

MAIN STREET COCONUT CREEK, FL

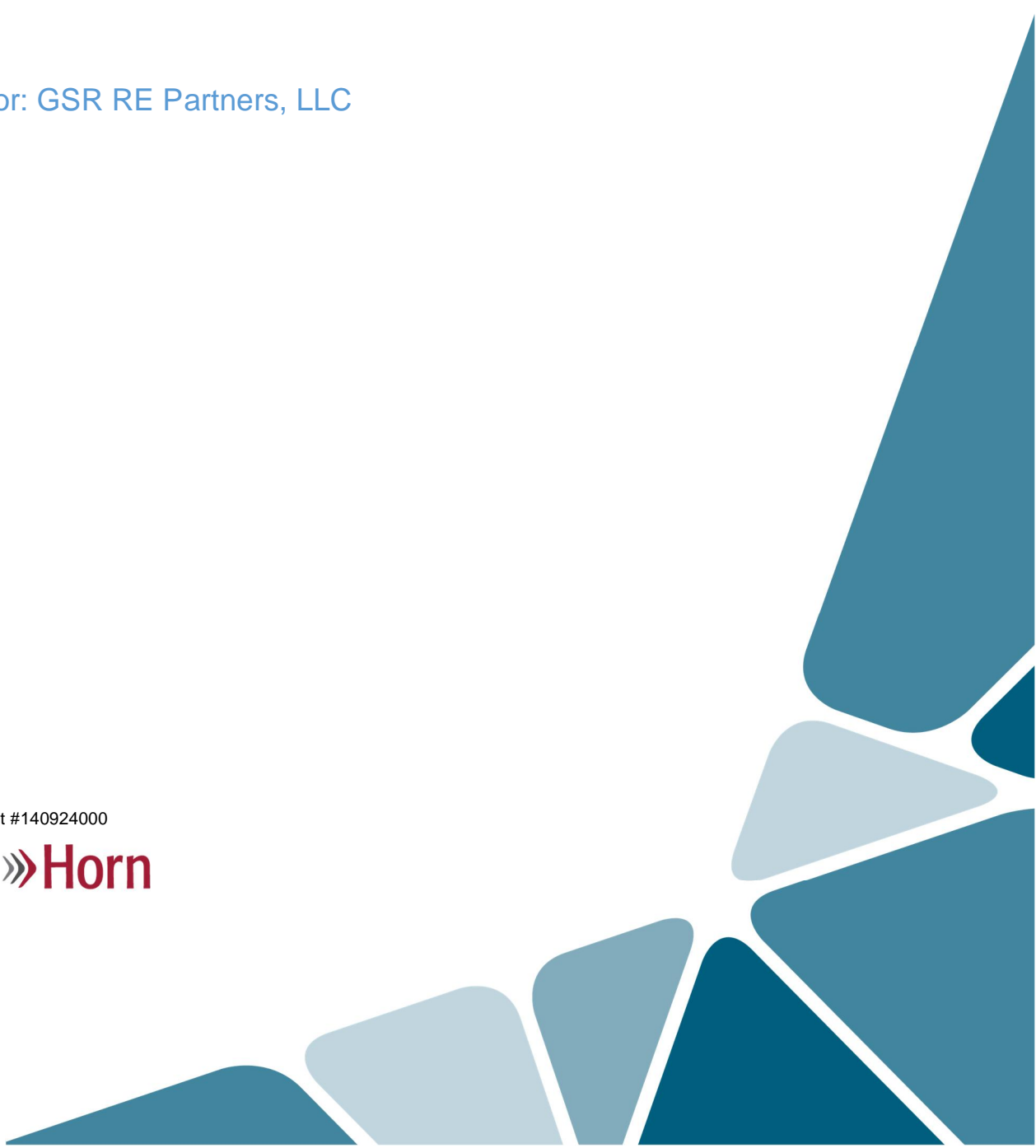
Traffic Impact Analysis

VOLUME 2 – INTERNAL TRAFFIC EVALUATION

Prepared for: GSR RE Partners, LLC

November 6, 2023
Kimley-Horn Project #140924000

Kimley»Horn



MAIN STREET COCONUT CREEK, FL

Traffic Impact Analysis

VOLUME 2 – INTERNAL TRAFFIC EVALUATION

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Kimley-Horn Project #140924000

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EXECUTIVE SUMMARY

Kimley-Horn and Associates has prepared a traffic study to evaluate traffic operations (level of service and driver delay) on roadways and intersections internal to the proposed Main Street Coconut Creek project. The Main Street Coconut Creek site is located on several contiguous parcels within the area bounded on the north by Wiles Road, on the east by Lyons Road, on the south by Sample Road and on the west by SR 7/US 441. The proposed plan calls for development of 605 low-rise multi-family residential units, 1,755 mid-rise multi-family residential units, 225,000 square feet of commercial retail uses.

A site-specific traffic impact analysis has also been undertaken to evaluate traffic impacts on the surrounding transportation network and was submitted under separate cover. However, this study specifically focused on the transportation network within the site boundaries. The trip paths on the internal roadways were determined taking into consideration the proximity of various areas within the overall site to the external transportation network and access provided to/from the external road network.

The analysis indicated that all the existing roads that were analyzed will continue to operate with an acceptable volume-to-capacity ratio within the range to meet adopted level of service C standards. The five intersections analyzed within the community were also determined to continue to operate at LOS B or better, including total future buildout of this project.

INTRODUCTION

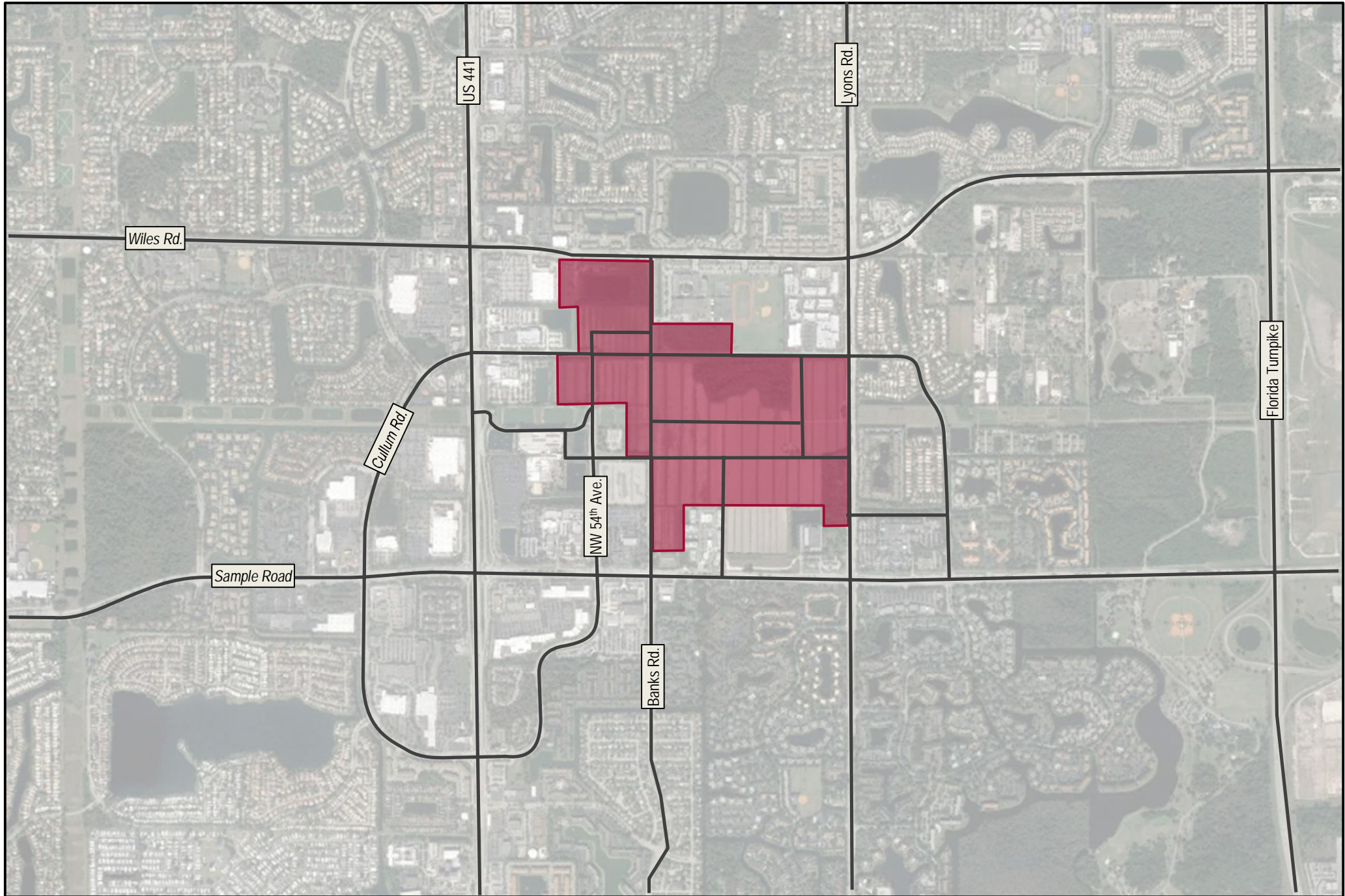
The Main Street Coconut Creek site is located on several contiguous parcels within the area bounded on the north by Wiles Road, on the east by Lyons Road, on the south by Sample Road and on the west by SR 7/US 441. *Figure 1* illustrates the location of the project site. *Table 1* provides a summary of the proposed mix of uses for the site.

Table 1: Proposed Site Development

Use	Approved DRI	Proposed Plan
Multi-Family High-Rise	3,650 DU	--
Multi-Family Mid-Rise	--	1,755 DU
Multi-Family Low-Rise	100 DU	605 DU
Commercial Retail	1,625,000 SF	225,000 SF
Office	525,000 SF	--

As a part of the development of the site, certain roadway connections will be made to complete currently discontinuous portions of a transportation grid system. This will add certain road segments and will add (new) or modify (existing) intersections within the site boundary. Kimley-Horn and Associates, Inc. was retained to prepare a traffic impact analysis to evaluate the level of service and operations on this internal transportation system. This document presents the methodology used and the findings of the traffic impact analysis. A buildout date of 2030 was assumed in the analysis.

The study methodology for this internal traffic evaluation can be found in *Appendix A*.



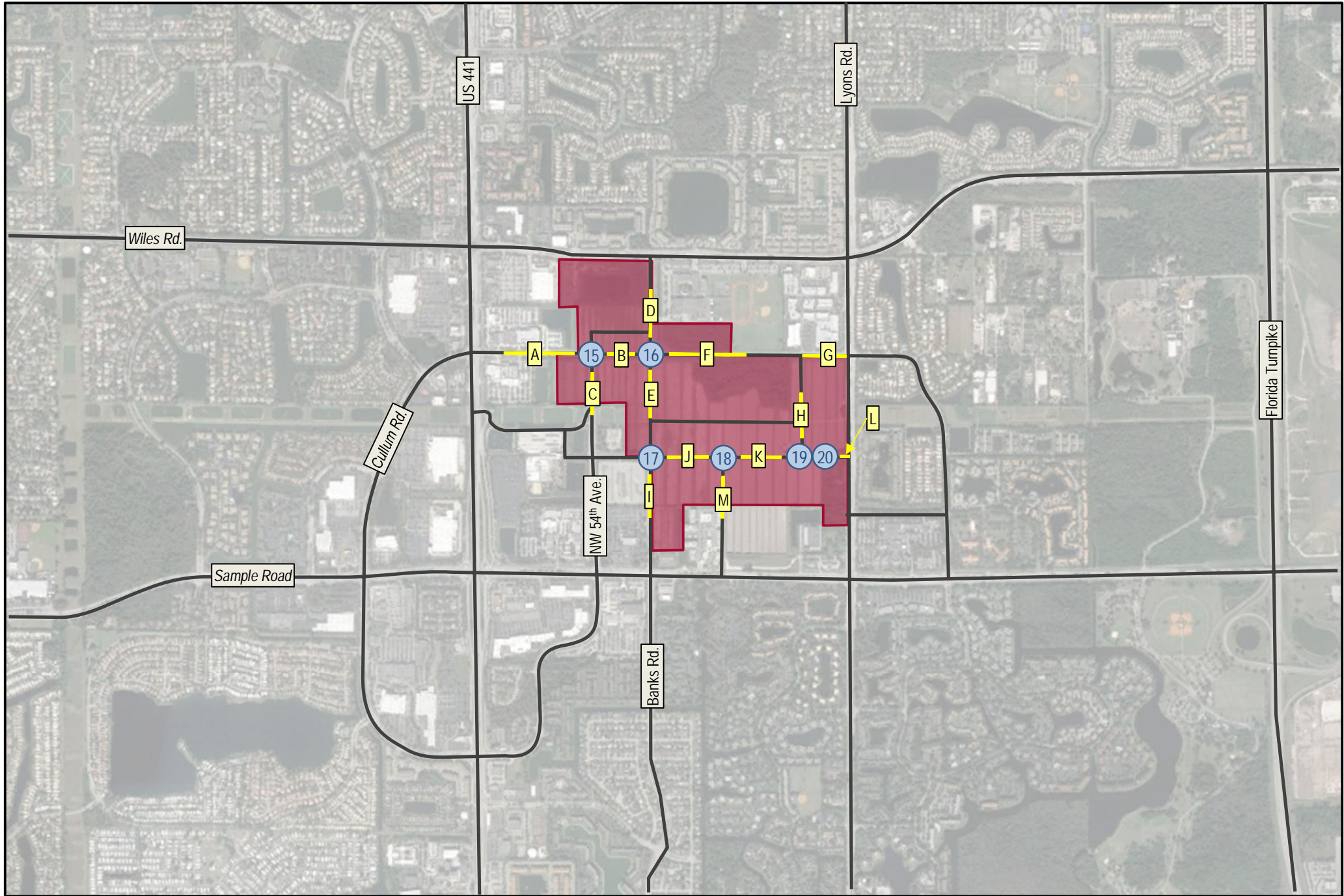
LEGEND

 Site Location

FIGURE 1
Main Street Coconut Creek
KH #140924000
Site Location

STUDY AREA

As noted, this project design is based upon an internal grid-like network that will be created within the site. Therefore, several new intersections/roadway segments will be created by development of this site and are the subject of this internal evaluation. *Figure 2* shows the future completed internal transportation network and the intersections and roadway segments that were evaluated for this study.



LEGEND




-  Site Location
-  Study Intersection
-  Study Link

FIGURE 2
 Main Street Coconut Creek
 KH #140924000
 Study Intersections and Road Segments

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.

Trip Generation

The trip generation potential of the development was calculated based upon the trip generation rates and equations published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual, 11th Edition*. The trip generation potential for the proposed uses is calculated using rates and equations published for the following land uses:

- Multi-Family Low-Rise (Land Use 220)
- Multi-family Mid-Rise (Land Use 221)
- Shopping Center (Land Use 820)

As indicated in *Table 2*, the net new trip generation potential of the proposed site is 17,250 net external daily trips, 1,139 net new external AM peak hour trips (+332 in, +807 out) and 1,364 net new external PM peak hour trips (+767 in, +597 out).

