10	0	278	0	9
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	402	11	0	302	0	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	897					
pX, platoon unblocked			0.86		0.86	0.86
vC, conflicting volume			413		710	408
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			234		580	228
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			1145		409	697
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	413	302	10			
Volume Left	0	0	0			
Volume Right	11	0	10			
cSH	1700	1700	697			
Volume to Capacity	0.24	0.18	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s/veh)	0.0	0.0	10.2			
Lane LOS			B			
Approach Delay (s/veh)	0.0	0.0	10.2			
Approach LOS			B			
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			30.1%	ICU Level of Service		A
Analysis Period (min)			15			



Scenario B

HCM Signalized Intersection Capacity Analysis

8: SE 15th Ave. & Las Olas Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	332	16	11	239	368	10	36	9	435	70	26
Future Volume (vph)	21	332	16	11	239	368	10	36	9	435	70	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0		6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00		1.00		0.95	0.95	
Frt	1.00	0.99		1.00	1.00	0.85		0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99		0.95	0.97	
Satd. Flow (prot)	1770	3515		1770	1863	1583		1804		1681	1690	
Flt Permitted	0.50	1.00		0.53	1.00	1.00		0.99		0.95	0.97	
Satd. Flow (perm)	929	3515		983	1863	1583		1804		1681	1690	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	361	17	12	260	400	11	39	10	473	76	28
RTOR Reduction (vph)	0	2	0	0	0	209	0	0	0	0	3	0
Lane Group Flow (vph)	23	376	0	12	260	191	0	60	0	289	285	0
Turn Type	pm+pt	NA		Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases	1	6			2		3	3		4	4	
Permitted Phases	6			2		2						
Actuated Green, G (s)	53.9	53.9		46.9	46.9	46.9		6.4		20.9	20.9	
Effective Green, g (s)	53.9	53.9		46.9	46.9	46.9		6.4		20.9	20.9	
Actuated g/C Ratio	0.55	0.55		0.48	0.48	0.48		0.07		0.21	0.21	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		6.0		6.0	6.0	
Vehicle Extension (s)	1.5	0.2		0.2	0.2	0.2		2.0		3.0	3.0	
Lane Grp Cap (vph)	527	1929		469	889	756		117		357	359	
v/s Ratio Prot	0.00	c0.11			c0.14			c0.03		c0.17	0.17	
v/s Ratio Perm	0.02			0.01		0.12						
v/c Ratio	0.04	0.19		0.03	0.29	0.25		0.51		0.81	0.79	
Uniform Delay, d1	10.5	11.2		13.6	15.6	15.2		44.4		36.8	36.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.0	0.2		0.1	0.8	0.8		1.6		12.7	11.4	
Delay (s)	10.5	11.4		13.7	16.4	16.0		46.0		49.4	48.0	
Level of Service	B	B		B	B	B		D		D	D	
Approach Delay (s/veh)		11.4			16.1			46.0			48.7	
Approach LOS		B			B			D			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			27.1				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			98.2				Sum of lost time (s)			22.0		
Intersection Capacity Utilization			48.0%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

9: SE 15th Ave./NE 15th Ave. & Broward Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	159	375	77	204	3	360	81	24	2	115	58
Future Volume (vph)	30	159	375	77	204	3	360	81	24	2	115	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0			6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.97			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1859		1770	1799			1861	1583
Flt Permitted	0.62	1.00	1.00	0.46	1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)	1151	1863	1583	858	1859		1770	1799			1861	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	173	408	84	222	3	391	88	26	2	125	63
RTOR Reduction (vph)	0	0	323	0	1	0	0	12	0	0	0	57
Lane Group Flow (vph)	33	173	85	84	224	0	391	102	0	0	127	6
Turn Type	Perm	NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases		6		5	2		8	8		7	7	
Permitted Phases	6		6	2								7
Actuated Green, G (s)	15.1	15.1	15.1	26.2	26.2		21.0	21.0			7.2	7.2
Effective Green, g (s)	15.1	15.1	15.1	26.2	26.2		21.0	21.0			7.2	7.2
Actuated g/C Ratio	0.21	0.21	0.21	0.36	0.36		0.29	0.29			0.10	0.10
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0			6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	1.5	3.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)	240	388	330	374	672		513	521			185	157
v/s Ratio Prot		c0.09		0.02	c0.12		c0.22	0.06			c0.07	
v/s Ratio Perm	0.03		0.05	0.07								0.00
v/c Ratio	0.14	0.45	0.26	0.22	0.33		0.76	0.20			0.69	0.04
Uniform Delay, d1	23.3	25.0	24.0	15.8	16.8		23.4	19.3			31.5	29.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	0.3	0.8	0.4	0.1	0.3		6.0	0.1			8.1	0.0
Delay (s)	23.6	25.8	24.4	15.9	17.1		29.4	19.4			39.6	29.5
Level of Service	C	C	C	B	B		C	B			D	C
Approach Delay (s/veh)		24.7			16.7			27.1			36.3	
Approach LOS		C			B			C			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			25.3			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			72.4			Sum of lost time (s)				24.0		
Intersection Capacity Utilization			60.9%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

5: SE 12th Ave./NE 12th Ave. & Broward Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	695	39	23	695	5	33	3	18	20	10	15
Future Volume (Veh/h)	24	695	39	23	695	5	33	3	18	20	10	15
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	755	42	25	755	5	36	3	20	22	11	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL				TWLTL							
Median storage veh	2				2							
Upstream signal (ft)					894							
pX, platoon unblocked												
vC, conflicting volume	760			797			1277	1638	399	1259	1657	380
vC1, stage 1 conf vol							828	828		808	808	
vC2, stage 2 conf vol							449	810		451	849	
vCu, unblocked vol	760			797			1277	1638	399	1259	1657	380
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			97			87	99	97	92	96	97
cM capacity (veh/h)	848			821			279	266	601	287	262	618
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	26	503	294	25	503	257	59	49				
Volume Left	26	0	0	25	0	0	36	22				
Volume Right	0	0	42	0	0	5	20	16				
cSH	848	1700	1700	821	1700	1700	340	339				
Volume to Capacity	0.03	0.30	0.17	0.03	0.30	0.15	0.17	0.14				
Queue Length 95th (ft)	2	0	0	2	0	0	15	12				
Control Delay (s/veh)	9.4	0.0	0.0	9.5	0.0	0.0	17.8	17.4				
Lane LOS	A			A			C	C				
Approach Delay (s/veh)	0.3			0.3			17.8	17.4				
Approach LOS							C	C				
Intersection Summary												
Average Delay				1.4								
Intersection Capacity Utilization				31.6%	ICU Level of Service			A				
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

6: Las Olas Blvd. & SE 12th Ave.

