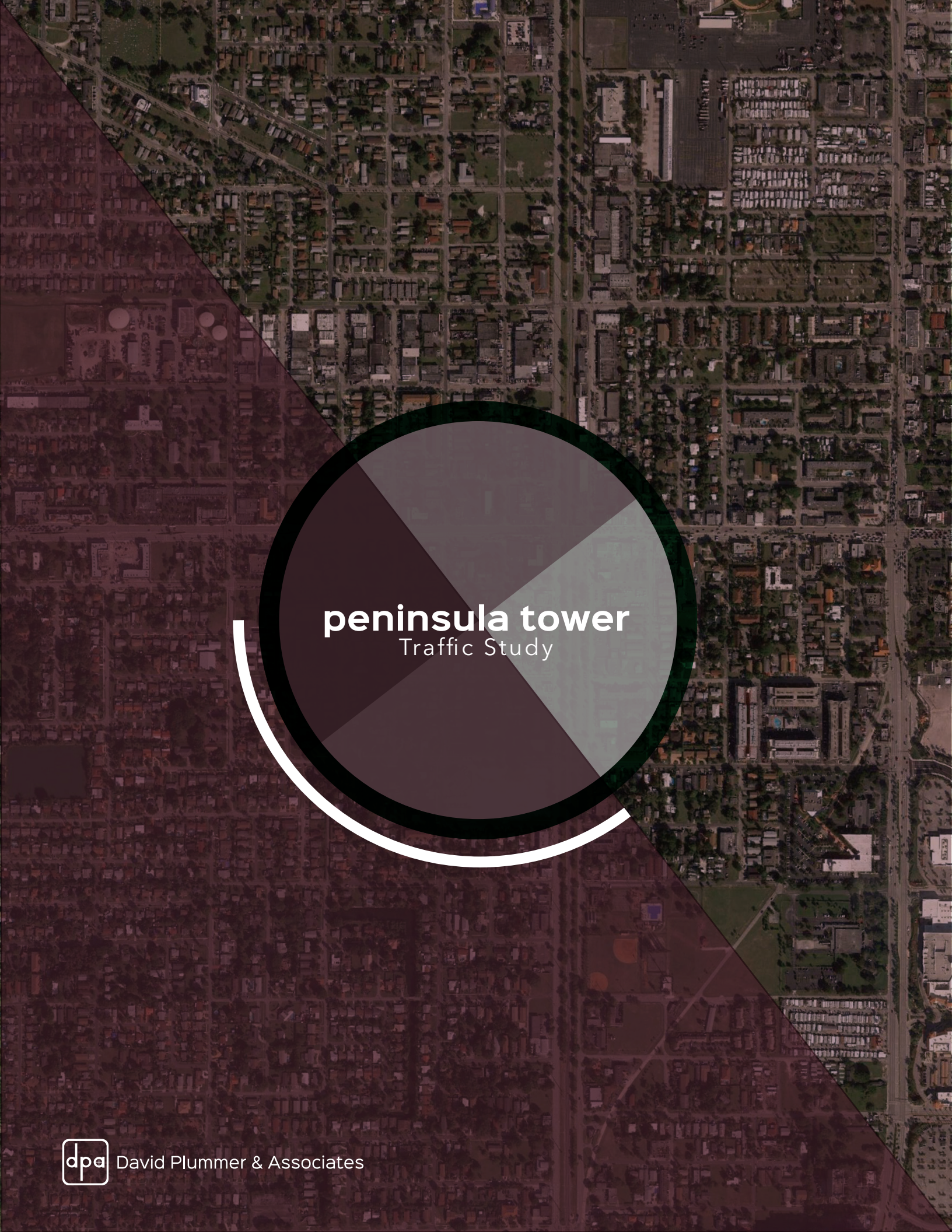

peninsula tower
Traffic Study

David Plummer & Associates

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PREPARED IN:
May 2016

DPA JOB #:
15230

Table of Contents

LIST OF EXHIBITS ii
EXECUTIVE SUMMARY iii
1.0 INTRODUCTION 1
1.1 Project Background 1
1.2 Study Objective 1
1.3 Study Area and Methodology 3
2.0 DATA COLLECTION 6
2.1 Roadway Characteristics 6
2.2 Traffic Counts 7
2.3 Intersection Data 7
2.4 Roadway Capacity Analysis 10
2.5 Intersection Capacity Analysis 12
3.0 PLANNED AND PROGRAMED ROADWAY IMPROVEMENTS 16
4.0 FUTURE TRAFFIC CONDITIONS 17
4.1 Background Traffic and Committed Developments 17
4.2 Future Without Project Roadway Capacity Analysis 18
4.3 Future Without Project Intersection Capacity Analysis 21
4.4 Project Trip Generation 25
4.5 Project Trip Distribution 25
4.6 Future with Project Roadway Capacity Analysis 28
4.7 Future With Project Intersection Capacity Analysis 31
4.8 Queuing Analysis (95th Percentile Back of Queue) 35
5.0 CIRCULATION PLAN 37
6.0 CONCLUSIONS 39

Appendix A: Site Plan
Appendix B: Methodology
Appendix C: Data Collection
Appendix D: Intersection Capacity Analysis Worksheets
Appendix E: Committed Development Information
Appendix F: Project Trip Generation
Appendix G: Bus Route Information
Appendix H: Transportation Demand Management Plan

LIST OF EXHIBITS

Exhibit 1: Project Location Map 2
Exhibit 2: Existing Lane Configurations 8
Exhibit 3: Existing AM and PM Peak Hour Traffic Volumes 9
Exhibit 4: Existing Roadway Capacity Analysis 11
Exhibit 5: Existing Intersection Capacity Analysis 13
Exhibit 6: Committed Development AM and PM Peak Hour Trip Generation 17
Exhibit 7: Future without Project Roadway Capacity Analysis 19
Exhibit 8: Future without Project AM and PM Peak Hour Volumes 20
Exhibit 9: Future without Project Intersection Capacity Analysis 22
Exhibit 10: Project Trip Generation 26
Exhibit 11: Project Trip Distribution 27
Exhibit 12: Future with Project Roadway Capacity Analysis 29
Exhibit 13: Future with Project AM and PM Peak Hour Traffic Volumes 30
Exhibit 14: Future with Project Intersection Capacity Analysis 32
Exhibit 15: Projected 95th Percentile Queues 36
Exhibit 16: Future with Project Driveway Capacity Analysis 37
Exhibit 17: Bus Routes 38

EXECUTIVE SUMMARY

The Peninsula Tower project will be located at 124 S. Federal Highway in Hallandale Beach, Florida. The project proposes a new office tower with 138,572 SF of office and 5,842 SF of retail on the ground floor. The site is currently occupied by 5,182 SF of restaurant and an apartment building with 4 apartment units. Access to and from the site will be provided on a two-way right-in and right-out driveway located on S. Federal Highway. In addition, two two-way driveways will be located on SE 5th Avenue; the south driveway will provide full access to the site and the north driveway will provide access to the loading area. This traffic study is consistent with the methodology previously discussed with and agreed to by the city of Hallandale Beach. For the purpose of this traffic analysis, project build-out is anticipated by 2018.

An assessment of the traffic impacts associated with the proposed project was performed in accordance with the requirements of the city of Hallandale Beach. The results of the analysis show the following:

- In order to improve the operations, the project is recommending signal timing improvements to the following intersections:
  - Hallandale Beach Boulevard / S. Dixie Highway / SE 1st Avenue
  - Hallandale Beach Boulevard / Federal Highway (US-1)
  - Hallandale Beach Boulevard / NE 14th Avenue
  - Hallandale Beach Boulevard / Three Island Boulevard
  - SE 3rd Street / SE 1st Avenue / Dixie Highway
- All other analyzed intersections are currently and projected to operate at acceptable levels of service during the morning and afternoon peak hours.
- All analyzed roadway segments currently operate, and will continue to operate, within the city's LOS standards with and without the project.

In addition, a mobility / circulation plan was completed as part of the study. The plan shows that the project area is currently served by several Broward County Transit bus routes, by a Miami-Dade County Transit route, and by the Hallandale Community Bus routes. The project is located in an area that is conducive for pedestrian and bicycle activities providing ample sidewalks, crosswalks, and bike lanes.

1.0 INTRODUCTION

1.1 Project Background

The Peninsula Tower project will be located at 124 S. Federal Highway in Hallandale Beach, Florida (See Exhibit 1). The project proposes a new office tower with 138,572 SF of office and 5,842 SF of retail on the ground floor. The site is currently occupied by 5,182 SF of restaurant and an apartment building with 4 apartment units. Access to and from the site will be provided on a two-way right-in and right-out driveway located on S. Federal Highway. In addition, two two-way driveways will be located on SE 5th Avenue; the south driveway will provide full access to the site and the north driveway will provide access to the loading area. The project site plan is included in Appendix A. This traffic study is consistent with the methodology previously discussed with and agreed to by the city of Hallandale Beach. For the purpose of this traffic analysis, project build-out is anticipated by 2018.

1.2 Study Objective

The purpose of the study is to provide a traffic study that meets the requirements of the city of Hallandale Beach for the project. This study includes vehicular flow, trip generation, roadway and intersection analyses and 95th percentile queue analysis.

Project Location

Exhibit 1

Project Location Map

NORTH
MAP NOT TO SCALE

1.3 Study Area and Methodology

The analysis undertaken follows the study methodology previously discussed with and approved by the city of Hallandale Beach (See Appendix B). A synopsis of the methodology is as follows:

- Traffic Counts (Intersections) – Two-hour turning movement counts were collected for the AM (7-9 AM) and PM (4-6 PM) hours on February 18th, 23rd, 24th 2016 at the following intersections:

  - Hallandale Beach Boulevard / NW 8th Avenue (S)
  - Hallandale Beach Boulevard / S. Dixie Highway / SE 1st Avenue (S)
  - Hallandale Beach Boulevard / SE 5th Avenue (U)
  - Hallandale Beach Boulevard / Federal Highway (US-1) (S)
  - Hallandale Beach Boulevard / NE 8th Avenue (S)
  - Hallandale Beach Boulevard / NE 10th Avenue (S)
  - Hallandale Beach Boulevard / NE 14th Avenue (S)
  - Hallandale Beach Boulevard / Three Island Boulevard (S)
  - Federal Highway (US-1) / Atlantic Shores Boulevard (S)
  - Federal Highway (US-1) / NE 3rd Street (S)
  - SE 2nd Street / SE 5th Avenue (U)
  - SE 2nd Street / Old Federal Highway (U)
  - SE 3rd Street / Old Federal Highway (U)
  - Federal Highway (US-1) / SE 3rd Street (S)
  - Federal Highway (US-1) / SE 9th Street (S)
  - SE 3rd Street / Dixie Highway / SE 1st Street (S)
  - SE 2nd Street / SE 1st Avenue (U)

  S= Signalized
  U=Un-signalized

- Roadway Segments. The study will analyze the following roadway segments:

  - Federal Highway (US-1) between SE 11th Street and SE 9th Street
  - Federal Highway (US-1) between SE 9th Street and SE 3rd Street
  - Federal Highway (US-1) between SE 3rd Street and Old Federal Highway
  - Federal Highway (US-1) between Old Federal Highway and Hallandale Beach Boulevard
  - Federal Highway (US-1) between Hallandale Beach Boulevard and NE 3rd Street
  - Federal Highway (US-1) between NE 3rd Street and Atlantic Shores Boulevard
  - Federal Highway (US-1) between Atlantic Shores Boulevard and Pembroke Road
  - Hallandale Beach Boulevard between NW 10th Avenue and NW 8th Avenue
  - Hallandale Beach Boulevard between NW 8th Avenue and S. Dixie Highway / SE 1st Avenue
  - Hallandale Beach Boulevard between S. Dixie Highway / SE 1st Avenue and SE 5th Avenue
  - Hallandale Beach Boulevard between SE 5th Avenue and US - 1
  - Hallandale Beach Boulevard between US - 1 and NE 8th Avenue
  - Hallandale Beach Boulevard between NE 8th Avenue and NE 10th Avenue
  - Hallandale Beach Boulevard between NE 10th Avenue and NE 14th Avenue
  - Hallandale Beach Boulevard between NE 14th Avenue and Three Island Boulevard
  - Hallandale Beach Boulevard between Three Island Boulevard and S Ocean Drive (A1A)
  - SE 3rd Street between SW 6th Avenue and S. Dixie Highway / SE 1st Avenue
  - SE 3rd Street between S. Dixie Highway / SE 1st Avenue and Federal Highway (US-1)

- Background Traffic. Average Annual Daily Traffic (AADT) volumes were reviewed to determine the appropriate background growth applicable to this area. This growth rate was applied to existing traffic counts to establish future traffic conditions without project for the anticipated project buildout year.

- Committed Developments. The city was consulted to determine any committed development in the vicinity of the project site. Traffic associated with these projects was considered in the analysis.

- Project Trip Generation. Using information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual*, 9th Edition, trips associated with the proposed development will be estimated. Pass-by capture and internal capture will be established based on the ITE, *Trip Generation Manual*, *Users Guide and* Handbook, 9th Edition. Exiting Land

Use size will be verified with the city. ITE regression equation for the existing and proposed uses will be used if either the data plot has 20 points or $R^2 \geq 0.75$.

- Project Trip Distribution. Net new external project traffic was assigned to the adjacent street network by using the SERPM select zone analysis. Normal traffic patterns were also considered when assigning project trips.

- Future Traffic Conditions. Project traffic was combined with projections of future traffic without project. Roadway link and intersection capacity analyses were performed for this condition.

2.0 DATA COLLECTION

Data collection for this study included roadway characteristics, intersection traffic counts, signal timing, and seasonal adjustment factors. The data collection effort is described in the following sections.

2.1 Roadway Characteristics

Hallandale Beach Boulevard

Hallandale Beach Boulevard (SR 858) is a state principal arterial that provides west/east access throughout the city of Hallandale Beach. Within the study area, Hallandale Beach Boulevard is a two-way, six-lane, divided roadway with bike lane on both side of the roadway. On-street parking is prohibited. FDOT has jurisdiction of this roadway. The posted speed limit is 40 mph west of Dixie Highway and 35 mph east of Dixie Highway.

S. Federal Highway (US – 1)

S. Federal Highway (US – 1) is a state principal arterial that provides north/south access throughout the city of Hallandale Beach. US-1 is a two-way, six-lane, divided roadway with bike lane on both side of the roadway. On-street parking is prohibited. FDOT has jurisdiction of this roadway. The posted speed limit is 35 mph north of Hallandale Beach Boulevard and 45 mph south of Hallandale Beach Boulevard.

S. Dixie Highway / SE 1st Avenue

S. Dixie Highway is county collector and SE 1st Avenue is city collector that provides north/south access throughout the city of Hallandale Beach. S. Dixie Highway is a one-way southbound, four-lane roadway. On-street parking is prohibited. Broward County operates and maintains S. Dixie Highway. The posted speed limit is 35 mph. SE 1st Avenue is a one-way northbound, two-lane roadway with on-street parking on portions of the roadway. The city of Hallandale Beach operates and maintains SE 1st Avenue. The speed limit is not posted on this segment of SE 1st Avenue, however, if not posted, the city's speed limit is 30 mph.

SE 2nd Street

SE 2nd Street is a local roadway that provides east/west access within the study area. SE 2nd Street is a two-way, two-lane, undivided roadway with on-street parallel parking on one side of the roadway. The city of Hallandale Beach operates and maintains SE 2nd Street. The posted speed limit is 25 mph.

SE 5th Avenue

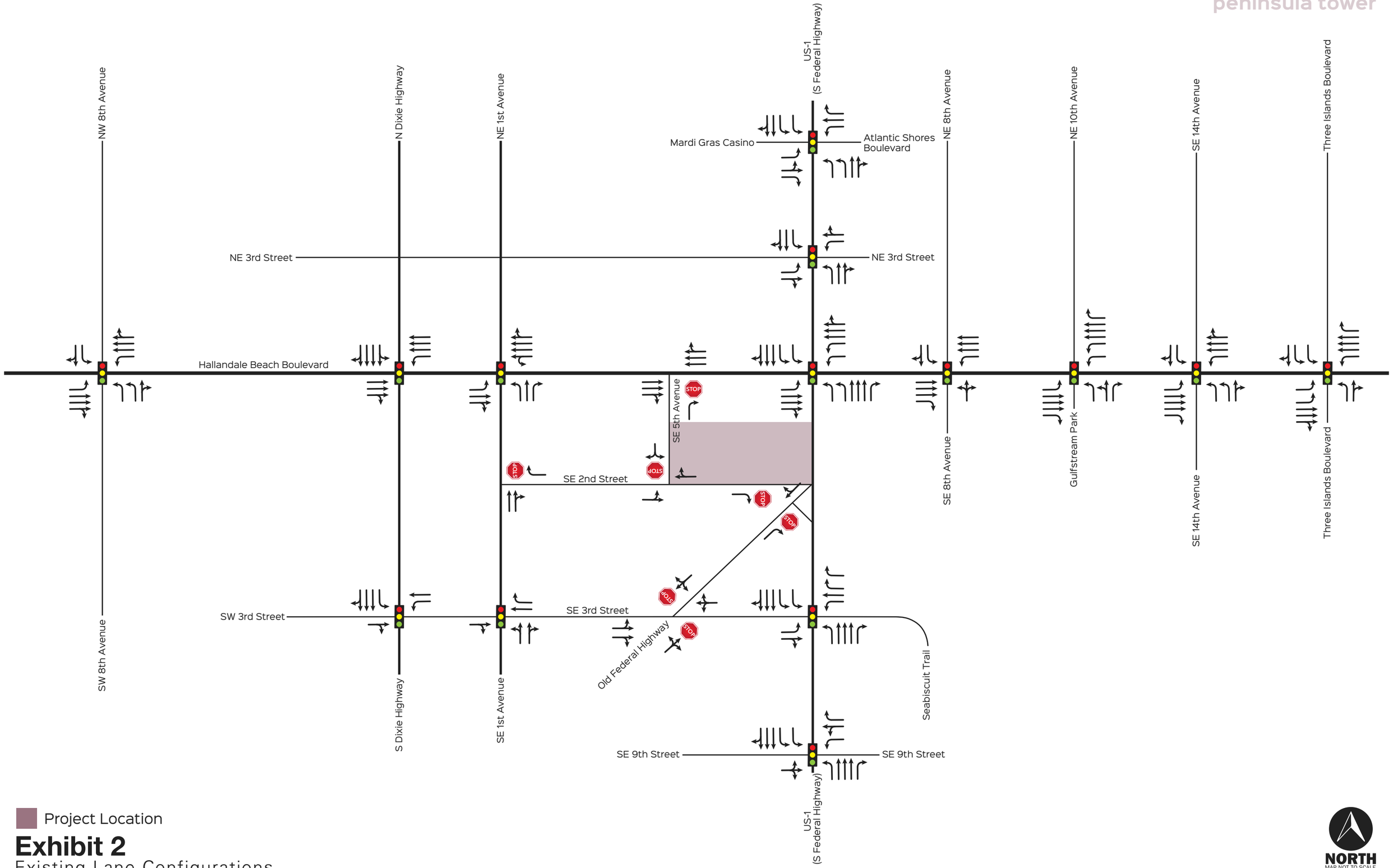
SE 5th Avenue is a local roadway that provides north/south access within the study area. SE 5th Avenue is a two-way, two-lane, undivided roadway. On-street parking is prohibited. The city of Hallandale Beach operates and maintains SE 5th Avenue. The posted speed limit is 25 mph.

2.2 Traffic Counts

Vehicle turning movement counts were taken on February 18th, February 23rd, and February 24th 2016 at the study intersections during the AM and PM peak periods. The counts were adjusted to reflect average annual daily traffic conditions using the latest weekly volume adjustment factors obtained from FDOT. A peak season conversion factor (PSCF) of 0.99 (Broward County East A1A to US-1) corresponding to the date of the counts was used to adjust the raw traffic counts to peak season conditions. Traffic counts are provided in Appendix C.

2.3 Intersection Data

Signal timing data was obtained from Broward County for the signalized intersections analyzed in this study. This information was used for the signal phasing and timing required for the intersection capacity analysis. A field survey was also conducted to obtain the intersection lane configurations used in the intersection analysis. Exhibit 2 shows the existing lane configurations at the analyzed intersections. Existing volumes for the morning and afternoon peak hour at the segments and intersections analyzed are shown in Exhibit 3. The signal timings are also provided in Appendix C.



Project Location

Exhibit 2

Existing Lane Configurations

NORTH
MAP NOT TO SCALE

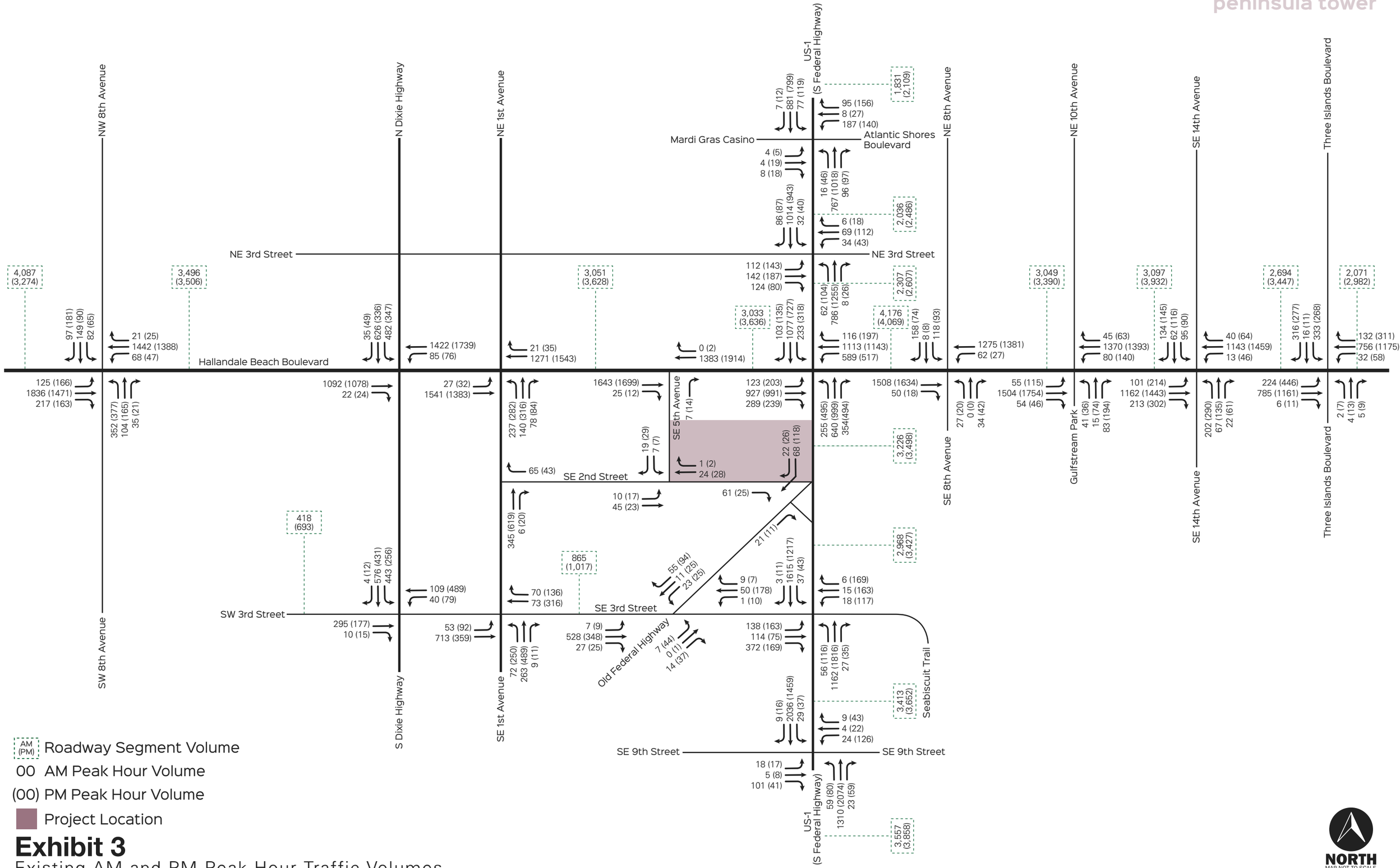


Exhibit 3

Existing AM and PM Peak Hour Traffic Volumes

2.4 Roadway Capacity Analysis

The FDOTs generalized service volume tables provide the maximum volume for a specific Level of Service (LOS). LOS is a qualitative assessment of a road's operating conditions and is represented by the letters A through F, where A is free flow (best condition) and F is the most congested condition. In addition, Broward County publishes Roadway Capacity and Level of Service Analysis tables showing the peak hour condition capacity for two of the roadway under study. Both the Broward roadway capacity tables and the FDOT generalized service volume tables used are included in Appendix C.

Segment volumes were developed using the approach and departure volumes at upstream and downstream intersections of each segment. The maximum volume between the two end points was considered the volume for the segment. Exhibit 4 shows roadway link analysis for the study area segments based on the FDOT generalized peak hour two-way service volume tables. All roadways segments currently operate within the city's LOS standards (LOS D).

Exhibit 4: Existing Roadway Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Roadway Segment From	To	# of Lanes	AM Peak Volume	PM Peak Volume	LOS Std	Service Volume[1]	Meet LOS Std?
Federal Highway (US-1)							
SE 11th Street	SE 9th Street	6 LD	3,557	3,858	D	5,390	Yes
SE 9th Street	SE 3rd Street	6 LD	3,413	3,652	D	5,390	Yes
SE 3rd Street	Old Fed Hwy/SE 2nd St	6 LD	2,968	3,427	D	5,390	Yes
Old Fed Hwy/SE 2nd St	Hallandale Becah Blvd	6 LD	3,226	3,498	D	5,390	Yes
Hallandale Becah Blvd	NE 3rd Street	4 LD	2,307	2,607	D	2,920	Yes
NE 3rd Street	Atlantic Shores Blvd	4 LD	2,036	2,486	D	2,920	Yes
Atlantic Shores Blvd	Pembroke Road	4 LD	1,831	2,109	D	2,920	Yes
Hallandale Beach Boulevard							
NW 10th Avenue	NW 8th Avenue	6 LD	4,087	3,274	D	5,390	Yes
NW 8th Avenue	N Dixie Hwy/ SE 1st Ave	6 LD	3,496	3,506	D	5,390	Yes
N Dixie Hwy/ SE 1st Ave	SE 5th Avenue	6 LD	3,051	3,628	D	5,390	Yes
SE 5th Avenue	US - 1	6 LD	3,033	3,636	D	5,390	Yes
US - 1	NE 8th Avenue	6 LD	4,176	4,069	D	4,500	Yes
NE 8th Avenue	NE 10th Avenue	6 LD	3,049	3,390	D	4,500	Yes
NE 10th Avenue	SE 14th Avenue	6 LD	3,097	3,932	D	4,500	Yes
SE 14th Avenue	Three Island Boulevard	6 LD	2,694	3,447	D	4,500	Yes
Three Island Boulevard	S Ocean Drive (A1A)	6 LD	2,071	2,982	D	4,500	Yes
SE 3rd Street							
SW 6th Avenue	S Dixie Hwy/ SE 1st Ave	2 LU	418	693	D	1,197	Yes
S Dixie Hwy/ SE 1st Ave	Federal Highway (US-1)	2 LU	865	1,017	D	1,197	Yes

[1] SV = Service Volume. Service Volumes were obtained from the 2013 FDOT Quality/Level of Service Handbook (Table 4)

2.5 Intersection Capacity Analysis

The Synchro software was used to perform intersection capacity analysis at the analyzed intersections**.** Synchro is a macroscopic analysis and optimization software application that implements the Intersection Capacity Utilization method for determining intersection capacity. Synchro also supports the Highway Capacity Manual's methodology for signalized / un-signalized intersections. It should be noted that the city adopted an "Urban Infill" designation for the entire city and the city's LOS standard is not applicable to new developments. Exhibit 5 shows the resulting LOS for existing conditions during morning and afternoon peak hours.

The results of the analysis show that the intersection of Hallandale Beach Boulevard / Federal Highway (US-1) is experiencing delays during the AM and PM peak hours. The Hallandale Beach Boulevard / S. Dixie Highway intersection is experiencing delays during the AM peak hour. The Hallandale Beach Boulevard / NE 14th Avenue, Hallandale Beach Boulevard / Three Island Boulevard, and SE 3rd Street / SE 1st Avenue intersections are also experiencing delays during the PM peak hours. All other study intersections operate at acceptable level of service. Intersection capacity analysis worksheets are included in Appendix D.

Exhibit 5: Existing Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Unsignalized	Direction	AM Peak LOS	PM Peak LOS
1) Hallandale Beach Boulevard / NW 8th Avenue	S	NB	E	F
		SB	E	E
		EB	D	D
		WB	C	D
		Overall	***D***	***D***
2) Hallandale Beach Boulevard / S. Dixie Highway	S	SB	F	E
		EB	E	A
		WB	A	A
		Overall	***E***	***B***
2a) Hallandale Beach Boulevard / SE 1st Avenue	S	NB	F	D
		EB	A	A
		WB	E	B
		Overall	***D***	***B***
3) Hallandale Beach Boulevard / SE 5th Avenue	U	NB	C	C
		SB	A	A
4) Hallandale Beach Boulevard / Federal Highway (US-1)	S	NB	E	F
		SB	E	E
		EB	E	F
		WB	E	F
		Overall	***E***	***F***
5) Hallandale Beach Boulevard / NE 8th Avenue	S	NB	D	C
		SB	F	F
		EB	E	D
		WB	A	A
		Overall	***D***	***C***

Source: David Plummer & Associates

Exhibit 5 - Continued
Existing Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Unsignalized	Direction	AM Peak LOS	PM Peak LOS
6) Hallandale Beach Boulevard / NE 10th Avenue	S	NB	D	D
		EB	A	B
		WB	B	E
		Overall	***B***	***D***
7) Hallandale Beach Boulevard / NE 14th Avenue	S	NB	E	E
		SB	E	D
		EB	D	D
		WB	C	F
		Overall	***D***	***E***
8) Hallandale Beach Boulevard / Three Island Boulevard	S	NB	D	D
		SB	E	E
		EB	D	F
		WB	D	D
		Overall	***D***	***E***
9) Federal Highway (US-1) / Atlantic Shores Boulevard	S	NB	D	D
		SB	B	C
		EB	E	E
		WB	E	E
		Overall	***C***	***D***
10) Federal Highway (US-1) / NE 3rd Street	S	NB	A	A
		SB	A	A
		EB	F	F
		WB	E	E
		Overall	***B***	***B***
11) SE 2nd Street / SE 5th Avenue	U	SB	A	A

Exhibit 5 - Continued
Existing Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Unsignalized	Direction	AM Peak LOS	PM Peak LOS
12) SE 2nd Street / Old Federal Highway	U	EB	A	A
13) SE 3rd Street / Old Federal Highway	U	NB SB	B B	C A
14) Federal Highway (US-1) / SE 3rd Street	S	NB SB EB WB ***Overall***	C D F E ***D***	A D E E ***C***
15) Federal Highway (US-1) / SE 9th Street	S	NB SB EB WB ***Overall***	B B F F ***B***	A D E E ***C***
16) SE 3rd Street / Dixie Highway	S	SB EB WB ***Overall***	C D C ***C***	C B B ***C***
16a) SE 3rd Street / SE 1st Avenue	S	NB EB WB ***Overall***	E B C ***C***	F A D ***F***
17) SE 2nd Street / SE 1st Avenue	U	WB	A	B

3.0 PLANNED AND PROGRAMED ROADWAY IMPROVEMENTS

The 2015 Broward County *Transportation Improvement Program* (TIP) and the *2040 Long Range Transportation Program* (LRTP) were reviewed to identify any programmed project within the limits of the study area established. There are no capacity improvements identified in either document in this area.

4.0 FUTURE TRAFFIC CONDITIONS

4.1 Background Traffic and Committed Developments

Average Daily Traffic counts published by the FDOT were reviewed to determine historic growth in the area. This analysis indicated that the annual growth rate is 0.7%. However for a conservative analysis a growth rate of 1.0% was used. Historic growth rate documentation is included in Appendix C.

The city was consulted to determine any committed development in the vicinity of the project site. Nine committed development were considered for estimating future traffic volumes in this study. Exhibit 6 provides a tabulation of AM and PM peak hour trips generated by the committed development. Committed development information is included in Appendix E.

Exhibit 6: Committed Development AM and PM Peak Hour Trip Generation

Committed Projects*	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
	In	Out	Total	In	Out	Total
Hallandale Oasis Phase 1	4	55	59	143	77	220
Domus Office	255	39	294	261	84	345
MD Medical	23	6	29	12	32	44
Hallandale Artsquare	68	123	192	163	134	330
Hallandale Fire Station No. 7	23	11	34	1	13	14
Gukfstream Point	74	117	191	128	87	215
Village at Gulfstream	12	54	66	60	27	87
Acesso Office Building	60	8	68	19	90	109
Dream Team Retail	0	0	0	7	10	17

*Trips may not reflect net new committed trips. Committed development documentation is included in Appendix E.

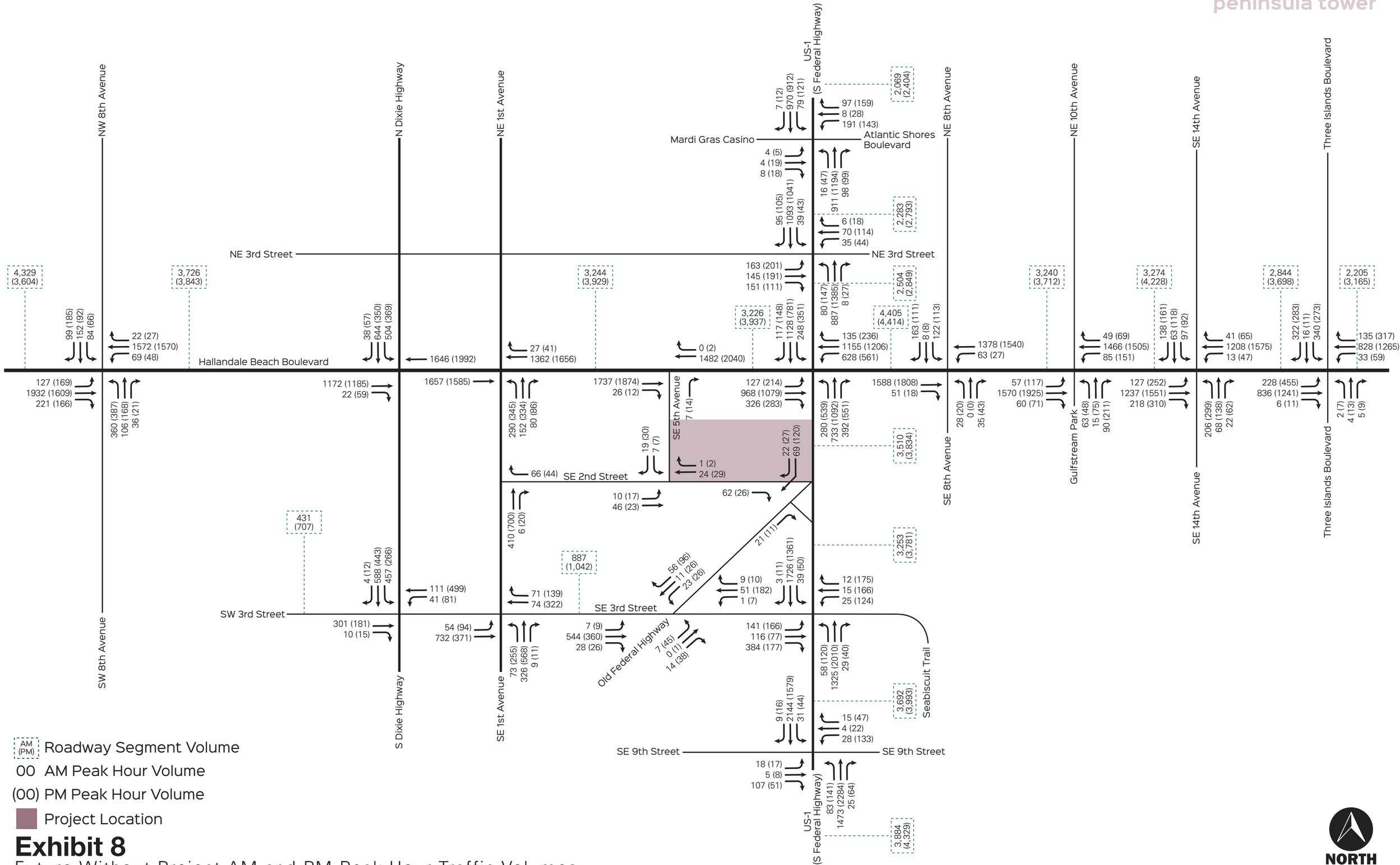
4.2 Future without Project Roadway Capacity Analysis

Future without project conditions was obtained by adding background traffic with committed development trips. Exhibit 7 shows the future without project AM and PM peak hour traffic at each roadway segment. Exhibit 8 shows the projected roadway volumes for future without project traffic. All roadways segments continue to operate within the city's LOS standards (LOS D).

Exhibit 7: Future without Project Roadway Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Roadway Segment From	To	# of Lanes	AM Peak Volume	PM Peak Volume	LOS Std	Service Volume[1]	Meet LOS Std?
Federal Highway (US-1)							
SE 11th Street	SE 9th Street	6 LD	3,884	4,329	D	5,390	Yes
SE 9th Street	SE 3rd Street	6 LD	3,692	3,993	D	5,390	Yes
SE 3rd Street	Old Fed Hwy/SE 2nd St	6 LD	3,253	3,781	D	5,390	Yes
Old Fed Hwy/SE 2nd St	Hallandale Becah Blvd	6 LD	3,510	3,834	D	5,390	Yes
Hallandale Becah Blvd	NE 3rd Street	6 LD	2,504	2,849	D	2,920	Yes
NE 3rd Street	Atlantic Shores Blvd	4 LD	2,283	2,793	D	2,920	Yes
Atlantic Shores Blvd	Pembroke Road	4 LD	2,069	2,404	D	2,920	Yes
Hallandale Beach Boulevard							
NW 10th Avenue	NW 8th Avenue	6 LD	4,329	3,604	D	5,390	Yes
NW 8th Avenue	N Dixie Hwy/ SE 1st Ave	6 LD	3,726	3,843	D	5,390	Yes
N Dixie Hwy/ SE 1st Ave	SE 5th Avenue	6 LD	3,244	3,929	D	5,390	Yes
SE 5th Avenue	US - 1	6 LD	3,226	3,937	D	5,390	Yes
US - 1	NE 8th Avenue	6 LD	4,405	4,414	D	4,500	Yes
NE 8th Avenue	NE 10th Avenue	6 LD	3,240	3,712	D	4,500	Yes
NE 10th Avenue	SE 14th Avenue	6 LD	3,274	4,228	D	4,500	Yes
SE 14th Avenue	Three Island Boulevard	6 LD	2,844	3,698	D	4,500	Yes
Three Island Boulevard	S Ocean Drive (A1A)	6 LD	2,205	3,165	D	4,500	Yes
SE 3rd Street							
SW 6th Avenue	S Dixie Hwy/ SE 1st Ave	2 LU	431	707	D	1,197	Yes
S Dixie Hwy/ SE 1st Ave	Federal Highway (US-1)	2 LU	887	1,042	D	1,197	Yes

[1] SV = Service Volume. Service Volumes were obtained from the 2013 FDOT Quality/Level of Service Handbook (Table 4)



AM (PM) Roadway Segment Volume

00 AM Peak Hour Volume

(00) PM Peak Hour Volume

Project Location

Exhibit 8

Future Without Project AM and PM Peak Hour Traffic Volumes

NORTH
MAP NOT TO SCALE

4.3 Future without Project Intersection Capacity Analysis

Future without project conditions was obtained by adding background traffic with committed development trips. Exhibit 8 also shows the projected turning movements for future without project traffic. Exhibit 9 shows the resulting LOS for morning and afternoon peak conditions for future without project.

The results of the analysis show that the intersection of Hallandale Beach Boulevard / Federal Highway (US-1) continues to experience delays during the AM and PM peak hours. The Hallandale Beach Boulevard / S. Dixie Highway intersection continues to experience delays during the AM peak hour. The Hallandale Beach Boulevard / NE 14th Avenue, Hallandale Beach Boulevard / Three Island Boulevard, and SE 3rd Street / SE 1st Avenue intersections also continue to experience delays during the PM peak hours. All other study intersections operate at acceptable level of service. Capacity worksheets are included in Appendix D.

Exhibit 9: Future without Project Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Unsignalized	Direction	AM Peak LOS	PM Peak LOS
1) Hallandale Beach Boulevard / NW 8th Avenue	S	NB	E	E
		SB	E	F
		EB	E	D
		WB	C	D
		Overall	***D***	***D***
2) Hallandale Beach Boulevard / S. Dixie Highway	S	SB	F	E
		EB	E	A
		WB	A	A
		Overall	***E***	***B***
2a) Hallandale Beach Boulevard / SE 1st Avenue	S	NB	F	D
		EB	A	A
		WB	E	D
		Overall	***D***	***B***
3) Hallandale Beach Boulevard / SE 5th Avenue	U	NB	C	D
		SB	A	A
4) Hallandale Beach Boulevard / Federal Highway (US-1)	S	NB	E	F
		SB	E	E
		EB	E	E
		WB	F	F
		Overall	***E***	***F***
5) Hallandale Beach Boulevard / NE 8th Avenue	S	NB	D	D
		SB	F	F
		EB	E	D
		WB	A	A
		Overall	***D***	***C***

Source: David Plummer & Associates

Exhibit 9 - Continued
Future without Project Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Unsignalized	Direction	AM Peak LOS	PM Peak LOS
6) Hallandale Beach Boulevard / NE 10th Avenue	S	NB	D	D
		EB	A	B
		WB	B	D
		Overall	***B***	***D***
7) Hallandale Beach Boulevard / NE 14th Avenue	S	NB	E	E
		SB	E	D
		EB	D	D
		WB	D	F
		Overall	***D***	***F***
8) Hallandale Beach Boulevard / Three Island Boulevard	S	NB	D	D
		SB	E	E
		EB	E	F
		WB	D	D
		Overall	***D***	***E***
9) Federal Highway (US-1) / Atlantic Shores Boulevard	S	NB	D	D
		SB	B	C
		EB	E	E
		WB	E	E
		Overall	***C***	***C***
10) Federal Highway (US-1) / NE 3rd Street	S	NB	A	B
		SB	A	A
		EB	F	F
		WB	F	F
		Overall	***C***	***D***
11) SE 2nd Street / SE 5th Avenue	U	SB	A	A

Source: David Plummer & Associates

Exhibit 9 - Continued
Future without Project Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Unsignalized	Direction	AM Peak LOS	PM Peak LOS
12) SE 2nd Street / Old Federal Highway	U	EB	A	A
13) SE 3rd Street / Old Federal Highway	U	NB SB	B B	C A
14) Federal Highway (US-1) / SE 3rd Street	S	NB SB EB WB ***Overall***	C D F E ***D***	A D E E ***C***
15) Federal Highway (US-1) / SE 9th Street	S	NB SB EB WB ***Overall***	B B F F ***C***	C C E E ***C***
16) SE 3rd Street / Dixie Highway	S	SB EB WB ***Overall***	C D C ***C***	C B B ***C***
16a) SE 3rd Street / SE 1st Avenue	S	NB EB WB ***Overall***	E B C ***C***	F B D ***F***
17) SE 2nd Street / SE 1st Avenue	U	WB	B	B

Source: David Plummer & Associates

4.4 Project Trip Generation

Trip generation for the proposed project was estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition and data collected at local sites with similar land uses within the study area. The ITE manual provides gross trip generation rates and/or equations by land use type. These rates and equations estimate vehicle trip ends at a free-standing site's driveways. The ITE trip generation worksheet is provided in Appendix F.

The proposed development plan incorporates office and retail land uses, which can satisfy the work trip, dining, and retail needs for some employees, and visitors without making a trip off-site. An internalization matrix was developed to establish the appropriate number of internal project trip. Internal capture rates used are also included in Appendix F.

The project site is located in an area where pedestrian activity is common between the existing site and surrounding properties. The project area is served by several Broward County Transit bus routes and served by the Hallandale Community Bus (see Section 5 of this report for additional pedestrian and transit information). Furthermore the US Census data show that there is 7% use of public transportation and walking within Hallandale Beach (see Appendix C). However, for a conservative analysis, no adjustment was applied to the trip generation of the existing and proposed uses to account for other modes of transportation. The project trip generation summary is provided in Exhibit 10.

4.5 Project Trip Distribution

Project traffic was distributed and assigned to the study area using the SERPM 6.54 Cost Feasible Model select zone analysis. For estimating trip distribution for the project traffic, consideration was given to conditions such as the roadway network accessed by the project traffic, roadways available to travel in the desired direction, and attractiveness of traveling on a specific roadway. Project trip

distribution for the proposed project is shown in Exhibit 11. The model distribution output is provided in Appendix C.

Exhibit 10: Project Trip Generation

Proposed ITE Land Use Designation[1]	Size/Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
General Office Building *(Land Use 710)*	138,572 SF	1682	219	29	248	40	194	234
Specialty Retail Center[2] *(Land Use 826)*	5,842 SF	259	3	2	5	7	9	16
Subtotal Gross Trips		1941	222	31	253	47	203	250
Internal Capture	1.6 % AM 0.8 % PM 0.9% Daily	-18	-2	-2	-4	-1	-1	-2
Net External Trips (Proposed)		**1923**	**220**	**29**	**249**	**46**	**202**	**248**

Existing ITE Land Use Designation[1]	Size/Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Apartments *(Land Use 220)*	4 DU	27	0	2	2	2	0	2
Quality Restaurant *(Land Use 931)*	5,182 SF	466	0	0	0	26	13	39
Net External Trips (Existing)		**493**	**0**	**2**	**2**	**28**	**13**	**41**

Proposed Uses	220	29	249	46	202	248
Existing Uses	-0	-2	-2	-28	-13	-41
Net New External Trips	**220**	**27**	**247**	**18**	**189**	**207**

[1] Based on ITE Trip Generation Manual, Ninth Edition
[2] AM Peak Hour Vehicle Trips based on ratio of Land Use 820 AM Rates

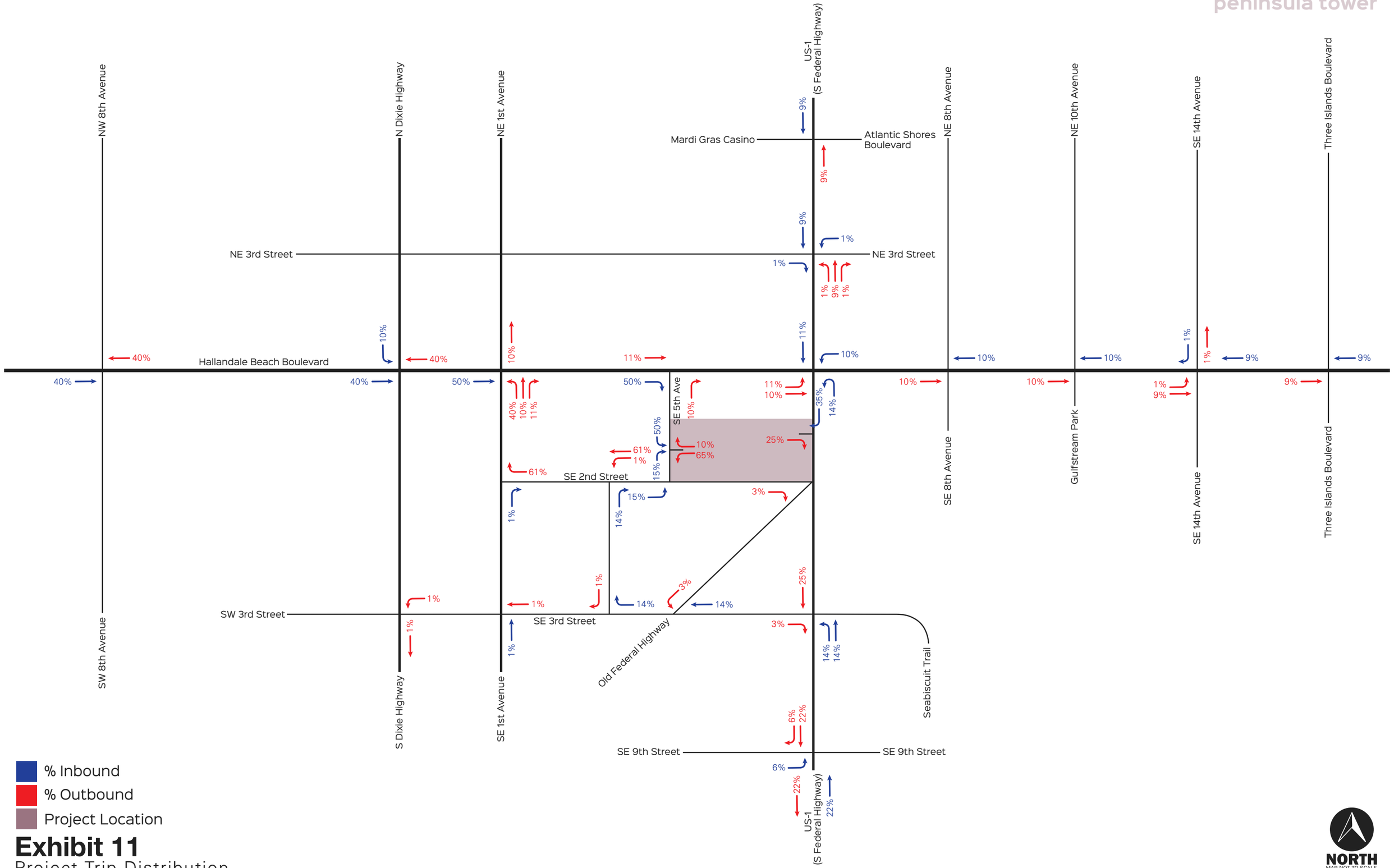


Exhibit 11

Project Trip Distribution

4.6 Future with Project Roadway Capacity Analysis

Trip assignments in the previous sections and traffic projections for the project were combined to obtain the total traffic on the analyzed roadway segments. Exhibit 12 shows roadway capacity for the future with project during the AM and PM peak hour for each roadway segment. A volume development table is provided in Appendix F. The results of the analysis show that all segments under study are projected to meet the city's LOS standards (LOS D). Exhibit 13 shows the projected AM and PM roadway volumes.

Exhibit 12: Future with Project Roadway Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Roadway Segment From	To	# of Lanes	AM Peak Volume	PM Peak Volume	LOS Std	Service Volume[1]	Meet LOS Std?
Federal Highway (US-1)							
SE 11th Street	SE 9th Street	6 LD	3,939	4,374	D	5,390	Yes
SE 9th Street	SE 3rd Street	6 LD	3,761	4,052	D	5,390	Yes
SE 3rd Street	Old Fed Hwy/SE 2nd St	6 LD	3,290	3,831	D	5,390	Yes
Old Fed Hwy/SE 2nd St	Hallandale Becah Blvd	6 LD	3,594	3,888	D	5,390	Yes
Hallandale Becah Blvd	NE 3rd Street	6 LD	3,594	2,872	D	2,920	Yes
NE 3rd Street	Atlantic Shores Blvd	4 LD	2,305	2,812	D	2,920	Yes
Atlantic Shores Blvd	Pembroke Road	4 LD	2,091	2,423	D	2,920	Yes
Hallandale Beach Boulevard							
NW 10th Avenue	NW 8th Avenue	6 LD	4,428	3,687	D	5,390	Yes
NW 8th Avenue	N Dixie Hwy/ SE 1st Ave	6 LD	3,825	3,927	D	5,390	Yes
N Dixie Hwy/ SE 1st Ave	SE 5th Avenue	6 LD	3,357	3,959	D	5,390	Yes
SE 5th Avenue	US - 1	6 LD	3,232	3,977	D	5,390	Yes
US - 1	NE 8th Avenue	6 LD	4,430	4,435	D	4,500	Yes
NE 8th Avenue	NE 10th Avenue	6 LD	3,265	3,733	D	4,500	Yes
NE 10th Avenue	SE 14th Avenue	6 LD	3,299	4,249	D	4,500	Yes
SE 14th Avenue	Three Island Boulevard	6 LD	2,866	3,717	D	4,500	Yes
Three Island Boulevard	S Ocean Drive (A1A)	6 LD	2,227	3,184	D	4,500	Yes
SE 3rd Street							
SW 6th Avenue	S Dixie Hwy/ SE 1st Ave	2 LU	431	707	D	1,197	Yes
S Dixie Hwy/ SE 1st Ave	Federal Highway (US-1)	2 LU	919	1,051	D	1,197	Yes

[1] SV = Service Volume. Service Volumes were obtained from the 2013 FDOT Quality/Level of Service Handbook (Table 4)

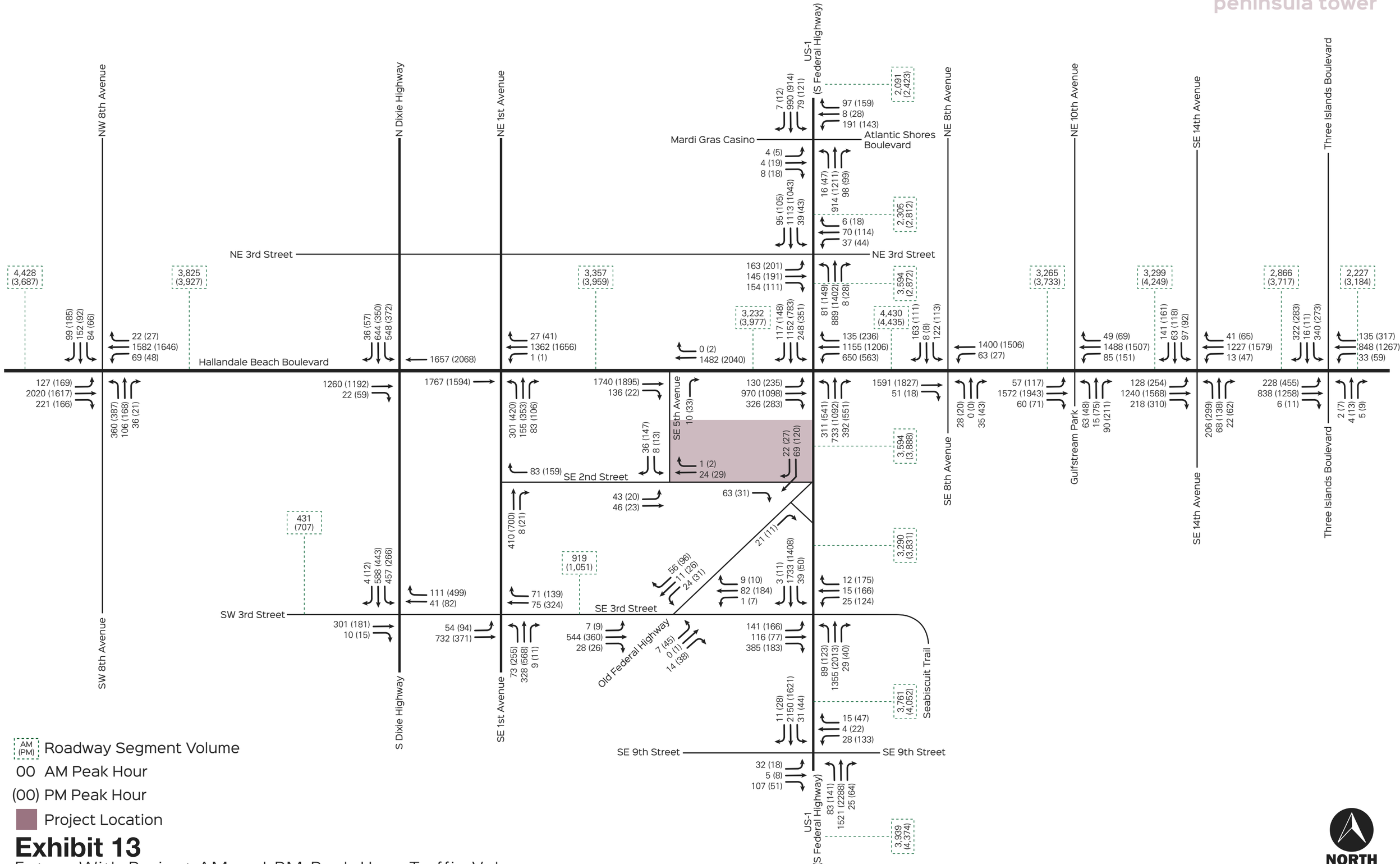


Exhibit 13

Future With Project AM and PM Peak Hour Traffic Volumes

4.7 Future with Project Intersection Capacity Analysis

The trip assignments in the previous section, traffic projections for the project, committed developments and background growth were combined to obtain future traffic with project at the analyzed intersections. As previously mentioned, the city adopted an "Urban Infill" designation for the entire city and the city's LOS standard is not applicable to new developments. Exhibit 14 shows the resulting LOS for the morning and afternoon peak conditions for future with project.

The results of the analysis show that as with existing and future without project conditions, the intersection of Hallandale Beach Boulevard / Federal Highway (US-1) is projected to experience delays during the AM and PM peak hours. It should be noted that for this intersection the proposed project trips consume less than 1% of the projected future volume. The Hallandale Beach Boulevard / S. Dixie Highway intersection continues to experience delays during the AM peak hour. The Hallandale Beach Boulevard / NE 14th Avenue, Hallandale Beach Boulevard / Three Island Boulevard, and SE 3rd Street / SE 1st Avenue intersections are also projected to experience delays during the PM peak hours. However, with signal timing improvements the overall operations of these intersections will improve for the future with project conditions.

- Hallandale Beach Boulevard / S. Dixie Highway / SE 1st Avenue
- Hallandale Beach Boulevard / Federal Highway (US-1)
- Hallandale Beach Boulevard / NE 14th Avenue
- Hallandale Beach Boulevard / Three Island Boulevard
- SE 3rd Street / SE 1st Avenue / Dixie Highway

All other intersections analyzed are projected to operate at acceptable levels of service during the morning and afternoon peak hours. Exhibit 13 also shows the projected turning movement volumes for future with project. Capacity worksheets are included in Appendix D.

Exhibit 14: Future with Project Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Unsignalized	Direction	AM Peak LOS	PM Peak LOS
1) Hallandale Beach Boulevard / NW 8th Avenue	S	NB	E	F
		SB	E	E
		EB	D	D
		WB	C	D
		Overall	***D***	***D***
2) Hallandale Beach Boulevard / S. Dixie Highway(1)	S	SB	F	E
		EB	E	A
		WB	A	A
		Overall	***D***	***B***
2a) Hallandale Beach Boulevard / SE 1st Avenue(1)	S	NB	F	F
		EB	A	A
		WB	B	C
		Overall	***D***	***C***
3) Hallandale Beach Boulevard / SE 5th Avenue	U	NB	C	D
		SB	A	A
4) Hallandale Beach Boulevard / Federal Highway (US-1)(1) (2)	S	NB	E	F
		SB	F	E
		EB	E	F
		WB	F	F
		Overall	***E***	***F***
5) Hallandale Beach Boulevard / NE 8th Avenue	S	NB	D	D
		SB	F	F
		EB	E	D
		WB	A	A
		Overall	***D***	***C***

(1) AM Peak LOS with signal timing improvements
(2) PM Peak LOS with signal timing improvements

Source: David Plummer & Associates

Exhibit 14 - Continued
Future with Project Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Unsignalized	Direction	AM Peak LOS	PM Peak LOS
6) Hallandale Beach Boulevard / NE 10th Avenue	S	NB	D	D
		EB	A	B
		WB	B	E
		Overall	***B***	***D***
7) Hallandale Beach Boulevard / NE 14th Avenue(2)	S	NB	E	E
		SB	D	E
		EB	E	B
		WB	D	E
		Overall	***D***	***D***
8) Hallandale Beach Boulevard / Three Island Boulevard(2)	S	NB	D	E
		SB	E	E
		EB	E	E
		WB	D	D
		Overall	***D***	***D***
9) Federal Highway (US-1) / Atlantic Shores Boulevard	S	NB	D	D
		SB	B	C
		EB	E	E
		WB	E	E
		Overall	***C***	***C***
10) Federal Highway (US-1) / NE 3rd Street	S	NB	A	A
		SB	A	A
		EB	F	F
		WB	F	F
		Overall	***C***	***C***
11) SE 2nd Street / SE 5th Avenue	U	SB	A	A

(1) AM Peak LOS with signal timing improvements
(2) PM Peak LOS with signal timing improvements

Source: David Plummer & Associates

Exhibit 14 - Continued
Future with Project Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Unsignalized	Direction	AM Peak LOS	PM Peak LOS
12) SE 2nd Street / Old Federal Highway	U	EB	A	A
13) SE 3rd Street / Old Federal Highway	U	NB SB	B B	C A
14) Federal Highway (US-1) / SE 3rd Street	S	NB SB EB WB ***Overall***	C D F E ***D***	A D E E ***C***
15) Federal Highway (US-1) / SE 9th Street	S	NB SB EB WB ***Overall***	B C F F ***C***	C C E E ***C***
16) SE 3rd Street / Dixie Highway(2)	S	SB EB WB ***Overall***	C D C ***C***	D C B ***D***
16a) SE 3rd Street / SE 1st Avenue(2)	S	NB EB WB ***Overall***	E B D ***C***	F B B ***E***
17) SE 2nd Street / SE 1st Avenue	U	WB	B	B

Source: David Plummer & Associates

4.8 Queuing Analysis (95th Percentile Back of Queue)

A back of queue analysis based on HCM 2010 was completed for select study intersections using the Synchro software. Exhibit 15 shows the projected 95th percentile queue for the weekday AM and PM peak hour conditions.

Exhibit 15: Projected 95th Percentile Queues

Intersection	Direction	95th Percentile Back of Queue (Veh/ln)					
		Existing		Future without Project		Future with Project	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
3) Hallandale Beach Boulevard / SE 5th Avenue	NBL	0	0	0	0	0	1
	EBL	0	0	0	0	0	0
	WBL	0	0	0	0	0	0
4) Hallandale Beach Boulevard / Federal Highway (US-1) (1)	NBL	9.6	24.5	10.5	27.9	11.6	17.6
	NBT	13.4	19.9	15.2	21.4	15.3	21.2
	NBR	22.2	50.9	25.4	64.4	25.7	63.2
	SBL	8.9	12.0	9.4	13.0	9.4	12.6
	SBT	23.4	18.5	25.3	19.8	26.5	20.2
	SBR	25.0	19.3	27.2	20.6	28.8	21.2
	EBL	9.1	15.9	9.4	11.6	8.9	22.0
	EBT	24.6	26.2	27.4	23.6	39.8	40.2
	EBR	25.2	26.7	27.5	23.2	39.6	39.6
	WBL	28.7	28.1	32.4	32.4	32.7	31.2
	WBT	23.8	28.9	25.0	45.9	25.1	45.7
	WBR	24.9	30.5	26.1	48.3	26.2	48.0
11) SE 2nd Street / SE 5th Avenue	EBL	0	0	0	0	0	0
	SBL	0	0	0	0	0	1
12) SE 2nd Street / Old Federal Highway	EBL	0	-	0	0	0	0
13) SE 3rd Street / Old Federal Highway	NBL	0	1	0	1	0	1
	SBL	0	0	0	0	1	0
	EBL	0	0	0	0	0	0
	WBL	0	0	0	0	0	0
14) Federal Highway (US-1) / SE 3rd Street	NBL	5.0	8.4	5.2	8.4	8.8	8.7
	NBT	14.4	0.4	16.6	0.5	17.4	0.6
	NBR	0.9	0.0	1.0	0.0	1.0	0.0
	SBL	1.4	1.6	1.3	1.9	1.3	1.9
	SBT	24.6	18.9	25.0	20.4	25.2	21.2
	SBR	26.9	20.5	27.3	22.2	27.6	23.1
	EBL	8.2	10.1	8.3	10.2	8.5	10.2
	EBT	0.0	0.0	0.0	0.0	0.0	0.0
	EBR	52.2	15.3	55.1	16.0	56.0	16.4
	WBL	1.4	8.0	2.0	8.4	2.0	8.4
	WBT	1.1	10.7	1.1	10.9	1.1	10.9
	WBR	0.2	5.8	0.5	6.0	0.5	6.0

1) 95th Percentile Back of Queue reflects future with project w/improvement

Source: David Plummer & Associates

5.0 CIRCULATION PLAN

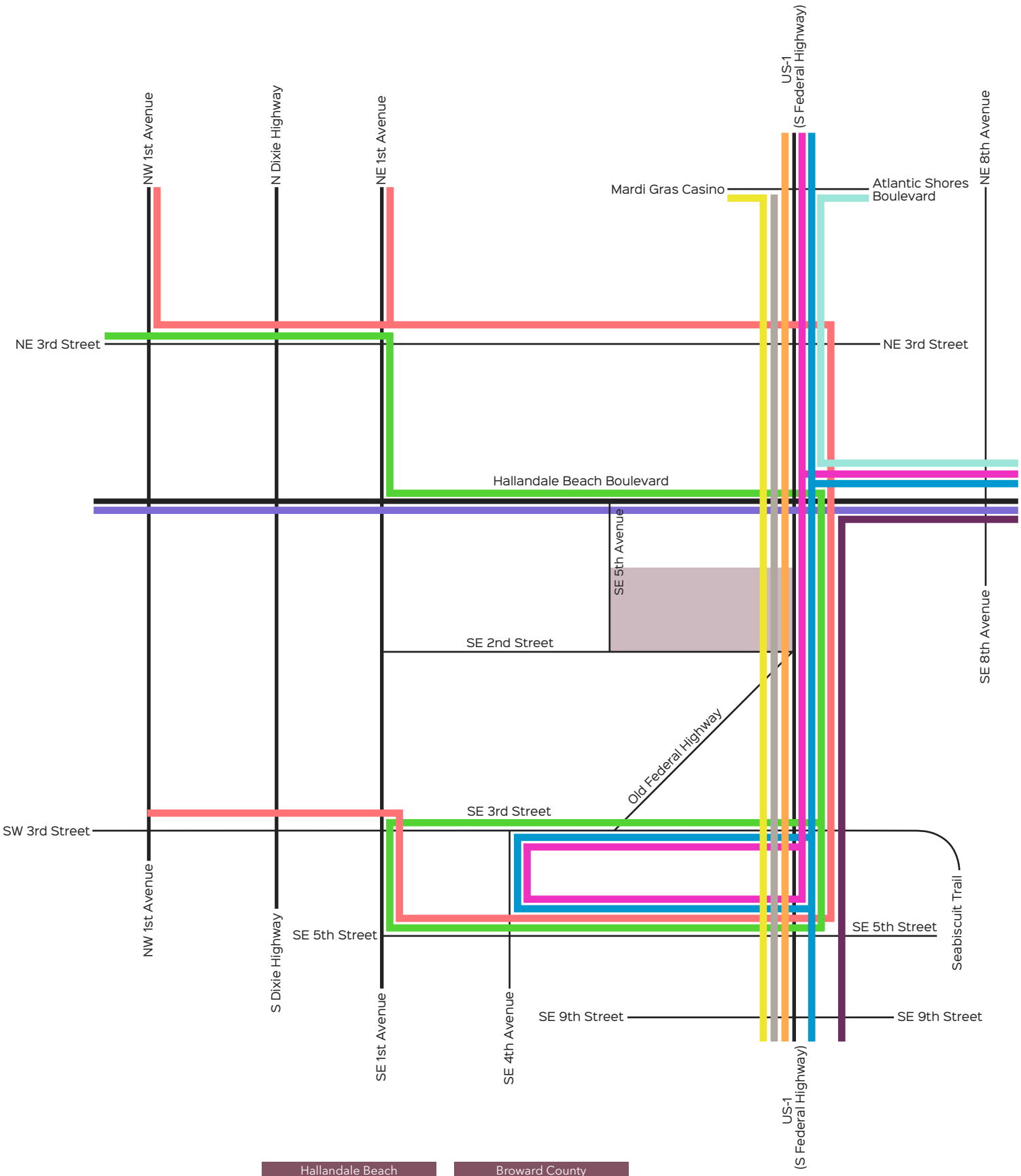
As mentioned before, access to and from the site will be provided on a two-way right-in and right-out driveway located on S. Federal Highway. In addition, two two-way driveways will be located on SE 5th Avenue; the north driveway will provide access to the loading area and the south driveway will provide full access to the site. Un-signalized intersection capacity analysis results show adequate operations at the project driveway analysis Exhibit 16 shows the resulting LOS for the morning and afternoon peak conditions for the project driveways.

Exhibit 16: Future with Project Driveway Capacity Analysis
Weekday AM and PM Peak Hour Condition

Intersection	Signalized/ Unsignalized	Direction	AM Peak LOS	PM Peak LOS
18) Project Driveway / US-1	U	EB	C	C
19) Project Driveway / SE 5th Avenue	U	WB	B	B

The project is located in an area that is conducive for pedestrian and bicycle activities. Hallandale Beach Boulevard, S. Federal Highway (US-1), SE 5th Avenue, and SE 2nd Street provide sidewalks on both sides of the road. Hallandale Beach Boulevard and US-1 provide bike lane on both sides of each roadway. All signalized intersections adjacent to the site have clearly marked crosswalks. Signalized intersection provides pedestrian signals.

The area surrounding the project is served by transit. There are five Broward County bus routes that traverse that area of Hallandale Beach (Routes: 1, 4, 5, 28, and US 1 breeze). In addition, there are also four community bus routes that traverse area of Hallandale Beach (Routes: 1, 2, 3, and 4) and one Miami-Dade County bus route (Route E). The closest bus stops to the project site are located on the US 1 (S. Federal Highway) south of the Hallandale Beach Boulevard and north of SE 2nd Street. Exhibit 17 shows the available bus routes in the area. Appendix F shows the bus route maps and schedules.



Project Location

Hallandale Beach
Community Route 1
Community Route 2
Community Route 3
Community Route 4

Broward County
Breeze
Route 1
Route 4
Route 5
Route 28
Route E (MDT)

NORTH
MAP NOT TO SCALE

Exhibit 17
Bus Routes

6.0 CONCLUSIONS

An assessment of the traffic impacts associated with the proposed project was performed in accordance with the requirements of the city of Hallandale Beach. The results of the analysis show the following:

- In order to improve the operations, the project is recommending signal timing improvements to the following intersections:

  - Hallandale Beach Boulevard / S. Dixie Highway / SE 1st Avenue
  - Hallandale Beach Boulevard / Federal Highway (US-1)
  - Hallandale Beach Boulevard / NE 14th Avenue
  - Hallandale Beach Boulevard / Three Island Boulevard
  - SE 3rd Street / SE 1st Avenue / Dixie Highway

- All other analyzed intersections are currently and projected to operate at acceptable levels of service during the morning and afternoon peak hours.
- All analyzed roadway segments currently operate, and will continue to operate, within the city's LOS standards with and without the project.

In addition, a mobility / circulation plan was completed as part of the study. The plan shows that the project area is currently served by several Broward County Transit bus routes, by a Miami-Dade County Transit route, and by the Hallandale Community Bus routes. The project is located in an area that is conducive for pedestrian and bicycle activities providing ample sidewalks, crosswalks, and bike lanes.

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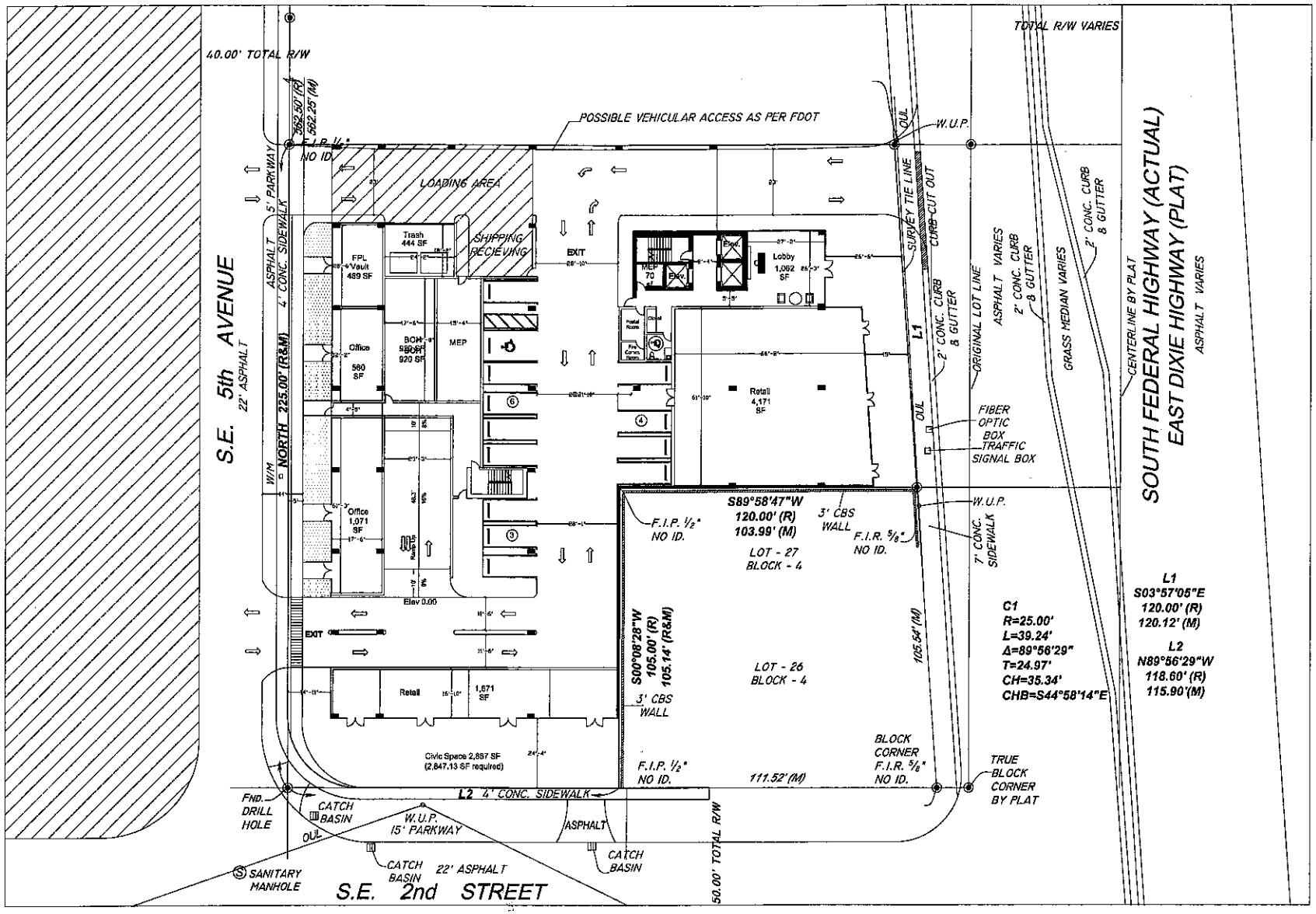
Appendix A
Site Plan



SITE PLAN

THESE PLANS ARE FOR BUILDING DEPARTMENT REVIEW ONLY. BITY ARE NOT TO BE CONSTRUED AS CONSTRUCTION DOCUMENTS UNTIL ALL BUILDING DEPARTMENT APPROVALS ARE OBTAINED.

BEHAR • FONT & PARTNERS • P.A.

ARCHITECTURE
PLANNING
INTERIORS

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SEAL:

Jaime Fonte AR No. 12547
CONSULTANT:

PENINSULA TOWER

124 S. Federal Highway Hallandale Beach Florida

OWNER:
13590 Development LLC
901 Dykstrat Parkway
Hollywood FLA 33019

DATE:
January 8th, 2018

REVISIONS:

PROJECT No.
15-035

DRAWN BY:

CHECKED BY:

SCALE:

SHEET No.
A4
OF
30

Appendix B
Methodology

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
110 E Broward Boulevard, Suite 2410, Fort Lauderdale, FL 33301 P 954.828.1730 F 954.828.1787

MEMORANDUM

Date: February 5, 2016 Project #: 18767.6

To: Christy Dominguez
Planning and Zoning Division
City of Hallandale Beach
400 South Federal Highway
Hallandale Beach, FL 33009

From: Shing Tsoi, PE

Project: Peninsula Tower Development

Subject: Review Comments on Traffic Methodology, Site Plan and Development Application #1

Kittelson & Associates, Inc. has reviewed the site plan and development application submitted on January 8, 2016 and provides following comments. Please provide response to each review comments in the revised submittal.

General:

1. Please provide a traffic impact study with the development application.
2. The Gross Floor Area (GFA) for office and retail documented in various places does not appear to be consistent, e.g. in section G of the application package and on the two tables on sheet A2. Some places have the retail/office GFA shown as 6,162 SF/125,706 SF while another place shown as 8,013 SF/135,231 SF. Please verify and revise.

Traffic Study Methodology

3. The GFA used for office trip generation and the Gross Leasable Area (GLA) for retail trip generation are not consistent with the site plan. Please verify and revise.
4. No trip generations for specialty retail are currently shown for the AM peak hour. Please clarify if the specialty retail will be open during AM peak hour. If the specialty retail will be open during AM peak hour, please use Land Use Code (LUC) 820 for the AM peak hour generation and indicate that a different LUC is used for AM peak hour.
5. For the existing land use, it does not appear to be reasonable that 4 apartment units would generate 143 daily trips and 20 PM peak hour trips. Please use the average rate instead of the fitted curve equation to estimate trip generation for the existing apartment units. The fitted curve equation was developed based on data with over 200 dwelling units on average, and therefore may not be applicable for small apartments.

6. Please remove the "minus" sign for the daily trip under the "New Trips" row.
7. Please note that transit trip reduction would likely not be applicable to the land uses because Broward County's transit mode share is only approximately 3%.
8. Please include the following intersections and segments in the study area. The required study area listed below is similar to the proposed developments nearby with similar intensity.
    a. Proposed in methodology letter:
        i. Hallandale Beach Boulevard/Federal Highway (US 1)
        ii. Hallandale Beach Boulevard/SE 5th Avenue
        iii. Federal Highway (US 1)/SE 3rd Street
        iv. SE 5th Avenue/SE 2nd Street
        v. SE 3rd Street/Old Federal Highway
    b. Additional required study intersections:
        i. Hallandale Beach Boulevard/NW 8th Avenue
        ii. Hallandale Beach Boulevard/Dixie Highway-NE 1st Avenue
        iii. Hallandale Beach Boulevard/NE 8th Avenue
        iv. Hallandale Beach Boulevard/NE 10th Avenue
        v. Hallandale Beach Boulevard/NE 14th Avenue
        vi. Hallandale Beach Boulevard/Three Island Boulevard
        vii. Federal Highway (US 1)/Atlantic Shores Boulevard
        viii. Federal Highway (US 1)/NE 3rd Street
        ix. Federal Highway (US 1)/SE 9th Street
        x. SE 2nd Street/Old Federal Highway
        xi. NE 1st Avenue/SE 2nd Street
        xii. SE 3rd Street/Dixie Highway/SE 1st Ave
        xiii. Site access
    c. Additional required study roadway segments:
        i. Federal Highway from City limit to Countyline, with segment broken down at each study intersection.
        ii. Hallandale Beach Boulevard from NW 10th Terrace to A1A, with segments broken down at each study intersection.

iii. SE 3rd Street from SW 6th Avenue to Federal Highway, with segments broken down at Dixie Highway/SE 1st Avenue.

9. Please include pedestrian counts in the turning movement counts, and take pedestrian volumes into consideration when performing intersection capacity analyses.

10. Please include the seasonal adjustment factors and the growth rates together with the supporting information in the methodology letter.

11. Please use HCM 2010 methodology in Synchro for intersection capacity analyses, and use the generalized service volume table in the latest (2013) FDOT Quality and LOS Handbook for link analyses. Please only use HCM 2000 methodology from Synchro if HCM 2010 report cannot be generated from Synchro due to non-standard signal phasing.

12. Please include queuing analysis (95th percentile queue) using HCM 2010 methodology at the following intersections:

    a. Hallandale Beach Boulevard/Federal Highway (US 1)

    b. Hallandale Beach Boulevard/SE 5th Avenue

    c. Federal Highway (US 1)/SE 3rd Street

    d. SE 5th Avenue/SE 2nd Street

    e. SE 2nd Street/Old Federal Highway

    f. SE 3rd Street/Old Federal Highway

13. If signal timing optimization is used for future conditions, please indicate in the traffic study report the intersections with signal timing optimized. If used, signal timing optimization needs to be identified as one of the mitigation measures at those intersections.

14. Please use ITE's latest Trip Generation Handbook (3rd Edition, published on August 2014) for estimating internal capture.

15. Broward County's TRIPS model is a fairly outdated model. Please conduct select zone analysis using SERPM 6.5 or SERPM 7 to estimate trip distribution percentages. In the traffic study, please include an exhibit illustrating the vehicle paths accessing the site from and leaving the site to Federal Highway (north and south) and Hallandale Beach Boulevard (east and west) in the close vicinity of the site.

16. Please document multimodal facilities in the vicinity of the site.

17. Please consider the following approved developments in the background traffic. Please note that the developments listed below include all approved developments within the City limit, and some of them may not have traffic impact to the study area. All traffic studies can be found on City's website at: http://www.cohb.org/index.aspx?NID=805

Project Name	Address
2000 S Ocean Drive	2000 S. Ocean Drive
Hallandale Oasis Phase 1	1100 East Hallandale Beach Boulevard
Domus Office	800 South Federal Highway
MD Medical Office	633 West Hallandale Beach Boulevard
Hallandale Artsquare	301-409 North Federal Highway
Hallandale Fire Station No. 7	111 Foster Road
Gulfstream Point	918 S. Federal Highway
Village at Gulfstream/ Gulfstream Park*	901 S. Federal Highway
Accesso Office Building	100 N Federal Highway
Dream Team Retail	11 NE 1st Avenue Hallandale Beach, FL

* Village at Gulfstream is partially built-out. Additional information will be provided to the developer's traffic consultant separately.

Site Plan/Parking

18. Please include vehicle and pedestrian circulation paths on the site plan.

19. Sheet A2:

    a. The number of required parking spaces for office is based on 1:300 net floor area, and 316 parking spaces (rounded up) are required for 94,577 SF net area instead of 315 parking spaces shown on the site plan. The number of required parking spaces for retail is based on 1:300 GFA, but not based on net area. Please verify and revise.

    b. Please note that 1 loading zone is required for retail with GLA less than 10,000 SF.

    c. The actual number of parking spaces was counted as 332 spaces on the site plan, but 340 parking spaces are shown in the data table. Please verify and revise.

    d. 1 bicycle parking spaces need to be provided per 20 vehicle parking per the RAC standard.

20. Sheet A4:

    a. Please note that only one loading zone is required by the Code for retail with less than 10,000 SF GLA. The Code requires the loading zone to be at least 12' x 50' with a truck maneuvering apron of 12' x 60'. Please dimension the loading zones and verify the size requirement is met.

    b. Please include truck turning templates to show that trucks could access and exit each loading zone without using right-of-way for maneuvering.

    c. Please include the FDOT Pre-Application Letter for the driveway on Federal Highway.

    d. Please clarify if the east end and the west end of the loading zone are connected and open for site traffic. If the ground floor parking lot is full, it is preferred to

have vehicles circulated back to the garage through NE 5th Avenue instead of Federal Highway. Please show the vehicle circulation path.

e. Please show the dimensions of the parking spaces. The Code requires the parking space to be at least 9' x 19'.

f. The site layout on Sheet A4 looks different than the site layout shown in the landscape plan. Please verify and revise.

21. Sheet L-1: Please show the required sight distance triangles at all stop-controlled egress points to illustrate that the landscape would not decrease the required sight distances.

<u>Editorial Comments:</u>

22. Sheet A20: the floor height dimensions appear to be incorrect. Please verify and revise.

Appendix C
Data Collection
Traffic Volumes
Signal Timings
FDOT Generalized Service Volume Tables/
Broward Roadway Capacity Tables
Historic Background Growth

Traffic Volumes

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: Hallandale Beach Blvd & NW/SW 8th Ave
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/23/2016
Day of Week: Tuesday

TIME INTERVAL		SW 8th Avenue NORTHBOUND				NW 8th Avenue SOUTHBOUND				Hallandale Beach Boulevard EASTBOUND					WESTBOUND					GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	U	L	T	R	TOTAL	U	L	T	R	TOTAL	
07:00 AM	07:15 AM	89	17	5	111	4	23	40	67	2	38	296	42	378	1	4	234	0	239	795
07:15 AM	07:30 AM	98	47	3	148	21	40	40	101	2	42	287	47	378	0	15	298	3	316	943
07:30 AM	07:45 AM	96	31	3	130	17	40	42	99	5	43	359	19	426	2	18	303	1	324	979
07:45 AM	08:00 AM	96	53	9	158	20	56	42	118	2	49	339	41	431	4	21	258	0	283	990
08:00 AM	08:15 AM	82	44	13	139	10	34	19	63	2	35	467	59	563	1	8	359	5	373	1,138
08:15 AM	08:30 AM	87	19	4	110	15	42	28	85	4	35	465	42	546	4	22	373	5	404	1,145
08:30 AM	08:45 AM	114	19	7	140	27	46	23	96	4	18	439	54	515	6	14	343	9	372	1,123
08:45 AM	09:00 AM	73	23	11	107	31	29	28	88	8	20	484	64	576	1	13	382	2	398	1,169

AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		SW 8th Avenue NORTHBOUND				NW 8th Avenue SOUTHBOUND				Hallandale Beach Boulevard EASTBOUND					WESTBOUND					GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	U	L	T	R	TOTAL	U	L	T	R	TOTAL	
08:00 AM	09:00 AM	352	104	35	491	82	149	97	329	18	107	1836	217	2178	12	56	1442	21	1532	4,529
PEAK HOUR FACTOR					0.89				0.86					0.95					0.96	0.98

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: Hallandale Beach Blvd & NW/SW 8th Ave
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/23/2016
Day of Week: Tuesday

TIME INTERVAL		SW 8th Avenue NORTHBOUND				NW 8th Avenue SOUTHBOUND				Hallandale Beach Boulevard EASTBOUND					WESTBOUND					GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	U	L	T	R	TOTAL	U	L	T	R	TOTAL	
04:00 PM	04:15 PM	89	31	5	125	21	11	43	75	2	38	364	39	443	1	10	435	4	450	1,093
04:15 PM	04:30 PM	96	39	4	139	9	16	51	76	5	38	369	42	454	9	7	383	6	405	1,074
04:30 PM	04:45 PM	107	41	5	153	15	27	44	86	0	42	380	43	465	6	6	296	5	313	1,017
04:45 PM	05:00 PM	89	56	7	152	21	37	45	103	6	37	373	41	457	1	7	288	10	306	1,018
05:00 PM	05:15 PM	115	46	6	167	17	21	53	91	6	43	352	35	436	3	6	233	8	250	944
05:15 PM	05:30 PM	114	30	3	147	15	23	48	86	3	36	370	48	457	0	4	315	14	333	1,023
05:30 PM	05:45 PM	102	31	7	140	16	35	64	115	6	30	395	40	471	2	12	301	4	319	1,045
05:45 PM	06:00 PM	119	30	6	155	25	23	58	106	1	33	371	33	438	5	8	301	5	319	1,018

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		SW 8th Avenue NORTHBOUND				NW 8th Avenue SOUTHBOUND				Hallandale Beach Boulevard EASTBOUND					WESTBOUND					GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	U	L	T	R	TOTAL	U	L	T	R	TOTAL	
04:00 PM	05:00 PM	377	165	21	563	65	90	181	337	13	153	1471	163	1801	17	30	1388	25	1459	4,160
PEAK HOUR FACTOR					0.93				0.83					0.98					0.82	0.96

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: Hallandale Beach Blvd & Dixie Highway
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/24/2016
Day of Week: Wednesday

						N Ferderal Highway				Hallandale Beach Boulevard								
TIME INTERVAL		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM				0	49	48	2	99	0	257	5	262	13	303	0	316	677
07:15 AM	07:30 AM				0	65	61	4	130	0	250	11	261	16	294	0	310	701
07:30 AM	07:45 AM				0	83	90	7	180	0	215	8	223	21	308	0	329	732
07:45 AM	08:00 AM				0	94	166	10	270	0	316	14	330	25	336	0	361	961
08:00 AM	08:15 AM				0	108	134	9	251	0	262	5	267	18	315	0	333	851
08:15 AM	08:30 AM				0	150	163	7	320	0	229	6	235	22	389	0	411	966
08:30 AM	08:45 AM				0	97	168	10	275	0	324	5	329	22	342	0	364	968
08:45 AM	09:00 AM				0	132	167	9	308	0	288	6	294	24	390	0	414	1,016

AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

						N Ferderal Highway				Hallandale Beach Boulevard								
TIME INTERVAL		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
08:00 AM	09:00 AM	0	0	0	0	482	626	35	1142	0	1092	22	1114	85	1422	0	1507	3,763
PEAK HOUR FACTOR					#DIV/0!				0.90				0.85				0.92	0.94

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: Hallandale Beach Blvd & Dixie Highway
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/24/2016
Day of Week: Wednesday

						N Ferderal Highway				Hallandale Beach Boulevard								
TIME INTERVAL		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM				0	82	85	15	182	0	270	3	273	21	507	0	528	983
04:15 PM	04:30 PM				0	103	87	15	205	0	259	6	265	20	423	0	443	913
04:30 PM	04:45 PM				0	88	90	7	185	0	275	5	280	15	388	0	403	868
04:45 PM	05:00 PM				0	77	77	12	166	0	285	10	295	21	439	0	460	921
05:00 PM	05:15 PM				0	93	76	22	191	0	274	10	284	35	402	0	437	912
05:15 PM	05:30 PM				0	77	94	7	178	0	302	7	309	20	391	0	411	898
05:30 PM	05:45 PM				0	83	101	8	192	0	258	6	264	27	402	0	429	885
05:45 PM	06:00 PM				0	89	79	3	171	0	279	12	291	27	412	0	439	901

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

						N Ferderal Highway				Hallandale Beach Boulevard								
TIME INTERVAL		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	05:00 PM	0	0	0	0	347	336	49	731	0	1078	24	1102	76	1739	0	1816	3,648
PEAK HOUR FACTOR					#DIV/0!				0.90				0.94				0.87	0.94

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: Hallandale Beach Blvd & NE/SE 1st Ave
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/24/2016
Day of Week: Wednesday

		SE 1st Avenue								Hallandale Beach Boulevard								
TIME INTERVAL		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	23	6	3	32				0	8	296	0	304	0	290	5	295	631
07:15 AM	07:30 AM	25	20	12	57				0	10	305	0	315	0	285	2	287	659
07:30 AM	07:45 AM	40	24	12	76				0	4	296	0	300	1	282	7	290	666
07:45 AM	08:00 AM	42	19	21	82				0	9	394	0	403	0	320	6	326	811
08:00 AM	08:15 AM	50	36	13	99				0	5	360	0	365	0	287	6	293	757
08:15 AM	08:30 AM	58	38	13	109				0	7	370	0	377	1	355	4	360	846
08:30 AM	08:45 AM	63	30	26	119				0	9	408	0	417	0	299	5	304	840
08:45 AM	09:00 AM	68	37	27	132				0	6	419	0	425	0	343	6	349	906

AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

										Hallandale Beach Boulevard								
TIME INTERVAL		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
08:00 AM	09:00 AM	237	140	78	454	0	0	0	0	27	1541	0	1568	1	1271	21	1293	3,316
PEAK HOUR FACTOR					0.87				#DIV/0!				0.93				0.91	0.92

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: Hallandale Beach Blvd & NE/SE 1st Ave
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/24/2016
Day of Week: Wednesday

		SE 1st Avenue								Hallandale Beach Boulevard								
TIME		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				GRAND
INTERVAL		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	TOTAL
04:00 PM	04:15 PM	68	70	22	160				0	5	346	0	351	0	458	9	467	978
04:15 PM	04:30 PM	84	82	23	189				0	6	352	0	358	1	359	7	367	914
04:30 PM	04:45 PM	61	74	22	157				0	11	347	0	358	0	355	8	363	878
04:45 PM	05:00 PM	72	93	18	183				0	10	352	0	362	0	387	11	398	943
05:00 PM	05:15 PM	85	80	25	190				0	7	355	0	362	0	349	13	362	914
05:15 PM	05:30 PM	62	83	17	162				0	12	363	0	375	0	345	14	359	896
05:30 PM	05:45 PM	60	88	23	171				0	8	337	0	345	1	371	8	380	896
05:45 PM	06:00 PM	68	99	26	193				0	12	353	0	365	0	347	8	355	913

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

		SE 1st Avenue								Hallandale Beach Boulevard								
TIME		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				GRAND
INTERVAL		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	TOTAL
04:00 PM	05:00 PM	282	316	84	682	0	0	0	0	32	1383	0	1415	1	1543	35	1579	3,676
PEAK HOUR FACTOR					0.91				#DIV/0!				0.99				0.85	0.95

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: Hallandale Beach Blvd & SE 5th Ave
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/24/2016
Day of Week: Wednesday

TIME INTERVAL		SE 5th Street NORTHBOUND				Driveway SOUTHBOUND				Hallandale Beach Boulevard EASTBOUND				WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	0	0	1	1	0	0	0	0	0	284	12	296	0	326	0	326	623
07:15 AM	07:30 AM	0	0	2	2	0	0	0	0	0	292	10	302	0	307	0	307	611
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	1	269	7	277	0	331	1	332	609
07:45 AM	08:00 AM	0	0	2	2	0	0	0	0	0	424	4	428	0	344	0	344	774
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	404	6	410	0	310	0	310	720
08:15 AM	08:30 AM	0	0	4	4	0	0	0	0	0	385	9	394	0	378	0	378	776
08:30 AM	08:45 AM	0	0	1	1	0	0	0	0	0	447	6	453	0	365	0	365	819
08:45 AM	09:00 AM	0	0	2	2	0	0	0	0	0	396	8	404	0	359	1	360	766

AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		SE 5th Street NORTHBOUND				Driveway SOUTHBOUND				Hallandale Beach Boulevard EASTBOUND				WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:45 AM	08:45 AM	0	0	7	7	0	0	0	0	0	1643	25	1668	0	1383	0	1383	3,058
PEAK HOUR FACTOR					0.44				#DIV/0!				0.93				0.92	0.94

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: Hallandale Beach Blvd & SE 5th Ave
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/24/2016
Day of Week: Wednesday

TIME INTERVAL		SE 5th Street NORTHBOUND				Driveway SOUTHBOUND				Hallandale Beach Boulevard EASTBOUND				WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	0	0	6	6	0	0	0	0	0	404	4	408	1	506	0	507	921
04:15 PM	04:30 PM	0	0	3	3	0	0	0	0	0	448	5	453	0	512	0	512	968
04:30 PM	04:45 PM	0	0	3	3	0	0	0	0	0	391	2	393	4	418	0	422	818
04:45 PM	05:00 PM	0	0	4	4	0	0	0	0	0	390	2	392	1	470	0	471	867
05:00 PM	05:15 PM	0	0	4	4	0	0	0	0	3	487	3	493	2	533	2	537	1,034
05:15 PM	05:30 PM	0	0	9	9	0	0	0	0	0	428	6	434	8	358	1	367	810
05:30 PM	05:45 PM	0	0	1	1	0	0	0	0	1	504	5	510	0	439	0	439	950
05:45 PM	06:00 PM	0	0	5	5	0	0	0	0	0	411	2	413	3	464	0	467	885

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		SE 5th Street NORTHBOUND				Driveway SOUTHBOUND				Hallandale Beach Boulevard EASTBOUND				WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:15 PM	05:15 PM	0	0	14	14	0	0	0	0	3	1699	12	1714	7	1914	2	1923	3,650
PEAK HOUR FACTOR					0.88				#DIV/0!				0.88				0.90	0.89

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: Hallandale Beach Blvd & US 1
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/23/2016
Day of Week: Tuesday

TIME INTERVAL		US 1 NORTHBOUND U	L	T	R	TOTAL	SOUTHBOUND U	L	T	R	TOTAL	Hallandale Beach Boulevard EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
07:00 AM	07:15 AM	0	35	90	43	168	0	18	125	27	170	21	94	39	154	81	200	12	293	785
07:15 AM	07:30 AM	1	43	102	45	191	1	21	151	22	195	34	222	70	326	87	208	13	308	1,020
07:30 AM	07:45 AM	2	43	117	58	220	5	33	222	24	284	23	163	73	259	146	216	23	385	1,148
07:45 AM	08:00 AM	1	41	146	69	257	4	64	229	26	323	30	229	86	345	136	228	23	387	1,312
08:00 AM	08:15 AM	0	49	129	80	258	2	52	279	18	351	37	256	73	366	153	267	28	448	1,423
08:15 AM	08:30 AM	6	71	165	91	333	7	51	299	24	381	29	221	79	329	123	295	36	454	1,497
08:30 AM	08:45 AM	12	69	156	86	323	3	75	211	27	316	24	257	76	357	174	306	21	501	1,497
08:45 AM	09:00 AM	4	46	196	101	347	3	42	299	35	379	34	202	64	300	145	256	32	433	1,459

AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		US 1 NORTHBOUND U	L	T	R	TOTAL	SOUTHBOUND U	L	T	R	TOTAL	Hallandale Beach Boulevard EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
08:00 AM	09:00 AM	22	233	640	354	1248	15	218	1077	103	1413	123	927	289	1338	589	1113	116	1818	5,817
PEAK HOUR FACTOR						0.91					0.94				0.92				0.92	0.98

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: Hallandale Beach Blvd & US 1
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/23/2016
Day of Week: Tuesday

TIME INTERVAL		US 1										Hallandale Beach Boulevard								GRAND TOTAL
		NORTHBOUND					SOUTHBOUND					EASTBOUND				WESTBOUND				
		U	L	T	R	TOTAL	U	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	4	132	275	116	527	6	53	189	30	278	44	232	45	321	150	250	43	443	1,569
04:15 PM	04:30 PM	6	138	284	131	559	10	75	175	31	291	35	255	63	353	110	301	53	464	1,667
04:30 PM	04:45 PM	7	89	233	125	454	9	40	193	41	283	46	271	53	370	142	292	47	481	1,588
04:45 PM	05:00 PM	8	118	293	131	550	2	82	193	40	317	57	253	55	365	132	259	44	435	1,667
05:00 PM	05:15 PM	6	128	199	112	445	7	96	173	24	300	67	222	70	359	138	303	55	496	1,600
05:15 PM	05:30 PM	6	99	308	125	538	4	55	239	33	331	40	227	63	330	148	259	41	448	1,647
05:30 PM	05:45 PM	5	91	284	110	490	6	71	241	30	348	43	227	52	322	125	263	43	431	1,591
05:45 PM	06:00 PM	3	86	210	97	396	4	66	196	26	292	50	234	78	362	180	302	30	512	1,562

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		US 1										Hallandale Beach Boulevard								GRAND TOTAL
		NORTHBOUND					SOUTHBOUND					EASTBOUND				WESTBOUND				
		U	L	T	R	TOTAL	U	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:15 PM	05:15 PM	27	468	999	494	1988	28	290	727	135	1179	203	991	239	1433	517	1143	197	1857	6,457
PEAK HOUR FACTOR						0.90					0.94				0.98				0.95	0.98

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: Hallandale Beach Blvd & NE 8th Ave
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/24/2016
Day of Week: Wednesday

TIME INTERVAL		NE 8th Avenue								Hallandale Beach Avenue									GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	U	L	T	R	TOTAL	
07:00 AM	07:15 AM	0	0	0	0	11	0	21	32	0	263	0	263	2	2	273	0	277	572
07:15 AM	07:30 AM	0	0	4	4	7	0	26	33	0	279	1	280	1	1	307	0	309	626
07:30 AM	07:45 AM	0	0	0	0	6	0	33	39	0	252	2	254	4	2	283	0	289	582
07:45 AM	08:00 AM	1	0	3	4	22	2	35	59	0	336	5	341	3	3	317	0	323	727
08:00 AM	08:15 AM	0	0	2	2	21	1	44	66	0	357	8	365	8	4	311	0	323	756
08:15 AM	08:30 AM	5	0	15	20	35	5	43	83	0	358	18	376	3	9	305	0	317	796
08:30 AM	08:45 AM	15	0	11	26	28	0	34	62	0	408	17	425	5	12	351	0	368	881
08:45 AM	09:00 AM	7	0	6	13	35	2	39	76	0	400	8	408	7	14	321	0	342	839

AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		NE 8th Avenue								Hallandale Beach Avenue									GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	U	L	T	R	TOTAL	
08:00 AM	09:00 AM	27	0	34	60	118	8	158	284	0	1508	50	1558	23	39	1275	0	1337	3,239
PEAK HOUR FACTOR					0.59				0.86				0.93					0.92	0.93

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: Hallandale Beach Blvd & NE 8th Ave
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/24/2016
Day of Week: Wednesday

TIME INTERVAL		NE 8th Avenue								Hallandale Beach Avenue									GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	U	L	T	R	TOTAL	
04:00 PM	04:15 PM	4	0	8	12	27	1	30	58	0	436	2	438	9	3	400	0	412	920
04:15 PM	04:30 PM	1	0	11	12	15	0	24	39	1	384	4	389	1	1	363	0	365	805
04:30 PM	04:45 PM	2	0	11	13	35	4	21	60	0	399	4	403	1	3	326	0	330	806
04:45 PM	05:00 PM	7	0	7	14	26	1	18	45	0	400	5	405	3	4	327	0	334	798
05:00 PM	05:15 PM	10	0	13	23	18	3	12	33	0	468	5	473	7	7	379	0	393	922
05:15 PM	05:30 PM	6	0	19	25	46	2	28	76	0	372	6	378	1	3	243	0	247	726
05:30 PM	05:45 PM	0	0	11	11	39	0	17	56	0	411	5	416	0	1	268	0	269	752
05:45 PM	06:00 PM	4	0	22	26	22	2	14	38	0	412	1	413	0	4	273	0	277	754

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		NE 8th Avenue								Hallandale Beach Avenue									GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	U	L	T	R	TOTAL	
04:15 PM	05:15 PM	20	0	42	61	93	8	74	175	1	1634	18	1653	12	15	1381	0	1408	3,298
PEAK HOUR FACTOR					0.67				0.74				0.88					0.90	0.90

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: Hallandale Beach Blvd & NE 10th Ave
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/23/2016
Day of Week: Tuesday

TIME INTERVAL		Gulfstream NORTHBOUND				NE 10th Avenue SOUTHBOUND				Hallandale Beach Avenue EASTBOUND					WESTBOUND					GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	U	L	T	R	TOTAL	U	L	T	R	TOTAL	
07:00 AM	07:15 AM	6	3	11	20	0	0	0	0	1	3	166	8	178	2	10	249	7	268	466
07:15 AM	07:30 AM	4	2	6	12	0	0	0	0	3	2	287	21	313	4	11	287	8	310	635
07:30 AM	07:45 AM	5	2	12	19	0	0	0	0	2	2	257	12	273	3	9	335	5	352	644
07:45 AM	08:00 AM	6	4	13	23	0	0	0	0	3	5	334	13	355	5	13	285	11	314	692
08:00 AM	08:15 AM	6	2	14	22	0	0	0	0	6	5	341	13	365	4	11	329	9	353	740
08:15 AM	08:30 AM	9	5	24	38	0	0	0	0	8	8	374	20	410	3	9	341	13	366	814
08:30 AM	08:45 AM	11	5	21	37	0	0	0	0	7	10	431	9	457	3	21	382	10	416	910
08:45 AM	09:00 AM	15	3	25	43	0	0	0	0	4	7	373	13	397	5	25	332	13	375	815

AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Gulfstream NORTHBOUND				NE 10th Avenue SOUTHBOUND				Hallandale Beach Avenue EASTBOUND					WESTBOUND					GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	U	L	T	R	TOTAL	U	L	T	R	TOTAL	
08:00 AM	09:00 AM	41	15	83	139	0	0	0	0	25	30	1504	54	1613	15	65	1370	45	1495	3,246
PEAK HOUR FACTOR					0.81				#DIV/0!					0.89					0.91	0.90

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: Hallandale Beach Blvd & NE 10th Ave
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/23/2016
Day of Week: Tuesday

TIME INTERVAL		Gulfstream NORTHBOUND				NE 10th Avenue SOUTHBOUND				Hallandale Beach Avenue EASTBOUND					Hallandale Beach Avenue WESTBOUND					GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	U	L	T	R	TOTAL	U	L	T	R	TOTAL	
04:00 PM	04:15 PM	4	13	37	54	0	0	0	0	13	17	389	15	434	2	34	344	19	399	887
04:15 PM	04:30 PM	7	22	56	85	0	0	0	0	12	17	431	10	470	2	19	379	23	423	978
04:30 PM	04:45 PM	11	27	52	90	0	0	0	0	14	17	422	15	468	2	37	347	17	403	961
04:45 PM	05:00 PM	5	14	35	54	0	0	0	0	11	11	476	15	513	2	35	312	16	365	932
05:00 PM	05:15 PM	13	12	53	78	0	0	0	0	9	25	443	6	483	7	37	369	8	421	982
05:15 PM	05:30 PM	11	14	33	58	0	0	0	0	5	17	363	11	396	8	33	311	13	365	819
05:30 PM	05:45 PM	3	17	39	59	0	0	0	0	11	26	418	5	460	6	26	314	21	367	886
05:45 PM	06:00 PM	2	9	37	48	0	0	0	0	14	13	412	10	449	9	33	292	14	348	845

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Gulfstream NORTHBOUND				NE 10th Avenue SOUTHBOUND				Hallandale Beach Avenue EASTBOUND					Hallandale Beach Avenue WESTBOUND					GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	U	L	T	R	TOTAL	U	L	T	R	TOTAL	
04:15 PM	05:15 PM	36	74	194	304	0	0	0	0	46	69	1754	46	1915	13	127	1393	63	1596	3,814
PEAK HOUR FACTOR					0.85				#DIV/0!					0.94					0.95	0.98

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: Hallandale Beach Blvd & NE/SE 14th Avenue
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/18/2016
Day of Week: Thursday

TIME INTERVAL		SE 14th Avenue NORTHBOUND				NE 14th Avenue SOUTHBOUND				Hallandale Beach Avenue EASTBOUND					WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	U	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	41	6	2	49	15	5	15	35	6	9	214	25	254	1	249	3	253	591
07:15 AM	07:30 AM	50	9	9	68	13	12	21	46	3	5	190	32	230	4	216	5	225	569
07:30 AM	07:45 AM	54	12	4	70	12	7	18	37	8	11	205	33	257	4	262	3	269	633
07:45 AM	08:00 AM	53	22	5	80	30	10	24	64	6	10	256	31	303	3	233	6	242	689
08:00 AM	08:15 AM	52	17	6	75	20	12	26	58	7	6	283	43	339	2	270	6	278	750
08:15 AM	08:30 AM	40	11	2	53	23	18	29	70	7	19	281	58	365	4	276	9	289	777
08:30 AM	08:45 AM	61	18	12	91	20	22	43	85	12	13	253	48	326	4	326	13	343	845
08:45 AM	09:00 AM	51	22	2	75	33	11	37	81	22	16	357	66	461	3	283	12	298	915

AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		SE 14th Avenue NORTHBOUND				NE 14th Avenue SOUTHBOUND				Hallandale Beach Avenue EASTBOUND					WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	U	L	T	R	TOTAL	L	T	R	TOTAL	
08:00 AM	09:00 AM	202	67	22	291	95	62	134	291	48	53	1162	213	1476	13	1143	40	1196	3,254
PEAK HOUR FACTOR					0.81				0.86					0.81				0.88	0.90

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: Hallandale Beach Blvd & NE/SE 14th Avenue
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/18/2016
Day of Week: Thursday

TIME INTERVAL		SE 14th Avenue NORTHBOUND				NE 14th Avenue SOUTHBOUND				Hallandale Beach Avenue EASTBOUND					WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	U	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	69	32	30	131	32	28	42	102	12	33	352	76	473	10	380	16	406	1,112
04:15 PM	04:30 PM	54	25	20	99	23	35	33	91	16	30	347	63	456	14	388	19	421	1,067
04:30 PM	04:45 PM	89	35	16	140	19	32	34	85	23	32	344	78	477	10	374	12	396	1,098
04:45 PM	05:00 PM	79	40	10	129	26	23	40	89	20	32	377	76	505	14	365	22	401	1,124
05:00 PM	05:15 PM	71	36	16	123	23	27	39	89	21	42	390	88	541	8	347	12	367	1,120
05:15 PM	05:30 PM	75	35	15	125	36	25	48	109	26	31	344	81	482	6	307	11	324	1,040
05:30 PM	05:45 PM	64	24	19	107	25	18	27	70	21	31	405	77	534	9	347	20	376	1,087
05:45 PM	06:00 PM	71	33	22	126	18	32	17	67	13	44	333	63	453	7	261	21	289	935

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		SE 14th Avenue NORTHBOUND				NE 14th Avenue SOUTHBOUND				Hallandale Beach Avenue EASTBOUND					WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	U	L	T	R	TOTAL	L	T	R	TOTAL	
04:15 PM	05:15 PM	290	135	61	486	90	116	145	350	79	135	1443	302	1959	46	1459	64	1569	4,365
PEAK HOUR FACTOR					0.88				0.97					0.91				0.94	0.98

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: Hallandale Beach Blvd & Three Island Blvd
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/18/2016
Day of Week: Thursday

TIME INTERVAL		Driveway NORTHBOUND				Three Island Boulevard SOUTHBOUND				Hallandale Beach Avenue EASTBOUND					WESTBOUND					GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	U	L	T	R	TOTAL	U	L	T	R	TOTAL	
07:00 AM	07:15 AM	1	1	0	2	28	2	72	102	2	36	150	0	188	2	0	150	9	161	453
07:15 AM	07:30 AM	0	1	1	2	49	2	62	113	1	30	153	0	184	2	0	139	11	152	451
07:30 AM	07:45 AM	1	0	1	2	49	2	75	126	0	29	179	0	208	3	1	157	12	173	509
07:45 AM	08:00 AM	1	0	0	1	59	1	67	127	2	36	196	0	234	4	0	207	19	230	592
08:00 AM	08:15 AM	2	1	0	3	76	0	85	161	0	61	193	0	254	5	0	179	28	212	630
08:15 AM	08:30 AM	0	0	0	0	76	7	86	169	1	41	151	2	195	6	1	191	25	223	587
08:30 AM	08:45 AM	0	1	0	1	80	1	61	142	3	55	238	2	298	6	1	249	51	307	748
08:45 AM	09:00 AM	0	2	5	7	104	8	87	199	1	64	211	2	278	11	2	145	29	187	671

AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Driveway NORTHBOUND				Three Island Boulevard SOUTHBOUND				Hallandale Beach Avenue EASTBOUND					WESTBOUND					GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	U	L	T	R	TOTAL	U	L	T	R	TOTAL	
08:00 AM	09:00 AM	2	4	5	11	333	16	316	664	5	219	785	6	1015	28	4	756	132	920	2,610
PEAK HOUR FACTOR					0.39				0.84					0.86					0.76	0.88

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: Hallandale Beach Blvd & Three Island Blvd
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/18/2016
Day of Week: Thursday

TIME INTERVAL		Driveway NORTHBOUND				Three Island Boulevard SOUTHBOUND				Hallandale Beach Avenue EASTBOUND					WESTBOUND					GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	U	L	T	R	TOTAL	U	L	T	R	TOTAL	
04:00 PM	04:15 PM	0	4	3	7	59	3	73	135	2	127	308	3	440	11	1	302	69	383	965
04:15 PM	04:30 PM	3	3	1	7	76	1	71	148	5	98	256	5	364	17	0	321	77	415	934
04:30 PM	04:45 PM	1	3	2	6	73	5	72	150	1	105	307	2	415	17	0	279	82	378	949
04:45 PM	05:00 PM	3	3	3	9	63	2	64	129	0	112	302	1	415	11	2	285	86	384	937
05:00 PM	05:15 PM	1	2	1	4	89	0	78	167	1	119	250	0	370	24	1	263	74	362	903
05:15 PM	05:30 PM	1	2	0	3	52	1	66	119	3	118	315	2	438	19	1	266	77	363	923
05:30 PM	05:45 PM	0	2	3	5	81	6	66	153	2	109	293	1	405	18	1	220	61	300	863
05:45 PM	06:00 PM	1	4	1	6	85	1	52	138	3	104	247	1	355	28	0	204	64	296	795

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Driveway NORTHBOUND				Three Island Boulevard SOUTHBOUND				Hallandale Beach Avenue EASTBOUND					WESTBOUND					GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	U	L	T	R	TOTAL	U	L	T	R	TOTAL	
04:00 PM	05:00 PM	7	13	9	29	268	11	277	556	8	438	1161	11	1618	55	3	1175	311	1544	3,747
PEAK HOUR FACTOR					0.81				0.94					0.93					0.94	0.98

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: Atlantic Shores Blvd & US 1
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/25/2016
Day of Week: Thursday

TIME INTERVAL		US 1								Atlantic Shores Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	2	102	17	121	2	98	0	100	0	0	2	2	24	0	16	40	263
07:15 AM	07:30 AM	1	138	20	159	4	136	1	141	0	0	0	0	21	0	23	44	344
07:30 AM	07:45 AM	1	146	16	163	5	161	1	167	0	0	2	2	45	3	28	76	408
07:45 AM	08:00 AM	2	197	27	226	13	202	1	216	1	1	0	2	56	0	23	79	523
08:00 AM	08:15 AM	0	182	25	207	16	228	2	246	0	0	3	3	40	0	17	57	513
08:15 AM	08:30 AM	5	182	19	206	24	224	3	251	4	1	3	8	64	2	31	97	562
08:30 AM	08:45 AM	4	224	30	258	13	207	1	221	0	2	1	3	45	4	30	79	561
08:45 AM	09:00 AM	7	187	23	217	25	231	1	257	0	1	1	2	40	2	18	60	536

AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		US 1								Atlantic Shores Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
08:00 AM	09:00 AM	16	767	96	879	77	881	7	965	4	4	8	16	187	8	95	290	2,150
PEAK HOUR FACTOR					0.86				0.95				0.50				0.76	0.97

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: Atlantic Shores Blvd & US 1
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/25/2016
Day of Week: Thursday

TIME INTERVAL		US 1 NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	Atlantic Shores Boulevard EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
04:00 PM	04:15 PM	13	247	30	290	30	206	6	242	0	10	8	18	34	9	64	107	657
04:15 PM	04:30 PM	9	266	32	307	15	211	2	228	1	11	12	24	34	7	52	93	652
04:30 PM	04:45 PM	11	231	21	263	32	193	2	227	3	8	3	14	32	3	38	73	577
04:45 PM	05:00 PM	17	234	15	266	29	188	4	221	1	5	1	7	38	11	35	84	578
05:00 PM	05:15 PM	7	249	29	285	24	189	4	217	1	4	8	13	31	4	46	81	596
05:15 PM	05:30 PM	15	277	27	319	30	214	4	248	1	6	4	11	33	7	38	78	656
05:30 PM	05:45 PM	8	265	23	296	29	208	0	237	0	4	4	8	51	8	40	99	640
05:45 PM	06:00 PM	16	237	19	272	37	196	4	237	3	5	2	10	26	8	34	68	587

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		US 1 NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	Atlantic Shores Boulevard EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
05:00 PM	06:00 PM	46	1018	97	1160	119	799	12	930	5	19	18	42	140	27	156	323	2,454
PEAK HOUR FACTOR					0.92				0.95				0.81				0.82	0.94

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: NE 3rd St & US 1
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/25/2016
Day of Week: Thursday

TIME INTERVAL		US 1								NE 3rd Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	20	109	2	131	1	116	16	133	15	7	29	51	10	11	3	24	339
07:15 AM	07:30 AM	11	118	0	129	4	186	9	199	28	14	30	72	6	10	3	19	419
07:30 AM	07:45 AM	11	143	1	155	1	195	12	208	36	13	40	89	12	13	2	27	479
07:45 AM	08:00 AM	15	182	1	198	6	252	19	277	24	25	25	74	14	15	2	31	580
08:00 AM	08:15 AM	6	179	3	188	5	247	15	267	33	28	28	89	7	19	0	26	570
08:15 AM	08:30 AM	13	196	1	210	3	285	29	317	20	37	27	84	6	12	4	22	633
08:30 AM	08:45 AM	19	220	3	242	8	251	22	281	31	40	36	107	11	18	1	30	660
08:45 AM	09:00 AM	25	199	1	225	16	241	21	278	29	38	34	101	10	21	1	32	636

AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		US 1								NE 3rd Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
08:00 AM	09:00 AM	62	786	8	856	32	1014	86	1132	112	142	124	377	34	69	6	109	2,474
PEAK HOUR FACTOR					0.89				0.90				0.89				0.86	0.95

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: NE 3rd St & US 1
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/25/2016
Day of Week: Thursday

TIME INTERVAL		US 1								NE 3rd Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	32	257	6	295	6	196	8	210	26	36	24	86	14	25	0	39	630
04:15 PM	04:30 PM	19	270	4	293	10	237	15	262	31	40	20	91	2	24	3	29	675
04:30 PM	04:45 PM	21	292	3	316	5	190	28	223	41	43	28	112	10	28	4	42	693
04:45 PM	05:00 PM	36	311	2	349	13	250	22	285	34	38	12	84	8	25	0	33	751
05:00 PM	05:15 PM	26	293	6	325	9	235	25	269	43	42	27	112	10	30	3	43	749
05:15 PM	05:30 PM	33	270	2	305	9	211	20	240	41	47	23	111	17	26	4	47	703
05:30 PM	05:45 PM	16	362	7	385	8	284	18	310	20	58	16	94	4	25	5	34	823
05:45 PM	06:00 PM	30	343	11	384	14	223	25	262	40	42	15	97	12	32	6	50	793

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		US 1								NE 3rd Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
05:00 PM	06:00 PM	104	1255	26	1385	40	943	87	1070	143	187	80	410	43	112	18	172	3,037
PEAK HOUR FACTOR					0.91				0.87				0.92				0.87	0.93

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: SE 2nd St & SE 5th Ave
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/23/2016
Day of Week: Tuesday

						SE 5th Avenue				SE 2nd Street										
TIME INTERVAL		NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND					GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	U	L	T	R	TOTAL	U	L	T	R	TOTAL	
07:00 AM	07:15 AM	0	0	0	0	0	0	2	2	0	5	4	0	9	0	0	3	0	3	14
07:15 AM	07:30 AM	0	0	0	0	3	0	2	5	0	3	5	0	8	0	0	1	0	1	14
07:30 AM	07:45 AM	0	0	0	0	2	0	3	5	0	4	10	0	14	0	0	3	1	4	23
07:45 AM	08:00 AM	0	0	0	0	1	0	3	4	0	7	6	0	13	0	0	4	0	4	21
08:00 AM	08:15 AM	0	0	0	0	0	0	9	9	0	3	8	0	11	0	0	9	1	10	30
08:15 AM	08:30 AM	0	0	0	0	1	0	4	5	0	2	15	0	17	0	0	4	0	4	26
08:30 AM	08:45 AM	0	0	0	0	3	0	4	7	0	1	9	0	10	0	0	6	0	6	23
08:45 AM	09:00 AM	0	0	0	0	3	0	2	5	0	4	13	0	17	0	0	5	0	5	27

AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

						SE 5th Avenue				SE 2nd Street										
TIME INTERVAL		NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND					GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	U	L	T	R	TOTAL	U	L	T	R	TOTAL	
08:00 AM	09:00 AM	0	0	0	0	7	0	19	26	0	10	45	0	54	0	0	24	1	25	105
PEAK HOUR FACTOR					#DIV/0!				0.72					0.81					0.63	0.88

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: SE 2nd St & SE 5th Ave
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/23/2016
Day of Week: Tuesday

						SE 5th Avenue				SE 2nd Street										
TIME INTERVAL		NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND					GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	U	L	T	R	TOTAL	U	L	T	R	TOTAL	
04:00 PM	04:15 PM	0	0	0	0	4	0	3	7	0	1	2	0	3	0	0	7	0	7	17
04:15 PM	04:30 PM	0	0	0	0	3	0	8	11	0	2	1	0	3	0	0	7	1	8	22
04:30 PM	04:45 PM	0	0	0	0	1	0	10	11	0	4	4	0	8	0	0	6	0	6	25
04:45 PM	05:00 PM	0	0	0	0	1	0	3	4	0	4	7	0	11	0	0	4	0	4	19
05:00 PM	05:15 PM	0	0	0	0	5	0	11	16	0	4	5	0	9	0	0	8	1	9	34
05:15 PM	05:30 PM	0	0	0	0	0	0	5	5	0	5	7	0	12	0	0	10	1	11	28
05:30 PM	05:45 PM	0	0	0	0	2	0	5	7	0	3	5	0	8	0	0	6	1	7	22
05:45 PM	06:00 PM	0	0	0	0	1	0	3	4	0	1	4	0	5	0	0	4	1	5	14

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

						SE 5th Avenue				SE 2nd Street										
TIME INTERVAL		NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND					GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	U	L	T	R	TOTAL	U	L	T	R	TOTAL	
04:30 PM	05:30 PM	0	0	0	0	7	0	29	36	0	17	23	0	40	0	0	28	2	30	105
PEAK HOUR FACTOR					#DIV/0!				0.56					0.83					0.68	0.78

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: SE 2nd St & Old Federal Highway/US 1
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/24/2016
Day of Week: Wednesday

TIME INTERVAL		Old Ferderal Highway NORTHBOUND				US 1 SOUTHBOUND				SE 2nd Street EASTBOUND				WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	0	0	0	0	0	9	0	9	0	0	4	4	0	0	0	0	13
07:15 AM	07:30 AM	0	0	2	2	0	9	1	10	0	0	6	6	0	0	0	0	18
07:30 AM	07:45 AM	0	0	1	1	0	17	2	19	0	0	5	5	0	0	0	0	25
07:45 AM	08:00 AM	0	0	4	4	0	29	5	34	0	0	6	6	0	0	0	0	44
08:00 AM	08:15 AM	0	0	3	3	0	11	4	15	0	0	9	9	0	0	0	0	27
08:15 AM	08:30 AM	0	0	8	8	0	18	5	23	0	0	20	20	0	0	0	0	51
08:30 AM	08:45 AM	0	0	5	5	0	23	7	30	0	0	13	13	0	0	0	0	48
08:45 AM	09:00 AM	0	0	5	5	0	17	6	23	0	0	20	20	0	0	0	0	48

AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Old Ferderal Highway NORTHBOUND				US 1 SOUTHBOUND				SE 2nd Street EASTBOUND				WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
08:00 AM	09:00 AM	0	0	21	21	0	68	22	90	0	0	61	61	0	0	0	0	172
PEAK HOUR FACTOR					0.66				0.76				0.78				NA	0.85

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: SE 2nd St & Old Federal Highway/US 1
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/24/2016
Day of Week: Wednesday

TIME INTERVAL		Old Ferderal Highway NORTHBOUND				US 1 SOUTHBOUND				SE 2nd Street EASTBOUND				WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	0	0	4	4	0	21	5	26	0	0	11	11	0	0	0	0	41
04:15 PM	04:30 PM	0	0	2	2	0	18	4	22	0	0	5	5	0	0	0	0	29
04:30 PM	04:45 PM	0	0	3	3	0	29	5	34	0	0	5	5	0	0	0	0	42
04:45 PM	05:00 PM	0	0	2	2	0	28	7	35	0	0	3	3	0	0	0	0	40
05:00 PM	05:15 PM	0	0	3	3	0	25	9	34	0	0	8	8	0	0	0	0	45
05:15 PM	05:30 PM	0	0	3	3	0	37	5	42	0	0	9	9	0	0	0	0	54
05:30 PM	05:45 PM	0	0	1	1	0	28	6	34	0	0	3	3	0	0	0	0	38
05:45 PM	06:00 PM	0	0	1	1	0	32	4	36	0	0	5	5	0	0	0	0	42

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Old Ferderal Highway NORTHBOUND				US 1 SOUTHBOUND				SE 2nd Street EASTBOUND				WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:30 PM	05:30 PM	0	0	11	11	0	118	26	144	0	0	25	25	0	0	0	0	179
PEAK HOUR FACTOR					0.92				0.86				0.69				NA	0.84

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: SE 3rd St & Old Federal Highway
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/18/2015
Day of Week: Thursday

TIME INTERVAL		Old Federal Highway								SE 3rd Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	1	0	0	1	1	0	7	8	2	29	5	36	0	7	2	9	54
07:15 AM	07:30 AM	0	1	0	1	2	4	13	19	0	47	8	55	0	5	1	6	81
07:30 AM	07:45 AM	2	0	2	4	4	1	19	24	0	67	7	74	0	4	2	6	108
07:45 AM	08:00 AM	0	0	1	1	4	4	21	29	2	89	11	102	2	9	2	13	145
08:00 AM	08:15 AM	2	0	4	6	2	3	16	21	0	122	7	129	0	9	0	9	165
08:15 AM	08:30 AM	3	0	3	6	6	3	10	19	1	130	8	139	1	12	2	15	179
08:30 AM	08:45 AM	2	0	2	4	5	2	11	18	2	147	6	155	0	16	2	18	195
08:45 AM	09:00 AM	0	0	5	5	10	3	19	32	4	134	6	144	0	14	5	19	200

AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Old Federal Highway								SE 3rd Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
08:00 AM	09:00 AM	7	0	14	21	23	11	55	89	7	528	27	561	1	50	9	60	732
PEAK HOUR FACTOR					0.88				0.70				0.91				0.80	0.92

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: SE 3rd St & Old Federal Highway
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/18/2015
Day of Week: Thursday

TIME INTERVAL		Old Federal Highway								SE 3rd Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	9	0	15	24	1	5	19	25	1	89	4	94	1	48	1	50	193
04:15 PM	04:30 PM	5	1	7	13	9	15	24	48	1	90	9	100	2	41	2	45	206
04:30 PM	04:45 PM	11	0	8	19	6	3	26	35	4	82	5	91	4	32	1	37	182
04:45 PM	05:00 PM	10	0	12	22	4	4	21	29	2	93	7	102	1	52	5	58	211
05:00 PM	05:15 PM	18	0	10	28	6	3	24	33	2	87	4	93	0	55	2	57	211
05:15 PM	05:30 PM	8	0	11	19	4	3	22	29	0	92	5	97	0	38	2	40	185
05:30 PM	05:45 PM	7	1	4	12	8	2	22	32	1	69	6	76	4	59	5	68	188
05:45 PM	06:00 PM	2	0	11	13	5	2	17	24	3	85	4	92	1	43	4	48	177

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Old Federal Highway								SE 3rd Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:15 PM	05:15 PM	44	1	37	81	25	25	94	144	9	348	25	382	7	178	10	195	802
PEAK HOUR FACTOR					0.73				0.76				0.95				0.85	0.96

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: SE 3rd St & US 1
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/24/2016
Day of Week: Wednesday

TIME INTERVAL		US 1 NORTHBOUND U	L	T	R	TOTAL	SOUTHBOUND U	L	T	R	TOTAL	SE 3rd Street EASTBOUND L	T	R	TOTAL	Seabiscuit Trail WESTBOUND L	T	R	TOTAL	GRAND TOTAL
07:00 AM	07:15 AM	0	3	156	4	163	0	1	218	0	219	5	2	21	28	5	0	3	8	418
07:15 AM	07:30 AM	0	5	198	4	207	1	3	295	0	299	13	6	41	60	5	1	0	6	572
07:30 AM	07:45 AM	0	1	206	0	207	0	0	291	0	291	19	9	45	73	1	1	2	4	575
07:45 AM	08:00 AM	1	8	233	2	244	2	5	419	2	428	25	17	61	103	1	2	2	5	780
08:00 AM	08:15 AM	0	11	240	4	255	0	3	342	0	345	38	19	98	155	8	2	2	12	767
08:15 AM	08:30 AM	1	15	327	9	352	2	9	480	0	491	24	19	79	122	4	3	2	9	974
08:30 AM	08:45 AM	2	17	308	4	331	0	9	410	3	422	39	36	102	177	2	7	1	10	940
08:45 AM	09:00 AM	0	11	299	10	320	5	9	399	0	413	38	41	97	176	4	3	1	8	917

AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		US 1 NORTHBOUND U	L	T	R	TOTAL	SOUTHBOUND U	L	T	R	TOTAL	SE 3rd Street EASTBOUND L	T	R	TOTAL	Seabiscuit Trail WESTBOUND L	T	R	TOTAL	GRAND TOTAL
08:00 AM	09:00 AM	3	53	1162	27	1245	7	30	1615	3	1654	138	114	372	624	18	15	6	39	3,562
PEAK HOUR FACTOR						0.89					0.85				0.89				0.81	0.92

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: SE 3rd St & US 1
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/24/2016
Day of Week: Wednesday

TIME INTERVAL		US 1 NORTHBOUND U	L	T	R	TOTAL	SOUTHBOUND U	L	T	R	TOTAL	SE 3rd Street EASTBOUND L	T	R	TOTAL	Seabiscuit Trail WESTBOUND L	T	R	TOTAL	GRAND TOTAL
04:00 PM	04:15 PM	2	18	417	13	450	2	17	340	1	360	47	26	32	105	23	22	29	74	989
04:15 PM	04:30 PM	7	21	456	11	495	2	11	328	4	345	39	17	36	92	36	26	33	95	1,027
04:30 PM	04:45 PM	2	14	483	12	511	2	8	311	2	323	36	25	34	95	37	19	26	82	1,011
04:45 PM	05:00 PM	1	19	447	8	475	1	14	324	2	341	37	22	35	94	20	30	39	89	999
05:00 PM	05:15 PM	5	26	425	9	465	1	10	294	3	308	51	22	45	118	30	30	31	91	982
05:15 PM	05:30 PM	2	28	520	13	563	1	5	307	3	316	34	16	49	99	25	42	36	103	1,081
05:30 PM	05:45 PM	8	24	411	6	449	3	13	342	2	360	31	13	38	82	42	57	70	169	1,060
05:45 PM	06:00 PM	3	21	478	7	509	3	7	286	3	299	49	25	39	113	21	36	34	91	1,012

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		US 1 NORTHBOUND U	L	T	R	TOTAL	SOUTHBOUND U	L	T	R	TOTAL	SE 3rd Street EASTBOUND L	T	R	TOTAL	Seabiscuit Trail WESTBOUND L	T	R	TOTAL	GRAND TOTAL
05:00 PM	06:00 PM	18	98	1816	35	1966	8	35	1217	11	1270	163	75	169	408	117	163	169	449	4,094
PEAK HOUR FACTOR						0.88					0.89				0.87				0.67	0.96

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: SE 9th St & US 1
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/23/2016
Day of Week: Tuesday

TIME INTERVAL		US 1 NORTHBOUND U	L	T	R	TOTAL	SOUTHBOUND U	L	T	R	TOTAL	SE 9th Street EASTBOUND L	T	R	TOTAL	Via Da Fortuna WESTBOUND L	T	R	TOTAL	GRAND TOTAL
07:00 AM	07:15 AM	0	2	165	0	167	0	1	248	1	250	0	0	3	3	4	1	0	5	425
07:15 AM	07:30 AM	0	2	234	0	236	0	1	313	3	317	0	1	10	11	1	1	2	4	568
07:30 AM	07:45 AM	1	11	211	1	224	0	4	410	2	416	4	2	9	15	7	1	1	9	664
07:45 AM	08:00 AM	0	15	276	7	298	1	1	457	5	464	1	1	11	13	5	0	2	7	782
08:00 AM	08:15 AM	0	24	278	7	309	1	4	488	3	496	4	0	18	22	4	1	5	10	837
08:15 AM	08:30 AM	1	25	341	3	370	1	2	485	3	491	7	3	21	31	6	1	1	8	900
08:30 AM	08:45 AM	0	2	344	3	349	0	8	514	2	524	5	0	37	42	4	0	1	5	920
08:45 AM	09:00 AM	3	5	360	10	378	0	13	570	1	584	2	2	26	30	10	2	2	14	1,006

AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		US 1 NORTHBOUND U	L	T	R	TOTAL	SOUTHBOUND U	L	T	R	TOTAL	SE 9th Street EASTBOUND L	T	R	TOTAL	Via Da Fortuna WESTBOUND L	T	R	TOTAL	GRAND TOTAL
08:00 AM	09:00 AM	4	55	1310	23	1392	2	27	2036	9	2074	18	5	101	124	24	4	9	37	3,626
PEAK HOUR FACTOR						0.93					0.90				0.74				0.66	0.91

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: SE 9th St & US 1
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/23/2016
Day of Week: Tuesday

TIME INTERVAL		US 1 NORTHBOUND U	L	T	R	TOTAL	SOUTHBOUND U	L	T	R	TOTAL	SE 9th Street EASTBOUND L	T	R	TOTAL	Via Da Fortuna WESTBOUND L	T	R	TOTAL	GRAND TOTAL
04:00 PM	04:15 PM	6	16	557	16	595	0	7	370	1	378	4	2	25	31	19	2	7	28	1,032
04:15 PM	04:30 PM	11	12	539	13	575	0	11	358	3	372	3	1	7	11	33	4	9	46	1,004
04:30 PM	04:45 PM	12	17	514	15	558	1	13	344	1	359	5	1	13	19	27	7	8	42	978
04:45 PM	05:00 PM	1	11	522	14	548	2	9	375	6	392	4	1	11	16	21	9	14	44	1,000
05:00 PM	05:15 PM	7	15	506	13	541	3	5	341	2	351	4	0	17	21	48	6	11	65	978
05:15 PM	05:30 PM	7	15	521	15	558	1	9	360	4	374	3	3	8	14	31	1	14	46	992
05:30 PM	05:45 PM	4	21	546	18	589	0	8	398	4	410	6	4	5	15	27	6	4	37	1,051
05:45 PM	06:00 PM	5	25	486	23	539	1	7	324	4	336	4	1	7	12	36	11	10	57	944

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		US 1 NORTHBOUND U	L	T	R	TOTAL	SOUTHBOUND U	L	T	R	TOTAL	SE 9th Street EASTBOUND L	T	R	TOTAL	Via Da Fortuna WESTBOUND L	T	R	TOTAL	GRAND TOTAL
04:45 PM	05:45 PM	19	61	2074	59	2214	6	31	1459	16	1512	17	8	41	65	126	22	43	190	3,981
PEAK HOUR FACTOR						0.95					0.93				0.79				0.74	0.96

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: SE 3rd St & Dixie Hwy
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/24/2016
Day of Week: Wednesday

TIME INTERVAL		Dixie Highway								SE 3rd Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	0	0	0	0	24	64	2	90	0	27	2	29	4	20	0	24	143
07:15 AM	07:30 AM	0	0	0	0	37	68	4	109	0	34	4	38	7	22	0	29	176
07:30 AM	07:45 AM	0	0	0	0	43	106	1	150	0	54	2	56	15	28	0	43	249
07:45 AM	08:00 AM	0	0	0	0	78	134	3	215	0	66	4	70	20	32	0	52	337
08:00 AM	08:15 AM	0	0	0	0	101	133	0	234	0	77	3	80	9	27	0	36	350
08:15 AM	08:30 AM	0	0	0	0	110	144	1	255	0	70	3	73	11	28	0	39	367
08:30 AM	08:45 AM	0	0	0	0	114	144	2	260	0	84	0	84	11	30	0	41	385
08:45 AM	09:00 AM	0	0	0	0	122	161	1	284	0	67	4	71	9	25	0	34	389

AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Dixie Highway								SE 3rd Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
08:00 AM	09:00 AM	0	0	0	0	443	576	4	1023	0	295	10	305	40	109	0	149	1,476
PEAK HOUR FACTOR					#DIV/0!				0.91				0.92				0.91	0.96

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: SE 3rd St & Dixie Hwy
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/24/2016
Day of Week: Wednesday

TIME INTERVAL		Dixie Highway								SE 3rd Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	0	0	0	0	56	91	5	152	0	31	4	35	29	69	0	98	285
04:15 PM	04:30 PM	0	0	0	0	54	88	1	143	0	32	5	37	18	90	0	108	288
04:30 PM	04:45 PM	0	0	0	0	52	85	7	144	0	44	4	48	22	98	0	120	312
04:45 PM	05:00 PM	0	0	0	0	62	95	10	167	0	59	3	62	16	110	0	126	355
05:00 PM	05:15 PM	0	0	0	0	63	115	5	183	0	32	3	35	22	115	0	137	355
05:15 PM	05:30 PM	0	0	0	0	66	117	1	184	0	44	2	46	21	127	0	148	378
05:30 PM	05:45 PM	0	0	0	0	70	115	3	188	0	48	4	52	18	121	0	139	379
05:45 PM	06:00 PM	0	0	0	0	60	88	3	151	0	55	6	61	19	131	0	150	362

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Dixie Highway								SE 3rd Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
05:00 PM	06:00 PM	0	0	0	0	256	431	12	699	0	177	15	192	79	489	0	568	1,459
PEAK HOUR FACTOR					#DIV/0!				0.94				0.80				0.96	0.97

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: SE 3rd St & SE 1st Ave
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/24/2016
Day of Week: Wednesday

TIME INTERVAL		SE 1st Avenue								SE 3rd Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	13	24	2	39	0	0	0	0	2	50	0	52	0	16	4	20	111
07:15 AM	07:30 AM	10	28	1	39	0	0	0	0	11	61	0	72	0	20	6	26	137
07:30 AM	07:45 AM	16	38	2	56	0	0	0	0	11	77	0	88	0	28	8	36	180
07:45 AM	08:00 AM	14	40	1	55	0	0	0	0	7	138	0	145	0	41	10	51	251
08:00 AM	08:15 AM	19	55	4	78	0	0	0	0	10	169	0	179	0	17	18	35	292
08:15 AM	08:30 AM	23	57	2	82	0	0	0	0	8	180	0	188	0	12	11	23	293
08:30 AM	08:45 AM	16	74	0	90	0	0	0	0	22	184	0	206	0	26	23	49	345
08:45 AM	09:00 AM	15	80	3	98	0	0	0	0	14	187	0	201	0	19	19	38	337

AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		SE 1st Avenue								SE 3rd Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
08:00 AM	09:00 AM	72	263	9	345	0	0	0	0	53	713	0	766	0	73	70	144	1,254
PEAK HOUR FACTOR					0.89				#DIV/0!				0.94				0.74	0.92

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: SE 3rd St & SE 1st Ave
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/24/2016
Day of Week: Wednesday

TIME INTERVAL		SE 1st Avenue								SE 3rd Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	40	114	6	160	0	0	0	0	8	77	0	85	0	59	30	89	334
04:15 PM	04:30 PM	55	111	2	168	0	0	0	0	14	79	0	93	0	49	26	75	336
04:30 PM	04:45 PM	44	115	1	160	0	0	0	0	20	83	0	103	0	72	36	108	371
04:45 PM	05:00 PM	52	122	3	177	0	0	0	0	23	106	0	129	0	76	32	108	414
05:00 PM	05:15 PM	59	125	3	187	0	0	0	0	17	79	0	96	0	78	45	123	406
05:15 PM	05:30 PM	67	119	3	189	0	0	0	0	22	90	0	112	0	80	39	119	420
05:30 PM	05:45 PM	59	118	3	180	0	0	0	0	23	99	0	122	0	80	22	102	404
05:45 PM	06:00 PM	68	132	2	202	0	0	0	0	31	95	0	126	0	81	31	112	440

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		SE 1st Avenue								SE 3rd Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
05:00 PM	06:00 PM	250	489	11	750	0	0	0	0	92	359	0	451	0	316	136	451	1,653
PEAK HOUR FACTOR					0.94				#DIV/0!				0.90				0.93	0.95

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: SE 2nd St & SE 1st Ave
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/23/2016
Day of Week: Tuesday

TIME INTERVAL		SE 1st Avenue								SE 2nd Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	0	33	2	35	0	0	0	0	0	0	0	0	0	0	10	10	45
07:15 AM	07:30 AM	0	43	1	44	0	0	0	0	0	0	0	0	0	0	9	9	53
07:30 AM	07:45 AM	0	58	3	61	0	0	0	0	0	0	0	0	0	0	12	12	73
07:45 AM	08:00 AM	0	69	2	71	0	0	0	0	0	0	0	0	0	0	8	8	79
08:00 AM	08:15 AM	0	75	2	77	0	0	0	0	0	0	0	0	1	0	21	22	99
08:15 AM	08:30 AM	0	76	1	77	0	0	0	0	0	0	0	0	0	0	11	11	88
08:30 AM	08:45 AM	0	107	3	110	0	0	0	0	0	0	0	0	0	0	20	20	130
08:45 AM	09:00 AM	0	90	0	90	0	0	0	0	0	0	0	0	0	0	14	14	104

AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		SE 1st Avenue								SE 2nd Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
08:00 AM	09:00 AM	0	345	6	350	0	0	0	0	0	0	0	0	1	0	65	66	417
PEAK HOUR FACTOR					0.80				#DIV/0!				#DIV/0!				0.76	0.81

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Peninsula Tower
Location: SE 2nd St & SE 1st Ave
Observer: Traffic Survey Specialists, Inc.