Table 2: Trip Generation

Land Use	Intensity	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Scenario								
Multifamily Low-Rise	605 DU	3,953	210	50	160	281	177	104
Multifamily Mid-Rise	1755 DU	8,325	761	175	586	685	418	267
General Commercial	225,000 KSF	11,738	266	165	101	1,012	486	526
	<i>Subtotal</i>	24,016	1,237	390	847	1,978	1,081	897
Internal Capture								
Multifamily Low-Rise		633	3	1	2	56	41	15
Multifamily Mid-Rise		1333	9	4	5	132	97	35
General Commercial		1,966	12	7	5	186	49	137
	<i>Subtotal</i>	3,932	24	12	12	374	187	187
Pass-By Capture								
Multifamily Low-Rise	0.0%	0	0	0	0	0	0	0
Multifamily Mid-Rise	0.0%	0	0	0	0	0	0	0
General Commercial	29.0%	2,834	74	46	28	240	127	113
	<i>Subtotal</i>	2,834	74	46	28	240	127	113
Driveway Volumes		20,084	1,213	378	835	1,604	894	710
Net New External Trips		17,250	1,139	332	807	1,364	767	597
Proposed Net External Trips-Existing Net New External Trips		17,250	1,139	332	807	1,364	767	597
<u>Land Use</u>	<u>Daily</u>	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>		<u>Pass By</u>			
Multifamily Low-Rise	T = 6.41(X)+75.31	T = .31(X)+22.85 (24% in, 76% out)	T = .43(X)+20.55 (63% in, 37% out)		0.0%			
Multifamily Mid-Rise	T = 4.77(X)-46.46	T = .44(X)-11.61 (23% in, 77% out)	T = .39(X)+.34 (61% in, 39% out)		0.0%			
General Commercial	T = 26.11(X)+5,863.73	T = .59(X)+133.55 (62% in, 38% out)	Ln(T) = 0.72*Ln(X)+3.02 (48% in, 52% out)		29.0%			

Traffic Distribution

Traffic distribution is the pairing of trip ends from the subject site with other land uses in the area. These trips were assigned to the surrounding roadways based upon a review of the roadway network proposed to be in place at the time of buildout and its travel time characteristics.

The general distribution according to cardinal directions is:

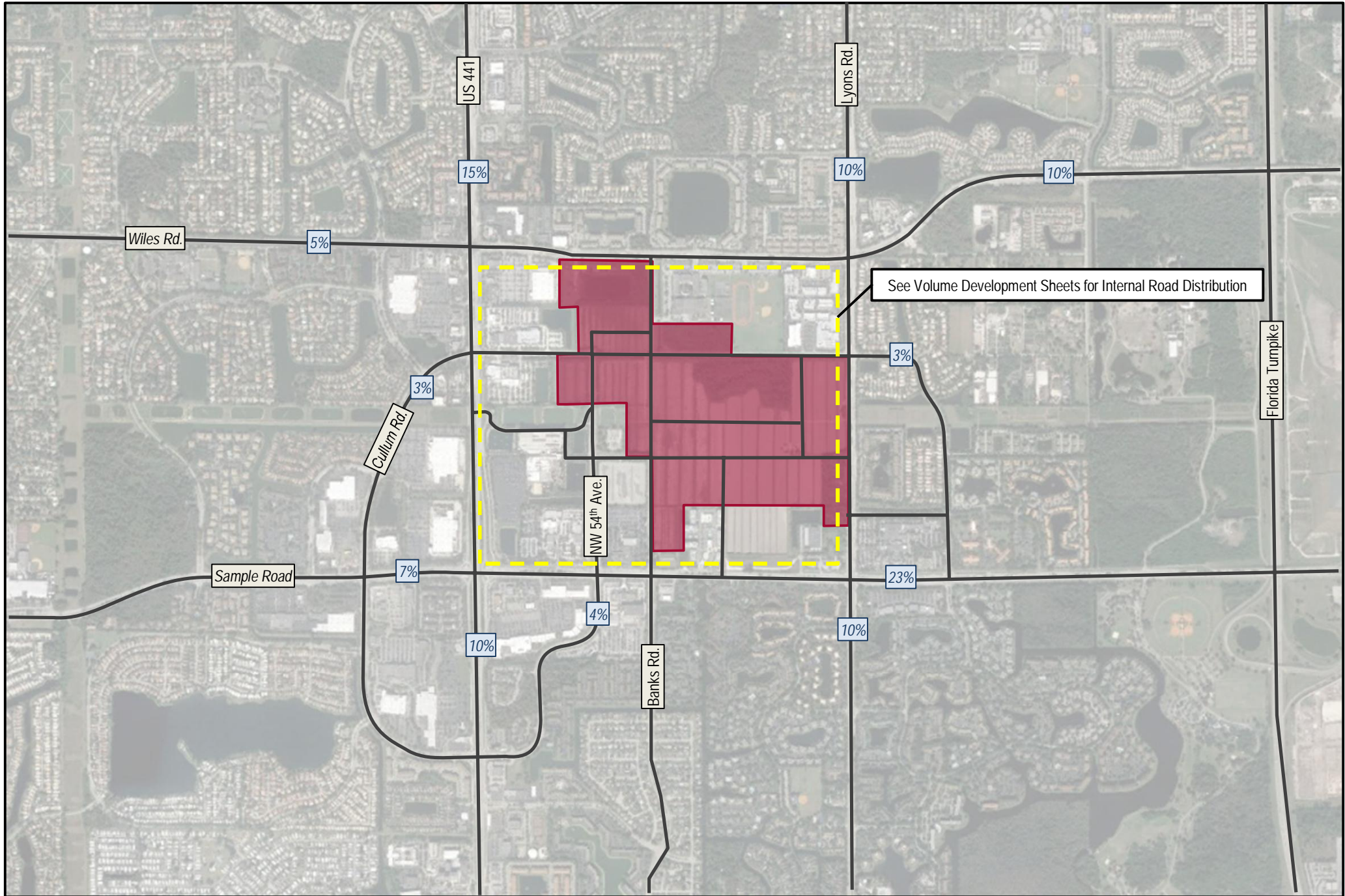
NORTH	-	25 percent
EAST	-	36 percent
SOUTH	-	24 percent
WEST	-	15 percent

Figure 3 illustrates the project distribution on the surrounding roadways.

Traffic Assignment

The overall project is designed with an urban grid form, consisting of several distinct blocks. Based upon the overall size of the project, six groupings of adjacent blocks were created for the purposes of determining external and internal project traffic assignment. Traffic generated by each of these groupings was then assigned to the surrounding transportation network based upon the overall external traffic distribution and roadway network.

Project traffic distribution associated with each specific superblock are illustrated in Appendix A, for reference.



LEGEND



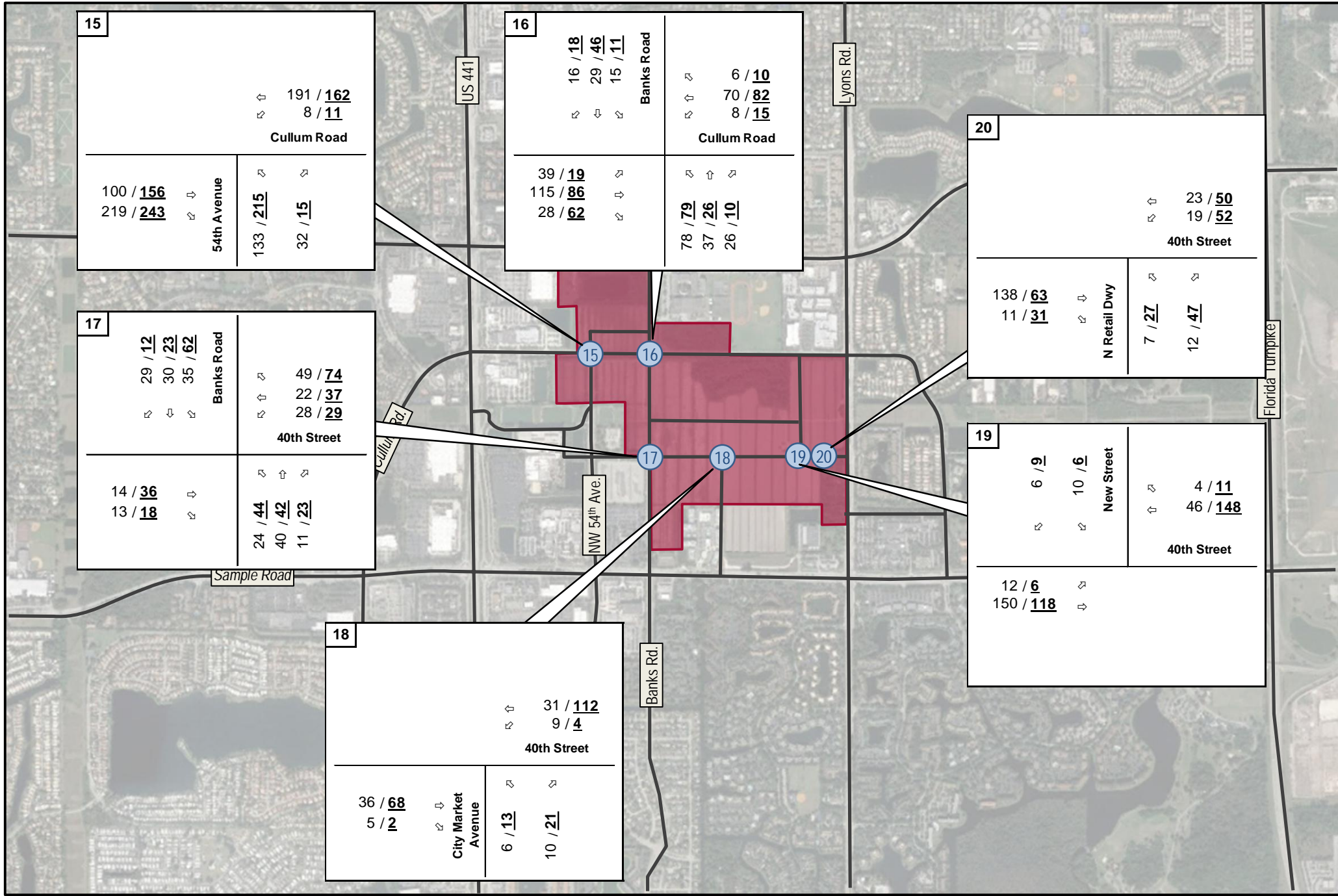
-  Site Location
-  % Project Traffic

FIGURE 3
Main Street Coconut Creek
KH #140924000
Trip Distribution

TOTAL FUTURE TRAFFIC

Total future traffic is defined as the traffic expected to be on the transportation network during the buildout year (2030), including the project traffic generated by development of this site. It includes the future background traffic volumes as the baseline, with project traffic assigned at each of the study intersections and roadway segments.

The determination of the Future Year 2030 traffic volumes is included in the volume development worksheets provided in *Appendix B*. *Figure 4* provides a summary of the future total traffic volumes at the study intersections.



LEGEND

 Site Location

XX / XX AM / PM Traffic

FIGURE 4
 Main Street Coconut Creek
 KH #140924000
 Future Total Intersection Volumes

CAPACITY ANALYSIS

A level of service evaluation was undertaken for the internal roadway network and internal intersections using thresholds established in the Highway Capacity Manual and by Broward County/ Following is a summary of the evaluations undertaken.

Roadway Link Evaluation

Section 5-195(b)(2) of the Broward County Land Development Code contains adopted generalized service volumes for local collectors and local roadways. Table 3 below provides the Generalized Volumes for non-Trafficway Roadways provided in this Section of the Broward County Land Development Code.

Table 3: Generalized Service Volumes

	4-Lane Local Collector	2-Lane Local Collector	2-Lane Local	2-Lane Cul-de-sac
Generalized Volume (ADT)	6,500-20,400	3,000-8,500	800-4,000	0-300

The westernmost segment of Cullum Road that was studied was classified as a 4-lane local collector; otherwise, the remaining segments of Cullum Road, Banks Road, NW 54th Avenue and 40th Street have been classified as 2-lane local collector roadways for the purposes of this evaluation. Therefore, based on the Broward County Land Development Code, the ADT generalized service volume for the 4-lane collector is 20,400 trips per day and for the 2-lane collectors is 8,500 trips per day, which represents the maximum LOS D threshold for a road with these characteristics. Consistent with HCM methodologies, a 75% factor was applied to this upper limit LOS D maximum service volume to determine the appropriate LOS C maximum service volume. These ADT service volumes were used to determine the volume to capacity ratio and level of service for the study roadways during the proposed future conditions.

Baseline traffic volume projections were determined on these roadway links based on the approach/departure intersection volumes shown in *Figure 4*. To convert the peak hour volumes to an AADT future volume, a k-factor of 0.09 was applied to the higher of the two peak hour volumes (AM or PM peak hour volume). Using the future projected volumes and the generalized service volumes determined for each link, a volume-to-capacity ratio was calculated for both the existing and future conditions. These v/c ratios were then compared to tables in the Highway Capacity Manual (HCM) published by the Transportation Research Board to determine the volume to capacity ratio. Table 4 summarizes these calculations.

Table 4: Roadway Link Analysis

Link	Roadway	Segment	Capacity	AM Peak Hour			PM Peak Hour			Calculated AADT*	Max LOS D Svc. Vol.	v/c
				Background Volume	Project Traffic	Total Link Volumes	Background Volume	Project Traffic	Total Link Volumes			
A	Cullum Road	(W of NW 54th Ave)	2,920	305	318	623	567	340	907	10,078	20,400	0.49
B	Cullum Road	(NW 54th Ave to Banks Rd)	1,330	0	331	331	0	244	244	3,678	8,500	0.43
C	NW 54th Ave	(S of Cullum Road)	1,330	305	67	372	567	48	615	6,833	8,500	0.80
D	Banks Road	(Wiles Rd to Cullum Rd)	1,330	242	142	384	65	130	195	4,267	8,500	0.50
E	Banks Road	(Cullum Rd to NW 40th St)	1,330	0	206	206	0	238	238	2,644	8,500	0.31
F	Cullum Road	(Banks Rd to New Street)	1,330	371	240	611	208	214	422	6,789	8,500	0.80
G	Cullum Road	(New Street to Lyons Rd)	1,330	371	346	717	208	237	445	7,967	8,500	0.94
H	New Street	(S of Cullum Rd)	1,330	0	32	32	0	32	32	356	8,500	0.04
I	Banks Rd	(NW 40th St to Sample Rd)	1,330	37	109	146	59	118	177	1,967	8,500	0.23
J	NW 40th St	(Banks Rd to City Market Rd)	1,330	0	159	159	0	261	261	2,900	8,500	0.34
K	NW 40th St	(City Market Rd to New St)	1,330	0	86	86	0	205	205	2,278	8,500	0.27
L	NW 40th St	(New St to Lyons Rd)	1,330	0	320	320	0	616	616	6,844	8,500	0.81
M	City Market Rd	(NW 40th St to Sample Rd)	1,330	0	30	30	0	40	40	444	8,500	0.05

* AADT calculated by applying K-factor = 0.09 to higher peak hour volume

As shown in this table, all roadways are anticipated to operate well within the LOS D maximum adopted service volume.