02/06/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	444	294	15	69	29
Future Volume (Veh/h)	13	444	294	15	69	29
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	483	320	16	75	32
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)			904			
pX, platoon unblocked	0.95				0.95	0.95
vC, conflicting volume	336				839	328
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	278				806	270
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				77	96
cM capacity (veh/h)	1224				331	733
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	497	336	107			
Volume Left	14	0	75			
Volume Right	0	16	32			
cSH	1224	1700	396			
Volume to Capacity	0.01	0.20	0.27			
Queue Length 95th (ft)	1	0	27			
Control Delay (s/veh)	0.3	0.0	17.4			
Lane LOS	A		C			
Approach Delay (s/veh)	0.3	0.0	17.4			
Approach LOS			C			
Intersection Summary						
Average Delay		2.2				
Intersection Capacity Utilization		46.1%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

12: SE 16th Ave. & Las Olas Blvd.

02/06/2025

															
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			
Lane Configurations															
Traffic Volume (veh/h)	0	764	9	2	612	0	0	0	10	0	0	6			
Future Volume (Veh/h)	0	764	9	2	612	0	0	0	10	0	0	6			
Sign Control		Free			Free			Stop			Stop				
Grade		0%			0%			0%			0%				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	0	830	10	2	665	0	0	0	11	0	0	7			
Pedestrians															
Lane Width (ft)															
Walking Speed (ft/s)															
Percent Blockage															
Right turn flare (veh)															
Median type	None				None										
Median storage veh															
Upstream signal (ft)	449														
pX, platoon unblocked				0.96			0.96			0.96	0.96	0.96			
vC, conflicting volume	665				840			1179			1504	420	1095	1509	333
vC1, stage 1 conf vol															
vC2, stage 2 conf vol															
vCu, unblocked vol	665				757			1108			1446	320	1021	1451	333
tC, single (s)	4.1				4.1			7.5			6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)															
tF (s)	2.2				2.2			3.5			4.0	3.3	3.5	4.0	3.3
p0 queue free %	100				100			100			100	98	100	100	99
cM capacity (veh/h)	920				818			156			125	650	180	124	663
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1									
Volume Total	553	287	224	443	11	7									
Volume Left	0	0	2	0	0	0									
Volume Right	0	10	0	0	11	7									
cSH	1700	1700	818	1700	650	663									
Volume to Capacity	0.33	0.17	0.00	0.26	0.02	0.01									
Queue Length 95th (ft)	0	0	0	0	1	1									
Control Delay (s/veh)	0.0	0.0	0.1	0.0	10.6	10.5									
Lane LOS				A		B		B							
Approach Delay (s/veh)	0.0	0.0			10.6		10.5								
Approach LOS					B		B								
Intersection Summary															
Average Delay	0.1														
Intersection Capacity Utilization	31.4%			ICU Level of Service					A						
Analysis Period (min)	15														

HCM Unsignalized Intersection Capacity Analysis

13: SE 16th Ave./NE 16th Ave. & Broward Blvd.

02/06/2025

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	0	194	21	0	207	3	0	0	58	0	0	55	
Future Volume (Veh/h)	0	194	21	0	207	3	0	0	58	0	0	55	
Sign Control	Free				Free				Stop		Stop		
Grade	0%				0%				0%		0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	0	211	23	0	225	3	0	0	63	0	0	60	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None			None									
Median storage (veh)													
Upstream signal (ft)	441												
pX, platoon unblocked				0.93				0.93	0.93	0.93	0.93	0.93	
vC, conflicting volume	228				234			509	451	223	512	461	
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	228				140			436	373	128	439	384	
tC, single (s)	4.1				4.1			7.1	6.5	6.2	7.1	6.5	
tC, 2 stage (s)													
tF (s)	2.2				2.2			3.5	4.0	3.3	3.5	4.0	
p0 queue free %	100				100			100	100	93	100	100	
cM capacity (veh/h)	1340				1343			458	519	858	456	512	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1									
Volume Total	234	228	63	60									
Volume Left	0	0	0	0									
Volume Right	23	3	63	60									
cSH	1700	1700	858	813									
Volume to Capacity	0.14	0.13	0.07	0.07									
Queue Length 95th (ft)	0	0	6	6									
Control Delay (s/veh)	0.0	0.0	9.5	9.8									
Lane LOS				A	A								
Approach Delay (s/veh)	0.0	0.0	9.5	9.8									
Approach LOS				A	A								
Intersection Summary													
Average Delay				2.0									
Intersection Capacity Utilization				21.7%		ICU Level of Service				A			
Analysis Period (min)				15									

HCM Unsignalized Intersection Capacity Analysis

16: SE 17th Ave & Las Olas Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	749	20	8	603	0	3	0	5	0	0	5
Future Volume (Veh/h)	0	749	20	8	603	0	3	0	5	0	0	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	814	22	9	655	0	3	0	5	0	0	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)		893										
pX, platoon unblocked												
vC, conflicting volume	655			836			1176	1498	418	1085	1509	328
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	655			836			1176	1498	418	1085	1509	328
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			98	100	99	100	100	99
cM capacity (veh/h)	928			794			144	120	584	168	118	668
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	543	293	227	437	8	5						
Volume Left	0	0	9	0	3	0						
Volume Right	0	22	0	0	5	5						
cSH	1700	1700	794	1700	273	668						
Volume to Capacity	0.32	0.17	0.01	0.26	0.03	0.01						
Queue Length 95th (ft)	0	0	1	0	2	1						
Control Delay (s/veh)	0.0	0.0	0.5	0.0	18.6	10.4						
Lane LOS			A		C	B						
Approach Delay (s/veh)	0.0		0.2		18.6	10.4						
Approach LOS					C	B						
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			33.6%		ICU Level of Service		A					
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

17: SE 17th Ave & Broward Blvd.

