TRAFFIC IMPACT ANALYSIS

HILLCREST
HOLLYWOOD, FL

PREPARED FOR:
HILLCREST IG, LLC AND
PULTE GROUP

Kimley»Horn

Project #147507000
July 2015
Revised August 2015
Revised October 2015
CA 00000696
Kimley-Horn and Associates, Inc.
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West Palm Beach, Florida 33411
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INTRODUCTION

It is proposed to redevelop the site located on the north and south sides of Hillcrest Drive, just west of South 37th Avenue, in Hollywood, Florida. It is proposed to redevelop the existing golf course with a mix of condominiums, single-family homes and county park uses. Figure 1 illustrates the location of the proposed development.

Kimley-Horn and Associates, Inc. has prepared this traffic impact statement for submittal to the City of Hollywood. The purpose of the study is to assess the project's impact on the surrounding roadway network and determine if adequate capacity is available to support future traffic volumes. This report summarizes the data collection, project trip generation, project trip distribution, link analysis and intersection analysis.

NORTH

LEGEND

PROJECT SITE

FIGURE 1
SITE LOCATION
HILLCREST RESIDENTIAL

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PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the project, and the distribution and assignment of that traffic over the study roadway network.

Existing and Proposed Land Uses

The project site currently contains an 18-hole golf course. The site is proposed to be redeveloped with the following uses:

- 340 Condo/Townhouse Units
- 305 Single-Family Units
- 56.89-Acre County Park

Trip Generation

The trip generation potential for amendment site was calculated using equations published by the Institute of Transportation Engineers (ITE) in *Trip Generation, Ninth Edition*. For the purposes of this analysis. Table 1 summarizes the trip generation potential for the daily, AM peak hour and PM peak hour scenarios. As shown in Table 1, the proposed redevelopment results in a net increase of 4,282 net new external daily trips, 324 net new external AM peak hour trips and 403 net new external PM peak hour trips.

TABLE 1
TRIP GENERATION
HILLCREST

LAND USE	INTENSITY	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
			TOTAL	IN	OUT	TOTAL	IN	OUT
Existing Development								
Golf Course	18 holes	643	37	29	8	53	27	26
Net New External Trips		***643***	***37***	***29***	***8***	***53***	***27***	***26***
Proposed Development								
Condos/Townhouses	340 d.u.	1,865	137	23	114	164	110	54
Single Family Detached	305 d.u.	2,930	223	56	167	287	181	106
County Park	56.89 acres	130	1	1	0	5	3	2
Net New External Trips		***4,925***	***361***	***80***	***281***	***456***	***294***	***162***
Trip Differential (Proposed - Existing)		**4,282**	**324**	**51**	**273**	**403**	**267**	**136**

Daily Trips			
Golf Course	[ITE 430]	=	35.74 trips / hole
Condos/Townhouses	[ITE 230]	=	Ln(T) = 0.87 Ln(X) + 2.46
Single Family Detached	[ITE 210]	=	Ln(T) = 0.92 Ln(X) + 2.72
County Park	[ITE 412]	=	2.28 trips / acre
AM Peak Hour			
Golf Course	[ITE 430]	=	2.06 trips / hole (79% in, 21% out)
Condos/Townhouses	[ITE 230]	=	Ln(T) = 0.80 Ln(X) + 0.26 (17% in, 83% out)
Single Family Detached	[ITE 210]	=	T = 0.70(X) + 9.74 (25% in, 75% out)
County Park	[ITE 412]	=	0.02 trips / acre (61% in, 39% out)
PM Peak Hour			
Golf Course	[ITE 430]	=	2.92 trips / hole (51% in, 49% out)
Condos/Townhouses	[ITE 230]	=	Ln(T) = 0.82 Ln(X) + 0.32 (67% in, 33% out)
Single Family Detached	[ITE 210]	=	Ln(T) = 0.90 Ln(X) + 0.51 (63% in, 37% out)
County Park	[ITE 412]	=	0.09 trips / acre (61% in, 39% out)

Trip Distribution

Project traffic was distributed to the external roadway network based on a review of the surrounding travel time characteristics and the location of various complementary land uses. The general distribution of the traffic traveling to and from the site was identified as:

- North – 37%
- East – 16%
- South –37%
- West – 10%

Traffic Assignment

The site traffic was assigned to the surrounding roadway network according to the trip distribution described above. Figure 2 illustrates the project traffic assignment percentages.

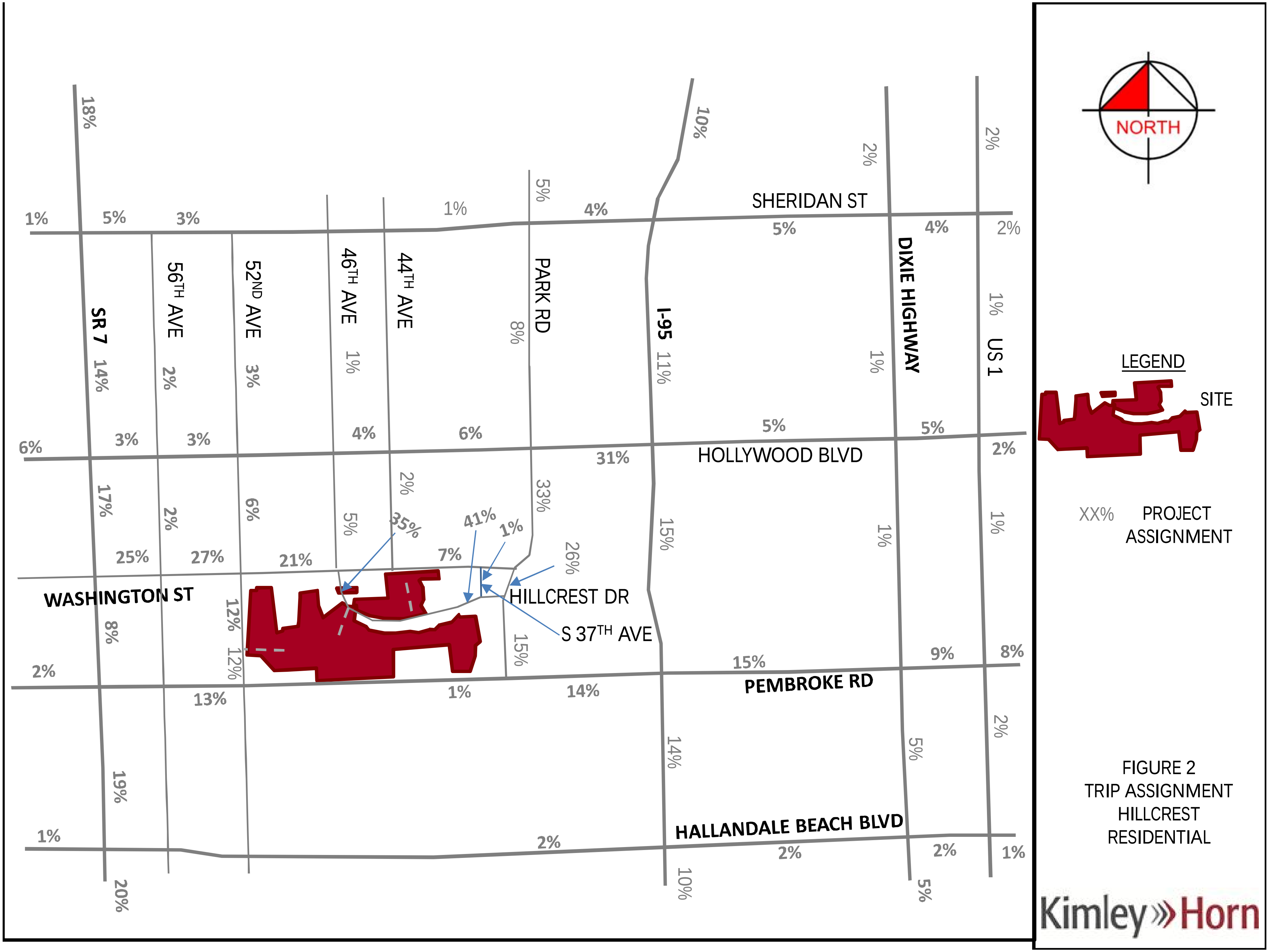


FIGURE 2
TRIP ASSIGNMENT
HILLCREST
RESIDENTIAL

Kimley»Horn

EXISTING TRAFFIC

Existing traffic conditions on the surrounding roadway links were determined based upon 2013 peak season traffic volumes provided by the Broward County Metropolitan Planning Organization (MPO).

AM peak hour (7:00 AM to 9:00 AM) and PM peak hour (4:00 PM to 6:00 PM) turning movement counts were conducted on Tuesday, June 16, 2015 at the following intersections:

- Washington Street & Hillcrest Drive
- Hillcrest Drive & Park Road
- Pembroke Road & Park Road
- Hillcrest Drive & Clubhouse Entrance
- Hillcrest Drive & East Clubhouse Entrance

These counts were used as the basis for the analysis of the intersections and surrounding links. The intersection turning movement count data is included in Appendix B.

FUTURE TRAFFIC

Future traffic conditions are defined as the expected traffic conditions in the year 2020 after project trips have been applied to the roadway network. Total traffic volumes considered in the analysis for this project are the sum of the 2020 background traffic volumes and the expected project traffic volumes. Background traffic volumes are the sum of the existing traffic, committed development traffic and an additional amount of traffic to account for potential growth in the study area. Because the existing counts were conducted when school was not in session, the committed traffic for the Championship Academy of Distinction Charter School was included in the background traffic calculations. To determine this traffic, trip generation calculations were conducted for an 850-student charter school. These trips were then assigned to the surrounding roadway network using the same general distribution as the project traffic. Because the historical growth on the surrounding links was found to be less than 1.0%, a nominal 1.0% growth rate was used to calculate background growth. This growth rate was applied to the existing traffic before project traffic was added to the links.

The trip generation calculations for the Championship Academy of Distinction Charter School are included in Appendix B.

LINK ANALYSIS

Per the methodology agreed upon with the City, this analysis provides an assessment of roadway links in the immediate vicinity of the project. The analysis is evaluated for year 2020 traffic conditions. The project traffic was assigned to Hillcrest Drive, Park Road and Washington Street to determine the project impacts in the immediate vicinity of the project. Links on which project traffic was greater than 5% of the LOS D service volume were considered to be significantly impacted. Table 2 summarizes the significance calculations for these links. Table 3 summarizes the capacity calculations for the significantly impacted links. As shown these tables, all of the significantly impacted links are projected to operate at LOS D or better under future total traffic conditions.

TABLE 2
SIGNIFICANCE ANALYSIS
HILLCREST

ROADWAY SEGMENT		COMMITED NUMBER OF LANES	FACILITY TYPE	LOS D GEN. SVC. VOLUME	PROJECT TRIPS						
					% ASSIGN-MENT	AM PEAK HOUR			PM PEAK HOUR		
From	To					TRIPS	% IMPACT	SIGNIFICANT?	TRIPS	% IMPACT	SIGNIFICANT?
46th Ave											
Washington Street	Hollywood Boulevard	2L	Class II	1,197	5%	10	0.84%	NO	12	1.00%	NO
Hollywood Boulevard	Sheridan Street	4LD	ClassII	2,628	1%	2	0.08%	NO	2	0.08%	NO
52nd Ave											
Pembroke Road	Project Driveway	2L	Class II	1,197	12%	24	2.01%	NO	30	2.51%	NO
Project Driveway	Washington Street	2L	Class II	1,197	12%	24	2.01%	NO	30	2.51%	NO
Washington Street	Hollywood Boulevard	2L	Class II	1,197	6%	12	1.00%	NO	15	1.25%	NO
Hollywood Boulevard	Sheridan Street	2L	ClassII	1,197	3%	6	0.50%	NO	7	0.58%	NO
56th Ave											
Washington Street	Hollywood Boulevard	2L	Class II	1,197	2%	4	0.33%	NO	5	0.42%	NO
Hollywood Boulevard	Sheridan Street	2L	ClassII	1,197	2%	4	0.33%	NO	5	0.42%	NO
44th Ave											
Washington Street	Hollywood Boulevard	2L	Class II	1,197	2%	4	0.33%	NO	5	0.42%	NO
Hollywood Boulevard	Sheridan Street	2L	ClassII	1,197	0%	0	0.00%	NO	0	0.00%	NO
Hillcrest Drive											
Washington Street	Project Site	4LD	Class II	3,220	35%	71	2.20%	NO	87	2.70%	NO
Project Site	Park Road	2L	ClassII	1,480	41%	83	5.61%	YES	102	6.89%	YES
Washington Street											
SR 7	56th Avenue	2L	Class II	2,628	25%	51	1.94%	NO	62	2.36%	NO
56th Avenue	52nd Avenue	2L	Class II	2,628	27%	55	2.09%	NO	67	2.55%	NO
52nd Avenue	46th Avenue	2L	Class II	2,628	21%	43	1.64%	NO	52	1.98%	NO
46th Avenue	44th Avenue	2L	Class II	1,197	9%	18	1.50%	NO	22	1.84%	NO
44th Avenue	Park Road	2L	Class II	1,197	7%	14	1.17%	NO	17	1.42%	NO
Park Road											
Pembroke Road	Hillcrest Drive	4LD	Class II	2,628	15%	30	1.14%	NO	37	1.41%	NO
Hillcrest Drive	Washington Street	4LD	Class II	2,628	26%	53	2.02%	NO	65	2.47%	NO
Washington Street	Hollywood Boulevard	4LD	Class II	2,628	33%	67	2.55%	NO	82	3.12%	NO
Hollywood Boulevard	Sheridan Street	4LD	Class II	2,628	8%	16	0.61%	NO	20	0.76%	NO
Sheridan Street	North of Sheridan Street	2L	Class II	1,197	5%	10	0.84%	NO	12	1.00%	NO
Sheridan Street											
SR 7	56th Avenue	6LD	Class II	5,390	5%	10	0.19%	NO	12	0.22%	NO
56th Avenue	52nd Avenue	6LD	Class II	5,390	3%	6	0.11%	NO	7	0.13%	NO
52nd Avenue	46th Avenue	6LD	Class II	5,390	0%	0	0.00%	NO	0	0.00%	NO
46th Avenue	44th Avenue	6LD	Class II	5,390	1%	2	0.04%	NO	2	0.04%	NO
44th Avenue	Park Road	6LD	Class II	5,390	1%	2	0.04%	NO	2	0.04%	NO
Park Road	I-95	6LD	Class II	5,390	4%	8	0.15%	NO	10	0.19%	NO
I-95	Dixie Highway	4LD	Class II	5,390	5%	10	0.19%	NO	12	0.22%	NO
Dixie Highway	US 1	4LD	Class II	3,580	4%	8	0.22%	NO	10	0.28%	NO
SR 7											
South of Hallandale Beach Blvd	Hallandale Beach Boulevard	5L	Class II	3,580	20%	41	1.15%	NO	50	1.40%	NO
Hallandale Beach Boulevard	Pembroke Road	5L	Class II	3,580	19%	39	1.09%	NO	47	1.31%	NO
Pembroke Road	Washington Street	5L	Class II	3,580	8%	16	0.45%	NO	20	0.56%	NO
Washington Street	Hollywood Boulevard	5L	Class II	3,580	17%	35	0.98%	NO	42	1.17%	NO
Hollywood Boulevard	Sheridan Street	5L	Class II	3,580	14%	28	0.78%	NO	35	0.98%	NO
Sheridan Street	North of Sheridan Street	5L	Class II	3,580	18%	37	1.03%	NO	45	1.26%	NO
I-95											
South of Hallandale Beach Blvd	Hallandale Beach Boulevard	10LX	Class II	16,840	10%	20	0.12%	NO	25	0.15%	NO
Hallandale Beach Boulevard	Pembroke Road	10LX	Class II	16,840	14%	28	0.17%	NO	35	0.21%	NO
Pembroke Road	Hollywood Boulevard	10LX	Class II	16,840	15%	30	0.18%	NO	37	0.22%	NO
Hollywood Boulevard	Sheridan Street	10LX	Class II	16,840	11%	22	0.13%	NO	27	0.16%	NO
Sheridan Street	North of Sheridan Street	10LX	Class II	16,840	10%	20	0.12%	NO	25	0.15%	NO
Dixie Highway											
South of Hallandale Beach Blvd	Hallandale Beach Boulevard	3LO	Class II	3,154	5%	10	0.32%	NO	12	0.38%	NO
Hallandale Beach Boulevard	Pembroke Road	3LO	Class II	3,154	5%	10	0.32%	NO	12	0.38%	NO
Pembroke Road	Hollywood Boulevard	3LO	Class II	3,154	1%	2	0.06%	NO	2	0.06%	NO
Hollywood Boulevard	Sheridan Street	3LO	Class II	3,154	1%	2	0.06%	NO	2	0.06%	NO
Sheridan Street	North of Sheridan Street	3LO	Class II	2,628	2%	4	0.15%	NO	5	0.19%	NO
US 1											
South of Hallandale Beach Blvd	Hallandale Beach Boulevard	6LD	Class II	4,500	2%	4	0.09%	NO	5	0.11%	NO
Hallandale Beach Boulevard	Pembroke Road	6LD	Class II	2,920	2%	4	0.14%	NO	5	0.17%	NO
Pembroke Road	Hollywood Boulevard	6LD	Class II	2,920	1%	2	0.07%	NO	2	0.07%	NO
Hollywood Boulevard	Sheridan Street	5L	Class II	2,920	1%	2	0.07%	NO	2	0.07%	NO
Sheridan Street	North of Sheridan Street	5L	Class II	2,920	2%	4	0.14%	NO	5	0.17%	NO
Hollywood Boulevard											
West of SR 7	SR 7	6LD	Class II	5,390	6%	12	0.22%	NO	15	0.28%	NO
SR 7	56th Avenue	6LD	Class II	4,500	3%	6	0.13%	NO	7	0.16%	NO
56th Avenue	52nd Avenue	6LD	Class II	4,500	3%	6	0.13%	NO	7	0.16%	NO
52nd Avenue	46th Avenue	6LD	Class II	4,500	0%	0	0.00%	NO	0	0.00%	NO
46th Avenue	44th Avenue	6LD	Class II	4,500	4%	8	0.18%	NO	10	0.22%	NO
44th Avenue	Park Road	6LD	Class II	4,500	6%	12	0.27%	NO	15	0.33%	NO
Park Road	I-95	6LD	Class II	4,500	31%	63	1.40%	NO	77	1.71%	NO
I-95	Dixie Highway	5L	Class II	2,920	5%	10	0.34%	NO	12	0.41%	NO
Dixie Highway	US 1	4LD	Class II	1,197	5%	10	0.84%	NO	12	1.00%	NO
Pembroke Road											
West of SR 7	SR 7	4LD	Class II	5,390	5%	10	0.19%	NO	12	0.22%	NO
SR 7	56th Avenue	6LD	Class II	5,390	13%	26	0.48%	NO	32	0.59%	NO
56th Avenue	52nd Avenue	6LD	Class II	5,390	13%	26	0.48%	NO	32	0.59%	NO
52nd Avenue	Park Road	6LD	Class II	5,390	1%	2	0.04%	NO	2	0.04%	NO
Park Road	I-95	6LD	Class II	5,390	14%	28	0.52%	NO	35	0.65%	NO
I-95	Dixie Highway	4LD	Class II	2,920	15%	30	1.03%	NO	37	1.27%	NO
Dixie Highway	US 1	4L	Class II	2,920	9%	18	0.62%	NO	22	0.75%	NO
Hallandale Beach Boulevard											
West of SR 7	SR 7	4LD	Class II	3,580	1%	2	0.06%	NO	2	0.06%	NO
SR 7	I-95	4LD	Class II	3,580	2%	4	0.11%	NO	5	0.14%	NO
I-95	Dixie Highway	6LD	Class II	5,390	2%	4	0.07%	NO	5	0.09%	NO
Dixie Highway	US 1	6LD	Class II	5,390	2%	4	0.07%	NO	5	0.09%	NO

TABLE 3
HILLCREST
TWO-WAY PEAK HOUR SIGNIFICANCE CALCULATIONS (2020)

Roadway		Roadway Class	Existing		2015 Existing Base Peak Hour Volume/LOS		Growth Rate (1)	2020 Background Growth (growth rate)	Championship Academy Committed Traffic	2020 Background Traffic	Peak Hour Project Traffic			2020 Peak Hour Volume/LOS With Proposed Proposed Project	
From	To		Lanes	LOS D* Service Volume							% Assignment	Project Trips	% Impact		
AM TWO-WAY PEAK HOUR															
Hillcrest Drive															
Project Site	Park Road	2L	ClassII	1,480	184	C	1.00%	9	314	507	41%	83	5.61%	590	C
PM TWO-WAY PEAK HOUR															
Hillcrest Drive															
Project Site	Park Road	2L	ClassII	1,480	195	C	1.00%	10	66	271	41%	102	6.89%	373	C

* Roadway capacity from FDOT 2013 Quality/LOS Handbook
*Existing peak hour volumes calculated from existing turning movement counts
(1) Growth Rates based on historical data provided by Broward County MPO; a minimum of 1.0% growth was used for all links

INTERSECTION ANALYSIS

The operating conditions for three conditions (existing, background and future total) were analyzed using Trafficware's Synchro 9.0 Software, which applies methodologies outlined in the *Highway Capacity Manual, 2000 Edition*. For this analysis, the following intersections were analyzed:

- Washington Street & Hillcrest Drive
- Hillcrest Drive & Park Road
- Pembroke Road & Park Road

Tables 4, 5, 6 summarize the level of service under existing, future background and future total conditions, respectively. As summarized in these tables, all intersections will operate at level of service (LOS) D or better under all conditions with existing laneage.

The future total operating conditions for the site's proposed driveways were analyzed using *HCS+* Software. For this analysis, the following intersections were analyzed:

- Hillcrest Drive & School Driveway
- Hillcrest Drive & Proposed Roundabout
- Hillcrest Drive & East Proposed Driveway

Table 7 summarizes the level of service under future total conditions at the stop-controlled driveways and the volume to capacity (v/c) ratios at the roundabout. As shown in Table 7, all driveways will operate at LOS D or better with future total volumes well below the capacity. Figure 3 illustrates the future total volumes at the site's driveways.

The proposed roundabout on Hillcrest Drive was analyzed as a single-lane roundabout. Due to the number of lanes on some of the approaches, a multi-lane roundabout could create driver confusion. As such, capacity analysis was not performed for a multi-lane scenario.

The City has expressed concern regarding the proximity of the proposed roundabout to the existing school driveway. Therefore, the developer is proposing cross-access between the main southern driveway and the school. This will substantially increase available queuing distance for school drop-off/pick-up operations and potentially eliminate westbound left-turns from Hillcrest Boulevard into the school.

The turning movement counts are included in Appendix B. The volume development sheets, signal timing sheets, HCS and Synchro worksheets are included in Appendix C.

Other Roundabouts

The roundabout at the main driveway & Hillcrest Drive is the only proposed roundabout on the existing public street network. Roundabouts are included internal to the site and are provided for aesthetic and speed control reasons. Due to the low volumes of traffic on these internal roads, no analysis has been performed.

Analysis of School Driveway

Rather than performing new traffic counts, the traffic impacts from the full 850-student school (as proposed) were added to the intersection analysis. This provides a conservative analysis as it assumes that no school traffic was included in the previous counts, and assumes buildout of the proposed expansion. School traffic was distributed similarly as the remainder of the Hillcrest traffic and existing roadway distribution.

The school driveway was analyzed with HCS+ software. The future total level of service (LOS) and projected queues into the site are summarized in Table 7. As shown in Table 7, the future queues into the site are not expected to exceed the existing storage area based on the HCS analysis. However, the developer still providing cross-access to the school site to alleviate any potential future congestion on Hillcrest Drive

TABLE 4 EXISTING INTERSECTION ANALYSIS SUMMARY HILLCREST						
AM Peak Hour						
	Overall		**NB**	**SB**	**EB**	**WB**
Hillcrest Dr & Washington St	14.3	B	C	C	A	B
Hillcrest Dr & Park Rd	5.4	A	A	A	C	-
Pembroke Rd & Park Rd	19.9	B	A	D	B	B
PM Peak Hour						
	Overall		**NB**	**SB**	**EB**	**WB**
Hillcrest Dr & Washington St	16.3	B	D	C	A	B
Hillcrest Dr & Park Rd	5.1	A	A	A	C	-
Pembroke Rd & Park Rd	29.1	C	A	E	B	C

TABLE 5 FUTURE BACKGROUND INTERSECTION ANALYSIS SUMMARY HILLCREST						
AM Peak Hour						
	Overall		**NB**	**SB**	**EB**	**WB**
Hillcrest Dr & Washington St	21.0	C	C	B	B	B
Hillcrest Dr & Park Rd	7.8	A	A	A	C	-
Pembroke Rd & Park Rd	22.1	C	A	D	B	B
PM Peak Hour						
	Overall		**NB**	**SB**	**EB**	**WB**
Hillcrest Dr & Washington St	17.7	B	D	C	A	B
Hillcrest Dr & Park Rd	5.7	A	A	A	C	-
Pembroke Rd & Park Rd	30.3	C	A	E	B	C

TABLE 6 FUTURE TOTAL INTERSECTION ANALYSIS SUMMARY HILLCREST						
AM Peak Hour						
	Overall		**NB**	**SB**	**EB**	**WB**
Hillcrest Dr & Washington St	24.5	C	D	B	B	C
Hillcrest Dr & Park Rd	9.3	A	A	A	C	-
Pembroke Rd & Park Rd	23.1	C	A	D	C	B
PM Peak Hour						
	Overall		**NB**	**SB**	**EB**	**WB**
Hillcrest Dr & Washington St	18.9	B	D	C	A	B
Hillcrest Dr & Park Rd	6.7	A	A	A	C	-
Pembroke Rd & Park Rd	30.5	C	A	E	B	C

TABLE 7
FUTURE TOTAL UNSIGNALIZED INTERSECTION ANALYSIS SUMMARY
HILLCREST

AM Peak Hour										
	Overall		NB	SB	EB	WB	NBL Queue (Veh)	NBL Queue (Ft)	Available Storage (Ft)	Queue in Excess of Storage?
West Driveway & Hillcrest Dr	12.3	B	A	-	B	-	1	25	120	No
***Hillcrest Dr Roundabout**	-	-	0.15	0.00	0.24	0.28	-	-	-	-
East Driveway & Hillcrest Dr	14.6	B	-	B	A	-	-	-	-	-
PM Peak Hour										
	Overall		NB	SB	EB	WB	NBL Queue (Veh)	NBL Queue (Ft)	Available Storage (Ft)	Queue in Excess of Storage?
West Driveway & Hillcrest Dr	9.5	A	-	-	-	A	1	25	120	No
***Hillcrest Dr Roundabout**	-	-	0.08	0.00	0.23	0.19	-	-	-	-
East Driveway & Hillcrest Dr	12.3	B	-	B	A	-	-	-	-	-

**Roundabout analyzed using v/c ratios calculated in HCS+*

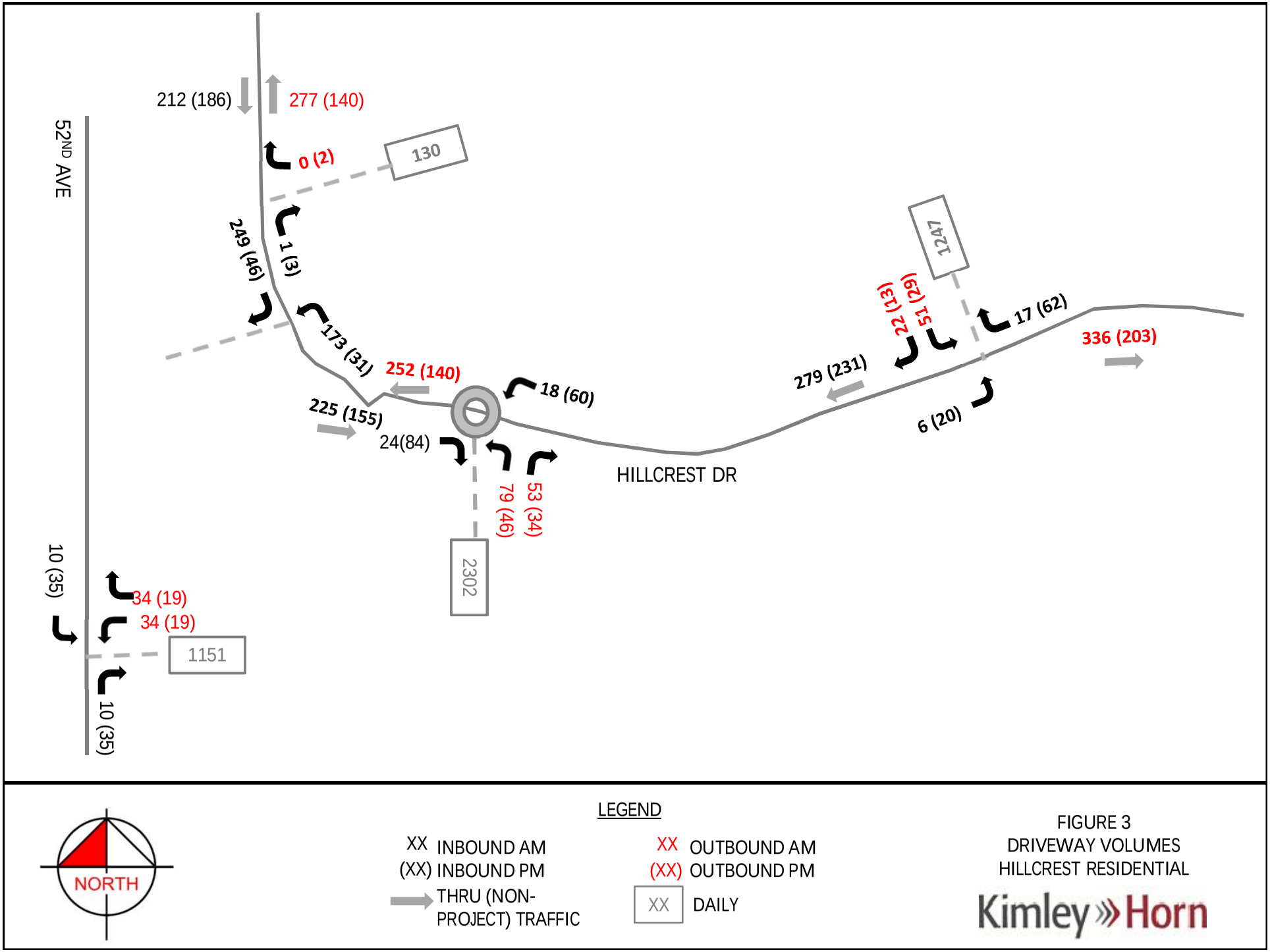


FIGURE 3
DRIVEWAY VOLUMES
HILLCREST RESIDENTIAL

Kimley»Horn

CONCLUSION

It is proposed to develop a mix of condominiums, single-family homes and county park uses on the north and south sides of Hillcrest Drive, just west of South 37th Avenue, in Hollywood, Florida. Trip generation calculations were prepared to evaluate the volume of trips anticipated to be generated during the weekday AM and PM peak periods by the proposed redevelopment. As shown in this evaluation, the proposed redevelopment results in a net increase of 4,282 net new external daily trips, 324 net new external AM peak hour trips and 403 net new external PM peak hour trips. As shown in the analysis, all study intersections and roadways links will operate at an acceptable level of service through buildout in 2020.