Intersection Evaluation

Intersection capacity and delay analyses was undertaken on six intersections within the project boundary to determine future level of service as well as evaluate the proposed intersection laneage and control measures. Following are the intersections at which the evaluations were undertaken:

15. 54th Avenue & Cullum Road
16. Banks Road & Cullum Road
17. Banks Road & 40th Street
18. City Market Avenue & 40th Street
19. New Street & 40th Street
20. N Retail Driveway & 40th Street

For the baseline/background conditions at each intersection, project traffic was calculated for each available movement at the analyzed intersections based upon distribution and assignment of project traffic to/from each of the block groupings within the project. *Figure 4* illustrates the total future traffic volumes at these intersections. Future total volumes were then analyzed for AM peak hour and PM peak hour conditions. *Synchro 11* was used to measure the LOS and delay for each of the intersections using methodologies from the *Highway Capacity Manual, 6th Edition*.

Table 5 provides a summary of anticipated peak hour LOS and delay at each of the study intersections.

Table 5: Peak Hour Intersection LOS and Delay

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
15	54th Avenue & Cullum Road	AWSC	EB	9.0	A	9.8	A
			WB	9.8	A	10.1	B
			NB	9.9	A	11.5	B
			SB	-	-	-	-
			Overall	-	-	-	-
16	Banks Road & Cullum Road	AWSC	EB	8.9	A	8.5	A
			WB	8.3	A	8.4	A
			NB	8.8	A	8.7	A
			SB	8.1	A	8.2	A
			Overall	-	-	-	-
17	Banks Road & 40th Street	AWSC	EB	7.3	A	7.8	A
			WB	7.7	A	8.2	A
			NB	8.0	A	8.3	A
			SB	7.9	A	8.4	A
			Overall	-	-	-	-
18	City Market Avenue & 40th Street	TWSC	EB	-	-	-	-
			WB	-	-	-	-
			NB	8.7	A	9.2	A
			SB	-	-	-	-
			Overall	-	-	-	-
19	New Street & 40th Street	TWSC	EB	-	-	-	-
			WB	-	-	-	-
			NB	-	-	-	-
			SB	9.4	A	9.6	A
			Overall	-	-	-	-
20	N Retail Driveway & 40th Street	TWSC	EB	-	-	-	-
			WB	-	-	-	-
			NB	9.4	A	9.6	A
			SB	-	-	-	-
			Overall	-	-	-	-

The *Synchro* output worksheets can be found in the *Appendix C* for reference.

INTERNAL TRANSPORTATION IMPROVEMENTS

The project is proposed to be built in phases. Concurrent with each phase of development, components of the public roadway network internal to the site boundaries are proposed to be constructed or improved/reconstructed. Exhibit I (Master Phasing Plan) has been prepared and is included in the plan set for the PMDD, which shows the improvements associated with each phase of development. A copy of it is included in this report as **Figure 5**. Some of the improvements occur on the external roadway network (e.g., Wiles Road, Lyons Road, and Sample Road), and are described in further detail in the external traffic study. Below is a summary of the proposed phasing of project-related improvements that affect Sample Road, Lyons Road and Wiles Road:

Phase 1:

- Block 1: Cullum Road expansion from NW 48th Avenue to Lyons Road, and NW 48th Avenue from Cullum Road to North Boundary of FPL Easement must be completed to the 1st lift of asphalt.
- Block 1: Travel lanes with associated curbing must be completed to the 1st lift of asphalt for NW 48th Avenue between 40th Street and North Boundary of the FPL Easement
- Block 2: Cullum Road expansion from NW 48th Avenue to Lyons Road, and NW 48th Avenue from Cullum Road to North Boundary of FPL Easement must be completed to the 1st lift of asphalt.
- Block 2: Travel lanes with associated curbing must be completed to the 1st lift of asphalt for NW 48th Avenue between 40th Street and North Boundary of the FPL Easement
- Block 3: 40th Street between Lyons Road and NW 48th Avenue, and NW 54th Terrace from Cullum Road to Wiles Road must be completed to the 1st lift of asphalt.
- Block 3: Travel lanes with associated curbing must be completed to the 1st lift of asphalt for 40th Street between NW 48th Avenue to Banks Road
- Block 4: 40th Street between Lyons Road and City Market Avenue, City Market Avenue from 40th Street to project entry, and NW 54th Terrace from Cullum Road to Wiles Road must be completed to the 1st lift of asphalt. (*if Block 4 is constructed before Block 5*)
- Block 4: Travel lanes with associated curbing must be completed to the 1st lift of asphalt for 40th Street between City Market Avenue to Banks Road (*if Block 4 is constructed before Block 5*)

Phase 2:

- Block 5: 40th Street between Lyons Road and City Market Avenue, City Market Avenue from 40th Street to project entry, and NW 54th Terrace from Cullum Road to Wiles Road must be completed to the 1st lift of asphalt. (*if Block 5 is constructed before Block 4*)
- Block 5: Travel lanes with associated curbing must be completed to the 1st lift of asphalt for 40th Street between City Market Avenue to Banks Road (*if Block 5 is constructed before Block 4*)
- Block 6: 40th Street between Lyons Road and Banks Road, and Banks Road from the North Boundary of the FPL Easement to 40th Street must be completed to the 1st lift of asphalt. (*if Block 6 is constructed before Block 8 and Block 10*)

- Block 6: Travel lanes with associated curbing must be completed to the 1st lift of asphalt for Banks Road from the North Boundary of the FPL Easement to Cullum Road. (*if Block 6 is constructed before Block 8*)

Phase 3:

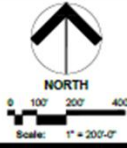
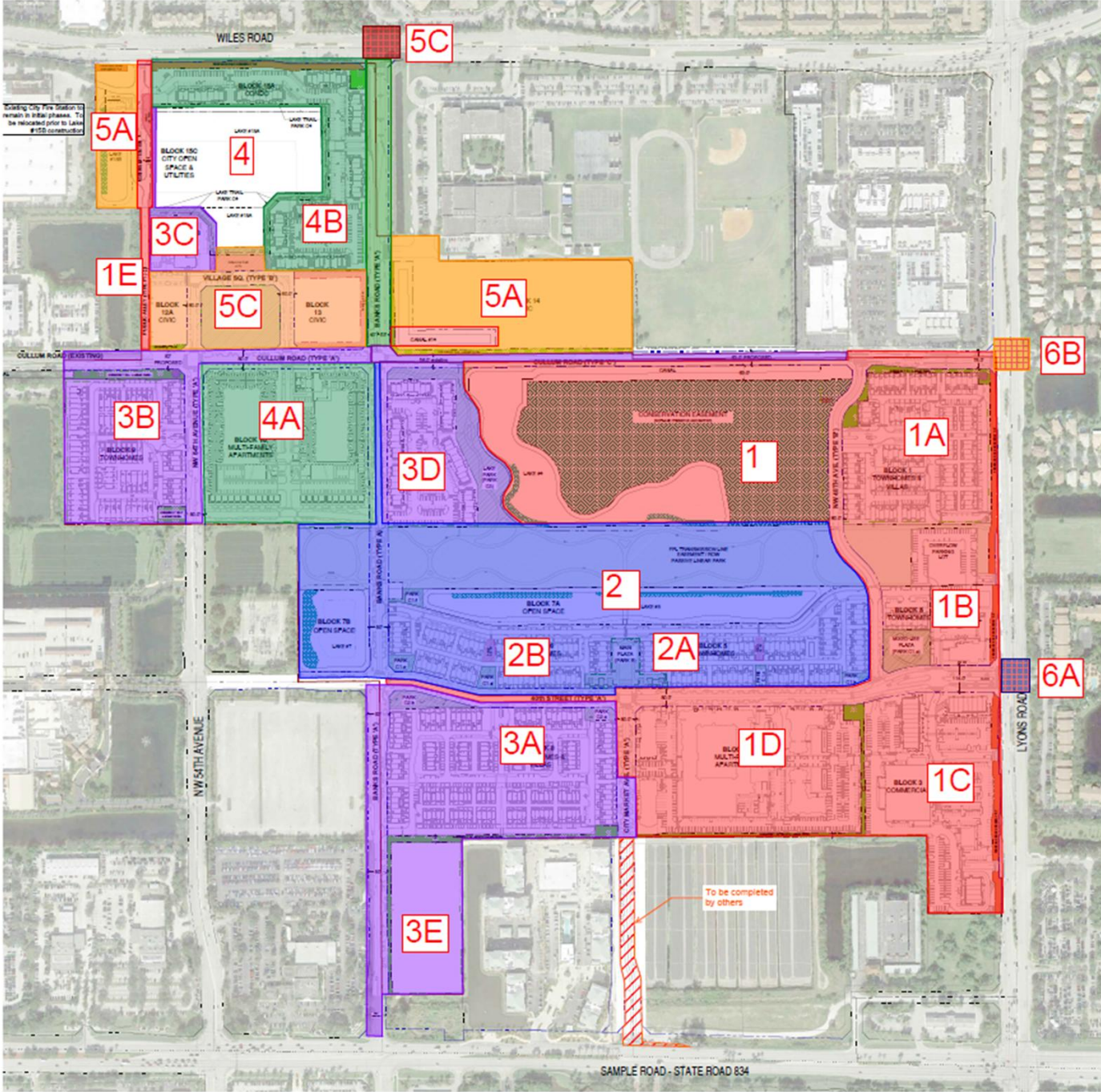
- Block 8: 40th Street between Lyons Road and Banks Road, and Banks Road from the North Boundary of the FPL Easement to 40th Street must be completed to the 1st lift of asphalt. (*if Block 8 is constructed before Block 6*)
- Block 8: Travel lanes with associated curbing must be completed to the 1st lift of asphalt for Banks Road from the North Boundary of the FPL Easement to Cullum Road. (*if Block 8 is constructed before Block 6 and Block 10*)
- Block 9: Cullum Road from Banks Road to the West Boundary of Block 9, and NW 54th Avenue from Cullum Road to the South Boundary of Block 9 must be completed to the 1st lift of asphalt. (*if Block 9 is constructed before Block 15B*)
- Block 9: Travel lanes with associated curbing must be completed to the 1st lift of asphalt for Banks Road from 40th Street to Cullum Road
- Block 11: Banks Road from 40th Street to Cullum Road, and Cullum Road from Banks Road to Lyons Road must be completed to the 1st lift of asphalt.
- Block 11: Travel lanes with associated curbing must be completed to the 1st lift of asphalt for Cullum Road from Banks Road to NW 54th Avenue
- Block 15B: Cullum Road from Banks Road to the West Boundary of Block 9, and NW 54th Terrace from Cullum Road to Wiles Road must be completed to the 1st lift of asphalt. (*if Block 15B is constructed before Block 9*)
- Block 16: Banks Road from 40th Street to Sample Road must be completed to the 1st lift of asphalt.

Phase 4:

- Block 10: Cullum Road from Banks Road to NW 54th Avenue, NW 54th Avenue from Cullum Road to South Boundary of Block 10, and Banks Road from Cullum Road to the North Boundary of FPL Easement must be completed to the 1st lift of asphalt.
- Block 10: Travel lanes with associated curbing must be completed to the 1st lift of asphalt for Banks Road from the North Boundary of the FPL Easement to 40th Street (*if Block 10 is constructed before Block 6 and Block 8*)
- Block 15A: Banks Road from Cullum Road to Wiles Road must be completed to the 1st lift of asphalt.
- Block 15A: Travel lanes with associated curbing must be completed to the 1st lift of asphalt for Banks Road from Cullum Road to 40th Street, and Cullum Road from Banks Road to NW 54th Avenue.

Phase 5:

- Block 12A, 12B and 13: Village Square Drive on North, East, and West Sides of Village Green.
- Block 12A, 12B and 13: NW 54th Terrace (access road for Existing Lift Station in Block 15C) shall be constructed between Cullum Road and Wiles Road. (*if Block 12A, 12B and 13 is constructed before Block 14*)
- Block 14: Access road for Existing Lift Station in Block 15C shall be constructed through 15C between Cullum Road and Wiles Road (*if Block 14 is constructed before Block 12A, 12B and 13*)



Date: July 2021
Project No.: 15-036.002
Designed By:
Drawn By: R.S.
Checked By:

Revision Dates:



FIGURE 5
Main Street Coconut Creek
KH #140924000
Phasing Plan

SUMMARY

Kimley-Horn and Associates has prepared a traffic study to evaluate the anticipated LOS and delay on the internal roadways and intersections within the Main Street site following full development of the proposed project. This evaluation has been undertaken to assess the adequacy of the proposed laneage for roadways and intersections within the project and the also assess the intersection control at the intersections within the site.

The analysis evaluated impacts on a total of 13 local roadway collector segments within the site and 6 local (internal) intersections. The analysis of the local roadways determined that, with the addition of project traffic, the roadways will all have volumes within their maximum LOS D service volume (i.e., capacity). The intersection analysis concluded that all movements at the internal intersections that were evaluated would operate at LOS A or LOS B with the proposed laneage and intersection control. Therefore, the proposed plan of development and roadway cross-sections are anticipated to accommodate future traffic volumes following buildout of the site.

As the project is proposed to be built in phases, the internal roadways and intersections will be built and/or reconstructed in phases such that the roadwork is occurring generally adjacent to the blocks that are under construction. The proposed phasing plan has been described in the "Internal Transportation Improvements" section of this report and is also illustrated in Figure 5.

APPENDIX A: PROJECT INFORMATION

Conceptual Site Plan

Traffic Study Methodology

Superblock Project Traffic Distribution

MEMORANDUM

To: Mike Righetti
City of Coconut Creek

From: Christopher W. Heggen, P.E.
Kimley-Horn and Associates, Inc.

Date: September 23, 2021
Revised February 8, 2022

**Subject: *Main Street Coconut Creek
Study Methodology –Internal Traffic Impact Analysis
Kimley-Horn #140924000***

As a companion to the external traffic impact analysis prepared for the proposed Main Street Coconut Creek development, Kimley-Horn will undertake an analysis of the internal transportation facilities within the development site.

Following is a summary of the methodology that will be used to undertake this traffic analysis.

