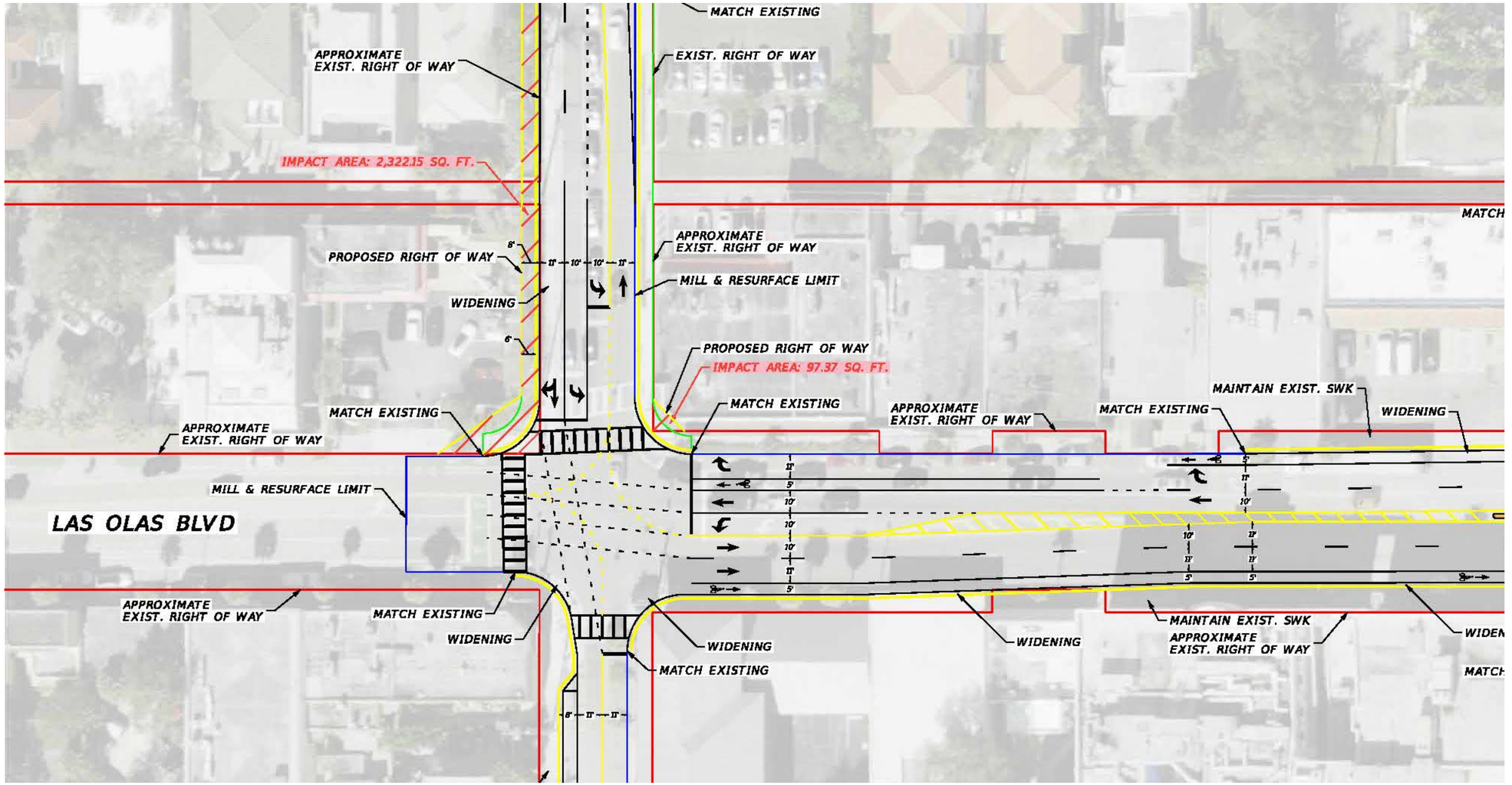