APPENDIX A: SITE PLAN

SITE DATA

TOTAL SITE AREA	169.23 AC. (7,371,490 S.F.)
ZONING DESIGNATION	P.U.D.-R
LAND USE DESIGNATION	IRREGULAR RESIDENTIAL DASHED LINE AREA, GENERAL BUSINESS AND OPEN SPACE RECREATION
TOTAL NUMBER OF UNITS	645 D.U.
DENSITY	3.81 D.U./AC.
MAX ALLOWABLE D.U. (PER DEVELOPER AFFIDAVIT O.R.B. 46744, PAGE 983)	646 D.U.
TOTAL LAKE AREA PROPOSED	22.46 AC. (978,357.6 S.F.)
EXECUTIVE GOLF COURSE LAKE / RETENTION AREA	5.48 AC. (238,708.8 S.F.)
18-HOLE GOLF COURSE PARCEL LAKE AREA	16.98 AC. (739,648.8 S.F.)
PUD-R MAXIMUM RESIDENTIAL LAND COVERAGE (IMPERVIOUS AREA - 65%)	110.0 AC. (4,791,578.2 S.F.)
TOTAL IMPERVIOUS AREA PROPOSED (SEE BREAKDOWN IN DETAIL SHEET)	79.22 AC. (3,450,841.8 S.F. - 47%)
TOTAL PERVIOUS AREA (SEE BREAKDOWN IN DETAIL SHEET)	90.01 AC. (3,920,817 S.F.)
OPEN SPACE REQUIRED (20% - DOES NOT INCLUDE LAKE WATER SURFACE AREAS)	33.85 AC. (1,474,506 S.F.)
OPEN SPACE PROVIDED (DOES NOT INCLUDE LAKE WATER SURFACE AREAS)	79.22 AC. (3,450,841.8 S.F.)
INCLUDES COMMUNITY GREEN SPACE, LANDSCAPE BUFFERS, COMMON OPEN SPACE AREAS & YARD AREAS	69.79 AC. (3,040,052.4 S.F.)
HILLCREST COMMUNITY GREEN SPACE AREA	35'
MAXIMUM BUILDING HEIGHT	

PHASE 1 - EXECUTIVE GOLF COURSE PARCEL	30.44 AC. (1,326,135.9 S.F.)
TOTAL NUMBER OF UNITS	151 D.U. (23%)
TOTAL SINGLE FAMILY	67 D.U. (44%)
TOTAL SINGLE FAMILY (40' x 110')	45 D.U. (67%)
TOTAL SINGLE FAMILY (45' x 110')	22 D.U. (33%)
TOTAL FEE SIMPLE MULTI-FAMILY / TOWNHOME	84 D.U. (56%)
TRAILWOOD TOWNHOME	4 D.U. (5%)
CHASE TOWNHOME	38 D.U. (45%)
MAGNOLIA TOWNHOME	42 D.U. (50%)
TOTAL DENSITY	4.96 D.U./AC.
TOTAL LAKE/DRAINAGE STORAGE AREA	5.48 AC. (238,708.8 S.F.)
TOTAL WATER SURFACE AREA	2.33 AC. (101,494.8 S.F.)
TOTAL DRY RETENTION AREA	3.15 AC. (137,214 S.F.)
HILLCREST RESORT COMMUNITY GREEN SPACE AREA	12.90 AC. (561,924 S.F.)
TOTAL PERVIOUS AREA (SEE BREAKDOWN DETAIL SHEET)	15.06 AC. (655,863.1)
GREEN SPACE AREA, BUFFER AREAS, RESIDENTIAL YARD AREAS & LANDSCAPE OPEN SPACE AREAS	
TOTAL IMPERVIOUS AREA (SEE BREAKDOWN DETAIL SHEET)	15.38 AC. (670,103.3 S.F.)
RESIDENTIAL BUILDING FOOTPRINT AREAS (INCLUDES DRIVEWAYS & WALKS)	7.69 AC. (334,902 S.F.)
PRIVATE ROADWAY AREA	2.99 AC. (230,433.3 S.F.)
INTERNAL WALKWAYS AREA	.46 AC. (19,836 S.F.)
FITNESS TRAIL AREA	1.20 AC. (130,433.3 S.F.)
LAKE WATER SURFACE AREA	3.05 AC. (132,858 S.F.)
OPEN SPACE REQUIRED (20% MIN. DOES NOT INCLUDE LAKE AREA)	6.09 AC. (265,280.4 S.F.
OPEN SPACE PROPOSED (DOES NOT INCLUDE LAKE AREA)	15.06 AC. (655,863.1 S.F.)
INCLUDES COMMUNITY GREEN SPACE, LANDSCAPE BUFFERS, COMMON OPEN SPACE AREAS & YARD AREAS	
PARKING SPACES REQUIRED (2 SP. / D.U. PLUS 1 GUEST SP. PER 5 D.U.)	319 SP.
SINGLE FAMILY PARKING SPACES REQUIRED (2 SP. / D.U.)	134 SP.
MULTI-FAMILY PARKING SPACES REQUIRED (2 SP. / D.U.)	168 SP.
MULTI-FAMILY GUEST SPACES REQUIRED (1 SP. / 5 D.U.)	17 SP.
(SEE DETAIL SHEET FOR DETAILED PARKING BREAKDOWN)	
PARKING SPACES PROPOSED (INCLUDES DRIVEWAY & GARAGE SPACES)	566 SP.
SINGLE FAMILY SPACES PROPOSED (2 DRIVEWAY & 2 GARAGE SP.)	268 SP.
MULTI-FAMILY SPACES PROPOSED (DRIVEWAY & GARAGE SP.)	252 SP.
MULTI-FAMILY GUEST PARKING SPACES PROPOSED	46 SP.
(SEE DETAIL SHEET FOR DETAILED PARKING BREAKDOWN)	

PHASE 1 - CLUBHOUSE PARCEL	3.91 AC. (170,343.9 S.F.)
PROPOSED HILLCREST CONDO CLUBHOUSE AREA	4,000 S.F.
PROPOSED PRIVATE CLUBHOUSE	6,000 S.F.
PARKING REQUIRED (1 SP. / 60 S.F. AVAIL. FOR SEATING)	67 SPACES
PARKING PROPOSED	151 SPACES

PHASE 1 - TENNIS & BOCCE CENTER	1.50 AC. (65,340 S.F.)
PROPOSED CABANA RECONSTRUCTION AREA	965 S.F.
PARKING REQUIRED (1.5 PER CABANA)	3 SP.
PARKING PROPOSED	4 SP.

PHASE 2 - 18 - HOLE GOLF COURSE PARCEL	137.28 AC. (5,979,880.4 S.F.)
	ACREAGE INCLUDES CLUBHOUSE REC PARCEL
TOTAL NUMBER OF UNITS	494 D.U. (77%)
TOTAL SINGLE FAMILY	238 D.U. (48%)
TOTAL SINGLE FAMILY (40' x 110')	99 D.U. (42%)
TOTAL SINGLE FAMILY (45' x 110')	139 D.U. (58%)
TOTAL FEE SIMPLE MULTI-FAMILY / TOWNHOME	256 D.U. (52%)
TRAILWOOD TOWNHOME	18 D.U. (7%)
CHASE TOWNHOME	136 D.U. (53%)
MAGNOLIA TOWNHOME	102 D.U. (40%)
TOTAL DENSITY	3.60 D.U./AC.
LAKE AREA PROPOSED	16.98 AC. (739,648.8 S.F.)
HILLCREST RESORT COMMUNITY GREEN SPACE AREA	56.89 AC. (2,478,128.4 S.F.)
TOTAL PERVIOUS AREA (SEE BREAKDOWN DETAIL SHEET)	74.95 AC. (3,264,953.9 S.F.)
GREEN SPACE AREA, RESIDENTIAL YARD AREAS, BUFFER AREAS & LANDSCAPE OPEN SPACE AREAS	
TOTAL IMPERVIOUS AREA (SEE BREAKDOWN DETAIL SHEET)	63.84 AC. (2,780,738.5 S.F.)
RESIDENTIAL BUILDING FOOTPRINT AREAS (INCLUDES DRIVEWAYS & WALKS)	26.51 AC. (1,154,876 S.F.)
PRIVATE ROADWAY AREA (INCLUDES RECREATION PARCEL VEHICULAR AREAS)	13.50 AC. (587,927.4 S.F.)
INTERNAL WALKWAYS AREA	1.73 AC. (75,509 S.F.)
FITNESS TRAIL AREA	3.24 AC. (141,248 S.F.)
LAKE WATER SURFACE AREA	16.98 AC. (739,648.8 S.F.)
CLUBHOUSE FOOTPRINT AND PATIO AREA	1.01 AC. (43,855.7 S.F.)
CABANA FOOTPRINT AREA (INCLUDES WALKS AND VEHICULAR ACCESS AREA)	.15 AC. (6,527 S.F.)
INTERNAL TENNIS & BOCCE CENTER WALK AREA	.08 AC. (3,521 S.F.)
TENNIS COURT AREA	.59 AC. (25,532.6 S.F.)
BOCCE BALL COURT AREA	.05 AC. (2,093 S.F.)
OPEN SPACE REQUIRED (20% MIN. DOES NOT INCLUDE LAKE AREA)	27.46 AC. (1,195,983.4 S.F.)
OPEN SPACE PROPOSED (DOES NOT INCLUDE LAKE AREA)	74.95 AC. (3,450,841.8 S.F.)
INCLUDES COMMUNITY GREEN SPACE, LANDSCAPE BUFFERS, COMMON OPEN SPACE AREAS & YARD AREAS	
PARKING SPACES REQUIRED (2 SP. / D.U. PLUS 1 GUEST SP. PER 5 D.U.)	1,042 SP.
SINGLE FAMILY PARKING SPACES REQUIRED (2 SP. / D.U.)	476 SP.
MULTI-FAMILY PARKING SPACES REQUIRED (2 SP. / D.U.)	512 SP.
MULTI-FAMILY GUEST SPACES REQUIRED (1 SP. / 5 D.U.)	51 SP.
(SEE DETAIL SHEET FOR DETAILED PARKING BREAKDOWN)	
PARKING SPACES PROPOSED (INCLUDES DRIVEWAY & GARAGE SPACES)	1,977 SP
SINGLE FAMILY SPACES PROPOSED (2 DRIVEWAY & 2 GARAGE SP.)	952 SP.
MULTI-FAMILY SPACES PROPOSED (DRIVEWAY & GARAGE SP.)	844 SP.
MULTI-FAMILY GUEST PARKING SPACES PROPOSED	181 SP.
(SEE DETAIL SHEET FOR DETAILED PARKING BREAKDOWN)	

PROJECT NOTES

- L.M.E. = LAKE MAINTENANCE EASEMENT.
- UE = UTILITY EASEMENT
- UTILITIES ARE AVAILABLE TO THE SITE
- MAX. BUILDING HEIGHT IS 35'
- AC.= ACRES
- CL = CENTER LINE
- EAS. = EASEMENT
- CURB SIDE REFUSE SERVICE WILL BE PROVIDED
- D.E.= DRAINAGE EASEMENT
- F.P. = FOUNDATION PLANTING
- SW = SIDEWALK
- C.L.F. = CHAIN LINK FENCE
- *R = RESTRICTED LOT IN WHICH ONLY CERTAIN UNIT TYPES CAN BE CONSTRUCTED.
- ALL MECHANICAL EQUIPMENT SHALL BE SCREENED FROM VIEW OF THE STREET OR ADJOINING RESIDENTIAL UNITS.
- LIGHTPOLES LOCATED ON RESIDENTIAL LOTS ALONG ROAD RIGHT OF WAY SHALL BE LOCATED AT PROPERTY CORNERS.
- MAXIMUM FOOT-CANDLE AT ALL PROPERTY LINES TO BE A .5 ADJACENT TO ANY SURROUNDING RESIDENTIAL USES.

APPENDIX B: TRAFFIC COUNTS, FDOT PEAK SEASON FACTORS, AND VOLUME DEVELOPMENT SHEETS

TRIP GENERATION - CHAMPIONSHIP ACADEMY OF DISTINCTION
HILLCREST

LAND USE	INTENSITY	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
			TOTAL	IN	OUT	TOTAL	IN	OUT
Proposed Development								
Private School (K-8)	850 students	2,108	765	421	344	162	76	86
Net New External Trips		*2,108*	*765*	*421*	*344*	*162*	*76*	*86*

Daily Trips
Private School (K-8) [ITE 534] = Ln(T) = 0.87 Ln(X) + 2.46
AM Peak Hour
Private School (K-8) [ITE 534] = Ln(T) = 0.80 Ln(X) + 0.26 (17% in, 83% out)
PM Peak Hour
Private School (K-8) [ITE 534] = Ln(T) = 0.82 Ln(X) + 0.32 (67% in, 33% out)

2014 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2014 - 01/04/2014	0.97	1.00
2	01/05/2014 - 01/11/2014	0.99	1.02
3	01/12/2014 - 01/18/2014	1.01	1.04
4	01/19/2014 - 01/25/2014	1.00	1.03
* 5	01/26/2014 - 02/01/2014	0.99	1.02
* 6	02/02/2014 - 02/08/2014	0.98	1.01
* 7	02/09/2014 - 02/15/2014	0.97	1.00
* 8	02/16/2014 - 02/22/2014	0.96	0.99
* 9	02/23/2014 - 03/01/2014	0.96	0.99
*10	03/02/2014 - 03/08/2014	0.96	0.99
*11	03/09/2014 - 03/15/2014	0.96	0.99
*12	03/16/2014 - 03/22/2014	0.96	0.99
*13	03/23/2014 - 03/29/2014	0.96	0.99
*14	03/30/2014 - 04/05/2014	0.97	1.00
*15	04/06/2014 - 04/12/2014	0.98	1.01
*16	04/13/2014 - 04/19/2014	0.98	1.01
*17	04/20/2014 - 04/26/2014	0.99	1.02
18	04/27/2014 - 05/03/2014	1.00	1.03
19	05/04/2014 - 05/10/2014	1.01	1.04
20	05/11/2014 - 05/17/2014	1.01	1.04
21	05/18/2014 - 05/24/2014	1.02	1.05
22	05/25/2014 - 05/31/2014	1.03	1.06
23	06/01/2014 - 06/07/2014	1.03	1.06
24	06/08/2014 - 06/14/2014	1.04	1.07
25	06/15/2014 - 06/21/2014	1.05	1.08
26	06/22/2014 - 06/28/2014	1.05	1.08
27	06/29/2014 - 07/05/2014	1.05	1.08
28	07/06/2014 - 07/12/2014	1.05	1.08
29	07/13/2014 - 07/19/2014	1.05	1.08
30	07/20/2014 - 07/26/2014	1.05	1.08
31	07/27/2014 - 08/02/2014	1.04	1.07
32	08/03/2014 - 08/09/2014	1.04	1.07
33	08/10/2014 - 08/16/2014	1.03	1.06
34	08/17/2014 - 08/23/2014	1.03	1.06
35	08/24/2014 - 08/30/2014	1.03	1.06
36	08/31/2014 - 09/06/2014	1.03	1.06
37	09/07/2014 - 09/13/2014	1.03	1.06
38	09/14/2014 - 09/20/2014	1.04	1.07
39	09/21/2014 - 09/27/2014	1.03	1.06
40	09/28/2014 - 10/04/2014	1.02	1.05
41	10/05/2014 - 10/11/2014	1.01	1.04
42	10/12/2014 - 10/18/2014	1.00	1.03
43	10/19/2014 - 10/25/2014	1.00	1.03
44	10/26/2014 - 11/01/2014	1.00	1.03
45	11/02/2014 - 11/08/2014	1.00	1.03
46	11/09/2014 - 11/15/2014	1.00	1.03
47	11/16/2014 - 11/22/2014	1.00	1.03
48	11/23/2014 - 11/29/2014	0.99	1.02
49	11/30/2014 - 12/06/2014	0.98	1.01
50	12/07/2014 - 12/13/2014	0.98	1.01
51	12/14/2014 - 12/20/2014	0.97	1.00
52	12/21/2014 - 12/27/2014	0.99	1.02
53	12/28/2014 - 12/31/2014	1.01	1.04

* PEAK SEASON

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

WASHINGTON STREET & HILLCREST DRIVE
HOLLYWOOD, FLORIDA
COUNTED BY: LUIS PALOMINO
SIGNALIZED

Site Code : 00150133
Start Date: 06/16/15
File I.D. : WASHHILL

ALL VEHICLES

	S 46TH AVENUE From North				WASHINGTON STREET From East				HILLCREST DRIVE From South				WASHINGTON STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/16/15																	
07:00	0	9	2	4	0	2	18	4	0	3	6	3	0	9	54	4	118
07:15	0	10	6	4	0	0	29	6	0	4	6	3	0	10	43	1	122
07:30	0	19	8	4	0	2	25	2	1	3	13	2	0	17	72	3	171
07:45	0	19	13	6	0	0	39	11	0	7	17	1	0	29	70	5	217
Hr Total	0	57	29	18	0	4	111	23	1	17	42	9	0	65	239	13	628
08:00	0	19	7	9	0	3	25	8	1	7	15	5	0	15	58	9	181
08:15	0	23	6	7	0	2	32	15	0	4	12	6	0	13	94	5	219
08:30	0	26	14	6	0	2	30	12	0	4	14	3	0	16	68	9	204
08:45	0	20	13	14	0	3	28	6	0	3	12	4	0	23	77	5	208
Hr Total	0	88	40	36	0	10	115	41	1	18	53	18	0	67	297	28	812
---------- * BREAK * ----------																	
16:00	0	4	9	28	0	1	62	13	0	3	16	4	0	14	43	8	205
16:15	0	12	13	21	0	4	48	20	0	5	10	3	0	12	39	2	189
16:30	0	12	10	21	0	2	56	23	0	3	11	1	0	15	35	5	194
16:45	0	11	14	21	0	1	52	16	0	5	16	3	0	18	56	6	219
Hr Total	0	39	46	91	0	8	218	72	0	16	53	11	0	59	173	21	807
17:00	0	9	19	27	0	2	78	18	0	4	8	1	0	12	57	7	242
17:15	0	6	10	37	0	4	68	18	0	8	10	1	0	23	53	10	248
17:30	0	15	17	22	0	2	66	19	0	10	22	1	0	14	54	7	249
17:45	0	13	8	25	0	6	55	15	0	9	13	1	0	26	64	2	237
Hr Total	0	43	54	111	0	14	267	70	0	31	53	4	0	75	228	26	976
TOTAL	0	227	169	256	0	36	711	206	2	82	201	42	0	266	937	88	3223

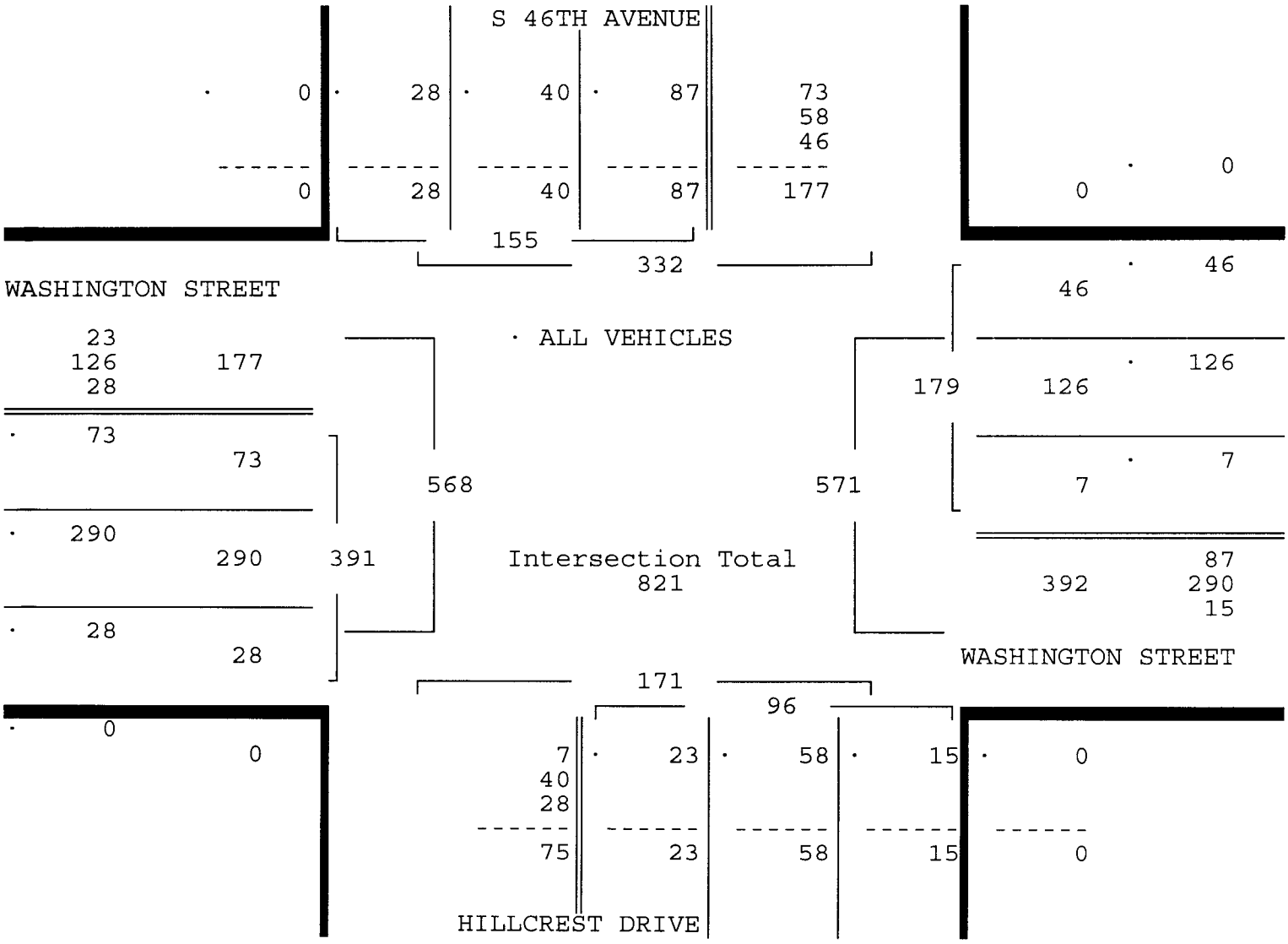
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

WASHINGTON STREET & HILLCREST DRIVE
HOLLYWOOD, FLORIDA
COUNTED BY: LUIS PALOMINO
SIGNALIZED

Site Code : 00150133
Start Date: 06/16/15
File I.D. : WASHHILL

ALL VEHICLES

	S 46TH AVENUE From North				WASHINGTON STREET From East				HILLCREST DRIVE From South				WASHINGTON STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/16/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 06/16/15																	
Peak start	07:45				07:45				07:45				07:45				
Volume	0	87	40	28	0	7	126	46	1	22	58	15	0	73	290	28	
Percent	0%	56%	26%	18%	0%	4%	70%	26%	1%	23%	60%	16%	0%	19%	74%	7%	
Pk total	155				179				96				391				
Highest	08:30				07:45				08:00				08:15				
Volume	0	26	14	6	0	0	39	11	1	7	15	5	0	13	94	5	
Hi total	46				50				28				112				
PHF	.84				.90				.86				.87				



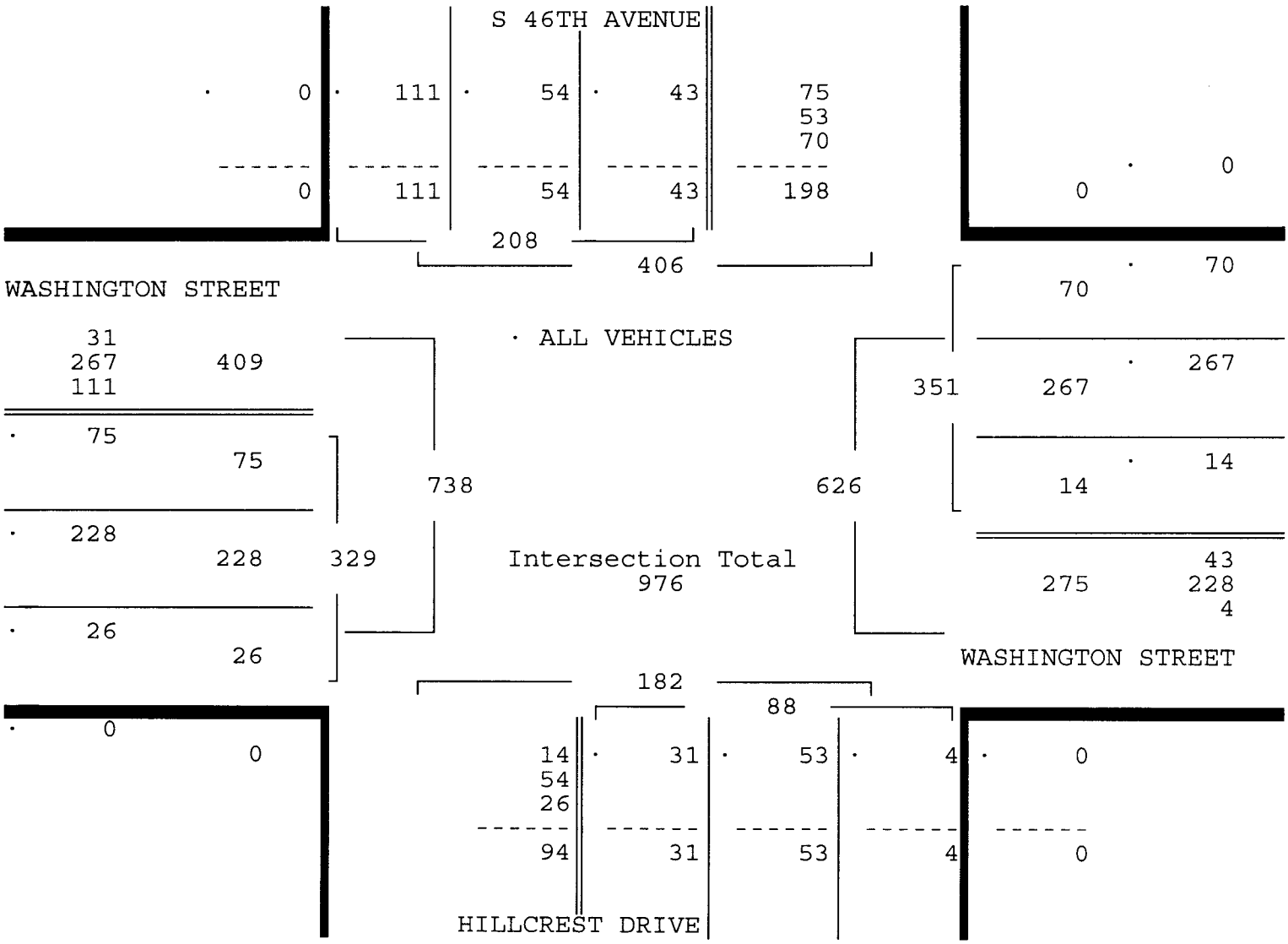
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

WASHINGTON STREET & HILLCREST DRIVE
HOLLYWOOD, FLORIDA
COUNTED BY: LUIS PALOMINO
SIGNALIZED

Site Code : 00150133
Start Date: 06/16/15
File I.D. : WASHHILL

ALL VEHICLES

	S 46TH AVENUE From North				WASHINGTON STREET From East				HILLCREST DRIVE From South				WASHINGTON STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/16/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/16/15																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	43	54	111	0	14	267	70	0	31	53	4	0	75	228	26	
Percent	0%	21%	26%	53%	0%	4%	76%	20%	0%	35%	60%	5%	0%	23%	69%	8%	
Pk total	208				351				88				329				
Highest	17:00				17:00				17:30				17:45				
Volume	0	9	19	27	0	2	78	18	0	10	22	1	0	26	64	2	
Hi total	55				98				33				92				
PHF	.95				.90				.67				.89				



WASHINGTON STREET & HILLCREST DRIVE
HOLLYWOOD, FLORIDA
COUNTED BY: LUIS PALOMINO
SIGNALIZED

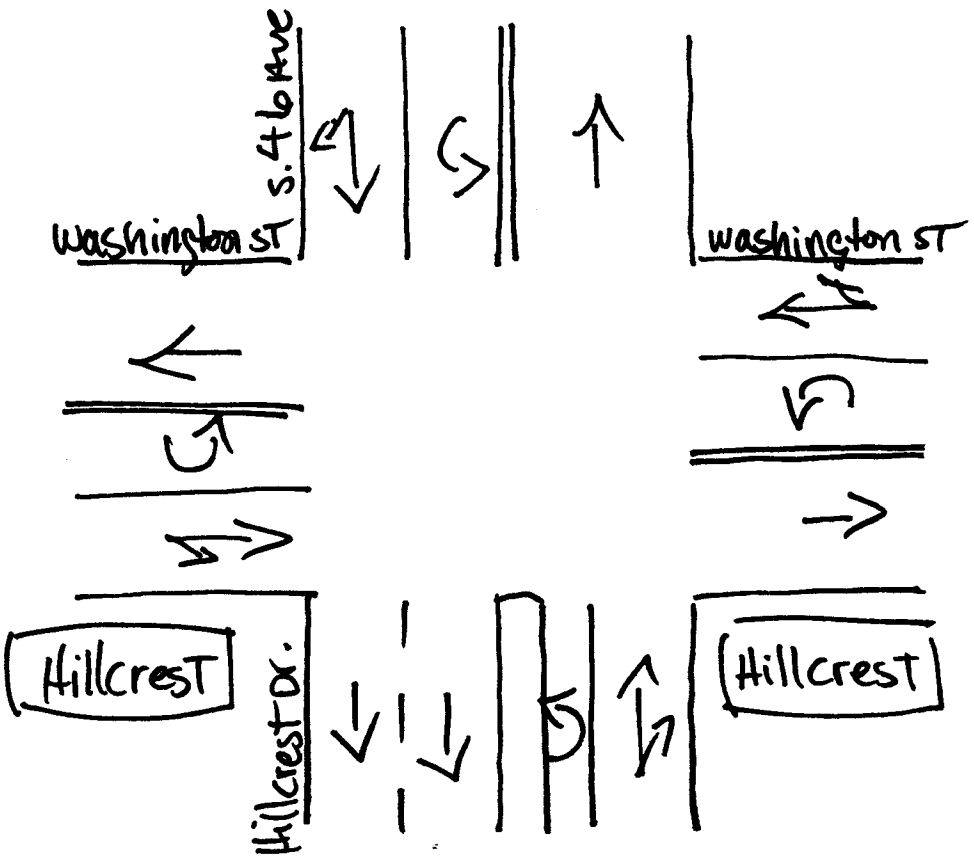
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150133
Start Date: 06/16/15
File I.D. : WASHHILL

PEDESTRIANS & BIKES

	S 46TH AVENUE From North				WASHINGTON STREET From East				HILLCREST DRIVE From South				WASHINGTON STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 06/16/15																	
07:00	0	1	0	1	0	0	0	1	0	1	0	2	0	0	0	0	6
07:15	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	0	4
07:30	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
07:45	0	1	0	0	0	0	0	1	0	0	0	2	0	0	0	4	8
Hr Total	0	3	0	3	0	0	0	2	0	1	0	7	0	0	0	4	20
08:00	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	4
08:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	4
08:30	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
08:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
Hr Total	0	0	0	0	0	0	0	3	0	1	0	5	0	0	0	3	12
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
Hr Total	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3
17:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
17:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
Hr Total	0	0	0	2	0	2	0	0	0	1	0	1	0	0	0	1	7
TOTAL	0	3	0	5	0	2	0	7	0	4	0	13	0	0	0	8	42

North



Hollywood, Florida

June 16, 2015

drawn by: Luis Palomino

Signalized

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

HILLCREST DRIVE & S PARK ROAD
HOLLYWOOD, FLORIDA
COUNTED BY: AMBER PALOMINO
SIGNALIZED

Site Code : 00150133
Start Date: 06/16/15
File I.D. : HILLPARK

ALL VEHICLES

	S PARK ROAD From North				----- From East				S PARK ROAD From South				HILLCREST DRIVE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/16/15																	
07:00	0	0	80	3	0	0	0	0	0	9	65	0	0	8	0	25	190
07:15	0	0	117	8	0	0	0	0	0	20	97	0	0	18	0	33	293
07:30	1	0	122	4	0	0	0	0	0	15	126	0	0	13	0	39	320
07:45	0	0	120	7	0	0	0	0	0	34	150	0	1	20	0	27	359
Hr Total	1	0	439	22	0	0	0	0	0	78	438	0	1	59	0	124	1162
08:00	0	0	123	5	0	0	0	0	0	15	153	0	0	15	0	24	335
08:15	0	0	133	1	0	0	0	0	0	18	168	0	0	9	0	22	351
08:30	0	0	110	3	0	0	0	0	1	14	148	0	0	8	0	20	304
08:45	0	0	178	10	0	0	0	0	0	24	173	0	0	14	0	20	419
Hr Total	0	0	544	19	0	0	0	0	1	71	642	0	0	46	0	86	1409
---------- * BREAK * ----------																	
16:00	1	0	142	9	0	0	0	0	0	16	129	0	0	10	0	23	330
16:15	0	0	131	12	0	0	0	0	0	19	149	0	0	6	0	20	337
16:30	0	0	149	11	0	0	0	0	1	26	140	0	0	1	0	18	346
16:45	0	0	131	10	0	0	0	0	0	25	143	0	0	7	0	18	334
Hr Total	1	0	553	42	0	0	0	0	1	86	561	0	0	24	0	79	1347
17:00	0	0	178	7	0	0	0	0	0	20	140	0	0	10	0	24	379
17:15	0	0	175	14	0	0	0	0	0	22	155	0	0	5	0	16	387
17:30	1	0	166	16	0	0	0	0	0	16	152	0	0	9	0	27	387
17:45	0	0	167	8	0	0	0	0	0	27	128	0	0	4	0	28	362
Hr Total	1	0	686	45	0	0	0	0	0	85	575	0	0	28	0	95	1515
TOTAL	3	0	2222	128	0	0	0	0	2	320	2216	0	1	157	0	384	5433