02/06/2025

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	232	16	0	213	0	7
Future Volume (Veh/h)	232	16	0	213	0	7
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	252	17	0	232	0	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	897					
pX, platoon unblocked						
vC, conflicting volume			269		493	261
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			269		493	261
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			1295		536	778
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	269	232	8			
Volume Left	0	0	0			
Volume Right	17	0	8			
cSH	1700	1700	778			
Volume to Capacity	0.16	0.14	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s/veh)	0.0	0.0	9.7			
Lane LOS			A			
Approach Delay (s/veh)	0.0	0.0	9.7			
Approach LOS			A			
Intersection Summary						
Average Delay		0.2				
Intersection Capacity Utilization		23.2%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis

8: SE 15th Ave. & Las Olas Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	317	9	12	314	656	23	75	6	424	38	41
Future Volume (vph)	35	317	9	12	314	656	23	75	6	424	38	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0		6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00		1.00		0.95	0.95	
Frt	1.00	1.00		1.00	1.00	0.85		0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99		0.95	0.97	
Satd. Flow (prot)	1770	3524		1770	1863	1583		1827		1681	1669	
Flt Permitted	0.26	1.00		0.54	1.00	1.00		0.99		0.95	0.97	
Satd. Flow (perm)	476	3524		1005	1863	1583		1827		1681	1669	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	345	10	13	341	713	25	82	7	461	41	45
RTOR Reduction (vph)	0	1	0	0	0	518	0	0	0	0	6	0
Lane Group Flow (vph)	38	354	0	13	341	195	0	114	0	277	264	0
Turn Type	pm+pt	NA		Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases	1	6			2		3	3		4	4	
Permitted Phases	6			2		2						
Actuated Green, G (s)	42.1	42.1		34.1	34.1	34.1		11.3		54.0	54.0	
Effective Green, g (s)	42.1	42.1		34.1	34.1	34.1		11.3		54.0	54.0	
Actuated g/C Ratio	0.34	0.34		0.27	0.27	0.27		0.09		0.43	0.43	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		6.0		6.0	6.0	
Vehicle Extension (s)	1.5	0.2		0.2	0.2	0.2		2.0		3.0	3.0	
Lane Grp Cap (vph)	192	1192		275	510	433		165		729	724	
v/s Ratio Prot	0.00	c0.10			c0.18			c0.06		c0.16	0.16	
v/s Ratio Perm	0.06			0.01		0.12						
v/c Ratio	0.20	0.30		0.05	0.67	0.45		0.69		0.38	0.37	
Uniform Delay, d1	29.7	30.3		33.2	40.1	37.4		54.9		23.9	23.7	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.6		0.3	6.8	3.4		9.6		1.5	1.4	
Delay (s)	29.9	30.9		33.5	46.9	40.8		64.5		25.4	25.1	
Level of Service	C	C		C	D	D		E		C	C	
Approach Delay (s/veh)		30.8			42.7			64.5			25.2	
Approach LOS		C			D			E			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			37.1				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			124.4				Sum of lost time (s)			22.0		
Intersection Capacity Utilization			62.9%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

9: SE 15th Ave./NE 15th Ave. & Broward Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	327	312	84	206	5	718	123	32	2	101	48
Future Volume (vph)	63	327	312	84	206	5	718	123	32	2	101	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0			6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.97			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1857		1770	1805			1861	1583
Flt Permitted	0.62	1.00	1.00	0.18	1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)	1147	1863	1583	331	1857		1770	1805			1861	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	68	355	339	91	224	5	780	134	35	2	110	52
RTOR Reduction (vph)	0	0	266	0	1	0	0	10	0	0	0	47
Lane Group Flow (vph)	68	355	73	91	228	0	780	159	0	0	112	5
Turn Type	Perm	NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases		6		5	2		8	8		7	7	
Permitted Phases	6		6	2								7
Actuated Green, G (s)	18.9	18.9	18.9	30.5	30.5		31.3	31.3			7.6	7.6
Effective Green, g (s)	18.9	18.9	18.9	30.5	30.5		31.3	31.3			7.6	7.6
Actuated g/C Ratio	0.22	0.22	0.22	0.35	0.35		0.36	0.36			0.09	0.09
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0			6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	1.5	3.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)	248	402	342	207	648		633	646			161	137
v/s Ratio Prot		c0.19		0.03	c0.12		c0.44	0.09			c0.06	
v/s Ratio Perm	0.06		0.05	0.12								0.00
v/c Ratio	0.27	0.88	0.21	0.44	0.35		1.23	0.25			0.70	0.03
Uniform Delay, d1	28.5	33.2	28.1	21.3	21.1		28.1	19.7			38.8	36.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	0.6	19.8	0.3	0.5	0.3		117.9	0.1			10.0	0.0
Delay (s)	29.1	53.0	28.5	21.8	21.5		145.9	19.8			48.8	36.6
Level of Service	C	D	C	C	C		F	B			D	D
Approach Delay (s/veh)		40.0			21.6			123.5			44.9	
Approach LOS		D			C			F			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)	73.8			HCM 2000 Level of Service				E				
HCM 2000 Volume to Capacity ratio	1.00											
Actuated Cycle Length (s)	87.4			Sum of lost time (s)				24.0				
Intersection Capacity Utilization	83.3%			ICU Level of Service				E				
Analysis Period (min)	15											
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

5: SE 12th Ave./NE 12th Ave. & Broward Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	772	47	19	934	2	33	7	39	18	6	14
Future Volume (Veh/h)	13	772	47	19	934	2	33	7	39	18	6	14
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	839	51	21	1015	2	36	8	42	20	7	15
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh	2			2								
Upstream signal (ft)				894								
pX, platoon unblocked												
vC, conflicting volume	1017			890			1461	1952	445	1552	1976	509
vC1, stage 1 conf vol							893	893		1058	1058	
vC2, stage 2 conf vol							568	1059		494	918	
vCu, unblocked vol	1017			890			1461	1952	445	1552	1976	509
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			97			86	96	93	90	97	97
cM capacity (veh/h)	678			757			249	219	561	209	217	510
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	14	559	331	21	677	340	86	42				
Volume Left	14	0	0	21	0	0	36	20				
Volume Right	0	0	51	0	0	2	42	15				
cSH	678	1700	1700	757	1700	1700	336	267				
Volume to Capacity	0.02	0.33	0.19	0.03	0.40	0.20	0.26	0.16				
Queue Length 95th (ft)	2	0	0	2	0	0	25	14				
Control Delay (s/veh)	10.4	0.0	0.0	9.9	0.0	0.0	19.4	21.0				
Lane LOS	B			A			C	C				
Approach Delay (s/veh)	0.2			0.2			19.4	21.0				
Approach LOS							C	C				
Intersection Summary												
Average Delay				1.4								
Intersection Capacity Utilization				38.1%	ICU Level of Service			A				
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

6: Las Olas Blvd. & SE 12th Ave.