Project Number: 15230
Count Date: 2/23/2016
Day of Week: Tuesday

TIME INTERVAL		SE 1st Avenue NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	SE 2nd Street EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
04:00 PM	04:15 PM	0	164	1	165	0	0	0	0	0	0	0	0	0	0	9	9	174
04:15 PM	04:30 PM	0	158	1	159	0	0	0	0	0	0	0	0	0	0	15	15	174
04:30 PM	04:45 PM	0	129	6	135	0	0	0	0	0	0	0	0	0	0	12	12	147
04:45 PM	05:00 PM	0	115	17	132	0	0	0	0	0	0	0	0	0	0	5	5	137
05:00 PM	05:15 PM	0	159	4	163	0	0	0	0	0	0	0	0	0	0	17	17	180
05:15 PM	05:30 PM	0	155	6	161	0	0	0	0	0	0	0	0	0	0	12	12	173
05:30 PM	05:45 PM	0	157	3	160	0	0	0	0	0	0	0	0	0	0	8	8	168
05:45 PM	06:00 PM	0	154	7	161	0	0	0	0	0	0	0	0	0	0	6	6	167

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		SE 1st Avenue NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	SE 2nd Street EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
05:00 PM	06:00 PM	0	619	20	639	0	0	0	0	0	0	0	0	0	0	43	43	681
PEAK HOUR FACTOR					0.99				#DIV/0!				#DIV/0!				0.63	0.96

Note: 2014 FDOT Peak Season Conversion Factor = 0.99

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

HALLANDALE BEACH BOULEVARD & NW/SW 8TH AVENUE, HALLANDALE, FLORIDA
COUNTED BY: I. GONZALEZ & D. GONZALEZ
SIGNALIZED

Site Code : 00160038
Start Date: 02/23/16
File I.D. : HBB8AVEW
Page : 1

ALL VEHICLES

	NW 8TH AVENUE From North				HALLANDALE BEACH BLVD From East				SW 8TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/23/16																	
07:00	0	4	23	40	1	4	234	0	0	89	17	5	2	38	296	42	795
07:15	0	21	40	40	0	15	298	3	0	98	47	3	2	42	287	47	943
07:30	0	17	40	42	2	18	303	1	0	96	31	3	5	43	359	19	979
07:45	1	19	56	42	4	21	258	0	0	96	53	9	2	49	339	41	990
Hr Total	1	61	159	164	7	58	1093	4	0	379	148	20	11	172	1281	149	3707
08:00	0	10	34	19	1	8	359	5	0	82	44	13	2	35	467	59	1138
08:15	0	15	42	28	4	22	373	5	0	87	19	4	4	35	465	42	1145
08:30	0	27	46	23	6	14	343	9	0	114	19	7	4	18	439	54	1123
08:45	0	31	29	28	1	13	382	2	0	73	23	11	8	20	484	64	1169
Hr Total	0	83	151	98	12	57	1457	21	0	356	105	35	18	108	1855	219	4575
* BREAK *																	
16:00	0	21	11	43	1	10	435	4	0	89	31	5	2	38	364	39	1093
16:15	0	9	16	51	9	7	383	6	0	96	39	4	5	38	369	42	1074
16:30	0	15	27	44	6	6	296	5	0	107	41	5	0	42	380	43	1017
16:45	1	20	37	45	1	7	288	10	0	89	56	7	6	37	373	41	1018
Hr Total	1	65	91	183	17	30	1402	25	0	381	167	21	13	155	1486	165	4202
17:00	0	17	21	53	3	6	233	8	0	115	46	6	6	43	352	35	944
17:15	0	15	23	48	0	4	315	14	0	114	30	3	3	36	370	48	1023
17:30	0	16	35	64	2	12	301	4	0	102	31	7	6	30	395	40	1045
17:45	0	25	23	58	5	8	301	5	0	119	30	6	1	33	371	33	1018
Hr Total	0	73	102	223	10	30	1150	31	0	450	137	22	16	142	1488	156	4030
TOTAL	2	282	503	668	46	175	5102	81	0	1566	557	98	58	577	6110	689	16514

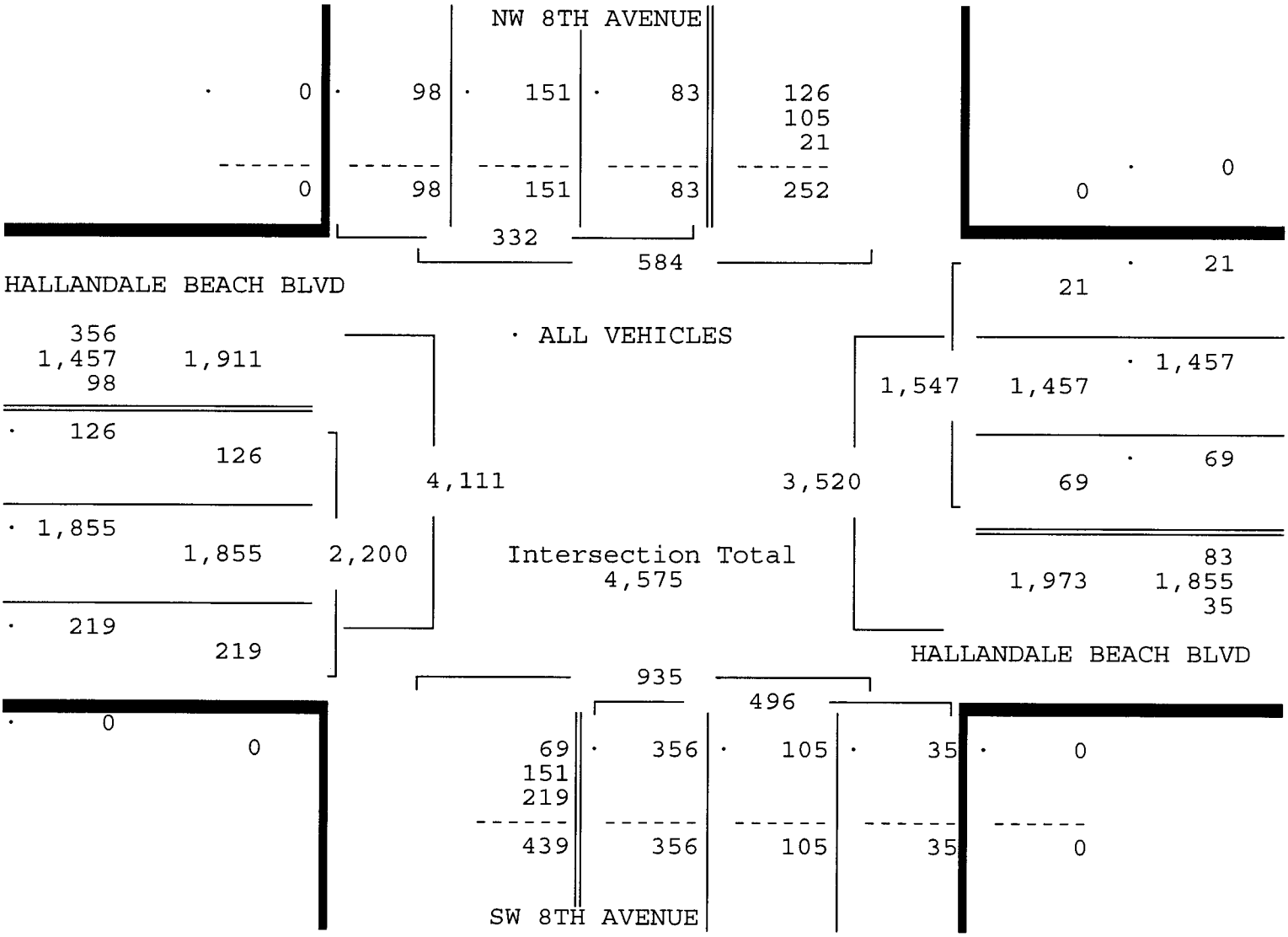
HALLANDALE BEACH BOULEVARD & NW/SW 8TH AVENUE, HALLANDALE, FLORIDA
COUNTED BY: I. GONZALEZ & D. GONZALEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160038
Start Date: 02/23/16
File I.D. : HBB8AVEW
Page : 2

ALL VEHICLES

	NW 8TH AVENUE From North				HALLANDALE BEACH BLVD From East				SW 8TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/23/16																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/23/16																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	83	151	98	12	57	1457	21	0	356	105	35	18	108	1855	219	
Percent	0%	25%	45%	30%	1%	4%	94%	1%	0%	72%	21%	7%	1%	5%	84%	10%	
Pk total	332				1547				496				2200				
Highest	08:30				08:15				08:30				08:45				
Volume	0	27	46	23	4	22	373	5	0	114	19	7	8	20	484	64	
Hi total	96				404				140				576				
PHF	.86				.96				.89				.95				



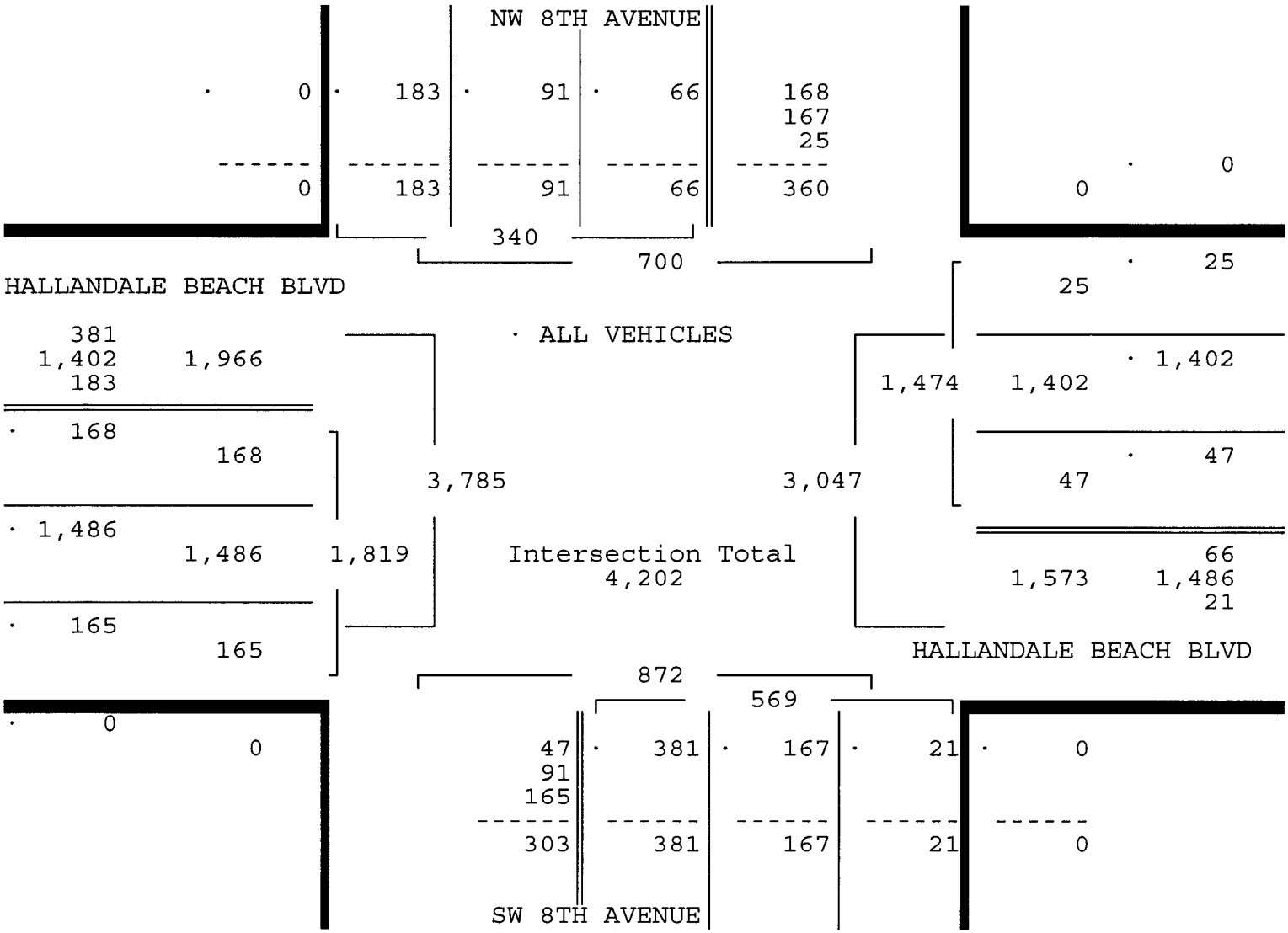
HALLANDALE BEACH BOULEVARD & NW/SW 8TH AVENUE, HALLANDALE, FLORIDA
COUNTED BY: I. GONZALEZ & D. GONZALEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160038
Start Date: 02/23/16
File I.D. : HBB8AVEW
Page : 3

ALL VEHICLES

	NW 8TH AVENUE From North				HALLANDALE BEACH BLVD From East				SW 8TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/23/16																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/23/16																	
Peak start	16:00				16:00				16:00				16:00				
Volume	1	65	91	183	17	30	1402	25	0	381	167	21	13	155	1486	165	
Percent	0%	19%	27%	54%	1%	2%	95%	2%	0%	67%	29%	4%	1%	9%	82%	9%	
Pk total	340				1474				569				1819				
Highest	16:45				16:00				16:30				16:30				
Volume	1	20	37	45	1	10	435	4	0	107	41	5	0	42	380	43	
Hi total	103				450				153				465				
PHF	.83				.82				.93				.98				



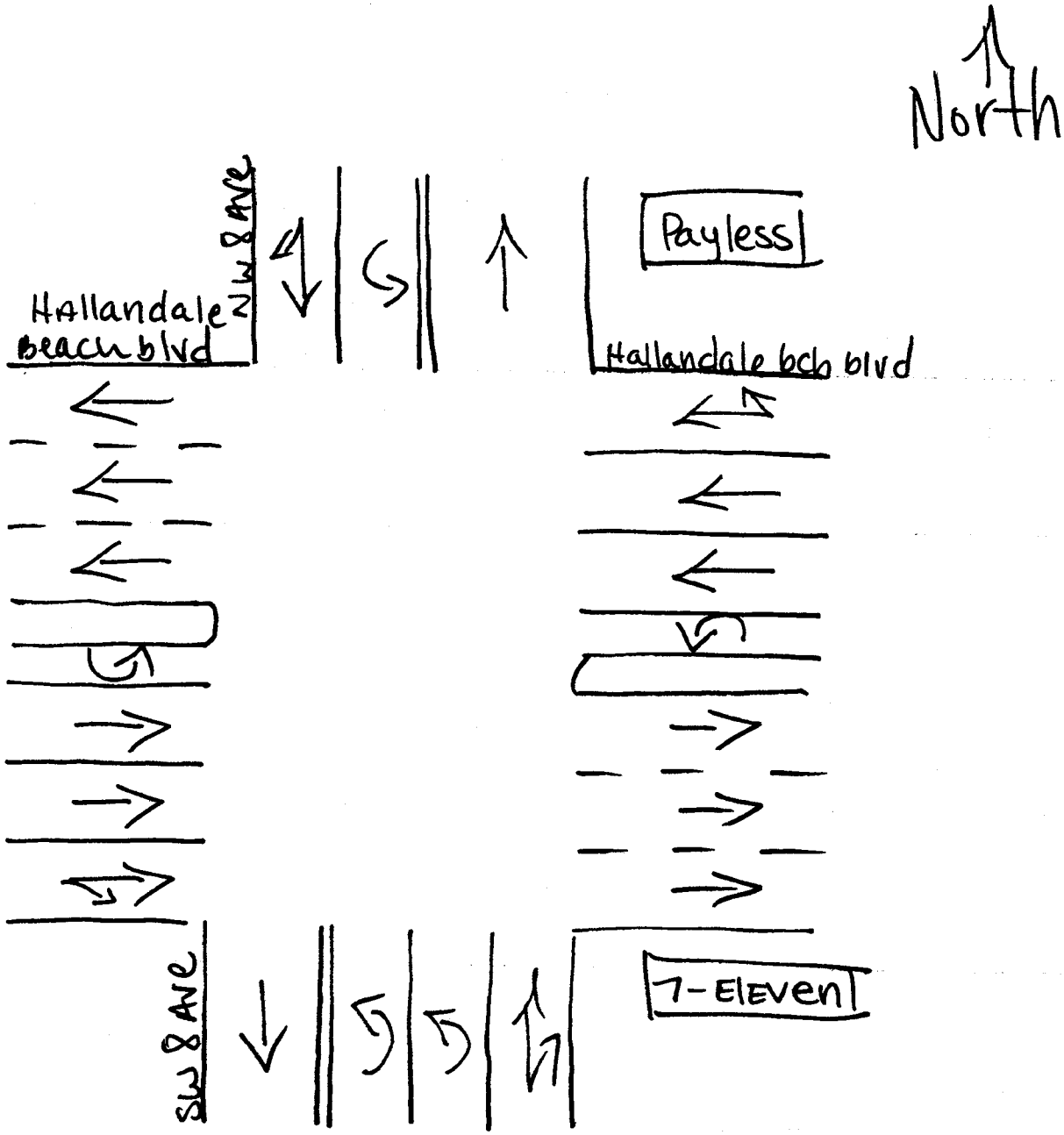
HALLANDALE BEACH BOULEVARD & NW/SW 8TH AVENUE, HALLANDALE, FLORIDA
COUNTED BY: I. GONZALEZ & D. GONZALEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160038
Start Date: 02/23/16
File I.D. : HBB8AVEW
Page : 1

PEDESTRIANS & BIKES

	NW 8TH AVENUE From North				HALLANDALE BEACH BLVD From East				SW 8TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/23/16																	
07:00	0	0	0	6	0	3	0	12	0	0	0	0	0	0	0	5	26
07:15	0	0	0	3	0	0	0	6	0	0	0	0	0	0	0	1	10
07:30	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Hr Total	0	0	0	10	0	3	0	20	0	0	0	0	0	0	0	7	40
08:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	5
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	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	3
Hr Total	0	1	0	1	0	0	0	3	0	0	0	1	0	0	0	3	9
* BREAK *																	
16:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
16:15	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	1	6
16:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
16:45	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	8	14
Hr Total	0	6	0	6	0	0	0	0	0	0	0	3	0	0	0	10	25
17:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	4
17:15	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	5	9
17:30	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	7	11
17:45	0	0	0	2	0	0	0	5	0	0	0	0	0	0	0	0	7
Hr Total	0	1	0	8	0	2	0	5	0	0	0	0	0	0	0	15	31
TOTAL	0	8	0	25	0	5	0	28	0	0	0	4	0	0	0	35	105



Hallandale, Florida
JULY 23, 2013
drawn by: Luis Palomino
Signalized ✓

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

HALLANDALE BEACH BOULEVARD & DIXIE HIGHWAY, HALLANDALE BEACH, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

Site Code : 00160038
Start Date: 02/24/16
File I.D. : HBBDIXIE
Page : 1

ALL VEHICLES

	N DIXIE HIGHWAY From North				HALLANDALE BEACH BLVD From East				S DIXIE HIGHWAY From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/24/16																	
07:00	0	49	48	2	0	13	303	0	0	0	0	0	0	0	257	5	677
07:15	0	65	61	4	0	16	294	0	0	0	0	0	0	0	250	11	701
07:30	0	83	90	7	0	21	308	0	0	0	0	0	0	0	215	8	732
07:45	0	94	166	10	0	25	336	0	0	0	0	0	0	0	316	14	961
Hr Total	0	291	365	23	0	75	1241	0	0	0	0	0	0	0	1038	38	3071
08:00	0	108	134	9	0	18	315	0	0	0	0	0	0	0	262	5	851
08:15	0	150	163	7	0	22	389	0	0	0	0	0	0	0	229	6	966
08:30	0	97	168	10	0	22	342	0	0	0	0	0	0	0	324	5	968
08:45	0	132	167	9	0	24	390	0	0	0	0	0	0	0	288	6	1016
Hr Total	0	487	632	35	0	86	1436	0	0	0	0	0	0	0	1103	22	3801
* BREAK *																	
16:00	0	82	85	15	0	21	507	0	0	0	0	0	0	0	270	3	983
16:15	0	103	87	15	0	20	423	0	0	0	0	0	0	0	259	6	913
16:30	0	88	90	7	0	15	388	0	0	0	0	0	0	0	275	5	868
16:45	0	77	77	12	0	21	439	0	0	0	0	0	0	0	285	10	921
Hr Total	0	350	339	49	0	77	1757	0	0	0	0	0	0	0	1089	24	3685
17:00	0	93	76	22	0	35	402	0	0	0	0	0	0	0	274	10	912
17:15	0	77	94	7	0	20	391	0	0	0	0	0	0	0	302	7	898
17:30	0	83	101	8	0	27	402	0	0	0	0	0	0	0	258	6	885
17:45	0	89	79	3	2	25	412	0	0	0	0	0	0	0	279	12	901
Hr Total	0	342	350	40	2	107	1607	0	0	0	0	0	0	0	1113	35	3596
TOTAL	0	1470	1686	147	2	345	6041	0	0	0	0	0	0	0	4343	119	14153

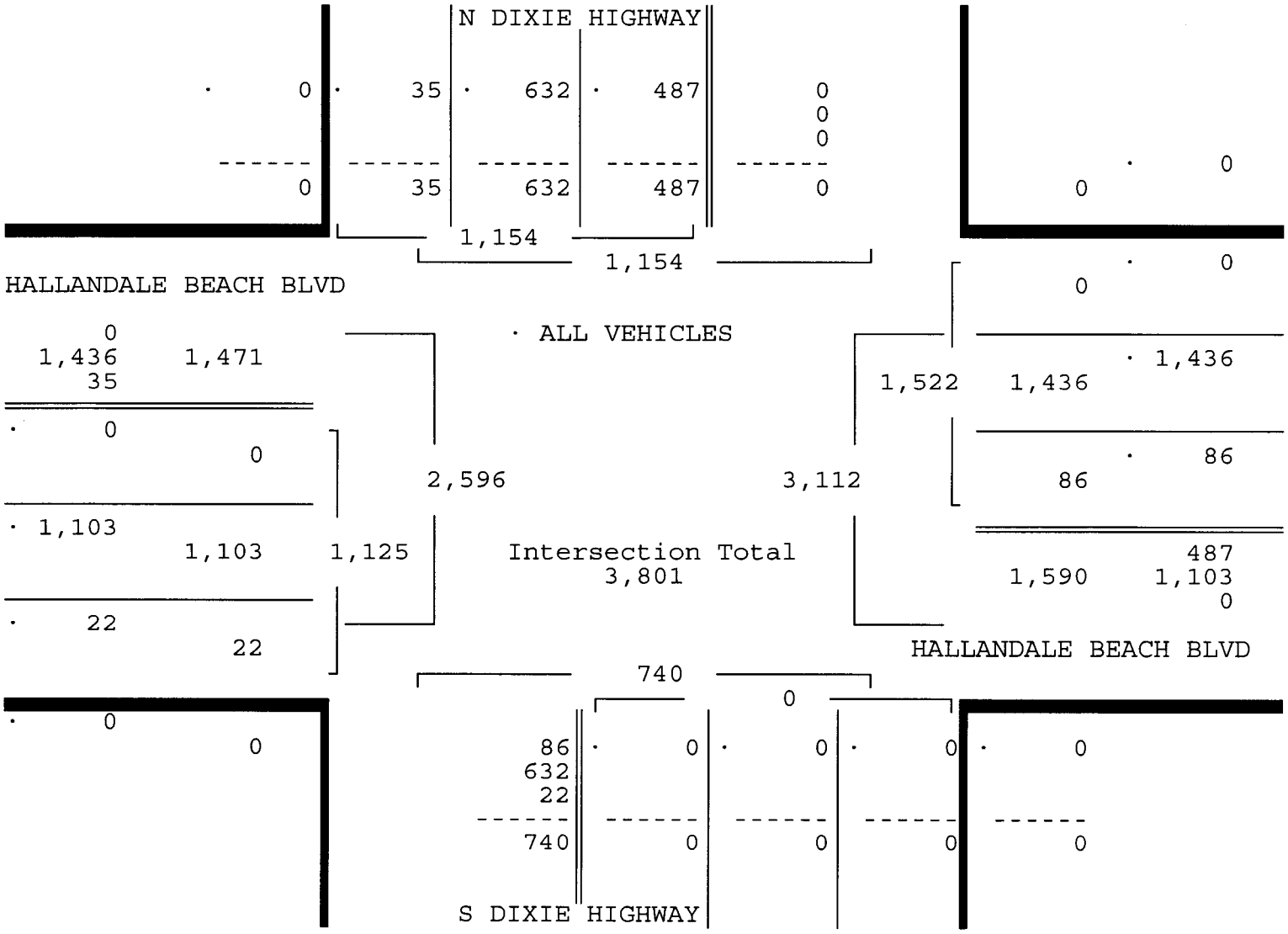
HALLANDALE BEACH BOULEVARD & DIXIE
HIGHWAY, HALLANDALE BEACH, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160038
Start Date: 02/24/16
File I.D. : HBBDIXIE
Page : 2

ALL VEHICLES

	N DIXIE HIGHWAY From North				HALLANDALE BEACH BLVD From East				S DIXIE HIGHWAY From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/24/16																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/24/16																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	487	632	35	0	86	1436	0	0	0	0	0	0	0	1103	22	
Percent	0%	42%	55%	3%	0%	6%	94%	0%	0%	0%	0%	0%	0%	0%	98%	2%	
Pk total	1154				1522				0				1125				
Highest	08:15				08:45				07:00				08:30				
Volume	0	150	163	7	0	24	390	0	0	0	0	0	0	0	324	5	
Hi total	320				414				0				329				
PHF	.90				.92				.0				.85				



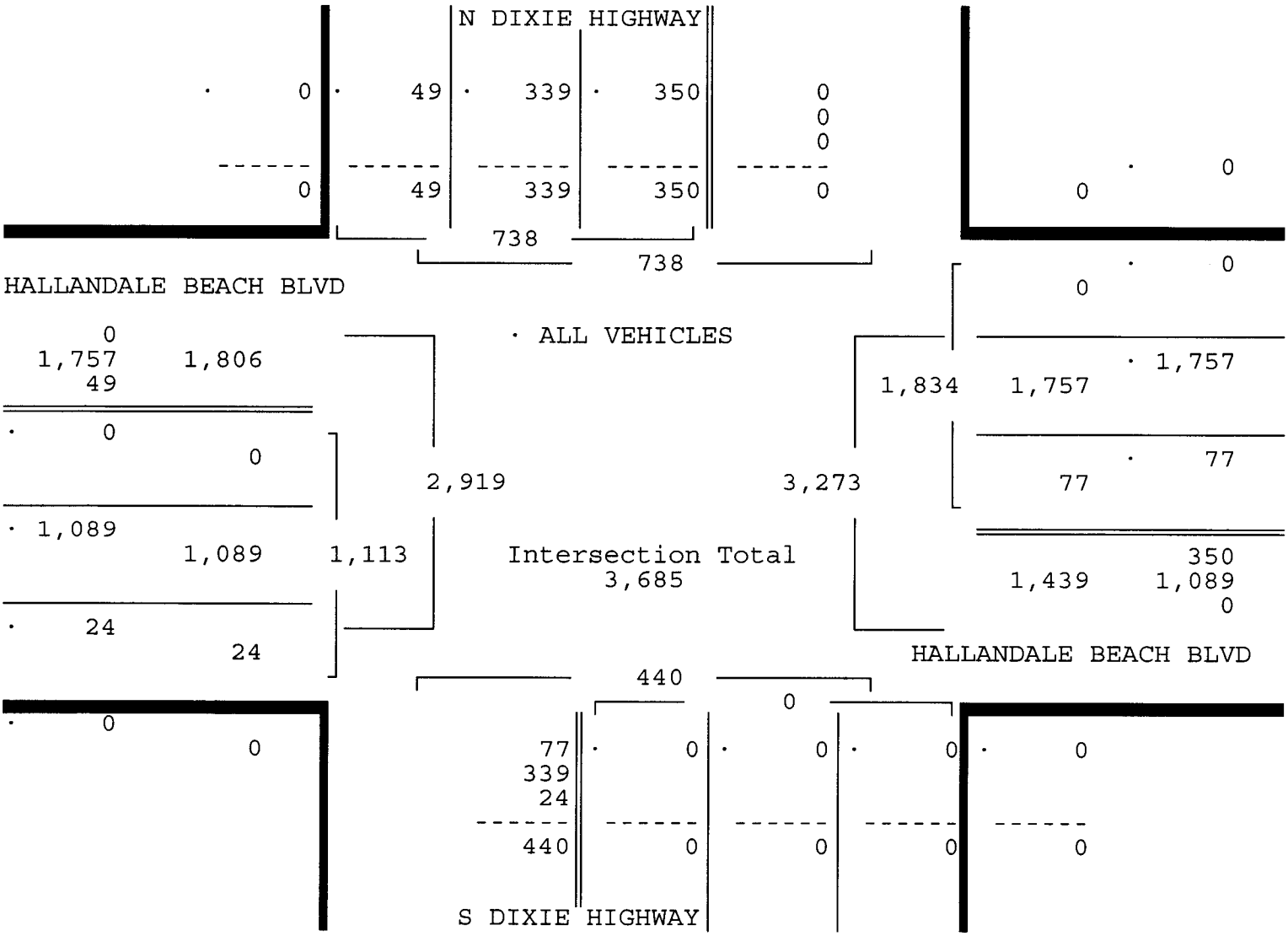
HALLANDALE BEACH BOULEVARD & DIXIE
HIGHWAY, HALLANDALE BEACH, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160038
Start Date: 02/24/16
File I.D. : HBBDIXIE
Page : 3

ALL VEHICLES

	N DIXIE HIGHWAY From North				HALLANDALE BEACH BLVD From East				S DIXIE HIGHWAY From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/24/16																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/24/16																	
Peak start 16:00					16:00				16:00				16:00				
Volume	0	350	339	49	0	77	1757	0	0	0	0	0	0	0	1089	24	
Percent	0%	47%	46%	7%	0%	4%	96%	0%	0%	0%	0%	0%	0%	0%	98%	2%	
Pk total	738				1834				0				1113				
Highest	16:15				16:00				07:00				16:45				
Volume	0	103	87	15	0	21	507	0	0	0	0	0	0	0	285	10	
Hi total	205				528				0				295				
PHF	.90				.87				.0				.94				



Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
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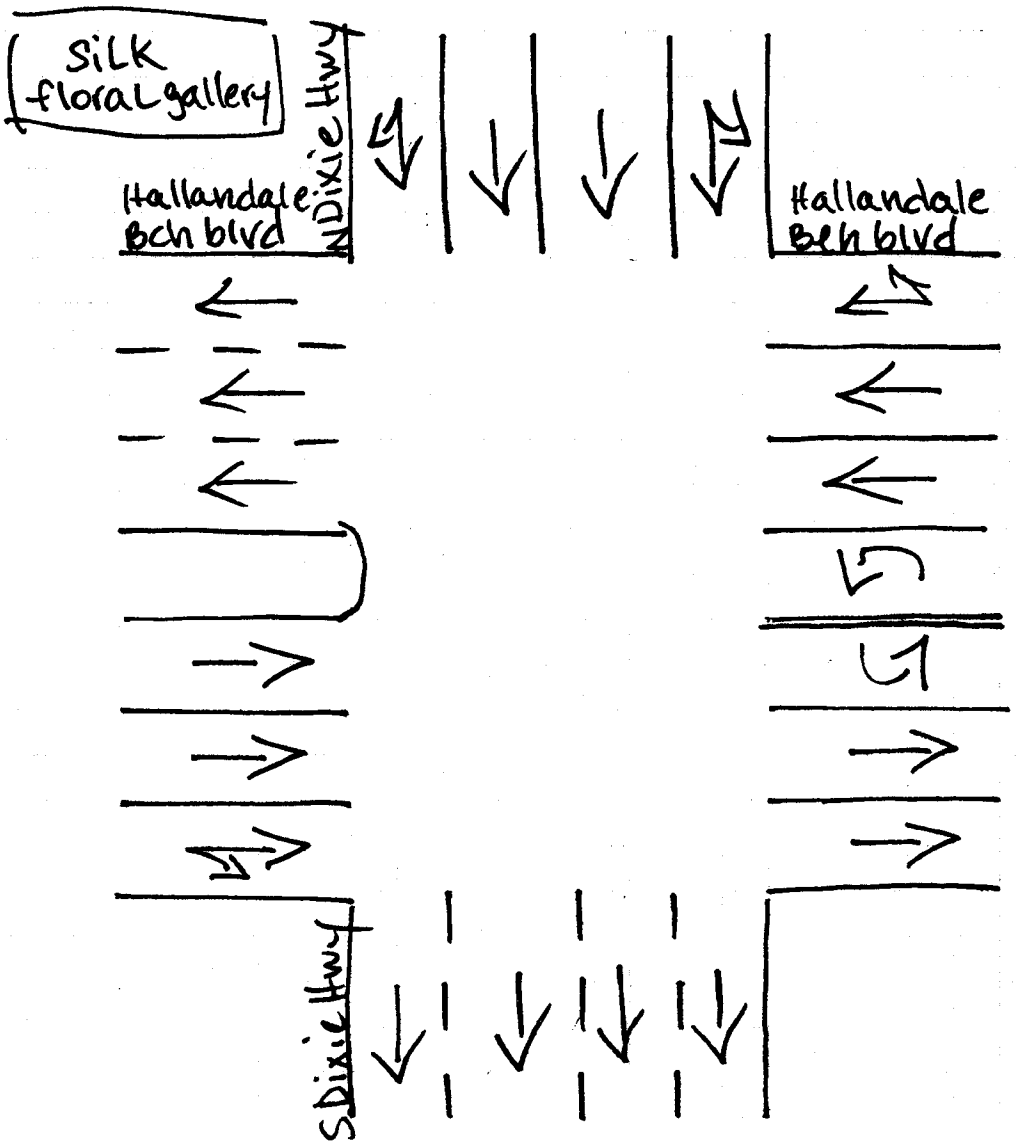
HALLANDALE BEACH BOULEVARD & DIXIE
HIGHWAY, HALLANDALE BEACH, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

Site Code : 00160038
Start Date: 02/24/16
File I.D. : HBBDIXIE
Page : 1

PEDESTRIANS & BIKES

	N DIXIE HIGHWAY From North				HALLANDALE BEACH BLVD From East				S DIXIE HIGHWAY From South				HALLANDALE BEACH BLVD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/24/16																	
07:00	0	2	0	0	0	0	0	0	0	1	0	2	0	0	0	0	5
07:15	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	1	7
07:30	0	1	0	4	0	0	0	0	0	3	0	0	0	4	0	0	12
07:45	0	1	0	2	0	0	0	0	0	0	0	1	0	0	0	0	4
Hr Total	0	4	0	9	0	0	0	0	0	7	0	3	0	4	0	1	28
08:00	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3
08:15	0	1	0	3	0	0	0	0	0	1	0	5	0	2	0	3	15
08:30	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
08:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hr Total	0	5	0	3	0	0	0	0	0	2	0	6	0	3	0	3	22
---------- * BREAK * ----------																	
16:00	0	5	0	1	0	0	0	0	0	1	0	1	0	1	0	1	10
16:15	0	1	0	2	0	0	0	0	0	0	0	1	0	0	0	0	4
16:30	0	3	0	1	0	0	0	0	0	1	0	0	0	0	0	0	5
16:45	0	3	0	4	0	0	0	0	0	2	0	1	0	2	0	0	12
Hr Total	0	12	0	8	0	0	0	0	0	4	0	3	0	3	0	1	31
17:00	0	5	0	1	0	0	0	0	0	3	0	0	0	1	0	0	10
17:15	0	2	0	3	0	1	0	0	0	1	0	2	0	0	0	0	9
17:30	0	8	0	2	0	0	0	0	0	0	0	1	0	1	0	0	12
17:45	0	0	0	4	0	0	0	0	0	3	0	2	0	1	0	1	11
Hr Total	0	15	0	10	0	1	0	0	0	7	0	5	0	3	0	1	42
TOTAL	0	36	0	30	0	1	0	0	0	20	0	17	0	13	0	6	123



Hallandale Beach, Florida
January 21, 2015
drawn by: Luis Palomino
Signalized

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

HALLANDALE BEACH BOULEVARD & NE/SE 1ST AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

Site Code : 00160038
Start Date: 02/24/16
File I.D. : HBB1AVE_
Page : 1

ALL VEHICLES

	NE 1ST AVENUE From North				HALLANDALE BEACH BLVD From East				SE 1ST AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/24/16																	
07:00	0	0	0	0	0	0	290	5	0	23	6	3	0	8	296	0	631
07:15	0	0	0	0	0	0	285	2	0	25	20	12	0	10	305	0	659
07:30	0	0	0	0	1	0	282	7	0	40	24	12	0	4	296	0	666
07:45	0	0	0	0	0	0	320	6	0	42	19	21	0	9	394	0	811
Hr Total	0	0	0	0	1	0	1177	20	0	130	69	48	0	31	1291	0	2767
08:00	0	0	0	0	0	0	287	6	0	50	36	13	0	5	360	0	757
08:15	0	0	0	0	1	0	355	4	0	58	38	13	0	7	370	0	846
08:30	0	0	0	0	0	0	299	5	0	63	30	26	0	9	408	0	840
08:45	0	0	0	0	0	0	343	6	0	68	37	27	0	6	419	0	906
Hr Total	0	0	0	0	1	0	1284	21	0	239	141	79	0	27	1557	0	3349
* BREAK *																	
16:00	0	0	0	0	0	0	458	9	0	68	70	22	0	5	346	0	978
16:15	0	0	0	0	1	0	359	7	0	84	82	23	0	6	352	0	914
16:30	0	0	0	0	0	0	355	8	0	61	74	22	0	11	347	0	878
16:45	0	0	0	0	0	0	387	11	0	72	93	18	0	10	352	0	943
Hr Total	0	0	0	0	1	0	1559	35	0	285	319	85	0	32	1397	0	3713
17:00	0	0	0	0	0	0	349	13	0	85	80	25	0	7	355	0	914
17:15	0	0	0	0	0	0	345	14	0	62	83	17	0	12	363	0	896
17:30	0	0	0	0	1	0	371	8	0	60	88	23	0	8	337	0	896
17:45	0	0	0	0	0	0	347	8	0	68	99	26	0	12	353	0	913
Hr Total	0	0	0	0	1	0	1412	43	0	275	350	91	0	39	1408	0	3619
TOTAL	0	0	0	0	4	0	5432	119	0	929	879	303	0	129	5653	0	13448

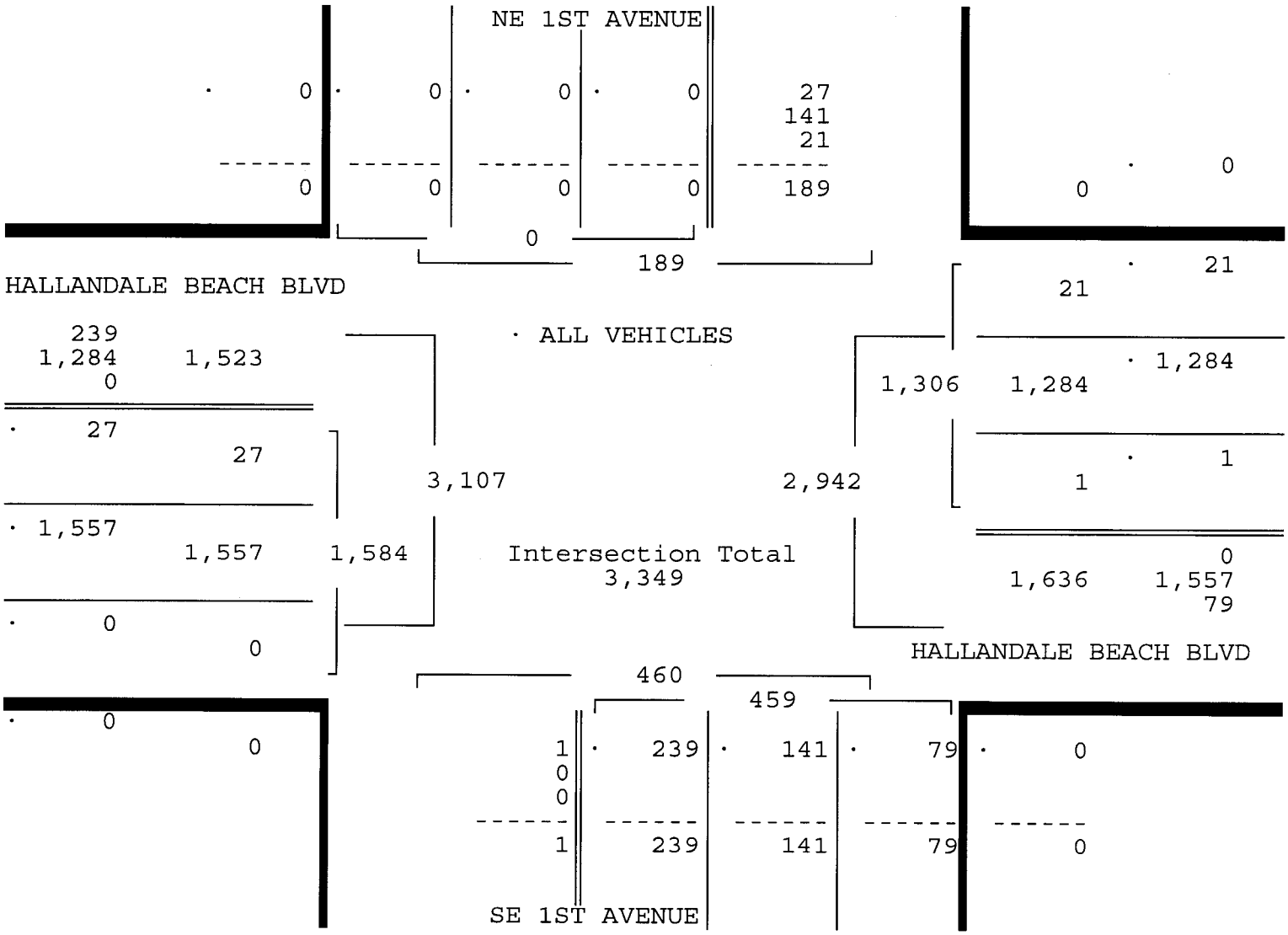
HALLANDALE BEACH BOULEVARD & NE/SE 1ST AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160038
Start Date: 02/24/16
File I.D. : HBB1AVE_
Page : 2

ALL VEHICLES

	NE 1ST AVENUE From North				HALLANDALE BEACH BLVD From East				SE 1ST AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/24/16																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/24/16																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	0	0	0	1	0	1284	21	0	239	141	79	0	27	1557	0	
Percent	0%	0%	0%	0%	0%	0%	98%	2%	0%	52%	31%	17%	0%	2%	98%	0%	
Pk total	0				1306				459				1584				
Highest	07:00				08:15				08:45				08:45				
Volume	0	0	0	0	1	0	355	4	0	68	37	27	0	6	419	0	
Hi total	0				360				132				425				
PHF	.0				.91				.87				.93				



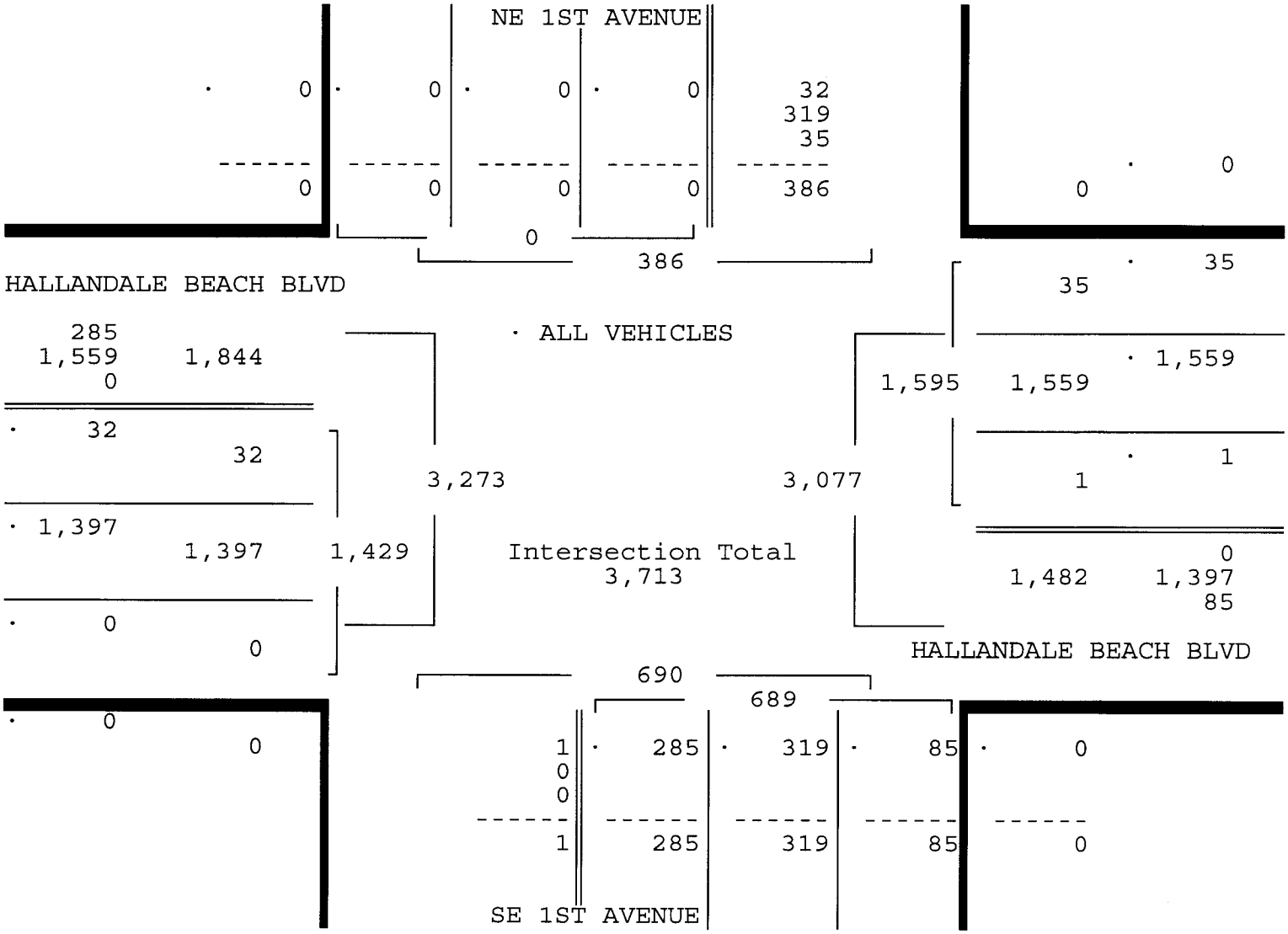
Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

HALLANDALE BEACH BOULEVARD & NE/SE 1ST AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

Site Code : 00160038
Start Date: 02/24/16
File I.D. : HBB1AVE_
Page : 3

ALL VEHICLES

	NE 1ST AVENUE From North				HALLANDALE BEACH BLVD From East				SE 1ST AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/24/16																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/24/16																	
Peak start 16:00					16:00				16:00				16:00				
Volume	0	0	0	0	1	0	1559	35	0	285	319	85	0	32	1397	0	
Percent	0%	0%	0%	0%	0%	0%	98%	2%	0%	41%	46%	12%	0%	2%	98%	0%	
Pk total	0				1595				689				1429				
Highest	07:00				16:00				16:15				16:45				
Volume	0	0	0	0	0	0	458	9	0	84	82	23	0	10	352	0	
Hi total	0				467				189				362				
PHF	.0				.85				.91				.99				



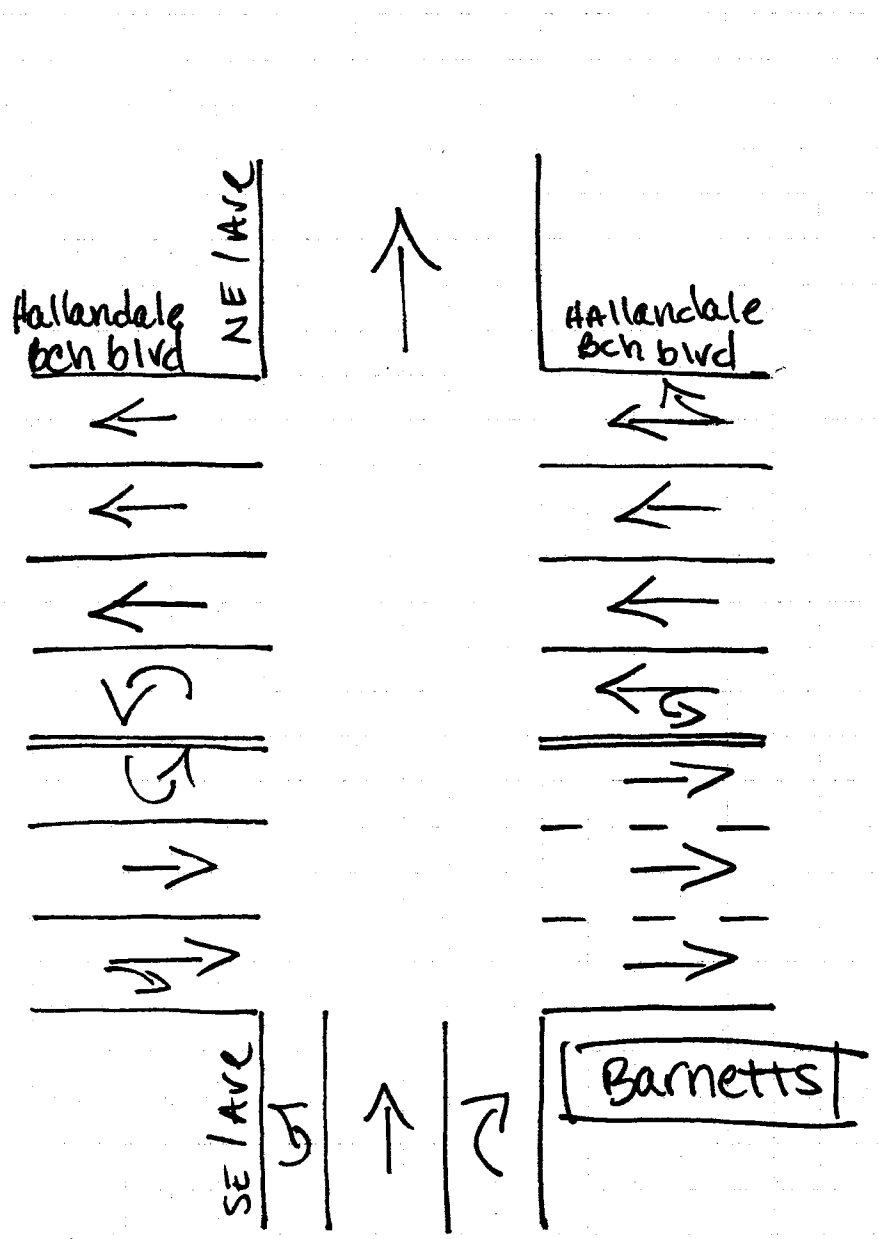
Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

HALLANDALE BEACH BOULEVARD & NE/SE 1ST AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

Site Code : 00160038
Start Date: 02/24/16
File I.D. : HBB1AVE_
Page : 1

PEDESTRIANS & BIKES

	NE 1ST AVENUE From North				HALLANDALE BEACH BLVD From East				SE 1ST AVENUE From South				HALLANDALE BEACH BLVD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/24/16																	
07:00	0	2	0	0	0	0	0	1	0	3	0	2	0	0	0	0	8
07:15	0	0	0	2	0	0	0	0	0	5	0	4	0	0	0	0	11
07:30	0	1	0	4	0	1	0	2	0	3	0	2	0	1	0	0	14
07:45	0	2	0	2	0	0	0	1	0	0	0	2	0	0	0	0	7
Hr Total	0	5	0	8	0	1	0	4	0	11	0	10	0	1	0	0	40
08:00	0	3	0	4	0	1	0	1	0	1	0	0	0	0	0	0	10
08:15	0	1	0	3	0	0	0	0	0	3	0	4	0	0	0	0	11
08:30	0	1	0	1	0	3	0	2	0	1	0	0	0	0	0	0	8
08:45	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
Hr Total	0	7	0	8	0	4	0	3	0	6	0	4	0	0	0	0	32
* BREAK *																	
16:00	0	3	0	1	0	0	0	0	0	2	0	1	0	0	0	0	7
16:15	0	1	0	3	0	0	0	0	0	0	0	1	0	0	0	0	5
16:30	0	7	0	1	0	0	0	6	0	3	0	1	0	0	0	0	18
16:45	0	3	0	3	0	1	0	0	0	4	0	2	0	0	0	0	13
Hr Total	0	14	0	8	0	1	0	6	0	9	0	5	0	0	0	0	43
17:00	0	3	0	2	0	0	0	3	0	5	0	2	0	0	0	0	15
17:15	0	4	0	6	0	2	0	1	0	2	0	2	0	0	0	0	17
17:30	0	7	0	0	0	1	0	0	0	2	0	1	0	0	0	0	11
17:45	0	2	0	6	0	1	0	2	0	3	0	2	0	0	0	0	16
Hr Total	0	16	0	14	0	4	0	6	0	12	0	7	0	0	0	0	59
TOTAL	0	42	0	38	0	10	0	19	0	38	0	26	0	1	0	0	174



Hallandale Beach, Florida
January 21, 2015
drawn by: Luis Palomino
signalized ✓

HALLANDALE BEACH BOULEVARD & SE 5TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: ALBERTO GUTIERREZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160038
Start Date: 02/24/16
File I.D. : HBB5AVE_
Page : 1

ALL VEHICLES

	DRIVEWAY From North				HALLANDALE BEACH BLVD From East				SE 5TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/24/16																	
07:00	0	0	0	0	0	0	326	0	0	0	0	1	0	0	284	12	623
07:15	0	0	0	0	0	0	307	0	0	0	0	2	0	0	292	10	611
07:30	0	0	0	0	0	0	331	1	0	0	0	0	0	1	269	7	609
07:45	0	0	0	0	0	0	344	0	0	0	0	2	0	0	424	4	774
Hr Total	0	0	0	0	0	0	1308	1	0	0	0	5	0	1	1269	33	2617
08:00	0	0	0	0	0	0	310	0	0	0	0	0	0	0	404	6	720
08:15	0	0	0	0	0	0	378	0	0	0	0	4	0	0	385	9	776
08:30	0	0	0	0	0	0	365	0	0	0	0	1	0	0	447	6	819
08:45	0	0	0	0	0	0	359	1	0	0	0	2	0	0	396	8	766
Hr Total	0	0	0	0	0	0	1412	1	0	0	0	7	0	0	1632	29	3081
* BREAK *																	
16:00	0	0	0	0	0	1	506	0	0	0	0	6	0	0	404	4	921
16:15	0	0	0	0	0	0	512	0	0	0	0	3	0	0	448	5	968
16:30	0	0	0	0	0	4	418	0	0	0	0	3	0	0	391	2	818
16:45	0	0	0	0	0	1	470	0	0	0	0	4	0	0	390	2	867
Hr Total	0	0	0	0	0	6	1906	0	0	0	0	16	0	0	1633	13	3574
17:00	0	0	0	0	0	2	533	2	0	0	0	4	2	1	487	3	1034
17:15	0	0	0	0	1	7	358	1	0	0	0	9	0	0	428	6	810
17:30	0	0	0	0	0	0	439	0	0	0	0	1	1	0	504	5	950
17:45	0	0	0	0	1	2	464	0	0	0	0	5	0	0	411	2	885
Hr Total	0	0	0	0	2	11	1794	3	0	0	0	19	3	1	1830	16	3679
TOTAL	0	0	0	0	2	17	6420	5	0	0	0	47	3	2	6364	91	12951

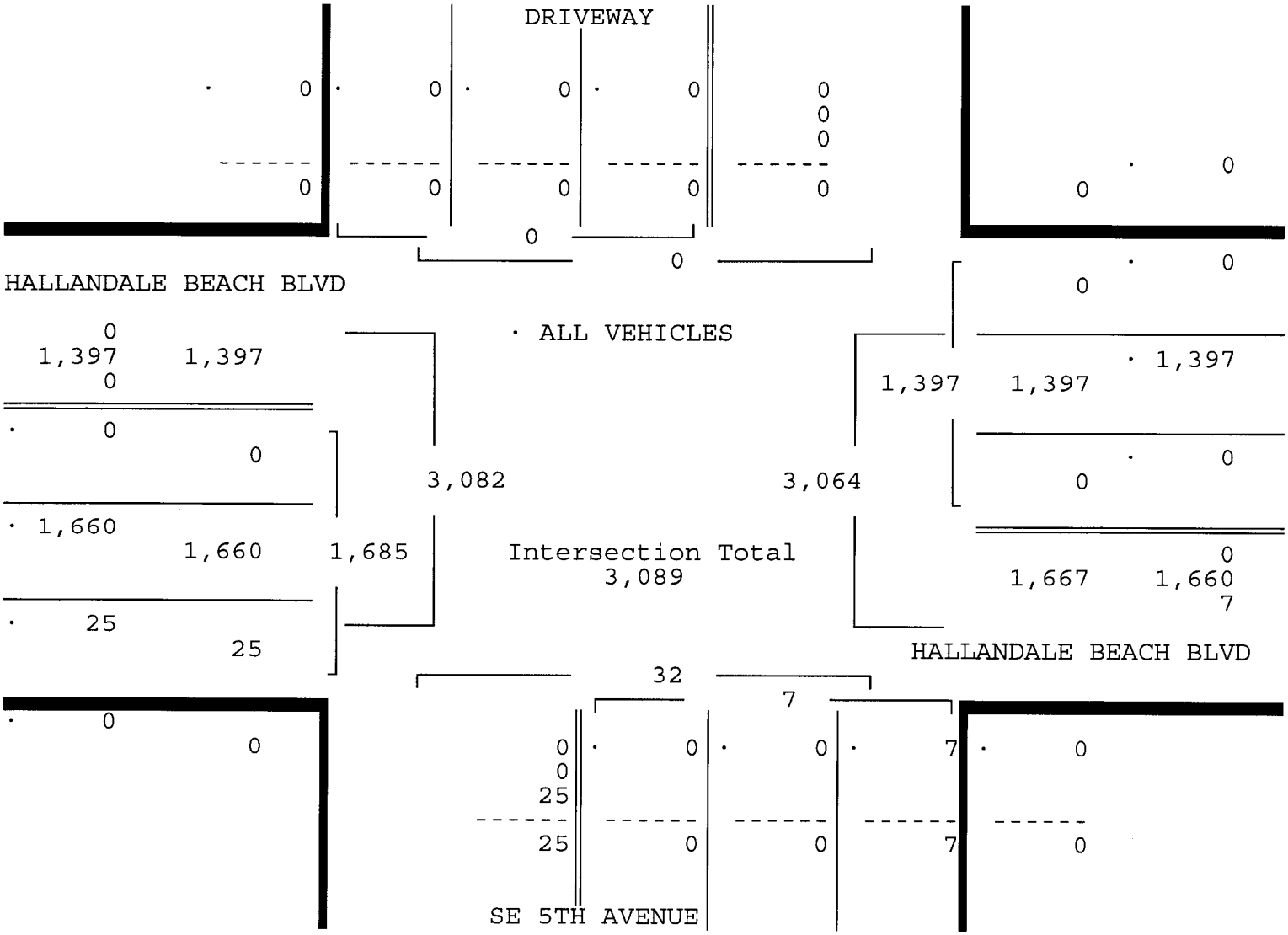
HALLANDALE BEACH BOULEVARD & SE 5TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: ALBERTO GUTIERREZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160038
Start Date: 02/24/16
File I.D. : HBB5AVE_
Page : 2

ALL VEHICLES

	DRIVEWAY From North				HALLANDALE BEACH BLVD From East				SE 5TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/24/16																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/24/16																	
Peak start	07:45				07:45				07:45				07:45				
Volume	0	0	0	0	0	0	1397	0	0	0	0	7	0	0	1660	25	
Percent	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	99%	1%	
Pk total	0				1397				7				1685				
Highest	07:00				08:15				08:15				08:30				
Volume	0	0	0	0	0	0	378	0	0	0	0	4	0	0	447	6	
Hi total	0				378				4				453				
PHF	.0				.92				.44				.93				



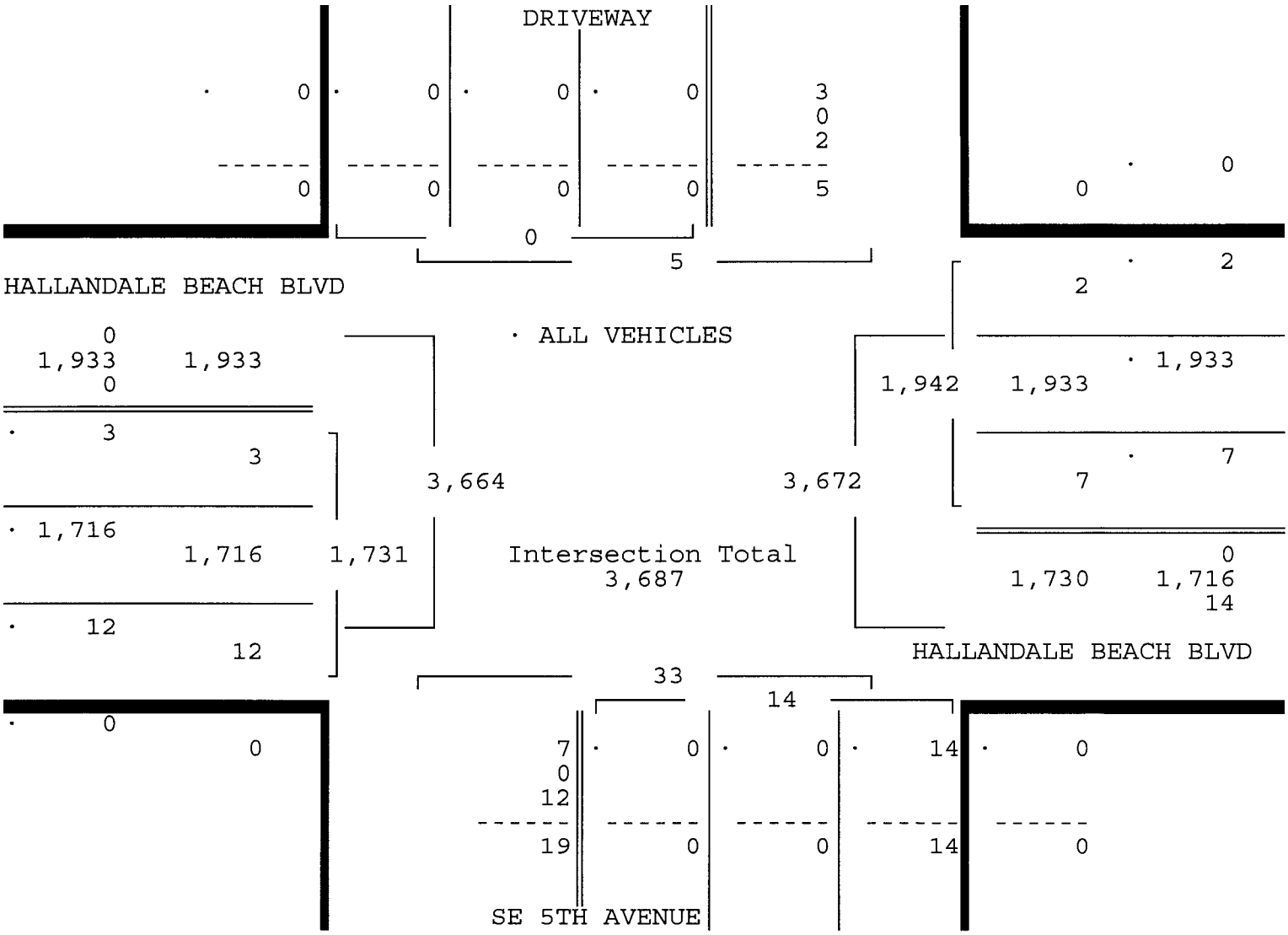
HALLANDALE BEACH BOULEVARD & SE 5TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: ALBERTO GUTIERREZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160038
Start Date: 02/24/16
File I.D. : HBB5AVE_
Page : 3

ALL VEHICLES

	DRIVEWAY From North				HALLANDALE BEACH BLVD From East				SE 5TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/24/16																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/24/16																	
Peak start 16:15					16:15				16:15				16:15				
Volume	0	0	0	0	0	7	1933	2	0	0	0	14	2	1	1716	12	
Percent	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	99%	1%	
Pk total	0				1942				14				1731				
Highest	07:00				17:00				16:45				17:00				
Volume	0	0	0	0	0	2	533	2	0	0	0	4	2	1	487	3	
Hi total	0				537				4				493				
PHF	.0				.90				.88				.88				



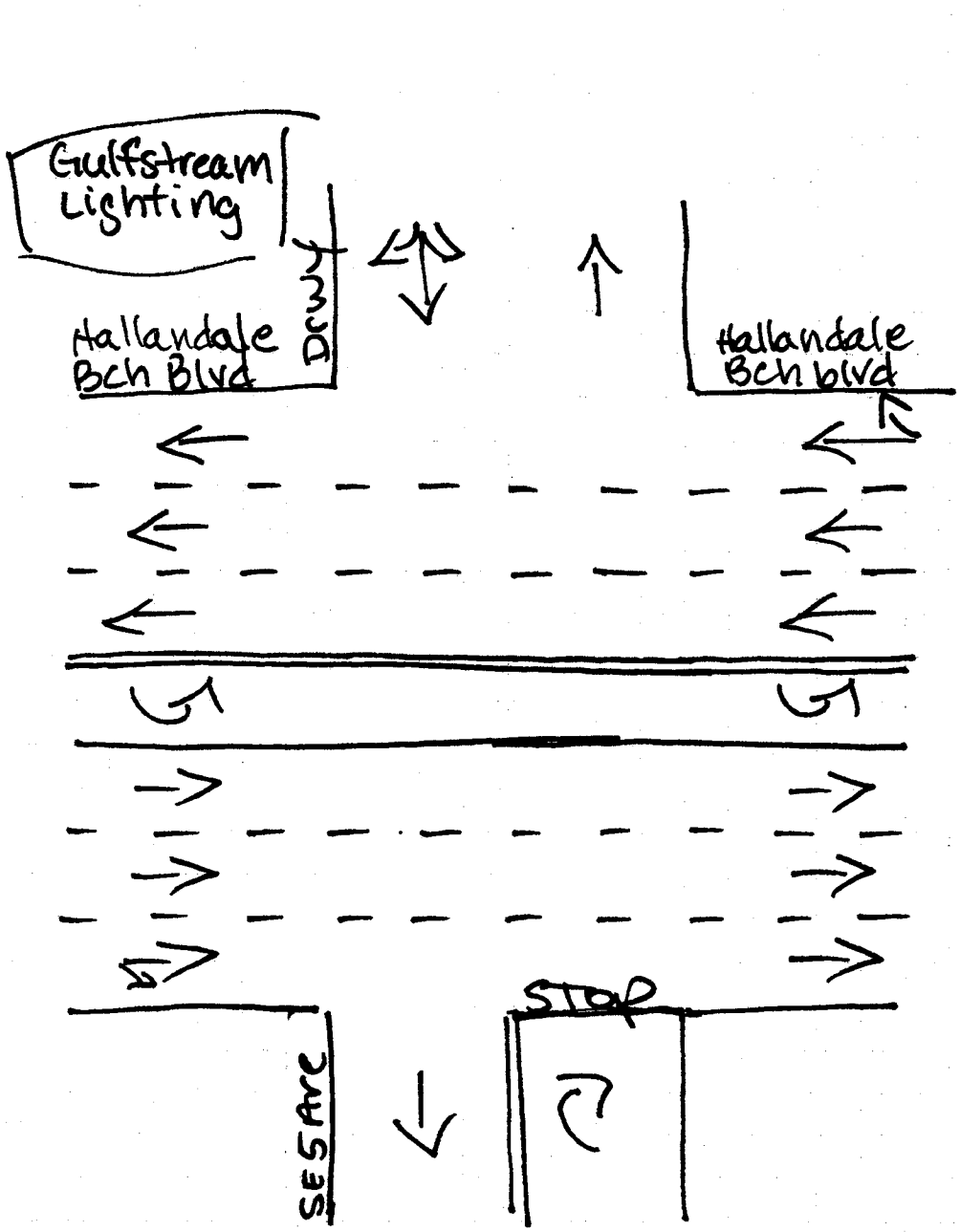
HALLANDALE BEACH BOULEVARD & SE 5TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: ALBERTO GUTIERREZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160038
Start Date: 02/24/16
File I.D. : HBB5AVE_
Page : 1

PEDESTRIANS & BIKES

	DRIVEWAY From North				HALLANDALE BEACH BLVD From East				SE 5TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/24/16																	
07:00	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	5	0	2	0	0	0	0	7
07:30	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
07:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
Hr Total	0	0	0	1	0	0	0	0	0	8	0	7	0	0	0	0	16
08:00	0	0	0	0	0	0	0	0	0	2	0	9	0	0	0	0	11
08:15	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	8
08:30	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	7
08:45	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3
Hr Total	0	0	0	0	0	0	0	0	0	10	0	19	0	0	0	0	29
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	0	4	0	11	0	0	0	0	15
16:30	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	7
16:45	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	6
Hr Total	0	0	0	0	0	0	0	0	0	9	0	21	0	0	0	0	30
17:00	0	0	0	0	0	0	0	0	0	8	0	9	0	0	0	0	17
17:15	0	0	0	0	0	0	0	0	0	4	0	6	0	0	0	0	10
17:30	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	5
17:45	0	0	0	0	0	0	0	0	0	6	0	2	0	0	0	0	8
Hr Total	0	0	0	0	0	0	0	0	0	21	0	19	0	0	0	0	40
TOTAL	0	0	0	1	0	0	0	0	0	48	0	66	0	0	0	0	115



Hallandale Beach, Florida
December 15, 2015
drawn by: Luis Palomino
NOT Signalized ✓

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

HALLANDALE BEACH BOULEVARD & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: S. SALVO & R. MARTINEZ
SIGNALIZED

Site Code : 00160038
Start Date: 02/23/16
File I.D. : HBBUS1__
Page : 1

ALL VEHICLES

	US 1 From North				HALLANDALE BEACH BLVD From East				US 1 From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/23/16																	
07:00	0	18	125	27	0	81	200	12	0	35	90	43	0	21	94	39	785
07:15	1	21	151	22	0	87	208	13	1	43	102	45	0	34	222	70	1020
07:30	5	33	222	24	0	146	216	23	2	43	117	58	0	23	163	73	1148
07:45	4	64	229	26	0	136	228	23	1	41	146	69	1	29	229	86	1312
Hr Total	10	136	727	99	0	450	852	71	4	162	455	215	1	107	708	268	4265
08:00	2	52	279	18	0	153	267	28	0	49	129	80	0	37	256	73	1423
08:15	7	51	299	24	0	123	295	36	6	71	165	91	0	29	221	79	1497
08:30	3	75	211	27	0	174	306	21	12	69	156	86	0	24	257	76	1497
08:45	3	42	299	35	0	145	256	32	4	46	196	101	0	34	202	64	1459
Hr Total	15	220	1088	104	0	595	1124	117	22	235	646	358	0	124	936	292	5876
* BREAK *																	
16:00	6	53	189	30	1	149	250	43	4	132	275	116	0	44	232	45	1569
16:15	10	75	175	31	0	110	301	53	6	138	284	131	0	35	255	63	1667
16:30	9	40	193	41	1	141	292	47	7	89	233	125	1	45	271	53	1588
16:45	2	82	193	40	0	132	259	44	8	118	293	131	0	57	253	55	1667
Hr Total	27	250	750	142	2	532	1102	187	25	477	1085	503	1	181	1011	216	6491
17:00	7	96	173	24	0	138	303	55	6	128	199	112	0	67	222	70	1600
17:15	4	55	239	33	0	148	259	41	6	99	308	125	0	40	227	63	1647
17:30	6	71	241	30	1	124	263	43	5	91	284	110	0	43	227	52	1591
17:45	4	66	196	26	1	179	302	30	3	86	210	97	0	50	234	78	1562
Hr Total	21	288	849	113	2	589	1127	169	20	404	1001	444	0	200	910	263	6400
TOTAL	73	894	3414	458	4	2166	4205	544	71	1278	3187	1520	2	612	3565	1039	23032

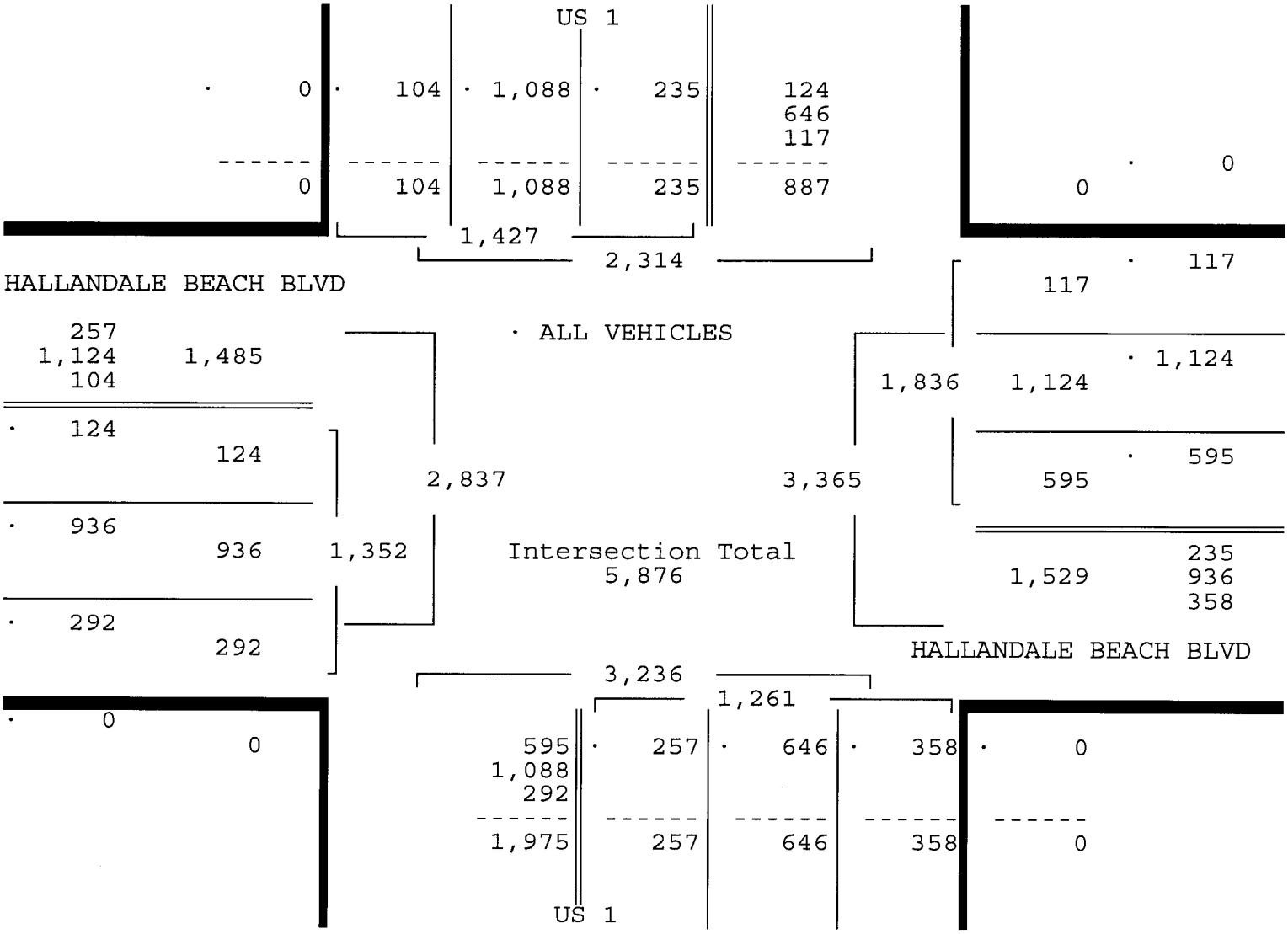
HALLANDALE BEACH BOULEVARD & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: S. SALVO & R. MARTINEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160038
Start Date: 02/23/16
File I.D. : HBBUS1__
Page : 2

ALL VEHICLES

	US 1 From North				HALLANDALE BEACH BLVD From East				US 1 From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/23/16																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/23/16																	
Peak start 08:00					08:00				08:00				08:00				
Volume	15	220	1088	104	0	595	1124	117	22	235	646	358	0	124	936	292	
Percent	1%	15%	76%	7%	0%	32%	61%	6%	2%	19%	51%	28%	0%	9%	69%	22%	
Pk total	1427				1836				1261				1352				
Highest	08:15				08:30				08:45				08:00				
Volume	7	51	299	24	0	174	306	21	4	46	196	101	0	37	256	73	
Hi total	381				501				347				366				
PHF	.94				.92				.91				.92				



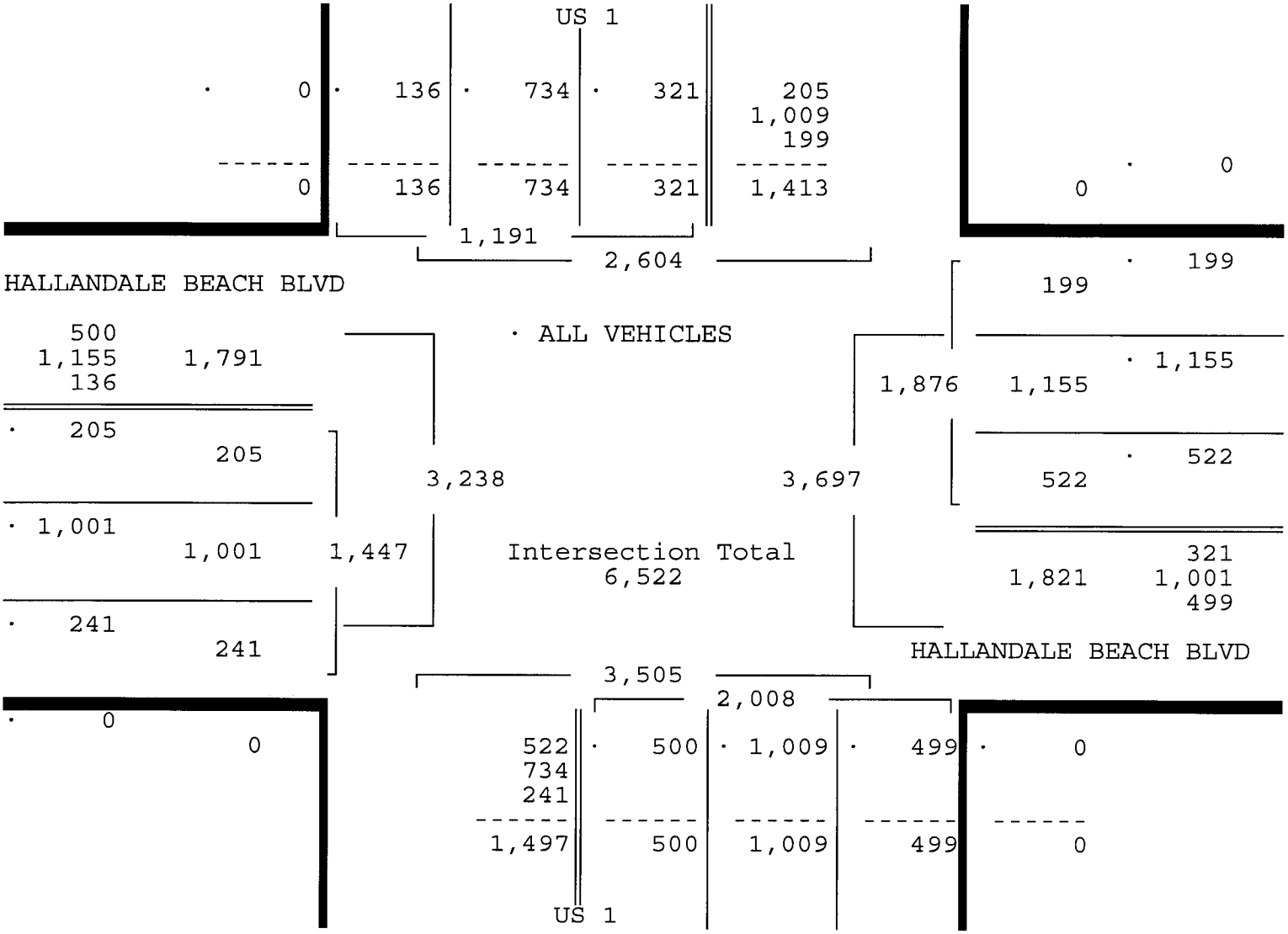
HALLANDALE BEACH BOULEVARD & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: S. SALVO & R. MARTINEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160038
Start Date: 02/23/16
File I.D. : HBBUS1__
Page : 3

ALL VEHICLES

	US 1 From North				HALLANDALE BEACH BLVD From East				US 1 From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/23/16																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/23/16																	
Peak start	16:15				16:15				16:15				16:15				
Volume	28	293	734	136	1	521	1155	199	27	473	1009	499	1	204	1001	241	
Percent	2%	25%	62%	11%	0%	28%	62%	11%	1%	24%	50%	25%	0%	14%	69%	17%	
Pk total	1191				1876				2008				1447				
Highest	16:45				17:00				16:15				16:30				
Volume	2	82	193	40	0	138	303	55	6	138	284	131	1	45	271	53	
Hi total	317				496				559				370				
PHF	.94				.95				.90				.98				



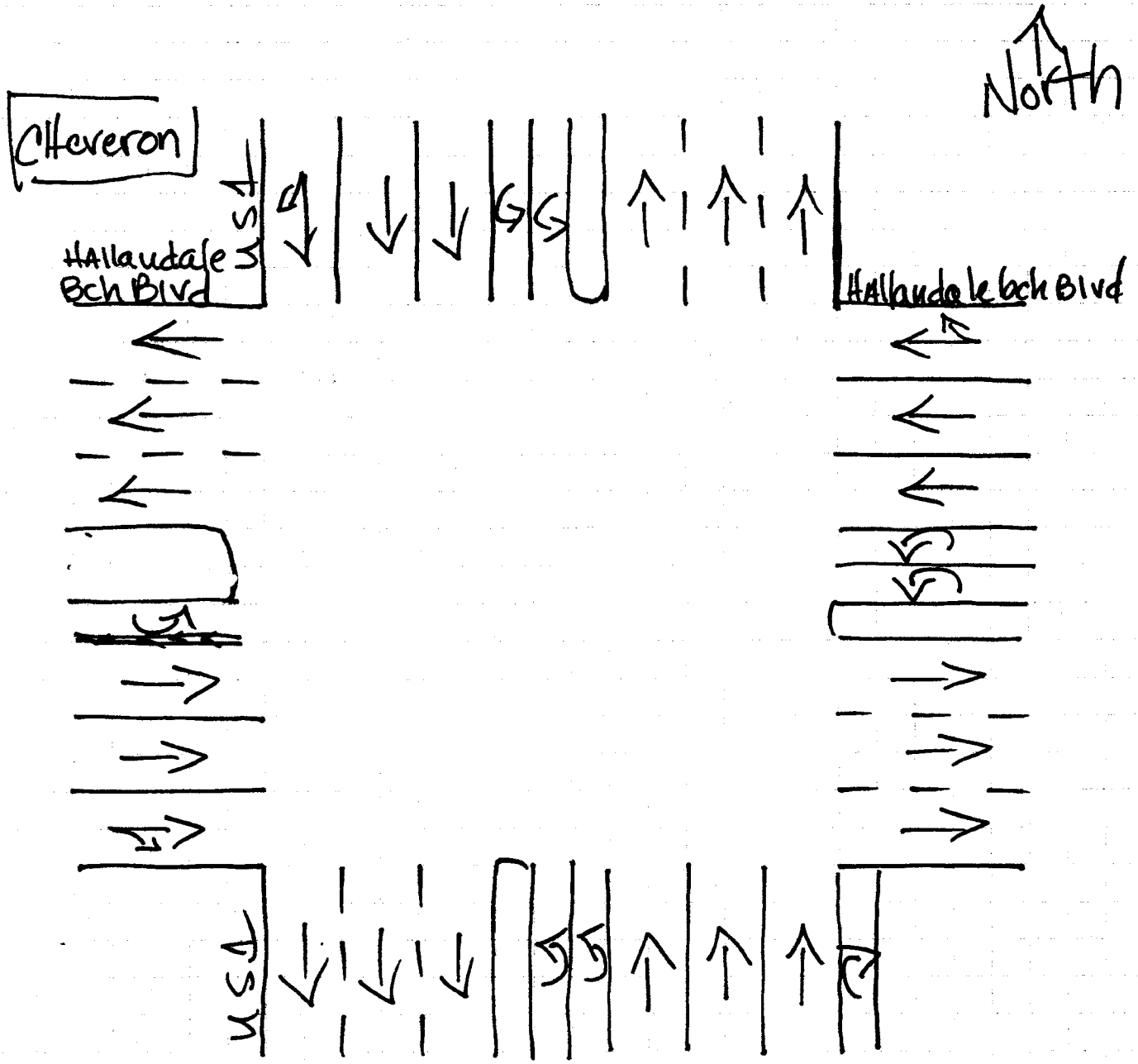
HALLANDALE BEACH BOULEVARD & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: S. SALVO & R. MARTINEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160038
Start Date: 02/23/16
File I.D. : HBBUS1__
Page : 1

PEDESTRIANS & BIKES

	US 1 From North				HALLANDALE BEACH BLVD From East				US 1 From South				HALLANDALE BEACH BLVD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/23/16																	
07:00	0	0	0	0	0	1	0	10	0	0	0	0	0	0	0	0	11
07:15	0	0	0	0	0	0	0	1	0	1	0	2	0	1	0	0	5
07:30	0	0	0	4	0	0	0	9	0	1	0	4	0	0	0	0	18
07:45	0	0	0	0	0	0	0	4	0	1	0	5	0	0	0	2	12
Hr Total	0	0	0	4	0	1	0	24	0	3	0	11	0	1	0	2	46
08:00	0	1	0	7	0	1	0	1	0	0	0	2	0	0	0	0	12
08:15	0	0	0	4	0	1	0	0	0	1	0	1	0	0	0	1	8
08:30	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	6
08:45	0	0	0	4	0	0	0	2	0	1	0	0	0	0	0	0	7
Hr Total	0	1	0	15	0	2	0	8	0	3	0	3	0	0	0	1	33
* BREAK *																	
16:00	0	0	0	2	0	0	0	8	0	0	0	1	0	1	0	0	12
16:15	0	2	0	0	0	2	0	1	0	1	0	5	0	1	0	5	17
16:30	0	1	0	1	0	1	0	1	0	4	0	6	0	1	0	2	17
16:45	0	1	0	2	0	0	0	0	0	2	0	2	0	0	0	2	9
Hr Total	0	4	0	5	0	3	0	10	0	7	0	14	0	3	0	9	55
17:00	0	1	0	2	0	0	0	1	0	2	0	1	0	2	0	2	11
17:15	0	1	0	3	0	0	0	1	0	1	0	7	0	0	0	4	17
17:30	0	3	0	1	0	2	0	4	0	0	0	6	0	0	0	6	22
17:45	0	0	0	0	0	0	0	1	0	0	0	2	0	4	0	1	8
Hr Total	0	5	0	6	0	2	0	7	0	3	0	16	0	6	0	13	58
TOTAL	0	10	0	30	0	8	0	49	0	16	0	44	0	10	0	25	192



Hallandale Beach, Florida
January 20, 2015
drawn by: Luis Palomino
signalized ✓

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

HALLANDALE BEACH BOULEVARD & NE 8TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: A. PALOMINO & M. MINO-WILZEK
SIGNALIZED

Site Code : 00160038
Start Date: 02/24/16
File I.D. : HBB8AVEE
Page : 1

ALL VEHICLES

	NE 8TH AVENUE From North				HALLANDALE BEACH BLVD From East				NE 8TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/24/16																	
07:00	0	11	0	21	2	2	273	0	0	0	0	0	0	0	263	0	572
07:15	0	7	0	26	1	1	307	0	0	0	0	4	0	0	279	1	626
07:30	0	6	0	33	4	2	283	0	0	0	0	0	0	0	252	2	582
07:45	0	22	2	35	3	3	317	0	0	1	0	3	0	0	336	5	727
Hr Total	0	46	2	115	10	8	1180	0	0	1	0	7	0	0	1130	8	2507
08:00	0	21	1	44	8	4	311	0	0	0	0	2	0	0	357	8	756
08:15	0	35	5	43	3	9	305	0	0	5	0	15	0	0	358	18	796
08:30	0	28	0	34	5	12	351	0	1	14	0	11	0	0	408	17	881
08:45	0	35	2	39	7	14	321	0	0	7	0	6	0	0	400	8	839
Hr Total	0	119	8	160	23	39	1288	0	1	26	0	34	0	0	1523	51	3272
* BREAK *																	
16:00	0	27	1	30	9	3	400	0	0	4	0	8	0	0	436	2	920
16:15	0	15	0	24	1	1	363	0	0	1	0	11	1	0	384	4	805
16:30	0	35	4	21	1	3	326	0	0	2	0	11	0	0	399	4	806
16:45	0	26	1	18	3	4	327	0	1	6	0	7	0	0	400	5	798
Hr Total	0	103	6	93	14	11	1416	0	1	13	0	37	1	0	1619	15	3329
17:00	0	18	3	12	7	7	379	0	0	10	0	13	0	0	468	5	922
17:15	0	46	2	28	1	3	243	0	1	5	0	19	0	0	372	6	726
17:30	0	39	0	17	0	1	268	0	0	0	0	11	0	0	411	5	752
17:45	0	22	2	14	0	4	273	0	0	4	0	22	0	0	412	1	754
Hr Total	0	125	7	71	8	15	1163	0	1	19	0	65	0	0	1663	17	3154
TOTAL	0	393	23	439	55	73	5047	0	3	59	0	143	1	0	5935	91	12262

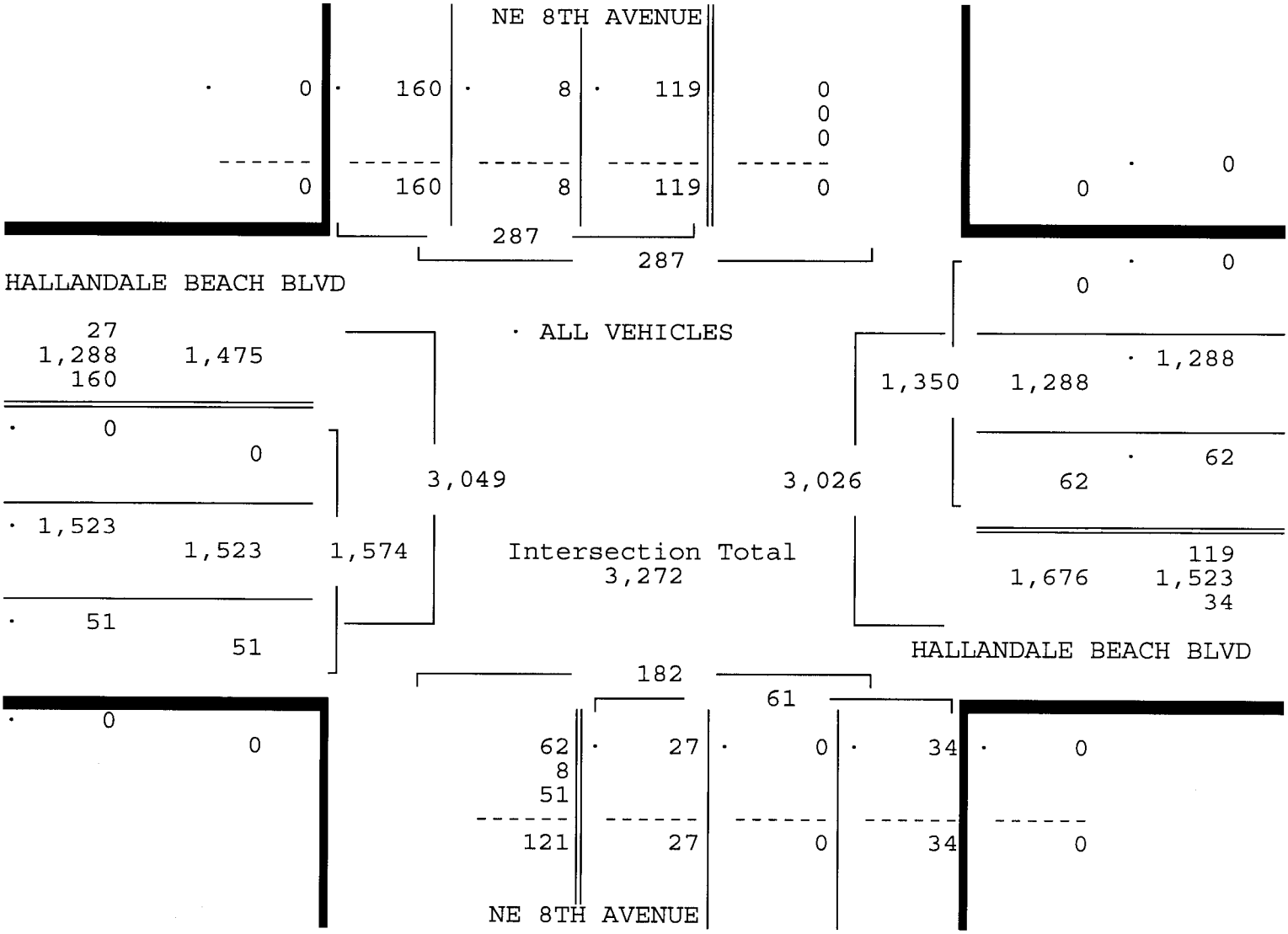
HALLANDALE BEACH BOULEVARD & NE 8TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: A. PALOMINO & M. MINO-WILZEK
SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160038
Start Date: 02/24/16
File I.D. : HBB8AVEE
Page : 2

ALL VEHICLES

	NE 8TH AVENUE From North				HALLANDALE BEACH BLVD From East				NE 8TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/24/16																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/24/16																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	119	8	160	23	39	1288	0	1	26	0	34	0	0	1523	51	
Percent	0%	41%	3%	56%	2%	3%	95%	0%	2%	43%	0%	56%	0%	0%	97%	3%	
Pk total	287				1350				61				1574				
Highest	08:15				08:30				08:30				08:30				
Volume	0	35	5	43	5	12	351	0	1	14	0	11	0	0	408	17	
Hi total	83				368				26				425				
PHF	.86				.92				.59				.93				



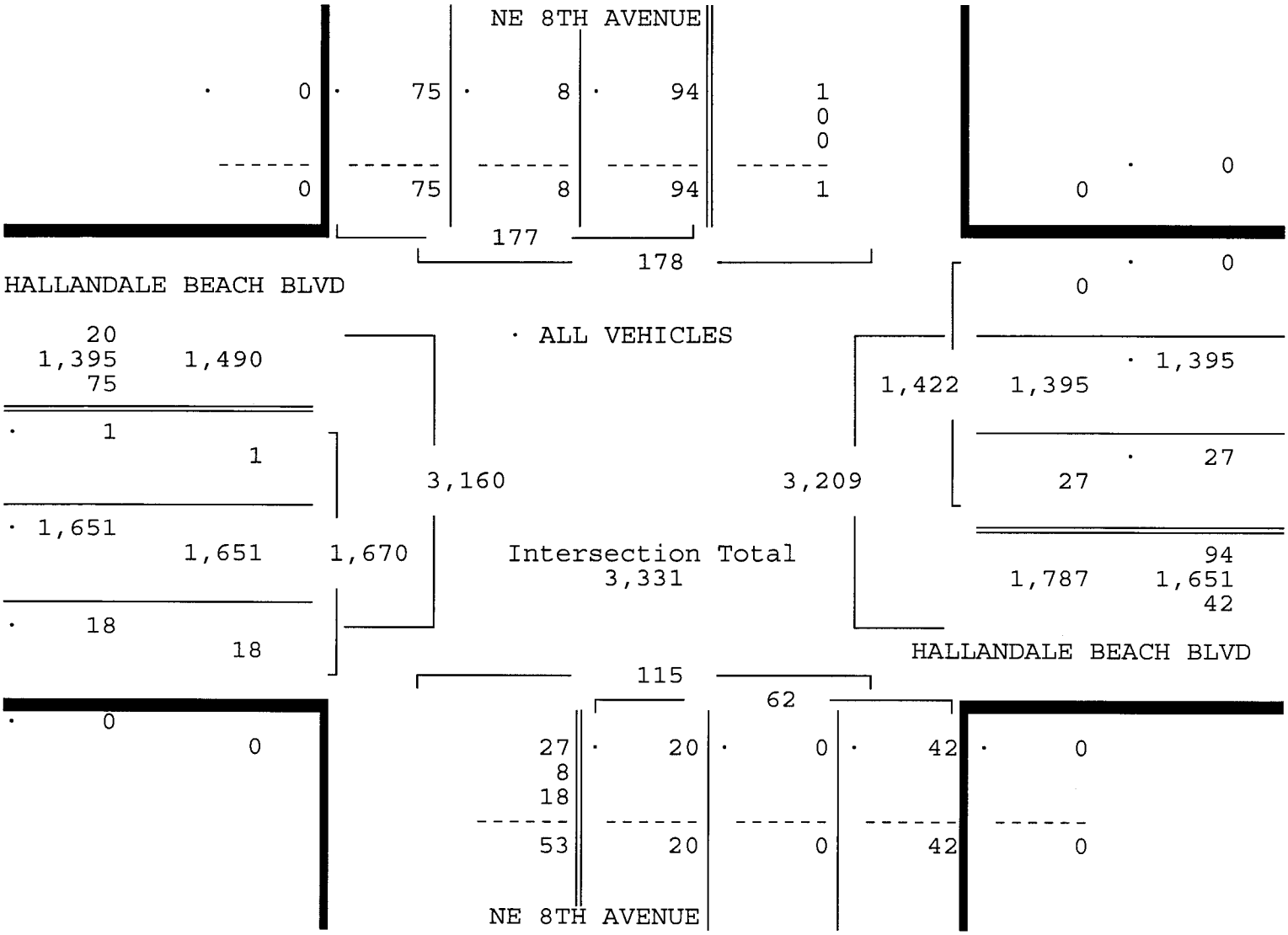
Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

HALLANDALE BEACH BOULEVARD & NE 8TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: A. PALOMINO & M. MINO-WILZEK
SIGNALIZED

Site Code : 00160038
Start Date: 02/24/16
File I.D. : HBB8AVEE

ALL VEHICLES

	NE 8TH AVENUE From North				HALLANDALE BEACH BLVD From East				NE 8TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/24/16																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/24/16																	
Peak start	16:15				16:15				16:15				16:15				
Volume	0	94	8	75	12	15	1395	0	1	19	0	42	1	0	1651	18	
Percent	0%	53%	5%	42%	1%	1%	98%	0%	2%	31%	0%	68%	0%	0%	99%	1%	
Pk total	177				1422				62				1670				
Highest	16:30				17:00				17:00				17:00				
Volume	0	35	4	21	7	7	379	0	0	10	0	13	0	0	468	5	
Hi total	60				393				23				473				
PHF	.74				.90				.67				.88				



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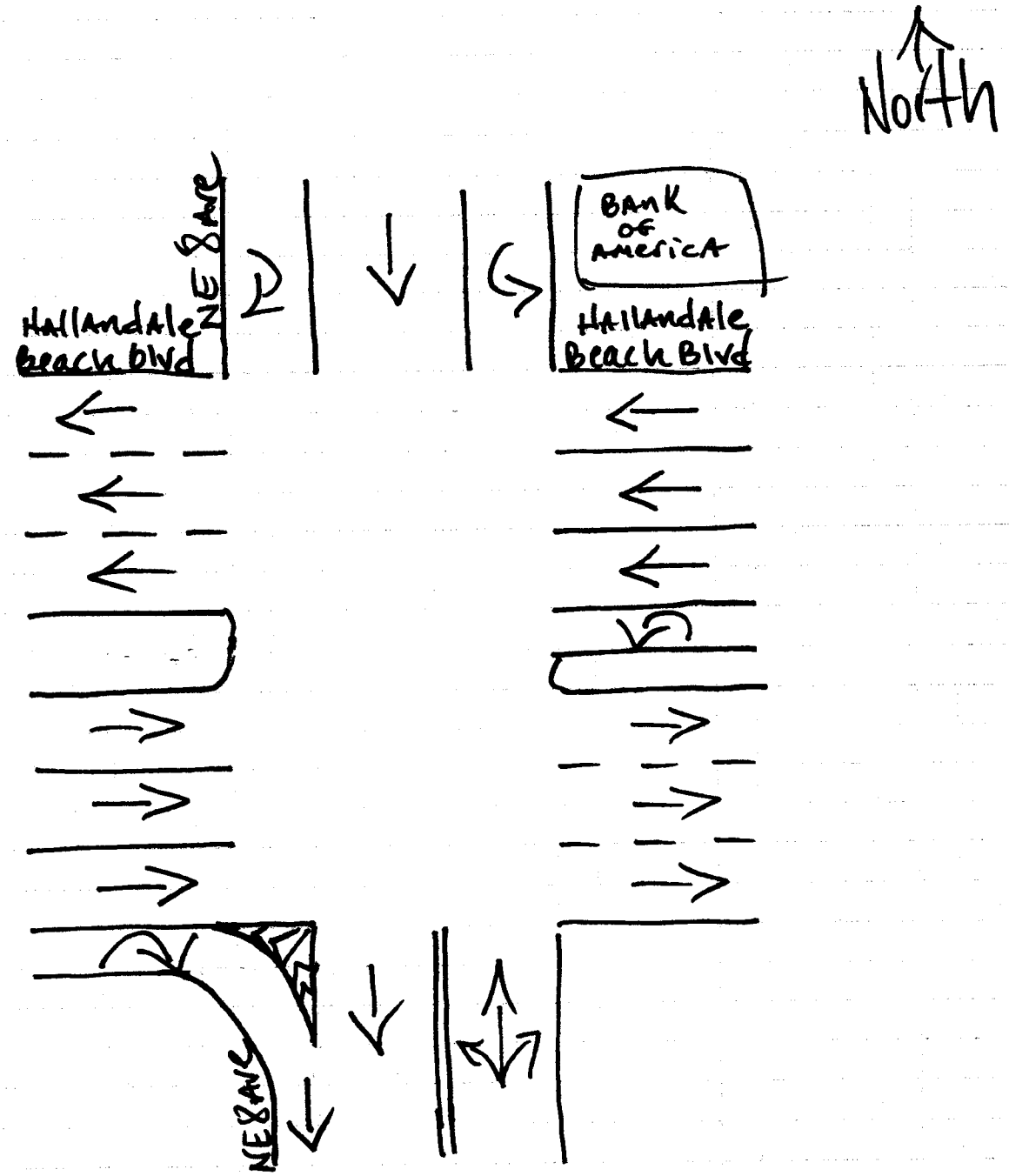
HALLANDALE BEACH BOULEVARD & NE 8TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: A. PALOMINO & M. MINO-WILZEK
SIGNALIZED

Site Code : 00160038
Start Date: 02/24/16
File I.D. : HBB8AVEE
Page : 1

PEDESTRIANS & BIKES

	NE 8TH AVENUE From North				HALLANDALE BEACH BLVD From East				NE 8TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/24/16																	
07:00	0	3	0	1	0	0	0	0	0	0	0	2	0	0	0	1	7
07:15	0	2	0	2	0	1	0	0	0	5	0	2	0	0	0	0	12
07:30	0	0	0	6	0	0	0	0	0	2	0	2	0	0	0	0	10
07:45	0	2	0	0	0	2	0	0	0	2	0	1	0	0	0	0	7
Hr Total	0	7	0	9	0	3	0	0	0	9	0	7	0	0	0	1	36
08:00	0	0	0	1	0	0	0	2	0	1	0	5	0	0	0	0	9
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	2	0	0	0	1	0	0	0	0	0	2	0	0	0	0	5
08:45	0	1	0	4	0	0	0	0	0	3	0	0	0	0	0	0	8
Hr Total	0	3	0	5	0	1	0	2	0	4	0	7	0	0	0	0	22
* BREAK *																	
16:00	0	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	9
16:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
16:45	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5
Hr Total	0	5	0	12	0	1	0	0	0	0	0	0	0	0	0	0	18
17:00	0	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	4
17:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
17:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	3	0	2	0	1	0	0	0	4	0	1	0	0	0	0	11
TOTAL	0	18	0	28	0	6	0	2	0	17	0	15	0	0	0	1	87



Hallandale Beach, Florida
December 10, 2014
drawn by: Luis Palomino
signalized ✓

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

HALLANDALE BEACH BOULEVARD & NE 10TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: M MINO-WILZEK & A. PALOMINO
SIGNALIZED

Site Code : 00160038
Start Date: 02/23/16
File I.D. : HBB10AV_
Page : 1

ALL VEHICLES

	NE 10TH AVENUE From North				HALLANDALE BEACH BLVD From East				GULFSTREAM From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/23/16																	
07:00	0	0	0	0	2	10	249	7	0	6	3	11	1	3	166	8	466
07:15	0	0	0	0	4	11	287	8	0	4	2	6	3	2	287	21	635
07:30	0	0	0	0	3	9	335	5	0	5	2	12	2	2	257	12	644
07:45	0	0	0	0	5	13	285	11	0	6	4	13	3	5	334	13	692
Hr Total	0	0	0	0	14	43	1156	31	0	21	11	42	9	12	1044	54	2437
08:00	0	0	0	0	4	11	329	9	0	6	2	14	6	5	341	13	740
08:15	0	0	0	0	3	9	341	13	0	9	5	24	8	8	374	20	814
08:30	0	0	0	0	3	21	382	10	0	11	5	21	7	10	431	9	910
08:45	0	0	0	0	5	25	332	13	0	15	3	25	4	7	373	13	815
Hr Total	0	0	0	0	15	66	1384	45	0	41	15	84	25	30	1519	55	3279
* BREAK *																	
16:00	0	0	0	0	2	34	344	19	0	4	13	37	13	17	389	15	887
16:15	0	0	0	0	2	19	379	23	0	7	22	56	12	17	431	10	978
16:30	0	0	0	0	2	37	347	17	0	11	27	52	14	17	422	15	961
16:45	0	0	0	0	2	35	312	16	0	5	14	35	11	11	476	15	932
Hr Total	0	0	0	0	8	125	1382	75	0	27	76	180	50	62	1718	55	3758
17:00	0	0	0	0	7	37	369	8	0	13	12	53	9	25	443	6	982
17:15	0	0	0	0	8	33	311	13	5	6	14	33	5	17	363	11	819
17:30	0	0	0	0	6	26	314	21	0	3	17	39	11	26	418	5	886
17:45	0	0	0	0	9	33	292	14	0	2	9	37	14	13	412	10	845
Hr Total	0	0	0	0	30	129	1286	56	5	24	52	162	39	81	1636	32	3532
TOTAL	0	0	0	0	67	363	5208	207	5	113	154	468	123	185	5917	196	13006

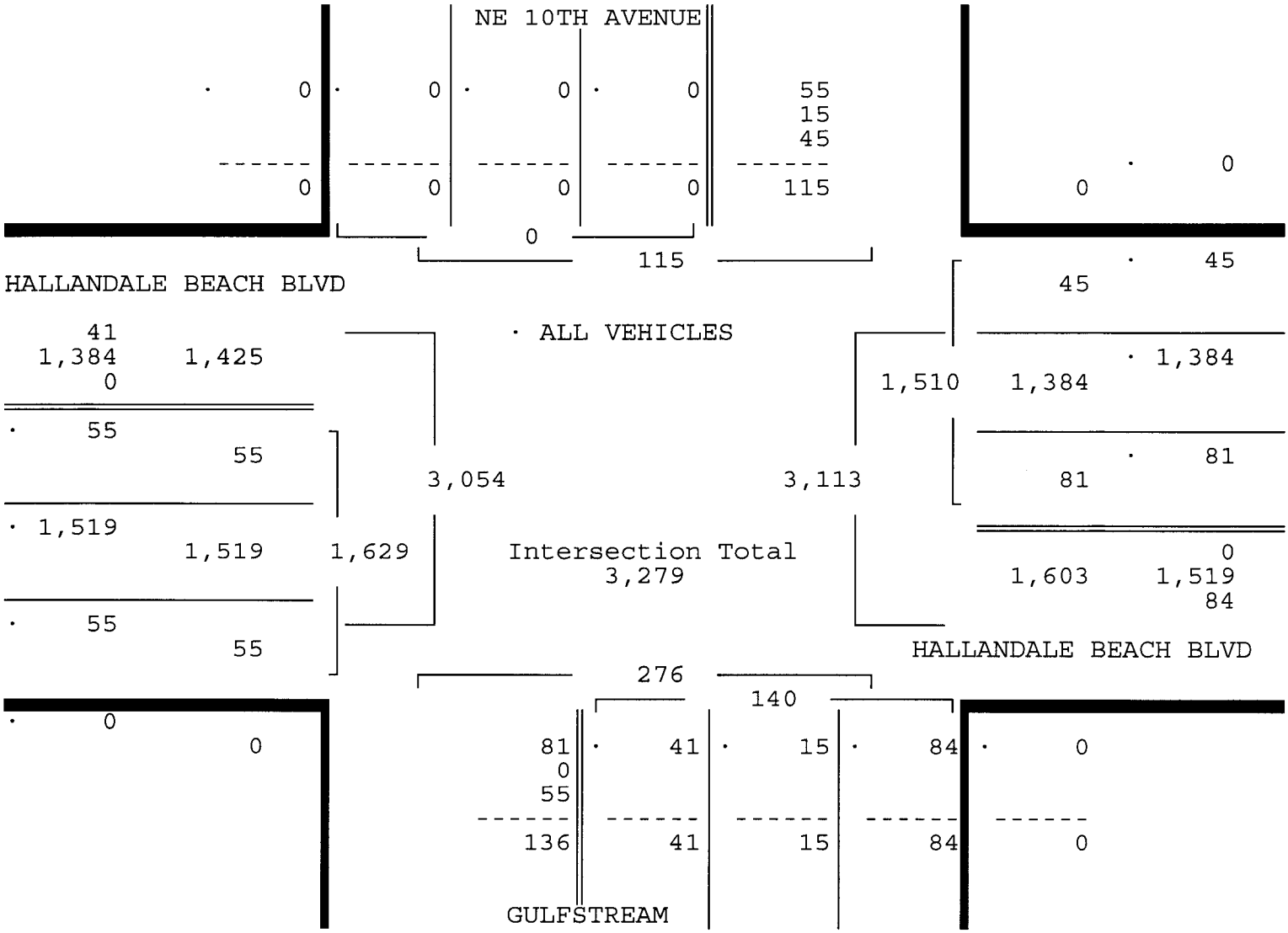
HALLANDALE BEACH BOULEVARD & NE 10TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: M MINO-WILZEK & A. PALOMINO
SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160038
Start Date: 02/23/16
File I.D. : HBB10AV_
Page : 2

ALL VEHICLES

	NE 10TH AVENUE From North				HALLANDALE BEACH BLVD From East				GULFSTREAM From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/23/16																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/23/16																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	0	0	0	15	66	1384	45	0	41	15	84	25	30	1519	55	
Percent	0%	0%	0%	0%	1%	4%	92%	3%	0%	29%	11%	60%	2%	2%	93%	3%	
Pk total	0				1510				140				1629				
Highest	07:00				08:30				08:45				08:30				
Volume	0	0	0	0	3	21	382	10	0	15	3	25	7	10	431	9	
Hi total	0				416				43				457				
PHF	.0				.91				.81				.89				



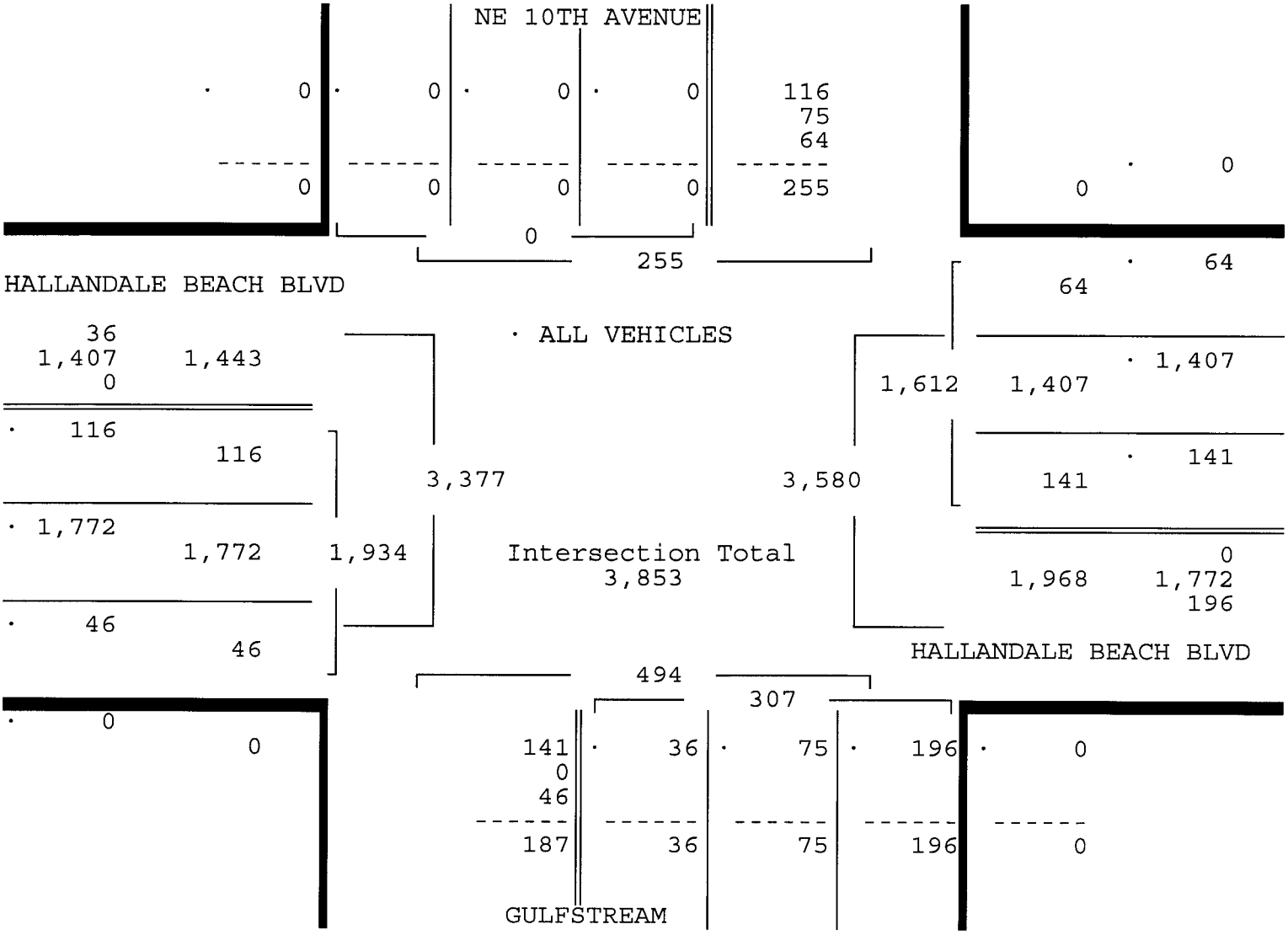
HALLANDALE BEACH BOULEVARD & NE 10TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: M MINO-WILZEK & A. PALOMINO
SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160038
Start Date: 02/23/16
File I.D. : HBB10AV_
Page : 3

ALL VEHICLES

	NE 10TH AVENUE From North				HALLANDALE BEACH BLVD From East				GULFSTREAM From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/23/16																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/23/16																	
Peak start	16:15				16:15				16:15				16:15				
Volume	0	0	0	0	13	128	1407	64	0	36	75	196	46	70	1772	46	
Percent	0%	0%	0%	0%	1%	8%	87%	4%	0%	12%	24%	64%	2%	4%	92%	2%	
Pk total	0				1612				307				1934				
Highest	07:00				16:15				16:30				16:45				
Volume	0	0	0	0	2	19	379	23	0	11	27	52	11	11	476	15	
Hi total	0				423				90				513				
PHF	.0				.95				.85				.94				



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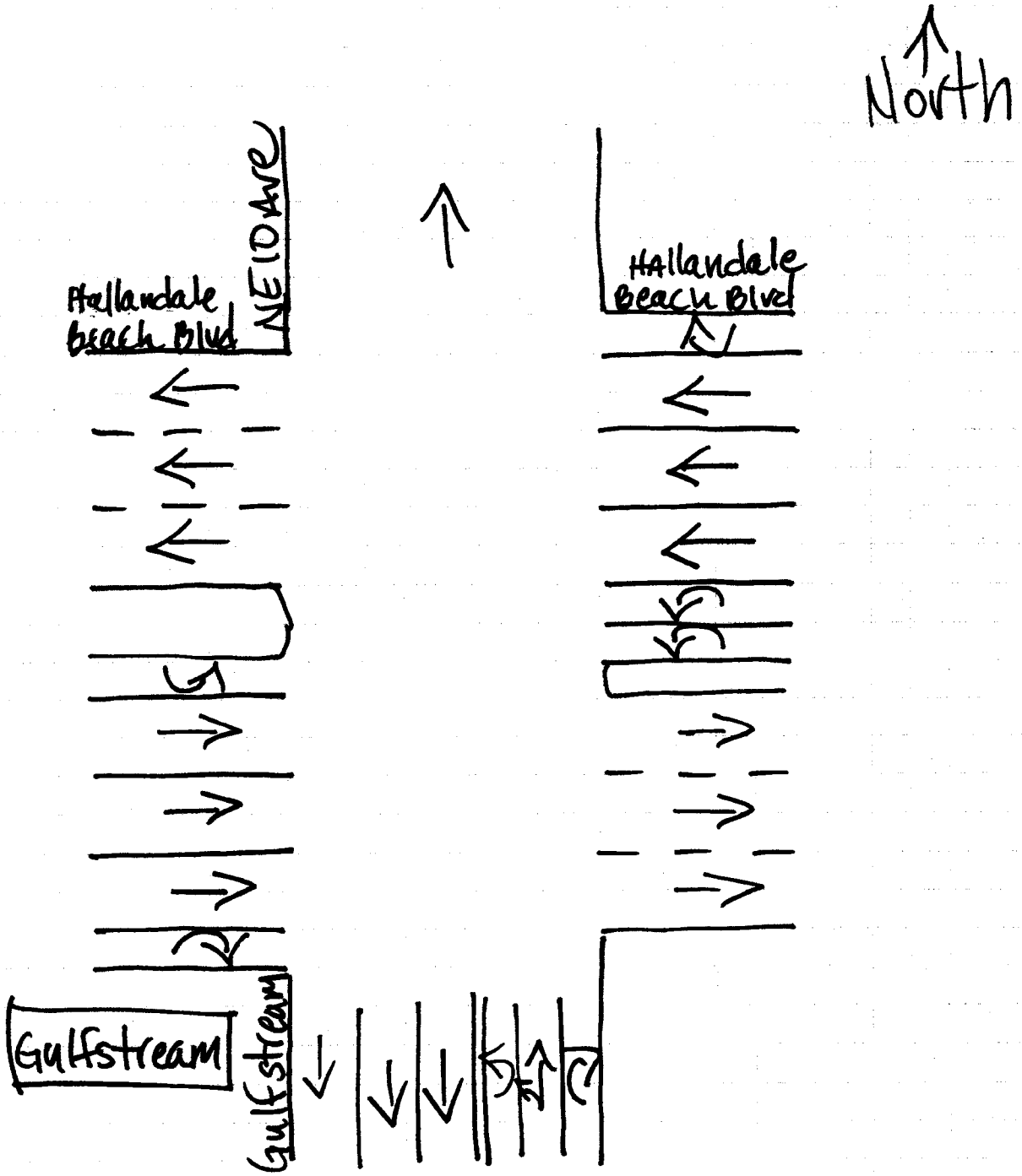
HALLANDALE BEACH BOULEVARD & NE 10TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: M MINO-WILZEK & A. PALOMINO
SIGNALIZED

Site Code : 00160038
Start Date: 02/23/16
File I.D. : HBB10AV_
Page : 1

PEDESTRIANS & BIKES

	NE 10TH AVENUE From North				HALLANDALE BEACH BLVD From East				GULFSTREAM From South				HALLANDALE BEACH BLVD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/23/16																	
07:00	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	4
07:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
07:30	0	0	0	1	0	0	0	1	0	1	0	2	0	0	0	0	5
07:45	0	1	0	2	0	1	0	0	0	1	0	0	0	0	0	0	5
Hr Total	0	1	0	4	0	2	0	1	0	4	0	4	0	0	0	0	16
08:00	0	0	0	0	0	0	0	4	0	2	0	2	0	1	0	0	9
08:15	0	0	0	0	0	2	0	0	0	0	0	7	0	0	0	0	9
08:30	0	1	0	0	0	0	0	0	0	2	0	8	0	0	0	0	11
08:45	0	0	0	0	0	0	0	2	0	1	0	1	0	0	0	0	4
Hr Total	0	1	0	0	0	2	0	6	0	5	0	18	0	1	0	0	33
* BREAK *																	
16:00	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
16:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:30	0	1	0	5	0	1	0	1	0	0	0	0	0	0	0	0	8
16:45	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hr Total	0	4	0	8	0	1	0	2	0	0	0	0	0	0	0	0	15
17:00	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	1	8
17:15	0	1	0	4	0	0	0	0	0	0	0	2	0	0	0	0	7
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	2	0	0	0	0	0	0	0	1	0	2	6
Hr Total	0	1	0	5	0	2	0	0	0	0	0	8	0	2	0	4	22
TOTAL	0	7	0	17	0	7	0	9	0	9	0	30	0	3	0	4	86



Hallandale Beach, Florida
December 10, 2014
drawn by: Luis Palomino
Signalized ✓

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85 SE 4th Avenue, Unit 109
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HALLANDALE BEACH BOULEVARD & NE/SE 14TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: L. PALOMINO & M. CRUZ
SIGNALIZED

Site Code : 00160038
Start Date: 02/18/16
File I.D. : HBB_114A
Page : 1

ALL VEHICLES

	NE 14TH AVENUE From North				HALLANDALE BEACH BLVD From East				SE 14TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/18/16																	
07:00	0	15	5	15	0	1	249	3	0	41	6	2	6	9	214	25	591
07:15	0	13	12	21	0	4	216	5	0	50	9	9	3	5	190	32	569
07:30	0	12	7	18	0	4	262	3	0	54	12	4	8	11	205	33	633
07:45	0	30	10	24	0	3	233	6	0	53	22	5	6	10	256	31	689
Hr Total	0	70	34	78	0	12	960	17	0	198	49	20	23	35	865	121	2482
08:00	0	20	12	26	0	2	270	6	0	52	17	6	7	6	283	43	750
08:15	0	23	18	29	0	4	276	9	0	40	11	2	7	19	281	58	777
08:30	0	20	22	43	0	4	326	13	0	61	18	12	12	13	253	48	845
08:45	0	33	11	37	1	2	283	12	0	51	22	2	22	16	357	66	915
Hr Total	0	96	63	135	1	12	1155	40	0	204	68	22	48	54	1174	215	3287
* BREAK *																	
16:00	0	32	28	42	0	10	380	16	0	69	32	30	12	33	352	76	1112
16:15	0	23	35	33	2	12	388	19	0	54	25	20	16	30	347	63	1067
16:30	0	19	32	34	1	9	374	12	0	89	35	16	23	32	344	78	1098
16:45	0	26	23	40	0	14	365	22	0	79	40	10	20	32	377	76	1124
Hr Total	0	100	118	149	3	45	1507	69	0	291	132	76	71	127	1420	293	4401
17:00	0	23	27	39	1	7	347	12	0	71	36	16	21	42	390	88	1120
17:15	0	36	25	48	0	6	307	11	0	75	35	15	26	31	344	81	1040
17:30	0	25	18	27	0	9	347	20	0	64	24	19	21	31	405	77	1087
17:45	0	18	32	17	1	6	261	21	0	71	33	22	13	44	333	63	935
Hr Total	0	102	102	131	2	28	1262	64	0	281	128	72	81	148	1472	309	4182
TOTAL	0	368	317	493	6	97	4884	190	0	974	377	190	223	364	4931	938	14352

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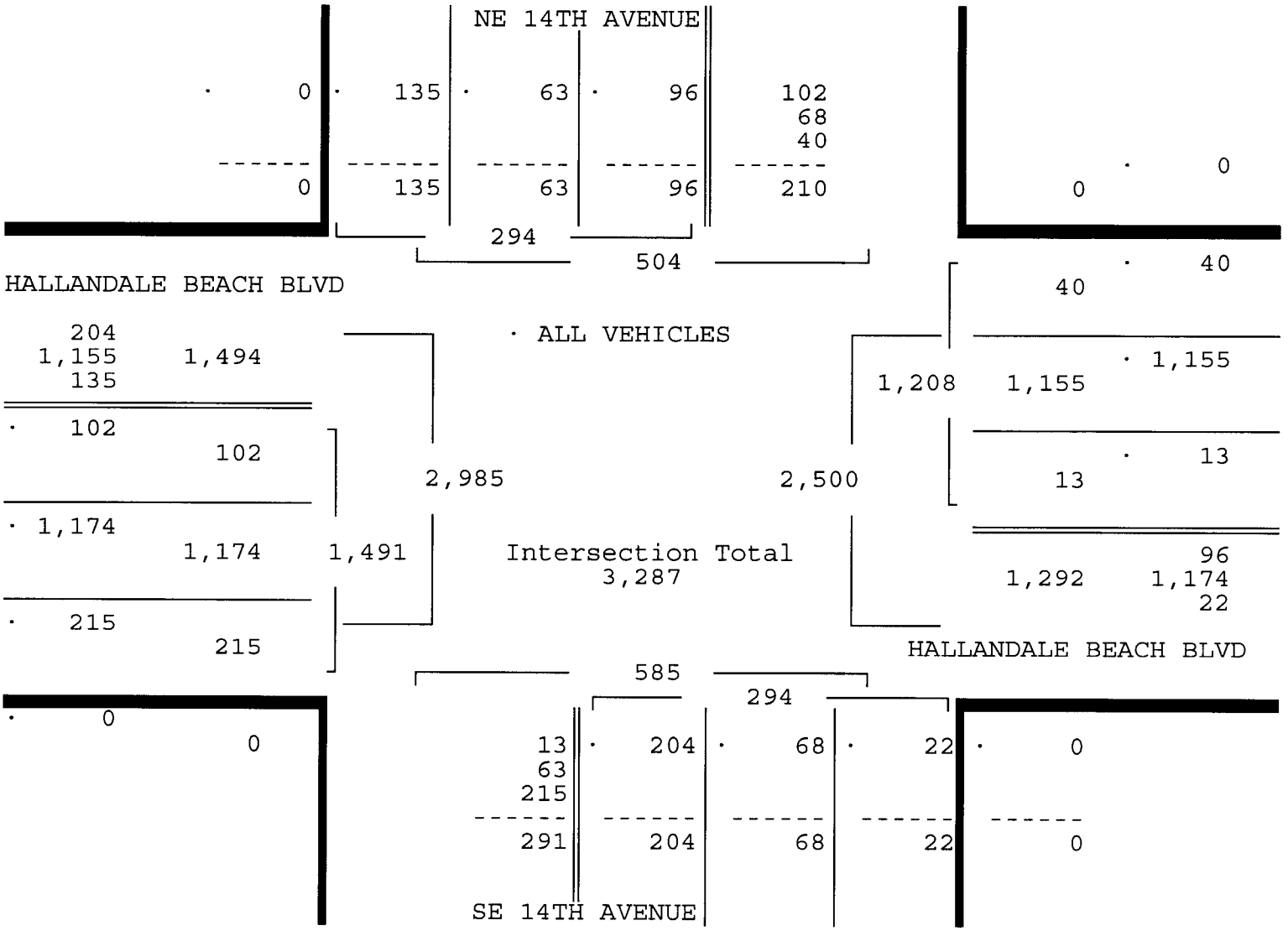
HALLANDALE BEACH BOULEVARD & NE/SE 14TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: L. PALOMINO & M. CRUZ
SIGNALIZED

Site Code : 00160038
Start Date: 02/18/16
File I.D. : HBB_114A
Page : 2

ALL VEHICLES

	NE 14TH AVENUE From North				HALLANDALE BEACH BLVD From East				SE 14TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/18/16																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/18/16																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	96	63	135	1	12	1155	40	0	204	68	22	48	54	1174	215	
Percent	0%	33%	21%	46%	0%	1%	96%	3%	0%	69%	23%	7%	3%	4%	79%	14%	
Pk total	294				1208				294				1491				
Highest	08:30				08:30				08:30				08:45				
Volume	0	20	22	43	0	4	326	13	0	61	18	12	22	16	357	66	
Hi total	85				343				91				461				
PHF	.86				.88				.81				.81				



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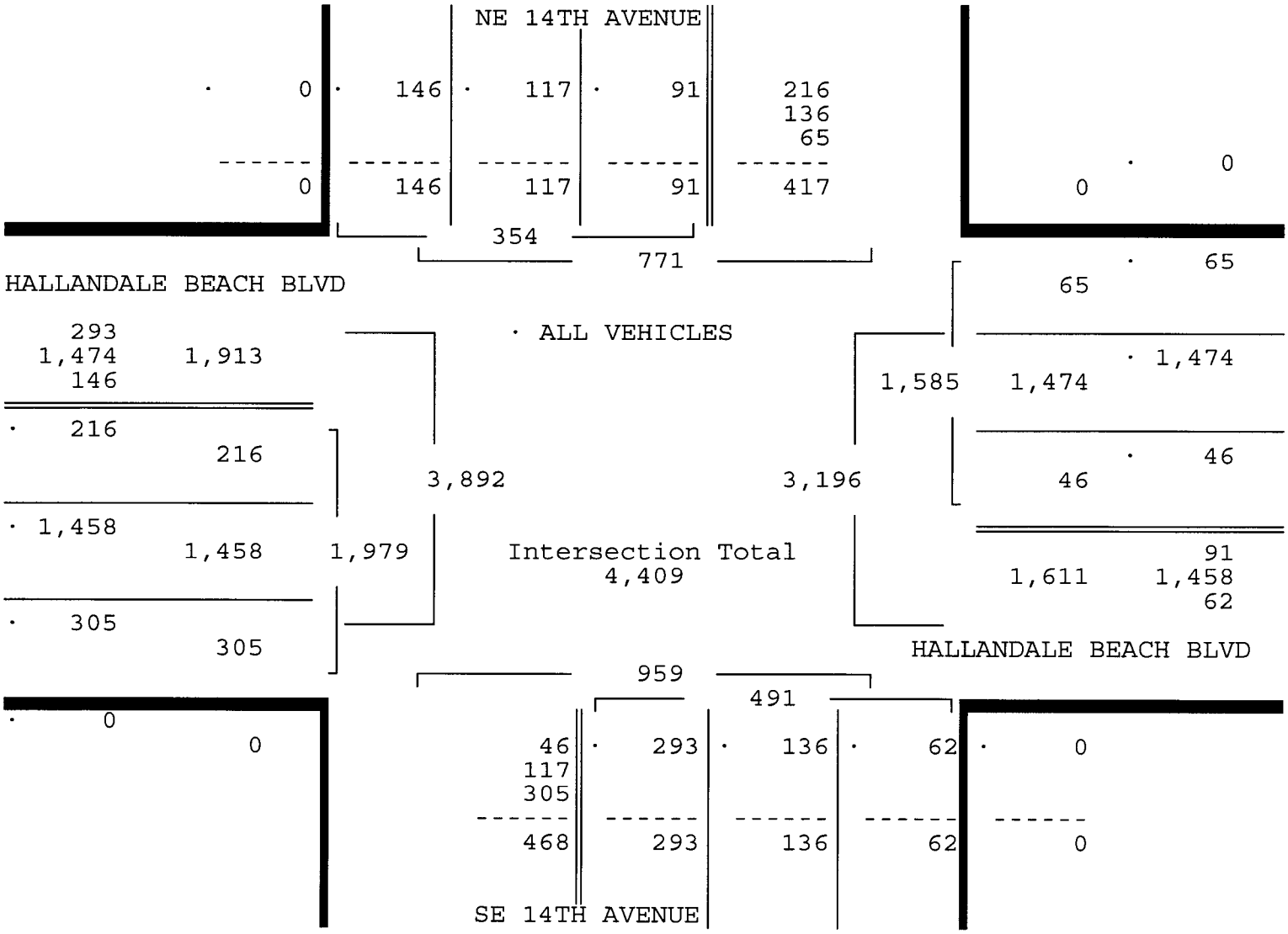
HALLANDALE BEACH BOULEVARD & NE/SE 14TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: L. PALOMINO & M. CRUZ
SIGNALIZED

Site Code : 00160038
Start Date: 02/18/16
File I.D. : HBB_114A
Page : 3

ALL VEHICLES

	NE 14TH AVENUE From North				HALLANDALE BEACH BLVD From East				SE 14TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/18/16																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/18/16																	
Peak start 16:15					16:15				16:15				16:15				
Volume	0	91	117	146	4	42	1474	65	0	293	136	62	80	136	1458	305	
Percent	0%	26%	33%	41%	0%	3%	93%	4%	0%	60%	28%	13%	4%	7%	74%	15%	
Pk total	354				1585				491				1979				
Highest	16:15				16:15				16:30				17:00				
Volume	0	23	35	33	2	12	388	19	0	89	35	16	21	42	390	88	
Hi total	91				421				140				541				
PHF	.97				.94				.88				.91				



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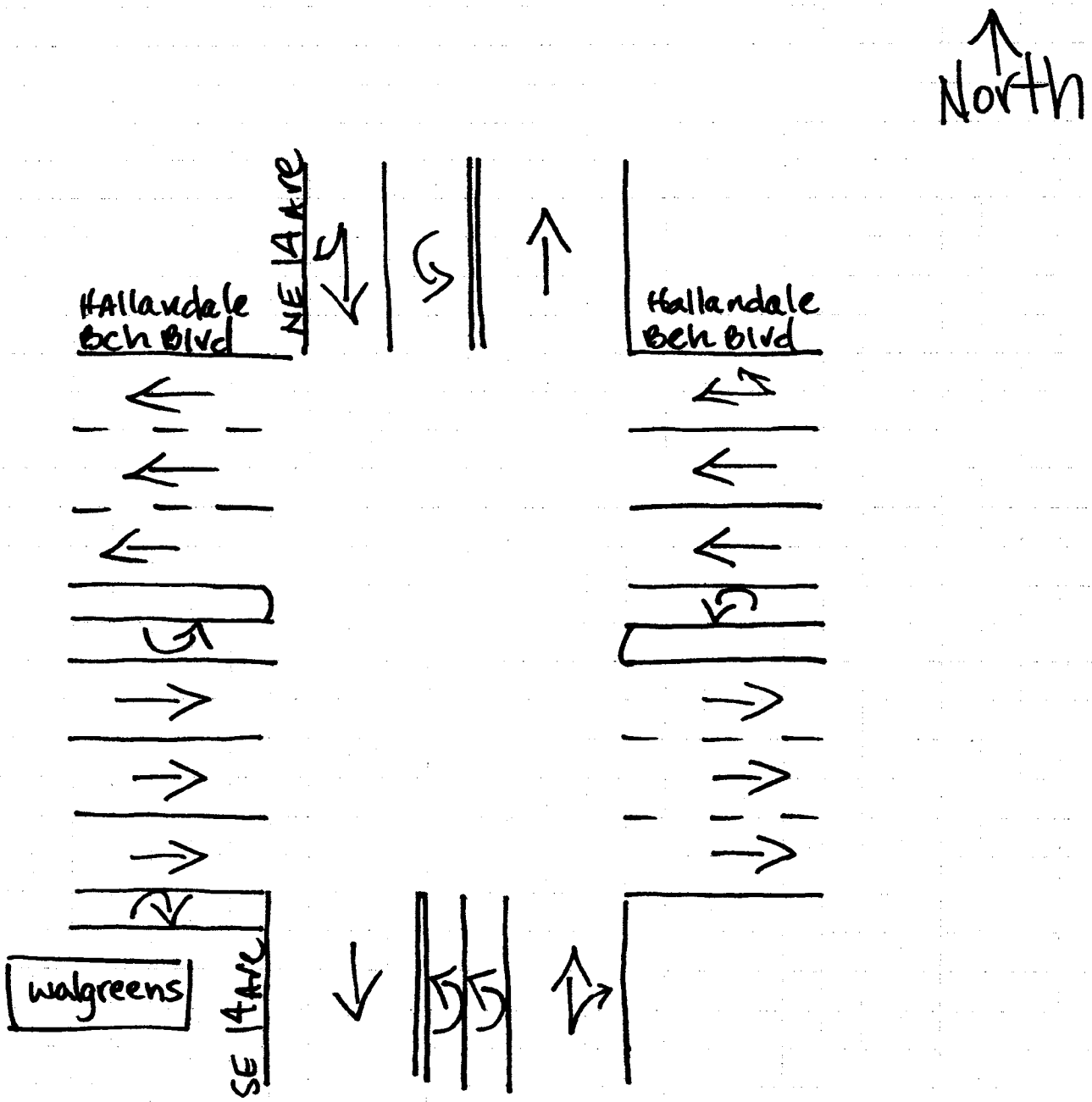
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