- 1. Trip generation:** The trip generation potential determined for the external traffic analysis will be utilized for the transportation analysis of internal facilities. No pass-by trip credit will be applied for the volumes in the internal study.
- 2. Trip distribution/assignment:** Overall trip distribution percentages determined in the external traffic analysis will provide the basis of the trip distribution for this study. Assignment to the internal roads will be determined based upon density/intensity/location of uses within the site and the location of access points to parking facilities within the site.
- 3. Study facilities:** Six (6) internal intersections and thirteen (13) internal street segments will be evaluated. These facilities are identified in the attached **Figure I-1** (shown overlaid on a current conceptual site plan).
- 4. Baseline traffic volumes:** Baseline AM and PM peak hour volumes will be determined for the study roadways based upon existing traffic volumes collected as a part of the external traffic analysis and a diverted trip calculation based upon the creation of new roadway connections/extensions that will be created as a part of this development.
- 5. Buildout year:** The buildout year assumed for the analysis is 2027.
- 6. Future Background (Non-Project) Volumes:** Additionally, project traffic generated by relevant approved projects as identified by the City and its consultant will be assigned to the study intersections and roadways, if any of the future committed traffic is anticipated to travel through the internal transportation system within Main Street.
- 7. Total Future Volumes:** Total future volumes will be determined by adding future background volumes and project traffic volumes on each of the internal study roadways and each of the internal study intersections.
- 8. Intersection LOS Analysis:** Intersection LOS analyses will be conducted for Existing Peak Season, Future Background Peak Season and Future Total Peak Season Conditions using Synchro or HCS software. Summary tables will be prepared to report the Highway Capacity

Manual (HCM)-based LOS and delay for each approach and the overall intersection (if available; no overall intersection LOS will be reported for two-way stop-controlled unsignalized intersections).

- 9. **Roadway LOS Analysis:** Total future peak hour volumes will be compared to Generalized Service Volumes for Non-Trafficway Roadways in Section 5-195(b)(2) of the Broward County Land Development Code to determine roadway LOS and volume-to-capacity (v/c) ratios.
- 10. **Multi-Modal Measures:** For the internal roadways, the proposed cross-sections for each will be identified and a corresponding figure will be shown. Non-vehicular elements and amenities (bicycle lanes, sidewalk widths, etc.) will be identified for each internal roadway in the package of materials submitted to the City.
- 11. **Gated queuing:** If entry/exit gates are proposed within the site, the study will identify anticipated queuing needs at the gated locations based upon queuing calculations and data published by ITE and/or other transportation engineering resources.
- 12. **Recommendations:** Following a determination of project impacts, the Applicant will provide recommendations regarding the configurations of the internal roadways and intersections. Specifically, for the intersections, the recommendations will include recommended lane configurations and intersection control (e.g., all-way stop vs. two-way stop control, etc.). For the roadways, the recommendations will include recommended numbers of lanes based upon the cross-section (e.g., 2-lane undivided vs. four-lane divided, etc.).

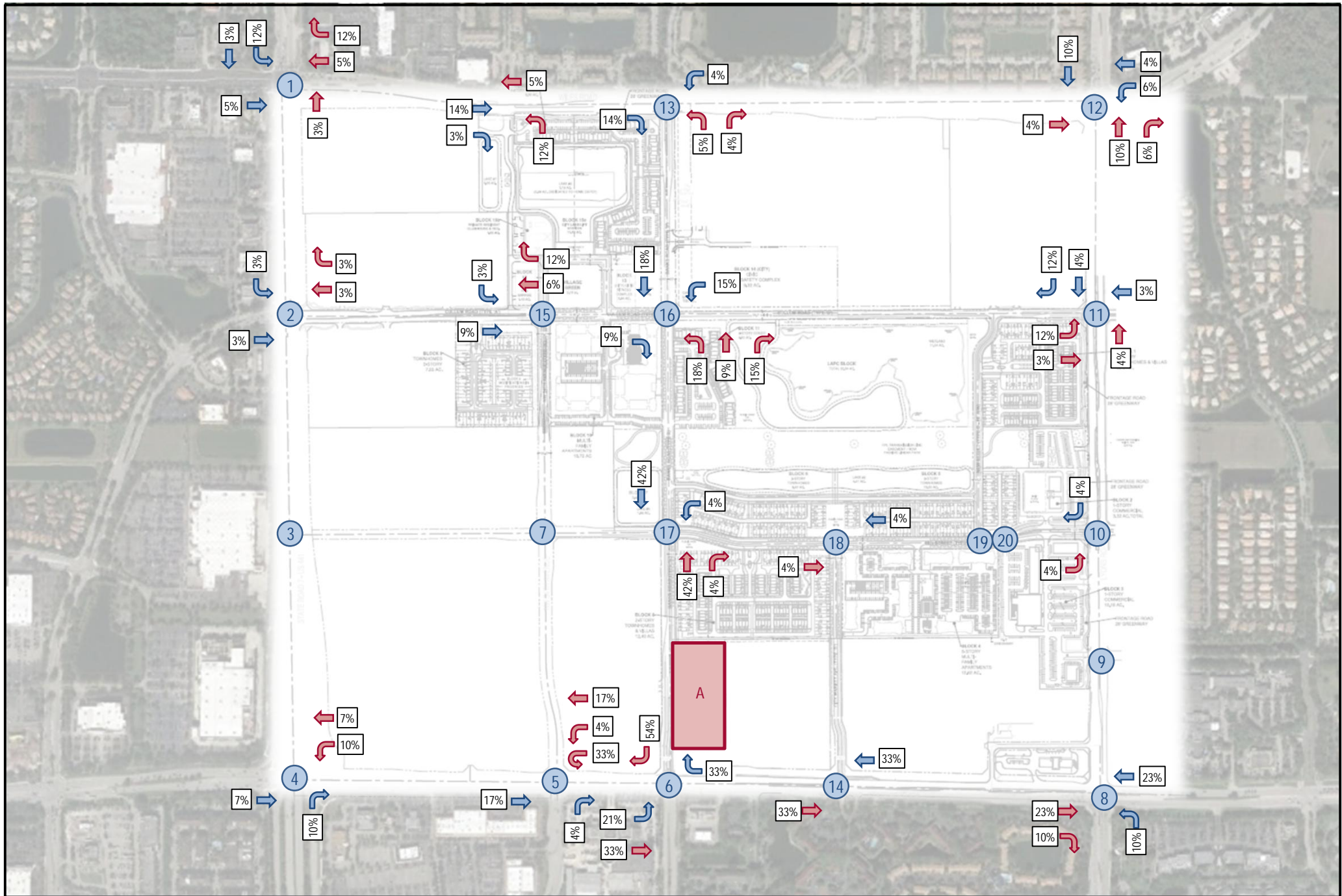
The data collection, calculations, analyses and results will be summarized in a written report for City review. Relevant tables, charts, figures, worksheets, and a current copy of the site plan will be included in the summary report.

Please review the methodology for this analysis as outlined above and indicate your concurrence by signing in the space below. Should you have questions or comments regarding the proposed methodology, please call me via phone at (561) 840-0248 or via e-mail at chris.heggen@kimley-horn.com.

Concur by: _____ Date: _____

Attachment

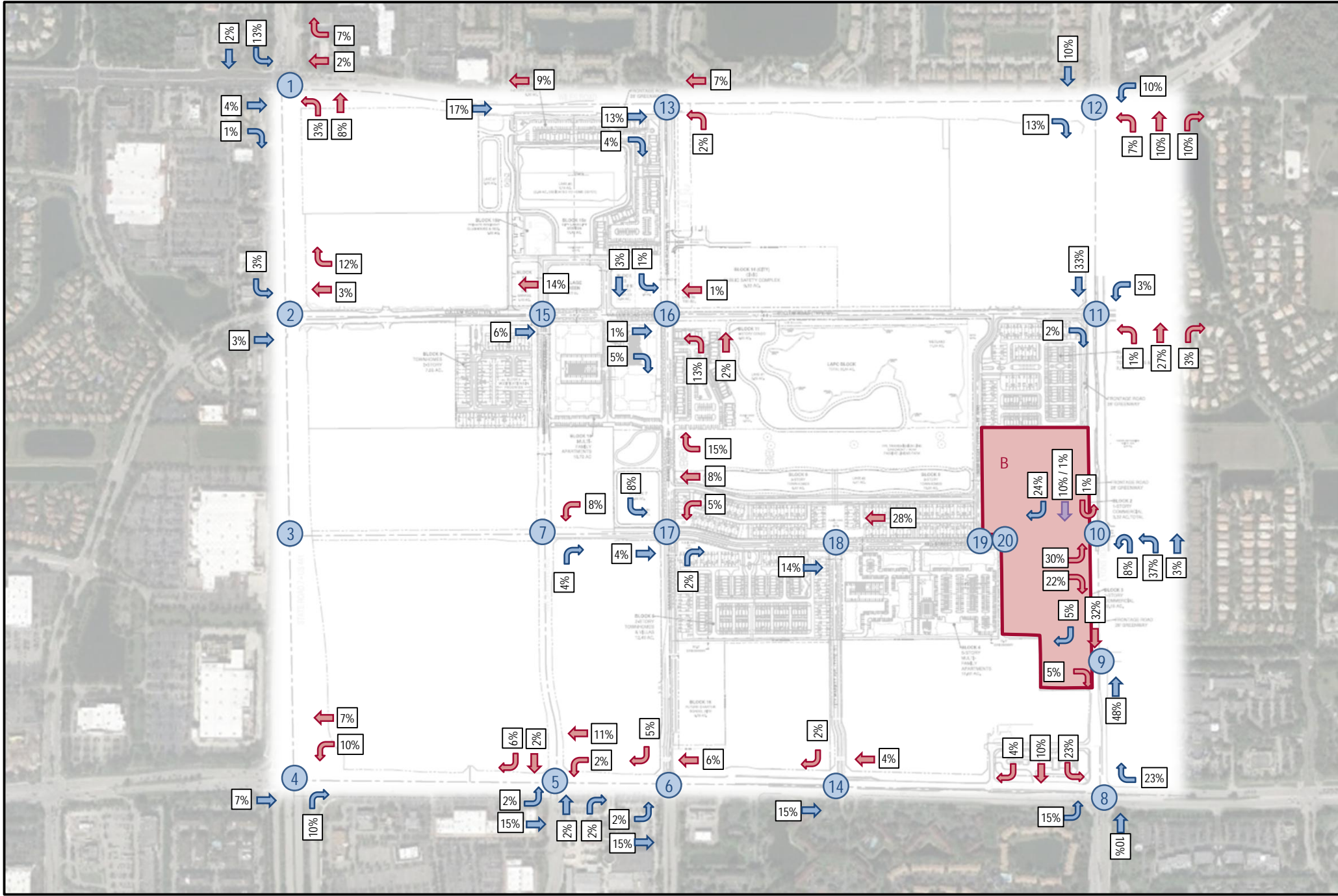
K:\WPB_TPTO\1409\140924000 - Main Street Coconut Creek\Methodology\2021-02-08 Main Street CC Internal Traffic Methodology.docx



LEGEND

- Block Location
- Inbound Project Traffic %
- Outbound Project Traffic %

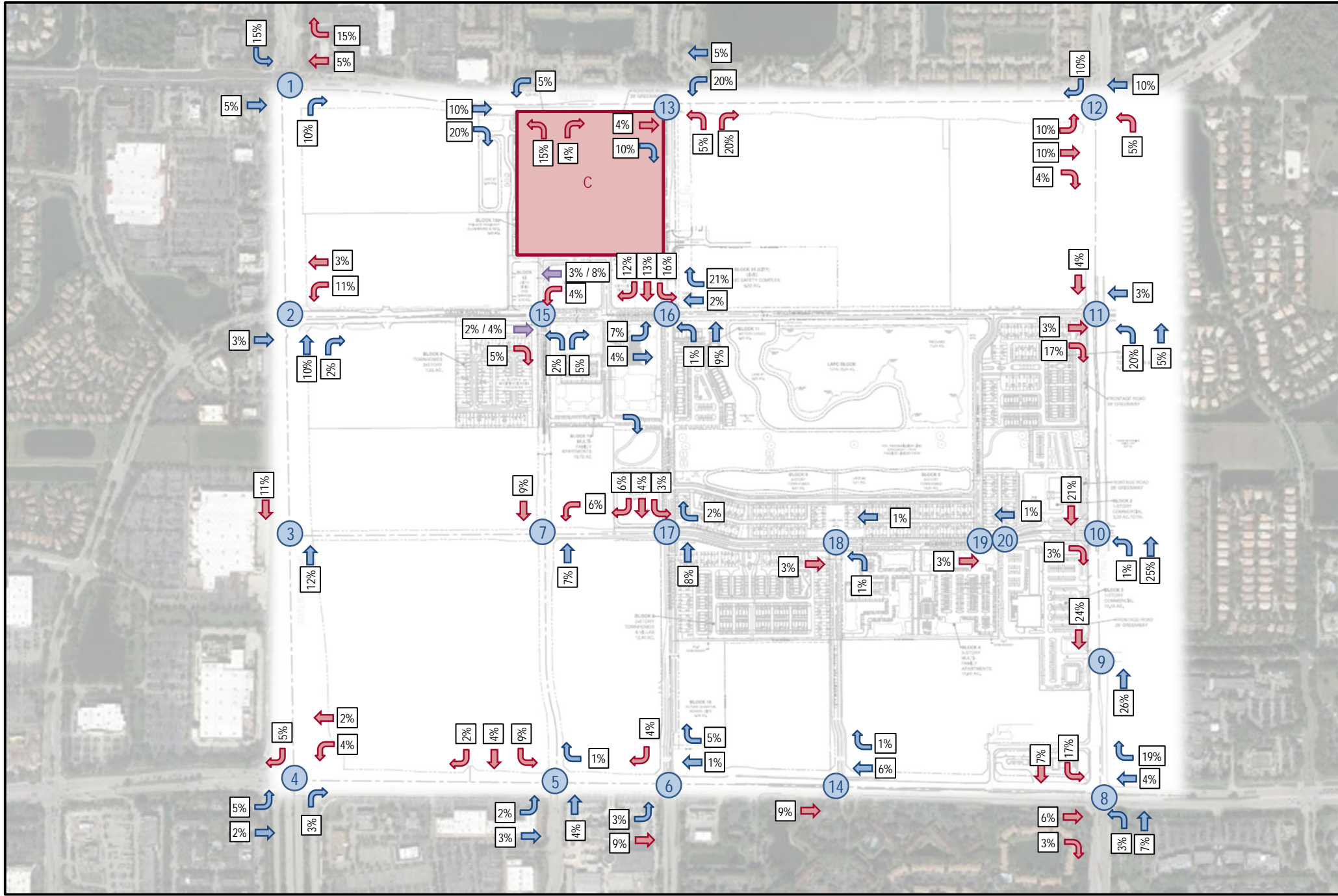
Exhibit A
 Main Street Coconut Creek
 KH #140924000
 Superblock A Traffic Distribution