02/06/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	28	347	386	18	41	28
Future Volume (Veh/h)	28	347	386	18	41	28
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	30	377	420	20	45	30
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)			904			
pX, platoon unblocked	0.84				0.84	0.84
vC, conflicting volume	440				867	430
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	236				745	224
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				86	96
cM capacity (veh/h)	1116				311	684
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	407	440	75			
Volume Left	30	0	45			
Volume Right	0	20	30			
cSH	1116	1700	398			
Volume to Capacity	0.03	0.26	0.19			
Queue Length 95th (ft)	2	0	17			
Control Delay (s/veh)	0.9	0.0	16.1			
Lane LOS	A		C			
Approach Delay (s/veh)	0.9	0.0	16.1			
Approach LOS			C			
Intersection Summary						
Average Delay		1.7				
Intersection Capacity Utilization		52.0%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

12: SE 16th Ave. & Las Olas Blvd.

02/06/2025

																							
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR											
Lane Configurations																							
Traffic Volume (veh/h)	0	705	8	0	993	0	0	0	7	0	0	5											
Future Volume (Veh/h)	0	705	8	0	993	0	0	0	7	0	0	5											
Sign Control		Free			Free			Stop			Stop												
Grade		0%			0%			0%			0%												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92											
Hourly flow rate (vph)	0	766	9	0	1079	0	0	0	8	0	0	5											
Pedestrians																							
Lane Width (ft)																							
Walking Speed (ft/s)																							
Percent Blockage																							
Right turn flare (veh)																							
Median type	None			None																			
Median storage (veh)																							
Upstream signal (ft)	449																						
pX, platoon unblocked				0.94				0.94	0.94	0.94	0.94	0.94											
vC, conflicting volume	1079				775				1310	1850	388	1470											
vC1, stage 1 conf vol																							
vC2, stage 2 conf vol																							
vCu, unblocked vol	1079				625				1196	1772	212	1367											
tC, single (s)	4.1				4.1				7.5	6.5	6.9	7.5											
tC, 2 stage (s)																							
tF (s)	2.2				2.2				3.5	4.0	3.3	3.5											
p0 queue free %	100				100				100	100	99	100											
cM capacity (veh/h)	642				892				131	77	743	98											
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1																	
Volume Total	511	264	360	719	8	5																	
Volume Left	0	0	0	0	0	0																	
Volume Right	0	9	0	0	8	5																	
cSH	1700	1700	892	1700	743	486																	
Volume to Capacity	0.30	0.16	0.00	0.42	0.01	0.01																	
Queue Length 95th (ft)	0	0	0	0	1	1																	
Control Delay (s/veh)	0.0	0.0	0.0	0.0	9.9	12.5																	
Lane LOS					A	B																	
Approach Delay (s/veh)	0.0			0.0	9.9	12.5																	
Approach LOS					A	B																	
Intersection Summary																							
Average Delay				0.1																			
Intersection Capacity Utilization				37.4%	ICU Level of Service				A														
Analysis Period (min)				15																			

HCM Unsignalized Intersection Capacity Analysis

13: SE 16th Ave./NE 16th Ave. & Broward Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	306	20	0	269	6	0	0	71	0	0	41
Future Volume (Veh/h)	0	306	20	0	269	6	0	0	71	0	0	41
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	333	22	0	292	7	0	0	77	0	0	45
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage veh												
Upstream signal (ft)	441											
pX, platoon unblocked				0.82			0.82	0.82	0.82	0.82	0.82	
vC, conflicting volume	299			355			685	643	344	717	651	296
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	299			110			510	459	96	549	468	296
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	90	100	100	94
cM capacity (veh/h)	1262			1219			367	410	791	332	406	744
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	355	299	77	45								
Volume Left	0	0	0	0								
Volume Right	22	7	77	45								
cSH	1700	1700	791	744								
Volume to Capacity	0.21	0.18	0.10	0.06								
Queue Length 95th (ft)	0	0	8	5								
Control Delay (s/veh)	0.0	0.0	10.0	10.2								
Lane LOS			B	B								
Approach Delay (s/veh)	0.0	0.0	10.0	10.2								
Approach LOS			B	B								
Intersection Summary												
Average Delay			1.6									
Intersection Capacity Utilization			28.4%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

16: SE 17th Ave & Las Olas Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	733	9	5	961	0	9	0	7	0	0	8
Future Volume (Veh/h)	0	733	9	5	961	0	9	0	7	0	0	8
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	797	10	5	1045	0	10	0	8	0	0	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage veh												
Upstream signal (ft)	893											
pX, platoon unblocked				0.96			0.96	0.96	0.96	0.96	0.96	
vC, conflicting volume	1045			807			1344	1857	404	1462	1862	523
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1045			708			1269	1805	286	1392	1811	523
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			91	100	99	100	100	98
cM capacity (veh/h)	661			848			117	75	680	95	74	499
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	531	276	353	697	18	9						
Volume Left	0	0	5	0	10	0						
Volume Right	0	10	0	0	8	9						
cSH	1700	1700	848	1700	185	499						
Volume to Capacity	0.31	0.16	0.01	0.41	0.10	0.02						
Queue Length 95th (ft)	0	0	0	0	8	1						
Control Delay (s/veh)	0.0	0.0	0.2	0.0	26.5	12.3						
Lane LOS			A		D	B						
Approach Delay (s/veh)	0.0		0.1		26.5	12.3						
Approach LOS					D	B						
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			43.4%		ICU Level of Service		A					
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

17: SE 17th Ave & Broward Blvd.