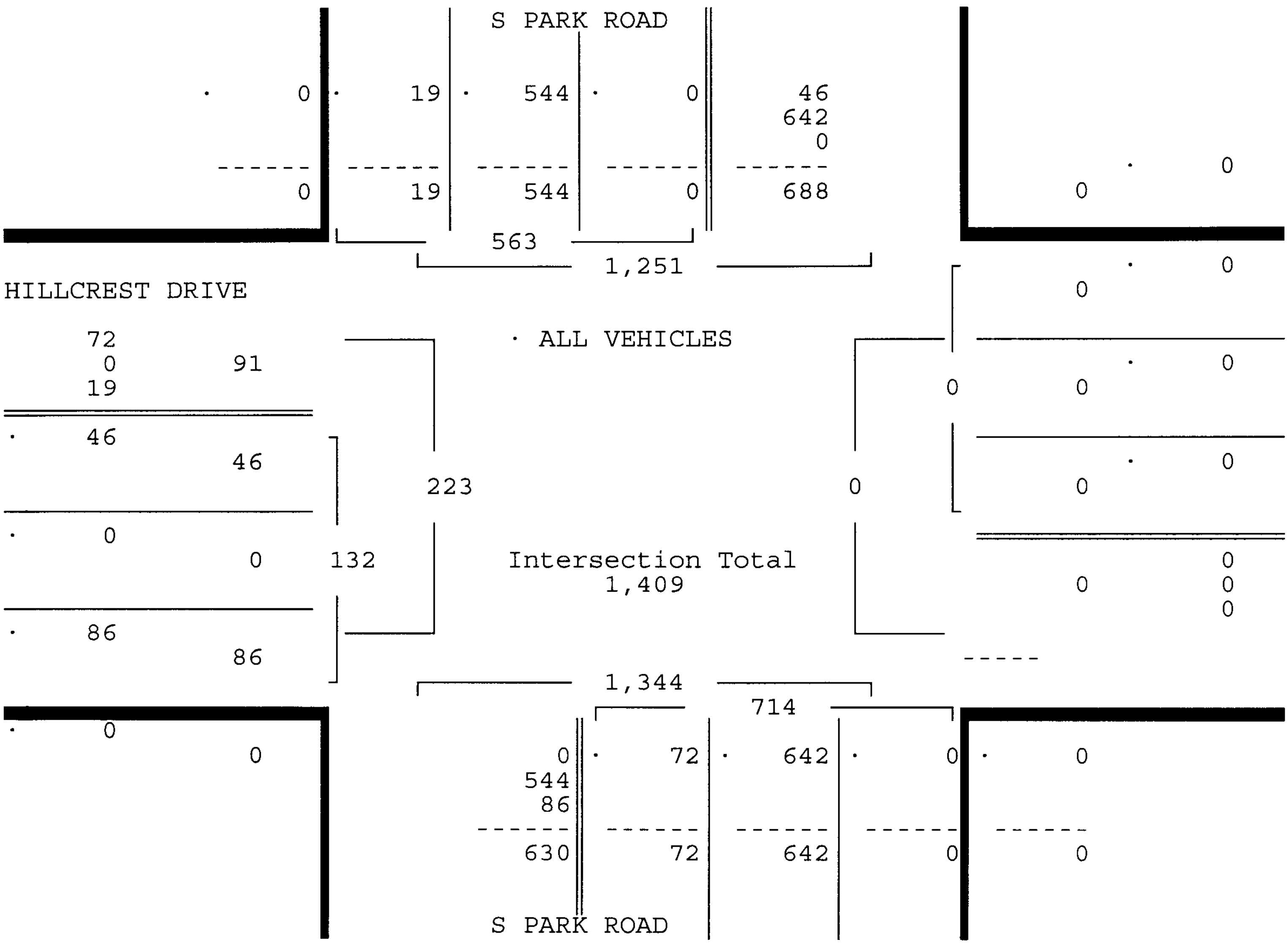
HILLCREST DRIVE & S PARK ROAD
HOLLYWOOD, FLORIDA
COUNTED BY: AMBER PALOMINO
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150133
Start Date: 06/16/15
File I.D. : HILLPARK

ALL VEHICLES

	S PARK ROAD From North				----- From East				S PARK ROAD From South				HILLCREST DRIVE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/16/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 06/16/15																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	0	544	19	0	0	0	0	1	71	642	0	0	46	0	86	
Percent	0%	0%	97%	3%	0%	0%	0%	0%	0%	10%	90%	0%	0%	35%	0%	65%	
Pk total	563				0				714				132				
Highest	08:45				07:00				08:45				08:00				
Volume	0	0	178	10	0	0	0	0	0	24	173	0	0	15	0	24	
Hi total	188				0				197				39				
PHF	.75				.0				.91				.85				



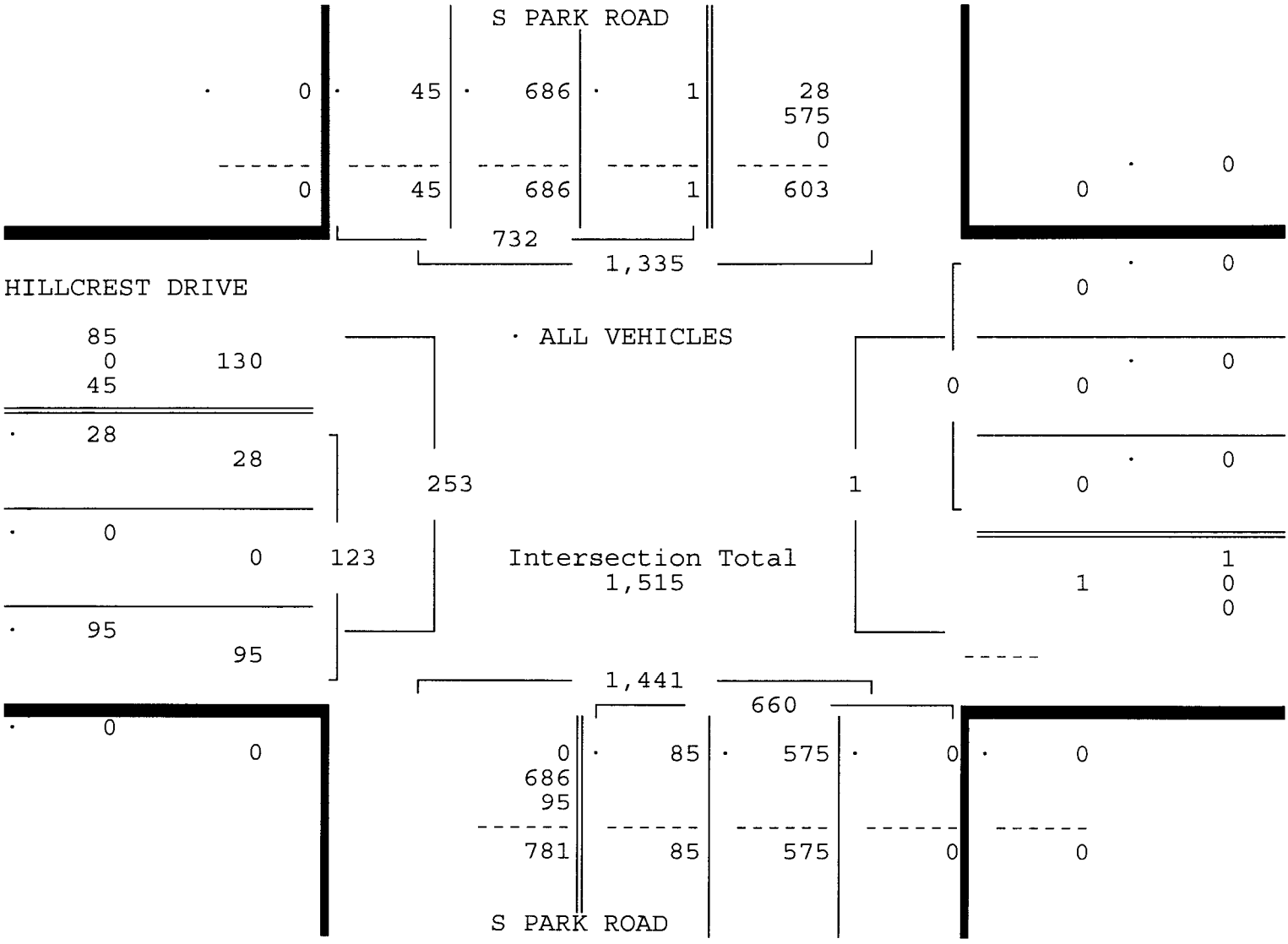
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

HILLCREST DRIVE & S PARK ROAD
HOLLYWOOD, FLORIDA
COUNTED BY: AMBER PALOMINO
SIGNALIZED

Site Code : 00150133
Start Date: 06/16/15
File I.D. : HILLPARK

ALL VEHICLES

	S PARK ROAD From North				----- From East				S PARK ROAD From South				HILLCREST DRIVE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/16/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/16/15																	
Peak start	17:00				17:00				17:00				17:00				
Volume	1	0	686	45	0	0	0	0	0	85	575	0	0	28	0	95	
Percent	0%	0%	94%	6%	0%	0%	0%	0%	0%	13%	87%	0%	0%	23%	0%	77%	
Pk total	732				0				660				123				
Highest	17:15				07:00				17:15				17:30				
Volume	0	0	175	14	0	0	0	0	0	22	155	0	0	9	0	27	
Hi total	189				0				177				36				
PHF	.97				.0				.93				.85				



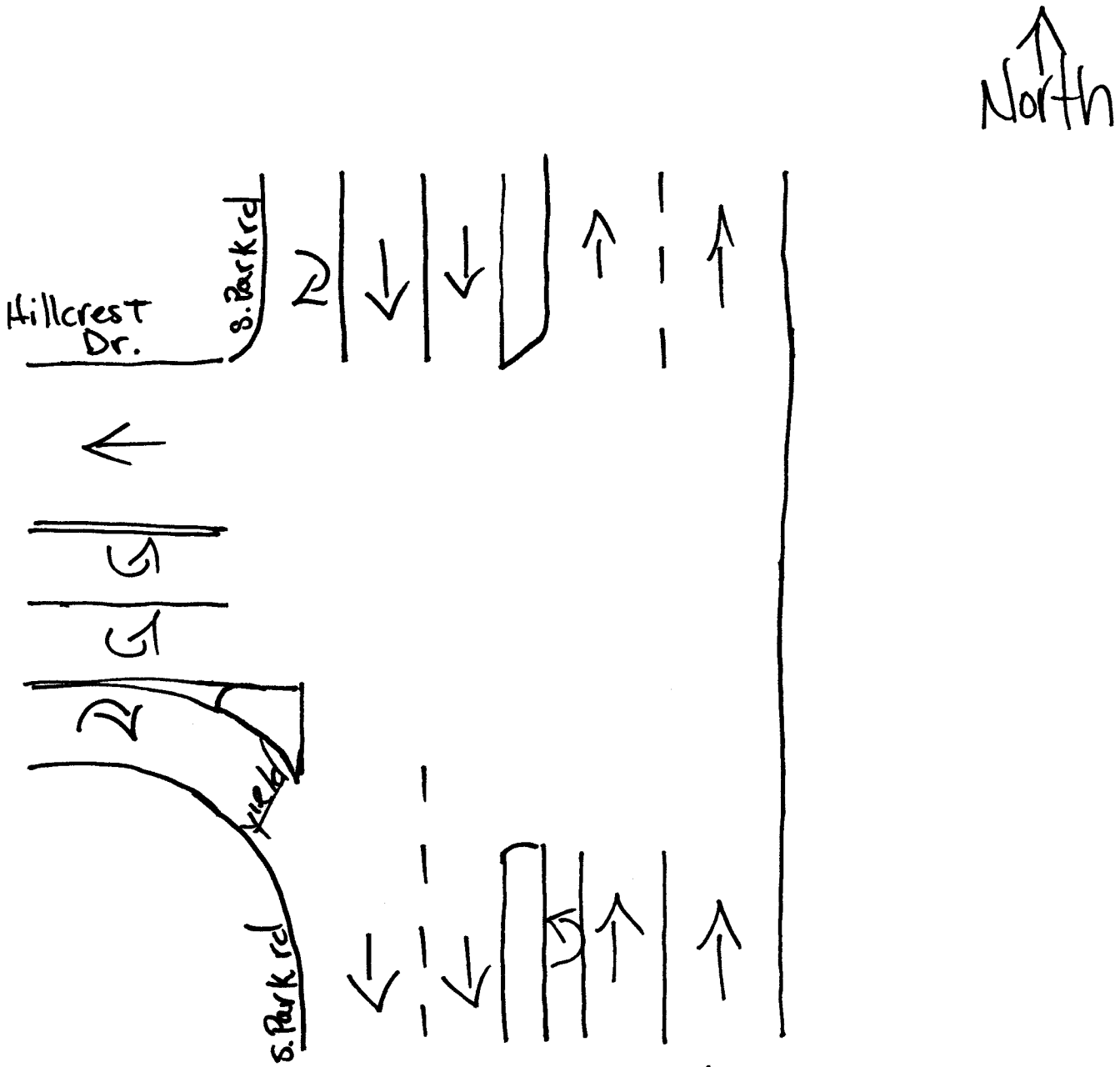
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

HILLCREST DRIVE & S PARK ROAD
HOLLYWOOD, FLORIDA
COUNTED BY: AMBER PALOMINO
SIGNALIZED

Site Code : 00150133
Start Date: 06/16/15
File I.D. : HILLPARK
Page : 1

PEDESTRIANS & BIKES

	S PARK ROAD From North				----- From East				S PARK ROAD From South				HILLCREST DRIVE From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 06/16/15																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
16:30	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	3
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Hr Total	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	1	7
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	5
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	6
TOTAL	0	0	0	0	0	0	0	0	0	1	0	0	0	9	0	6	16



Hollywood, FLorida

JUNE 16, 2015

Drawn by: LUIS PALOMINO

Signalized

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

PEMBROKE ROAD & S PARK ROAD
HOLLYWOOD, FLORIDA
COUNTED BY: ANGEL CRUZ
SIGNALIZED

Site Code : 00150133
Start Date: 06/16/15
File I.D. : PEMBPARK
Page : 1

ALL VEHICLES

	S PARK ROAD From North				PEMBROKE ROAD From East				----- From South				PEMBROKE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/16/15																	
07:00	1	80	0	36	0	0	164	41	0	0	0	0	0	48	357	0	727
07:15	0	68	0	55	0	0	205	51	0	0	0	0	1	64	375	0	819
07:30	0	86	0	45	0	0	243	57	0	0	0	0	0	87	366	0	884
07:45	0	110	0	46	1	0	308	70	0	0	0	0	0	91	358	0	984
Hr Total	1	344	0	182	1	0	920	219	0	0	0	0	1	290	1456	0	3414
08:00	0	74	0	55	1	0	285	57	0	0	0	0	0	110	381	0	963
08:15	4	111	0	51	0	0	258	58	0	0	0	0	0	128	360	0	970
08:30	2	74	0	47	0	0	267	51	0	0	0	0	0	94	417	0	952
08:45	0	118	0	55	0	0	253	102	0	0	0	0	0	105	345	0	978
Hr Total	6	377	0	208	1	0	1063	268	0	0	0	0	0	437	1503	0	3863
---------- * BREAK * ----------																	
16:00	1	93	0	87	0	0	357	75	0	0	0	0	0	51	218	0	882
16:15	0	80	0	61	0	0	397	88	0	0	0	0	1	76	249	0	952
16:30	1	83	0	87	0	0	334	96	0	0	0	0	2	70	297	0	970
16:45	0	89	0	79	0	0	427	82	0	0	0	0	1	74	289	0	1041
Hr Total	2	345	0	314	0	0	1515	341	0	0	0	0	4	271	1053	0	3845
17:00	0	94	0	112	0	0	469	99	0	0	0	0	0	64	272	0	1110
17:15	1	101	0	102	1	0	423	109	0	0	0	0	0	61	259	0	1057
17:30	0	71	0	96	0	0	499	100	0	0	0	0	1	71	302	0	1140
17:45	0	106	0	110	0	0	396	85	0	0	0	0	1	68	240	0	1006
Hr Total	1	372	0	420	1	0	1787	393	0	0	0	0	2	264	1073	0	4313
TOTAL	10	1438	0	1124	3	0	5285	1221	0	0	0	0	7	1262	5085	0	15435

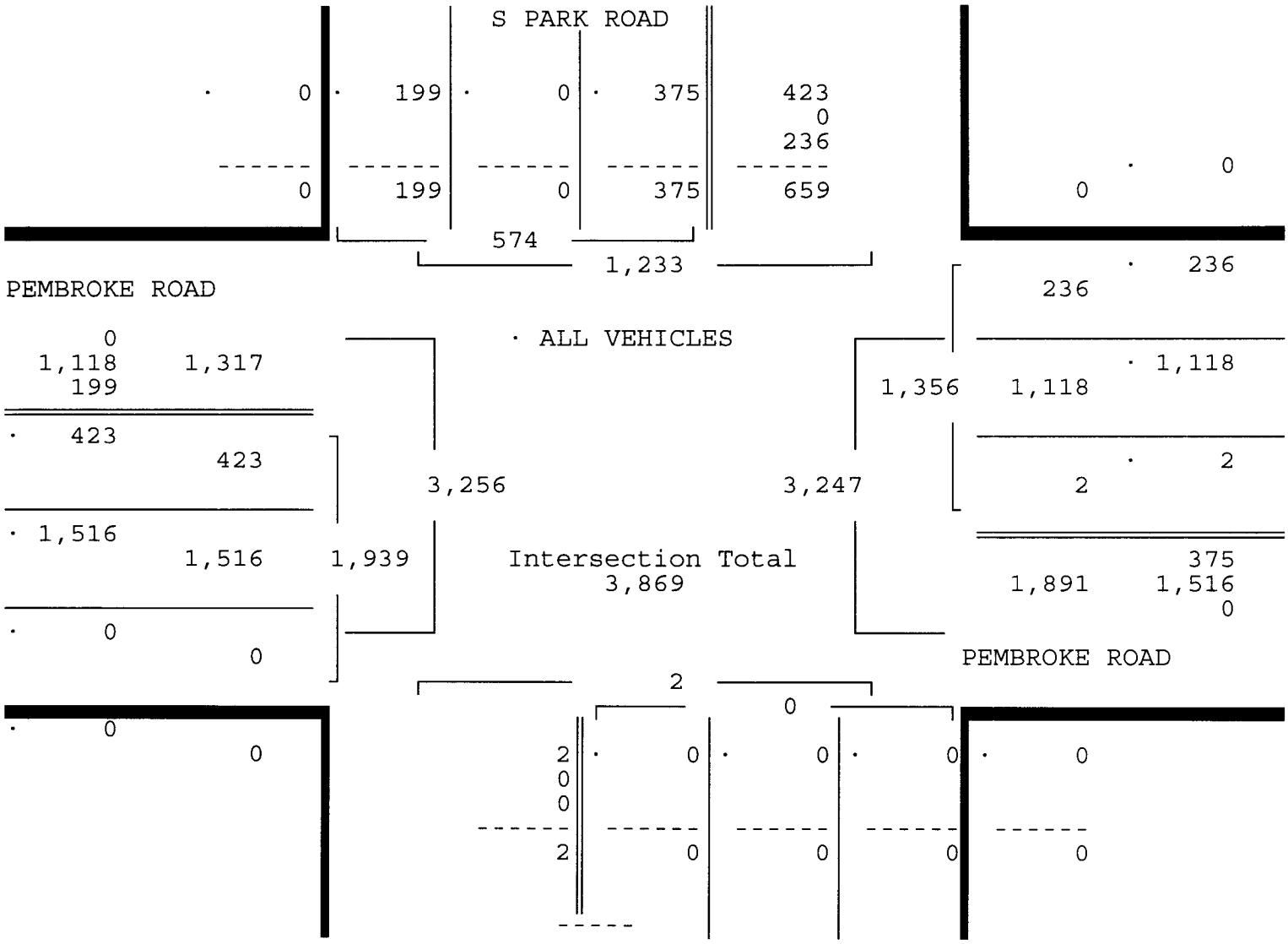
PEMBROKE ROAD & S PARK ROAD
HOLLYWOOD, FLORIDA
COUNTED BY: ANGEL CRUZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150133
Start Date: 06/16/15
File I.D. : PEMBPARK

ALL VEHICLES

	S PARK ROAD From North				PEMBROKE ROAD From East				----- From South				PEMBROKE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/16/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 06/16/15																	
Peak start	07:45				07:45				07:45				07:45				
Volume	6	369	0	199	2	0	1118	236	0	0	0	0	0	423	1516	0	
Percent	1%	64%	0%	35%	0%	0%	82%	17%	0%	0%	0%	0%	0%	22%	78%	0%	
Pk total	574				1356				0				1939				
Highest	08:15				07:45				07:00				08:30				
Volume	4	111	0	51	1	0	308	70	0	0	0	0	0	94	417	0	
Hi total	166				379				0				511				
PHF	.86				.89				.0				.95				



Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
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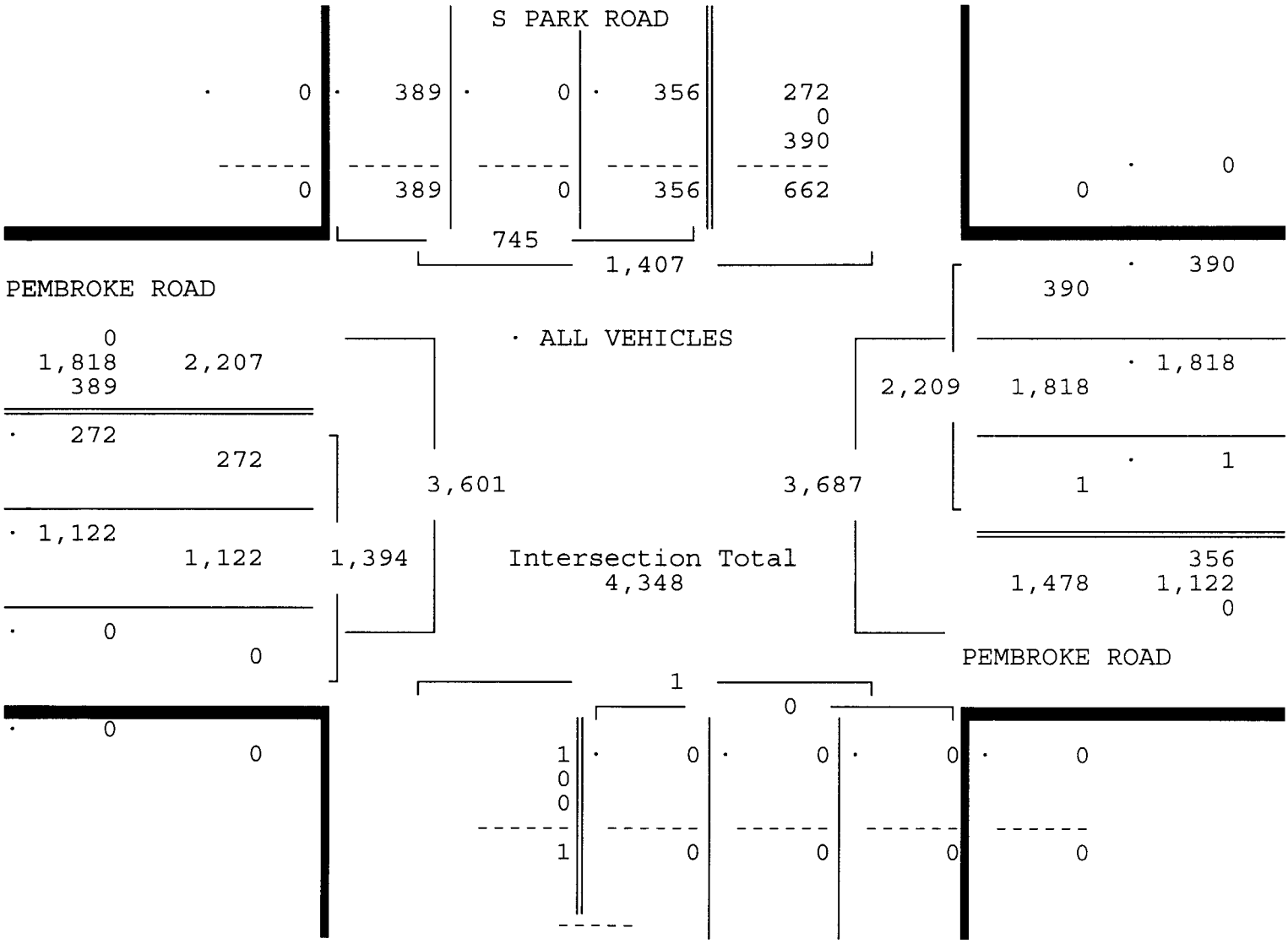
PEMBROKE ROAD & S PARK ROAD
HOLLYWOOD, FLORIDA
COUNTED BY: ANGEL CRUZ
SIGNALIZED

Site Code : 00150133
Start Date: 06/16/15
File I.D. : PEMBPARK

ALL VEHICLES

	S PARK ROAD From North				PEMBROKE ROAD From East				----- From South				PEMBROKE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/16/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/16/15																	
Peak start 16:45					16:45				16:45				16:45				
Volume	1	355	0	389	1	0	1818	390	0	0	0	0	2	270	1122	0	
Percent	0%	48%	0%	52%	0%	0%	82%	18%	0%	0%	0%	0%	0%	19%	80%	0%	
Pk total	745				2209				0				1394				
Highest	17:00				17:30				07:00				17:30				
Volume	0	94	0	112	0	0	499	100	0	0	0	0	1	71	302	0	
Hi total	206				599				0				374				
PHF	.90				.92				.0				.93				



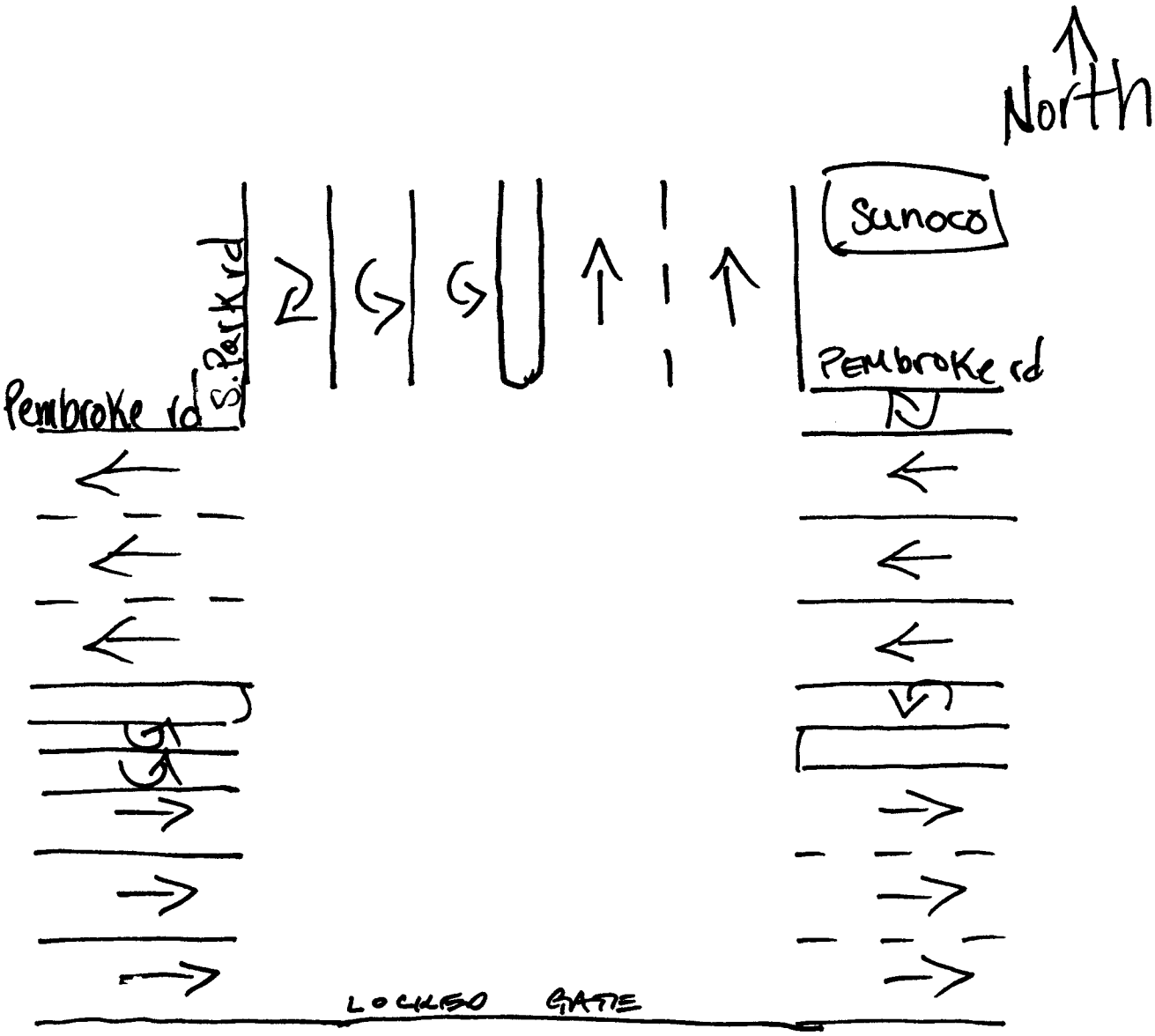
PEMBROKE ROAD & S PARK ROAD
HOLLYWOOD, FLORIDA
COUNTED BY: ANGEL CRUZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150133
Start Date: 06/16/15
File I.D. : PEMBPARK
Page : 1

PEDESTRIANS & BIKES

	S PARK ROAD From North				PEMBROKE ROAD From East				----- From South				PEMBROKE ROAD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 06/16/15																	
07:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hr Total	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	4
08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
Hr Total	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
---------- * BREAK * ----------																	
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2
Hr Total	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	4
17:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	1	0	0	0	0	0	4	0	1	0	0	6
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	1	0	1	0	0	0	1	0	4	0	1	0	1	9
TOTAL	0	4	0	2	0	2	0	0	0	4	0	4	0	3	0	1	20



Hollywood, Florida
June 16, 2015
drawn by: Luis Palomino
Signalized

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

HILLCREST DRIVE & CLUBHOUSE ENTRANCE
HOLLYWOOD, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Site Code : 00150133
Start Date: 06/16/15
File I.D. : HILLCLUB

ALL VEHICLES

	DRIVEWAY From North				HILLCREST DRIVE From East				CLUBHOUSE ENTRANCE From South				HILLCREST DRIVE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/16/15																	
07:00	0	0	0	0	0	0	5	0	0	0	0	0	0	0	12	0	17
07:15	0	0	0	0	0	0	7	0	0	0	0	0	0	0	9	0	16
07:30	0	0	0	0	0	0	11	0	0	0	0	0	2	1	17	2	33
07:45	0	0	0	1	0	0	16	0	0	0	0	0	0	1	17	6	41
Hr Total	0	0	0	1	0	0	39	0	0	0	0	0	2	2	55	8	107
08:00	0	0	0	0	0	3	16	0	0	0	0	0	1	3	24	2	49
08:15	0	0	0	1	0	0	18	0	0	0	0	0	0	2	15	1	37
08:30	0	0	0	0	0	0	12	0	0	0	0	1	0	3	18	1	35
08:45	0	0	0	1	0	0	14	0	0	1	0	0	0	0	22	4	42
Hr Total	0	0	0	2	0	3	60	0	0	1	0	1	1	8	79	8	163
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	20	0	0	1	0	1	0	0	16	2	40
16:15	0	0	0	0	0	0	19	0	0	0	0	0	0	0	17	2	38
16:30	0	0	0	0	0	0	16	0	0	1	0	0	0	0	17	2	36
16:45	0	0	0	1	0	0	24	0	0	1	0	1	0	0	22	0	49
Hr Total	0	0	0	1	0	0	79	0	0	3	0	2	0	0	72	6	163
17:00	0	0	0	0	0	0	18	0	0	0	0	1	0	1	26	0	46
17:15	0	0	0	1	0	0	24	0	0	0	0	0	0	1	20	1	47
17:30	0	1	0	1	0	0	27	0	0	3	0	0	1	0	23	0	56
17:45	0	0	0	0	0	1	22	0	0	2	0	0	1	0	19	0	45
Hr Total	0	1	0	2	0	1	91	0	0	5	0	1	2	2	88	1	194
TOTAL	0	1	0	6	0	4	269	0	0	9	0	4	5	12	294	23	627