HALLANDALE BEACH BOULEVARD & NE/SE 14TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: L. PALOMINO & M. CRUZ
SIGNALIZED

Site Code : 00160038
Start Date: 02/18/16
File I.D. : HBB_114A
Page : 1

PEDESTRIANS & BIKES

	NE 14TH AVENUE From North				HALLANDALE BEACH BLVD From East				SE 14TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/18/16																	
07:00	0	2	0	1	0	0	0	1	0	1	0	0	0	0	0	2	7
07:15	0	0	0	5	0	0	0	0	0	3	0	0	0	2	0	1	11
07:30	0	0	0	2	0	0	0	0	0	3	0	2	0	0	0	4	11
07:45	0	1	0	3	0	1	0	3	0	1	0	4	0	0	0	0	13
Hr Total	0	3	0	11	0	1	0	4	0	8	0	6	0	2	0	7	42
08:00	0	1	0	3	0	1	0	4	0	2	0	4	0	0	0	2	17
08:15	0	2	0	2	0	0	0	5	0	1	0	6	0	1	0	0	17
08:30	0	2	0	2	0	0	0	1	0	3	0	3	0	1	0	2	14
08:45	0	4	0	10	0	0	0	6	0	0	0	1	0	1	0	2	24
Hr Total	0	9	0	17	0	1	0	16	0	6	0	14	0	3	0	6	72
* BREAK *																	
16:00	0	3	0	14	0	0	0	9	0	6	0	1	0	0	0	9	42
16:15	0	1	0	11	0	0	0	2	0	0	0	1	0	0	0	1	16
16:30	0	7	0	9	0	0	0	7	0	2	0	1	0	1	0	2	29
16:45	0	0	0	6	0	4	0	2	0	3	0	6	0	0	0	0	21
Hr Total	0	11	0	40	0	4	0	20	0	11	0	9	0	1	0	12	108
17:00	0	2	0	9	0	0	0	0	0	0	0	4	0	0	0	3	18
17:15	0	2	0	4	0	0	0	2	0	3	0	5	0	1	0	8	25
17:30	0	2	0	9	0	1	0	7	0	3	0	10	0	0	0	1	33
17:45	0	4	0	6	0	0	0	1	0	2	0	5	0	3	0	4	25
Hr Total	0	10	0	28	0	1	0	10	0	8	0	24	0	4	0	16	101
TOTAL	0	33	0	96	0	7	0	50	0	33	0	53	0	10	0	41	323



Hallandale Beach, Florida
January 20, 2015
drawn by: Luis Palomino
signalized ✓

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

HALLANDALE BEACH BOULEVARD & THREE
ISLAND BOULEVARD, HALLANDALE BEACH, FL
COUNTED BY: A. PALOMINO & M. MINO-WILZEK
SIGNALIZED

Site Code : 00160038
Start Date: 02/18/16
File I.D. : HBB_3ISL
Page : 1

ALL VEHICLES

	THREE ISLAND BLVD From North				HALLANDALE BEACH BLVD From East				DRIVEWAY From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/18/16																	
07:00	0	28	2	72	2	0	150	9	0	1	1	0	2	36	150	0	453
07:15	0	49	2	62	2	0	139	11	0	0	1	1	1	30	153	0	451
07:30	0	49	2	75	3	1	157	12	0	1	0	1	0	29	179	0	509
07:45	0	59	1	67	4	0	207	19	0	1	0	0	2	36	196	0	592
Hr Total	0	185	7	276	11	1	653	51	0	3	2	2	5	131	678	0	2005
08:00	1	75	0	85	5	0	179	28	0	2	1	0	0	61	193	0	630
08:15	0	76	7	86	6	1	191	25	0	0	0	0	1	41	151	2	587
08:30	0	80	1	61	6	1	249	51	0	0	1	0	3	55	238	2	748
08:45	0	104	8	87	11	2	145	29	0	0	2	5	1	64	211	2	671
Hr Total	1	335	16	319	28	4	764	133	0	2	4	5	5	221	793	6	2636
* BREAK *																	
16:00	0	59	3	73	11	1	302	69	0	0	4	3	2	127	308	3	965
16:15	0	76	1	71	17	0	321	77	0	3	3	1	5	98	256	5	934
16:30	0	73	5	72	17	0	279	82	0	1	3	2	1	105	307	2	949
16:45	0	63	2	64	11	2	285	86	0	3	3	3	0	112	302	1	937
Hr Total	0	271	11	280	56	3	1187	314	0	7	13	9	8	442	1173	11	3785
17:00	0	89	0	78	24	1	263	74	0	1	2	1	1	119	250	0	903
17:15	0	52	1	66	19	1	266	77	0	1	2	0	3	118	315	2	923
17:30	1	80	6	66	18	1	220	61	0	0	2	3	2	109	293	1	863
17:45	0	85	1	52	28	0	204	64	0	1	4	1	3	104	247	1	795
Hr Total	1	306	8	262	89	3	953	276	0	3	10	5	9	450	1105	4	3484
TOTAL	2	1097	42	1137	184	11	3557	774	0	15	29	21	27	1244	3749	21	11910

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
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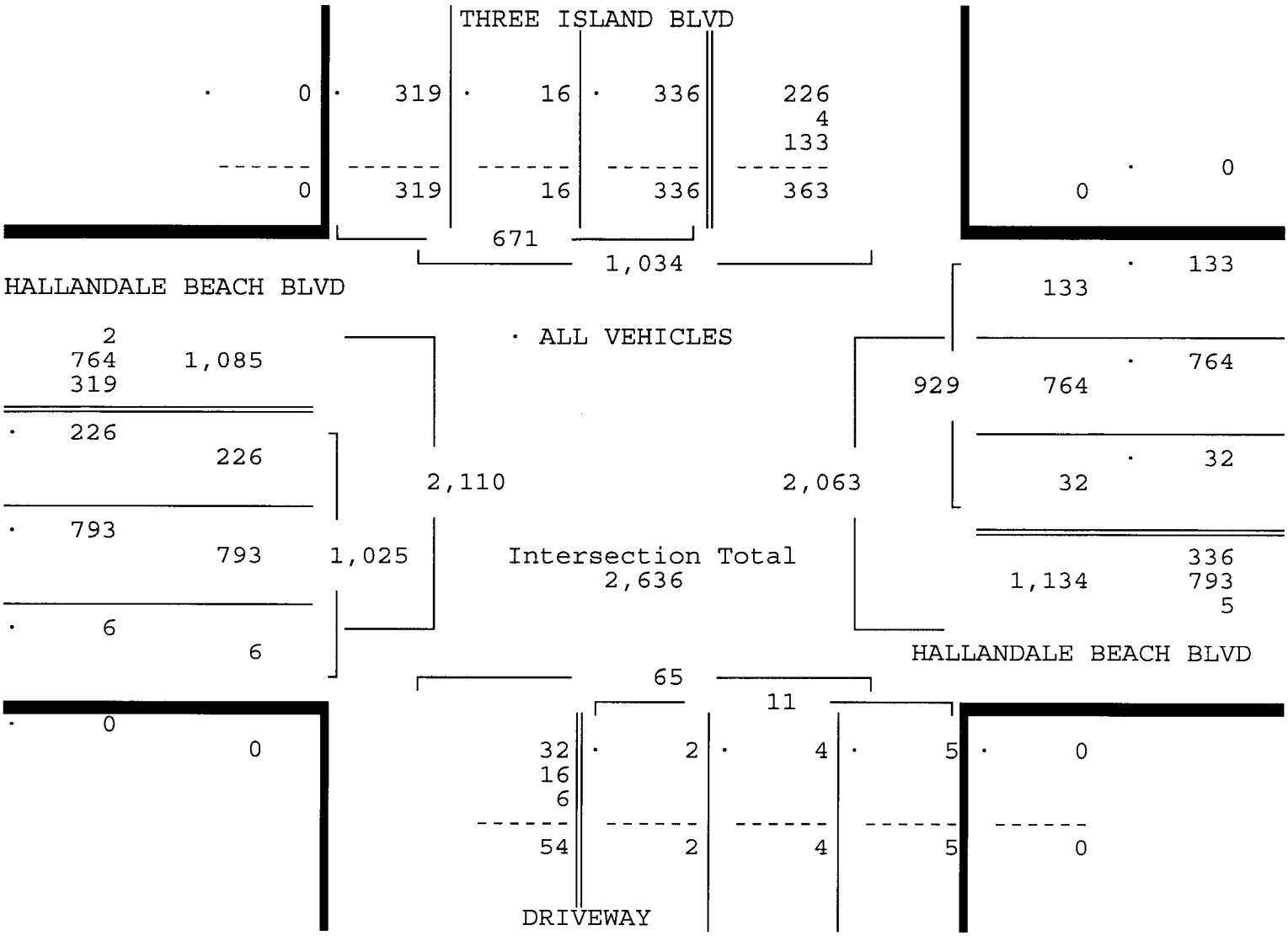
HALLANDALE BEACH BOULEVARD & THREE
ISLAND BOULEVARD, HALLANDALE BEACH, FL
COUNTED BY: A. PALOMINO & M. MINO-WILZEK
SIGNALIZED

Site Code : 00160038
Start Date: 02/18/16
File I.D. : HBB_3ISL
Page : 2

ALL VEHICLES

	THREE ISLAND BLVD From North				HALLANDALE BEACH BLVD From East				DRIVEWAY From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/18/16																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/18/16																	
Peak start 08:00					08:00				08:00				08:00				
Volume	1	335	16	319	28	4	764	133	0	2	4	5	5	221	793	6	
Percent	0%	50%	2%	48%	3%	0%	82%	14%	0%	18%	36%	45%	0%	22%	77%	1%	
Pk total	671				929				11				1025				
Highest	08:45				08:30				08:45				08:30				
Volume	0	104	8	87	6	1	249	51	0	0	2	5	3	55	238	2	
Hi total	199				307				7				298				
PHF	.84				.76				.39				.86				



Traffic Survey Specialists, Inc.
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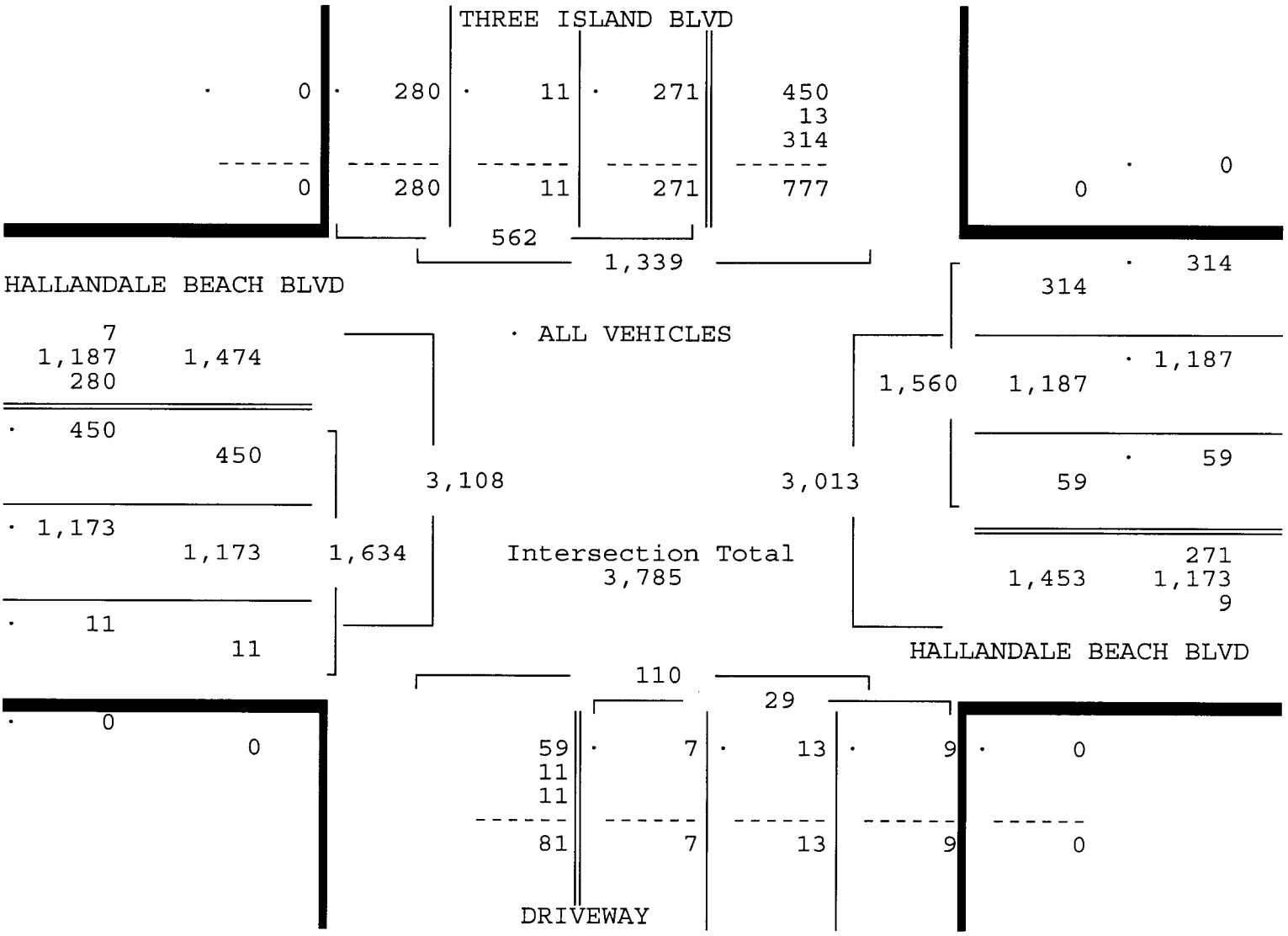
HALLANDALE BEACH BOULEVARD & THREE
ISLAND BOULEVARD, HALLANDALE BEACH, FL
COUNTED BY: A. PALOMINO & M. MINO-WILZEK
SIGNALIZED

Site Code : 00160038
Start Date: 02/18/16
File I.D. : HBB_3ISL
Page : 3

ALL VEHICLES

	THREE ISLAND BLVD From North				HALLANDALE BEACH BLVD From East				DRIVEWAY From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/18/16																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/18/16																	
Peak start 16:00					16:00				16:00				16:00				
Volume	0	271	11	280	56	3	1187	314	0	7	13	9	8	442	1173	11	
Percent	0%	48%	2%	50%	4%	0%	76%	20%	0%	24%	45%	31%	0%	27%	72%	1%	
Pk total	562				1560				29				1634				
Highest	16:30				16:15				16:45				16:00				
Volume	0	73	5	72	17	0	321	77	0	3	3	3	2	127	308	3	
Hi total	150				415				9				440				
PHF	.94				.94				.81				.93				



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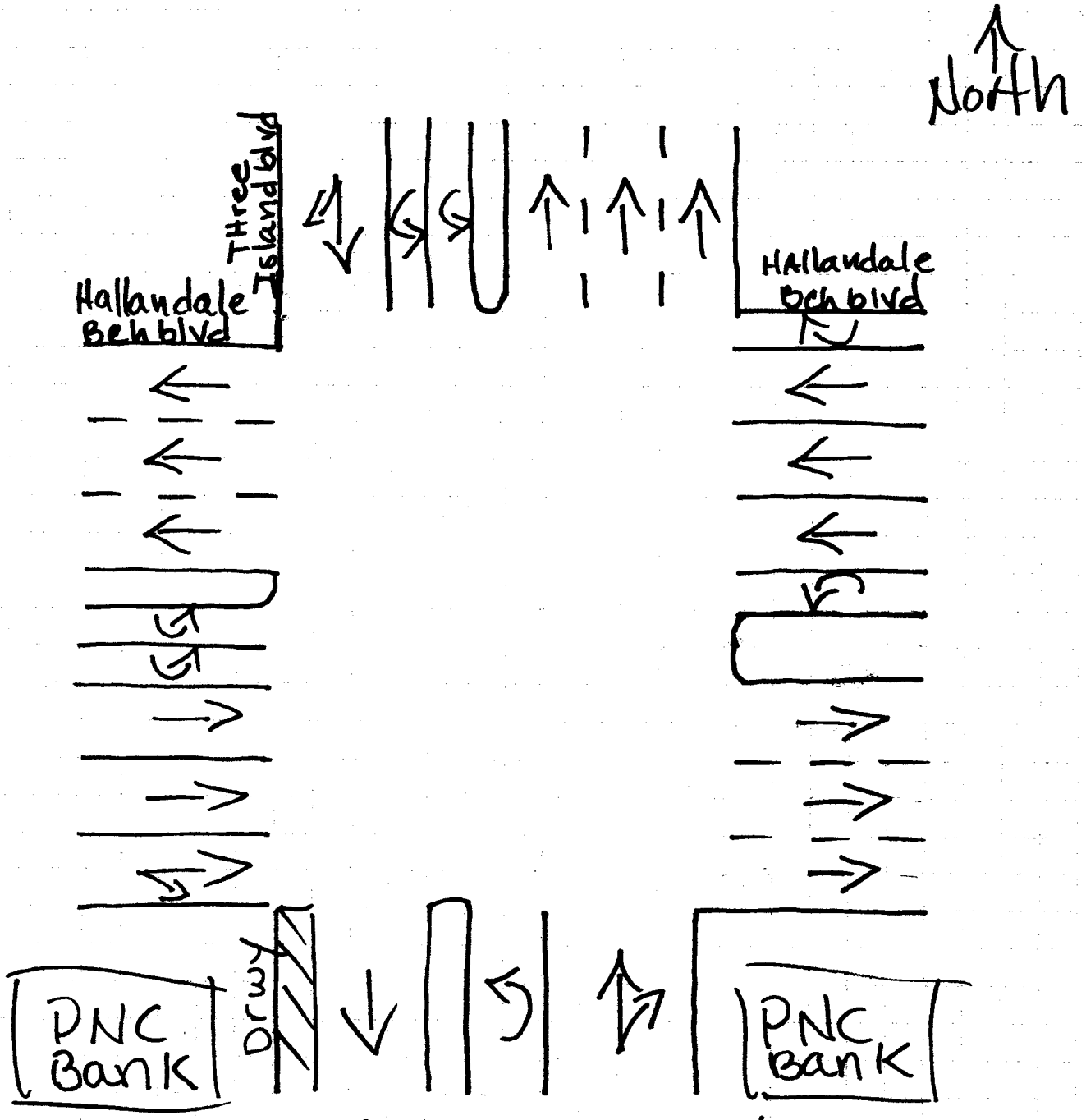
HALLANDALE BEACH BOULEVARD & THREE
ISLAND BOULEVARD, HALLANDALE BEACH, FL
COUNTED BY: A. PALOMINO & M. MINO-WILZEK
SIGNALIZED

Site Code : 00160038
Start Date: 02/18/16
File I.D. : HBB_3ISL
Page : 1

PEDESTRIANS & BIKES

	THREE ISLAND BLVD From North				HALLANDALE BEACH BLVD From East				DRIVEWAY From South				HALLANDALE BEACH BLVD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/18/16																	
07:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
07:30	0	0	0	15	0	0	0	7	0	0	0	0	0	0	0	0	22
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	1	0	22	0	0	0	7	0	0	0	0	0	0	0	0	30
08:00	0	0	0	2	0	0	0	0	0	1	0	1	0	0	0	1	5
08:15	0	0	0	0	0	0	0	3	0	0	0	5	0	0	0	2	10
08:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	2	0	0	0	3	0	1	0	8	0	0	0	5	19
---------- * BREAK * ----------																	
16:00	0	0	0	1	0	0	0	6	0	3	0	2	0	0	0	1	13
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3
16:45	0	0	0	6	0	0	0	4	0	2	0	13	0	0	0	0	25
Hr Total	0	0	0	7	0	0	0	10	0	6	0	17	0	0	0	1	41
17:00	0	3	0	2	0	0	0	0	0	0	0	4	0	0	0	0	9
17:15	0	0	0	0	0	0	0	0	0	1	0	8	0	1	0	0	10
17:30	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	1	8
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hr Total	0	3	0	6	0	0	0	0	0	1	0	16	0	1	0	1	28
TOTAL	0	4	0	37	0	0	0	20	0	8	0	41	0	1	0	7	118



Hallandale Beach, Florida
January 21, 2015
drawn by: Luis Palomino
Signalized ✓

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

SE 9TH STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

Site Code : 00160038
Start Date: 02/23/16
File I.D. : 9STREUS1
Page : 1

ALL VEHICLES

	US 1 From North				VIA DA FORTUNA From East				US 1 From South				SE 9TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/23/16																	
07:00	0	1	248	1	0	4	1	0	0	2	165	0	0	0	0	3	425
07:15	0	1	313	3	0	1	1	2	0	2	234	0	0	0	1	10	568
07:30	0	4	410	2	0	7	1	1	1	11	211	1	0	4	2	9	664
07:45	1	1	457	5	0	5	0	2	0	15	276	7	0	1	1	11	782
Hr Total	1	7	1428	11	0	17	3	5	1	30	886	8	0	5	4	33	2439
08:00	1	4	488	3	0	4	1	5	0	24	278	7	0	4	0	18	837
08:15	1	2	485	3	0	6	1	1	1	25	341	3	0	7	3	21	900
08:30	0	8	514	2	0	4	0	1	0	2	344	3	0	5	0	37	920
08:45	0	13	570	1	0	10	2	2	3	5	360	10	0	2	2	26	1006
Hr Total	2	27	2057	9	0	24	4	9	4	56	1323	23	0	18	5	102	3663
* BREAK *																	
16:00	0	7	370	1	0	19	2	7	6	16	557	16	0	4	2	25	1032
16:15	0	11	358	3	0	33	4	9	11	12	539	13	0	3	1	7	1004
16:30	1	13	344	1	0	27	7	8	12	17	514	15	0	5	1	13	978
16:45	2	9	375	6	0	21	9	14	1	11	522	14	0	4	1	11	1000
Hr Total	3	40	1447	11	0	100	22	38	30	56	2132	58	0	16	5	56	4014
17:00	3	5	341	2	0	48	6	11	7	15	506	13	0	4	0	17	978
17:15	1	9	360	4	1	30	1	14	7	15	521	15	0	3	3	8	992
17:30	0	8	398	4	0	27	6	4	4	21	546	18	0	6	4	5	1051
17:45	1	7	324	4	0	36	11	10	5	25	486	23	0	4	1	7	944
Hr Total	5	29	1423	14	1	141	24	39	23	76	2059	69	0	17	8	37	3965
TOTAL	11	103	6355	45	1	282	53	91	58	218	6400	158	0	56	22	228	14081

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
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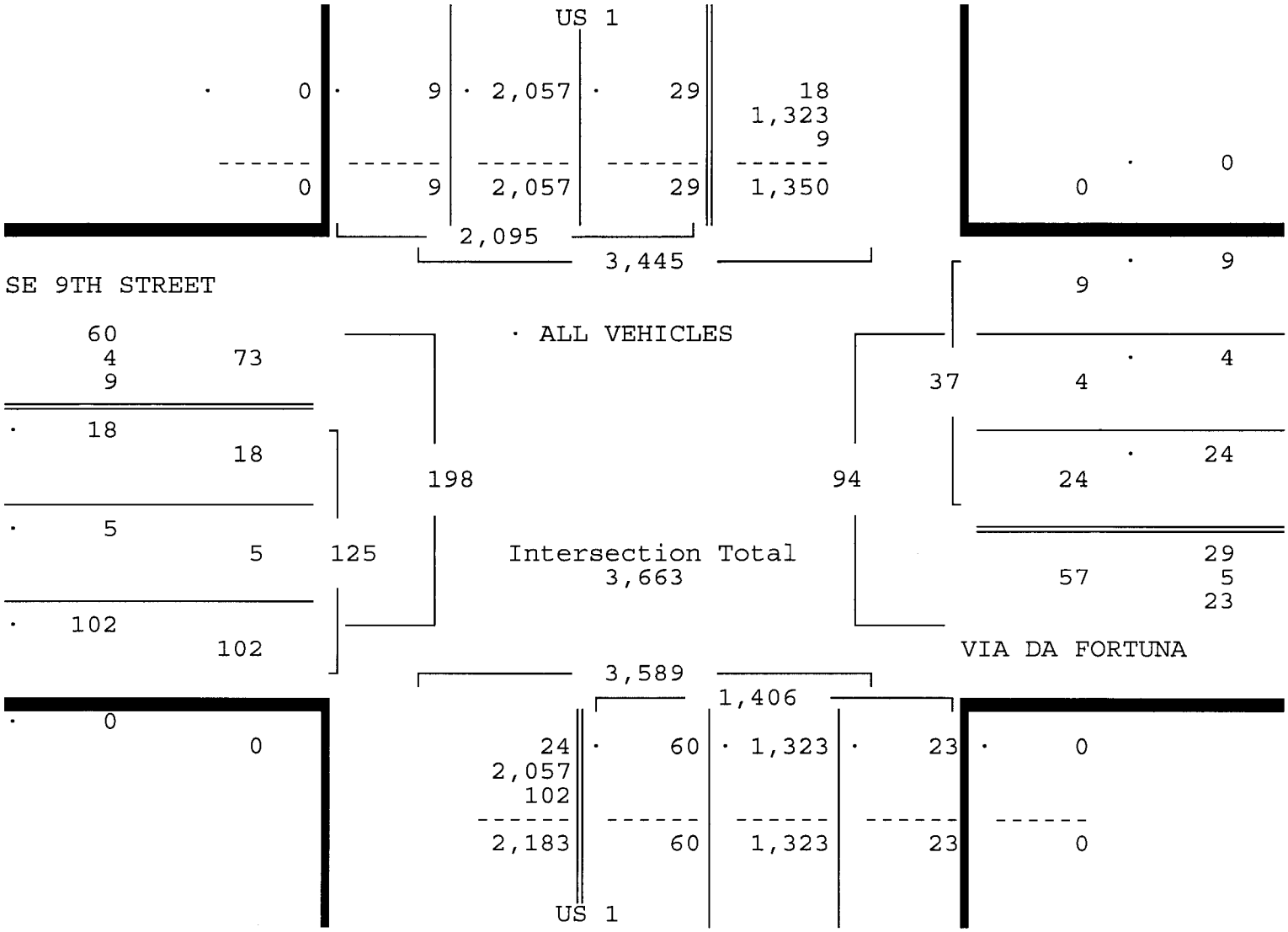
SE 9TH STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

Site Code : 00160038
Start Date: 02/23/16
File I.D. : 9STREUS1
Page : 2

ALL VEHICLES

	US 1 From North				VIA DA FORTUNA From East				US 1 From South				SE 9TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/23/16																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/23/16																	
Peak start 08:00					08:00				08:00				08:00				
Volume	2	27	2057	9	0	24	4	9	4	56	1323	23	0	18	5	102	
Percent	0%	1%	98%	0%	0%	65%	11%	24%	0%	4%	94%	2%	0%	14%	4%	82%	
Pk total	2095				37				1406				125				
Highest	08:45				08:45				08:45				08:30				
Volume	0	13	570	1	0	10	2	2	3	5	360	10	0	5	0	37	
Hi total	584				14				378				42				
PHF	.90				.66				.93				.74				

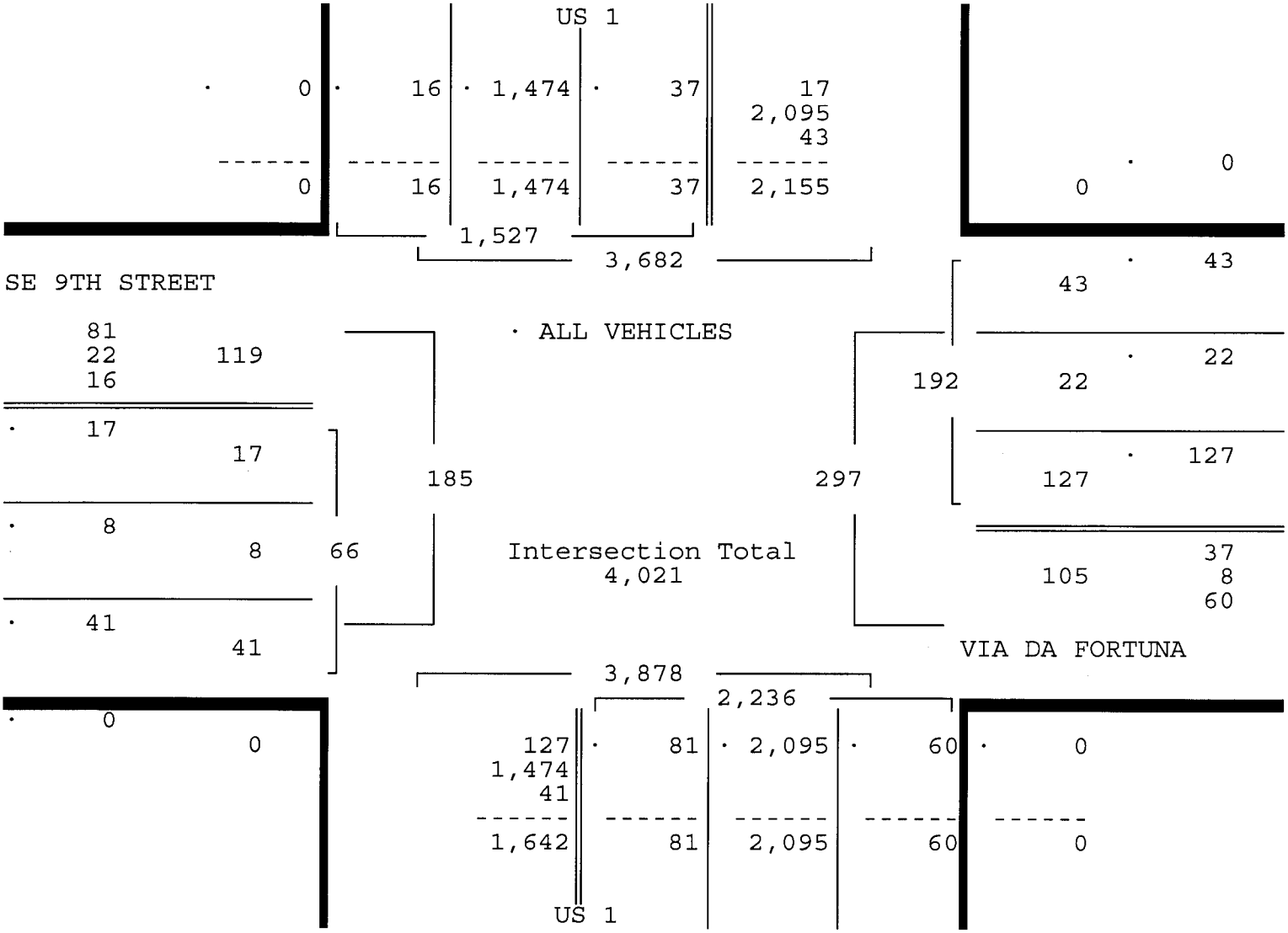


SE 9TH STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

Site Code : 00160038
Start Date: 02/23/16
File I.D. : 9STREUS1

ALL VEHICLES

	US 1 From North				VIA DA FORTUNA From East				US 1 From South				SE 9TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/23/16																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/23/16																	
Peak start 16:45					16:45				16:45				16:45				
Volume	6	31	1474	16	1	126	22	43	19	62	2095	60	0	17	8	41	
Percent	0%	2%	97%	1%	1%	66%	11%	22%	1%	3%	94%	3%	0%	26%	12%	62%	
Pk total	1527				192				2236				66				
Highest	17:30				17:00				17:30				17:00				
Volume	0	8	398	4	0	48	6	11	4	21	546	18	0	4	0	17	
Hi total	410				65				589				21				
PHF	.93				.74				.95				.79				



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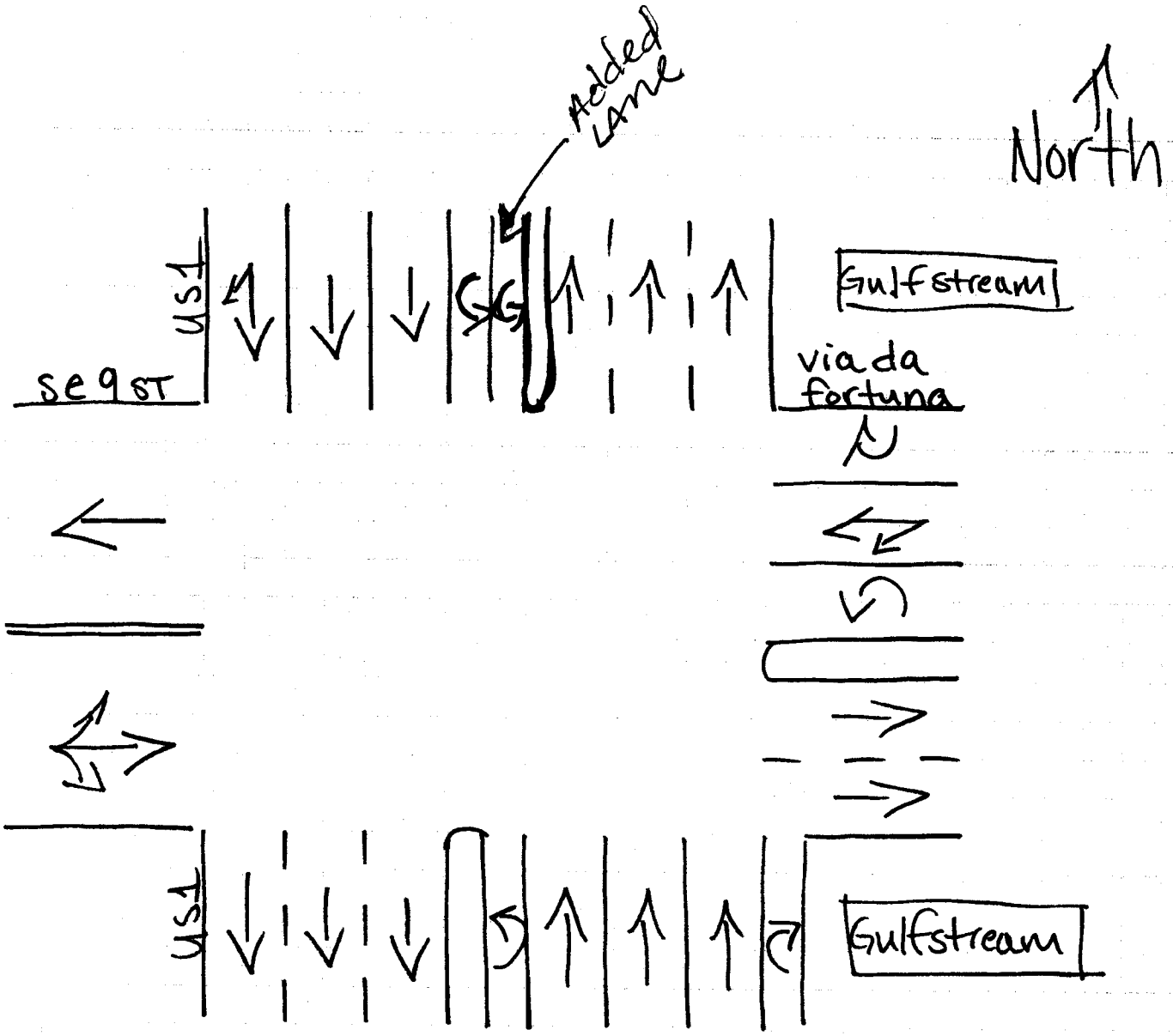
SE 9TH STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

Site Code : 00160038
Start Date: 02/23/16
File I.D. : 9STREUS1
Page : 1

PEDESTRIANS & BIKES

	US 1 From North				VIA DA FORTUNA From East				US 1 From South				SE 9TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/23/16																	
07:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
07:15	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	4
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	3
07:45	0	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	4
Hr Total	0	0	0	1	0	3	0	2	0	0	0	2	0	5	0	0	13
08:00	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	4
08:15	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	2	5
08:30	0	0	0	0	0	1	0	0	0	0	0	2	0	1	0	0	4
08:45	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3
Hr Total	0	1	0	0	0	5	0	0	0	0	0	3	0	3	0	4	16
* BREAK *																	
16:00	0	3	0	1	0	2	0	2	0	0	0	0	0	1	0	3	12
16:15	0	0	0	1	0	3	0	0	0	1	0	0	0	3	0	1	9
16:30	0	1	0	4	0	0	0	2	0	0	0	0	0	3	0	1	11
16:45	0	0	0	1	0	2	0	0	0	0	0	3	0	1	0	0	7
Hr Total	0	4	0	7	0	7	0	4	0	1	0	3	0	8	0	5	39
17:00	0	0	0	0	0	0	0	1	0	0	0	7	0	0	0	0	8
17:15	0	0	0	3	0	3	0	3	0	0	0	0	0	1	0	3	13
17:30	0	0	0	1	0	3	0	0	0	0	0	1	0	0	0	1	6
17:45	0	0	0	1	0	0	0	1	0	1	0	1	0	0	0	3	7
Hr Total	0	0	0	5	0	6	0	5	0	1	0	9	0	1	0	7	34
TOTAL	0	5	0	13	0	21	0	11	0	2	0	17	0	17	0	16	102



Hallandale beach, Florida
August 15, 2013
drawn by: Luis Palomino
signalized ✓

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

SE 3RD STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

Site Code : 00160038
Start Date: 02/24/16
File I.D. : 3ST__US1
Page : 1

ALL VEHICLES

	US 1 From North				SEABISCUIT TRAIL From East				US 1 From South				SE 3RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/24/16																	
07:00	0	1	218	0	0	5	0	3	0	3	156	4	0	5	2	21	418
07:15	1	3	295	0	0	5	1	0	0	5	198	4	0	13	6	41	572
07:30	0	0	291	0	0	1	1	2	0	1	206	0	0	19	9	45	575
07:45	2	5	419	2	0	1	2	2	1	8	233	2	0	25	17	61	780
Hr Total	3	9	1223	2	0	12	4	7	1	17	793	10	0	62	34	168	2345
08:00	0	3	342	0	0	8	2	2	0	11	240	4	0	38	19	98	767
08:15	2	9	480	0	0	4	3	2	1	15	327	9	0	24	19	79	974
08:30	0	9	410	3	0	2	7	1	2	17	308	4	0	39	36	102	940
08:45	5	9	399	0	0	4	3	1	0	11	299	10	0	38	41	97	917
Hr Total	7	30	1631	3	0	18	15	6	3	54	1174	27	0	139	115	376	3598
* BREAK *																	
16:00	2	17	340	1	0	23	22	29	2	18	417	13	1	46	26	32	989
16:15	2	11	328	4	0	36	26	33	7	21	456	11	0	39	17	36	1027
16:30	2	8	311	2	0	37	19	26	2	14	483	12	0	36	25	34	1011
16:45	1	14	324	2	0	20	30	39	1	19	447	8	0	37	22	35	999
Hr Total	7	50	1303	9	0	116	97	127	12	72	1803	44	1	158	90	137	4026
17:00	1	10	294	3	0	30	30	31	5	26	425	9	0	51	22	45	982
17:15	1	5	307	3	0	25	42	36	2	28	520	13	0	34	16	49	1081
17:30	3	13	342	2	0	42	57	70	8	24	411	6	0	31	13	38	1060
17:45	3	7	286	3	0	21	36	34	3	21	478	7	0	49	25	39	1012
Hr Total	8	35	1229	11	0	118	165	171	18	99	1834	35	0	165	76	171	4135
TOTAL	25	124	5386	25	0	264	281	311	34	242	5604	116	1	524	315	852	14104

Traffic Survey Specialists, Inc.
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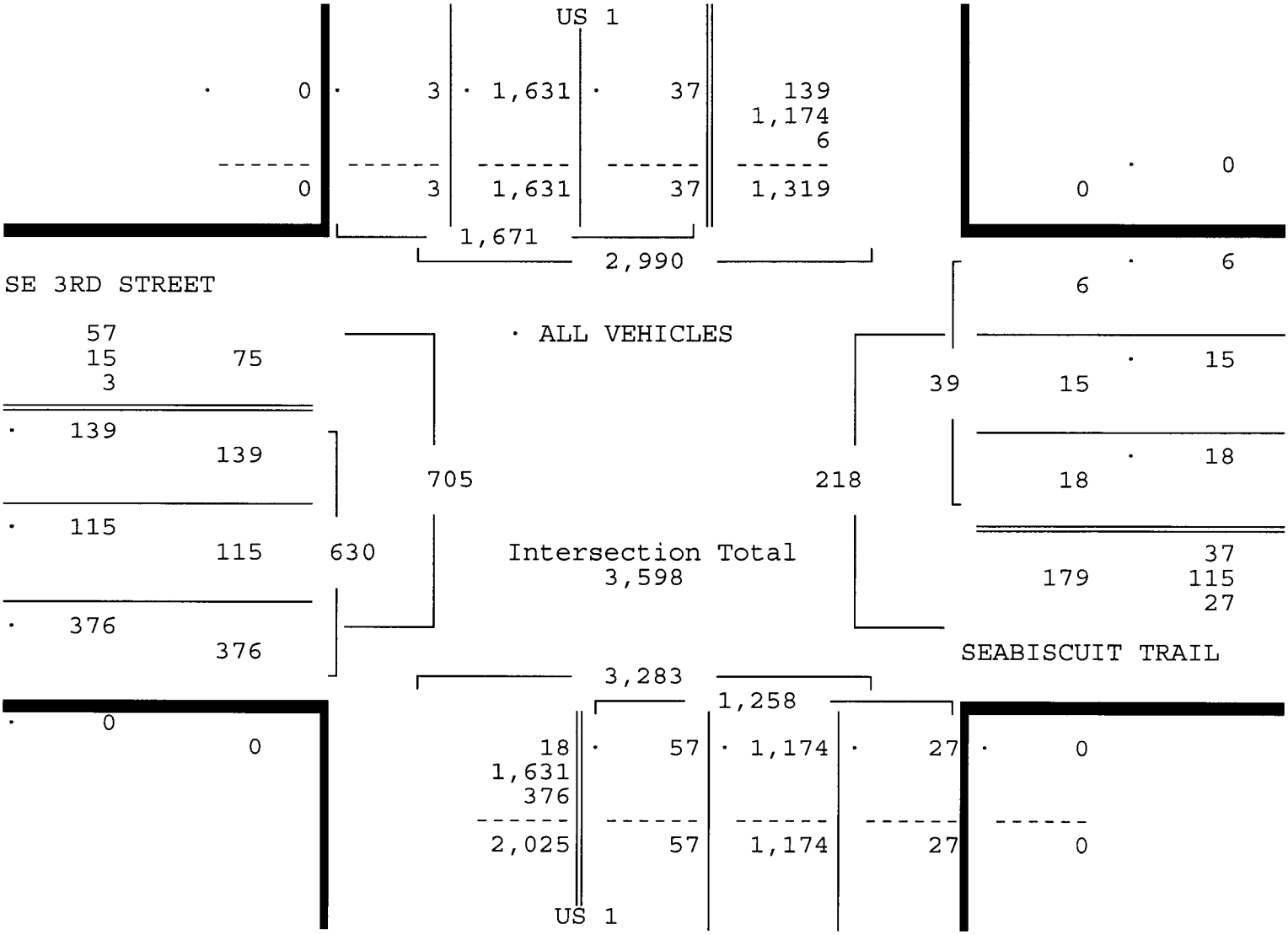
SE 3RD STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

Site Code : 00160038
Start Date: 02/24/16
File I.D. : 3ST__US1
Page : 2

ALL VEHICLES

	US 1 From North				SEABISCUIT TRAIL From East				US 1 From South				SE 3RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/24/16																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/24/16																	
Peak start 08:00					08:00				08:00				08:00				
Volume	7	30	1631	3	0	18	15	6	3	54	1174	27	0	139	115	376	
Percent	0%	2%	98%	0%	0%	46%	38%	15%	0%	4%	93%	2%	0%	22%	18%	60%	
Pk total	1671				39				1258				630				
Highest	08:15				08:00				08:15				08:30				
Volume	2	9	480	0	0	8	2	2	1	15	327	9	0	39	36	102	
Hi total	491				12				352				177				
PHF	.85				.81				.89				.89				



Traffic Survey Specialists, Inc.
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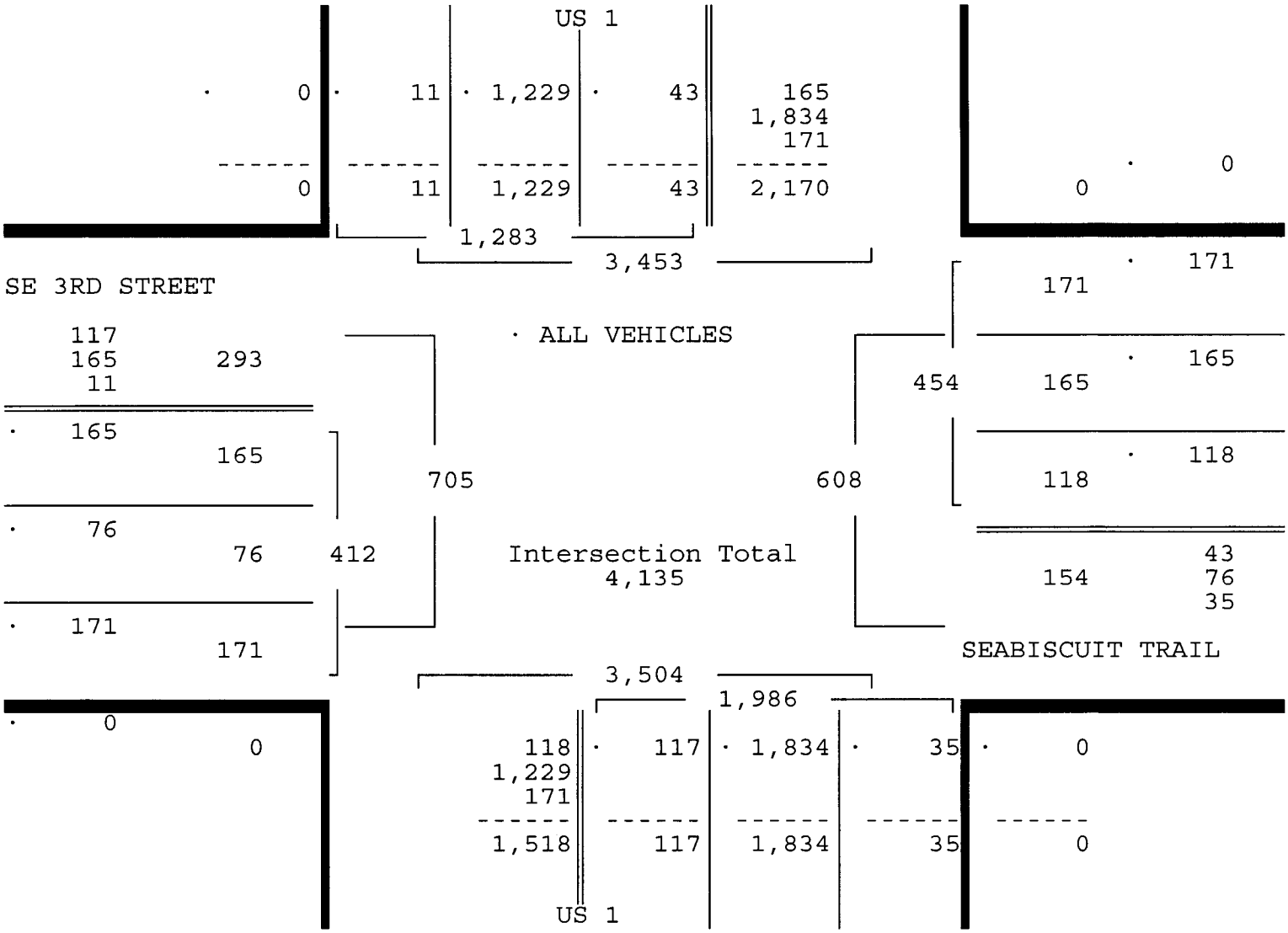
SE 3RD STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

Site Code : 00160038
Start Date: 02/24/16
File I.D. : 3ST__US1
Page : 3

ALL VEHICLES

	US 1 From North				SEABISCUIT TRAIL From East				US 1 From South				SE 3RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/24/16																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/24/16																	
Peak start 17:00					17:00				17:00				17:00				
Volume	8	35	1229	11	0	118	165	171	18	99	1834	35	0	165	76	171	
Percent	1%	3%	96%	1%	0%	26%	36%	38%	1%	5%	92%	2%	0%	40%	18%	42%	
Pk total	1283				454				1986				412				
Highest	17:30				17:30				17:15				17:00				
Volume	3	13	342	2	0	42	57	70	2	28	520	13	0	51	22	45	
Hi total	360				169				563				118				
PHF	.89				.67				.88				.87				



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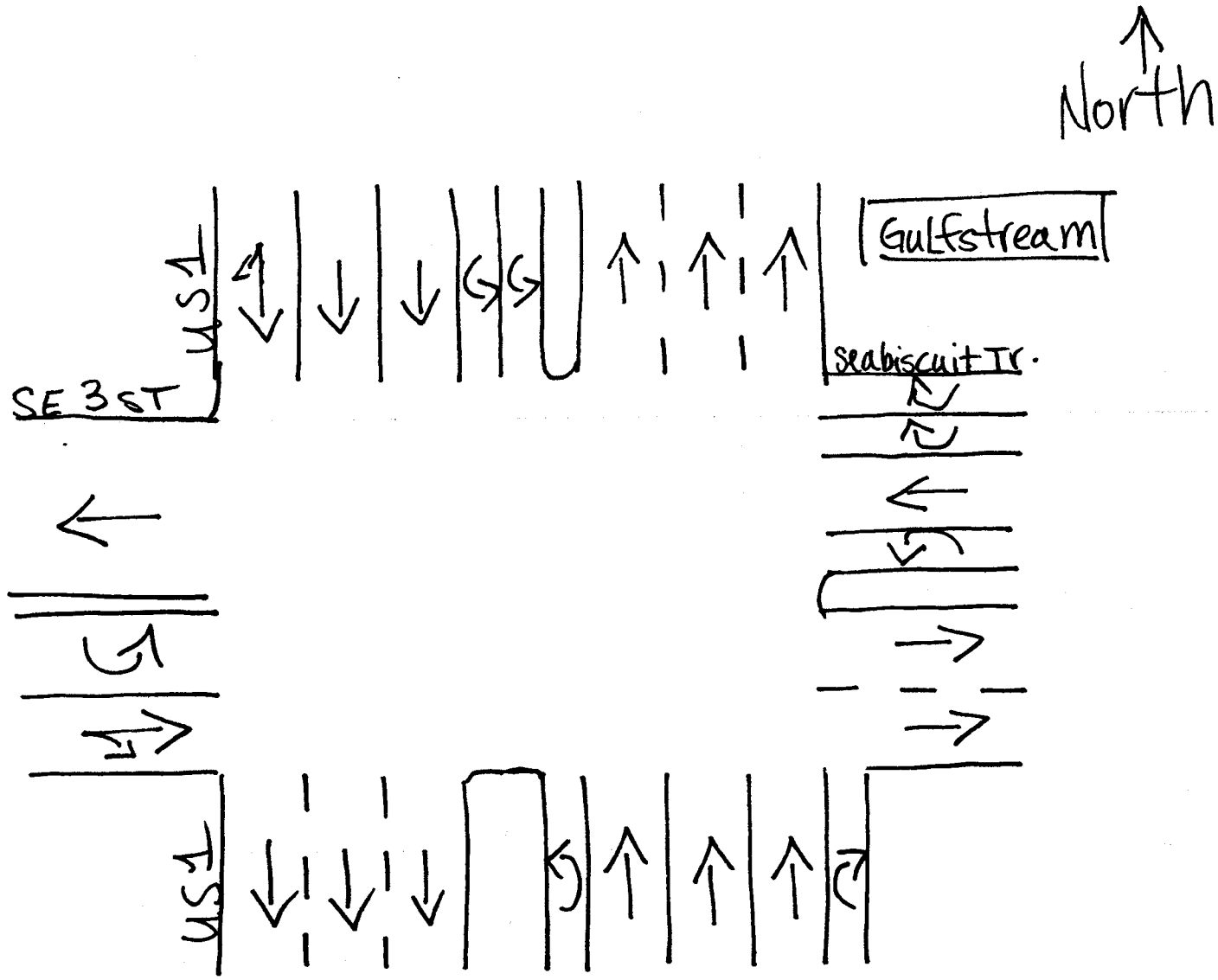
SE 3RD STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

Site Code : 00160038
Start Date: 02/24/16
File I.D. : 3ST__US1
Page : 1

PEDESTRIANS & BIKES

	US 1 From North				SEABISCUIT TRAIL From East				US 1 From South				SE 3RD STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/24/16																	
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	2	0	2	0	0	0	0	0	0	0	1	0	0	5
07:30	0	2	0	1	0	3	0	2	0	1	0	0	0	2	0	0	11
07:45	0	0	0	0	0	2	0	2	0	0	0	1	0	0	0	0	5
Hr Total	0	3	0	3	0	7	0	4	0	1	0	1	0	3	0	0	22
08:00	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	3
08:15	0	0	0	1	0	7	0	2	0	0	0	0	0	1	0	3	14
08:30	0	2	0	1	0	1	0	0	0	0	0	0	0	1	0	0	5
08:45	0	1	0	2	0	1	0	1	0	0	0	0	0	2	0	0	7
Hr Total	0	3	0	4	0	9	0	4	0	0	0	0	0	6	0	3	29
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	2	6
16:15	0	0	0	1	0	1	0	1	0	0	0	0	0	2	0	2	7
16:30	0	1	0	0	0	1	0	2	0	0	0	2	0	2	0	0	8
16:45	0	0	0	1	0	1	0	3	0	1	0	0	0	1	0	8	15
Hr Total	0	1	0	2	0	3	0	6	0	4	0	2	0	6	0	12	36
17:00	0	0	0	1	0	2	0	6	0	1	0	4	0	1	0	4	19
17:15	0	0	0	0	0	2	0	7	0	1	0	2	0	0	0	1	13
17:30	0	0	0	4	0	2	0	4	0	0	0	4	0	3	0	2	19
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hr Total	0	0	0	5	0	6	0	17	0	2	0	11	0	4	0	7	52
TOTAL	0	7	0	14	0	25	0	31	0	7	0	14	0	19	0	22	139



Hallandale beach, Florida
March 15, 2014
drawn by: Luis Palomino
signalized ✓

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

NE 3RD STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: MARISA CRUZ
SIGNALIZED

Site Code : 00160038
Start Date: 02/25/16
File I.D. : 3STR_US1
Page : 1

ALL VEHICLES

	US 1 From North				NE 3RD STREET From East				US 1 From South				NE 3RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/25/16																	
07:00	0	1	116	16	0	10	11	3	1	19	109	2	0	15	7	29	339
07:15	0	4	186	9	0	6	10	3	0	11	118	0	0	28	14	30	419
07:30	0	1	195	12	0	12	13	2	1	10	143	1	0	36	13	40	479
07:45	0	6	252	19	0	14	15	2	0	15	182	1	0	24	25	25	580
Hr Total	0	12	749	56	0	42	49	10	2	55	552	4	0	103	59	124	1817
08:00	1	4	247	15	0	7	19	0	1	5	179	3	0	33	28	28	570
08:15	0	3	285	29	0	6	12	4	0	13	196	1	0	20	37	27	633
08:30	1	7	251	22	0	11	18	1	1	18	220	3	0	31	40	36	660
08:45	0	16	241	21	0	10	21	1	0	25	199	1	0	29	38	34	636
Hr Total	2	30	1024	87	0	34	70	6	2	61	794	8	0	113	143	125	2499
* BREAK *																	
16:00	0	6	196	8	0	14	25	0	0	32	257	6	0	26	36	24	630
16:15	0	10	237	15	0	2	24	3	0	19	270	4	0	31	40	20	675
16:30	1	4	190	28	0	10	28	4	1	20	292	3	0	41	43	28	693
16:45	0	13	250	22	0	8	25	0	0	36	311	2	0	34	38	12	751
Hr Total	1	33	873	73	0	34	102	7	1	107	1130	15	0	132	157	84	2749
17:00	1	8	235	25	0	10	30	3	0	26	293	6	0	43	42	27	749
17:15	1	8	211	20	0	17	26	4	0	33	270	2	0	41	47	23	703
17:30	0	8	284	18	0	4	25	5	0	16	362	7	0	20	58	16	823
17:45	0	14	223	25	0	12	32	6	0	30	343	11	0	40	42	15	793
Hr Total	2	38	953	88	0	43	113	18	0	105	1268	26	0	144	189	81	3068
TOTAL	5	113	3599	304	0	153	334	41	5	328	3744	53	0	492	548	414	10133

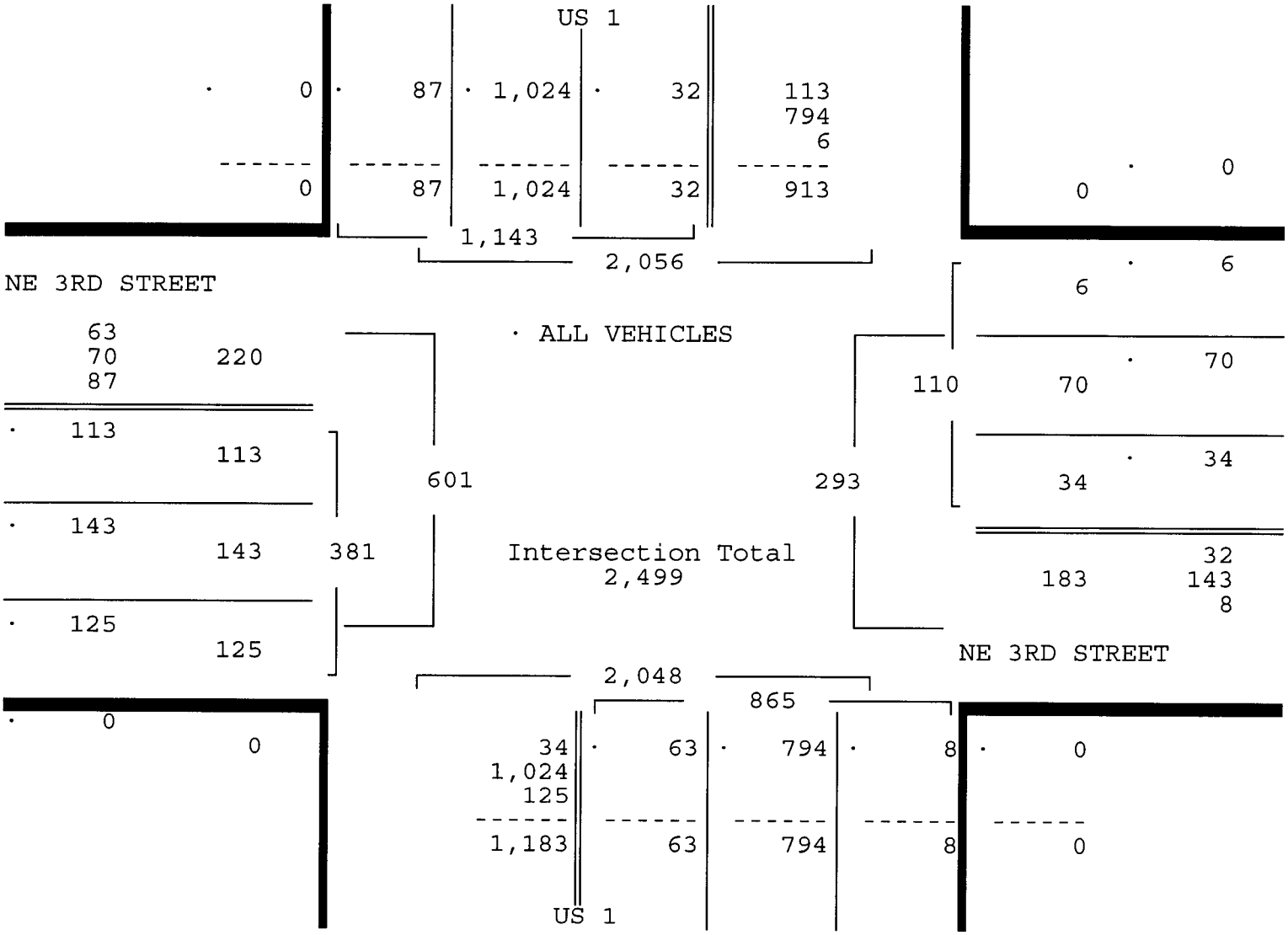
NE 3RD STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: MARISA CRUZ
SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160038
Start Date: 02/25/16
File I.D. : 3STR_US1
Page : 2

ALL VEHICLES

	US 1 From North				NE 3RD STREET From East				US 1 From South				NE 3RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/25/16																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/25/16																	
Peak start 08:00					08:00				08:00				08:00				
Volume	2	30	1024	87	0	34	70	6	2	61	794	8	0	113	143	125	
Percent	0%	3%	90%	8%	0%	31%	64%	5%	0%	7%	92%	1%	0%	30%	38%	33%	
Pk total	1143				110				865				381				
Highest	08:15				08:45				08:30				08:30				
Volume	0	3	285	29	0	10	21	1	1	18	220	3	0	31	40	36	
Hi total	317				32				242				107				
PHF	.90				.86				.89				.89				



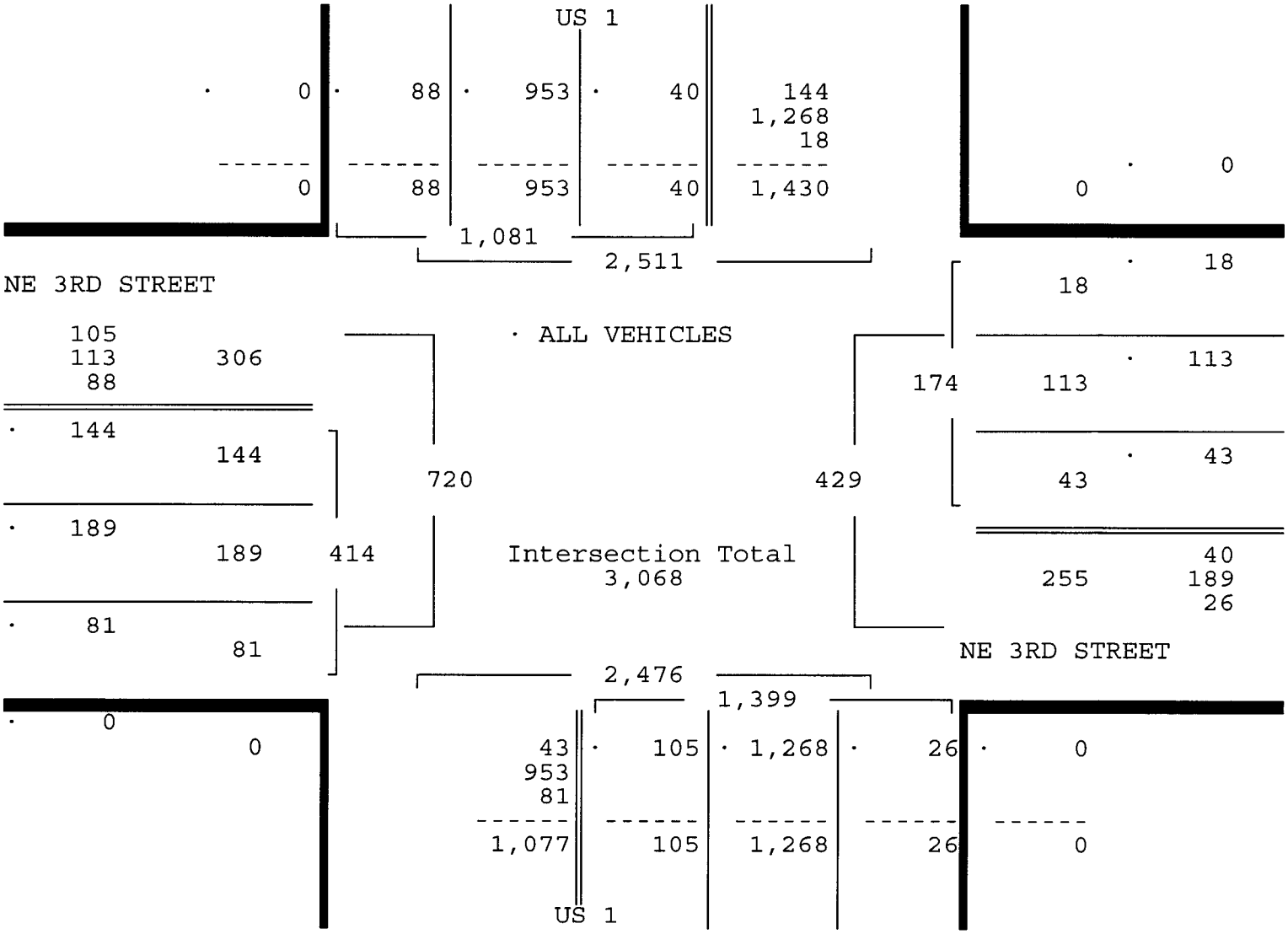
Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

NE 3RD STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: MARISA CRUZ
SIGNALIZED

Site Code : 00160038
Start Date: 02/25/16
File I.D. : 3STR_US1
Page : 3

ALL VEHICLES

	US 1 From North				NE 3RD STREET From East				US 1 From South				NE 3RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/25/16																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/25/16																	
Peak start 17:00					17:00				17:00				17:00				
Volume	2	38	953	88	0	43	113	18	0	105	1268	26	0	144	189	81	
Percent	0%	4%	88%	8%	0%	25%	65%	10%	0%	8%	91%	2%	0%	35%	46%	20%	
Pk total	1081				174				1399				414				
Highest	17:30				17:45				17:30				17:00				
Volume	0	8	284	18	0	12	32	6	0	16	362	7	0	43	42	27	
Hi total	310				50				385				112				
PHF	.87				.87				.91				.92				



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85 SE 4th Avenue, Unit 109
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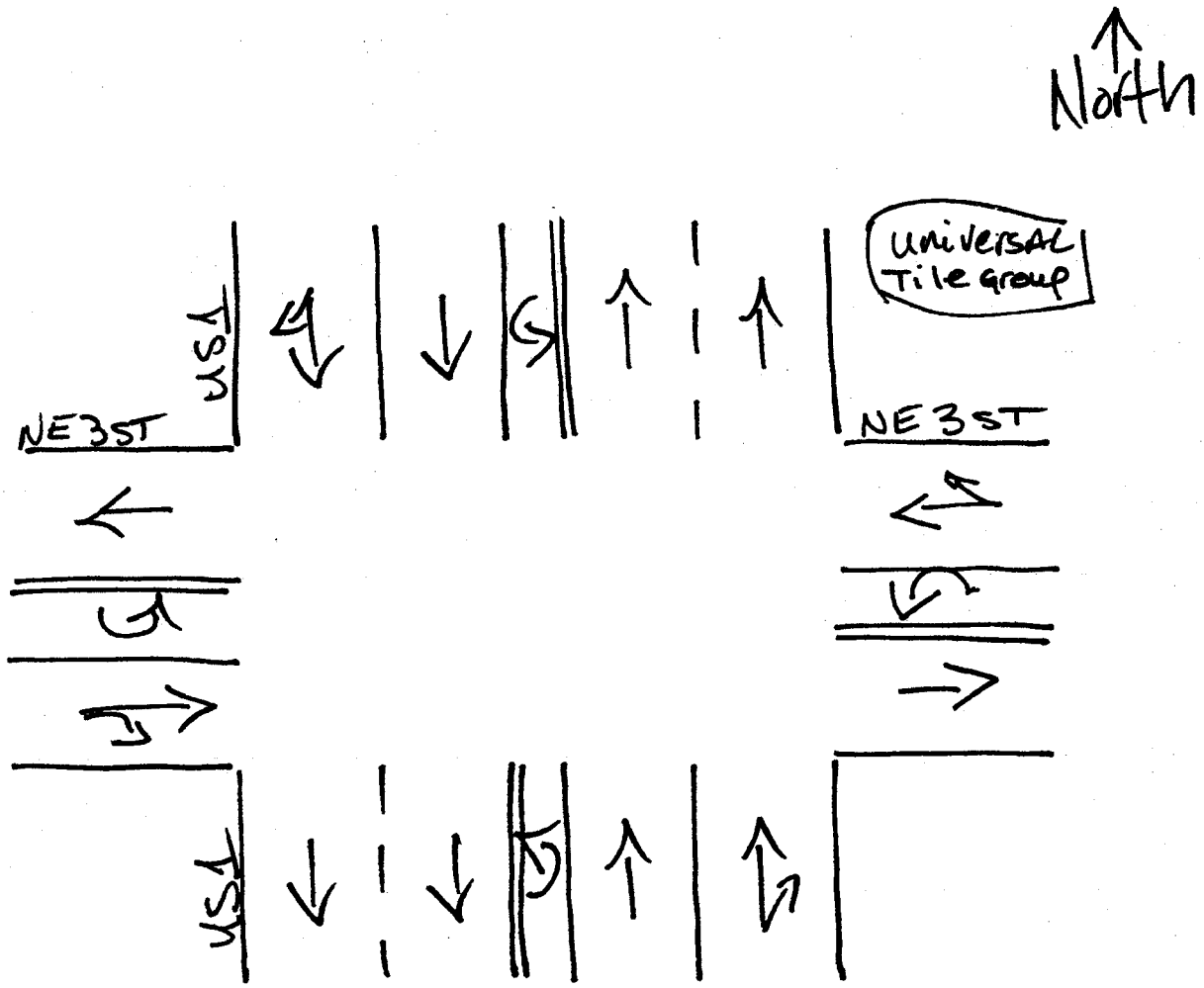
NE 3RD STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: MARISA CRUZ
SIGNALIZED

Site Code : 00160038
Start Date: 02/25/16
File I.D. : 3STR_US1
Page : 1

PEDESTRIANS & BIKES

	US 1 From North				NE 3RD STREET From East				US 1 From South				NE 3RD STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/25/16																	
07:00	0	0	0	3	0	1	0	1	0	1	0	0	0	1	0	3	10
07:15	0	0	0	3	0	1	0	1	0	1	0	1	0	1	0	2	10
07:30	0	2	0	0	0	2	0	4	0	0	0	1	0	4	0	1	14
07:45	0	0	0	0	0	0	0	3	0	0	0	1	0	1	0	6	11
Hr Total	0	2	0	6	0	4	0	9	0	2	0	3	0	7	0	12	45
08:00	0	0	0	1	0	1	0	3	0	0	0	0	0	1	0	6	12
08:15	0	0	0	0	0	0	0	2	0	0	0	0	0	3	0	3	8
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
08:45	0	2	0	1	0	2	0	0	0	0	0	1	0	2	0	0	8
Hr Total	0	2	0	2	0	3	0	5	0	0	0	1	0	7	0	10	30
* BREAK *																	
16:00	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	3	11
16:15	0	0	0	0	0	0	0	3	0	0	0	0	0	2	0	2	7
16:30	0	0	0	0	0	1	0	6	0	0	0	0	0	2	0	3	12
16:45	0	0	0	0	0	2	0	3	0	0	0	0	0	3	0	0	8
Hr Total	0	0	0	0	0	3	0	20	0	0	0	0	0	7	0	8	38
17:00	0	0	0	0	0	2	0	3	0	0	0	0	0	8	0	1	14
17:15	0	0	0	0	0	0	0	1	0	1	0	0	0	5	0	0	7
17:30	0	0	0	0	0	3	0	7	0	0	0	0	0	1	0	7	18
17:45	0	0	0	2	0	4	0	3	0	1	0	2	0	1	0	3	16
Hr Total	0	0	0	2	0	9	0	14	0	2	0	2	0	15	0	11	55
TOTAL	0	4	0	10	0	19	0	48	0	4	0	6	0	36	0	41	168



Hallandale Beach, Florida
April 23, 2015
drawn by: Luis Palomino
signalized ✓

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

ATLANTIC SHORES BOULEVARD & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: AMBER PALOMINO
SIGNALIZED

Site Code : 00160038
Start Date: 02/25/16
File I.D. : ATLA_US1
Page : 1

ALL VEHICLES

	US 1 From North				ATLANTIC SHORES BOULEVARD From East				US 1 From South				ATLANTIC SHORES BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/25/16																	
07:00	0	2	98	0	0	24	0	16	0	2	102	17	0	0	0	2	263
07:15	0	4	136	1	0	21	0	23	0	1	138	20	0	0	0	0	344
07:30	0	5	161	1	0	45	3	28	0	1	146	16	0	0	0	2	408
07:45	0	13	202	1	0	56	0	23	0	2	197	27	0	1	1	0	523
Hr Total	0	24	597	3	0	146	3	90	0	6	583	80	0	1	1	4	1538
08:00	1	15	228	2	0	40	0	17	0	0	182	25	0	0	0	3	513
08:15	0	24	224	3	0	64	2	31	0	5	182	19	0	4	1	3	562
08:30	0	13	207	1	0	45	4	30	0	4	224	30	0	0	2	1	561
08:45	0	25	231	1	0	40	2	18	0	7	187	23	0	0	1	1	536
Hr Total	1	77	890	7	0	189	8	96	0	16	775	97	0	4	4	8	2172
* BREAK *																	
16:00	0	30	206	6	0	34	9	64	0	13	247	30	0	0	10	8	657
16:15	0	15	211	2	0	34	7	52	0	9	266	32	0	1	11	12	652
16:30	0	32	193	2	0	32	3	38	0	11	231	21	0	3	8	3	577
16:45	0	29	188	4	0	38	11	35	0	17	234	15	0	1	5	1	578
Hr Total	0	106	798	14	0	138	30	189	0	50	978	98	0	5	34	24	2464
17:00	0	24	189	4	0	31	4	46	0	7	249	29	0	1	4	8	596
17:15	0	30	214	4	0	33	7	38	0	15	277	27	0	1	6	4	656
17:30	0	29	208	0	0	51	8	40	0	8	265	23	0	0	4	4	640
17:45	0	37	196	4	0	26	8	34	0	16	237	19	0	3	5	2	587
Hr Total	0	120	807	12	0	141	27	158	0	46	1028	98	0	5	19	18	2479
TOTAL	1	327	3092	36	0	614	68	533	0	118	3364	373	0	15	58	54	8653

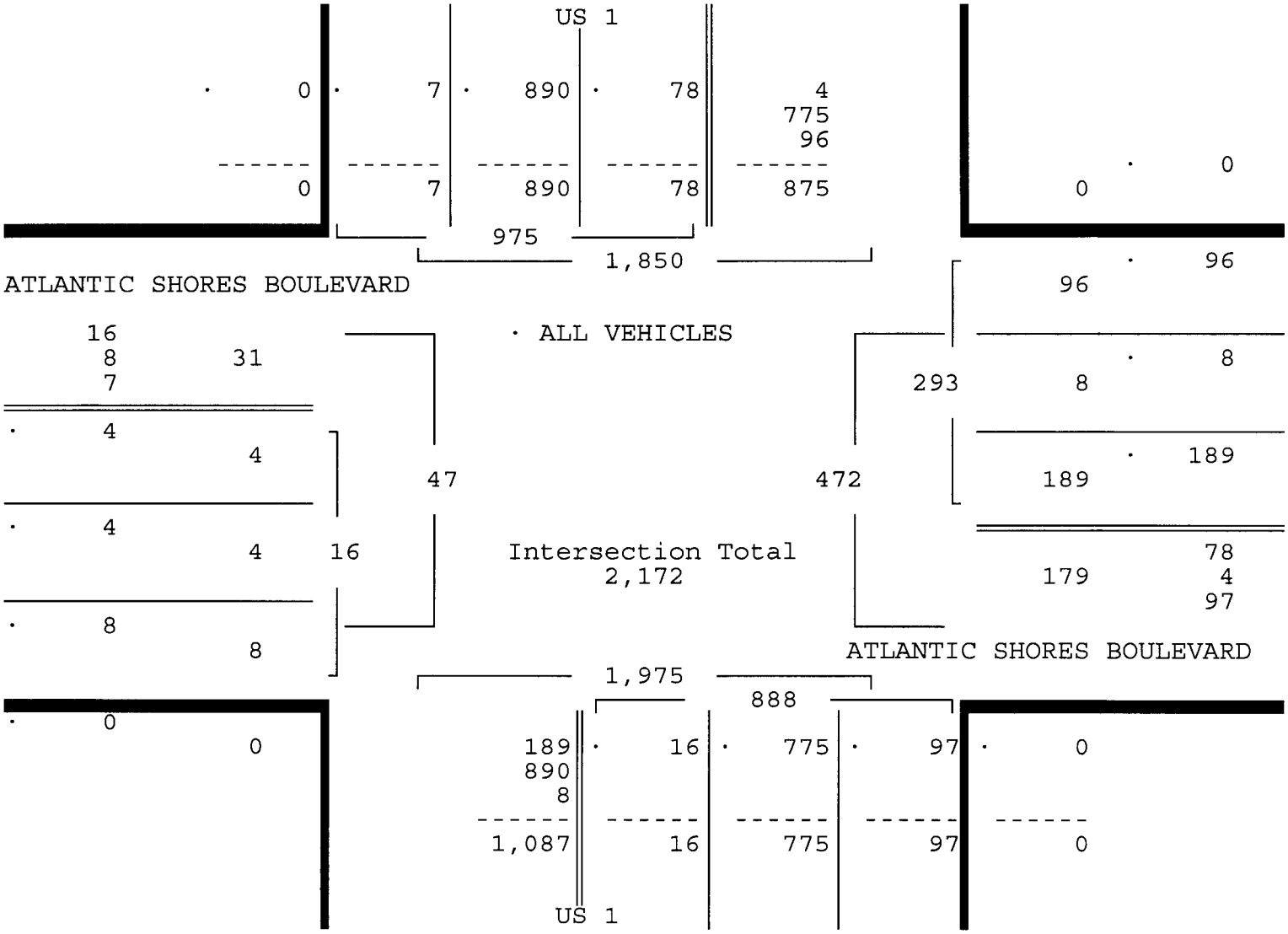
Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

ATLANTIC SHORES BOULEVARD & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: AMBER PALOMINO
SIGNALIZED

Site Code : 00160038
Start Date: 02/25/16
File I.D. : ATLA_US1
Page : 2

ALL VEHICLES

	US 1 From North				ATLANTIC SHORES BOULEVARD From East				US 1 From South				ATLANTIC SHORES BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/25/16																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/25/16																	
Peak start 08:00					08:00				08:00				08:00				
Volume	1	77	890	7	0	189	8	96	0	16	775	97	0	4	4	8	
Percent	0%	8%	91%	1%	0%	65%	3%	33%	0%	2%	87%	11%	0%	25%	25%	50%	
Pk total	975				293				888				16				
Highest	08:45				08:15				08:30				08:15				
Volume	0	25	231	1	0	64	2	31	0	4	224	30	0	4	1	3	
Hi total	257				97				258				8				
PHF	.95				.76				.86				.50				



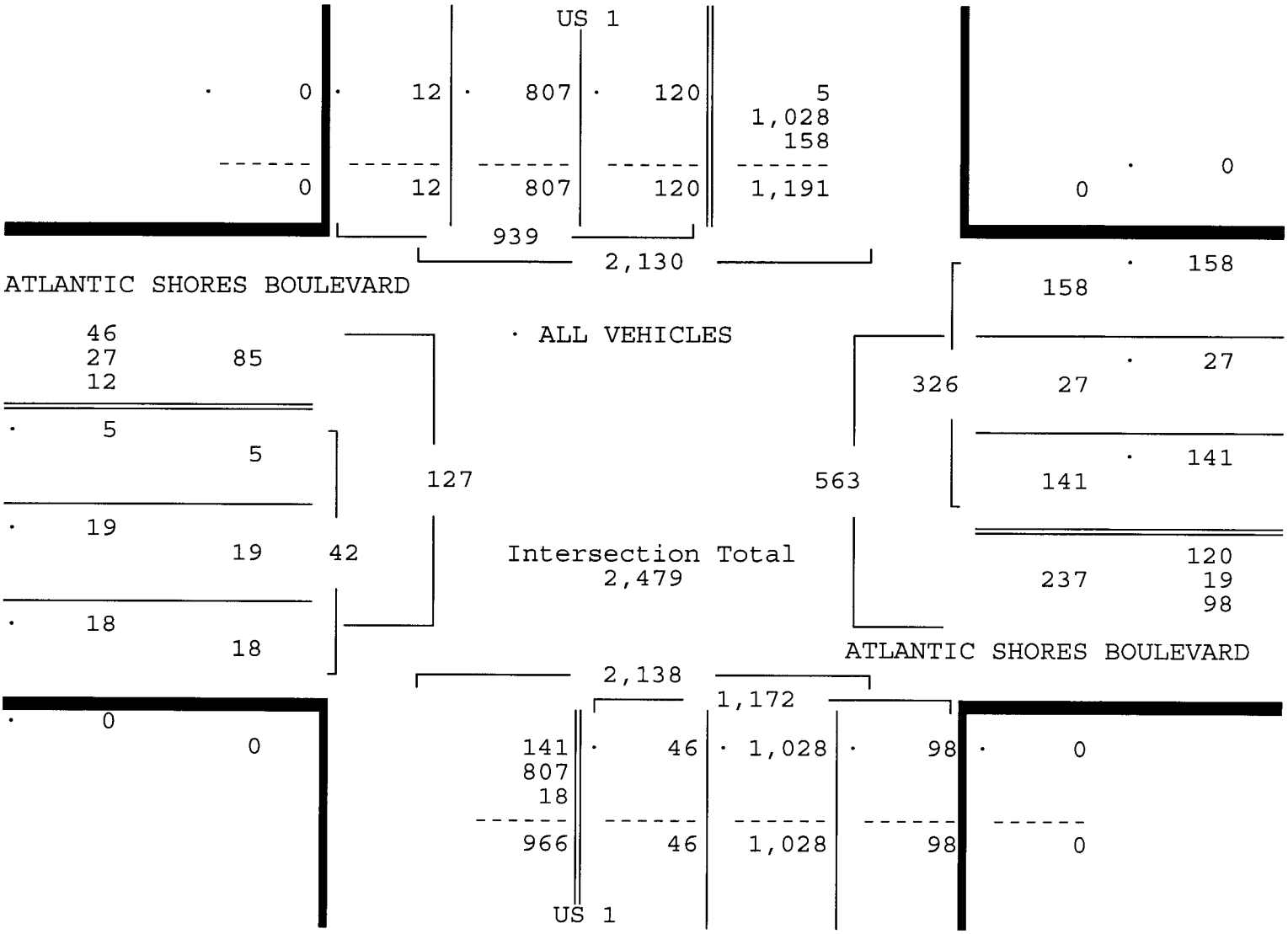
ATLANTIC SHORES BOULEVARD & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: AMBER PALOMINO
SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160038
Start Date: 02/25/16
File I.D. : ATLA_US1
Page : 3

ALL VEHICLES

	US 1 From North				ATLANTIC SHORES BOULEVARD From East				US 1 From South				ATLANTIC SHORES BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/25/16																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/25/16																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	120	807	12	0	141	27	158	0	46	1028	98	0	5	19	18	
Percent	0%	13%	86%	1%	0%	43%	8%	48%	0%	4%	88%	8%	0%	12%	45%	43%	
Pk total	939				326				1172				42				
Highest	17:15				17:30				17:15				17:00				
Volume	0	30	214	4	0	51	8	40	0	15	277	27	0	1	4	8	
Hi total	248				99				319				13				
PHF	.95				.82				.92				.81				



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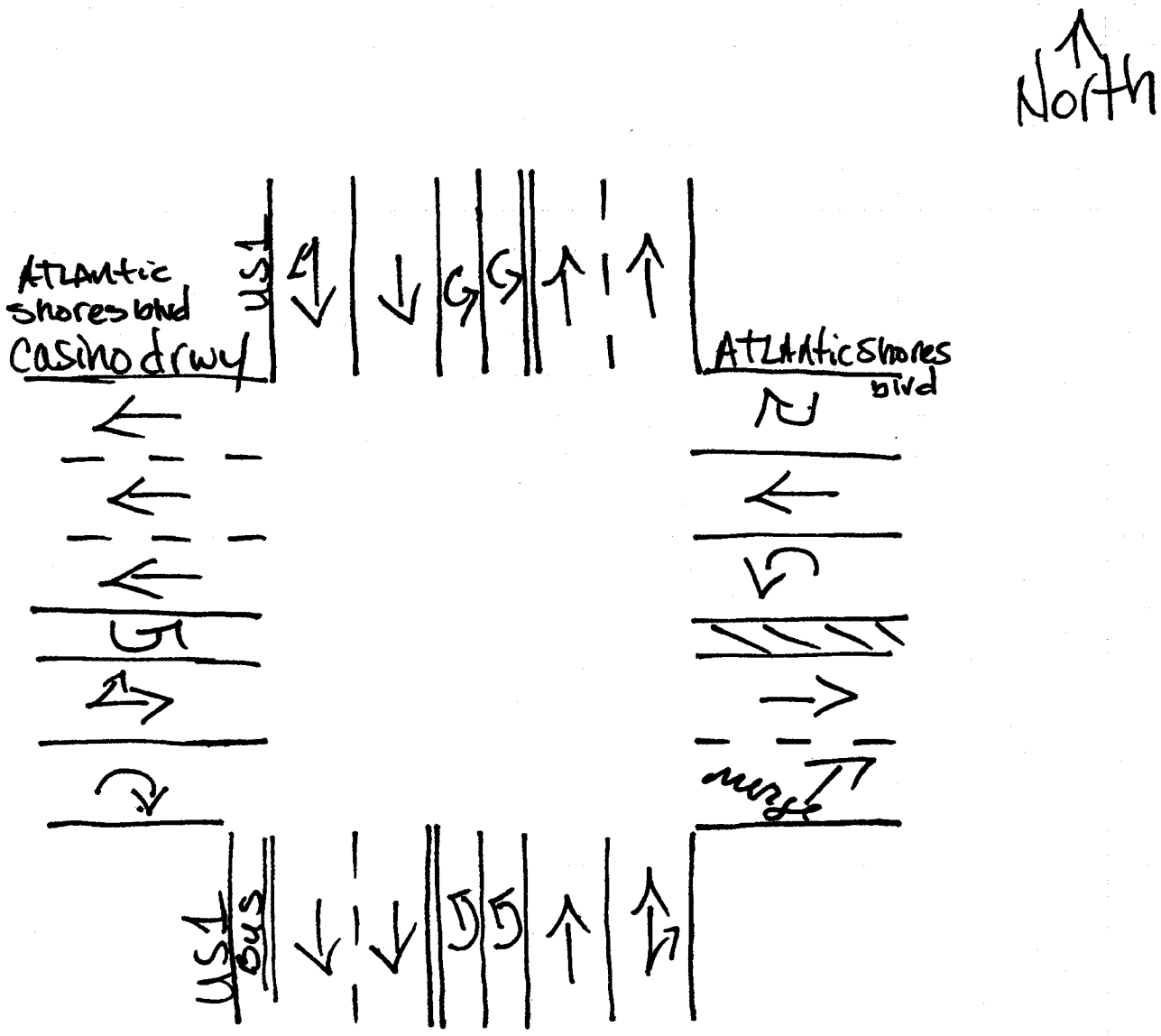
ATLANTIC SHORES BOULEVARD & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: AMBER PALOMINO
SIGNALIZED

Site Code : 00160038
Start Date: 02/25/16
File I.D. : ATLA_US1
Page : 1

PEDESTRIANS & BIKES

	US 1 From North				ATLANTIC SHORES BOULEVARD From East				US 1 From South				ATLANTIC SHORES BOULEVARD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/25/16																	
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	2	0	5	7
07:30	0	0	0	0	0	0	0	3	0	0	0	0	0	2	0	1	6
07:45	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	5	0	0	0	0	0	4	0	6	15
08:00	0	0	0	0	0	0	0	1	0	1	0	2	0	2	0	1	7
08:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	5
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	3
Hr Total	0	0	0	0	0	0	0	5	0	1	0	2	0	3	0	4	15
* BREAK *																	
16:00	0	1	0	4	0	1	0	1	0	0	0	0	0	0	0	4	11
16:15	0	0	0	0	0	0	0	3	0	1	0	1	0	1	0	1	7
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	4
Hr Total	0	2	0	4	0	2	0	4	0	1	0	1	0	2	0	6	22
17:00	0	0	0	0	0	3	0	5	0	0	0	0	0	1	0	0	9
17:15	0	1	0	0	0	0	0	3	0	0	0	0	0	4	0	0	8
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	1	0	0	0	4	0	8	0	0	0	0	0	5	0	0	18
TOTAL	0	3	0	4	0	6	0	22	0	2	0	3	0	14	0	16	70



Hallandale Beach, Florida
April 23, 2015
drawn by: Luis Palomino
Signalized ✓

SE 2ND STREET & SE 5TH AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: ALBERTO GUTIERREZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160038
Start Date: 02/23/16
File I.D. : 2STR5AVE
Page : 1

ALL VEHICLES

	SE 5TH AVENUE From North				SE 2ND STREET From East				----- From South				SE 2ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/23/16																	
07:00	0	0	0	2	0	0	3	0	0	0	0	0	0	5	4	0	14
07:15	0	3	0	2	0	0	1	0	0	0	0	0	0	3	5	0	14
07:30	0	2	0	3	0	0	3	1	0	0	0	0	0	4	10	0	23
07:45	0	1	0	3	0	0	4	0	0	0	0	0	0	7	6	0	21
Hr Total	0	6	0	10	0	0	11	1	0	0	0	0	0	19	25	0	72
08:00	0	0	0	9	0	0	9	1	0	0	0	0	0	3	8	0	30
08:15	0	1	0	4	0	0	4	0	0	0	0	0	0	2	15	0	26
08:30	0	3	0	4	0	0	6	0	0	0	0	0	0	1	9	0	23
08:45	0	3	0	2	0	0	5	0	0	0	0	0	0	4	13	0	27
Hr Total	0	7	0	19	0	0	24	1	0	0	0	0	0	10	45	0	106
---------- * BREAK * ----------																	
16:00	0	4	0	3	0	0	7	0	0	0	0	0	0	1	2	0	17
16:15	0	3	0	8	0	0	7	1	0	0	0	0	0	2	1	0	22
16:30	0	1	0	10	0	0	6	0	0	0	0	0	0	4	4	0	25
16:45	0	1	0	3	0	0	4	0	0	0	0	0	0	4	7	0	19
Hr Total	0	9	0	24	0	0	24	1	0	0	0	0	0	11	14	0	83
17:00	0	5	0	11	0	0	8	1	0	0	0	0	0	4	5	0	34
17:15	0	0	0	5	0	0	10	1	0	0	0	0	0	5	7	0	28
17:30	0	2	0	5	0	0	6	1	0	0	0	0	0	3	5	0	22
17:45	0	1	0	3	0	0	4	1	0	0	0	0	0	1	4	0	14
Hr Total	0	8	0	24	0	0	28	4	0	0	0	0	0	13	21	0	98
TOTAL	0	30	0	77	0	0	87	7	0	0	0	0	0	53	105	0	359

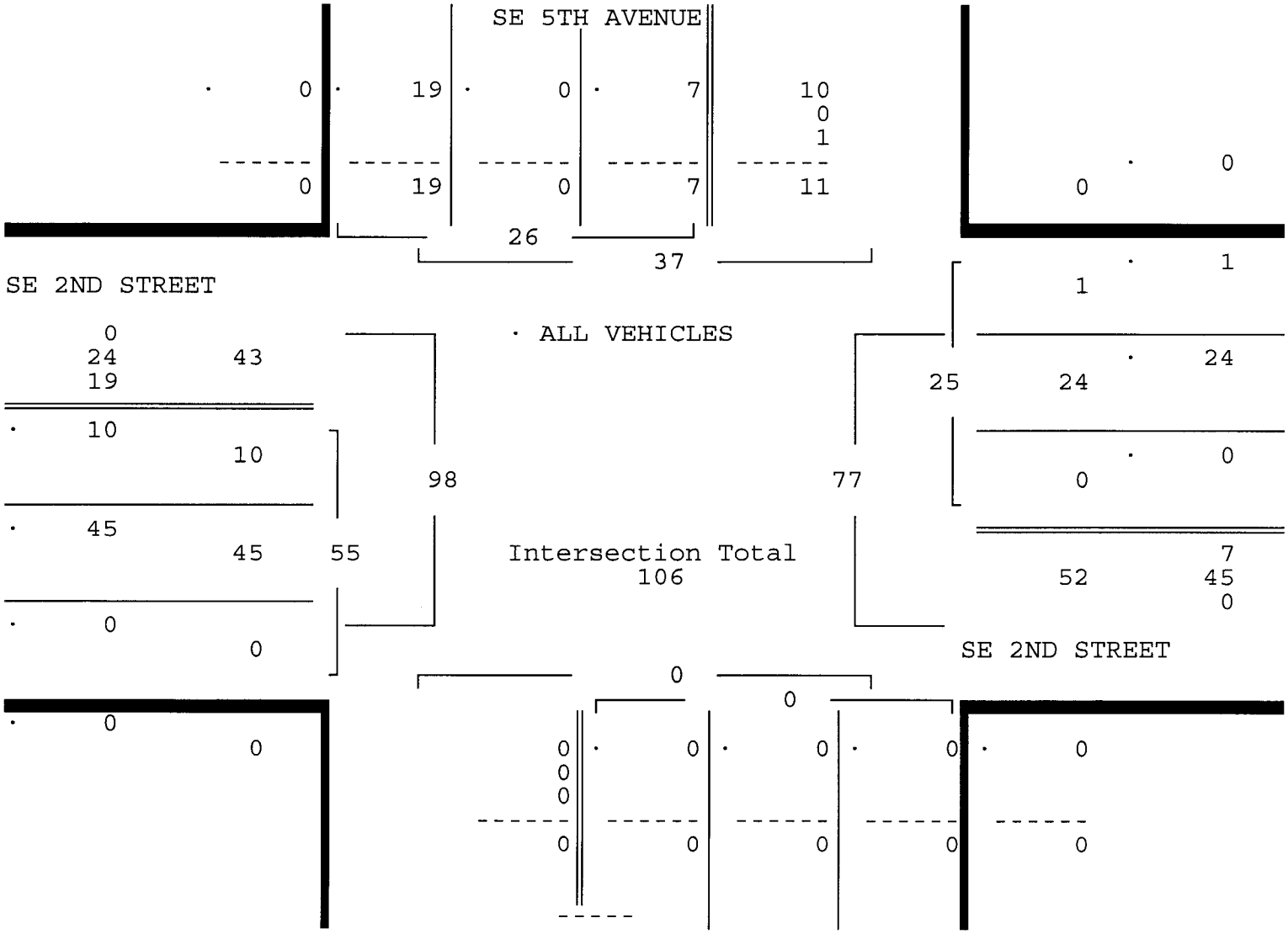
SE 2ND STREET & SE 5TH AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: ALBERTO GUTIERREZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160038
Start Date: 02/23/16
File I.D. : 2STR5AVE
Page : 2

ALL VEHICLES

	SE 5TH AVENUE From North				SE 2ND STREET From East				----- From South				SE 2ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/23/16																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/23/16																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	7	0	19	0	0	24	1	0	0	0	0	0	10	45	0	
Percent	0%	27%	0%	73%	0%	0%	96%	4%	0%	0%	0%	0%	0%	18%	82%	0%	
Pk total	26				25				0				55				
Highest	08:00				08:00				07:00				08:15				
Volume	0	0	0	9	0	0	9	1	0	0	0	0	0	2	15	0	
Hi total	9				10				0				17				
PHF	.72				.62				.0				.81				



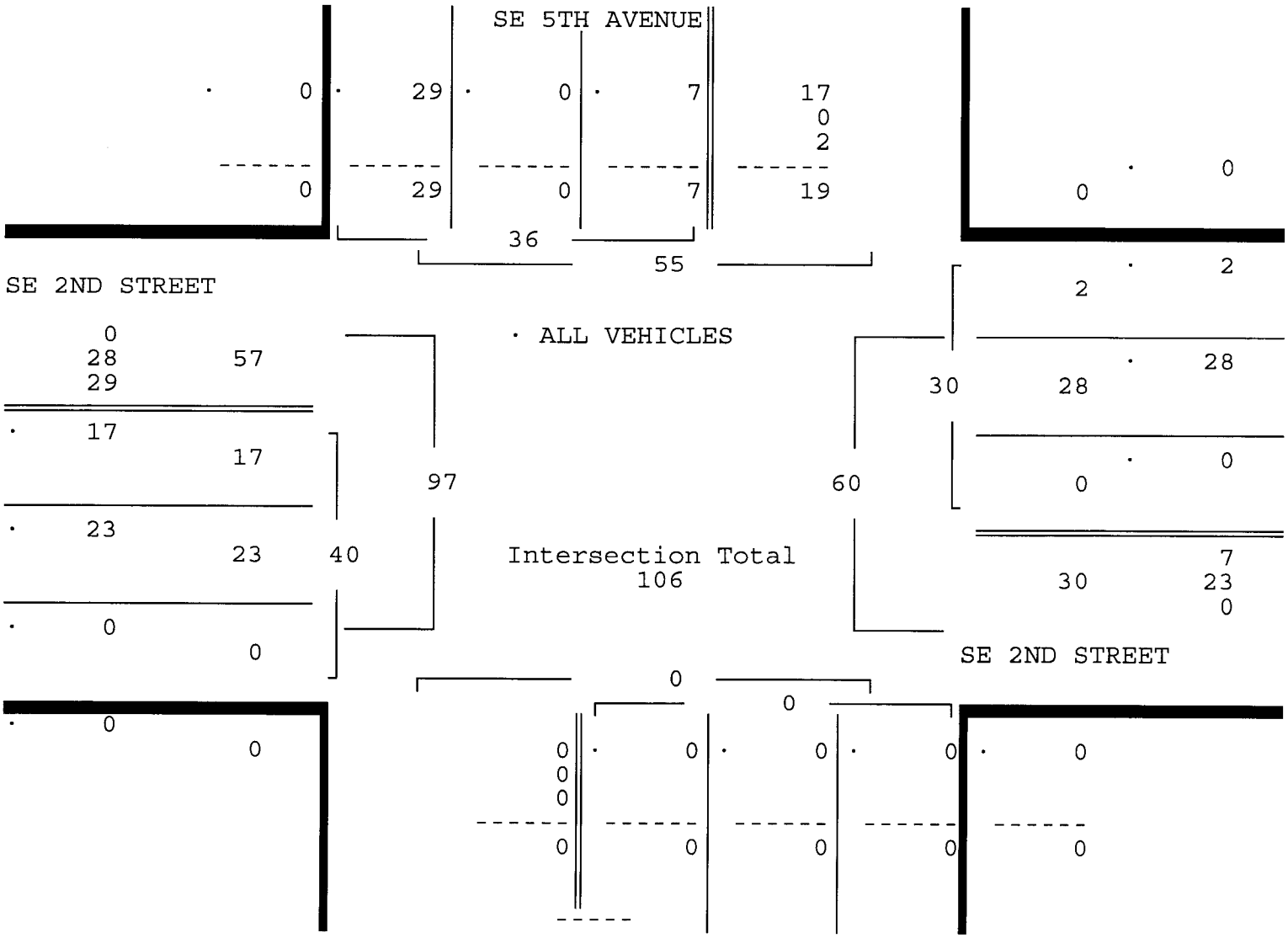
SE 2ND STREET & SE 5TH AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: ALBERTO GUTIERREZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160038
Start Date: 02/23/16
File I.D. : 2STR5AVE

ALL VEHICLES

	SE 5TH AVENUE From North				SE 2ND STREET From East				----- From South				SE 2ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/23/16																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/23/16																	
Peak start 16:30					16:30				16:30				16:30				
Volume	0	7	0	29	0	0	28	2	0	0	0	0	0	17	23	0	
Percent	0%	19%	0%	81%	0%	0%	93%	7%	0%	0%	0%	0%	0%	42%	58%	0%	
Pk total	36				30				0				40				
Highest	17:00				17:15				07:00				17:15				
Volume	0	5	0	11	0	0	10	1	0	0	0	0	0	5	7	0	
Hi total	16				11				0				12				
PHF	.56				.68				.0				.83				



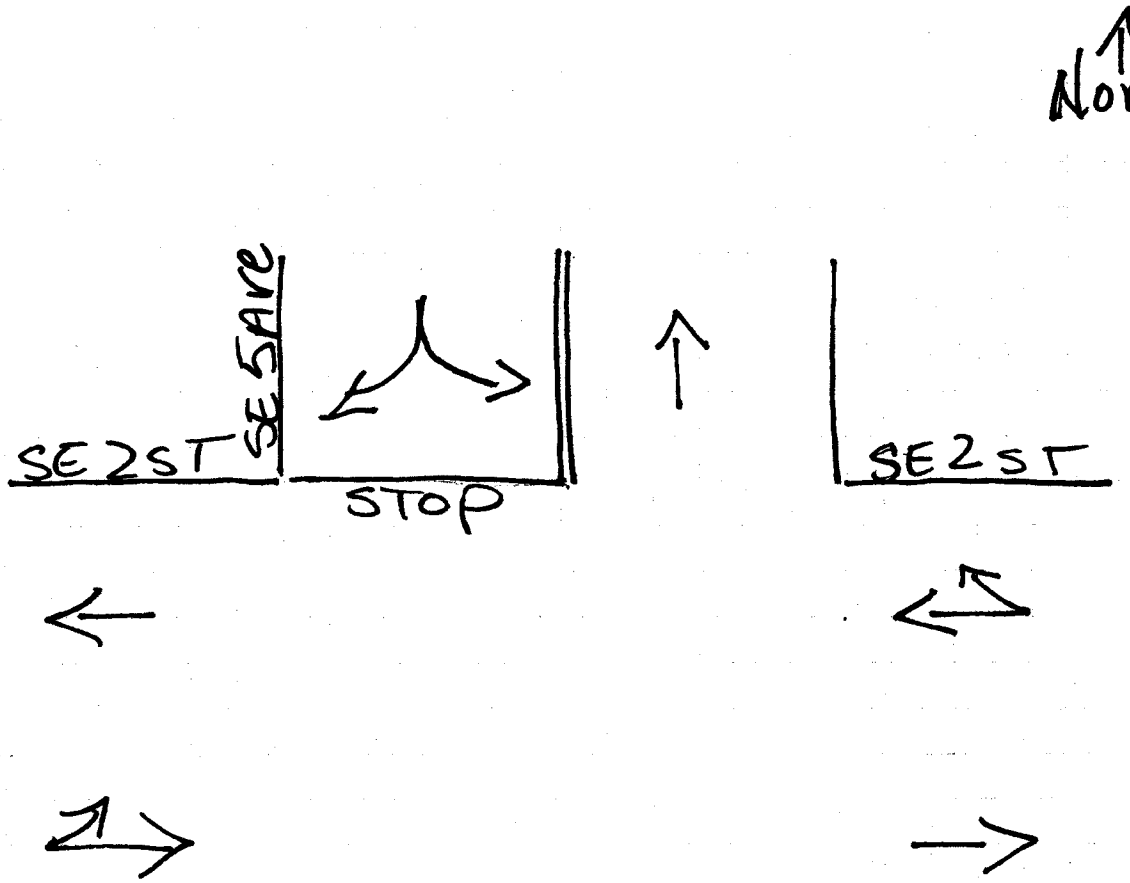
SE 2ND STREET & SE 5TH AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: ALBERTO GUTIERREZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160038
Start Date: 02/23/16
File I.D. : 2STR5AVE
Page : 1

PEDESTRIANS & BIKES

	SE 5TH AVENUE From North				SE 2ND STREET From East				----- From South				SE 2ND STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/23/16																	
07:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	2	0	2	0	0	0	0	0	1	0	0	0	0	0	0	5
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	3	0	3	0	0	0	0	0	1	0	0	0	0	0	0	7
08:00	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
---------- * BREAK * ----------																	
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	0	0	0	0
17:45	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4
Hr Total	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4
TOTAL	0	4	0	9	0	0	0	0	0	1	0	0	0	0	0	0	14



Hallandale Beach, Florida
December 15, 2015
drawn by: Luis Palomino
not signalized ✓

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

SE 2ND STREET & OLD FEDERAL HIGHWAY/US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: ADAM JOHNSON
NOT SIGNALIZED

Site Code : 00160038
Start Date: 02/24/16
File I.D. : 2ST_OLDF
Page : 1

ALL VEHICLES

	US 1 From North				----- From East				OLD FEDERAL HIGHWAY From South				SE 2ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/24/16																	
07:00	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	4	13
07:15	0	0	9	1	0	0	0	0	0	0	0	2	0	0	0	6	18
07:30	0	0	17	2	0	0	0	0	0	0	0	1	0	0	0	5	25
07:45	0	0	29	5	0	0	0	0	0	0	0	4	0	0	0	6	44
Hr Total	0	0	64	8	0	0	0	0	0	0	0	7	0	0	0	21	100
08:00	0	0	11	4	0	0	0	0	0	0	0	3	0	0	0	9	27
08:15	0	0	18	5	0	0	0	0	0	0	0	8	0	0	0	20	51
08:30	0	0	23	7	0	0	0	0	0	0	0	5	0	0	0	13	48
08:45	0	0	17	6	0	0	0	0	0	0	0	5	0	0	0	20	48
Hr Total	0	0	69	22	0	0	0	0	0	0	0	21	0	0	0	62	174
---------- * BREAK * ----------																	
16:00	0	0	21	5	0	0	0	0	0	0	0	4	0	0	0	11	41
16:15	0	0	18	4	0	0	0	0	0	0	0	2	0	0	0	5	29
16:30	0	0	29	5	0	0	0	0	0	0	0	3	0	0	0	5	42
16:45	0	0	28	7	0	0	0	0	0	0	0	2	0	0	0	3	40
Hr Total	0	0	96	21	0	0	0	0	0	0	0	11	0	0	0	24	152
17:00	0	0	25	9	0	0	0	0	0	0	0	3	0	0	0	8	45
17:15	0	0	37	5	0	0	0	0	0	0	0	3	0	0	0	9	54
17:30	0	0	28	6	0	0	0	0	0	0	0	1	0	0	0	3	38
17:45	0	0	32	4	0	0	0	0	0	0	0	1	0	0	0	5	42
Hr Total	0	0	122	24	0	0	0	0	0	0	0	8	0	0	0	25	179
TOTAL	0	0	351	75	0	0	0	0	0	0	0	47	0	0	0	132	605

OLD FEDERAL TO SB US1

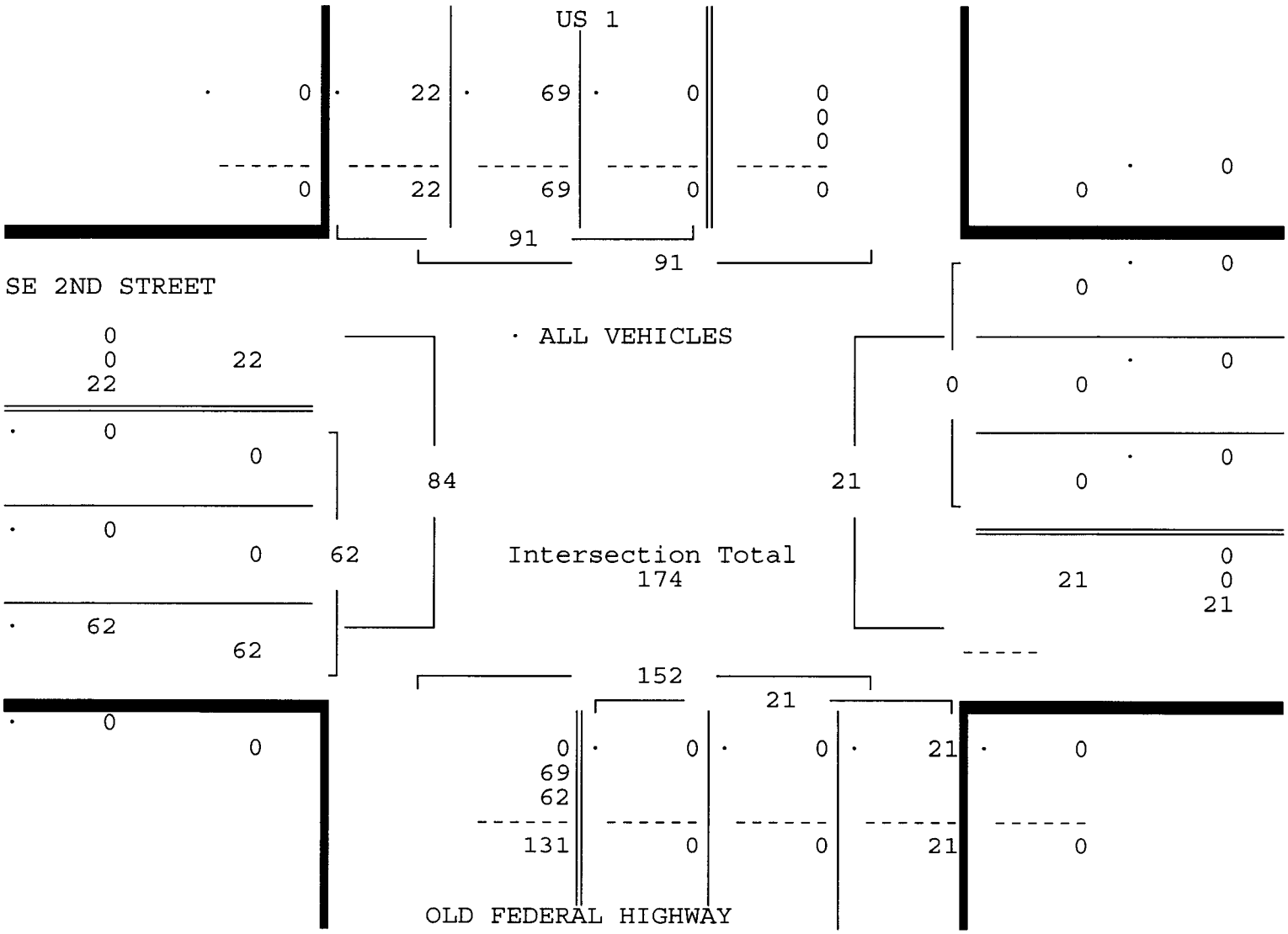
SE 2ND STREET & OLD FEDERAL HIGHWAY/US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: ADAM JOHNSON
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160038
Start Date: 02/24/16
File I.D. : 2ST_OLDF
Page : 2

ALL VEHICLES

	US 1 From North				----- From East				OLD FEDERAL HIGHWAY From South				SE 2ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/24/16																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/24/16																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	0	69	22	0	0	0	0	0	0	0	21	0	0	0	62	
Percent	0%	0%	76%	24%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%	
Pk total	91				0				21				62				
Highest	08:30				07:00				08:15				08:15				
Volume	0	0	23	7	0	0	0	0	0	0	0	8	0	0	0	20	
Hi total	30				0				8				20				
PHF	.76				.0				.66				.78				



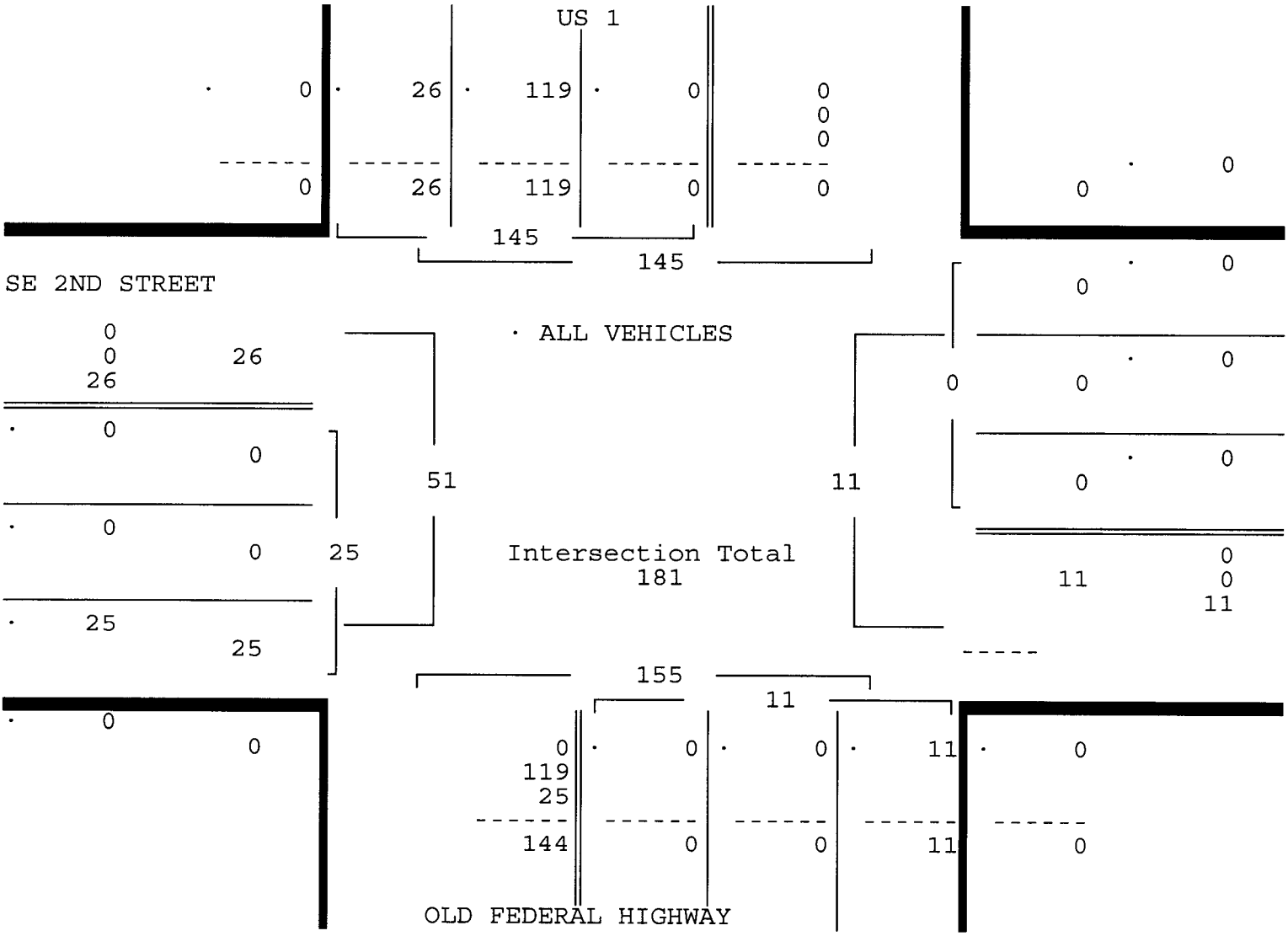
SE 2ND STREET & OLD FEDERAL HIGHWAY/US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: ADAM JOHNSON
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160038
Start Date: 02/24/16
File I.D. : 2ST_OLDF
Page : 3

ALL VEHICLES

	US 1 From North				----- From East				OLD FEDERAL HIGHWAY From South				SE 2ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/24/16																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/24/16																	
Peak start	16:30				16:30				16:30				16:30				
Volume	0	0	119	26	0	0	0	0	0	0	0	11	0	0	0	25	
Percent	0%	0%	82%	18%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%	
Pk total	145				0				11				25				
Highest	17:15				07:00				16:30				17:15				
Volume	0	0	37	5	0	0	0	0	0	0	0	3	0	0	0	9	
Hi total	42				0				3				9				
PHF	.86				.0				.92				.69				



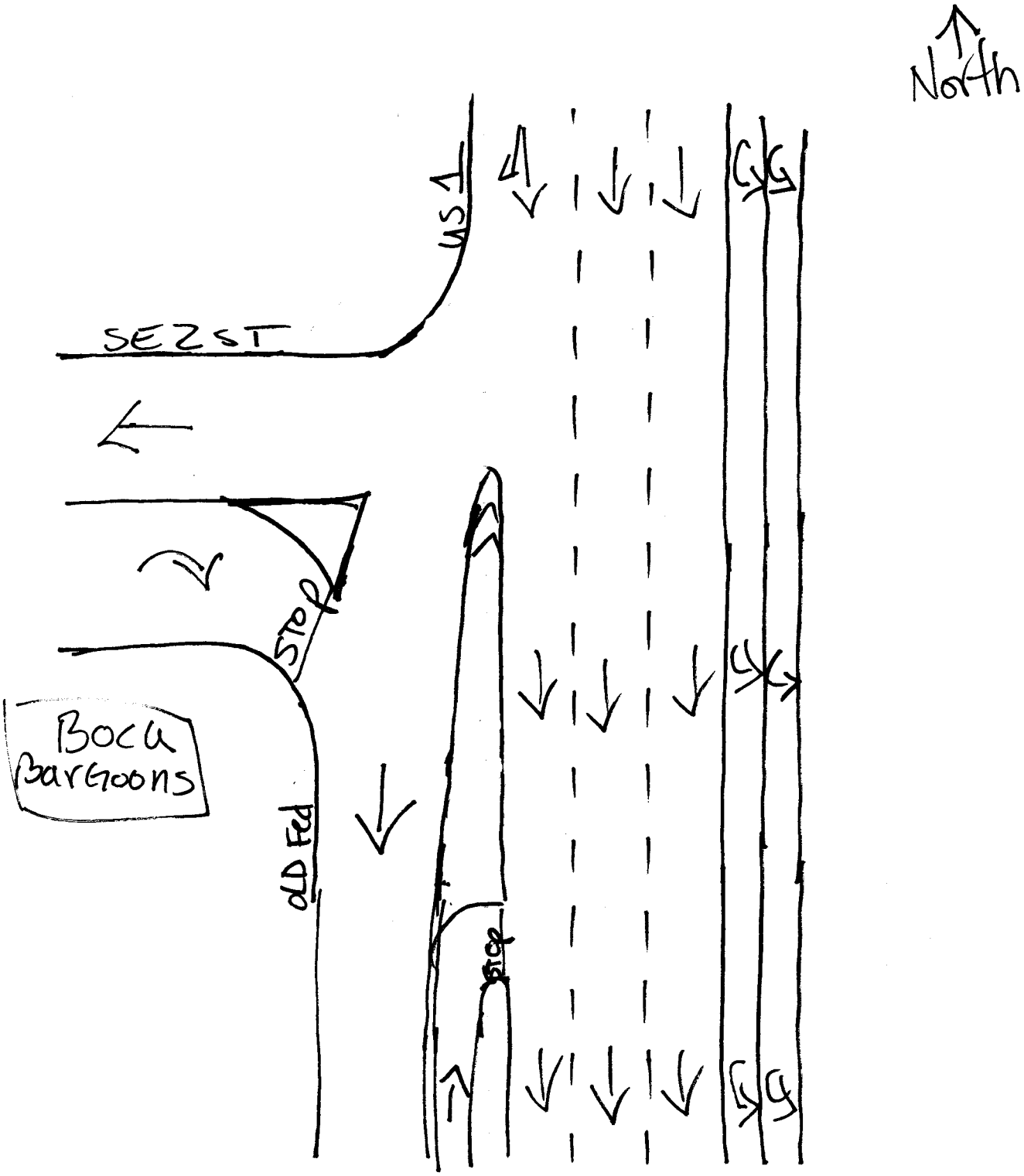
Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

SE 2ND STREET & OLD FEDERAL HIGHWAY/US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: ADAM JOHNSON
NOT SIGNALIZED

Site Code : 00160038
Start Date: 02/24/16
File I.D. : 2ST_OLDF
Page : 1

PEDESTRIANS & BIKES

	US 1 From North				----- From East				OLD FEDERAL HIGHWAY From South				SE 2ND STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/24/16																	
07:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
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	4	0	1	5
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Hr Total	0	1	0	0	0	1	0	0	0	0	0	0	0	6	0	1	9
08:00	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	6
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Hr Total	0	0	0	0	0	0	0	0	0	0	0	2	0	5	0	7	14
---------- * 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	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	6	7
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	1	5
17:15	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3
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	1	0	1	0	6	0	3	11
TOTAL	0	1	0	0	0	1	0	0	0	1	0	3	0	18	0	17	41



Hallandale Beach, Florida
February 23, 2016
drawn by: Luis Palomino
NOT signalized

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

SE 2ND STREET & SE 1ST AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: ADAM JOHNSON
NOT SIGNALIZED

Site Code : 00160038
Start Date: 02/23/16
File I.D. : 2ST_1AVE
Page : 1

ALL VEHICLES

	SE 1ST AVENUE From North				SE 2ND STREET From East				SE 1ST AVENUE From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/23/16																	
07:00	0	0	0	0	0	0	0	10	0	0	33	2	0	0	0	0	45
07:15	0	0	0	0	0	0	0	9	0	0	43	1	0	0	0	0	53
07:30	0	0	0	0	0	0	0	12	0	0	58	3	0	0	0	0	73
07:45	0	0	0	0	0	0	0	8	0	0	69	2	0	0	0	0	79
Hr Total	0	0	0	0	0	0	0	39	0	0	203	8	0	0	0	0	250
08:00	0	0	0	0	1	0	0	21	0	0	75	2	0	0	0	0	99
08:15	0	0	0	0	0	0	0	11	0	0	76	1	0	0	0	0	88
08:30	0	0	0	0	0	0	0	20	0	0	107	3	0	0	0	0	130
08:45	0	0	0	0	0	0	0	14	0	0	90	0	0	0	0	0	104
Hr Total	0	0	0	0	1	0	0	66	0	0	348	6	0	0	0	0	421
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	9	0	0	164	1	0	0	0	0	174
16:15	0	0	0	0	0	0	0	15	0	0	158	1	0	0	0	0	174
16:30	0	0	0	0	0	0	0	12	0	0	129	6	0	0	0	0	147
16:45	0	0	0	0	0	0	0	5	0	0	115	17	0	0	0	0	137
Hr Total	0	0	0	0	0	0	0	41	0	0	566	25	0	0	0	0	632
17:00	0	0	0	0	0	0	0	17	0	0	159	4	0	0	0	0	180
17:15	0	0	0	0	0	0	0	12	0	0	155	6	0	0	0	0	173
17:30	0	0	0	0	0	0	0	8	0	0	157	3	0	0	0	0	168
17:45	0	0	0	0	0	0	0	6	0	0	154	7	0	0	0	0	167
Hr Total	0	0	0	0	0	0	0	43	0	0	625	20	0	0	0	0	688
TOTAL	0	0	0	0	1	0	0	189	0	0	1742	59	0	0	0	0	1991

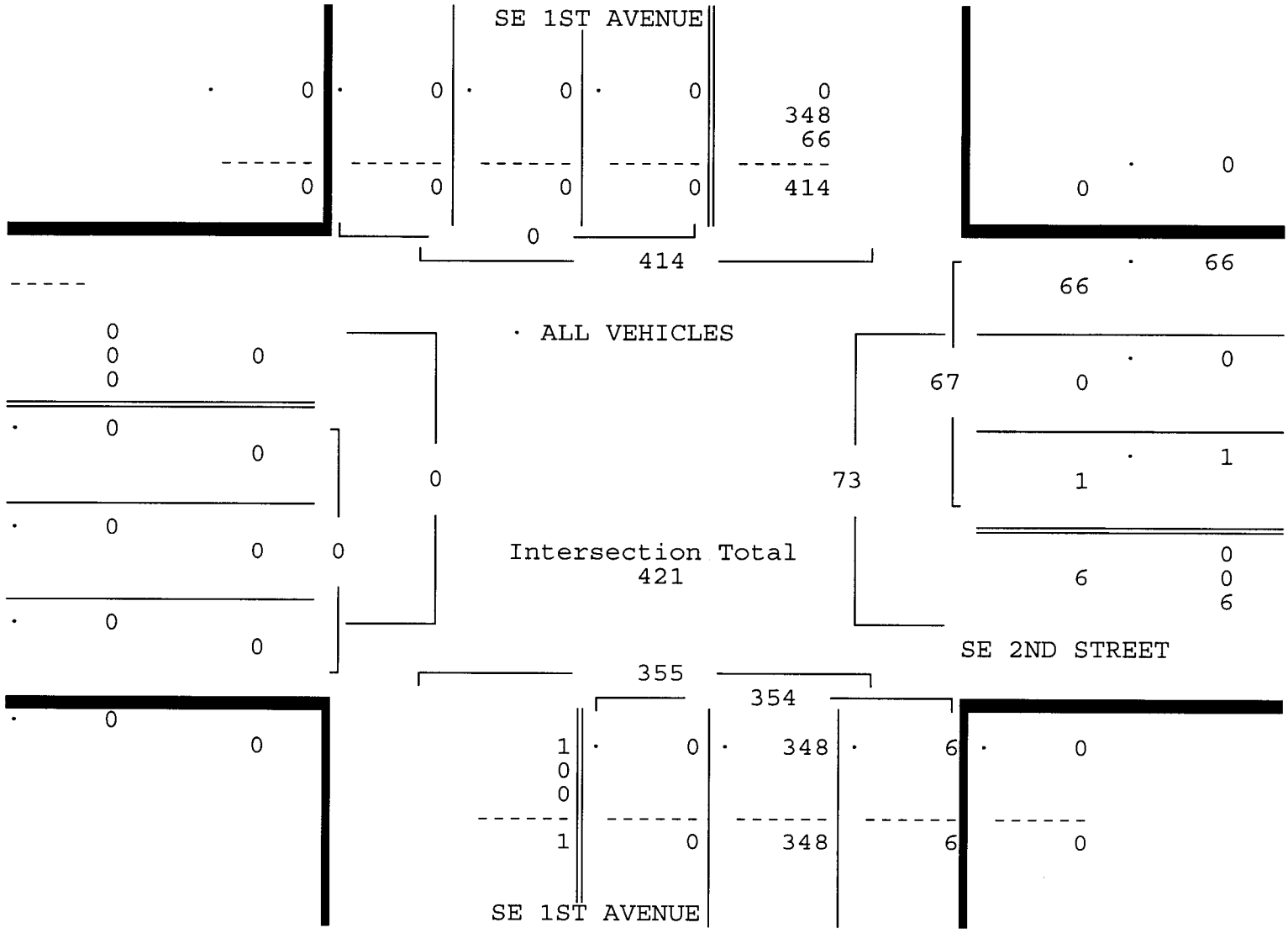
SE 2ND STREET & SE 1ST AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: ADAM JOHNSON
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160038
Start Date: 02/23/16
File I.D. : 2ST_1AVE
Page : 2

ALL VEHICLES

	SE 1ST AVENUE From North				SE 2ND STREET From East				SE 1ST AVENUE From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/23/16																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/23/16																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	0	0	0	1	0	0	66	0	0	348	6	0	0	0	0	
Percent	0%	0%	0%	0%	1%	0%	0%	99%	0%	0%	98%	2%	0%	0%	0%	0%	
Pk total	0				67				354				0				
Highest	07:00				08:00				08:30				07:00				
Volume	0	0	0	0	1	0	0	21	0	0	107	3	0	0	0	0	
Hi total	0				22				110				0				
PHF	.0				.76				.80				.0				



SE 2ND STREET & SE 1ST AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: ADAM JOHNSON
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
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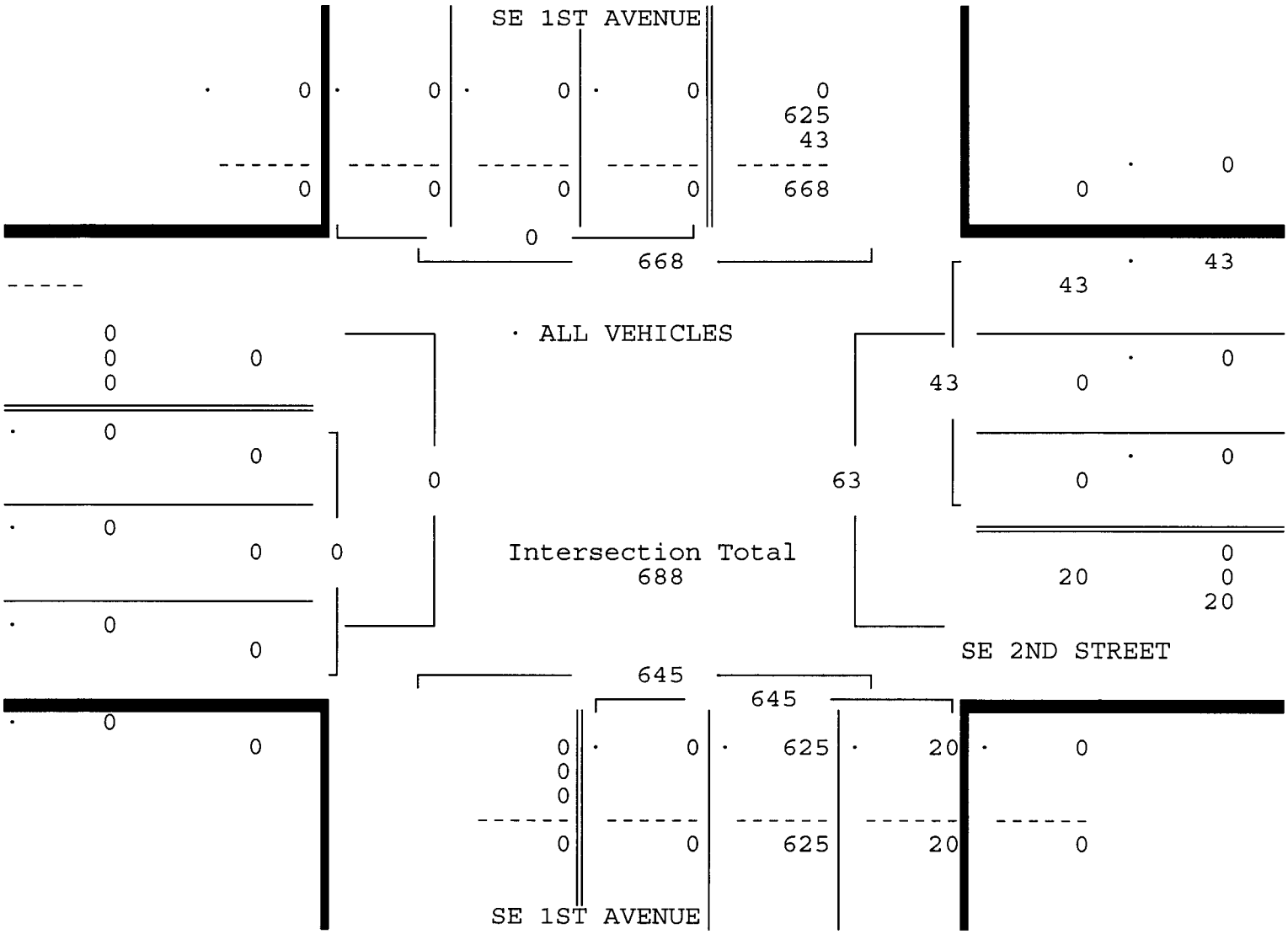
Site Code : 00160038
Start Date: 02/23/16
File I.D. : 2ST_1AVE
Page : 3

ALL VEHICLES

	SE 1ST AVENUE From North				SE 2ND STREET From East				SE 1ST AVENUE From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/23/16																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/23/16																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	0	0	0	0	0	0	43	0	0	625	20	0	0	0	0	
Percent	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	97%	3%	0%	0%	0%	0%	
Pk total	0				43				645				0				
Highest	07:00				17:00				17:00				07:00				
Volume	0	0	0	0	0	0	0	17	0	0	159	4	0	0	0	0	
Hi total	0				17				163				0				
PHF	.0				.63				.99				.0				



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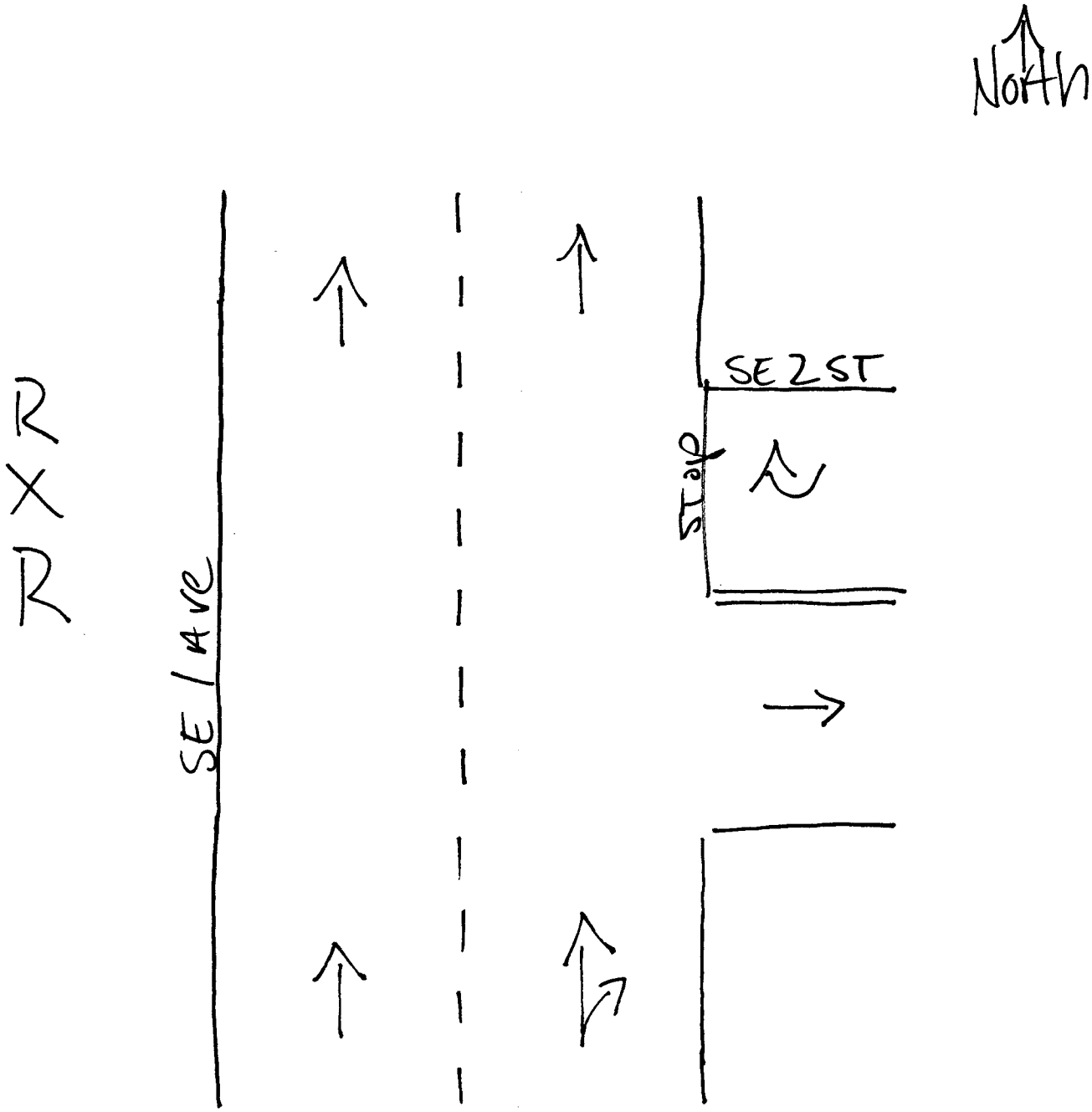
SE 2ND STREET & SE 1ST AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: ADAM JOHNSON
NOT SIGNALIZED

Site Code : 00160038
Start Date: 02/23/16
File I.D. : 2ST_1AVE
Page : 1

PEDESTRIANS & BIKES

	SE 1ST AVENUE From North				SE 2ND STREET From East				SE 1ST AVENUE From South				----- From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/23/16																	
07:00	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	4
07:15	0	4	0	3	0	0	0	1	0	0	0	0	0	0	0	0	8
07:30	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hr Total	0	5	0	5	0	0	0	2	0	4	0	0	0	0	0	0	16
08:00	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:30	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	3
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	1	0	1	0	2	0	1	0	2	0	1	0	0	0	0	8
---------- * 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	0	0	0	0	0	0
16:30	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
17:00	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
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	12	0	0	0	0	0	0	0	0	0	0	12
17:45	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	3
Hr Total	0	0	0	0	0	15	0	2	0	1	0	0	0	0	0	0	18
TOTAL	0	9	0	6	0	19	0	5	0	7	0	1	0	0	0	0	47



Hallandale Beach, Florida
February 23, 2016
drawn by: Luis Palomino
not signalized

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

SE 3RD STREET & OLD FEDERAL HIGHWAY
HALLANDALE BEACH, FLORIDA
COUNTED BY: ALBERTO GUTERRIEZ
NOT SIGNALIZED

Site Code : 00160038
Start Date: 02/18/16
File I.D. : OLDF_3ST
Page : 1

ALL VEHICLES

	OLD FEDERAL HIGHWAY From North				SE 3RD STREET From East				OLD FEDERAL HIGHWAY From South				SE 3RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/18/16																	
07:00	0	6	3	8	0	0	7	1	0	0	0	1	0	0	46	2	74
07:15	0	0	0	12	0	1	1	0	0	0	0	0	0	3	36	5	58
07:30	0	1	0	17	0	0	7	0	0	1	0	1	0	1	58	3	89
07:45	0	5	4	14	0	1	4	2	0	0	0	1	0	0	105	6	142
Hr Total	0	12	7	51	0	2	19	3	0	1	0	3	0	4	245	16	363
08:00	0	6	3	18	0	1	10	2	2	1	0	2	0	0	128	3	176
08:15	0	5	3	14	0	0	16	0	0	2	0	3	0	0	120	8	171
08:30	0	9	1	4	0	0	13	1	0	2	0	1	0	0	144	4	179
08:45	0	6	3	15	1	1	15	3	0	1	0	4	0	1	133	5	188
Hr Total	0	26	10	51	1	2	54	6	2	6	0	10	0	1	525	20	714
* BREAK *																	
16:00	0	12	3	22	0	2	49	0	0	3	0	6	0	3	81	79	260
16:15	0	5	3	15	0	1	41	1	0	9	0	7	0	0	94	1	177
16:30	0	7	2	23	0	1	27	3	0	6	0	6	0	2	75	0	152
16:45	0	5	3	22	0	3	56	2	0	4	0	10	0	1	101	2	209
Hr Total	0	29	11	82	0	7	173	6	0	22	0	29	0	6	351	82	798
17:00	0	11	2	21	0	0	47	3	0	12	0	12	0	2	96	1	207
17:15	0	6	1	21	0	2	54	3	0	7	0	3	0	1	95	4	197
17:30	0	7	2	17	0	0	48	4	0	10	0	6	0	1	84	7	186
17:45	0	3	3	11	0	0	33	6	0	2	1	6	0	2	85	6	158
Hr Total	0	27	8	70	0	2	182	16	0	31	1	27	0	6	360	18	748
TOTAL	0	94	36	254	1	13	428	31	2	60	1	69	0	17	1481	136	2623