02/06/2025

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	376	10	0	278	0	9
Future Volume (Veh/h)	376	10	0	278	0	9
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	409	11	0	302	0	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	897					
pX, platoon unblocked			0.86		0.86	0.86
vC, conflicting volume			420		717	415
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			242		587	235
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			1137		405	690
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	420	302	10			
Volume Left	0	0	0			
Volume Right	11	0	10			
cSH	1700	1700	690			
Volume to Capacity	0.25	0.18	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s/veh)	0.0	0.0	10.3			
Lane LOS			B			
Approach Delay (s/veh)	0.0	0.0	10.3			
Approach LOS			B			
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			30.4%	ICU Level of Service		A
Analysis Period (min)			15			



Scenario C

HCM Signalized Intersection Capacity Analysis

8: SE 15th Ave. & Las Olas Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	332	16	11	241	371	10	36	9	435	70	26
Future Volume (vph)	21	332	16	11	241	371	10	36	9	435	70	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0		6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00		1.00		0.95	0.95	
Frt	1.00	0.99		1.00	1.00	0.85		0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99		0.95	0.97	
Satd. Flow (prot)	1770	3515		1770	1863	1583		1804		1681	1690	
Flt Permitted	0.50	1.00		0.53	1.00	1.00		0.99		0.95	0.97	
Satd. Flow (perm)	925	3515		983	1863	1583		1804		1681	1690	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	361	17	12	262	403	11	39	10	473	76	28
RTOR Reduction (vph)	0	2	0	0	0	211	0	0	0	0	3	0
Lane Group Flow (vph)	23	376	0	12	262	192	0	60	0	289	285	0
Turn Type	pm+pt	NA		Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases	1	6			2		3	3		4	4	
Permitted Phases	6			2		2						
Actuated Green, G (s)	53.9	53.9		46.9	46.9	46.9		6.4		20.9	20.9	
Effective Green, g (s)	53.9	53.9		46.9	46.9	46.9		6.4		20.9	20.9	
Actuated g/C Ratio	0.55	0.55		0.48	0.48	0.48		0.07		0.21	0.21	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		6.0		6.0	6.0	
Vehicle Extension (s)	1.5	0.2		0.2	0.2	0.2		2.0		3.0	3.0	
Lane Grp Cap (vph)	524	1929		469	889	756		117		357	359	
v/s Ratio Prot	0.00	c0.11			c0.14			c0.03		c0.17	0.17	
v/s Ratio Perm	0.02			0.01		0.12						
v/c Ratio	0.04	0.19		0.03	0.29	0.25		0.51		0.81	0.79	
Uniform Delay, d1	10.5	11.2		13.6	15.6	15.3		44.4		36.8	36.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.0	0.2		0.1	0.8	0.8		1.6		12.7	11.4	
Delay (s)	10.5	11.4		13.7	16.4	16.1		46.0		49.4	48.0	
Level of Service	B	B		B	B	B		D		D	D	
Approach Delay (s/veh)		11.4			16.2			46.0			48.7	
Approach LOS		B			B			D			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			27.0				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			98.2				Sum of lost time (s)			22.0		
Intersection Capacity Utilization			48.0%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

9: SE 15th Ave./NE 15th Ave. & Broward Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	159	375	77	204	3	362	82	24	2	115	58
Future Volume (vph)	30	159	375	77	204	3	362	82	24	2	115	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0			6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.97			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1859		1770	1800			1861	1583
Flt Permitted	0.62	1.00	1.00	0.46	1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)	1151	1863	1583	858	1859		1770	1800			1861	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	173	408	84	222	3	393	89	26	2	125	63
RTOR Reduction (vph)	0	0	323	0	1	0	0	11	0	0	0	57
Lane Group Flow (vph)	33	173	85	84	224	0	393	104	0	0	127	6
Turn Type	Perm	NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases		6		5	2		8	8		7	7	
Permitted Phases	6		6	2								7
Actuated Green, G (s)	15.1	15.1	15.1	26.2	26.2		21.0	21.0			7.2	7.2
Effective Green, g (s)	15.1	15.1	15.1	26.2	26.2		21.0	21.0			7.2	7.2
Actuated g/C Ratio	0.21	0.21	0.21	0.36	0.36		0.29	0.29			0.10	0.10
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0			6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	1.5	3.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)	240	388	330	374	672		513	522			185	157
v/s Ratio Prot		c0.09		0.02	c0.12		c0.22	0.06			c0.07	
v/s Ratio Perm	0.03		0.05	0.07								0.00
v/c Ratio	0.14	0.45	0.26	0.22	0.33		0.77	0.20			0.69	0.04
Uniform Delay, d1	23.3	25.0	24.0	15.8	16.8		23.5	19.4			31.5	29.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	0.3	0.8	0.4	0.1	0.3		6.1	0.1			8.1	0.0
Delay (s)	23.6	25.8	24.4	15.9	17.1		29.5	19.4			39.6	29.5
Level of Service	C	C	C	B	B		C	B			D	C
Approach Delay (s/veh)		24.7			16.7			27.3			36.3	
Approach LOS		C			B			C			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			25.4			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			72.4			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			61.0%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

5: SE 12th Ave./NE 12th Ave. & Broward Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	695	39	23	697	5	33	3	18	20	10	15
Future Volume (Veh/h)	24	695	39	23	697	5	33	3	18	20	10	15
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	755	42	25	758	5	36	3	20	22	11	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL				TWLTL							
Median storage veh	2				2							
Upstream signal (ft)					894							
pX, platoon unblocked												
vC, conflicting volume	763			797			1279	1641	399	1262	1660	382
vC1, stage 1 conf vol							828	828		811	811	
vC2, stage 2 conf vol							451	813		451	849	
vCu, unblocked vol	763			797			1279	1641	399	1262	1660	382
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			97			87	99	97	92	96	97
cM capacity (veh/h)	845			821			279	266	601	286	262	616
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	26	503	294	25	505	258	59	49				
Volume Left	26	0	0	25	0	0	36	22				
Volume Right	0	0	42	0	0	5	20	16				
cSH	845	1700	1700	821	1700	1700	340	338				
Volume to Capacity	0.03	0.30	0.17	0.03	0.30	0.15	0.17	0.14				
Queue Length 95th (ft)	2	0	0	2	0	0	15	13				
Control Delay (s/veh)	9.4	0.0	0.0	9.5	0.0	0.0	17.8	17.4				
Lane LOS	A			A			C	C				
Approach Delay (s/veh)	0.3			0.3			17.8	17.4				
Approach LOS							C	C				
Intersection Summary												
Average Delay				1.4								
Intersection Capacity Utilization				31.6%	ICU Level of Service			A				
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

6: Las Olas Blvd. & SE 12th Ave.