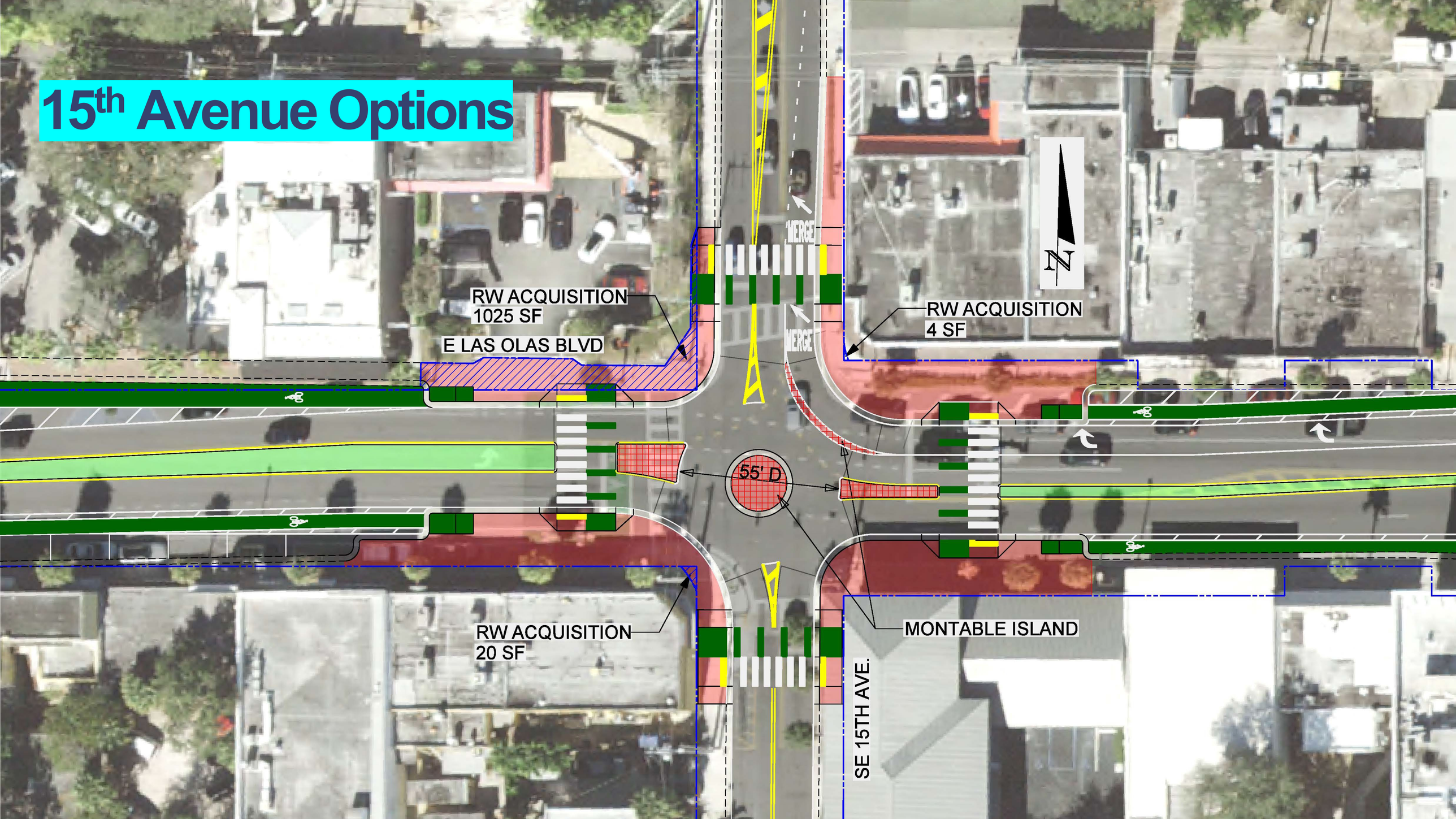
15th Avenue Options