LEGEND

- Block Location
- Inbound Project Traffic %
- Outbound Project Traffic %

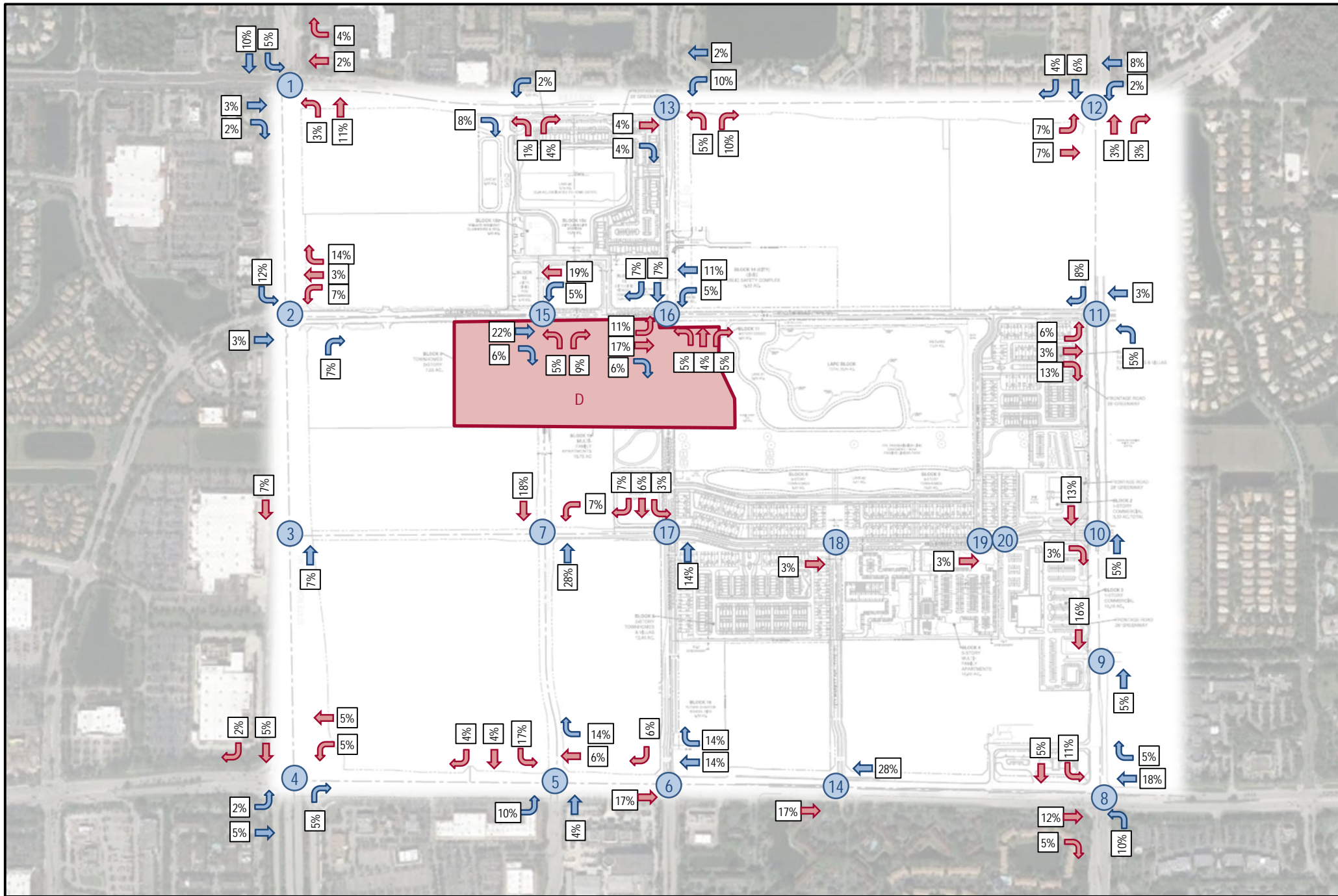
Exhibit B
 Main Street Coconut Creek
 KH #140924000
 Superblock B Traffic Distribution



LEGEND

- Block Location
- Inbound Project Traffic %
- Outbound Project Traffic %

Exhibit C
Main Street Coconut Creek
KH #140924000
Superblock C Traffic Distribution

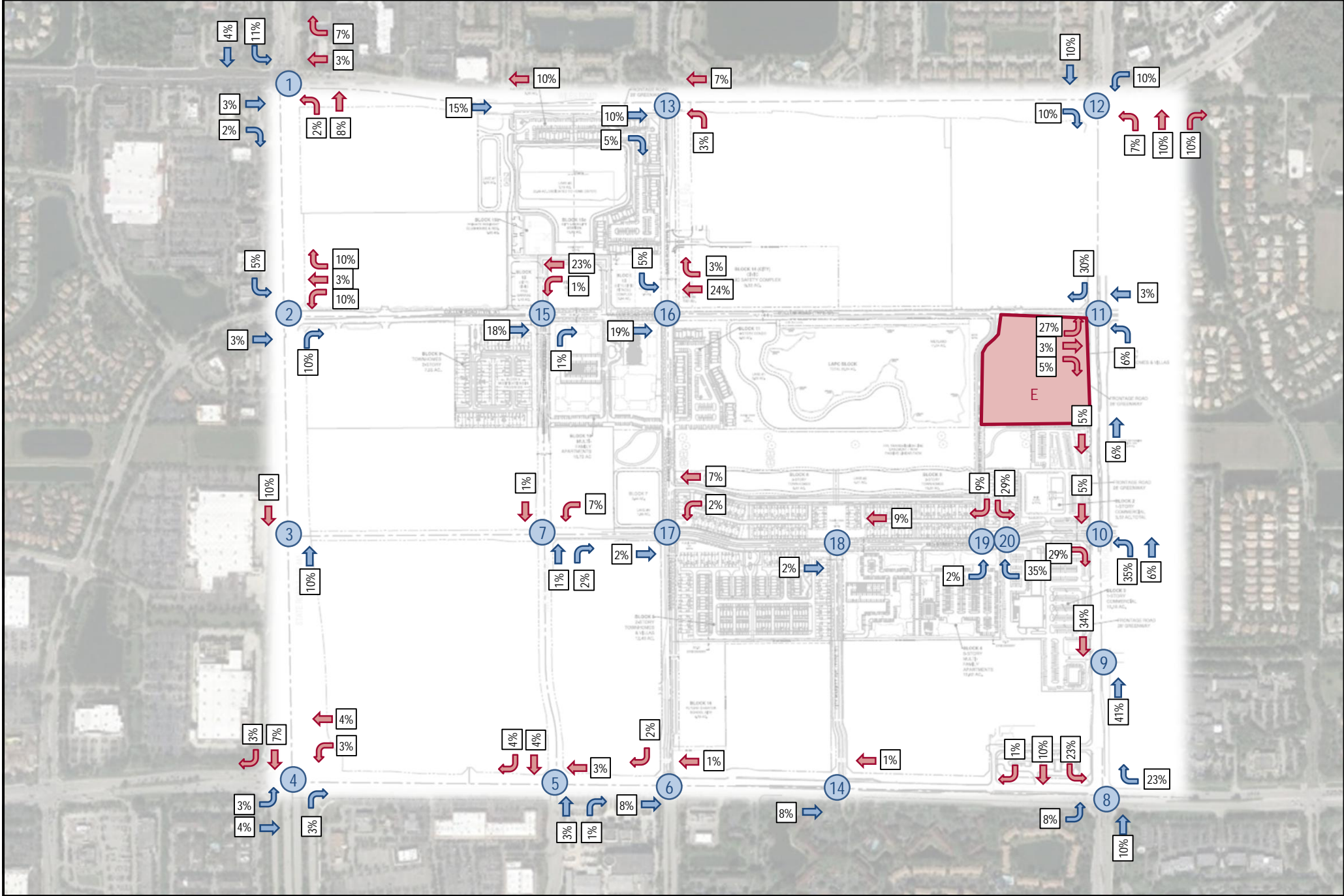


LEGEND

- Block Location
- Inbound Project Traffic %
- Outbound Project Traffic %

Exhibit D
Main Street Coconut Creek
KH #140924000
Superblock D Traffic Distribution

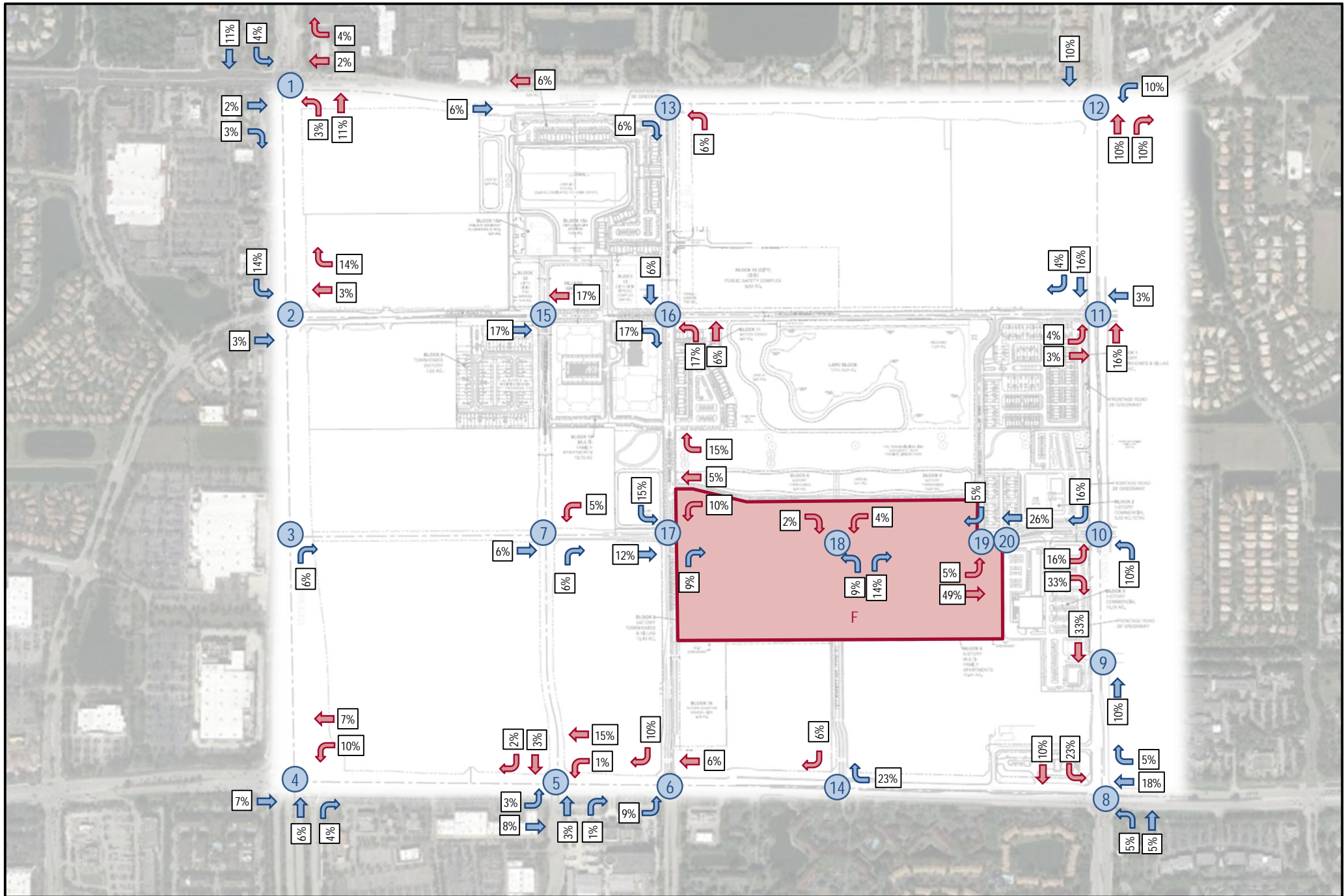




LEGEND

- Block Location
- Inbound Project Traffic %
- Outbound Project Traffic %

Exhibit E
 Main Street Coconut Creek
 KH #140924000
 Superblock E Traffic Distribution



LEGEND

- Block Location
- Inbound Project Traffic %
- Outbound Project Traffic %

Exhibit F
 Main Street Coconut Creek
 KH #140924000
 Superblock F Traffic Distribution

APPENDIX B: VOLUME DEVELOPMENT WORKSHEETS

Volume Development Sheets

Internal Capture Worksheets

VOLUME DEVELOPMENT SHEET
 MAIN STREET COCONUT CREEK
 54th Avenue & Cullum Road
 PROPOSED GEOMETRY

Growth Rate = 0.50%
 Peak Season = 1.04 1.04
 Buildout Year = 2030 2030
 Years = 9 9

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 10/13/2021	107	0	0	0	0	0	0	0	192	0	0	0	2,021
Peak Season Volume	111	0	0	0	0	0	0	0	200	0	0	0	
Traffic Volume Growth Committed Development	5	0	0	0	0	0	0	0	9	0	0	0	
Background Traffic Volumes	116	0	0	0	0	0	0	0	209	0	0	0	
Superblock A (Residential)													
Inbound Traffic Assignment								9.0%					Inbound
Inbound Traffic Volumes								2					17
Outbound Traffic Assignment										18.0%			Outbound
Outbound Traffic Volumes										10			58
Project Traffic								2			10		
Superblock B (Commercial)													
Inbound Traffic Assignment								6.0%					Inbound
Inbound Traffic Volumes								9					158
Outbound Traffic Assignment										14.0%			Outbound
Outbound Traffic Volumes										13			96
Project Traffic								9			13		
Superblock C (Residential)													
Inbound Traffic Assignment	2.0%		5.0%					2.0%			3.0%		Inbound
Inbound Traffic Volumes			1								1		22
Outbound Traffic Assignment								4.0%	5.0%	4.0%	8.0%		Outbound
Outbound Traffic Volumes								3	4	3	6		76
Project Traffic			1					3	4	3	7		
Superblock D (Residential)													
Inbound Traffic Assignment								22.0%	6.0%	5.0%			Inbound
Inbound Traffic Volumes								22	6	5			101
Outbound Traffic Assignment	5.0%		9.0%								19.0%		Outbound
Outbound Traffic Volumes	17		31								64		339
Project Traffic	17		31					22	6	5	64		
Superblock E (Residential)													
Inbound Traffic Assignment			1.0%					18.0%					Inbound
Inbound Traffic Volumes								2					11
Outbound Traffic Assignment										1.0%	23.0%		Outbound
Outbound Traffic Volumes											8		35
Project Traffic								2			8		
Superblock F (Residential)													
Inbound Traffic Assignment								17.0%					Inbound
Inbound Traffic Volumes								12					69
Outbound Traffic Assignment											17.0%		Outbound
Outbound Traffic Volumes											39		232
Project Traffic								12			39		
Total Project Traffic	17	0	32	0	0	0	0	50	10	8	141	0	
Cullum Road Connection Traffic Diversion								50			50		
TOTAL TRAFFIC	133	0	32	0	0	0	0	100	219	8	191	0	

VOLUME DEVELOPMENT SHEET
 MAIN STREET COCONUT CREEK
 54th Avenue & Cullum Road
 PROPOSED GEOMETRY

Growth Rate = 0.50%
 Peak Season = 1.04 1.04
 Buildout Year = 2030 2030
 Years = 9 9