02/06/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	444	296	15	69	29
Future Volume (Veh/h)	13	444	296	15	69	29
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	483	322	16	75	32
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)			904			
pX, platoon unblocked	0.95				0.95	0.95
vC, conflicting volume	338				841	330
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	278				807	270
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				77	96
cM capacity (veh/h)	1222				330	731
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	497	338	107			
Volume Left	14	0	75			
Volume Right	0	16	32			
cSH	1222	1700	395			
Volume to Capacity	0.01	0.20	0.27			
Queue Length 95th (ft)	1	0	27			
Control Delay (s/veh)	0.3	0.0	17.5			
Lane LOS	A		C			
Approach Delay (s/veh)	0.3	0.0	17.5			
Approach LOS			C			
Intersection Summary						
Average Delay		2.2				
Intersection Capacity Utilization		46.1%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

12: SE 16th Ave. & Las Olas Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	764	9	2	612	0	0	0	10	0	0	11
Future Volume (Veh/h)	0	764	9	2	612	0	0	0	10	0	0	11
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	830	10	2	665	0	0	0	11	0	0	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage veh												
Upstream signal (ft)	449											
pX, platoon unblocked				0.96				0.96	0.96	0.96	0.96	0.96
vC, conflicting volume	665				840				1184	1504	420	1095
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	665				757				1113	1446	320	1021
tC, single (s)	4.1				4.1				7.5	6.5	6.9	7.5
tC, 2 stage (s)												
tF (s)	2.2				2.2				3.5	4.0	3.3	3.5
p0 queue free %	100				100				100	100	98	100
cM capacity (veh/h)	920				818				154	125	650	180
cM capacity (veh/h)												
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	553	287	224	443	11	12						
Volume Left	0	0	2	0	0	0						
Volume Right	0	10	0	0	11	12						
cSH	1700	1700	818	1700	650	663						
Volume to Capacity	0.33	0.17	0.00	0.26	0.02	0.02						
Queue Length 95th (ft)	0	0	0	0	1	1						
Control Delay (s/veh)	0.0	0.0	0.1	0.0	10.6	10.5						
Lane LOS				A				B	B			
Approach Delay (s/veh)	0.0				0.0				10.6	10.5		
Approach LOS										B	B	
Intersection Summary												
Average Delay				0.2								
Intersection Capacity Utilization				31.4%	ICU Level of Service			A				
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

13: SE 16th Ave./NE 16th Ave. & Broward Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	194	21	0	207	3	0	0	58	0	0	55
Future Volume (Veh/h)	0	194	21	0	207	3	0	0	58	0	0	55
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	211	23	0	225	3	0	0	63	0	0	60
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)		441										
pX, platoon unblocked				0.93			0.93	0.93	0.93	0.93	0.93	
vC, conflicting volume	228			234			509	451	223	512	461	227
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	228			140			436	373	128	439	384	227
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	93	100	100	93
cM capacity (veh/h)	1340			1343			458	519	858	456	512	813
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	234	228	63	60								
Volume Left	0	0	0	0								
Volume Right	23	3	63	60								
cSH	1700	1700	858	813								
Volume to Capacity	0.14	0.13	0.07	0.07								
Queue Length 95th (ft)	0	0	6	6								
Control Delay (s/veh)	0.0	0.0	9.5	9.8								
Lane LOS			A	A								
Approach Delay (s/veh)	0.0	0.0	9.5	9.8								
Approach LOS			A	A								
Intersection Summary												
Average Delay			2.0									
Intersection Capacity Utilization			21.7%	ICU Level of Service					A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

16: SE 17th Ave & Las Olas Blvd.

02/06/2025

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	749	20	8	603	3	5
Future Volume (Veh/h)	749	20	8	603	3	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	814	22	9	655	3	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	893					
pX, platoon unblocked						
vC, conflicting volume			836		1171	418
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			836		1171	418
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		98	99
cM capacity (veh/h)			794		184	584
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	543	293	227	437	8	
Volume Left	0	0	9	0	3	
Volume Right	0	22	0	0	5	
cSH	1700	1700	794	1700	321	
Volume to Capacity	0.32	0.17	0.01	0.26	0.02	
Queue Length 95th (ft)	0	0	1	0	2	
Control Delay (s/veh)	0.0	0.0	0.5	0.0	16.5	
Lane LOS			A		C	
Approach Delay (s/veh)	0.0		0.2		16.5	
Approach LOS					C	
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			32.3%		ICU Level of Service	
Analysis Period (min)			15		A	

HCM Unsignalized Intersection Capacity Analysis

17: SE 17th Ave & Broward Blvd.

02/06/2025

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	232	16	0	213	0	7
Future Volume (Veh/h)	232	16	0	213	0	7
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	252	17	0	232	0	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	897					
pX, platoon unblocked						
vC, conflicting volume			269		493	261
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			269		493	261
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			1295		536	778
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	269	232	8			
Volume Left	0	0	0			
Volume Right	17	0	8			
cSH	1700	1700	778			
Volume to Capacity	0.16	0.14	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s/veh)	0.0	0.0	9.7			
Lane LOS						
Approach Delay (s/veh)	0.0	0.0	9.7			
Approach LOS						
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			23.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