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
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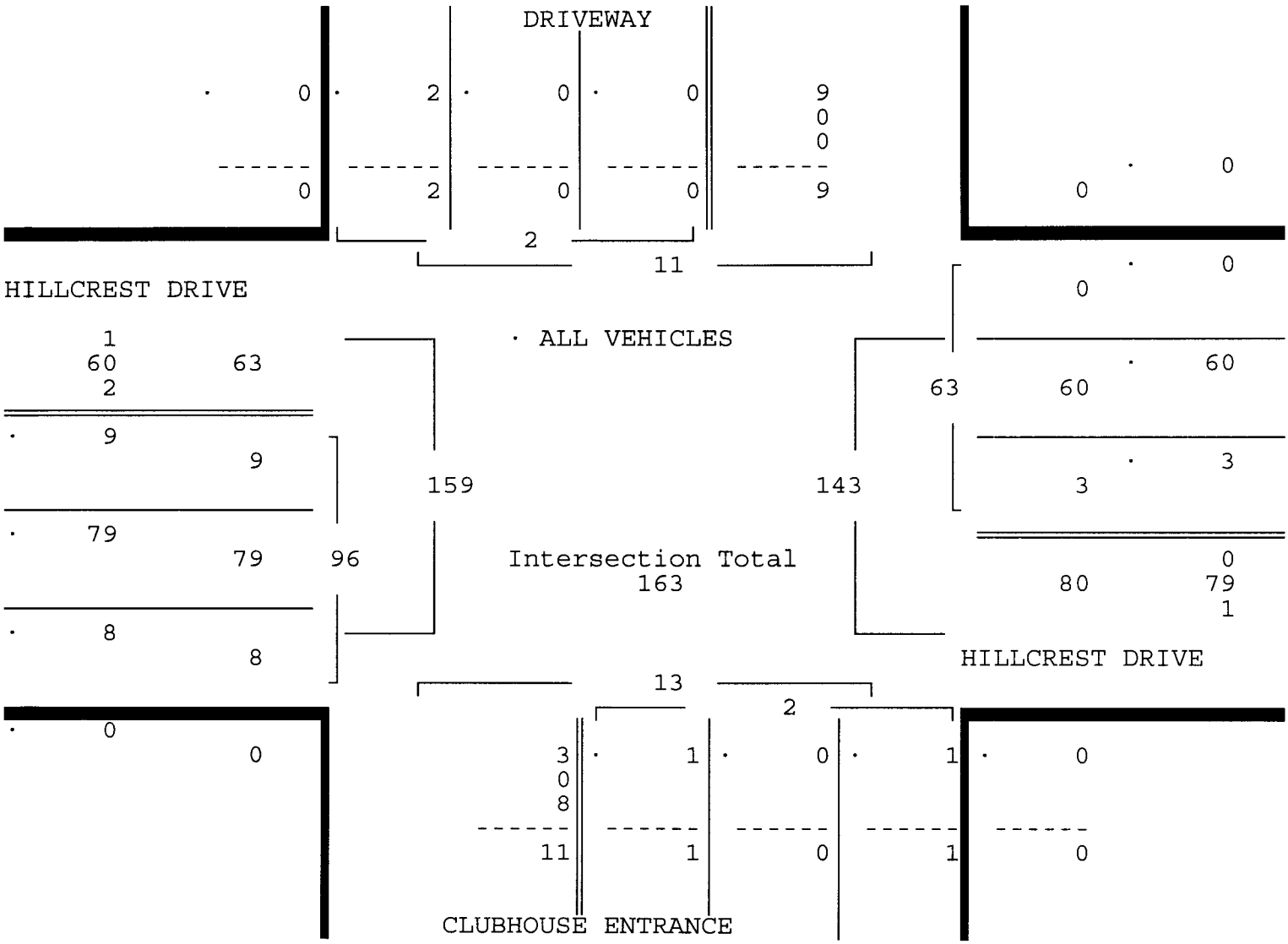
HILLCREST DRIVE & CLUBHOUSE ENTRANCE
HOLLYWOOD, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Site Code : 00150133
Start Date: 06/16/15
File I.D. : HILLCLUB

ALL VEHICLES

	DRIVEWAY From North				HILLCREST DRIVE From East				CLUBHOUSE ENTRANCE From South				HILLCREST DRIVE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/16/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 06/16/15																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	0	0	2	0	3	60	0	0	1	0	1	1	8	79	8	
Percent	0%	0%	0%	100%	0%	5%	95%	0%	0%	50%	0%	50%	1%	8%	82%	8%	
Pk total	2				63				2				96				
Highest	08:15				08:00				08:30				08:00				
Volume	0	0	0	1	0	3	16	0	0	0	0	1	1	3	24	2	
Hi total	1				19				1				30				
PHF	.50				.83				.50				.80				



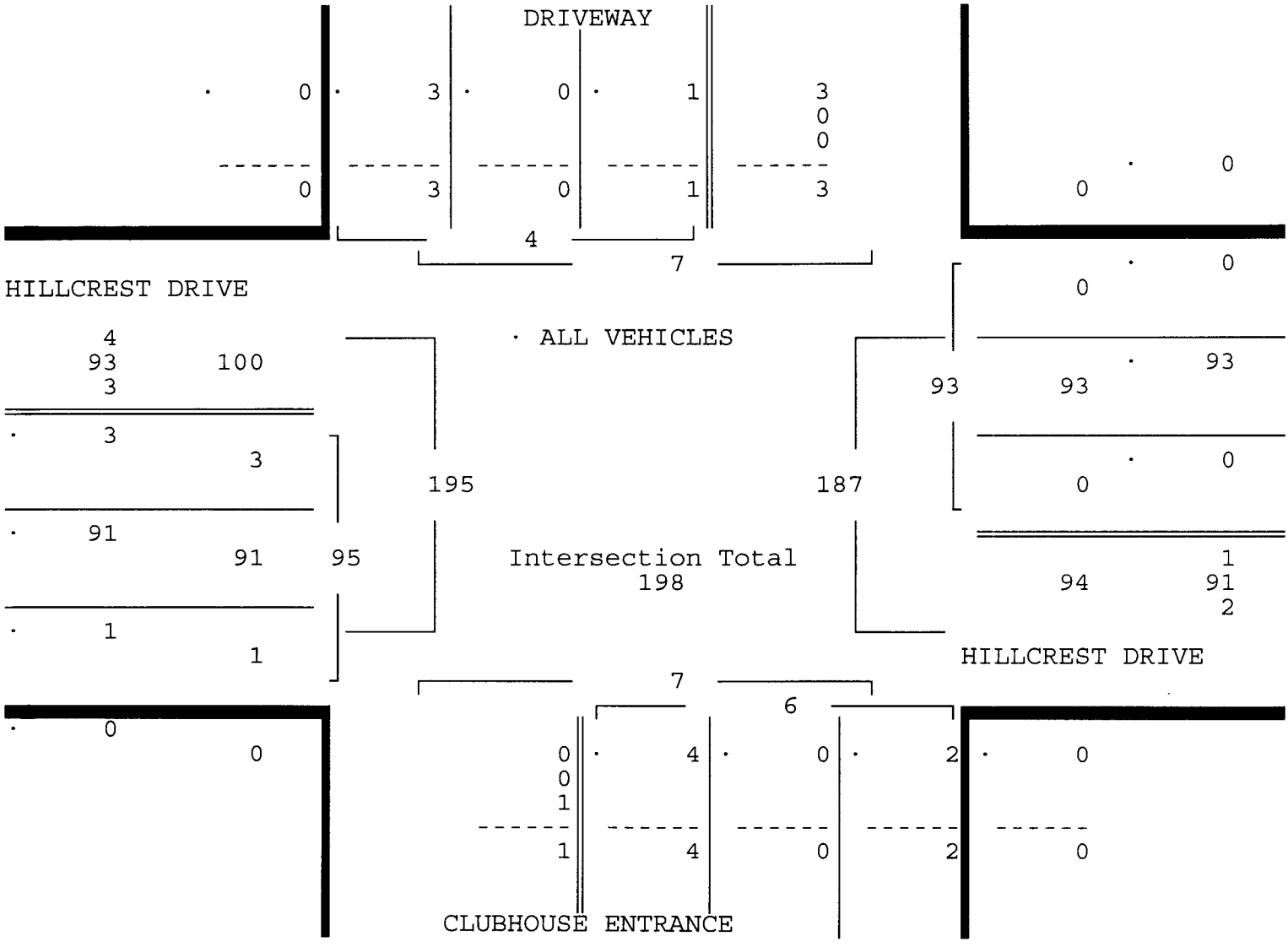
HILLCREST DRIVE & CLUBHOUSE ENTRANCE
HOLLYWOOD, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150133
Start Date: 06/16/15
File I.D. : HILLCLUB

ALL VEHICLES

	DRIVEWAY From North				HILLCREST DRIVE From East				CLUBHOUSE ENTRANCE From South				HILLCREST DRIVE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/16/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/16/15																	
Peak start 16:45					16:45				16:45				16:45				
Volume	0	1	0	3	0	0	93	0	0	4	0	2	1	2	91	1	
Percent	0%	25%	0%	75%	0%	0%	100%	0%	0%	67%	0%	33%	1%	2%	96%	1%	
Pk total	4				93				6				95				
Highest	17:30				17:30				17:30				17:00				
Volume	0	1	0	1	0	0	27	0	0	3	0	0	0	1	26	0	
Hi total	2				27				3				27				
PHF	.50				.86				.50				.88				



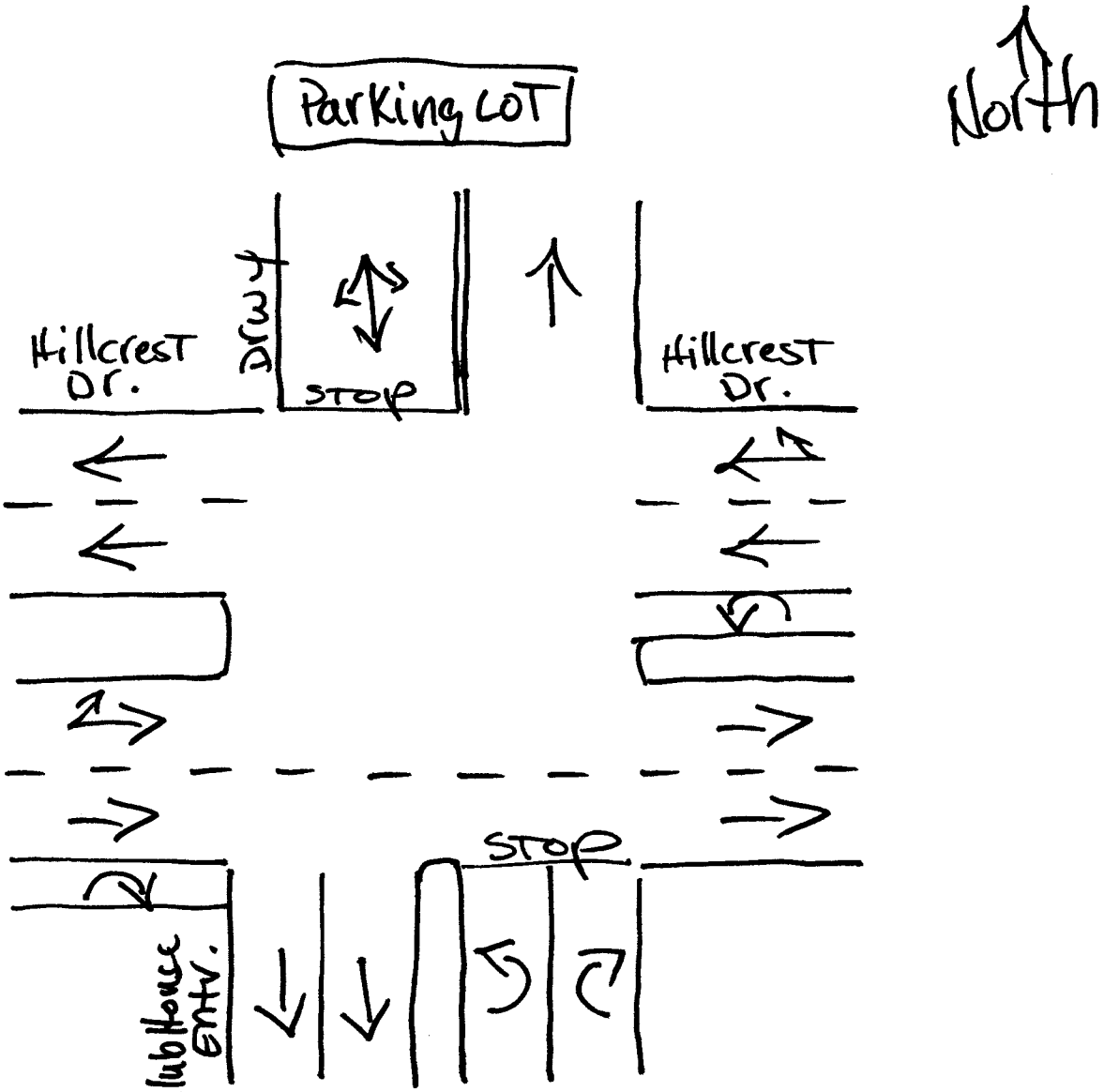
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

HILLCREST DRIVE & CLUBHOUSE ENTRANCE
HOLLYWOOD, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Site Code : 00150133
Start Date: 06/16/15
File I.D. : HILLCLUB
Page : 1

PEDESTRIANS & BIKES

	DRIVEWAY From North				HILLCREST DRIVE From East				CLUBHOUSE ENTRANCE From South				HILLCREST DRIVE From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 06/16/15																	
07:00	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	4
07:15	0	1	0	3	0	0	0	0	0	0	0	1	0	0	0	0	5
07:30	0	0	0	6	0	0	0	0	0	0	0	2	0	0	0	1	9
07:45	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	6
Hr Total	0	1	0	16	0	0	0	0	0	0	0	5	0	0	0	2	24
08:00	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	2	0	5	0	0	0	0	0	1	0	0	0	0	0	0	8
08:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Hr Total	0	2	0	8	0	0	0	0	0	1	0	1	0	0	0	0	12
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
17:00	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	1	0	2	0	0	0	0	0	0	0	0	0	1	0	0	4
17:45	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	5
Hr Total	0	2	0	7	0	0	0	0	0	0	0	1	0	1	0	0	11
TOTAL	0	5	0	32	0	0	0	0	0	1	0	8	0	1	0	2	49



Hollywood, Florida
June 16, 2015
drawn by: Luis Palomino
NOT signalized

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

HILLCREST DRIVE & EAST CLUBHOUSE ENTRANCE, HOLLYWOOD, FLORIDA
COUNTED BY: CRISTINA PALOMINO
NOT SIGNALIZED

Site Code : 00150133
Start Date: 06/16/15
File I.D. : HILLECLU
Page : 1

ALL VEHICLES

	DRIVEWAY From North				HILLCREST DRIVE From East				EAST CLUBHOUSE ENTRANCE From South				HILLCREST DRIVE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/16/15																	
07:00	0	0	0	0	0	1	5	0	0	0	0	0	0	0	10	0	16
07:15	0	0	0	0	0	0	7	0	0	0	0	0	0	0	9	0	16
07:30	0	0	0	0	0	3	11	0	0	0	0	0	0	0	17	0	31
07:45	0	0	0	0	0	1	17	0	0	0	0	0	0	0	18	0	36
Hr Total	0	0	0	0	0	5	40	0	0	0	0	0	0	0	54	0	99
08:00	0	0	0	1	0	0	18	1	0	0	0	0	0	0	21	2	43
08:15	0	0	0	0	0	0	17	0	0	0	0	0	0	0	15	0	32
08:30	0	0	0	0	0	0	13	2	0	0	0	0	0	0	19	0	34
08:45	0	0	0	0	0	3	14	1	0	0	0	0	0	0	21	0	39
Hr Total	0	0	0	1	0	3	62	4	0	0	0	0	0	0	76	2	148
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	14	0	0	6	0	1	0	0	17	0	38
16:15	0	0	0	0	0	1	17	0	0	3	0	0	0	0	18	0	39
16:30	0	0	0	0	0	0	15	0	0	0	0	0	0	0	17	0	32
16:45	0	0	0	0	0	3	23	0	0	1	0	1	0	0	22	1	51
Hr Total	0	0	0	0	0	4	69	0	0	10	0	2	0	0	74	1	160
17:00	0	0	0	0	0	1	18	0	0	0	0	3	0	0	27	0	49
17:15	0	1	0	1	0	1	23	0	0	0	0	0	0	0	18	1	45
17:30	0	0	0	2	1	0	24	0	0	0	0	0	0	0	23	1	51
17:45	0	0	0	2	0	0	19	0	0	2	0	5	0	0	18	1	47
Hr Total	0	1	0	5	1	2	84	0	0	2	0	8	0	0	86	3	192
TOTAL	0	1	0	6	1	14	255	4	0	12	0	10	0	0	290	6	599

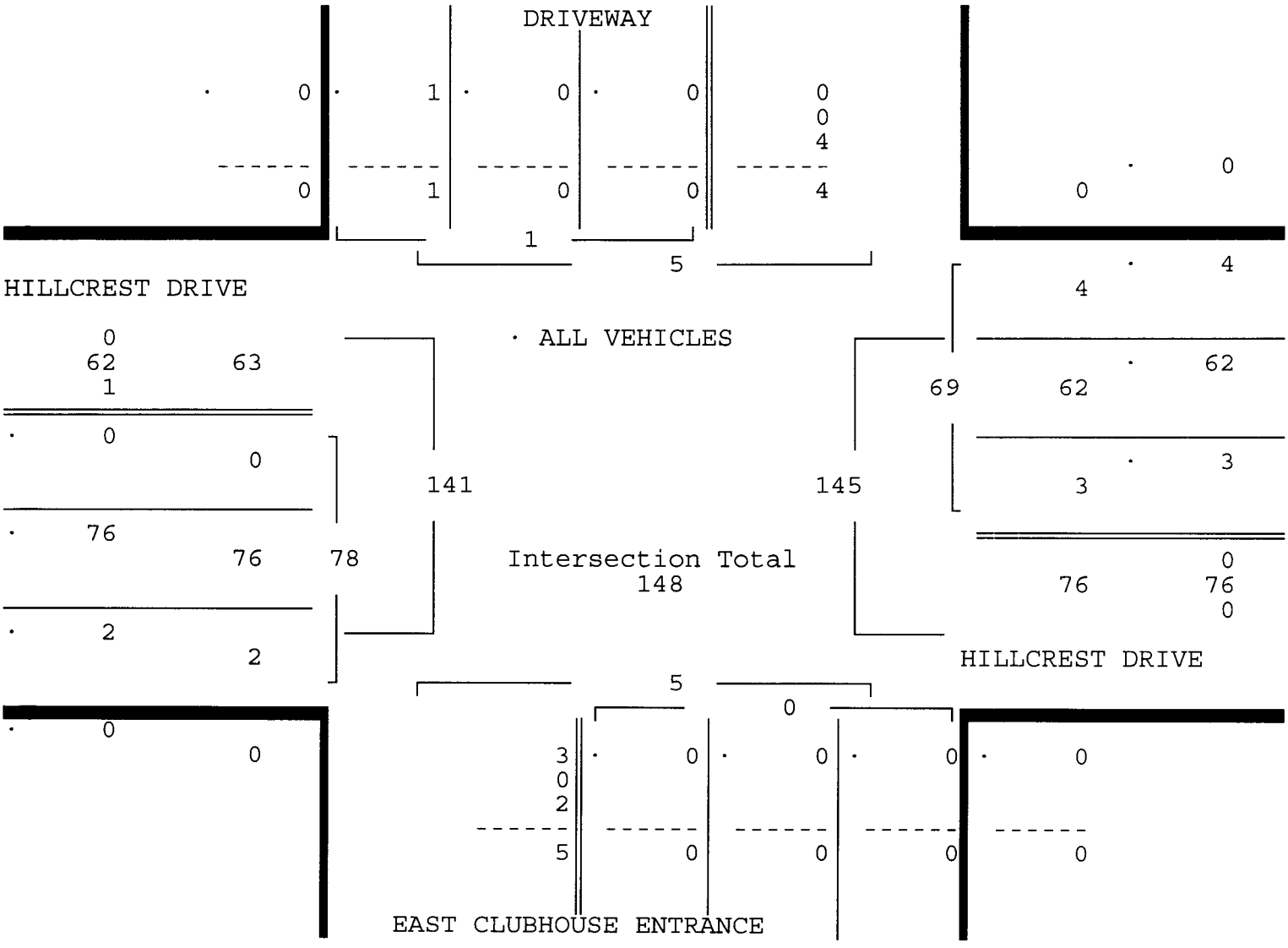
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

HILLCREST DRIVE & EAST CLUBHOUSE ENTRANCE, HOLLYWOOD, FLORIDA
COUNTED BY: CRISTINA PALOMINO
NOT SIGNALIZED

Site Code : 00150133
Start Date: 06/16/15
File I.D. : HILLECLU

ALL VEHICLES

	DRIVEWAY From North				HILLCREST DRIVE From East				EAST CLUBHOUSE ENTRANCE From South				HILLCREST DRIVE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/16/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 06/16/15																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	0	0	1	0	3	62	4	0	0	0	0	0	0	76	2	
Percent	0%	0%	0%	100%	0%	4%	90%	6%	0%	0%	0%	0%	0%	0%	97%	3%	
Pk total	1				69				0				78				
Highest	08:00				08:00				07:00				08:00				
Volume	0	0	0	1	0	0	18	1	0	0	0	0	0	0	21	2	
Hi total	1				19				0				23				
PHF	.25				.91				.0				.85				



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Site Code : 00150133
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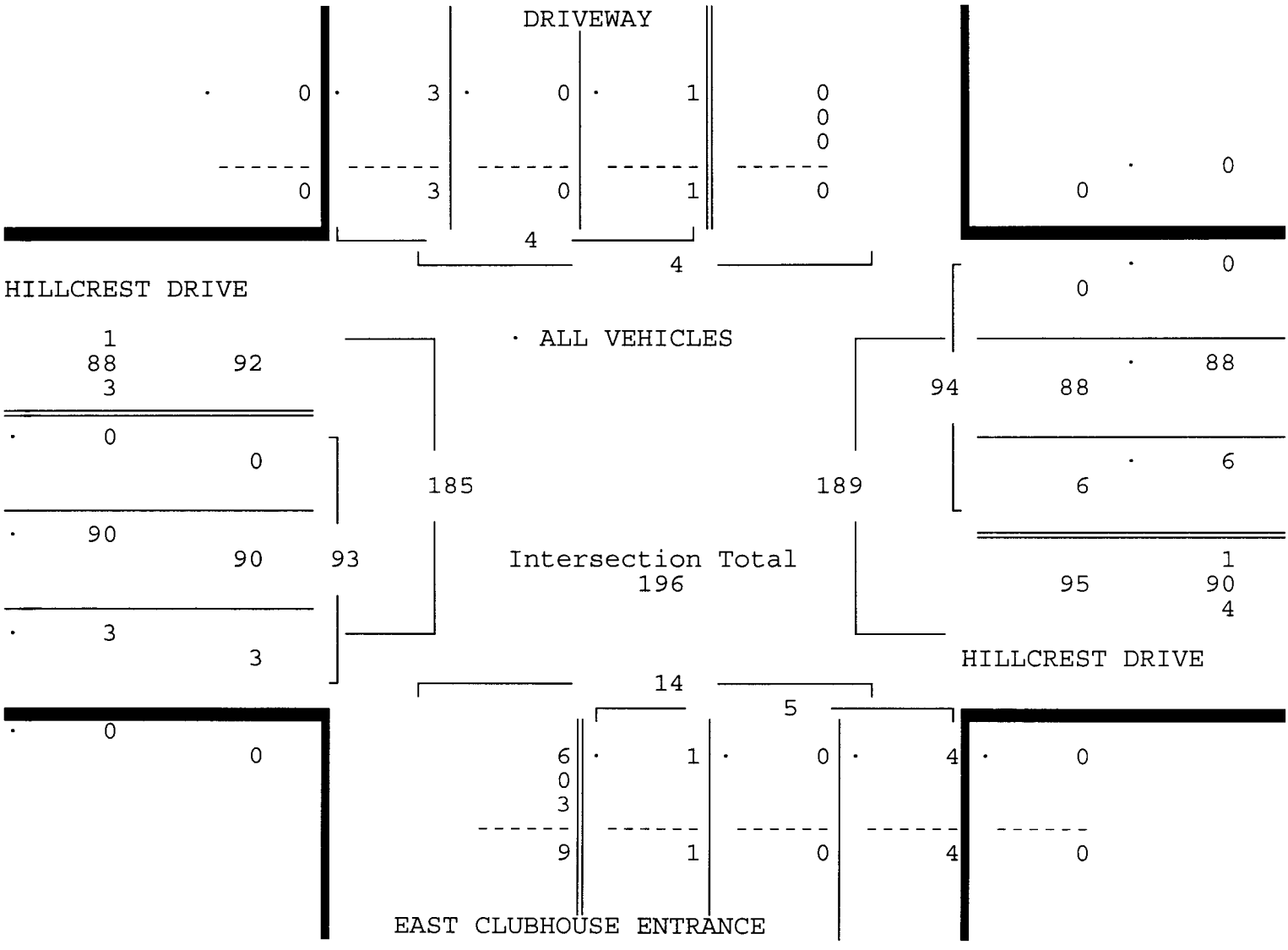
ALL VEHICLES

	DRIVEWAY From North				HILLCREST DRIVE From East				EAST CLUBHOUSE ENTRANCE From South				HILLCREST DRIVE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/16/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/16/15																	
Peak start	16:45				16:45				16:45				16:45				
Volume	0	1	0	3	1	5	88	0	0	1	0	4	0	0	90	3	
Percent	0%	25%	0%	75%	1%	5%	94%	0%	0%	20%	0%	80%	0%	0%	97%	3%	
Pk total	4				94				5				93				
Highest	17:15				16:45				17:00				17:00				
Volume	0	1	0	1	0	3	23	0	0	0	0	3	0	0	27	0	
Hi total	2				26				3				27				
PHF	.50				.90				.42				.86				



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Site Code : 00150133
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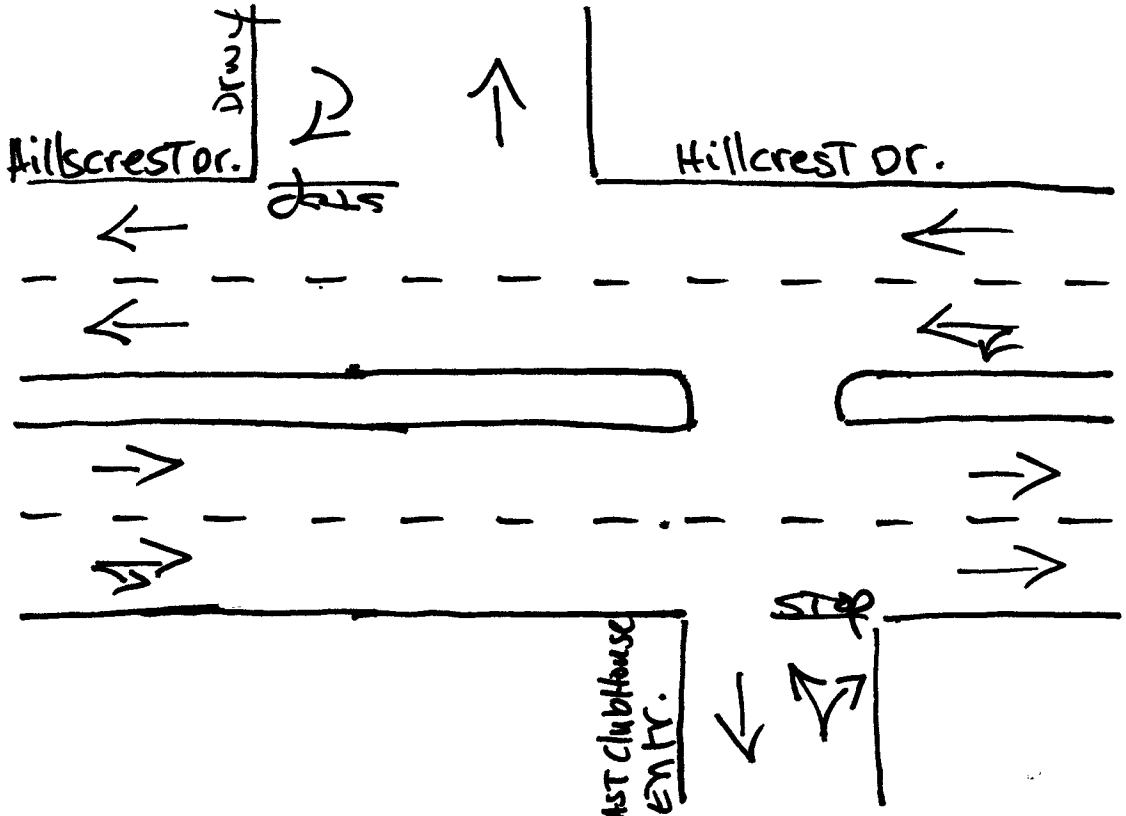
Page : 1

PEDESTRIANS & BIKES

	DRIVEWAY From North				HILLCREST DRIVE From East				EAST CLUBHOUSE ENTRANCE From South				HILLCREST DRIVE From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 06/16/15																	
07:00	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3
07:15	0	1	0	4	0	0	0	0	0	0	0	1	0	0	0	0	6
07:30	0	0	0	5	0	0	0	0	0	0	0	2	0	0	0	0	7
07:45	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3
Hr Total	0	1	0	13	0	0	0	0	0	0	0	5	0	0	0	0	19
08:00	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	2	0	3	0	0	0	0	0	1	0	0	0	0	0	0	6
08:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Hr Total	0	2	0	6	0	0	0	0	0	1	0	1	0	0	0	0	10
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
17:00	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
17:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
17:45	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5
Hr Total	0	3	0	7	0	0	0	0	0	0	0	1	0	0	0	0	11
TOTAL	0	6	0	27	0	0	0	0	0	1	0	8	0	0	0	0	42

North



Hollywood, Florida
June 16, 2015
drawn by: Luis Palomino
not signalized

East / West Roadways Capacity and Level of Service Analysis 2013

			2013			
			Peak Hour Conditions			
ID	E/W Roadway	Segment	Volume	Capacity	V/C	LOS
1118	**Honey Hill Rd**	E of SW 148 Ave	N/A	N/A	N/A	N/A
1120	Honey Hill Rd	E of Flamingo Rd	998	1197	0.83	D
2	**Bass Crk Rd**	E of SW 184 Ave	N/A	N/A	N/A	N/A
1152	Bass Crk Rd	E of SW 172 Ave	684	1197	0.57	D
4	Bass Crk Rd	E of Dykes Rd	542	1197	0.45	C
6	**County Line Rd**	E of University Dr	2442	3401 r	0.72	C
8	County Line Rd	E of FTPK	3040	3401 r	0.89	C
10	County Line Rd	E of SR 7	1520	1197	1.27	F
1046	County Line Rd	E of SW 48 Ave	722	2628	0.27	C
12	County Line Rd	E of SW 40 Ave	722	1197	0.60	D
1124	**SW 11 St**	E of I-95	76	1197	0.06	C
14	**Miramar Pkwy**	E of SW 196 Ave	323	3222	0.10	C
18	Miramar Pkwy	E of SW 184 Ave	1710	3401 r	0.50	C
20	Miramar Pkwy	E of SW 172 Ave	4180	5121 r	0.82	C
22	Miramar Pkwy	E of SW 160 Ave	6175	5121 r	1.21	F
24	Miramar Pkwy	E of I-75	7933	5390	1.47	F
26	Miramar Pkwy	E of SW 148 Ave	4798	5390	0.89	C
28	Miramar Pkwy	E of SW 136 Ave	4798	5390	0.89	C
30	Miramar Pkwy	E of Flamingo Rd	3040	5390	0.56	C
32	Miramar Pkwy	E of Red Rd	3420	5390	0.63	C
34	Miramar Pkwy	E of Palm Ave	3563	3580	0.99	D
36	Miramar Pkwy	E of Douglas Rd	3278	3580	0.92	C
38	Miramar Pkwy	E of University Dr	2755	3580	0.77	C
40	**Hndle Bch Blvd**	E of SR 7	2375	3580	0.66	C
42	Hndle Bch Blvd	E of I-95	6275	5390	1.16	F
44	Hndle Bch Blvd	E of US 1	3753	5390	0.70	C
46	Hndle Bch Blvd	E of Diplomat Pkwy	3325	5390	0.62	C
1000	**Monarch Lakes Blvd**	N of Miramar Pkwy	504	2628	0.19	C
1002	**Miramar Blvd**	E of Flamingo Rd	513	1197	0.43	C
1004	Miramar Blvd	E of Red Rd	513	1197	0.43	C
1006	Miramar Blvd	E of Hiatus Rd	570	1197	0.48	C
50	Miramar Blvd	E of Palm Ave	3135	2628	1.19	F
52	Miramar Blvd	E of Douglas Rd	855	1197	0.71	D
56	**Pembroke Rd**	E of US 27	N/A	N/A	N/A	N/A
58	Pembroke Rd	E of SW 196 Ave	N/A	N/A	N/A	N/A
60	Pembroke Rd	E of SW 184 Ave	741	1197	0.62	D
966	Pembroke Rd	E of SW 172 Ave	836	1197	0.70	D