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 10/13/2021	190	0	0	0	0	0	0	0	211	0	0	0	2,021
Peak Season Volume	198	0	0	0	0	0	0	0	219	0	0	0	
Traffic Volume Growth Committed Development	9	0	0	0	0	0	0	0	10	0	0	0	
Background Traffic Volumes	207	0	0	0	0	0	0	0	229	0	0	0	
Superblock A (Residential)													
Inbound Traffic Assignment								9.0%					Inbound
Inbound Traffic Volumes								3					32
Outbound Traffic Assignment										18.0%			Outbound
Outbound Traffic Volumes										4			23
Project Traffic								3			4		
Superblock B (Commercial)													
Inbound Traffic Assignment								6.0%					Inbound
Inbound Traffic Volumes								26					436
Outbound Traffic Assignment										14.0%			Outbound
Outbound Traffic Volumes										54			388
Project Traffic								26			54		
Superblock C (Residential)													
Inbound Traffic Assignment	2.0%		5.0%					2.0%			3.0%		Inbound
Inbound Traffic Volumes	1		2					1			1		42
Outbound Traffic Assignment								4.0%	5.0%	4.0%	8.0%		Outbound
Outbound Traffic Volumes								1	2	1	2		30
Project Traffic	1		2					2	2	1	3		
Superblock D (Residential)													
Inbound Traffic Assignment								22.0%	6.0%	5.0%			Inbound
Inbound Traffic Volumes								45	12	10			204
Outbound Traffic Assignment	5.0%		9.0%								19.0%		Outbound
Outbound Traffic Volumes	7		13								28		145
Project Traffic	7		13					45	12	10	28		
Superblock E (Residential)													
Inbound Traffic Assignment			1.0%					18.0%					Inbound
Inbound Traffic Volumes								5					30
Outbound Traffic Assignment										1.0%	23.0%		Outbound
Outbound Traffic Volumes											5		20
Project Traffic								5			5		
Superblock F (Residential)													
Inbound Traffic Assignment								17.0%					Inbound
Inbound Traffic Volumes								25					148
Outbound Traffic Assignment											17.0%		Outbound
Outbound Traffic Volumes											18		104
Project Traffic								25			18		
Total Project Traffic	8	0	15	0	0	0	0	106	14	11	112	0	
Cullum Road Connection Traffic Diversion								50			50		
TOTAL TRAFFIC	215	0	15	0	0	0	0	156	243	11	162	0	

VOLUME DEVELOPMENT SHEET
 MAIN STREET COCONUT CREEK
 Banks Road & Cullum Road
 PROPOSED GEOMETRY

Growth Rate = 0.50%
 Peak Season = 1.04 1.04
 Buildout Year = 2030 2030
 Years = 9 9

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 10/13/2021	0	0	0	0	0	0	0	0	0	0	0	0	2,021
Peak Season Volume	0	0	0	0	0	0	0	0	0	0	0	0	
Traffic Volume Growth Committed Development	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	
Superblock A (Residential)													
Inbound Traffic Assignment					18.0%				9.0%	15.0%			Inbound
Inbound Traffic Volumes					3				2	3			17
Outbound Traffic Assignment	18.0%	9.0%	15.0%										Outbound
Outbound Traffic Volumes	10	5	9										58
Project Traffic	10	5	9		3				2	3			
Superblock B (Commercial)													
Inbound Traffic Assignment				1.0%	3.0%			1.0%	5.0%				Inbound
Inbound Traffic Volumes				2	5			2	8				158
Outbound Traffic Assignment	13.0%	2.0%								1.0%			Outbound
Outbound Traffic Volumes	12	2								1			96
Project Traffic	12	2		2	5			2	8		1		
Superblock C (Residential)													
Inbound Traffic Assignment	1.0%	9.0%					7.0%			2.0%	21.0%		Inbound
Inbound Traffic Volumes		2					2				5		22
Outbound Traffic Assignment				16.0%	13.0%	12.0%		4.0%					Outbound
Outbound Traffic Volumes				12	10	9		3					76
Project Traffic		2		12	10	9	2	3				5	
Superblock D (Residential)													
Inbound Traffic Assignment					7.0%	7.0%			6.0%	5.0%	11.0%		Inbound
Inbound Traffic Volumes					7	7			6	5	11		101
Outbound Traffic Assignment	5.0%	4.0%	5.0%				11.0%	17.0%					Outbound
Outbound Traffic Volumes	17	14	17				37	58					339
Project Traffic	17	14	17		7	7	37	58	6	5	11		
Superblock E (Residential)													
Inbound Traffic Assignment				5.0%				19.0%					Inbound
Inbound Traffic Volumes				1				2					11
Outbound Traffic Assignment										24.0%	3.0%		Outbound
Outbound Traffic Volumes										8	1		35
Project Traffic				1				2			8	1	
Superblock F (Residential)													
Inbound Traffic Assignment					6.0%				17.0%				Inbound
Inbound Traffic Volumes					4				12				69
Outbound Traffic Assignment	17.0%	6.0%											Outbound
Outbound Traffic Volumes	39	14											232
Project Traffic	39	14			4				12				
Total Project Traffic	78	37	26	15	29	16	39	65	28	8	20	6	
Cullum Road Connection Traffic Diversion								50			50		
TOTAL TRAFFIC	78	37	26	15	29	16	39	115	28	8	70	6	

VOLUME DEVELOPMENT SHEET
 MAIN STREET COCONUT CREEK
 Banks Road & Cullum Road
 PROPOSED GEOMETRY

Growth Rate = 0.50%
 Peak Season = 1.04 1.04
 Buildout Year = 2030 2030
 Years = 9 9

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 10/13/2021	0	0	0	0	0	0	0	0	0	0	0	0	2,021
Peak Season Volume	0	0	0	0	0	0	0	0	0	0	0	0	
Traffic Volume Growth Committed Development	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	
Superblock A (Residential)													
Inbound Traffic Assignment					18.0%				9.0%	15.0%			Inbound
Inbound Traffic Volumes					6				3	5			32
Outbound Traffic Assignment	18.0%	9.0%	15.0%										Outbound
Outbound Traffic Volumes	4	2	3										23
Project Traffic	4	2	3		6				3	5			
Superblock B (Commercial)													
Inbound Traffic Assignment				1.0%	3.0%			1.0%	5.0%				Inbound
Inbound Traffic Volumes				4	13			4	22				436
Outbound Traffic Assignment	13.0%	2.0%									1.0%		Outbound
Outbound Traffic Volumes	50	8									4		388
Project Traffic	50	8		4	13			4	22		4		
Superblock C (Residential)													
Inbound Traffic Assignment	1.0%	9.0%					7.0%				2.0%	21.0%	Inbound
Inbound Traffic Volumes		4					3				1	9	42
Outbound Traffic Assignment				16.0%	13.0%	12.0%		4.0%					Outbound
Outbound Traffic Volumes				5	4	4		1					30
Project Traffic		4		5	4	4	3	1			1	9	
Superblock D (Residential)													
Inbound Traffic Assignment					7.0%	7.0%			6.0%	5.0%	11.0%		Inbound
Inbound Traffic Volumes					14	14			12	10	22		204
Outbound Traffic Assignment	5.0%	4.0%	5.0%				11.0%	17.0%					Outbound
Outbound Traffic Volumes	7	6	7				16	25					145
Project Traffic	7	6	7		14	14	16	25	12	10	22		
Superblock E (Residential)													
Inbound Traffic Assignment				5.0%				19.0%					Inbound
Inbound Traffic Volumes				2				6					30
Outbound Traffic Assignment										24.0%	3.0%		Outbound
Outbound Traffic Volumes										5	1		20
Project Traffic				2				6			5	1	
Superblock F (Residential)													
Inbound Traffic Assignment					6.0%				17.0%				Inbound
Inbound Traffic Volumes					9				25				148
Outbound Traffic Assignment	17.0%	6.0%											Outbound
Outbound Traffic Volumes	18	6											104
Project Traffic	18	6			9				25				
Total Project Traffic	79	26	10	11	46	18	19	36	62	15	32	10	
Cullum Road Connection Traffic Diversion								50			50		
TOTAL TRAFFIC	79	26	10	11	46	18	19	86	62	15	82	10	

VOLUME DEVELOPMENT SHEET
 MAIN STREET COCONUT CREEK
 Banks Road & 40th Street
 PROPOSED GEOMETRY

Growth Rate = 0.50%
 Peak Season = 1.04 1.04
 Buildout Year = 2030 2030
 Years = 9 9

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 10/13/2021	22	0	0	0	0	0	0	0	12	0	0	0	2,021
Peak Season Volume	23	0	0	0	0	0	0	0	12	0	0	0	
Traffic Volume Growth Committed Development	1	0	0	0	0	0	0	0	1	0	0	0	
Background Traffic Volumes	24	0	0	0	0	0	0	0	13	0	0	0	
Superblock A (Residential)													
Inbound Traffic Assignment					42.0%					4.0%			Inbound
Inbound Traffic Volumes					7					1			17
Outbound Traffic Assignment		42.0%	4.0%										Outbound
Outbound Traffic Volumes		24	2										58
Project Traffic		24	2		7					1			
Superblock B (Commercial)													
Inbound Traffic Assignment			2.0%	8.0%				4.0%					Inbound
Inbound Traffic Volumes			3	13				6					158
Outbound Traffic Assignment									5.0%	8.0%	15.0%		Outbound
Outbound Traffic Volumes									5	8	14		96
Project Traffic			3	13				6		5	8	14	
Superblock C (Residential)													
Inbound Traffic Assignment		8.0%							2.0%				Inbound
Inbound Traffic Volumes		2											22
Outbound Traffic Assignment				3.0%	4.0%	6.0%							Outbound
Outbound Traffic Volumes				2	3	5							76
Project Traffic		2		2	3	5							
Superblock D (Residential)													
Inbound Traffic Assignment		14.0%											Inbound
Inbound Traffic Volumes		14											101
Outbound Traffic Assignment				3.0%	6.0%	7.0%							Outbound
Outbound Traffic Volumes				10	20	24							339
Project Traffic		14		10	20	24							
Superblock E (Residential)													
Inbound Traffic Assignment								2.0%					Inbound
Inbound Traffic Volumes													11
Outbound Traffic Assignment									2.0%	7.0%			Outbound
Outbound Traffic Volumes									1	2			35
Project Traffic										1	2		
Superblock F (Residential)													
Inbound Traffic Assignment			9.0%	15.0%				12.0%					Inbound
Inbound Traffic Volumes			6	10				8					69
Outbound Traffic Assignment									9.0%	5.0%	15.0%		Outbound
Outbound Traffic Volumes									21	12	35		232
Project Traffic			6	10				8		21	12	35	
Total Project Traffic	0	40	11	35	30	29	0	14	0	28	22	49	
Cullum Road Connection Traffic Diversion													
TOTAL TRAFFIC	24	40	11	35	30	29	0	14	13	28	22	49	

VOLUME DEVELOPMENT SHEET
 MAIN STREET COCONUT CREEK
 Banks Road & 40th Street
 PROPOSED GEOMETRY

Growth Rate = 0.50%
 Peak Season = 1.04 1.04
 Buildout Year = 2030 2030
 Years = 9 9

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 10/13/2021	40	0	0	0	0	0	0	0	15	0	0	0	2,021
Peak Season Volume	42	0	0	0	0	0	0	0	16	0	0	0	
Traffic Volume Growth Committed Development	2	0	0	0	0	0	0	0	1	0	0	0	
Background Traffic Volumes	44	0	0	0	0	0	0	0	17	0	0	0	
Superblock A (Residential)													
Inbound Traffic Assignment					42.0%					4.0%			Inbound
Inbound Traffic Volumes					13					1			32
Outbound Traffic Assignment		42.0%	4.0%										Outbound
Outbound Traffic Volumes		10	1										23
Project Traffic		10	1		13					1			
Superblock B (Commercial)													
Inbound Traffic Assignment								4.0%					Inbound
Inbound Traffic Volumes				2.0%	8.0%			17					436
Outbound Traffic Assignment										5.0%	8.0%	15.0%	Outbound
Outbound Traffic Volumes										19	31	58	388
Project Traffic			9	35				17		19	31	58	
Superblock C (Residential)													
Inbound Traffic Assignment		8.0%								2.0%			Inbound
Inbound Traffic Volumes		3								1			42
Outbound Traffic Assignment				3.0%	4.0%	6.0%							Outbound
Outbound Traffic Volumes				1	1	2							30
Project Traffic		3		1	1	2				1			
Superblock D (Residential)													
Inbound Traffic Assignment		14.0%											Inbound
Inbound Traffic Volumes		29											204
Outbound Traffic Assignment				3.0%	6.0%	7.0%							Outbound
Outbound Traffic Volumes				4	9	10							145
Project Traffic		29		4	9	10							
Superblock E (Residential)													
Inbound Traffic Assignment								2.0%					Inbound
Inbound Traffic Volumes								1					30
Outbound Traffic Assignment										2.0%	7.0%		Outbound
Outbound Traffic Volumes											1		20
Project Traffic								1			1		
Superblock F (Residential)													
Inbound Traffic Assignment			9.0%	15.0%				12.0%					Inbound
Inbound Traffic Volumes			13	22				18					148
Outbound Traffic Assignment										9.0%	5.0%	15.0%	Outbound
Outbound Traffic Volumes										9	5	16	104
Project Traffic			13	22				18		9	5	16	
Total Project Traffic	0	42	23	62	23	12	0	36	1	29	37	74	
Cullum Road Connection Traffic Diversion													
TOTAL TRAFFIC	44	42	23	62	23	12	0	36	18	29	37	74	

VOLUME DEVELOPMENT SHEET
 MAIN STREET COCONUT CREEK
 City Market Avenue & 40th Street
 PROPOSED GEOMETRY

Growth Rate = 0.50%
 Peak Season = 1.04 1.04
 Buildout Year = 2030 2030
 Years = 9 9

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 10/13/2021	0	0	0	0	0	0	0	0	0	0	0	0	2,021
Peak Season Volume	0	0	0	0	0	0	0	0	0	0	0	0	
Traffic Volume Growth Committed Development	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	
Superblock A (Residential)													
Inbound Traffic Assignment											4.0%		Inbound
Inbound Traffic Volumes											1		17
Outbound Traffic Assignment								4.0%					Outbound
Outbound Traffic Volumes								2					58
Project Traffic								2			1		
Superblock B (Commercial)													
Inbound Traffic Assignment								14.0%					Inbound
Inbound Traffic Volumes								22					158
Outbound Traffic Assignment											28.0%		Outbound
Outbound Traffic Volumes											27		96
Project Traffic								22			27		
Superblock C (Residential)													
Inbound Traffic Assignment	1.0%										1.0%		Inbound
Inbound Traffic Volumes													22
Outbound Traffic Assignment								3.0%					Outbound
Outbound Traffic Volumes								2					76
Project Traffic								2					
Superblock D (Residential)													
Inbound Traffic Assignment													Inbound
Inbound Traffic Volumes													101
Outbound Traffic Assignment								3.0%					Outbound
Outbound Traffic Volumes								10					339
Project Traffic								10					
Superblock E (Residential)													
Inbound Traffic Assignment								2.0%					Inbound
Inbound Traffic Volumes													11
Outbound Traffic Assignment											9.0%		Outbound
Outbound Traffic Volumes											3		35
Project Traffic											3		
Superblock F (Residential)													
Inbound Traffic Assignment	9.0%		14.0%										Inbound
Inbound Traffic Volumes	6		10										69
Outbound Traffic Assignment									2.0%	4.0%			Outbound
Outbound Traffic Volumes									5	9			232
Project Traffic	6		10						5	9			
Total Project Traffic	6	0	10	0	0	0	0	36	5	9	31	0	
Cullum Road Connection Traffic Diversion													
TOTAL TRAFFIC	6	0	10	0	0	0	0	36	5	9	31	0	