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85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
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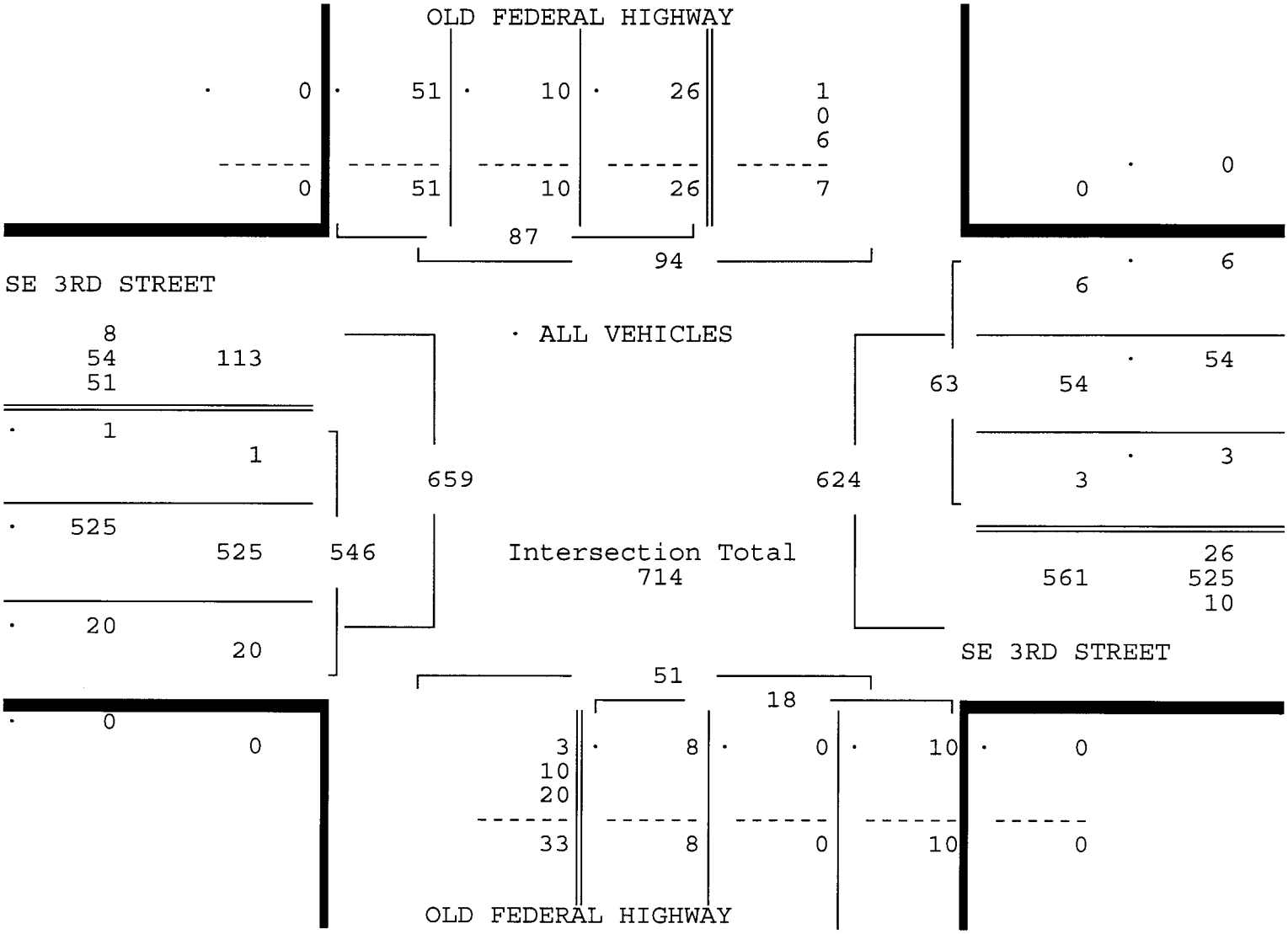
SE 3RD STREET & OLD FEDERAL HIGHWAY
HALLANDALE BEACH, FLORIDA
COUNTED BY: ALBERTO GUTERRIEZ
NOT SIGNALIZED

Site Code : 00160038
Start Date: 02/18/16
File I.D. : OLDF_3ST
Page : 2

ALL VEHICLES

	OLD FEDERAL HIGHWAY From North				SE 3RD STREET From East				OLD FEDERAL HIGHWAY From South				SE 3RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/18/16																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/18/16																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	26	10	51	1	2	54	6	2	6	0	10	0	1	525	20	
Percent	0%	30%	11%	59%	2%	3%	86%	10%	11%	33%	0%	56%	0%	0%	96%	4%	
Pk total	87				63				18				546				
Highest	08:00				08:45				08:00				08:30				
Volume	0	6	3	18	1	1	15	3	2	1	0	2	0	0	144	4	
Hi total	27				20				5				148				
PHF	.81				.79				.90				.92				



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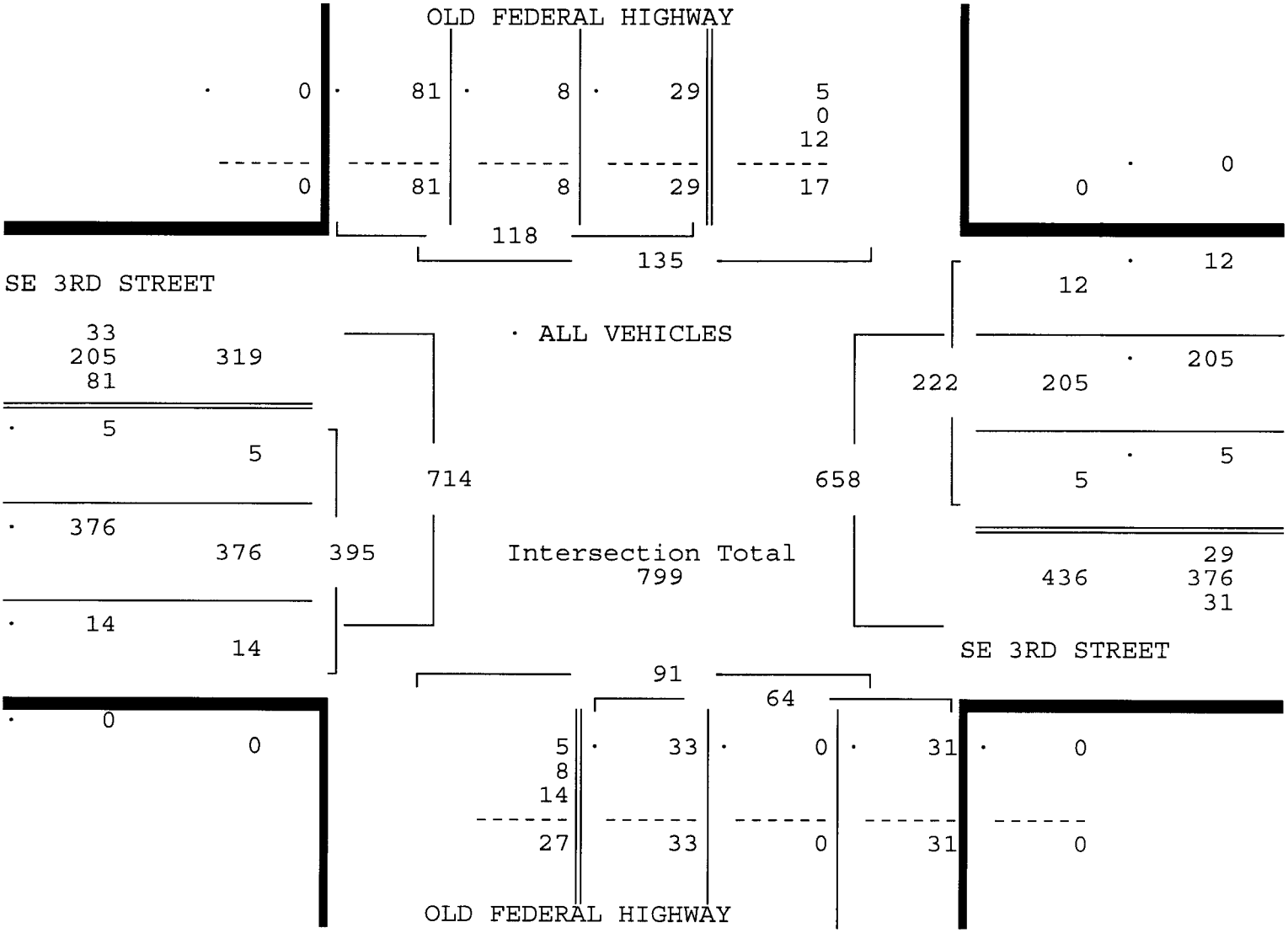
SE 3RD STREET & OLD FEDERAL HIGHWAY
HALLANDALE BEACH, FLORIDA
COUNTED BY: ALBERTO GUTERRIEZ
NOT SIGNALIZED

Site Code : 00160038
Start Date: 02/18/16
File I.D. : OLDF_3ST
Page : 3

ALL VEHICLES

	OLD FEDERAL HIGHWAY From North				SE 3RD STREET From East				OLD FEDERAL HIGHWAY From South				SE 3RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/18/16																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/18/16																	
Peak start	16:45				16:45				16:45				16:45				
Volume	0	29	8	81	0	5	205	12	0	33	0	31	0	5	376	14	
Percent	0%	25%	7%	69%	0%	2%	92%	5%	0%	52%	0%	48%	0%	1%	95%	4%	
Pk total	118				222				64				395				
Highest	17:00				16:45				17:00				16:45				
Volume	0	11	2	21	0	3	56	2	0	12	0	12	0	1	101	2	
Hi total	34				61				24				104				
PHF	.87				.91				.67				.95				



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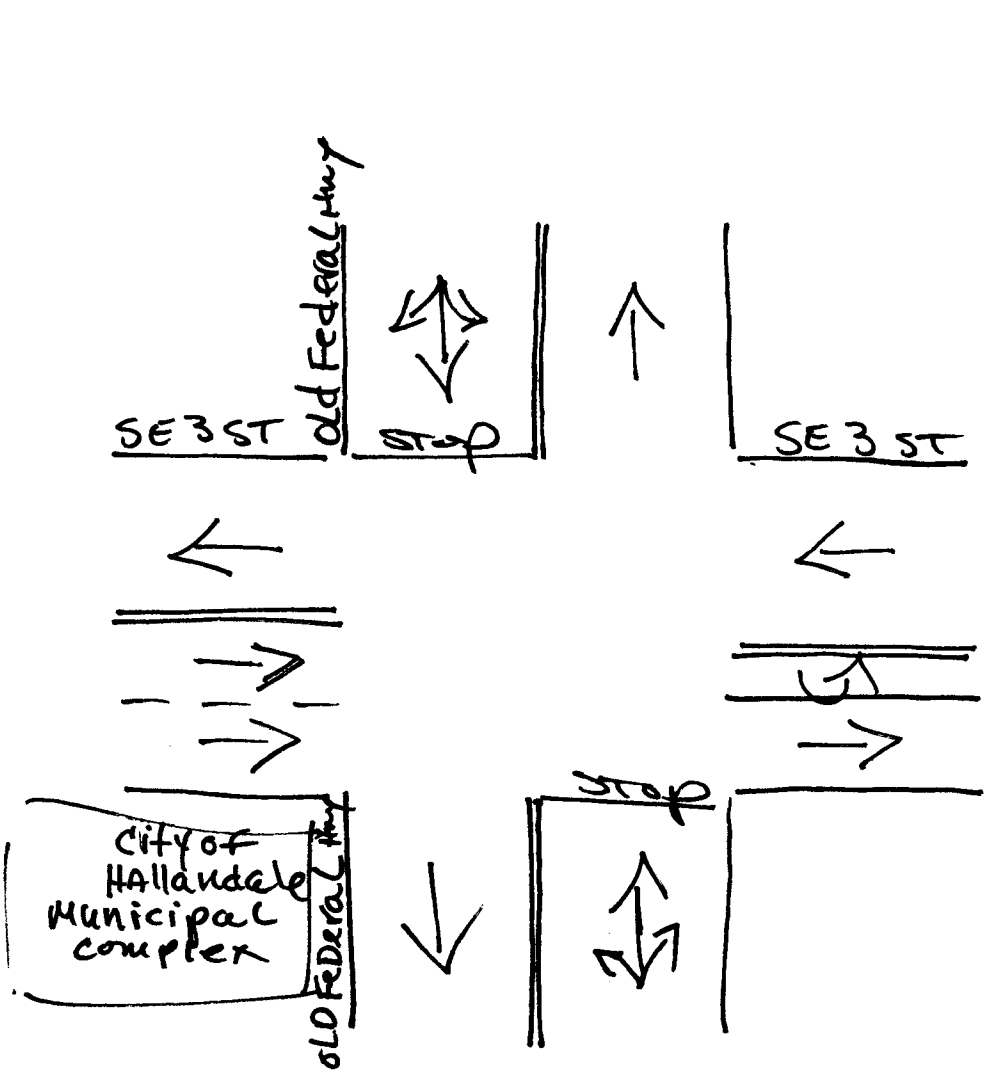
SE 3RD STREET & OLD FEDERAL HIGHWAY
HALLANDALE BEACH, FLORIDA
COUNTED BY: ALBERTO GUTERRIEZ
NOT SIGNALIZED

Site Code : 00160038
Start Date: 02/18/16
File I.D. : OLDF_3ST
Page : 1

PEDESTRIANS & BIKES

	OLD FEDERAL HIGHWAY From North				SE 3RD STREET From East				OLD FEDERAL HIGHWAY From South				SE 3RD STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/18/16																	
07:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:30	0	0	0	1	0	0	0	2	0	1	0	0	0	0	0	1	5
08:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hr Total	0	0	0	1	0	0	0	2	0	3	0	2	0	0	0	1	9
* BREAK *																	
16:00	0	0	0	6	0	1	0	2	0	0	0	1	0	0	0	0	10
16:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
16:30	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3
16:45	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	3
Hr Total	0	4	0	7	0	1	0	2	0	0	0	5	0	0	0	0	19
17:00	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2
17:15	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	3
17:30	0	1	0	5	0	0	0	0	0	0	0	1	0	0	0	0	7
17:45	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
Hr Total	0	3	0	6	0	0	0	3	0	0	0	3	0	0	0	0	15
TOTAL	0	7	0	16	0	1	0	7	0	3	0	10	0	0	0	1	45



Hallandale beach, Florida
February 18, 2016
drawn by: Luis Palomino
not signalized

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

SE 3RD STREET & DIXIE HIGHWAY
HALLANDALE BEACH, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Site Code : 00160038
Start Date: 02/24/16
File I.D. : 3STRDIXI
Page : 1

ALL VEHICLES

	DIXIE HIGHWAY From North				SE 3RD STREET From East				DIXIE HIGHWAY From South				SE 3RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/24/16																	
07:00	0	24	64	2	0	4	20	0	0	0	0	0	0	0	27	2	143
07:15	0	37	68	4	0	7	22	0	0	0	0	0	0	0	34	4	176
07:30	0	43	106	1	0	15	28	0	0	0	0	0	0	0	54	2	249
07:45	0	78	134	3	0	20	32	0	0	0	0	0	0	0	66	4	337
Hr Total	0	182	372	10	0	46	102	0	0	0	0	0	0	0	181	12	905
08:00	0	101	133	0	0	9	27	0	0	0	0	0	0	0	77	3	350
08:15	0	110	144	1	0	11	28	0	0	0	0	0	0	0	70	3	367
08:30	0	114	144	2	0	11	30	0	0	0	0	0	0	0	84	0	385
08:45	0	122	161	1	0	9	25	0	0	0	0	0	0	0	67	4	389
Hr Total	0	447	582	4	0	40	110	0	0	0	0	0	0	0	298	10	1491
* BREAK *																	
16:00	0	56	91	5	0	29	69	0	0	0	0	0	0	0	31	4	285
16:15	0	54	88	1	0	18	90	0	0	0	0	0	0	0	32	5	288
16:30	0	52	85	7	0	22	98	0	0	0	0	0	0	0	44	4	312
16:45	0	62	95	10	0	16	110	0	0	0	0	0	0	0	59	3	355
Hr Total	0	224	359	23	0	85	367	0	0	0	0	0	0	0	166	16	1240
17:00	0	63	115	5	0	22	115	0	0	0	0	0	0	0	32	3	355
17:15	0	66	117	1	0	21	127	0	0	0	0	0	0	0	44	2	378
17:30	0	70	115	3	0	18	121	0	0	0	0	0	0	0	48	4	379
17:45	0	60	88	3	0	19	131	0	0	0	0	0	0	0	55	6	362
Hr Total	0	259	435	12	0	80	494	0	0	0	0	0	0	0	179	15	1474
TOTAL	0	1112	1748	49	0	251	1073	0	0	0	0	0	0	0	824	53	5110

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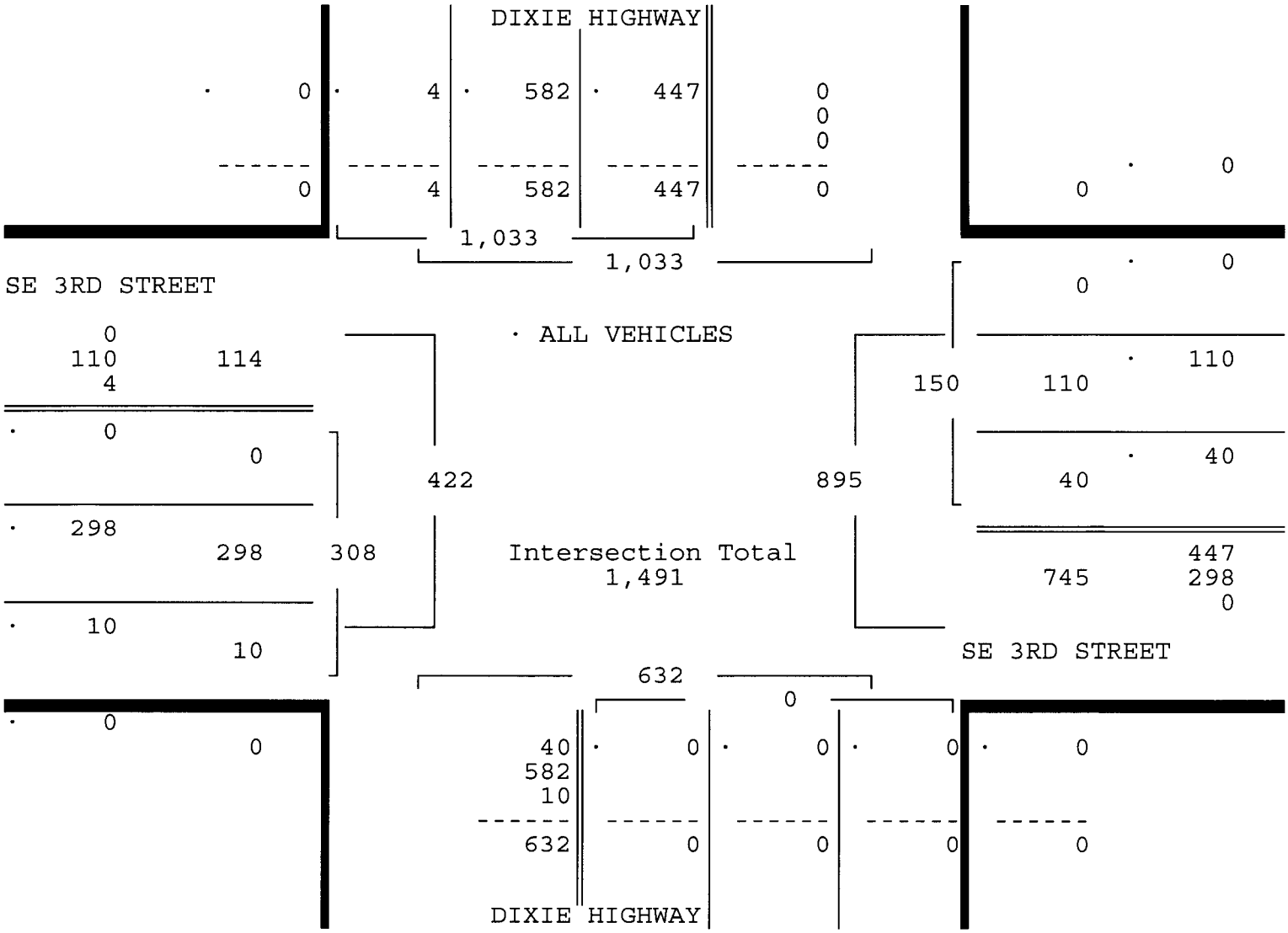
SE 3RD STREET & DIXIE HIGHWAY
HALLANDALE BEACH, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Site Code : 00160038
Start Date: 02/24/16
File I.D. : 3STRDIXI
Page : 2

ALL VEHICLES

	DIXIE HIGHWAY From North				SE 3RD STREET From East				DIXIE HIGHWAY From South				SE 3RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/24/16																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/24/16																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	447	582	4	0	40	110	0	0	0	0	0	0	0	298	10	
Percent	0%	43%	56%	0%	0%	27%	73%	0%	0%	0%	0%	0%	0%	0%	97%	3%	
Pk total	1033				150				0				308				
Highest	08:45				08:30				07:00				08:30				
Volume	0	122	161	1	0	11	30	0	0	0	0	0	0	0	84	0	
Hi total	284				41				0				84				
PHF	.91				.91				.0				.92				



SE 3RD STREET & DIXIE HIGHWAY
HALLANDALE BEACH, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
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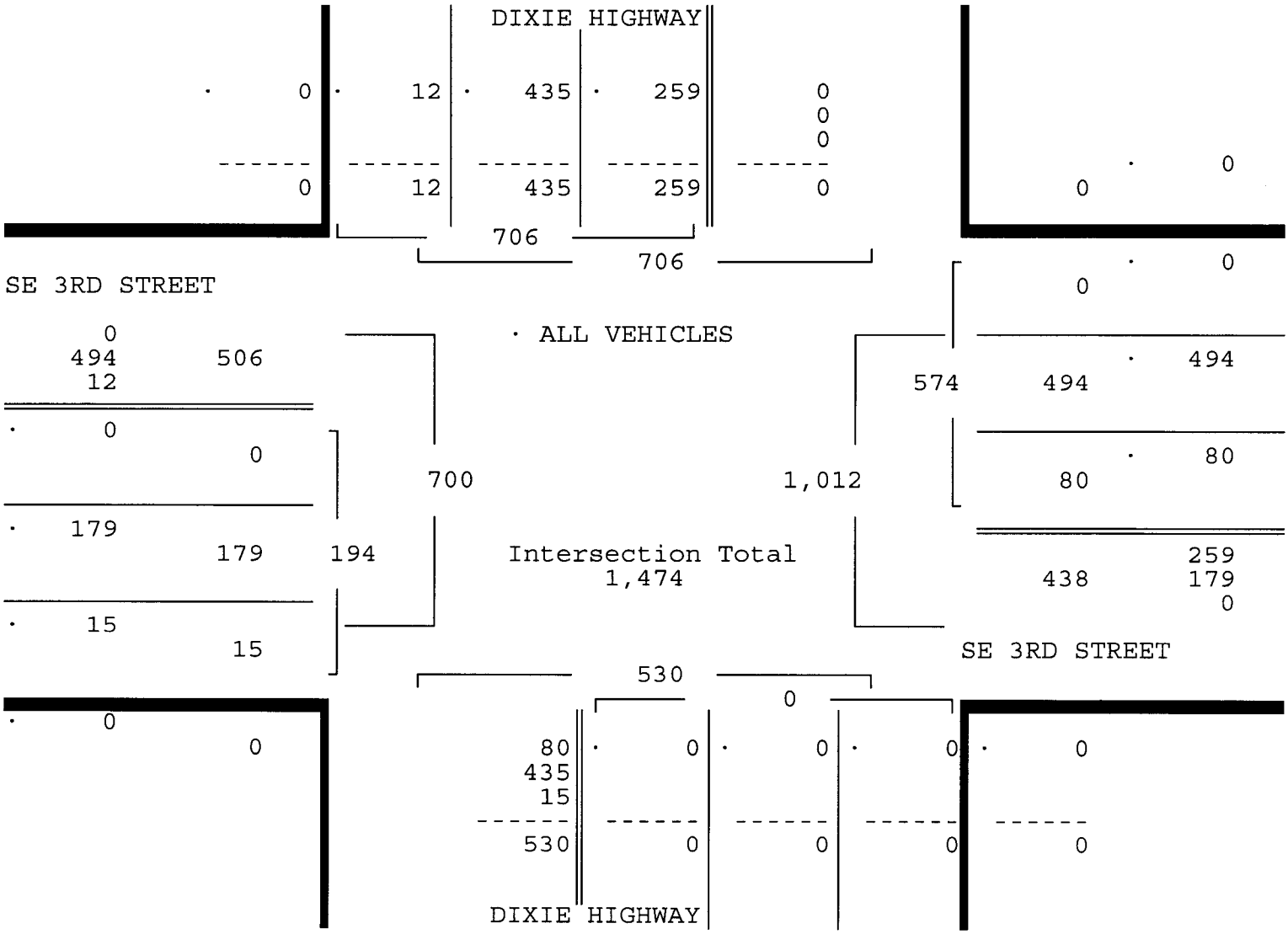
Phone (561) 272-3255

Site Code : 00160038
Start Date: 02/24/16
File I.D. : 3STRDIXI
Page : 3

ALL VEHICLES

	DIXIE HIGHWAY From North				SE 3RD STREET From East				DIXIE HIGHWAY From South				SE 3RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/24/16																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/24/16																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	259	435	12	0	80	494	0	0	0	0	0	0	0	179	15	
Percent	0%	37%	62%	2%	0%	14%	86%	0%	0%	0%	0%	0%	0%	0%	92%	8%	
Pk total	706				574				0				194				
Highest	17:30				17:45				07:00				17:45				
Volume	0	70	115	3	0	19	131	0	0	0	0	0	0	0	55	6	
Hi total	188				150				0				61				
PHF	.94				.96				.0				.80				



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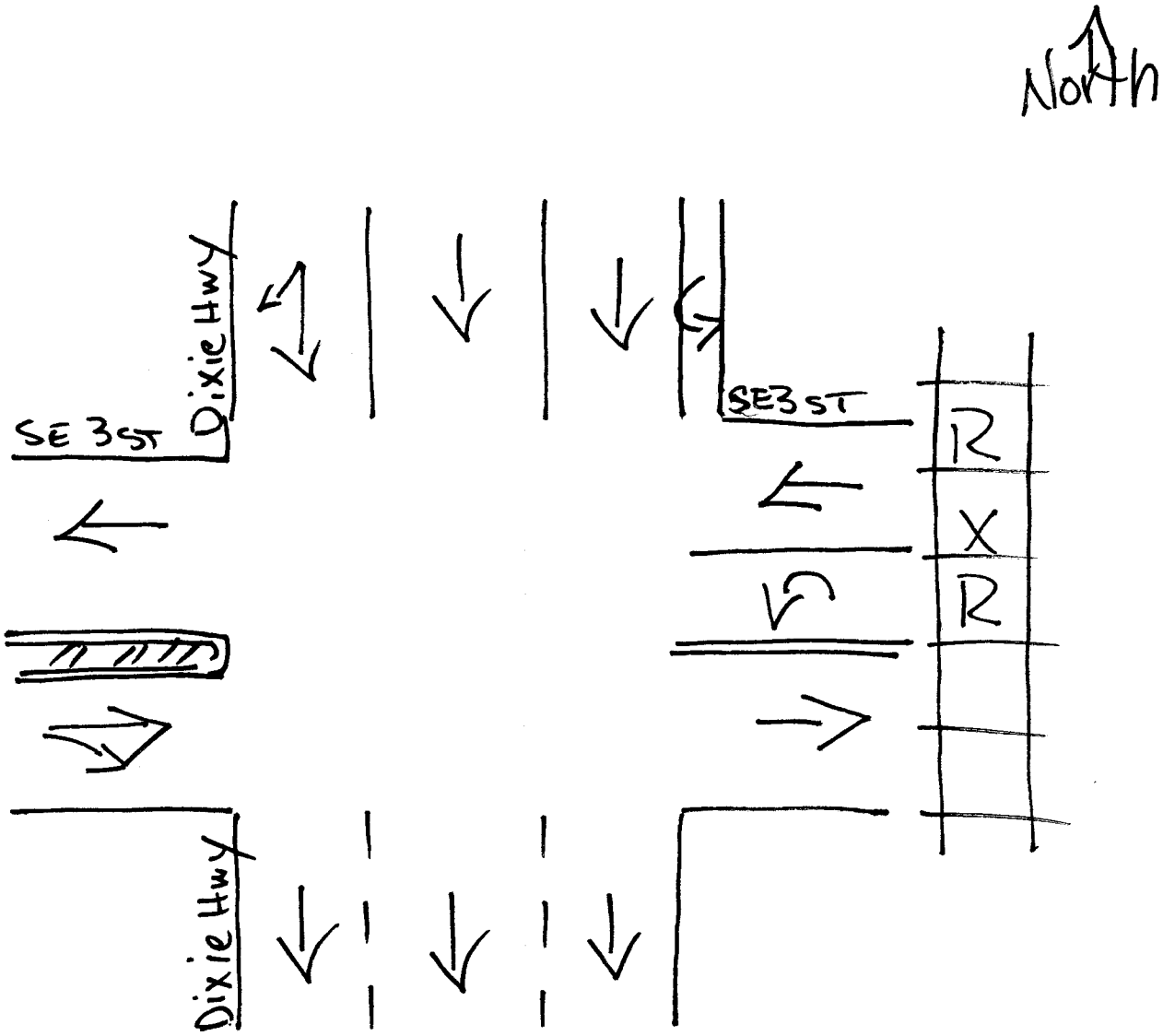
SE 3RD STREET & DIXIE HIGHWAY
HALLANDALE BEACH, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Site Code : 00160038
Start Date: 02/24/16
File I.D. : 3STRDIXI
Page : 1

PEDESTRIANS & BIKES

	DIXIE HIGHWAY From North				SE 3RD STREET From East				DIXIE HIGHWAY From South				SE 3RD STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/24/16																	
07:00	0	0	0	1	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	2	0	3	0	2	7
07:45	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	3
Hr Total	0	0	0	2	0	0	0	0	0	0	0	3	0	3	0	3	11
08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
08:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:45	0	1	0	2	0	0	0	0	0	0	0	1	0	0	0	0	4
Hr Total	0	2	0	2	0	0	0	0	0	1	0	1	0	3	0	3	12
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	0	0	0	0	0	0	2	0	0	2
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
17:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	4
17:15	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2
17:30	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	3
17:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	5
Hr Total	0	3	0	3	0	0	0	0	0	1	0	2	0	2	0	3	14
TOTAL	0	5	0	7	0	0	0	0	0	2	0	6	0	10	0	11	41



Hallandale Beach, Florida
February 23, 2016
drawn by: Luis Palomino
Signalized

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

SE 3RD STREET & SE 1ST AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: DREW GONZALEZ
SIGNALIZED

Site Code : 00160038
Start Date: 02/24/16
File I.D. : 3STR1AVE
Page : 1

ALL VEHICLES

	SE 1ST AVENUE From North				SE 3RD STREET From East				SE 1ST AVENUE From South				SE 3RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/24/16																	
07:00	0	0	0	0	0	0	16	4	0	13	24	2	0	2	50	0	111
07:15	0	0	0	0	0	0	20	6	0	10	28	1	0	11	61	0	137
07:30	0	0	0	0	0	0	28	8	0	16	38	2	0	11	77	0	180
07:45	0	0	0	0	0	0	41	10	0	14	40	1	0	7	138	0	251
Hr Total	0	0	0	0	0	0	105	28	0	53	130	6	0	31	326	0	679
08:00	0	0	0	0	0	0	17	18	0	19	55	4	0	10	169	0	292
08:15	0	0	0	0	0	0	12	11	0	23	57	2	0	8	180	0	293
08:30	0	0	0	0	0	0	26	23	0	16	74	0	0	22	184	0	345
08:45	0	0	0	0	0	0	19	19	0	15	80	3	0	14	187	0	337
Hr Total	0	0	0	0	0	0	74	71	0	73	266	9	0	54	720	0	1267
* BREAK *																	
16:00	0	0	0	0	0	0	59	30	0	40	114	6	0	8	77	0	334
16:15	0	0	0	0	0	0	49	26	0	55	111	2	0	14	79	0	336
16:30	0	0	0	0	0	0	72	36	0	44	115	1	0	20	83	0	371
16:45	0	0	0	0	0	0	76	32	0	52	122	3	0	23	106	0	414
Hr Total	0	0	0	0	0	0	256	124	0	191	462	12	0	65	345	0	1455
17:00	0	0	0	0	0	0	78	45	0	59	125	3	0	17	79	0	406
17:15	0	0	0	0	0	0	80	39	0	67	119	3	0	22	90	0	420
17:30	0	0	0	0	0	0	80	22	0	59	118	3	0	23	99	0	404
17:45	0	0	0	0	0	0	81	31	0	68	132	2	0	31	95	0	440
Hr Total	0	0	0	0	0	0	319	137	0	253	494	11	0	93	363	0	1670
TOTAL	0	0	0	0	0	0	754	360	0	570	1352	38	0	243	1754	0	5071

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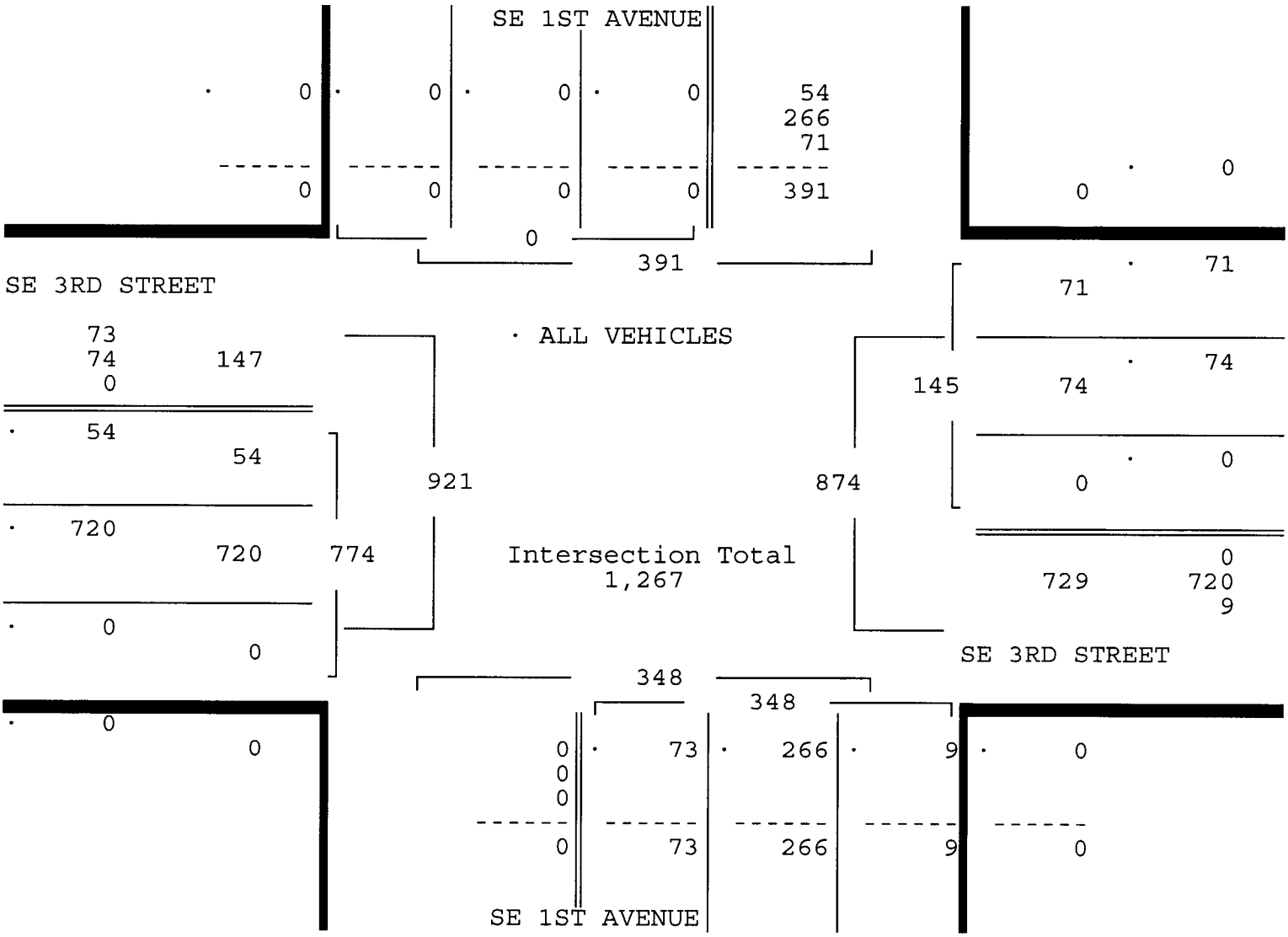
SE 3RD STREET & SE 1ST AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: DREW GONZALEZ
SIGNALIZED

Site Code : 00160038
Start Date: 02/24/16
File I.D. : 3STR1AVE
Page : 2

ALL VEHICLES

	SE 1ST AVENUE From North				SE 3RD STREET From East				SE 1ST AVENUE From South				SE 3RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/24/16																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/24/16																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	0	0	0	0	0	74	71	0	73	266	9	0	54	720	0	
Percent	0%	0%	0%	0%	0%	0%	51%	49%	0%	21%	76%	3%	0%	7%	93%	0%	
Pk total	0				145				348				774				
Highest	07:00				08:30				08:45				08:30				
Volume	0	0	0	0	0	0	26	23	0	15	80	3	0	22	184	0	
Hi total	0				49				98				206				
PHF	.0				.74				.89				.94				



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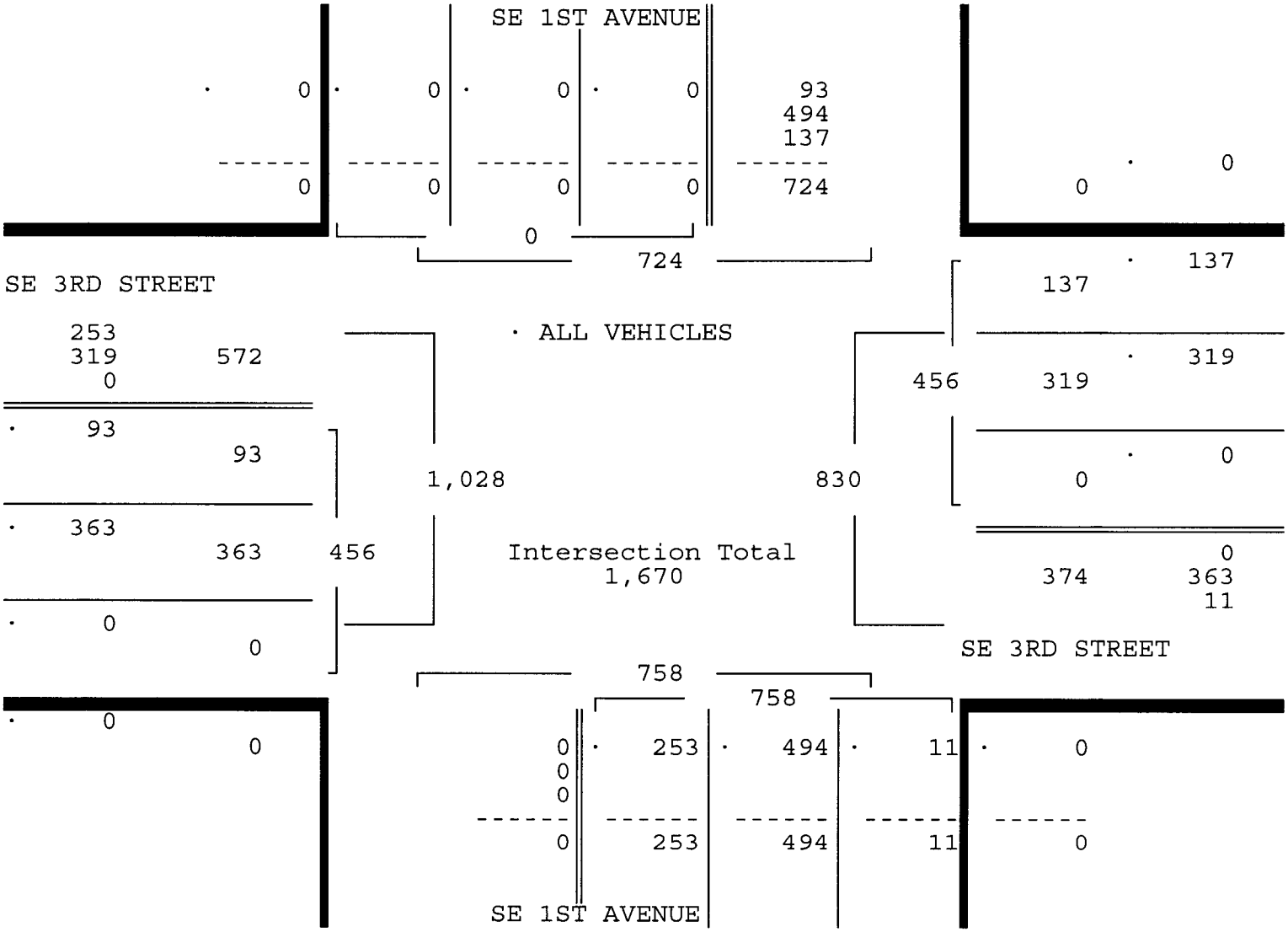
SE 3RD STREET & SE 1ST AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: DREW GONZALEZ
SIGNALIZED

Site Code : 00160038
Start Date: 02/24/16
File I.D. : 3STR1AVE
Page : 3

ALL VEHICLES

	SE 1ST AVENUE From North				SE 3RD STREET From East				SE 1ST AVENUE From South				SE 3RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/24/16																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/24/16																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	0	0	0	0	0	319	137	0	253	494	11	0	93	363	0	
Percent	0%	0%	0%	0%	0%	0%	70%	30%	0%	33%	65%	1%	0%	20%	80%	0%	
Pk total	0				456				758				456				
Highest	07:00				17:00				17:45				17:45				
Volume	0	0	0	0	0	0	78	45	0	68	132	2	0	31	95	0	
Hi total	0				123				202				126				
PHF	.0				.93				.94				.90				



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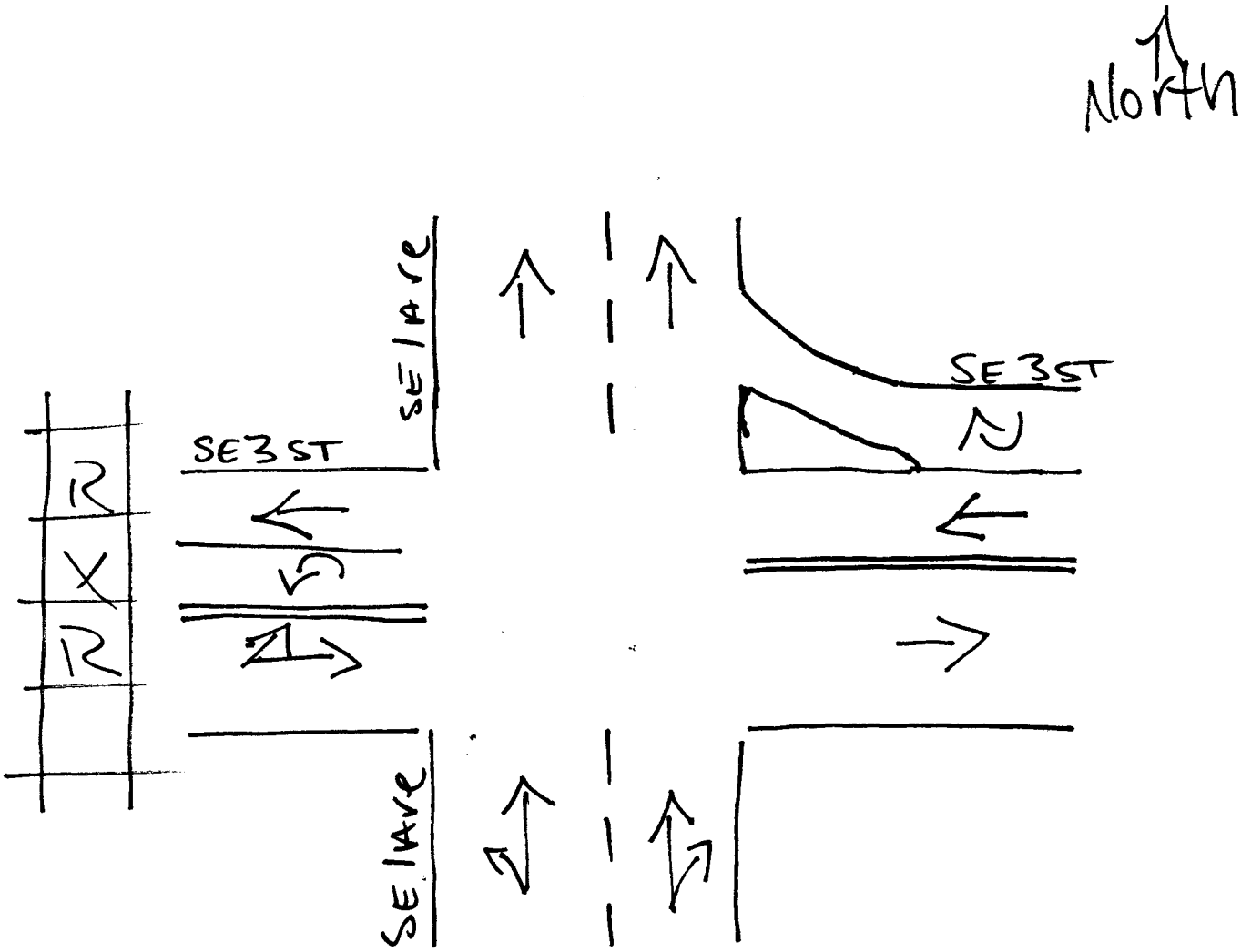
Site Code : 00160038
Start Date: 02/24/16
File I.D. : 3STR1AVE
Page : 1

PEDESTRIANS & BIKES

	SE 1ST AVENUE From North				SE 3RD STREET From East				SE 1ST AVENUE From South				SE 3RD STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/24/16																	
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	0	0	0	0
07:30	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	4
07:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Hr Total	0	0	0	2	0	2	0	0	0	0	0	2	0	0	0	0	6
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	1	0	0	0	0	0	0	0	0	0	0	1
08:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	4
Hr Total	0	1	0	3	0	2	0	0	0	0	0	0	0	0	0	0	6
* 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	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
16:45	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	2	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:15	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0	4
Hr Total	0	0	0	2	0	0	0	2	0	0	0	3	0	0	0	0	7
TOTAL	0	1	0	7	0	4	0	4	0	0	0	5	0	0	0	0	21



Hallandale Beach, Florida
February 23, 2016
drawn by: Luis Palomino
signalized

Signal Timings

Broward County Timing Sheet 3/10/2016 6:04:19 AM

Station : 3089 - Hallandale Beach Blvd & W 8 Ave (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		15		26		15		26								
Min Green	4	12	4	6	4	12	5	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	12	50	12	25	12	50	12	25								
Max2																
Yellow Clr	4.5	4.5	4	4	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	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	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						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						1
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1				9		
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2	3	2	4	1
Dwell Cyc Veh 2	8	6	8	5	7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						

Preempt LP

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

Dwell Cyc Veh 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	3	4	2	4	2
Exit 2	5	7	8	6	8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/10/2016 6:04:19 AM

Station : 3089 - Hallandale Beach Blvd & W 8 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**															
		100	254																							
6		2	2	160	118	2	1		50		20	75	15	50	20	75	25	40								
9		3	3	160	155	3	1		50		25	70	25	40	25	70	25	40								
15		4	4	160		4	1		50		18	76	25	41	18	76	25	41								
20		3	3	160	155	3	1		50		25	70	25	40	25	70	25	40								
Day Plan 2											**Easy**															
		3	3	160	155	3	1		50		25	70	25	40	25	70	25	40								
1		100	254																							
6	30	3	3	160	155	3	1		50		25	70	25	40	25	70	25	40								

Day Plan 3											**Easy**															
		3	3	160	155	3	1		50		25	70	25	40	25	70	25	40								
1		100	254																							
6	30	3	3	160	155	3	1		50		25	70	25	40	25	70	25	40								
23		100	254																							

Broward County Timing Sheet 3/10/2016 6:04:19 AM

Station : 3089 - Hallandale Beach Blvd & W 8 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	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	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	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							2
15											1		1																											1						2
16											1		1			1																													1	2
17																																																	1
18																																																	1
19																																																	1
20																																																	1
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31																																																	1
32																																																	1

User Comments:

Broward County Timing Sheet 3/9/2016 3:32:59 PM

Station : 3540 - US 1 & SE 9 St (Standard File)

Phase	1 (SL)	2 (NT)	3	4	5 (NL)	6 (ST)	7 (ET)	8 (WT)	9	10	11	12	13	14	15	16
Walk		7				7	7	7		7				7	7	7
Ped Clearance		26				26	35	34		26				26	35	34
Min Green	5	10			5	10	6	6								
Gap Ext	1.5	3			1.5	3	2	2								
Max1	30	60			20	60	15	35								
Max2																
Yellow Clr	5	5	4	4	5	5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2			2	2	2.5	2.5	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								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call	ON				ON			ON	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	2	2								

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
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8		8	8	8	8
Max Presence	180		180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2		1		2	7
Dwell Cyc Veh 2	6		6		5	
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						

Preempt LP

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

Dwell Cyc Veh 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	7		2		2	8
Exit 2			6		6	
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/9/2016 3:32:59 PM

Station : 3540 - US 1 & SE 9 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	160	40	2	1	10	50		20	80		60	20	80	24	36								
9		3	3	160	70	3	1	10	50		24	59		77	24	59	32	45								
15		4	4	160	158	4	1	10	50		24	85		51	24	85	21	30								
20		3	3	160	70	3	1	10	50		24	59		77	24	59	32	45								
Day Plan 2											**Easy**															
		3	3	160	70	3	1	10	50		24	59		77	24	59	32	45								
1		100	254																							
6	30	3	3	160	70	3	1	10	50		24	59		77	24	59	32	45								

Day Plan 3											**Easy**															
		3	3	160	70	3	1	10	50		24	59		77	24	59	32	45								
1		100	254																							
6	30	3	3	160	70	3	1	10	50		24	59		77	24	59	32	45								
23		100	254																							

Broward County Timing Sheet 3/9/2016 3:32:59 PM

Station : 3540 - US 1 & SE 9 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	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	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							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 Timing Sheet 3/9/2016 3:33:25 PM

Station : 3395 - US 1 & SE 3 St (Standard File)

Phase	1 (SL)	2 (NT)	3	4	5 (NL)	6 (ST)	7 (ET)	8 (WT)	9	10	11	12	13	14	15	16
Walk		7				7	7	7								
Ped Clearance		25				25	32	29								
Min Green	5	12			5	12	6	6								
Gap Ext	1.5	3			1.5	3	2	2								
Max1	20	60			18	60	35	35								
Max2																
Yellow Clr	5	5			5	5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2			2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON			ON	ON	ON	ON								
Auto Flash Entry								ON								
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	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				
Override Higher Preempt		ON				
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6		6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8		8	8	8	8
Max Presence	180		180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2		1	8	2	7
Dwell Cyc Veh 2	6		6		5	
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						

Preempt LP

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

Dwell Cyc Veh 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	7		2	1	2	8
Exit 2			6	5	6	
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/9/2016 3:33:25 PM

Station : 3395 - US 1 & SE 3 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**															
		25	255																							
6		2	2	160	113	2	1	10	50		16	53		91	16	53	47	44								
9		3	3	160	133	3	1	10	50		27	57		76	27	57	28	48								
15		4	4	160	156	4	1	10	50		24	46		90	24	46	46	44								
20		3	3	160	133	3	1	10	50		27	57		76	27	57	28	48								
Day Plan 2											**Easy**															
		25	255																							
6		100	254																							
6	30	3	3	160	133	3	1	10	50		27	57		76	27	57	28	48								

Day Plan 3											**Easy**															
		25	255																							
6		100	254																							
6	30	3	3	160	133	3	1	10	50		27	57		76	27	57	28	48								
23		100	254																							

Broward County Timing Sheet 3/9/2016 3:33:25 PM

Station : 3395 - US 1 & SE 3 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	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	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							2
15											1		1																											1						2
16											1		1			1																													1	2
17																																																	1
18																																																	1
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User Comments:

Broward County Timing Sheet 3/9/2016 3:31:36 PM

Station : 3283 - Hallandale Beach Blvd & NE 10 Ave (Standard File)

Phase	1 (EL)	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk		7		5		7										
Ped Clearance		21		33		21										
Min Green	5	10		6	5	10										
Gap Ext	2	3		2	2	3										
Max1	18	50		25	18	50										
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	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	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	2	2								

Preemption

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

Preempt LP

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

Dwell Cyc Veh 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	1	2
Exit 2				6	5	6
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/9/2016 3:31:36 PM

Station : 3283 - Hallandale Beach Blvd & NE 10 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**															
		100	254																							
6		2	2	160	44	2	1	10	50		30	84		46	22	92		46								
9		3	3	160	75	3	1	10	50		22	92		46	40	74		46								
15		4	4	160	98	4	1	10	50		36	78		46	22	92		46								
20		3	3	160	75	3	1	10	50		22	92		46	40	74		46								
22		100	254																							
Day Plan 2											**Easy**															
		3	3	160	75	3	1	10	50		22	92		46	40	74		46								
1		100	254																							
6	30	3	3	160	75	3	1	10	50		22	92		46	40	74		46								

Day Plan 3											**Easy**															
		3	3	160	75	3	1	10	50		22	92		46	40	74		46								
1		100	254																							
6	30	3	3	160	75	3	1	10	50		22	92		46	40	74		46								
23		100	254																							

Broward County Timing Sheet 3/9/2016 3:31:36 PM

Station : 3283 - Hallandale Beach Blvd & NE 10 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	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	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	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							2
15											1		1																											1						2
16											1		1			1																													1	2
17																																																	1
18																																																	1
19																																																	1
20																																																	1
21																																																	1
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31																																																	1
32																																																	1

User Comments:

Broward County Timing Sheet 3/9/2016 3:31:07 PM

Station : 3282 - Hallandale Beach Blvd & NE 8 Ave (Standard File)

Phase	1	2 (WT)	3 (ST)	4 (NT)	5 (WL)	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7										
Ped Clearance		17		30		17										
Min Green		10	6	6	4	10										
Gap Ext		3	2	2	1.5	3										
Max1		50	18	20	12	50										
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		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																
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	2	2								

Preemption

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

Preempt LP

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

Dwell Cyc Veh 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	2	
Exit 2				6	5	
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/9/2016 3:31:07 PM

Station : 3282 - Hallandale Beach Blvd & NE 8 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**															
		100	254																							
6		2	2	160	40	2	1	10	50		18	76	41	25	18	76		66								
9		3	3	160	71	3	1	10	50		20	72	42	26	20	72		68								
15		4	4	160	100	4	1	10	50		18	76	41	25	18	76		66								
20		3	3	160	71	3	1	10	50		20	72	42	26	20	72		68								
22		100	254																							
Day Plan 2											**Easy**															
		3	3	160	71	3	1	10	50		20	72	42	26	20	72		68								
1		100	254																							
6	30	3	3	160	71	3	1	10	50		20	72	42	26	20	72		68								

Day Plan 3											**Easy**															
		3	3	160	71	3	1	10	50		20	72	42	26	20	72		68								
1		100	254																							
6	30	3	3	160	71	3	1	10	50		20	72	42	26	20	72		68								
23		100	254																							

Broward County Timing Sheet 3/9/2016 3:31:07 PM

Station : 3282 - Hallandale Beach Blvd & NE 8 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	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	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	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							2
15											1		1																											1						2
16											1		1			1																													1	2
17																																																	1
18																																																	1
19																																																	1
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31																																																	1
32																																																	1

User Comments:

Broward County Timing Sheet 3/9/2016 3:33:46 PM

Station : 3223 - US 1 & NE 3 St (Standard File)

Phase	1	2 (NT)	3	4 (ET)	5	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		5		7		5								
Ped Clearance		11		20		11		20								
Min Green		10		6		10		6								
Gap Ext		3		2		3		2								
Max1		50		20		50		20								
Max2																
Yellow Clr		4		4		4		4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2		2		2	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				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			
Override Higher Preempt			ON			
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6		6		6
Min Walk						6
Ped Clear						
Track Green						
Min Dwell	8	8		6		15
Max Presence	180	180		180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4		2	2	1
Dwell Cyc Veh 2	6	8		5	5	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						

Preempt LP

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

Dwell Cyc Veh 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		2	1	2
Exit 2	8	6		6	6	6
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/9/2016 3:33:46 PM

Station : 3223 - US 1 & NE 3 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	160	134	2	1	10	50			125		35		125		35								
9		3	3	160	153	3	1	10	50			120		40		120		40								
15		4	4	160	5	4	1	10	50			125		35		125		35								
20		3	3	160	153	3	1	10	50			120		40		120		40								
Day Plan 2											**Easy**															
		3	3	160	153	3	1	10	50			120		40		120		40								
1		100	254																							
6	30	3	3	160	153	3	1	10	50			120		40		120		40								

Day Plan 3											**Easy**															
		3	3	160	153	3	1	10	50			120		40		120		40								
1		100	254																							
6	30	3	3	160	153	3	1	10	50			120		40		120		40								
23		100	254																							

Station : 3223 - US 1 & NE 3 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							2
15											1		1																											1						2
16											1		1			1																													1	2
17																																																	1
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User Comments:

Broward County Timing Sheet 3/9/2016 3:34:16 PM

Station : 3121 - US 1 & NE 9 St (Standard File)

Phase	1 (SL)	2 (NT)	3 (WT)	4 (ET)	5 (NL)	6 (ST)	7	8	9	10	11	12	13	14	15	16
Walk		7	5	5		7										
Ped Clearance		22	28	28		22										
Min Green	4	10	6	6	4	10										
Gap Ext	1.5	3	2	2	1.5	3										
Max1	18	50	25	30	18	50										
Max2																
Yellow Clr	4	4	4	4	4	4			3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON										
Auto Flash Entry				ON												
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	2	2								

Preemption

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

Preempt LP

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

Dwell Cyc Veh 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		2	1	2	1
Exit 2			6	5	6	5
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/9/2016 3:34:16 PM

Station : 3121 - US 1 & NE 9 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	160	59	2	1	10	50		20	60	40	40	20	60		80								
9		3	3	160	76	3	1	10	50		18	58	42	42	18	58		84								
15		4	4	160	84	4	1	10	50		20	60	40	40	20	60		80								
20		3	3	160	76	3	1	10	50		18	58	42	42	18	58		84								
Day Plan 2											**Easy**															
		3	3	160	76	3	1	10	50		18	58	42	42	18	58		84								
1		100	254																							
6	30	3	3	160	76	3	1	10	50		18	58	42	42	18	58		84								

Day Plan 3											**Easy**															
		3	3	160	76	3	1	10	50		18	58	42	42	18	58		84								
1		100	254																							
6	30	3	3	160	76	3	1	10	50		18	58	42	42	18	58		84								
23		100	254																							

Broward County Timing Sheet 3/9/2016 3:34:16 PM

Station : 3121 - US 1 & NE 9 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	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	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							2
15											1		1																											1						2
16											1		1			1																													1	2
17																																																	1
18																																																	1
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32																																																	1

User Comments:

Broward County Timing Sheet 3/9/2016 3:34:37 PM

Station : 3094 - Dixie Hwy & SW 3 St (Standard File)

Phase	1	2 (WT)	3 (NT)	4	5 (ET)	6 (ST)	7	8	9	10	11	12	13	14	15	16
Walk			7		7	7										
Ped Clearance			7		9	7										
Min Green	2	13	20	2	13	12	10									
Passage	1	2	2.5	1	2	2.5	1									
Max1	2	20	25	2	20	25	10									
Max2																
Yellow	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	2	2	2	2	2	2	2	1	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON									
Auto Entry					ON											
Auto Exit							ON									
Non Act1																
Non Act2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall	ON	ON	ON		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																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash		ON	ON	ON	ON	ON
Override Higher		ON	ON	ON	ON	ON
Flash Dwell						
Link						
Delay	4					
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green	5					
Min Dwell	10					
Max Presence						
Track R1	8					
Track R2						
Track R3						
Track R4						
Dwell Ped1						
Exit R1	2					
Exit R2						
Exit R3						
Exit R4						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Type				
Lockout Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Priority P5				
Priority P6				
Priority P7				
Priority P8				
Priority P9				
Priority P10				
Priority P11				
Priority P12				
Max Lockout				

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/9/2016 3:34:37 PM

Station : 3094 - Dixie Hwy & SW 3 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**															
		25	255																							
6		100	254																							
21		25	255																							
Day Plan 2											**Easy**															
		25	255																							
6		100	254																							
21		25	255																							
Day Plan 3											**Easy**															
		25	255																							
6		100	254																							
21		25	255																							

Broward County Timing Sheet 3/9/2016 3:34:37 PM

Station : 3094 - Dixie Hwy & SW 3 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	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	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
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30																																																					1

31																																																			1
32																																																			1

User Comments:

Broward County Timing Sheet 3/9/2016 3:29:34 PM

Station : 3085 - Hallandale Beach Blvd & Dixie Hwy (Standard File)

Phase	1 (WL)	2 (WT)	3 (EL)	4 (ST)	5 (NT)	6	7	8	9	10	11	12	13	14	15	16
Walk		7		5	5											
Ped Clearance		13		24	23											
Min Green	5	10	5	6	6											
Passage		3														
Max1	15	50	15	20	20											
Max2																
Yellow	4	4	4	4.5	4	3.5	3.5	3.5	4	4	3.5	3.5	3.5	3.5	3.5	3.5
Red	1		1	2	2						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 Entry					ON											
Auto Exit		ON														
Non Act1																
Non Act2																
Lock Call					ON						ON	ON	ON	ON	ON	ON
Min Recall		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														
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash						
Override Higher	ON					
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green		6	6	6	6	6
Min Walk						
Ped Clear						
Track Green	8					
Min Dwell		8	8	8	8	8
Max Presence		180	180	180	180	180
Track R1	9					
Track R2						
Track R3						
Track R4						
Dwell Ped1						
Exit R1	2	3	5	2	1	4
Exit R2						
Exit R3						
Exit R4						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Type				
Lockout Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Priority P5				
Priority P6				
Priority P7				
Priority P8				
Priority P9				
Priority P10				
Priority P11				
Priority P12				
Max Lockout				

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/9/2016 3:29:34 PM

Station : 3085 - Hallandale Beach Blvd & Dixie Hwy (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	31	2	1	10	50		16	61	20	32	31											
9		3	3	160	27	3	1	10	50		17	50	20	38	35											
15		4	4	160	8	4	1	10	50		15	50	20	38	37											
20		3	3	160	27	3	1	10	50		17	50	20	38	35											
Day Plan 2											**Easy**															
		3	3	160	27	3	1	10	50		17	50	20	38	35											
1		100	254																							
6	30	3	3	160	27	3	1	10	50		17	50	20	38	35											
Day Plan 3											**Easy**															
		3	3	160	27	3	1	10	50		17	50	20	38	35											
1		100	254																							
6	30	3	3	160	27	3	1	10	50		17	50	20	38	35											
23		100	254																							

Broward County Timing Sheet 3/9/2016 3:29:34 PM

Station : 3085 - Hallandale Beach Blvd & Dixie Hwy (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	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	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
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30																																																					1

31																																																			1
32																																																			1

User Comments:

Broward County Timing Sheet 3/9/2016 3:30:45 PM

Station : 3084 - Hallandale Beach Blvd & US 1 (Standard File)

Phase	1 (SL)	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		32		33		32		33								
Min Green	5	6	5	7	5	6	5	7								
Gap Ext	1.5	2.5	1.5	2.5	1.5	2.5	1.5	2.5								
Max1	20	40	20	40	20	40	20	40								
Max2																
Yellow Clr	5	5	4.5	4.5	5	5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	3	2	2	2	3	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	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	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	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						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4	1	3	2	4
Dwell Cyc Veh 2	6	8	6	8	5	7
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						

Preempt LP

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

Dwell Cyc Veh 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	1	2	4	2	4
Exit 2	7	5	6	8	6	8
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/9/2016 3:30:45 PM

Station : 3084 - Hallandale Beach Blvd & US 1 (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	25	2	1		25		28	49	33	50	28	49	28	55								
9		3	3	160	49	3	1		25		29	48	31	52	29	48	31	52								
15		4	4	160	58	4	1		25		30	50	28	52	30	50	28	52								
20		3	3	160	49	3	1		25		29	48	31	52	29	48	31	52								
Day Plan 2											**Easy**															
		3	3	160	49	3	1		25		29	48	31	52	29	48	31	52								
1		100	254																							
6	30	3	3	160	49	3	1		25		29	48	31	52	29	48	31	52								

Day Plan 3											**Easy**															
		3	3	160	49	3	1		25		29	48	31	52	29	48	31	52								
1		100	254																							
6	30	3	3	160	49	3	1		25		29	48	31	52	29	48	31	52								
23		100	254																							

Broward County Timing Sheet 3/9/2016 3:30:45 PM

Station : 3084 - Hallandale Beach Blvd & US 1 (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	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	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							2
15											1		1																											1						2
16											1		1			1																													1	2
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User Comments:

Broward County Timing Sheet 3/9/2016 3:32:02 PM

Station : 3083 - Hallandale Beach Blvd & NE 14 Ave (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		22		32		22		40								
Min Green	5	10	5	6	5	10	5	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	18	50	18	25	18	50	18	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	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	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	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						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2	3	2	4	1
Dwell Cyc Veh 2	8	6	8	5	7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						

Preempt LP

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

Dwell Cyc Veh 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	3	4	2	4	2
Exit 2	5	7	8	6	8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/9/2016 3:32:02 PM

Station : 3083 - Hallandale Beach Blvd & NE 14 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**															
		100	254																							
6		2	2	160	131	2	1	10	50		19	62	24	55	19	62	24	55								
9		3	3	160	153	3	1	10	50		23	62	27	48	23	62	27	48								
15		4	4	160	121	4	1	10	50		21	60	24	55	21	60	24	55								
20		3	3	160	153	3	1	10	50		23	62	27	48	23	62	27	48								
22		100	254																							
Day Plan 2											**Easy**															
		3	3	160	153	3	1	10	50		23	62	27	48	23	62	27	48								
1		100	254																							
6	30	3	3	160	153	3	1	10	50		23	62	27	48	23	62	27	48								

Day Plan 3											**Easy**															
		3	3	160	153	3	1	10	50		23	62	27	48	23	62	27	48								
1		100	254																							
6	30	3	3	160	153	3	1	10	50		23	62	27	48	23	62	27	48								
23		100	254																							

Broward County Timing Sheet 3/9/2016 3:32:02 PM

Station : 3083 - Hallandale Beach Blvd & NE 14 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	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	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	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							2
15											1		1																											1						2
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User Comments:

Broward County Timing Sheet 3/9/2016 3:32:33 PM

Station : 3079 - Hallandale Beach Blvd & Three Islands Dr (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7				7								
Ped Clearance		29		33				31								
Min Green	5	10	5	6	5		5	6								
Gap Ext	1.5	3	1.5	2	1.5		1.5	2								
Max1	25	50	15	25	15		15	25								
Max2																
Yellow Clr	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	3	2	2	2	3		2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON		ON	ON								
Auto Flash Entry				ON				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																
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														
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	1	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt	ON	ON	ON	ON	ON	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	15	15	15	15	15	15
Max Presence	360	360	360	360	360	360
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2	3	5	4	1
Dwell Cyc Veh 2	8	5	8		7	
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						

Preempt LP

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

Dwell Cyc Veh 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	5	2	1	2	1	2
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/9/2016 3:32:33 PM

Station : 3079 - Hallandale Beach Blvd & Three Islands Dr (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	76	2	1	5	50		25	45	28	42	20		24	46								
9		3	3	160	7	3	1	5	50		25	45	28	42	20		24	46								
15		4	4	160	146	4	1	5	50		25	45	28	42	20		24	46								
20		3	3	160	7	3	1	5	50		25	45	28	42	20		24	46								
22		100	254																							
Day Plan 2											**Easy**															

Day Plan 3												**Easy**														

Broward County Timing Sheet 3/9/2016 3:32:33 PM

Station : 3079 - Hallandale Beach Blvd & Three Islands 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	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	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
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8							1							1	1	1	1	1					1																														2
9							1							1										1																													2
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11											1						1																								1	1	1	1	1	1	1				2

12										1						1																					1	1	1	1	1	1	1			2
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User Comments:

FDOT Generalized
Service Volume Tables /
Broward Roadway Capacity Tables

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,510	1,600	**
4	Divided	*	3,420	3,580	**
6	Divided	*	5,250	5,390	**
8	Divided	*	7,090	7,210	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	660	1,330	1,410
4	Divided	*	1,310	2,920	3,040
6	Divided	*	2,090	4,500	4,590
8	Divided	*	2,880	6,060	6,130

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	260	680	1,770
50-84%	190	600	1,770	>1,770
85-100%	830	1,770	>1,770	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,420
85-100%	340	960	1,560	>1,770

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	4,120	5,540	6,700	7,190
6	6,130	8,370	10,060	11,100
8	8,230	11,100	13,390	15,010
10	10,330	14,040	16,840	18,930
12	14,450	18,880	22,030	22,860

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	770	1,530	2,170	2,990
4	Divided	3,300	4,660	5,900	6,530
6	Divided	4,950	6,990	8,840	9,790

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

AMERICAN FactFinder

DP03 | SELECTED ECONOMIC CHARACTERISTICS

2010-2014 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Hallandale Beach city, Florida			
	Estimate	Margin of Error	Percent	Percent Margin of Error
EMPLOYMENT STATUS				
Population 16 years and over	33,136	+/-599	33,136	(X)
In labor force	18,943	+/-868	57.2%	+/-2.5
Civilian labor force	18,895	+/-872	57.0%	+/-2.5
Employed	16,125	+/-856	48.7%	+/-2.5
Unemployed	2,770	+/-482	8.4%	+/-1.5
Armed Forces	48	+/-48	0.1%	+/-0.1
Not in labor force	14,193	+/-882	42.8%	+/-2.5
Civilian labor force	18,895	+/-872	18,895	(X)
Percent Unemployed	(X)	(X)	14.7%	+/-2.4
Females 16 years and over	17,716	+/-598	17,716	(X)
In labor force	9,196	+/-649	51.9%	+/-3.1
Civilian labor force	9,196	+/-649	51.9%	+/-3.1
Employed	7,746	+/-618	43.7%	+/-3.1
Own children under 6 years	2,231	+/-423	2,231	(X)
All parents in family in labor force	1,748	+/-444	78.4%	+/-8.5
Own children 6 to 17 years	3,422	+/-523	3,422	(X)
All parents in family in labor force	2,802	+/-490	81.9%	+/-6.4
COMMUTING TO WORK				
Workers 16 years and over	15,901	+/-845	15,901	(X)
Car, truck, or van -- drove alone	12,524	+/-820	78.8%	+/-3.0
Car, truck, or van -- carpooled	1,055	+/-300	6.6%	+/-1.9
Public transportation (excluding taxicab)	926	+/-265	5.8%	+/-1.7
Walked	294	+/-127	1.8%	+/-0.8
Other means	465	+/-271	2.9%	+/-1.7
Worked at home	637	+/-203	4.0%	+/-1.2
Mean travel time to work (minutes)	29.5	+/-1.8	(X)	(X)
OCCUPATION				
Civilian employed population 16 years and over	16,125	+/-856	16,125	(X)

Subject	Hallandale Beach city, Florida			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Management, business, science, and arts occupations	4,459	+/-545	27.7%	+/-3.1
Service occupations	3,917	+/-532	24.3%	+/-3.1
Sales and office occupations	4,964	+/-552	30.8%	+/-3.1
Natural resources, construction, and maintenance occupations	1,420	+/-404	8.8%	+/-2.4
Production, transportation, and material moving occupations	1,365	+/-340	8.5%	+/-2.0
INDUSTRY				
Civilian employed population 16 years and over	16,125	+/-856	16,125	(X)
Agriculture, forestry, fishing and hunting, and mining	160	+/-265	1.0%	+/-1.6
Construction	867	+/-356	5.4%	+/-2.2
Manufacturing	707	+/-260	4.4%	+/-1.6
Wholesale trade	680	+/-242	4.2%	+/-1.5
Retail trade	2,328	+/-348	14.4%	+/-2.2
Transportation and warehousing, and utilities	943	+/-235	5.8%	+/-1.4
Information	269	+/-118	1.7%	+/-0.7
Finance and insurance, and real estate and rental and leasing	1,909	+/-397	11.8%	+/-2.3
Professional, scientific, and management, and administrative and waste management services	1,860	+/-302	11.5%	+/-1.9
Educational services, and health care and social assistance	2,348	+/-423	14.6%	+/-2.6
Arts, entertainment, and recreation, and accommodation and food services	2,502	+/-459	15.5%	+/-2.7
Other services, except public administration	1,226	+/-278	7.6%	+/-1.6
Public administration	326	+/-133	2.0%	+/-0.8
CLASS OF WORKER				
Civilian employed population 16 years and over	16,125	+/-856	16,125	(X)
Private wage and salary workers	13,297	+/-864	82.5%	+/-3.2
Government workers	1,154	+/-259	7.2%	+/-1.6
Self-employed in own not incorporated business workers	1,674	+/-435	10.4%	+/-2.6
Unpaid family workers	0	+/-28	0.0%	+/-0.2
INCOME AND BENEFITS (IN 2014 INFLATION-ADJUSTED DOLLARS)				
Total households	18,042	+/-531	18,042	(X)
Less than $10,000	2,224	+/-407	12.3%	+/-2.2
$10,000 to $14,999	1,628	+/-333	9.0%	+/-1.8
$15,000 to $24,999	3,016	+/-380	16.7%	+/-2.0
$25,000 to $34,999	2,299	+/-392	12.7%	+/-2.2
$35,000 to $49,999	2,481	+/-373	13.8%	+/-2.0
$50,000 to $74,999	2,868	+/-339	15.9%	+/-1.9
$75,000 to $99,999	1,467	+/-282	8.1%	+/-1.6
$100,000 to $149,999	1,311	+/-303	7.3%	+/-1.6
$150,000 to $199,999	311	+/-130	1.7%	+/-0.7
$200,000 or more	437	+/-147	2.4%	+/-0.8
Median household income (dollars)	33,838	+/-3,690	(X)	(X)
Mean household income (dollars)	50,288	+/-2,714	(X)	(X)
With earnings	11,565	+/-526	64.1%	+/-2.4
Mean earnings (dollars)	55,101	+/-3,095	(X)	(X)
With Social Security	6,998	+/-523	38.8%	+/-2.5
Mean Social Security income (dollars)	16,880	+/-797	(X)	(X)
With retirement income	2,444	+/-348	13.5%	+/-1.9
Mean retirement income (dollars)	22,691	+/-2,909	(X)	(X)
With Supplemental Security Income	961	+/-233	5.3%	+/-1.2
Mean Supplemental Security Income (dollars)	8,282	+/-1,043	(X)	(X)
With cash public assistance income	286	+/-128	1.6%	+/-0.7

Subject	Hallandale Beach city, Florida			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Mean cash public assistance income (dollars)	2,088	+/-444	(X)	(X)
With Food Stamp/SNAP benefits in the past 12 months	2,865	+/-375	15.9%	+/-2.0
Families	9,222	+/-442	9,222	(X)
Less than $10,000	680	+/-182	7.4%	+/-2.0
$10,000 to $14,999	505	+/-191	5.5%	+/-2.1
$15,000 to $24,999	1,508	+/-297	16.4%	+/-3.0
$25,000 to $34,999	1,129	+/-291	12.2%	+/-3.1
$35,000 to $49,999	1,664	+/-327	18.0%	+/-3.3
$50,000 to $74,999	1,564	+/-282	17.0%	+/-3.1
$75,000 to $99,999	976	+/-243	10.6%	+/-2.7
$100,000 to $149,999	653	+/-188	7.1%	+/-1.9
$150,000 to $199,999	244	+/-108	2.6%	+/-1.2
$200,000 or more	299	+/-119	3.2%	+/-1.3
Median family income (dollars)	41,223	+/-3,446	(X)	(X)
Mean family income (dollars)	58,561	+/-4,309	(X)	(X)
Per capita income (dollars)	25,048	+/-1,553	(X)	(X)
Nonfamily households	8,820	+/-734	8,820	(X)
Median nonfamily income (dollars)	25,856	+/-1,703	(X)	(X)
Mean nonfamily income (dollars)	40,465	+/-3,859	(X)	(X)
Median earnings for workers (dollars)	25,710	+/-1,411	(X)	(X)
Median earnings for male full-time, year-round workers (dollars)	38,719	+/-4,034	(X)	(X)
Median earnings for female full-time, year-round workers (dollars)	30,832	+/-1,988	(X)	(X)
HEALTH INSURANCE COVERAGE				
Civilian noninstitutionalized population	38,222	+/-59	38,222	(X)
With health insurance coverage	28,222	+/-1,089	73.8%	+/-2.8
With private health insurance	17,595	+/-1,349	46.0%	+/-3.5
With public coverage	14,971	+/-904	39.2%	+/-2.4
No health insurance coverage	10,000	+/-1,078	26.2%	+/-2.8
Civilian noninstitutionalized population under 18 years	5,851	+/-624	5,851	(X)
No health insurance coverage	1,102	+/-357	18.8%	+/-5.9
Civilian noninstitutionalized population 18 to 64 years	22,765	+/-624	22,765	(X)
In labor force:	17,145	+/-771	17,145	(X)
Employed:	14,713	+/-771	14,713	(X)
With health insurance coverage	9,223	+/-790	62.7%	+/-4.3
With private health insurance	8,518	+/-827	57.9%	+/-4.5
With public coverage	849	+/-275	5.8%	+/-1.9
No health insurance coverage	5,490	+/-703	37.3%	+/-4.3
Unemployed:	2,432	+/-458	2,432	(X)
With health insurance coverage	942	+/-259	38.7%	+/-11.2
With private health insurance	609	+/-226	25.0%	+/-9.6
With public coverage	333	+/-141	13.7%	+/-6.0
No health insurance coverage	1,490	+/-450	61.3%	+/-11.2
Not in labor force:	5,620	+/-592	5,620	(X)
With health insurance coverage	3,912	+/-513	69.6%	+/-5.2
With private health insurance	2,512	+/-394	44.7%	+/-6.2
With public coverage	1,780	+/-394	31.7%	+/-5.4
No health insurance coverage	1,708	+/-338	30.4%	+/-5.2

Subject	Hallandale Beach city, Florida			
	Estimate	Margin of Error	Percent	Percent Margin of Error
PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL				
All families	(X)	(X)	16.5%	+/-3.1
With related children under 18 years	(X)	(X)	24.8%	+/-6.6
With related children under 5 years only	(X)	(X)	8.2%	+/-6.1
Married couple families	(X)	(X)	12.0%	+/-3.0
With related children under 18 years	(X)	(X)	16.4%	+/-7.6
With related children under 5 years only	(X)	(X)	7.3%	+/-7.6
Families with female householder, no husband present	(X)	(X)	28.8%	+/-6.6
With related children under 18 years	(X)	(X)	36.4%	+/-10.0
With related children under 5 years only	(X)	(X)	15.9%	+/-17.5
All people	(X)	(X)	21.3%	+/-3.1
Under 18 years	(X)	(X)	30.0%	+/-7.9
Related children under 18 years	(X)	(X)	30.0%	+/-7.9
Related children under 5 years	(X)	(X)	16.2%	+/-8.3
Related children 5 to 17 years	(X)	(X)	37.1%	+/-9.3
18 years and over	(X)	(X)	19.7%	+/-2.7
18 to 64 years	(X)	(X)	20.3%	+/-3.1
65 years and over	(X)	(X)	18.3%	+/-3.1
People in families	(X)	(X)	18.6%	+/-3.7
Unrelated individuals 15 years and over	(X)	(X)	27.4%	+/-4.0

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

Occupation codes are 4-digit codes and are based on Standard Occupational Classification 2010.

Industry codes are 4-digit codes and are based on the North American Industry Classification System (NAICS). The Census industry codes for 2013 and later years are based on the 2012 revision of the NAICS. To allow for the creation of 2010-2014 tables, industry data in the multiyear files (2010-2014) were recoded to 2013 Census industry codes. We recommend using caution when comparing data coded using 2013 Census industry codes with data coded using Census industry codes prior to 2013. For more information on the Census industry code changes, please visit our website at http://www.census.gov/people/io/methodology/.

Logical coverage edits applying a rules-based assignment of Medicaid, Medicare and military health coverage were added as of 2009 -- please see http://www.census.gov/hhes/www/hlthins/publications/coverage_edits_final.pdf for more details. The corresponding 2008 data table in American FactFinder does not incorporate these edits and is therefore not comparable to this table in 2009, 2010, 2011, or 2012. Select geographies of 2008 data comparable to the 2009, 2010, 2011, and 2012 tables are accessible at http://www.census.gov/hhes/www/hlthins/data/acs/2008/re-run.html.

The health insurance coverage category names were modified in 2010. See ACS Health Insurance Definitions for a list of the insurance type definitions.

While the 2010-2014 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

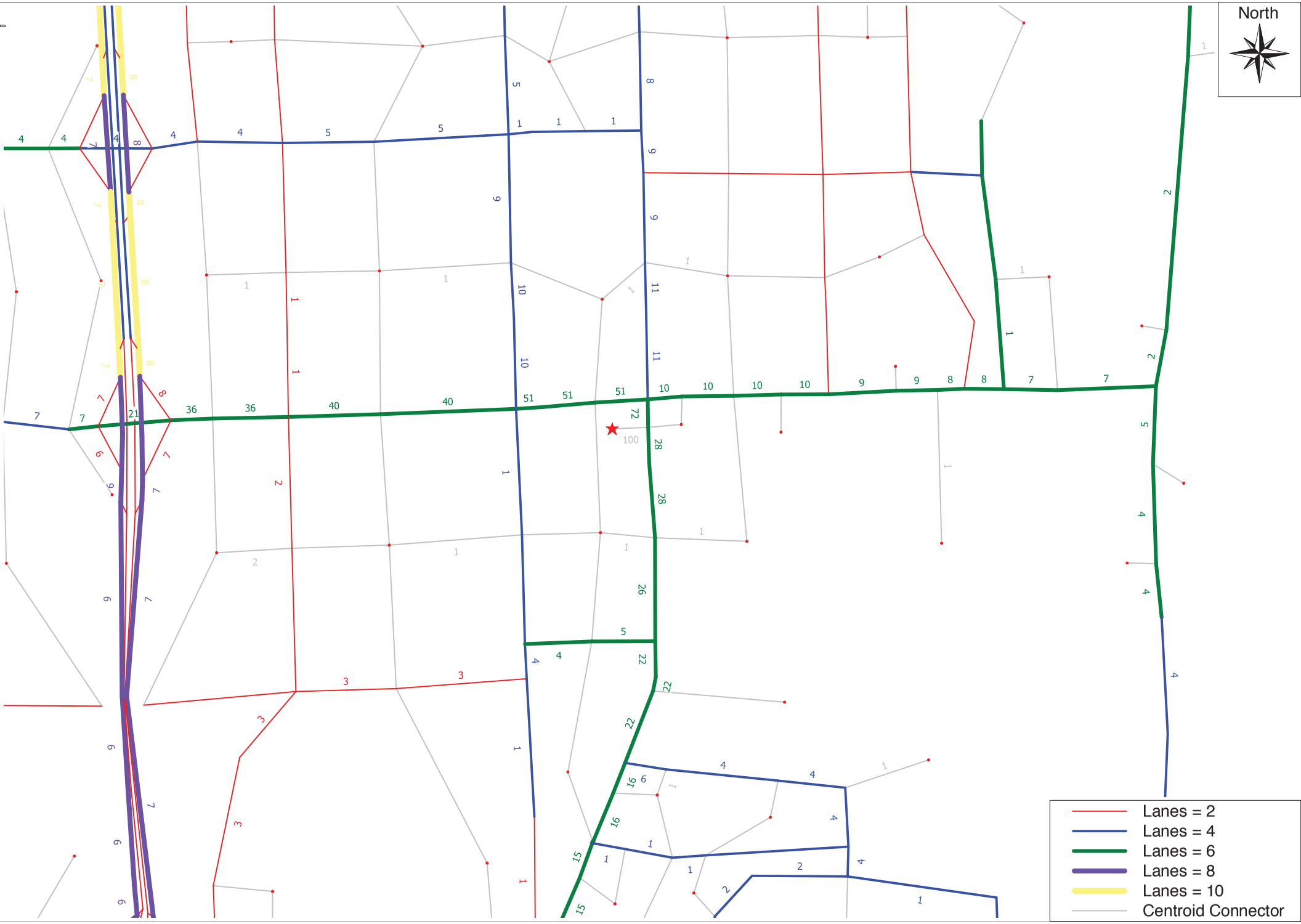
Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

SERPM6.54 - 2035 Cost Feasible



APPENDIX B: East / West Roadways Capacity and Level of Service Analysis 2013 & 2035

			2013					2013				2035					2035			
			Design	Daily Conditions				Peak Hour Conditions					Daily Conditions				Peak Hour Conditions			
ID	E/W Roadway	Segment	Code	AADT	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS	Code	Volume	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS
1118	**Honey Hill Rd**	E of SW 148 Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	474	17131	35820	0.48	C	1627	3222	0.50	C
1120	Honey Hill Rd	E of Flamingo Rd	264	10500	13320	0.79	D	998	1197	0.83	D	264	15839	13320	1.19	F	1505	1197	1.26	F
2	**Bass Crk Rd**	E of SW 184 Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	464	1803	29160	0.06	C	171	2628	0.06	C
1152	Bass Crk Rd	E of SW 172 Ave	264	7200	13320	0.54	D	684	1197	0.57	D	464	3234	29160	0.11	C	307	2628	0.12	C
4	Bass Crk Rd	E of Dykes Rd	264	5700	13320	0.43	C	542	1197	0.45	C	464	10696	29160	0.37	C	1016	2628	0.39	C
6	**County Line Rd**	E of University Dr	422	25700	37810 r	0.68	C	2442	3401 r	0.72	C	422	25762	37810 r	0.68	C	2447	3401 r	0.72	C
8	County Line Rd	E of FTPK	422	32000	37810 r	0.85	C	3040	3401 r	0.89	C	422	23326	37810 r	0.62	C	2216	3401 r	0.65	C
10	County Line Rd	E of SR 7	264	16000	13320	1.20	F	1520	1197	1.27	F	264	15966	13320	1.20	F	1517	1197	1.27	F
1046	County Line Rd	E of SW 48 Ave	464	7600	29160	0.26	C	722	2628	0.27	C	464	13793	29160	0.47	D	1310	2628	0.50	D
12	County Line Rd	E of SW 40 Ave	264	7600	13320	0.57	D	722	1197	0.60	D	264	10019	13320	0.75	D	952	1197	0.79	D
1124	**SW 11 St**	E of I-95	264	800	13320	0.06	C	76	1197	0.06	C	264	3331	13320	0.25	C	316	1197	0.26	C
14	**Miramar Pkwy**	E of SW 196 Ave	474	3400	35820	0.09	C	323	3222	0.10	C	474	7006	35820	0.20	C	666	3222	0.21	C
18	Miramar Pkwy	E of SW 184 Ave	422	18000	37810 r	0.48	C	1710	3401 r	0.50	C	422	36737	37810 r	0.97	D	3490	3401 r	1.03	F
20	Miramar Pkwy	E of SW 172 Ave	622	44000	56905 r	0.77	C	4180	5121 r	0.82	C	622	44652	56905 r	0.78	C	4242	5121 r	0.83	C
22	Miramar Pkwy	E of SW 160 Ave	622	65000	56905 r	1.14	F	6175	5121 r	1.21	F	622	41440	56905 r	0.73	C	3937	5121 r	0.77	C
24	Miramar Pkwy	E of I-75	622	83500	59900	1.39	F	7933	5390	1.47	F	622	55918	59900	0.93	C	5312	5390	0.99	D
26	Miramar Pkwy	E of SW 148 Ave	622	50500	59900	0.84	C	4798	5390	0.89	C	622	51948	59900	0.87	C	4935	5390	0.92	C
28	Miramar Pkwy	E of SW 136 Ave	622	50500	59900	0.84	C	4798	5390	0.89	C	622	50947	59900	0.85	C	4840	5390	0.90	C
30	Miramar Pkwy	E of Flamingo Rd	622	32000	59900	0.53	C	3040	5390	0.56	C	622	56660	59900	0.95	C	5383	5390	1.00	D
32	Miramar Pkwy	E of Red Rd	622	36000	59900	0.60	C	3420	5390	0.63	C	622	48488	59900	0.81	C	4606	5390	0.85	C
34	Miramar Pkwy	E of Palm Ave	422	37500	39800	0.94	C	3563	3580	0.99	D	422	37880	39800	0.95	C	3599	3580	1.01	F
36	Miramar Pkwy	E of Douglas Rd	422	34500	39800	0.87	C	3278	3580	0.92	C	422	43278	39800	1.09	F	4111	3580	1.15	F
38	Miramar Pkwy	E of University Dr	422	29000	39800	0.73	C	2755	3580	0.77	C	422	43416	39800	1.09	F	4125	3580	1.15	F
40	**Hndle Bch Blvd**	E of SR 7	422	25000	39800	0.63	C	2375	3580	0.66	C	422	49929	39800	1.25	F	4743	3580	1.32	F
42	Hndle Bch Blvd	E of I-95	622	66053	59900	1.10	F	6275	5390	1.16	F	622	74948	59900	1.25	F	7120	5390	1.32	F
44	Hndle Bch Blvd	E of US 1	622	39500	59900	0.66	C	3753	5390	0.70	C	622	48788	49300	0.99	D	4635	5390	0.86	C
46	Hndle Bch Blvd	E of Diplomat Pkwy	622	35000	59900	0.58	C	3325	5390	0.62	C	622	38146	59900	0.64	C	3624	5390	0.67	C
1000	**Monarch Lakes Blvd**	N of Miramar Pkwy	464	5300	29160	0.18	C	504	2628	0.19	C	464	17766	29160	0.61	D	1688	2628	0.64	D
1002	**Miramar Blvd**	E of Flamingo Rd	264	5400	13320	0.41	C	513	1197	0.43	C	264	5482	13320	0.41	C	521	1197	0.43	C
1004	Miramar Blvd	E of Red Rd	264	5400	13320	0.41	C	513	1197	0.43	C	264	4276	13320	0.32	C	406	1197	0.34	C
1006	Miramar Blvd	E of Hiatus Rd	264	6000	13320	0.45	C	570	1197	0.48	C	464	16385	29160	0.56	D	1557	2628	0.59	D
50	Miramar Blvd	E of Palm Ave	464	33000	29160	1.13	F	3135	2628	1.19	F	464	22869	29160	0.78	D	2173	2628	0.83	D
52	Miramar Blvd	E of Douglas Rd	264	9000	13320	0.68	D	855	1197	0.71	D	264	11212	13320	0.84	D	1065	1197	0.89	D
56	**Pembroke Rd**	E of US 27	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
58	Pembroke Rd	E of SW 196 Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
60	Pembroke Rd	E of SW 184 Ave	264	7800	13320	0.59	D	741	1197	0.62	D	422	20444	37810 r	0.54	C	1942	3401 r	0.57	C
966	Pembroke Rd	E of SW 172 Ave	264	8800	13320	0.66	D	836	1197	0.70	D	422	27370	37810 r	0.72	C	2600	3401 r	0.76	C
1154	Pembroke Rd	E of SW 160 Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	422	34625	37810 r	0.92	C	3289	3401 r	0.97	D
968	Pembroke Rd	E of SW 145 Ave	422	25500	37810 r	0.67	C	2423	3401 r	0.71	C	422	43149	37810 r	1.14	F	4099	3401 r	1.20	F
62	Pembroke Rd	E of SW 136 Ave	422	25500	37810 r	0.67	C	2423	3401 r	0.71	C	422	43932	37810 r	1.16	F	4174	3401 r	1.23	F
64	Pembroke Rd	E of Flamingo Rd	422	26500	39800	0.67	C	2518	3580	0.70	C	422	39550	39800	0.99	D	3757	3580	1.05	F
66	Pembroke Rd	E of Hiatus Rd	422	32500	39800	0.82	C	3088	3580	0.86	C	422	31208	39800	0.78	C	2965	3580	0.83	C
68	Pembroke Rd	E of Palm Ave	422	28500	39800	0.72	C	2708	3580	0.76	C	422	33142	39800	0.83	C	3148	3580	0.88	C
70	Pembroke Rd	E of Douglas Rd	422	33000	39800	0.83	C	3135	3580	0.88	C	622	54407	59900	0.91	C	5169	5390	0.96	C
72	Pembroke Rd	E of University Dr	622	40000	59900	0.67	C	3800	5390	0.70	C	622	51290	59900	0.86	C	4873	5390	0.90	C
74	Pembroke Rd	E of SW 68 Ave	422	43500	39800	1.09	F	4133	3580	1.15	F	622	49235	59900	0.82	C	4677	5390	0.87	C
1050	Pembroke Rd	E of SW 62 Ave	622	41500	59900	0.69	C	3943	5390	0.73	C	622	51220	59900	0.86	C	4866	5390	0.90	C
76	Pembroke Rd	E of SR 7	622	40500	59900	0.68	C	3848	5390	0.71	C	622	55694	59900	0.93	C	5291	5390	0.98	D
78	Pembroke Rd	E of I-95	432	37000	32400	1.14	F	3515	2920	1.20	F	432	49205	32400	1.52	F	4674	2920	1.60	F
80	**NE 9 St**	E of US 1	264	9300	13320	0.70	D	884	1197	0.74	D	264	9957	13320	0.75	D	946	1197	0.79	D

APPENDIX C: North / South Roadways Capacity and Level of Service Analysis 2013 & 2035

			2013					2013				2035					2035			
			Design	Daily Conditions				Peak Hour Conditions				Design	Daily Conditions				Peak Hour Conditions			
ID	N/SRoadway	Segment	Code	AADT	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS	Code	Volume	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS
877	US 1	N of Dade C L	632	51000	50000	1.02	F	4845	4500	1.08	F	632	74665	50000	1.49	F	7093	4500	1.58	F
879	US 1	N of Hndle Bch Blvd	432	34000	32400	1.05	F	3230	2920	1.11	F	432	46422	32400	1.43	F	4410	2920	1.51	F
881	US 1	N of Pembroke Rd	432	27583	32400	0.85	D	2620	2920	0.90	D	432	41065	32400	1.27	F	3901	2920	1.34	F
883	US 1	N of Hollywood Blvd	432	27500	32400	0.85	D	2613	2920	0.89	D	432	41981	32400	1.30	F	3988	2920	1.37	F
885	US 1	N of Sheridan St	432	28000	32400	0.86	D	2660	2920	0.91	D	432	47361	32400	1.46	F	4499	2920	1.54	F
887	US 1	N of Stirling Rd	432	37500	32400	1.16	F	3563	2920	1.22	F	432	46288	32400	1.43	F	4397	2920	1.51	F
889	US 1	N of Griffin Rd	622	53500	59900	0.89	C	5083	5390	0.94	C	622	61045	59900	1.02	F	5799	5390	1.08	F
891	US 1	N of I-595	622	64000	59900	1.07	F	6080	5390	1.13	F	622	72246	59900	1.21	F	6863	5390	1.27	F
893	US 1	N of SR 84	622	60000	59900	1.00	F	5700	5390	1.06	F	622	66344	59900	1.11	F	6303	5390	1.17	F
895	US 1	N of Davie Blvd	622	47000	59900	0.78	C	4465	5390	0.83	C	622	58886	59900	0.98	D	5594	5390	1.04	F
897	US 1	N of SE 7 St-CBD	632	45000	50000	0.90	D	4275	4500	0.95	D	632	60033	50000	1.20	F	5703	4500	1.27	F
899	US 1	N of Broward Blvd-CBD	632	40600	50000	0.81	D	3857	4500	0.86	D	632	48345	50000	0.97	D	4593	4500	1.02	F
901	US 1	N of NE 6 St	632	40000	50000	0.80	D	3800	4500	0.84	D	632	44109	50000	0.88	D	4190	4500	0.93	D
903	US 1	E of Searstown (see 536)	632	56000	50000	1.12	F	5320	4500	1.18	F	632	65574	50000	1.31	F	6230	4500	1.38	F
905	US 1	N of Gateway	622	42500	59900	0.71	C	4038	5390	0.75	C	622	56238	59900	0.94	C	5343	5390	0.99	D
907	US 1	N of Oakland Pk Blvd	622	49500	59900	0.83	C	4703	5390	0.87	C	622	55826	59900	0.93	C	5303	5390	0.98	D
909	US 1	N of Commercial Blvd	622	44500	59900	0.74	C	4228	5390	0.78	C	622	47710	59900	0.80	C	4532	5390	0.84	C
911	US 1	N of NE 62 St	622	43000	59900	0.72	C	4085	5390	0.76	C	622	55350	59900	0.92	C	5258	5390	0.98	D
913	US 1	N of McNab Rd	622	40000	59900	0.67	C	3800	5390	0.70	C	622	56433	59900	0.94	C	5361	5390	0.99	D
915	US 1	N of Atlantic Blvd	622	37500	59900	0.63	C	3563	5390	0.66	C	622	47432	59900	0.79	C	4506	5390	0.84	C
917	US 1	N of NE 10 St	622	44000	59900	0.73	C	4180	5390	0.78	C	622	55850	59900	0.93	C	5306	5390	0.98	D
919	US 1	N of Copans Rd	622	50500	59900	0.84	C	4798	5390	0.89	C	622	43846	59900	0.73	C	4165	5390	0.77	C
921	US 1	N of Sample Rd	622	43500	59900	0.73	C	4133	5390	0.77	C	622	46572	59900	0.78	C	4424	5390	0.82	C
923	US 1	N of SW 10 St	622	34500	59900	0.58	C	3278	5390	0.61	C	622	52207	59900	0.87	C	4960	5390	0.92	C
925	US 1	N of Hillsboro Blvd	622	26500	59900	0.44	C	2518	5390	0.47	C	622	29725	59900	0.50	C	2824	5390	0.52	C
927	**Miami Rd**	N of Eller Dr	464	3000 e	29160	0.10	C	285	2628	0.11	C	464	3345	29160	0.11	C	318	2628	0.12	C
929	Miami Rd	N of SR 84	264	4000	13320	0.30	C	380	1197	0.32	C	264	4902	13320	0.37	C	466	1197	0.39	C
1111	Miami Rd	N of SE 17 St	264	1700	13320	0.13	C	162	1197	0.13	C	264	1751	13320	0.13	C	166	1197	0.14	C
933	**Victoria Pk Rd**	N of Broward Blvd	264	5700	13320	0.43	C	542	1197	0.45	C	264	6666	13320	0.50	D	633	1197	0.53	D
935	**NE 20 Ave/7 St**	E of Victoria Pk Rd	264	5400	13320	0.41	C	513	1197	0.43	C	264	7489	13320	0.56	D	711	1197	0.59	D
937	**NE/S 14 Ave**	N of Hndle Bch Blvd	264	8400	13320	0.63	D	798	1197	0.67	D	264	8226	13320	0.62	D	781	1197	0.65	D
939	**N 14 Ave**	N of Hollywood Blvd	264	600	13320	0.04	C	57	1197	0.05	C	264	3609	13320	0.27	C	343	1197	0.29	C
1113	**SE 5 Ave**	N of Sheridan St	264	10000	13320	0.75	D	950	1197	0.79	D	264	14316	13320	1.07	F	1360	1197	1.14	F
941	**Diplomat Pkwy**	N of Hndle Bch Blvd	264	3100	13320	0.23	C	295	1197	0.25	C	264	4194	13320	0.31	C	398	1197	0.33	C
947	**Eisenhower Blvd**	N of Eller Dr	464	4300	29160	0.15	C	409	2628	0.16	C	464	10708	29160	0.37	C	1017	2628	0.39	C
999	Eisenhower Blvd	N of Spangler Rd	464	2300	29160	0.08	C	219	2628	0.08	C	464	25030	29160	0.86	D	2378	2628	0.90	D
949	**Bayview Dr**	N of Sunrise Blvd	264	10000	13320	0.75	D	950	1197	0.79	D	264	14731	13320	1.11	F	1399	1197	1.17	F
951	Bayview Dr	N of Oakland Pk Blvd	264	10000	13320	0.75	D	950	1197	0.79	D	264	13490	13320	1.01	E	1282	1197	1.07	F
953	Bayview Dr	N of Commercial Blvd	264	8600	13320	0.65	D	817	1197	0.68	D	264	8776	13320	0.66	D	834	1197	0.70	D
955	**NE 26 Ave / NE 10 St**	N of Atlantic Blvd	264	4700	13320	0.35	C	447	1197	0.37	C	264	4473	13320	0.34	C	425	1197	0.35	C
957	**NE 23 Ave**	N of Copans Rd	264	5100 e	13320	0.38	C	485	1197	0.40	C	264	7684	13320	0.58	D	730	1197	0.61	D
959	**NE 22/23 Ave**	N of Sample Rd	264	4300	13320	0.32	C	409	1197	0.34	C	264	11034	13320	0.83	D	1048	1197	0.87	D
961	**SE 12 Ave**	N of NE 49 St	264	7700	13320	0.58	D	732	1197	0.61	D	264	6352	13320	0.48	C	603	1197	0.50	D
965	**SR A1A**	N of Dade C L	632	26500	50000	0.53	D	2518	4500	0.56	D	632	37458	50000	0.75	D	3559	4500	0.79	D
967	SR A1A	N of Hndle Bch Blvd	632	34500	50000	0.69	D	3278	4500	0.73	D	632	40575	50000	0.81	D	3855	4500	0.86	D
969	SR A1A	N of Hollywood Blvd	432	24500	32400	0.76	D	2328	2920	0.80	D	432	31076	32400	0.96	D	2952	2920	1.01	E
971	SR A1A	N of Sheridan St	222	10300	17700	0.58	C	979	1600	0.61	C	222	13110	17700	0.74	C	1245	1600	0.78	C
973	SR A1A	N of SE 17 St	432	31500	32400	0.97	D	2993	2920	1.02	E	432	36409	32400	1.12	F	3459	2920	1.18	F

Historic Background Growth

Peninsula Tower

Background Growth Rate

Station	Location	2010	2011	2012	2013	2014
0297	SR 858 / Hallandale Bch Blvd, W of SR 1	43,500	51,000	51,000	51,000	43,500
4003	I - 95 SB on Ramp from SR - 858 / Hallandale Bch Blvd	12,000	11,500	11,500	12,500	12,500
0590	SR 858 / Hallandale Bch Blvd - W of SR 5 / US 1	43,000	41,500	38,500	42,500	42,500
4002	I - 95 SB off - ramp To SR - 858 / Hallandale Bch Blvd	19,500	21,500	21,500	21,500	21,500
4001	I -95 NB Ramp FM SR - 858 / Hallandale Bch Blvd	20,000	23,500	23,500	21,000	21,000
Total		138,000	149,000	146,000	148,500	141,000
Yearly Growth			8.0%	-2.0%	1.7%	-5.1%
Growth Trend						0.7%

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0297 - SR 858/HALLANDALE BCH BLVD - W OF SR 9/I-95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	43500 C	E 21500	W 22000	9.00	54.20	3.60
2013	51000 F	E 25000	W 26000	9.00	53.60	2.60
2012	51000 C	E 25000	W 26000	9.00	52.20	5.90
2011	44500 C	E 21500	W 23000	9.00	52.50	5.90
2010	43500 C	E 20500	W 23000	8.35	52.69	5.90
2009	42500 C	E 21000	W 21500	8.53	53.89	6.80
2008	42000 C	E 20000	W 22000	8.81	54.16	6.80
2007	42500 C	E 21000	W 21500	8.63	55.75	4.40
2006	38500 C	E 19000	W 19500	8.40	55.34	3.80
2005	42000 C	E 20500	W 21500	8.20	51.70	5.00
2004	40500 C	E 20000	W 20500	9.10	55.30	5.00
2003	41500 C	E 20500	W 21000	8.60	57.50	5.00
2002	47500 C	E 24000	W 23500	8.70	56.40	3.50
2001	46000 C	E 23000	W 23000	9.00	60.20	5.50
2000	42500 C	E 21000	W 21500	8.90	57.80	3.90
1999	40500 C	E 20500	W 20000	9.60	62.50	4.10

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 4003 - I-95 SB ON RAMP FROM SR-858/HALLANDALE BCH BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	12500 F			9.00	99.90	3.60
2013	12500 C	S 12500	0	9.00	99.90	2.60
2012	11500 F	0	0	9.00	99.90	2.50
2011	11500 C	S 11500	0	9.00	99.90	2.50
2010	12000 F	0	0	7.47	99.99	4.10
2009	12000 C	S 12000	0	7.63	99.99	7.80
2003	12000 C	S 12000	0	7.80	99.90	4.30
2001	12000 F	S		7.40	50.80	5.20
2000	12000 C	S 12000	0	7.60	51.00	3.90

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 4002 - I-95 SB OFF-RAMP TO SR-858/HALLANDALE BCH BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	21500 F			9.00	99.90	3.60
2013	21500 C	S 21500	0	9.00	99.90	2.60
2012	21500 F	0	0	9.00	99.90	2.50
2011	21500 C	S 21500	0	9.00	99.90	2.50
2010	19500 F	0	0	7.47	99.99	4.10
2009	19500 C	S 19500	0	7.63	99.99	7.80
2003	22500 C	S 22500	0	7.80	99.90	4.30
2001	21500 F	S		7.40	50.80	5.20
2000	21500 C	S 21500	0	7.60	51.00	3.90

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 4001 - I-95 NB ON RAMP FM SR-858/HALLANDALE BCH BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	21000 F			9.00	99.90	3.60
2013	21000 C	N 21000	0	9.00	99.90	2.60
2012	23500 F	0	0	9.00	99.90	2.50
2011	23500 C	N 23500	0	9.00	99.90	2.50
2010	20000 F	0	0	7.47	99.99	4.10
2009	20000 C	N 20000	0	7.63	99.99	7.80
2003	22500 C	N 22500		7.80	99.90	4.30
2001	22500 F	N		7.40	50.80	5.20
2000	22500 C	N 22500		7.60	51.00	3.90

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

Appendix D
Intersection Capacity Analysis Worksheets

1) Hallandale Beach Boulevard / NW 8th Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	125	1836	217	68	1442	21	352	104	35	82	149	97
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	128	1873	221	69	1471	21	359	106	36	84	152	99
Adj No. of Lanes	1	3	0	1	3	0	2	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	227	2261	265	129	2432	35	401	372	126	102	232	151
Arrive On Green	0.05	0.49	0.49	0.03	0.47	0.47	0.12	0.28	0.28	0.06	0.22	0.22
Sat Flow, veh/h	1774	4616	541	1774	5164	74	3442	1330	452	1774	1053	686
Grp Volume(v), veh/h	128	1372	722	69	966	526	359	0	142	84	0	251
Grp Sat Flow(s),veh/h/ln	1774	1695	1767	1774	1695	1848	1721	0	1781	1774	0	1738
Q Serve(g_s), s	5.8	54.5	55.4	3.2	33.1	33.1	16.2	0.0	9.8	7.4	0.0	20.7
Cycle Q Clear(g_c), s	5.8	54.5	55.4	3.2	33.1	33.1	16.2	0.0	9.8	7.4	0.0	20.7
Prop In Lane	1.00		0.31	1.00		0.04	1.00		0.25	1.00		0.39
Lane Grp Cap(c), veh/h	227	1661	865	129	1597	870	401	0	499	102	0	384
V/C Ratio(X)	0.56	0.83	0.83	0.54	0.60	0.60	0.90	0.00	0.28	0.83	0.00	0.65
Avail Cap(c_a), veh/h	289	1661	865	225	1597	870	416	0	499	102	0	384
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.9	34.4	34.6	33.5	30.8	30.8	68.5	0.0	44.3	73.3	0.0	55.8
Incr Delay (d2), s/veh	2.2	4.8	9.3	3.2	1.6	2.9	21.0	0.0	1.4	40.6	0.0	8.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.4	35.1	38.2	3.0	22.1	24.1	13.8	0.0	8.7	8.3	0.0	16.3
LnGrp Delay(d),s/veh	27.1	39.2	43.9	36.7	32.4	33.7	89.5	0.0	45.7	114.0	0.0	64.2
LnGrp LOS	C	D	D	D	C	C	F		D	F		E
Approach Vol, veh/h		2222			1561			501			335	
Approach Delay, s/veh		40.0			33.0			77.1			76.7	
Approach LOS		D			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	50.0	11.5	83.5	24.3	40.7	14.5	80.5
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0	6.5	6.5
Max Green Setting (Gmax), s	9.0	44.0	13.5	68.5	19.0	34.0	13.5	68.5
Max Q Clear Time (g_c+I1), s	9.4	11.8	5.2	57.4	18.2	22.7	7.8	35.1
Green Ext Time (p_c), s	0.0	2.6	0.1	10.7	0.1	1.8	0.1	30.8

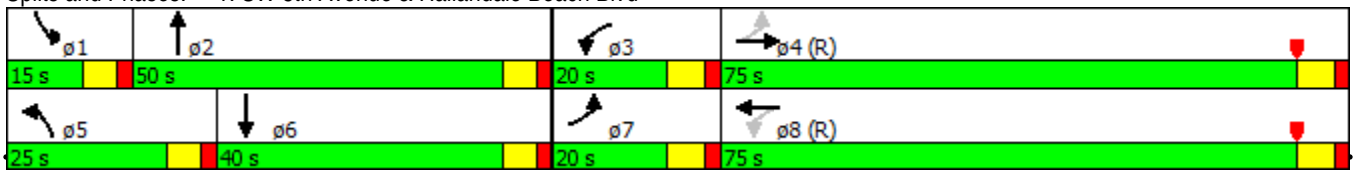
Intersection Summary	
HCM 2010 Ctrl Delay	44.3
HCM 2010 LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	125	1836	217	68	1442	21	352	104	35	82	149	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	186		0	0		0	0		0
Storage Lanes	1		0	1		0	2		0	1		0
Taper Length (ft)	70			100			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1286			3336			304			444	
Travel Time (s)		29.2			75.8			6.9			10.1	
Confl. Peds. (#/hr)	1		1	1		1	3		3	3		3
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	28.5		13.0	28.5		11.0	39.0		11.0	39.0	
Total Split (s)	20.0	75.0		20.0	75.0		25.0	50.0		15.0	40.0	
Total Split (%)	12.5%	46.9%		12.5%	46.9%		15.6%	31.3%		9.4%	25.0%	
Maximum Green (s)	13.5	68.5		13.5	68.5		19.0	44.0		9.0	34.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	Max		None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		15.0			15.0			26.0			26.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 105 (66%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 1: SW 8th Avenue & Hallandale Beach Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	166	1471	163	47	1388	25	377	165	21	65	90	181
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	173	1532	170	49	1446	26	393	172	22	68	94	189
Adj No. of Lanes	1	3	0	1	3	0	2	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	241	2230	247	159	2277	41	410	469	60	86	120	242
Arrive On Green	0.07	0.48	0.48	0.03	0.44	0.44	0.12	0.29	0.29	0.05	0.22	0.22
Sat Flow, veh/h	1774	4644	515	1774	5141	92	3442	1617	207	1774	548	1102
Grp Volume(v), veh/h	173	1118	584	49	954	518	393	0	194	68	0	283
Grp Sat Flow(s),veh/h/ln	1774	1695	1768	1774	1695	1843	1721	0	1824	1774	0	1650
Q Serve(g_s), s	8.3	40.8	40.9	2.4	34.8	34.8	18.1	0.0	13.5	6.0	0.0	25.8
Cycle Q Clear(g_c), s	8.3	40.8	40.9	2.4	34.8	34.8	18.1	0.0	13.5	6.0	0.0	25.8
Prop In Lane	1.00		0.29	1.00		0.05	1.00		0.11	1.00		0.67
Lane Grp Cap(c), veh/h	241	1628	849	159	1502	816	410	0	529	86	0	362
V/C Ratio(X)	0.72	0.69	0.69	0.31	0.63	0.63	0.96	0.00	0.37	0.79	0.00	0.78
Avail Cap(c_a), veh/h	254	1628	849	237	1502	816	410	0	529	211	0	362
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.6	32.1	32.2	27.6	34.4	34.4	69.8	0.0	44.9	75.0	0.0	58.6
Incr Delay (d2), s/veh	8.9	2.4	4.5	0.9	1.8	3.2	33.7	0.0	2.0	14.7	0.0	15.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.2	26.9	28.5	2.2	22.9	25.0	15.9	0.0	11.4	6.0	0.0	19.3
LnGrp Delay(d),s/veh	37.4	34.5	36.7	28.5	36.2	37.7	103.5	0.0	46.9	89.8	0.0	74.0
LnGrp LOS	D	C	D	C	D	D	F		D	F		E
Approach Vol, veh/h		1875			1521			587			351	
Approach Delay, s/veh		35.5			36.4			84.8			77.0	
Approach LOS		D			D			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	52.3	10.9	83.1	25.0	41.0	16.9	77.1
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0	6.5	6.5
Max Green Setting (Gmax), s	19.0	35.0	11.5	69.5	19.0	35.0	11.5	69.5
Max Q Clear Time (g_c+I1), s	8.0	15.5	4.4	42.9	20.1	27.8	10.3	36.8
Green Ext Time (p_c), s	0.1	2.9	0.0	23.7	0.0	1.7	0.1	28.4

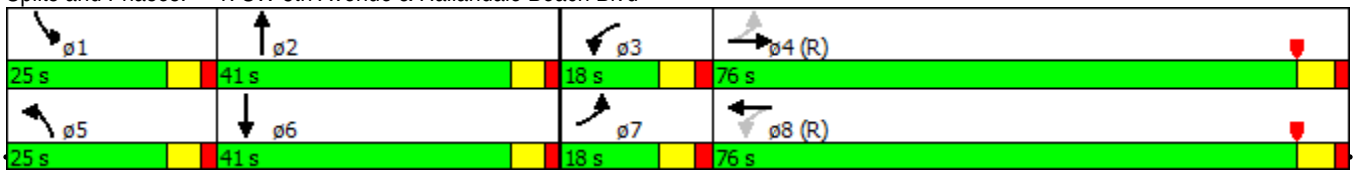
Intersection Summary	
HCM 2010 Ctrl Delay	45.9
HCM 2010 LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	166	1471	163	47	1388	25	377	165	21	65	90	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	186		0	0		0	0		0
Storage Lanes	1		0	1		0	2		0	1		0
Taper Length (ft)	70			100			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1286			3336			304			444	
Travel Time (s)		29.2			75.8			6.9			10.1	
Confl. Peds. (#/hr)	6		3	3		6	10					10
Confl. Bikes (#/hr)						6						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	28.5		13.0	28.5		11.0	39.0		11.0	39.0	
Total Split (s)	18.0	76.0		18.0	76.0		25.0	41.0		25.0	41.0	
Total Split (%)	11.3%	47.5%		11.3%	47.5%		15.6%	25.6%		15.6%	25.6%	
Maximum Green (s)	11.5	69.5		11.5	69.5		19.0	35.0		19.0	35.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	Max		None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		15.0			15.0			26.0			26.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 1: SW 8th Avenue & Hallandale Beach Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	127	1932	221	69	1572	22	360	106	36	84	152	99
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	130	1971	226	70	1604	22	367	108	37	86	155	101
Adj No. of Lanes	1	3	0	1	3	0	2	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	2267	258	121	2429	33	407	371	127	102	230	150
Arrive On Green	0.05	0.49	0.49	0.03	0.47	0.47	0.12	0.28	0.28	0.06	0.22	0.22
Sat Flow, veh/h	1774	4633	526	1774	5168	71	3442	1326	454	1774	1053	686
Grp Volume(v), veh/h	130	1437	760	70	1052	574	367	0	145	86	0	256
Grp Sat Flow(s),veh/h/ln	1774	1695	1769	1774	1695	1848	1721	0	1781	1774	0	1738
Q Serve(g_s), s	6.0	59.1	60.5	3.2	37.5	37.5	16.6	0.0	10.0	7.6	0.0	21.2
Cycle Q Clear(g_c), s	6.0	59.1	60.5	3.2	37.5	37.5	16.6	0.0	10.0	7.6	0.0	21.2
Prop In Lane	1.00		0.30	1.00		0.04	1.00		0.26	1.00		0.39
Lane Grp Cap(c), veh/h	208	1659	866	121	1594	869	407	0	498	102	0	380
V/C Ratio(X)	0.62	0.87	0.88	0.58	0.66	0.66	0.90	0.00	0.29	0.85	0.00	0.67
Avail Cap(c_a), veh/h	270	1659	866	217	1594	869	416	0	498	102	0	380
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.90	0.90	0.90	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.2	35.6	35.9	35.5	32.0	32.0	68.4	0.0	44.4	73.5	0.0	56.3
Incr Delay (d2), s/veh	3.1	6.4	12.2	3.9	1.9	3.5	21.9	0.0	1.5	45.1	0.0	9.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.5	37.8	41.8	3.0	24.5	26.9	14.1	0.0	8.9	8.6	0.0	16.7
LnGrp Delay(d),s/veh	30.2	42.0	48.2	39.3	34.0	35.5	90.3	0.0	45.9	118.6	0.0	65.5
LnGrp LOS	C	D	D	D	C	D	F		D	F		E
Approach Vol, veh/h		2327			1696			512			342	
Approach Delay, s/veh		43.3			34.7			77.8			78.9	
Approach LOS		D			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	50.0	11.5	83.5	24.6	40.4	14.6	80.4
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0	6.5	6.5
Max Green Setting (Gmax), s	9.0	44.0	13.5	68.5	19.0	34.0	13.5	68.5
Max Q Clear Time (g_c+I1), s	9.6	12.0	5.2	62.5	18.6	23.2	8.0	39.5
Green Ext Time (p_c), s	0.0	2.6	0.1	6.0	0.1	1.8	0.1	27.6

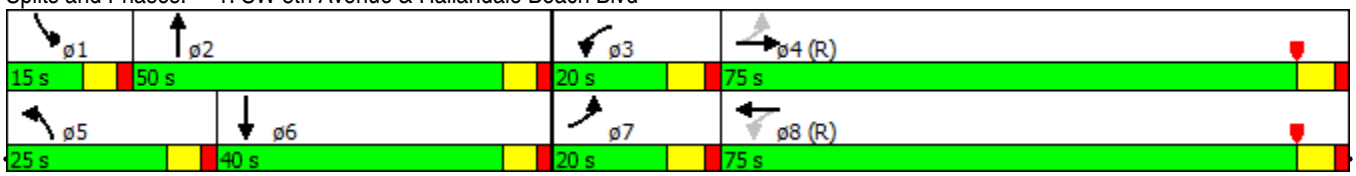
Intersection Summary	
HCM 2010 Ctrl Delay	46.4
HCM 2010 LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	127	1932	221	69	1572	22	360	106	36	84	152	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	186		0	0		0	0		0
Storage Lanes	1		0	1		0	2		0	1		0
Taper Length (ft)	70			100			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1286			3336			304			444	
Travel Time (s)		29.2			75.8			6.9			10.1	
Confl. Peds. (#/hr)	1		1	1		1	3		3	3		3
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	28.5		13.0	28.5		11.0	39.0		11.0	39.0	
Total Split (s)	20.0	75.0		20.0	75.0		25.0	50.0		15.0	40.0	
Total Split (%)	12.5%	46.9%		12.5%	46.9%		15.6%	31.3%		9.4%	25.0%	
Maximum Green (s)	13.5	68.5		13.5	68.5		19.0	44.0		9.0	34.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	Max		None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		15.0			15.0			26.0			26.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 105 (66%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 1: SW 8th Avenue & Hallandale Beach Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	169	1609	166	48	1570	27	387	168	21	66	92	185
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	176	1676	173	50	1635	28	403	175	22	69	96	193
Adj No. of Lanes	1	3	0	1	3	0	2	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	216	2247	231	142	2274	39	410	469	59	87	120	242
Arrive On Green	0.07	0.48	0.48	0.03	0.44	0.44	0.12	0.29	0.29	0.05	0.22	0.22
Sat Flow, veh/h	1774	4682	482	1774	5146	88	3442	1621	204	1774	548	1102
Grp Volume(v), veh/h	176	1212	637	50	1077	586	403	0	197	69	0	289
Grp Sat Flow(s),veh/h/ln	1774	1695	1774	1774	1695	1844	1721	0	1824	1774	0	1650
Q Serve(g_s), s	8.5	46.2	46.4	2.5	41.5	41.5	18.6	0.0	13.7	6.1	0.0	26.4
Cycle Q Clear(g_c), s	8.5	46.2	46.4	2.5	41.5	41.5	18.6	0.0	13.7	6.1	0.0	26.4
Prop In Lane	1.00		0.27	1.00		0.05	1.00		0.11	1.00		0.67
Lane Grp Cap(c), veh/h	216	1627	851	142	1498	815	410	0	528	87	0	362
V/C Ratio(X)	0.81	0.75	0.75	0.35	0.72	0.72	0.98	0.00	0.37	0.79	0.00	0.80
Avail Cap(c_a), veh/h	227	1627	851	220	1498	815	410	0	528	211	0	362
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.38	0.38	0.38	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.4	33.6	33.7	29.5	36.4	36.4	70.1	0.0	45.1	75.0	0.0	58.9
Incr Delay (d2), s/veh	19.1	3.1	6.0	0.6	1.2	2.1	39.8	0.0	2.0	14.6	0.0	16.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.0	30.0	32.1	2.2	24.2	26.4	16.6	0.0	11.7	6.1	0.0	19.8
LnGrp Delay(d),s/veh	51.5	36.7	39.6	30.0	37.6	38.5	109.9	0.0	47.2	89.7	0.0	75.5
LnGrp LOS	D	D	D	C	D	D	F		D	F		E
Approach Vol, veh/h		2025			1713			600			358	
Approach Delay, s/veh		38.9			37.7			89.3			78.2	
Approach LOS		D			D			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	52.2	11.0	83.0	25.0	41.0	17.0	77.0
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0	6.5	6.5
Max Green Setting (Gmax), s	19.0	35.0	11.5	69.5	19.0	35.0	11.5	69.5
Max Q Clear Time (g_c+I1), s	8.1	15.7	4.5	48.4	20.6	28.4	10.5	43.5
Green Ext Time (p_c), s	0.1	2.9	0.0	19.8	0.0	1.6	0.0	24.2

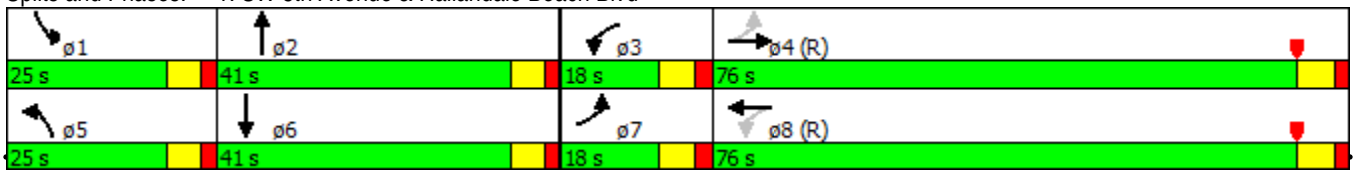
Intersection Summary	
HCM 2010 Ctrl Delay	47.9
HCM 2010 LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	169	1609	166	48	1570	27	387	168	21	66	92	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	186		0	0		0	0		0
Storage Lanes	1		0	1		0	2		0	1		0
Taper Length (ft)	70			100			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1286			3336			304			444	
Travel Time (s)		29.2			75.8			6.9			10.1	
Confl. Peds. (#/hr)	6		3	3		6	10					10
Confl. Bikes (#/hr)						6						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	28.5		13.0	28.5		11.0	39.0		11.0	39.0	
Total Split (s)	18.0	76.0		18.0	76.0		25.0	41.0		25.0	41.0	
Total Split (%)	11.3%	47.5%		11.3%	47.5%		15.6%	25.6%		15.6%	25.6%	
Maximum Green (s)	11.5	69.5		11.5	69.5		19.0	35.0		19.0	35.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	Max		None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		15.0			15.0			26.0			26.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 1: SW 8th Avenue & Hallandale Beach Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	127	2020	221	57	1582	22	360	106	36	84	152	99
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	130	2061	226	58	1614	22	367	108	37	86	155	101
Adj No. of Lanes	1	3	0	1	3	0	2	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	207	2292	249	111	2430	33	407	371	127	102	230	150
Arrive On Green	0.05	0.49	0.49	0.03	0.47	0.47	0.12	0.28	0.28	0.06	0.22	0.22
Sat Flow, veh/h	1774	4658	505	1774	5168	70	3442	1326	454	1774	1053	686
Grp Volume(v), veh/h	130	1494	793	58	1059	577	367	0	145	86	0	256
Grp Sat Flow(s),veh/h/ln	1774	1695	1773	1774	1695	1848	1721	0	1781	1774	0	1738
Q Serve(g_s), s	6.0	62.9	64.7	2.7	37.8	37.9	16.6	0.0	10.0	7.6	0.0	21.2
Cycle Q Clear(g_c), s	6.0	62.9	64.7	2.7	37.8	37.9	16.6	0.0	10.0	7.6	0.0	21.2
Prop In Lane	1.00		0.28	1.00		0.04	1.00		0.26	1.00		0.39
Lane Grp Cap(c), veh/h	207	1668	872	111	1594	869	407	0	498	102	0	380
V/C Ratio(X)	0.63	0.90	0.91	0.52	0.66	0.66	0.90	0.00	0.29	0.85	0.00	0.67
Avail Cap(c_a), veh/h	268	1668	872	211	1594	869	416	0	498	102	0	380
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.67	0.67	0.67	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.4	36.3	36.7	36.3	32.1	32.1	68.4	0.0	44.4	73.5	0.0	56.3
Incr Delay (d2), s/veh	3.1	7.9	15.1	2.5	1.5	2.7	21.9	0.0	1.5	45.1	0.0	9.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.5	40.5	44.9	2.5	23.6	25.9	14.1	0.0	8.9	8.6	0.0	16.7
LnGrp Delay(d),s/veh	30.5	44.2	51.8	38.9	33.6	34.8	90.3	0.0	45.9	118.6	0.0	65.5
LnGrp LOS	C	D	D	D	C	C	F		D	F		E
Approach Vol, veh/h		2417			1694			512			342	
Approach Delay, s/veh		45.9			34.2			77.8			78.9	
Approach LOS		D			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	50.0	11.1	83.9	24.6	40.4	14.6	80.4
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0	6.5	6.5
Max Green Setting (Gmax), s	9.0	44.0	13.5	68.5	19.0	34.0	13.5	68.5
Max Q Clear Time (g_c+I1), s	9.6	12.0	4.7	66.7	18.6	23.2	8.0	39.9
Green Ext Time (p_c), s	0.0	2.6	0.1	1.8	0.1	1.8	0.1	27.5

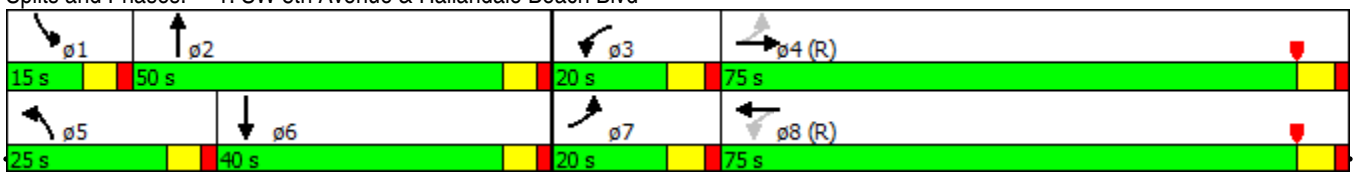
Intersection Summary	
HCM 2010 Ctrl Delay	47.5
HCM 2010 LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	127	2020	221	57	1582	22	360	106	36	84	152	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	186		0	0		0	0		0
Storage Lanes	1		0	1		0	2		0	1		0
Taper Length (ft)	70			100			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1286			3336			304			444	
Travel Time (s)		29.2			75.8			6.9			10.1	
Confl. Peds. (#/hr)	1		1	1		1	3		3	3		3
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	28.5		13.0	28.5		11.0	39.0		11.0	39.0	
Total Split (s)	20.0	75.0		20.0	75.0		25.0	50.0		15.0	40.0	
Total Split (%)	12.5%	46.9%		12.5%	46.9%		15.6%	31.3%		9.4%	25.0%	
Maximum Green (s)	13.5	68.5		13.5	68.5		19.0	44.0		9.0	34.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	Max		None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		15.0			15.0			26.0			26.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 105 (66%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: SW 8th Avenue & Hallandale Beach Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	169	1617	166	48	1646	27	387	168	21	66	92	185
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	176	1684	173	50	1715	28	403	175	22	69	96	193
Adj No. of Lanes	1	3	0	1	3	0	2	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	207	2248	230	141	2276	37	410	469	59	87	120	242
Arrive On Green	0.07	0.48	0.48	0.03	0.44	0.44	0.12	0.29	0.29	0.05	0.22	0.22
Sat Flow, veh/h	1774	4685	480	1774	5151	84	3442	1621	204	1774	548	1102
Grp Volume(v), veh/h	176	1217	640	50	1129	614	403	0	197	69	0	289
Grp Sat Flow(s),veh/h/ln	1774	1695	1774	1774	1695	1845	1721	0	1824	1774	0	1650
Q Serve(g_s), s	8.5	46.5	46.7	2.5	44.4	44.5	18.6	0.0	13.7	6.1	0.0	26.4
Cycle Q Clear(g_c), s	8.5	46.5	46.7	2.5	44.4	44.5	18.6	0.0	13.7	6.1	0.0	26.4
Prop In Lane	1.00		0.27	1.00		0.05	1.00		0.11	1.00		0.67
Lane Grp Cap(c), veh/h	207	1627	852	141	1498	815	410	0	528	87	0	362
V/C Ratio(X)	0.85	0.75	0.75	0.36	0.75	0.75	0.98	0.00	0.37	0.79	0.00	0.80
Avail Cap(c_a), veh/h	218	1627	852	219	1498	815	410	0	528	211	0	362
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.32	0.32	0.32	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.5	33.7	33.7	29.6	37.2	37.3	70.1	0.0	45.1	75.0	0.0	58.9
Incr Delay (d2), s/veh	25.1	3.2	6.0	0.5	1.2	2.1	39.8	0.0	2.0	14.6	0.0	16.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.4	30.1	32.4	2.2	25.3	27.6	16.6	0.0	11.7	6.1	0.0	19.8
LnGrp Delay(d),s/veh	58.6	36.9	39.8	30.1	38.4	39.4	109.9	0.0	47.2	89.7	0.0	75.5
LnGrp LOS	E	D	D	C	D	D	F		D	F		E
Approach Vol, veh/h		2033			1793			600			358	
Approach Delay, s/veh		39.7			38.5			89.3			78.2	
Approach LOS		D			D			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	52.2	11.0	83.0	25.0	41.0	17.0	77.0
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0	6.5	6.5
Max Green Setting (Gmax), s	19.0	35.0	11.5	69.5	19.0	35.0	11.5	69.5
Max Q Clear Time (g_c+I1), s	8.1	15.7	4.5	48.7	20.6	28.4	10.5	46.5
Green Ext Time (p_c), s	0.1	2.9	0.0	19.7	0.0	1.6	0.0	21.7

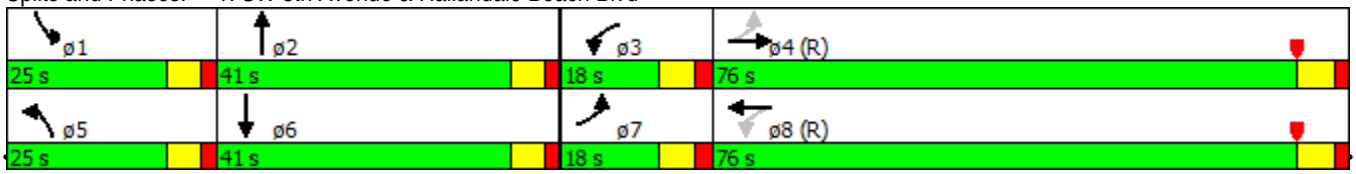
Intersection Summary	
HCM 2010 Ctrl Delay	48.3
HCM 2010 LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	169	1617	166	48	1646	27	387	168	21	66	92	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	186		0	0		0	0		0
Storage Lanes	1		0	1		0	2		0	1		0
Taper Length (ft)	70			100			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1286			3336			304			444	
Travel Time (s)		29.2			75.8			6.9			10.1	
Confl. Peds. (#/hr)	6		3	3		6	10					10
Confl. Bikes (#/hr)						6						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	28.5		13.0	28.5		11.0	39.0		11.0	39.0	
Total Split (s)	18.0	76.0		18.0	76.0		25.0	41.0		25.0	41.0	
Total Split (%)	11.3%	47.5%		11.3%	47.5%		15.6%	25.6%		15.6%	25.6%	
Maximum Green (s)	11.5	69.5		11.5	69.5		19.0	35.0		19.0	35.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	Max		None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		15.0			15.0			26.0			26.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 1: SW 8th Avenue & Hallandale Beach Blvd



2) Hallandale Beach Boulevard / S. Dixie Highway / SE 1st Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1092	22	85	1422	0	0	0	0	482	626	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		4.0	4.0						6.5	
Lane Util. Factor		0.91		1.00	0.91						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		1.00		1.00	1.00						1.00	
Flt Protected		1.00		0.95	1.00						0.98	
Satd. Flow (prot)		5069		1770	5085						6243	
Flt Permitted		1.00		0.14	1.00						0.98	
Satd. Flow (perm)		5069		260	5085						6243	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	1162	23	90	1513	0	0	0	0	513	666	37
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	3	0
Lane Group Flow (vph)	0	1184	0	90	1513	0	0	0	0	0	1213	0
Confl. Peds. (#/hr)	3		6	6		3						3
Confl. Bikes (#/hr)			2			5						3
Turn Type		NA		custom	NA					Split	NA	
Protected Phases		4 9		3 2	3 4 9 2					1	1	
Permitted Phases				4								
Actuated Green, G (s)		77.0		99.0	124.0						25.5	
Effective Green, g (s)		77.0		93.0	113.0						25.5	
Actuated g/C Ratio		0.48		0.58	0.71						0.16	
Clearance Time (s)											6.5	
Vehicle Extension (s)											3.0	
Lane Grp Cap (vph)		2439		500	3591						994	
v/s Ratio Prot		c0.23		0.04	c0.30						c0.19	
v/s Ratio Perm				0.06								
v/c Ratio		0.49		0.18	0.42						1.81dl	
Uniform Delay, d1		28.1		16.6	9.8						67.2	
Progression Factor		2.19		0.86	0.36						1.00	
Incremental Delay, d2		0.1		0.1	0.1						108.5	
Delay (s)		61.5		14.5	3.6						175.8	
Level of Service		E		B	A						F	
Approach Delay (s)		61.5			4.2			0.0			175.8	
Approach LOS		E			A			A			F	

Intersection Summary			
HCM 2000 Control Delay	73.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.5
Intersection Capacity Utilization	91.8%	ICU Level of Service	F
Analysis Period (min)	15		

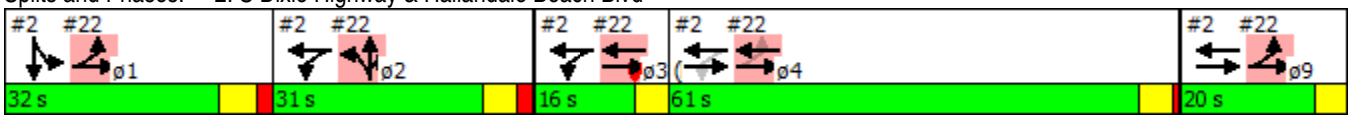
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1092	22	85	1422	0	0	0	0	482	626	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3336			195			504			311	
Travel Time (s)		75.8			4.4			11.5			7.1	
Confl. Peds. (#/hr)	3		6	6		3						3
Confl. Bikes (#/hr)			2			5						3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)												
Turn Type		NA		custom	NA					Split	NA	
Protected Phases		4 9		3 2	3 4 9 2					1	1	
Permitted Phases				4								
Detector Phase		4 9		3 2	3 4 9 2					1	1	
Switch Phase												
Minimum Initial (s)										5.0	5.0	
Minimum Split (s)										12.0	12.0	
Total Split (s)										32.0	32.0	
Total Split (%)										20.0%	20.0%	
Maximum Green (s)										25.5	25.5	
Yellow Time (s)										4.5	4.5	
All-Red Time (s)										2.0	2.0	
Lost Time Adjust (s)											0.0	
Total Lost Time (s)											6.5	
Lead/Lag										Lead	Lead	
Lead-Lag Optimize?										Yes	Yes	
Vehicle Extension (s)										3.0	3.0	
Recall Mode										Max	Max	
Walk Time (s)										5.0	5.0	
Flash Dont Walk (s)										24.0	24.0	
Pedestrian Calls (#/hr)										0	0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 31 (19%), Referenced to phase 3:WBTL, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 2: S Dixie Highway & Hallandale Beach Blvd