1154	Pembroke Rd	E of SW 160 Ave	N/A		N/A	N/A	N/A
968	Pembroke Rd	E of SW 145 Ave	2423		3401 r	0.71	C
62	Pembroke Rd	E of SW 136 Ave	2423		3401 r	0.71	C
64	Pembroke Rd	E of Flamingo Rd	2518		3580	0.70	C
66	Pembroke Rd	E of Hiatus Rd	3088		3580	0.86	C
68	Pembroke Rd	E of Palm Ave	2708		3580	0.76	C
70	Pembroke Rd	E of Douglas Rd	3135		3580	0.88	C
72	Pembroke Rd	E of University Dr	3800		5390	0.70	C
74	Pembroke Rd	E of SW 68 Ave	4133		3580	1.15	F
1050	Pembroke Rd	E of SW 62 Ave	3943		5390	0.73	C
76	Pembroke Rd	E of SR 7	3848		5390	0.71	C
78	Pembroke Rd	E of I-95	3515		2920	1.20	F
80	**NE 9 St**	E of US 1	884		1197	0.74	D
1048	NE 9 St	E of Atlantic Shores Blv	884		1197	0.74	D
1060	**Moffett St**	E of US 1	703		1197	0.59	D
82	**Washington St**	E of S 64 Ave	922		1197	0.77	D
84	Washington St	E of SR 7	893		2628	0.34	C
86	Washington St	E of S 56 Ave	893		1197	0.75	D
88	Washington St	E of S 28 Ave	428		1197	0.36	C
1116	Washington St	E of US 1	304		1197	0.25	C
90	**Pines Blvd**	E of US 27	922		3580	0.26	C
92	Pines Blvd	E of SW 196 Ave	2109		5390	0.39	C
94	Pines Blvd	E of SW 184 Ave	3468		5390	0.64	C
96	Pines Blvd	E of SW 172 Ave	4370		5390	0.81	C
98	Pines Blvd	E of SW 160 Ave	5985		5390	1.11	F
100	Pines Blvd	E of I-75	7458		7210	1.03	F
102	Pines Blvd	E of SW 136 Ave	5558		7210	0.77	C
104	Pines Blvd	E of Flamingo Rd	4845		5390	0.90	C
106	Pines Blvd	E of Hiatus Rd	4798		5390	0.89	C
108	Pines Blvd	E of Palm Ave	4845		5390	0.90	C
110	Pines Blvd	E of Douglas Rd	4988		5390	0.93	C
112	**Hollywood Blvd**	E of University Dr	4940		5390	0.92	C
114	Hollywood Blvd	E of SW 72 Ave	4323		5390	0.80	C
116	Hollywood Blvd	E of Fla Turnpike	3895		5390	0.72	C
118	Hollywood Blvd	E of SR 7	3515		4500	0.78	D
120	Hollywood Blvd	E of Park Rd	4560		4500	1.01	E
122	Hollywood Blvd	E of I-95	4370		2920	1.50	F
1150	Hollywood Blvd	E of Dixie Hwy	1093		1197	0.91	D
124	**Tyler/Harrison St**	E of Dixie Hwy	627		1197	0.52	D
126	**Hollywood Blvd**	E of US 1	903		3222	0.28	C
1126	**Johnson St**	E of US 27	352		1197	0.29	C
128	Johnson St	E of Flamingo Rd	1045		3222	0.32	C
130	Johnson St	E of NW 103 Ave	1093		3222	0.34	C
132	Johnson St	E of Palm Ave	1007		1197	0.84	D
134	Johnson St	E of University Dr	1235		1197	1.03	E
136	Johnson St	E of N 64 Ave	1235		1197	1.03	E
138	Johnson St	E of SR 7	1758		1197	1.47	F
140	Johnson St	E of Park Rd	1473		1197	1.23	F

142	Johnson St	E of I-95	1425		1197	1.19	F
144	Johnson St	E of Dixie Hwy	931		1197	0.78	D
146	Johnson St	E of US 1	570		1197	0.48	C
1128	**Taft St / NW 186th Ave**	E of NW 196 Ave	504		1197	0.42	C
1010	**Taft St**	E of NW 142 Ave	1235		2628	0.47	D
148	Taft St	E of Flamingo Rd	1330		3222	0.41	C
150	Taft St	E of Palm Ave	1568		3222	0.49	C
152	Taft St	E of University Dr	2138		3222	0.66	C
154	Taft St	E of N 64 Ave	1568		3222	0.49	C
156	Taft St	E of SR 7	931		1197	0.78	D
158	Taft St	E of Park Rd	903		1197	0.75	D
160	Taft St	E of I-95	798		1197	0.67	D
162	Taft St	E of Dixie Hwy	580		1197	0.48	C
164	Taft St	E of US 1	228		1197	0.19	C
1130	**W Park Rd**	E of N 56 Ave	428		2628	0.16	C
166	**Sheridan St**	E of US 27	409		1520 r	0.27	C
168	Sheridan St	E of SW 196 Ave	1425		3401 r	0.42	C
170	Sheridan St	E of SW 172 Ave	2708		3401 r	0.80	C
172	Sheridan St	E of SW 160 Ave	4893		5121 r	0.96	C
174	Sheridan St	E of I-75	4038		5390	0.75	C
176	Sheridan St	E of SW 148 Ave	3515		3580	0.98	D
178	Sheridan St	E of SW 136 Ave	3515		3580	0.98	D
180	Sheridan St	E of Flamingo Rd	3040		3580	0.85	C
182	Sheridan St	E of Hiatus Rd	2613		3580	0.73	C
184	Sheridan St	E of Palm Ave	3610		3580	1.01	F
186	Sheridan St	E of Douglas Rd	2755		5390	0.51	C
188	Sheridan St	E of University Dr	2708		5390	0.50	C
190	Sheridan St	E of SW 72 Ave	2898		5390	0.54	C
192	Sheridan St	E of SW 64 Ave	3373		4500	0.75	D
194	Sheridan St	E of SR 7	3895		5390	0.72	C
196	Sheridan St	E of SW 46 Ave	4275		5390	0.79	C
198	Sheridan St	E of Park Rd	4370		5390	0.81	C
200	Sheridan St	E of I-95	4323		5390	0.80	C
202	Sheridan St	E of SW 8/26 Ave	3230		5390	0.60	C
204	Sheridan St	E of Dixie Hwy	2613		3580	0.73	C
206	Sheridan St	E of US 1	2185		3580	0.61	C
1012	**Stirling Rd**	E of US 27	171		1197	0.14	C
208	Stirling Rd	E of SW 160 Ave	608		3222	0.19	C
210	Stirling Rd	E of I-75	608		3222	0.19	C
212	Stirling Rd	E of SW 148 Ave	903		1197	0.75	D
214	Stirling Rd	E of SW 136 Ave	903		1197	0.75	D
216	Stirling Rd	E of Flamingo Rd	2185		3401 r	0.64	C
218	Stirling Rd	E of Hiatus Rd	2565		3401 r	0.75	C
220	Stirling Rd	E of Palm Ave	3040		3401 r	0.89	C
222	Stirling Rd	E of Douglas Rd	2660		3401 r	0.78	C
224	Stirling Rd	E of University Dr	3088		5390	0.57	C
226	Stirling Rd	E of Davie Rd	3468		5390	0.64	C
228	Stirling Rd	E of N 64 Ave	3990		5390	0.74	C

230	Stirling Rd	E of SR 7	4228		5390	0.78	C
232	Stirling Rd	E of Park Rd	4038		5390	0.75	C
234	Stirling Rd	E of I-95	3183		5390	0.59	C
236	**Dania Bch Blvd**	E of US 1	1815		3580	0.51	C
238	Dania Bch Blvd	E of NE 2 Ave	1159		5390	0.21	C
240	Dania Bch Blvd	E of Gulfstream Rd	1131		3580	0.32	C
248	**Old Griffin Rd**	S of Griffin Rd	494		1197	0.41	C
250	**Griffin Rd**	E of US 27	380		1520 r	0.25	C
252	Griffin Rd	E of SW 184 Ave	1758		3401 r	0.52	C
254	Griffin Rd	E of SW 172 Ave	2138		3401 r	0.63	C
256	Griffin Rd	E of SW 160 Ave	4038		3401 r	1.19	F
258	Griffin Rd	E of I-75	2470		5121 r	0.48	C
260	Griffin Rd	E of SW 148 Ave	2470		3401 r	0.73	C
262	Griffin Rd	E of SW 136 Ave	2470		3401 r	0.73	C
264	Griffin Rd	E of Flamingo Rd	2708		5390	0.50	C
266	Griffin Rd	E of 118 Ave	2708		5390	0.50	C
268	Griffin Rd	E of Hiatus Rd	2708		5390	0.50	C
270	Griffin Rd	E of SW 100 Ave	3135		5390	0.58	C
272	Griffin Rd	E of SW 90 Ave	3135		5390	0.58	C
274	Griffin Rd	E of Pine Island Rd	3848		5390	0.71	C
276	Griffin Rd	E of University Dr	2552		5390	0.47	C
278	Griffin Rd	E of 76 Ave	2552		5390	0.47	C
280	Griffin Rd	E of Davie Rd	3325		5390	0.62	C
282	Griffin Rd	E of Fla Turnpike	3135		5390	0.58	C
284	Griffin Rd	E of SR 7	2755		5390	0.51	C
286	Griffin Rd	E of I-95	1435		5390	0.27	C
1014	**SW 42 St**	E of SW 30 Ave	342		1197	0.28	C
1016	SW 42 St	E of Ravenswood Rd	646		1197	0.54	D
308	**Perimeter Rd**	S of Lee Wagener Blvd	257		1197	0.21	C
310	Perimeter Rd	N of Lee Wagener Blvd	371		1197	0.31	C
312	**SW 39 St**	E of University Dr	485		1197	0.40	C
1018	**SW 36 St**	E of US 27	722		1197	0.60	D
314	**South Post Rd**	S of Saddle Club Rd	808		1197	0.67	D
316	South Post Rd	E of Bonaventure Blvd	884		1440	0.61	C
318	**SW 36 St**	E of Weston Rd	827		1440	0.57	C
1132	**SW 36 Ct**	E of SW 130 Ave	570		1440	0.40	C
322	**SW 32 St**	E of SW 26 Terr	22		1197	0.02	C
324	**Royal Palm Blvd**	S of SR 84	1539		3401 r	0.45	C
326	Royal Palm Blvd	S of Saddle Club Rd	1197		3401 r	0.35	C
328	Royal Palm Blvd	E of Bonaventure Blvd	3088		3401 r	0.91	C
330	Royal Palm Blvd	E of Weston Rd	6080		5121 r	1.19	F
1020	**SW 26 St**	E of US 27	5		1197	0.00	N/A
334	SW 26 St	E of Flamingo Rd	390		1197	0.32	C
1022	**SW 30 St**	E of Pine Island Rd	684		1197	0.57	D
1024	SW 30 St	E of University Dr	1093		1197	0.91	D
336	**Nova Dr**	E of Pine Island Rd	789		1197	0.66	D
338	Nova Dr	E of University Dr	1568		1197	1.31	F
340	**Indian Trace**	S of SR 84	1568		3401 r	0.46	C

PPENDIX C: North / South Roadways Capacity and Level of Service Analysis 20

			2013			
			Peak Hour Conditions			
ID	N/SRoadway	Segment	Volume	Capacity	V/C	LOS
1	**US 27**	N of Dade C L	1900	5900	0.32	B
3	US 27	N of Miramar Pkwy	1900	5900	0.32	B
5	US 27	N of Pembroke Rd	1872	5900	0.32	B
7	US 27	N of Pines Blvd	1368	5900	0.23	B
9	US 27	N of Sheridan St	1387	5900	0.23	B
11	US 27	N of Stirling Rd	1397	5900	0.24	B
13	US 27	N of Griffin Rd	1606	5900	0.27	B
15	US 27	N of Saddle Club Rd	941	5900	0.16	B
17	US 27	N of SR 84	798	5900	0.14	B
1001	**SW 196 Ave**	N of Miramar Pkwy	485	1197	0.40	C
1003	SW 196 Ave	N of Pembroke Rd	485	1197	0.40	C
1005	SW 196 Ave	N of Pines Blvd	390	3222	0.12	C
1025	SW 196 Ave	N of Taft St	390	1440	0.27	C
1007	SW 196 Ave	N of Sheridan St	551	1440	0.38	C
1009	**SW 184 Ave**	N of Bass Creek Rd	1492	1440	1.04	F
19	SW 184 Ave	N of Miramar Pkwy	1492	1520 r	0.98	D
21	SW 184 Ave	N of Pembroke Rd	1492	3401 r	0.44	C
23	SW 184 Ave	N of Pines Blvd	1188	3401 r	0.35	C
25	SW 184 Ave	N of Johnson St	1093	3401 r	0.32	C
27	SW 184 Ave	N of Sheridan St	N/A	N/A	N/A	N/A
29	SW 184 Ave	N of Stirling Rd	N/A	N/A	N/A	N/A
31	**Bonaventure Blvd**	N of Griffin Rd	1045	3401 r	0.31	C
33	Bonaventure Blvd	N of SW 36 St	1283	3401 r	0.38	C
35	Bonaventure Blvd	N of Royal Palm Blvd	1473	3401 r	0.43	C
37	Bonaventure Blvd	N of Indian Trace	1283	3401 r	0.38	C
39	Bonaventure Blvd	N of Saddle Club Rd	846	2920	0.29	C
1127	**SW 178 Ave**	N of Miramar Pkwy	846	2628	0.32	C
1129	SW 178 Ave	N of Pembroke Rd	998	2628	0.38	C
1131	**SW 178 Ave/NW 17**	N of Pines Blvd	532	2628	0.20	C
41	**SW 172 Ave**	N of Bass Creek Rd	988	3222	0.31	C
43	SW 172 Ave	N of Miramar Pkwy	1520	3222	0.47	C
45	SW 172 Ave	N of Pembroke Rd	1425	3222	0.44	C
47	SW 172 Ave	N of Pines Blvd	1159	3222	0.36	C
49	SW 172 Ave	N of Sheridan St	570	1440	0.40	C
51	SW 172 Ave	N of Stirling Rd	314	1440	0.22	C
53	**SW 160 Ave**	N of Bass Creek Rd	1520	3222	0.47	C

487	SR 7	N of Hndle Bch Blvd	3943		3580	1.10	F
489	SR 7	N of Pembroke Rd	3753		3580	1.05	F
491	SR 7	N of Hollywood Blvd	3420		3580	0.96	C
493	SR 7	N of Sheridan St	4085		3580	1.14	F
495	SR 7	N of Stirling Rd	4988		5390	0.93	C
497	SR 7	N of Griffin Rd	4418		5390	0.82	C
499	SR 7	N of Orange Dr	4703		5390	0.87	C
501	SR 7	N of SR 84	4798		5390	0.89	C
503	SR 7	N of Riverland Rd	4798		5390	0.89	C
505	SR 7	N of Davie Blvd	3753		5390	0.70	C
507	SR 7	N of Broward Blvd	4038		5390	0.75	C
509	SR 7	N of Sunrise Blvd	4940		5390	0.92	C
511	SR 7	N of NW 19 St	4940		5390	0.92	C
513	SR 7	N of Oakland Pk Blvd	4370		5390	0.81	C
515	SR 7	N of Commercial Blv	3990		5390	0.74	C
517	SR 7	N of Bailey Rd	4418		5390	0.82	C
519	SR 7	N of NW 62 St	3800		5390	0.70	C
521	SR 7	N of Kimberly Blvd	4513		5390	0.84	C
523	SR 7	N of Southgate Blvd	4988		5390	0.93	C
525	SR 7	N of Atlantic Blvd	4699		4500	1.04	F
527	SR 7	N of Margate Blvd	4893		5390	0.91	C
529	SR 7	N of Royal Palm Blvd	4703		5390	0.87	C
531	SR 7	N of Sample Rd	3848		5390	0.71	C
533	SR 7	N of Wiles Rd	5225		5390	0.97	C
535	SR 7	N of Sawgrass Xway	5368		5390	1.00	D
537	SR 7	N of Holmberg Rd	5368		5390	1.00	D
539	SR 7	N of Hillsboro Blvd	5130		5390	0.95	C
541	**Banks Rd**	N of Atlantic Blvd	1216		2628	0.46	D
543	Banks Rd	N of Copans Rd	485		2628	0.18	C
1013	Banks Rd	N of Sample Rd	33		1197	0.03	C
1165	Banks Rd	N of NW 40 St	N/A		N/A	N/A	N/A
545	**SW 56 Ave**	N of Dade C L	779		1197	0.65	D
547	SW 56 Ave	N of Hndle Bch Blvd	855		1197	0.71	D
549	**S 56 Ave**	N of Pembroke Rd	941		1197	0.79	D
551	**N 56 Ave**	N of Hollywood Blvd	998		1197	0.83	D
553	N 56 Ave	N of Sheridan St	1093		1197	0.91	D
555	**SW 40 Ave**	N of Stirling Rd	665		1197	0.55	D
1125	**SW 52 Ave**	N of County Line Rd	523		1197	0.44	C
557	**SW 48 Ave**	N of County Line Rd	523		1197	0.44	C
561	**S 46 Ave**	N of Washington St	931		1197	0.78	D
563	**N 46 Ave**	N of Hollywood Blvd	931		2628	0.35	C
565	N 46 Ave	N of Sheridan St	1235		2628	0.47	D
567	**SW 40 Ave**	N of Dade C L	570		1197	0.48	C
569	SW 40 Ave	N of Hndle Bch Blvd	703		1197	0.59	D
571	**S 35 Ave**	N of Washington St	228		1197	0.19	C
573	**N Park Rd**	N of Pembroke Rd	1568		2628	0.60	D

575	N Park Rd	N of Hollywood Blvd	817		2628	0.31	C
577	N Park Rd	N of W Park Rd	1283		1197	1.07	F
579	N Park Rd	N of Sheridan St	874		1197	0.73	D
1133	**S Park Rd**	N of Hallandale Bch B	532		1197	0.44	C
581	**SW 31 Ave**	N of Riverland Rd	314		1197	0.26	C
583	SW 31 Ave	N of Davie Blvd	827		1197	0.69	D
585	**NW 31 Ave**	N of Broward Blvd	2470		2628	0.94	D
587	NW 31 Ave	N of NW 6 St	2470		4851	0.51	C
589	NW 31 Ave	N of Sunrise Blvd	3420		4851	0.70	C
591	NW 31 Ave	N of NW 19 St	3325		4851	0.69	C
593	NW 31 Ave	N of Oakland Pk Blvd	2803		4851	0.58	C
595	NW 31 Ave	N of Commercial Blvd	2803		4851	0.58	C
597	NW 31 Ave	N of Prospect Rd	3088		4851	0.64	C
599	**Lyons Rd**	N of Cypress Crk Rd	2708		4851	0.56	C
601	Lyons Rd	N of McNab Rd	2613		3222	0.81	C
1041	Lyons Rd	N of Atlantic Blvd	2328		4851	0.48	C
603	Lyons Rd	N of NW 6 Mr	2850		3222	0.88	C
605	Lyons Rd	N of Coconut Crk Pkv	2850		3222	0.88	C
607	Lyons Rd	N of Copans Rd	2755		3222	0.85	C
609	Lyons Rd	N of Sample Rd	3088		4851	0.64	C
611	Lyons Rd	N of Wiles Rd	3373		4851	0.70	C
613	Lyons Rd	N of Sawgrass Xway	3325		4851	0.69	C
615	Lyons Rd	N of Hillsboro Blvd	1900		4851	0.39	C
617	**Riverland Rd**	E of SR 7	456		1197	0.38	C
619	**SW 27 Ave**	N of Davie Blvd	1045		3222	0.32	C
1087	**NW 27 Ave**	N of Sunrise Blvd	1026		1197	0.86	D
621	**SW 30 Ave**	N of Griffin Rd	703		1197	0.59	D
1043	SW 30 Ave	N of SW 42 St	751		2628	0.29	C
623	**SW 26 Terr**	N of SW 32 St	513		1197	0.43	C
625	**Ravenswood Rd**	N of Stirling Rd	1520		1197	1.27	F
627	Ravenswood Rd	N of Griffin Rd	741		1197	0.62	D
1053	Ravenswood Rd	N of NW 36 ST	171		1197	0.14	C
629	**N 29 Ave**	N of Sheridan St	770		2628	0.29	C
631	**NW 23 Ave**	N of Sunrise Blvd	1093		1257	0.87	D
633	**NW 21 Ave**	N of NW 19 St	1473		1197	1.23	F
635	NW 21 Ave	N of Oakland Pk Blvd	1330		1197	1.11	F
1089	NW 21 Ave	N of Commercial Blvd	361		1197	0.30	C
637	**NW 21/Oaks Dr**	N of Cypress Crk Rd	599		1197	0.50	D
639	**NW 31 Ave_FTPK**	N of Atlantic Blvd	1444		3580	0.40	C
641	**Blount Rd**	N of Coconut Crk Pkv	713		1197	0.59	D
643	Blount Rd	N of Copans Rd	361		2628	0.14	C
647	**NW 15 Ave**	N of Sunrise Blvd	817		1197	0.68	D
1153	**NW 12 Ave**	N of Commercial Blvd	504		2628	0.19	C
1091	**NW 27 Ave**	N of Atlantic Blvd	760		1197	0.63	D
1095	**Bryan Rd**	N of Stirling Rd	380		1197	0.32	C
651	**SW 9 Ave**	N of SR 84	475		1197	0.40	C

653	NW 9 Ave	N of Broward Blvd	342		1197	0.28	C
655	NW 9 Ave	N of NW 6 St	751		1197	0.63	D
657	**Powerline Rd**	N of Sunrise Blvd	1843		5390	0.34	C
659	Powerline Rd	N of NW 19 St	2423		5390	0.45	C
661	Powerline Rd	N of Oakland Pk Blvd	2109		5390	0.39	C
663	Powerline Rd	N of Prospect Rd	2518		5390	0.47	C
665	Powerline Rd	N of Commercial Blv	3135		5390	0.58	C
667	Powerline Rd	N of Cypress Crk Rd	3563		5390	0.66	C
669	Powerline Rd	N of Atlantic Blvd	3278		5390	0.61	C
671	Powerline Rd	N of Copans Rd	3325		5390	0.62	C
673	Powerline Rd	N of Sample Rd	3753		5390	0.70	C
675	Powerline Rd	N of Green Rd	3373		5390	0.63	C
677	Powerline Rd	N of SW 10 St	3515		3580	0.98	D
679	Powerline Rd	N of Hillsboro Blvd	2945		3580	0.82	C
1059	**7/9 Ave Connector**	N of NW 6 St	N/A		N/A	N/A	N/A
685	**I-95**	N of Dade C L	23180		16840	1.38	F
687	I-95	N of Hndle Bch Blvd	25175		16840	1.49	F
689	I-95	N of Pembroke Rd	25175		16840	1.49	F
691	I-95	N of Hollywood Blvd	25935		16840	1.54	F
693	I-95	N of Sheridan St	26030		16840	1.55	F
695	I-95	N of Stirling Rd	25460		16840	1.51	F
697	I-95	N of Griffin Rd	30115		16840	1.79	F
699	I-95	N of I-595	31160		16840	1.85	F
701	I-95	N of SR 84	31160		16840	1.85	F
703	I-95	N of Davie Blvd	25935		16840	1.54	F
705	I-95	N of Broward Blvd	28690		16840	1.70	F
707	I-95	N of Sunrise Blvd	26600		16840	1.58	F
709	I-95	N of Oakland Pk Blvd	25745		16840	1.53	F
711	I-95	N of Commercial Blv	22705		13390	1.70	F
713	I-95	N of Cypress Crk Rd	22325		13390	1.67	F
715	I-95	N of Atlantic Blvd	21375		13390	1.60	F
717	I-95	N of Copans Rd	18810		13390	1.40	F
719	I-95	N of Sample Rd	18616		13390	1.39	F
721	I-95	N of SW 10 St	20425		13390	1.53	F
723	I-95	N of Hillsboro Blvd	17338		13390	1.29	F
725	**SW 4 Ave**	N of I-595	1330		2628	0.51	D
727	SW 4 Ave	N of SR 84	1378		2628	0.52	D
729	SW 4 Ave	N of Davie Blvd	1235		2628	0.47	D
731	SW 4 Ave	N of SW 7 St-CBD	1330		2628	0.51	D
733	**NW 7 Ave**	N of Las Olas Blv-CBD	1425		2628	0.54	D
735	NW 7 Ave	N of Broward Blvd-C	1615		2628	0.61	D
737	NW 7 Ave	N of NW 6 St	1140		2628	0.43	C
739	NW 7 Ave	N of Sunrise Blvd	627		1197	0.52	D
741	**S 28 Ave**	N of Pembroke Rd	998		1197	0.83	D
743	S 28 Ave	N of Hollywood Blvd	998		1197	0.83	D
745	**SW 8 Ave**	N of Dade C L	798		1197	0.67	D

747	**NW 8 Ave**	N of Hndle Bch Blvd	656		1197	0.55	D
749	**S 26 Ave**	N of Pembroke Rd	200		1197	0.17	C
751	**N 26 Ave**	N of Hollywood Blvd	779		1197	0.65	D
1097	**SW 2 Ave**	N of I-595	485		2628	0.18	C
753	**Andrews Ave**	N of Eller Dr	979		2628	0.37	C
755	Andrews Ave	N of SR 84	1805		2628	0.69	D
757	Andrews Ave	N of SE 17 St	1758		2628	0.67	D
759	Andrews Ave	N of Davie Blvd	1663		2628	0.63	D
761	Andrews Ave	N of SW 7 St-CBD	1948		2628	0.74	D
763	Andrews Ave	N of Broward Blvd-C	1948		2628	0.74	D
765	Andrews Ave	N of NE 6 St	1739		2628	0.66	D
767	Andrews Ave	N of Sunrise Blvd	1872		2628	0.71	D
769	Andrews Ave	N of Oakland Pk Blvd	2043		2628	0.78	D
771	Andrews Ave	N of Prospect Rd	1710		2628	0.65	D
773	Andrews Ave	N of Commercial Blv	1235		2628	0.47	D
775	Andrews Ave	N of Cypress Crk Rd	1663		5121 r	0.32	C
777	Andrews Ave	N of McNab Rd	1615		3401 r	0.47	C
779	Andrews Ave	N of Pompano Pk Pl	950		1520 r	0.62	C
781	Andrews Ave	N of Atlantic Blvd	789		3401 r	0.23	C
1015	Andrews Ave	N of NW 15 St	789		1197	0.66	D
783	**Military Trail**	N of Copans Rd	1568		3401 r	0.46	C
785	Military Trail	N of Sample Rd	1758		3401 r	0.52	C
787	Military Trail	N of Green Rd	1843		3401 r	0.54	C
789	Military Trail	N of SW 15 St	1843		3401 r	0.54	C
791	Military Trail	N of SW 10 St	1805		3401 r	0.53	C
793	Military Trail	N of Hillsboro Blvd	2138		3401 r	0.63	C
1099	**N Dixie Hwy**	N of NE 13 St	504		1197	0.42	C
1147	N Dixie Hwy	N of NE 16 St	513		1197	0.43	C
795	**NE 6 Ave**	N of Dixie Hwy	789		1197	0.66	D
797	NE 6 Ave	N of Prospect Rd	694		1197	0.58	D
799	NE 6 Ave	N of Commercial Blv	1045		2628	0.40	C
801	NE 6 Ave	N of NE 56 St	342		1197	0.28	C
1101	**NW 6 Ave**	N of Atlantic Blvd	760		1197	0.63	D
803	**NE 3 Ave**	N of Copans Rd	903		1197	0.75	D
805	NE 3 Ave	N of Sample Rd	998		1197	0.83	D
807	NE 3 Ave	N of NE 48 St	798		1197	0.67	D
1057	NE 3 Ave	N of NE 54 St / SW 1	798		1197	0.67	D
809	**Natura Blvd**	N of SE 10 St	684		2628	0.26	C
811	**Dixie Hwy/ 21 Ave**	N of Dade C L	798		3154	0.25	C
813	Dixie Hwy/ 21 Ave	N of Hndle Bch Blvd	922		3154	0.29	C
815	Dixie Hwy/ 21 Ave	N of Pembroke Rd	1036		3154	0.33	C
817	Dixie Hwy/ 21 Ave	N of Hollywood Blvd	960		3154	0.30	C
819	Dixie Hwy/ 21 Ave	N of Sheridan St	475		2628	0.18	C
1049	Dixie Hwy/ 21 Ave	N of Phippen Rd	304		1197	0.25	C
821	**SE 3 Ave**	N of SE 17 St	675		2920	0.23	C
823	SE 3 Ave	N of Davie Blvd	1140		2920	0.39	C

825	SE 3 Ave	N of SE 7 St-CBD	1995		2920	0.68	D
827	**NE 3 Ave**	N of Broward Blvd-C	1995		2920	0.68	D
829	NE 3 Ave	N of NE 6 St	1131		2920	0.39	C
831	**NE 4 Ave/Wilton Dr**	N of Sunrise Blvd	1701		2920	0.58	D
833	**Dixie Hwy**	N of Oakland Pk Blvd	2043		2920	0.70	D
835	Dixie Hwy	N of NE 38 St	2233		3580	0.62	C
837	Dixie Hwy	N of Commercial Blv	1834		3580	0.51	C
839	Dixie Hwy	N of McNab Rd	1976		5400	0.37	B
841	Dixie Hwy	N of Pompano Park P	2280		2920	0.78	D
843	Dixie Hwy	N of Atlantic Blvd	2280		2920	0.78	D
845	Dixie Hwy	N of NW 15 St	2280		3580	0.64	C
847	Dixie Hwy	N of Copans Rd	1891		3580	0.53	C
849	Dixie Hwy	N of Sample Rd	2090		3580	0.58	C
851	Dixie Hwy	N of NE 48 St	1691		3580	0.47	C
853	Dixie Hwy	N of SW 10 St	1055		3580	0.29	C
855	Dixie Hwy	N of Hillsboro Blvd	1425		3401 r	0.42	C
857	**NE 15 Ave**	N of Las Olas Blvd	1188		1197	0.99	D
859	NE 15 Ave	N of Broward Blvd	447		1197	0.37	C
861	NE 15 Ave	N of NE 6 St	941		1197	0.79	D
863	NE 15 Ave	N of Sunrise Blvd	1235		2628	0.47	D
865	NE 15 Ave	N of NE 13 St	1159		2628	0.44	C
1045	NE 15 Ave	N of NE 18 St	1159		1197	0.97	D
1105	**NE 16 Ave**	N of Oakland Pk Blvd	409		1197	0.34	C
867	**Cypress Rd /18 Av**	N of Floranada Rd	1283		1197	1.07	F
869	Cypress Rd /18 Av	N of Commercial Blv	1283		2628	0.49	D
871	Cypress Rd /18 Av	N of NE 62 St	1615		2628	0.61	D
873	**NE 5 Ave / 1 St / 2 A**	N of Atlantic Blvd	314		1197	0.26	C
875	**NE 11 Ave**	N of Atlantic Blvd	447		1197	0.37	C
1107	**SW 3 Ave (Deerfield**	N of SW 10 St	551		2628	0.21	C
1167	**SE 2 Ave (Deerfield E**	N of SE 10 St	485		1197	0.40	C
877	US 1	N of Dade C L	4845		4500	1.08	F
879	US 1	N of Hndle Bch Blvd	3230		2920	1.11	F
881	US 1	N of Pembroke Rd	2620		2920	0.90	D
883	US 1	N of Hollywood Blvd	2613		2920	0.89	D
885	US 1	N of Sheridan St	2660		2920	0.91	D
887	US 1	N of Stirling Rd	3563		2920	1.22	F
889	US 1	N of Griffin Rd	5083		5390	0.94	C
891	US 1	N of I-595	6080		5390	1.13	F
893	US 1	N of SR 84	5700		5390	1.06	F
895	US 1	N of Davie Blvd	4465		5390	0.83	C
897	US 1	N of SE 7 St-CBD	4275		4500	0.95	D
899	US 1	N of Broward Blvd-C	3857		4500	0.86	D
901	US 1	N of NE 6 St	3800		4500	0.84	D
903	US 1	E of Searstown (see	5320		4500	1.18	F
905	US 1	N of Gateway	4038		5390	0.75	C
907	US 1	N of Oakland Pk Blvd	4703		5390	0.87	C