8: SE 15th Ave. & Las Olas Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	317	9	12	317	661	23	75	6	424	38	41
Future Volume (vph)	35	317	9	12	317	661	23	75	6	424	38	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0		6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00		1.00		0.95	0.95	
Frt	1.00	1.00		1.00	1.00	0.85		0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99		0.95	0.97	
Satd. Flow (prot)	1770	3524		1770	1863	1583		1827		1681	1669	
Flt Permitted	0.25	1.00		0.54	1.00	1.00		0.99		0.95	0.97	
Satd. Flow (perm)	467	3524		1005	1863	1583		1827		1681	1669	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	345	10	13	345	718	25	82	7	461	41	45
RTOR Reduction (vph)	0	1	0	0	0	521	0	0	0	0	6	0
Lane Group Flow (vph)	38	354	0	13	345	197	0	114	0	277	264	0
Turn Type	pm+pt	NA		Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases	1	6			2		3	3		4	4	
Permitted Phases	6			2		2						
Actuated Green, G (s)	42.1	42.1		34.1	34.1	34.1		11.3		54.0	54.0	
Effective Green, g (s)	42.1	42.1		34.1	34.1	34.1		11.3		54.0	54.0	
Actuated g/C Ratio	0.34	0.34		0.27	0.27	0.27		0.09		0.43	0.43	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		6.0		6.0	6.0	
Vehicle Extension (s)	1.5	0.2		0.2	0.2	0.2		2.0		3.0	3.0	
Lane Grp Cap (vph)	189	1192		275	510	433		165		729	724	
v/s Ratio Prot	0.00	c0.10			c0.19			c0.06		c0.16	0.16	
v/s Ratio Perm	0.06			0.01		0.12						
v/c Ratio	0.20	0.30		0.05	0.68	0.45		0.69		0.38	0.37	
Uniform Delay, d1	29.7	30.3		33.2	40.2	37.4		54.9		23.9	23.7	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.6		0.3	7.0	3.4		9.6		1.5	1.4	
Delay (s)	29.9	30.9		33.5	47.3	40.9		64.5		25.4	25.1	
Level of Service	C	C		C	D	D		E		C	C	
Approach Delay (s/veh)		30.8			42.8			64.5			25.2	
Approach LOS		C			D			E			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			37.2				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			124.4				Sum of lost time (s)			22.0		
Intersection Capacity Utilization			63.2%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

9: SE 15th Ave./NE 15th Ave. & Broward Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	327	312	84	206	5	722	124	32	2	101	48
Future Volume (vph)	63	327	312	84	206	5	722	124	32	2	101	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0			6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.97			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1857		1770	1805			1861	1583
Flt Permitted	0.62	1.00	1.00	0.18	1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)	1147	1863	1583	331	1857		1770	1805			1861	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	68	355	339	91	224	5	785	135	35	2	110	52
RTOR Reduction (vph)	0	0	266	0	1	0	0	10	0	0	0	47
Lane Group Flow (vph)	68	355	73	91	228	0	785	160	0	0	112	5
Turn Type	Perm	NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases		6		5	2		8	8		7	7	
Permitted Phases	6		6	2								7
Actuated Green, G (s)	18.9	18.9	18.9	30.5	30.5		31.3	31.3			7.6	7.6
Effective Green, g (s)	18.9	18.9	18.9	30.5	30.5		31.3	31.3			7.6	7.6
Actuated g/C Ratio	0.22	0.22	0.22	0.35	0.35		0.36	0.36			0.09	0.09
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0			6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	1.5	3.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)	248	402	342	207	648		633	646			161	137
v/s Ratio Prot		c0.19		0.03	c0.12		c0.44	0.09			c0.06	
v/s Ratio Perm	0.06		0.05	0.12								0.00
v/c Ratio	0.27	0.88	0.21	0.44	0.35		1.24	0.25			0.70	0.03
Uniform Delay, d1	28.5	33.2	28.1	21.3	21.1		28.1	19.8			38.8	36.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	0.6	19.8	0.3	0.5	0.3		121.2	0.1			10.0	0.0
Delay (s)	29.1	53.0	28.5	21.8	21.5		149.2	19.8			48.8	36.6
Level of Service	C	D	C	C	C		F	B			D	D
Approach Delay (s/veh)		40.0			21.6			126.2			44.9	
Approach LOS		D			C			F			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)	75.1			HCM 2000 Level of Service					E			
HCM 2000 Volume to Capacity ratio	1.01											
Actuated Cycle Length (s)	87.4			Sum of lost time (s)					24.0			
Intersection Capacity Utilization	83.5%			ICU Level of Service					E			
Analysis Period (min)	15											
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

5: SE 12th Ave./NE 12th Ave. & Broward Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	772	47	19	938	2	33	7	39	18	6	14
Future Volume (Veh/h)	13	772	47	19	938	2	33	7	39	18	6	14
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	839	51	21	1020	2	36	8	42	20	7	15
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh	2			2								
Upstream signal (ft)				894								
pX, platoon unblocked												
vC, conflicting volume	1022			890			1463	1957	445	1557	1981	511
vC1, stage 1 conf vol							893	893		1063	1063	
vC2, stage 2 conf vol							571	1064		494	918	
vCu, unblocked vol	1022			890			1463	1957	445	1557	1981	511
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			97			86	96	93	90	97	97
cM capacity (veh/h)	675			757			248	218	561	207	217	508
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	14	559	331	21	680	342	86	42				
Volume Left	14	0	0	21	0	0	36	20				
Volume Right	0	0	51	0	0	2	42	15				
cSH	675	1700	1700	757	1700	1700	335	265				
Volume to Capacity	0.02	0.33	0.19	0.03	0.40	0.20	0.26	0.16				
Queue Length 95th (ft)	2	0	0	2	0	0	25	14				
Control Delay (s/veh)	10.4	0.0	0.0	9.9	0.0	0.0	19.4	21.1				
Lane LOS	B			A			C	C				
Approach Delay (s/veh)	0.2			0.2			19.4	21.1				
Approach LOS							C	C				
Intersection Summary												
Average Delay				1.4								
Intersection Capacity Utilization				38.2%	ICU Level of Service			A				
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

6: Las Olas Blvd. & SE 12th Ave.

02/06/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	28	347	389	18	41	28
Future Volume (Veh/h)	28	347	389	18	41	28
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	30	377	423	20	45	30
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)			904			
pX, platoon unblocked	0.84				0.84	0.84
vC, conflicting volume	443				870	433
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	235				746	223
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				85	96
cM capacity (veh/h)	1113				310	682
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	407	443	75			
Volume Left	30	0	45			
Volume Right	0	20	30			
cSH	1113	1700	396			
Volume to Capacity	0.03	0.26	0.19			
Queue Length 95th (ft)	2	0	17			
Control Delay (s/veh)	0.9	0.0	16.2			
Lane LOS	A		C			
Approach Delay (s/veh)	0.9	0.0	16.2			
Approach LOS			C			
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization			52.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

12: SE 16th Ave. & Las Olas Blvd.