Lane Group	ø2	ø3	ø4	ø9
Lane Configurations				
Volume (vph)				
Ideal Flow (vphpl)				
Right Turn on Red				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Confl. Peds. (#/hr)				
Confl. Bikes (#/hr)				
Peak Hour Factor				
Shared Lane Traffic (%)				
Turn Type				
Protected Phases	2	3	4	9
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	26.0	10.0	23.0	10.0
Total Split (s)	31.0	16.0	61.0	20.0
Total Split (%)	19%	10%	38%	13%
Maximum Green (s)	25.0	12.0	56.0	16.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	0.0	1.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Recall Mode	Max	C-Max	None	None
Walk Time (s)	7.0			
Flash Dont Walk (s)	13.0			
Pedestrian Calls (#/hr)	0			

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1078	24	76	1739	0	0	0	0	347	336	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		4.0	4.0						6.5	
Lane Util. Factor		0.91		1.00	0.91						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		1.00		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						0.98	
Satd. Flow (prot)		5067		1770	5085						6190	
Flt Permitted		1.00		0.10	1.00						0.98	
Satd. Flow (perm)		5067		193	5085						6190	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	1147	26	81	1850	0	0	0	0	369	357	52
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	6	0
Lane Group Flow (vph)	0	1172	0	81	1850	0	0	0	0	0	772	0
Confl. Peds. (#/hr)	12		3	3		8						1
Confl. Bikes (#/hr)			4			12						3
Turn Type		NA		custom	NA					Split	NA	
Protected Phases		4 9		3 2	3 4 9 2					1	1	
Permitted Phases				4								
Actuated Green, G (s)		65.5		93.0	117.5						31.5	
Effective Green, g (s)		65.5		87.0	106.5						31.5	
Actuated g/C Ratio		0.41		0.54	0.67						0.20	
Clearance Time (s)											6.5	
Vehicle Extension (s)											3.0	
Lane Grp Cap (vph)		2074		518	3384						1218	
v/s Ratio Prot		c0.23		0.04	c0.36						c0.12	
v/s Ratio Perm				0.04								
v/c Ratio		0.57		0.16	0.55						1.04dl	
Uniform Delay, d1		36.3		19.8	14.1						59.0	
Progression Factor		0.25		1.40	0.27						1.00	
Incremental Delay, d2		0.3		0.1	0.1						2.5	
Delay (s)		9.5		27.8	3.9						61.5	
Level of Service		A		C	A						E	
Approach Delay (s)		9.5			4.9			0.0			61.5	
Approach LOS		A			A			A			E	

Intersection Summary			
HCM 2000 Control Delay	17.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	95.7%	ICU Level of Service	F
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1078	24	76	1739	0	0	0	0	347	336	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		4.0	4.0						6.5	
Lane Util. Factor		0.91		1.00	0.91						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		1.00		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						0.98	
Satd. Flow (prot)		5067		1770	5085						6190	
Flt Permitted		1.00		0.10	1.00						0.98	
Satd. Flow (perm)		5067		193	5085						6190	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	1147	26	81	1850	0	0	0	0	369	357	52
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	6	0
Lane Group Flow (vph)	0	1172	0	81	1850	0	0	0	0	0	772	0
Confl. Peds. (#/hr)	12		3	3		8						1
Confl. Bikes (#/hr)			4			12						3
Turn Type		NA		custom	NA					Split	NA	
Protected Phases		4 9		3 2	3 4 9 2					1	1	
Permitted Phases				4								
Actuated Green, G (s)		65.5		93.0	117.5						31.5	
Effective Green, g (s)		65.5		87.0	106.5						31.5	
Actuated g/C Ratio		0.41		0.54	0.67						0.20	
Clearance Time (s)											6.5	
Vehicle Extension (s)											3.0	
Lane Grp Cap (vph)		2074		518	3384						1218	
v/s Ratio Prot		c0.23		0.04	c0.36						c0.12	
v/s Ratio Perm				0.04								
v/c Ratio		0.57		0.16	0.55						1.04dl	
Uniform Delay, d1		36.3		19.8	14.1						59.0	
Progression Factor		0.25		1.40	0.27						1.00	
Incremental Delay, d2		0.3		0.1	0.1						2.5	
Delay (s)		9.5		27.8	3.9						61.5	
Level of Service		A		C	A						E	
Approach Delay (s)		9.5			4.9			0.0			61.5	
Approach LOS		A			A			A			E	

Intersection Summary			
HCM 2000 Control Delay	17.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	95.7%	ICU Level of Service	F
Analysis Period (min)	15		

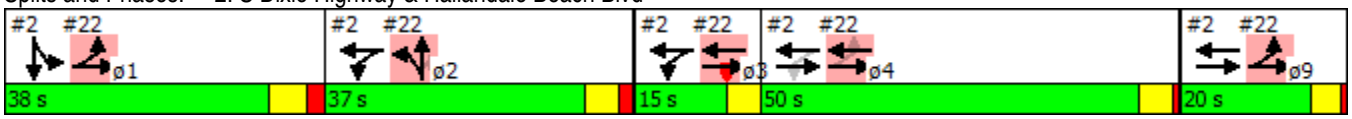
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1078	24	76	1739	0	0	0	0	347	336	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3336			195			504			311	
Travel Time (s)		75.8			4.4			11.5			7.1	
Confl. Peds. (#/hr)	12		3	3		8						1
Confl. Bikes (#/hr)			4			12						3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)												
Turn Type		NA		custom	NA					Split	NA	
Protected Phases		4 9		3 2	3 4 9 2					1	1	
Permitted Phases				4								
Detector Phase		4 9		3 2	3 4 9 2					1	1	
Switch Phase												
Minimum Initial (s)										5.0	5.0	
Minimum Split (s)										35.5	35.5	
Total Split (s)										38.0	38.0	
Total Split (%)										23.8%	23.8%	
Maximum Green (s)										31.5	31.5	
Yellow Time (s)										4.5	4.5	
All-Red Time (s)										2.0	2.0	
Lost Time Adjust (s)											0.0	
Total Lost Time (s)											6.5	
Lead/Lag										Lead	Lead	
Lead-Lag Optimize?										Yes	Yes	
Vehicle Extension (s)										3.0	3.0	
Recall Mode										Max	Max	
Walk Time (s)										5.0	5.0	
Flash Dont Walk (s)										24.0	24.0	
Pedestrian Calls (#/hr)										0	0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 8 (5%), Referenced to phase 3:WBTL, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 2: S Dixie Highway & Hallandale Beach Blvd



Lane Group	ø2	ø3	ø4	ø9
Lane Configurations				
Volume (vph)				
Ideal Flow (vphpl)				
Right Turn on Red				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Confl. Peds. (#/hr)				
Confl. Bikes (#/hr)				
Peak Hour Factor				
Shared Lane Traffic (%)				
Turn Type				
Protected Phases	2	3	4	9
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	26.0	10.0	23.0	9.5
Total Split (s)	37.0	15.0	50.0	20.0
Total Split (%)	23%	9%	31%	13%
Maximum Green (s)	31.0	11.0	45.0	15.5
Yellow Time (s)	4.0	4.0	4.0	3.5
All-Red Time (s)	2.0	0.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Recall Mode	Max	C-Max	None	None
Walk Time (s)	7.0			
Flash Dont Walk (s)	13.0			
Pedestrian Calls (#/hr)	0			

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1172	22	0	1646	0	0	0	0	504	644	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			4.0						6.5	
Lane Util. Factor		0.91			0.91						0.86	
Frpb, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		1.00			1.00						1.00	
Flt Protected		1.00			1.00						0.98	
Satd. Flow (prot)		5070			5085						6240	
Flt Permitted		1.00			1.00						0.98	
Satd. Flow (perm)		5070			5085						6240	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	1247	23	0	1751	0	0	0	0	536	685	40
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	3	0
Lane Group Flow (vph)	0	1269	0	0	1751	0	0	0	0	0	1258	0
Confl. Peds. (#/hr)	3		6	6		3						3
Confl. Bikes (#/hr)			2			5						3
Turn Type		NA			NA					Split	NA	
Protected Phases		4 9			3 4 9 2					1	1	
Permitted Phases												
Actuated Green, G (s)		77.0			124.0						25.5	
Effective Green, g (s)		77.0			113.0						25.5	
Actuated g/C Ratio		0.48			0.71						0.16	
Clearance Time (s)											6.5	
Vehicle Extension (s)											3.0	
Lane Grp Cap (vph)		2439			3591						994	
v/s Ratio Prot		c0.25			c0.34						c0.20	
v/s Ratio Perm												
v/c Ratio		0.52			0.49						1.89dl	
Uniform Delay, d1		28.7			10.5						67.2	
Progression Factor		2.16			0.50						1.00	
Incremental Delay, d2		0.1			0.1						127.8	
Delay (s)		62.2			5.3						195.1	
Level of Service		E			A						F	
Approach Delay (s)		62.2			5.3			0.0			195.1	
Approach LOS		E			A			A			F	

Intersection Summary			
HCM 2000 Control Delay	78.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.5
Intersection Capacity Utilization	94.8%	ICU Level of Service	F
Analysis Period (min)	15		

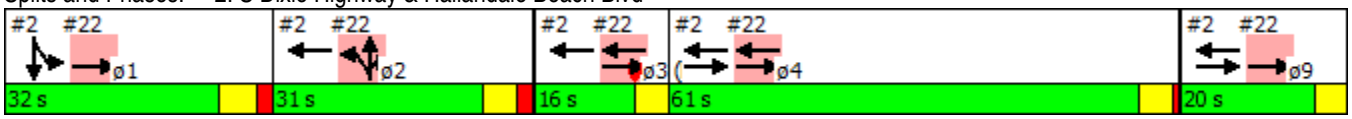
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1172	22	0	1646	0	0	0	0	504	644	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3336			195			504			311	
Travel Time (s)		75.8			4.4			11.5			7.1	
Confl. Peds. (#/hr)	3		6	6		3						3
Confl. Bikes (#/hr)			2			5						3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)												
Turn Type		NA			NA					Split	NA	
Protected Phases		4 9			3 4 9 2					1	1	
Permitted Phases												
Detector Phase		4 9			3 4 9 2					1	1	
Switch Phase												
Minimum Initial (s)										5.0	5.0	
Minimum Split (s)										12.0	12.0	
Total Split (s)										32.0	32.0	
Total Split (%)										20.0%	20.0%	
Maximum Green (s)										25.5	25.5	
Yellow Time (s)										4.5	4.5	
All-Red Time (s)										2.0	2.0	
Lost Time Adjust (s)											0.0	
Total Lost Time (s)											6.5	
Lead/Lag										Lead	Lead	
Lead-Lag Optimize?										Yes	Yes	
Vehicle Extension (s)										3.0	3.0	
Recall Mode										Max	Max	
Walk Time (s)										5.0	5.0	
Flash Dont Walk (s)										24.0	24.0	
Pedestrian Calls (#/hr)										0	0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 31 (19%), Referenced to phase 3:WBT, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 2: S Dixie Highway & Hallandale Beach Blvd



Lane Group	ø2	ø3	ø4	ø9
Lane Configurations				
Volume (vph)				
Ideal Flow (vphpl)				
Right Turn on Red				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Confl. Peds. (#/hr)				
Confl. Bikes (#/hr)				
Peak Hour Factor				
Shared Lane Traffic (%)				
Turn Type				
Protected Phases	2	3	4	9
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	26.0	10.0	23.0	10.0
Total Split (s)	31.0	16.0	61.0	20.0
Total Split (%)	19%	10%	38%	13%
Maximum Green (s)	25.0	12.0	56.0	16.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	0.0	1.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Recall Mode	Max	C-Max	None	None
Walk Time (s)	7.0			
Flash Dont Walk (s)	13.0			
Pedestrian Calls (#/hr)	0			

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1185	59	0	1992	0	0	0	0	369	350	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			4.0						6.5	
Lane Util. Factor		0.91			0.91						0.86	
Frpb, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.99			1.00						0.99	
Flt Protected		1.00			1.00						0.98	
Satd. Flow (prot)		5045			5085						6182	
Flt Permitted		1.00			1.00						0.98	
Satd. Flow (perm)		5045			5085						6182	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	1261	63	0	2119	0	0	0	0	393	372	61
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	1320	0	0	2119	0	0	0	0	0	818	0
Confl. Peds. (#/hr)	12		3	3		8						1
Confl. Bikes (#/hr)			4			12						3
Turn Type		NA			NA					Split	NA	
Protected Phases		4 9			3 4 9 2					1	1	
Permitted Phases												
Actuated Green, G (s)		65.5			117.5						31.5	
Effective Green, g (s)		65.5			106.5						31.5	
Actuated g/C Ratio		0.41			0.67						0.20	
Clearance Time (s)											6.5	
Vehicle Extension (s)											3.0	
Lane Grp Cap (vph)		2065			3384						1217	
v/s Ratio Prot		c0.26			c0.42						c0.13	
v/s Ratio Perm												
v/c Ratio		0.64			0.63						1.11dl	
Uniform Delay, d1		37.8			15.3						59.5	
Progression Factor		0.24			0.27						1.00	
Incremental Delay, d2		0.4			0.2						3.0	
Delay (s)		9.4			4.3						62.4	
Level of Service		A			A						E	
Approach Delay (s)		9.4			4.3			0.0			62.4	
Approach LOS		A			A			A			E	

Intersection Summary			
HCM 2000 Control Delay	17.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		

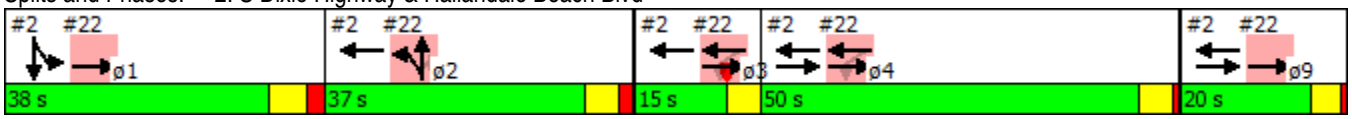
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1185	59	0	1992	0	0	0	0	369	350	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3336			195			504			311	
Travel Time (s)		75.8			4.4			11.5			7.1	
Confl. Peds. (#/hr)	12		3	3		8						1
Confl. Bikes (#/hr)			4			12						3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)												
Turn Type		NA			NA					Split	NA	
Protected Phases		4 9			3 4 9 2					1	1	
Permitted Phases												
Detector Phase		4 9			3 4 9 2					1	1	
Switch Phase												
Minimum Initial (s)										5.0	5.0	
Minimum Split (s)										35.5	35.5	
Total Split (s)										38.0	38.0	
Total Split (%)										23.8%	23.8%	
Maximum Green (s)										31.5	31.5	
Yellow Time (s)										4.5	4.5	
All-Red Time (s)										2.0	2.0	
Lost Time Adjust (s)											0.0	
Total Lost Time (s)											6.5	
Lead/Lag										Lead	Lead	
Lead-Lag Optimize?										Yes	Yes	
Vehicle Extension (s)										3.0	3.0	
Recall Mode										Max	Max	
Walk Time (s)										5.0	5.0	
Flash Dont Walk (s)										24.0	24.0	
Pedestrian Calls (#/hr)										0	0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 8 (5%), Referenced to phase 3:WBT, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 2: S Dixie Highway & Hallandale Beach Blvd



Lane Group	ø2	ø3	ø4	ø9
Lane Configurations				
Volume (vph)				
Ideal Flow (vphpl)				
Right Turn on Red				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Confl. Peds. (#/hr)				
Confl. Bikes (#/hr)				
Peak Hour Factor				
Shared Lane Traffic (%)				
Turn Type				
Protected Phases	2	3	4	9
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	26.0	10.0	23.0	9.5
Total Split (s)	37.0	15.0	50.0	20.0
Total Split (%)	23%	9%	31%	13%
Maximum Green (s)	31.0	11.0	45.0	15.5
Yellow Time (s)	4.0	4.0	4.0	3.5
All-Red Time (s)	2.0	0.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Recall Mode	Max	C-Max	None	None
Walk Time (s)	7.0			
Flash Dont Walk (s)	13.0			
Pedestrian Calls (#/hr)	0			

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1260	22	0	1657	0	0	0	0	548	644	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			4.0						6.5	
Lane Util. Factor		0.91			0.91						0.86	
Frpb, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		1.00			1.00						1.00	
Flt Protected		1.00			1.00						0.98	
Satd. Flow (prot)		5071			5085						6237	
Flt Permitted		1.00			1.00						0.98	
Satd. Flow (perm)		5071			5085						6237	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	1340	23	0	1763	0	0	0	0	583	685	38
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	3	0
Lane Group Flow (vph)	0	1362	0	0	1763	0	0	0	0	0	1303	0
Confl. Peds. (#/hr)	3		6	6		3						3
Confl. Bikes (#/hr)			2			5						3
Turn Type		NA			NA					Split	NA	
Protected Phases		4 9			3 4 9 2					1	1	
Permitted Phases												
Actuated Green, G (s)		77.0			124.0						25.5	
Effective Green, g (s)		77.0			113.0						25.5	
Actuated g/C Ratio		0.48			0.71						0.16	
Clearance Time (s)											6.5	
Vehicle Extension (s)											3.0	
Lane Grp Cap (vph)		2440			3591						994	
v/s Ratio Prot		c0.27			c0.35						c0.21	
v/s Ratio Perm												
v/c Ratio		0.56			0.49						2.05dl	
Uniform Delay, d1		29.4			10.6						67.2	
Progression Factor		2.04			0.32						1.00	
Incremental Delay, d2		0.1			0.1						147.4	
Delay (s)		60.3			3.4						214.6	
Level of Service		E			A						F	
Approach Delay (s)		60.3			3.4			0.0			214.6	
Approach LOS		E			A			A			F	

Intersection Summary			
HCM 2000 Control Delay	83.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.5
Intersection Capacity Utilization	71.1%	ICU Level of Service	C
Analysis Period (min)	15		

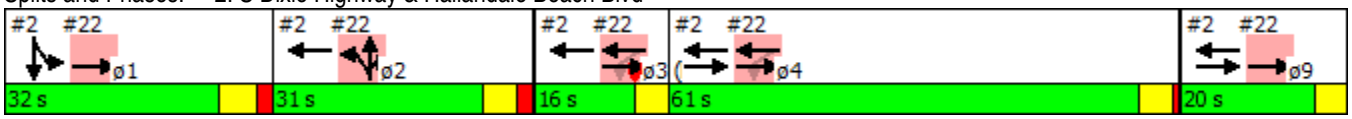
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1260	22	0	1657	0	0	0	0	548	644	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3336			195			504			311	
Travel Time (s)		75.8			4.4			11.5			7.1	
Confl. Peds. (#/hr)	3		6	6		3						3
Confl. Bikes (#/hr)			2			5						3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)												
Turn Type		NA			NA					Split	NA	
Protected Phases		4 9			3 4 9 2					1	1	
Permitted Phases												
Detector Phase		4 9			3 4 9 2					1	1	
Switch Phase												
Minimum Initial (s)										5.0	5.0	
Minimum Split (s)										12.0	12.0	
Total Split (s)										32.0	32.0	
Total Split (%)										20.0%	20.0%	
Maximum Green (s)										25.5	25.5	
Yellow Time (s)										4.5	4.5	
All-Red Time (s)										2.0	2.0	
Lost Time Adjust (s)											0.0	
Total Lost Time (s)											6.5	
Lead/Lag										Lead	Lead	
Lead-Lag Optimize?										Yes	Yes	
Vehicle Extension (s)										3.0	3.0	
Recall Mode										Max	Max	
Walk Time (s)										5.0	5.0	
Flash Dont Walk (s)										24.0	24.0	
Pedestrian Calls (#/hr)										0	0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 31 (19%), Referenced to phase 3:WBT, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 2: S Dixie Highway & Hallandale Beach Blvd



Lane Group	ø2	ø3	ø4	ø9
Lane Configurations				
Volume (vph)				
Ideal Flow (vphpl)				
Right Turn on Red				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Confl. Peds. (#/hr)				
Confl. Bikes (#/hr)				
Peak Hour Factor				
Shared Lane Traffic (%)				
Turn Type				
Protected Phases	2	3	4	9
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	26.0	10.0	23.0	10.0
Total Split (s)	31.0	16.0	61.0	20.0
Total Split (%)	19%	10%	38%	13%
Maximum Green (s)	25.0	12.0	56.0	16.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	0.0	1.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Recall Mode	Max	C-Max	None	None
Walk Time (s)	7.0			
Flash Dont Walk (s)	13.0			
Pedestrian Calls (#/hr)	0			

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1260	22	0	1657	0	0	0	0	548	644	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			4.0						6.5	
Lane Util. Factor		0.91			0.91						0.86	
Frpb, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		1.00			1.00						1.00	
Flt Protected		1.00			1.00						0.98	
Satd. Flow (prot)		5071			5085						6237	
Flt Permitted		1.00			1.00						0.98	
Satd. Flow (perm)		5071			5085						6237	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	1340	23	0	1763	0	0	0	0	583	685	38
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	1362	0	0	1763	0	0	0	0	0	1304	0
Confl. Peds. (#/hr)	3		6	6		3						3
Confl. Bikes (#/hr)			2			5						3
Turn Type		NA			NA					Split	NA	
Protected Phases		4 9			3 4 9 2					1	1	
Permitted Phases												
Actuated Green, G (s)		69.0			118.0						31.5	
Effective Green, g (s)		69.0			107.0						31.5	
Actuated g/C Ratio		0.43			0.67						0.20	
Clearance Time (s)											6.5	
Vehicle Extension (s)											3.0	
Lane Grp Cap (vph)		2186			3400						1227	
v/s Ratio Prot		c0.27			c0.35						c0.21	
v/s Ratio Perm												
v/c Ratio		0.62			0.52						1.67dl	
Uniform Delay, d1		35.4			13.4						64.2	
Progression Factor		1.91			0.23						1.00	
Incremental Delay, d2		0.2			0.1						44.0	
Delay (s)		67.6			3.2						108.3	
Level of Service		E			A						F	
Approach Delay (s)		67.6			3.2			0.0			108.3	
Approach LOS		E			A			A			F	

Intersection Summary			
HCM 2000 Control Delay	54.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.5
Intersection Capacity Utilization	71.1%	ICU Level of Service	C
Analysis Period (min)	15		

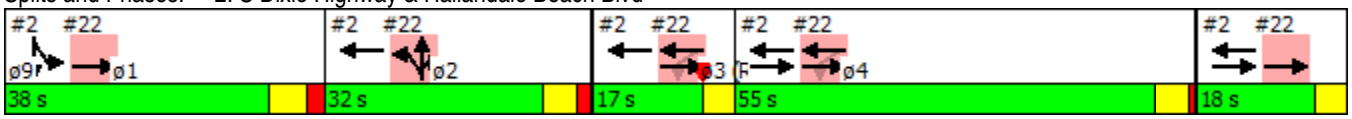
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1260	22	0	1657	0	0	0	0	548	644	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3336			195			504			311	
Travel Time (s)		75.8			4.4			11.5			7.1	
Confl. Peds. (#/hr)	3		6	6		3						3
Confl. Bikes (#/hr)			2			5						3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)												
Turn Type		NA			NA					Split	NA	
Protected Phases		4 9			3 4 9 2					1	1	
Permitted Phases												
Detector Phase		4 9			3 4 9 2					1	1	
Switch Phase												
Minimum Initial (s)										5.0	5.0	
Minimum Split (s)										12.0	12.0	
Total Split (s)										38.0	38.0	
Total Split (%)										23.8%	23.8%	
Maximum Green (s)										31.5	31.5	
Yellow Time (s)										4.5	4.5	
All-Red Time (s)										2.0	2.0	
Lost Time Adjust (s)											0.0	
Total Lost Time (s)											6.5	
Lead/Lag										Lead	Lead	
Lead-Lag Optimize?										Yes	Yes	
Vehicle Extension (s)										3.0	3.0	
Recall Mode										Max	Max	
Walk Time (s)										5.0	5.0	
Flash Dont Walk (s)										24.0	24.0	
Pedestrian Calls (#/hr)										0	0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 31 (19%), Referenced to phase 3:WBT, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 2: S Dixie Highway & Hallandale Beach Blvd



Lane Group	ø2	ø3	ø4	ø9
Lane Configurations				
Volume (vph)				
Ideal Flow (vphpl)				
Right Turn on Red				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Confl. Peds. (#/hr)				
Confl. Bikes (#/hr)				
Peak Hour Factor				
Shared Lane Traffic (%)				
Turn Type				
Protected Phases	2	3	4	9
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	26.0	10.0	23.0	10.0
Total Split (s)	32.0	17.0	55.0	18.0
Total Split (%)	20%	11%	34%	11%
Maximum Green (s)	26.0	13.0	50.0	14.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	0.0	1.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Recall Mode	Max	C-Max	None	None
Walk Time (s)	7.0			
Flash Dont Walk (s)	13.0			
Pedestrian Calls (#/hr)	0			

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1192	59	0	2068	0	0	0	0	372	350	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			4.0						6.5	
Lane Util. Factor		0.91			0.91						0.86	
Frpb, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.99			1.00						0.99	
Flt Protected		1.00			1.00						0.98	
Satd. Flow (prot)		5045			5085						6182	
Flt Permitted		1.00			1.00						0.98	
Satd. Flow (perm)		5045			5085						6182	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	1268	63	0	2200	0	0	0	0	396	372	61
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	1327	0	0	2200	0	0	0	0	0	822	0
Confl. Peds. (#/hr)	12		3	3		8						1
Confl. Bikes (#/hr)			4			12						3
Turn Type		NA			NA					Split	NA	
Protected Phases		4 9			3 4 9 2					1	1	
Permitted Phases												
Actuated Green, G (s)		65.5			117.5						31.5	
Effective Green, g (s)		65.5			106.5						31.5	
Actuated g/C Ratio		0.41			0.67						0.20	
Clearance Time (s)											6.5	
Vehicle Extension (s)											3.0	
Lane Grp Cap (vph)		2065			3384						1217	
v/s Ratio Prot		c0.26			c0.43						c0.13	
v/s Ratio Perm												
v/c Ratio		0.64			0.65						1.12dl	
Uniform Delay, d1		37.9			15.8						59.5	
Progression Factor		0.24			0.25						1.00	
Incremental Delay, d2		0.4			0.2						3.0	
Delay (s)		9.4			4.2						62.5	
Level of Service		A			A						E	
Approach Delay (s)		9.4			4.2			0.0			62.5	
Approach LOS		A			A			A			E	

Intersection Summary			
HCM 2000 Control Delay	16.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	72.9%	ICU Level of Service	C
Analysis Period (min)	15		

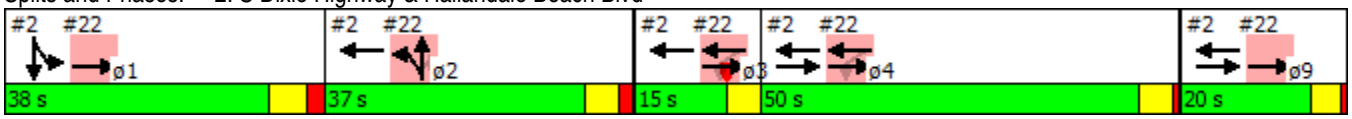
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1192	59	0	2068	0	0	0	0	372	350	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3336			195			504			311	
Travel Time (s)		75.8			4.4			11.5			7.1	
Confl. Peds. (#/hr)	12		3	3		8						1
Confl. Bikes (#/hr)			4			12						3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)												
Turn Type		NA			NA					Split	NA	
Protected Phases		4 9			3 4 9 2					1	1	
Permitted Phases												
Detector Phase		4 9			3 4 9 2					1	1	
Switch Phase												
Minimum Initial (s)										5.0	5.0	
Minimum Split (s)										35.5	35.5	
Total Split (s)										38.0	38.0	
Total Split (%)										23.8%	23.8%	
Maximum Green (s)										31.5	31.5	
Yellow Time (s)										4.5	4.5	
All-Red Time (s)										2.0	2.0	
Lost Time Adjust (s)											0.0	
Total Lost Time (s)											6.5	
Lead/Lag										Lead	Lead	
Lead-Lag Optimize?										Yes	Yes	
Vehicle Extension (s)										3.0	3.0	
Recall Mode										Max	Max	
Walk Time (s)										5.0	5.0	
Flash Dont Walk (s)										24.0	24.0	
Pedestrian Calls (#/hr)										0	0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 8 (5%), Referenced to phase 3:WBT, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 2: S Dixie Highway & Hallandale Beach Blvd



Lane Group	ø2	ø3	ø4	ø9
Lane Configurations				
Volume (vph)				
Ideal Flow (vphpl)				
Right Turn on Red				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Confl. Peds. (#/hr)				
Confl. Bikes (#/hr)				
Peak Hour Factor				
Shared Lane Traffic (%)				
Turn Type				
Protected Phases	2	3	4	9
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	26.0	10.0	23.0	9.5
Total Split (s)	37.0	15.0	50.0	20.0
Total Split (%)	23%	9%	31%	13%
Maximum Green (s)	31.0	11.0	45.0	15.5
Yellow Time (s)	4.0	4.0	4.0	3.5
All-Red Time (s)	2.0	0.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Recall Mode	Max	C-Max	None	None
Walk Time (s)	7.0			
Flash Dont Walk (s)	13.0			
Pedestrian Calls (#/hr)	0			

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	27	1541	0	0	1271	21	237	140	78	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		6.0	6.0	6.0			
Lane Util. Factor	1.00	0.95			0.86		1.00	1.00	1.00			
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			1.00		1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1769	3539			6389		1770	1863	1583			
Flt Permitted	0.15	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)	274	3539			6389		1770	1863	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)	29	1675	0	0	1382	23	258	152	85	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	72	0	0	0
Lane Group Flow (vph)	29	1675	0	0	1404	0	258	152	13	0	0	0
Confl. Peds. (#/hr)	8		4	4		8			3			
Confl. Bikes (#/hr)			6			7			4			
Turn Type	custom	NA			NA		Split	NA	Prot			
Protected Phases	9 1	3 4 9 1			3 4		2	2	2			
Permitted Phases	4											
Actuated Green, G (s)	101.5	122.5			72.0		25.0	25.0	25.0			
Effective Green, g (s)	101.5	117.5			72.0		25.0	25.0	25.0			
Actuated g/C Ratio	0.63	0.73			0.45		0.16	0.16	0.16			
Clearance Time (s)							6.0	6.0	6.0			
Vehicle Extension (s)							3.0	3.0	3.0			
Lane Grp Cap (vph)	598	2598			2875		276	291	247			
v/s Ratio Prot	0.01	c0.47			0.22		c0.15	0.08	0.01			
v/s Ratio Perm	0.02											
v/c Ratio	0.05	0.64			0.49		0.93	0.52	0.05			
Uniform Delay, d1	14.3	10.7			31.0		66.7	62.0	57.4			
Progression Factor	0.13	0.75			2.16		0.86	0.84	3.15			
Incremental Delay, d2	0.0	0.4			0.1		38.4	6.2	0.4			
Delay (s)	1.9	8.4			67.0		95.7	58.3	181.2			
Level of Service	A	A			E		F	E	F			
Approach Delay (s)		8.3			67.0			98.9			0.0	
Approach LOS		A			E			F			A	

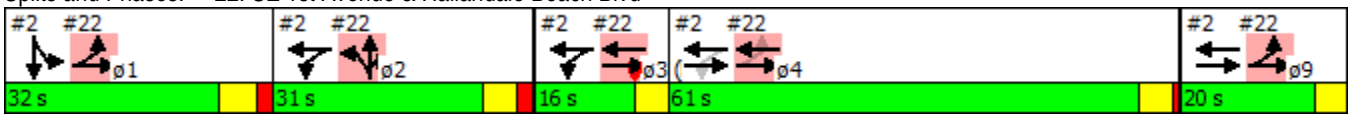
Intersection Summary			
HCM 2000 Control Delay	43.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.5
Intersection Capacity Utilization	91.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	27	1541	0	0	1271	21	237	140	78	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	238		0	0		114	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25			71			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		195			1784			420			306	
Travel Time (s)		4.4			40.5			9.5			7.0	
Confl. Peds. (#/hr)	8		4	4		8			3			
Confl. Bikes (#/hr)			6			7			4			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	custom	NA			NA		Split	NA	Prot			
Protected Phases	9 1	3 4 9 1			3 4		2	2	2			
Permitted Phases	4											
Detector Phase	9 1	3 4 9 1			3 4		2	2	2			
Switch Phase												
Minimum Initial (s)							5.0	5.0	5.0			
Minimum Split (s)							26.0	26.0	26.0			
Total Split (s)							31.0	31.0	31.0			
Total Split (%)							19.4%	19.4%	19.4%			
Maximum Green (s)							25.0	25.0	25.0			
Yellow Time (s)							4.0	4.0	4.0			
All-Red Time (s)							2.0	2.0	2.0			
Lost Time Adjust (s)							0.0	0.0	0.0			
Total Lost Time (s)							6.0	6.0	6.0			
Lead/Lag							Lag	Lag	Lag			
Lead-Lag Optimize?							Yes	Yes	Yes			
Vehicle Extension (s)							3.0	3.0	3.0			
Recall Mode							Max	Max	Max			
Walk Time (s)							7.0	7.0	7.0			
Flash Dont Walk (s)							13.0	13.0	13.0			
Pedestrian Calls (#/hr)							0	0	0			

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 31 (19%), Referenced to phase 3:WBTL, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 22: SE 1st Avenue & Hallandale Beach Blvd



Lane Group	ø1	ø3	ø4	ø9
Lane Configurations				
Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (ft)				
Storage Lanes				
Taper Length (ft)				
Right Turn on Red				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Confl. Peds. (#/hr)				
Confl. Bikes (#/hr)				
Peak Hour Factor				
Shared Lane Traffic (%)				
Turn Type				
Protected Phases	1	3	4	9
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	10.0	23.0	10.0
Total Split (s)	32.0	16.0	61.0	20.0
Total Split (%)	20%	10%	38%	13%
Maximum Green (s)	25.5	12.0	56.0	16.0
Yellow Time (s)	4.5	4.0	4.0	4.0
All-Red Time (s)	2.0	0.0	1.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Recall Mode	Max	C-Max	None	None
Walk Time (s)	5.0			
Flash Dont Walk (s)	24.0			
Pedestrian Calls (#/hr)	0			

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	1383	0	0	1543	35	282	316	84	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.0			4.0		6.0	6.0	6.0			
Lane Util. Factor	1.00	0.95			0.86		1.00	1.00	1.00			
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			1.00		1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1770	3539			6380		1770	1863	1540			
Flt Permitted	0.09	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)	166	3539			6380		1770	1863	1540			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	34	1456	0	0	1624	37	297	333	88	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	71	0	0	0
Lane Group Flow (vph)	34	1456	0	0	1659	0	297	333	17	0	0	0
Confl. Peds. (#/hr)	8		5	5		8			6			
Confl. Bikes (#/hr)			9			14			1			
Turn Type	custom	NA			NA		Split	NA	Perm			
Protected Phases	9 1	3 4 9 1			3 4		2	2				
Permitted Phases	4								2			
Actuated Green, G (s)	96.5	116.5			60.0		31.0	31.0	31.0			
Effective Green, g (s)	96.5	107.0			60.0		31.0	31.0	31.0			
Actuated g/C Ratio	0.60	0.67			0.38		0.19	0.19	0.19			
Clearance Time (s)							6.0	6.0	6.0			
Vehicle Extension (s)							3.0	3.0	3.0			
Lane Grp Cap (vph)	616	2366			2392		342	360	298			
v/s Ratio Prot	0.02	c0.41			c0.26		0.17	c0.18				
v/s Ratio Perm	0.02								0.01			
v/c Ratio	0.06	0.62			0.69		0.87	0.93	0.06			
Uniform Delay, d1	23.5	14.9			42.2		62.5	63.4	52.6			
Progression Factor	0.05	0.36			0.45		0.54	0.55	0.53			
Incremental Delay, d2	0.0	0.4			0.3		7.3	10.9	0.1			
Delay (s)	1.1	5.7			19.2		41.2	45.6	28.0			
Level of Service	A	A			B		D	D	C			
Approach Delay (s)		5.6			19.2			41.6			0.0	
Approach LOS		A			B			D			A	

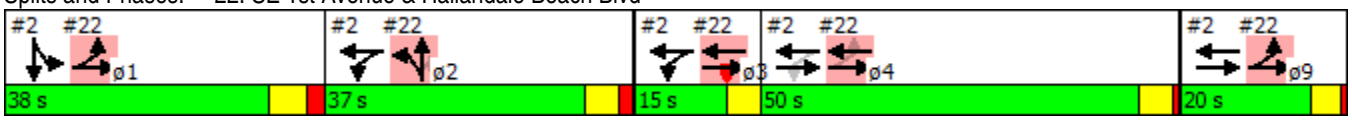
Intersection Summary			
HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	95.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	1383	0	0	1543	35	282	316	84	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	238		0	0		114	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25			71			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		195			1784			420			306	
Travel Time (s)		4.4			40.5			9.5			7.0	
Confl. Peds. (#/hr)	8		5	5		8			6			
Confl. Bikes (#/hr)			9			14			1			
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
Shared Lane Traffic (%)												
Turn Type	custom	NA			NA		Split	NA	Perm			
Protected Phases	9 1	3 4 9 1			3 4		2	2				
Permitted Phases	4								2			
Detector Phase	9 1	3 4 9 1			3 4		2	2	2			
Switch Phase												
Minimum Initial (s)							5.0	5.0	5.0			
Minimum Split (s)							26.0	26.0	26.0			
Total Split (s)							37.0	37.0	37.0			
Total Split (%)							23.1%	23.1%	23.1%			
Maximum Green (s)							31.0	31.0	31.0			
Yellow Time (s)							4.0	4.0	4.0			
All-Red Time (s)							2.0	2.0	2.0			
Lost Time Adjust (s)							0.0	0.0	0.0			
Total Lost Time (s)							6.0	6.0	6.0			
Lead/Lag							Lag	Lag	Lag			
Lead-Lag Optimize?							Yes	Yes	Yes			
Vehicle Extension (s)							3.0	3.0	3.0			
Recall Mode							Max	Max	Max			
Walk Time (s)							7.0	7.0	7.0			
Flash Dont Walk (s)							13.0	13.0	13.0			
Pedestrian Calls (#/hr)							0	0	0			

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 8 (5%), Referenced to phase 3:WBTL, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 22: SE 1st Avenue & Hallandale Beach Blvd



Lane Group	ø1	ø3	ø4	ø9
Lane Configurations				
Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (ft)				
Storage Lanes				
Taper Length (ft)				
Right Turn on Red				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Confl. Peds. (#/hr)				
Confl. Bikes (#/hr)				
Peak Hour Factor				
Shared Lane Traffic (%)				
Turn Type				
Protected Phases	1	3	4	9
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	35.5	10.0	23.0	9.5
Total Split (s)	38.0	15.0	50.0	20.0
Total Split (%)	24%	9%	31%	13%
Maximum Green (s)	31.5	11.0	45.0	15.5
Yellow Time (s)	4.5	4.0	4.0	3.5
All-Red Time (s)	2.0	0.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Recall Mode	Max	C-Max	None	None
Walk Time (s)	5.0			
Flash Dont Walk (s)	24.0			
Pedestrian Calls (#/hr)	0			

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1657	0	0	1362	27	290	152	80	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		6.0	6.0	6.0			
Lane Util. Factor		0.91			0.86		1.00	1.00	1.00			
Frpb, ped/bikes		1.00			1.00		1.00	1.00	1.00			
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00			
Frt		1.00			1.00		1.00	1.00	0.85			
Flt Protected		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)		5085			6385		1770	1863	1583			
Flt Permitted		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)		5085			6385		1770	1863	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)	0	1801	0	0	1480	29	315	165	87	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	73	0	0	0
Lane Group Flow (vph)	0	1801	0	0	1507	0	315	165	14	0	0	0
Confl. Peds. (#/hr)	8		4	4		8			3			
Confl. Bikes (#/hr)			6			7			4			
Turn Type		NA			NA		Split	NA	Prot			
Protected Phases		3 4 9 1			3 4		2	2	2			
Permitted Phases												
Actuated Green, G (s)		122.5			72.0		25.0	25.0	25.0			
Effective Green, g (s)		117.5			72.0		25.0	25.0	25.0			
Actuated g/C Ratio		0.73			0.45		0.16	0.16	0.16			
Clearance Time (s)							6.0	6.0	6.0			
Vehicle Extension (s)							3.0	3.0	3.0			
Lane Grp Cap (vph)		3734			2873		276	291	247			
v/s Ratio Prot		c0.35			c0.24		c0.18	0.09	0.01			
v/s Ratio Perm												
v/c Ratio		0.48			0.52		1.14	0.57	0.06			
Uniform Delay, d1		8.7			31.7		67.5	62.5	57.4			
Progression Factor		0.14			2.10		0.82	0.80	3.13			
Incremental Delay, d2		0.1			0.1		95.3	7.0	0.4			
Delay (s)		1.3			66.5		150.7	56.9	180.0			
Level of Service		A			E		F	E	F			
Approach Delay (s)		1.3			66.5			127.9			0.0	
Approach LOS		A			E			F			A	

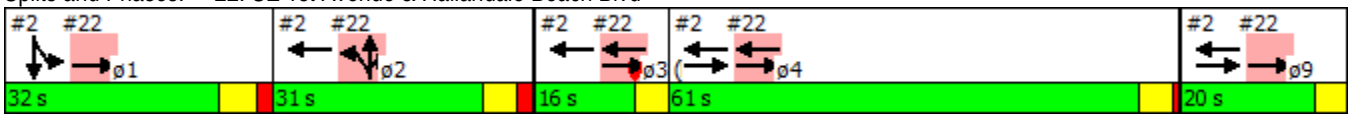
Intersection Summary			
HCM 2000 Control Delay	45.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.5
Intersection Capacity Utilization	94.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1657	0	0	1362	27	290	152	80	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	238		0	0		114	0		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			71			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		195			1784			420			306	
Travel Time (s)		4.4			40.5			9.5			7.0	
Confl. Peds. (#/hr)	8		4	4		8			3			
Confl. Bikes (#/hr)			6			7			4			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type		NA			NA		Split	NA	Prot			
Protected Phases		3 4 9 1			3 4		2	2	2			
Permitted Phases												
Detector Phase		3 4 9 1			3 4		2	2	2			
Switch Phase												
Minimum Initial (s)							5.0	5.0	5.0			
Minimum Split (s)							26.0	26.0	26.0			
Total Split (s)							31.0	31.0	31.0			
Total Split (%)							19.4%	19.4%	19.4%			
Maximum Green (s)							25.0	25.0	25.0			
Yellow Time (s)							4.0	4.0	4.0			
All-Red Time (s)							2.0	2.0	2.0			
Lost Time Adjust (s)							0.0	0.0	0.0			
Total Lost Time (s)							6.0	6.0	6.0			
Lead/Lag							Lag	Lag	Lag			
Lead-Lag Optimize?							Yes	Yes	Yes			
Vehicle Extension (s)							3.0	3.0	3.0			
Recall Mode							Max	Max	Max			
Walk Time (s)							7.0	7.0	7.0			
Flash Dont Walk (s)							13.0	13.0	13.0			
Pedestrian Calls (#/hr)							0	0	0			

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 31 (19%), Referenced to phase 3:WBT, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 22: SE 1st Avenue & Hallandale Beach Blvd



Lane Group	ø1	ø3	ø4	ø9
Lane Configurations				
Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (ft)				
Storage Lanes				
Taper Length (ft)				
Right Turn on Red				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Confl. Peds. (#/hr)				
Confl. Bikes (#/hr)				
Peak Hour Factor				
Shared Lane Traffic (%)				
Turn Type				
Protected Phases	1	3	4	9
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	10.0	23.0	10.0
Total Split (s)	32.0	16.0	61.0	20.0
Total Split (%)	20%	10%	38%	13%
Maximum Green (s)	25.5	12.0	56.0	16.0
Yellow Time (s)	4.5	4.0	4.0	4.0
All-Red Time (s)	2.0	0.0	1.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Recall Mode	Max	C-Max	None	None
Walk Time (s)	5.0			
Flash Dont Walk (s)	24.0			
Pedestrian Calls (#/hr)	0			

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1585	0	1	1656	41	345	334	86	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		6.0	6.0	6.0			
Lane Util. Factor		0.91			0.86		1.00	1.00	1.00			
Frpb, ped/bikes		1.00			1.00		1.00	1.00	0.97			
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00			
Frt		1.00			1.00		1.00	1.00	0.85			
Flt Protected		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)		5085			6378		1770	1863	1540			
Flt Permitted		1.00			0.93		0.95	1.00	1.00			
Satd. Flow (perm)		5085			5943		1770	1863	1540			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1668	0	1	1743	43	363	352	91	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	73	0	0	0
Lane Group Flow (vph)	0	1668	0	0	1785	0	363	352	18	0	0	0
Confl. Peds. (#/hr)	8		5	5		8			6			
Confl. Bikes (#/hr)			9			14			1			
Turn Type		NA		Perm	NA		Split	NA	Perm			
Protected Phases		3 4 9 1			3 4		2	2				
Permitted Phases				3 4					2			
Actuated Green, G (s)		116.5			60.0		31.0	31.0	31.0			
Effective Green, g (s)		107.0			60.0		31.0	31.0	31.0			
Actuated g/C Ratio		0.67			0.38		0.19	0.19	0.19			
Clearance Time (s)							6.0	6.0	6.0			
Vehicle Extension (s)							3.0	3.0	3.0			
Lane Grp Cap (vph)		3400			2228		342	360	298			
v/s Ratio Prot		c0.33					c0.21	0.19				
v/s Ratio Perm					c0.30				0.01			
v/c Ratio		0.49			0.80		1.06	0.98	0.06			
Uniform Delay, d1		13.1			44.7		64.5	64.2	52.6			
Progression Factor		0.02			0.46		0.54	0.54	0.47			
Incremental Delay, d2		0.1			0.2		34.2	9.9	0.0			
Delay (s)		0.4			20.7		69.3	44.8	24.7			
Level of Service		A			C		E	D	C			
Approach Delay (s)		0.4			20.7			53.6			0.0	
Approach LOS		A			C			D			A	

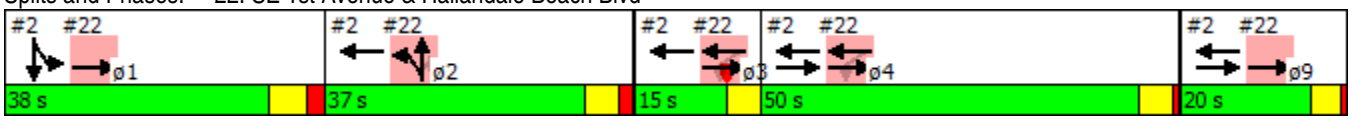
Intersection Summary			
HCM 2000 Control Delay	19.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	58.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1585	0	1	1656	41	345	334	86	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	238		0	0		114	0		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			71			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		195			1784			420			306	
Travel Time (s)		4.4			40.5			9.5			7.0	
Confl. Peds. (#/hr)	8		5	5		8			6			
Confl. Bikes (#/hr)			9			14			1			
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
Shared Lane Traffic (%)												
Turn Type		NA		Perm	NA		Split	NA	Perm			
Protected Phases		3 4 9 1			3 4		2	2				
Permitted Phases				3 4					2			
Detector Phase		3 4 9 1		3 4	3 4		2	2	2			
Switch Phase												
Minimum Initial (s)							5.0	5.0	5.0			
Minimum Split (s)							26.0	26.0	26.0			
Total Split (s)							37.0	37.0	37.0			
Total Split (%)							23.1%	23.1%	23.1%			
Maximum Green (s)							31.0	31.0	31.0			
Yellow Time (s)							4.0	4.0	4.0			
All-Red Time (s)							2.0	2.0	2.0			
Lost Time Adjust (s)							0.0	0.0	0.0			
Total Lost Time (s)							6.0	6.0	6.0			
Lead/Lag							Lag	Lag	Lag			
Lead-Lag Optimize?							Yes	Yes	Yes			
Vehicle Extension (s)							3.0	3.0	3.0			
Recall Mode							Max	Max	Max			
Walk Time (s)							7.0	7.0	7.0			
Flash Dont Walk (s)							13.0	13.0	13.0			
Pedestrian Calls (#/hr)							0	0	0			

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 8 (5%), Referenced to phase 3:WBT, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 22: SE 1st Avenue & Hallandale Beach Blvd



Lane Group	ø1	ø3	ø4	ø9
Lane Configurations				
Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (ft)				
Storage Lanes				
Taper Length (ft)				
Right Turn on Red				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Confl. Peds. (#/hr)				
Confl. Bikes (#/hr)				
Peak Hour Factor				
Shared Lane Traffic (%)				
Turn Type				
Protected Phases	1	3	4	9
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	35.5	10.0	23.0	9.5
Total Split (s)	38.0	15.0	50.0	20.0
Total Split (%)	24%	9%	31%	13%
Maximum Green (s)	31.5	11.0	45.0	15.5
Yellow Time (s)	4.5	4.0	4.0	3.5
All-Red Time (s)	2.0	0.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Recall Mode	Max	C-Max	None	None
Walk Time (s)	5.0			
Flash Dont Walk (s)	24.0			
Pedestrian Calls (#/hr)	0			

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1767	0	1	1362	27	301	155	83	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		6.0	6.0	6.0			
Lane Util. Factor		0.91			0.86		1.00	1.00	1.00			
Frpb, ped/bikes		1.00			1.00		1.00	1.00	1.00			
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00			
Frt		1.00			1.00		1.00	1.00	0.85			
Flt Protected		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)		5085			6385		1770	1863	1583			
Flt Permitted		1.00			0.93		0.95	1.00	1.00			
Satd. Flow (perm)		5085			5948		1770	1863	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)	0	1921	0	1	1480	29	327	168	90	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	76	0	0	0
Lane Group Flow (vph)	0	1921	0	0	1508	0	327	168	14	0	0	0
Confl. Peds. (#/hr)	8		4	4		8			3			
Confl. Bikes (#/hr)			6			7			4			
Turn Type		NA		Perm	NA		Split	NA	Prot			
Protected Phases		3 4 9 1			3 4		2	2	2			
Permitted Phases				3 4								
Actuated Green, G (s)		122.5			72.0		25.0	25.0	25.0			
Effective Green, g (s)		117.5			72.0		25.0	25.0	25.0			
Actuated g/C Ratio		0.73			0.45		0.16	0.16	0.16			
Clearance Time (s)							6.0	6.0	6.0			
Vehicle Extension (s)							3.0	3.0	3.0			
Lane Grp Cap (vph)		3734			2676		276	291	247			
v/s Ratio Prot		c0.38					c0.18	0.09	0.01			
v/s Ratio Perm					c0.25							
v/c Ratio		0.51			0.56		1.18	0.58	0.06			
Uniform Delay, d1		9.1			32.4		67.5	62.6	57.5			
Progression Factor		0.13			2.07		0.81	0.78	2.85			
Incremental Delay, d2		0.1			0.2		111.2	7.3	0.4			
Delay (s)		1.2			67.1		165.8	56.3	164.0			
Level of Service		A			E		F	E	F			
Approach Delay (s)		1.2			67.1			134.1			0.0	
Approach LOS		A			E			F			A	

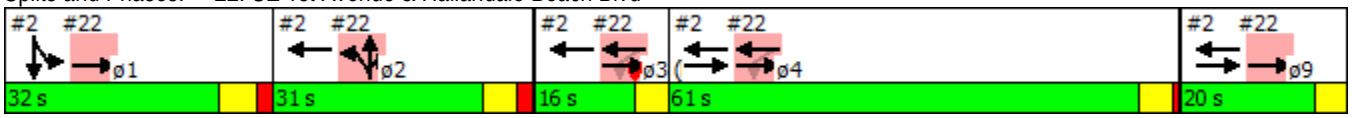
Intersection Summary			
HCM 2000 Control Delay	45.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.5
Intersection Capacity Utilization	59.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1767	0	1	1362	27	301	155	83	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	238		0	0		114	0		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			71			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		195			1784			420			306	
Travel Time (s)		4.4			40.5			9.5			7.0	
Confl. Peds. (#/hr)	8		4	4		8			3			
Confl. Bikes (#/hr)			6			7			4			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type		NA		Perm	NA		Split	NA	Prot			
Protected Phases		3 4 9 1			3 4		2	2	2			
Permitted Phases				3 4								
Detector Phase		3 4 9 1		3 4	3 4		2	2	2			
Switch Phase												
Minimum Initial (s)							5.0	5.0	5.0			
Minimum Split (s)							26.0	26.0	26.0			
Total Split (s)							31.0	31.0	31.0			
Total Split (%)							19.4%	19.4%	19.4%			
Maximum Green (s)							25.0	25.0	25.0			
Yellow Time (s)							4.0	4.0	4.0			
All-Red Time (s)							2.0	2.0	2.0			
Lost Time Adjust (s)							0.0	0.0	0.0			
Total Lost Time (s)							6.0	6.0	6.0			
Lead/Lag							Lag	Lag	Lag			
Lead-Lag Optimize?							Yes	Yes	Yes			
Vehicle Extension (s)							3.0	3.0	3.0			
Recall Mode							Max	Max	Max			
Walk Time (s)							7.0	7.0	7.0			
Flash Dont Walk (s)							13.0	13.0	13.0			
Pedestrian Calls (#/hr)							0	0	0			

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 31 (19%), Referenced to phase 3:WBT, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 22: SE 1st Avenue & Hallandale Beach Blvd



Lane Group	ø1	ø3	ø4	ø9
Lane Configurations				
Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (ft)				
Storage Lanes				
Taper Length (ft)				
Right Turn on Red				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Confl. Peds. (#/hr)				
Confl. Bikes (#/hr)				
Peak Hour Factor				
Shared Lane Traffic (%)				
Turn Type				
Protected Phases	1	3	4	9
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	10.0	23.0	10.0
Total Split (s)	32.0	16.0	61.0	20.0
Total Split (%)	20%	10%	38%	13%
Maximum Green (s)	25.5	12.0	56.0	16.0
Yellow Time (s)	4.5	4.0	4.0	4.0
All-Red Time (s)	2.0	0.0	1.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Recall Mode	Max	C-Max	None	None
Walk Time (s)	5.0			
Flash Dont Walk (s)	24.0			
Pedestrian Calls (#/hr)	0			

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1767	0	1	1362	27	301	155	83	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		6.0	6.0	6.0			
Lane Util. Factor		0.91			0.86		1.00	1.00	1.00			
Frpb, ped/bikes		1.00			1.00		1.00	1.00	1.00			
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00			
Frt		1.00			1.00		1.00	1.00	0.85			
Flt Protected		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)		5085			6385		1770	1863	1583			
Flt Permitted		1.00			0.93		0.95	1.00	1.00			
Satd. Flow (perm)		5085			5948		1770	1863	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)	0	1921	0	1	1480	29	327	168	90	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	75	0	0	0
Lane Group Flow (vph)	0	1921	0	0	1508	0	327	168	15	0	0	0
Confl. Peds. (#/hr)	8		4	4		8			3			
Confl. Bikes (#/hr)			6			7			4			
Turn Type		NA		Perm	NA		Split	NA	Prot			
Protected Phases		3 4 9 1			3 4		2	2	2			
Permitted Phases				3 4								
Actuated Green, G (s)		121.5			67.0		26.0	26.0	26.0			
Effective Green, g (s)		116.5			67.0		26.0	26.0	26.0			
Actuated g/C Ratio		0.73			0.42		0.16	0.16	0.16			
Clearance Time (s)							6.0	6.0	6.0			
Vehicle Extension (s)							3.0	3.0	3.0			
Lane Grp Cap (vph)		3702			2490		287	302	257			
v/s Ratio Prot		c0.38					c0.18	0.09	0.01			
v/s Ratio Perm					c0.25							
v/c Ratio		0.52			0.61		1.14	0.56	0.06			
Uniform Delay, d1		9.5			36.2		67.0	61.7	56.6			
Progression Factor		0.08			1.84		0.81	0.78	2.74			
Incremental Delay, d2		0.1			0.2		93.6	6.5	0.4			
Delay (s)		0.9			66.8		147.6	54.4	155.4			
Level of Service		A			E		F	D	F			
Approach Delay (s)		0.9			66.8			122.0			0.0	
Approach LOS		A			E			F			A	

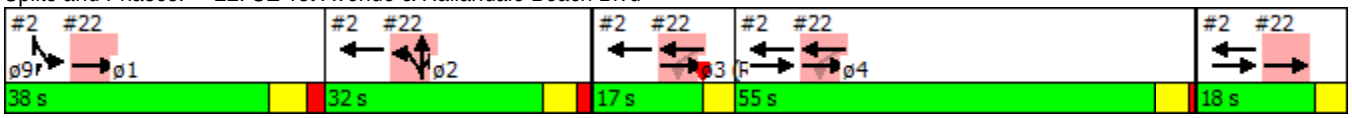
Intersection Summary			
HCM 2000 Control Delay	43.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.5
Intersection Capacity Utilization	59.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1767	0	1	1362	27	301	155	83	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	238		0	0		114	0		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			71			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		195			1784			420			306	
Travel Time (s)		4.4			40.5			9.5			7.0	
Confl. Peds. (#/hr)	8		4	4		8			3			
Confl. Bikes (#/hr)			6			7			4			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type		NA		Perm	NA		Split	NA	Prot			
Protected Phases		3 4 9 1			3 4		2	2	2			
Permitted Phases				3 4								
Detector Phase		3 4 9 1		3 4	3 4		2	2	2			
Switch Phase												
Minimum Initial (s)							5.0	5.0	5.0			
Minimum Split (s)							26.0	26.0	26.0			
Total Split (s)							32.0	32.0	32.0			
Total Split (%)							20.0%	20.0%	20.0%			
Maximum Green (s)							26.0	26.0	26.0			
Yellow Time (s)							4.0	4.0	4.0			
All-Red Time (s)							2.0	2.0	2.0			
Lost Time Adjust (s)							0.0	0.0	0.0			
Total Lost Time (s)							6.0	6.0	6.0			
Lead/Lag							Lag	Lag	Lag			
Lead-Lag Optimize?							Yes	Yes	Yes			
Vehicle Extension (s)							3.0	3.0	3.0			
Recall Mode							Max	Max	Max			
Walk Time (s)							7.0	7.0	7.0			
Flash Dont Walk (s)							13.0	13.0	13.0			
Pedestrian Calls (#/hr)							0	0	0			

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 31 (19%), Referenced to phase 3:WBT, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 22: SE 1st Avenue & Hallandale Beach Blvd



Lane Group	ø1	ø3	ø4	ø9
Lane Configurations				
Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (ft)				
Storage Lanes				
Taper Length (ft)				
Right Turn on Red				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Confl. Peds. (#/hr)				
Confl. Bikes (#/hr)				
Peak Hour Factor				
Shared Lane Traffic (%)				
Turn Type				
Protected Phases	1	3	4	9
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	10.0	23.0	10.0
Total Split (s)	38.0	17.0	55.0	18.0
Total Split (%)	24%	11%	34%	11%
Maximum Green (s)	31.5	13.0	50.0	14.0
Yellow Time (s)	4.5	4.0	4.0	4.0
All-Red Time (s)	2.0	0.0	1.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Recall Mode	Max	C-Max	None	None
Walk Time (s)	5.0			
Flash Dont Walk (s)	24.0			
Pedestrian Calls (#/hr)	0			

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1594	0	1	1656	41	420	353	106	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		6.0	6.0	6.0			
Lane Util. Factor		0.91			0.86		1.00	1.00	1.00			
Frpb, ped/bikes		1.00			1.00		1.00	1.00	0.97			
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00			
Frt		1.00			1.00		1.00	1.00	0.85			
Flt Protected		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)		5085			6378		1770	1863	1540			
Flt Permitted		1.00			0.93		0.95	1.00	1.00			
Satd. Flow (perm)		5085			5943		1770	1863	1540			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1678	0	1	1743	43	442	372	112	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	90	0	0	0
Lane Group Flow (vph)	0	1678	0	0	1785	0	442	372	22	0	0	0
Confl. Peds. (#/hr)	8		5	5		8			6			
Confl. Bikes (#/hr)			9			14			1			
Turn Type		NA		Perm	NA		Split	NA	Perm			
Protected Phases		3 4 9 1			3 4		2	2				
Permitted Phases				3 4					2			
Actuated Green, G (s)		116.5			60.0		31.0	31.0	31.0			
Effective Green, g (s)		107.0			60.0		31.0	31.0	31.0			
Actuated g/C Ratio		0.67			0.38		0.19	0.19	0.19			
Clearance Time (s)							6.0	6.0	6.0			
Vehicle Extension (s)							3.0	3.0	3.0			
Lane Grp Cap (vph)		3400			2228		342	360	298			
v/s Ratio Prot		c0.33					c0.25	0.20				
v/s Ratio Perm					c0.30				0.01			
v/c Ratio		0.49			0.80		1.29	1.03	0.07			
Uniform Delay, d1		13.1			44.7		64.5	64.5	52.7			
Progression Factor		0.02			0.45		0.60	0.60	0.25			
Incremental Delay, d2		0.1			0.2		138.5	35.5	0.1			
Delay (s)		0.4			20.5		177.3	74.2	13.3			
Level of Service		A			C		F	E	B			
Approach Delay (s)		0.4			20.5			116.1			0.0	
Approach LOS		A			C			F			A	

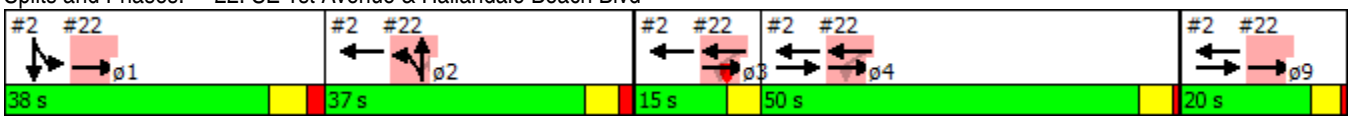
Intersection Summary			
HCM 2000 Control Delay	33.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	62.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1594	0	1	1656	41	420	353	106	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	238		0	0		114	0		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			71			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		195			1784			420			306	
Travel Time (s)		4.4			40.5			9.5			7.0	
Confl. Peds. (#/hr)	8		5	5		8			6			
Confl. Bikes (#/hr)			9			14			1			
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
Shared Lane Traffic (%)												
Turn Type		NA		Perm	NA		Split	NA	Perm			
Protected Phases		3 4 9 1			3 4		2	2				
Permitted Phases				3 4					2			
Detector Phase		3 4 9 1		3 4	3 4		2	2	2			
Switch Phase												
Minimum Initial (s)							5.0	5.0	5.0			
Minimum Split (s)							26.0	26.0	26.0			
Total Split (s)							37.0	37.0	37.0			
Total Split (%)							23.1%	23.1%	23.1%			
Maximum Green (s)							31.0	31.0	31.0			
Yellow Time (s)							4.0	4.0	4.0			
All-Red Time (s)							2.0	2.0	2.0			
Lost Time Adjust (s)							0.0	0.0	0.0			
Total Lost Time (s)							6.0	6.0	6.0			
Lead/Lag							Lag	Lag	Lag			
Lead-Lag Optimize?							Yes	Yes	Yes			
Vehicle Extension (s)							3.0	3.0	3.0			
Recall Mode							Max	Max	Max			
Walk Time (s)							7.0	7.0	7.0			
Flash Dont Walk (s)							13.0	13.0	13.0			
Pedestrian Calls (#/hr)							0	0	0			

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 8 (5%), Referenced to phase 3:WBT, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 22: SE 1st Avenue & Hallandale Beach Blvd



Lane Group	ø1	ø3	ø4	ø9
Lane Configurations				
Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (ft)				
Storage Lanes				
Taper Length (ft)				
Right Turn on Red				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Confl. Peds. (#/hr)				
Confl. Bikes (#/hr)				
Peak Hour Factor				
Shared Lane Traffic (%)				
Turn Type				
Protected Phases	1	3	4	9
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	35.5	10.0	23.0	9.5
Total Split (s)	38.0	15.0	50.0	20.0
Total Split (%)	24%	9%	31%	13%
Maximum Green (s)	31.5	11.0	45.0	15.5
Yellow Time (s)	4.5	4.0	4.0	3.5
All-Red Time (s)	2.0	0.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Recall Mode	Max	C-Max	None	None
Walk Time (s)	5.0			
Flash Dont Walk (s)	24.0			
Pedestrian Calls (#/hr)	0			

Intersection Summary

3) Hallandale Beach Boulevard / SE 5th Avenue

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	1643	25	0	1383	0	0	0	7
Conflicting Peds, #/hr	0	0	27	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1748	27	0	1471	0	0	0	7

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1471	0	0	1774	0	0	2350	3232	887
Stage 1	-	-	-	-	-	-	1761	1761	-
Stage 2	-	-	-	-	-	-	589	1471	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92
Pot Cap-1 Maneuver	230	-	-	163	-	-	38	9	247
Stage 1	-	-	-	-	-	-	57	136	-
Stage 2	-	-	-	-	-	-	421	190	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	224	-	-	163	-	-	37	9	247
Mov Cap-2 Maneuver	-	-	-	-	-	-	37	9	-
Stage 1	-	-	-	-	-	-	57	136	-
Stage 2	-	-	-	-	-	-	410	190	-

Approach	EB	WB	NB
HCM Control Delay, s			20
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	247	224	-	-	163	-	-	-
HCM Lane V/C Ratio	0.03	-	-	-	-	-	-	-
HCM Control Delay (s)	20	0	-	-	0	-	-	0
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	0	0	0
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	0
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	94	94	94
Heavy Vehicles, %	2	2	2
Mvmt Flow	0	0	0

Major/Minor	Minor2		
Conflicting Flow All	2170	3245	763
Stage 1	1471	1471	-
Stage 2	699	1774	-
Critical Hdwy	6.44	6.54	7.14
Critical Hdwy Stg 1	7.34	5.54	-
Critical Hdwy Stg 2	6.74	5.54	-
Follow-up Hdwy	3.82	4.02	3.92
Pot Cap-1 Maneuver	50	9	298
Stage 1	93	190	-
Stage 2	361	134	-
Platoon blocked, %			
Mov Cap-1 Maneuver	48	9	290
Mov Cap-2 Maneuver	48	9	-
Stage 1	93	190	-
Stage 2	350	134	-

Approach	SB
HCM Control Delay, s	0
HCM LOS	A

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	3	1699	12	7	1914	2	0	0	14
Conflicting Peds, #/hr	0	0	30	30	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	1807	13	7	2036	2	0	0	15

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	2038	0	0	1820	0	0	2649	3873	940
Stage 1	-	-	-	-	-	-	1820	1820	-
Stage 2	-	-	-	-	-	-	829	2053	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92
Pot Cap-1 Maneuver	120	-	-	154	-	-	25	3	227
Stage 1	-	-	-	-	-	-	52	127	-
Stage 2	-	-	-	-	-	-	300	97	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	117	-	-	150	-	-	24	3	221
Mov Cap-2 Maneuver	-	-	-	-	-	-	24	3	-
Stage 1	-	-	-	-	-	-	52	127	-
Stage 2	-	-	-	-	-	-	291	97	-

Approach	EB	WB	NB
HCM Control Delay, s			22.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	221	117	-	-	150	-	-	-
HCM Lane V/C Ratio	0.067	0.027	-	-	0.05	-	-	-
HCM Control Delay (s)	22.5	36.6	0	-	30.2	0	-	0
HCM Lane LOS	C	E	A	-	D	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	0	0	0
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	0
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	94	94	94
Heavy Vehicles, %	2	2	2
Mvmt Flow	0	0	0

Major/Minor	Minor2		
Conflicting Flow All	2781	3879	1049
Stage 1	2052	2052	-
Stage 2	729	1827	-
Critical Hdwy	6.44	6.54	7.14
Critical Hdwy Stg 1	7.34	5.54	-
Critical Hdwy Stg 2	6.74	5.54	-
Follow-up Hdwy	3.82	4.02	3.92
Pot Cap-1 Maneuver	20	3	192
Stage 1	35	97	-
Stage 2	346	126	-
Platoon blocked, %			
Mov Cap-1 Maneuver	18	3	187
Mov Cap-2 Maneuver	18	3	-
Stage 1	35	97	-
Stage 2	313	126	-

Approach	SB
HCM Control Delay, s	0
HCM LOS	A

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	1737	28	0	1482	0	0	0	7	0	0	0
Conflicting Peds, #/hr	0	0	27	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1848	30	0	1577	0	0	0	7	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1577	0	0	1878	0	0	2494	3440	939	2316	3455	815
Stage 1	-	-	-	-	-	-	1863	1863	-	1577	1577	-
Stage 2	-	-	-	-	-	-	631	1577	-	739	1878	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	204	-	-	144	-	-	31	7	228	40	7	275
Stage 1	-	-	-	-	-	-	48	121	-	78	168	-
Stage 2	-	-	-	-	-	-	397	168	-	341	119	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	199	-	-	144	-	-	30	7	228	39	7	268
Mov Cap-2 Maneuver	-	-	-	-	-	-	30	7	-	39	7	-
Stage 1	-	-	-	-	-	-	48	121	-	78	168	-
Stage 2	-	-	-	-	-	-	387	168	-	330	119	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			21.3	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	228	199	-	-	144	-	-	-
HCM Lane V/C Ratio	0.033	-	-	-	-	-	-	-
HCM Control Delay (s)	21.3	0	-	-	0	-	-	0
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	3	1874	12	7	2040	2	0	0	14
Conflicting Peds, #/hr	0	0	30	30	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	1994	13	7	2170	2	0	0	15

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	2172	0	0	2006	0	0	2889	4193	1033
Stage 1	-	-	-	-	-	-	2006	2006	-
Stage 2	-	-	-	-	-	-	883	2187	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92
Pot Cap-1 Maneuver	102	-	-	124	-	-	17	2	197
Stage 1	-	-	-	-	-	-	38	102	-
Stage 2	-	-	-	-	-	-	278	83	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	99	-	-	120	-	-	17	2	191
Mov Cap-2 Maneuver	-	-	-	-	-	-	17	2	-
Stage 1	-	-	-	-	-	-	38	102	-
Stage 2	-	-	-	-	-	-	270	83	-

Approach	EB	WB	NB
HCM Control Delay, s			25.4
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	191	99	-	-	120	-	-	-
HCM Lane V/C Ratio	0.078	0.032	-	-	0.062	-	-	-
HCM Control Delay (s)	25.4	42.6	0	-	37	0	-	0
HCM Lane LOS	D	E	A	-	E	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	0	0	0
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	0
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	94	94	94
Heavy Vehicles, %	2	2	2
Mvmt Flow	0	0	0

Major/Minor	Minor2		
Conflicting Flow All	2990	4199	1116
Stage 1	2186	2186	-
Stage 2	804	2013	-
Critical Hdwy	6.44	6.54	7.14
Critical Hdwy Stg 1	7.34	5.54	-
Critical Hdwy Stg 2	6.74	5.54	-
Follow-up Hdwy	3.82	4.02	3.92
Pot Cap-1 Maneuver	15	2	173
Stage 1	28	83	-
Stage 2	311	102	-
Platoon blocked, %			
Mov Cap-1 Maneuver	13	2	168
Mov Cap-2 Maneuver	13	2	-
Stage 1	28	83	-
Stage 2	279	102	-

Approach	SB
HCM Control Delay, s	0
HCM LOS	A

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	1740	136	0	1482	0	0	0	10
Conflicting Peds, #/hr	0	0	27	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1851	145	0	1577	0	0	0	11

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1577	0	0	1996	0	0	2554	3500	998
Stage 1	-	-	-	-	-	-	1923	1923	-
Stage 2	-	-	-	-	-	-	631	1577	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92
Pot Cap-1 Maneuver	204	-	-	126	-	-	28	6	208
Stage 1	-	-	-	-	-	-	44	113	-
Stage 2	-	-	-	-	-	-	397	168	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	199	-	-	126	-	-	27	6	208
Mov Cap-2 Maneuver	-	-	-	-	-	-	27	6	-
Stage 1	-	-	-	-	-	-	44	113	-
Stage 2	-	-	-	-	-	-	387	168	-

Approach	EB	WB	NB
HCM Control Delay, s			23.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	208	199	-	-	126	-	-	-
HCM Lane V/C Ratio	0.051	-	-	-	-	-	-	-
HCM Control Delay (s)	23.2	0	-	-	0	-	-	0
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	0	0	0
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	0
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	94	94	94
Heavy Vehicles, %	2	2	2
Mvmt Flow	0	0	0

Major/Minor	Minor2		
Conflicting Flow All	2317	3573	815
Stage 1	1577	1577	-
Stage 2	740	1996	-
Critical Hdwy	6.44	6.54	7.14
Critical Hdwy Stg 1	7.34	5.54	-
Critical Hdwy Stg 2	6.74	5.54	-
Follow-up Hdwy	3.82	4.02	3.92
Pot Cap-1 Maneuver	40	6	275
Stage 1	78	168	-
Stage 2	340	104	-
Platoon blocked, %			
Mov Cap-1 Maneuver	38	6	268
Mov Cap-2 Maneuver	38	6	-
Stage 1	78	168	-
Stage 2	323	104	-

Approach	SB
HCM Control Delay, s	0
HCM LOS	A

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	3	1895	22	7	2040	2	0	0	33
Conflicting Peds, #/hr	0	0	30	30	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	2016	23	7	2170	2	0	0	35

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	2172	0	0	2039	0	0	2917	4221	1050
Stage 1	-	-	-	-	-	-	2034	2034	-
Stage 2	-	-	-	-	-	-	883	2187	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92
Pot Cap-1 Maneuver	102	-	-	119	-	-	17	2	192
Stage 1	-	-	-	-	-	-	36	99	-
Stage 2	-	-	-	-	-	-	278	83	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	99	-	-	116	-	-	17	2	187
Mov Cap-2 Maneuver	-	-	-	-	-	-	17	2	-
Stage 1	-	-	-	-	-	-	36	99	-
Stage 2	-	-	-	-	-	-	270	83	-

Approach	EB	WB	NB
HCM Control Delay, s			28.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	187	99	-	-	116	-	-	-
HCM Lane V/C Ratio	0.188	0.032	-	-	0.064	-	-	-
HCM Control Delay (s)	28.6	42.6	0	-	38.2	0	-	0
HCM Lane LOS	D	E	A	-	E	A	-	A
HCM 95th %tile Q(veh)	1	0	-	-	0	-	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	0	0	0
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	0
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	94	94	94
Heavy Vehicles, %	2	2	2
Mvmt Flow	0	0	0

Major/Minor	Minor2		
Conflicting Flow All	2999	4232	1116
Stage 1	2186	2186	-
Stage 2	813	2046	-
Critical Hdwy	6.44	6.54	7.14
Critical Hdwy Stg 1	7.34	5.54	-
Critical Hdwy Stg 2	6.74	5.54	-
Follow-up Hdwy	3.82	4.02	3.92
Pot Cap-1 Maneuver	15	2	173
Stage 1	28	83	-
Stage 2	307	98	-
Platoon blocked, %			
Mov Cap-1 Maneuver	12	2	168
Mov Cap-2 Maneuver	12	2	-
Stage 1	28	83	-
Stage 2	242	98	-

Approach	SB
HCM Control Delay, s	0
HCM LOS	A

Minor Lane/Major Mvmt

4) Hallandale Beach Boulevard / Federal Highway (US-1)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	123	927	289	589	1113	116	255	640	354	233	1077	103
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	126	946	295	601	1136	118	260	653	361	238	1099	105
Adj No. of Lanes	1	3	0	2	3	0	2	3	1	2	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	1002	311	588	1637	170	314	1689	515	292	1537	147
Arrive On Green	0.17	0.53	0.53	0.06	0.12	0.12	0.03	0.11	0.11	0.03	0.11	0.11
Sat Flow, veh/h	1774	3813	1186	3442	4668	485	3442	5085	1551	3442	4719	450
Grp Volume(v), veh/h	126	841	400	601	825	429	260	653	361	238	789	415
Grp Sat Flow(s),veh/h/ln	1774	1695	1608	1721	1695	1763	1721	1695	1551	1721	1695	1779
Q Serve(g_s), s	10.7	36.3	36.5	26.5	36.3	36.4	11.7	18.5	34.8	10.7	34.9	35.0
Cycle Q Clear(g_c), s	10.7	36.3	36.5	26.5	36.3	36.4	11.7	18.5	34.8	10.7	34.9	35.0
Prop In Lane	1.00		0.74	1.00		0.27	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	147	891	422	588	1189	618	314	1689	515	292	1104	579
V/C Ratio(X)	0.86	0.94	0.95	1.02	0.69	0.69	0.83	0.39	0.70	0.81	0.71	0.72
Avail Cap(c_a), veh/h	246	950	451	588	1189	618	466	1689	515	466	1104	579
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Upstream Filter(I)	0.78	0.78	0.78	0.88	0.88	0.88	0.89	0.89	0.89	0.90	0.90	0.90
Uniform Delay (d), s/veh	63.9	35.8	35.8	73.2	60.6	60.6	74.1	54.4	61.7	74.2	62.3	62.3
Incr Delay (d2), s/veh	11.5	14.0	24.3	40.7	1.5	3.0	6.9	0.6	7.0	5.3	3.6	6.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.1	24.6	25.2	28.7	23.8	24.9	9.6	13.4	22.2	8.9	23.4	25.0
LnGrp Delay(d),s/veh	75.4	49.8	60.1	113.9	62.2	63.6	81.0	55.0	68.6	79.6	65.9	69.0
LnGrp LOS	E	D	E	F	E	E	F	E	E	E	E	E
Approach Vol, veh/h		1367			1855			1274			1442	
Approach Delay, s/veh		55.2			79.3			64.2			69.0	
Approach LOS		E			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.2	59.6	33.0	47.3	21.2	58.5	19.4	60.9
Change Period (Y+Rc), s	7.0	8.0	6.5	6.5	7.0	8.0	6.5	6.5
Max Green Setting (Gmax), s	21.0	41.0	26.5	43.5	21.0	41.0	21.5	48.5
Max Q Clear Time (g_c+I1), s	12.7	36.8	28.5	38.5	13.7	37.0	12.7	38.4
Green Ext Time (p_c), s	0.5	3.6	0.0	2.3	0.5	3.5	0.2	8.9

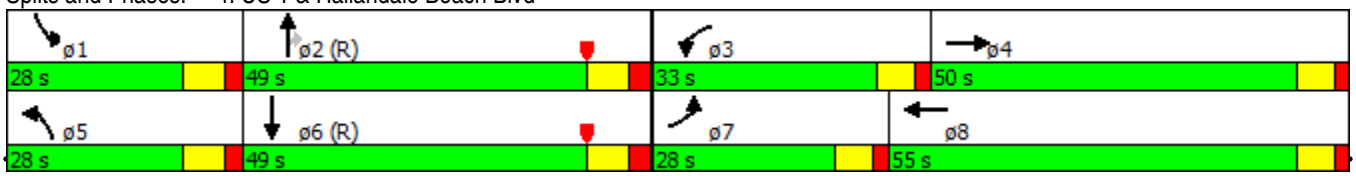
Intersection Summary	
HCM 2010 Ctrl Delay	68.0
HCM 2010 LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	123	927	289	589	1113	116	255	640	354	233	1077	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	419		0	345		0	500		400	109		109
Storage Lanes	1		0	2		0	2		1	1		1
Taper Length (ft)	68			112			95			290		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1784			698			1364			1343	
Travel Time (s)		40.5			15.9			31.0			30.5	
Confl. Peds. (#/hr)	15		3	3		15	1		8	8		1
Confl. Bikes (#/hr)			3			1			2			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.5	46.5		11.5	46.5		12.0	47.0	47.0	28.0	47.0	
Total Split (s)	28.0	50.0		33.0	55.0		28.0	49.0	49.0	28.0	49.0	
Total Split (%)	17.5%	31.3%		20.6%	34.4%		17.5%	30.6%	30.6%	17.5%	30.6%	
Maximum Green (s)	21.5	43.5		26.5	48.5		21.0	41.0	41.0	21.0	41.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	3.0	3.0	2.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		7.0	8.0	8.0	7.0	8.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		33.0			33.0			32.0	32.0		32.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 24 (15%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1 & Hallandale Beach Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	203	991	239	517	1143	197	495	999	494	318	727	135
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	207	1011	244	528	1166	201	505	1019	504	324	742	138
Adj No. of Lanes	1	3	0	2	3	0	2	3	1	2	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	229	1142	275	463	1246	215	496	1529	465	378	1146	211
Arrive On Green	0.04	0.09	0.09	0.04	0.09	0.09	0.05	0.10	0.10	0.04	0.09	0.09
Sat Flow, veh/h	1774	4062	978	3442	4345	749	3442	5085	1545	3442	4297	790
Grp Volume(v), veh/h	207	844	411	528	910	457	505	1019	504	324	584	296
Grp Sat Flow(s),veh/h/ln	1774	1695	1650	1721	1695	1703	1721	1695	1545	1721	1695	1697
Q Serve(g_s), s	18.6	39.3	39.4	21.5	42.6	42.6	23.0	30.9	48.0	15.0	26.6	27.0
Cycle Q Clear(g_c), s	18.6	39.3	39.4	21.5	42.6	42.6	23.0	30.9	48.0	15.0	26.6	27.0
Prop In Lane	1.00		0.59	1.00		0.44	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	229	953	464	463	972	488	496	1529	465	378	904	453
V/C Ratio(X)	0.90	0.88	0.89	1.14	0.94	0.94	1.02	0.67	1.08	0.86	0.65	0.65
Avail Cap(c_a), veh/h	239	966	470	463	972	488	496	1529	465	496	904	453
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Upstream Filter(I)	0.83	0.83	0.83	0.84	0.84	0.84	0.68	0.68	0.68	0.90	0.90	0.90
Uniform Delay (d), s/veh	75.5	69.9	69.9	76.3	70.8	70.8	76.1	64.2	71.9	75.7	65.5	65.7
Incr Delay (d2), s/veh	29.1	8.3	15.5	83.0	13.8	22.8	38.2	1.6	59.7	10.1	3.2	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.9	26.2	26.7	28.1	28.9	30.5	24.5	19.9	50.9	12.0	18.5	19.3
LnGrp Delay(d),s/veh	104.6	78.2	85.5	159.3	84.6	93.6	114.3	65.8	131.6	85.8	68.7	72.2
LnGrp LOS	F	E	F	F	F	F	F	E	F	F	E	E
Approach Vol, veh/h		1462			1895			2028			1204	
Approach Delay, s/veh		84.0			107.6			94.2			74.2	
Approach LOS		F			F			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.6	56.0	28.0	51.4	30.0	50.6	27.1	52.3
Change Period (Y+Rc), s	7.0	8.0	6.5	6.5	7.0	8.0	6.5	6.5
Max Green Setting (Gmax), s	23.0	42.0	21.5	45.5	23.0	42.0	21.5	45.5
Max Q Clear Time (g_c+I1), s	17.0	50.0	23.5	41.4	25.0	29.0	20.6	44.6
Green Ext Time (p_c), s	0.6	0.0	0.0	3.5	0.0	10.5	0.1	0.9

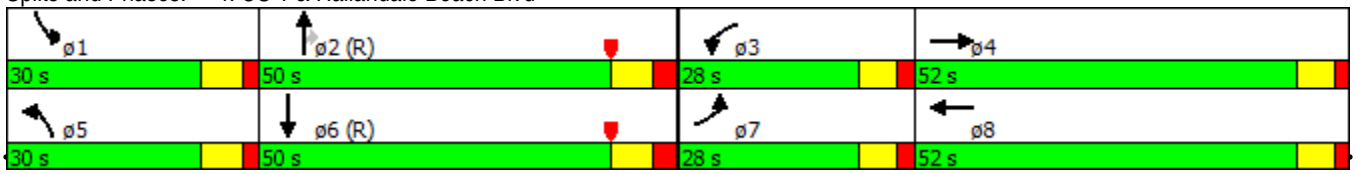
Intersection Summary	
HCM 2010 Ctrl Delay	92.1
HCM 2010 LOS	F

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	203	991	239	517	1143	197	495	999	494	318	727	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	419		0	345		0	500		400	109		109
Storage Lanes	1		0	2		0	2		1	1		1
Taper Length (ft)	68			112			95			290		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1784			698			1364			1343	
Travel Time (s)		40.5			15.9			31.0			30.5	
Confl. Peds. (#/hr)	5		14	14		5	11		4	4		11
Confl. Bikes (#/hr)			9			5			2			4
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.5	46.5		11.5	46.5		12.0	47.0	47.0	28.0	47.0	
Total Split (s)	28.0	52.0		28.0	52.0		30.0	50.0	50.0	30.0	50.0	
Total Split (%)	17.5%	32.5%		17.5%	32.5%		18.8%	31.3%	31.3%	18.8%	31.3%	
Maximum Green (s)	21.5	45.5		21.5	45.5		23.0	42.0	42.0	23.0	42.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	3.0	3.0	2.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		7.0	8.0	8.0	7.0	8.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		33.0			33.0			32.0	32.0		32.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 57 (36%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1 & Hallandale Beach Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	127	968	328	628	1155	135	280	733	392	248	1128	117
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	130	988	335	641	1179	138	286	748	400	253	1151	119
Adj No. of Lanes	1	3	0	2	3	0	2	3	1	2	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	1018	345	581	1645	192	340	1575	480	307	1405	145
Arrive On Green	0.17	0.55	0.55	0.06	0.12	0.12	0.03	0.10	0.10	0.03	0.10	0.10
Sat Flow, veh/h	1774	3723	1261	3442	4603	539	3442	5085	1550	3442	4680	484
Grp Volume(v), veh/h	130	900	423	641	868	449	286	748	400	253	834	436
Grp Sat Flow(s),veh/h/ln	1774	1695	1594	1721	1695	1751	1721	1695	1550	1721	1695	1773
Q Serve(g_s), s	11.2	40.2	40.3	26.5	38.7	38.7	13.0	21.8	39.7	11.5	37.8	37.9
Cycle Q Clear(g_c), s	11.2	40.2	40.3	26.5	38.7	38.7	13.0	21.8	39.7	11.5	37.8	37.9
Prop In Lane	1.00		0.79	1.00		0.31	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	151	927	436	581	1211	626	340	1575	480	307	1018	532
V/C Ratio(X)	0.86	0.97	0.97	1.10	0.72	0.72	0.84	0.47	0.83	0.83	0.82	0.82
Avail Cap(c_a), veh/h	243	940	442	581	1211	626	461	1575	480	461	1018	532
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Upstream Filter(I)	0.73	0.73	0.73	0.85	0.85	0.85	0.84	0.84	0.84	0.87	0.87	0.87
Uniform Delay (d), s/veh	64.3	35.0	35.0	74.1	61.6	61.6	74.7	58.4	66.5	74.9	66.5	66.5
Incr Delay (d2), s/veh	12.4	18.4	29.5	66.1	1.7	3.4	8.6	0.9	13.3	6.5	6.4	11.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.4	27.4	27.5	32.4	25.0	26.1	10.5	15.2	25.4	9.4	25.3	27.2
LnGrp Delay(d),s/veh	76.7	53.4	64.4	140.2	63.3	64.9	83.3	59.3	79.8	81.4	72.9	78.2
LnGrp LOS	E	D	E	F	E	E	F	E	E	F	E	E
Approach Vol, veh/h		1453			1958			1434			1523	
Approach Delay, s/veh		58.7			88.8			69.8			75.8	
Approach LOS		E			F			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	56.6	33.0	49.4	22.5	55.1	19.8	62.6
Change Period (Y+Rc), s	7.0	8.0	6.5	6.5	7.0	8.0	6.5	6.5
Max Green Setting (Gmax), s	21.0	41.0	26.5	43.5	21.0	41.0	21.5	48.5
Max Q Clear Time (g_c+I1), s	13.5	41.7	28.5	42.3	15.0	39.9	13.2	40.7
Green Ext Time (p_c), s	0.5	0.0	0.0	0.6	0.5	1.1	0.2	7.1

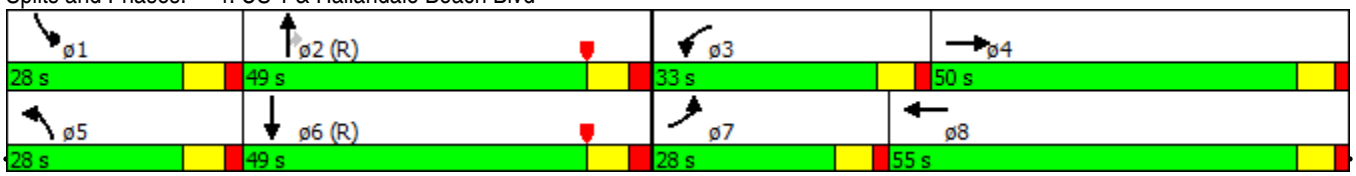
Intersection Summary	
HCM 2010 Ctrl Delay	74.6
HCM 2010 LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	127	968	328	628	1155	135	280	733	392	248	1128	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	419		0	345		0	500		400	109		109
Storage Lanes	1		0	2		0	2		1	1		1
Taper Length (ft)	68			112			95			290		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1784			698			1364			1343	
Travel Time (s)		40.5			15.9			31.0			30.5	
Confl. Peds. (#/hr)	15		3	3		15	1		8	8		1
Confl. Bikes (#/hr)			3			1			2			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.5	46.5		11.5	46.5		12.0	47.0	47.0	28.0	47.0	
Total Split (s)	28.0	50.0		33.0	55.0		28.0	49.0	49.0	28.0	49.0	
Total Split (%)	17.5%	31.3%		20.6%	34.4%		17.5%	30.6%	30.6%	17.5%	30.6%	
Maximum Green (s)	21.5	43.5		26.5	48.5		21.0	41.0	41.0	21.0	41.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	3.0	3.0	2.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		7.0	8.0	8.0	7.0	8.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		33.0			33.0			32.0	32.0		32.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 24 (15%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1 & Hallandale Beach Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	214	1079	283	561	1206	236	539	1092	551	351	781	148
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	218	1101	289	572	1231	241	550	1114	562	358	797	151
Adj No. of Lanes	1	3	0	2	3	0	2	3	1	2	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	1132	297	462	1207	236	495	1459	443	411	1124	211
Arrive On Green	0.04	0.09	0.09	0.04	0.09	0.09	0.05	0.09	0.09	0.04	0.09	0.09
Sat Flow, veh/h	1774	3981	1045	3442	4245	831	3442	5085	1544	3442	4280	804
Grp Volume(v), veh/h	218	937	453	572	983	489	550	1114	562	358	630	318
Grp Sat Flow(s),veh/h/ln	1774	1695	1636	1721	1695	1686	1721	1695	1544	1721	1695	1694
Q Serve(g_s), s	19.6	44.1	44.1	21.5	45.5	45.5	23.0	34.2	45.9	16.6	28.9	29.3
Cycle Q Clear(g_c), s	19.6	44.1	44.1	21.5	45.5	45.5	23.0	34.2	45.9	16.6	28.9	29.3
Prop In Lane	1.00		0.64	1.00		0.49	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	238	964	465	462	964	479	495	1459	443	411	890	445
V/C Ratio(X)	0.91	0.97	0.97	1.24	1.02	1.02	1.11	0.76	1.27	0.87	0.71	0.72
Avail Cap(c_a), veh/h	238	964	465	462	964	479	495	1459	443	495	890	445
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Upstream Filter(I)	0.09	0.09	0.09	0.79	0.79	0.79	0.57	0.57	0.57	0.86	0.86	0.86
Uniform Delay (d), s/veh	75.5	71.9	71.9	76.5	72.5	72.5	76.2	67.1	72.4	75.6	67.1	67.3
Incr Delay (d2), s/veh	5.5	4.2	7.4	120.8	30.9	41.7	66.0	2.2	131.1	12.0	4.1	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.6	23.6	23.2	32.4	45.9	48.3	27.9	21.4	64.4	13.0	19.8	20.6
LnGrp Delay(d),s/veh	81.0	76.1	79.3	197.2	103.4	114.1	142.2	69.4	203.5	87.6	71.2	75.5
LnGrp LOS	F	E	E	F	F	F	F	E	F	F	E	E
Approach Vol, veh/h		1608			2044			2226			1306	
Approach Delay, s/veh		77.7			132.2			121.2			76.7	
Approach LOS		E			F			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.1	53.9	28.0	52.0	30.0	50.0	28.0	52.0
Change Period (Y+Rc), s	7.0	8.0	6.5	6.5	7.0	8.0	6.5	6.5
Max Green Setting (Gmax), s	23.0	42.0	21.5	45.5	23.0	42.0	21.5	45.5
Max Q Clear Time (g_c+I1), s	18.6	47.9	23.5	46.1	25.0	31.3	21.6	47.5
Green Ext Time (p_c), s	0.5	0.0	0.0	0.0	0.0	9.3	0.0	0.0

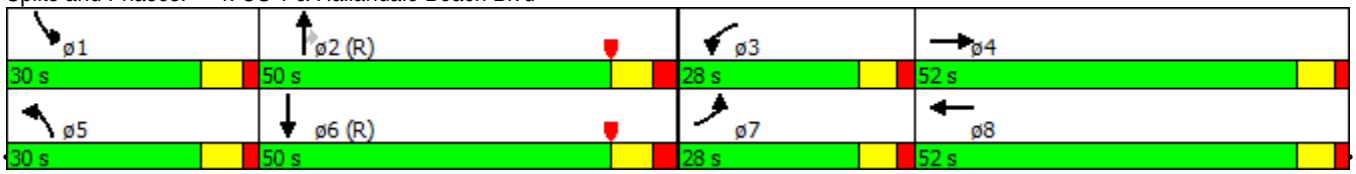
Intersection Summary	
HCM 2010 Ctrl Delay	106.5
HCM 2010 LOS	F

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	214	1079	283	561	1206	236	539	1092	551	351	781	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	419		0	345		0	500		400	109		109
Storage Lanes	1		0	2		0	2		1	1		1
Taper Length (ft)	68			112			95			290		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1784			698			1364			1343	
Travel Time (s)		40.5			15.9			31.0			30.5	
Confl. Peds. (#/hr)	5		14	14		5	11		4	4		11
Confl. Bikes (#/hr)			9			5			2			4
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.5	46.5		11.5	46.5		12.0	47.0	47.0	28.0	47.0	
Total Split (s)	28.0	52.0		28.0	52.0		30.0	50.0	50.0	30.0	50.0	
Total Split (%)	17.5%	32.5%		17.5%	32.5%		18.8%	31.3%	31.3%	18.8%	31.3%	
Maximum Green (s)	21.5	45.5		21.5	45.5		23.0	42.0	42.0	23.0	42.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	3.0	3.0	2.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		7.0	8.0	8.0	7.0	8.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		33.0			33.0			32.0	32.0		32.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 57 (36%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1 & Hallandale Beach Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	130	970	326	650	1155	135	311	733	392	248	1152	117
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	133	990	333	663	1179	138	317	748	400	253	1176	119
Adj No. of Lanes	1	3	0	2	3	0	2	3	1	2	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	1018	342	578	1631	191	369	1561	476	306	1354	137
Arrive On Green	0.17	0.55	0.55	0.06	0.12	0.12	0.04	0.10	0.10	0.03	0.10	0.10
Sat Flow, veh/h	1774	3732	1254	3442	4603	539	3442	5085	1550	3442	4690	474
Grp Volume(v), veh/h	133	899	424	663	868	449	317	748	400	253	850	445
Grp Sat Flow(s),veh/h/ln	1774	1695	1595	1721	1695	1751	1721	1695	1550	1721	1695	1774
Q Serve(g_s), s	11.5	40.5	40.6	26.5	39.0	39.0	14.5	21.9	40.0	11.5	39.0	39.0
Cycle Q Clear(g_c), s	11.5	40.5	40.6	26.5	39.0	39.0	14.5	21.9	40.0	11.5	39.0	39.0
Prop In Lane	1.00		0.79	1.00		0.31	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	154	925	435	578	1201	621	369	1561	476	306	979	512
V/C Ratio(X)	0.87	0.97	0.97	1.15	0.72	0.72	0.86	0.48	0.84	0.83	0.87	0.87
Avail Cap(c_a), veh/h	242	935	440	578	1201	621	458	1561	476	458	979	512
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Upstream Filter(I)	0.54	0.54	0.54	0.84	0.84	0.84	0.83	0.83	0.83	0.86	0.86	0.86
Uniform Delay (d), s/veh	64.3	35.3	35.3	74.5	62.2	62.2	74.9	59.0	67.1	75.3	68.4	68.4
Incr Delay (d2), s/veh	10.3	15.5	25.0	82.4	1.8	3.5	10.8	0.9	13.8	6.6	9.0	15.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.0	26.2	26.2	34.6	25.1	26.2	11.5	15.3	25.5	9.4	26.3	28.5
LnGrp Delay(d),s/veh	74.6	50.7	60.3	156.9	64.0	65.7	85.7	59.8	80.9	81.9	77.4	84.2
LnGrp LOS	E	D	E	F	E	E	F	E	F	F	E	F
Approach Vol, veh/h		1456			1980			1465			1548	
Approach Delay, s/veh		55.7			95.5			71.2			80.1	
Approach LOS		E			F			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	56.4	33.0	49.5	23.9	53.5	20.1	62.4
Change Period (Y+Rc), s	7.0	8.0	6.5	6.5	7.0	8.0	6.5	6.5
Max Green Setting (Gmax), s	21.0	41.0	26.5	43.5	21.0	41.0	21.5	48.5
Max Q Clear Time (g_c+I1), s	13.5	42.0	28.5	42.6	16.5	41.0	13.5	41.0
Green Ext Time (p_c), s	0.5	0.0	0.0	0.4	0.5	0.0	0.2	6.9

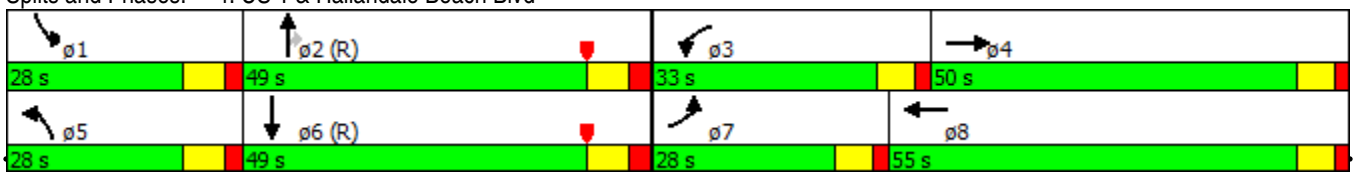
Intersection Summary	
HCM 2010 Ctrl Delay	77.3
HCM 2010 LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	130	970	326	650	1155	135	311	733	392	248	1152	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	419		0	345		0	500		400	109		109
Storage Lanes	1		0	2		0	2		1	1		1
Taper Length (ft)	68			112			95			290		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1784			698			1364			1343	
Travel Time (s)		40.5			15.9			31.0			30.5	
Confl. Peds. (#/hr)	15		3	3		15	1		8	8		1
Confl. Bikes (#/hr)			3			1			2			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.5	46.5		11.5	46.5		12.0	47.0	47.0	28.0	47.0	
Total Split (s)	28.0	50.0		33.0	55.0		28.0	49.0	49.0	28.0	49.0	
Total Split (%)	17.5%	31.3%		20.6%	34.4%		17.5%	30.6%	30.6%	17.5%	30.6%	
Maximum Green (s)	21.5	43.5		26.5	48.5		21.0	41.0	41.0	21.0	41.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	3.0	3.0	2.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		7.0	8.0	8.0	7.0	8.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		33.0			33.0			32.0	32.0		32.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 24 (15%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1 & Hallandale Beach Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	130	970	326	650	1155	135	311	733	392	248	1152	117
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	133	990	333	663	1179	138	317	748	400	253	1176	119
Adj No. of Lanes	1	3	0	2	3	0	2	3	1	2	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	980	329	621	1641	192	369	1541	470	308	1338	135
Arrive On Green	0.17	0.53	0.53	0.06	0.12	0.12	0.04	0.10	0.10	0.03	0.09	0.09
Sat Flow, veh/h	1774	3731	1253	3442	4603	539	3442	5085	1550	3442	4690	474
Grp Volume(v), veh/h	133	900	423	663	868	449	317	748	400	253	850	445
Grp Sat Flow(s),veh/h/ln	1774	1695	1594	1721	1695	1751	1721	1695	1550	1721	1695	1774
Q Serve(g_s), s	11.5	41.5	41.5	28.5	39.0	39.0	14.5	22.0	40.1	11.6	39.1	39.1
Cycle Q Clear(g_c), s	11.5	41.5	41.5	28.5	39.0	39.0	14.5	22.0	40.1	11.6	39.1	39.1
Prop In Lane	1.00		0.79	1.00		0.31	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	154	891	419	621	1208	624	369	1541	470	308	967	506
V/C Ratio(X)	0.86	1.01	1.01	1.07	0.72	0.72	0.86	0.49	0.85	0.82	0.88	0.88
Avail Cap(c_a), veh/h	264	891	419	621	1208	624	458	1541	470	501	967	506
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Upstream Filter(I)	0.54	0.54	0.54	0.84	0.84	0.84	0.83	0.83	0.83	0.86	0.86	0.86
Uniform Delay (d), s/veh	64.4	37.5	37.5	74.3	62.1	62.1	75.0	59.4	67.6	75.4	68.9	68.9
Incr Delay (d2), s/veh	8.0	24.6	35.2	52.7	1.8	3.4	10.9	0.9	14.9	4.9	9.8	17.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.9	39.8	39.6	32.7	25.1	26.2	11.6	15.3	25.7	9.4	26.5	28.8
LnGrp Delay(d),s/veh	72.3	62.1	72.7	127.0	63.8	65.4	85.8	60.3	82.5	80.3	78.7	85.9
LnGrp LOS	E	F	F	F	E	E	F	E	F	F	E	F
Approach Vol, veh/h		1456			1980			1465			1548	
Approach Delay, s/veh		66.1			85.4			71.9			81.0	
Approach LOS		E			F			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.1	55.9	35.0	48.0	23.9	53.1	20.2	62.8
Change Period (Y+Rc), s	7.0	8.0	6.5	6.5	7.0	8.0	6.5	6.5
Max Green Setting (Gmax), s	23.0	39.0	28.5	41.5	21.0	41.0	23.5	46.5
Max Q Clear Time (g_c+I1), s	13.6	42.1	30.5	43.5	16.5	41.1	13.5	41.0
Green Ext Time (p_c), s	0.6	0.0	0.0	0.0	0.5	0.0	0.2	5.1

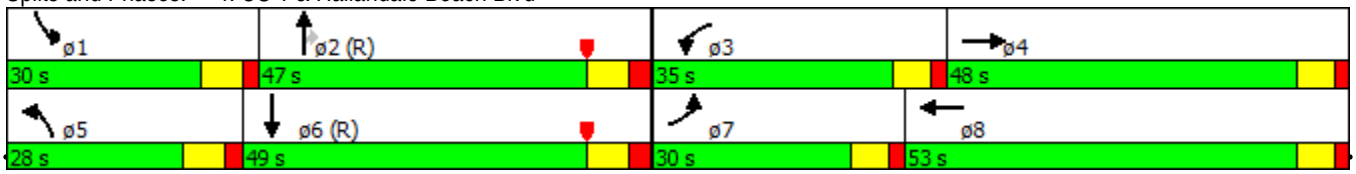
Intersection Summary	
HCM 2010 Ctrl Delay	76.9
HCM 2010 LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	130	970	326	650	1155	135	311	733	392	248	1152	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	419		0	345		0	500		400	109		109
Storage Lanes	1		0	2		0	2		1	1		1
Taper Length (ft)	68			112			95			290		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1784			698			1364			1343	
Travel Time (s)		40.5			15.9			31.0			30.5	
Confl. Peds. (#/hr)	15		3	3		15	1		8	8		1
Confl. Bikes (#/hr)			3			1			2			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.5	46.5		11.5	46.5		12.0	47.0	47.0	28.0	47.0	
Total Split (s)	30.0	48.0		35.0	53.0		28.0	47.0	47.0	30.0	49.0	
Total Split (%)	18.8%	30.0%		21.9%	33.1%		17.5%	29.4%	29.4%	18.8%	30.6%	
Maximum Green (s)	23.5	41.5		28.5	46.5		21.0	39.0	39.0	23.0	41.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	3.0	3.0	2.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		7.0	8.0	8.0	7.0	8.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		33.0			33.0			32.0	32.0		32.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 24 (15%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1 & Hallandale Beach Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	235	1098	283	563	1206	236	541	1092	551	351	783	148
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	240	1120	289	574	1231	241	552	1114	562	358	799	151
Adj No. of Lanes	1	3	0	2	3	0	2	3	1	2	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	1137	293	462	1207	236	495	1459	443	411	1124	211
Arrive On Green	0.04	0.09	0.09	0.04	0.09	0.09	0.05	0.09	0.09	0.04	0.09	0.09
Sat Flow, veh/h	1774	3998	1031	3442	4245	831	3442	5085	1544	3442	4282	802
Grp Volume(v), veh/h	240	950	459	574	983	489	552	1114	562	358	631	319
Grp Sat Flow(s),veh/h/ln	1774	1695	1639	1721	1695	1686	1721	1695	1544	1721	1695	1694
Q Serve(g_s), s	21.5	44.8	44.8	21.5	45.5	45.5	23.0	34.2	45.9	16.6	29.0	29.3
Cycle Q Clear(g_c), s	21.5	44.8	44.8	21.5	45.5	45.5	23.0	34.2	45.9	16.6	29.0	29.3
Prop In Lane	1.00		0.63	1.00		0.49	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	238	964	466	462	964	479	495	1459	443	411	890	445
V/C Ratio(X)	1.01	0.99	0.99	1.24	1.02	1.02	1.12	0.76	1.27	0.87	0.71	0.72
Avail Cap(c_a), veh/h	238	964	466	462	964	479	495	1459	443	495	890	445
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Upstream Filter(I)	0.09	0.09	0.09	0.79	0.79	0.79	0.57	0.57	0.57	0.86	0.86	0.86
Uniform Delay (d), s/veh	76.5	72.2	72.2	76.5	72.5	72.5	76.2	67.1	72.4	75.6	67.1	67.3
Incr Delay (d2), s/veh	19.1	5.8	9.4	122.5	30.9	41.6	67.4	2.2	131.0	12.0	4.1	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	21.3	24.1	23.9	32.6	45.9	48.2	28.1	21.4	64.4	13.0	19.8	20.7
LnGrp Delay(d),s/veh	95.6	78.0	81.6	199.0	103.4	114.1	143.6	69.3	203.4	87.6	71.2	75.6
LnGrp LOS	F	E	F	F	F	F	F	E	F	F	E	E
Approach Vol, veh/h		1649			2046			2228			1308	
Approach Delay, s/veh		81.5			132.8			121.6			76.8	
Approach LOS		F			F			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.1	53.9	28.0	52.0	30.0	50.0	28.0	52.0
Change Period (Y+Rc), s	7.0	8.0	6.5	6.5	7.0	8.0	6.5	6.5
Max Green Setting (Gmax), s	23.0	42.0	21.5	45.5	23.0	42.0	21.5	45.5
Max Q Clear Time (g_c+I1), s	18.6	47.9	23.5	46.8	25.0	31.3	23.5	47.5
Green Ext Time (p_c), s	0.5	0.0	0.0	0.0	0.0	9.2	0.0	0.0

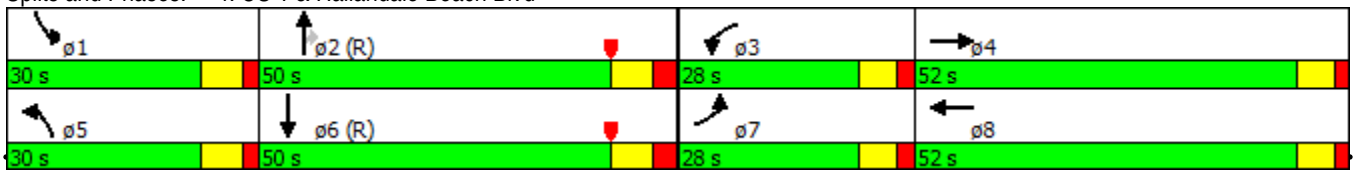
Intersection Summary	
HCM 2010 Ctrl Delay	107.5
HCM 2010 LOS	F

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	235	1098	283	563	1206	236	541	1092	551	351	783	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	419		0	345		0	500		400	109		109
Storage Lanes	1		0	2		0	2		1	1		1
Taper Length (ft)	68			112			95			290		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1784			698			1364			1343	
Travel Time (s)		40.5			15.9			31.0			30.5	
Confl. Peds. (#/hr)	5		14	14		5	11		4	4		11
Confl. Bikes (#/hr)			9			5			2			4
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.5	46.5		11.5	46.5		12.0	47.0	47.0	28.0	47.0	
Total Split (s)	28.0	52.0		28.0	52.0		30.0	50.0	50.0	30.0	50.0	
Total Split (%)	17.5%	32.5%		17.5%	32.5%		18.8%	31.3%	31.3%	18.8%	31.3%	
Maximum Green (s)	21.5	45.5		21.5	45.5		23.0	42.0	42.0	23.0	42.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	3.0	3.0	2.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		7.0	8.0	8.0	7.0	8.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		33.0			33.0			32.0	32.0		32.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 57 (36%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1 & Hallandale Beach Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	235	1098	283	563	1206	236	541	1092	551	351	783	148
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	240	1120	289	574	1231	241	552	1114	562	358	799	151
Adj No. of Lanes	1	3	0	2	3	0	2	3	1	2	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	228	1091	281	486	1212	237	601	1485	451	420	1025	192
Arrive On Green	0.04	0.09	0.09	0.05	0.09	0.09	0.06	0.10	0.10	0.04	0.08	0.08
Sat Flow, veh/h	1774	3997	1031	3442	4245	831	3442	5085	1544	3442	4281	802
Grp Volume(v), veh/h	240	950	459	574	983	489	552	1114	562	358	631	319
Grp Sat Flow(s),veh/h/ln	1774	1695	1638	1721	1695	1686	1721	1695	1544	1721	1695	1693
Q Serve(g_s), s	20.5	43.5	43.5	22.5	45.5	45.5	25.4	34.0	46.6	16.5	29.1	29.5
Cycle Q Clear(g_c), s	20.5	43.5	43.5	22.5	45.5	45.5	25.4	34.0	46.6	16.5	29.1	29.5
Prop In Lane	1.00		0.63	1.00		0.49	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	228	925	447	486	968	481	601	1485	451	420	812	405
V/C Ratio(X)	1.05	1.03	1.03	1.18	1.02	1.02	0.92	0.75	1.25	0.85	0.78	0.79
Avail Cap(c_a), veh/h	228	925	447	486	968	481	626	1485	451	626	812	405
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Upstream Filter(I)	0.09	0.09	0.09	0.79	0.79	0.79	0.57	0.57	0.57	0.86	0.86	0.86
Uniform Delay (d), s/veh	76.3	72.5	72.5	76.0	72.2	72.2	74.0	66.4	72.0	75.1	69.2	69.4
Incr Delay (d2), s/veh	33.5	16.9	20.4	97.7	29.8	40.6	11.8	2.0	121.0	6.4	6.3	12.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	22.0	40.2	39.6	31.2	45.7	48.0	17.6	21.2	63.2	12.6	20.2	21.2
LnGrp Delay(d),s/veh	109.8	89.4	92.9	173.7	102.0	112.8	85.8	68.4	193.1	81.5	75.5	81.9
LnGrp LOS	F	F	F	F	F	F	F	E	F	F	E	F
Approach Vol, veh/h		1649			2046			2228			1308	
Approach Delay, s/veh		93.4			124.7			104.1			78.7	
Approach LOS		F			F			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.4	54.6	29.0	50.0	34.8	46.2	27.0	52.0
Change Period (Y+Rc), s	7.0	8.0	6.5	6.5	7.0	8.0	6.5	6.5
Max Green Setting (Gmax), s	29.0	37.0	22.5	43.5	29.0	37.0	20.5	45.5
Max Q Clear Time (g_c+I1), s	18.5	48.6	24.5	45.5	27.4	31.5	22.5	47.5
Green Ext Time (p_c), s	1.0	0.0	0.0	0.0	0.4	5.0	0.0	0.0

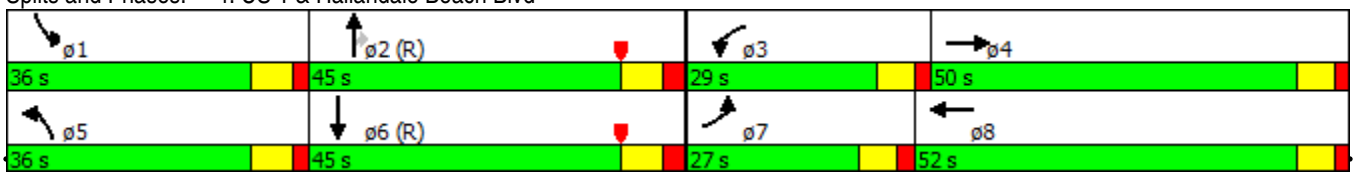
Intersection Summary	
HCM 2010 Ctrl Delay	102.9
HCM 2010 LOS	F

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	235	1098	283	563	1206	236	541	1092	551	351	783	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	419		0	345		0	500		400	109		109
Storage Lanes	1		0	2		0	2		1	1		1
Taper Length (ft)	68			112			95			290		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1784			698			1364			1343	
Travel Time (s)		40.5			15.9			31.0			30.5	
Confl. Peds. (#/hr)	5		14	14		5	11		4	4		11
Confl. Bikes (#/hr)			9			5			2			4
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.5	46.5		11.5	46.5		12.0	43.0	43.0	28.0	41.0	
Total Split (s)	27.0	50.0		29.0	52.0		36.0	45.0	45.0	36.0	45.0	
Total Split (%)	16.9%	31.3%		18.1%	32.5%		22.5%	28.1%	28.1%	22.5%	28.1%	
Maximum Green (s)	20.5	43.5		22.5	45.5		29.0	37.0	37.0	29.0	37.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	3.0	3.0	2.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		7.0	8.0	8.0	7.0	8.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		33.0			33.0			28.0	28.0		26.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 57 (36%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1 & Hallandale Beach Blvd



5) Hallandale Beach Boulevard / NE 8th Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1508	50	62	1275	0	27	0	34	118	8	158
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	0	1622	0	67	1371	0	29	0	37	127	9	170
Adj No. of Lanes	0	3	1	1	3	0	0	1	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	0	2366	737	84	2797	0	158	0	202	211	9	179
Arrive On Green	0.00	0.15	0.00	0.09	1.00	0.00	0.22	0.00	0.22	0.12	0.12	0.12
Sat Flow, veh/h	0	5253	1583	1774	5253	0	723	0	923	1774	80	1508
Grp Volume(v), veh/h	0	1622	0	67	1371	0	66	0	0	127	0	179
Grp Sat Flow(s),veh/h/ln	0	1695	1583	1774	1695	0	1646	0	0	1774	0	1588
Q Serve(g_s), s	0.0	48.3	0.0	5.9	0.0	0.0	5.2	0.0	0.0	10.9	0.0	17.9
Cycle Q Clear(g_c), s	0.0	48.3	0.0	5.9	0.0	0.0	5.2	0.0	0.0	10.9	0.0	17.9
Prop In Lane	0.00		1.00	1.00		0.00	0.44		0.56	1.00		0.95
Lane Grp Cap(c), veh/h	0	2366	737	84	2797	0	360	0	0	211	0	189
V/C Ratio(X)	0.00	0.69	0.00	0.80	0.49	0.00	0.18	0.00	0.00	0.60	0.00	0.95
Avail Cap(c_a), veh/h	0	2366	737	133	2797	0	360	0	0	211	0	189
HCM Platoon Ratio	1.00	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.48	0.00	0.86	0.86	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	56.6	0.0	71.7	0.0	0.0	50.9	0.0	0.0	66.9	0.0	70.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	14.1	0.5	0.0	1.1	0.0	0.0	4.8	0.0	51.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	28.3	0.0	5.8	0.2	0.0	4.5	0.0	0.0	9.5	0.0	15.8
LnGrp Delay(d),s/veh	0.0	57.4	0.0	85.8	0.5	0.0	52.0	0.0	0.0	71.7	0.0	121.0
LnGrp LOS		E		F	A		D			E		F
Approach Vol, veh/h		1622			1438			66			306	
Approach Delay, s/veh		57.4			4.5			52.0			100.5	
Approach LOS		E			A			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		41.0	13.6	80.4		25.0		94.0
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s		35.0	12.0	70.0		19.0		88.0
Max Q Clear Time (g_c+I1), s		7.2	7.9	50.3		19.9		2.0
Green Ext Time (p_c), s		0.3	0.0	17.8		0.0		59.3

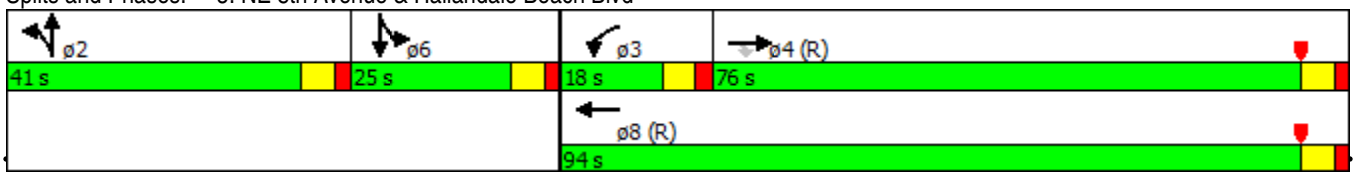
Intersection Summary	
HCM 2010 Ctrl Delay	39.0
HCM 2010 LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1508	50	62	1275	0	27	0	34	118	8	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	111		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			54			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		698			614			634			495	
Travel Time (s)		15.9			14.0			14.4			11.3	
Confl. Peds. (#/hr)	5		7	7		5			2	2		
Confl. Bikes (#/hr)			4			3			1			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type		NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases		4		3	8		2	2		6	6	
Permitted Phases			4									
Detector Phase		4	4	3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)		30.0	30.0	11.0	30.0		41.0	41.0		24.0	24.0	
Total Split (s)		76.0	76.0	18.0	94.0		41.0	41.0		25.0	25.0	
Total Split (%)		47.5%	47.5%	11.3%	58.8%		25.6%	25.6%		15.6%	15.6%	
Maximum Green (s)		70.0	70.0	12.0	88.0		35.0	35.0		19.0	19.0	
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)		2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0			6.0		6.0	6.0	
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode		C-Max	C-Max	None	C-Max		Max	Max		None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0				
Flash Dont Walk (s)		17.0	17.0		17.0		28.0	28.0				
Pedestrian Calls (#/hr)		0	0		0		0	0				

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 40 (25%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 5: NE 8th Avenue & Hallandale Beach Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	1634	18	27	1381	0	20	0	42	93	8	74
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	0	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	1	1816	0	30	1534	0	22	0	47	103	9	82
Adj No. of Lanes	0	3	1	1	3	0	0	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	23	2723	872	41	3113	0	116	0	248	129	12	106
Arrive On Green	0.37	0.37	0.00	0.05	1.00	0.00	0.22	0.00	0.22	0.07	0.07	0.07
Sat Flow, veh/h	0	4946	1583	1774	5253	0	518	0	1107	1774	159	1448
Grp Volume(v), veh/h	684	1133	0	30	1534	0	69	0	0	103	0	91
Grp Sat Flow(s),veh/h/ln	1861	1543	1583	1774	1695	0	1624	0	0	1774	0	1607
Q Serve(g_s), s	0.0	48.0	0.0	2.6	0.0	0.0	5.4	0.0	0.0	8.9	0.0	8.7
Cycle Q Clear(g_c), s	48.0	48.0	0.0	2.6	0.0	0.0	5.4	0.0	0.0	8.9	0.0	8.7
Prop In Lane	0.00		1.00	1.00		0.00	0.32		0.68	1.00		0.90
Lane Grp Cap(c), veh/h	1048	1698	872	41	3113	0	364	0	0	129	0	117
V/C Ratio(X)	0.65	0.67	0.00	0.73	0.49	0.00	0.19	0.00	0.00	0.80	0.00	0.78
Avail Cap(c_a), veh/h	1048	1698	872	136	3113	0	364	0	0	216	0	196
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.42	0.42	0.00	0.85	0.85	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.3	37.3	0.0	74.0	0.0	0.0	49.1	0.0	0.0	71.3	0.0	71.2
Incr Delay (d2), s/veh	1.3	0.9	0.0	18.4	0.5	0.0	1.2	0.0	0.0	10.6	0.0	10.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	30.6	25.6	0.0	2.7	0.2	0.0	4.6	0.0	0.0	8.3	0.0	7.6
LnGrp Delay(d),s/veh	38.6	38.2	0.0	92.4	0.5	0.0	50.3	0.0	0.0	81.9	0.0	81.7
LnGrp LOS	D	D		F	A		D			F		F
Approach Vol, veh/h		1817			1564			69			194	
Approach Delay, s/veh		38.4			2.2			50.3			81.8	
Approach LOS		D			A			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		41.0	9.6	92.0		17.4		101.6
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s		35.0	12.0	70.0		19.0		88.0
Max Q Clear Time (g_c+I1), s		7.4	4.6	50.0		10.9		2.0
Green Ext Time (p_c), s		0.3	0.0	18.7		0.5		66.8

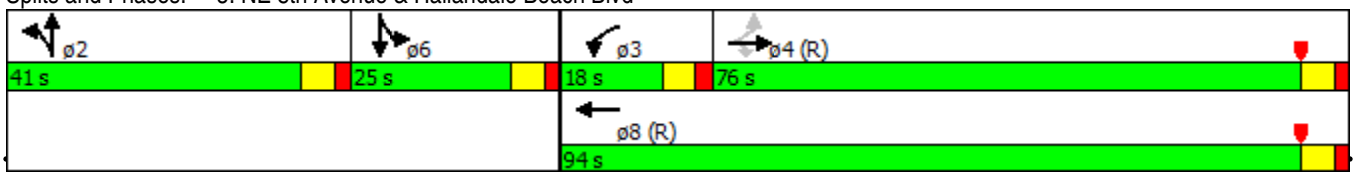
Intersection Summary	
HCM 2010 Ctrl Delay	25.4
HCM 2010 LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	1634	18	27	1381	0	20	0	42	93	8	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	111		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			54			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		698			614			634			495	
Travel Time (s)		15.9			14.0			14.4			11.3	
Confl. Peds. (#/hr)	6					6						
Confl. Bikes (#/hr)			1			5			1			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases		4		3	8		2	2		6	6	
Permitted Phases	4		4									
Detector Phase	4	4	4	3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	30.0	30.0	30.0	11.0	30.0		41.0	41.0		24.0	24.0	
Total Split (s)	76.0	76.0	76.0	18.0	94.0		41.0	41.0		25.0	25.0	
Total Split (%)	47.5%	47.5%	47.5%	11.3%	58.8%		25.6%	25.6%		15.6%	15.6%	
Maximum Green (s)	70.0	70.0	70.0	12.0	88.0		35.0	35.0		19.0	19.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0			6.0		6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		Max	Max		None	None	
Walk Time (s)	7.0	7.0	7.0		7.0		7.0	7.0				
Flash Dont Walk (s)	17.0	17.0	17.0		17.0		28.0	28.0				
Pedestrian Calls (#/hr)	0	0	0		0		0	0				

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 100 (63%), Referenced to phase 4:EBTL and 8:WBT, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 5: NE 8th Avenue & Hallandale Beach Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1588	51	63	1378	0	28	0	35	122	8	163
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	0	1708	0	68	1482	0	30	0	38	131	9	175
Adj No. of Lanes	0	3	1	1	3	0	0	1	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	0	2363	736	85	2797	0	159	0	201	211	9	179
Arrive On Green	0.00	0.15	0.00	0.10	1.00	0.00	0.22	0.00	0.22	0.12	0.12	0.12
Sat Flow, veh/h	0	5253	1583	1774	5253	0	727	0	920	1774	78	1510
Grp Volume(v), veh/h	0	1708	0	68	1482	0	68	0	0	131	0	184
Grp Sat Flow(s),veh/h/ln	0	1695	1583	1774	1695	0	1647	0	0	1774	0	1587
Q Serve(g_s), s	0.0	51.2	0.0	6.0	0.0	0.0	5.4	0.0	0.0	11.2	0.0	18.5
Cycle Q Clear(g_c), s	0.0	51.2	0.0	6.0	0.0	0.0	5.4	0.0	0.0	11.2	0.0	18.5
Prop In Lane	0.00		1.00	1.00		0.00	0.44		0.56	1.00		0.95
Lane Grp Cap(c), veh/h	0	2363	736	85	2797	0	360	0	0	211	0	188
V/C Ratio(X)	0.00	0.72	0.00	0.80	0.53	0.00	0.19	0.00	0.00	0.62	0.00	0.98
Avail Cap(c_a), veh/h	0	2363	736	133	2797	0	360	0	0	211	0	188
HCM Platoon Ratio	1.00	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.38	0.00	0.83	0.83	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	57.9	0.0	71.6	0.0	0.0	50.9	0.0	0.0	67.1	0.0	70.3
Incr Delay (d2), s/veh	0.0	0.8	0.0	14.3	0.6	0.0	1.2	0.0	0.0	5.5	0.0	58.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	29.2	0.0	5.9	0.3	0.0	4.6	0.0	0.0	9.8	0.0	16.7
LnGrp Delay(d),s/veh	0.0	58.7	0.0	85.9	0.6	0.0	52.1	0.0	0.0	72.6	0.0	128.7
LnGrp LOS		E		F	A		D			E		F
Approach Vol, veh/h		1708			1550			68			315	
Approach Delay, s/veh		58.7			4.3			52.1			105.4	
Approach LOS		E			A			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		41.0	13.7	80.3		25.0		94.0
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s		35.0	12.0	70.0		19.0		88.0
Max Q Clear Time (g_c+I1), s		7.4	8.0	53.2		20.5		2.0
Green Ext Time (p_c), s		0.3	0.0	15.7		0.0		64.4

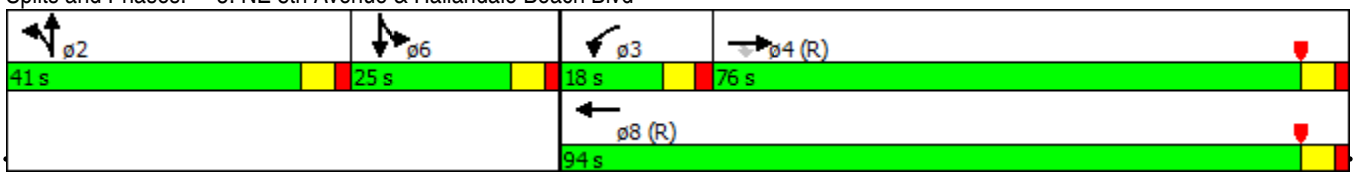
Intersection Summary	
HCM 2010 Ctrl Delay	39.5
HCM 2010 LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1588	51	63	1378	0	28	0	35	122	8	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	111		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			54			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		698			614			634			495	
Travel Time (s)		15.9			14.0			14.4			11.3	
Confl. Peds. (#/hr)	5		7	7		5			2	2		
Confl. Bikes (#/hr)			4			3			1			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type		NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases		4		3	8		2	2		6	6	
Permitted Phases			4									
Detector Phase		4	4	3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)		30.0	30.0	11.0	30.0		41.0	41.0		24.0	24.0	
Total Split (s)		76.0	76.0	18.0	94.0		41.0	41.0		25.0	25.0	
Total Split (%)		47.5%	47.5%	11.3%	58.8%		25.6%	25.6%		15.6%	15.6%	
Maximum Green (s)		70.0	70.0	12.0	88.0		35.0	35.0		19.0	19.0	
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)		2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0			6.0		6.0	6.0	
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode		C-Max	C-Max	None	C-Max		Max	Max		None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0				
Flash Dont Walk (s)		17.0	17.0		17.0		28.0	28.0				
Pedestrian Calls (#/hr)		0	0		0		0	0				

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 40 (25%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 5: NE 8th Avenue & Hallandale Beach Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	1808	18	27	1504	0	20	0	43	113	8	111
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	0	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	1	2009	0	30	1671	0	22	0	48	126	9	123
Adj No. of Lanes	0	3	1	1	3	0	0	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	23	2567	822	41	2950	0	113	0	246	171	11	144
Arrive On Green	0.35	0.35	0.00	0.05	1.00	0.00	0.22	0.00	0.22	0.10	0.10	0.10
Sat Flow, veh/h	0	4946	1583	1774	5253	0	510	0	1113	1774	109	1491
Grp Volume(v), veh/h	756	1254	0	30	1671	0	70	0	0	126	0	132
Grp Sat Flow(s),veh/h/ln	1861	1543	1583	1774	1695	0	1624	0	0	1774	0	1600
Q Serve(g_s), s	0.0	57.6	0.0	2.6	0.0	0.0	5.5	0.0	0.0	10.9	0.0	12.8
Cycle Q Clear(g_c), s	57.5	57.6	0.0	2.6	0.0	0.0	5.5	0.0	0.0	10.9	0.0	12.8
Prop In Lane	0.00		1.00	1.00		0.00	0.31		0.69	1.00		0.93
Lane Grp Cap(c), veh/h	989	1601	822	41	2950	0	359	0	0	171	0	154
V/C Ratio(X)	0.76	0.78	0.00	0.73	0.57	0.00	0.19	0.00	0.00	0.74	0.00	0.85
Avail Cap(c_a), veh/h	989	1601	822	135	2950	0	359	0	0	213	0	192
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.25	0.25	0.00	0.82	0.82	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.6	43.6	0.0	74.9	0.0	0.0	50.1	0.0	0.0	69.5	0.0	70.3
Incr Delay (d2), s/veh	1.4	1.0	0.0	18.2	0.6	0.0	1.2	0.0	0.0	9.7	0.0	25.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	34.6	28.9	0.0	2.7	0.3	0.0	4.7	0.0	0.0	9.8	0.0	11.0
LnGrp Delay(d),s/veh	45.0	44.6	0.0	93.1	0.6	0.0	51.3	0.0	0.0	79.2	0.0	95.5
LnGrp LOS	D	D		F	A		D			E		F
Approach Vol, veh/h		2010			1701			70			258	
Approach Delay, s/veh		44.7			2.3			51.3			87.5	
Approach LOS		D			A			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		41.0	9.7	88.1		21.3		97.7
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s		35.0	12.0	70.0		19.0		88.0
Max Q Clear Time (g_c+I1), s		7.5	4.6	59.6		14.8		2.0
Green Ext Time (p_c), s		0.3	0.0	10.2		0.4		73.3

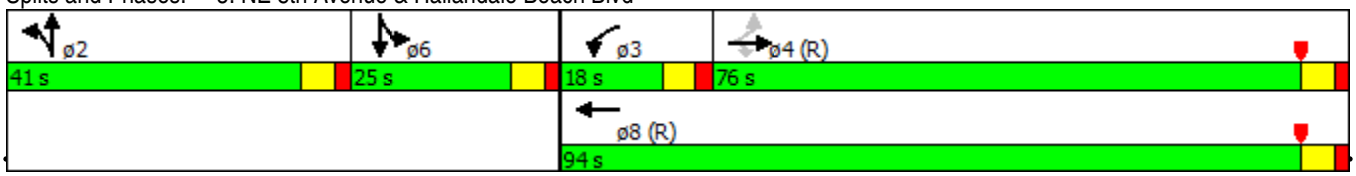
Intersection Summary	
HCM 2010 Ctrl Delay	29.7
HCM 2010 LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	1808	18	27	1504	0	20	0	43	113	8	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	111		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			54			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		698			614			634			495	
Travel Time (s)		15.9			14.0			14.4			11.3	
Confl. Peds. (#/hr)	6					6						
Confl. Bikes (#/hr)			1			5			1			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases		4		3	8		2	2		6	6	
Permitted Phases	4		4									
Detector Phase	4	4	4	3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	30.0	30.0	30.0	11.0	30.0		41.0	41.0		24.0	24.0	
Total Split (s)	76.0	76.0	76.0	18.0	94.0		41.0	41.0		25.0	25.0	
Total Split (%)	47.5%	47.5%	47.5%	11.3%	58.8%		25.6%	25.6%		15.6%	15.6%	
Maximum Green (s)	70.0	70.0	70.0	12.0	88.0		35.0	35.0		19.0	19.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0			6.0		6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		Max	Max		None	None	
Walk Time (s)	7.0	7.0	7.0		7.0		7.0	7.0				
Flash Dont Walk (s)	17.0	17.0	17.0		17.0		28.0	28.0				
Pedestrian Calls (#/hr)	0	0	0		0		0	0				

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 100 (63%), Referenced to phase 4:EBTL and 8:WBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 5: NE 8th Avenue & Hallandale Beach Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1591	51	63	1400	0	28	0	35	122	8	163
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	0	1711	0	68	1505	0	30	0	38	131	9	175
Adj No. of Lanes	0	3	1	1	3	0	0	1	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	0	2363	736	85	2797	0	159	0	201	211	9	179
Arrive On Green	0.00	0.15	0.00	0.10	1.00	0.00	0.22	0.00	0.22	0.12	0.12	0.12
Sat Flow, veh/h	0	5253	1583	1774	5253	0	727	0	920	1774	78	1510
Grp Volume(v), veh/h	0	1711	0	68	1505	0	68	0	0	131	0	184
Grp Sat Flow(s),veh/h/ln	0	1695	1583	1774	1695	0	1647	0	0	1774	0	1587
Q Serve(g_s), s	0.0	51.3	0.0	6.0	0.0	0.0	5.4	0.0	0.0	11.2	0.0	18.5
Cycle Q Clear(g_c), s	0.0	51.3	0.0	6.0	0.0	0.0	5.4	0.0	0.0	11.2	0.0	18.5
Prop In Lane	0.00		1.00	1.00		0.00	0.44		0.56	1.00		0.95
Lane Grp Cap(c), veh/h	0	2363	736	85	2797	0	360	0	0	211	0	188
V/C Ratio(X)	0.00	0.72	0.00	0.80	0.54	0.00	0.19	0.00	0.00	0.62	0.00	0.98
Avail Cap(c_a), veh/h	0	2363	736	133	2797	0	360	0	0	211	0	188
HCM Platoon Ratio	1.00	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.38	0.00	0.82	0.82	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	58.0	0.0	71.6	0.0	0.0	50.9	0.0	0.0	67.1	0.0	70.3
Incr Delay (d2), s/veh	0.0	0.8	0.0	14.2	0.6	0.0	1.2	0.0	0.0	5.5	0.0	58.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	29.3	0.0	5.9	0.3	0.0	4.6	0.0	0.0	9.8	0.0	16.7
LnGrp Delay(d),s/veh	0.0	58.7	0.0	85.8	0.6	0.0	52.1	0.0	0.0	72.6	0.0	128.7
LnGrp LOS		E		F	A		D			E		F
Approach Vol, veh/h		1711			1573			68			315	
Approach Delay, s/veh		58.7			4.3			52.1			105.4	
Approach LOS		E			A			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		41.0	13.7	80.3		25.0		94.0
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s		35.0	12.0	70.0		19.0		88.0
Max Q Clear Time (g_c+I1), s		7.4	8.0	53.3		20.5		2.0
Green Ext Time (p_c), s		0.3	0.0	15.7		0.0		65.1

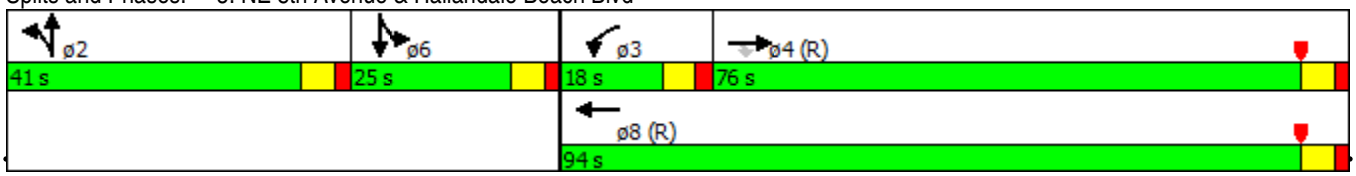
Intersection Summary	
HCM 2010 Ctrl Delay	39.3
HCM 2010 LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1591	51	63	1400	0	28	0	35	122	8	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	111		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			54			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		698			614			634			495	
Travel Time (s)		15.9			14.0			14.4			11.3	
Confl. Peds. (#/hr)	5		7	7		5			2	2		
Confl. Bikes (#/hr)			4			3			1			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type		NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases		4		3	8		2	2		6	6	
Permitted Phases			4									
Detector Phase		4	4	3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)		30.0	30.0	11.0	30.0		41.0	41.0		24.0	24.0	
Total Split (s)		76.0	76.0	18.0	94.0		41.0	41.0		25.0	25.0	
Total Split (%)		47.5%	47.5%	11.3%	58.8%		25.6%	25.6%		15.6%	15.6%	
Maximum Green (s)		70.0	70.0	12.0	88.0		35.0	35.0		19.0	19.0	
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)		2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0			6.0		6.0	6.0	
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode		C-Max	C-Max	None	C-Max		Max	Max		None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0				
Flash Dont Walk (s)		17.0	17.0		17.0		28.0	28.0				
Pedestrian Calls (#/hr)		0	0		0		0	0				

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 40 (25%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 5: NE 8th Avenue & Hallandale Beach Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	1827	18	27	1506	0	20	0	43	113	8	111
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	0	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	1	2030	0	30	1673	0	22	0	48	126	9	123
Adj No. of Lanes	0	3	1	1	3	0	0	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	23	2567	822	41	2950	0	113	0	246	171	11	144
Arrive On Green	0.35	0.35	0.00	0.05	1.00	0.00	0.22	0.00	0.22	0.10	0.10	0.10
Sat Flow, veh/h	0	4946	1583	1774	5253	0	510	0	1113	1774	109	1491
Grp Volume(v), veh/h	764	1267	0	30	1673	0	70	0	0	126	0	132
Grp Sat Flow(s),veh/h/ln	1861	1543	1583	1774	1695	0	1624	0	0	1774	0	1600
Q Serve(g_s), s	0.0	58.4	0.0	2.6	0.0	0.0	5.5	0.0	0.0	10.9	0.0	12.8
Cycle Q Clear(g_c), s	58.4	58.4	0.0	2.6	0.0	0.0	5.5	0.0	0.0	10.9	0.0	12.8
Prop In Lane	0.00		1.00	1.00		0.00	0.31		0.69	1.00		0.93
Lane Grp Cap(c), veh/h	989	1601	822	41	2950	0	359	0	0	171	0	154
V/C Ratio(X)	0.77	0.79	0.00	0.73	0.57	0.00	0.19	0.00	0.00	0.74	0.00	0.85
Avail Cap(c_a), veh/h	989	1601	822	135	2950	0	359	0	0	213	0	192
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.23	0.23	0.00	0.82	0.82	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.8	43.9	0.0	74.9	0.0	0.0	50.1	0.0	0.0	69.5	0.0	70.3
Incr Delay (d2), s/veh	1.4	1.0	0.0	18.2	0.7	0.0	1.2	0.0	0.0	9.7	0.0	25.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	34.8	29.1	0.0	2.7	0.3	0.0	4.7	0.0	0.0	9.8	0.0	11.0
LnGrp Delay(d),s/veh	45.2	44.8	0.0	93.1	0.7	0.0	51.3	0.0	0.0	79.2	0.0	95.5
LnGrp LOS	D	D		F	A		D			E		F
Approach Vol, veh/h		2031			1703			70			258	
Approach Delay, s/veh		45.0			2.3			51.3			87.5	
Approach LOS		D			A			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		41.0	9.7	88.1		21.3		97.7
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s		35.0	12.0	70.0		19.0		88.0
Max Q Clear Time (g_c+I1), s		7.5	4.6	60.4		14.8		2.0
Green Ext Time (p_c), s		0.3	0.0	9.4		0.4		73.7