INTERSECTION VOLUME DEVELOPMENT WORKSHEET
HILLCREST HOLLYWOOD
WASHINGTON STREET & HILLCREST DRIVE
EXISTING GEOMETRY

Growth Rate =	1.00%	* actual growth rate is -6.68%
Peak Season =	1.08	1.08
Buildout Year =	2020	2020
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (6/16/2015)	22	58	15	87	40	28	73	290	28	7	126	46
Peak Season Volume	24	63	16	94	43	30	79	313	30	8	136	50
Traffic Volume Growth	1	3	1	5	2	2	4	16	2	0	7	3
School Committed Traffic												
Inbound Traffic Assignment					5.0%				45.0%	9.0%		
Inbound Traffic Volumes					21				189	38		
Outbound Traffic Assignment	45.0%	5.0%	9.0%									
Outbound Traffic Volumes	155	17	31									
Total School Traffic	155	17	31	0	21	0	0	0	189	38	0	0
1.0% Traffic Volume Growth	1	3	1	5	2	2	4	16	2	0	7	3
Committed + 1.0% Growth	156	20	32	5	23	2	4	16	191	38	7	3
Max (Committed +1.0% or Historic Growth)	156	20	32	5	23	2	4	16	191	38	7	3
Background Traffic Volumes	180	83	48	99	66	32	83	329	221	46	143	53
Project Traffic												
Inbound Traffic Assignment					5.0%				21.0%	9.0%		
Inbound Traffic Volumes					3				11	5		
Outbound Traffic Assignment	21.0%	5.0%	9.0%									
Outbound Traffic Volumes	57	14	25									
Project Traffic	57	14	25		3				11	5		
TOTAL TRAFFIC	237	97	73	99	69	32	83	329	232	51	143	53

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (6/16/2015)	31	53	4	43	54	111	75	228	26	14	267	70
Peak Season Volume	33	57	4	46	58	120	81	246	28	15	288	76
Traffic Volume Growth	2	3	0	2	3	6	4	13	1	1	15	4
School Committed Traffic												
Inbound Traffic Assignment					5.0%				45.0%	9.0%		
Inbound Traffic Volumes					4				34	7		
Outbound Traffic Assignment	45.0%	5.0%	9.0%									
Outbound Traffic Volumes	39	4	8									
Total School Traffic	39	4	8	0	4	0	0	0	34	7	0	0
1.0% Traffic Volume Growth	2	3	0	2	3	6	4	13	1	1	15	4
Committed + 1.0% Growth	41	7	8	2	7	6	4	13	35	8	15	4
Max (Committed + 1.0% or Historic Growth)	41	7	8	2	7	6	4	13	35	8	15	4
Background Traffic Volumes	74	64	12	48	65	126	85	259	63	23	303	80
Project Traffic												
Inbound Traffic Assignment					5.0%				21.0%	9.0%		
Inbound Traffic Volumes					13				56	24		
Outbound Traffic Assignment	21.0%	5.0%	9.0%									
Outbound Traffic Volumes	29	7	12									
Project Traffic	29	7	12		13				56	24		
TOTAL TRAFFIC	103	71	24	48	78	126	85	259	119	47	303	80

INTERSECTION VOLUME DEVELOPMENT WORKSHEET
HILLCREST HOLLYWOOD
HILLCREST DRIVE & S PARK ROAD
EXISTING GEOMETRY

Growth Rate =	1.00%	* actual growth rate is -6.68%
Peak Season =	1.08	1.08
Buildout Year =	2020	2020
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (6/16/2015)	71	642	0	0	544	19	46	0	86	0	0	0
Peak Season Volume	77	693	0	0	588	21	50	0	93	0	0	0
Traffic Volume Growth	4	35	0	0	30	1	3	0	5	0	0	0
School Committed Traffic												
Inbound Traffic Assignment	15.0%					26.0%						
Inbound Traffic Volumes	63					109						
Outbound Traffic Assignment							26.0%		15.0%			
Outbound Traffic Volumes							89		52			
Total School Traffic	63	0	0	0	0	109	89	0	52	0	0	0
1.0% Traffic Volume Growth	4	35	0	0	30	1	3	0	5	0	0	0
Committed + 1.0% Growth	67	35	0	0	30	110	92	0	57	0	0	0
Max (Committed +1.0% or Historic Growth)	67	35	0	0	30	110	92	0	57	0	0	0
Background Traffic Volumes	144	728	0	0	618	131	142	0	150	0	0	0
Project Traffic												
Inbound Traffic Assignment	15.0%					26.0%						
Inbound Traffic Volumes	8					13						
Outbound Traffic Assignment							26.0%		15.0%			
Outbound Traffic Volumes							71		41			
Project Traffic	8					13	71		41			
TOTAL TRAFFIC	152	728	0	0	618	144	213	0	191	0	0	0

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (6/16/2015)	85	575	0	0	686	45	28	0	95	0	0	0
Peak Season Volume	92	621	0	0	741	49	30	0	103	0	0	0
Traffic Volume Growth	5	32	0	0	38	2	2	0	5	0	0	0
School Committed Traffic												
Inbound Traffic Assignment	15.0%					26.0%						
Inbound Traffic Volumes	11					20						
Outbound Traffic Assignment							26.0%		15.0%			
Outbound Traffic Volumes							22		13			
Total School Traffic	11	0	0	0	0	20	22	0	13	0	0	0
1.0% Traffic Volume Growth	5	32	0	0	38	2	2	0	5	0	0	0
Committed + 1.0% Growth	16	32	0	0	38	22	24	0	18	0	0	0
Max (Committed + 1.0% or Historic Growth)	16	32	0	0	38	22	24	0	18	0	0	0
Background Traffic Volumes	108	653	0	0	779	71	54	0	121	0	0	0
Project Traffic												
Inbound Traffic Assignment	15.0%					26.0%						
Inbound Traffic Volumes	40					69						
Outbound Traffic Assignment							26.0%		15.0%			
Outbound Traffic Volumes							35		20			
Project Traffic	40					69	35		20			
TOTAL TRAFFIC	148	653	0	0	779	140	89	0	141	0	0	0

INTERSECTION VOLUME DEVELOPMENT WORKSHEET
HILLCREST HOLLYWOOD
PEMBROKE ROAD & S PARK ROAD
EXISTING GEOMETRY

Growth Rate =	1.00%	* actual growth rate is -6.68%
Peak Season =	1.08	1.08
Buildout Year =	2020	2020
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (6/16/2015)	0	0	0	369	0	199	423	1,516	0	0	1,118	236
Peak Season Volume	0	0	0	399	0	215	457	1,637	0	0	1,207	255
Traffic Volume Growth	0	0	0	20	0	11	23	84	0	0	62	13
School Committed Traffic												
Inbound Traffic Assignment							1.0%					14.0%
Inbound Traffic Volumes							4					59
Outbound Traffic Assignment				14.0%		1.0%						
Outbound Traffic Volumes				48		3						
Total School Traffic	0	0	0	48	0	3	4	0	0	0	0	59
1.0% Traffic Volume Growth	0	0	0	20	0	11	23	84	0	0	62	13
Committed + 1.0% Growth	0	0	0	68	0	14	27	84	0	0	62	72
Max (Committed +1.0% or Historic Growth)	0	0	0	68	0	14	27	84	0	0	62	72
Background Traffic Volumes	0	0	0	467	0	229	484	1,721	0	0	1,269	327
Project Traffic												
Inbound Traffic Assignment							1.0%					14.0%
Inbound Traffic Volumes							1					7
Outbound Traffic Assignment				14.0%		1.0%						
Outbound Traffic Volumes				38		3						
Project Traffic				38		3	1					7
TOTAL TRAFFIC	0	0	0	505	0	232	485	1,721	0	0	1,269	334

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (6/16/2015)	0	0	0	355	0	389	270	1,122	0	0	1,818	390
Peak Season Volume	0	0	0	383	0	420	292	1,212	0	0	1,963	421
Traffic Volume Growth	0	0	0	20	0	21	15	62	0	0	100	21
School Committed Traffic												
Inbound Traffic Assignment							1.0%					14.0%
Inbound Traffic Volumes							1					11
Outbound Traffic Assignment				14.0%		1.0%						
Outbound Traffic Volumes				12		1						
Total School Traffic	0	0	0	12	0	1	1	0	0	0	0	11
1.0% Traffic Volume Growth	0	0	0	20	0	21	15	62	0	0	100	21
Committed + 1.0% Growth	0	0	0	32	0	22	16	62	0	0	100	32
Max (Committed + 1.0% or Historic Growth)	0	0	0	32	0	22	16	62	0	0	100	32
Background Traffic Volumes	0	0	0	415	0	442	308	1,274	0	0	2,063	453
Project Traffic												
Inbound Traffic Assignment							1.0%					10.0%
Inbound Traffic Volumes							3					27
Outbound Traffic Assignment				10.0%		1.0%						
Outbound Traffic Volumes				14		1						
Project Traffic				14		1	3					27
TOTAL TRAFFIC	0	0	0	429	0	443	311	1,274	0	0	2,063	480

INTERSECTION VOLUME DEVELOPMENT WORKSHEET
HILLCREST HOLLYWOOD
HILLCREST & EAST CLUBHOUSE ROUNDABOUT
EXISTING GEOMETRY

Growth Rate =	1.00%	* actual growth rate is -6.68%
Peak Season =	1.08	1.08
Buildout Year =	2020	2020
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (6/16/2015)	0	0	0	0	0	1	0	76	2	3	62	4
Peak Season Volume	0	0	0	0	0	1	0	82	2	3	67	4
Traffic Volume Growth	0	0	0	0	0	0	0	4	0	0	3	0
School Committed Traffic												
Inbound Traffic Assignment											41.0%	
Inbound Traffic Volumes											173	
Outbound Traffic Assignment								41.0%				
Outbound Traffic Volumes								141				
Total School Traffic	0	0	0	0	0	0	0	141	0	0	173	0
1.0% Traffic Volume Growth	0	0	0	0	0	0	0	4	0	0	3	0
Committed + 1.0% Growth	0	0	0	0	0	0	0	145	0	0	176	0
Max (Committed +1.0% or Historic Growth)	0	0	0	0	0	0	0	145	0	0	176	0
Background Traffic Volumes	0	0	0	0	0	1	0	227	2	3	243	4
Project Traffic												
Inbound Traffic Assignment								7.0%	28.0%	19.0%		
Inbound Traffic Volumes								6	22	15		
Outbound Traffic Assignment	28.0%		19.0%								7.0%	
Outbound Traffic Volumes	79		53								20	
Project Traffic	79		53					6	22	15	20	
TOTAL TRAFFIC	79	0	53	0	0	1	0	233	24	18	263	4

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (6/16/2015)	1	0	4	1	0	3	0	90	3	5	88	0
Peak Season Volume	1	0	4	1	0	3	0	97	3	5	95	0
Traffic Volume Growth	0	0	0	0	0	0	0	5	0	0	5	0
School Committed Traffic												
Inbound Traffic Assignment											41.0%	
Inbound Traffic Volumes											31	
Outbound Traffic Assignment								41.0%				
Outbound Traffic Volumes								35				
Total School Traffic	0	0	0	0	0	0	0	35	0	0	31	0
1.0% Traffic Volume Growth	0	0	0	0	0	0	0	5	0	0	5	0
Committed + 1.0% Growth	0	0	0	0	0	0	0	40	0	0	36	0
Max (Committed + 1.0% or Historic Growth)	0	0	0	0	0	0	0	40	0	0	36	0
Background Traffic Volumes	1	0	4	1	0	3	0	137	3	5	131	0
Project Traffic												
Inbound Traffic Assignment								7.0%	28.0%	19.0%		
Inbound Traffic Volumes								20	81	55		
Outbound Traffic Assignment	28.0%		19.0%								7.0%	
Outbound Traffic Volumes	45		30								11	
Project Traffic	45		30					20	81	55	11	
TOTAL TRAFFIC	46	0	34	1	0	3	0	157	84	60	142	0

INTERSECTION VOLUME DEVELOPMENT WORKSHEET
HILLCREST HOLLYWOOD
WEST DRIVEWAY
EXISTING GEOMETRY

Growth Rate =	1.00%	* actual growth rate is -6.68%
Peak Season =	1.08	1.08
Buildout Year =	2020	2020
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (6/16/2015)	0	58	0	0	40	0	0	0	0	0	0	0
Peak Season Volume	0	63	0	0	43	0	0	0	0	0	0	0
Traffic Volume Growth	0	3	0	0	2	0	0	0	0	0	0	0
School Committed Traffic												
Inbound Traffic Assignment	41.0%					59.0%						
Inbound Traffic Volumes	173					248						
Outbound Traffic Assignment							41.0%		59.0%			
Outbound Traffic Volumes							141		203			
Total School Traffic	173	0	0	0	0	249	141	0	204	0	0	0
1.0% Traffic Volume Growth	0	3	0	0	2	0	0	0	0	0	0	0
Committed + 1.0% Growth	173	3	0	0	2	249	141	0	204	0	0	0
Max (Committed +1.0% or Historic Growth)	173	3	0	0	2	249	141	0	204	0	0	0
Background Traffic Volumes	173	66	0	0	45	249	141	0	204	0	0	0
Project Traffic												
Inbound Traffic Assignment					35.0%							
Inbound Traffic Volumes					28							
Outbound Traffic Assignment		35.0%										
Outbound Traffic Volumes		98										
Project Traffic		98			28							
TOTAL TRAFFIC	173	164	0	0	73	249	141	0	204	0	0	0

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (6/16/2015)	0	53	0	0	54	0	0	0	0	0	0	0
Peak Season Volume	0	57	0	0	58	0	0	0	0	0	0	0
Traffic Volume Growth	0	3	0	0	3	0	0	0	0	0	0	0
School Committed Traffic												
Inbound Traffic Assignment	41.0%					59.0%						
Inbound Traffic Volumes	31					45						
Outbound Traffic Assignment							41.0%		59.0%			
Outbound Traffic Volumes							35		51			
Total School Traffic	31	0	0	0	0	46	35	0	52	0	0	0
1.0% Traffic Volume Growth	0	3	0	0	3	0	0	0	0	0	0	0
Committed + 1.0% Growth	31	3	0	0	3	46	35	0	52	0	0	0
Max (Committed + 1.0% or Historic Growth)	31	3	0	0	3	46	35	0	52	0	0	0
Background Traffic Volumes	31	60	0	0	61	46	35	0	52	0	0	0
Project Traffic												
Inbound Traffic Assignment					35.0%							
Inbound Traffic Volumes					102							
Outbound Traffic Assignment		35.0%										
Outbound Traffic Volumes		56										
Project Traffic	0	56			102							
TOTAL TRAFFIC	31	116	0	0	163	46	35	0	52	0	0	0

INTERSECTION VOLUME DEVELOPMENT WORKSHEET
HILLCREST HOLLYWOOD
EAST DRIVEWAY
EXISTING GEOMETRY

Growth Rate =	1.00%	* actual growth rate is -6.68%
Peak Season =	1.08	1.08
Buildout Year =	2020	2020
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (6/16/2015)	0	0	0	0	0	0	0	132	0	0	90	0
Peak Season Volume	0	0	0	0	0	0	0	143	0	0	97	0
Traffic Volume Growth	0	0	0	0	0	0	0	7	0	0	5	0
School Committed Traffic												
Inbound Traffic Assignment											41.0%	
Inbound Traffic Volumes											173	
Outbound Traffic Assignment								41.0%				
Outbound Traffic Volumes								141				
Total School Traffic	0	0	0	0	0	0	0	141	0	0	173	0
1.0% Traffic Volume Growth	0	0	0	0	0	0	0	7	0	0	5	0
Committed + 1.0% Growth	0	0	0	0	0	0	0	148	0	0	178	0
Max (Committed +1.0% or Historic Growth)	0	0	0	0	0	0	0	148	0	0	178	0
Background Traffic Volumes	0	0	0	0	0	0	0	291	0	0	275	0
Project Traffic												
Inbound Traffic Assignment							7.0%				19.0%	22.0%
Inbound Traffic Volumes							6				15	17
Outbound Traffic Assignment				22.0%		7.0%		19.0%				
Outbound Traffic Volumes				62		20		53				
Project Traffic				62		20	6	53			15	17
TOTAL TRAFFIC	0	0	0	62	0	20	6	344	0	0	290	17

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (6/16/2015)	0	0	0	0	0	0	0	123	0	0	130	0
Peak Season Volume	0	0	0	0	0	0	0	133	0	0	140	0
Traffic Volume Growth	0	0	0	0	0	0	0	7	0	0	7	0
School Committed Traffic												
Inbound Traffic Assignment											41.0%	
Inbound Traffic Volumes											31	
Outbound Traffic Assignment								41.0%				
Outbound Traffic Volumes								35				
Total School Traffic	0	0	0	0	0	0	0	35	0	0	31	0
1.0% Traffic Volume Growth	0	0	0	0	0	0	0	7	0	0	7	0
Committed + 1.0% Growth	0	0	0	0	0	0	0	42	0	0	38	0
Max (Committed + 1.0% or Historic Growth)	0	0	0	0	0	0	0	42	0	0	38	0
Background Traffic Volumes	0	0	0	0	0	0	0	175	0	0	178	0
Project Traffic												
Inbound Traffic Assignment							7.0%				19.0%	22.0%
Inbound Traffic Volumes							20				55	64
Outbound Traffic Assignment				22.0%		7.0%		19.0%				
Outbound Traffic Volumes				35		11		30				
Project Traffic				35		11	20	30			55	64
TOTAL TRAFFIC	0	0	0	35	0	11	20	205	0	0	233	64

APPENDIX C: HCS AND SYNCHRO SUMMARY SHEETS

Laukaitis, Benjamin

From: Addie.Kraemer@kimley-horn.com
Sent: Thursday, June 25, 2015 11:43 AM
To: Laukaitis, Benjamin
Subject: Signal Timing Sheet Request

Good Morning,

I am currently working on a traffic study in Hollywood and am in need of the signal timing sheets for:

- Washington Street & Hillcrest Drive 3264 PARK + WASHINGTON - I THINK.
- Hillcrest Drive & Park Road 3266
- Pembroke Road & Park Road 3170

Thank you so much!

Addie Kraemer
Kimley-Horn | 1920 Wekiva Way, Suite 200, West Palm Beach, FL 33411
Direct: 561 459 8980 | www.kimley-horn.com
Connect with us: Twitter| LinkedIn | Facebook | YouTube

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3264	**Initial Operation Date**	12/12/77
Controller Type	2070 LN	**System Number**	3264
Modification Number	8	**Modification Date**	06/27/2013
Drawing/Project No	DSN. GRP. 3	**FPL Grid Number**	87471064308
Intersection	PARK ROAD and WASHINGTON STREET		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2	3,7	4,8		6		
Direction		NB	WB	EB		SB		
Initial Green(MIN)		10	6	6		10		
Vehicle Ext.(GAP)		3.0	2.0	2.0		3.0		
Maximum Green I		45	20	20		45		
Maximum Green II								
Yellow Clearance		4.0	4.0	4.0		4.0		
All Red Clearance		1.0	1.5	1.5		1.0		
Phase Recall		MIN	OFF	OFF		MIN		
Detector Delay			20-RT					
Walk		7		5		7		
Pedestrian Clearance		16		23		16		
Permissive								
Flash Operation		YELLOW	RED	RED		YELLOW		
Green Return								

Attachment

Channel/Drop / **IP Address**

NOTES:

1. IP: 010.192.002.162, MASK: 255.255.255.192, GWAY: 010.192.002.129, PORT: 5039
2. MOD. 8 DEPLOYS SIGNAL ONTO ATMS.NOW.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 6/25/2015 12:07:38 PM

Station : 3264 - S. Park Rd & Washington St (Standard File)

Phase	1	2 (NT)	3 (WT)	4 (ET)	5	6 (ST)	7	8	9	10	11	12	13	14	15	16
Walk		7		5		7										
Ped Clearance		16		23		16										
Min Green		10	6	6		10										
Gap Ext		3	2	2		3										
Max1		45	20	20		45										
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	1.5	1.5		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																
Dynamic Max Step																
Enable		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		ON				ON										
Max Recall																
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																
Concurrent Ps	1	1	1	1	2	2	1	1								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash		ON	ON		ON	
Override Higher Preempt		ON	ON		ON	
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6			6		6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8			8		8
Max Presence	180			180		180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2			3		4
Dwell Cyc Veh 2	6					
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	3			4		2
Exit 2						6
Exit 3						
Exit 4						

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				

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Broward County | Timing Sheet | 6/25/2015 12:07:38 PM

Station : 3264 - S. Park Rd & Washington St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	80	53	2	1	10	50			40	20	20		40										
9		3	3	70	17	3	1	10	50			34	18	18		34										
15		4	4	80	13	4	1	10	50			40	20	20		40										
20		3	3	70	17	3	1	10	50			34	18	18		34										
Day Plan 2											**Easy**															
		3	3	70	17	3	1	10	50			34	18	18		34										
1		100	254																							
6	30	3	3	70	17	3	1	10	50			34	18	18		34										
Day Plan 3											**Easy**															
		3	3	70	17	3	1	10	50			34	18	18		34										
1		100	254																							
6	30	3	3	70	17	3	1	10	50			34	18	18		34										
23		100	254																							

Broward County Timing Sheet 6/25/2015 12:07:38 PM

Station : 3264 - S. Park Rd & Washington St (Standard File)

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

Scheduler

	Month												Day of Week							Day of Month									1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																														2
6					1									1																														1	1	1	1	1	1	1	2
7							1											1				1																													2
8							1							1	1	1	1	1					1																												2
9							1							1										1																											2
10									1					1						1	1	1	1	1	1	1																									2
11											1						1																								1	1	1	1	1	1	1				2
12											1							1																								1	1	1	1	1	1	1			2
13												1		1				1																									1								2
14												1		1	1	1	1	1																										1							2
15												1		1																															1						2
16												1		1				1																																1	2
17																																																			1
18																																																			1
19																																																			1
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26																																																			1
27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

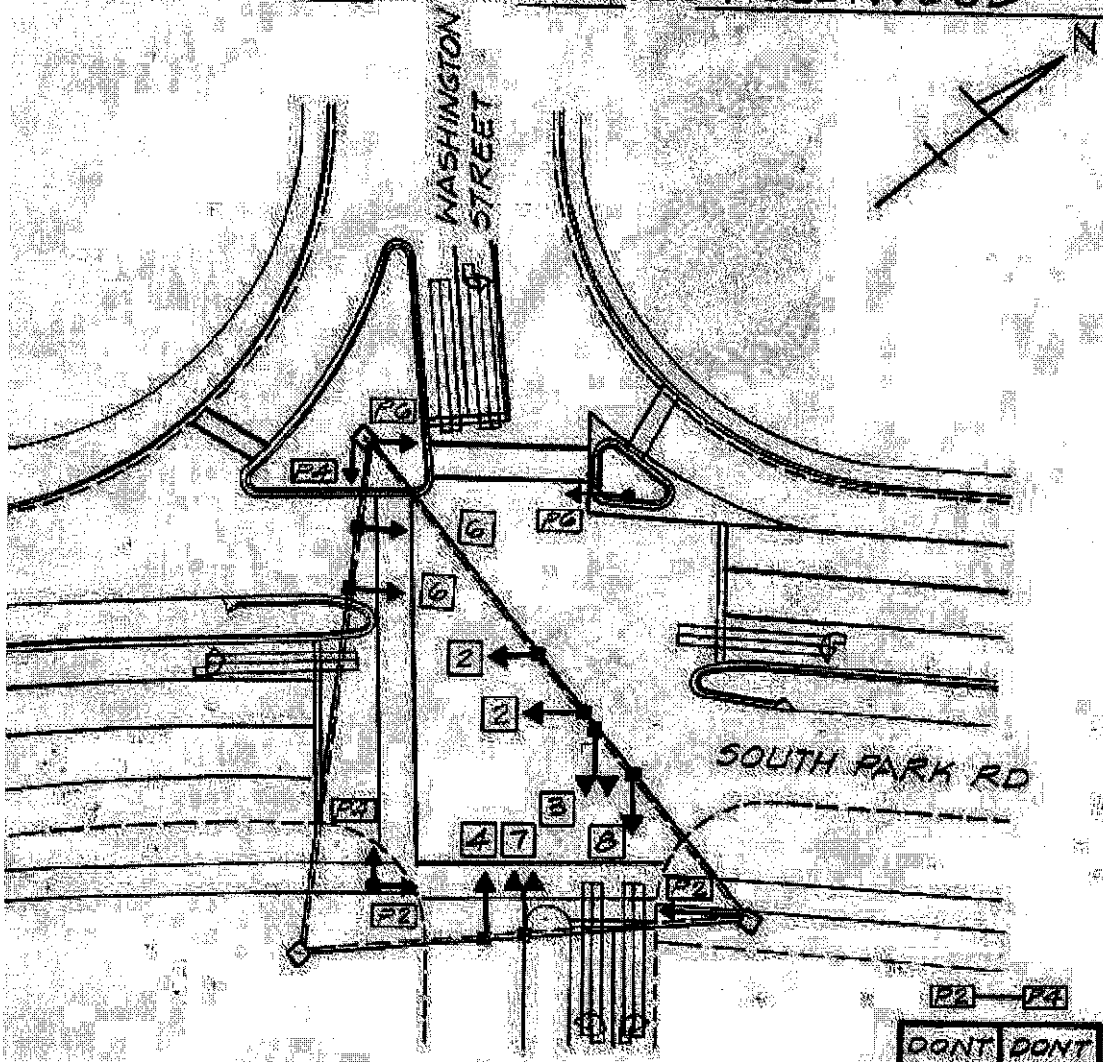
User Comments:

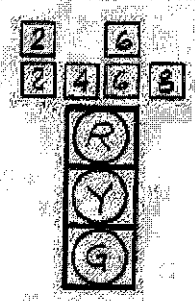
BROWARD COUNTY TRAFFIC ENGINEERING DIVISION
TRAFFIC SIGNAL INSTALLATION ORDER

LOCATION WASHINGTON STREET AND SOUTH PARK R.

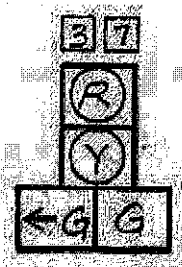
ORDER NO. _____ ISSUE DATE _____ REVISION NO. 0 COMPLETION DATE 2-26-

DWG. NO. _____ FILE NO. C-264 CITY HOLLYWOOD SCALE: 1" = 50'

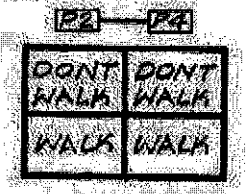




3-SECT
1-WAY
6-REQ'D



3-SECT
1-WAY
2-REQ'D



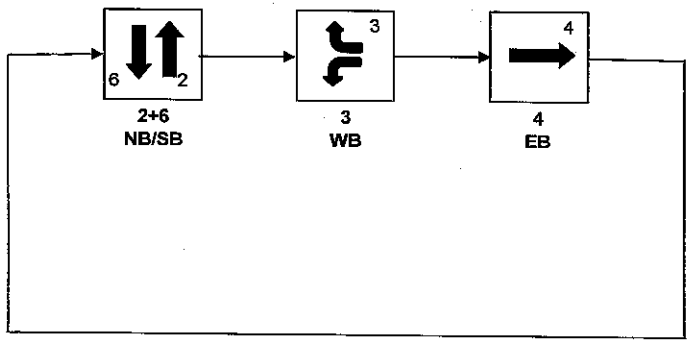
2-SECT
2-WAY
1-REQ'D

2-SECT
1-WAY
4-REQ'D

REMARKS: _____

Sequence of Operation for (3264) Park Road and Washington Street

Hollywood



BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3266	**Initial Operation Date**	09/77
Controller Type	2070 LN	**System Number**	3266
Modification Number	7	**Modification Date**	06/27/2013
Drawing/Project No	DSN. GRP. 3	**FPL Grid Number**	87471002906
Intersection	PARK ROAD and HILLCREST DRIVE		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2,6		4				
Direction		N/S		EB				
Initial Green(MIN)		12		6				
Vehicle Ext.(GAP)		3.0		2.0				
Maximum Green I		45		20				
Maximum Green II								
Yellow Clearance		4.0		4.0				
All Red Clearance		2.0		1.0				
Phase Recall		MIN		OFF				
Detector Delay								
Walk								
Pedestrian Clearance								
Permissive								
Flash Operation		YELLOW		RED				
Green Return								

Attachment

Channel/Drop / **IP Address**

NOTES:

1. IP: 010.192.002.168, MASK: 255.255.255.192, GWAY: 010.192.002.129, PORT: 5040.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 6/25/2015 12:08:00 PM

Station : 3266 - S.Park Rd & Hillcrest Dr (Standard File)

Phase	1	2 (ST)	3	4 (ET)	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7														
Ped Clearance																
Min Green		12		6												
Gap Ext		3		2												
Max1		45		20												
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		1						1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON												
Auto Flash Entry				ON												
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall				ON												
Max Recall		ON														
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash		ON	ON	ON	ON	
Override Higher Preempt		ON	ON	ON	ON	
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6					6
Min Walk	6					6
Ped Clear						
Track Green						
Min Dwell	6					6
Max Presence	180					180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2					4
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	4					2
Exit 2						
Exit 3						
Exit 4						

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				

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Broward County | Timing Sheet | 6/25/2015 12:08:00 PM

Station : 3266 - S.Park Rd & Hillcrest Dr (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Sequc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
Day Plan 2											**Easy**															
		100	254																							
Day Plan 3											**Easy**															
		100	254																							

Broward County | Timing Sheet | 6/25/2015 12:08:00 PM

Station : 3266 - S.Park Rd & Hillcrest Dr (Standard File)

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

Scheduler

	Month												Day of Week							Day of Month									1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																														2
6					1									1																														1	1	1	1	1	1	1	2
7							1											1				1																													2
8							1							1	1	1	1	1					1																												2
9							1							1										1																											2
10									1					1						1	1	1	1	1	1	1																									2
11											1						1																								1	1	1	1	1	1	1				2
12											1							1																								1	1	1	1	1	1	1			2
13												1		1				1																									1								2
14												1		1	1	1	1	1																										1							2
15												1		1																															1						2
16												1		1				1																																1	2
17																																																			1
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31																																																			1
32																																																			1

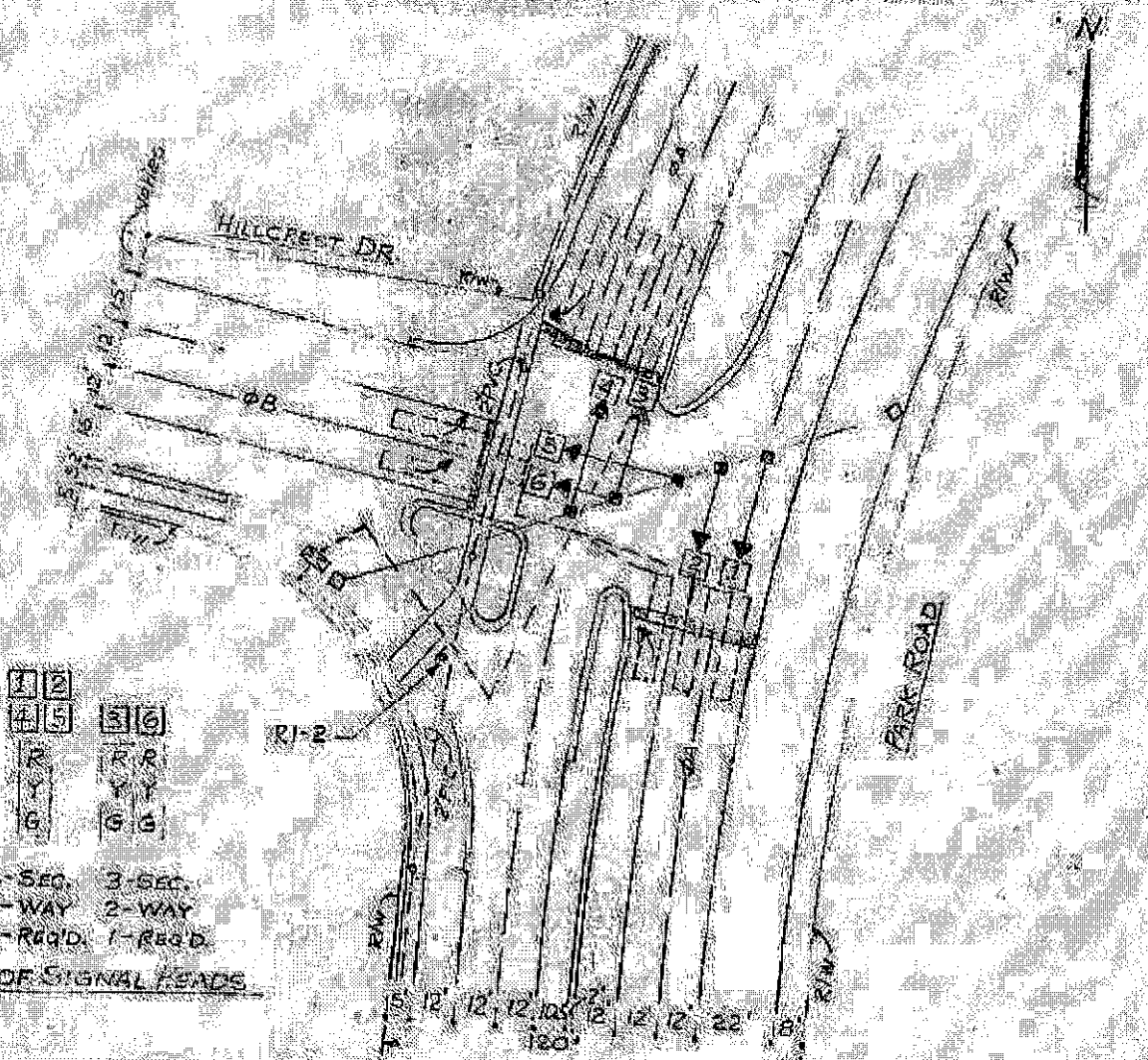
User Comments:

Report 103-270
APRIL, 1961 (Rev. July 19)

BROWARD COUNTY ENGINEERING DEPARTMENT
TRAFFIC SIGNAL INSTALLATION ORDER

LOCATION South Park Road & Hillcrest Drive

ORDER NO. C-266 DATE _____ REVISION NO. ___ DATE _____



3-SEC. 1-WAY 4-Req'd.
3-SEC. 2-WAY 1-Req'd.