VOLUME DEVELOPMENT SHEET
 MAIN STREET COCONUT CREEK
 City Market Avenue & 40th Street
 PROPOSED GEOMETRY

Growth Rate = 0.50%
 Peak Season = 1.04 1.04
 Buildout Year = 2030 2030
 Years = 9 9

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 10/13/2021	0	0	0	0	0	0	0	0	0	0	0	0	2,021
Peak Season Volume	0	0	0	0	0	0	0	0	0	0	0	0	
Traffic Volume Growth Committed Development	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	
Superblock A (Residential)													
Inbound Traffic Assignment											4.0%		Inbound
Inbound Traffic Volumes											1		32
Outbound Traffic Assignment								4.0%					Outbound
Outbound Traffic Volumes								1					23
Project Traffic								1			1		
Superblock B (Commercial)													
Inbound Traffic Assignment								14.0%					Inbound
Inbound Traffic Volumes								61					436
Outbound Traffic Assignment											28.0%		Outbound
Outbound Traffic Volumes											109		388
Project Traffic											109		
Superblock C (Residential)													
Inbound Traffic Assignment	1.0%										1.0%		Inbound
Inbound Traffic Volumes													42
Outbound Traffic Assignment								3.0%					Outbound
Outbound Traffic Volumes								1					30
Project Traffic													
Superblock D (Residential)													
Inbound Traffic Assignment													Inbound
Inbound Traffic Volumes													204
Outbound Traffic Assignment								3.0%					Outbound
Outbound Traffic Volumes								4					145
Project Traffic													
Superblock E (Residential)													
Inbound Traffic Assignment								2.0%					Inbound
Inbound Traffic Volumes								1					30
Outbound Traffic Assignment											9.0%		Outbound
Outbound Traffic Volumes											2		20
Project Traffic													
Superblock F (Residential)													
Inbound Traffic Assignment	9.0%		14.0%										Inbound
Inbound Traffic Volumes	13		21										148
Outbound Traffic Assignment									2.0%	4.0%			Outbound
Outbound Traffic Volumes									2	4			104
Project Traffic	13		21						2	4			
Total Project Traffic	13	0	21	0	0	0	0	68	2	4	112	0	
Cullum Road Connection Traffic Diversion													
TOTAL TRAFFIC	13	0	21	0	0	0	0	68	2	4	112	0	

VOLUME DEVELOPMENT SHEET
 MAIN STREET COCONUT CREEK
 New Street & 40th Street
 PROPOSED GEOMETRY

Growth Rate = 0.50%
 Peak Season = 1.04 1.04
 Buildout Year = 2030 2030
 Years = 9 9

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 10/13/2021	0	0	0	0	0	0	0	0	0	0	0	0	2,021
Peak Season Volume	0	0	0	0	0	0	0	0	0	0	0	0	
Traffic Volume Growth Committed Development	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	
Superblock A (Residential)													
Inbound Traffic Assignment											4.0%		Inbound
Inbound Traffic Volumes											1		17
Outbound Traffic Assignment								4.0%					Outbound
Outbound Traffic Volumes								2					58
Project Traffic								2			1		
Superblock B (Commercial)													
Inbound Traffic Assignment								14.0%					Inbound
Inbound Traffic Volumes								22					158
Outbound Traffic Assignment											28.0%		Outbound
Outbound Traffic Volumes											27		96
Project Traffic								22			27		
Superblock C (Residential)													
Inbound Traffic Assignment											1.0%		Inbound
Inbound Traffic Volumes													22
Outbound Traffic Assignment								3.0%					Outbound
Outbound Traffic Volumes								2					76
Project Traffic								2					
Superblock D (Residential)													
Inbound Traffic Assignment													Inbound
Inbound Traffic Volumes													101
Outbound Traffic Assignment								3.0%					Outbound
Outbound Traffic Volumes								10					339
Project Traffic								10					
Superblock E (Residential)													
Inbound Traffic Assignment								2.0%				35.0%	Inbound
Inbound Traffic Volumes												4	11
Outbound Traffic Assignment				29.0%		9.0%							Outbound
Outbound Traffic Volumes				10		3							35
Project Traffic				10		3						4	
Superblock F (Residential)													
Inbound Traffic Assignment						5.0%					26.0%		Inbound
Inbound Traffic Volumes						3					18		69
Outbound Traffic Assignment							5.0%	49.0%					Outbound
Outbound Traffic Volumes							12	114					232
Project Traffic						3	12	114			18		
Total Project Traffic	0	0	0	10	0	6	12	150	0	0	46	4	
Cullum Road Connection Traffic Diversion													
TOTAL TRAFFIC	0	0	0	10	0	6	12	150	0	0	46	4	

VOLUME DEVELOPMENT SHEET
 MAIN STREET COCONUT CREEK
 New Street & 40th Street
 PROPOSED GEOMETRY

Growth Rate = 0.50%
 Peak Season = 1.04 1.04
 Buildout Year = 2030 2030
 Years = 9 9

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 10/13/2021	0	0	0	0	0	0	0	0	0	0	0	0	2,021
Peak Season Volume	0	0	0	0	0	0	0	0	0	0	0	0	
Traffic Volume Growth Committed Development	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	
Superblock A (Residential)													
Inbound Traffic Assignment											4.0%		Inbound
Inbound Traffic Volumes											1		32
Outbound Traffic Assignment								4.0%					Outbound
Outbound Traffic Volumes								1					23
Project Traffic								1			1		
Superblock B (Commercial)													
Inbound Traffic Assignment								14.0%					Inbound
Inbound Traffic Volumes								61					436
Outbound Traffic Assignment											28.0%		Outbound
Outbound Traffic Volumes											109		388
Project Traffic											109		
Superblock C (Residential)													
Inbound Traffic Assignment											1.0%		Inbound
Inbound Traffic Volumes													42
Outbound Traffic Assignment								3.0%					Outbound
Outbound Traffic Volumes								1					30
Project Traffic								1					
Superblock D (Residential)													
Inbound Traffic Assignment													Inbound
Inbound Traffic Volumes													204
Outbound Traffic Assignment								3.0%					Outbound
Outbound Traffic Volumes								4					145
Project Traffic								4					
Superblock E (Residential)													
Inbound Traffic Assignment							2.0%					35.0%	Inbound
Inbound Traffic Volumes							1					11	30
Outbound Traffic Assignment				29.0%		9.0%							Outbound
Outbound Traffic Volumes				6		2							20
Project Traffic				6		2	1						11
Superblock F (Residential)													
Inbound Traffic Assignment						5.0%					26.0%		Inbound
Inbound Traffic Volumes						7					38		148
Outbound Traffic Assignment							5.0%	49.0%					Outbound
Outbound Traffic Volumes							5	51					104
Project Traffic						7	5	51			38		
Total Project Traffic	0	0	0	6	0	9	6	118	0	0	148	11	
Cullum Road Connection Traffic Diversion													
TOTAL TRAFFIC	0	0	0	6	0	9	6	118	0	0	148	11	

VOLUME DEVELOPMENT SHEET
 MAIN STREET COCONUT CREEK
 N Retail Dwy & 40th Street
 PROPOSED GEOMETRY

Growth Rate = 0.50%
 Peak Season = 1.04 1.04
 Buildout Year = 2030 2030
 Years = 9 9

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 10/13/2021	0	0	0	0	0	0	0	0	0	0	0	0	2,021
Peak Season Volume	0	0	0	0	0	0	0	0	0	0	0	0	
Traffic Volume Growth Committed Development	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	
Superblock A (Residential)													
Inbound Traffic Assignment											4.0%		Inbound
Inbound Traffic Volumes											1		17
Outbound Traffic Assignment								4.0%					Outbound
Outbound Traffic Volumes								2					58
Project Traffic								2			1		
Superblock B (Commercial)													
Inbound Traffic Assignment										7.0%	12.0%		Inbound
Inbound Traffic Volumes										11	19		158
Outbound Traffic Assignment	7.0%		12.0%										Outbound
Outbound Traffic Volumes	7		12										96
Project Traffic	7		12							11	19		
Superblock C (Residential)													
Inbound Traffic Assignment											1.0%		Inbound
Inbound Traffic Volumes													22
Outbound Traffic Assignment								3.0%					Outbound
Outbound Traffic Volumes								2					76
Project Traffic								2					
Superblock D (Residential)													
Inbound Traffic Assignment													Inbound
Inbound Traffic Volumes													101
Outbound Traffic Assignment								3.0%					Outbound
Outbound Traffic Volumes								10					339
Project Traffic								10					
Superblock E (Residential)													
Inbound Traffic Assignment											35.0%		Inbound
Inbound Traffic Volumes											4		11
Outbound Traffic Assignment								29.0%					Outbound
Outbound Traffic Volumes								10					35
Project Traffic								10				4	
Superblock F (Residential)													
Inbound Traffic Assignment											26.0%		Inbound
Inbound Traffic Volumes											18		69
Outbound Traffic Assignment								49.0%					Outbound
Outbound Traffic Volumes								114					232
Project Traffic								114			18		
Total Project Traffic	7	0	12	0	0	0	0	138	11	19	23	0	
Cullum Road Connection Traffic Diversion													
TOTAL TRAFFIC	7	0	12	0	0	0	0	138	11	19	23	0	

VOLUME DEVELOPMENT SHEET
 MAIN STREET COCONUT CREEK
 N Retail Dwy & 40th Street
 PROPOSED GEOMETRY

Growth Rate = 0.50%
 Peak Season = 1.04 1.04
 Buildout Year = 2030 2030
 Years = 9 9

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 10/13/2021	0	0	0	0	0	0	0	0	0	0	0	0	2,021
Peak Season Volume	0	0	0	0	0	0	0	0	0	0	0	0	
Traffic Volume Growth Committed Development	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	
Superblock A (Residential)													
Inbound Traffic Assignment											4.0%		Inbound
Inbound Traffic Volumes											1		32
Outbound Traffic Assignment								4.0%					Outbound
Outbound Traffic Volumes								1					23
Project Traffic								1			1		
Superblock B (Commercial)													
Inbound Traffic Assignment										7.0%	12.0%		Inbound
Inbound Traffic Volumes										31	52		436
Outbound Traffic Assignment	7.0%		12.0%										Outbound
Outbound Traffic Volumes	27		47										388
Project Traffic	27		47							31	52		
Superblock C (Residential)													
Inbound Traffic Assignment											1.0%		Inbound
Inbound Traffic Volumes													42
Outbound Traffic Assignment								3.0%					Outbound
Outbound Traffic Volumes								1					30
Project Traffic								1					
Superblock D (Residential)													
Inbound Traffic Assignment													Inbound
Inbound Traffic Volumes													204
Outbound Traffic Assignment								3.0%					Outbound
Outbound Traffic Volumes								4					145
Project Traffic								4					
Superblock E (Residential)													
Inbound Traffic Assignment											35.0%		Inbound
Inbound Traffic Volumes											11		30
Outbound Traffic Assignment								29.0%					Outbound
Outbound Traffic Volumes								6					20
Project Traffic								6			11		
Superblock F (Residential)													
Inbound Traffic Assignment											26.0%		Inbound
Inbound Traffic Volumes											38		148
Outbound Traffic Assignment								49.0%					Outbound
Outbound Traffic Volumes								51					104
Project Traffic								51			38		
Total Project Traffic	27	0	47	0	0	0	0	63	31	52	50	0	
Cullum Road Connection Traffic Diversion													
TOTAL TRAFFIC	27	0	47	0	0	0	0	63	31	52	50	0	

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook*, 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

SUMMARY

GROSS TRIP GENERATION							
INPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office						
Retail	5,869	5,869	165	101	486	526	
Restaurant							
Cinema/Entertainment							
Residential	6,139	6,139	225	746	595	371	
Hotel							
		12,008	12,008	390	847	1,081	897

INTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
Retail	792	1,174	7	5	49	137	
Restaurant	0	0	0	0	0	0	
Cinema/Entertainment	0	0	0	0	0	0	
Residential	1,174	792	5	7	137	49	
Hotel	0	0	0	0	0	0	
		1,966	1,966	12	12	186	186
	% Reduction		16.4%		1.9%		18.8%

EXTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
Retail	5,077	4,695	158	96	437	389	
Restaurant	0	0	0	0	0	0	
Cinema/Entertainment	0	0	0	0	0	0	
Residential	4,965	5,347	220	739	458	322	
Hotel	0	0	0	0	0	0	
		10,042	10,042	378	835	895	711

DAILY

GROSS TRIP GENERATION

DAILY	Land Use	Daily	
		Enter	Exit
	Office	0	0
	Retail	5,869	5,869
	Restaurant	0	0
	Cinema/Entertainment	0	0
	Residential	6,139	6,139
	Hotel	0	0
	12,008	12,008	

Estimated Trip Origins within a Mixed-Use Development (Daily)
(Average of A.M. Peak Hour and P.M. Peak Hour)

DAILY	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office	0%	24%	34%	0%	2%	0%
	Retail	16%	0%	21%	2%	20%	3%
	Restaurant	17%	28%	0%	4%	11%	5%
	Cinema/Entertainment	1%	11%	16%	0%	4%	1%
	Residential	3%	22%	21%	0%	0%	2%
	Hotel	38%	15%	39%	0%	1%	0%

Estimated Trip Destinations within a Mixed-Use Development (Daily)
(Average of A.M. Peak Hour and P.M. Peak Hour)

DAILY	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office	0%	20%	13%	1%	2%	0%
	Retail	18%	0%	40%	13%	24%	9%
	Restaurant	22%	29%	0%	16%	11%	38%
	Cinema/Entertainment	3%	2%	2%	0%	2%	1%
	Residential	30%	14%	17%	0%	0%	6%
	Hotel	2%	3%	6%	0%	0%	0%

*** BASED ON EXIT ***

DAILY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office	0	0	0	0	0	0
	Retail	910	0	1,232	117	1,174	147
	Restaurant	0	0	0	0	0	0
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	184	1,320	1,258	0	0	92
	Hotel	0	0	0	0	0	0

*** BASED ON ENTER ***

DAILY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office	0	1,174	0	0	123	0
	Retail	0	0	0	0	1,473	0
	Restaurant	0	1,702	0	0	645	0
	Cinema/Entertainment	0	117	0	0	123	0
	Residential	0	792	0	0	0	0
	Hotel	0	176	0	0	0	0

*** MINIMUM ***

DAILY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office	0	0	0	0	0	0
	Retail	0	0	0	0	1,174	0
	Restaurant	0	0	0	0	0	0
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	0	792	0	0	0	0
	Hotel	0	0	0	0	0	0