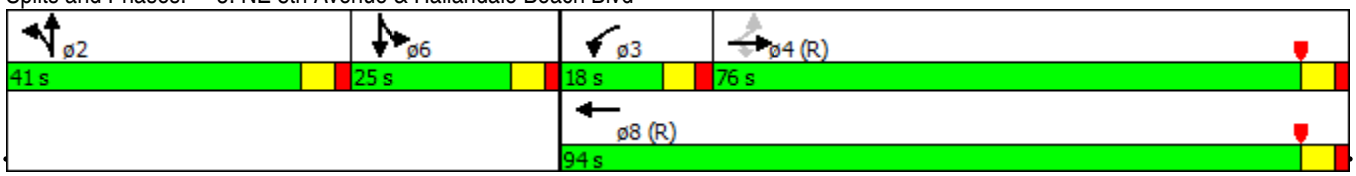
Intersection Summary	
HCM 2010 Ctrl Delay	29.9
HCM 2010 LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	1827	18	27	1506	0	20	0	43	113	8	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	111		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			54			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		698			614			634			495	
Travel Time (s)		15.9			14.0			14.4			11.3	
Confl. Peds. (#/hr)	6					6						
Confl. Bikes (#/hr)			1			5			1			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases		4		3	8		2	2		6	6	
Permitted Phases	4		4									
Detector Phase	4	4	4	3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	30.0	30.0	30.0	11.0	30.0		41.0	41.0		24.0	24.0	
Total Split (s)	76.0	76.0	76.0	18.0	94.0		41.0	41.0		25.0	25.0	
Total Split (%)	47.5%	47.5%	47.5%	11.3%	58.8%		25.6%	25.6%		15.6%	15.6%	
Maximum Green (s)	70.0	70.0	70.0	12.0	88.0		35.0	35.0		19.0	19.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0			6.0		6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		Max	Max		None	None	
Walk Time (s)	7.0	7.0	7.0		7.0		7.0	7.0				
Flash Dont Walk (s)	17.0	17.0	17.0		17.0		28.0	28.0				
Pedestrian Calls (#/hr)	0	0	0		0		0	0				

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 100 (63%), Referenced to phase 4:EBTL and 8:WBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 5: NE 8th Avenue & Hallandale Beach Blvd



6) Hallandale Beach Boulevard / NE 10th Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	55	1504	54	80	1370	45	41	15	83	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0			
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.95	0.95	1.00			
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.98	1.00	1.00	0.98			
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00			
Satd. Flow (prot)	1770	5085	1514	3433	5085	1551	1681	1729	1550			
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00			
Satd. Flow (perm)	1770	5085	1514	3433	5085	1551	1681	1729	1550			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	61	1671	60	89	1522	50	46	17	92	0	0	0
RTOR Reduction (vph)	0	0	25	0	0	21	0	0	69	0	0	0
Lane Group Flow (vph)	61	1671	35	89	1522	29	31	32	23	0	0	0
Confl. Peds. (#/hr)			18	18					6			
Confl. Bikes (#/hr)			5			1			2			
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm			
Protected Phases	7	4		3	8		2	2				
Permitted Phases			4			8			2			
Actuated Green, G (s)	9.6	92.5	92.5	9.5	92.4	92.4	40.0	40.0	40.0			
Effective Green, g (s)	9.6	92.5	92.5	9.5	92.4	92.4	40.0	40.0	40.0			
Actuated g/C Ratio	0.06	0.58	0.58	0.06	0.58	0.58	0.25	0.25	0.25			
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	106	2939	875	203	2936	895	420	432	387			
v/s Ratio Prot	c0.03	c0.33		0.03	0.30		0.02	c0.02				
v/s Ratio Perm			0.02			0.02			0.01			
v/c Ratio	0.58	0.57	0.04	0.44	0.52	0.03	0.07	0.07	0.06			
Uniform Delay, d1	73.2	21.2	14.6	72.7	20.4	14.6	45.8	45.8	45.7			
Progression Factor	1.26	0.07	0.01	1.54	0.26	1.00	1.00	1.00	1.00			
Incremental Delay, d2	5.5	0.6	0.1	1.1	0.5	0.0	0.3	0.3	0.3			
Delay (s)	97.5	2.1	0.2	113.4	5.7	14.6	46.2	46.2	46.0			
Level of Service	F	A	A	F	A	B	D	D	D			
Approach Delay (s)		5.3			11.8			46.1			0.0	
Approach LOS		A			B			D			A	

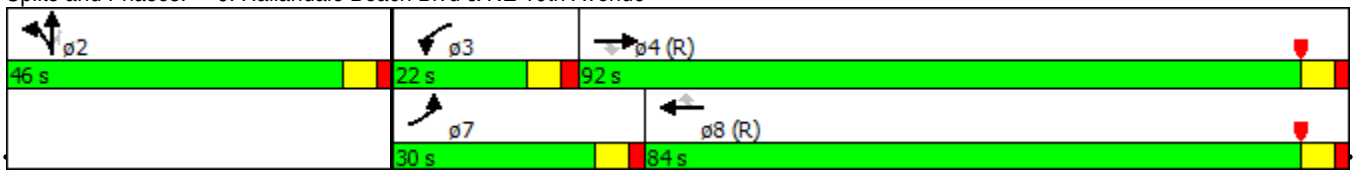
Intersection Summary			
HCM 2000 Control Delay	10.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	55	1504	54	80	1370	45	41	15	83	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		51	395		100	0		0	0		0
Storage Lanes	1		1	2		1	1		1	0		0
Taper Length (ft)	60			100			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		614			1364			632			489	
Travel Time (s)		14.0			31.0			14.4			11.1	
Confl. Peds. (#/hr)			18	18					6			
Confl. Bikes (#/hr)			5			1			2			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)							32%					
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm			
Protected Phases	7	4		3	8		2	2				
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	8	2	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0			
Minimum Split (s)	11.0	35.0	35.0	11.0	35.0	35.0	45.0	45.0	45.0			
Total Split (s)	30.0	92.0	92.0	22.0	84.0	84.0	46.0	46.0	46.0			
Total Split (%)	18.8%	57.5%	57.5%	13.8%	52.5%	52.5%	28.8%	28.8%	28.8%			
Maximum Green (s)	24.0	86.0	86.0	16.0	78.0	78.0	40.0	40.0	40.0			
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0			
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max			
Walk Time (s)		7.0	7.0		7.0	7.0	5.0	5.0	5.0			
Flash Dont Walk (s)		21.0	21.0		21.0	21.0	33.0	33.0	33.0			
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0			

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 44 (28%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 6: Hallandale Beach Blvd & NE 10th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	115	1754	46	140	1393	63	36	74	194	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0			
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.95	0.95	1.00			
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.96	1.00	1.00	0.99			
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)	1770	5085	1561	3433	5085	1527	1681	1765	1561			
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)	1770	5085	1561	3433	5085	1527	1681	1765	1561			
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	117	1790	47	143	1421	64	37	76	198	0	0	0
RTOR Reduction (vph)	0	0	21	0	0	30	0	0	143	0	0	0
Lane Group Flow (vph)	117	1790	26	143	1421	34	33	80	55	0	0	0
Confl. Peds. (#/hr)	4					4	1		1	1		1
Confl. Bikes (#/hr)			6			6			1			1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm			
Protected Phases	7	4		3	8		2	2				
Permitted Phases			4			8			2			
Actuated Green, G (s)	15.9	90.0	90.0	12.0	86.1	86.1	40.0	40.0	40.0			
Effective Green, g (s)	15.9	90.0	90.0	12.0	86.1	86.1	40.0	40.0	40.0			
Actuated g/C Ratio	0.10	0.56	0.56	0.08	0.54	0.54	0.25	0.25	0.25			
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	175	2860	878	257	2736	821	420	441	390			
v/s Ratio Prot	c0.07	c0.35		0.04	0.28		0.02	c0.05				
v/s Ratio Perm			0.02			0.02			0.04			
v/c Ratio	0.67	0.63	0.03	0.56	0.52	0.04	0.08	0.18	0.14			
Uniform Delay, d1	69.5	23.6	15.6	71.4	23.7	17.5	45.9	47.1	46.6			
Progression Factor	1.29	0.23	0.58	0.60	2.28	25.96	1.00	1.00	1.00			
Incremental Delay, d2	6.6	0.7	0.0	0.2	0.1	0.0	0.4	0.9	0.8			
Delay (s)	95.9	6.2	9.1	42.8	54.2	453.3	46.3	48.0	47.4			
Level of Service	F	A	A	D	D	F	D	D	D			
Approach Delay (s)		11.6			68.9			47.4			0.0	
Approach LOS		B			E			D			A	

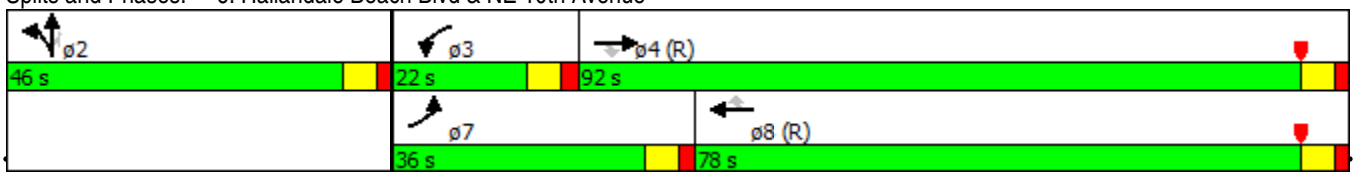
Intersection Summary			
HCM 2000 Control Delay	38.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	84.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	115	1754	46	140	1393	63	36	74	194	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		51	395		100	0		0	0		0
Storage Lanes	1		1	2		1	1		1	0		0
Taper Length (ft)	60			100			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		614			1364			632			489	
Travel Time (s)		14.0			31.0			14.4			11.1	
Confl. Peds. (#/hr)	4					4	1		1	1		1
Confl. Bikes (#/hr)			6			6			1			1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)							10%					
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm			
Protected Phases	7	4		3	8		2	2				
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	8	2	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0			
Minimum Split (s)	11.0	34.0	34.0	11.0	34.0	34.0	44.0	44.0	44.0			
Total Split (s)	36.0	92.0	92.0	22.0	78.0	78.0	46.0	46.0	46.0			
Total Split (%)	22.5%	57.5%	57.5%	13.8%	48.8%	48.8%	28.8%	28.8%	28.8%			
Maximum Green (s)	30.0	86.0	86.0	16.0	72.0	72.0	40.0	40.0	40.0			
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0			
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max			
Walk Time (s)		7.0	7.0		7.0	7.0	5.0	5.0	5.0			
Flash Dont Walk (s)		21.0	21.0		21.0	21.0	33.0	33.0	33.0			
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0			

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 98 (61%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 6: Hallandale Beach Blvd & NE 10th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	57	1570	60	85	1466	49	63	15	90	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0			
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.95	0.95	1.00			
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.98	1.00	1.00	0.98			
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00			
Satd. Flow (prot)	1770	5085	1514	3433	5085	1551	1681	1717	1550			
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00			
Satd. Flow (perm)	1770	5085	1514	3433	5085	1551	1681	1717	1550			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	63	1744	67	94	1629	54	70	17	100	0	0	0
RTOR Reduction (vph)	0	0	26	0	0	23	0	0	75	0	0	0
Lane Group Flow (vph)	63	1744	41	94	1629	31	43	44	25	0	0	0
Confl. Peds. (#/hr)			18	18					6			
Confl. Bikes (#/hr)			5			1			2			
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm			
Protected Phases	7	4		3	8		2	2				
Permitted Phases			4			8			2			
Actuated Green, G (s)	9.7	92.2	92.2	9.8	92.3	92.3	40.0	40.0	40.0			
Effective Green, g (s)	9.7	92.2	92.2	9.8	92.3	92.3	40.0	40.0	40.0			
Actuated g/C Ratio	0.06	0.58	0.58	0.06	0.58	0.58	0.25	0.25	0.25			
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	107	2930	872	210	2933	894	420	429	387			
v/s Ratio Prot	c0.04	c0.34		0.03	0.32		0.03	c0.03				
v/s Ratio Perm			0.03			0.02			0.02			
v/c Ratio	0.59	0.60	0.05	0.45	0.56	0.03	0.10	0.10	0.06			
Uniform Delay, d1	73.2	21.9	14.8	72.5	21.1	14.6	46.2	46.2	45.7			
Progression Factor	1.24	0.08	0.01	1.59	0.34	1.00	1.00	1.00	1.00			
Incremental Delay, d2	5.7	0.6	0.1	1.1	0.5	0.1	0.5	0.5	0.3			
Delay (s)	96.6	2.4	0.3	116.1	7.8	14.7	46.7	46.7	46.1			
Level of Service	F	A	A	F	A	B	D	D	D			
Approach Delay (s)		5.5			13.7			46.3			0.0	
Approach LOS		A			B			D			A	

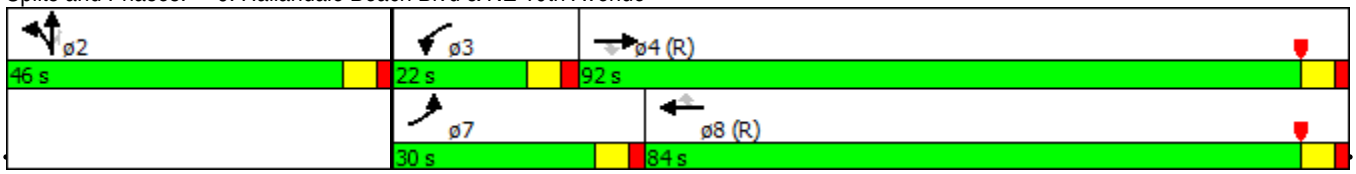
Intersection Summary			
HCM 2000 Control Delay	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	57	1570	60	85	1466	49	63	15	90	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		51	395		100	0		0	0		0
Storage Lanes	1		1	2		1	1		1	0		0
Taper Length (ft)	60			100			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		614			1364			632			489	
Travel Time (s)		14.0			31.0			14.4			11.1	
Confl. Peds. (#/hr)			18	18					6			
Confl. Bikes (#/hr)			5			1			2			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)							38%					
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm			
Protected Phases	7	4		3	8		2	2				
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	8	2	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0			
Minimum Split (s)	11.0	35.0	35.0	11.0	35.0	35.0	45.0	45.0	45.0			
Total Split (s)	30.0	92.0	92.0	22.0	84.0	84.0	46.0	46.0	46.0			
Total Split (%)	18.8%	57.5%	57.5%	13.8%	52.5%	52.5%	28.8%	28.8%	28.8%			
Maximum Green (s)	24.0	86.0	86.0	16.0	78.0	78.0	40.0	40.0	40.0			
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0			
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max			
Walk Time (s)		7.0	7.0		7.0	7.0	5.0	5.0	5.0			
Flash Dont Walk (s)		21.0	21.0		21.0	21.0	33.0	33.0	33.0			
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0			

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 44 (28%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 6: Hallandale Beach Blvd & NE 10th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	117	1925	71	151	1505	69	48	75	211	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0			
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.95	0.95	1.00			
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.96	1.00	1.00	0.99			
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)	1770	5085	1561	3433	5085	1527	1681	1764	1561			
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)	1770	5085	1561	3433	5085	1527	1681	1764	1561			
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	119	1964	72	154	1536	70	49	77	215	0	0	0
RTOR Reduction (vph)	0	0	27	0	0	32	0	0	141	0	0	0
Lane Group Flow (vph)	119	1964	45	154	1536	38	44	82	74	0	0	0
Confl. Peds. (#/hr)	4					4	1		1	1		1
Confl. Bikes (#/hr)			6			6			1			1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm			
Protected Phases	7	4		3	8		2	2				
Permitted Phases			4			8			2			
Actuated Green, G (s)	16.1	89.5	89.5	12.5	85.9	85.9	40.0	40.0	40.0			
Effective Green, g (s)	16.1	89.5	89.5	12.5	85.9	85.9	40.0	40.0	40.0			
Actuated g/C Ratio	0.10	0.56	0.56	0.08	0.54	0.54	0.25	0.25	0.25			
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	178	2844	873	268	2730	819	420	441	390			
v/s Ratio Prot	c0.07	c0.39		0.04	0.30		0.03	0.05				
v/s Ratio Perm			0.03			0.02			c0.05			
v/c Ratio	0.67	0.69	0.05	0.57	0.56	0.05	0.10	0.19	0.19			
Uniform Delay, d1	69.4	25.3	16.0	71.2	24.6	17.6	46.2	47.2	47.2			
Progression Factor	1.25	0.35	0.59	0.57	2.23	17.92	1.00	1.00	1.00			
Incremental Delay, d2	5.4	0.8	0.1	0.3	0.1	0.0	0.5	0.9	1.1			
Delay (s)	91.8	9.5	9.5	41.2	54.9	315.3	46.7	48.1	48.3			
Level of Service	F	A	A	D	D	F	D	D	D			
Approach Delay (s)		14.1			64.1			48.1			0.0	
Approach LOS		B			E			D			A	

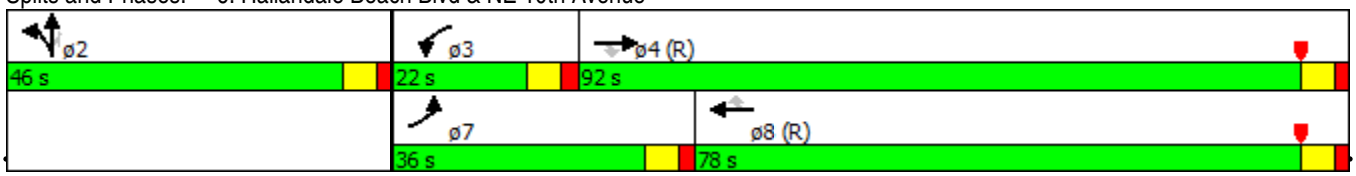
Intersection Summary			
HCM 2000 Control Delay	37.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	88.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	117	1925	71	151	1505	69	48	75	211	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		51	395		100	0		0	0		0
Storage Lanes	1		1	2		1	1		1	0		0
Taper Length (ft)	60			100			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		614			1364			632			489	
Travel Time (s)		14.0			31.0			14.4			11.1	
Confl. Peds. (#/hr)	4					4	1		1	1		1
Confl. Bikes (#/hr)			6			6			1			1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)							10%					
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm			
Protected Phases	7	4		3	8		2	2				
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	8	2	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0			
Minimum Split (s)	11.0	34.0	34.0	11.0	34.0	34.0	44.0	44.0	44.0			
Total Split (s)	36.0	92.0	92.0	22.0	78.0	78.0	46.0	46.0	46.0			
Total Split (%)	22.5%	57.5%	57.5%	13.8%	48.8%	48.8%	28.8%	28.8%	28.8%			
Maximum Green (s)	30.0	86.0	86.0	16.0	72.0	72.0	40.0	40.0	40.0			
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0			
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max			
Walk Time (s)		7.0	7.0		7.0	7.0	5.0	5.0	5.0			
Flash Dont Walk (s)		21.0	21.0		21.0	21.0	33.0	33.0	33.0			
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0			

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 98 (61%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 6: Hallandale Beach Blvd & NE 10th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	57	1572	60	85	1488	49	63	15	90	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0			
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.95	0.95	1.00			
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.98	1.00	1.00	0.98			
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00			
Satd. Flow (prot)	1770	5085	1514	3433	5085	1551	1681	1717	1550			
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00			
Satd. Flow (perm)	1770	5085	1514	3433	5085	1551	1681	1717	1550			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	63	1747	67	94	1653	54	70	17	100	0	0	0
RTOR Reduction (vph)	0	0	26	0	0	23	0	0	75	0	0	0
Lane Group Flow (vph)	63	1747	41	94	1653	31	43	44	25	0	0	0
Confl. Peds. (#/hr)			18	18					6			
Confl. Bikes (#/hr)			5			1			2			
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm			
Protected Phases	7	4		3	8		2	2				
Permitted Phases			4			8			2			
Actuated Green, G (s)	9.7	92.2	92.2	9.8	92.3	92.3	40.0	40.0	40.0			
Effective Green, g (s)	9.7	92.2	92.2	9.8	92.3	92.3	40.0	40.0	40.0			
Actuated g/C Ratio	0.06	0.58	0.58	0.06	0.58	0.58	0.25	0.25	0.25			
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	107	2930	872	210	2933	894	420	429	387			
v/s Ratio Prot	c0.04	c0.34		0.03	0.33		0.03	c0.03				
v/s Ratio Perm			0.03			0.02			0.02			
v/c Ratio	0.59	0.60	0.05	0.45	0.56	0.03	0.10	0.10	0.06			
Uniform Delay, d1	73.2	21.9	14.8	72.5	21.2	14.6	46.2	46.2	45.7			
Progression Factor	1.24	0.08	0.01	1.58	0.35	1.00	1.00	1.00	1.00			
Incremental Delay, d2	5.7	0.6	0.1	1.1	0.6	0.1	0.5	0.5	0.3			
Delay (s)	96.3	2.4	0.3	115.8	7.9	14.7	46.7	46.7	46.1			
Level of Service	F	A	A	F	A	B	D	D	D			
Approach Delay (s)		5.4			13.7			46.3			0.0	
Approach LOS		A			B			D			A	

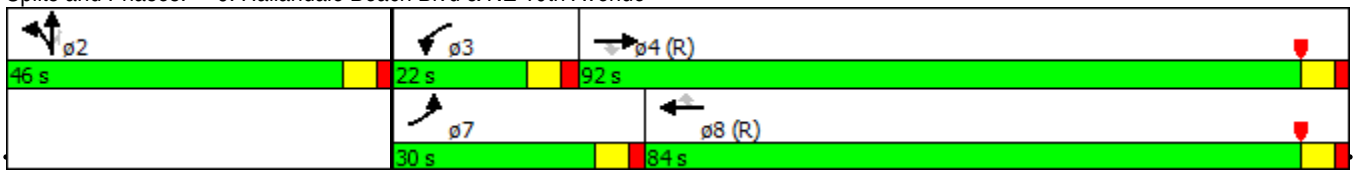
Intersection Summary			
HCM 2000 Control Delay	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	57	1572	60	85	1488	49	63	15	90	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		51	395		100	0		0	0		0
Storage Lanes	1		1	2		1	1		1	0		0
Taper Length (ft)	60			100			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		614			1364			632			489	
Travel Time (s)		14.0			31.0			14.4			11.1	
Confl. Peds. (#/hr)			18	18					6			
Confl. Bikes (#/hr)			5			1			2			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)							38%					
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm			
Protected Phases	7	4		3	8		2	2				
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	8	2	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0			
Minimum Split (s)	11.0	35.0	35.0	11.0	35.0	35.0	45.0	45.0	45.0			
Total Split (s)	30.0	92.0	92.0	22.0	84.0	84.0	46.0	46.0	46.0			
Total Split (%)	18.8%	57.5%	57.5%	13.8%	52.5%	52.5%	28.8%	28.8%	28.8%			
Maximum Green (s)	24.0	86.0	86.0	16.0	78.0	78.0	40.0	40.0	40.0			
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0			
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max			
Walk Time (s)		7.0	7.0		7.0	7.0	5.0	5.0	5.0			
Flash Dont Walk (s)		21.0	21.0		21.0	21.0	33.0	33.0	33.0			
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0			

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 44 (28%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 6: Hallandale Beach Blvd & NE 10th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	117	1943	71	151	1507	69	48	75	211	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0			
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.95	0.95	1.00			
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.96	1.00	1.00	0.99			
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)	1770	5085	1561	3433	5085	1527	1681	1764	1561			
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)	1770	5085	1561	3433	5085	1527	1681	1764	1561			
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	119	1983	72	154	1538	70	49	77	215	0	0	0
RTOR Reduction (vph)	0	0	27	0	0	32	0	0	140	0	0	0
Lane Group Flow (vph)	119	1983	45	154	1538	38	44	82	75	0	0	0
Confl. Peds. (#/hr)	4					4	1		1	1		1
Confl. Bikes (#/hr)			6			6			1			1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm			
Protected Phases	7	4		3	8		2	2				
Permitted Phases			4			8			2			
Actuated Green, G (s)	16.1	89.5	89.5	12.5	85.9	85.9	40.0	40.0	40.0			
Effective Green, g (s)	16.1	89.5	89.5	12.5	85.9	85.9	40.0	40.0	40.0			
Actuated g/C Ratio	0.10	0.56	0.56	0.08	0.54	0.54	0.25	0.25	0.25			
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	178	2844	873	268	2730	819	420	441	390			
v/s Ratio Prot	c0.07	c0.39		0.04	0.30		0.03	0.05				
v/s Ratio Perm			0.03			0.02			c0.05			
v/c Ratio	0.67	0.70	0.05	0.57	0.56	0.05	0.10	0.19	0.19			
Uniform Delay, d1	69.4	25.5	16.0	71.2	24.6	17.6	46.2	47.2	47.3			
Progression Factor	1.24	0.35	0.60	0.57	2.23	17.91	1.00	1.00	1.00			
Incremental Delay, d2	5.3	0.8	0.1	0.3	0.1	0.0	0.5	0.9	1.1			
Delay (s)	91.5	9.8	9.7	41.2	54.9	315.1	46.7	48.1	48.4			
Level of Service	F	A	A	D	D	F	D	D	D			
Approach Delay (s)		14.2			64.0			48.1			0.0	
Approach LOS		B			E			D			A	

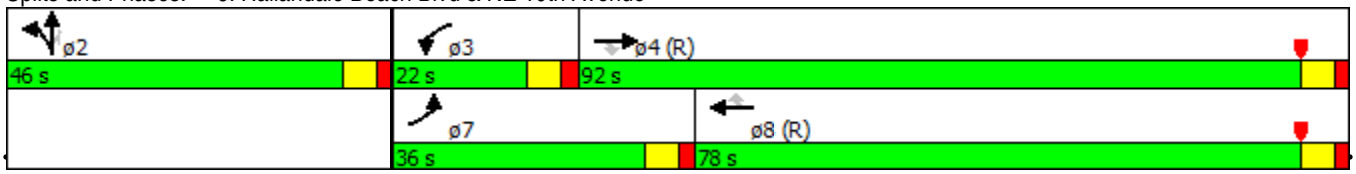
Intersection Summary			
HCM 2000 Control Delay	37.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	88.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	117	1943	71	151	1507	69	48	75	211	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		51	395		100	0		0	0		0
Storage Lanes	1		1	2		1	1		1	0		0
Taper Length (ft)	60			100			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		614			1364			632			489	
Travel Time (s)		14.0			31.0			14.4			11.1	
Confl. Peds. (#/hr)	4					4	1		1	1		1
Confl. Bikes (#/hr)			6			6			1			1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)							10%					
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm			
Protected Phases	7	4		3	8		2	2				
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	8	2	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0			
Minimum Split (s)	11.0	34.0	34.0	11.0	34.0	34.0	44.0	44.0	44.0			
Total Split (s)	36.0	92.0	92.0	22.0	78.0	78.0	46.0	46.0	46.0			
Total Split (%)	22.5%	57.5%	57.5%	13.8%	48.8%	48.8%	28.8%	28.8%	28.8%			
Maximum Green (s)	30.0	86.0	86.0	16.0	72.0	72.0	40.0	40.0	40.0			
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0			
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max			
Walk Time (s)		7.0	7.0		7.0	7.0	5.0	5.0	5.0			
Flash Dont Walk (s)		21.0	21.0		21.0	21.0	33.0	33.0	33.0			
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0			

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 98 (61%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 6: Hallandale Beach Blvd & NE 10th Avenue



7) Hallandale Beach Boulevard / NE 14th Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	101	1162	213	13	1143	40	202	67	22	95	62	134
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.95	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	112	1291	237	14	1270	44	224	74	24	106	69	149
Adj No. of Lanes	1	3	1	1	3	0	2	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	234	2389	712	153	2203	76	273	435	141	128	164	353
Arrive On Green	0.02	0.16	0.16	0.01	0.44	0.44	0.08	0.33	0.33	0.07	0.32	0.32
Sat Flow, veh/h	1774	5085	1516	1774	5038	175	3442	1338	434	1774	515	1112
Grp Volume(v), veh/h	112	1291	237	14	855	459	224	0	98	106	0	218
Grp Sat Flow(s),veh/h/ln	1774	1695	1516	1774	1695	1822	1721	0	1772	1774	0	1628
Q Serve(g_s), s	5.2	36.1	21.5	0.7	29.3	29.3	9.9	0.0	6.1	9.1	0.0	16.3
Cycle Q Clear(g_c), s	5.2	36.1	21.5	0.7	29.3	29.3	9.9	0.0	6.1	9.1	0.0	16.3
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.24	1.00		0.68
Lane Grp Cap(c), veh/h	234	2389	712	153	1482	797	273	0	576	128	0	517
V/C Ratio(X)	0.48	0.54	0.33	0.09	0.58	0.58	0.82	0.00	0.17	0.83	0.00	0.42
Avail Cap(c_a), veh/h	299	2389	712	276	1482	797	402	0	576	207	0	517
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	0.88	0.88	0.88	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.3	49.8	43.6	26.6	32.7	32.7	69.9	0.0	37.2	70.7	0.0	41.5
Incr Delay (d2), s/veh	1.2	0.7	1.0	0.2	1.4	2.7	8.3	0.0	0.6	13.8	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.8	23.3	13.7	0.6	19.7	21.3	8.7	0.0	5.6	8.6	0.0	12.2
LnGrp Delay(d),s/veh	27.5	50.5	44.7	26.8	34.1	35.3	78.2	0.0	37.8	84.4	0.0	44.0
LnGrp LOS	C	D	D	C	C	D	E		D	F		D
Approach Vol, veh/h		1640			1328			322			324	
Approach Delay, s/veh		48.1			34.4			65.9			57.2	
Approach LOS		D			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.1	56.2	8.3	78.5	18.3	55.0	13.3	73.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	18.0	49.0	13.0	56.0	18.0	49.0	13.0	56.0
Max Q Clear Time (g_c+I1), s	11.1	8.1	2.7	38.1	11.9	18.3	7.2	31.3
Green Ext Time (p_c), s	0.1	2.2	0.0	15.5	0.4	2.1	0.1	20.5

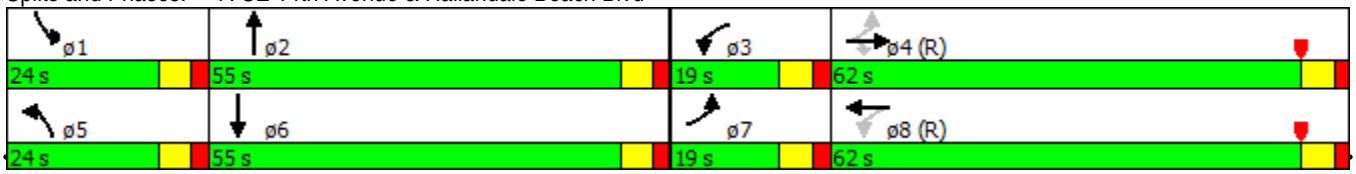
Intersection Summary	
HCM 2010 Ctrl Delay	45.5
HCM 2010 LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	101	1162	213	13	1143	40	202	67	22	95	62	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	333		244	105		0	135		0	150		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	112			75			42			45		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1364			2606			328			425	
Travel Time (s)		31.0			59.2			7.5			9.7	
Confl. Peds. (#/hr)	17		14	14		17	6		16	16		6
Confl. Bikes (#/hr)			6			9			1			3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8								
Detector Phase	7	4	4	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	35.0	35.0	11.0	35.0		11.0	45.0		11.0	53.0	
Total Split (s)	19.0	62.0	62.0	19.0	62.0		24.0	55.0		24.0	55.0	
Total Split (%)	11.9%	38.8%	38.8%	11.9%	38.8%		15.0%	34.4%		15.0%	34.4%	
Maximum Green (s)	13.0	56.0	56.0	13.0	56.0		18.0	49.0		18.0	49.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		22.0	22.0		22.0			32.0			40.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 131 (82%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 7: SE 14th Avenue & Hallandale Beach Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	214	1443	302	46	1459	64	290	135	61	90	116	145
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.91	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	218	1472	308	47	1489	65	296	138	62	92	118	148
Adj No. of Lanes	1	3	1	1	3	0	2	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	1943	563	135	1498	65	340	473	213	112	264	332
Arrive On Green	0.14	0.51	0.51	0.01	0.10	0.10	0.10	0.39	0.39	0.06	0.36	0.36
Sat Flow, veh/h	1774	5085	1473	1774	4973	217	3442	1209	543	1774	743	931
Grp Volume(v), veh/h	218	1472	308	47	1015	539	296	0	200	92	0	266
Grp Sat Flow(s),veh/h/ln	1774	1695	1473	1774	1695	1800	1721	0	1752	1774	0	1674
Q Serve(g_s), s	14.8	36.4	22.4	2.9	47.1	47.1	13.3	0.0	12.3	8.1	0.0	19.1
Cycle Q Clear(g_c), s	14.8	36.4	22.4	2.9	47.1	47.1	13.3	0.0	12.3	8.1	0.0	19.1
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.31	1.00		0.56
Lane Grp Cap(c), veh/h	239	1943	563	135	1022	542	340	0	686	112	0	596
V/C Ratio(X)	0.91	0.76	0.55	0.35	0.99	0.99	0.87	0.00	0.29	0.82	0.00	0.45
Avail Cap(c_a), veh/h	283	1943	563	323	1022	542	372	0	686	192	0	596
HCM Platoon Ratio	1.33	1.33	1.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	0.73	0.73	0.73	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.4	32.8	29.4	39.3	70.7	70.7	69.9	0.0	32.9	72.8	0.0	38.8
Incr Delay (d2), s/veh	23.9	2.2	2.9	1.1	22.6	31.5	18.5	0.0	1.1	13.4	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.6	23.2	14.0	2.6	32.4	35.7	11.7	0.0	10.3	7.8	0.0	14.3
LnGrp Delay(d),s/veh	69.3	35.0	32.3	40.4	93.3	102.2	88.4	0.0	34.0	86.1	0.0	41.2
LnGrp LOS	E	D	C	D	F	F	F		C	F		D
Approach Vol, veh/h		1998			1601			496			358	
Approach Delay, s/veh		38.3			94.7			66.5			52.7	
Approach LOS		D			F			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	67.6	10.4	66.1	21.5	62.0	23.1	53.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.0	56.0	21.0	42.0	17.0	56.0	21.0	42.0
Max Q Clear Time (g_c+I1), s	10.1	14.3	4.9	38.4	15.3	21.1	16.8	49.1
Green Ext Time (p_c), s	0.1	3.3	0.1	3.5	0.2	3.2	0.2	0.0

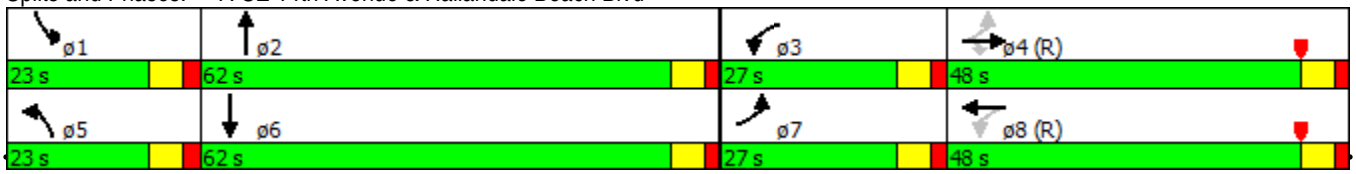
Intersection Summary	
HCM 2010 Ctrl Delay	62.9
HCM 2010 LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	214	1443	302	46	1459	64	290	135	61	90	116	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	333		244	105		0	135		0	150		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	112			75			42			45		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1364			2606			328			425	
Travel Time (s)		31.0			59.2			7.5			9.7	
Confl. Peds. (#/hr)	35		12	12		35	6		11	11		6
Confl. Bikes (#/hr)			5			10			4			1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8								
Detector Phase	7	4	4	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	35.0	35.0	11.0	35.0		11.0	45.0		11.0	53.0	
Total Split (s)	27.0	48.0	48.0	27.0	48.0		23.0	62.0		23.0	62.0	
Total Split (%)	16.9%	30.0%	30.0%	16.9%	30.0%		14.4%	38.8%		14.4%	38.8%	
Maximum Green (s)	21.0	42.0	42.0	21.0	42.0		17.0	56.0		17.0	56.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		22.0	22.0		22.0			32.0			40.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 121 (76%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 7: SE 14th Avenue & Hallandale Beach Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	127	1237	218	13	1208	41	208	68	22	97	63	138
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.95	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	141	1374	242	14	1342	46	231	76	24	108	70	153
Adj No. of Lanes	1	3	1	1	3	0	2	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	2362	704	139	2129	73	280	437	138	130	161	352
Arrive On Green	0.02	0.15	0.15	0.01	0.42	0.42	0.08	0.32	0.32	0.07	0.32	0.32
Sat Flow, veh/h	1774	5085	1516	1774	5040	173	3442	1348	426	1774	511	1116
Grp Volume(v), veh/h	141	1374	242	14	903	485	231	0	100	108	0	223
Grp Sat Flow(s),veh/h/ln	1774	1695	1516	1774	1695	1822	1721	0	1774	1774	0	1627
Q Serve(g_s), s	6.7	39.0	22.1	0.7	32.5	32.5	10.3	0.0	6.3	9.3	0.0	16.9
Cycle Q Clear(g_c), s	6.7	39.0	22.1	0.7	32.5	32.5	10.3	0.0	6.3	9.3	0.0	16.9
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.24	1.00		0.69
Lane Grp Cap(c), veh/h	230	2362	704	139	1432	770	280	0	575	130	0	514
V/C Ratio(X)	0.61	0.58	0.34	0.10	0.63	0.63	0.82	0.00	0.17	0.83	0.00	0.43
Avail Cap(c_a), veh/h	278	2362	704	261	1432	770	399	0	575	206	0	514
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	0.85	0.85	0.85	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.0	51.7	44.6	28.3	35.3	35.3	70.2	0.0	37.6	71.0	0.0	42.1
Incr Delay (d2), s/veh	2.2	0.8	1.1	0.3	1.8	3.3	9.2	0.0	0.7	14.8	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.1	24.8	14.0	0.6	21.5	23.3	9.0	0.0	5.7	8.8	0.0	12.6
LnGrp Delay(d),s/veh	31.3	52.5	45.6	28.6	37.1	38.6	79.4	0.0	38.2	85.8	0.0	44.8
LnGrp LOS	C	D	D	C	D	D	E		D	F		D
Approach Vol, veh/h		1757			1402			331			331	
Approach Delay, s/veh		49.9			37.5			67.0			58.2	
Approach LOS		D			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	56.3	8.3	78.1	18.6	55.0	14.8	71.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	18.0	49.0	13.0	56.0	18.0	49.0	13.0	56.0
Max Q Clear Time (g_c+I1), s	11.3	8.3	2.7	41.0	12.3	18.9	8.7	34.5
Green Ext Time (p_c), s	0.1	2.2	0.0	13.6	0.4	2.1	0.1	18.8

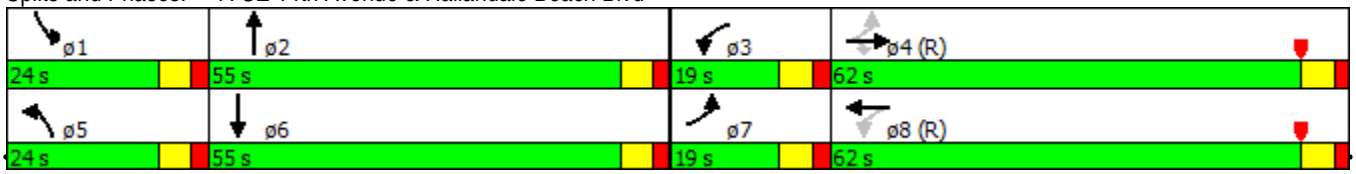
Intersection Summary	
HCM 2010 Ctrl Delay	47.5
HCM 2010 LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	127	1237	218	13	1208	41	208	68	22	97	63	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	333		244	105		0	135		0	150		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	112			75			42			45		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1364			2606			328			425	
Travel Time (s)		31.0			59.2			7.5			9.7	
Confl. Peds. (#/hr)	17		14	14		17	6		16	16		6
Confl. Bikes (#/hr)			6			9			1			3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8								
Detector Phase	7	4	4	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	35.0	35.0	11.0	35.0		11.0	45.0		11.0	53.0	
Total Split (s)	19.0	62.0	62.0	19.0	62.0		24.0	55.0		24.0	55.0	
Total Split (%)	11.9%	38.8%	38.8%	11.9%	38.8%		15.0%	34.4%		15.0%	34.4%	
Maximum Green (s)	13.0	56.0	56.0	13.0	56.0		18.0	49.0		18.0	49.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		22.0	22.0		22.0			32.0			40.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 131 (82%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 7: SE 14th Avenue & Hallandale Beach Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	252	1551	310	47	1575	65	299	138	62	92	118	161
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.90	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	257	1583	316	48	1607	66	305	141	63	94	120	164
Adj No. of Lanes	1	3	1	1	3	0	2	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	275	1895	548	121	1354	56	347	470	210	114	248	338
Arrive On Green	0.17	0.50	0.50	0.01	0.09	0.09	0.10	0.39	0.39	0.06	0.35	0.35
Sat Flow, veh/h	1774	5085	1471	1774	4987	205	3442	1211	541	1774	705	963
Grp Volume(v), veh/h	257	1583	316	48	1092	581	305	0	204	94	0	284
Grp Sat Flow(s),veh/h/ln	1774	1695	1471	1774	1695	1801	1721	0	1753	1774	0	1668
Q Serve(g_s), s	18.6	42.7	24.2	3.1	43.3	43.3	13.9	0.0	12.9	8.3	0.0	21.2
Cycle Q Clear(g_c), s	18.6	42.7	24.2	3.1	43.3	43.3	13.9	0.0	12.9	8.3	0.0	21.2
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.31	1.00		0.58
Lane Grp Cap(c), veh/h	275	1895	548	121	920	489	347	0	679	114	0	586
V/C Ratio(X)	0.93	0.84	0.58	0.40	1.19	1.19	0.88	0.00	0.30	0.82	0.00	0.48
Avail Cap(c_a), veh/h	279	1895	548	304	920	489	367	0	679	189	0	586
HCM Platoon Ratio	1.33	1.33	1.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	0.67	0.67	0.67	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.0	36.0	31.3	43.8	72.5	72.5	70.7	0.0	33.8	73.6	0.0	40.4
Incr Delay (d2), s/veh	28.7	3.2	3.1	1.4	91.6	97.8	20.2	0.0	1.1	13.4	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.4	26.7	14.6	2.8	57.7	62.8	12.2	0.0	10.6	8.0	0.0	15.5
LnGrp Delay(d),s/veh	75.8	39.2	34.4	45.2	164.2	170.4	90.9	0.0	34.9	87.1	0.0	43.3
LnGrp LOS	E	D	C	D	F	F	F		C	F		D
Approach Vol, veh/h		2156			1721			509			378	
Approach Delay, s/veh		42.9			162.9			68.5			54.2	
Approach LOS		D			F			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	67.8	10.6	65.4	22.1	62.0	26.7	49.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.0	56.0	21.0	42.0	17.0	56.0	21.0	42.0
Max Q Clear Time (g_c+I1), s	10.3	14.9	5.1	44.7	15.9	23.2	20.6	45.3
Green Ext Time (p_c), s	0.1	3.5	0.1	0.0	0.1	3.4	0.0	0.0

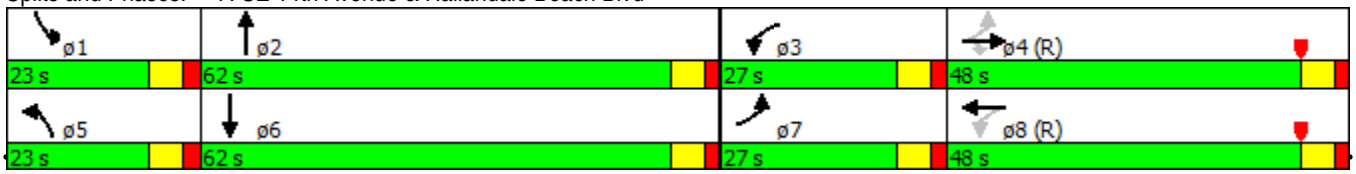
Intersection Summary	
HCM 2010 Ctrl Delay	89.9
HCM 2010 LOS	F

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	252	1551	310	47	1575	65	299	138	62	92	118	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	333		244	105		0	135		0	150		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	112			75			42			45		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1364			2606			328			425	
Travel Time (s)		31.0			59.2			7.5			9.7	
Confl. Peds. (#/hr)	35		12	12		35	6		11	11		6
Confl. Bikes (#/hr)			5			10			4			1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8								
Detector Phase	7	4	4	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	35.0	35.0	11.0	35.0		11.0	45.0		11.0	53.0	
Total Split (s)	27.0	48.0	48.0	27.0	48.0		23.0	62.0		23.0	62.0	
Total Split (%)	16.9%	30.0%	30.0%	16.9%	30.0%		14.4%	38.8%		14.4%	38.8%	
Maximum Green (s)	21.0	42.0	42.0	21.0	42.0		17.0	56.0		17.0	56.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		22.0	22.0		22.0			32.0			40.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 121 (76%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 7: SE 14th Avenue & Hallandale Beach Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	128	1240	218	13	1227	41	206	68	22	97	63	141
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.95	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	142	1378	242	14	1363	46	229	76	24	108	70	157
Adj No. of Lanes	1	3	1	1	3	0	2	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	227	2366	705	139	2132	72	278	436	138	130	158	355
Arrive On Green	0.02	0.15	0.15	0.01	0.42	0.42	0.08	0.32	0.32	0.07	0.32	0.32
Sat Flow, veh/h	1774	5085	1516	1774	5043	170	3442	1348	426	1774	501	1124
Grp Volume(v), veh/h	142	1378	242	14	916	493	229	0	100	108	0	227
Grp Sat Flow(s),veh/h/ln	1774	1695	1516	1774	1695	1823	1721	0	1774	1774	0	1625
Q Serve(g_s), s	6.7	39.1	22.1	0.7	33.2	33.2	10.2	0.0	6.3	9.3	0.0	17.2
Cycle Q Clear(g_c), s	6.7	39.1	22.1	0.7	33.2	33.2	10.2	0.0	6.3	9.3	0.0	17.2
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.24	1.00		0.69
Lane Grp Cap(c), veh/h	227	2366	705	139	1434	771	278	0	574	130	0	513
V/C Ratio(X)	0.63	0.58	0.34	0.10	0.64	0.64	0.82	0.00	0.17	0.83	0.00	0.44
Avail Cap(c_a), veh/h	275	2366	705	261	1434	771	399	0	574	206	0	513
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	0.84	0.84	0.84	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.3	51.7	44.5	28.3	35.4	35.4	70.2	0.0	37.6	71.0	0.0	42.2
Incr Delay (d2), s/veh	2.5	0.8	1.1	0.3	1.9	3.4	9.0	0.0	0.7	14.8	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.2	24.8	14.0	0.6	21.9	23.7	8.9	0.0	5.7	8.8	0.0	12.8
LnGrp Delay(d),s/veh	31.9	52.5	45.5	28.6	37.3	38.8	79.2	0.0	38.3	85.8	0.0	45.0
LnGrp LOS	C	D	D	C	D	D	E		D	F		D
Approach Vol, veh/h		1762			1423			329			335	
Approach Delay, s/veh		49.9			37.7			66.8			58.1	
Approach LOS		D			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	56.2	8.3	78.2	18.5	55.0	14.8	71.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	18.0	49.0	13.0	56.0	18.0	49.0	13.0	56.0
Max Q Clear Time (g_c+I1), s	11.3	8.3	2.7	41.1	12.2	19.2	8.7	35.2
Green Ext Time (p_c), s	0.1	2.3	0.0	13.5	0.4	2.2	0.1	18.3

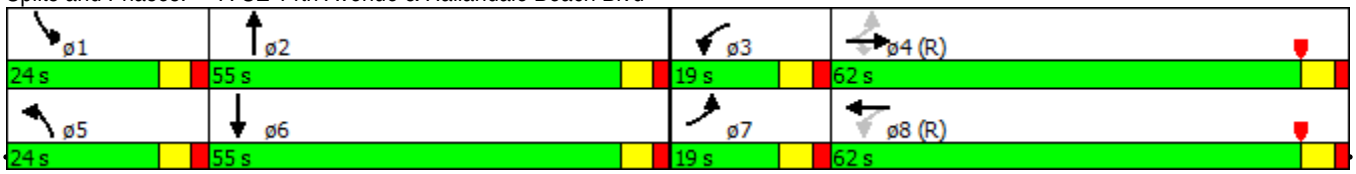
Intersection Summary	
HCM 2010 Ctrl Delay	47.6
HCM 2010 LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	128	1240	218	13	1227	41	206	68	22	97	63	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	333		244	105		0	135		0	150		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	112			75			42			45		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1364			2606			328			425	
Travel Time (s)		31.0			59.2			7.5			9.7	
Confl. Peds. (#/hr)	17		14	14		17	6		16	16		6
Confl. Bikes (#/hr)			6			9			1			3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8								
Detector Phase	7	4	4	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	35.0	35.0	11.0	35.0		11.0	45.0		11.0	53.0	
Total Split (s)	19.0	62.0	62.0	19.0	62.0		24.0	55.0		24.0	55.0	
Total Split (%)	11.9%	38.8%	38.8%	11.9%	38.8%		15.0%	34.4%		15.0%	34.4%	
Maximum Green (s)	13.0	56.0	56.0	13.0	56.0		18.0	49.0		18.0	49.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		22.0	22.0		22.0			32.0			40.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 131 (82%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 7: SE 14th Avenue & Hallandale Beach Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	254	1568	310	47	1579	65	299	138	62	92	118	161
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.90	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	259	1600	316	48	1611	66	305	141	63	94	120	164
Adj No. of Lanes	1	3	1	1	3	0	2	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	277	1893	548	119	1348	55	347	469	210	114	247	338
Arrive On Green	0.17	0.50	0.50	0.01	0.09	0.09	0.10	0.39	0.39	0.06	0.35	0.35
Sat Flow, veh/h	1774	5085	1471	1774	4987	204	3442	1211	541	1774	705	963
Grp Volume(v), veh/h	259	1600	316	48	1095	582	305	0	204	94	0	284
Grp Sat Flow(s),veh/h/ln	1774	1695	1471	1774	1695	1801	1721	0	1753	1774	0	1668
Q Serve(g_s), s	18.8	43.6	24.2	3.1	43.1	43.1	13.9	0.0	12.9	8.3	0.0	21.2
Cycle Q Clear(g_c), s	18.8	43.6	24.2	3.1	43.1	43.1	13.9	0.0	12.9	8.3	0.0	21.2
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.31	1.00		0.58
Lane Grp Cap(c), veh/h	277	1893	548	119	916	487	347	0	679	114	0	586
V/C Ratio(X)	0.93	0.85	0.58	0.40	1.20	1.20	0.88	0.00	0.30	0.82	0.00	0.48
Avail Cap(c_a), veh/h	279	1893	548	302	916	487	367	0	679	189	0	586
HCM Platoon Ratio	1.33	1.33	1.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	0.67	0.67	0.67	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.1	36.3	31.4	44.1	72.6	72.6	70.7	0.0	33.9	73.7	0.0	40.5
Incr Delay (d2), s/veh	28.8	3.4	3.0	1.5	95.3	101.4	20.3	0.0	1.1	13.4	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.5	27.0	14.6	2.8	58.2	63.4	12.2	0.0	10.6	8.0	0.0	15.5
LnGrp Delay(d),s/veh	75.9	39.7	34.4	45.6	167.9	174.0	91.0	0.0	35.0	87.1	0.0	43.3
LnGrp LOS	E	D	C	D	F	F	F		C	F		D
Approach Vol, veh/h		2175			1725			509			378	
Approach Delay, s/veh		43.2			166.5			68.6			54.2	
Approach LOS		D			F			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	67.8	10.6	65.4	22.1	62.0	26.8	49.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.0	56.0	21.0	42.0	17.0	56.0	21.0	42.0
Max Q Clear Time (g_c+I1), s	10.3	14.9	5.1	45.6	15.9	23.2	20.8	45.1
Green Ext Time (p_c), s	0.1	3.5	0.1	0.0	0.1	3.4	0.0	0.0

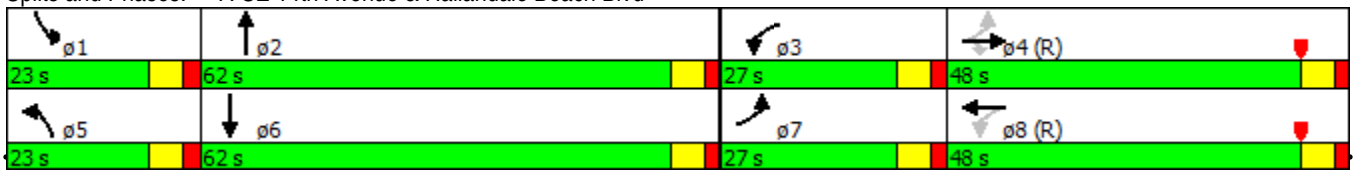
Intersection Summary	
HCM 2010 Ctrl Delay	91.2
HCM 2010 LOS	F

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	254	1568	310	47	1579	65	299	138	62	92	118	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	333		244	105		0	135		0	150		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	112			75			42			45		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1364			2606			328			425	
Travel Time (s)		31.0			59.2			7.5			9.7	
Confl. Peds. (#/hr)	35		12	12		35	6		11	11		6
Confl. Bikes (#/hr)			5			10			4			1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8								
Detector Phase	7	4	4	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	35.0	35.0	11.0	35.0		11.0	45.0		11.0	53.0	
Total Split (s)	27.0	48.0	48.0	27.0	48.0		23.0	62.0		23.0	62.0	
Total Split (%)	16.9%	30.0%	30.0%	16.9%	30.0%		14.4%	38.8%		14.4%	38.8%	
Maximum Green (s)	21.0	42.0	42.0	21.0	42.0		17.0	56.0		17.0	56.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		22.0	22.0		22.0			32.0			40.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 121 (76%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 7: SE 14th Avenue & Hallandale Beach Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	254	1568	310	47	1579	65	299	138	62	92	118	161
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.93	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	259	1600	316	48	1611	66	305	141	63	94	120	164
Adj No. of Lanes	1	3	1	1	3	0	2	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	234	2296	671	181	1919	79	353	383	171	115	196	268
Arrive On Green	0.19	0.90	0.90	0.01	0.13	0.13	0.10	0.32	0.32	0.06	0.28	0.28
Sat Flow, veh/h	1774	5085	1485	1774	4993	204	3442	1210	541	1774	703	961
Grp Volume(v), veh/h	259	1600	316	48	1094	583	305	0	204	94	0	284
Grp Sat Flow(s),veh/h/ln	1774	1695	1485	1774	1695	1807	1721	0	1751	1774	0	1665
Q Serve(g_s), s	15.0	13.0	5.7	2.6	49.8	49.9	13.8	0.0	14.3	8.3	0.0	23.5
Cycle Q Clear(g_c), s	15.0	13.0	5.7	2.6	49.8	49.9	13.8	0.0	14.3	8.3	0.0	23.5
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.31	1.00		0.58
Lane Grp Cap(c), veh/h	234	2296	671	181	1303	695	353	0	554	115	0	463
V/C Ratio(X)	1.11	0.70	0.47	0.27	0.84	0.84	0.86	0.00	0.37	0.82	0.00	0.61
Avail Cap(c_a), veh/h	234	2296	671	300	1303	695	435	0	554	224	0	463
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	0.65	0.65	0.65	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.9	4.8	4.5	28.6	64.3	64.3	69.9	0.0	41.8	73.0	0.0	49.6
Incr Delay (d2), s/veh	80.6	1.2	1.6	0.5	4.4	8.0	14.0	0.0	1.9	13.1	0.0	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	27.7	9.2	4.2	2.3	30.8	33.4	11.7	0.0	11.6	8.0	0.0	17.2
LnGrp Delay(d),s/veh	119.5	6.1	6.1	29.1	68.7	72.2	83.8	0.0	43.7	86.2	0.0	55.6
LnGrp LOS	F	A	A	C	E	E	F		D	F		E
Approach Vol, veh/h		2175			1725			509			378	
Approach Delay, s/veh		19.6			68.8			67.8			63.2	
Approach LOS		B			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	56.0	10.4	77.4	22.2	50.0	21.0	66.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	20.0	44.0	15.0	57.0	20.0	44.0	15.0	57.0
Max Q Clear Time (g_c+I1), s	10.3	16.3	4.6	15.0	15.8	25.5	17.0	51.9
Green Ext Time (p_c), s	0.1	3.3	0.0	37.5	0.4	2.9	0.0	5.0

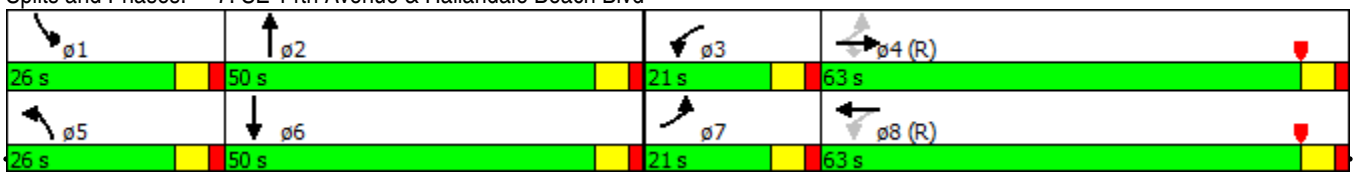
Intersection Summary	
HCM 2010 Ctrl Delay	45.9
HCM 2010 LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	254	1568	310	47	1579	65	299	138	62	92	118	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	333		244	105		0	135		0	150		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	112			75			42			45		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1364			2606			328			425	
Travel Time (s)		31.0			59.2			7.5			9.7	
Confl. Peds. (#/hr)	35		12	12		35	6		11	11		6
Confl. Bikes (#/hr)			5			10			4			1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8								
Detector Phase	7	4	4	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	35.0	35.0	11.0	35.0		11.0	45.0		11.0	50.0	
Total Split (s)	21.0	63.0	63.0	21.0	63.0		26.0	50.0		26.0	50.0	
Total Split (%)	13.1%	39.4%	39.4%	13.1%	39.4%		16.3%	31.3%		16.3%	31.3%	
Maximum Green (s)	15.0	57.0	57.0	15.0	57.0		20.0	44.0		20.0	44.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		22.0	22.0		22.0			32.0			37.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 121 (76%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 7: SE 14th Avenue & Hallandale Beach Blvd



8) Hallandale Beach Boulevard / Three Island Boulevard

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	224	785	6	32	756	132	2	4	5	333	16	316
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.0		7.0	6.0	6.0	6.0	6.0		6.0	5.0	
Lane Util. Factor	0.97	0.91		1.00	0.91	1.00	1.00	1.00		0.97	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.92		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	5078		1770	5085	1562	1770	1696		3433	1569	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	5078		1770	5085	1562	1770	1696		3433	1569	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	255	892	7	36	859	150	2	5	6	378	18	359
RTOR Reduction (vph)	0	1	0	0	0	98	0	5	0	0	224	0
Lane Group Flow (vph)	255	898	0	36	859	52	2	6	0	378	153	0
Confl. Peds. (#/hr)	2		8	8		2	5		3	3		5
Confl. Bikes (#/hr)			1									
Turn Type	Prot	NA		custom	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	4 3		9	4 9		5	2		1	6	
Permitted Phases				9		4 9						
Actuated Green, G (s)	18.0	63.0		11.7	55.7	55.7	1.3	39.4		20.9	60.0	
Effective Green, g (s)	18.0	56.0		11.7	55.7	55.7	1.3	39.4		20.9	60.0	
Actuated g/C Ratio	0.11	0.35		0.07	0.35	0.35	0.01	0.25		0.13	0.38	
Clearance Time (s)	7.0			7.0			6.0	6.0		6.0	5.0	
Vehicle Extension (s)	3.0			3.0			3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	386	1777		129	1770	543	14	417		448	588	
v/s Ratio Prot	c0.07	0.18		0.02	c0.17		0.00	0.00		c0.11	c0.10	
v/s Ratio Perm						0.03						
v/c Ratio	0.66	0.51		0.28	0.49	0.10	0.14	0.02		0.84	0.26	
Uniform Delay, d1	68.1	41.1		70.2	40.9	35.2	78.8	45.6		68.0	34.6	
Progression Factor	0.65	1.11		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.5	0.2		1.2	0.2	0.1	4.7	0.1		13.5	1.1	
Delay (s)	47.6	45.9		71.3	41.1	35.3	83.5	45.7		81.5	35.7	
Level of Service	D	D		E	D	D	F	D		F	D	
Approach Delay (s)		46.3			41.3			51.5			58.6	
Approach LOS		D			D			D			E	

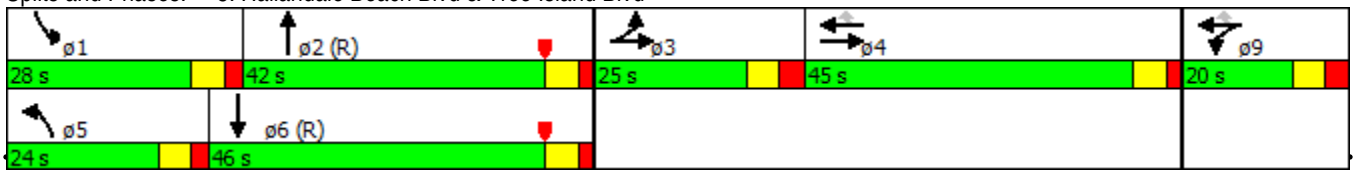
Intersection Summary			
HCM 2000 Control Delay	47.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	32.0
Intersection Capacity Utilization	70.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	224	785	6	32	756	132	2	4	5	333	16	316
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	225		706	0		0	0		0
Storage Lanes	2		0	1		1	1		0	2		0
Taper Length (ft)	97			70			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2606			921			192			619	
Travel Time (s)		59.2			20.9			4.4			14.1	
Confl. Peds. (#/hr)	2		8	8		2	5		3	3		5
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Shared Lane Traffic (%)												
Turn Type	Prot	NA		custom	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	4 3		9	4 9		5	2		1	6	
Permitted Phases				9		4 9						
Detector Phase	3	4 3		9	4 9	4 9	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0			5.0			5.0	5.0		5.0	5.0	
Minimum Split (s)	12.0			20.0			12.0	42.0		12.0	44.0	
Total Split (s)	25.0			20.0			24.0	42.0		28.0	46.0	
Total Split (%)	15.6%			12.5%			15.0%	26.3%		17.5%	28.8%	
Maximum Green (s)	18.0			13.0			18.0	36.0		22.0	40.0	
Yellow Time (s)	4.0			4.0			4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0			3.0			2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0			7.0			6.0	6.0		6.0	6.0	
Lead/Lag	Lead						Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes						Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0			3.0			3.0	3.0		3.0	3.0	
Recall Mode	None			None			None	C-Max		None	C-Max	
Walk Time (s)				7.0				7.0			7.0	
Flash Dont Walk (s)				29.0				33.0			31.0	
Pedestrian Calls (#/hr)				0				0			0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 76 (48%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 8: Hallandale Beach Blvd & Tree Island Blvd



Lane Group	ø4
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	12.0
Total Split (s)	45.0
Total Split (%)	28%
Maximum Green (s)	39.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	446	1161	11	58	1175	311	7	13	9	268	11	277
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.0		7.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	0.97	0.91		1.00	0.91	1.00	1.00	1.00		0.97	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.94		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	5076		1770	5085	1555	1770	1731		3433	1573	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	5076		1770	5085	1555	1770	1731		3433	1573	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	455	1185	11	59	1199	317	7	13	9	273	11	283
RTOR Reduction (vph)	0	1	0	0	0	202	0	7	0	0	212	0
Lane Group Flow (vph)	455	1195	0	59	1199	115	7	15	0	273	82	0
Confl. Peds. (#/hr)	7		17	17		7	1		10	10		1
Confl. Bikes (#/hr)			6									
Turn Type	Prot	NA		custom	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	4 3		9	4 9		5	2		1	6	
Permitted Phases				9		4 9						
Actuated Green, G (s)	18.0	64.0		13.0	58.0	58.0	18.0	36.0		22.0	40.0	
Effective Green, g (s)	18.0	57.0		13.0	58.0	58.0	18.0	36.0		22.0	40.0	
Actuated g/C Ratio	0.11	0.36		0.08	0.36	0.36	0.11	0.22		0.14	0.25	
Clearance Time (s)	7.0			7.0			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)	386	1808		143	1843	563	199	389		472	393	
v/s Ratio Prot	c0.13	0.24		0.03	c0.24		0.00	0.01		c0.08	c0.05	
v/s Ratio Perm						0.07						
v/c Ratio	1.18	0.66		0.41	0.65	0.20	0.04	0.04		0.58	0.21	
Uniform Delay, d1	71.0	43.4		69.9	42.5	35.1	63.3	48.5		64.7	47.5	
Progression Factor	1.39	1.27		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	96.6	0.6		1.9	0.8	0.2	0.3	0.2		5.1	1.2	
Delay (s)	195.2	55.6		71.8	43.4	35.3	63.6	48.7		69.7	48.7	
Level of Service	F	E		E	D	D	E	D		E	D	
Approach Delay (s)		94.1			42.8			52.3			58.8	
Approach LOS		F			D			D			E	

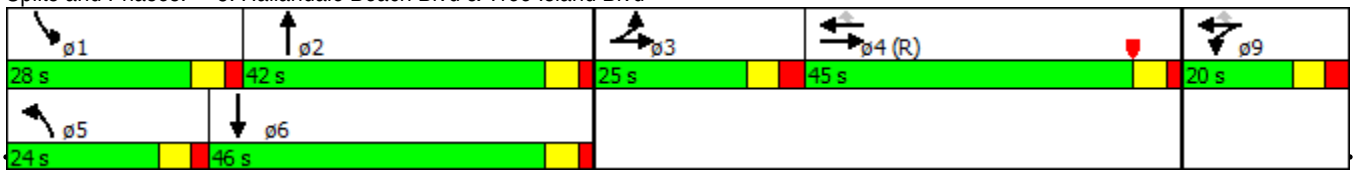
Intersection Summary			
HCM 2000 Control Delay	67.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	32.0
Intersection Capacity Utilization	84.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	446	1161	11	58	1175	311	7	13	9	268	11	277
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	225		706	0		0	0		0
Storage Lanes	2		0	1		1	1		0	2		0
Taper Length (ft)	97			70			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2606			921			192			619	
Travel Time (s)		59.2			20.9			4.4			14.1	
Confl. Peds. (#/hr)	7		17	17		7	1		10	10		1
Confl. Bikes (#/hr)			6									
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Prot	NA		custom	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	4 3		9	4 9		5	2		1	6	
Permitted Phases				9		4 9						
Detector Phase	3	4 3		9	4 9	4 9	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0			5.0			5.0	5.0		5.0	5.0	
Minimum Split (s)	12.0			20.0			24.0	42.0		24.0	44.0	
Total Split (s)	25.0			20.0			24.0	42.0		28.0	46.0	
Total Split (%)	15.6%			12.5%			15.0%	26.3%		17.5%	28.8%	
Maximum Green (s)	18.0			13.0			18.0	36.0		22.0	40.0	
Yellow Time (s)	4.0			4.0			4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0			3.0			2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0			7.0			6.0	6.0		6.0	6.0	
Lead/Lag	Lead						Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes						Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0			3.0			3.0	3.0		3.0	3.0	
Recall Mode	None			None			Max	Max		Max	Max	
Walk Time (s)				7.0				7.0			7.0	
Flash Dont Walk (s)				29.0				33.0			31.0	
Pedestrian Calls (#/hr)				0				0			0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 146 (91%), Referenced to phase 4:EBWB, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 8: Hallandale Beach Blvd & Tree Island Blvd



Lane Group	ø4
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	30.0
Total Split (s)	45.0
Total Split (%)	28%
Maximum Green (s)	39.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	228	836	6	33	828	135	2	4	5	340	16	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.0		7.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	0.97	0.91		1.00	0.91	1.00	1.00	1.00		0.97	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.92		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	5079		1770	5085	1562	1770	1696		3433	1569	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	5079		1770	5085	1562	1770	1696		3433	1569	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	259	950	7	38	941	153	2	5	6	386	18	366
RTOR Reduction (vph)	0	1	0	0	0	98	0	5	0	0	234	0
Lane Group Flow (vph)	259	956	0	38	941	55	2	6	0	386	150	0
Confl. Peds. (#/hr)	2		8	8		2	5		3	3		5
Confl. Bikes (#/hr)			1									
Turn Type	Prot	NA		custom	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	4 3		9	4 9		5	2		1	6	
Permitted Phases				9		4 9						
Actuated Green, G (s)	18.0	63.8		12.2	57.0	57.0	1.3	37.9		21.1	57.7	
Effective Green, g (s)	18.0	56.8		12.2	57.0	57.0	1.3	37.9		21.1	57.7	
Actuated g/C Ratio	0.11	0.35		0.08	0.36	0.36	0.01	0.24		0.13	0.36	
Clearance Time (s)	7.0			7.0			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)	386	1803		134	1811	556	14	401		452	565	
v/s Ratio Prot	c0.08	0.19		0.02	c0.19		0.00	0.00		c0.11	c0.10	
v/s Ratio Perm						0.03						
v/c Ratio	0.67	0.53		0.28	0.52	0.10	0.14	0.02		0.85	0.27	
Uniform Delay, d1	68.2	41.0		69.8	40.7	34.4	78.8	46.8		67.9	36.2	
Progression Factor	1.45	1.09		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.6	0.2		1.2	0.3	0.1	4.7	0.1		14.5	1.1	
Delay (s)	102.3	45.0		70.9	40.9	34.4	83.5	46.8		82.4	37.3	
Level of Service	F	D		E	D	C	F	D		F	D	
Approach Delay (s)		57.2			41.1			52.5			59.9	
Approach LOS		E			D			D			E	

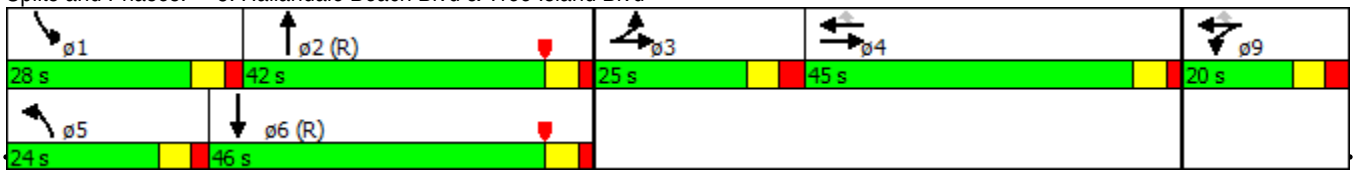
Intersection Summary			
HCM 2000 Control Delay	52.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	32.0
Intersection Capacity Utilization	71.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	228	836	6	33	828	135	2	4	5	340	16	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	225		706	0		0	0		0
Storage Lanes	2		0	1		1	1		0	2		0
Taper Length (ft)	97			70			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2606			921			192			619	
Travel Time (s)		59.2			20.9			4.4			14.1	
Confl. Peds. (#/hr)	2		8	8		2	5		3	3		5
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Shared Lane Traffic (%)												
Turn Type	Prot	NA		custom	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	4 3		9	4 9		5	2		1	6	
Permitted Phases				9		4 9						
Detector Phase	3	4 3		9	4 9	4 9	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0			5.0			5.0	5.0		5.0	5.0	
Minimum Split (s)	12.0			20.0			12.0	42.0		12.0	44.0	
Total Split (s)	25.0			20.0			24.0	42.0		28.0	46.0	
Total Split (%)	15.6%			12.5%			15.0%	26.3%		17.5%	28.8%	
Maximum Green (s)	18.0			13.0			18.0	36.0		22.0	40.0	
Yellow Time (s)	4.0			4.0			4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0			3.0			2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0			7.0			6.0	6.0		6.0	6.0	
Lead/Lag	Lead						Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes						Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0			3.0			3.0	3.0		3.0	3.0	
Recall Mode	None			None			None	C-Max		None	C-Max	
Walk Time (s)				7.0				7.0			7.0	
Flash Dont Walk (s)				29.0				33.0			31.0	
Pedestrian Calls (#/hr)				0				0			0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 76 (48%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 8: Hallandale Beach Blvd & Tree Island Blvd



Lane Group	ø4
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	12.0
Total Split (s)	45.0
Total Split (%)	28%
Maximum Green (s)	39.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	455	1241	11	59	1265	317	7	13	9	273	11	283
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.0		7.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	0.97	0.91		1.00	0.91	1.00	1.00	1.00		0.97	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.94		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	5077		1770	5085	1555	1770	1731		3433	1573	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	5077		1770	5085	1555	1770	1731		3433	1573	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	464	1266	11	60	1291	323	7	13	9	279	11	289
RTOR Reduction (vph)	0	1	0	0	0	206	0	7	0	0	217	0
Lane Group Flow (vph)	464	1276	0	60	1291	117	7	15	0	279	83	0
Confl. Peds. (#/hr)	7		17	17		7	1		10	10		1
Confl. Bikes (#/hr)			6									
Turn Type	Prot	NA		custom	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	4 3		9	4 9		5	2		1	6	
Permitted Phases				9		4 9						
Actuated Green, G (s)	18.0	64.0		13.0	58.0	58.0	18.0	36.0		22.0	40.0	
Effective Green, g (s)	18.0	57.0		13.0	58.0	58.0	18.0	36.0		22.0	40.0	
Actuated g/C Ratio	0.11	0.36		0.08	0.36	0.36	0.11	0.22		0.14	0.25	
Clearance Time (s)	7.0			7.0			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)	386	1808		143	1843	563	199	389		472	393	
v/s Ratio Prot	c0.14	0.25		0.03	c0.25		0.00	0.01		c0.08	c0.05	
v/s Ratio Perm						0.08						
v/c Ratio	1.20	0.71		0.42	0.70	0.21	0.04	0.04		0.59	0.21	
Uniform Delay, d1	71.0	44.3		69.9	43.6	35.2	63.3	48.5		64.8	47.5	
Progression Factor	1.38	1.33		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	103.8	0.7		2.0	1.2	0.2	0.3	0.2		5.4	1.2	
Delay (s)	202.0	59.6		71.9	44.8	35.3	63.6	48.7		70.1	48.7	
Level of Service	F	E		E	D	D	E	D		E	D	
Approach Delay (s)		97.6			43.9			52.3			59.1	
Approach LOS		F			D			D			E	

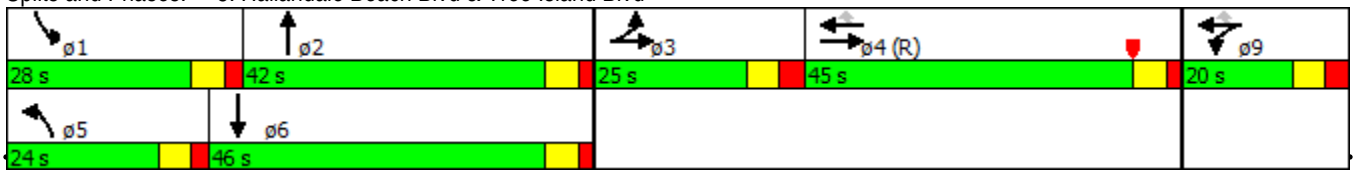
Intersection Summary			
HCM 2000 Control Delay	69.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	32.0
Intersection Capacity Utilization	86.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	455	1241	11	59	1265	317	7	13	9	273	11	283
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	225		706	0		0	0		0
Storage Lanes	2		0	1		1	1		0	2		0
Taper Length (ft)	97			70			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2606			921			192			619	
Travel Time (s)		59.2			20.9			4.4			14.1	
Confl. Peds. (#/hr)	7		17	17		7	1		10	10		1
Confl. Bikes (#/hr)			6									
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Prot	NA		custom	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	4 3		9	4 9		5	2		1	6	
Permitted Phases				9		4 9						
Detector Phase	3	4 3		9	4 9	4 9	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0			5.0			5.0	5.0		5.0	5.0	
Minimum Split (s)	12.0			20.0			24.0	42.0		24.0	44.0	
Total Split (s)	25.0			20.0			24.0	42.0		28.0	46.0	
Total Split (%)	15.6%			12.5%			15.0%	26.3%		17.5%	28.8%	
Maximum Green (s)	18.0			13.0			18.0	36.0		22.0	40.0	
Yellow Time (s)	4.0			4.0			4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0			3.0			2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0			7.0			6.0	6.0		6.0	6.0	
Lead/Lag	Lead						Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes						Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0			3.0			3.0	3.0		3.0	3.0	
Recall Mode	None			None			Max	Max		Max	Max	
Walk Time (s)				7.0				7.0			7.0	
Flash Dont Walk (s)				29.0				33.0			31.0	
Pedestrian Calls (#/hr)				0				0			0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 146 (91%), Referenced to phase 4:EBWB, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 8: Hallandale Beach Blvd & Tree Island Blvd



Lane Group	ø4
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	30.0
Total Split (s)	45.0
Total Split (%)	28%
Maximum Green (s)	39.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	228	838	6	33	848	135	2	4	5	340	16	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.0		7.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	0.97	0.91		1.00	0.91	1.00	1.00	1.00		0.97	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.92		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	5079		1770	5085	1562	1770	1696		3433	1569	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	5079		1770	5085	1562	1770	1696		3433	1569	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	259	952	7	38	964	153	2	5	6	386	18	366
RTOR Reduction (vph)	0	1	0	0	0	98	0	5	0	0	234	0
Lane Group Flow (vph)	259	958	0	38	964	55	2	6	0	386	150	0
Confl. Peds. (#/hr)	2		8	8		2	5		3	3		5
Confl. Bikes (#/hr)			1									
Turn Type	Prot	NA		custom	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	4 3		9	4 9		5	2		1	6	
Permitted Phases				9		4 9						
Actuated Green, G (s)	18.0	64.0		12.2	57.2	57.2	1.3	37.7		21.1	57.5	
Effective Green, g (s)	18.0	57.0		12.2	57.2	57.2	1.3	37.7		21.1	57.5	
Actuated g/C Ratio	0.11	0.36		0.08	0.36	0.36	0.01	0.24		0.13	0.36	
Clearance Time (s)	7.0			7.0			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)	386	1809		134	1817	558	14	399		452	563	
v/s Ratio Prot	c0.08	0.19		0.02	c0.19		0.00	0.00		c0.11	c0.10	
v/s Ratio Perm						0.04						
v/c Ratio	0.67	0.53		0.28	0.53	0.10	0.14	0.02		0.85	0.27	
Uniform Delay, d1	68.2	40.9		69.8	40.8	34.2	78.8	46.9		67.9	36.3	
Progression Factor	1.45	1.09		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.6	0.2		1.2	0.3	0.1	4.7	0.1		14.5	1.2	
Delay (s)	102.3	44.7		70.9	41.1	34.3	83.5	47.0		82.4	37.4	
Level of Service	F	D		E	D	C	F	D		F	D	
Approach Delay (s)		56.9			41.1			52.6			60.0	
Approach LOS		E			D			D			E	

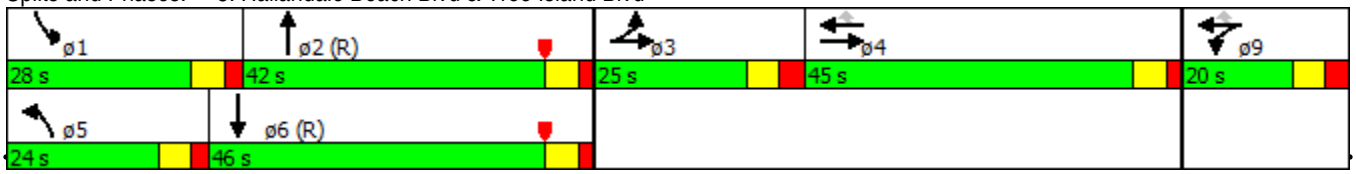
Intersection Summary			
HCM 2000 Control Delay	51.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	32.0
Intersection Capacity Utilization	72.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	228	838	6	33	848	135	2	4	5	340	16	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	225		706	0		0	0		0
Storage Lanes	2		0	1		1	1		0	2		0
Taper Length (ft)	97			70			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2606			921			192			619	
Travel Time (s)		59.2			20.9			4.4			14.1	
Confl. Peds. (#/hr)	2		8	8		2	5		3	3		5
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Shared Lane Traffic (%)												
Turn Type	Prot	NA		custom	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	4 3		9	4 9		5	2		1	6	
Permitted Phases				9		4 9						
Detector Phase	3	4 3		9	4 9	4 9	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0			5.0			5.0	5.0		5.0	5.0	
Minimum Split (s)	12.0			20.0			12.0	42.0		12.0	44.0	
Total Split (s)	25.0			20.0			24.0	42.0		28.0	46.0	
Total Split (%)	15.6%			12.5%			15.0%	26.3%		17.5%	28.8%	
Maximum Green (s)	18.0			13.0			18.0	36.0		22.0	40.0	
Yellow Time (s)	4.0			4.0			4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0			3.0			2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0			7.0			6.0	6.0		6.0	6.0	
Lead/Lag	Lead						Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes						Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0			3.0			3.0	3.0		3.0	3.0	
Recall Mode	None			None			None	C-Max		None	C-Max	
Walk Time (s)				7.0				7.0			7.0	
Flash Dont Walk (s)				29.0				33.0			31.0	
Pedestrian Calls (#/hr)				0				0			0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 76 (48%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 8: Hallandale Beach Blvd & Tree Island Blvd



Lane Group	ø4
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	12.0
Total Split (s)	45.0
Total Split (%)	28%
Maximum Green (s)	39.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	455	1258	11	59	1267	317	7	13	9	273	11	283
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.0		7.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	0.97	0.91		1.00	0.91	1.00	1.00	1.00		0.97	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.94		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	5077		1770	5085	1555	1770	1731		3433	1573	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	5077		1770	5085	1555	1770	1731		3433	1573	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	464	1284	11	60	1293	323	7	13	9	279	11	289
RTOR Reduction (vph)	0	1	0	0	0	206	0	7	0	0	217	0
Lane Group Flow (vph)	464	1294	0	60	1293	117	7	15	0	279	83	0
Confl. Peds. (#/hr)	7		17	17		7	1		10	10		1
Confl. Bikes (#/hr)			6									
Turn Type	Prot	NA		custom	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	4 3		9	4 9		5	2		1	6	
Permitted Phases				9		4 9						
Actuated Green, G (s)	18.0	64.0		13.0	58.0	58.0	18.0	36.0		22.0	40.0	
Effective Green, g (s)	18.0	57.0		13.0	58.0	58.0	18.0	36.0		22.0	40.0	
Actuated g/C Ratio	0.11	0.36		0.08	0.36	0.36	0.11	0.22		0.14	0.25	
Clearance Time (s)	7.0			7.0			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)	386	1808		143	1843	563	199	389		472	393	
v/s Ratio Prot	c0.14	0.25		0.03	c0.25		0.00	0.01		c0.08	c0.05	
v/s Ratio Perm						0.08						
v/c Ratio	1.20	0.72		0.42	0.70	0.21	0.04	0.04		0.59	0.21	
Uniform Delay, d1	71.0	44.5		69.9	43.6	35.2	63.3	48.5		64.8	47.5	
Progression Factor	1.38	1.33		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	103.6	0.7		2.0	1.2	0.2	0.3	0.2		5.4	1.2	
Delay (s)	201.6	60.1		71.9	44.8	35.3	63.6	48.7		70.1	48.7	
Level of Service	F	E		E	D	D	E	D		E	D	
Approach Delay (s)		97.4			44.0			52.3			59.1	
Approach LOS		F			D			D			E	

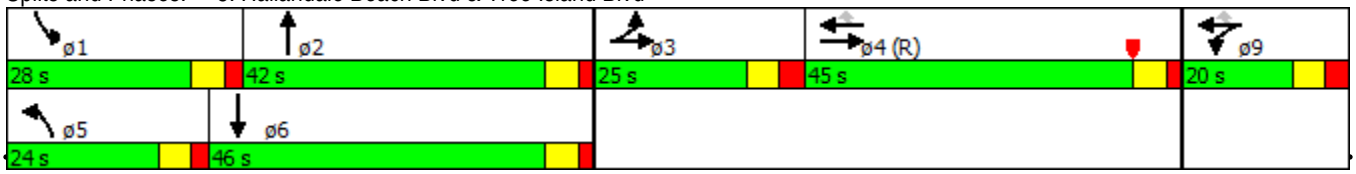
Intersection Summary			
HCM 2000 Control Delay	69.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	32.0
Intersection Capacity Utilization	86.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	455	1258	11	59	1267	317	7	13	9	273	11	283
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	225		706	0		0	0		0
Storage Lanes	2		0	1		1	1		0	2		0
Taper Length (ft)	97			70			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2606			921			192			619	
Travel Time (s)		59.2			20.9			4.4			14.1	
Confl. Peds. (#/hr)	7		17	17		7	1		10	10		1
Confl. Bikes (#/hr)			6									
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Prot	NA		custom	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	4 3		9	4 9		5	2		1	6	
Permitted Phases				9		4 9						
Detector Phase	3	4 3		9	4 9	4 9	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0			5.0			5.0	5.0		5.0	5.0	
Minimum Split (s)	12.0			20.0			24.0	42.0		24.0	44.0	
Total Split (s)	25.0			20.0			24.0	42.0		28.0	46.0	
Total Split (%)	15.6%			12.5%			15.0%	26.3%		17.5%	28.8%	
Maximum Green (s)	18.0			13.0			18.0	36.0		22.0	40.0	
Yellow Time (s)	4.0			4.0			4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0			3.0			2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0			7.0			6.0	6.0		6.0	6.0	
Lead/Lag	Lead						Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes						Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0			3.0			3.0	3.0		3.0	3.0	
Recall Mode	None			None			Max	Max		Max	Max	
Walk Time (s)				7.0				7.0			7.0	
Flash Dont Walk (s)				29.0				33.0			31.0	
Pedestrian Calls (#/hr)				0				0			0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 146 (91%), Referenced to phase 4:EBWB, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 8: Hallandale Beach Blvd & Tree Island Blvd



Lane Group	ø4
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	30.0
Total Split (s)	45.0
Total Split (%)	28%
Maximum Green (s)	39.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	455	1258	11	59	1267	317	7	13	9	273	11	283
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.0		7.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	0.97	0.91		1.00	0.91	1.00	1.00	1.00		0.97	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.94		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	5077		1770	5085	1555	1770	1731		3433	1573	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	5077		1770	5085	1555	1770	1731		3433	1573	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	464	1284	11	60	1293	323	7	13	9	279	11	289
RTOR Reduction (vph)	0	1	0	0	0	208	0	7	0	0	229	0
Lane Group Flow (vph)	464	1294	0	60	1293	115	7	15	0	279	71	0
Confl. Peds. (#/hr)	7		17	17		7	1		10	10		1
Confl. Bikes (#/hr)			6									
Turn Type	Prot	NA		custom	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	4 3		9	4 9		5	2		1	6	
Permitted Phases				9		4 9						
Actuated Green, G (s)	24.0	71.0		11.0	57.0	57.0	20.0	29.0		24.0	33.0	
Effective Green, g (s)	24.0	64.0		11.0	57.0	57.0	20.0	29.0		24.0	33.0	
Actuated g/C Ratio	0.15	0.40		0.07	0.36	0.36	0.12	0.18		0.15	0.21	
Clearance Time (s)	7.0			7.0			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)	514	2030		121	1811	553	221	313		514	324	
v/s Ratio Prot	c0.14	0.25		0.03	c0.25		0.00	0.01		c0.08	c0.04	
v/s Ratio Perm						0.07						
v/c Ratio	0.90	0.64		0.50	0.71	0.21	0.03	0.05		0.54	0.22	
Uniform Delay, d1	66.9	38.7		71.8	44.5	35.8	61.5	54.1		62.9	52.8	
Progression Factor	1.46	1.10		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	14.0	0.4		3.2	1.4	0.2	0.3	0.3		4.1	1.5	
Delay (s)	111.7	42.8		75.0	45.8	36.0	61.8	54.4		67.0	54.3	
Level of Service	F	D		E	D	D	E	D		E	D	
Approach Delay (s)		61.0			45.0			56.2			60.4	
Approach LOS		E			D			E			E	

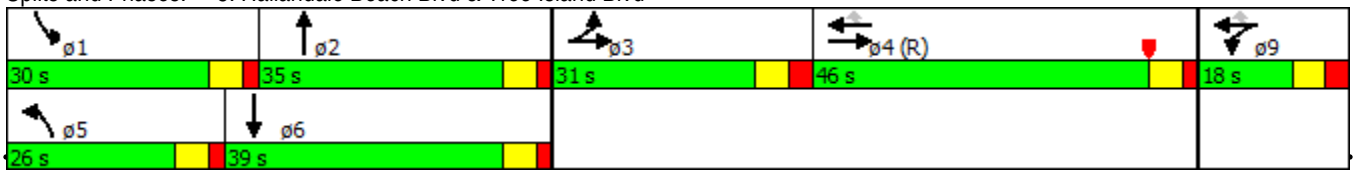
Intersection Summary			
HCM 2000 Control Delay	54.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	32.0
Intersection Capacity Utilization	86.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	455	1258	11	59	1267	317	7	13	9	273	11	283
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	225		706	0		0	0		0
Storage Lanes	2		0	1		1	1		0	2		0
Taper Length (ft)	97			70			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2606			921			192			619	
Travel Time (s)		59.2			20.9			4.4			14.1	
Confl. Peds. (#/hr)	7		17	17		7	1		10	10		1
Confl. Bikes (#/hr)			6									
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Prot	NA		custom	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	4 3		9	4 9		5	2		1	6	
Permitted Phases				9		4 9						
Detector Phase	3	4 3		9	4 9	4 9	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0			5.0			5.0	5.0		5.0	5.0	
Minimum Split (s)	12.0			20.0			24.0	42.0		24.0	44.0	
Total Split (s)	31.0			18.0			26.0	35.0		30.0	39.0	
Total Split (%)	19.4%			11.3%			16.3%	21.9%		18.8%	24.4%	
Maximum Green (s)	24.0			11.0			20.0	29.0		24.0	33.0	
Yellow Time (s)	4.0			4.0			4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0			3.0			2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0			7.0			6.0	6.0		6.0	6.0	
Lead/Lag	Lead						Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes						Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0			3.0			3.0	3.0		3.0	3.0	
Recall Mode	None			None			Max	Max		Max	Max	
Walk Time (s)				7.0				7.0			7.0	
Flash Dont Walk (s)				29.0				33.0			31.0	
Pedestrian Calls (#/hr)				0				0			0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 146 (91%), Referenced to phase 4:EBWB, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 8: Hallandale Beach Blvd & Tree Island Blvd



Lane Group	ø4
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	30.0
Total Split (s)	46.0
Total Split (%)	29%
Maximum Green (s)	40.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	

Intersection Summary

9) Federal Highway (US-1) / Atlantic Shores Boulevard

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	4	8	187	8	95	16	767	96	77	881	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95		0.97	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1770	1545	1770	1863	1583	3433	3472		3433	3535	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1770	1545	1770	1863	1583	3433	3472		3433	3535	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	4	4	8	193	8	98	16	791	99	79	908	7
RTOR Reduction (vph)	0	0	8	0	0	84	0	3	0	0	0	0
Lane Group Flow (vph)	4	4	0	193	8	14	16	887	0	79	915	0
Confl. Peds. (#/hr)			2	2			4		5	5		4
Confl. Bikes (#/hr)			1									3
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	3.8	3.8	3.8	22.7	22.7	22.7	2.8	100.4		9.1	106.7	
Effective Green, g (s)	3.8	3.8	3.8	22.7	22.7	22.7	2.8	100.4		9.1	106.7	
Actuated g/C Ratio	0.02	0.02	0.02	0.14	0.14	0.14	0.02	0.63		0.06	0.67	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	39	42	36	251	264	224	60	2178		195	2357	
v/s Ratio Prot	c0.00	0.00		c0.11	0.00		0.00	c0.26		c0.02	c0.26	
v/s Ratio Perm			0.00			0.01						
v/c Ratio	0.10	0.10	0.01	0.77	0.03	0.06	0.27	0.41		0.41	0.39	
Uniform Delay, d1	76.4	76.4	76.3	66.1	59.2	59.4	77.6	14.9		72.8	12.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.73	2.56		1.00	1.00	
Incremental Delay, d2	1.2	1.0	0.1	13.2	0.0	0.1	2.3	0.5		1.4	0.5	
Delay (s)	77.6	77.4	76.3	79.3	59.2	59.6	59.1	38.7		74.2	12.5	
Level of Service	E	E	E	E	E	E	E	D		E	B	
Approach Delay (s)		76.9			72.3			39.1			17.4	
Approach LOS		E			E			D			B	

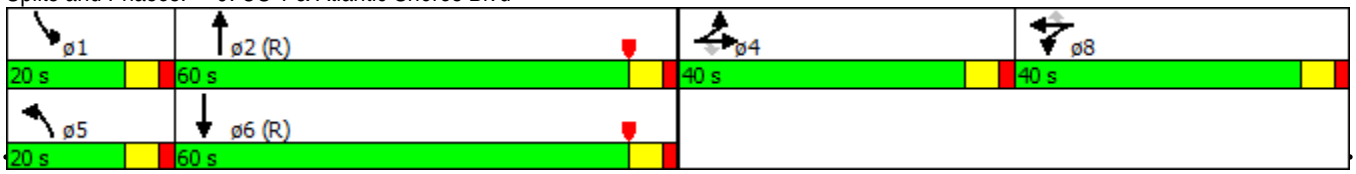
Intersection Summary			
HCM 2000 Control Delay	34.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	4	8	187	8	95	16	767	96	77	881	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	198		0	190		0	186		0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (ft)	25			292			107			102		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		566			958			2021			962	
Travel Time (s)		12.9			21.8			45.9			21.9	
Confl. Peds. (#/hr)			2	2			4		5	5		4
Confl. Bikes (#/hr)			1									3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)	10%											
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	39.0	39.0	39.0	39.0	39.0	39.0	11.0	35.0		11.0	35.0	
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	20.0	60.0		20.0	60.0	
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	12.5%	37.5%		12.5%	37.5%	
Maximum Green (s)	34.0	34.0	34.0	34.0	34.0	34.0	14.0	54.0		14.0	54.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		7.0			7.0	
Flash Dont Walk (s)	28.0	28.0	28.0	28.0	28.0	28.0		22.0			22.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0			0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 59 (37%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 9: US 1 & Atlantic Shores Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	19	18	140	27	156	46	1018	97	119	799	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95		0.97	0.95	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1765	1583	1770	1863	1561	3433	3485		3433	3530	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1765	1583	1770	1863	1561	3433	3485		3433	3530	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	5	20	19	149	29	166	49	1083	103	127	850	13
RTOR Reduction (vph)	0	0	18	0	0	146	0	3	0	0	0	0
Lane Group Flow (vph)	4	21	1	149	29	20	49	1183	0	127	863	0
Confl. Peds. (#/hr)									8	8		
Confl. Bikes (#/hr)						1			4			5
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	6.3	6.3	6.3	19.0	19.0	19.0	6.6	99.4		11.3	104.1	
Effective Green, g (s)	6.3	6.3	6.3	19.0	19.0	19.0	6.6	99.4		11.3	104.1	
Actuated g/C Ratio	0.04	0.04	0.04	0.12	0.12	0.12	0.04	0.62		0.07	0.65	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	66	69	62	210	221	185	141	2165		242	2296	
v/s Ratio Prot	0.00	c0.01		c0.08	0.02		0.01	c0.34		c0.04	c0.24	
v/s Ratio Perm			0.00			0.01						
v/c Ratio	0.06	0.30	0.01	0.71	0.13	0.11	0.35	0.55		0.52	0.38	
Uniform Delay, d1	74.0	74.7	73.9	67.8	63.1	62.9	74.6	17.4		71.8	12.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.68	1.96		1.00	1.00	
Incremental Delay, d2	0.4	2.5	0.1	10.5	0.3	0.3	1.3	0.8		2.1	0.5	
Delay (s)	74.4	77.2	73.9	78.3	63.4	63.2	51.7	34.9		73.8	13.4	
Level of Service	E	E	E	E	E	E	D	C		E	B	
Approach Delay (s)		75.5			69.8			35.6			21.1	
Approach LOS		E			E			D			C	

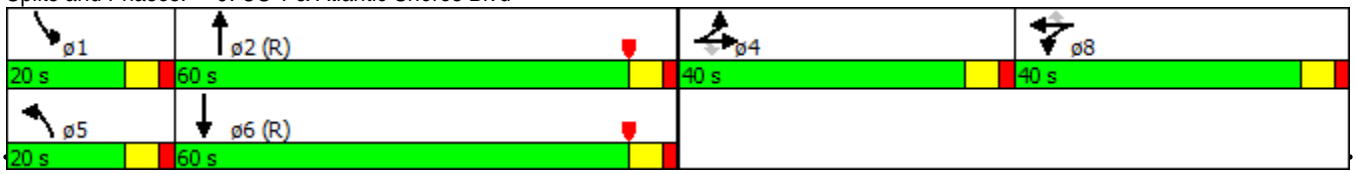
Intersection Summary			
HCM 2000 Control Delay	35.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	64.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	19	18	140	27	156	46	1018	97	119	799	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	198		0	190		0	186		0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (ft)	25			292			107			102		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		566			958			2021			962	
Travel Time (s)		12.9			21.8			45.9			21.9	
Confl. Peds. (#/hr)									8	8		
Confl. Bikes (#/hr)						1			4			5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)	10%											
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	39.0	39.0	39.0	39.0	39.0	39.0	11.0	35.0		11.0	35.0	
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	20.0	60.0		20.0	60.0	
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	12.5%	37.5%		12.5%	37.5%	
Maximum Green (s)	34.0	34.0	34.0	34.0	34.0	34.0	14.0	54.0		14.0	54.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		7.0			7.0	
Flash Dont Walk (s)	28.0	28.0	28.0	28.0	28.0	28.0		22.0			22.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0			0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 84 (53%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 9: US 1 & Atlantic Shores Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	4	8	191	8	97	16	911	98	79	970	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95		0.97	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1770	1545	1770	1863	1583	3433	3481		3433	3535	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1770	1545	1770	1863	1583	3433	3481		3433	3535	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	4	4	8	197	8	100	16	939	101	81	1000	7
RTOR Reduction (vph)	0	0	8	0	0	86	0	3	0	0	0	0
Lane Group Flow (vph)	4	4	0	197	8	14	16	1037	0	81	1007	0
Confl. Peds. (#/hr)			2	2			4		5	5		4
Confl. Bikes (#/hr)			1									3
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	3.8	3.8	3.8	23.1	23.1	23.1	2.8	99.9		9.2	106.3	
Effective Green, g (s)	3.8	3.8	3.8	23.1	23.1	23.1	2.8	99.9		9.2	106.3	
Actuated g/C Ratio	0.02	0.02	0.02	0.14	0.14	0.14	0.02	0.62		0.06	0.66	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	39	42	36	255	268	228	60	2173		197	2348	
v/s Ratio Prot	c0.00	0.00		c0.11	0.00		0.00	c0.30		c0.02	c0.28	
v/s Ratio Perm			0.00			0.01						
v/c Ratio	0.10	0.10	0.01	0.77	0.03	0.06	0.27	0.48		0.41	0.43	
Uniform Delay, d1	76.4	76.4	76.3	65.9	58.8	59.1	77.6	16.1		72.8	12.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.71	2.40		1.00	1.00	
Incremental Delay, d2	1.2	1.0	0.1	13.5	0.0	0.1	2.2	0.7		1.4	0.6	
Delay (s)	77.6	77.4	76.3	79.4	58.9	59.2	56.9	39.2		74.2	13.2	
Level of Service	E	E	E	E	E	E	E	D		E	B	
Approach Delay (s)		76.9			72.3			39.5			17.7	
Approach LOS		E			E			D			B	

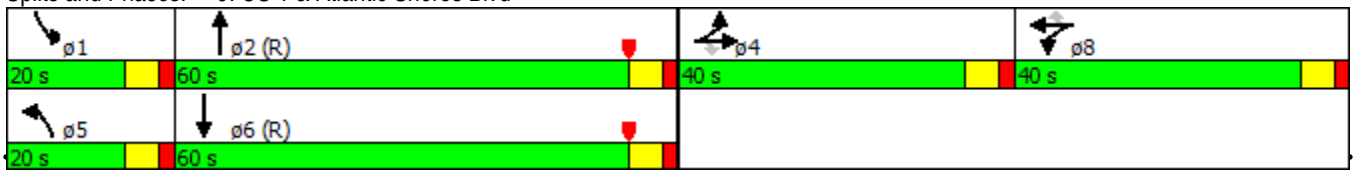
Intersection Summary			
HCM 2000 Control Delay	34.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	61.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	4	8	191	8	97	16	911	98	79	970	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	198		0	190		0	186		0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (ft)	25			292			107			102		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		566			958			2021			962	
Travel Time (s)		12.9			21.8			45.9			21.9	
Confl. Peds. (#/hr)			2	2			4		5	5		4
Confl. Bikes (#/hr)			1									3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)	10%											
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	39.0	39.0	39.0	39.0	39.0	39.0	11.0	35.0		11.0	35.0	
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	20.0	60.0		20.0	60.0	
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	12.5%	37.5%		12.5%	37.5%	
Maximum Green (s)	34.0	34.0	34.0	34.0	34.0	34.0	14.0	54.0		14.0	54.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		7.0			7.0	
Flash Dont Walk (s)	28.0	28.0	28.0	28.0	28.0	28.0		22.0			22.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0			0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 59 (37%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 9: US 1 & Atlantic Shores Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	19	18	143	28	159	47	1194	99	121	912	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95		0.97	0.95	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1765	1583	1770	1863	1561	3433	3492		3433	3532	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1765	1583	1770	1863	1561	3433	3492		3433	3532	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	5	20	19	152	30	169	50	1270	105	129	970	13
RTOR Reduction (vph)	0	0	18	0	0	149	0	2	0	0	0	0
Lane Group Flow (vph)	4	21	1	152	30	20	50	1373	0	129	983	0
Confl. Peds. (#/hr)									8	8		
Confl. Bikes (#/hr)						1			4			5
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	6.3	6.3	6.3	19.2	19.2	19.2	6.6	99.1		11.4	103.9	
Effective Green, g (s)	6.3	6.3	6.3	19.2	19.2	19.2	6.6	99.1		11.4	103.9	
Actuated g/C Ratio	0.04	0.04	0.04	0.12	0.12	0.12	0.04	0.62		0.07	0.65	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	66	69	62	212	223	187	141	2162		244	2293	
v/s Ratio Prot	0.00	c0.01		c0.09	0.02		0.01	c0.39		c0.04	c0.28	
v/s Ratio Perm			0.00			0.01						
v/c Ratio	0.06	0.30	0.01	0.72	0.13	0.11	0.35	0.63		0.53	0.43	
Uniform Delay, d1	74.0	74.7	73.9	67.8	63.0	62.8	74.6	19.1		71.7	13.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.77	1.75		1.00	1.00	
Incremental Delay, d2	0.4	2.5	0.1	11.0	0.3	0.3	1.2	1.1		2.1	0.6	
Delay (s)	74.4	77.2	73.9	78.8	63.2	63.0	58.8	34.5		73.8	14.2	
Level of Service	E	E	E	E	E	E	E	C		E	B	
Approach Delay (s)		75.5			69.9			35.4			21.1	
Approach LOS		E			E			D			C	

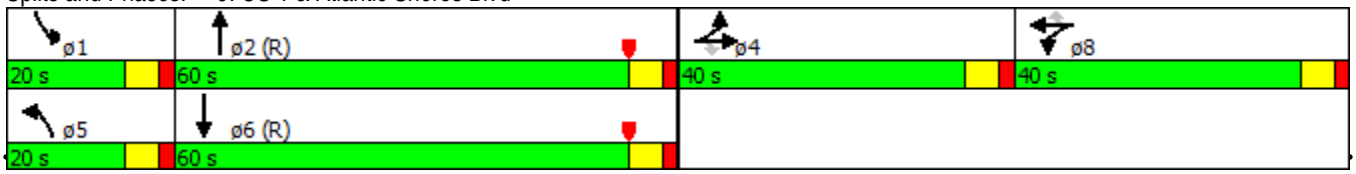
Intersection Summary			
HCM 2000 Control Delay	34.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	70.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	19	18	143	28	159	47	1194	99	121	912	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	198		0	190		0	186		0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (ft)	25			292			107			102		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		566			958			2021			962	
Travel Time (s)		12.9			21.8			45.9			21.9	
Confl. Peds. (#/hr)									8	8		
Confl. Bikes (#/hr)						1			4			5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)	10%											
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	39.0	39.0	39.0	39.0	39.0	39.0	11.0	35.0		11.0	35.0	
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	20.0	60.0		20.0	60.0	
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	12.5%	37.5%		12.5%	37.5%	
Maximum Green (s)	34.0	34.0	34.0	34.0	34.0	34.0	14.0	54.0		14.0	54.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		7.0			7.0	
Flash Dont Walk (s)	28.0	28.0	28.0	28.0	28.0	28.0		22.0			22.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0			0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 84 (53%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 9: US 1 & Atlantic Shores Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	4	8	191	8	97	16	914	98	79	990	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95		0.97	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1770	1545	1770	1863	1583	3433	3481		3433	3535	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1770	1545	1770	1863	1583	3433	3481		3433	3535	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	4	4	8	197	8	100	16	942	101	81	1021	7
RTOR Reduction (vph)	0	0	8	0	0	86	0	3	0	0	0	0
Lane Group Flow (vph)	4	4	0	197	8	14	16	1040	0	81	1028	0
Confl. Peds. (#/hr)			2	2			4		5	5		4
Confl. Bikes (#/hr)			1									3
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	3.8	3.8	3.8	23.1	23.1	23.1	2.8	99.9		9.2	106.3	
Effective Green, g (s)	3.8	3.8	3.8	23.1	23.1	23.1	2.8	99.9		9.2	106.3	
Actuated g/C Ratio	0.02	0.02	0.02	0.14	0.14	0.14	0.02	0.62		0.06	0.66	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	39	42	36	255	268	228	60	2173		197	2348	
v/s Ratio Prot	c0.00	0.00		c0.11	0.00		0.00	c0.30		c0.02	c0.29	
v/s Ratio Perm			0.00			0.01						
v/c Ratio	0.10	0.10	0.01	0.77	0.03	0.06	0.27	0.48		0.41	0.44	
Uniform Delay, d1	76.4	76.4	76.3	65.9	58.8	59.1	77.6	16.1		72.8	12.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.71	2.40		1.00	1.00	
Incremental Delay, d2	1.2	1.0	0.1	13.5	0.0	0.1	2.2	0.7		1.4	0.6	
Delay (s)	77.6	77.4	76.3	79.4	58.9	59.2	57.1	39.3		74.2	13.3	
Level of Service	E	E	E	E	E	E	E	D		E	B	
Approach Delay (s)		76.9			72.3			39.6			17.8	
Approach LOS		E			E			D			B	

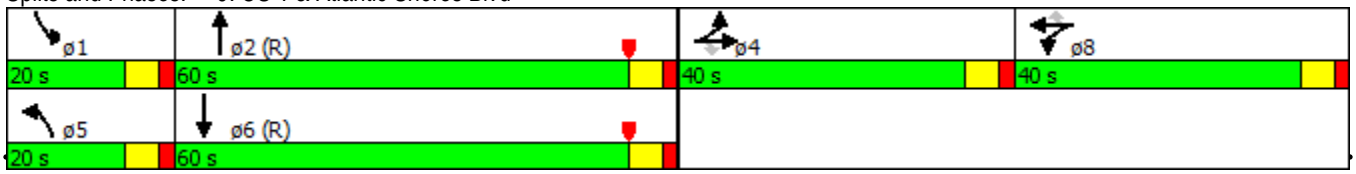
Intersection Summary			
HCM 2000 Control Delay	34.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	61.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	4	8	191	8	97	16	914	98	79	990	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	198		0	190		0	186		0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (ft)	25			292			107			102		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		566			958			2021			962	
Travel Time (s)		12.9			21.8			45.9			21.9	
Confl. Peds. (#/hr)			2	2			4		5	5		4
Confl. Bikes (#/hr)			1									3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)	10%											
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	39.0	39.0	39.0	39.0	39.0	39.0	11.0	35.0		11.0	35.0	
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	20.0	60.0		20.0	60.0	
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	12.5%	37.5%		12.5%	37.5%	
Maximum Green (s)	34.0	34.0	34.0	34.0	34.0	34.0	14.0	54.0		14.0	54.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		7.0			7.0	
Flash Dont Walk (s)	28.0	28.0	28.0	28.0	28.0	28.0		22.0			22.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0			0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 59 (37%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 9: US 1 & Atlantic Shores Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	19	18	143	28	159	47	1211	99	121	914	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95		0.97	0.95	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1765	1583	1770	1863	1561	3433	3492		3433	3532	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1765	1583	1770	1863	1561	3433	3492		3433	3532	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	5	20	19	152	30	169	50	1288	105	129	972	13
RTOR Reduction (vph)	0	0	18	0	0	149	0	2	0	0	0	0
Lane Group Flow (vph)	4	21	1	152	30	20	50	1391	0	129	985	0
Confl. Peds. (#/hr)									8	8		
Confl. Bikes (#/hr)						1			4			5
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	6.3	6.3	6.3	19.2	19.2	19.2	6.6	99.1		11.4	103.9	
Effective Green, g (s)	6.3	6.3	6.3	19.2	19.2	19.2	6.6	99.1		11.4	103.9	
Actuated g/C Ratio	0.04	0.04	0.04	0.12	0.12	0.12	0.04	0.62		0.07	0.65	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	66	69	62	212	223	187	141	2162		244	2293	
v/s Ratio Prot	0.00	c0.01		c0.09	0.02		0.01	c0.40		c0.04	c0.28	
v/s Ratio Perm			0.00			0.01						
v/c Ratio	0.06	0.30	0.01	0.72	0.13	0.11	0.35	0.64		0.53	0.43	
Uniform Delay, d1	74.0	74.7	73.9	67.8	63.0	62.8	74.6	19.3		71.7	13.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.74		1.00	1.00	
Incremental Delay, d2	0.4	2.5	0.1	11.0	0.3	0.3	1.1	1.1		2.1	0.6	
Delay (s)	74.4	77.2	73.9	78.8	63.2	63.0	59.5	34.6		73.8	14.2	
Level of Service	E	E	E	E	E	E	E	C		E	B	
Approach Delay (s)		75.5			69.9			35.5			21.1	
Approach LOS		E			E			D			C	

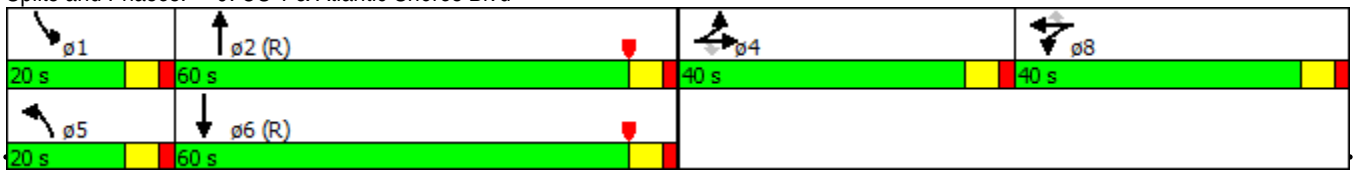
Intersection Summary			
HCM 2000 Control Delay	34.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	70.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	19	18	143	28	159	47	1211	99	121	914	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	198		0	190		0	186		0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (ft)	25			292			107			102		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		566			958			2021			962	
Travel Time (s)		12.9			21.8			45.9			21.9	
Confl. Peds. (#/hr)									8	8		
Confl. Bikes (#/hr)						1			4			5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)	10%											
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	39.0	39.0	39.0	39.0	39.0	39.0	11.0	35.0		11.0	35.0	
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	20.0	60.0		20.0	60.0	
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	12.5%	37.5%		12.5%	37.5%	
Maximum Green (s)	34.0	34.0	34.0	34.0	34.0	34.0	14.0	54.0		14.0	54.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		7.0			7.0	
Flash Dont Walk (s)	28.0	28.0	28.0	28.0	28.0	28.0		22.0			22.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0			0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 84 (53%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 9: US 1 & Atlantic Shores Blvd



10) Federal Highway (US-1) / NE 3rd Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	112	142	124	34	69	6	62	786	8	32	1014	86
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	118	149	131	36	73	6	65	827	8	34	1067	91
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	234	166	146	69	307	25	404	2670	26	482	2448	209
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.74	0.74	0.74	1.00	1.00	1.00
Sat Flow, veh/h	1311	914	804	1095	1696	139	483	3590	35	655	3292	281
Grp Volume(v), veh/h	118	0	280	36	0	79	65	408	427	34	573	585
Grp Sat Flow(s),veh/h/ln	1311	0	1718	1095	0	1835	483	1770	1855	655	1770	1803
Q Serve(g_s), s	13.5	0.0	25.5	3.5	0.0	5.9	6.4	12.3	12.3	0.9	0.0	0.0
Cycle Q Clear(g_c), s	19.4	0.0	25.5	29.0	0.0	5.9	6.4	12.3	12.3	13.2	0.0	0.0
Prop In Lane	1.00		0.47	1.00		0.08	1.00		0.02	1.00		0.16
Lane Grp Cap(c), veh/h	234	0	311	69	0	333	404	1316	1380	482	1316	1341
V/C Ratio(X)	0.50	0.00	0.90	0.52	0.00	0.24	0.16	0.31	0.31	0.07	0.44	0.44
Avail Cap(c_a), veh/h	234	0	311	69	0	333	404	1316	1380	482	1316	1341
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.87	0.87	0.87	0.90	0.90	0.90
Uniform Delay (d), s/veh	64.4	0.0	64.1	78.8	0.0	56.0	6.1	6.8	6.8	0.7	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	27.2	7.0	0.0	0.4	0.7	0.5	0.5	0.3	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.7	0.0	20.7	3.1	0.0	5.4	1.7	9.8	10.2	0.4	0.6	0.6
LnGrp Delay(d),s/veh	66.1	0.0	91.3	85.8	0.0	56.4	6.8	7.4	7.3	0.9	0.9	0.9
LnGrp LOS	E		F	F		E	A	A	A	A	A	A
Approach Vol, veh/h		398			115			900			1192	
Approach Delay, s/veh		83.8			65.6			7.3			0.9	
Approach LOS		F			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		125.0		35.0		125.0		35.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		119.0		29.0		119.0		29.0
Max Q Clear Time (g_c+I1), s		14.3		27.5		15.2		31.0
Green Ext Time (p_c), s		30.8		0.4		30.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	18.7
HCM 2010 LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	112	142	124	34	69	6	62	786	8	32	1014	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		60	147		0	152		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			52			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		341			521			1343			2021	
Travel Time (s)		7.8			11.8			30.5			45.9	
Confl. Peds. (#/hr)	2		1	1		2	10		5	5		10
Confl. Bikes (#/hr)						2			3			7
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
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	31.0	31.0		31.0	31.0		24.0	24.0		24.0	24.0	
Total Split (s)	35.0	35.0		35.0	35.0		125.0	125.0		125.0	125.0	
Total Split (%)	21.9%	21.9%		21.9%	21.9%		78.1%	78.1%		78.1%	78.1%	
Maximum Green (s)	29.0	29.0		29.0	29.0		119.0	119.0		119.0	119.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	20.0	20.0		20.0	20.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 134 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 10: US 1 & NE 3rd Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	143	187	80	43	112	18	104	1255	26	40	943	87
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	154	201	86	46	120	19	112	1349	28	43	1014	94
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	223	96	68	284	45	421	2635	55	336	2427	225
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1242	1232	527	1088	1569	248	506	3543	73	392	3263	302
Grp Volume(v), veh/h	154	0	287	46	0	139	112	673	704	43	550	558
Grp Sat Flow(s),veh/h/ln	1242	0	1759	1088	0	1818	506	1770	1847	392	1770	1796
Q Serve(g_s), s	18.2	0.0	25.5	3.5	0.0	10.8	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	29.0	0.0	25.5	29.0	0.0	10.8	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.30	1.00		0.14	1.00		0.04	1.00		0.17
Lane Grp Cap(c), veh/h	186	0	319	68	0	329	421	1316	1374	336	1316	1336
V/C Ratio(X)	0.83	0.00	0.90	0.67	0.00	0.42	0.27	0.51	0.51	0.13	0.42	0.42
Avail Cap(c_a), veh/h	186	0	319	68	0	329	421	1316	1374	336	1316	1336
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.59	0.59	0.59	0.92	0.92	0.92
Uniform Delay (d), s/veh	71.7	0.0	64.1	79.1	0.0	58.1	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	25.6	0.0	26.9	22.7	0.0	0.9	0.9	0.8	0.8	0.7	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.8	0.0	21.1	4.4	0.0	9.4	0.2	0.6	0.6	0.1	0.6	0.6
LnGrp Delay(d),s/veh	97.3	0.0	91.0	101.8	0.0	58.9	0.9	0.8	0.8	0.7	0.9	0.9
LnGrp LOS	F		F	F		E	A	A	A	A	A	A
Approach Vol, veh/h		441			185			1489			1151	
Approach Delay, s/veh		93.2			69.6			0.8			0.9	
Approach LOS		F			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		125.0		35.0		125.0		35.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		119.0		29.0		119.0		29.0
Max Q Clear Time (g_c+I1), s		2.0		31.0		2.0		31.0
Green Ext Time (p_c), s		56.8		0.0		56.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	17.2
HCM 2010 LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	143	187	80	43	112	18	104	1255	26	40	943	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		60	147		0	152		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			52			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		341			521			1343			2021	
Travel Time (s)		7.8			11.8			30.5			45.9	
Confl. Peds. (#/hr)	2		2	2		2	11		14	14		11
Confl. Bikes (#/hr)			2						9			15
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	31.0	31.0		31.0	31.0		24.0	24.0		24.0	24.0	
Total Split (s)	35.0	35.0		35.0	35.0		125.0	125.0		125.0	125.0	
Total Split (%)	21.9%	21.9%		21.9%	21.9%		78.1%	78.1%		78.1%	78.1%	
Maximum Green (s)	29.0	29.0		29.0	29.0		119.0	119.0		119.0	119.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	20.0	20.0		20.0	20.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 5 (3%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 10: US 1 & NE 3rd Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	163	145	151	35	70	6	80	887	8	39	1093	95
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	172	153	159	37	74	6	84	934	8	41	1151	100
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	234	152	158	45	308	25	374	2674	23	432	2444	212
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.74	0.74	0.74	1.00	1.00	1.00
Sat Flow, veh/h	1310	837	869	1063	1698	138	442	3595	31	592	3287	285
Grp Volume(v), veh/h	172	0	312	37	0	80	84	460	482	41	619	632
Grp Sat Flow(s),veh/h/ln	1310	0	1706	1063	0	1836	442	1770	1856	592	1770	1802
Q Serve(g_s), s	20.7	0.0	29.0	0.0	0.0	6.0	9.6	14.4	14.4	1.5	0.0	0.0
Cycle Q Clear(g_c), s	26.7	0.0	29.0	29.0	0.0	6.0	9.6	14.4	14.4	15.9	0.0	0.0
Prop In Lane	1.00		0.51	1.00		0.08	1.00		0.02	1.00		0.16
Lane Grp Cap(c), veh/h	234	0	309	45	0	333	374	1316	1381	432	1316	1340
V/C Ratio(X)	0.74	0.00	1.01	0.82	0.00	0.24	0.22	0.35	0.35	0.09	0.47	0.47
Avail Cap(c_a), veh/h	234	0	309	45	0	333	374	1316	1381	432	1316	1340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.82	0.82	0.82	0.88	0.88	0.88
Uniform Delay (d), s/veh	67.5	0.0	65.5	80.0	0.0	56.1	6.5	7.1	7.1	1.0	0.0	0.0
Incr Delay (d2), s/veh	11.5	0.0	53.5	70.8	0.0	0.4	1.1	0.6	0.6	0.4	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.0	0.0	32.9	4.5	0.0	5.5	2.3	11.2	11.7	0.5	0.7	0.7
LnGrp Delay(d),s/veh	79.0	0.0	119.0	150.8	0.0	56.4	7.6	7.7	7.7	1.3	1.1	1.1
LnGrp LOS	E		F	F		E	A	A	A	A	A	A
Approach Vol, veh/h		484			117			1026			1292	
Approach Delay, s/veh		104.8			86.3			7.7			1.1	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		125.0		35.0		125.0		35.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		119.0		29.0		119.0		29.0
Max Q Clear Time (g_c+I1), s		16.4		31.0		17.9		31.0
Green Ext Time (p_c), s		39.9		0.0		39.7		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	24.0
HCM 2010 LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	163	145	151	35	70	6	80	887	8	39	1093	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		60	147		0	152		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			52			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		341			521			1343			2021	
Travel Time (s)		7.8			11.8			30.5			45.9	
Confl. Peds. (#/hr)	2		1	1		2	10		5	5		10
Confl. Bikes (#/hr)						2			3			7
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
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	31.0	31.0		31.0	31.0		24.0	24.0		24.0	24.0	
Total Split (s)	35.0	35.0		35.0	35.0		125.0	125.0		125.0	125.0	
Total Split (%)	21.9%	21.9%		21.9%	21.9%		78.1%	78.1%		78.1%	78.1%	
Maximum Green (s)	29.0	29.0		29.0	29.0		119.0	119.0		119.0	119.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	20.0	20.0		20.0	20.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 134 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 10: US 1 & NE 3rd Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	201	191	111	44	114	18	147	1385	27	43	1041	105
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	216	205	119	47	123	19	158	1489	29	46	1119	113
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	184	199	116	45	286	44	379	2639	51	299	2405	243
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1239	1099	638	1052	1575	243	450	3548	69	342	3234	326
Grp Volume(v), veh/h	216	0	324	47	0	142	158	742	776	46	612	620
Grp Sat Flow(s),veh/h/ln	1239	0	1737	1052	0	1819	450	1770	1848	342	1770	1791
Q Serve(g_s), s	17.9	0.0	29.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	29.0	0.0	29.0	29.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.37	1.00		0.13	1.00		0.04	1.00		0.18
Lane Grp Cap(c), veh/h	184	0	315	45	0	330	379	1316	1374	299	1316	1332
V/C Ratio(X)	1.18	0.00	1.03	1.04	0.00	0.43	0.42	0.56	0.56	0.15	0.46	0.47
Avail Cap(c_a), veh/h	184	0	315	45	0	330	379	1316	1374	299	1316	1332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.47	0.47	0.47	0.89	0.89	0.89
Uniform Delay (d), s/veh	73.2	0.0	65.5	80.0	0.0	58.2	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	121.8	0.0	58.5	147.5	0.0	0.9	1.6	0.8	0.8	1.0	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	25.8	0.0	34.2	6.9	0.0	9.6	0.3	0.5	0.5	0.1	0.7	0.7
LnGrp Delay(d),s/veh	195.0	0.0	124.0	228.5	0.0	59.1	1.6	0.8	0.8	1.0	1.1	1.0
LnGrp LOS	F		F	F		E	A	A	A	A	A	A
Approach Vol, veh/h		540			189			1676			1278	
Approach Delay, s/veh		152.4			101.2			0.9			1.0	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		125.0		35.0		125.0		35.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		119.0		29.0		119.0		29.0
Max Q Clear Time (g_c+I1), s		2.0		31.0		2.0		31.0
Green Ext Time (p_c), s		74.5		0.0		74.5		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	28.3
HCM 2010 LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	201	191	111	44	114	18	147	1385	27	43	1041	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		60	147		0	152		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			52			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		341			521			1343			2021	
Travel Time (s)		7.8			11.8			30.5			45.9	
Confl. Peds. (#/hr)	2		2	2		2	11		14	14		11
Confl. Bikes (#/hr)			2						9			15
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	31.0	31.0		31.0	31.0		24.0	24.0		24.0	24.0	
Total Split (s)	35.0	35.0		35.0	35.0		125.0	125.0		125.0	125.0	
Total Split (%)	21.9%	21.9%		21.9%	21.9%		78.1%	78.1%		78.1%	78.1%	
Maximum Green (s)	29.0	29.0		29.0	29.0		119.0	119.0		119.0	119.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	20.0	20.0		20.0	20.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 5 (3%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 10: US 1 & NE 3rd Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	163	145	154	37	70	6	81	889	8	39	1113	95
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	172	153	162	39	74	6	85	936	8	41	1172	100
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	234	150	159	45	308	25	367	2674	23	431	2449	209
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.74	0.74	0.74	1.00	1.00	1.00
Sat Flow, veh/h	1310	828	877	1060	1698	138	433	3595	31	591	3292	280
Grp Volume(v), veh/h	172	0	315	39	0	80	85	461	483	41	629	643
Grp Sat Flow(s),veh/h/ln	1310	0	1705	1060	0	1836	433	1770	1856	591	1770	1803
Q Serve(g_s), s	20.7	0.0	29.0	0.0	0.0	6.0	10.0	14.4	14.4	1.5	0.0	0.0
Cycle Q Clear(g_c), s	26.7	0.0	29.0	29.0	0.0	6.0	10.0	14.4	14.4	15.9	0.0	0.0
Prop In Lane	1.00		0.51	1.00		0.08	1.00		0.02	1.00		0.16
Lane Grp Cap(c), veh/h	234	0	309	45	0	333	367	1316	1381	431	1316	1341
V/C Ratio(X)	0.74	0.00	1.02	0.87	0.00	0.24	0.23	0.35	0.35	0.10	0.48	0.48
Avail Cap(c_a), veh/h	234	0	309	45	0	333	367	1316	1381	431	1316	1341
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.82	0.82	0.82	0.88	0.88	0.88
Uniform Delay (d), s/veh	67.5	0.0	65.5	80.0	0.0	56.1	6.5	7.1	7.1	1.0	0.0	0.0
Incr Delay (d2), s/veh	11.5	0.0	56.3	85.1	0.0	0.4	1.2	0.6	0.6	0.4	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.0	0.0	33.3	5.0	0.0	5.5	2.3	11.2	11.7	0.5	0.7	0.7
LnGrp Delay(d),s/veh	79.0	0.0	121.9	165.1	0.0	56.4	7.7	7.7	7.7	1.4	1.1	1.1
LnGrp LOS	E		F	F		E	A	A	A	A	A	A
Approach Vol, veh/h		487			119			1029			1313	
Approach Delay, s/veh		106.7			92.0			7.7			1.1	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		125.0		35.0		125.0		35.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		119.0		29.0		119.0		29.0
Max Q Clear Time (g_c+I1), s		16.4		31.0		17.9		31.0
Green Ext Time (p_c), s		41.0		0.0		40.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	24.5
HCM 2010 LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	163	145	154	37	70	6	81	889	8	39	1113	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		60	147		0	152		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			52			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		341			521			1343			2021	
Travel Time (s)		7.8			11.8			30.5			45.9	
Confl. Peds. (#/hr)	2		1	1		2	10		5	5		10
Confl. Bikes (#/hr)						2			3			7
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
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	31.0	31.0		31.0	31.0		24.0	24.0		24.0	24.0	
Total Split (s)	35.0	35.0		35.0	35.0		125.0	125.0		125.0	125.0	
Total Split (%)	21.9%	21.9%		21.9%	21.9%		78.1%	78.1%		78.1%	78.1%	
Maximum Green (s)	29.0	29.0		29.0	29.0		119.0	119.0		119.0	119.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	20.0	20.0		20.0	20.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 134 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 10: US 1 & NE 3rd Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	201	191	111	44	114	18	149	1402	28	43	1043	105
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	216	205	119	47	123	19	160	1508	30	46	1122	113
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	184	199	116	45	286	44	378	2638	52	295	2406	242
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1239	1099	638	1052	1575	243	448	3547	70	336	3235	325
Grp Volume(v), veh/h	216	0	324	47	0	142	160	751	787	46	613	622
Grp Sat Flow(s),veh/h/ln	1239	0	1737	1052	0	1819	448	1770	1847	336	1770	1791
Q Serve(g_s), s	17.9	0.0	29.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	29.0	0.0	29.0	29.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.37	1.00		0.13	1.00		0.04	1.00		0.18
Lane Grp Cap(c), veh/h	184	0	315	45	0	330	378	1316	1374	295	1316	1332
V/C Ratio(X)	1.18	0.00	1.03	1.04	0.00	0.43	0.42	0.57	0.57	0.16	0.47	0.47
Avail Cap(c_a), veh/h	184	0	315	45	0	330	378	1316	1374	295	1316	1332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.44	0.44	0.44	0.89	0.89	0.89
Uniform Delay (d), s/veh	73.2	0.0	65.5	80.0	0.0	58.2	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	121.8	0.0	58.5	147.5	0.0	0.9	1.5	0.8	0.8	1.0	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	25.8	0.0	34.2	6.9	0.0	9.6	0.3	0.5	0.5	0.1	0.7	0.7
LnGrp Delay(d),s/veh	195.0	0.0	124.0	228.5	0.0	59.1	1.5	0.8	0.8	1.0	1.1	1.0
LnGrp LOS	F		F	F		E	A	A	A	A	A	A
Approach Vol, veh/h		540			189			1698			1281	
Approach Delay, s/veh		152.4			101.2			0.9			1.1	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		125.0		35.0		125.0		35.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		119.0		29.0		119.0		29.0
Max Q Clear Time (g_c+I1), s		2.0		31.0		2.0		31.0
Green Ext Time (p_c), s		75.8		0.0		75.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	28.1
HCM 2010 LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	201	191	111	44	114	18	149	1402	28	43	1043	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		60	147		0	152		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			52			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		341			521			1343			2021	
Travel Time (s)		7.8			11.8			30.5			45.9	
Confl. Peds. (#/hr)	2		2	2		2	11		14	14		11
Confl. Bikes (#/hr)			2						9			15
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	31.0	31.0		31.0	31.0		24.0	24.0		24.0	24.0	
Total Split (s)	35.0	35.0		35.0	35.0		125.0	125.0		125.0	125.0	
Total Split (%)	21.9%	21.9%		21.9%	21.9%		78.1%	78.1%		78.1%	78.1%	
Maximum Green (s)	29.0	29.0		29.0	29.0		119.0	119.0		119.0	119.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	20.0	20.0		20.0	20.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 5 (3%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 10: US 1 & NE 3rd Street

11) SE 2nd Street / SE 5th Avenue

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	10	45	24	1	7	19
Conflicting Peds, #/hr	0	0	0	3	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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	51	27	1	8	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	28	0	-	0	102	28
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	74	-
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	1585	-	-	-	896	1047
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	949	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1585	-	-	-	890	1047
Mov Cap-2 Maneuver	-	-	-	-	890	-
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	942	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3		8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1585	-	-	-	1000
HCM Lane V/C Ratio	0.007	-	-	-	0.03
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	17	23	28	2	7	29
Conflicting Peds, #/hr	3	0	0	3	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	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	29	36	3	9	37

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	38	0	-	0	110	40
Stage 1	-	-	-	-	37	-
Stage 2	-	-	-	-	73	-
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	1572	-	-	-	887	1031
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	950	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1568	-	-	-	875	1028
Mov Cap-2 Maneuver	-	-	-	-	875	-
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	937	-

Approach	EB	WB	SB
HCM Control Delay, s	3.1		8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1568	-	-	-	994
HCM Lane V/C Ratio	0.014	-	-	-	0.046
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	10	46	24	1	7	19
Conflicting Peds, #/hr	0	0	0	3	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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	52	27	1	8	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	28	0	-	0	103	28
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	75	-
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	1585	-	-	-	895	1047
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	948	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1585	-	-	-	889	1047
Mov Cap-2 Maneuver	-	-	-	-	889	-
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	941	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3		8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1585	-	-	-	999
HCM Lane V/C Ratio	0.007	-	-	-	0.03
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	17	23	29	2	7	30
Conflicting Peds, #/hr	3	0	0	3	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	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	29	37	3	9	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	40	0	-	0	111	41
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	73	-
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	1570	-	-	-	886	1030
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	950	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1566	-	-	-	874	1027
Mov Cap-2 Maneuver	-	-	-	-	874	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	937	-

Approach	EB	WB	SB
HCM Control Delay, s	3.1		8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1566	-	-	-	994
HCM Lane V/C Ratio	0.014	-	-	-	0.048
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	43	46	24	1	8	36
Conflicting Peds, #/hr	0	0	0	3	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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	52	27	1	9	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	28	0	-	0	178	28
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	150	-
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	1585	-	-	-	812	1047
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	878	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1585	-	-	-	786	1047
Mov Cap-2 Maneuver	-	-	-	-	786	-
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	850	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5		8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1585	-	-	-	987
HCM Lane V/C Ratio	0.031	-	-	-	0.051
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	20	23	29	2	13	147
Conflicting Peds, #/hr	3	0	0	3	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	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	29	37	3	17	188

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	40	0	-	0	119	41
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	81	-
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	1570	-	-	-	877	1030
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	942	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1566	-	-	-	862	1027
Mov Cap-2 Maneuver	-	-	-	-	862	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	926	-

Approach	EB	WB	SB
HCM Control Delay, s	3.4		9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1566	-	-	-	1011
HCM Lane V/C Ratio	0.016	-	-	-	0.203
HCM Control Delay (s)	7.3	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	1

12) SE 2nd Street / Old Federal Highway

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	61	0	0	0	0	0	21	0	68	22
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	0	0	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	72	0	0	0	0	0	25	0	80	26

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	95	95	95	-	-	-	0	0	0
Stage 1	95	95	-	-	-	-	-	-	-
Stage 2	0	0	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	-	-	-
Pot Cap-1 Maneuver	905	795	962	0	0	0	-	-	-
Stage 1	929	816	-	0	0	0	-	-	-
Stage 2	-	-	-	0	0	0	-	-	-
Platoon blocked, %				-	-			-	-
Mov Cap-1 Maneuver	902	0	960	-	-	-	-	-	-
Mov Cap-2 Maneuver	902	0	-	-	-	-	-	-	-
Stage 1	927	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0	
HCM LOS	A		

Minor Lane/Major Mvmt	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	960	-	-	-
HCM Lane V/C Ratio	0.075	-	-	-
HCM Control Delay (s)	9.1	0	-	-
HCM Lane LOS	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	25	0	0	0	0	0	0	11	0	118	26
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	0	0	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	25	0	0	0	0	0	0	11	0	119	26

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	133	133	133	-	-	-	0	0	0
Stage 1	133	133	-	-	-	-	-	-	-
Stage 2	0	0	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	-	-	-
Pot Cap-1 Maneuver	861	758	916	0	0	0	-	-	-
Stage 1	893	786	-	0	0	0	-	-	-
Stage 2	-	-	-	0	0	0	-	-	-
Platoon blocked, %				-	-			-	-
Mov Cap-1 Maneuver	859	0	915	-	-	-	-	-	-
Mov Cap-2 Maneuver	859	0	-	-	-	-	-	-	-
Stage 1	892	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	
HCM LOS	A		

Minor Lane/Major Mvmt	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	0	-	-
HCM Lane LOS	A	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	62	0	0	0	0	0	21	0	69	22
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	0	0	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	73	0	0	0	0	0	25	0	81	26

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	96	96	96	-	-	-	0	0	0
Stage 1	96	96	-	-	-	-	-	-	-
Stage 2	0	0	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	-	-	-
Pot Cap-1 Maneuver	903	794	960	0	0	0	-	-	-
Stage 1	928	815	-	0	0	0	-	-	-
Stage 2	-	-	-	0	0	0	-	-	-
Platoon blocked, %				-	-			-	-
Mov Cap-1 Maneuver	900	0	958	-	-	-	-	-	-
Mov Cap-2 Maneuver	900	0	-	-	-	-	-	-	-
Stage 1	926	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0	
HCM LOS	A		

Minor Lane/Major Mvmt	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	958	-	-	-
HCM Lane V/C Ratio	0.076	-	-	-
HCM Control Delay (s)	9.1	0	-	-
HCM Lane LOS	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	26	0	0	0	0	0	11	0	120	27
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	0	0	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	26	0	0	0	0	0	11	0	121	27

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	136	136	136	-	-	-	0	0	0
Stage 1	136	136	-	-	-	-	-	-	-
Stage 2	0	0	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	-	-	-
Pot Cap-1 Maneuver	857	755	913	0	0	0	-	-	-
Stage 1	890	784	-	0	0	0	-	-	-
Stage 2	-	-	-	0	0	0	-	-	-
Platoon blocked, %				-	-			-	-
Mov Cap-1 Maneuver	855	0	912	-	-	-	-	-	-
Mov Cap-2 Maneuver	855	0	-	-	-	-	-	-	-
Stage 1	889	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0	
HCM LOS	A		

Minor Lane/Major Mvmt	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	912	-	-	-
HCM Lane V/C Ratio	0.029	-	-	-
HCM Control Delay (s)	9.1	0	-	-
HCM Lane LOS	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	63	0	0	0	0	0	21	0	69	22
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	0	0	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	74	0	0	0	0	0	25	0	81	26

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	96	96	96	-	-	-	0	0	0
Stage 1	96	96	-	-	-	-	-	-	-
Stage 2	0	0	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	-	-	-
Pot Cap-1 Maneuver	903	794	960	0	0	0	-	-	-
Stage 1	928	815	-	0	0	0	-	-	-
Stage 2	-	-	-	0	0	0	-	-	-
Platoon blocked, %				-	-			-	-
Mov Cap-1 Maneuver	900	0	958	-	-	-	-	-	-
Mov Cap-2 Maneuver	900	0	-	-	-	-	-	-	-
Stage 1	926	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0	
HCM LOS	A		