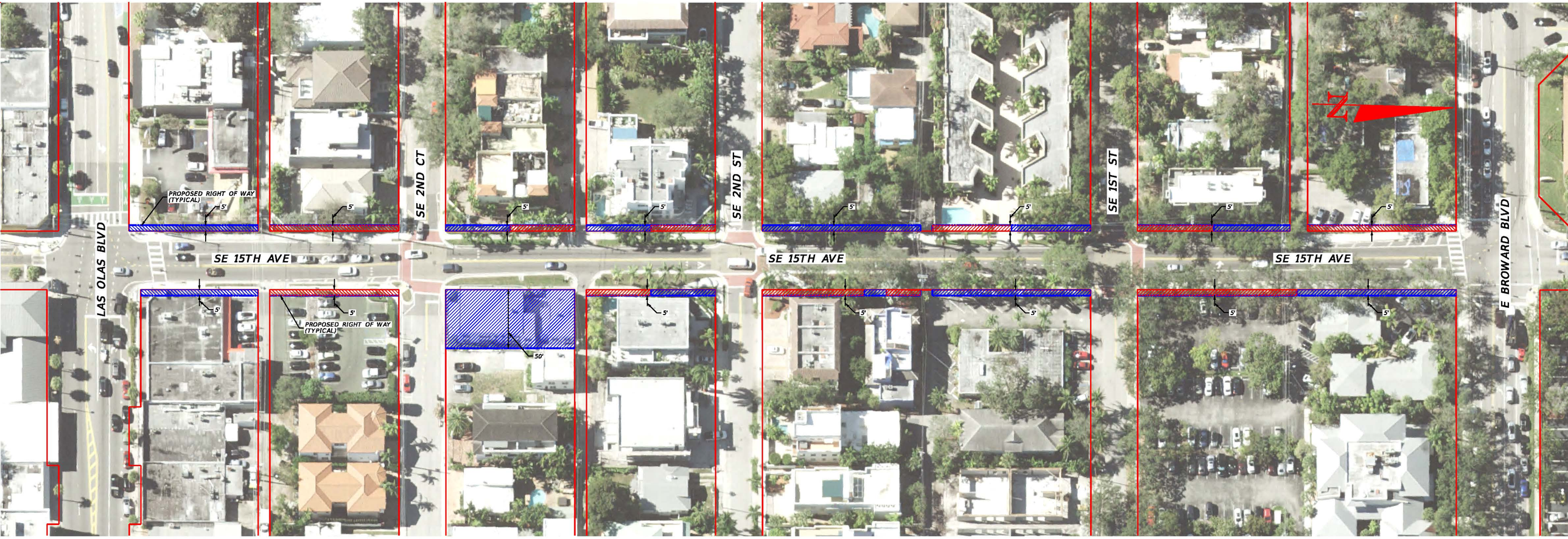
15th Avenue Options



SE 15th Avenue Intersection Alternatives Analysis														
Alternative	Intersection Traffic Control	Intersection	Existing AM Peak Hour	V/C	Existing Midday Peak Hour	V/C	Existing PM Peak Hour	V/C	Future AM Peak Hour	V/C	Future Midday Peak Hour	V/C	Future PM Peak Hou	V/C
1	Single Lane Roundabout	15th Avenue and Las Olas	LOS C 17.4 seconds of delay	0.723 (WB)	LOS D 34.2 seconds of delay	0.969 (WB)	LOS E 36.0 seconds of delay	0.977 (WB)	LOS F 51.4 seconds of delay	1.049 (EB)	LOS F 137.7 seconds of delay	1.288 (WB)	LOS F 142.9 seconds of delay	1.314 (WB)
2	Single Lane Roundabout with Free Flow Rights	15th Avenue and Las Olas	LOS B 13.7 seconds of delay	0.687 (SB)	LOS C 19.2 seconds of delay	0.833 (SB)	LOS C 21.0 seconds of delay	0.881 (EB)	LOS E 37.2 seconds of delay	1.02 (EBL)	LOS F 71.7 seconds of delay	1.205 (SB)	LOS F 78.4 seconds of delay	1.306 (EB)
3	Single Lane Roundabout with Free Flow Right WB Only	15th Avenue and Las Olas	LOS B 14.1 seconds of delay	0.702 (EB)	LOS C 19.9 seconds of delay	0.833 (SB)	LOS C 21.3 seconds of delay	0.888 (EB)	LOS E 39.7 seconds of delay	1.05 (EB)	LOS F 76.0 seconds of delay	1.22 (SB)	LOS F 80.1 seconds of delay	1.318 (EB)
4	Addition of a Dual SB LT on NE 15th Avenue (i.e. SB LT, SB LT, SB TRT)- Split Phasing	15th Avenue and Las Olas	LOS C 21.1 seconds of delay	0.52	LOS C 21.4 seconds of delay	0.67	LOS C 24.5 seconds of delay	0.73	LOS C 23.6 seconds of delay	0.64	LOS C 25.1 seconds of delay	0.79	LOS C 28.0 seconds of delay	0.85
0	Existing Geometry and Signal Timings at Intersection (Do Nothing)	15th Avenue and Las Olas	LOS B 19.3 seconds of delay	0.88	LOS C 21.8 seconds of delay	0.93	LOS C 20.4 seconds of delay	0.91	LOS C 33.5 seconds of delay	1.1	LOS D 46.2 seconds of delay	1.24	LOS D 41.0 seconds of delay	1.2
1	Single Lane Roundabout	15th Avenue and Broward	LOS B 13.8 seconds of delay	0.657 (EB)	LOS C 21.2 seconds of delay	0.857 (NB)	LOS F 59.4 seconds of delay	1.155 (NB)	LOS D 29.0 seconds of delay	0.898 (EB)	LOS F 71.5 seconds of delay	1.185 (NB)	LOS F 201.1 seconds of delay	1.684 (NB)
2	Single Lane Roundabout with Free Flow Rights	15th Avenue and Broward	LOS B 11.2 seconds of delay	0.639 (NB)	LOS C 18.6 seconds of delay	0.857 (NB)	LOS E 49.8 seconds of delay	1.155 (NB)	LOS C 20.4 seconds of delay	0.877 (NB)	LOS F 61.8 seconds of delay	1.185 (NB)	LOS F 151.8 seconds of delay	1.684 (NB)
0	Existing Geometry and Signal Timings at Intersection (Do Nothing)	15th Avenue and Broward	LOS C 25.0 seconds of delay	0.67	LOS C 27.3 seconds of delay	0.78	LOS D 35.8 seconds of delay	0.94	LOS C 26.9 seconds of delay	0.80 (NB)	LOS D 37.5 seconds of delay	1.00 (NB)	LOS E 70.5 seconds of delay	1.24 (EB)

15th Avenue Widening Analysis

Colors are only used to denote potential acquisition and to differentiate between different properties.



15th Avenue Widening Analysis

Challenges and notes:

1. Property acquisition will include taking of entire building (in blue). Property acquisition assessment as a cost estimate was based on assessed value. Both assessed and market value at time of acquisition may vary.
2. Utility poles will need to be moved.
3. This analysis was conducted with the instructions to minimize impact. If this minimization does not occur, the cost estimated should be revised upwards.
4. Available ROW with acquisition is constrained. Bicycle lanes cannot be added without additional acquisition of property, including some whole properties.

5. Estimated cost (including movement of utilities, property acquisition, and construction):
   Approx. $5.45 million. This cost does not include any other intersection improvements.