DETAIL OF SIGNAL HEADS

BASIC TYPE OPERATION 2Ø Fully Actuated

TYPE SIGNAL HEADS 4 - 3 Sec/ 1 Way; 1 - 3 Sec/ 2 Way

TYPE CONTROLLER Eagle DP900(40Frame) INDUCTORS USED ___ NO. AVAIL. ___

ATTACHMENTS Sarasota MK 15 Loop Detectors

CYCLE LENGTH var. SEC. POLES/MOUNTING Diag. Span wire on concrete poles

STATE PERMIT _____ AUTHORIZATION _____

REMARKS _____

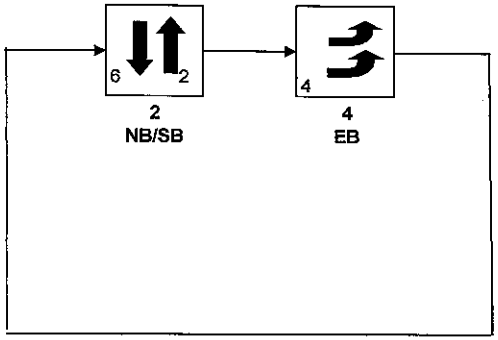
MAX. WATT. DEMAND 1000w(est) DATE INSTALLED _____ DATE IN SERVICE _____

JURISDICTION:

1. CUSTODY (OWNERSHIP) Broward County

Sequence of Operation for (3266) Park Road and Hill Crest Drive

Hollywood



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3170	**Initial Operation Date**	UNKNOWN
Controller Type	2070 LN	**System Number**	3170
Modification Number	12	**Modification Date**	06/18/2014
Drawing/Project No	86018-3501	**FPL Grid Number**	87470039202
Intersection	PEMBROKE ROAD (SR 824) and PARK ROAD (WEST)		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2			5	6	4,7	3,8
Direction	EBL	WB			WBL	EB	NB*	SB
Initial Green(MIN)	5	10			5	10	(6)	6
Vehicle Ext.(GAP)	2.5	3.0			1.5	3.0	(2.0)	2.0
Maximum Green I	18	50			8	50	(8)	35
Maximum Green II								
Yellow Clearance	4..5	4.5			4..5	4.5	(4.0)	4.0
All Red Clearance	2.0	2.0			2.0	2.0	(2.0)	2.0
Phase Recall	OFF	MIN			OFF	MIN	OFF	OFF
Detector Delay								
Walk		7				7		5
Pedestrian Clearance		23				23		25
Permissive	DUAL				NO			
Flash Operation	RED	YELLOW			RED	YELLOW	RED	RED
Green Return								

Attachment

Channel/Drop / **IP Address**

NOTES:

1. IP: 010.192.002.156, MASK: 255.255.255.192, GWAY: 010.192.002.129, PORT: 5032
2. *NO ACCESS TO SIGNAL, APPROACH FENCED OFF.
   PHASE DISABLED, DETECTOR DISCONNECTED.
3. MOD. 12 UPDATES YELLOW CLEARANCES ON PHASES 1,2,5 AND 6 PER FDOT STANDARDS.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 6/25/2015 12:08:21 PM

Station : 3170 - Pembroke Rd & Park Rd West (Standard File)

Phase	1 (EL)	2 (WT)	3	4	5 (WL)	6 (ET)	7 (NT)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7				7		5								
Ped Clearance		23				23		25								
Min Green	5	10			5	10	6	6								
Gap Ext	2.5	3			1.5	3	2	2								
Max1	18	50			8	50	8	35								
Max2																
Yellow Clr	4.5	4.5	3.5	3.5	4.5	4.5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2			2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON			ON	ON		ON								
Auto Flash Entry								ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
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																
Concurrent Ps	1	1	1	1	2	2	1	1								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON					
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	6	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1		2	8	2	4	1
Dwell Cyc Veh 2		6		5	7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1			1	2	4	2
Exit 2		8	5	6	8	6
Exit 3						
Exit 4						

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				

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Broward County | Timing Sheet | 6/25/2015 12:08:21 PM

Station : 3170 - Pembroke Rd & Park Rd West (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	45	2	1	10	50		25	72			15	82	15	48								
9		3	3	160	1	3	1	10	50		20	86			20	86	15	39								
15		4	4	160	129	4	1	10	50		18	93			18	93	15	34								
20		3	3	160	1	3	1	10	50		20	86			20	86	15	39								
Day Plan 2											**Easy**															
		3	3	160	1	3	1	10	50		20	86			20	86	15	39								
1		100	254																							
6	30	3	3	160	1	3	1	10	50		20	86			20	86	15	39								
Day Plan 3											**Easy**															
		3	3	160	1	3	1	10	50		20	86			20	86	15	39								
1		100	254																							
6	30	3	3	160	1	3	1	10	50		20	86			20	86	15	39								
23		100	254																							

Broward County | Timing Sheet | 6/25/2015 12:08:21 PM

Station : 3170 - Pembroke Rd & Park Rd West (Standard File)

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

Scheduler

	Month											Day of Week							Day of Month										1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																														2
5	1													1							1																														2
6					1									1																																1	1	1	1	1	1	1	2
7							1											1					1																													2
8							1							1	1	1	1	1						1																												2
9							1							1											1																												2
10									1					1						1	1	1	1	1	1	1																											2
11											1						1																														1	1	1	1	1	1	1	2
12											1							1																														1	1	1	1	1	1	1	2
13												1		1				1																															1					2
14												1		1	1	1	1	1																															1				2
15												1		1																																			1			2
16												1		1				1																																		1	2
17																																																				1
18																																																				1
19																																																				1
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28																																																				1
29																																																				1
30																																																				1
31																																																				1
32																																																				1

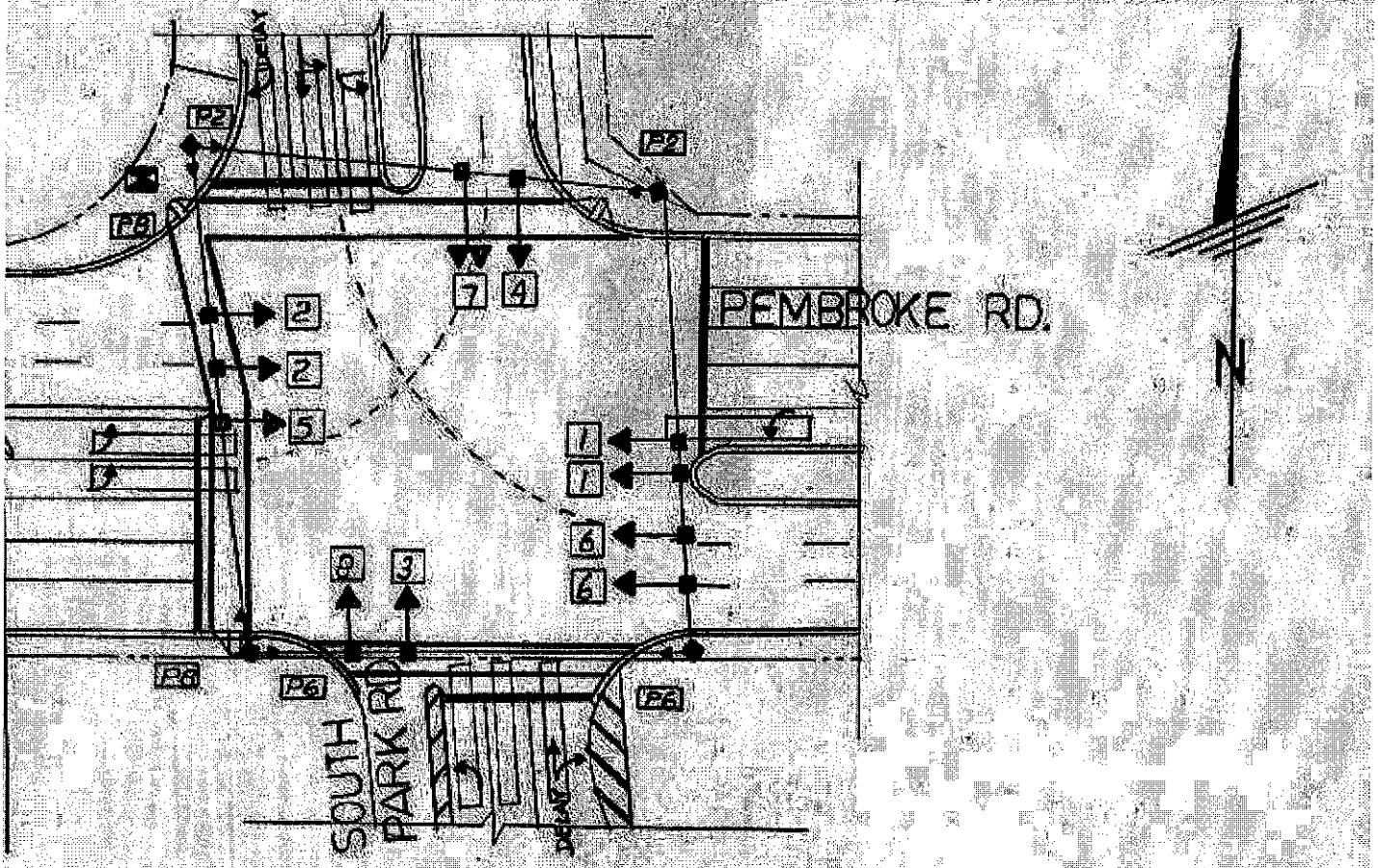
User Comments:

BROWARD COUNTY TRAFFIC ENGINEERING DIVISION
TRAFFIC SIGNAL INSTALLATION ORDER

LOCATION PEMBROKE ROAD & PARK ROAD (WEST)

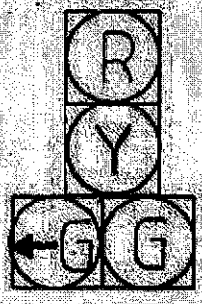
ORDER NO. F.D.O.T. 86018-3501 ISSUE DATE: — REVISION NO: 1 COMPLETION DATE: —

DWG. NO. 3501 FILE NO. C-170 CITY: HOLLYWOOD SCALE: 1" = 50'



SIGNAL HEAD DETAILS

3 7



4 SEC. 1-WAY 2-REQ'D

1 5

3-SEC. 1-WAY 3-REQ'D

2 4 6 8

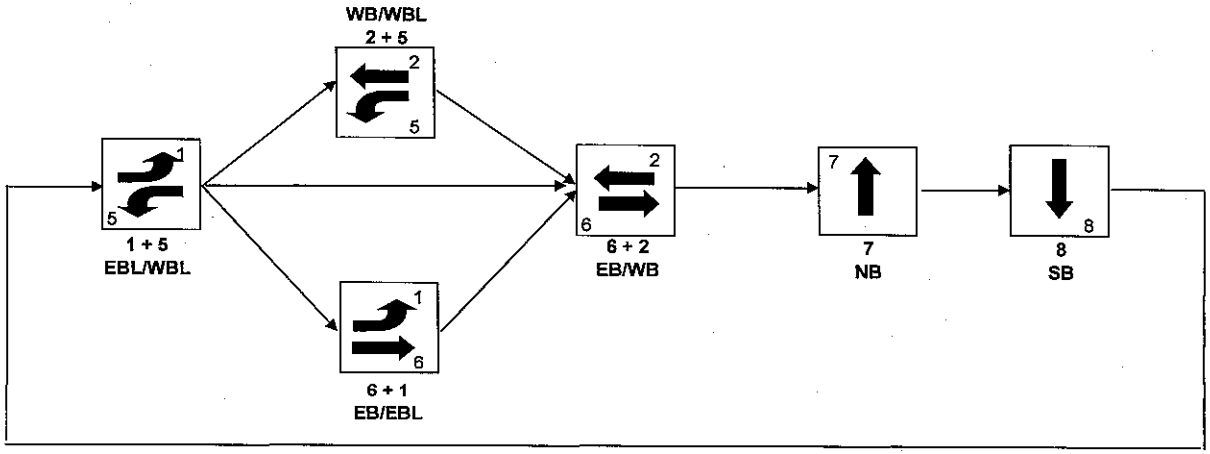
3-SEC. 1-WAY 6-REQ'D

P2 P6 P8

2-SEC. 1-WAY 6-REQ'D

REMARKS:

Sequence of Operation for (C-170) Pembroke Road (SR 824) and Park Road (West) Hollywood



Laukaitis, Benjamin

From: Addie.Kraemer@kimley-horn.com
Sent: Thursday, June 25, 2015 1:59 PM
To: Laukaitis, Benjamin
Subject: RE: Signal Timing Sheet Request

Ben,
Thank you very much! Would it be possible to get the intersection of S 46th Ave and Washington St as well?

Thanks again,

Addie Kraemer
Kimley-Horn | 1920 Wekiva Way, Suite 200, West Palm Beach, FL 33411
Direct: 561 459 8980 | www.kimley-horn.com
Connect with us: Twitter| LinkedIn | Facebook | YouTube

Celebrating eight years as one of FORTUNE's 100 Best Companies to Work For

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From: Laukaitis, Benjamin [mailto:BLAUKAITIS@broward.org]
Sent: Thursday, June 25, 2015 12:33 PM
To: Kraemer, Addie
Cc: Laukaitis, Benjamin
Subject: RE: Signal Timing Sheet Request

Addie,
This is the information that you requested.
If I have made a mistake let me know.
Ben

Regards,

Benjamin J. Laukaitis
Traffic Engineer Technician
Broward County
Public Works Department
Traffic Engineering Division
954-847-2759 (office) 954-847-2700 (fax)

From: Addie.Kraemer@kimley-horn.com [mailto:Addie.Kraemer@kimley-horn.com]
Sent: Thursday, June 25, 2015 11:43 AM

To: Laukaitis, Benjamin
Subject: Signal Timing Sheet Request

Good Morning,

I am currently working on a traffic study in Hollywood and am in need of the signal timing sheets for:

- Washington Street & Hillcrest Drive
- Hillcrest Drive & Park Road
- Pembroke Road & Park Road

Thank you so much!

Addie Kraemer
Kimley-Horn | 1920 Wekiva Way, Suite 200, West Palm Beach, FL 33411
Direct: 561 459 8980 | www.kimley-horn.com
Connect with us: Twitter| LinkedIn | Facebook | YouTube

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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3315	**Initial Operation Date**	4/9/84
Controller Type	2070 LN	**System Number**	3315
Modification Number	2	**Modification Date**	12/19/2012
Drawing/Project No	GRP 4	**FPL Grid Number**	87371234001
Intersection	WASHINGTON STREET and S 46 AVENUE		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4		6		8
Direction	EBL	WB	SBL	NB		EB		SB
Initial Green(MIN)	4	10	4	6		10		6
Vehicle Ext.(GAP)	1.5	2.0	1.5	2.0		2.0		2.0
Maximum Green I	10	25	10	25		25		25
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0		4.0		4.0
All Red Clearance	1.0	1.0	1.0	1.0		1.0		1.0
Phase Recall	OFF	MIN	OFF	OFF		MIN		OFF
Detector Delay	3.0		3.0					
Walk		7		7		7		7
Pedestrian Clearance		11		10		15		10
Permissive	5-SECT		5-SECT					
Flash Operation		YELLOW		RED		YELLOW		RED
Green Return								

Attachment

Channel/Drop / **IP Address**

NOTES:

1. IP: 192.168.000.010, MASK: 255.255.255.000, GWAY: 192.168.000.001, PORT: 5010
2. DUAL ENTRY HARDWIRED NORTH/SOUTH.
3. ANTI-BACKDOWN EASTBOUND: PHASES 2+6 ON ---> OMIT PHASE 1.
4. FLASH OPERATION; 0000 - 0600, 7 DAYS.
5. MOD. 2 DEPLOYS SIGNAL ONTO ATMS.NOW.

Submitted By _____ **Approved By** _____

BROWARD COUNTY TRAFFIC ENGINEERING DIVISION
TRAFFIC SIGNAL LOCATION SKETCH

LOCATION **WASHINGTON ST & S 46 AVE/HILLCREST DR**

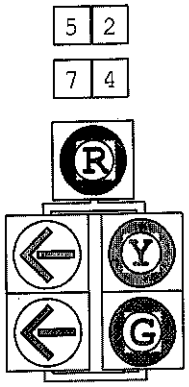
ORDER NO --- ISSUE DATE --- REVISION NO. 2 COMPLETION DATE 1-17-12

DWG. NO. 12-09-04-01 FILE NO. 3315 CITY HOLLYWOOD SCALE: 1" = 50'

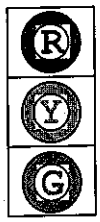
DWN BY: LARRY

2 4 6 8

NORTH

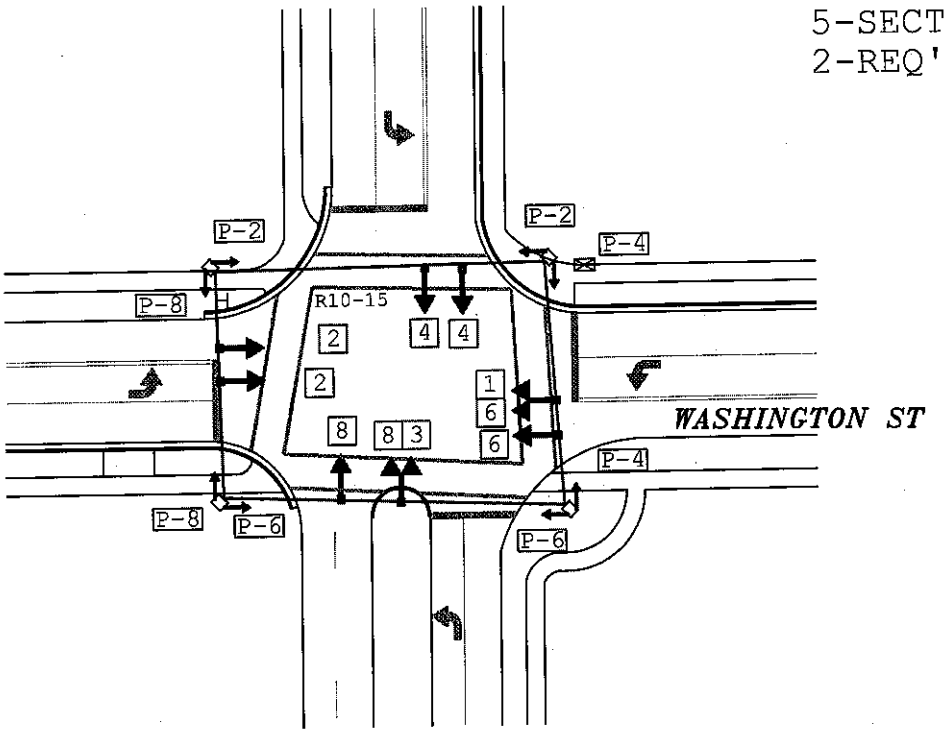


5-SECT
2-REQ'D



3-SECT
6-REQ'D

S 46 AVE



WASHINGTON ST

HILLCREST DR

P-2 P-4 P-6 P-8

8-REQ'D

VIDEO DETECTION, THIS REVISION

Broward County | Timing Sheet | 6/25/2015 2:52:45 PM

Station : 3315 - Washington St & S 46 Ave (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		21		13		21		13								
Min Green	4	10	4	6		10		6								
Gap Ext	1.5	2	1.5	2.5		2		2.5								
Max1	10	25	10	25		25		25								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1	1	1	1	1	1	1	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																
Dynamic Max Step																
Enable	ON	ON	ON	ON		ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

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				

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Broward County | Timing Sheet | 6/25/2015 2:52:45 PM

Station : 3315 - Washington St & S 46 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		25	255																							
6		100	254																							
Day Plan 2											**Easy**															
		25	255																							
6		100	254																							
Day Plan 3											**Easy**															
		25	255																							
6		100	254																							

Broward County | Timing Sheet | 6/25/2015 2:52:45 PM

Station : 3315 - Washington St & S 46 Ave (Standard File)

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

Scheduler

	Month											Day of Week							Day of Month										1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1	1		1																															2
5	1												1								1																														2
6				1									1																																1	1	1	1	1	1	1	2
7						1												1				1																													2
8						1							1	1	1	1	1	1					1																												2
9						1							1											1																												2
10								1					1							1	1	1	1	1	1	1																										2
11											1						1																												1	1	1	1	1	1	1	2
12											1							1																												1	1	1	1	1	1	2
13												1	1					1																													1					2
14												1	1	1	1	1	1																														1				2
15											1		1																																			1			2
16											1		1					1																																	1	2
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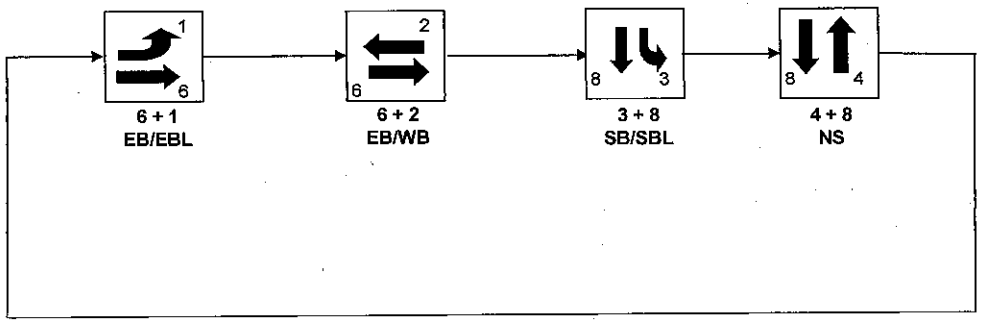
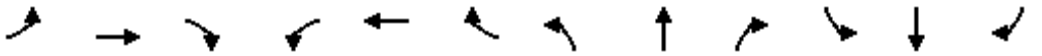
31																																																			1
32																																																			1

User Comments:

Sequence of Operation for (3315) Washington Street and South 46 Avenue Hollywood

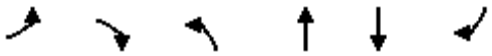




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	457	1637	0	0	1207	255	0	0	0	399	0	215
Future Volume (vph)	457	1637	0	0	1207	255	0	0	0	399	0	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5	4.5				4.5		4.5
Lane Util. Factor	0.97	0.91			0.91	1.00				0.97		1.00
Frt	1.00	1.00			1.00	0.85				1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00				0.95		1.00
Satd. Flow (prot)	3433	5085			5085	1583				3433		1583
Flt Permitted	0.95	1.00			1.00	1.00				0.95		1.00
Satd. Flow (perm)	3433	5085			5085	1583				3433		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)	497	1779	0	0	1312	277	0	0	0	434	0	234
RTOR Reduction (vph)	0	0	0	0	0	82	0	0	0	0	0	99
Lane Group Flow (vph)	497	1779	0	0	1312	195	0	0	0	434	0	135
Turn Type	Prot	NA		Prot	NA	pm+ov				Prot		pm+ov
Protected Phases	5	2		1	6	7		8		7		5
Permitted Phases						6	8					7
Actuated Green, G (s)	21.5	88.6			62.6	83.1				20.5		42.0
Effective Green, g (s)	21.5	88.6			62.6	83.1				20.5		42.0
Actuated g/C Ratio	0.18	0.75			0.53	0.70				0.17		0.36
Clearance Time (s)	4.5	4.5			4.5	4.5				4.5		4.5
Vehicle Extension (s)	3.0	3.0			3.0	3.0				3.0		3.0
Lane Grp Cap (vph)	624	3814			2695	1174				595		623
v/s Ratio Prot	c0.14	0.35			c0.26	0.03				c0.13		0.04
v/s Ratio Perm						0.09						0.05
v/c Ratio	0.80	0.47			0.49	0.17				0.73		0.22
Uniform Delay, d1	46.2	5.7			17.6	5.9				46.2		26.6
Progression Factor	1.00	1.00			1.00	1.00				1.00		1.00
Incremental Delay, d2	7.0	0.4			0.1	0.1				4.5		0.2
Delay (s)	53.2	6.1			17.7	5.9				50.6		26.7
Level of Service	D	A			B	A				D		C
Approach Delay (s)		16.4			15.7			0.0			42.3	
Approach LOS		B			B			A			D	

Intersection Summary			
HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	118.1	Sum of lost time (s)	18.0
Intersection Capacity Utilization	58.6%	ICU Level of Service	B
Analysis Period (min)	15		

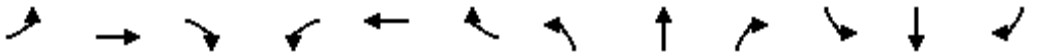
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	50	93	77	693	588	21
Future Volume (vph)	50	93	77	693	588	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3433	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.41	1.00	1.00	1.00
Satd. Flow (perm)	3433	1583	762	3539	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	101	84	753	639	23
RTOR Reduction (vph)	0	93	0	0	0	5
Lane Group Flow (vph)	54	8	84	753	639	18
Turn Type	Prot	Perm	Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	5.9	5.9	59.1	59.1	59.1	59.1
Effective Green, g (s)	5.9	5.9	59.1	59.1	59.1	59.1
Actuated g/C Ratio	0.08	0.08	0.78	0.78	0.78	0.78
Clearance Time (s)	5.0	5.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	266	122	592	2752	2752	1230
v/s Ratio Prot	c0.02			c0.21	0.18	
v/s Ratio Perm		0.00	0.11			0.01
v/c Ratio	0.20	0.06	0.14	0.27	0.23	0.01
Uniform Delay, d1	32.8	32.5	2.1	2.4	2.3	1.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.2	0.5	0.2	0.2	0.0
Delay (s)	33.2	32.7	2.6	2.6	2.5	1.9
Level of Service	C	C	A	A	A	A
Approach Delay (s)	32.9			2.6	2.5	
Approach LOS	C			A	A	

Intersection Summary			
HCM 2000 Control Delay	5.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	76.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	38.9%	ICU Level of Service	A
Analysis Period (min)	15		

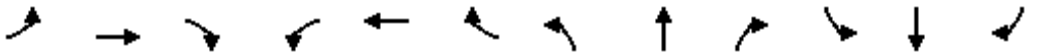
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	313	30	8	136	50	24	63	16	94	43	30
Future Volume (vph)	79	313	30	8	136	50	24	63	16	94	43	30
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	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.96		1.00	0.97		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1838		1770	1788		1770	1807		1770	1747	
Flt Permitted	0.55	1.00		0.54	1.00		0.70	1.00		0.41	1.00	
Satd. Flow (perm)	1025	1838		1005	1788		1313	1807		758	1747	
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)	86	340	33	9	148	54	26	68	17	102	47	33
RTOR Reduction (vph)	0	3	0	0	11	0	0	13	0	0	25	0
Lane Group Flow (vph)	86	370	0	9	191	0	26	72	0	102	55	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	1	6			2			4		3	8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	45.0	45.0		34.1	34.1		6.9	6.9		18.7	18.7	
Effective Green, g (s)	45.0	45.0		34.1	34.1		6.9	6.9		18.7	18.7	
Actuated g/C Ratio	0.61	0.61		0.46	0.46		0.09	0.09		0.25	0.25	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	685	1122		465	827		122	169		285	443	
v/s Ratio Prot	0.01	c0.20			0.11			0.04		c0.03	0.03	
v/s Ratio Perm	0.07			0.01			0.02			c0.06		
v/c Ratio	0.13	0.33		0.02	0.23		0.21	0.43		0.36	0.12	
Uniform Delay, d1	6.1	7.0		10.7	11.9		30.9	31.5		22.0	21.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.8		0.1	0.7		0.9	1.7		0.8	0.1	
Delay (s)	6.1	7.8		10.8	12.6		31.8	33.3		22.7	21.3	
Level of Service	A	A		B	B		C	C		C	C	
Approach Delay (s)		7.5			12.5			32.9			22.1	
Approach LOS		A			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	14.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	73.7	Sum of lost time (s)	20.0
Intersection Capacity Utilization	46.8%	ICU Level of Service	A
Analysis Period (min)	15		

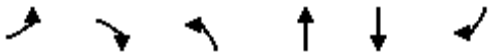
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	292	1212	0	0	1963	421	0	0	0	383	0	420
Future Volume (vph)	292	1212	0	0	1963	421	0	0	0	383	0	420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5			6.5	4.0				4.0		6.5
Lane Util. Factor	0.97	0.91			0.91	1.00				0.97		1.00
Frt	1.00	1.00			1.00	0.85				1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00				0.95		1.00
Satd. Flow (prot)	3433	5085			5085	1583				3433		1583
Flt Permitted	0.95	1.00			1.00	1.00				0.95		1.00
Satd. Flow (perm)	3433	5085			5085	1583				3433		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)	317	1317	0	0	2134	458	0	0	0	416	0	457
RTOR Reduction (vph)	0	0	0	0	0	139	0	0	0	0	0	82
Lane Group Flow (vph)	317	1317	0	0	2134	319	0	0	0	416	0	375
Turn Type	Prot	NA		Prot	NA	pm+ov				Prot		pm+ov
Protected Phases	5	2		1	6	7		8		7		5
Permitted Phases						6	8					7
Actuated Green, G (s)	31.5	124.5			86.5	111.5				25.0		56.5
Effective Green, g (s)	31.5	124.5			86.5	111.5				25.0		56.5
Actuated g/C Ratio	0.20	0.78			0.54	0.70				0.16		0.35
Clearance Time (s)	6.5	6.5			6.5	4.0				4.0		6.5
Vehicle Extension (s)	3.0	3.0			3.0	3.0				3.0		3.0
Lane Grp Cap (vph)	675	3956			2749	1103				536		558
v/s Ratio Prot	0.09	0.26			c0.42	0.05				c0.12		c0.13
v/s Ratio Perm						0.16						0.10
v/c Ratio	0.47	0.33			0.78	0.29				0.78		0.67
Uniform Delay, d1	56.9	5.3			29.1	9.2				64.8		43.9
Progression Factor	1.00	1.00			1.00	1.00				1.00		1.00
Incremental Delay, d2	2.3	0.2			2.2	0.1				6.9		3.2
Delay (s)	59.2	5.5			31.3	9.4				71.8		47.1
Level of Service	E	A			C	A				E		D
Approach Delay (s)		16.0			27.4			0.0			58.8	
Approach LOS		B			C			A			E	

Intersection Summary			
HCM 2000 Control Delay	29.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		

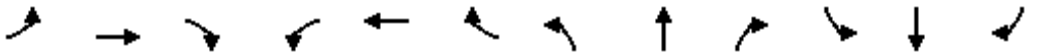
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	103	92	621	741	49
Future Volume (vph)	30	103	92	621	741	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3433	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.35	1.00	1.00	1.00
Satd. Flow (perm)	3433	1583	648	3539	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	112	100	675	805	53
RTOR Reduction (vph)	0	103	0	0	0	12
Lane Group Flow (vph)	33	9	100	675	805	41
Turn Type	Prot	Perm	Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	5.9	5.9	59.1	59.1	59.1	59.1
Effective Green, g (s)	5.9	5.9	59.1	59.1	59.1	59.1
Actuated g/C Ratio	0.08	0.08	0.78	0.78	0.78	0.78
Clearance Time (s)	5.0	5.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	266	122	503	2752	2752	1230
v/s Ratio Prot	c0.01			0.19	c0.23	
v/s Ratio Perm		0.01	0.15			0.03
v/c Ratio	0.12	0.07	0.20	0.25	0.29	0.03
Uniform Delay, d1	32.6	32.5	2.2	2.3	2.4	1.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.2	0.9	0.2	0.3	0.1
Delay (s)	32.9	32.8	3.1	2.5	2.7	2.0
Level of Service	C	C	A	A	A	A
Approach Delay (s)	32.8			2.6	2.7	
Approach LOS	C			A	A	

Intersection Summary			
HCM 2000 Control Delay	5.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	76.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	43.9%	ICU Level of Service	A
Analysis Period (min)	15		