INTERNAL TRIPS

DAILY	Land Use	Daily	
		Enter	Exit
	Office	0	0
	Retail	792	1,174
	Restaurant	0	0
	Cinema/Entertainment	0	0
	Residential	1,174	792
	Hotel	0	0
	1,966	1,966	

A.M. PEAK HOUR

GROSS TRIP GENERATION

A.M. PEAK	Land Use	A.M. Peak Hour	
		Enter	Exit
	Office	0	0
Retail	165	101	
Restaurant	0	0	
Cinema/Entertainment	0	0	
Residential	225	746	
Hotel	0	0	
	390	847	

Table 6.1 Unconstrained Internal Person Trip Capture Rates
for Trip Origins within a Mixed-Use Development (A.M. Peak Hour)

A.M. PEAK	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		28%	63%	0%	1%	0%
	Retail	29%		13%	0%	14%	0%
	Restaurant	31%	14%		0%	4%	3%
	Cinema/Entertainment	0%	0%	0%		0%	0%
	Residential	2%	1%	20%	0%		0%
	Hotel	75%	14%	9%	0%	0%	

Table 6.2 Unconstrained Internal Person Trip Capture Rates
for Trip Destinations within a Mixed-Use Development (A.M. Peak Hour)

A.M. PEAK	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		32%	23%	0%	0%	0%
	Retail	4%		50%	0%	2%	0%
	Restaurant	14%	8%		0%	5%	4%
	Cinema/Entertainment	0%	0%	0%		0%	0%
	Residential	3%	17%	20%	0%		0%
	Hotel	3%	4%	6%	0%	0%	

*** BASED ON EXIT ***

A.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		0	0	0	0	0
	Retail	29		13	0	14	0
	Restaurant	0	0		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	15	7	149	0		0
	Hotel	0	0	0	0	0	

*** BASED ON ENTER ***

A.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		53	0	0	0	0
	Retail	0		0	0	5	0
	Restaurant	0	13		0	11	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	28	0	0		0
	Hotel	0	7	0	0	0	

*** MINIMUM ***

A.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		0	0	0	0	0
	Retail	0		0	0	5	0
	Restaurant	0	0		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	7	0	0		0
	Hotel	0	0	0	0	0	

INTERNAL TRIPS

A.M. PEAK	Land Use	A. M. Peak Hour	
		Enter	Exit
	Office	0	0
Retail	7	5	
Restaurant	0	0	
Cinema/Entertainment	0	0	
Residential	5	7	
Hotel	0	0	
	12	12	

P.M. PEAK HOUR

GROSS TRIP GENERATION

P.M. PEAK	Land Use	P.M. Peak Hour	
		Enter	Exit
	Office	0	0
Retail	486	526	
Restaurant	0	0	
Cinema/Entertainment	0	0	
Residential	595	371	
Hotel	0	0	
	1,081	897	

Table 6.1 Unconstrained Internal Person Trip Capture Rates
for Trip Origins within a Mixed-Use Development (P.M. Peak Hour)

P.M. PEAK	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office	0%	20%	4%	0%	2%	0%
	Retail	2%	29%	4%	26%	5%	
	Restaurant	3%	41%	8%	18%	7%	
	Cinema/Entertainment	2%	21%	31%	8%	2%	
	Residential	4%	42%	21%	0%	3%	
	Hotel	0%	16%	68%	0%	2%	

Table 6.2 Unconstrained Internal Person Trip Capture Rates
for Trip Destinations within a Mixed-Use Development (P.M. Peak Hour)

P.M. PEAK	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office	0%	8%	2%	1%	4%	0%
	Retail	31%	29%	26%	46%	17%	
	Restaurant	30%	50%	32%	16%	71%	
	Cinema/Entertainment	6%	4%	3%	4%	1%	
	Residential	57%	10%	14%	0%	12%	
	Hotel	0%	2%	5%	0%	0%	

*** BASED ON EXIT ***

P.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office	0	0	0	0	0	0
	Retail	11	153	21	137	26	
	Restaurant	0	0	0	0	0	
	Cinema/Entertainment	0	0	0	0	0	
	Residential	15	156	78	0	11	
	Hotel	0	0	0	0	0	

*** BASED ON ENTER ***

P.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office	0	39	0	0	24	0
	Retail	0	0	0	0	274	0
	Restaurant	0	243	0	0	95	0
	Cinema/Entertainment	0	19	0	0	24	0
	Residential	0	49	0	0	0	0
	Hotel	0	10	0	0	0	

*** MINIMUM ***

P.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office	0	0	0	0	0	0
	Retail	0	0	0	0	137	0
	Restaurant	0	0	0	0	0	0
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	0	49	0	0	0	0
	Hotel	0	0	0	0	0	

INTERNAL TRIPS

P.M. PEAK	Land Use	P.M. Peak Hour	
		Enter	Exit
	Office	0	0
	Retail	49	137
	Restaurant	0	0
	Cinema/Entertainment	0	0
	Residential	137	49
	Hotel	0	0
		186	186

APPENDIX C: INTERSECTION ANALYSIS OUTPUT WORKSHEETS

Total Future Conditions – AM Peak Hour

Total Future Conditions – PM Peak Hour

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔			↔			↔	
Traffic Vol, veh/h	0	100	219	8	191	0	133	0	32	0	0	0
Future Vol, veh/h	0	100	219	8	191	0	133	0	32	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	105	231	8	201	0	140	0	34	0	0	0
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	9	9.8	9.9	0
HCM LOS	A	A	A	-

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	81%	0%	0%	4%	0%
Vol Thru, %	0%	100%	0%	96%	100%
Vol Right, %	19%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	165	100	219	199	0
LT Vol	133	0	0	8	0
Through Vol	0	100	0	191	0
RT Vol	32	0	219	0	0
Lane Flow Rate	174	105	231	209	0
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.249	0.152	0.287	0.283	0
Departure Headway (Hd)	5.16	5.188	4.483	4.857	5.404
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	693	689	800	737	0
Service Time	3.217	2.932	2.226	2.906	3.486
HCM Lane V/C Ratio	0.251	0.152	0.289	0.284	0
HCM Control Delay	9.9	8.9	9	9.8	8.5
HCM Lane LOS	A	A	A	A	N
HCM 95th-tile Q	1	0.5	1.2	1.2	0

Intersection

Intersection Delay, s/veh 8.7

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	39	115	28	8	70	6	78	37	26	15	29	16
Future Vol, veh/h	39	115	28	8	70	6	78	37	26	15	29	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	121	29	8	74	6	82	39	27	16	31	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.9	8.3	8.8	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	55%	21%	10%	25%
Vol Thru, %	26%	63%	83%	48%
Vol Right, %	18%	15%	7%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	141	182	84	60
LT Vol	78	39	8	15
Through Vol	37	115	70	29
RT Vol	26	28	6	16
Lane Flow Rate	148	192	88	63
Geometry Grp	1	1	1	1
Degree of Util (X)	0.192	0.239	0.114	0.082
Departure Headway (Hd)	4.66	4.493	4.635	4.655
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	770	799	773	769
Service Time	2.69	2.521	2.668	2.691
HCM Lane V/C Ratio	0.192	0.24	0.114	0.082
HCM Control Delay	8.8	8.9	8.3	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.9	0.4	0.3

Intersection

Intersection Delay, s/veh 7.8

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	0	14	13	28	22	49	24	40	11	35	30	29
Future Vol, veh/h	0	14	13	28	22	49	24	40	11	35	30	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	14	29	23	52	25	42	12	37	32	31
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	7.3	7.7	8	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	0%	28%	37%
Vol Thru, %	0%	78%	52%	22%	32%
Vol Right, %	0%	22%	48%	49%	31%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	24	51	27	99	94
LT Vol	24	0	0	28	35
Through Vol	0	40	14	22	30
RT Vol	0	11	13	49	29
Lane Flow Rate	25	54	28	104	99
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.037	0.07	0.033	0.12	0.119
Departure Headway (Hd)	5.321	4.669	4.172	4.142	4.316
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	666	757	861	869	835
Service Time	3.112	2.459	2.182	2.148	2.316
HCM Lane V/C Ratio	0.038	0.071	0.033	0.12	0.119
HCM Control Delay	8.3	7.8	7.3	7.7	7.9
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0.4	0.4

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	36	5	9	31	6	10
Future Vol, veh/h	36	5	9	31	6	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	5	9	33	6	11

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	43	0	92
Stage 1	-	-	-	-	41
Stage 2	-	-	-	-	51
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1566	-	908
Stage 1	-	-	-	-	981
Stage 2	-	-	-	-	971
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1566	-	903
Mov Cap-2 Maneuver	-	-	-	-	903
Stage 1	-	-	-	-	981
Stage 2	-	-	-	-	965

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	978	-	-	1566	-
HCM Lane V/C Ratio	0.017	-	-	0.006	-
HCM Control Delay (s)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	12	150	46	4	10	6
Future Vol, veh/h	12	150	46	4	10	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	158	48	4	11	6

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	52	0	-	0	234 50
Stage 1	-	-	-	-	50 -
Stage 2	-	-	-	-	184 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1554	-	-	-	754 1018
Stage 1	-	-	-	-	972 -
Stage 2	-	-	-	-	848 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1554	-	-	-	747 1018
Mov Cap-2 Maneuver	-	-	-	-	747 -
Stage 1	-	-	-	-	963 -
Stage 2	-	-	-	-	848 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1554	-	-	-	830
HCM Lane V/C Ratio	0.008	-	-	-	0.02
HCM Control Delay (s)	7.3	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	138	11	19	23	7	12
Future Vol, veh/h	138	11	19	23	7	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	145	12	20	24	7	13

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	157	0
Stage 1	-	-	-	151
Stage 2	-	-	-	64
Critical Hdwy	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	1423	-
Stage 1	-	-	-	877
Stage 2	-	-	-	959
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1423	-
Mov Cap-2 Maneuver	-	-	-	762
Stage 1	-	-	-	877
Stage 2	-	-	-	946

Approach	EB	WB	NB
HCM Control Delay, s	0	3.4	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	841	-	-	1423	-
HCM Lane V/C Ratio	0.024	-	-	0.014	-
HCM Control Delay (s)	9.4	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection

Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔			↔			↔	
Traffic Vol, veh/h	0	156	243	11	162	0	215	0	15	0	0	0
Future Vol, veh/h	0	156	243	11	162	0	215	0	15	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	164	256	12	171	0	226	0	16	0	0	0
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	9.8	10.1	11.5	0
HCM LOS	A	B	B	-

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	93%	0%	0%	6%	0%
Vol Thru, %	0%	100%	0%	94%	100%
Vol Right, %	7%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	230	156	243	173	0
LT Vol	215	0	0	11	0
Through Vol	0	156	0	162	0
RT Vol	15	0	243	0	0
Lane Flow Rate	242	164	256	182	0
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.362	0.246	0.333	0.262	0
Departure Headway (Hd)	5.384	5.392	4.686	5.173	5.791
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	663	662	760	688	0
Service Time	3.465	3.162	2.456	3.255	3.791
HCM Lane V/C Ratio	0.365	0.248	0.337	0.265	0
HCM Control Delay	11.5	9.9	9.8	10.1	8.8
HCM Lane LOS	B	A	A	B	N
HCM 95th-tile Q	1.7	1	1.5	1	0

Intersection

Intersection Delay, s/veh 8.5

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	86	62	15	82	10	79	26	10	11	46	18
Future Vol, veh/h	19	86	62	15	82	10	79	26	10	11	46	18
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	91	65	16	86	11	83	27	11	12	48	19
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	8.4	8.7	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	69%	11%	14%	15%
Vol Thru, %	23%	51%	77%	61%
Vol Right, %	9%	37%	9%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	115	167	107	75
LT Vol	79	19	15	11
Through Vol	26	86	82	46
RT Vol	10	62	10	18
Lane Flow Rate	121	176	113	79
Geometry Grp	1	1	1	1
Degree of Util (X)	0.16	0.212	0.143	0.101
Departure Headway (Hd)	4.767	4.346	4.583	4.623
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	752	826	783	774
Service Time	2.798	2.371	2.61	2.656
HCM Lane V/C Ratio	0.161	0.213	0.144	0.102
HCM Control Delay	8.7	8.5	8.4	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.8	0.5	0.3

Intersection

Intersection Delay, s/veh 8.2

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	0	36	18	29	37	74	44	42	23	62	23	12
Future Vol, veh/h	0	36	18	29	37	74	44	42	23	62	23	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	38	19	31	39	78	46	44	24	65	24	13
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	7.8	8.2	8.3	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	0%	21%	64%
Vol Thru, %	0%	65%	67%	26%	24%
Vol Right, %	0%	35%	33%	53%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	44	65	54	140	97
LT Vol	44	0	0	29	62
Through Vol	0	42	36	37	23
RT Vol	0	23	18	74	12
Lane Flow Rate	46	68	57	147	102
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.072	0.092	0.07	0.174	0.133
Departure Headway (Hd)	5.582	4.83	4.429	4.255	4.686
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	643	743	809	844	766
Service Time	3.305	2.553	2.453	2.275	2.71
HCM Lane V/C Ratio	0.072	0.092	0.07	0.174	0.133
HCM Control Delay	8.7	8	7.8	8.2	8.4
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.2	0.6	0.5

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	68	2	4	112	13	21
Future Vol, veh/h	68	2	4	112	13	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	2	4	118	14	22

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	74	0	199
Stage 1	-	-	-	-	73
Stage 2	-	-	-	-	126
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1526	-	790
Stage 1	-	-	-	-	950
Stage 2	-	-	-	-	900
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1526	-	788
Mov Cap-2 Maneuver	-	-	-	-	788
Stage 1	-	-	-	-	950
Stage 2	-	-	-	-	897

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	901	-	-	1526	-
HCM Lane V/C Ratio	0.04	-	-	0.003	-
HCM Control Delay (s)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	6	118	148	11	6	9
Future Vol, veh/h	6	118	148	11	6	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	124	156	12	6	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	168	0	0	298	162
Stage 1	-	-	-	162	-
Stage 2	-	-	-	136	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1410	-	-	693	883
Stage 1	-	-	-	867	-
Stage 2	-	-	-	890	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1410	-	-	690	883
Mov Cap-2 Maneuver	-	-	-	690	-
Stage 1	-	-	-	863	-
Stage 2	-	-	-	890	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1410	-	-	-	794
HCM Lane V/C Ratio	0.004	-	-	-	0.02
HCM Control Delay (s)	7.6	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	4.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	63	31	52	50	27	47
Future Vol, veh/h	63	31	52	50	27	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	66	33	55	53	28	49

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	99	0	246 83
Stage 1	-	-	-	-	83 -
Stage 2	-	-	-	-	163 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1494	-	742 976
Stage 1	-	-	-	-	940 -
Stage 2	-	-	-	-	866 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1494	-	714 976
Mov Cap-2 Maneuver	-	-	-	-	714 -
Stage 1	-	-	-	-	940 -
Stage 2	-	-	-	-	833 -

Approach	EB	WB	NB
HCM Control Delay, s	0	3.8	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	861	-	-	1494	-
HCM Lane V/C Ratio	0.09	-	-	0.037	-
HCM Control Delay (s)	9.6	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-