02/06/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	705	8	0	993	0	0	0	7	0	0	13
Future Volume (Veh/h)	0	705	8	0	993	0	0	0	7	0	0	13
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	766	9	0	1079	0	0	0	8	0	0	14
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage veh												
Upstream signal (ft)	449											
pX, platoon unblocked				0.94				0.94	0.94	0.94	0.94	0.94
vC, conflicting volume	1079			775				1310	1850	388	1470	1854
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1079			625				1196	1772	212	1367	1777
tC, single (s)	4.1			4.1				7.5	6.5	6.9	7.5	6.5
tC, 2 stage (s)												
tF (s)	2.2			2.2				3.5	4.0	3.3	3.5	4.0
p0 queue free %	100			100				100	100	99	100	100
cM capacity (veh/h)	642			892				129	77	743	98	77
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	511	264	360	719	8	14						
Volume Left	0	0	0	0	0	0						
Volume Right	0	9	0	0	8	14						
cSH	1700	1700	892	1700	743	486						
Volume to Capacity	0.30	0.16	0.00	0.42	0.01	0.03						
Queue Length 95th (ft)	0	0	0	0	1	2						
Control Delay (s/veh)	0.0	0.0	0.0	0.0	9.9	12.6						
Lane LOS					A	B						
Approach Delay (s/veh)	0.0			0.0			9.9	12.6				
Approach LOS					A	B						
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			37.4%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

13: SE 16th Ave./NE 16th Ave. & Broward Blvd.

02/06/2025

															
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			
Lane Configurations															
Traffic Volume (veh/h)	0	306	20	0	269	6	0	0	71	0	0	41			
Future Volume (Veh/h)	0	306	20	0	269	6	0	0	71	0	0	41			
Sign Control	Free			Free			Stop			Stop					
Grade	0%			0%			0%			0%					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	0	333	22	0	292	7	0	0	77	0	0	45			
Pedestrians															
Lane Width (ft)															
Walking Speed (ft/s)															
Percent Blockage															
Right turn flare (veh)															
Median type	None			None											
Median storage (veh)															
Upstream signal (ft)	441														
pX, platoon unblocked				0.82			0.82			0.82	0.82	0.82			
vC, conflicting volume	299				355			685			643	344	717	651	296
vC1, stage 1 conf vol															
vC2, stage 2 conf vol															
vCu, unblocked vol	299				110			510			459	96	549	468	296
tC, single (s)	4.1				4.1			7.1			6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)															
tF (s)	2.2				2.2			3.5			4.0	3.3	3.5	4.0	3.3
p0 queue free %	100				100			100			100	90	100	100	94
cM capacity (veh/h)	1262				1219			367			410	791	332	406	744
Direction, Lane #	EB 1	WB 1	NB 1	SB 1											
Volume Total	355	299	77	45											
Volume Left	0	0	0	0											
Volume Right	22	7	77	45											
cSH	1700	1700	791	744											
Volume to Capacity	0.21	0.18	0.10	0.06											
Queue Length 95th (ft)	0	0	8	5											
Control Delay (s/veh)	0.0	0.0	10.0	10.2											
Lane LOS				B	B										
Approach Delay (s/veh)	0.0	0.0	10.0	10.2											
Approach LOS				B	B										
Intersection Summary															
Average Delay				1.6											
Intersection Capacity Utilization				28.4%	ICU Level of Service				A						
Analysis Period (min)				15											

HCM Unsignalized Intersection Capacity Analysis 16: SE 17th Ave & Las Olas Blvd.

02/06/2025

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	733	9	5	961	9	7
Future Volume (Veh/h)	733	9	5	961	9	7
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	797	10	5	1045	10	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	893					
pX, platoon unblocked			0.96		0.96	0.96
vC, conflicting volume			807		1335	404
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			708		1259	286
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		94	99
cM capacity (veh/h)			848		155	680
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	531	276	353	697	18	
Volume Left	0	0	5	0	10	
Volume Right	0	10	0	0	8	
cSH	1700	1700	848	1700	235	
Volume to Capacity	0.31	0.16	0.01	0.41	0.08	
Queue Length 95th (ft)	0	0	0	0	6	
Control Delay (s/veh)	0.0	0.0	0.2	0.0	21.6	
Lane LOS			A	C		
Approach Delay (s/veh)	0.0	0.1		21.6		
Approach LOS						C
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			40.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

17: SE 17th Ave & Broward Blvd.

02/06/2025

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	376	10	0	278	0	9
Future Volume (Veh/h)	376	10	0	278	0	9
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	409	11	0	302	0	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	897					
pX, platoon unblocked			0.86		0.86	0.86
vC, conflicting volume			420		717	415
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			242		587	235
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			1137		405	690
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	420	302	10			
Volume Left	0	0	0			
Volume Right	11	0	10			
cSH	1700	1700	690			
Volume to Capacity	0.25	0.18	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s/veh)	0.0	0.0	10.3			
Lane LOS			B			
Approach Delay (s/veh)	0.0	0.0	10.3			
Approach LOS			B			
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			30.4%	ICU Level of Service		A
Analysis Period (min)			15			



APPENDIX C

Segment Analysis

Las Olas Blvd Segment Analysis																						
Roadway Segments				Volume						Roadway Geometry									LOS Determination			
Scenarios	Segments	From	To	Day 1	Day 2	Day 3	Avg	SF	AADT	# Lanes?	One-Way?	Median?	State Road Adjustments		Exclusive Left Adjustments		Overall		Base LOS C	Base LOS D	Adjusted LOS D	Segment LOS
													State Road?	Adjustment Factor	Exclusive Left?	Adjustment Factor	Exclusive Right?	Adjustment Factor				
All Scenarios	SE 15 th Avenue	SE 2 nd Street	SE 1 st Street	11,541	11,492	11,360	11,464	1.15	13,184	2	No	No	No	0.9	Yes	1.00	No	0.90	*	17,600	15,840	LOS D
	SE 16 th Avenue	SE 2 nd Street	SE 1 st Street	1,028	1,072	1,064	1,055	1.15	1,213	2	No	No	No	0.9	No	0.80	No	0.72	*	17,600	12,672	LOS D
	SE 17 th Avenue	SE 2 nd Street	SE 2 nd Court	157	160	135	151	1.15	173	2	No	No	No	0.9	No	0.80	No	0.72	*	17,600	12,672	LOS D

*Cannot be achieved using table input value defaults.