Minor Lane/Major Mvmt	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	958	-	-	-
HCM Lane V/C Ratio	0.077	-	-	-
HCM Control Delay (s)	9.1	0	-	-
HCM Lane LOS	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	31	0	0	0	0	0	11	0	120	27
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	0	0	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	31	0	0	0	0	0	11	0	121	27

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	136	136	136	-	-	-	0	0	0
Stage 1	136	136	-	-	-	-	-	-	-
Stage 2	0	0	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	-	-	-
Pot Cap-1 Maneuver	857	755	913	0	0	0	-	-	-
Stage 1	890	784	-	0	0	0	-	-	-
Stage 2	-	-	-	0	0	0	-	-	-
Platoon blocked, %				-	-			-	-
Mov Cap-1 Maneuver	855	0	912	-	-	-	-	-	-
Mov Cap-2 Maneuver	855	0	-	-	-	-	-	-	-
Stage 1	889	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0	
HCM LOS	A		

Minor Lane/Major Mvmt	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	912	-	-	-
HCM Lane V/C Ratio	0.034	-	-	-
HCM Control Delay (s)	9.1	0	-	-
HCM Lane LOS	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-

13) SE 3rd Street / Old Federal Highway

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	7	528	27	1	50	9	7	0	14
Conflicting Peds, #/hr	1	0	2	2	0	1	1	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	222	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	556	28	1	53	9	7	0	15

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	64	0	0	586	0	0	683	653	296
Stage 1	-	-	-	-	-	-	587	587	-
Stage 2	-	-	-	-	-	-	96	66	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-
Follow-up Hdwy	2.218	-	-	2.22	-	-	3.519	4.019	3.319
Pot Cap-1 Maneuver	1538	-	-	985	-	-	349	386	701
Stage 1	-	-	-	-	-	-	464	496	-
Stage 2	-	-	-	-	-	-	910	840	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1535	-	-	983	-	-	318	381	698
Mov Cap-2 Maneuver	-	-	-	-	-	-	318	381	-
Stage 1	-	-	-	-	-	-	460	492	-
Stage 2	-	-	-	-	-	-	843	838	-

Approach	EB	WB	NB
HCM Control Delay, s			12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	499	1535	-	-	983	-	-	714
HCM Lane V/C Ratio	0.044	0.005	-	-	0.001	-	-	0.131
HCM Control Delay (s)	12.5	7.4	0	-	8.7	0	-	10.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	

Movement	SBL	SBT	SBR
Vol, veh/h	23	11	55
Conflicting Peds, #/hr	2	0	1
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	95	95	95
Heavy Vehicles, %	2	2	2
Mvmt Flow	24	12	58

Major/Minor	Minor2		
Conflicting Flow All	356	662	61
Stage 1	61	61	-
Stage 2	295	601	-
Critical Hdwy	7.33	6.53	6.23
Critical Hdwy Stg 1	6.13	5.53	-
Critical Hdwy Stg 2	6.53	5.53	-
Follow-up Hdwy	3.519	4.019	3.319
Pot Cap-1 Maneuver	587	381	1004
Stage 1	950	844	-
Stage 2	690	488	-
Platoon blocked, %			
Mov Cap-1 Maneuver	569	377	1000
Mov Cap-2 Maneuver	569	377	-
Stage 1	942	842	-
Stage 2	669	484	-

Approach	SB
HCM Control Delay, s	10.8
HCM LOS	B

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	9	348	25	7	178	10	44	1	37
Conflicting Peds, #/hr	7	0	5	5	0	7	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	222	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	362	26	7	185	10	46	1	39

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	196	0	0	389	0	0	612	604	201
Stage 1	-	-	-	-	-	-	394	394	-
Stage 2	-	-	-	-	-	-	218	210	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-
Follow-up Hdwy	2.218	-	-	2.22	-	-	3.519	4.019	3.319
Pot Cap-1 Maneuver	1377	-	-	1166	-	-	391	412	807
Stage 1	-	-	-	-	-	-	603	604	-
Stage 2	-	-	-	-	-	-	784	728	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1368	-	-	1158	-	-	322	406	802
Mov Cap-2 Maneuver	-	-	-	-	-	-	322	406	-
Stage 1	-	-	-	-	-	-	598	599	-
Stage 2	-	-	-	-	-	-	658	723	-

Approach	EB	WB	NB
HCM Control Delay, s			15.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	443	1368	-	-	1158	-	-	1281
HCM Lane V/C Ratio	0.193	0.007	-	-	0.006	-	-	0.117
HCM Control Delay (s)	15.1	7.7	0	-	8.1	0	-	8.2
HCM Lane LOS	C	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	1	0	-	-	0	-	-	0

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	25	25	94
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	Stop
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	96	96	96
Heavy Vehicles, %	2	2	2
Mvmt Flow	26	26	98

Major/Minor	Minor2		
Conflicting Flow All	406	612	198
Stage 1	205	205	-
Stage 2	201	407	-
Critical Hdwy	7.33	6.53	6.23
Critical Hdwy Stg 1	6.13	5.53	-
Critical Hdwy Stg 2	6.53	5.53	-
Follow-up Hdwy	3.519	4.019	3.319
Pot Cap-1 Maneuver	542	407	842
Stage 1	796	731	-
Stage 2	783	596	-
Platoon blocked, %			
Mov Cap-1 Maneuver	506	401	836
Mov Cap-2 Maneuver	506	401	-
Stage 1	790	726	-
Stage 2	733	591	-

Approach	SB
HCM Control Delay, s	8.2
HCM LOS	A

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	544	28	1	50	9	7	0	14	23	11	56
Conflicting Peds, #/hr	1	0	2	2	0	1	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	222	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	573	29	1	53	9	7	0	15	24	12	59

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	64	0	0	604	0	0	701	670	305	364	680	61
Stage 1	-	-	-	-	-	-	604	604	-	61	61	-
Stage 2	-	-	-	-	-	-	97	66	-	303	619	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.33	6.53	6.93	7.33	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Follow-up Hdwy	2.218	-	-	2.22	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1538	-	-	970	-	-	339	377	692	579	372	1004
Stage 1	-	-	-	-	-	-	453	487	-	950	844	-
Stage 2	-	-	-	-	-	-	909	840	-	682	479	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1535	-	-	968	-	-	308	373	689	561	368	1000
Mov Cap-2 Maneuver	-	-	-	-	-	-	308	373	-	561	368	-
Stage 1	-	-	-	-	-	-	449	483	-	942	842	-
Stage 2	-	-	-	-	-	-	841	838	-	661	475	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			12.7	10.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	488	1535	-	-	968	-	-	709
HCM Lane V/C Ratio	0.045	0.005	-	-	0.001	-	-	0.134
HCM Control Delay (s)	12.7	7.4	0	-	8.7	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	9	360	26	7	182	10	45	1	38	26	26	96
Conflicting Peds, #/hr	7	0	5	5	0	7	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Stop
Storage Length	222	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	375	27	7	190	10	47	1	40	27	27	100

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	200	0	0	402	0	0	630	622	208	416	630	202
Stage 1	-	-	-	-	-	-	407	407	-	209	209	-
Stage 2	-	-	-	-	-	-	223	215	-	207	421	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.33	6.53	6.93	7.33	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Follow-up Hdwy	2.218	-	-	2.22	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1372	-	-	1153	-	-	380	402	799	534	398	838
Stage 1	-	-	-	-	-	-	593	596	-	792	729	-
Stage 2	-	-	-	-	-	-	779	724	-	776	588	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1363	-	-	1145	-	-	311	396	794	497	392	832
Mov Cap-2 Maneuver	-	-	-	-	-	-	311	396	-	497	392	-
Stage 1	-	-	-	-	-	-	588	591	-	785	724	-
Stage 2	-	-	-	-	-	-	651	719	-	725	583	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			15.5	8.3
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	431	1363	-	-	1145	-	-	1247
HCM Lane V/C Ratio	0.203	0.007	-	-	0.006	-	-	0.124
HCM Control Delay (s)	15.5	7.7	0	-	8.2	0	-	8.3
HCM Lane LOS	C	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	7	544	28	1	82	9	7	0	14
Conflicting Peds, #/hr	1	0	2	2	0	1	1	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	222	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	591	30	1	89	10	8	0	15

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	101	0	0	624	0	0	759	727	315
Stage 1	-	-	-	-	-	-	624	624	-
Stage 2	-	-	-	-	-	-	135	103	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-
Follow-up Hdwy	2.218	-	-	2.22	-	-	3.519	4.019	3.319
Pot Cap-1 Maneuver	1491	-	-	953	-	-	309	350	682
Stage 1	-	-	-	-	-	-	441	477	-
Stage 2	-	-	-	-	-	-	868	809	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1488	-	-	951	-	-	279	346	679
Mov Cap-2 Maneuver	-	-	-	-	-	-	279	346	-
Stage 1	-	-	-	-	-	-	437	472	-
Stage 2	-	-	-	-	-	-	798	807	-

Approach	EB	WB	NB
HCM Control Delay, s			13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	459	1488	-	-	951	-	-	663
HCM Lane V/C Ratio	0.05	0.005	-	-	0.001	-	-	0.149
HCM Control Delay (s)	13.3	7.4	0	-	8.8	0	-	11.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	1

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	24	11	56
Conflicting Peds, #/hr	2	0	1
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	26	12	61

Major/Minor	Minor2		
Conflicting Flow All	411	737	98
Stage 1	98	98	-
Stage 2	313	639	-
Critical Hdwy	7.33	6.53	6.23
Critical Hdwy Stg 1	6.13	5.53	-
Critical Hdwy Stg 2	6.53	5.53	-
Follow-up Hdwy	3.519	4.019	3.319
Pot Cap-1 Maneuver	538	345	957
Stage 1	908	813	-
Stage 2	673	469	-
Platoon blocked, %			
Mov Cap-1 Maneuver	520	341	953
Mov Cap-2 Maneuver	520	341	-
Stage 1	899	811	-
Stage 2	651	464	-

Approach	SB
HCM Control Delay, s	11.4
HCM LOS	B

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	9	360	26	7	184	10	45	1	38
Conflicting Peds, #/hr	7	0	5	5	0	7	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	222	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	375	27	7	192	10	47	1	40

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	202	0	0	402	0	0	632	624	208
Stage 1	-	-	-	-	-	-	407	407	-
Stage 2	-	-	-	-	-	-	225	217	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-
Follow-up Hdwy	2.218	-	-	2.22	-	-	3.519	4.019	3.319
Pot Cap-1 Maneuver	1370	-	-	1153	-	-	379	401	799
Stage 1	-	-	-	-	-	-	593	596	-
Stage 2	-	-	-	-	-	-	777	723	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1361	-	-	1145	-	-	310	395	794
Mov Cap-2 Maneuver	-	-	-	-	-	-	310	395	-
Stage 1	-	-	-	-	-	-	588	591	-
Stage 2	-	-	-	-	-	-	649	718	-

Approach	EB	WB	NB
HCM Control Delay, s			15.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	430	1361	-	-	1145	-	-	1185
HCM Lane V/C Ratio	0.203	0.007	-	-	0.006	-	-	0.134
HCM Control Delay (s)	15.5	7.7	0	-	8.2	0	-	8.5
HCM Lane LOS	C	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	1	0	-	-	0	-	-	0

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	31	26	96
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	Stop
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	96	96	96
Heavy Vehicles, %	2	2	2
Mvmt Flow	32	27	100

Major/Minor	Minor2		
Conflicting Flow All	418	632	204
Stage 1	211	211	-
Stage 2	207	421	-
Critical Hdwy	7.33	6.53	6.23
Critical Hdwy Stg 1	6.13	5.53	-
Critical Hdwy Stg 2	6.53	5.53	-
Follow-up Hdwy	3.519	4.019	3.319
Pot Cap-1 Maneuver	532	397	836
Stage 1	790	727	-
Stage 2	776	588	-
Platoon blocked, %			
Mov Cap-1 Maneuver	495	391	830
Mov Cap-2 Maneuver	495	391	-
Stage 1	783	722	-
Stage 2	725	583	-

Approach	SB
HCM Control Delay, s	8.5
HCM LOS	A

Minor Lane/Major Mvmt

14) Federal Highway (US-1) / SE 3rd Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	138	114	372	18	15	6	56	1162	27	37	1615	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.95	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	150	124	404	20	16	7	61	1263	29	40	1755	3
Adj No. of Lanes	1	1	0	1	1	2	1	3	1	2	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	509	110	359	82	86	122	78	2933	896	96	2940	5
Arrive On Green	0.29	0.29	0.29	0.05	0.05	0.05	0.04	0.58	0.58	0.01	0.19	0.19
Sat Flow, veh/h	1774	384	1252	1774	1863	2643	1774	5085	1554	3442	5242	9
Grp Volume(v), veh/h	150	0	528	20	16	7	61	1263	29	40	1135	623
Grp Sat Flow(s),veh/h/ln	1774	0	1636	1774	1863	1322	1774	1695	1554	1721	1695	1861
Q Serve(g_s), s	9.4	0.0	41.0	1.6	1.2	0.4	4.9	20.0	1.2	1.7	43.8	43.8
Cycle Q Clear(g_c), s	9.4	0.0	41.0	1.6	1.2	0.4	4.9	20.0	1.2	1.7	43.8	43.8
Prop In Lane	1.00		0.77	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	509	0	469	82	86	122	78	2933	896	96	1901	1044
V/C Ratio(X)	0.29	0.00	1.13	0.25	0.19	0.06	0.78	0.43	0.03	0.42	0.60	0.60
Avail Cap(c_a), veh/h	509	0	469	472	495	703	112	2933	896	217	1901	1044
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	0.28	0.28	0.28
Uniform Delay (d), s/veh	39.7	0.0	51.0	65.8	65.6	65.2	67.7	17.0	13.0	69.7	43.4	43.4
Incr Delay (d2), s/veh	0.3	0.0	80.5	1.5	1.0	0.2	18.9	0.4	0.1	0.8	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.2	0.0	52.2	1.4	1.1	0.2	5.0	14.4	0.9	1.4	24.6	26.9
LnGrp Delay(d),s/veh	40.0	0.0	131.5	67.3	66.6	65.4	86.6	17.5	13.1	70.5	43.8	44.1
LnGrp LOS	D		F	E	E	E	F	B	B	E	D	D
Approach Vol, veh/h		678			43			1353			1798	
Approach Delay, s/veh		111.2			66.8			20.5			44.5	
Approach LOS		F			E			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.0	89.4		47.0	13.3	87.2		12.6
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0
Max Green Setting (Gmax), s	9.0	46.0		41.0	9.0	46.0		38.0
Max Q Clear Time (g_c+I1), s	3.7	22.0		43.0	6.9	45.8		3.6
Green Ext Time (p_c), s	0.0	21.2		0.0	0.0	0.2		0.1

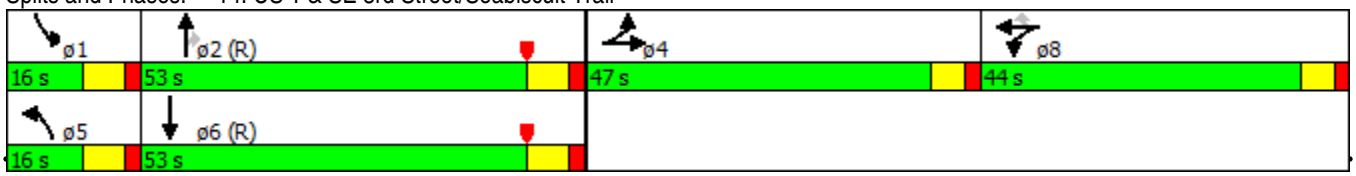
Intersection Summary	
HCM 2010 Ctrl Delay	48.1
HCM 2010 LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	138	114	372	18	15	6	56	1162	27	37	1615	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		105	280		350	510		0
Storage Lanes	1		0	1		1	1		1	2		0
Taper Length (ft)	25			25			60			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		302			471			2032			1364	
Travel Time (s)		6.9			10.7			46.2			31.0	
Confl. Peds. (#/hr)	4					4	6		4	4		3
Confl. Bikes (#/hr)						3			9			6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8			2			
Detector Phase	4	4		8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	45.0	45.0		42.0	42.0	42.0	12.0	39.0	39.0	12.0	39.0	
Total Split (s)	47.0	47.0		44.0	44.0	44.0	16.0	53.0	53.0	16.0	53.0	
Total Split (%)	29.4%	29.4%		27.5%	27.5%	27.5%	10.0%	33.1%	33.1%	10.0%	33.1%	
Maximum Green (s)	41.0	41.0		38.0	38.0	38.0	9.0	46.0	46.0	9.0	46.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)	32.0	32.0		29.0	29.0	29.0		25.0	25.0		25.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 113 (71%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 14: US 1 & SE 3rd Street/Seabiscuit Trail



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	163	75	169	117	163	169	116	1816	35	43	1217	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	170	78	176	122	170	176	121	1892	36	45	1268	11
Adj No. of Lanes	1	1	0	1	1	2	1	3	1	2	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	348	98	221	252	265	387	143	2920	888	101	2718	24
Arrive On Green	0.20	0.20	0.20	0.14	0.14	0.14	0.16	1.00	1.00	0.01	0.17	0.17
Sat Flow, veh/h	1774	498	1124	1774	1863	2722	1774	5085	1547	3442	5198	45
Grp Volume(v), veh/h	170	0	254	122	170	176	121	1892	36	45	827	452
Grp Sat Flow(s),veh/h/ln	1774	0	1622	1774	1863	1361	1774	1695	1547	1721	1695	1853
Q Serve(g_s), s	12.1	0.0	21.2	9.0	12.3	8.4	9.4	0.0	0.0	1.9	31.2	31.2
Cycle Q Clear(g_c), s	12.1	0.0	21.2	9.0	12.3	8.4	9.4	0.0	0.0	1.9	31.2	31.2
Prop In Lane	1.00		0.69	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	348	0	318	252	265	387	143	2921	888	101	1773	969
V/C Ratio(X)	0.49	0.00	0.80	0.48	0.64	0.46	0.85	0.65	0.04	0.45	0.47	0.47
Avail Cap(c_a), veh/h	499	0	456	474	497	727	212	2921	888	411	1773	969
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.74	0.74	0.74	0.41	0.41	0.41
Uniform Delay (d), s/veh	50.8	0.0	54.5	56.2	57.6	56.0	58.8	0.0	0.0	69.3	41.0	41.0
Incr Delay (d2), s/veh	1.1	0.0	6.4	1.4	2.6	0.8	14.1	0.8	0.1	1.3	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.1	0.0	15.3	8.0	10.7	5.8	8.4	0.4	0.0	1.6	18.9	20.5
LnGrp Delay(d),s/veh	51.9	0.0	60.9	57.7	60.2	56.8	72.9	0.8	0.1	70.6	41.4	41.7
LnGrp LOS	D		E	E	E	E	E	A	A	E	D	D
Approach Vol, veh/h		424			468			2049			1324	
Approach Delay, s/veh		57.3			58.3			5.1			42.5	
Approach LOS		E			E			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.2	88.7		33.9	18.5	81.4		26.2
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0
Max Green Setting (Gmax), s	17.0	39.0		40.0	17.0	39.0		38.0
Max Q Clear Time (g_c+I1), s	3.9	2.0		23.2	11.4	33.2		14.3
Green Ext Time (p_c), s	0.1	32.1		1.9	0.1	5.6		2.0

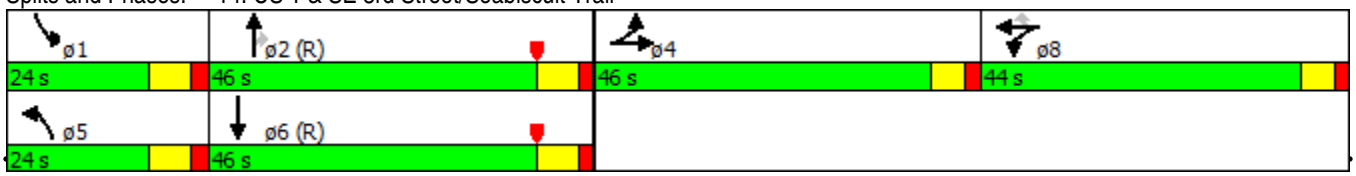
Intersection Summary	
HCM 2010 Ctrl Delay	27.7
HCM 2010 LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	163	75	169	117	163	169	116	1816	35	43	1217	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		105	280		350	510		0
Storage Lanes	1		0	1		1	1		1	2		0
Taper Length (ft)	25			25			60			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		302			471			2032			1364	
Travel Time (s)		6.9			10.7			46.2			31.0	
Confl. Peds. (#/hr)	5		11	11		5	4		17	17		4
Confl. Bikes (#/hr)			2						6			7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8			2			
Detector Phase	4	4		8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	45.0	45.0		42.0	42.0	42.0	12.0	39.0	39.0	12.0	39.0	
Total Split (s)	46.0	46.0		44.0	44.0	44.0	24.0	46.0	46.0	24.0	46.0	
Total Split (%)	28.8%	28.8%		27.5%	27.5%	27.5%	15.0%	28.8%	28.8%	15.0%	28.8%	
Maximum Green (s)	40.0	40.0		38.0	38.0	38.0	17.0	39.0	39.0	17.0	39.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)	32.0	32.0		29.0	29.0	29.0		25.0	25.0		25.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 156 (98%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 14: US 1 & SE 3rd Street/Seabiscuit Trail



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	141	116	384	25	15	12	58	1325	29	39	1726	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.95	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	153	126	417	27	16	13	63	1440	32	42	1876	3
Adj No. of Lanes	1	1	0	1	1	2	1	3	1	2	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	508	109	359	86	90	128	80	2913	890	98	2915	5
Arrive On Green	0.29	0.29	0.29	0.05	0.05	0.05	0.05	0.57	0.57	0.01	0.18	0.18
Sat Flow, veh/h	1774	379	1256	1774	1863	2649	1774	5085	1554	3442	5243	8
Grp Volume(v), veh/h	153	0	543	27	16	13	63	1440	32	42	1213	666
Grp Sat Flow(s),veh/h/ln	1774	0	1635	1774	1863	1324	1774	1695	1554	1721	1695	1861
Q Serve(g_s), s	9.6	0.0	41.0	2.1	1.2	0.7	5.0	24.2	1.3	1.7	47.4	47.4
Cycle Q Clear(g_c), s	9.6	0.0	41.0	2.1	1.2	0.7	5.0	24.2	1.3	1.7	47.4	47.4
Prop In Lane	1.00		0.77	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	508	0	468	86	90	128	80	2913	890	98	1885	1035
V/C Ratio(X)	0.30	0.00	1.16	0.31	0.18	0.10	0.79	0.49	0.04	0.43	0.64	0.64
Avail Cap(c_a), veh/h	508	0	468	471	494	703	111	2913	890	216	1885	1035
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.11	0.11	0.11
Uniform Delay (d), s/veh	39.9	0.0	51.1	65.8	65.4	65.2	67.7	18.2	13.3	69.8	45.3	45.3
Incr Delay (d2), s/veh	0.3	0.0	93.5	2.1	0.9	0.3	19.8	0.5	0.1	0.3	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.3	0.0	55.1	2.0	1.1	0.5	5.2	16.6	1.0	1.3	25.0	27.3
LnGrp Delay(d),s/veh	40.2	0.0	144.6	67.9	66.3	65.5	87.4	18.8	13.4	70.1	45.5	45.7
LnGrp LOS	D		F	E	E	E	F	B	B	E	D	D
Approach Vol, veh/h		696			56			1535			1921	
Approach Delay, s/veh		121.6			66.9			21.5			46.1	
Approach LOS		F			E			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.1	89.0		47.0	13.5	86.6		12.9
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0
Max Green Setting (Gmax), s	9.0	46.0		41.0	9.0	46.0		38.0
Max Q Clear Time (g_c+I1), s	3.7	26.2		43.0	7.0	49.4		4.1
Green Ext Time (p_c), s	0.0	18.5		0.0	0.0	0.0		0.2

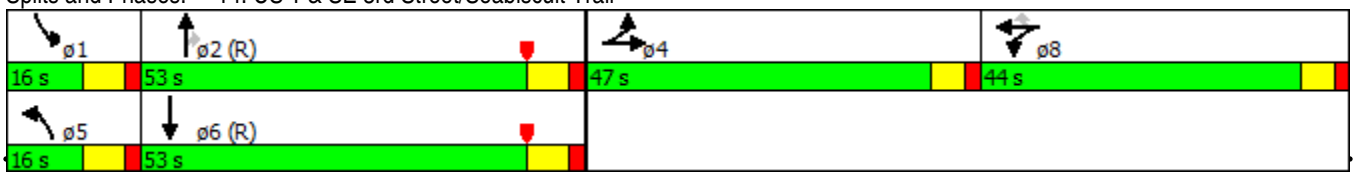
Intersection Summary	
HCM 2010 Ctrl Delay	49.9
HCM 2010 LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	141	116	384	25	15	12	58	1325	29	39	1726	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		105	280		350	510		0
Storage Lanes	1		0	1		1	1		1	2		0
Taper Length (ft)	25			25			60			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		302			471			2032			1364	
Travel Time (s)		6.9			10.7			46.2			31.0	
Confl. Peds. (#/hr)	4					4	6		4	4		3
Confl. Bikes (#/hr)						3			9			6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8			2			
Detector Phase	4	4		8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	45.0	45.0		42.0	42.0	42.0	12.0	39.0	39.0	12.0	39.0	
Total Split (s)	47.0	47.0		44.0	44.0	44.0	16.0	53.0	53.0	16.0	53.0	
Total Split (%)	29.4%	29.4%		27.5%	27.5%	27.5%	10.0%	33.1%	33.1%	10.0%	33.1%	
Maximum Green (s)	41.0	41.0		38.0	38.0	38.0	9.0	46.0	46.0	9.0	46.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)	32.0	32.0		29.0	29.0	29.0		25.0	25.0		25.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 113 (71%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 14: US 1 & SE 3rd Street/Seabiscuit Trail



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	166	77	177	124	166	175	120	2010	40	50	1361	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	173	80	184	129	173	182	125	2094	42	52	1418	11
Adj No. of Lanes	1	1	0	1	1	2	1	3	1	2	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	357	99	227	254	267	390	147	2857	869	105	2652	21
Arrive On Green	0.20	0.20	0.20	0.14	0.14	0.14	0.17	1.00	1.00	0.01	0.17	0.17
Sat Flow, veh/h	1774	491	1130	1774	1863	2723	1774	5085	1547	3442	5203	40
Grp Volume(v), veh/h	173	0	264	129	173	182	125	2094	42	52	924	505
Grp Sat Flow(s),veh/h/ln	1774	0	1622	1774	1863	1361	1774	1695	1547	1721	1695	1854
Q Serve(g_s), s	12.4	0.0	22.2	9.6	12.5	8.8	9.8	0.0	0.0	2.2	35.6	35.6
Cycle Q Clear(g_c), s	12.4	0.0	22.2	9.6	12.5	8.8	9.8	0.0	0.0	2.2	35.6	35.6
Prop In Lane	1.00		0.70	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	357	0	326	254	267	390	147	2857	869	105	1728	945
V/C Ratio(X)	0.49	0.00	0.81	0.51	0.65	0.47	0.85	0.73	0.05	0.49	0.53	0.53
Avail Cap(c_a), veh/h	496	0	454	471	495	723	211	2857	869	409	1728	945
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.66	0.66	0.66	0.28	0.28	0.28
Uniform Delay (d), s/veh	50.6	0.0	54.5	56.6	57.9	56.2	58.8	0.0	0.0	69.7	44.0	44.0
Incr Delay (d2), s/veh	1.0	0.0	7.5	1.6	2.6	0.9	13.9	1.1	0.1	1.0	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.2	0.0	16.0	8.4	10.9	6.0	8.4	0.5	0.0	1.9	20.4	22.2
LnGrp Delay(d),s/veh	51.6	0.0	62.0	58.2	60.5	57.1	72.7	1.1	0.1	70.7	44.3	44.6
LnGrp LOS	D		E	E	E	E	E	A	A	E	D	D
Approach Vol, veh/h		437			484			2261			1481	
Approach Delay, s/veh		57.9			58.6			5.1			45.3	
Approach LOS		E			E			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.4	87.4		34.7	18.8	79.9		26.5
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0
Max Green Setting (Gmax), s	17.0	39.0		40.0	17.0	39.0		38.0
Max Q Clear Time (g_c+I1), s	4.2	2.0		24.2	11.8	37.6		14.5
Green Ext Time (p_c), s	0.1	34.0		2.0	0.1	1.4		2.1

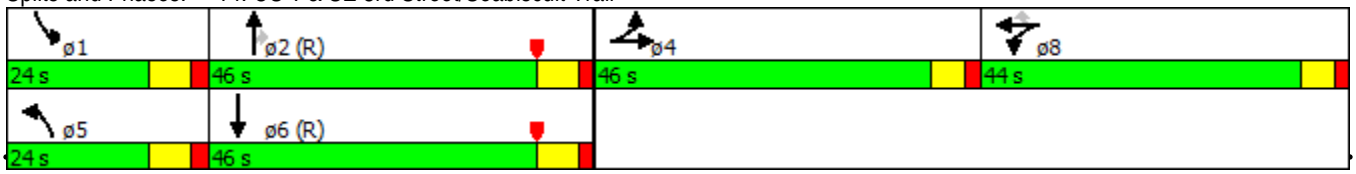
Intersection Summary	
HCM 2010 Ctrl Delay	28.4
HCM 2010 LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	166	77	177	124	166	175	120	2010	40	50	1361	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		105	280		350	510		0
Storage Lanes	1		0	1		1	1		1	2		0
Taper Length (ft)	25			25			60			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		302			471			2032			1364	
Travel Time (s)		6.9			10.7			46.2			31.0	
Confl. Peds. (#/hr)	5		11	11		5	4		17	17		4
Confl. Bikes (#/hr)			2						6			7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8			2			
Detector Phase	4	4		8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	45.0	45.0		42.0	42.0	42.0	12.0	39.0	39.0	12.0	39.0	
Total Split (s)	46.0	46.0		44.0	44.0	44.0	24.0	46.0	46.0	24.0	46.0	
Total Split (%)	28.8%	28.8%		27.5%	27.5%	27.5%	15.0%	28.8%	28.8%	15.0%	28.8%	
Maximum Green (s)	40.0	40.0		38.0	38.0	38.0	17.0	39.0	39.0	17.0	39.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)	32.0	32.0		29.0	29.0	29.0		25.0	25.0		25.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 156 (98%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 14: US 1 & SE 3rd Street/Seabiscuit Trail



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	141	116	385	25	15	12	89	1355	29	39	1733	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.95	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	153	126	418	27	16	13	97	1473	32	42	1884	3
Adj No. of Lanes	1	1	0	1	1	2	1	3	1	2	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	503	107	356	85	90	127	111	2885	882	97	2796	4
Arrive On Green	0.28	0.28	0.28	0.05	0.05	0.05	0.06	0.57	0.57	0.01	0.18	0.18
Sat Flow, veh/h	1774	379	1256	1774	1863	2648	1774	5085	1554	3442	5243	8
Grp Volume(v), veh/h	153	0	544	27	16	13	97	1473	32	42	1218	669
Grp Sat Flow(s),veh/h/ln	1774	0	1635	1774	1863	1324	1774	1695	1554	1721	1695	1861
Q Serve(g_s), s	9.8	0.0	41.0	2.1	1.2	0.7	7.8	25.5	1.3	1.8	48.5	48.5
Cycle Q Clear(g_c), s	9.8	0.0	41.0	2.1	1.2	0.7	7.8	25.5	1.3	1.8	48.5	48.5
Prop In Lane	1.00		0.77	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	503	0	464	85	90	127	111	2885	882	97	1808	992
V/C Ratio(X)	0.30	0.00	1.17	0.32	0.18	0.10	0.88	0.51	0.04	0.43	0.67	0.67
Avail Cap(c_a), veh/h	503	0	464	467	490	697	111	2885	882	214	1808	992
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89	0.09	0.09	0.09
Uniform Delay (d), s/veh	40.6	0.0	51.7	66.5	66.0	65.8	67.2	19.0	13.8	70.4	47.8	47.8
Incr Delay (d2), s/veh	0.3	0.0	98.5	2.1	0.9	0.3	46.0	0.6	0.1	0.3	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.5	0.0	56.0	2.0	1.1	0.5	8.8	17.4	1.0	1.3	25.2	27.6
LnGrp Delay(d),s/veh	40.9	0.0	150.2	68.6	67.0	66.1	113.2	19.6	13.9	70.7	48.0	48.1
LnGrp LOS	D		F	E	E	E	F	B	B	E	D	D
Approach Vol, veh/h		697			56			1602			1929	
Approach Delay, s/veh		126.2			67.5			25.2			48.5	
Approach LOS		F			E			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.1	89.0		47.0	16.0	84.1		12.9
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0
Max Green Setting (Gmax), s	9.0	46.0		41.0	9.0	46.0		38.0
Max Q Clear Time (g_c+I1), s	3.8	27.5		43.0	9.8	50.5		4.1
Green Ext Time (p_c), s	0.0	17.4		0.0	0.0	0.0		0.2

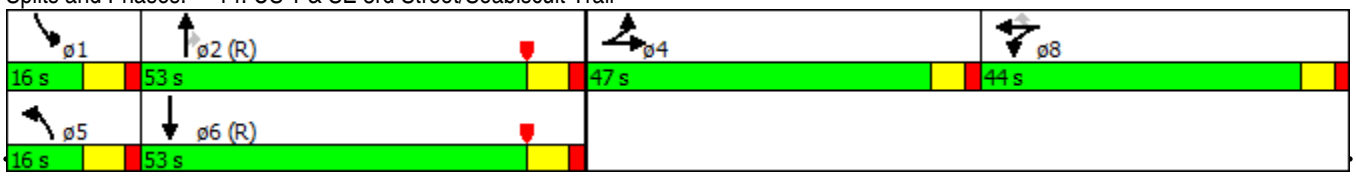
Intersection Summary	
HCM 2010 Ctrl Delay	52.7
HCM 2010 LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	141	116	385	25	15	12	89	1355	29	39	1733	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		105	280		350	510		0
Storage Lanes	1		0	1		1	1		1	2		0
Taper Length (ft)	25			25			60			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		302			471			2032			1364	
Travel Time (s)		6.9			10.7			46.2			31.0	
Confl. Peds. (#/hr)	4					4	6		4	4		3
Confl. Bikes (#/hr)						3			9			6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8			2			
Detector Phase	4	4		8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	45.0	45.0		42.0	42.0	42.0	12.0	39.0	39.0	12.0	39.0	
Total Split (s)	47.0	47.0		44.0	44.0	44.0	16.0	53.0	53.0	16.0	53.0	
Total Split (%)	29.4%	29.4%		27.5%	27.5%	27.5%	10.0%	33.1%	33.1%	10.0%	33.1%	
Maximum Green (s)	41.0	41.0		38.0	38.0	38.0	9.0	46.0	46.0	9.0	46.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)	32.0	32.0		29.0	29.0	29.0		25.0	25.0		25.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 113 (71%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 14: US 1 & SE 3rd Street/Seabiscuit Trail



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	166	77	183	124	166	175	123	2013	40	50	1408	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	173	80	191	129	173	182	128	2097	42	52	1467	11
Adj No. of Lanes	1	1	0	1	1	2	1	3	1	2	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	363	98	233	254	267	390	150	2826	859	105	2612	20
Arrive On Green	0.20	0.20	0.20	0.14	0.14	0.14	0.17	1.00	1.00	0.01	0.17	0.17
Sat Flow, veh/h	1774	478	1142	1774	1863	2722	1774	5085	1546	3442	5205	39
Grp Volume(v), veh/h	173	0	271	129	173	182	128	2097	42	52	956	522
Grp Sat Flow(s),veh/h/ln	1774	0	1620	1774	1863	1361	1774	1695	1546	1721	1695	1854
Q Serve(g_s), s	12.3	0.0	22.9	9.6	12.6	8.8	10.1	0.0	0.0	2.2	37.2	37.2
Cycle Q Clear(g_c), s	12.3	0.0	22.9	9.6	12.6	8.8	10.1	0.0	0.0	2.2	37.2	37.2
Prop In Lane	1.00		0.70	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	363	0	331	254	267	390	150	2826	859	105	1701	930
V/C Ratio(X)	0.48	0.00	0.82	0.51	0.65	0.47	0.86	0.74	0.05	0.50	0.56	0.56
Avail Cap(c_a), veh/h	495	0	452	470	493	721	210	2826	859	408	1701	930
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.65	0.65	0.65	0.27	0.27	0.27
Uniform Delay (d), s/veh	50.3	0.0	54.5	56.8	58.1	56.4	58.8	0.0	0.0	69.9	45.4	45.4
Incr Delay (d2), s/veh	1.0	0.0	8.3	1.6	2.6	0.9	14.7	1.2	0.1	1.0	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.2	0.0	16.4	8.4	10.9	6.0	8.7	0.6	0.0	1.9	21.2	23.1
LnGrp Delay(d),s/veh	51.3	0.0	62.8	58.4	60.7	57.3	73.5	1.2	0.1	70.9	45.7	46.0
LnGrp LOS	D		E	E	E	E	E	A	A	E	D	D
Approach Vol, veh/h		444			484			2267			1530	
Approach Delay, s/veh		58.3			58.8			5.2			46.7	
Approach LOS		E			E			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.4	86.7		35.3	19.1	79.0		26.6
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0
Max Green Setting (Gmax), s	17.0	39.0		40.0	17.0	39.0		38.0
Max Q Clear Time (g_c+I1), s	4.2	2.0		24.9	12.1	39.2		14.6
Green Ext Time (p_c), s	0.1	34.2		2.0	0.1	0.0		2.1

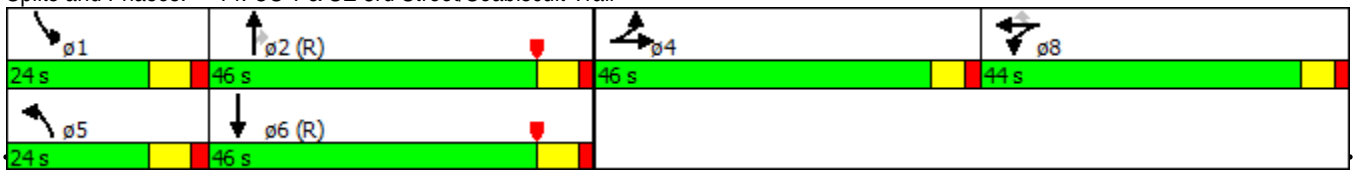
Intersection Summary	
HCM 2010 Ctrl Delay	29.1
HCM 2010 LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	166	77	183	124	166	175	123	2013	40	50	1408	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		105	280		350	510		0
Storage Lanes	1		0	1		1	1		1	2		0
Taper Length (ft)	25			25			60			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		302			471			2032			1364	
Travel Time (s)		6.9			10.7			46.2			31.0	
Confl. Peds. (#/hr)	5		11	11		5	4		17	17		4
Confl. Bikes (#/hr)			2						6			7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8			2			
Detector Phase	4	4		8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	45.0	45.0		42.0	42.0	42.0	12.0	39.0	39.0	12.0	39.0	
Total Split (s)	46.0	46.0		44.0	44.0	44.0	24.0	46.0	46.0	24.0	46.0	
Total Split (%)	28.8%	28.8%		27.5%	27.5%	27.5%	15.0%	28.8%	28.8%	15.0%	28.8%	
Maximum Green (s)	40.0	40.0		38.0	38.0	38.0	17.0	39.0	39.0	17.0	39.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)	32.0	32.0		29.0	29.0	29.0		25.0	25.0		25.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 156 (98%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 14: US 1 & SE 3rd Street/Seabiscuit Trail



15) Federal Highway (US-1) / SE 9th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	18	5	101	24	4	9	59	1310	23	29	2036	9
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	6.5	7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor		1.00		0.95	0.95	1.00	1.00	0.91	1.00	0.97	0.91	
Frpb, ped/bikes		0.99		1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.89		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.99		0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1624		1681	1707	1553	1770	5085	1562	3433	5081	
Flt Permitted		0.99		0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1624		1681	1707	1553	1770	5085	1562	3433	5081	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	20	5	111	26	4	10	65	1440	25	32	2237	10
RTOR Reduction (vph)	0	98	0	0	0	10	0	0	6	0	0	0
Lane Group Flow (vph)	0	38	0	15	15	0	65	1440	19	32	2247	0
Confl. Peds. (#/hr)			3	3			4					4
Confl. Bikes (#/hr)						1			5			3
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8			2			
Actuated Green, G (s)		10.4		6.2	6.2	6.2	12.5	146.3	146.3	6.1	139.9	
Effective Green, g (s)		10.4		6.2	6.2	6.2	12.5	146.3	146.3	6.1	139.9	
Actuated g/C Ratio		0.05		0.03	0.03	0.03	0.06	0.75	0.75	0.03	0.71	
Clearance Time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)		3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		86		53	53	49	112	3795	1165	106	3626	
v/s Ratio Prot		c0.02		c0.01	0.01		c0.04	c0.28		0.01	c0.44	
v/s Ratio Perm						0.00			0.01			
v/c Ratio		0.44		0.28	0.28	0.01	0.58	0.38	0.02	0.30	0.62	
Uniform Delay, d1		90.0		92.7	92.7	91.9	89.2	8.8	6.4	92.9	14.4	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		3.5		2.9	2.9	0.1	7.4	0.3	0.0	1.6	0.8	
Delay (s)		93.5		95.7	95.7	92.0	96.6	9.1	6.4	94.5	15.2	
Level of Service		F		F	F	F	F	A	A	F	B	
Approach Delay (s)		93.5			94.7			12.8			16.3	
Approach LOS		F			F			B			B	

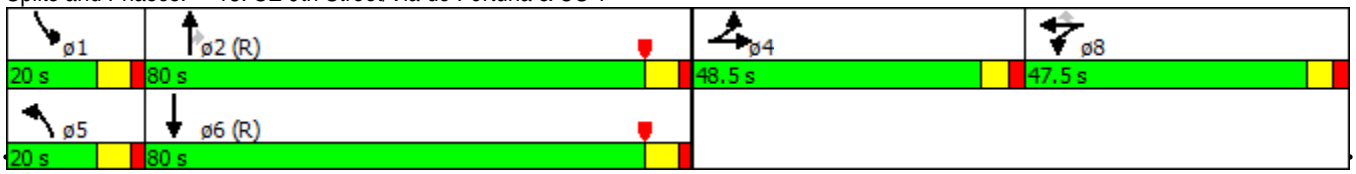
Intersection Summary			
HCM 2000 Control Delay	18.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	196.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	76.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	18	5	101	24	4	9	59	1310	23	29	2036	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		350	436		0
Storage Lanes	0		0	1		1	1		1	2		0
Taper Length (ft)	25			25			150			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		543			701			1197			2032	
Travel Time (s)		12.3			15.9			27.2			46.2	
Confl. Peds. (#/hr)			3	3			4					4
Confl. Bikes (#/hr)						1			5			3
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Shared Lane Traffic (%)				43%								
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8			2			
Detector Phase	4	4		8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	48.5	48.5		47.5	47.5	47.5	12.0	40.0	40.0	12.0	40.0	
Total Split (s)	48.5	48.5		47.5	47.5	47.5	20.0	80.0	80.0	20.0	80.0	
Total Split (%)	24.7%	24.7%		24.2%	24.2%	24.2%	10.2%	40.8%	40.8%	10.2%	40.8%	
Maximum Green (s)	42.0	42.0		41.0	41.0	41.0	13.0	73.0	73.0	13.0	73.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)	35.0	35.0		34.0	34.0	34.0		26.0	26.0		26.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	

Intersection Summary

Area Type: Other
Cycle Length: 196
Actuated Cycle Length: 196
Offset: 40 (20%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 15: SE 9th Street/Via de Fortuna & US 1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	8	41	126	22	43	80	2074	59	37	1459	16
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	6.5	7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor		1.00		0.95	0.95	1.00	1.00	0.91	1.00	0.97	0.91	
Frpb, ped/bikes		0.98		1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.92		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.99		0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1659		1681	1709	1555	1770	5085	1551	3433	5075	
Flt Permitted		0.99		0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1659		1681	1709	1555	1770	5085	1551	3433	5075	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	18	8	43	131	23	45	83	2160	61	39	1520	17
RTOR Reduction (vph)	0	39	0	0	0	41	0	0	21	0	0	0
Lane Group Flow (vph)	0	30	0	76	78	4	83	2160	40	39	1537	0
Confl. Peds. (#/hr)	5		11	11		5	4		4	4		4
Confl. Bikes (#/hr)									8			2
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8			2			
Actuated Green, G (s)		8.6		12.6	12.6	12.6	12.8	105.7	105.7	6.1	99.0	
Effective Green, g (s)		8.6		12.6	12.6	12.6	12.8	105.7	105.7	6.1	99.0	
Actuated g/C Ratio		0.05		0.08	0.08	0.08	0.08	0.66	0.66	0.04	0.62	
Clearance Time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)		3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		89		132	134	122	141	3359	1024	130	3140	
v/s Ratio Prot		c0.02		0.05	c0.05		c0.05	c0.42		0.01	0.30	
v/s Ratio Perm						0.00			0.03			
v/c Ratio		0.34		0.58	0.58	0.03	0.59	0.64	0.04	0.30	0.49	
Uniform Delay, d1		73.0		71.1	71.2	68.1	71.1	16.0	9.5	74.9	16.7	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.75	1.47	
Incremental Delay, d2		2.3		6.0	6.3	0.1	6.2	1.0	0.1	1.1	0.5	
Delay (s)		75.2		77.1	77.5	68.1	77.2	17.0	9.5	57.3	25.0	
Level of Service		E		E	E	E	E	B	A	E	C	
Approach Delay (s)		75.2			75.2			19.0			25.8	
Approach LOS		E			E			B			C	

Intersection Summary			
HCM 2000 Control Delay	25.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	79.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	8	41	126	22	43	80	2074	59	37	1459	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		350	436		0
Storage Lanes	0		0	1		1	1		1	2		0
Taper Length (ft)	25			25			150			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		543			701			1197			2032	
Travel Time (s)		12.3			15.9			27.2			46.2	
Confl. Peds. (#/hr)	5		11	11		5	4		4	4		4
Confl. Bikes (#/hr)									8			2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)				42%								
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8			2			
Detector Phase	4	4		8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	48.5	48.5		47.5	47.5	47.5	12.0	40.0	40.0	12.0	40.0	
Total Split (s)	21.0	21.0		30.0	30.0	30.0	24.0	85.0	85.0	24.0	85.0	
Total Split (%)	13.1%	13.1%		18.8%	18.8%	18.8%	15.0%	53.1%	53.1%	15.0%	53.1%	
Maximum Green (s)	14.5	14.5		23.5	23.5	23.5	17.0	78.0	78.0	17.0	78.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)	35.0	35.0		34.0	34.0	34.0		26.0	26.0		26.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 158 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 15: SE 9th Street/Via de Fortuna & US 1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	18	5	107	28	4	15	83	1473	25	31	2144	9
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	6.5	7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor		1.00		0.95	0.95	1.00	1.00	0.91	1.00	0.97	0.91	
Frpb, ped/bikes		0.99		1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.89		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.99		0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1622		1681	1703	1554	1770	5085	1562	3433	5081	
Flt Permitted		0.99		0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1622		1681	1703	1554	1770	5085	1562	3433	5081	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	20	5	118	31	4	16	91	1619	27	34	2356	10
RTOR Reduction (vph)	0	104	0	0	0	15	0	0	7	0	0	0
Lane Group Flow (vph)	0	39	0	17	18	1	91	1619	20	34	2366	0
Confl. Peds. (#/hr)			3	3			4					4
Confl. Bikes (#/hr)						1			5			3
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8			2			
Actuated Green, G (s)		10.6		6.5	6.5	6.5	16.0	145.6	145.6	6.3	135.9	
Effective Green, g (s)		10.6		6.5	6.5	6.5	16.0	145.6	145.6	6.3	135.9	
Actuated g/C Ratio		0.05		0.03	0.03	0.03	0.08	0.74	0.74	0.03	0.69	
Clearance Time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)		3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		87		55	56	51	144	3777	1160	110	3522	
v/s Ratio Prot		c0.02		0.01	c0.01		c0.05	0.32		0.01	c0.47	
v/s Ratio Perm						0.00			0.01			
v/c Ratio		0.45		0.31	0.32	0.01	0.63	0.43	0.02	0.31	0.67	
Uniform Delay, d1		89.9		92.6	92.6	91.6	87.1	9.5	6.6	92.7	17.2	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		3.6		3.2	3.3	0.1	8.7	0.4	0.0	1.6	1.0	
Delay (s)		93.5		95.7	95.9	91.7	95.9	9.9	6.6	94.3	18.3	
Level of Service		F		F	F	F	F	A	A	F	B	
Approach Delay (s)		93.5			94.5			14.3			19.4	
Approach LOS		F			F			B			B	

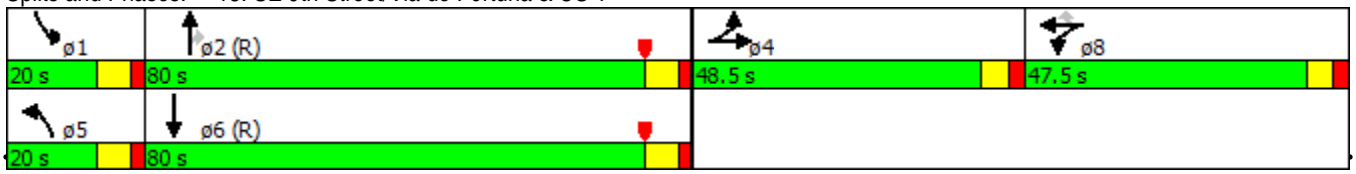
Intersection Summary			
HCM 2000 Control Delay	20.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	196.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	80.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	18	5	107	28	4	15	83	1473	25	31	2144	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		350	436		0
Storage Lanes	0		0	1		1	1		1	2		0
Taper Length (ft)	25			25			150			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		543			701			1197			2032	
Travel Time (s)		12.3			15.9			27.2			46.2	
Confl. Peds. (#/hr)			3	3			4					4
Confl. Bikes (#/hr)						1			5			3
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Shared Lane Traffic (%)				44%								
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8			2			
Detector Phase	4	4		8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	48.5	48.5		47.5	47.5	47.5	12.0	40.0	40.0	12.0	40.0	
Total Split (s)	48.5	48.5		47.5	47.5	47.5	20.0	80.0	80.0	20.0	80.0	
Total Split (%)	24.7%	24.7%		24.2%	24.2%	24.2%	10.2%	40.8%	40.8%	10.2%	40.8%	
Maximum Green (s)	42.0	42.0		41.0	41.0	41.0	13.0	73.0	73.0	13.0	73.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)	35.0	35.0		34.0	34.0	34.0		26.0	26.0		26.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	

Intersection Summary

Area Type: Other
Cycle Length: 196
Actuated Cycle Length: 196
Offset: 40 (20%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 15: SE 9th Street/Via de Fortuna & US 1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	8	51	133	22	47	141	2284	64	38	1579	16
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	6.5	7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor		1.00		0.95	0.95	1.00	1.00	0.91	1.00	0.97	0.91	
Frpb, ped/bikes		0.98		1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.91		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.99		0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1648		1681	1708	1555	1770	5085	1551	3433	5076	
Flt Permitted		0.99		0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1648		1681	1708	1555	1770	5085	1551	3433	5076	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	18	8	53	139	23	49	147	2379	67	40	1645	17
RTOR Reduction (vph)	0	47	0	0	0	45	0	0	23	0	0	0
Lane Group Flow (vph)	0	32	0	81	81	4	147	2379	44	40	1662	0
Confl. Peds. (#/hr)	5		11	11		5	4		4	4		4
Confl. Bikes (#/hr)									8			2
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8			2			
Actuated Green, G (s)		8.8		13.0	13.0	13.0	18.7	105.0	105.0	6.2	92.5	
Effective Green, g (s)		8.8		13.0	13.0	13.0	18.7	105.0	105.0	6.2	92.5	
Actuated g/C Ratio		0.06		0.08	0.08	0.08	0.12	0.66	0.66	0.04	0.58	
Clearance Time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)		3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		90		136	138	126	206	3337	1017	133	2934	
v/s Ratio Prot		c0.02		c0.05	0.05		c0.08	c0.47		0.01	0.33	
v/s Ratio Perm						0.00			0.03			
v/c Ratio		0.35		0.60	0.59	0.03	0.71	0.71	0.04	0.30	0.57	
Uniform Delay, d1		72.9		71.0	70.9	67.7	68.1	17.8	9.7	74.8	21.2	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.72	1.52	
Incremental Delay, d2		2.4		6.8	6.2	0.1	11.1	1.3	0.1	1.0	0.6	
Delay (s)		75.2		77.8	77.2	67.8	79.2	19.1	9.8	54.6	32.8	
Level of Service		E		E	E	E	E	B	A	D	C	
Approach Delay (s)		75.2			75.2			22.3			33.3	
Approach LOS		E			E			C			C	

Intersection Summary			
HCM 2000 Control Delay	29.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	84.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	8	51	133	22	47	141	2284	64	38	1579	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		350	436		0
Storage Lanes	0		0	1		1	1		1	2		0
Taper Length (ft)	25			25			150			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		543			701			1197			2032	
Travel Time (s)		12.3			15.9			27.2			46.2	
Confl. Peds. (#/hr)	5		11	11		5	4		4	4		4
Confl. Bikes (#/hr)									8			2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)				42%								
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8			2			
Detector Phase	4	4		8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	48.5	48.5		47.5	47.5	47.5	12.0	40.0	40.0	12.0	40.0	
Total Split (s)	21.0	21.0		30.0	30.0	30.0	24.0	85.0	85.0	24.0	85.0	
Total Split (%)	13.1%	13.1%		18.8%	18.8%	18.8%	15.0%	53.1%	53.1%	15.0%	53.1%	
Maximum Green (s)	14.5	14.5		23.5	23.5	23.5	17.0	78.0	78.0	17.0	78.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)	35.0	35.0		34.0	34.0	34.0		26.0	26.0		26.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 158 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 15: SE 9th Street/Via de Fortuna & US 1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	5	107	28	4	15	83	1521	25	31	2150	11
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	6.5	7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor		1.00		0.95	0.95	1.00	1.00	0.91	1.00	0.97	0.91	
Frpb, ped/bikes		0.99		1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.90		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.99		0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1637		1681	1703	1554	1770	5085	1562	3433	5081	
Flt Permitted		0.99		0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1637		1681	1703	1554	1770	5085	1562	3433	5081	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	35	5	118	31	4	16	91	1671	27	34	2363	12
RTOR Reduction (vph)	0	63	0	0	0	15	0	0	8	0	0	0
Lane Group Flow (vph)	0	95	0	17	18	1	91	1671	19	34	2375	0
Confl. Peds. (#/hr)			3	3			4					4
Confl. Bikes (#/hr)						1			5			3
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8			2			
Actuated Green, G (s)		16.5		6.5	6.5	6.5	16.0	139.7	139.7	6.3	130.0	
Effective Green, g (s)		16.5		6.5	6.5	6.5	16.0	139.7	139.7	6.3	130.0	
Actuated g/C Ratio		0.08		0.03	0.03	0.03	0.08	0.71	0.71	0.03	0.66	
Clearance Time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)		3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		137		55	56	51	144	3624	1113	110	3370	
v/s Ratio Prot		c0.06		0.01	c0.01		c0.05	c0.33		0.01	c0.47	
v/s Ratio Perm						0.00			0.01			
v/c Ratio		0.69		0.31	0.32	0.01	0.63	0.46	0.02	0.31	0.70	
Uniform Delay, d1		87.3		92.6	92.6	91.6	87.1	12.0	8.2	92.7	20.9	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		14.0		3.2	3.3	0.1	8.7	0.4	0.0	1.6	1.3	
Delay (s)		101.3		95.7	95.9	91.7	95.9	12.5	8.2	94.3	22.1	
Level of Service		F		F	F	F	F	B	A	F	C	
Approach Delay (s)		101.3			94.5			16.6			23.1	
Approach LOS		F			F			B			C	

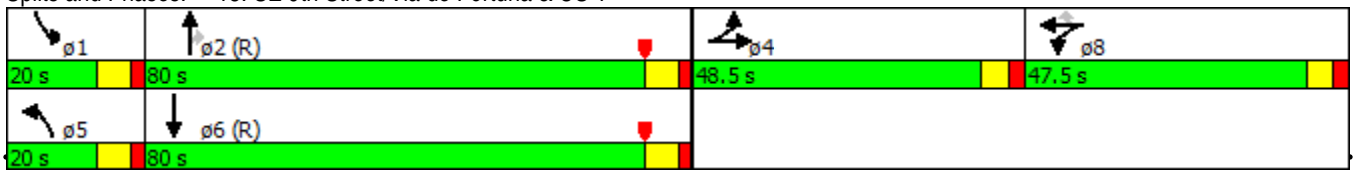
Intersection Summary			
HCM 2000 Control Delay	24.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	196.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	80.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	5	107	28	4	15	83	1521	25	31	2150	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		350	436		0
Storage Lanes	0		0	1		1	1		1	2		0
Taper Length (ft)	25			25			150			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		543			701			1197			2032	
Travel Time (s)		12.3			15.9			27.2			46.2	
Confl. Peds. (#/hr)			3	3			4					4
Confl. Bikes (#/hr)						1			5			3
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Shared Lane Traffic (%)				44%								
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8			2			
Detector Phase	4	4		8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	48.5	48.5		47.5	47.5	47.5	12.0	40.0	40.0	12.0	40.0	
Total Split (s)	48.5	48.5		47.5	47.5	47.5	20.0	80.0	80.0	20.0	80.0	
Total Split (%)	24.7%	24.7%		24.2%	24.2%	24.2%	10.2%	40.8%	40.8%	10.2%	40.8%	
Maximum Green (s)	42.0	42.0		41.0	41.0	41.0	13.0	73.0	73.0	13.0	73.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)	35.0	35.0		34.0	34.0	34.0		26.0	26.0		26.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	

Intersection Summary

Area Type: Other
Cycle Length: 196
Actuated Cycle Length: 196
Offset: 40 (20%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 15: SE 9th Street/Via de Fortuna & US 1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	18	8	51	133	22	47	141	2288	64	44	1621	28
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	6.5	7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor		1.00		0.95	0.95	1.00	1.00	0.91	1.00	0.97	0.91	
Frpb, ped/bikes		0.98		1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.91		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.99		0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1649		1681	1708	1555	1770	5085	1551	3433	5070	
Flt Permitted		0.99		0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1649		1681	1708	1555	1770	5085	1551	3433	5070	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	19	8	53	139	23	49	147	2383	67	46	1689	29
RTOR Reduction (vph)	0	46	0	0	0	45	0	0	23	0	1	0
Lane Group Flow (vph)	0	34	0	81	81	4	147	2383	44	46	1717	0
Confl. Peds. (#/hr)	5		11	11		5	4		4	4		4
Confl. Bikes (#/hr)									8			2
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8			2			
Actuated Green, G (s)		9.0		13.0	13.0	13.0	18.7	104.6	104.6	6.4	92.3	
Effective Green, g (s)		9.0		13.0	13.0	13.0	18.7	104.6	104.6	6.4	92.3	
Actuated g/C Ratio		0.06		0.08	0.08	0.08	0.12	0.65	0.65	0.04	0.58	
Clearance Time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)		3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		92		136	138	126	206	3324	1013	137	2924	
v/s Ratio Prot		c0.02		c0.05	0.05		c0.08	c0.47		0.01	0.34	
v/s Ratio Perm						0.00			0.03			
v/c Ratio		0.37		0.60	0.59	0.03	0.71	0.72	0.04	0.34	0.59	
Uniform Delay, d1		72.8		71.0	70.9	67.7	68.1	18.1	9.9	74.7	21.7	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.71	1.56	
Incremental Delay, d2		2.5		6.8	6.2	0.1	11.1	1.4	0.1	1.1	0.7	
Delay (s)		75.2		77.8	77.2	67.8	79.2	19.4	10.0	54.5	34.4	
Level of Service		E		E	E	E	E	B	A	D	C	
Approach Delay (s)		75.2			75.2			22.5			34.9	
Approach LOS		E			E			C			C	

Intersection Summary			
HCM 2000 Control Delay	30.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	84.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	18	8	51	133	22	47	141	2288	64	44	1621	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		350	436		0
Storage Lanes	0		0	1		1	1		1	2		0
Taper Length (ft)	25			25			150			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		543			701			1197			2032	
Travel Time (s)		12.3			15.9			27.2			46.2	
Confl. Peds. (#/hr)	5		11	11		5	4		4	4		4
Confl. Bikes (#/hr)									8			2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)				42%								
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8			2			
Detector Phase	4	4		8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	48.5	48.5		47.5	47.5	47.5	12.0	40.0	40.0	12.0	40.0	
Total Split (s)	21.0	21.0		30.0	30.0	30.0	24.0	85.0	85.0	24.0	85.0	
Total Split (%)	13.1%	13.1%		18.8%	18.8%	18.8%	15.0%	53.1%	53.1%	15.0%	53.1%	
Maximum Green (s)	14.5	14.5		23.5	23.5	23.5	17.0	78.0	78.0	17.0	78.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)	35.0	35.0		34.0	34.0	34.0		26.0	26.0		26.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 158 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 15: SE 9th Street/Via de Fortuna & US 1

16) SE 3rd Street / Dixie Highway / SE 1st Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	295	10	40	109	0	0	0	0	443	576	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0					6.0	4.5	
Lane Util. Factor		1.00		1.00	1.00					1.00	0.91	
Frpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Frt		1.00		1.00	1.00					1.00	1.00	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1854		1770	1863					1770	5079	
Flt Permitted		1.00		0.34	1.00					0.95	1.00	
Satd. Flow (perm)		1854		634	1863					1770	5079	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	307	10	42	114	0	0	0	0	461	600	4
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	316	0	42	114	0	0	0	0	461	604	0
Confl. Peds. (#/hr)	2		1	1		2						3
Confl. Bikes (#/hr)			1			2						3
Turn Type		NA		D.P+P	NA					custom	NA	
Protected Phases		4		1	1 4					3	2 3	
Permitted Phases				4						2		
Actuated Green, G (s)		45.9		60.2	66.2					77.3	81.8	
Effective Green, g (s)		45.9		60.2	66.2					77.3	81.8	
Actuated g/C Ratio		0.29		0.38	0.41					0.48	0.51	
Clearance Time (s)		6.0		6.0						6.0		
Vehicle Extension (s)		3.0		3.0						3.0		
Lane Grp Cap (vph)		531		340	770					855	2596	
v/s Ratio Prot		c0.17		0.01	c0.06					c0.22	0.12	
v/s Ratio Perm				0.04						0.04		
v/c Ratio		0.60		0.12	0.15					0.54	0.23	
Uniform Delay, d1		49.1		45.5	29.3					27.1	21.7	
Progression Factor		1.00		0.67	0.62					0.99	0.92	
Incremental Delay, d2		1.8		0.2	0.1					0.4	0.0	
Delay (s)		50.9		30.6	18.4					27.2	20.0	
Level of Service		D		C	B					C	C	
Approach Delay (s)		50.9			21.7			0.0			23.1	
Approach LOS		D			C			A			C	

Intersection Summary			
HCM 2000 Control Delay	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	58.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	295	10	40	109	0	0	0	0	443	576	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		418			120			340			856	
Travel Time (s)		9.5			2.7			7.7			19.5	
Confl. Peds. (#/hr)	2		1	1		2						3
Confl. Bikes (#/hr)			1			2						3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type		NA		D.P+P	NA					custom	NA	
Protected Phases		4		1	1 4					3	2 3	
Permitted Phases				4						2		
Detector Phase		4		1	1 4					3	2 3	
Switch Phase												
Minimum Initial (s)		5.0		5.0						5.0		
Minimum Split (s)		24.0		11.0						11.0		
Total Split (s)		26.0		16.0						103.0		
Total Split (%)		16.3%		10.0%						64.4%		
Maximum Green (s)		20.0		10.0						97.0		
Yellow Time (s)		4.0		4.0						4.0		
All-Red Time (s)		2.0		2.0						2.0		
Lost Time Adjust (s)		0.0		0.0						0.0		
Total Lost Time (s)		6.0		6.0						6.0		
Lead/Lag		Lag		Lead						Lead		
Lead-Lag Optimize?		Yes		Yes						Yes		
Vehicle Extension (s)		3.0		3.0						3.0		
Recall Mode		None		None						None		
Walk Time (s)		7.0										
Flash Dont Walk (s)		9.0										
Pedestrian Calls (#/hr)		0										

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 103 (64%), Referenced to phase 2:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 16: SE 3rd Street & S Dixie Highway

Lane Group	ø2
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	15.0
Total Split (%)	9%
Maximum Green (s)	10.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	7.0
Flash Dont Walk (s)	7.0
Pedestrian Calls (#/hr)	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	177	15	79	489	0	0	0	0	256	431	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0					6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00					1.00	0.91	
Frpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Frt		0.99		1.00	1.00					1.00	1.00	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1841		1765	1863					1770	5058	
Flt Permitted		1.00		0.62	1.00					0.95	1.00	
Satd. Flow (perm)		1841		1144	1863					1770	5058	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	182	15	81	504	0	0	0	0	264	444	12
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	196	0	81	504	0	0	0	0	264	452	0
Confl. Peds. (#/hr)	3		2	2		3	5					5
Confl. Bikes (#/hr)			1			3						2
Turn Type		NA		D.P+P	NA					custom	NA	
Protected Phases		4		1	1 4					3	2 3	
Permitted Phases				4						2		
Actuated Green, G (s)		90.2		100.2	106.2					35.8	41.8	
Effective Green, g (s)		90.2		100.2	106.2					35.8	41.8	
Actuated g/C Ratio		0.56		0.63	0.66					0.22	0.26	
Clearance Time (s)		6.0		6.0						6.0		
Vehicle Extension (s)		3.0		3.0						3.0		
Lane Grp Cap (vph)		1037		755	1236					462	1321	
v/s Ratio Prot		0.11		0.01	c0.27					c0.10	0.09	
v/s Ratio Perm				0.06						0.05		
v/c Ratio		0.19		0.11	0.41					0.57	0.34	
Uniform Delay, d1		17.0		13.1	12.4					54.6	47.9	
Progression Factor		1.00		1.37	1.50					0.56	0.57	
Incremental Delay, d2		0.4		0.0	0.1					1.6	0.1	
Delay (s)		17.4		18.0	18.7					32.0	27.5	
Level of Service		B		B	B					C	C	
Approach Delay (s)		17.4			18.6			0.0			29.1	
Approach LOS		B			B			A			C	

Intersection Summary			
HCM 2000 Control Delay	23.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	49.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	177	15	79	489	0	0	0	0	256	431	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		418			120			340			856	
Travel Time (s)		9.5			2.7			7.7			19.5	
Confl. Peds. (#/hr)	3		2	2		3	5					5
Confl. Bikes (#/hr)			1			3						2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type		NA		D.P+P	NA					custom	NA	
Protected Phases		4		1	1 4					3	2 3	
Permitted Phases				4						2		
Detector Phase		4		1	1 4					3	2 3	
Switch Phase												
Minimum Initial (s)		5.0		5.0						5.0		
Minimum Split (s)		24.0		11.0						20.0		
Total Split (s)		26.0		16.0						103.0		
Total Split (%)		16.3%		10.0%						64.4%		
Maximum Green (s)		20.0		10.0						97.0		
Yellow Time (s)		4.0		4.0						4.0		
All-Red Time (s)		2.0		2.0						2.0		
Lost Time Adjust (s)		0.0		0.0						0.0		
Total Lost Time (s)		6.0		6.0						6.0		
Lead/Lag		Lag		Lead						Lead		
Lead-Lag Optimize?		Yes		Yes						Yes		
Vehicle Extension (s)		3.0		3.0						3.0		
Recall Mode		Max		None						None		
Walk Time (s)		7.0										
Flash Dont Walk (s)		9.0										
Pedestrian Calls (#/hr)		0										

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 103 (64%), Referenced to phase 2:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 16: SE 3rd Street & S Dixie Highway

Lane Group	ø2
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	24.0
Total Split (s)	15.0
Total Split (%)	9%
Maximum Green (s)	9.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	7.0
Flash Dont Walk (s)	7.0
Pedestrian Calls (#/hr)	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	301	10	41	111	0	0	0	0	457	588	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0					6.0	4.5	
Lane Util. Factor		1.00		1.00	1.00					1.00	0.91	
Frpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Frt		1.00		1.00	1.00					1.00	1.00	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1854		1770	1863					1770	5079	
Flt Permitted		1.00		0.33	1.00					0.95	1.00	
Satd. Flow (perm)		1854		624	1863					1770	5079	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	314	10	43	116	0	0	0	0	476	612	4
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	323	0	43	116	0	0	0	0	476	616	0
Confl. Peds. (#/hr)	2		1	1		2						3
Confl. Bikes (#/hr)			1			2						3
Turn Type		NA		D.P+P	NA					custom	NA	
Protected Phases		4		1	1 4					3	2 3	
Permitted Phases				4						2		
Actuated Green, G (s)		46.5		60.7	66.7					76.8	81.3	
Effective Green, g (s)		46.5		60.7	66.7					76.8	81.3	
Actuated g/C Ratio		0.29		0.38	0.42					0.48	0.51	
Clearance Time (s)		6.0		6.0						6.0		
Vehicle Extension (s)		3.0		3.0						3.0		
Lane Grp Cap (vph)		538		338	776					849	2580	
v/s Ratio Prot		c0.17		0.01	c0.06					c0.23	0.12	
v/s Ratio Perm				0.04						0.04		
v/c Ratio		0.60		0.13	0.15					0.56	0.24	
Uniform Delay, d1		48.8		45.5	29.0					27.8	22.0	
Progression Factor		1.00		0.77	0.73					1.04	0.93	
Incremental Delay, d2		1.9		0.2	0.1					0.5	0.0	
Delay (s)		50.7		35.3	21.3					29.4	20.6	
Level of Service		D		D	C					C	C	
Approach Delay (s)		50.7			25.0			0.0			24.4	
Approach LOS		D			C			A			C	

Intersection Summary			
HCM 2000 Control Delay	29.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	301	10	41	111	0	0	0	0	457	588	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		418			120			340			856	
Travel Time (s)		9.5			2.7			7.7			19.5	
Confl. Peds. (#/hr)	2		1	1		2						3
Confl. Bikes (#/hr)			1			2						3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type		NA		D.P+P	NA					custom	NA	
Protected Phases		4		1	1 4					3	2 3	
Permitted Phases				4						2		
Detector Phase		4		1	1 4					3	2 3	
Switch Phase												
Minimum Initial (s)		5.0		5.0						5.0		
Minimum Split (s)		24.0		11.0						11.0		
Total Split (s)		26.0		16.0						103.0		
Total Split (%)		16.3%		10.0%						64.4%		
Maximum Green (s)		20.0		10.0						97.0		
Yellow Time (s)		4.0		4.0						4.0		
All-Red Time (s)		2.0		2.0						2.0		
Lost Time Adjust (s)		0.0		0.0						0.0		
Total Lost Time (s)		6.0		6.0						6.0		
Lead/Lag		Lag		Lead						Lead		
Lead-Lag Optimize?		Yes		Yes						Yes		
Vehicle Extension (s)		3.0		3.0						3.0		
Recall Mode		None		None						None		
Walk Time (s)		7.0										
Flash Dont Walk (s)		9.0										
Pedestrian Calls (#/hr)		0										

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 103 (64%), Referenced to phase 2:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 16: SE 3rd Street & S Dixie Highway

Lane Group	ø2
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	15.0
Total Split (%)	9%
Maximum Green (s)	10.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	7.0
Flash Dont Walk (s)	7.0
Pedestrian Calls (#/hr)	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	18	15	81	499	0	0	0	0	266	443	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0					6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00					1.00	0.91	
Frpb, ped/bikes		0.99		1.00	1.00					1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Frt		0.94		1.00	1.00					1.00	1.00	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1738		1762	1863					1770	5059	
Flt Permitted		1.00		0.73	1.00					0.95	1.00	
Satd. Flow (perm)		1738		1363	1863					1770	5059	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	19	15	84	514	0	0	0	0	274	457	12
RTOR Reduction (vph)	0	7	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	27	0	84	514	0	0	0	0	274	465	0
Confl. Peds. (#/hr)	3		2	2		3	5					5
Confl. Bikes (#/hr)			1			3						2
Turn Type		NA		D.P+P	NA					custom	NA	
Protected Phases		4		1	1 4					3	2 3	
Permitted Phases				4						2		
Actuated Green, G (s)		89.2		99.2	105.2					36.8	42.8	
Effective Green, g (s)		89.2		99.2	105.2					36.8	42.8	
Actuated g/C Ratio		0.56		0.62	0.66					0.23	0.27	
Clearance Time (s)		6.0		6.0						6.0		
Vehicle Extension (s)		3.0		3.0						3.0		
Lane Grp Cap (vph)		968		869	1224					473	1353	
v/s Ratio Prot		0.02		0.01	c0.28					c0.10	0.09	
v/s Ratio Perm				0.05						0.05		
v/c Ratio		0.03		0.10	0.42					0.58	0.34	
Uniform Delay, d1		15.9		12.3	13.0					54.1	47.3	
Progression Factor		1.00		1.36	1.46					0.51	0.53	
Incremental Delay, d2		0.1		0.0	0.1					1.5	0.1	
Delay (s)		16.0		16.7	19.0					29.3	25.1	
Level of Service		B		B	B					C	C	
Approach Delay (s)		16.0			18.7			0.0			26.7	
Approach LOS		B			B			A			C	

Intersection Summary			
HCM 2000 Control Delay	22.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	51.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	18	15	81	499	0	0	0	0	266	443	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		418			120			340			856	
Travel Time (s)		9.5			2.7			7.7			19.5	
Confl. Peds. (#/hr)	3		2	2		3	5					5
Confl. Bikes (#/hr)			1			3						2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type		NA		D.P+P	NA					custom	NA	
Protected Phases		4		1	1 4					3	2 3	
Permitted Phases				4						2		
Detector Phase		4		1	1 4					3	2 3	
Switch Phase												
Minimum Initial (s)		5.0		5.0						5.0		
Minimum Split (s)		24.0		11.0						20.0		
Total Split (s)		26.0		16.0						103.0		
Total Split (%)		16.3%		10.0%						64.4%		
Maximum Green (s)		20.0		10.0						97.0		
Yellow Time (s)		4.0		4.0						4.0		
All-Red Time (s)		2.0		2.0						2.0		
Lost Time Adjust (s)		0.0		0.0						0.0		
Total Lost Time (s)		6.0		6.0						6.0		
Lead/Lag		Lag		Lead						Lead		
Lead-Lag Optimize?		Yes		Yes						Yes		
Vehicle Extension (s)		3.0		3.0						3.0		
Recall Mode		Max		None						None		
Walk Time (s)		7.0										
Flash Dont Walk (s)		9.0										
Pedestrian Calls (#/hr)		0										

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 103 (64%), Referenced to phase 2:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 16: SE 3rd Street & S Dixie Highway

Lane Group	ø2
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	24.0
Total Split (s)	15.0
Total Split (%)	9%
Maximum Green (s)	9.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	7.0
Flash Dont Walk (s)	7.0
Pedestrian Calls (#/hr)	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	301	10	41	111	0	0	0	0	457	588	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0					6.0	4.5	
Lane Util. Factor		1.00		1.00	1.00					1.00	0.91	
Frpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Frt		1.00		1.00	1.00					1.00	1.00	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1854		1770	1863					1770	5079	
Flt Permitted		1.00		0.33	1.00					0.95	1.00	
Satd. Flow (perm)		1854		624	1863					1770	5079	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	314	10	43	116	0	0	0	0	476	612	4
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	323	0	43	116	0	0	0	0	476	616	0
Confl. Peds. (#/hr)	2		1	1		2						3
Confl. Bikes (#/hr)			1			2						3
Turn Type		NA		D.P+P	NA					custom	NA	
Protected Phases		4		1	1 4					3	2 3	
Permitted Phases				4						2		
Actuated Green, G (s)		46.5		60.7	66.7					76.8	81.3	
Effective Green, g (s)		46.5		60.7	66.7					76.8	81.3	
Actuated g/C Ratio		0.29		0.38	0.42					0.48	0.51	
Clearance Time (s)		6.0		6.0						6.0		
Vehicle Extension (s)		3.0		3.0						3.0		
Lane Grp Cap (vph)		538		338	776					849	2580	
v/s Ratio Prot		c0.17		0.01	c0.06					c0.23	0.12	
v/s Ratio Perm				0.04						0.04		
v/c Ratio		0.60		0.13	0.15					0.56	0.24	
Uniform Delay, d1		48.8		45.5	29.0					27.8	22.0	
Progression Factor		1.00		0.76	0.72					1.01	0.93	
Incremental Delay, d2		1.9		0.2	0.1					0.4	0.0	
Delay (s)		50.7		34.7	21.0					28.5	20.4	
Level of Service		D		C	C					C	C	
Approach Delay (s)		50.7			24.7			0.0			24.0	
Approach LOS		D			C			A			C	

Intersection Summary			
HCM 2000 Control Delay	29.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	301	10	41	111	0	0	0	0	457	588	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		418			120			340			856	
Travel Time (s)		9.5			2.7			7.7			19.5	
Confl. Peds. (#/hr)	2		1	1		2						3
Confl. Bikes (#/hr)			1			2						3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type		NA		D.P+P	NA					custom	NA	
Protected Phases		4		1	1 4					3	2 3	
Permitted Phases				4						2		
Detector Phase		4		1	1 4					3	2 3	
Switch Phase												
Minimum Initial (s)		5.0		5.0						5.0		
Minimum Split (s)		24.0		11.0						11.0		
Total Split (s)		26.0		16.0						103.0		
Total Split (%)		16.3%		10.0%						64.4%		
Maximum Green (s)		20.0		10.0						97.0		
Yellow Time (s)		4.0		4.0						4.0		
All-Red Time (s)		2.0		2.0						2.0		
Lost Time Adjust (s)		0.0		0.0						0.0		
Total Lost Time (s)		6.0		6.0						6.0		
Lead/Lag		Lag		Lead						Lead		
Lead-Lag Optimize?		Yes		Yes						Yes		
Vehicle Extension (s)		3.0		3.0						3.0		
Recall Mode		None		None						None		
Walk Time (s)		7.0										
Flash Dont Walk (s)		9.0										
Pedestrian Calls (#/hr)		0										

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 103 (64%), Referenced to phase 2:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 16: SE 3rd Street & S Dixie Highway

Lane Group	ø2
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	15.0
Total Split (%)	9%
Maximum Green (s)	10.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	7.0
Flash Dont Walk (s)	7.0
Pedestrian Calls (#/hr)	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	181	15	82	499	0	0	0	0	266	443	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0					6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00					1.00	0.91	
Frpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Frt		0.99		1.00	1.00					1.00	1.00	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1842		1765	1863					1770	5059	
Flt Permitted		1.00		0.61	1.00					0.95	1.00	
Satd. Flow (perm)		1842		1134	1863					1770	5059	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	187	15	85	514	0	0	0	0	274	457	12
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	201	0	85	514	0	0	0	0	274	465	0
Confl. Peds. (#/hr)	3		2	2		3	5					5
Confl. Bikes (#/hr)			1			3						2
Turn Type		NA		D.P+P	NA					custom	NA	
Protected Phases		4		1	1 4					3	2 3	
Permitted Phases				4						2		
Actuated Green, G (s)		89.2		99.2	105.2					36.8	42.8	
Effective Green, g (s)		89.2		99.2	105.2					36.8	42.8	
Actuated g/C Ratio		0.56		0.62	0.66					0.23	0.27	
Clearance Time (s)		6.0		6.0						6.0		
Vehicle Extension (s)		3.0		3.0						3.0		
Lane Grp Cap (vph)		1026		742	1224					473	1353	
v/s Ratio Prot		0.11		0.01	c0.28					c0.10	0.09	
v/s Ratio Perm				0.06						0.05		
v/c Ratio		0.20		0.11	0.42					0.58	0.34	
Uniform Delay, d1		17.6		13.7	13.0					54.1	47.3	
Progression Factor		1.00		1.34	1.46					0.52	0.53	
Incremental Delay, d2		0.4		0.0	0.1					1.5	0.1	
Delay (s)		18.0		18.4	19.0					29.4	25.2	
Level of Service		B		B	B					C	C	
Approach Delay (s)		18.0			18.9			0.0			26.8	
Approach LOS		B			B			A			C	

Intersection Summary			
HCM 2000 Control Delay	22.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	51.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	181	15	82	499	0	0	0	0	266	443	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		418			120			340			856	
Travel Time (s)		9.5			2.7			7.7			19.5	
Confl. Peds. (#/hr)	3		2	2		3	5					5
Confl. Bikes (#/hr)			1			3						2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type		NA		D.P+P	NA					custom	NA	
Protected Phases		4		1	1 4					3	2 3	
Permitted Phases				4						2		
Detector Phase		4		1	1 4					3	2 3	
Switch Phase												
Minimum Initial (s)		5.0		5.0						5.0		
Minimum Split (s)		24.0		11.0						20.0		
Total Split (s)		26.0		16.0						103.0		
Total Split (%)		16.3%		10.0%						64.4%		
Maximum Green (s)		20.0		10.0						97.0		
Yellow Time (s)		4.0		4.0						4.0		
All-Red Time (s)		2.0		2.0						2.0		
Lost Time Adjust (s)		0.0		0.0						0.0		
Total Lost Time (s)		6.0		6.0						6.0		
Lead/Lag		Lag		Lead						Lead		
Lead-Lag Optimize?		Yes		Yes						Yes		
Vehicle Extension (s)		3.0		3.0						3.0		
Recall Mode		Max		None						None		
Walk Time (s)		7.0										
Flash Dont Walk (s)		9.0										
Pedestrian Calls (#/hr)		0										

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 103 (64%), Referenced to phase 2:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 16: SE 3rd Street & S Dixie Highway

Lane Group	ø2
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	24.0
Total Split (s)	15.0
Total Split (%)	9%
Maximum Green (s)	9.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	7.0
Flash Dont Walk (s)	7.0
Pedestrian Calls (#/hr)	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	181	15	82	499	0	0	0	0	266	443	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0					6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00					1.00	0.91	
Frpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Frt		0.99		1.00	1.00					1.00	1.00	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1842		1766	1863					1770	5059	
Flt Permitted		1.00		0.59	1.00					0.95	1.00	
Satd. Flow (perm)		1842		1098	1863					1770	5059	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	187	15	85	514	0	0	0	0	274	457	12
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	201	0	85	514	0	0	0	0	274	465	0
Confl. Peds. (#/hr)	3		2	2		3	5					5
Confl. Bikes (#/hr)			1			3						2
Turn Type		NA		D.P+P	NA					custom	NA	
Protected Phases		4		1	1 4					3	2 3	
Permitted Phases				4						2		
Actuated Green, G (s)		74.8		88.8	94.8					47.2	53.2	
Effective Green, g (s)		74.8		88.8	94.8					47.2	53.2	
Actuated g/C Ratio		0.47		0.55	0.59					0.30	0.33	
Clearance Time (s)		6.0		6.0						6.0		
Vehicle Extension (s)		3.0		3.0						3.0		
Lane Grp Cap (vph)		861		667	1103					588	1682	
v/s Ratio Prot		0.11		0.01	c0.28					c0.09	0.09	
v/s Ratio Perm				0.06						0.06		
v/c Ratio		0.23		0.13	0.47					0.47	0.28	
Uniform Delay, d1		25.5		19.4	18.4					45.8	39.3	
Progression Factor		1.00		1.06	1.06					1.21	1.20	
Incremental Delay, d2		0.6		0.1	0.2					0.5	0.1	
Delay (s)		26.1		20.7	19.6					55.9	47.1	
Level of Service		C		C	B					E	D	
Approach Delay (s)		26.1			19.7			0.0			50.4	
Approach LOS		C			B			A			D	

Intersection Summary			
HCM 2000 Control Delay	35.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	51.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	181	15	82	499	0	0	0	0	266	443	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		418			120			340			856	
Travel Time (s)		9.5			2.7			7.7			19.5	
Confl. Peds. (#/hr)	3		2	2		3	5					5
Confl. Bikes (#/hr)			1			3						2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type		NA		D.P+P	NA					custom	NA	
Protected Phases		4		1	1 4					3	2 3	
Permitted Phases				4						2		
Detector Phase		4		1	1 4					3	2 3	
Switch Phase												
Minimum Initial (s)		5.0		5.0						5.0		
Minimum Split (s)		24.0		11.0						20.0		
Total Split (s)		22.0		20.0						96.0		
Total Split (%)		13.8%		12.5%						60.0%		
Maximum Green (s)		16.0		14.0						90.0		
Yellow Time (s)		4.0		4.0						4.0		
All-Red Time (s)		2.0		2.0						2.0		
Lost Time Adjust (s)		0.0		0.0						0.0		
Total Lost Time (s)		6.0		6.0						6.0		
Lead/Lag		Lag		Lead						Lead		
Lead-Lag Optimize?		Yes		Yes						Yes		
Vehicle Extension (s)		3.0		3.0						3.0		
Recall Mode		Max		None						None		
Walk Time (s)		7.0										
Flash Dont Walk (s)		9.0										
Pedestrian Calls (#/hr)		0										

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 23 (14%), Referenced to phase 2:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 16: SE 3rd Street & S Dixie Highway

Lane Group	ø2
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	24.0
Total Split (s)	22.0
Total Split (%)	14%
Maximum Green (s)	16.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	7.0
Flash Dont Walk (s)	7.0
Pedestrian Calls (#/hr)	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	53	713	0	0	73	70	72	263	9	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	6.0		6.0				
Lane Util. Factor		1.00			1.00	1.00		0.95				
Frpb, ped/bikes		1.00			1.00	0.99		1.00				
Flpb, ped/bikes		1.00			1.00	1.00		1.00				
Frt		1.00			1.00	0.85		1.00				
Flt Protected		1.00			1.00	1.00		0.99				
Satd. Flow (prot)		1856			1863	1564		3486				
Flt Permitted		0.98			1.00	1.00		0.99				
Satd. Flow (perm)		1824			1863	1564		3486				
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)	58	775	0	0	79	76	78	286	10	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	23	0	1	0	0	0	0
Lane Group Flow (vph)	0	833	0	0	79	53	0	373	0	0	0	0
Confl. Peds. (#/hr)						3						
Confl. Bikes (#/hr)						1			2			
Turn Type	D.P+P	NA			NA	custom	Perm	NA				
Protected Phases	3	3 4			4	4		1 2				
Permitted Phases	4					3	1 2					
Actuated Green, G (s)		111.3			45.9	111.3		32.2				
Effective Green, g (s)		111.3			45.9	111.3		32.2				
Actuated g/C Ratio		0.70			0.29	0.70		0.20				
Clearance Time (s)					6.0	6.0						
Vehicle Extension (s)					3.0	3.0						
Lane Grp Cap (vph)		1281			534	1146		701				
v/s Ratio Prot		c0.27			0.04	0.01						
v/s Ratio Perm		c0.19				0.02		0.11				
v/c Ratio		0.65			0.15	0.05		0.53				
Uniform Delay, d1		13.5			42.5	7.7		57.2				
Progression Factor		0.74			0.92	3.81		1.00				
Incremental Delay, d2		1.1			0.1	0.0		0.8				
Delay (s)		11.1			39.3	29.2		57.9				
Level of Service		B			D	C		E				
Approach Delay (s)		11.1			34.3			57.9			0.0	
Approach LOS		B			C			E			A	

Intersection Summary			
HCM 2000 Control Delay	26.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	70.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	53	713	0	0	73	70	72	263	9	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		120			373			334			514	
Travel Time (s)		2.7			8.5			7.6			11.7	
Confl. Peds. (#/hr)						3						
Confl. Bikes (#/hr)						1			2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA			NA	custom	Perm	NA				
Protected Phases	3	3 4			4	4		1 2				
Permitted Phases	4					3	1 2					
Detector Phase	3	3 4			4	4	1 2	1 2				
Switch Phase												
Minimum Initial (s)	5.0				5.0	5.0						
Minimum Split (s)	11.0				24.0	24.0						
Total Split (s)	103.0				26.0	26.0						
Total Split (%)	64.4%				16.3%	16.3%						
Maximum Green (s)	97.0				20.0	20.0						
Yellow Time (s)	4.0				4.0	4.0						
All-Red Time (s)	2.0				2.0	2.0						
Lost Time Adjust (s)					0.0	0.0						
Total Lost Time (s)					6.0	6.0						
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0				3.0	3.0						
Recall Mode	None				None	None						
Walk Time (s)					7.0	7.0						
Flash Dont Walk (s)					9.0	9.0						
Pedestrian Calls (#/hr)					0	0						

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 103 (64%), Referenced to phase 2:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 26: SE 3rd Street & SE 1st Ave

Lane Group	ø1	ø2
Lane Configurations		
Volume (vph)		
Ideal Flow (vphpl)		
Right Turn on Red		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	1	2
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	11.0	22.5
Total Split (s)	16.0	15.0
Total Split (%)	10%	9%
Maximum Green (s)	10.0	10.5
Yellow Time (s)	4.0	3.5
All-Red Time (s)	2.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	C-Max
Walk Time (s)		7.0
Flash Dont Walk (s)		7.0
Pedestrian Calls (#/hr)		0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	92	359	0	0	316	136	250	489	11	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	6.0		6.0				
Lane Util. Factor		1.00			1.00	1.00		0.95				
Frpb, ped/bikes		1.00			1.00	1.00		1.00				
Flpb, ped/bikes		1.00			1.00	1.00		1.00				
Frt		1.00			1.00	0.85		1.00				
Flt Protected		0.99			1.00	1.00		0.98				
Satd. Flow (prot)		1843			1863	1583		3472				
Flt Permitted		0.83			1.00	1.00		0.98				
Satd. Flow (perm)		1546			1863	1583		3472				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	97	378	0	0	333	143	263	515	12	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	53	0	1	0	0	0	0
Lane Group Flow (vph)	0	475	0	0	333	90	0	789	0	0	0	0
Confl. Peds. (#/hr)	2		3	3		2			2			
Turn Type	D.P+P	NA			NA	Prot	pm+pt	NA				
Protected Phases	3	3 4			4	4	1	1 2				
Permitted Phases	4						1 2					
Actuated Green, G (s)		117.0			90.2	90.2		19.0				
Effective Green, g (s)		117.0			90.2	90.2		19.0				
Actuated g/C Ratio		0.73			0.56	0.56		0.12				
Clearance Time (s)					6.0	6.0						
Vehicle Extension (s)					3.0	3.0						
Lane Grp Cap (vph)		1180			1050	892		542				
v/s Ratio Prot		c0.07			0.18	0.06		c0.09				
v/s Ratio Perm		c0.23						0.14				
v/c Ratio		0.40			0.32	0.10		1.46				
Uniform Delay, d1		8.2			18.5	16.1		70.5				
Progression Factor		0.80			1.66	3.21		1.00				
Incremental Delay, d2		0.2			0.8	0.2		215.3				
Delay (s)		6.8			31.5	52.1		285.8				
Level of Service		A			C	D		F				
Approach Delay (s)		6.8			37.7			285.8			0.0	
Approach LOS		A			D			F			A	

Intersection Summary			
HCM 2000 Control Delay	141.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	76.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	92	359	0	0	316	136	250	489	11	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		120			373			334			514	
Travel Time (s)		2.7			8.5			7.6			11.7	
Confl. Peds. (#/hr)	2		3	3		2			2			
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
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA			NA	Prot	pm+pt	NA				
Protected Phases	3	3 4			4	4	1	1 2				
Permitted Phases	4						1 2					
Detector Phase	3	3 4			4	4	1	1 2				
Switch Phase												
Minimum Initial (s)	5.0				5.0	5.0	5.0					
Minimum Split (s)	20.0				24.0	24.0	11.0					
Total Split (s)	103.0				26.0	26.0	16.0					
Total Split (%)	64.4%				16.3%	16.3%	10.0%					
Maximum Green (s)	97.0				20.0	20.0	10.0					
Yellow Time (s)	4.0				4.0	4.0	4.0					
All-Red Time (s)	2.0				2.0	2.0	2.0					
Lost Time Adjust (s)					0.0	0.0						
Total Lost Time (s)					6.0	6.0						
Lead/Lag	Lead				Lag	Lag	Lead					
Lead-Lag Optimize?	Yes				Yes	Yes	Yes					
Vehicle Extension (s)	3.0				3.0	3.0	3.0					
Recall Mode	None				Max	Max	None					
Walk Time (s)					7.0	7.0						
Flash Dont Walk (s)					9.0	9.0						
Pedestrian Calls (#/hr)					0	0						

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 103 (64%), Referenced to phase 2:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 26: SE 3rd Street & SE 1st Ave

Lane Group	ø2
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	24.0
Total Split (s)	15.0
Total Split (%)	9%
Maximum Green (s)	9.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	7.0
Flash Dont Walk (s)	7.0
Pedestrian Calls (#/hr)	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	54	732	0	0	74	71	73	328	9	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	6.0		6.0				
Lane Util. Factor		1.00			1.00	1.00		0.95				
Frpb, ped/bikes		1.00			1.00	0.99		1.00				
Flpb, ped/bikes		1.00			1.00	1.00		1.00				
Frt		1.00			1.00	0.85		1.00				
Flt Protected		1.00			1.00	1.00		0.99				
Satd. Flow (prot)		1856			1863	1564		3494				
Flt Permitted		0.98			1.00	1.00		0.99				
Satd. Flow (perm)		1824			1863	1564		3494				
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)	59	796	0	0	80	77	79	357	10	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	15	0	1	0	0	0	0
Lane Group Flow (vph)	0	855	0	0	80	62	0	445	0	0	0	0
Confl. Peds. (#/hr)						3						
Confl. Bikes (#/hr)						1			2			
Turn Type	D.P+P	NA			NA	custom	Perm	NA				
Protected Phases	3	3 4			4	4		1 2				
Permitted Phases	4					3	1 2					
Actuated Green, G (s)		112.8			46.5	112.8		30.7				
Effective Green, g (s)		112.8			46.5	112.8		30.7				
Actuated g/C Ratio		0.70			0.29	0.70		0.19				
Clearance Time (s)					6.0	6.0						
Vehicle Extension (s)					3.0	3.0						
Lane Grp Cap (vph)		1299			541	1161		670				
v/s Ratio Prot		c0.27			0.04	0.02						
v/s Ratio Perm		c0.19				0.02		0.13				
v/c Ratio		0.66			0.15	0.05		0.66				
Uniform Delay, d1		13.0			42.1	7.2		59.9				
Progression Factor		0.70			0.99	2.70		1.00				
Incremental Delay, d2		1.1			0.1	0.0		2.5				
Delay (s)		10.3			42.0	19.5		62.4				
Level of Service		B			D	B		E				
Approach Delay (s)		10.3			31.0			62.4			0.0	
Approach LOS		B			C			E			A	

Intersection Summary			
HCM 2000 Control Delay	28.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	73.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	54	732	0	0	74	71	73	328	9	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		120			373			334			514	
Travel Time (s)		2.7			8.5			7.6			11.7	
Confl. Peds. (#/hr)						3						
Confl. Bikes (#/hr)						1			2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA			NA	custom	Perm	NA				
Protected Phases	3	3 4			4	4		1 2				
Permitted Phases	4					3	1 2					
Detector Phase	3	3 4			4	4	1 2	1 2				
Switch Phase												
Minimum Initial (s)	5.0				5.0	5.0						
Minimum Split (s)	11.0				24.0	24.0						
Total Split (s)	103.0				26.0	26.0						
Total Split (%)	64.4%				16.3%	16.3%						
Maximum Green (s)	97.0				20.0	20.0						
Yellow Time (s)	4.0				4.0	4.0						
All-Red Time (s)	2.0				2.0	2.0						
Lost Time Adjust (s)					0.0	0.0						
Total Lost Time (s)					6.0	6.0						
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0				3.0	3.0						
Recall Mode	None				None	None						
Walk Time (s)					7.0	7.0						
Flash Dont Walk (s)					9.0	9.0						
Pedestrian Calls (#/hr)					0	0						

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 103 (64%), Referenced to phase 2:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 26: SE 3rd Street & SE 1st Ave

Lane Group	ø1	ø2
Lane Configurations		
Volume (vph)		
Ideal Flow (vphpl)		
Right Turn on Red		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	1	2
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	11.0	22.5
Total Split (s)	16.0	15.0
Total Split (%)	10%	9%
Maximum Green (s)	10.0	10.5
Yellow Time (s)	4.0	3.5
All-Red Time (s)	2.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	C-Max
Walk Time (s)		7.0
Flash Dont Walk (s)		7.0
Pedestrian Calls (#/hr)		0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	94	371	0	0	322	139	255	568	11	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	6.0		6.0				
Lane Util. Factor		1.00			1.00	1.00		0.95				
Frpb, ped/bikes		1.00			1.00	1.00		1.00				
Flpb, ped/bikes		1.00			1.00	1.00		1.00				
Frt		1.00			1.00	0.85		1.00				
Flt Protected		0.99			1.00	1.00		0.98				
Satd. Flow (prot)		1843			1863	1583		3478				
Flt Permitted		0.82			1.00	1.00		0.98				
Satd. Flow (perm)		1528			1863	1583		3478				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	99	391	0	0	339	146	268	598	12	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	54	0	1	0	0	0	0
Lane Group Flow (vph)	0	490	0	0	339	92	0	877	0	0	0	0
Confl. Peds. (#/hr)	2		3	3		2			2			
Turn Type	D.P+P	NA			NA	Prot	pm+pt	NA				
Protected Phases	3	3 4			4	4	1	1 2				
Permitted Phases	4						1 2					
Actuated Green, G (s)		117.0			89.2	89.2		19.0				
Effective Green, g (s)		117.0			89.2	89.2		19.0				
Actuated g/C Ratio		0.73			0.56	0.56		0.12				
Clearance Time (s)					6.0	6.0						
Vehicle Extension (s)					3.0	3.0						
Lane Grp Cap (vph)		1172			1038	882		543				
v/s Ratio Prot		c0.07			0.18	0.06		c0.10				
v/s Ratio Perm		c0.23						0.15				
v/c Ratio		0.42			0.33	0.10		1.62				
Uniform Delay, d1		8.3			19.2	16.6		70.5				
Progression Factor		1.62			1.64	3.10		1.00				
Incremental Delay, d2		0.2			0.8	0.2		285.3				
Delay (s)		13.8			32.3	51.8		355.8				
Level of Service		B			C	D		F				
Approach Delay (s)		13.8			38.2			355.8			0.0	
Approach LOS		B			D			F			A	

Intersection Summary			
HCM 2000 Control Delay	182.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	80.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	94	371	0	0	322	139	255	568	11	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		120			373			334			514	
Travel Time (s)		2.7			8.5			7.6			11.7	
Confl. Peds. (#/hr)	2		3	3		2			2			
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
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA			NA	Prot	pm+pt	NA				
Protected Phases	3	3 4			4	4	1	1 2				
Permitted Phases	4						1 2					
Detector Phase	3	3 4			4	4	1	1 2				
Switch Phase												
Minimum Initial (s)	5.0				5.0	5.0	5.0					
Minimum Split (s)	20.0				24.0	24.0	11.0					
Total Split (s)	103.0				26.0	26.0	16.0					
Total Split (%)	64.4%				16.3%	16.3%	10.0%					
Maximum Green (s)	97.0				20.0	20.0	10.0					
Yellow Time (s)	4.0				4.0	4.0	4.0					
All-Red Time (s)	2.0				2.0	2.0	2.0					
Lost Time Adjust (s)					0.0	0.0						
Total Lost Time (s)					6.0	6.0						
Lead/Lag	Lead				Lag	Lag	Lead					
Lead-Lag Optimize?	Yes				Yes	Yes	Yes					
Vehicle Extension (s)	3.0				3.0	3.0	3.0					
Recall Mode	None				Max	Max	None					
Walk Time (s)					7.0	7.0						
Flash Dont Walk (s)					9.0	9.0						
Pedestrian Calls (#/hr)					0	0						

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 103 (64%), Referenced to phase 2:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 26: SE 3rd Street & SE 1st Ave

Lane Group	ø2
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	24.0
Total Split (s)	15.0
Total Split (%)	9%
Maximum Green (s)	9.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	7.0
Flash Dont Walk (s)	7.0
Pedestrian Calls (#/hr)	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	54	732	0	0	75	71	73	328	9	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	6.0		6.0				
Lane Util. Factor		1.00			1.00	1.00		0.95				
Frpb, ped/bikes		1.00			1.00	0.99		1.00				
Flpb, ped/bikes		1.00			1.00	1.00		1.00				
Frt		1.00			1.00	0.85		1.00				
Flt Protected		1.00			1.00	1.00		0.99				
Satd. Flow (prot)		1856			1863	1564		3494				
Flt Permitted		0.98			1.00	1.00		0.99				
Satd. Flow (perm)		1824			1863	1564		3494				
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)	59	796	0	0	82	77	79	357	10	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	15	0	1	0	0	0	0
Lane Group Flow (vph)	0	855	0	0	82	62	0	445	0	0	0	0
Confl. Peds. (#/hr)						3						
Confl. Bikes (#/hr)						1			2			
Turn Type	D.P+P	NA			NA	custom	Perm	NA				
Protected Phases	3	3 4			4	4		1 2				
Permitted Phases	4					3	1 2					
Actuated Green, G (s)		112.8			46.5	112.8		30.7				
Effective Green, g (s)		112.8			46.5	112.8		30.7				
Actuated g/C Ratio		0.70			0.29	0.70		0.19				
Clearance Time (s)					6.0	6.0						
Vehicle Extension (s)					3.0	3.0						
Lane Grp Cap (vph)		1299			541	1161		670				
v/s Ratio Prot		c0.27			0.04	0.02						
v/s Ratio Perm		c0.19				0.02		0.13				
v/c Ratio		0.66			0.15	0.05		0.66				
Uniform Delay, d1		13.0			42.1	7.2		59.9				
Progression Factor		0.72			1.19	5.30		1.00				
Incremental Delay, d2		1.1			0.1	0.0		2.5				
Delay (s)		10.5			50.1	38.3		62.4				
Level of Service		B			D	D		E				
Approach Delay (s)		10.5			44.4			62.4			0.0	
Approach LOS		B			D			E			A	

Intersection Summary			
HCM 2000 Control Delay	30.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	73.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	54	732	0	0	75	71	73	328	9	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		120			373			334			514	
Travel Time (s)		2.7			8.5			7.6			11.7	
Confl. Peds. (#/hr)						3						
Confl. Bikes (#/hr)						1			2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA			NA	custom	Perm	NA				
Protected Phases	3	3 4			4	4		1 2				
Permitted Phases	4					3	1 2					
Detector Phase	3	3 4			4	4	1 2	1 2				
Switch Phase												
Minimum Initial (s)	5.0				5.0	5.0						
Minimum Split (s)	11.0				24.0	24.0						
Total Split (s)	103.0				26.0	26.0						
Total Split (%)	64.4%				16.3%	16.3%						
Maximum Green (s)	97.0				20.0	20.0						
Yellow Time (s)	4.0				4.0	4.0						
All-Red Time (s)	2.0				2.0	2.0						
Lost Time Adjust (s)					0.0	0.0						
Total Lost Time (s)					6.0	6.0						
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0				3.0	3.0						
Recall Mode	None				None	None						
Walk Time (s)					7.0	7.0						
Flash Dont Walk (s)					9.0	9.0						
Pedestrian Calls (#/hr)					0	0						

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 103 (64%), Referenced to phase 2:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 26: SE 3rd Street & SE 1st Ave

Lane Group	ø1	ø2
Lane Configurations		
Volume (vph)		
Ideal Flow (vphpl)		
Right Turn on Red		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	1	2
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	11.0	22.5
Total Split (s)	16.0	15.0
Total Split (%)	10%	9%
Maximum Green (s)	10.0	10.5
Yellow Time (s)	4.0	3.5
All-Red Time (s)	2.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	C-Max
Walk Time (s)		7.0
Flash Dont Walk (s)		7.0
Pedestrian Calls (#/hr)		0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	94	371	0	0	324	139	255	568	11	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	6.0		6.0				
Lane Util. Factor		1.00			1.00	1.00		0.95				
Frpb, ped/bikes		1.00			1.00	1.00		1.00				
Flpb, ped/bikes		1.00			1.00	1.00		1.00				
Frt		1.00			1.00	0.85		1.00				
Flt Protected		0.99			1.00	1.00		0.98				
Satd. Flow (prot)		1843			1863	1583		3478				
Flt Permitted		0.82			1.00	1.00		0.98				
Satd. Flow (perm)		1525			1863	1583		3478				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	99	391	0	0	341	146	268	598	12	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	54	0	1	0	0	0	0
Lane Group Flow (vph)	0	490	0	0	341	92	0	877	0	0	0	0
Confl. Peds. (#/hr)	2		3	3		2			2			
Turn Type	D.P+P	NA			NA	Prot	pm+pt	NA				
Protected Phases	3	3 4			4	4	1	1 2				
Permitted Phases	4						1 2					
Actuated Green, G (s)		117.0			89.2	89.2		19.0				
Effective Green, g (s)		117.0			89.2	89.2		19.0				
Actuated g/C Ratio		0.73			0.56	0.56		0.12				
Clearance Time (s)					6.0	6.0						
Vehicle Extension (s)					3.0	3.0						
Lane Grp Cap (vph)		1170			1038	882		543				
v/s Ratio Prot		c0.07			0.18	0.06		c0.10				
v/s Ratio Perm		c0.23						0.15				
v/c Ratio		0.42			0.33	0.10		1.62				
Uniform Delay, d1		8.3			19.2	16.6		70.5				
Progression Factor		0.81			1.64	3.04		1.00				
Incremental Delay, d2		0.2			0.8	0.2		285.3				
Delay (s)		7.0			32.3	50.9		355.8				
Level of Service		A			C	D		F				
Approach Delay (s)		7.0			37.9			355.8			0.0	
Approach LOS		A			D			F			A	

Intersection Summary			
HCM 2000 Control Delay	180.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	80.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	94	371	0	0	324	139	255	568	11	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		120			373			334			514	
Travel Time (s)		2.7			8.5			7.6			11.7	
Confl. Peds. (#/hr)	2		3	3		2			2			
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
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA			NA	Prot	pm+pt	NA				
Protected Phases	3	3 4			4	4	1	1 2				
Permitted Phases	4						1 2					
Detector Phase	3	3 4			4	4	1	1 2				
Switch Phase												
Minimum Initial (s)	5.0				5.0	5.0	5.0					
Minimum Split (s)	20.0				24.0	24.0	11.0					
Total Split (s)	103.0				26.0	26.0	16.0					
Total Split (%)	64.4%				16.3%	16.3%	10.0%					
Maximum Green (s)	97.0				20.0	20.0	10.0					
Yellow Time (s)	4.0				4.0	4.0	4.0					
All-Red Time (s)	2.0				2.0	2.0	2.0					
Lost Time Adjust (s)					0.0	0.0						
Total Lost Time (s)					6.0	6.0						
Lead/Lag	Lead				Lag	Lag	Lead					
Lead-Lag Optimize?	Yes				Yes	Yes	Yes					
Vehicle Extension (s)	3.0				3.0	3.0	3.0					
Recall Mode	None				Max	Max	None					
Walk Time (s)					7.0	7.0						
Flash Dont Walk (s)					9.0	9.0						
Pedestrian Calls (#/hr)					0	0						

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 103 (64%), Referenced to phase 2:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 26: SE 3rd Street & SE 1st Ave

Lane Group	ø2
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	24.0
Total Split (s)	15.0
Total Split (%)	9%
Maximum Green (s)	9.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	7.0
Flash Dont Walk (s)	7.0
Pedestrian Calls (#/hr)	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	94	371	0	0	324	139	255	568	11	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	6.0		6.0				
Lane Util. Factor		1.00			1.00	1.00		0.95				
Frpb, ped/bikes		1.00			1.00	1.00		1.00				
Flpb, ped/bikes		1.00			1.00	1.00		1.00				
Frt		1.00			1.00	0.85		1.00				
Flt Protected		0.99			1.00	1.00		0.98				
Satd. Flow (prot)		1844			1863	1583		3478				
Flt Permitted		0.76			1.00	1.00		0.98				
Satd. Flow (perm)		1417			1863	1583		3478				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	99	391	0	0	341	146	268	598	12	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	63	0	1	0	0	0	0
Lane Group Flow (vph)	0	490	0	0	341	83	0	877	0	0	0	0
Confl. Peds. (#/hr)	2		3	3		2			2			
Turn Type	D.P+P	NA			NA	Prot	pm+pt	NA				
Protected Phases	3	3 4			4	4	1	1 2				
Permitted Phases	4						1 2					
Actuated Green, G (s)		106.0			74.8	74.8		30.0				
Effective Green, g (s)		106.0			74.8	74.8		30.0				
Actuated g/C Ratio		0.66			0.47	0.47		0.19				
Clearance Time (s)					6.0	6.0						
Vehicle Extension (s)					3.0	3.0						
Lane Grp Cap (vph)		1022			870	740		782				
v/s Ratio Prot		c0.09			0.18	0.05		c0.10				
v/s Ratio Perm		c0.22						0.15				
v/c Ratio		0.48			0.39	0.11		1.12				
Uniform Delay, d1		13.4			27.8	23.9		65.0				
Progression Factor		1.12			0.59	0.12		1.00				
Incremental Delay, d2		0.4			1.3	0.3		71.1				
Delay (s)		15.3			17.6	3.3		136.1				
Level of Service		B			B	A		F				
Approach Delay (s)		15.3			13.3			136.1			0.0	
Approach LOS		B			B			F			A	

Intersection Summary			
HCM 2000 Control Delay	72.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	80.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	94	371	0	0	324	139	255	568	11	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		120			373			334			514	
Travel Time (s)		2.7			8.5			7.6			11.7	
Confl. Peds. (#/hr)	2		3	3		2			2			
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
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA			NA	Prot	pm+pt	NA				
Protected Phases	3	3 4			4	4	1	1 2				
Permitted Phases	4						1 2					
Detector Phase	3	3 4			4	4	1	1 2				
Switch Phase												
Minimum Initial (s)	5.0				5.0	5.0	5.0					
Minimum Split (s)	20.0				24.0	24.0	11.0					
Total Split (s)	96.0				22.0	22.0	20.0					
Total Split (%)	60.0%				13.8%	13.8%	12.5%					
Maximum Green (s)	90.0				16.0	16.0	14.0					
Yellow Time (s)	4.0				4.0	4.0	4.0					
All-Red Time (s)	2.0				2.0	2.0	2.0					
Lost Time Adjust (s)					0.0	0.0						
Total Lost Time (s)					6.0	6.0						
Lead/Lag	Lead				Lag	Lag	Lead					
Lead-Lag Optimize?	Yes				Yes	Yes	Yes					
Vehicle Extension (s)	3.0				3.0	3.0	3.0					
Recall Mode	None				Max	Max	None					
Walk Time (s)					7.0	7.0						
Flash Dont Walk (s)					9.0	9.0						
Pedestrian Calls (#/hr)					0	0						

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 23 (14%), Referenced to phase 2:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 26: SE 3rd Street & SE 1st Ave

Lane Group	ø2
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	24.0
Total Split (s)	22.0
Total Split (%)	14%
Maximum Green (s)	16.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	7.0
Flash Dont Walk (s)	7.0
Pedestrian Calls (#/hr)	0

Intersection Summary

17) SE 2nd Street / SE 1st Avenue

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	65	345	6	0	0
Conflicting Peds, #/hr	0	1	0	1	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	1082	134528
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	71	375	7	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	379	191	0	0
Stage 1	379	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.54	6.94	-	-
Critical Hdwy Stg 1	6.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-
Pot Cap-1 Maneuver	553	818	-	-
Stage 1	615	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	552	817	-	-
Mov Cap-2 Maneuver	552	-	-	-
Stage 1	614	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.8	
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	817
HCM Lane V/C Ratio	-	-	0.086
HCM Control Delay (s)	-	-	9.8
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	43	619	20	0	0
Conflicting Peds, #/hr	0	0	0	2	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	1082134528	
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	47	673	22	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	684	346	0	0
Stage 1	684	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.54	6.94	-	-
Critical Hdwy Stg 1	6.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-
Pot Cap-1 Maneuver	335	650	-	-
Stage 1	405	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	334	650	-	-
Mov Cap-2 Maneuver	405	-	-	-
Stage 1	405	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	11	
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	650
HCM Lane V/C Ratio	-	-	0.072
HCM Control Delay (s)	-	-	11
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	66	410	6	0	0
Conflicting Peds, #/hr	0	1	0	1	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	1082	134528
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	72	446	7	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	450	226	0	0
Stage 1	450	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.54	6.94	-	-
Critical Hdwy Stg 1	6.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-
Pot Cap-1 Maneuver	493	777	-	-
Stage 1	558	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	492	776	-	-
Mov Cap-2 Maneuver	557	-	-	-
Stage 1	557	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	10.1	
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	776
HCM Lane V/C Ratio	-	-	0.092
HCM Control Delay (s)	-	-	10.1
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	44	700	20	0	0
Conflicting Peds, #/hr	0	0	0	2	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	1082	134528
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	46	729	21	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	740	374	0	0
Stage 1	740	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.54	6.94	-	-
Critical Hdwy Stg 1	6.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-
Pot Cap-1 Maneuver	305	623	-	-
Stage 1	375	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	304	623	-	-
Mov Cap-2 Maneuver	375	-	-	-
Stage 1	375	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	11.2	
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	623
HCM Lane V/C Ratio	-	-	0.074
HCM Control Delay (s)	-	-	11.2
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	1	83	410	8	0	0
Conflicting Peds, #/hr	0	1	0	1	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	1082	134528
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	102	506	10	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	512	258	0	0
Stage 1	512	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.54	6.94	-	-
Critical Hdwy Stg 1	6.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-
Pot Cap-1 Maneuver	445	741	-	-
Stage 1	513	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	444	740	-	-
Mov Cap-2 Maneuver	513	-	-	-
Stage 1	513	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	10.6	
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	740
HCM Lane V/C Ratio	-	-	0.138
HCM Control Delay (s)	-	-	10.6
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	159	700	21	0	0
Conflicting Peds, #/hr	0	0	0	2	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	1082	134528
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	166	729	22	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	740	375	0	0
Stage 1	740	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.54	6.94	-	-
Critical Hdwy Stg 1	6.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-
Pot Cap-1 Maneuver	305	623	-	-
Stage 1	375	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	304	623	-	-
Mov Cap-2 Maneuver	375	-	-	-
Stage 1	375	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	12.9	
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	623
HCM Lane V/C Ratio	-	-	0.266
HCM Control Delay (s)	-	-	12.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	1

18) Project Driveway / US -1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	7	0	1515	1768	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	0	1647	1922	84

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2623	1003	2005	0	-	0
Stage 1	1964	-	-	-	-	-
Stage 2	659	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	43	206	124	-	-	-
Stage 1	60	-	-	-	-	-
Stage 2	434	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	43	206	124	-	-	-
Mov Cap-2 Maneuver	43	-	-	-	-	-
Stage 1	60	-	-	-	-	-
Stage 2	434	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.1		
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	124	-	206	-	-
HCM Lane V/C Ratio	-	-	0.037	-	-
HCM Control Delay (s)	0	-	23.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	51	0	2366	1422	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	55	0	2572	1546	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2583	782	1563	0	-	0
Stage 1	1554	-	-	-	-	-
Stage 2	1029	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	45	289	207	-	-	-
Stage 1	109	-	-	-	-	-
Stage 2	276	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	45	289	207	-	-	-
Mov Cap-2 Maneuver	45	-	-	-	-	-
Stage 1	109	-	-	-	-	-
Stage 2	276	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.4		
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	207	-	289	-	-
HCM Lane V/C Ratio	-	-	0.192	-	-
HCM Control Delay (s)	0	-	20.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

19) Project Driveway / SE 5th Avenue

Intersection	
Int Delay, s/veh	5.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	19	3	11	33	110	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	3	12	36	120	29

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	298	30	0	0	48	0
Stage 1	30	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	693	1044	-	-	1559	-
Stage 1	993	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	639	1044	-	-	1559	-
Mov Cap-2 Maneuver	639	-	-	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	716	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5		6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	675	1559	-
HCM Lane V/C Ratio	-	-	0.035	0.077	-
HCM Control Delay (s)	-	-	10.5	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	7.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	131	20	19	7	23	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	142	22	21	8	25	40

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	114	24	0	0	28	0
Stage 1	24	-	-	-	-	-
Stage 2	90	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	882	1052	-	-	1585	-
Stage 1	999	-	-	-	-	-
Stage 2	934	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	868	1052	-	-	1585	-
Mov Cap-2 Maneuver	868	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	919	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10		2.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	889	1585	-
HCM Lane V/C Ratio	-	-	0.185	0.016	-
HCM Control Delay (s)	-	-	10	7.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1	0	-

Appendix E
Committed Development Information

Hallandale Oasis

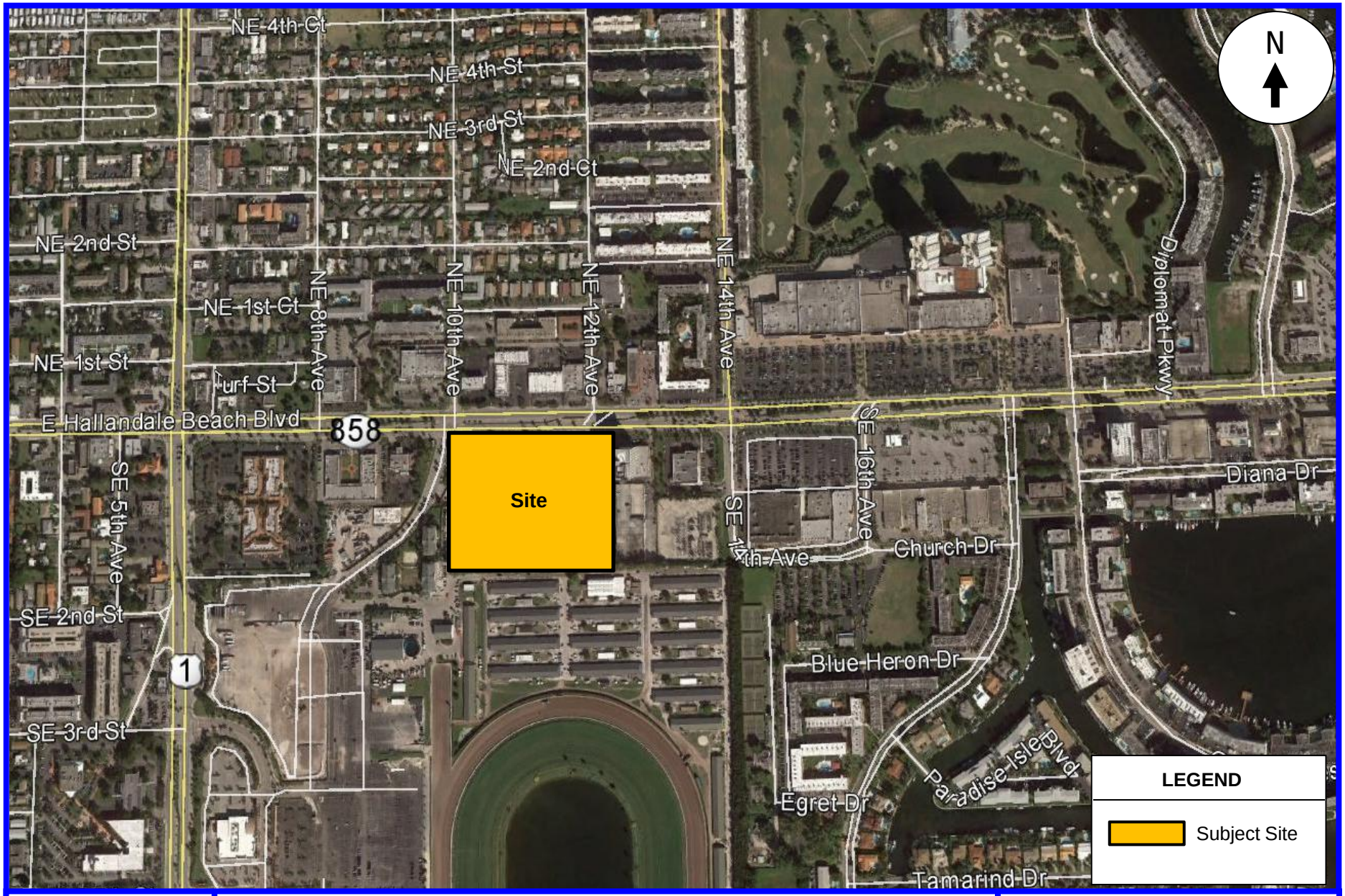
1100 E. Hallandale Beach Boulevard
Hallandale Beach, Florida

TRAFFIC STATEMENT

prepared for:
Szauer Engineering, Inc.

KBP CONSULTING, INC.

June 2015



KBP
CONSULTING, INC.

Project Location Map

FIGURE 1
Hallandale Oasis
Hallandale Beach, Florida

Peninsula.

TRIP GENERATION

COM DEV #2

The trip generation analysis for the Hallandale Oasis project was based upon information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual (9th Edition)*. According to the subject ITE manual, the most appropriate land use categories for the proposed development are Land Use #710 – General Office Building, Land Use #826 – Specialty Retail Center, Land Use #931 – Quality Restaurant, Land Use #492 – Health / Fitness Club, and Land Use #222 – High-Rise Apartment. The trip generation rates used to determine the vehicle trips associated with this analysis are presented below.

ITE Land Use #710 – General Office Building

- Weekday: Ln(T) = 0.76 Ln(X) + 3.68
  where T = number of trips and X = 1,000 square feet of gross floor area
- AM Peak: Ln(T) = 0.80 Ln(X) + 1.57 (88% in / 12% out)
- PM Peak: T = 1.12 (X) + 78.45 (17% in / 83% out)

ITE Land Use #826 – Specialty Retail Center

- Weekday: T = 42.78 (X) + 37.66
  where T = number of trips and X = 1,000 square feet of gross leasable area
- PM Peak: T = 2.40 (X) + 21.48 (44% in / 56% out)

ITE Land Use #931 – Quality Restaurant

- Weekday: T = 89.95 (X)
  where T = number of trips and X = 1,000 square feet of gross floor area
- AM Peak: T = 0.81 (X) (50% in / 50% out)
- PM Peak: T = 7.49 (X) (67% in / 33% out)

ITE Land Use #492 – Health / Fitness Club

- Weekday: T = 32.93 (X)
  where T = number of trips and X = 1,000 square feet of gross floor area
- AM Peak: T = 1.41 (X) (50% in / 50% out)
- PM Peak: Ln(T) = 0.95 Ln(X) + 1.43 (57% in / 43% out)

ITE Land Use #222 – High-Rise Apartment

- Weekday: Ln (T) = 0.83 Ln (X) + 2.50
  where T = number of trips and X = number of dwelling units
- AM Peak: Ln(T) = 0.99 Ln (X) - 1.14 (25% in / 75% out)
- PM Peak: T = 0.32 (X) + 12.30 (61% in / 39% out)

Table 1 below summarizes the vehicle trips associated with the proposed Hallandale Oasis project in the City of Hallandale Beach. (Internalization analyses in accordance with ITE procedures have also been included in this analysis. The details of the internalization are presented in Appendix C.)

Table 1
Trip Generation Summary
Hallandale Oasis - Hallandale Beach, Florida

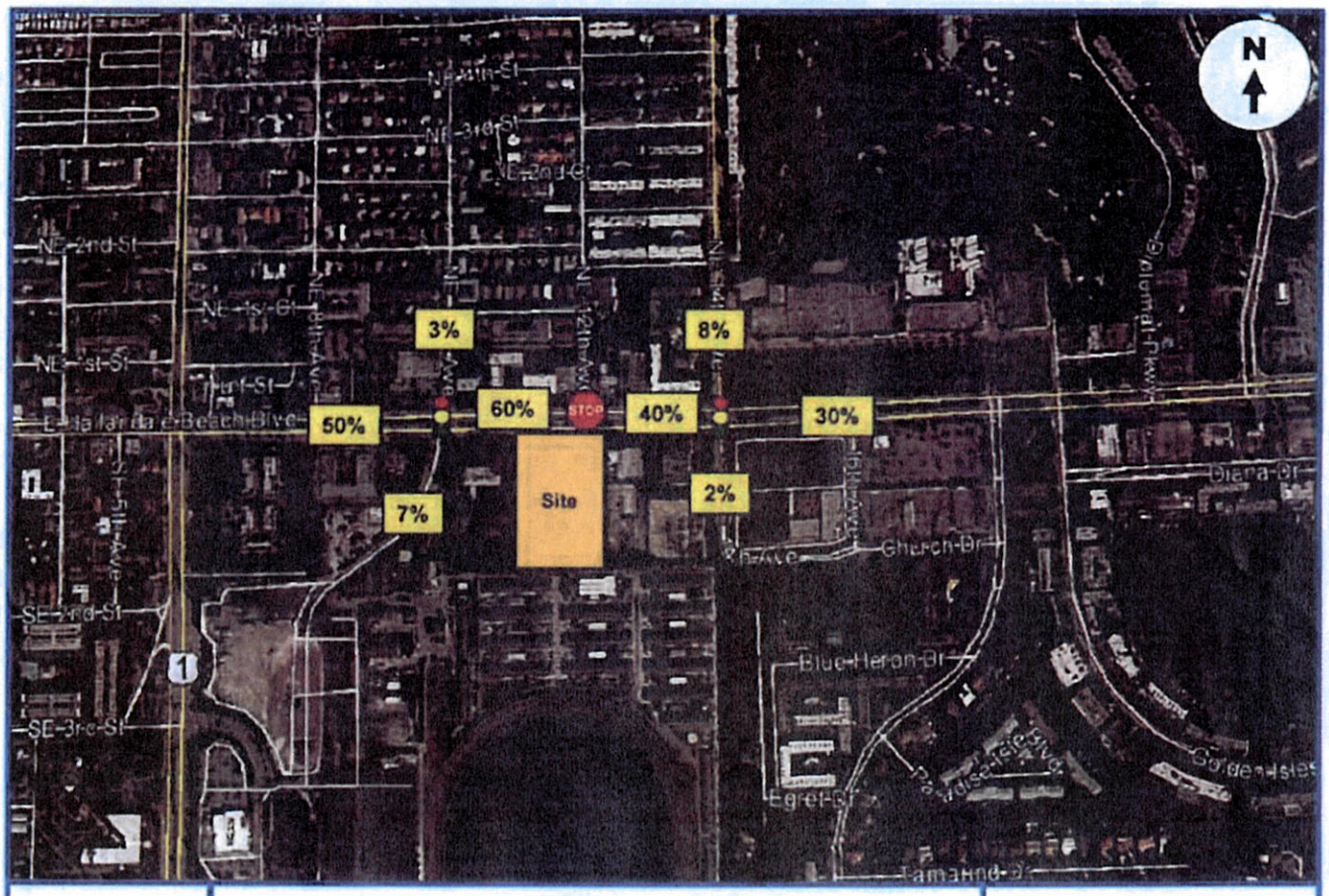
Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Existing Development								
Office	44,395 SF	708	88	12	100	22	106	128
Fitness Center	6,250 SF	206	5	4	9	14	10	24
Total		**914**	**93**	**16**	**109**	**36**	**116**	**152**
Proposed Development								
Office	39,060 SF	643	79	11	90	21	101	122
Retail	8,615 SF	406	0	0	0	18	24	42
Restaurant	18,015 SF	1,620	8	7	15	90	45	135
Fitness Center	8,500 SF	280	6	6	12	18	14	32
Residential	250 DU	1,191	19	57	76	56	36	92
Sub-Total		4,140	112	81	193	203	220	423
Deductions								
Internalization (13%)		-538	-15	-10	-25	-24	-27	-51
Total		**3,602**	**97**	**71**	**168**	**179**	**193**	**372**
Difference (Proposed - Existing)		**2,688**	**4**	**55**	**59**	**143**	**77**	**220**

Source: KBP Consulting, Inc., August 2014
Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition).

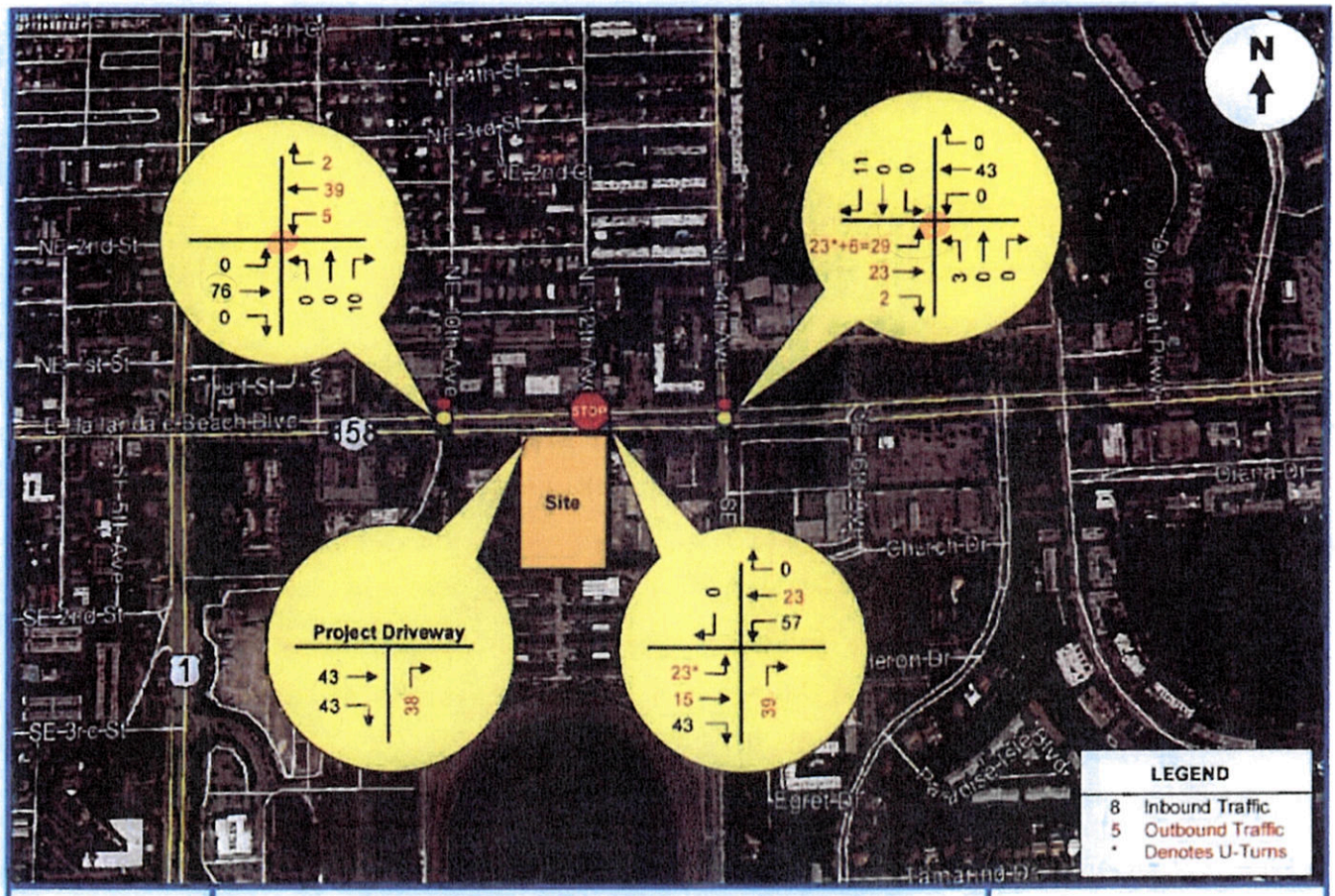
As indicated in Table 1 above, the net new external vehicle trips anticipated to be generated by the proposed Hallandale Oasis project consists of approximately 2,688 vehicle trips during a typical weekday, 59 vehicle trips during the weekday AM peak hour (4 inbound and 55 outbound), and 220 vehicle trips during the weekday PM peak hour (143 inbound and 77 outbound).

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

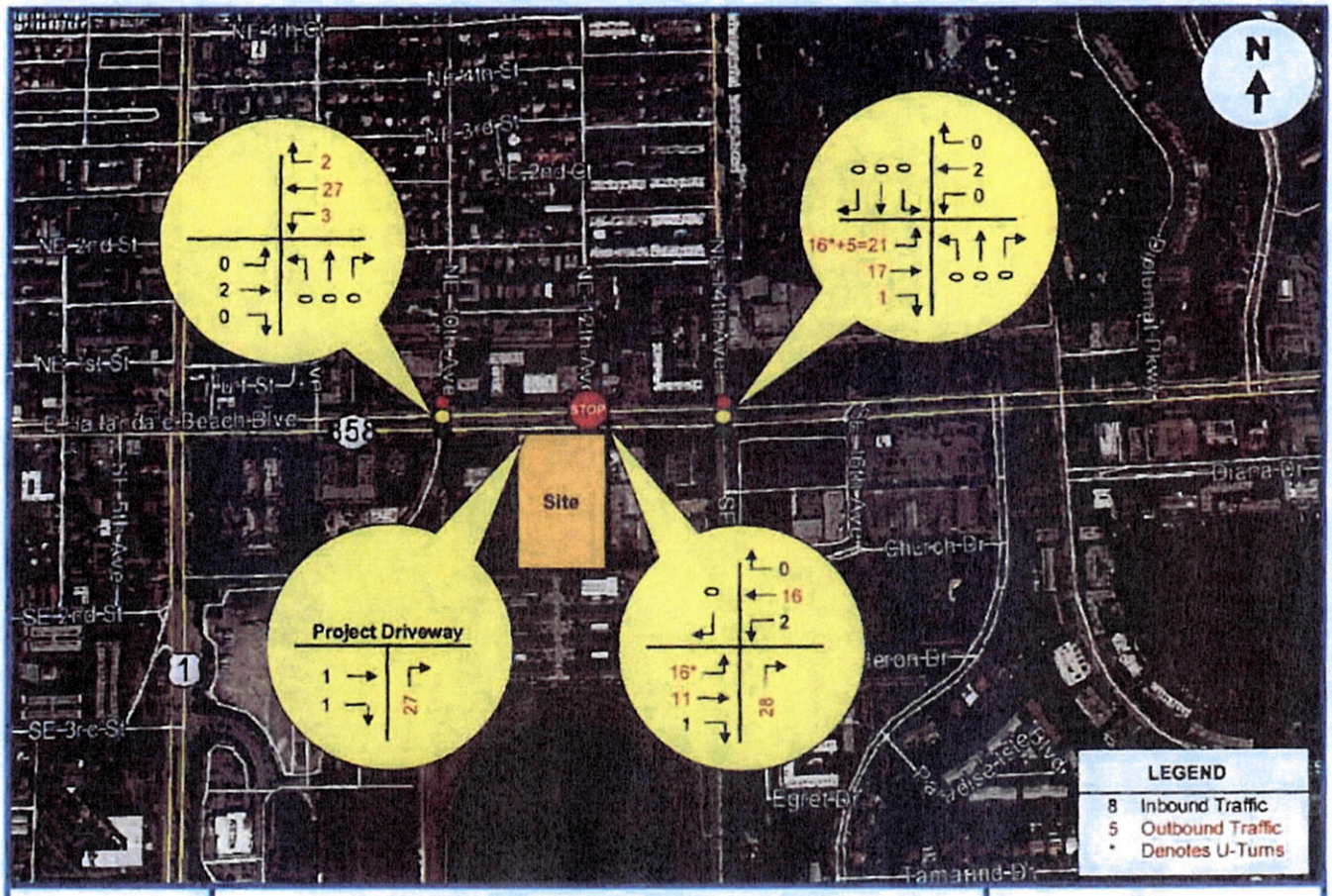
The trip distribution and traffic assignment for the Hallandale Oasis project was developed based upon knowledge of the study area, examination of the surrounding roadway network characteristics, review of current traffic volumes and existing land use patterns, and input from the City's traffic engineering consultants. Figure 5 on the following page depicts the anticipated trip distribution for this project. The new peak hour traffic generated by the project was assigned to the nearby transportation network using the traffic assignment documented in Figure 5. The project traffic assignment is summarized in Figures 6 and 7.



KBP CONSULTING, INC.	Trip Distribution	FIGURE 5 Hallandale Oasis Hallandale Beach, Florida



KBP CONSULTING, INC.	New Project Traffic Assignment PM Peak Hour	FIGURE 7 Hallandale Oasis Hallandale Beach, Florida



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KBP CONSULTING, INC.	New Project Traffic Assignment AM Peak Hour	FIGURE 6 Hallandale Oasis Hallandale Beach, Florida

Traffic Impact Study

Domus Hallandale

Hallandale Beach, Florida

Revised January 2007

Prepared For:

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Table 2
Trip Generation Summary
Domus Hallandale
Hallandale Beach, Florida

Land Use	Size	Weekday Trips	AM Peak Hour Trips					PM Peak Hour Trips				
			In		Out		Total	In		Out		Total
			%	#	%	#		%	#	%	#	
Existing												
Motel - ITE Land Use #320	13 rooms	120	36%	4	64%	6	10	53%	7	47%	6	13
Proposed												
General Commercial - ITE Land Use #820	13,021 SF	1,805	*61%*	28	*39%*	18	46	*48%*	78	*52%*	85	163
General Office Building - ITE Land Use #710	160,446 SF	1,920	*88%*	241	*12%*	33	274	*17%*	44	*83%*	215	259
Sub-Total		3,725		269		51	320		122		300	422
Internalization		*-126*							*-5*		*-5*	*-10*
Pass-by (34% of External Retail)		*-122*		*-10*		*-6*	*-16*		*-26*		*-28*	*-54*
Proposed Total		3,477		259		45	304		91		267	358
Net Trips		***3,357***		***255***		***39***	***294***		***84***		***261***	***345***

Sources: ITE Trip Generation Manual (7th Edition) and ITE Trip Generation Handbook (2nd Edition).
Compiled by: Carter & Burgess, Inc. (January 2007).

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

In accordance with the traffic study requirements set forth for the City of Hallandale Beach, an informational TRIPS model run was performed to determine the trip distribution and traffic assignment for the Domus Hallandale project on a PM peak hour basis. This informational TRIPS model run was used as a base in performing the trip distribution and traffic assignment for the subject project. This run was performed in August 2005. While the type of land uses associated with the subject project have remained, the areas for each land use have been slightly modified. In addition, the TRIPS model network does not include any local roadways. As a result, the model did not assign trips to the residential streets located west of the project site. Furthermore, the model does not take into account internalization or pass-by deductions. Therefore, the traffic assignment used slightly differs from the traffic assignment obtained from the TRIPS run, in order to account for the existing local street system.