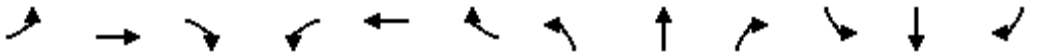
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	246	28	15	288	76	33	57	4	46	58	120
Future Volume (vph)	81	246	28	15	288	76	33	57	4	46	58	120
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	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.97		1.00	0.99		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1835		1770	1804		1770	1846		1770	1675	
Flt Permitted	0.42	1.00		0.58	1.00		0.64	1.00		0.45	1.00	
Satd. Flow (perm)	786	1835		1078	1804		1185	1846		837	1675	
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)	88	267	30	16	313	83	36	62	4	50	63	130
RTOR Reduction (vph)	0	3	0	0	7	0	0	4	0	0	103	0
Lane Group Flow (vph)	88	294	0	16	389	0	36	62	0	50	90	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	61.4	61.4		50.4	50.4		8.5	8.5		18.6	18.6	
Effective Green, g (s)	61.4	61.4		50.4	50.4		8.5	8.5		18.6	18.6	
Actuated g/C Ratio	0.68	0.68		0.56	0.56		0.09	0.09		0.21	0.21	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	601	1251		603	1010		111	174		225	346	
v/s Ratio Prot	0.01	c0.16			c0.22			c0.03		0.01	c0.05	
v/s Ratio Perm	0.09			0.01			0.03			0.03		
v/c Ratio	0.15	0.24		0.03	0.39		0.32	0.36		0.22	0.26	
Uniform Delay, d1	5.5	5.4		8.8	11.1		38.1	38.2		29.3	29.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.4		0.1	1.1		1.7	1.3		0.5	0.4	
Delay (s)	5.7	5.9		8.9	12.2		39.8	39.5		29.8	30.3	
Level of Service	A	A		A	B		D	D		C	C	
Approach Delay (s)		5.8			12.1			39.6			30.2	
Approach LOS		A			B			D			C	

Intersection Summary			
HCM 2000 Control Delay	16.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

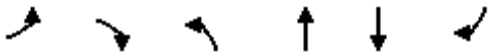
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	484	1721	0	0	1269	327	0	0	0	467	0	229
Future Volume (vph)	484	1721	0	0	1269	327	0	0	0	467	0	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5	4.5				4.5		4.5
Lane Util. Factor	0.97	0.91			0.91	1.00				0.97		1.00
Frt	1.00	1.00			1.00	0.85				1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00				0.95		1.00
Satd. Flow (prot)	3433	5085			5085	1583				3433		1583
Flt Permitted	0.95	1.00			1.00	1.00				0.95		1.00
Satd. Flow (perm)	3433	5085			5085	1583				3433		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)	526	1871	0	0	1379	355	0	0	0	508	0	249
RTOR Reduction (vph)	0	0	0	0	0	102	0	0	0	0	0	93
Lane Group Flow (vph)	526	1871	0	0	1379	253	0	0	0	508	0	156
Turn Type	Prot	NA		Prot	NA	pm+ov				Prot		pm+ov
Protected Phases	5	2		1	6	7		8		7		5
Permitted Phases						6	8					7
Actuated Green, G (s)	21.5	88.6			62.6	86.4				23.8		45.3
Effective Green, g (s)	21.5	88.6			62.6	86.4				23.8		45.3
Actuated g/C Ratio	0.18	0.73			0.52	0.71				0.20		0.37
Clearance Time (s)	4.5	4.5			4.5	4.5				4.5		4.5
Vehicle Extension (s)	3.0	3.0			3.0	3.0				3.0		3.0
Lane Grp Cap (vph)	607	3711			2622	1185				673		649
v/s Ratio Prot	c0.15	0.37			c0.27	0.04				c0.15		0.04
v/s Ratio Perm						0.12						0.06
v/c Ratio	0.87	0.50			0.53	0.21				0.75		0.24
Uniform Delay, d1	48.6	7.0			19.5	5.9				46.0		26.2
Progression Factor	1.00	1.00			1.00	1.00				1.00		1.00
Incremental Delay, d2	12.4	0.5			0.2	0.1				4.8		0.2
Delay (s)	60.9	7.5			19.7	6.0				50.9		26.4
Level of Service	E	A			B	A				D		C
Approach Delay (s)		19.2			16.9			0.0			42.8	
Approach LOS		B			B			A			D	

Intersection Summary			
HCM 2000 Control Delay	22.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	121.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	62.5%	ICU Level of Service	B
Analysis Period (min)	15		

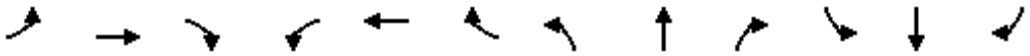
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	142	150	144	728	618	131
Future Volume (vph)	142	150	144	728	618	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3433	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.40	1.00	1.00	1.00
Satd. Flow (perm)	3433	1583	738	3539	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	154	163	157	791	672	142
RTOR Reduction (vph)	0	144	0	0	0	37
Lane Group Flow (vph)	154	19	157	791	672	105
Turn Type	Prot	Perm	Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	8.8	8.8	56.2	56.2	56.2	56.2
Effective Green, g (s)	8.8	8.8	56.2	56.2	56.2	56.2
Actuated g/C Ratio	0.12	0.12	0.74	0.74	0.74	0.74
Clearance Time (s)	5.0	5.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	397	183	545	2616	2616	1170
v/s Ratio Prot	c0.04			c0.22	0.19	
v/s Ratio Perm		0.01	0.21			0.07
v/c Ratio	0.39	0.10	0.29	0.30	0.26	0.09
Uniform Delay, d1	31.1	30.1	3.3	3.3	3.2	2.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	0.2	1.3	0.3	0.2	0.2
Delay (s)	31.7	30.3	4.6	3.6	3.4	2.9
Level of Service	C	C	A	A	A	A
Approach Delay (s)	31.0			3.8	3.3	
Approach LOS	C			A	A	

Intersection Summary			
HCM 2000 Control Delay	7.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	76.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	43.4%	ICU Level of Service	A
Analysis Period (min)	15		

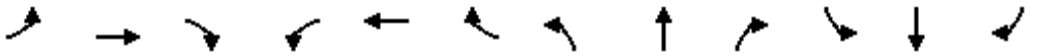
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	329	221	46	143	53	180	83	48	99	66	32
Future Volume (vph)	83	329	221	46	143	53	180	83	48	99	66	32
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	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.94		1.00	0.96		1.00	0.95		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1751		1770	1787		1770	1760		1770	1771	
Flt Permitted	0.51	1.00		0.40	1.00		0.69	1.00		0.50	1.00	
Satd. Flow (perm)	947	1751		736	1787		1281	1760		931	1771	
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)	90	358	240	50	155	58	196	90	52	108	72	35
RTOR Reduction (vph)	0	23	0	0	13	0	0	25	0	0	23	0
Lane Group Flow (vph)	90	575	0	50	200	0	196	117	0	108	84	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	1	6			2			4		3	8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	42.1	42.1		30.9	30.9		16.9	16.9		28.7	28.7	
Effective Green, g (s)	42.1	42.1		30.9	30.9		16.9	16.9		28.7	28.7	
Actuated g/C Ratio	0.52	0.52		0.38	0.38		0.21	0.21		0.36	0.36	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	556	912		281	683		267	368		401	629	
v/s Ratio Prot	0.01	c0.33			0.11			0.07		c0.02	0.05	
v/s Ratio Perm	0.07			0.07			c0.15			0.07		
v/c Ratio	0.16	0.63		0.18	0.29		0.73	0.32		0.27	0.13	
Uniform Delay, d1	10.1	13.8		16.5	17.4		29.9	27.1		18.1	17.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	3.3		1.4	1.1		10.0	0.5		0.4	0.1	
Delay (s)	10.2	17.1		17.9	18.4		39.8	27.6		18.5	17.7	
Level of Service	B	B		B	B		D	C		B	B	
Approach Delay (s)		16.2			18.3			34.7			18.1	
Approach LOS		B			B			C			B	

Intersection Summary			
HCM 2000 Control Delay	21.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	80.8	Sum of lost time (s)	20.0
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		

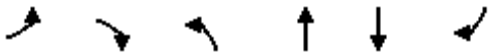
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	308	1274	0	0	2063	453	0	0	0	415	0	442
Future Volume (vph)	308	1274	0	0	2063	453	0	0	0	415	0	442
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5			6.5	4.0				4.0		6.5
Lane Util. Factor	0.97	0.91			0.91	1.00				0.97		1.00
Frt	1.00	1.00			1.00	0.85				1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00				0.95		1.00
Satd. Flow (prot)	3433	5085			5085	1583				3433		1583
Flt Permitted	0.95	1.00			1.00	1.00				0.95		1.00
Satd. Flow (perm)	3433	5085			5085	1583				3433		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)	335	1385	0	0	2242	492	0	0	0	451	0	480
RTOR Reduction (vph)	0	0	0	0	0	145	0	0	0	0	0	82
Lane Group Flow (vph)	335	1385	0	0	2242	347	0	0	0	451	0	398
Turn Type	Prot	NA		Prot	NA	pm+ov				Prot		pm+ov
Protected Phases	5	2		1	6	7		8		7		5
Permitted Phases						6	8					7
Actuated Green, G (s)	30.1	123.1			86.5	112.9				26.4		56.5
Effective Green, g (s)	30.1	123.1			86.5	112.9				26.4		56.5
Actuated g/C Ratio	0.19	0.77			0.54	0.71				0.16		0.35
Clearance Time (s)	6.5	6.5			6.5	4.0				4.0		6.5
Vehicle Extension (s)	3.0	3.0			3.0	3.0				3.0		3.0
Lane Grp Cap (vph)	645	3912			2749	1117				566		558
v/s Ratio Prot	0.10	0.27			c0.44	0.05				c0.13		c0.13
v/s Ratio Perm						0.17						0.12
v/c Ratio	0.52	0.35			0.82	0.31				0.80		0.71
Uniform Delay, d1	58.4	5.8			30.2	8.9				64.2		44.8
Progression Factor	1.00	1.00			1.00	1.00				1.00		1.00
Incremental Delay, d2	3.0	0.3			2.8	0.2				7.7		4.3
Delay (s)	61.4	6.1			33.0	9.0				71.9		49.1
Level of Service	E	A			C	A				E		D
Approach Delay (s)		16.9			28.7			0.0			60.1	
Approach LOS		B			C			A			E	

Intersection Summary			
HCM 2000 Control Delay	30.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		

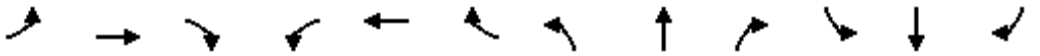
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	54	121	108	653	779	71
Future Volume (vph)	54	121	108	653	779	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3433	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.33	1.00	1.00	1.00
Satd. Flow (perm)	3433	1583	621	3539	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	59	132	117	710	847	77
RTOR Reduction (vph)	0	121	0	0	0	17
Lane Group Flow (vph)	59	11	117	710	847	60
Turn Type	Prot	Perm	Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	6.2	6.2	58.8	58.8	58.8	58.8
Effective Green, g (s)	6.2	6.2	58.8	58.8	58.8	58.8
Actuated g/C Ratio	0.08	0.08	0.77	0.77	0.77	0.77
Clearance Time (s)	5.0	5.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	280	129	480	2738	2738	1224
v/s Ratio Prot	c0.02			0.20	c0.24	
v/s Ratio Perm		0.01	0.19			0.04
v/c Ratio	0.21	0.08	0.24	0.26	0.31	0.05
Uniform Delay, d1	32.6	32.3	2.4	2.4	2.6	2.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.3	1.2	0.2	0.3	0.1
Delay (s)	33.0	32.6	3.6	2.7	2.9	2.1
Level of Service	C	C	A	A	A	A
Approach Delay (s)	32.7			2.8	2.8	
Approach LOS	C			A	A	

Intersection Summary			
HCM 2000 Control Delay	5.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	76.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	45.9%	ICU Level of Service	A
Analysis Period (min)	15		

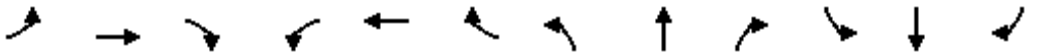
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	259	63	23	303	80	74	64	12	48	65	126
Future Volume (vph)	85	259	63	23	303	80	74	64	12	48	65	126
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	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.97		1.00	0.98		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1808		1770	1804		1770	1819		1770	1679	
Flt Permitted	0.39	1.00		0.55	1.00		0.63	1.00		0.49	1.00	
Satd. Flow (perm)	727	1808		1027	1804		1169	1819		913	1679	
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)	92	282	68	25	329	87	80	70	13	52	71	137
RTOR Reduction (vph)	0	6	0	0	7	0	0	9	0	0	104	0
Lane Group Flow (vph)	92	344	0	25	409	0	80	74	0	52	104	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	58.4	58.4		47.1	47.1		11.5	11.5		21.6	21.6	
Effective Green, g (s)	58.4	58.4		47.1	47.1		11.5	11.5		21.6	21.6	
Actuated g/C Ratio	0.65	0.65		0.52	0.52		0.13	0.13		0.24	0.24	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	544	1173		537	944		149	232		267	402	
v/s Ratio Prot	0.01	c0.19			c0.23			0.04		0.01	c0.06	
v/s Ratio Perm	0.10			0.02			c0.07			0.04		
v/c Ratio	0.17	0.29		0.05	0.43		0.54	0.32		0.19	0.26	
Uniform Delay, d1	6.9	6.9		10.5	13.2		36.8	35.7		26.9	27.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.6		0.2	1.4		3.7	0.8		0.4	0.3	
Delay (s)	7.0	7.5		10.6	14.7		40.4	36.5		27.3	28.1	
Level of Service	A	A		B	B		D	D		C	C	
Approach Delay (s)		7.4			14.4			38.4			27.9	
Approach LOS		A			B			D			C	

Intersection Summary			
HCM 2000 Control Delay	17.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	57.5%	ICU Level of Service	B
Analysis Period (min)	15		

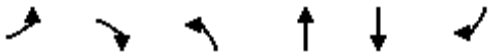
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	485	1721	0	0	1269	334	0	0	0	502	0	232
Future Volume (vph)	485	1721	0	0	1269	334	0	0	0	502	0	232
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5	4.5				4.5		4.5
Lane Util. Factor	0.97	0.91			0.91	1.00				0.97		1.00
Frt	1.00	1.00			1.00	0.85				1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00				0.95		1.00
Satd. Flow (prot)	3433	5085			5085	1583				3433		1583
Flt Permitted	0.95	1.00			1.00	1.00				0.95		1.00
Satd. Flow (perm)	3433	5085			5085	1583				3433		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)	527	1871	0	0	1379	363	0	0	0	546	0	252
RTOR Reduction (vph)	0	0	0	0	0	103	0	0	0	0	0	92
Lane Group Flow (vph)	527	1871	0	0	1379	260	0	0	0	546	0	160
Turn Type	Prot	NA		Prot	NA	pm+ov				Prot		pm+ov
Protected Phases	5	2		1	6	7		8		7		5
Permitted Phases						6	8					7
Actuated Green, G (s)	21.5	88.6			62.6	88.2				25.6		47.1
Effective Green, g (s)	21.5	88.6			62.6	88.2				25.6		47.1
Actuated g/C Ratio	0.17	0.72			0.51	0.72				0.21		0.38
Clearance Time (s)	4.5	4.5			4.5	4.5				4.5		4.5
Vehicle Extension (s)	3.0	3.0			3.0	3.0				3.0		3.0
Lane Grp Cap (vph)	599	3656			2583	1191				713		663
v/s Ratio Prot	c0.15	0.37			c0.27	0.05				c0.16		0.04
v/s Ratio Perm						0.12						0.06
v/c Ratio	0.88	0.51			0.53	0.22				0.77		0.24
Uniform Delay, d1	49.6	7.7			20.5	5.9				46.0		25.9
Progression Factor	1.00	1.00			1.00	1.00				1.00		1.00
Incremental Delay, d2	13.9	0.5			0.2	0.1				4.9		0.2
Delay (s)	63.5	8.2			20.7	6.0				50.9		26.1
Level of Service	E	A			C	A				D		C
Approach Delay (s)		20.3			17.6			0.0			43.1	
Approach LOS		C			B			A			D	

Intersection Summary			
HCM 2000 Control Delay	23.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	123.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		

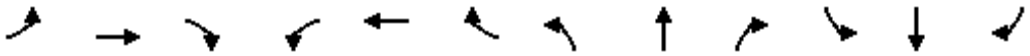
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	213	191	152	728	618	144
Future Volume (vph)	213	191	152	728	618	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3433	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.40	1.00	1.00	1.00
Satd. Flow (perm)	3433	1583	738	3539	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	232	208	165	791	672	157
RTOR Reduction (vph)	0	180	0	0	0	44
Lane Group Flow (vph)	232	28	165	791	672	113
Turn Type	Prot	Perm	Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	10.4	10.4	54.6	54.6	54.6	54.6
Effective Green, g (s)	10.4	10.4	54.6	54.6	54.6	54.6
Actuated g/C Ratio	0.14	0.14	0.72	0.72	0.72	0.72
Clearance Time (s)	5.0	5.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	469	216	530	2542	2542	1137
v/s Ratio Prot	c0.07			0.22	0.19	
v/s Ratio Perm		0.02	c0.22			0.07
v/c Ratio	0.49	0.13	0.31	0.31	0.26	0.10
Uniform Delay, d1	30.4	28.8	3.9	3.9	3.7	3.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	0.3	1.5	0.3	0.3	0.2
Delay (s)	31.2	29.1	5.4	4.2	4.0	3.4
Level of Service	C	C	A	A	A	A
Approach Delay (s)	30.2			4.4	3.9	
Approach LOS	C			A	A	

Intersection Summary			
HCM 2000 Control Delay	9.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	76.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	45.7%	ICU Level of Service	A
Analysis Period (min)	15		

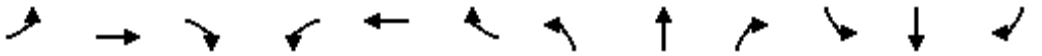
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	329	232	51	143	53	237	97	73	99	69	32
Future Volume (vph)	83	329	232	51	143	53	237	97	73	99	69	32
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	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.94		1.00	0.96		1.00	0.94		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1747		1770	1787		1770	1743		1770	1774	
Flt Permitted	0.50	1.00		0.36	1.00		0.69	1.00		0.46	1.00	
Satd. Flow (perm)	929	1747		671	1787		1278	1743		852	1774	
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)	90	358	252	55	155	58	258	105	79	108	75	35
RTOR Reduction (vph)	0	26	0	0	13	0	0	32	0	0	21	0
Lane Group Flow (vph)	90	584	0	55	200	0	258	152	0	108	89	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	1	6			2			4		3	8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	42.0	42.0		30.6	30.6		20.3	20.3		32.1	32.1	
Effective Green, g (s)	42.0	42.0		30.6	30.6		20.3	20.3		32.1	32.1	
Actuated g/C Ratio	0.50	0.50		0.36	0.36		0.24	0.24		0.38	0.38	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	527	872		244	650		308	420		399	677	
v/s Ratio Prot	0.01	c0.33			0.11			0.09		c0.02	0.05	
v/s Ratio Perm	0.07			0.08			c0.20			0.08		
v/c Ratio	0.17	0.67		0.23	0.31		0.84	0.36		0.27	0.13	
Uniform Delay, d1	11.4	15.8		18.5	19.2		30.3	26.5		17.5	16.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	4.1		2.1	1.2		17.7	0.5		0.4	0.1	
Delay (s)	11.6	19.9		20.7	20.4		48.0	27.1		17.8	17.0	
Level of Service	B	B		C	C		D	C		B	B	
Approach Delay (s)		18.9			20.4			39.3			17.4	
Approach LOS		B			C			D			B	

Intersection Summary			
HCM 2000 Control Delay	24.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	84.1	Sum of lost time (s)	20.0
Intersection Capacity Utilization	71.0%	ICU Level of Service	C
Analysis Period (min)	15		

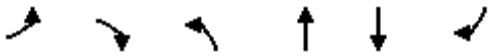
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	311	1274	0	0	2063	480	0	0	0	429	0	443
Future Volume (vph)	311	1274	0	0	2063	480	0	0	0	429	0	443
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5			6.5	4.0				4.0		6.5
Lane Util. Factor	0.97	0.91			0.91	1.00				0.97		1.00
Frt	1.00	1.00			1.00	0.85				1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00				0.95		1.00
Satd. Flow (prot)	3433	5085			5085	1583				3433		1583
Flt Permitted	0.95	1.00			1.00	1.00				0.95		1.00
Satd. Flow (perm)	3433	5085			5085	1583				3433		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)	338	1385	0	0	2242	522	0	0	0	466	0	482
RTOR Reduction (vph)	0	0	0	0	0	151	0	0	0	0	0	82
Lane Group Flow (vph)	338	1385	0	0	2242	371	0	0	0	466	0	400
Turn Type	Prot	NA		Prot	NA	pm+ov				Prot		pm+ov
Protected Phases	5	2		1	6	7		8		7		5
Permitted Phases						6	8					7
Actuated Green, G (s)	29.4	122.4			86.5	113.6				27.1		56.5
Effective Green, g (s)	29.4	122.4			86.5	113.6				27.1		56.5
Actuated g/C Ratio	0.18	0.77			0.54	0.71				0.17		0.35
Clearance Time (s)	6.5	6.5			6.5	4.0				4.0		6.5
Vehicle Extension (s)	3.0	3.0			3.0	3.0				3.0		3.0
Lane Grp Cap (vph)	630	3890			2749	1123				581		558
v/s Ratio Prot	0.10	0.27			c0.44	0.06				c0.14		c0.13
v/s Ratio Perm						0.18						0.12
v/c Ratio	0.54	0.36			0.82	0.33				0.80		0.72
Uniform Delay, d1	59.1	6.1			30.2	8.8				63.9		44.8
Progression Factor	1.00	1.00			1.00	1.00				1.00		1.00
Incremental Delay, d2	3.3	0.3			2.8	0.2				7.8		4.4
Delay (s)	62.4	6.3			33.0	9.0				71.7		49.2
Level of Service	E	A			C	A				E		D
Approach Delay (s)		17.3			28.5			0.0			60.3	
Approach LOS		B			C			A			E	

Intersection Summary			
HCM 2000 Control Delay	30.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		

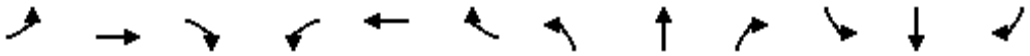
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	89	141	148	653	779	140
Future Volume (vph)	89	141	148	653	779	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3433	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.33	1.00	1.00	1.00
Satd. Flow (perm)	3433	1583	619	3539	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	97	153	161	710	847	152
RTOR Reduction (vph)	0	137	0	0	0	38
Lane Group Flow (vph)	97	16	161	710	847	114
Turn Type	Prot	Perm	Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	7.9	7.9	57.1	57.1	57.1	57.1
Effective Green, g (s)	7.9	7.9	57.1	57.1	57.1	57.1
Actuated g/C Ratio	0.10	0.10	0.75	0.75	0.75	0.75
Clearance Time (s)	5.0	5.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	356	164	465	2658	2658	1189
v/s Ratio Prot	c0.03			0.20	0.24	
v/s Ratio Perm		0.01	c0.26			0.07
v/c Ratio	0.27	0.10	0.35	0.27	0.32	0.10
Uniform Delay, d1	31.4	30.8	3.2	2.9	3.1	2.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.3	2.0	0.2	0.3	0.2
Delay (s)	31.8	31.1	5.2	3.2	3.4	2.7
Level of Service	C	C	A	A	A	A
Approach Delay (s)	31.4			3.6	3.3	
Approach LOS	C			A	A	

Intersection Summary			
HCM 2000 Control Delay	6.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	76.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	259	119	47	303	80	103	71	24	48	78	126
Future Volume (vph)	85	259	119	47	303	80	103	71	24	48	78	126
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	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.97		1.00	0.96		1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1775		1770	1804		1770	1792		1770	1690	
Flt Permitted	0.38	1.00		0.52	1.00		0.62	1.00		0.51	1.00	
Satd. Flow (perm)	699	1775		971	1804		1154	1792		948	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)	92	282	129	51	329	87	112	77	26	52	85	137
RTOR Reduction (vph)	0	12	0	0	8	0	0	16	0	0	85	0
Lane Group Flow (vph)	92	399	0	51	408	0	112	87	0	52	137	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	56.0	56.0		44.5	44.5		14.0	14.0		24.0	24.0	
Effective Green, g (s)	56.0	56.0		44.5	44.5		14.0	14.0		24.0	24.0	
Actuated g/C Ratio	0.62	0.62		0.49	0.49		0.16	0.16		0.27	0.27	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	512	1104		480	891		179	278		298	450	
v/s Ratio Prot	0.01	c0.22			c0.23			0.05		0.01	c0.08	
v/s Ratio Perm	0.10			0.05			c0.10			0.04		
v/c Ratio	0.18	0.36		0.11	0.46		0.63	0.31		0.17	0.30	
Uniform Delay, d1	7.9	8.3		12.1	14.9		35.5	33.7		25.1	26.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.9		0.4	1.7		6.7	0.6		0.3	0.4	
Delay (s)	8.1	9.2		12.6	16.6		42.2	34.4		25.4	26.7	
Level of Service	A	A		B	B		D	C		C	C	
Approach Delay (s)		9.0			16.1			38.5			26.5	
Approach LOS		A			B			D			C	

Intersection Summary			
HCM 2000 Control Delay	18.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*KHA*	Intersection	*SCHOOL DRIVEWAY*
Agency/Co.	*KHA*	Jurisdiction	
Date Performed		Analysis Year	*2020*
Analysis Time Period	*AM PEAK HOUR*		

Project Description

East/West Street: *SCHOOL DRIVEWAY* | North/South Street: *HILLCREST*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*173*	*164*			*73*	*249*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*1.00*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*182*	*172*	*0*	*0*	*76*	*262*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*0*	*0*	*2*	*1*
Configuration	*L*	*T*			*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*141*		*204*			
Peak-Hour Factor, PHF	*0.95*	*1.00*	*0.95*	*1.00*	*1.00*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*148*	*0*	*214*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*0*
Configuration	*L*		*R*			

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*					*L*		*R*
v (veh/h)	*182*					*148*		*214*
C (m) (veh/h)	*1232*					*461*		*1040*
v/c	*0.15*					*0.32*		*0.21*
95% queue length	*0.52*					*1.37*		*0.77*
Control Delay (s/veh)	*8.4*					*16.5*		*9.4*
LOS	*A*					*C*		*A*
Approach Delay (s/veh)	--	--				*12.3*		
Approach LOS	--	--				*B*		

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ROUNDABOUTS - UNSIGNALIZED INTERSECTIONS WORKSHEET

General Information		Site Information	
Analyst	*KHA*	Intersection	*HILLCREST ROUNDABOUT*
Agency/Co.	*KHA*	Jurisdiction	
Date Performed		Analysis Year	*2020*
Time Period	*AM PEAK HOUR*		

Project Description

Volume Adjustments

		EB	WB	NB	SB
LT Traffic	Volume, veh/h	*0*	*18*	*79*	*0*
	PHF	*0.95*	*0.95*	*0.95*	*0.95*
	Flow rate, veh/h	*0*	*18*	*83*	*0*
TH Traffic	Volume, veh/h	*233*	*263*	*0*	*0*
	PHF	*0.95*	*0.95*	*0.95*	*0.95*
	Flow rate, veh/h	*245*	*276*	*0*	*0*
RT Traffic	Volume, veh/h	*24*	*4*	*53*	*1*
	PHF	*0.95*	*0.95*	*0.95*	*0.95*
	Flow rate, veh/h	*25*	*4*	*55*	*1*

Approach Flow Computation

Approach Flow (veh/h)	Va (veh/h)
V_{ae}	*270*
V_{aw}	*298*
V_{an}	*138*
V_{as}	*1*

Circulating Flow Computation

Approach Flow (veh/h)	Vc (veh/h)
V_{ce}	*18*
V_{cw}	*83*
V_{cn}	*245*
V_{cs}	*377*

Capacity Computation

		EB	WB	NB	SB
Capacity	Upper bound	*1365*	*1297*	*1142*	*1029*
	Lower bound	*1143*	*1082*	*941*	*840*
v/c Ratio	Upper bound	*0.20*	*0.23*	*0.12*	*0.00*
	Lower bound	*0.24*	*0.28*	*0.15*	*0.00*

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*KHA*
Agency/Co.	*KHA*
Date Performed	
Analysis Time Period	*AM PEAK HOUR*

Site Information

Intersection	*EAST DRIVEWAY*
Jurisdiction	
Analysis Year	*2020*

Project Description

East/West Street: *HILLCREST* | North/South Street: *EAST PROJECT DRIVEWAY*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*6*	*344*			*290*	*17*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*1.00*	*1.00*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*6*	*362*	*0*	*0*	*305*	*17*
Percent Heavy Vehicles	*2*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*62*		*20*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.95*	*1.00*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*65*	*0*	*21*
Percent Heavy Vehicles	*0*	*0*	*0*	*2*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*6*						*86*	
C (m) (veh/h)	*1238*						*459*	
v/c	*0.00*						*0.19*	
95% queue length	*0.01*						*0.68*	
Control Delay (s/veh)	*7.9*						*14.6*	
LOS	*A*						*B*	
Approach Delay (s/veh)	--	--					*14.6*	
Approach LOS	--	--					*B*	

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*KHA*
Agency/Co.	*KHA*
Date Performed	
Analysis Time Period	*PM PEAK HOUR*

Site Information

Intersection	*SCHOOL DRIVEWAY*
Jurisdiction	
Analysis Year	*2020*

Project Description

East/West Street:

North/South Street: *HILLCREST*

Intersection Orientation: *North-South*

Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*31*	*116*			*163*	*46*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*1.00*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*32*	*122*	*0*	*0*	*171*	*48*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*0*	*0*	*2*	*1*
Configuration	*L*	*T*			*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*35*		*52*			
Peak-Hour Factor, PHF	*0.95*	*1.00*	*0.95*	*1.00*	*1.00*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*36*	*0*	*54*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*0*
Configuration	*L*		*R*			

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*					*L*		*R*
v (veh/h)	*32*					*36*		*54*
C (m) (veh/h)	*1362*					*694*		*978*
v/c	*0.02*					*0.05*		*0.06*
95% queue length	*0.07*					*0.16*		*0.18*
Control Delay (s/veh)	*7.7*					*10.5*		*8.9*
LOS	*A*					*B*		*A*
Approach Delay (s/veh)	--	--				*9.5*		
Approach LOS	--	--				*A*		

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ROUNDABOUTS - UNSIGNALIZED INTERSECTIONS WORKSHEET

General Information		Site Information	
Analyst	*KHA*	Intersection	*HILLCREST ROUNDABOUT*
Agency/Co.	*KHA*	Jurisdiction	
Date Performed	*6/30/2015*	Analysis Year	*2020*
Time Period	*PM PEAK HOUR*		

Project Description

Volume Adjustments

		EB	WB	NB	SB
LT Traffic	Volume, veh/h	*0*	*60*	*46*	*1*
	PHF	*0.95*	*0.95*	*0.95*	*0.95*
	Flow rate, veh/h	*0*	*63*	*48*	*1*
TH Traffic	Volume, veh/h	*157*	*142*	*0*	*0*
	PHF	*0.95*	*0.95*	*0.95*	*0.95*
	Flow rate, veh/h	*165*	*149*	*0*	*0*
RT Traffic	Volume, veh/h	*84*	*0*	*34*	*3*
	PHF	*0.95*	*0.95*	*0.95*	*0.95*
	Flow rate, veh/h	*88*	*0*	*35*	*3*

Approach Flow Computation

Approach Flow (veh/h)	Va (veh/h)
V_{ae}	*253*
V_{aw}	*212*
V_{an}	*83*
V_{as}	*4*

Circulating Flow Computation

Approach Flow (veh/h)	Vc (veh/h)
V_{ce}	*64*
V_{cw}	*48*
V_{cn}	*166*
V_{cs}	*260*

Capacity Computation

		EB	WB	NB	SB
Capacity	Upper bound	*1317*	*1333*	*1216*	*1129*
	Lower bound	*1099*	*1114*	*1008*	*929*
v/c Ratio	Upper bound	*0.19*	*0.16*	*0.07*	*0.00*
	Lower bound	*0.23*	*0.19*	*0.08*	*0.00*

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*KHA*
Agency/Co.	*KHA*
Date Performed	*6/30/2015*
Analysis Time Period	*PM PEAK HOUR*

Site Information

Intersection	*EAST DRIVEWAY*
Jurisdiction	
Analysis Year	*2020*

Project Description

East/West Street: *HILLCREST* | North/South Street: *EAST PROJECT DRIVEWAY*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*20*	*205*			*233*	*64*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*1.00*	*1.00*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*21*	*215*	*0*	*0*	*245*	*67*
Percent Heavy Vehicles	*2*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*35*		*11*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.95*	*1.00*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*36*	*0*	*11*
Percent Heavy Vehicles	*0*	*0*	*0*	*2*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*21*						*47*	
C (m) (veh/h)	*1248*						*541*	
v/c	*0.02*						*0.09*	
95% queue length	*0.05*						*0.28*	
Control Delay (s/veh)	*7.9*						*12.3*	
LOS	*A*						*B*	
Approach Delay (s/veh)	--	--					*12.3*	
Approach LOS	--	--					*B*	