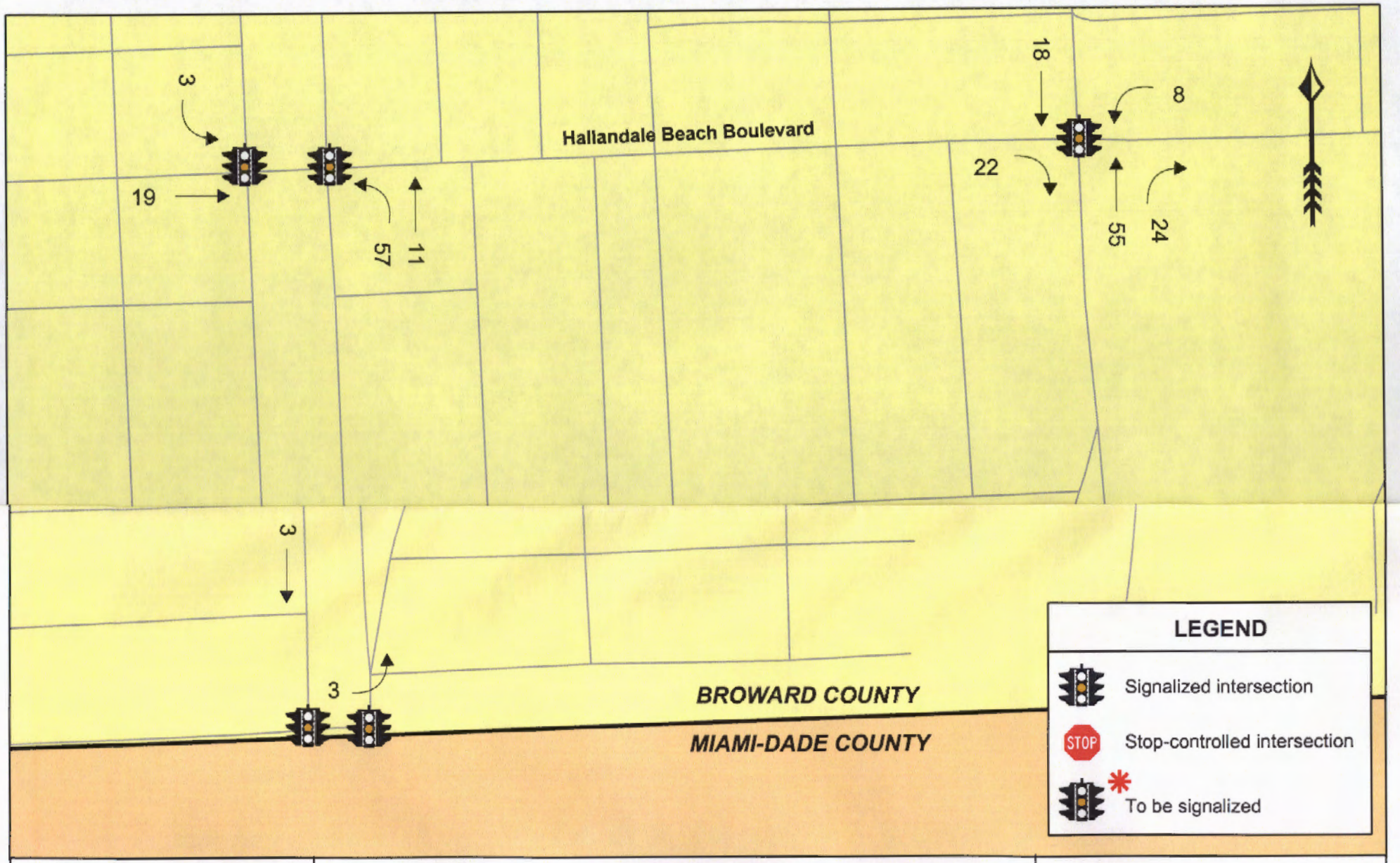
The following trip distribution was utilized for the Domus Hallandale project on a PM peak hour basis:

- 35% was assigned to Federal Highway south of the project site
- 37% was assigned to Federal Highway north of the project site
- 23% was assigned to Dixie Highway/SE 1st Avenue (22% north, 1% south)
- 5% was assigned to the Village at Gulfstream Park

Figure 2 displays the new PM peak hour trips assigned to the major intersections in the area, and Figure 3 shows the pass-by trips associated with the project on a PM peak hour basis. The output from the TRIPS model run is included in Appendix G.

Driveway Assignment

As previously mentioned, the driveway for the Domus Hallandale project will be located on SE 8th Street and the driveway will allow all movements to occur. The driveway assignment for the Domus Hallandale project is depicted in Figure 4.



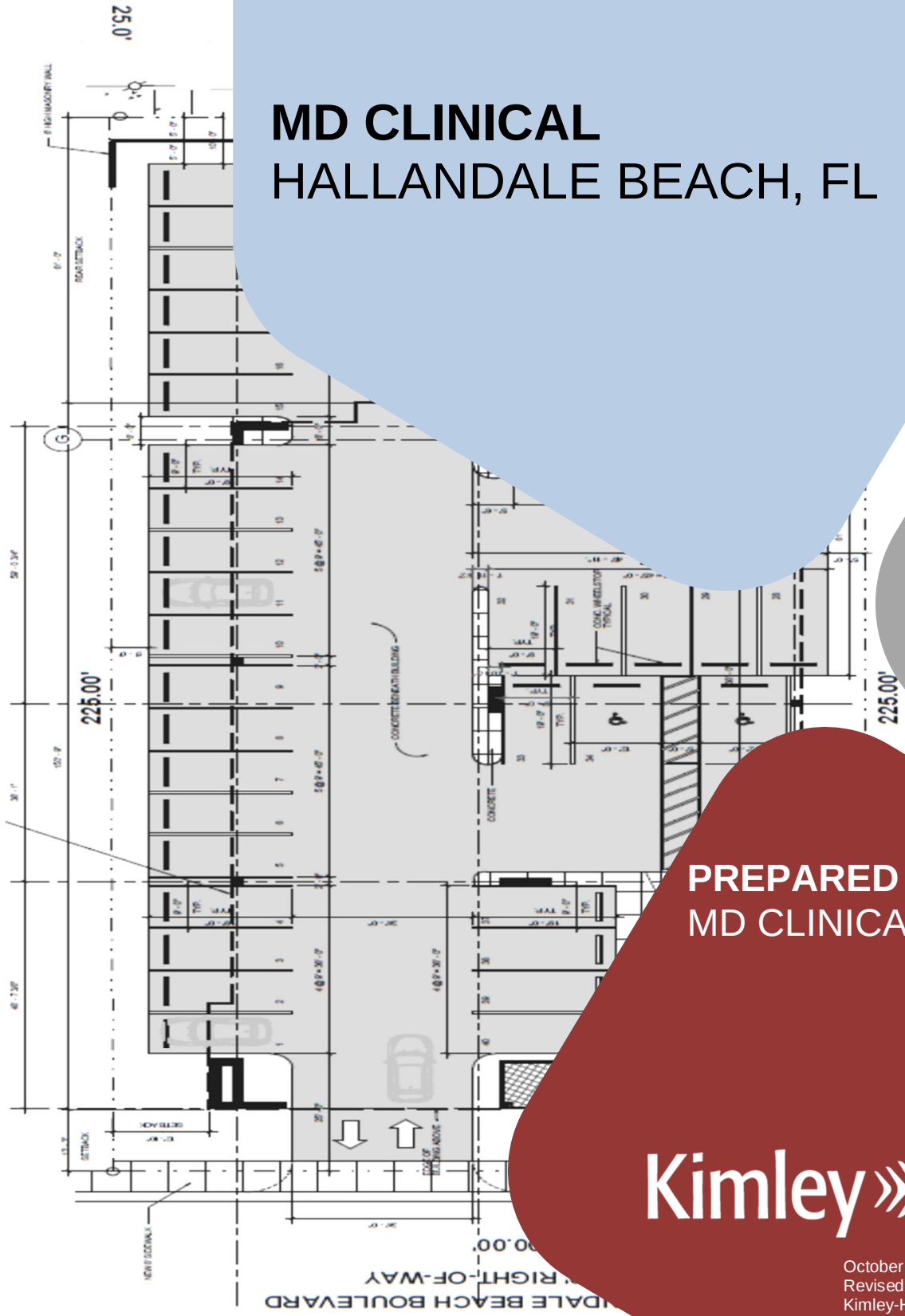
Carter:Burgess
6363 NW 6th Way, Suite 300
Fort Lauderdale, FL 33309

New PM Peak Hour Trips

FIGURE 2
Domus Hallandale
Hallandale Beach, Florida

TRAFFIC IMPACT ANALYSIS

MD CLINICAL
HALLANDALE BEACH, FL



PREPARED FOR:
MD CLINICAL, INC.

Kimley»Horn

October 2014
Revised December 2014
Kimley-Horn Project # 144943000
CA 00000696
Kimley-Horn and Associates, Inc.
1920 Wekiva Way
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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 is currently vacant. It is proposed to develop the site with 12,245 square feet of medical office uses.

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*. Table 1 summarizes the weekday trip generation potential.

TABLE 1
MD CLINICAL
TRIP GENERATION

Land Use	Intensity		Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Proposed Development									
Medical Office	12,245	s.f.	442	29	23	6	44	12	32
Net New External Trips			*442*	*29*	*23*	*6*	*44*	*12*	*32*

Note: Trip generation was calculated using the following data obtained from Institute of Transportation Engineers:

Daily Traffic Generation
- Medical Office [ITE 720] = 36.13 trips / 1,000 SF

AM Peak Hour Traffic Generation
- Medical Office [ITE 720] = 2.39 trips / 1,000 SF; (79% in, 21% out)

PM Peak Hour Traffic Generation
- Medical Office [ITE 720] = Ln(T) = 0.90 Ln(X) + 1.53; (28% in, 72% out)

Pass-by
- Medical Office [ITE 720] = 10%

k:\wpb_tpto\1449\144943000 md clinical\[10-14-14-tripgen.xlsx]tgen *12/23/2014*

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.

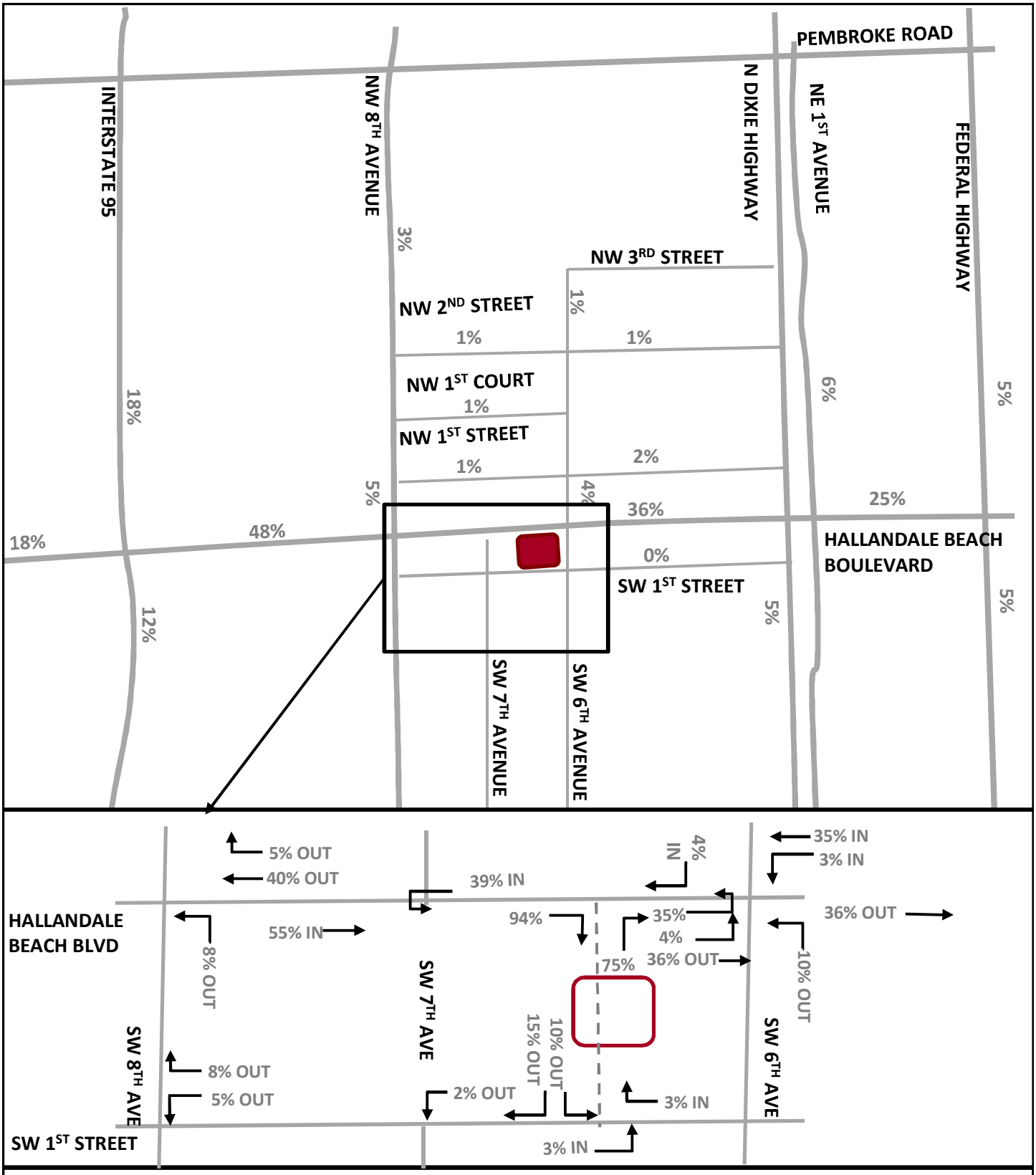
The distribution according to cardinal directions is:

NORTH	-	15 percent
SOUTH	-	25 percent
EAST	-	17 percent
WEST	-	43 percent

Traffic Assignment

The site traffic was assigned to the surrounding roadway network according to the trip distribution described above. The traffic assignment assumes that most inbound traffic will approach the site from traveling eastbound or westbound on W Hallandale Beach Boulevard and most outbound traffic will depart the site by traveling eastbound or westbound on W Hallandale Beach Boulevard.

Figure 2 illustrates the project traffic assignment percentages.



LEGEND

SITE

FIGURE 2
TRIP ASSIGNMENT
MD CLINICAL

Kimley»Horn

Hallandale

ArtSquare

Traffic

Impact

Study

prepared

by

Calvin, Giordano and Associates

Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS

OCTOBER 2014

Table 4: Trip Generation

ITE Code	Description	Unit	Intensity	Rate/Equation	Trips	Internal Capture	Net Trips	Entering %	Exiting %	Entering	Exiting
AM Peak											
221	Low-Rise Apartment	Dwelling Units	90	Ln(T)=0.82*Ln(X)+0.23	50		50	21%	79%	10	40
223	Midrise Apartment	Dwelling Units	268	T=0.41(X) - 13.06	97		97	31%	69%	30	67
Total Residential					***147***		***147***	***27%***	***73%***	***40***	***107***
820	Shopping Center	1,000 SF	12.755	Ln(T)=0.61*Ln(X) + 2.24	44		44	62%	38%	28	16
Total Site Trips					**192**		192	**36%**	**64%**	**68**	**123**
PM Peak											
221	Low-Rise Apartment	Dwelling Units	90	Ln(T)=0.88*Ln(X)+0.16	62		55	65%	35%	36	19
223	Midrise Apartment	Dwelling Units	268	T=0.48(X) - 11.07	118		106	58%	42%	61	44
Total Residential					***179***	10%	161	***60%***	***40%***	97	64
820	Shopping Center	1,000 SF	12.755	Ln(T)=0.67*Ln(X) + 3.31	151		136	48%	52%	65	71
Total Site Trips					**330**		297	**55%**	**45%**	**163**	**134**

Figure 6: Trip Distribution

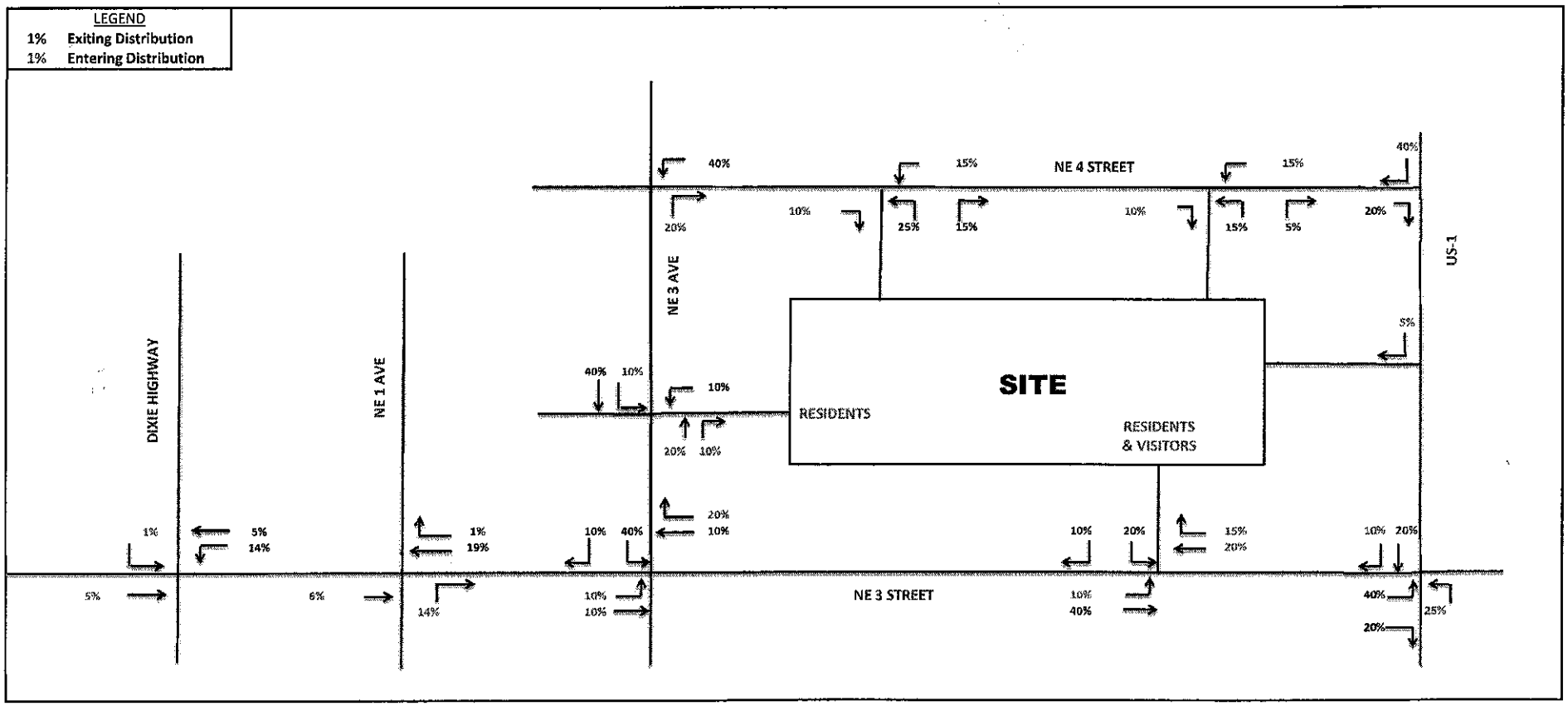


Figure 7: AM Peak Trip Assignment

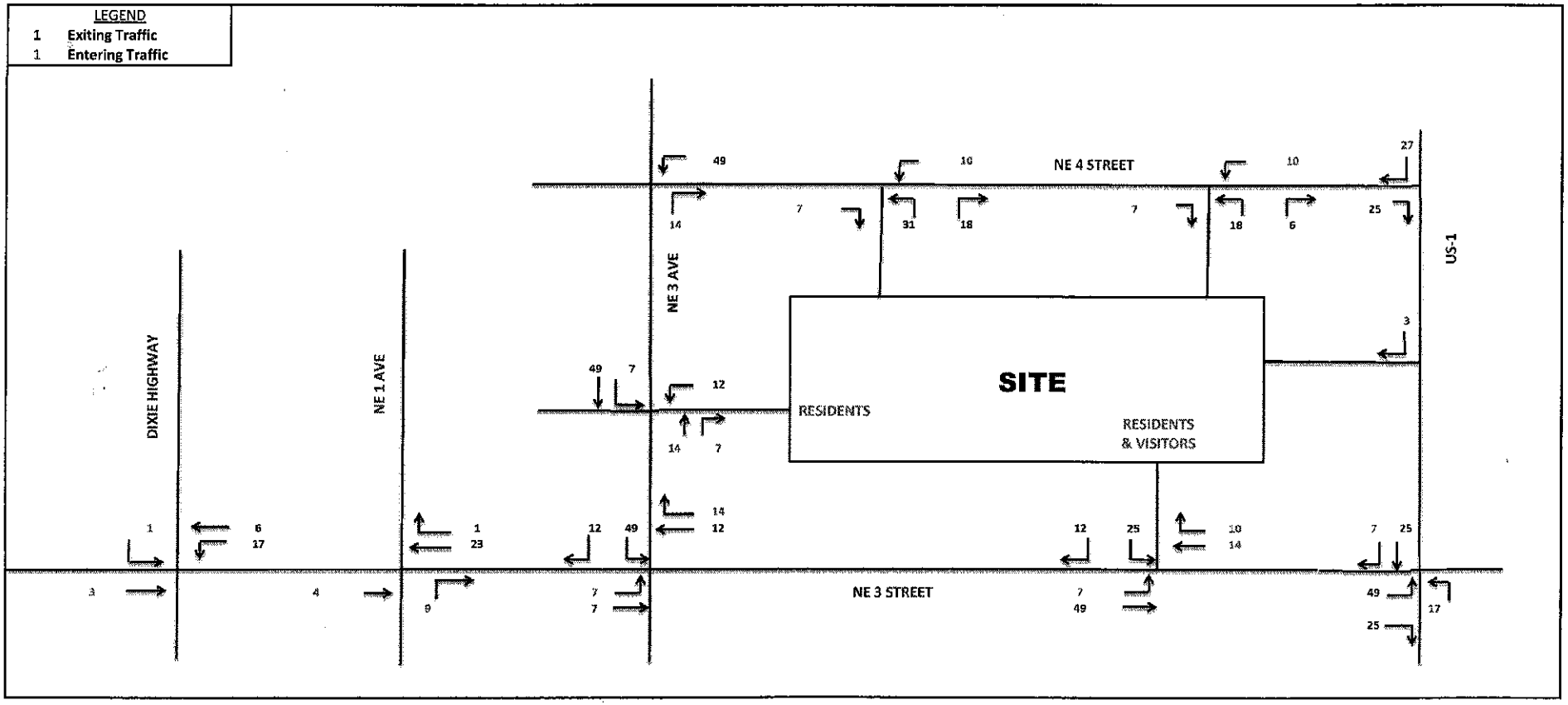
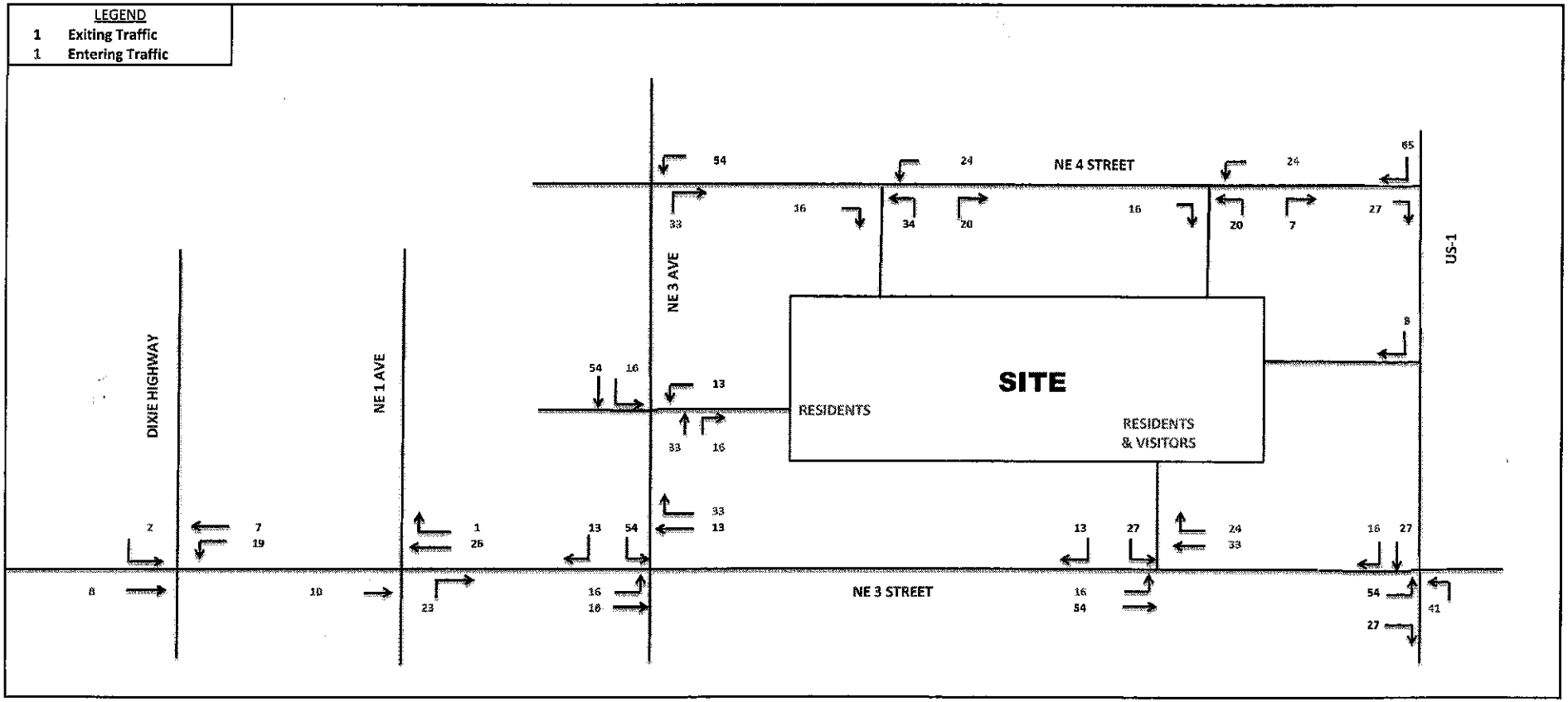


Figure 8: PM Peak Trip Assignment



McMAHON
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November 17, 2014

VIA E-MAIL

Mr. Jose N. Aguila, AIA, LEED AP
Principal/QA & Construction Administration Manager
Currie Sowards Aguila Architects
185 NE 4th Avenue, Suite 101
Delray Beach, FL 33483

RE: Hallandale Fire Station 7 Traffic Statement
McMahon Project No. L14608.01

Dear Jose:

McMahon Associates, Inc. (McMahon) has prepared a traffic statement for the proposed Hallandale Fire Station 7, located on the northwest corner of NW 4th Street and NW 1st Avenue, in the City of Hallandale Beach. The site, which encompasses several land parcels, is currently vacant. The previous land use on the site included three (3) single family homes. The proposed development will include a 25,147 square foot fire station building.

Trip Generation Analysis

Using information provided by the Hallandale Beach Fire Rescue, trip generation estimates were developed for the proposed Fire Station. No trip credit was taken for the previous land use. Trips for the fire station were estimated for the shift changes of the fire rescue team, administrative staff and actual fire truck dispatches.

- Fire station employees work 24-hour shifts. Shift changes occur daily at 7:30 AM. A maximum of 10 employees of the fire station are expected to be on shift at any one time. Therefore, 10 employees are expected to enter the site and 10 employees are expected to leave the site during the morning peak hour.
- Administration offices will also be provided in the proposed station. Twelve (12) administrative personnel are anticipated for the fire station, with a work shift from 8:00 AM to 5:00 PM. Therefore, 12 administrative employees are expected to enter the site during the morning peak and 12 are expected to exit the site during the afternoon peak.
- Fire truck dispatch will be on an as-needed basis. During the past 12 months, the station being replaced by Fire Station 7 received 4,679 calls. This equates to approximately 13 calls per day or one call every two (2) hours. To account for a worst case scenario, it was assumed that one (1) fire truck will be returning from a call, and one (1) fire truck will be leaving for a call during both the morning and afternoon peak periods.

,83.6

The trip generation for the site is summarized in **Table 1.**

Table 1: Hallandale Fire Station Trip Generation Analysis

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE	IN	OUT	TOTAL TRIPS[1]		
						IN	OUT	TOTAL
DAILY								
Fire Station	N/A	25,197 SF	N/A	50%	50%	35	35	70
AM PEAK HOUR								
Fire Station	N/A	25,197 SF	N/A	68%	32%	23	11	34
PM PEAK HOUR								
Fire Station	N/A	25,197 SF	N/A	7%	93%	1	13	14

(1) Source: Inbound and outbound trips based on information provided by the Hallandale Beach Fire Rescue.

Project Access

Access to the site is being proposed via the following access connections:

- One (1) full access driveway to NW 2nd Avenue: This driveway is expected to be used by administrative staff entering and leaving the site.
- One (1) full access driveway to Foster Road: This driveway is expected to be used by administrative staff entering and leaving the site.
- One (1) outbound only driveway connection to Foster Road: This driveway is expected to be used by fire trucks leaving the site.
- One (1) full access driveway to NW 1st Avenue: This driveway is expected to be used by fire trucks entering the site, as well as by fire rescue team employees entering and leaving the site.

Driveway Volumes

Traffic volumes were developed for the driveway connections based on the project access and trip generation analysis. **Figure 1** and **Figure 2** graphically show the anticipated driveway volumes during the AM and PM peak hours for the fire trucks and passenger cars, respectively.

Roadway Capacity Analysis

Roadway capacity analysis was provided for the major roadways within 1,000 feet of the site based on the City of Hallandale Beach Code of Ordinances. This included Dixie Highway/NE 1st Avenue. Based on information obtained from the Broward *MPO Roadways Capacity and Level of Service Analysis 2013 & 2035* tables, attached in **Appendix A**, the capacity for Dixie Highway/NE 1st Avenue in the vicinity of the project site is 34,992 vehicles per day and 3,154 vehicles per hour. Year 2013 traffic volumes for Dixie Highway/NE 1st Avenue, summarized in **Table 2**, were also obtained from the Broward MPO tables.

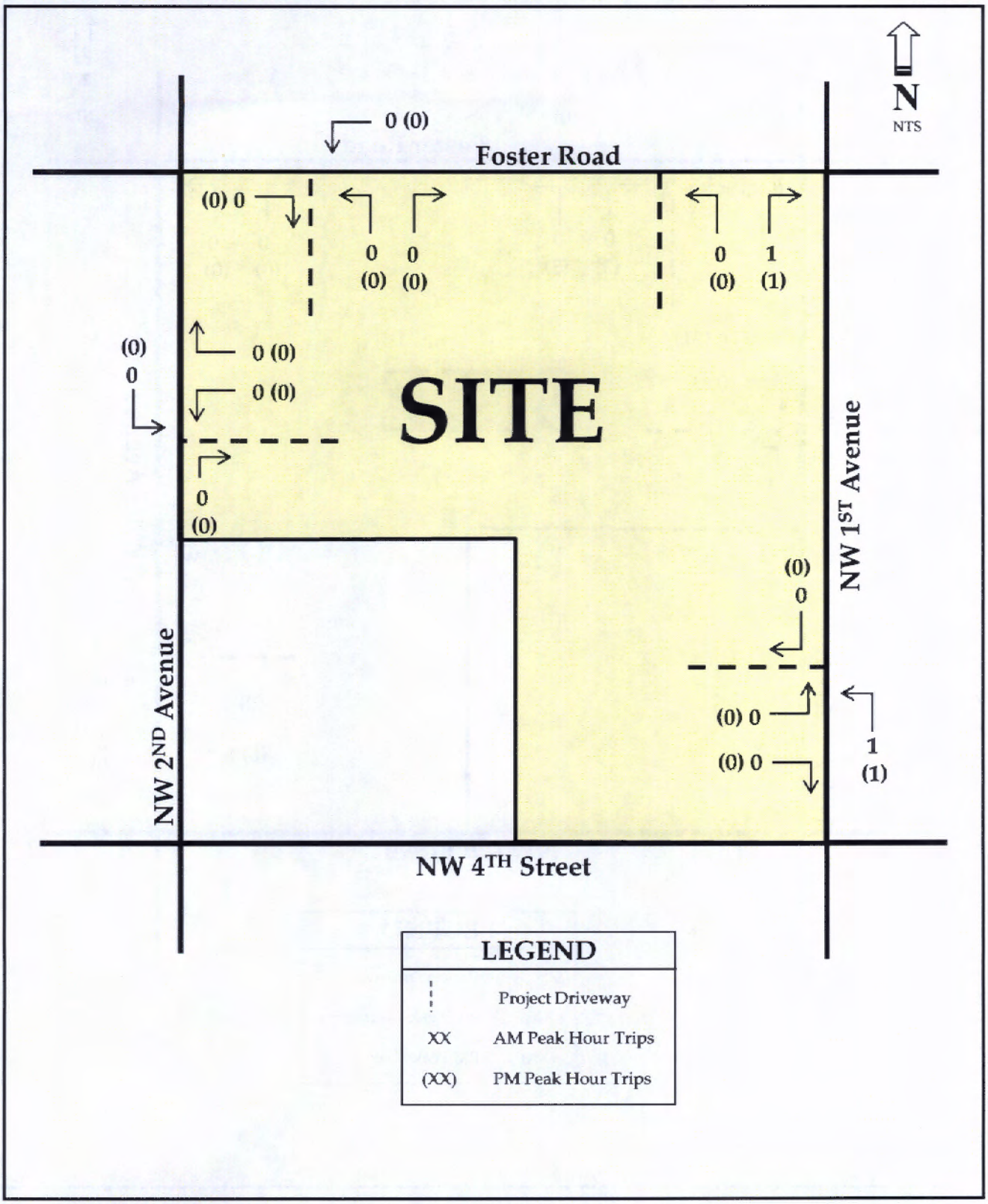

Figure 1
Driveway Distribution and Traffic Volumes – Fire Trucks
Hallandale Fire Station 7 Traffic Statement
Hallandale Beach, Florida

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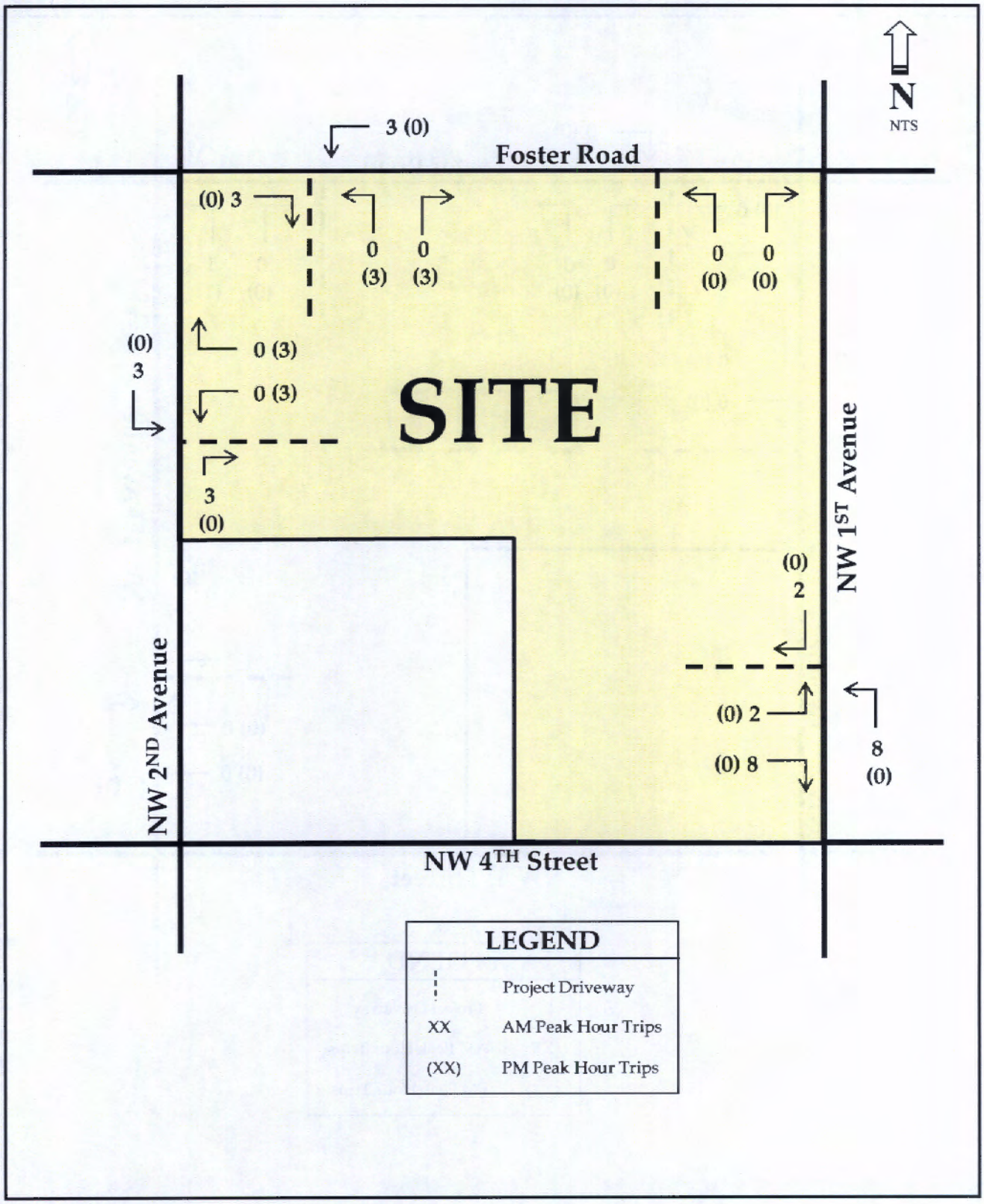

Figure 2
Driveway Distribution and Traffic Volumes – Passenger Cars
Hallandale Fire Station 7 Traffic Statement
Hallandale Beach, Florida

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Traffic Impact Analysis
for Submittal to the
City of Hallandale Beach

Gulfstream Point
Hallandale Beach, Florida

Kimley-Horn
and Associates, Inc.

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September 2013
043188001

Pass-By Capture Volumes

Pass-by capture volumes were calculated for site using rates outlined in the ITE's *Trip Generation Handbook*, 2nd Edition. The average pass-by capture rate of 43 percent (43%) was used for the restaurant. The applied pass-by percentage is presented in Table 1.

Net New Project Trips

Table 1 summarizes the project's trip generation potential for the daily weekday, weekday A.M. (7:00 to 9:00 A.M.), and P.M. (4:00 to 6:00 P.M.) peak hours. As shown in Table 1, this project is expected to generate 2,522 new daily trips, 191 new trips during the A.M. peak hour, and 215 new trips during the P.M. peak hour. Detailed trip generation information is included in Appendix C.

Table 1: Trip Generation

Proposed Land Use	ITE Code	Scale	External Trips			Internal Capture		Pass-By Capture		New Project Trips		
			Enter	Exit	Total	Percent	IC Trips	Percent	PB Trips	Enter	Exit	Total
Daily(A.M. Peak Hour)[P.M. Peak Hour]												
High-Rise Apartment	222	391 dwelling units	840 (28) [82]	840 (86) [51]	1,680 (114) [133]	2.7% (3.4%) [2.9%]	46 (4) [4]	0.0%	0 (0) [0]	840 28 (82)	840 86 (51)	1,680 (114) [133]
Hotel	310	117 rooms	314 (35) [34]	314 (23) [32]	628 (58) [66]	7.0% (6.5%) [5.7%]	46 (4) [4]	0.0%	0 (0) [0]	314 (35) [34]	314 (23) [32]	628 (58) [66]
High-Turnover (Sit-Down) Restaurant	932	3,700 square feet	188 (18) [18]	188 (14) [10]	376 (32) [28]	20.0% (20.0%) [22.2%]	94 (8) [8]	43.0%	162 (14) [12]	107 (11) [12]	107 (7) [4]	214 (18) [16]
TOTAL	-	-	**1,342 (81) [134]**	**1,342 (124) [93]**	**2,684 (205) [227]**	**6.5% (7.3%) [6.6%]**	**186 (16) [16]**	-	**162 (14) [12]**	**1,261 (74) [128]**	**1,261 (117) [87]**	**2,522 (191) [215]**

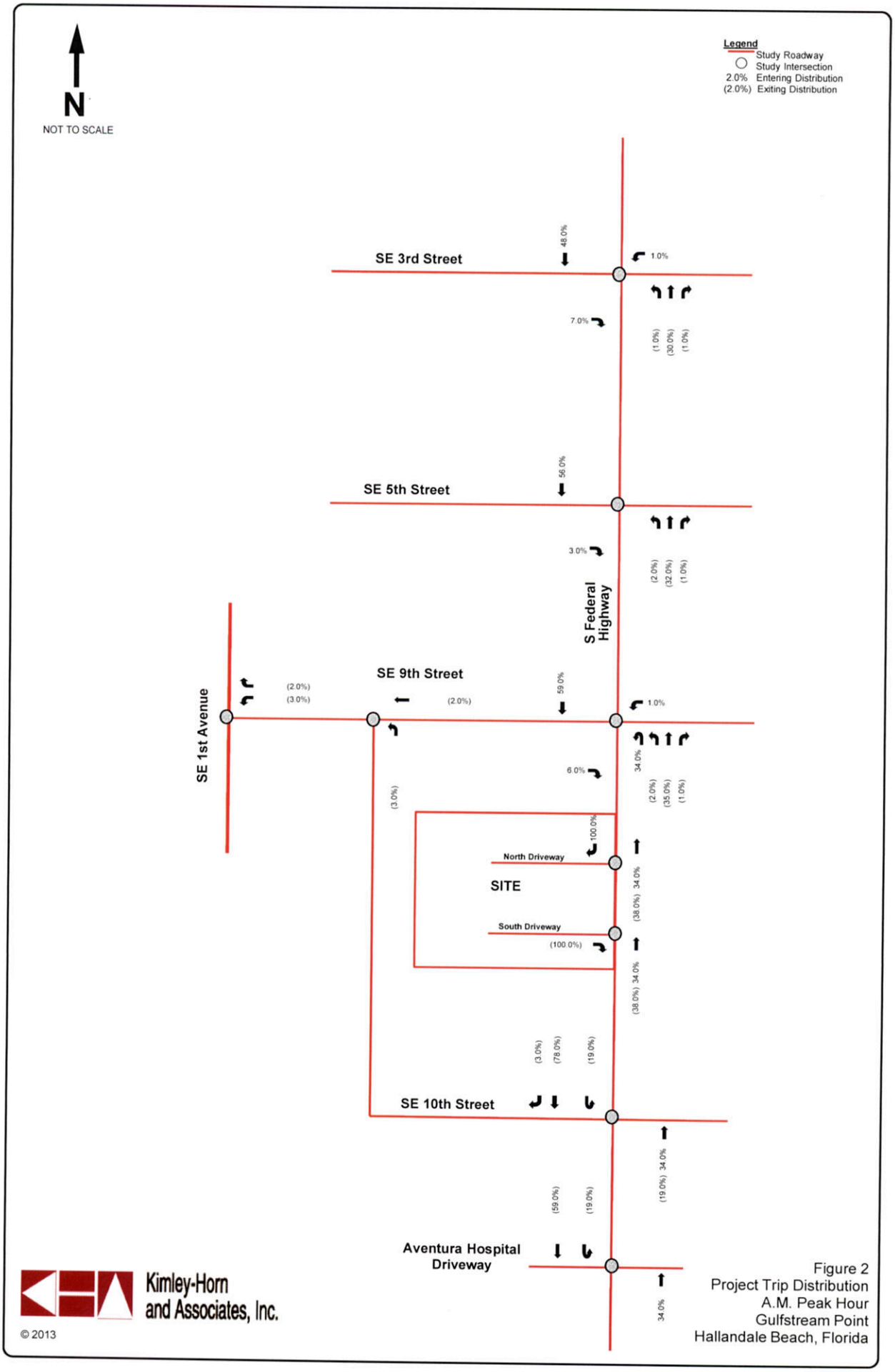

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Figure 2
Project Trip Distribution
A.M. Peak Hour
Gulfstream Point
Hallandale Beach, Florida

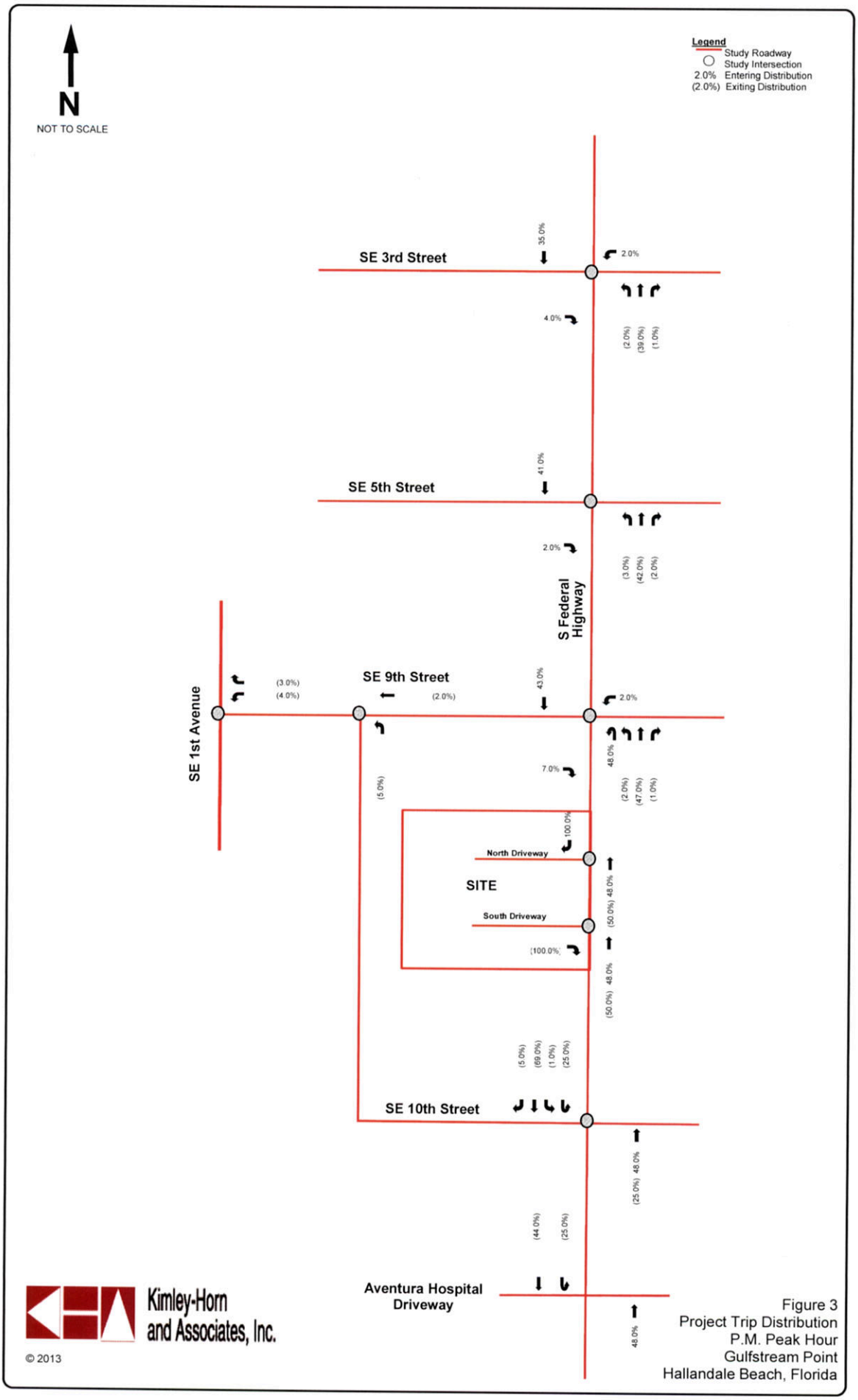

Figure 3
Project Trip Distribution
P.M. Peak Hour
Gulfstream Point
Hallandale Beach, Florida

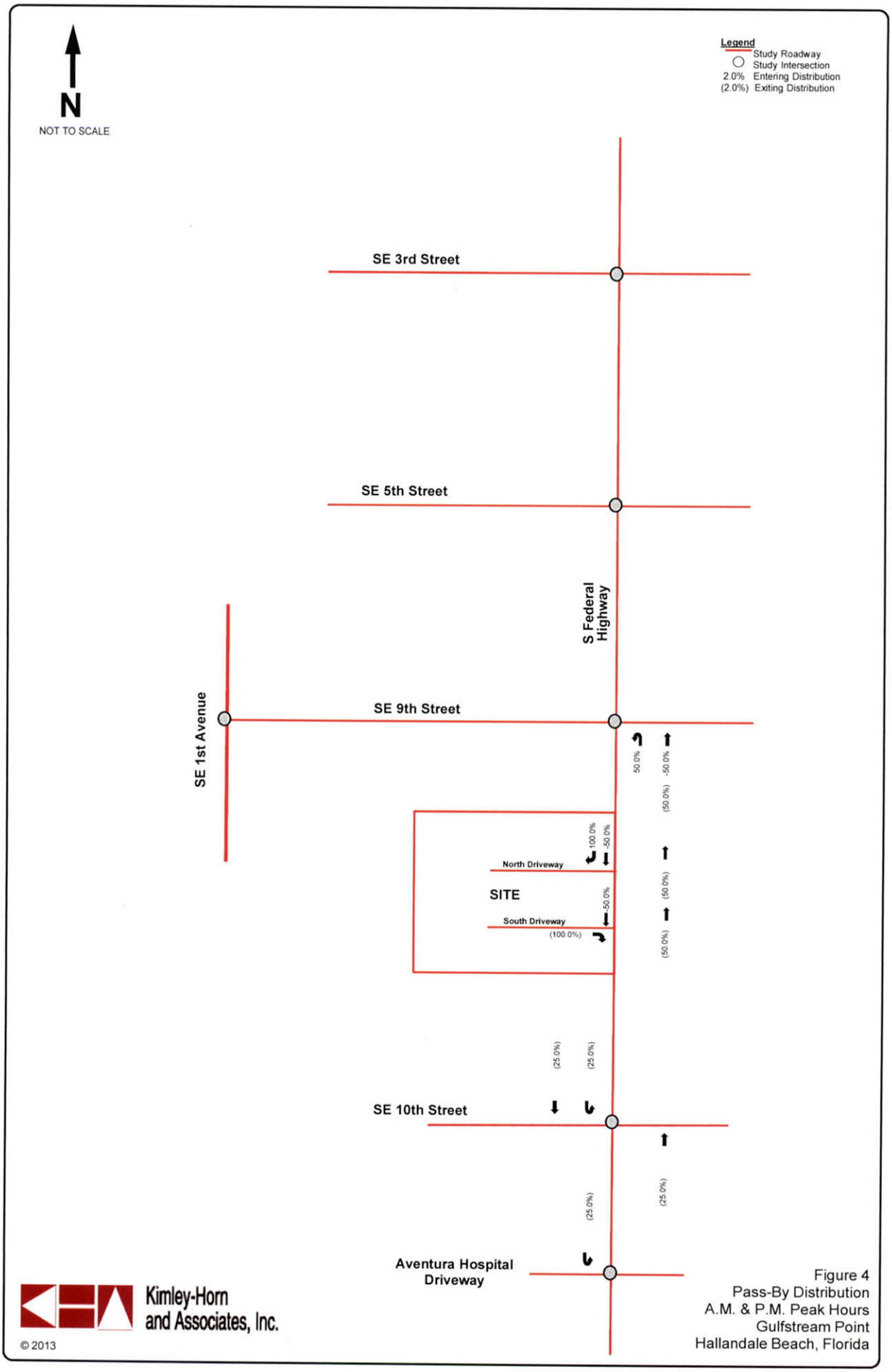

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Figure 4
Pass-By Distribution
A.M. & P.M. Peak Hours
Gulfstream Point
Hallandale Beach, Florida

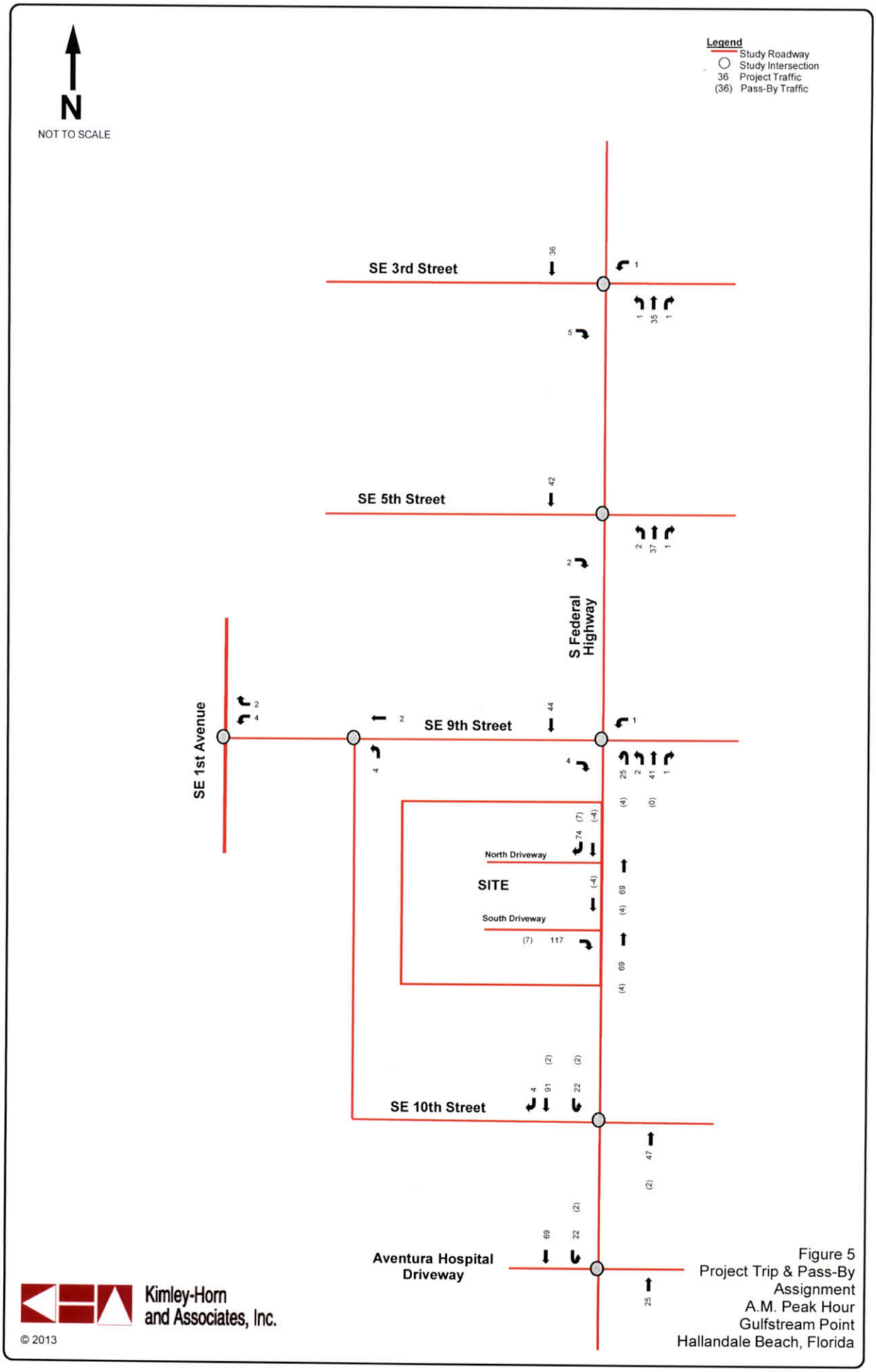

Figure 5
Project Trip & Pass-By Assignment
A.M. Peak Hour
Gulfstream Point
Hallandale Beach, Florida

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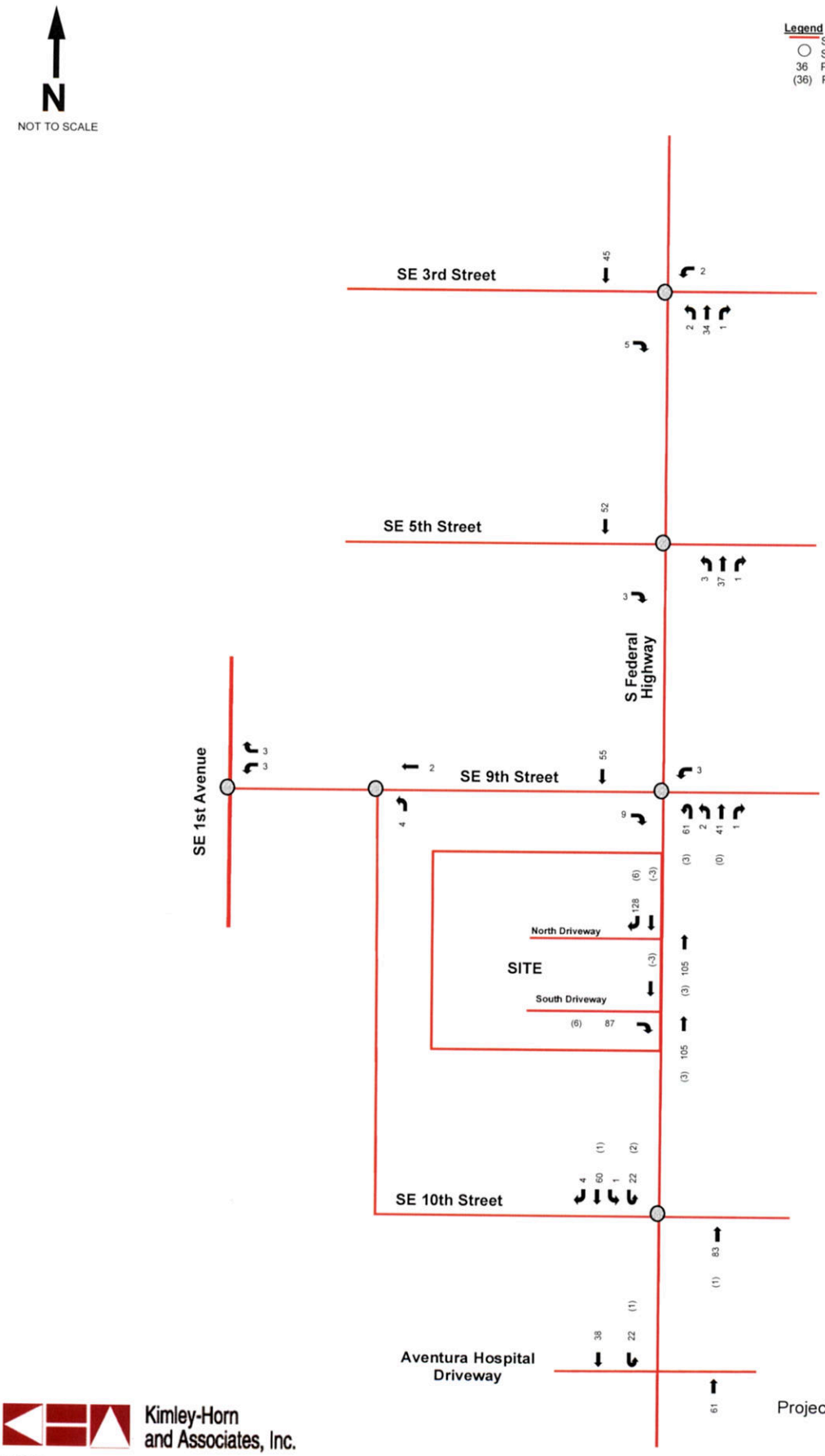

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Figure 6
Project Trip & Pass-By Assignment
P.M. Peak Hour
Gulfstream Point
Hallandale Beach, Florida

Village at Gulfstream Park Impact Evaluation Statement

December 2006

Hallandale Beach, Florida

Prepared for:

The Village at Gulfstream Park, LLC
Terminal Tower
50 Public Square, Suite 1000-B
Cleveland, OH 44113-2267
United States of America

Prepared by:
Kimley-Horn and Associates, Inc.
601 21st Street, Suite 300
Vero Beach, Florida 32960

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KHA Project No: 047873000

Programmed improvements

A review of the current Transportation Improvement Programs adopted by the Broward County Metropolitan Planning Organization and the Miami-Dade County Metropolitan Planning Organization was undertaken. No significant roadway improvements have been funded for construction within the study area. Relevant information from the adopted Transportation Improvement Programs (TIPs) for Broward and Miami-Dade Counties are included in Appendix 21-E of the ADA.

B. Provide a projection of vehicle trips expected to be generated by this development. State all standards and assumptions used, including trip end generation rates by land use types, sources of data, modal split, persons per vehicle, etc., as appropriate. The acceptable methodology to be used for projecting trip generation (including the Florida Standard Urban Model Structure or the Institute of Transportation Engineers trip generation rates) shall be determined at the preapplication conference stage.

The expected trip generation for the subject project was determined in accordance with the agreed upon study methodology. Trips were calculated using the equations contained in the Institute of Transportation Engineers (ITE) Trip Generation, Seventh Edition with the exception of the movie theater use, which is based upon local data combined with data published by ITE. The project trip generation was calculated for five types of project land uses: cinema, office, hotel, residential/condos, commercial retail, for the two proposed phases. The specific land use codes and independent variables used for the trip generation calculations are listed in Table 21-4.

Table 21-4
Basis of Trip Generation Calculations

Land Use	Independent Variable	Land Use Code
Cinema	Seats	Combined Rate based on: ITE 445 Multiplex Cinema and Independent Study
Office	1,000 square feet gross floor area	ITE 710 General Office Building
Hotel	Rooms	ITE 310 Hotel
Residential/Condos	Dwelling Units	ITE 230 Residential Condominium/Townhouses
Commercial Retail	1,000 square feet gross leasable area	ITE 820 Shopping Centers

The project driveway volumes are calculated for 2010 and 2014 conditions are based on the intensities shown in Table 21-5.

Table 21-5
Development Intensities by Phase

Buildout Years	Land use Type				
	Cinema (seats)	Office (sq. ft.)	Hotel (rooms)	Residential / Condos (dwelling units)	Commercial Retail (sq. ft.)
2010 (Phase I)	3,000	40,000	-	1,000	1,050,000
2014 (Phase II)	5,500	300,000	500	1500	1,300,000

The total trips generated during the buildout years are shown in Table 21-6.

Table 21-6
Summary of Trips Generated

Buildout Years	Daily	P.M. Peak Hour		
		Enter	Exit	Total
2010 (Phase I)	40,705	1,837	1,819	3,656
2014 (Phase II)	56,063	2,409	2,629	5,038

The total trips generated represent the total vehicular demand for the project land uses and comprises internal trips, external pass-by capture, external diverted trips, and external new trips. Details of the trip generation calculations as well as the components of the trip generation are shown in Appendix 21-F of the ADA.

C. Estimate the internal/external split for the generated trips at the end of each phase of development as identified in (B) above. Use the format below and include a discussion of what aspects of the development (i.e., provision of on-site shopping and recreation facilities, on-site employment opportunities, etc.) will account for this internal/external split. Provide supporting documentation showing how splits were estimated, such as the results of the Florida Standard Urban Transportation Model Structure (FSUTMS) model application. Describe the extent to which the proposed design and land use mix will foster a more cohesive, internally supported project.

The proposed ultimate buildout of the Village at Gulfstream Park includes a mix of cinema, office, hotel, residential, and retail uses. All of the uses are internally connected through roadway and pedestrian connections. Vehicles can travel among the land uses without accessing the adjacent roadway network and several of the uses on site are expected to share parking facilities. Interaction among the proposed DRI land uses was determined based on data and procedures established in the Institute of Transportation Engineers Trip Generation Handbook. This data demonstrates that

many of the uses proposed for this development tend to be complementary and may share common patrons.

In addition, capture of trips is expected to occur between the existing racetrack that is adjacent to the proposed development. Internal pedestrian and vehicular connections plus the sharing of parking facilities will result in the capture of some trips between the racetrack and proposed DRI uses. Following is a summary of the capture percentages that were used for this calculation, based upon the study methodology:

- Between racetrack and retail: 20%
- Between racetrack and cinema: 0%
- Between racetrack and office: 0%
- Between racetrack and residential: 10%
- Between racetrack and hotel: 20%

Using these percentages, capture between the racetrack and these uses was calculated as a part of the overall internal capture "matrix" for both 2010 – Phase I and 2014 – Phase II. A summary of this matrix is included in Appendix 21-F of the ADA.

In addition, a credit of 3% for transit and non-vehicular trips was applied to account for the number of patrons and employees of the development that are expected to use alternate modes of transportation to travel to and from the site. The internal trips and transit/non-vehicular trips were subtracted from the generated volumes to determine the driveway trips for the three buildout years. Table 21-7 summarizes the reductions taken for both internal capture and transit/non-vehicular modes of transportation.

Table 21-7
Summary of External Trips

Land Use	Daily	P.M. Peak		
		Enter	Exit	Total
2010				
Generated Volume	40,705	1,837	1,819	3,656
Internal	15,378	562	562	1,124
Transit/non-vehicular	760	38	38	76
Driveway Trips	**24,567**	**1,237**	**1,219**	**2,456**
2014				
Generated Volume	56,063	2,409	2,629	5,038
Internal	23,484	916	916	1,832
Transit/non-vehicular	977	45	51	96
Driveway Trips	**31,602**	**1,448**	**1,662**	**3,110**

Pass-by capture is the component of traffic that enters and exits a project without altering its travel path on the roadway network between different origins and destinations. The effect of pass-by capture is limited to external traffic. Therefore, the pass-by capture associated with the retail components of the project was applied only to the external trips, which are summarized in Table 21-8.

Only the commercial retail land use is expected to generate pass-by traffic. To determine the pass-by capture percentage for the commercial retail development, the methodology mentioned in the Trip Generation Handbook is used. Table 21-8 shows the pass-by percentage used in the calculations for the two phases of development.

Table 21-8
Pass-By Capture for Commercial Retail

Year	Percentage	Daily	P.M. Peak Hour		
			Enter	Exit	Total
2010	20%	5,018	204	274	478
2014	18%	5,066	197	275	472

Pass-by capture was deducted from the driveway volumes to determine the actual net new external traffic generation resulting from the proposed development. The result is summarized in Table 21-9. Details of the trip generation calculations are included in Appendix 21-F of the ADA.

Table 21-9
New Trip Generation

Land Use	Daily	P.M. Peak Hour		
		Enter	Exit	Total
2010 – Phase I				
Driveway Volumes	24,567	1,237	1,219	2,456
Pass-By Capture	5,018	204	274	478
Net External	**19,549**	**1,033**	**1,045**	**1,978**
2014 – Phase II				
Driveway Volumes	31,602	1,448	1,662	3,110
Pass-By Capture	5,066	197	275	472
Net External	**26,536**	**1,251**	**1,387**	**2,638**

D. Provide a projection of total peak hour directional traffic, with the DRI, on the highway network within the study area at the end of each phase of development. If these projections are based on a validated FSUTMS, state the source, date and network of the model and of the TAZ projections. If no standard model is available or some other model or procedure is used, describe it in detail and include documentation showing its validity. Describe the procedure used to estimate and distribute traffic with full DRI development in subzones at buildout and at interim phase-end years. These assignments may reflect the effects of any new road or improvements which are programmed in adopted capital improvements programs and/or comprehensive plans to be constructed during DRI construction; however, the inclusion of such roads should be clearly identified. Show these link projections on maps or tables of the study area network, one map or table for each phase-end year. Describe how these conclusions were reached.

Accesso Office Building Traffic Analysis

City of Hallandale Beach, FL

Prepared by

McMAHON
TRANSPORTATION ENGINEERS & PLANNERS

December 2014

TABLE 5
TRIP GENERATION ANALYSIS
ACCESSO OFFICE BUILDING TRAFFIC ANALYSIS

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE [1]	IN	OUT	TOTAL TRIPS		
						IN	OUT	TOTAL
DAILY								
General Office Building	710	27,444 SF	Ln(T) = 0.76 Ln(X)+ 3.68	50%	50%	246	245	491
AM PEAK HOUR								
General Office Building	710	27,444 SF	Ln(T) = 0.8 Ln(X)+ 1.57	88%	12%	60	8	68
PM PEAK HOUR								
General Office Building	710	27,444 SF	T= 1.12 (X)+ 78.45	17%	83%	19	90	109

(1) Source: ITE Trip Generation Manual, 9th Edition.

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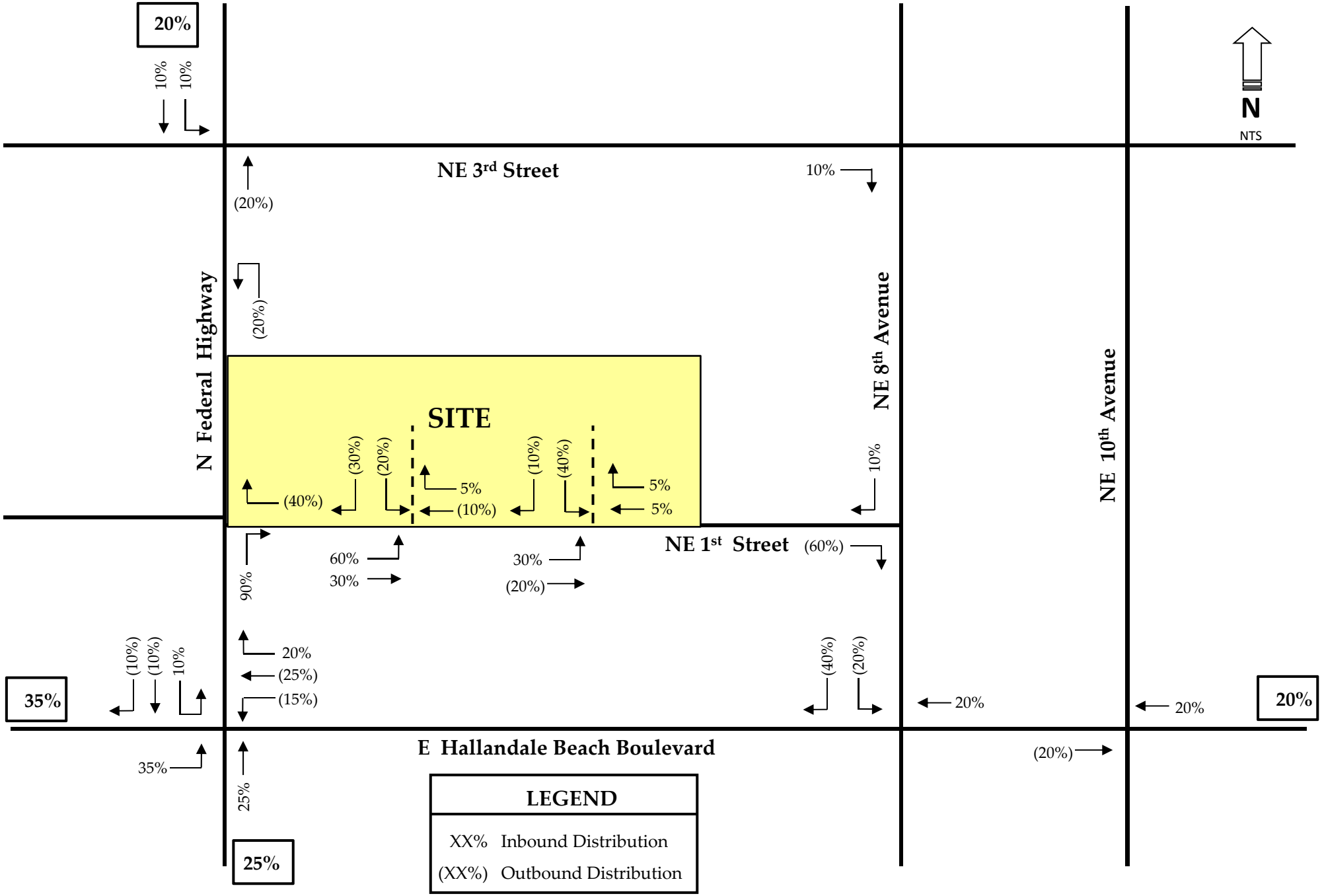


Figure 5
Project Distribution
ACCESSO OFFICE BUILDING TRAFFIC ANALYSIS
Hallandale, Florida

McMAHON TRANSPORTATION ENGINEERS & PLANNERS

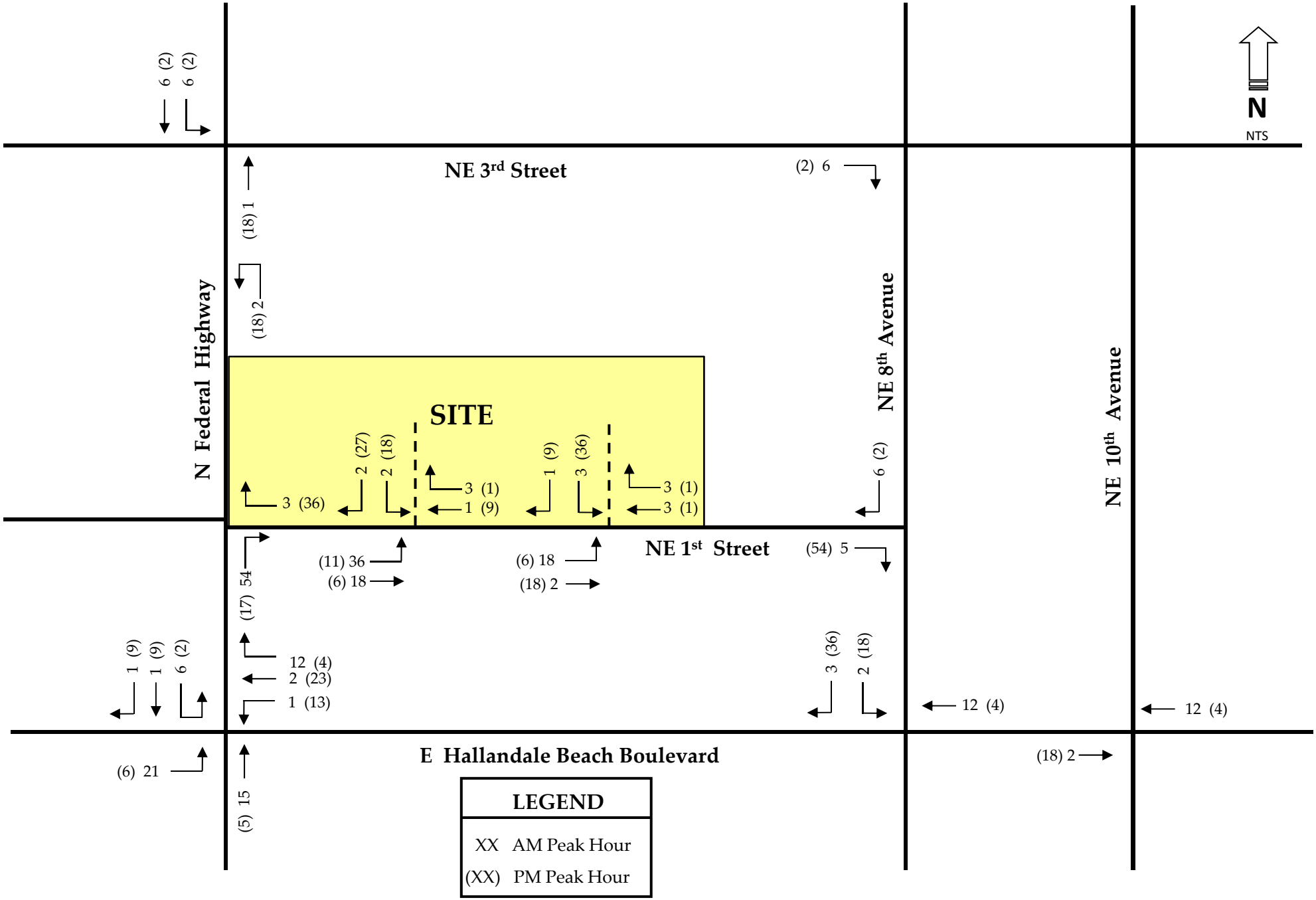


Figure 6
Project Trips
ACCESSO OFFICE BUILDING TRAFFIC ANALYSIS
Hallandale, Florida

McMAHON TRANSPORTATION ENGINEERS & PLANNERS

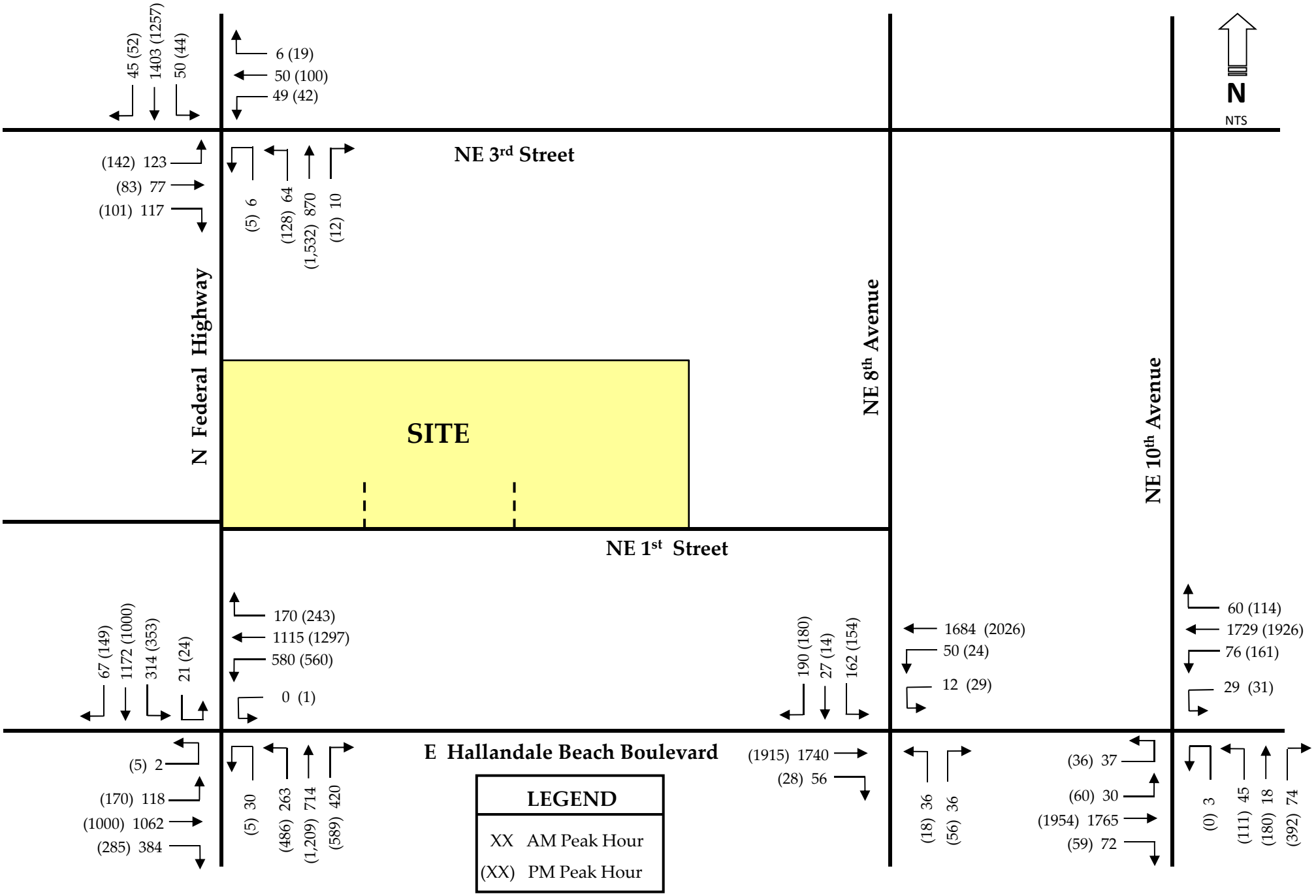


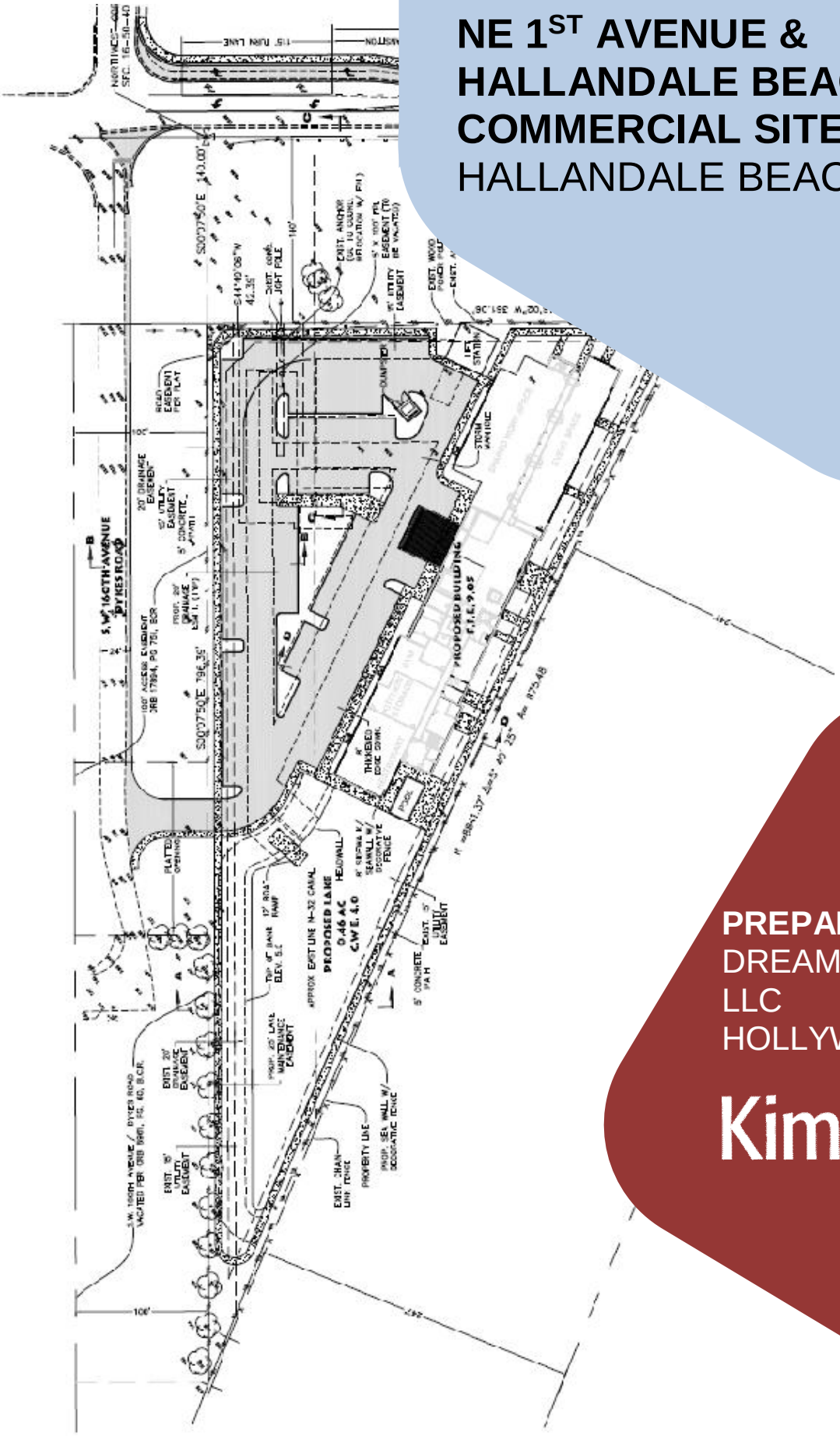
Figure 7
Total (2016) Traffic Volumes
ACCESSO OFFICE BUILDING TRAFFIC ANALYSIS
Hallandale, Florida

McMAHON TRANSPORTATION ENGINEERS & PLANNERS

TRAFFIC IMPACT ANALYSIS

NE 1ST AVENUE & HALLANDALE BEACH BLVD COMMERCIAL SITE

HALLANDALE BEACH, FL



PREPARED FOR:
DREAM TEAM DEVELOPERS, LLC
HOLLYWOOD, FL

Kimley»Horn

Project #144992000
June 2015
CA 00000696
Kimley-Horn and Associates, Inc.
1920 Wekiva Way
West Palm Beach, Florida 33411
561/845-0665 TEL

TABLE 1
NE 1ST AVENUE & HALLANDALE BEACH BOULEVARD COMMERCIAL
TRIP GENERATION

Land Use	Intensity	Daily Trips	PM Peak Hour		
			Total	In	Out
Proposed Development					
Specialty Retail Center	1,855 s.f.	117	26	11	15
Pass-By Traffic					
Specialty Retail Center	34%	40	9	4	5
Net New External Trips		*77*	*17*	*7*	*10*

Note: Trip generation was calculated using the following data obtained from Institute of Transportation Engineers:

Daily Traffic Generation

Specialty Retail Center	[ITE 826]	=	T = 42.78(X)+ 37.66

PM Peak Hour Traffic Generation

Specialty Retail Center	[ITE 826]	=	T = 2.4(X) +21.48; (44% in, 56% out)

Pass-by

Specialty Retail Center	[ITE 826]	=	*ITE average rate of 34% [ITE 820] was used

k:\wpb_tpto\1449\144992000 hallandale & 1st\[6-24-15-tripgen.xlsx]tgen

Trip Distribution

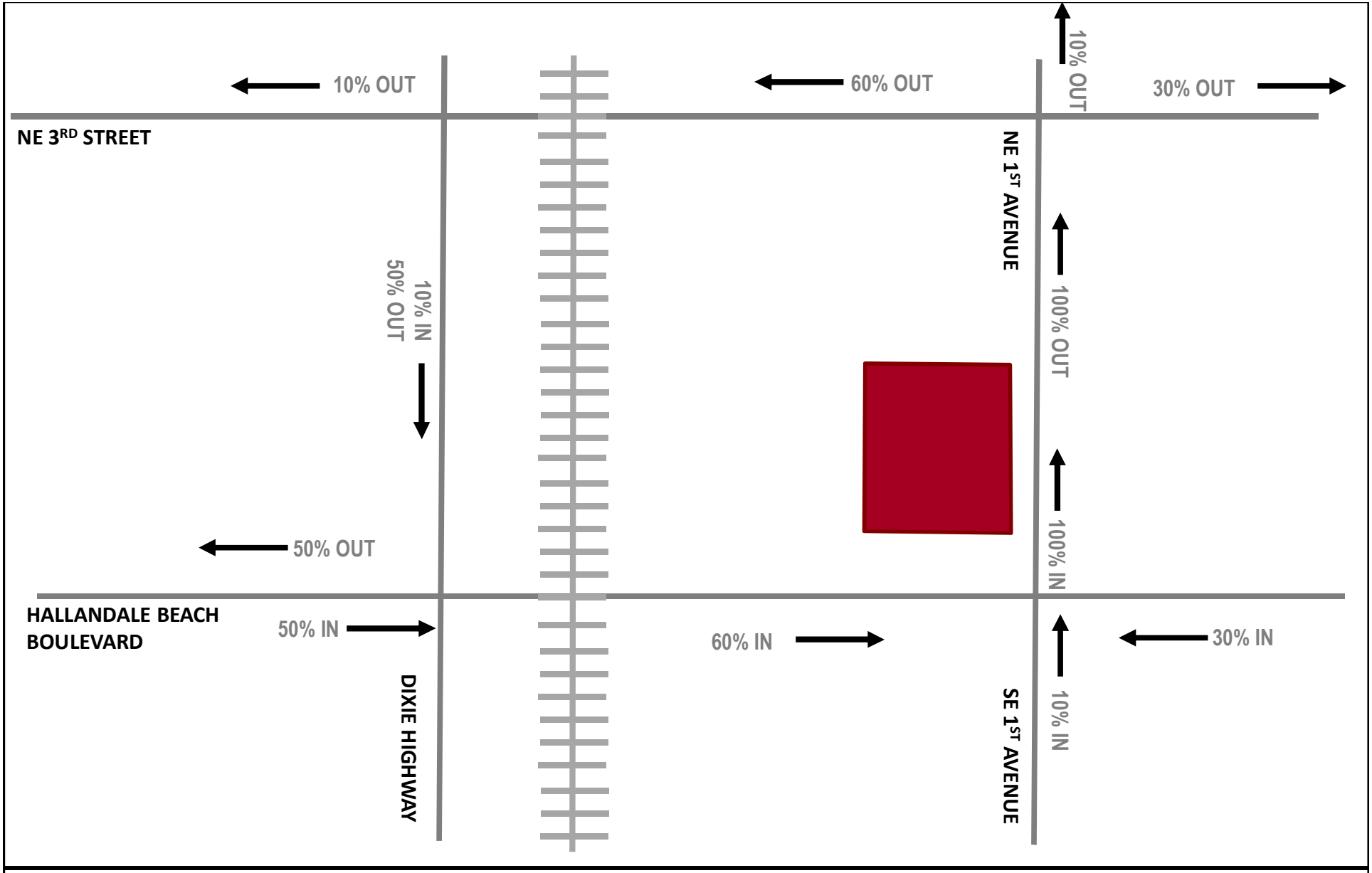
Project traffic was distributed to the external roadway network based on a review of the surrounding travel time characteristics and the location of various complementary land uses. The general distribution of the traffic traveling to and from the site was identified as:

- North – 25%
- East – 25%
- South –25%
- West – 25%

Traffic Assignment

The site traffic was assigned to the surrounding roadway network according to the trip distribution described above. The traffic assignment assumes that all of the project traffic will enter and exit the site on NE 1st Avenue.

Figure 2 illustrates the project traffic assignment percentages.



NORTH

LEGEND

SITE LOCATION

XX% TRIP ASSIGNMENT

FIGURE 2: TRIP ASSIGNMENT
NE 1ST AVENUE & HALLANDALE BEACH BOULEVARD COMMERCIAL

Kimley»Horn

Appendix F
Project Trip Generation

Summary of Multi-Use Trip Generation
Average Weekday Driveway Volumes (Unadjusted for Internal Trips)

Project: 124 S Federal Highway Site
Phase:

Open Date: 12/7/2015
Analysis Date:

Description: 15230 Existing

ITE: Land Use	24 Hour Two-Way Volume	AM Pk Hour Enter	AM Pk Hour Exit	PM Pk Hour Enter	PM Pk Hour Exit
220: Apartments 4 Dwelling Units [R]	27	0	2	2	0
931: Quality Restaurant 5.182 Th.Sq.Ft. GFA [R]	466	0	0	26	13
Total Driveway Volume	493	0	2	28	13
Total Peak Hour Pass-By Trips		0	0	11	6
Total Peak Hour Vol. Added to Adjacent Streets		0	2	17	7

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

Summary of Multi-Use Trip Generation
Average Weekday Driveway Volumes (Unadjusted for Internal Trips)

Project: Peninsula
Phase:

Open Date:
Analysis Date: 4/27/2016

Description: Proposed #15230

ITE:Land Use	24 Hour Two-Way Volume	AM Pk Hour Enter	AM Pk Hour Exit	PM Pk Hour Enter	PM Pk Hour Exit
710: General Office Building 138.572 Th.Sq.Ft. GFA [E]	1682	219	29	40	194
826: Specialty Retail Center 5.842 Th.Sq.Ft. GFA [R]	259	0	0	7	9
Total Driveway Volume	1941	219	29	47	203
Total Peak Hour Pass-By Trips		0	0	0	0
Total Peak Hour Vol. Added to Adjacent Streets		219	29	47	203

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

TRIP GENERATION 2013, TRAFFICWARE, LLC

AM Peak Hour Trip Generation and Internalization

15230 Proposed - Peninsula Tower

General Office Building Land Use 710 138,572 Sq Ft		Specialty Retail Center Land Use 826 5,842 Sq Ft		
In	**Out**	**In**	**Out**	
219	**29**	**3**	**2**	253 ITE Trips
UNBALANCED INTERNALIZATION				
28%		*32%*		
8	**1**	*1*		
4%			29%	
9	**1**		1	
General Office Building		**pecialty Retail Cente**		
In	**Out**	**In**	**Out**	
219	**29**	**3**	**2**	253 Vehicle Trips
BALANCED INTERNALIZATION				
-1		*-1*		
-1			-1	
-1	-1	-1	-1	-4 Internal
218	28	2	1	249 External Trips
	0.8%		*0.0%*	*1.6%* % Internal
218	**28**	**2**	**1**	**249 Net New External Trips**

PM Peak Hour Trip Generation and Internalization

15230 Proposed - Peninsula Tower

General Office Building Land Use 710 138,572 Sq Ft		Specialty Retail Center Land Use 826 5,842 Sq Ft		
In	**Out**	**In**	**Out**	
40	**194**	**7**	**9**	250 ITE Trips
UNBALANCED INTERNALIZATION				
31% *12*	*20%* *39*	**0** **1**	*8%* *1*	*2%* 0
General Office Building		**pecialty Retail Cente**		
In	**Out**	**In**	**Out**	
40	**194**	**7**	**9**	250 Vehicle Trips
BALANCED INTERNALIZATION				
0	*-1*		*-1*	0
0	-1	-1	0	-2 Internal
40	193	6	9	248 External Trips
	0.4%		*0.0%*	*0.8%* % Internal
40	**193**	**6**	**9**	**248 Net New External Trips**

Daily Trip Generation and Internalization

15230 Proposed - Peninsula Tower

eneral Office Buildin			**Specialty Retail Center**		
Land Use 710			**Land Use 826**		
138,572 Sq Ft			**5,842 Sq Ft**		
In	**Out**		**In**	**Out**	
841	**841**		**130**	**129**	1,941 ITE Trips
UNBALANCED INTERNALIZATION					
	22%		*4%*		
	185	5	*5*		
15%				*3%*	
126		4		*4*	
eneral Office Buildin			**Specialty Retail Center**		
In	**Out**		**In**	**Out**	
841	**841**		**130**	**129**	1,941 Vehicle Trips
	BALANCED INTERNALIZATION				
	-5		*-5*		
-4				*-4*	
-4	-5		-5	-4	-18 Internal
837	836		125	125	1,923 External Trips
	0.5%			*3.1%*	*0.9%* % Internal
837	**836**		**125**	**125**	**1,923 Net New External Trips**

Appendix G
Bus Route Information

TIMETABLE

ROUTE 4

Monday - Sunday
Effective 10/31/10

Hallandale Beach Blvd. to Fort Lauderdale/Hollywood Airport Tri-Rail Station

via A1A

BROWARD COUNTY Transit
A service of the Broward County Commission

Download & Print at www.broward.org/bct

Wheelchair Accessible
Bike Racks

Customer Service

Monday - Friday.....7 am - 8 pm
Saturday, Sunday and Holidays.....8:30 am - 5 pm

Transit Operations Agents help with:

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

Lost and Found: 954-357-6414, Monday - Friday, 8:30 am - 4:30 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

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

Fares

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

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

Fare Deals

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

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

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

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

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

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

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

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

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

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

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

MONDAY-FRIDAY

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

NORTHBOUND

To Fort Lauderdale Airport Tri-Rail

HALLANDALE BCH. BLVD. & NE 14 AVE.	HALLANDALE BCH. BLVD. & SR A1A	YOUNG CIRCLE & GREYHOUND STATION	DANIA BEACH	DANIA BCH. BLVD. & US 1	FORT LAUDERDALE AIRPORT TRI-RAIL STATION
1	2	3	4	5	6
5:35a	5:47a	6:00a	6:20a	6:25a	6:35a
6:20a	6:32a	6:45a	7:05a	7:11a	7:22a
7:00a	7:13a	7:27a	7:48a	7:54a	8:05a
7:50a	8:03a	8:17a	8:38a	8:44a	8:55a
8:35a	8:48a	9:02a	9:22a	9:27a	9:37a
9:20a	9:32a	9:45a	10:05a	10:10a	10:20a
10:05a	10:17a	10:30a	10:50a	10:55a	11:05a
10:50a	11:02a	11:15a	11:35a	11:40a	11:50a
11:35a	11:47a	12:00p	12:20p	12:25p	12:35p
12:20p	12:32p	12:45p	1:05p	1:10p	1:20p
1:05p	1:17p	1:30p	1:50p	1:55p	2:05p
1:50p	2:02p	2:15p	2:35p	2:40p	2:50p
2:35p	2:47p	3:00p	3:20p	3:25p	3:35p
3:20p	3:32p	3:45p	4:05p	4:11p	4:22p
4:05p	4:18p	4:32p	4:53p	4:59p	5:10p
4:50p	5:03p	5:17p	5:38p	5:44p	5:55p
5:35p	5:48p	6:02p	6:22p	6:27p	6:37p
6:20p	6:32p	6:45p	7:05p	7:10p	7:20p
7:05p	7:17p	7:30p	7:50p	7:55p	8:05p
7:50p	8:02p	8:15p	8:35p	8:40p	8:50p
8:35p	8:47p	9:00p	9:20p	9:25p	9:35p
9:20p	9:32p	9:45p	10:05p	10:10p	10:20p

SOUTHBOUND

Hallandale Beach Blvd.

FORT LAUDERDALE AIRPORT TRI-RAIL STATION	DANIA BCH. BLVD. & US 1	DANIA BEACH	YOUNG CIRCLE & GREYHOUND STATION	HALLANDALE BCH. BLVD. & SR A1A	HALLANDALE BCH. BLVD. & NE 14 AVE.
6	5	4	3	2	1
5:15a	5:25a	5:30a	5:50a	6:05a	6:10a
6:00a	6:10a	6:15a	6:35a	6:50a	6:55a
6:45a	6:55a	7:00a	7:21a	7:37a	7:43a
7:30a	7:41a	7:47a	8:08a	8:24a	8:30a
8:15a	8:26a	8:32a	8:53a	9:08a	9:13a
9:00a	9:10a	9:15a	9:35a	9:50a	9:55a
9:45a	9:55a	10:00a	10:20a	10:35a	10:40a
10:30a	10:40a	10:45a	11:05a	11:20a	11:25a
11:15a	11:25a	11:30a	11:50a	12:05p	12:10p
12:00p	12:10p	12:15p	12:35p	12:50p	12:55p
12:45p	12:55p	1:00p	1:20p	1:35p	1:40p
1:30p	1:40p	1:45p	2:05p	2:20p	2:25p
2:15p	2:25p	2:30p	2:50p	3:05p	3:10p
3:00p	3:10p	3:15p	3:35p	3:50p	3:55p
3:45p	3:55p	4:00p	4:21p	4:37p	4:43p
4:30p	4:41p	4:47p	5:08p	5:24p	5:30p
5:15p	5:26p	5:32p	5:53p	6:08p	6:13p
6:00p	6:10p	6:15p	6:35p	6:50p	6:55p
6:45p	6:55p	7:00p	7:20p	7:35p	7:40p
7:30p	7:40p	7:45p	8:05p	8:20p	8:25p
8:15p	8:25p	8:30p	8:50p	9:05p	9:10p
9:00p	9:10p	9:15p	9:35p	9:50p	9:55p

SATURDAY

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

NORTHBOUND

To Fort Lauderdale Airport Tri-Rail

HALLANDALE BLVD. & NE 14 AVE. 1	HALLANDALE BLVD. & SR A1A 2	YOUNG CIRCLE & GREYHOUND STATION 3	DANIA BEACH 4	DANIA BCH. BLVD. & US 1 5	FORT LAUDERDALE AIRPORT TRI-RAIL STATION 6
		6:00a	6:20a	6:25a	6:35a
6:20a	6:32a	6:45a	7:05a	7:10a	7:20a
7:05a	7:17a	7:30a	7:50a	7:55a	8:05a
7:50a	8:02a	8:15a	8:35a	8:40a	8:50a
8:35a	8:47a	9:00a	9:20a	9:25a	9:35a
9:20a	9:32a	9:45a	10:05a	10:10a	10:20a
10:05a	10:17a	10:30a	10:50a	10:55a	11:05a
10:50a	11:02a	11:15a	11:35a	11:40a	11:50a
11:35a	11:47a	12:00p	12:20p	12:25p	12:35p
12:20p	12:32p	12:45p	1:05p	1:10p	1:20p
1:05p	1:17p	1:30p	1:50p	1:55p	2:05p
1:50p	2:02p	2:15p	2:35p	2:40p	2:50p
2:35p	2:47p	3:00p	3:20p	3:25p	3:35p
3:20p	3:32p	3:45p	4:05p	4:10p	4:20p
4:05p	4:17p	4:30p	4:50p	4:55p	5:05p
4:50p	5:02p	5:15p	5:35p	5:40p	5:50p
5:35p	5:47p	6:00p	6:20p	6:25p	6:35p
6:20p	6:32p	6:45p	7:05p	7:10p	7:20p
7:05p	7:17p	7:30p	7:50p	7:55p	8:05p
7:50p	8:02p	8:15p	8:35p	8:40p	G8:50p
8:35p	8:47p	9:00p	9:20p	9:25p	G9:35p

SOUTHBOUND

Hallandale Beach Blvd.

FORT LAUDERDALE AIRPORT TRI-RAIL STATION 6	DANIA BCH. BLVD. & US 1 5	DANIA BEACH 4	YOUNG CIRCLE & GREYHOUND STATION 3	HALLANDALE BLVD. & SR A1A 2	HALLANDALE BLVD. & NE 14 AVE. 1
6:00a	6:10a	6:15a	6:35a	6:50a	6:55a
6:45a	6:55a	7:00a	7:20a	7:35a	7:40a
7:30a	7:40a	7:45a	8:05a	8:20a	8:25a
8:15a	8:25a	8:30a	8:50a	9:05a	9:10a
9:00a	9:10a	9:15a	9:35a	9:50a	9:55a
9:45a	9:55a	10:00a	10:20a	10:35a	10:40a
10:30a	10:40a	10:45a	11:05a	11:20a	11:25a
11:15a	11:25a	11:30a	11:50a	12:05p	12:10p
12:00p	12:10p	12:15p	12:35p	12:50p	12:55p
12:45p	12:55p	1:00p	1:20p	1:35p	1:40p
1:30p	1:40p	1:45p	2:05p	2:20p	2:25p
2:15p	2:25p	2:30p	2:50p	3:05p	3:10p
3:00p	3:10p	3:15p	3:35p	3:50p	3:55p
3:45p	3:55p	4:00p	4:20p	4:35p	4:40p
4:30p	4:40p	4:45p	5:05p	5:20p	5:25p
5:15p	5:25p	5:30p	5:50p	6:05p	6:10p
6:00p	6:10p	6:15p	6:35p	6:50p	6:55p
6:45p	6:55p	7:00p	7:20p	7:35p	7:40p
7:30p	7:40p	7:45p	8:05p	8:20p	8:25p
8:15p	8:25p	8:30p	8:50p	9:05p	G9:10p

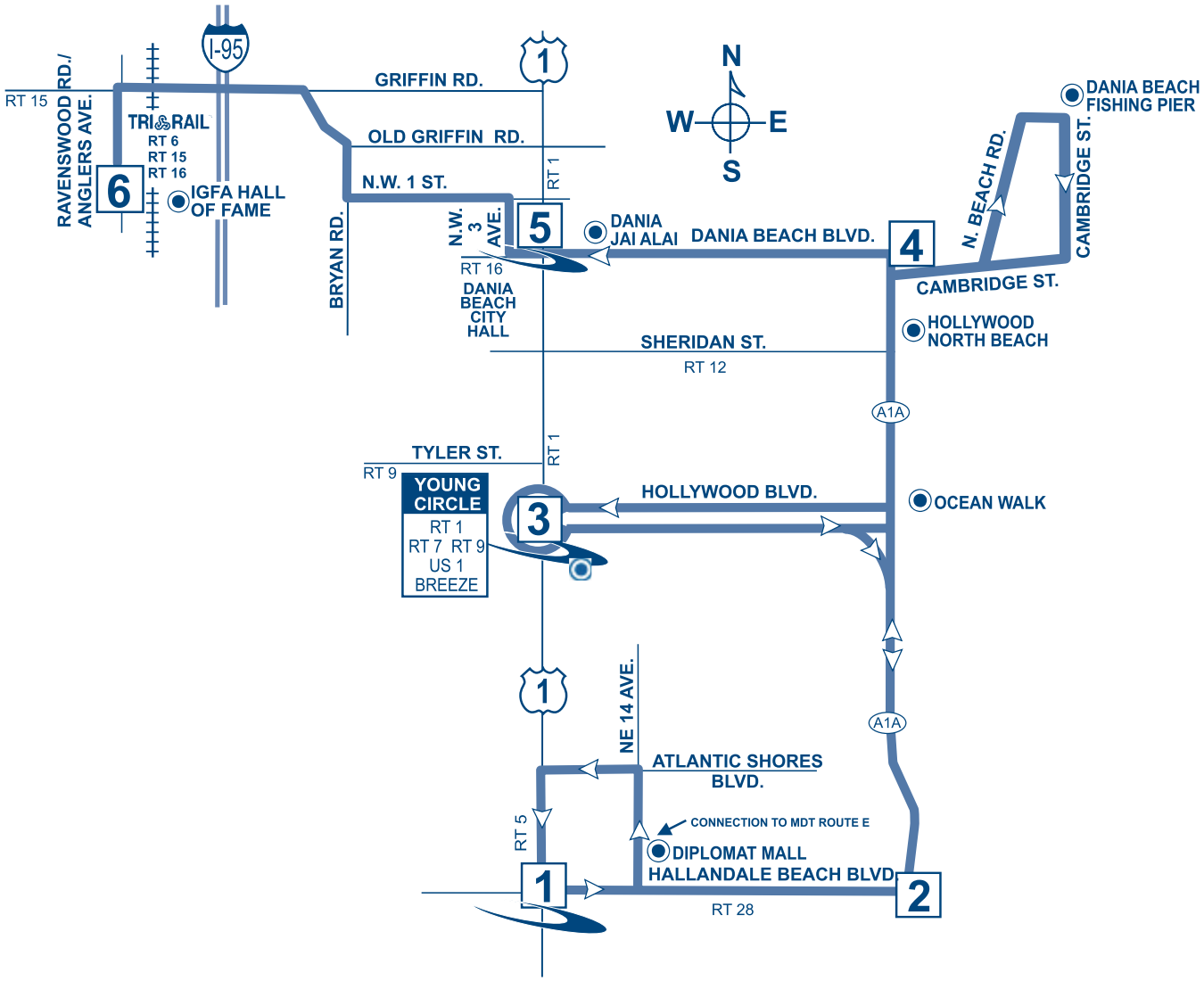
SUNDAY

8:35a	8:47a	9:00a	9:20a	9:25a	9:35a
9:20a	9:32a	9:45a	10:05a	10:10a	10:20a
10:05a	10:17a	10:30a	10:50a	10:55a	11:05a
10:50a	11:02a	11:15a	11:35a	11:40a	11:50a
11:35a	11:47a	12:00p	12:20p	12:25p	12:35p
12:20p	12:32p	12:45p	1:05p	1:10p	1:20p
1:05p	1:17p	1:30p	1:50p	1:55p	2:05p
1:50p	2:02p	2:15p	2:35p	2:40p	2:50p
2:35p	2:47p	3:00p	3:20p	3:25p	3:35p
3:20p	3:32p	3:45p	4:05p	4:10p	4:20p
4:05p	4:17p	4:30p	4:50p	4:55p	5:05p
4:50p	5:02p	5:15p	5:35p	5:40p	5:50p
5:35p	5:47p	6:00p	6:20p	6:25p	6:35p
6:20p	6:32p	6:45p	7:05p	7:10p	7:20p
7:05p	7:17p	7:30p	7:50p	7:55p	G8:05p
7:50p	8:02p	8:15p	8:35p	8:40p	G8:50p

8:15a	8:25a	8:30a	8:50a	9:05a	9:10a
9:00a	9:10a	9:15a	9:35a	9:50a	9:55a
9:45a	9:55a	10:00a	10:20a	10:35a	10:40a
10:30a	10:40a	10:45a	11:05a	11:20a	11:25a
11:15a	11:25a	11:30a	11:50a	12:05p	12:10p
12:00p	12:10p	12:15p	12:35p	12:50p	12:55p
12:45p	12:55p	1:00p	1:20p	1:35p	1:40p
1:30p	1:40p	1:45p	2:05p	2:20p	2:25p
2:15p	2:25p	2:30p	2:50p	3:05p	3:10p
3:00p	3:10p	3:15p	3:35p	3:50p	3:55p
3:45p	3:55p	4:00p	4:20p	4:35p	4:40p
4:30p	4:40p	4:45p	5:05p	5:20p	5:25p
5:15p	5:25p	5:30p	5:50p	6:05p	6:10p
6:00p	6:10p	6:15p	6:35p	6:50p	6:55p
6:45p	6:55p	7:00p	7:20p	7:35p	7:40p
7:30p	7:40p	7:45p	8:05p	8:20p	G8:25p

ROUTE 4

Hallandale Beach Blvd. to
Fort Lauderdale-Hollywood Airport
Tri-Rail Station
via A1A



LEGEND

CONNECTING ROUTES → RT #

O MAIN ROUTE

▲ TIMEPOINTS

The Breeze stop location

POINTS OF INTEREST

- Diplomat Mall
- Hollywood North Beach
- Dania Jai Alai
- Dania Beach Fishing Pier
- IGFA Fishing Hall of Fame
- Ocean Walk

For more details on our fares please visit our web site at broward.org/bct or call customer service: 954.357.8400.

Reading A Timetable - It's Easy

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

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

Information: 954.357.8400

Hearing-speech impaired/TTY: 954.357.8302

This publication can be made available in large print, tape cassette, or Braille, by request.

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

BROWARD COUNTY FLORIDA

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

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

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

TRANSFER POLICY 7/10/11

TRANSFERS BETWEEN REGULAR BUS ROUTE SERVICE AND PREMIUM EXPRESS BUS SERVICE

A BCT 31-Day Premium Express Bus Pass is acceptable on all BCT regular bus service. Passengers transferring from regular route bus service to express bus service with an All Day, 7-Day or 31-Day bus pass, must pay a premium upgrade fee of $1.00. Passengers with a regular 10-Ride bus pass or paying by cash on regular service will not be able to transfer between bus services and must pay the full premium fare when boarding the Express bus.

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

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

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

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

The Express does not connect with Palm Tran.

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

For more details on our fares please visit our web site at Broward.org/BCT or call customer service: 954.357.8400.

Reading A Timetable - It's Easy

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

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

Information: 954.357.8400

Hearing-speech impaired/TTY: 954.357.8302

This publication can be made available in large print, tape cassette, or Braille, by request.

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

BROWARD COUNTY FLORIDA

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

21,000 copies of this public document were promulgated at a gross cost of $819., or $.039 per copy to inform the public about the Transit Division's schedule and route information. Reprinted 10/14

TIMETABLE

ROUTE 5

Weekdays
Saturday - Sunday

Effective 10/12/14

Pembroke Lakes Mall to Hallandale Beach City Hall

via Pembroke Road

BROWARD COUNTY Transit
A service of the Broward County Commission

facebook

YouTube

Download & Print at Broward.org/BCT

Wheelchair Accessible

Bike Racks

Route 5

BROWARD COUNTY TRANSIT

Pembroke Lakes Mall to
Hallandale Beach City Hall

via Pembroke Road

MONDAY-FRIDAY

There are additional bus stops in between those listed.

EASTBOUND

To Hallandale Beach City Hall

PEMBROKE LAKES MALL	MIRAMAR TOWN CENTER	PEMBROKE RD & UNIVERSITY DR	PEMBROKE RD & US 441	PEMBROKE RD & S 26 AVE	SE 3 ST & US 1
1	2	3	4	5	6
6:00a	6:16a	6:31a	6:42a	6:56a	7:08a
6:30a	6:46a	7:01a	7:11a	7:25a	7:37a
7:00a	7:15a	7:32a	7:42a	7:56a	8:08a
7:30a	7:45a	8:02a	8:12a	8:26a	8:38a
8:00a	8:15a	8:32a	8:42a	8:56a	9:09a
8:30a	8:45a	9:02a	9:11a	9:25a	9:38aG
9:00a	9:14a	9:28a	9:37a	9:51a	10:04a
9:50a	10:04a	10:18a	10:27a	10:41a	10:54a
10:40a	10:54a	11:10a	11:21a	11:31a	11:46a
11:30a	11:45a	12:02p	12:13p	12:23p	12:38p
12:20p	12:35p	12:52p	1:03p	1:13p	1:28p
1:05p	1:20p	1:37p	1:48p	1:58p	2:13p
1:55p	2:10p	2:27p	2:38p	2:48p	3:03p
2:15p	2:30p	2:47p	2:58p	3:08p	3:23p
2:50p	3:05p	3:22p	3:33p	3:43p	3:58p
3:25p	3:40p	3:57p	4:08p	4:18p	4:32p
3:55p	4:10p	4:27p	4:36p	4:44p	4:56p
4:30p	4:44p	5:03p	5:11p	5:19p	5:31p
5:00p	5:14p	5:33p	5:42p	5:53p	6:05p
5:30p	5:45p	6:01p	6:10p	6:21p	6:33pG
6:00p	6:15p	6:31p	6:40p	6:51p	7:03p
6:45p	7:00p	7:16p	7:25p	7:36p	7:48p
7:30p	7:45p	8:01p	8:10p	8:21p	8:33p
8:15p	8:30p	8:46p	8:55p	9:06p	9:18p
9:00p	9:15p	9:31p	9:40p	9:51p	10:03pG

WESTBOUND

To Pembroke Lakes Mall

SE 3 ST & US 1	PEMBROKE RD & S 26 AVE	PEMBROKE RD & US 441	PEMBROKE RD & UNIVERSITY DR	MIRAMAR TOWN CENTER	PEMBROKE LAKES MALL
6	5	4	3	2	1
6:15a	6:29a	6:40a	6:50a	7:02a	7:15a
6:45a	6:59a	7:10a	7:20a	7:32a	7:45a
7:15a	7:29a	7:40a	7:50a	8:02a	8:15a
7:45a	7:59a	8:10a	8:20a	8:32a	8:45a
8:15a	8:29a	8:40a	8:50a	9:02a	9:15aG
8:45a	8:59a	9:10a	9:20a	9:32a	9:45a
9:25a	9:39a	9:50a	10:00a	10:12a	10:25a
10:15a	10:29a	10:41a	10:49a	11:01a	11:17a
11:05a	11:18a	11:30a	11:38a	11:50a	12:06p
11:55a	12:08p	12:20p	12:28p	12:43p	12:55p
12:45p	1:00p	1:11p	1:20p	1:35p	1:47p
1:35p	1:50p	2:01p	2:10p	2:25p	2:38p
2:25p	2:41p	2:55p	3:05p	3:17p	3:31p
3:15p	3:31p	3:45p	3:55p	4:07p	4:21p
3:45p	4:01p	4:15p	4:25p	4:37p	4:51p
4:15p	4:31p	4:45p	4:55p	5:07p	5:21p
4:45p	5:01p	5:15p	5:25p	5:37p	5:51p
5:15p	5:31p	5:45p	5:55p	6:07p	6:21p
5:45p	6:01p	6:15p	6:25p	6:37p	6:51pG
6:20p	6:36p	6:50p	7:00p	7:12p	7:26p
7:05p	7:21p	7:34p	7:40p	7:52p	8:08p
7:50p	8:01p	8:12p	8:18p	8:30p	8:46p
8:35p	8:46p	8:57p	9:03p	9:15p	9:31pG
9:20p	9:31p	9:42p	9:48p	10:00p	10:12pG

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

SATURDAY

EASTBOUND

To Hallandale Beach City Hall

PEMBROKE LAKES MALL 1	PEMBROKE RD. & HIATUS RD. 2	PEMBROKE RD. & UNIVERSITY DR. 3	PEMBROKE RD. & HWY. 441 4	PEMBROKE RD. & S. 26 AVE. 5	SE 3 ST & US 1 6
7:00a	7:11a	7:20a	7:28a	7:37a	7:50a
8:00a	8:11a	8:20a	8:28a	8:37a	8:50a
9:00a	9:12a	9:22a	9:31a	9:41a	9:55a
10:00a	10:12a	10:22a	10:31a	10:41a	10:55a
11:00a	11:12a	11:22a	11:31a	11:41a	11:55a
12:00p	12:12p	12:22p	12:31p	12:41p	12:55p
1:00p	1:12p	1:22p	1:31p	1:41p	1:55p
2:00p	2:12p	2:22p	2:31p	2:41p	2:55p
3:00p	3:12p	3:22p	3:31p	3:41p	3:55p
4:00p	4:12p	4:22p	4:31p	4:41p	4:55p
5:00p	5:12p	5:22p	5:31p	5:41p	5:55p
6:00p	6:11p	6:20p	6:28p	6:37p	6:50p
7:00p	7:11p	7:20p	7:28p	7:37p	7:50p
8:00p	8:11p	8:20p	8:28p	8:37p	8:50p
9:00p	9:11p	9:20p	9:28p	9:37p	9:50p G

WESTBOUND

To Pembroke Lakes Mall

SE 3 ST & US 1 6	PEMBROKE RD. & S. 26 AVE. 5	PEMBROKE RD. & HWY. 441 4	PEMBROKE RD. & UNIVERSITY DR. 3	PEMBROKE RD. & HIATUS RD. 2	PEMBROKE LAKES MALL 1
7:00a	7:12a	7:21a	7:29a	7:38a	7:50a
8:00a	8:12a	8:21a	8:29a	8:38a	8:50a
9:00a	9:13a	9:23a	9:32a	9:42a	9:55a
10:00a	10:13a	10:23a	10:32a	10:42a	10:55a
11:00a	11:13a	11:23a	11:32a	11:42a	11:55a
12:00p	12:13p	12:23p	12:32p	12:42p	12:55p
1:00p	1:13p	1:23p	1:32p	1:42p	1:55p
2:00p	2:13p	2:23p	2:32p	2:42p	2:55p
3:00p	3:13p	3:23p	3:32p	3:42p	3:55p
4:00p	4:13p	4:23p	4:32p	4:42p	4:55p
5:00p	5:13p	5:23p	5:32p	5:42p	5:55p
6:00p	6:12p	6:21p	6:29p	6:38p	6:50p
7:00p	7:12p	7:21p	7:29p	7:38p	7:50p
8:00p	8:12p	8:21p	8:29p	8:38p	8:50p
9:00p	9:12p	9:21p	9:29p	9:38p	9:50p G

SUNDAY

EASTBOUND

To Hallandale Beach City Hall

PEMBROKE LAKES MALL 1	PEMBROKE RD & HIATUS RD 2	PEMBROKE RD. & UNIVERSITY DR. 3	PEMBROKE RD. & HWY. 441 4	PEMBROKE RD. & S. 26 AVE. 5	SE 3 ST & US 1 6
8:00a	8:11a	8:20a	8:28a	8:37a	8:50a
9:00a	9:11a	9:20a	9:28a	9:37a	9:50a
10:00a	10:11a	10:20a	10:28a	10:37a	10:50a
11:00a	11:11a	11:20a	11:28a	11:37a	11:50a
12:00p	12:11p	12:20p	12:28p	12:37p	12:50p
1:00p	1:11p	1:20p	1:28p	1:37p	1:50p
2:00p	2:11p	2:20p	2:28p	2:37p	2:50p
3:00p	3:11p	3:20p	3:28p	3:37p	3:50p
4:00p	4:11p	4:20p	4:28p	4:37p	4:50p
5:00p	5:11p	5:20p	5:28p	5:37p	5:50p
6:00p	6:11p	6:20p	6:28p	6:37p	6:50p
7:00p	7:11p	7:20p	7:28p	7:37p	7:50p
8:00p	8:11p	8:20p	8:28p	8:37p	8:50p G

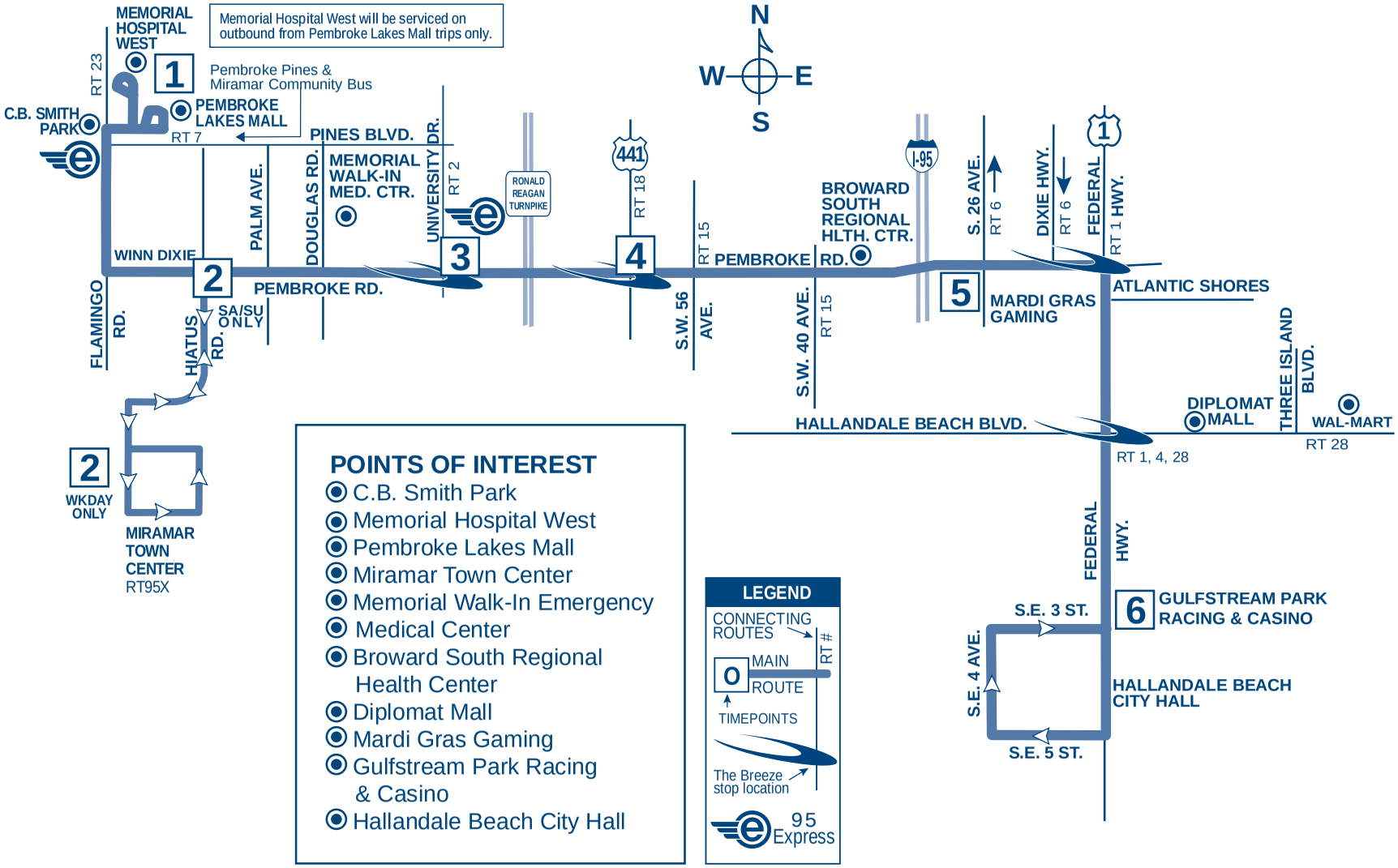
WESTBOUND

To Pembroke Lakes Mall

SE 3 ST & US 1 6	PEMBROKE RD. & S. 26 AVE. 5	PEMBROKE RD. & HWY. 441 4	PEMBROKE RD. & UNIVERSITY DR. 3	PEMBROKE RD & HIATUS RD 2	PEMBROKE LAKES MALL 1
8:00a	8:12a	8:21a	8:29a	8:38a	8:50a
9:00a	9:12a	9:21a	9:29a	9:38a	9:50a
10:00a	10:12a	10:21a	10:29a	10:38a	10:50a
11:00a	11:12a	11:21a	11:29a	11:38a	11:50a
12:00p	12:12p	12:21p	12:29p	12:38p	12:50p
1:00p	1:12p	1:21p	1:29p	1:38p	1:50p
2:00p	2:12p	2:21p	2:29p	2:38p	2:50p
3:00p	3:12p	3:21p	3:29p	3:38p	3:50p
4:00p	4:12p	4:21p	4:29p	4:38p	4:50p
5:00p	5:12p	5:21p	5:29p	5:38p	5:50p
6:00p	6:12p	6:21p	6:29p	6:38p	6:50p
7:00p	7:12p	7:21p	7:29p	7:38p	7:50p
8:00p	8:12p	8:21p	8:29p	8:38p	8:50p G

ROUTE 5

Pembroke Lakes Mall to
Hallandale Beach City Hall
via Pembroke Road



Customer Service

Monday - Friday.....7 am - 7:45 pm
Saturday, Sunday and Holidays.....8:30 am - 4:45 pm

Transit Operations Agents help with:

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

Lost and Found: 954-357-6414, Monday - Friday, 9:00 am - 4:00 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

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

Fares

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

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

Fare Deals

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

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

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

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

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

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

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

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

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

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

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

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

Transfers to MDT or Tri-Rail from Express, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.
Transfer from MDT or Tri-Rail to Express, a $ .50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Express does not connect with Palm Tran.

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

TRANSIT WATCH

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

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

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

Customer Service

Monday - Friday.....7 am - 7:45 pm
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- Special event information

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

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Fare Deals

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

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

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

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

TIMETABLE

ROUTE 28

Monday - Friday

Effective 1/19/15

Memorial Hospital Miramar to Aventura Mall

via Miramar Parkway/ Hallandale Beach Boulevard

BROWARD COUNTY Transit

A service of the Broward County Commission

facebook

YouTube

Download & Print at Broward.org/BCT

Wheelchair Accessible

Bike Racks

MONDAY -FRIDAY

There are additional bus stops in between those listed.

EASTBOUND

To Aventura Mall

1 MEMORIAL HOSPITAL MIRAMAR	2 MIRAMAR PKY. & FLAMINGO RD	3 MIRAMAR TOWN CENTER	4 MIRAMAR PARKWAY & UNIVERSITY	5 HALLANDALE BEACH BLVD. & HWY. 441	6 HALLANDALE BEACH BLVD. & U.S. 1	7 COUNTYLINE RD & A 1 A	8 AVENTURA MALL
		5:00a	5:13a	5:26a	5:44a	5:52a	6:01a
	5:25a	5:34a	5:47a	6:00a	6:18a	6:26a	6:35a
5:35a	5:47a	5:56a	6:09a	6:22a	6:40a	6:48a	6:56a
5:55a	6:07a	6:16a	6:29a	6:42a	7:01a	7:09a	7:18a
6:20a	6:32a	6:41a	6:54a	7:08a	7:30a	7:40a	7:48a
6:45a	6:59a	7:09a	7:30a	7:40a	8:05a	8:15a	8:24a
7:10a	7:26a	7:35a	8:00a	8:10a	8:36a	8:46a	8:57a
7:40a	7:56a	8:05a	8:27a	8:39a	9:06a	9:20a	9:34a
8:05a	8:19a	8:28a	8:50a	9:00a	9:28a	9:41a	9:55a
8:40a	8:56a	9:05a	9:24a	9:36a	10:00a	10:13a	10:27a
9:05a	9:19a	9:29a	9:45a	9:52a	10:13a	10:27a	10:41a
9:30a	9:43a	9:54a	10:18a	10:26a	10:49a	11:03a	11:17a
9:55a	10:07a	10:18a	10:42a	10:50a	11:13a	11:27a	11:41a
10:25a	10:38a	10:46a	11:10a	11:18a	11:41a	11:55a	12:09p
10:55a	11:08a	11:16a	11:42a	11:51a	12:14p	12:28p	12:42p
11:25a	11:40a	11:47a	12:13p	12:22p	12:45p	12:59p	1:13p
11:55a	12:10p	12:17p	12:43p	12:52p	1:15p	1:29p	1:43p
12:20p	12:35p	12:42p	1:08p	1:17p	1:40p	1:54p	2:08p
12:50p	1:05p	1:12p	1:38p	1:47p	2:10p	2:24p	2:38p
1:20p	1:35p	1:42p	2:08p	2:17p	2:40p	2:54p	3:08p
1:50p	2:05p	2:12p	2:38p	2:47p	3:10p	3:24p	3:38p
2:20p	2:35p	2:42p	3:08p	3:18p	3:41p	3:55p	4:09p
2:45p	3:00p	3:08p	3:34p	3:44p	4:07p	4:21p	4:35p
3:15p	3:30p	3:38p	4:04p	4:14p	4:37p	4:51p	5:05p
3:45p	4:00p	4:08p	4:34p	4:44p	5:07p	5:19p	5:30p
4:15p	4:30p	4:38p	5:04p	5:09p	5:31p	5:43p	5:54p
4:45p	5:00p	5:08p	5:34p	5:43p	6:04p	6:12p	6:23p
5:15p	5:30p	5:37p	6:01p	6:06p	6:27p	6:35p	6:46p
5:45p	6:00p	6:08p	6:31p	6:41p	6:58p	7:06p	7:17p
6:15p	6:30p	6:37p	6:58p	7:08p	7:25p	7:33p	7:44p
6:45p	6:57p	7:04p	7:25p	7:35p	7:52p	8:00p	8:11p
7:15p	7:27p	7:34p	7:55p	8:05p	8:21p	8:30p	8:39p
7:40p	7:52p	7:59p	8:20p	8:28p	8:42p	8:51p	9:00p
8:10p	8:21p	8:31p	8:51p	8:59p	9:13p	9:22p	9:31p
8:40p	8:51p	9:01p	9:21p	9:28p	9:42p	9:51p	10:00p
9:10p	9:21p	9:29p	9:48p	9:55p	10:09p	10:18p	10:27p G
9:40p	9:51p	9:59p	10:18p	10:25p	10:39p	10:48p	10:57p
10:10p	10:21p	10:29p	10:48p	10:54p	11:08p	11:17p	11:26p G
10:35p	10:46p	10:53p	11:12p	11:18p	11:32p G		
11:00p	11:10p	11:17p	11:36p	11:42p	11:56p G		

MONDAY -FRIDAY

There are additional bus stops in between those listed.

WESTBOUND

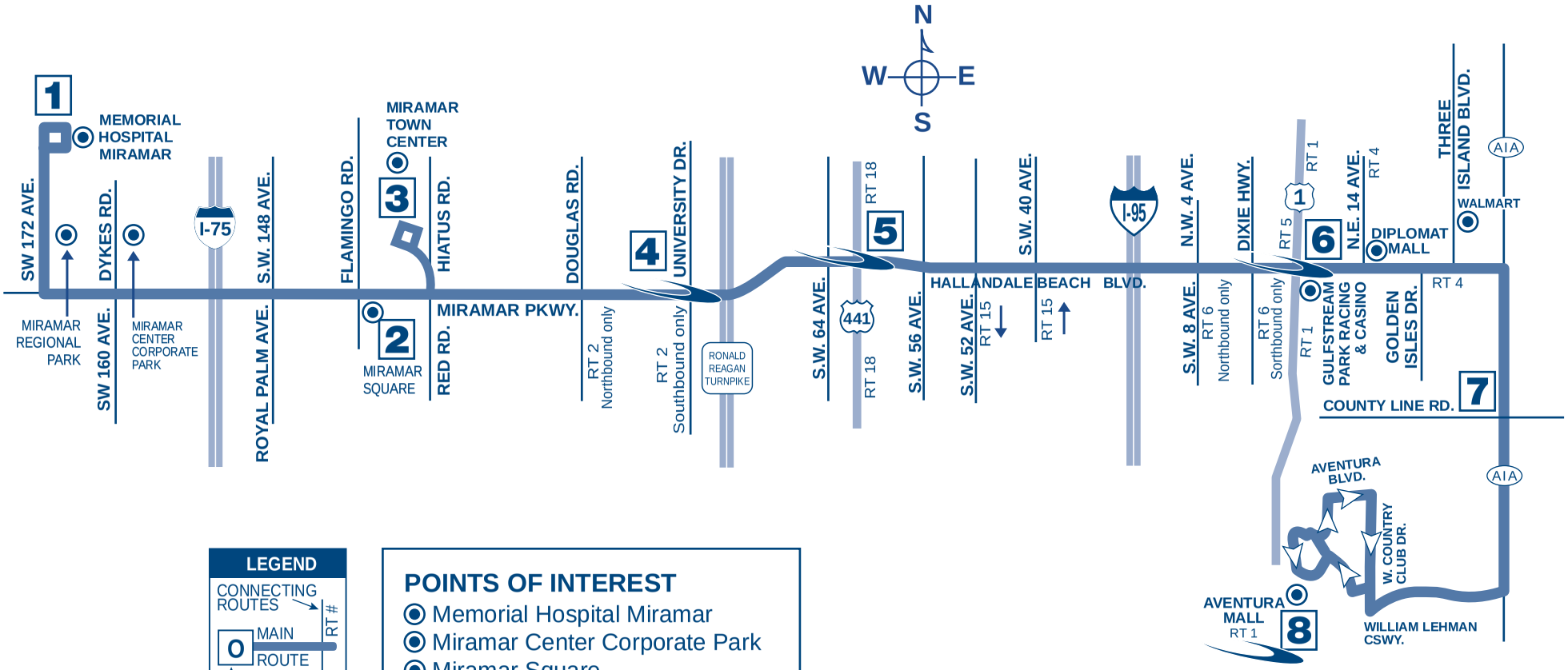
To Memorial Hospital Miramar

AVENTURA MALL 8	COUNTYLINE RD & A 1 A 7	HALLANDALE BEACH BLVD. & U.S. 1 6	HALLANDALE BEACH BLVD. & HWY. 441 5	MIRAMAR PARKWAY & UNIVERSITY 4	MIRAMAR TOWN CENTER 3	MIRAMAR PKY. & FLAMINGO RD 2	MEMORIAL HOSPITAL MIRAMAR 1
		5:30a	5:46a	5:57a	6:11a	6:21a	6:33a
		5:55a	6:11a	6:22a	6:36a	6:47a	7:01a
6:00a	6:10a	6:19a	6:35a	6:46a	7:00a	7:11a	7:25a
6:20a	6:30a	6:39a	7:00a	7:11a	7:25a	7:36a	7:50a
6:50a	7:01a	7:10a	7:31a	7:42a	7:56a	8:07a	8:21a
7:15a	7:26a	7:35a	7:56a	8:07a	8:21a	8:32a	8:46a
7:40a	7:51a	8:00a	8:21a	8:32a	8:46a	8:57a	9:11a
8:05a	8:16a	8:25a	8:46a	8:57a	9:11a	9:22a	9:36a
8:35a	8:46a	8:56a	9:17a	9:28a	9:42a	9:53a	10:05a
9:05a	9:16a	9:26a	9:45a	9:54a	10:08a	10:19a	10:31a
9:35a	9:46a	9:57a	10:14a	10:23a	10:37a	10:48a	11:03a
10:05a	10:16a	10:27a	10:45a	10:54a	11:08a	11:19a	11:34a
10:30a	10:41a	10:52a	11:10a	11:19a	11:33a	11:44a	11:58a
11:00a	11:12a	11:24a	11:42a	11:52a	12:06p	12:17p	12:31p
11:30a	11:42a	11:55a	12:14p	12:24p	12:38p	12:49p	1:03p
11:55a	12:07p	12:20p	12:39p	12:49p	1:03p	1:14p	1:28p
12:25p	12:37p	12:50p	1:11p	1:20p	1:34p	1:45p	1:59p
12:50p	1:02p	1:15p	1:38p	1:47p	2:01p	2:12p	2:26p
1:20p	1:32p	1:45p	2:08p	2:17p	2:31p	2:42p	2:56p
1:50p	2:02p	2:15p	2:38p	2:49p	3:03p	3:14p	3:28p
2:20p	2:32p	2:45p	3:08p	3:19p	3:33p	3:44p	3:58p
2:45p	2:58p	3:11p	3:35p	3:46p	4:00p	4:11p	4:25p
3:15p	3:28p	3:42p	4:10p	4:21p	4:35p	4:46p	5:04p
3:45p	3:58p	4:12p	4:40p	4:51p	5:05p	5:16p	5:34p
4:15p	4:30p	4:44p	5:19p	5:31p	5:45p	5:56p	6:13p
4:40p	4:55p	5:09p	5:44p	5:55p	6:09p	6:21p	6:39p
5:10p	5:26p	5:41p	6:16p	6:26p	6:40p	6:52p	7:10p
5:40p	5:56p	6:09p	6:43p	6:51p	7:05p	7:17p	7:29p
6:10p	6:25p	6:37p	7:10p	7:18p	7:32p	7:44p	7:56p
6:35p	6:48p	7:00p	7:30p	7:37p	7:51p	8:03p	8:15p
7:05p	7:18p	7:29p	7:45p	7:52p	8:06p	8:18p	8:30p G
7:30p	7:43p	7:54p	8:10p	8:17p	8:31p	8:43p	8:55p
7:55p	8:08p	8:19p	8:35p	8:42p	8:56p	9:08p	9:20p
8:25p	8:38p	8:49p	9:05p	9:12p	9:26p	9:38p	9:50p
8:55p	9:08p	9:19p	9:35p	9:42p	9:56p	10:08p	10:20p
9:25p	9:38p	9:49p	10:05p	10:13p	10:27p	10:39p	10:51p
9:55p	10:08p	10:19p	10:35p	10:43p	10:57p	11:09p	11:21p G
10:25p	10:38p	10:49p	11:05p	11:12p	11:26p G		
11:05p	11:18p	11:29p	11:45p	11:52p	12:06a G		

ROUTE 28

Memorial Hospital Miramar to Aventura Mall

via Miramar Parkway/Hallandale Beach Boulevard



LEGEND

CONNECTING ROUTES

MAIN ROUTE

RT #

TIMEPOINTS

The Breeze stop location

95 Express

POINTS OF INTEREST

- Memorial Hospital Miramar
- Miramar Center Corporate Park
- Miramar Square
- Miramar Town Center
- Gulfstream Park Racing & Casino
- Diplomat Mall
- Wal-Mart
- Aventura Mall
- Miramar Regional Park

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

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

Information: 954.357.8400

Hearing-speech impaired/TTY: 954.357.8302

This publication can be made available in large print, tape cassette, or Braille, by request.

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

BROWARD COUNTY FLORIDA

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

20,000 copies of this public document were promulgated at a gross cost of $780., or $.039 per copy to inform the public about the Transit Division's schedule and route information. Reprinted 1/15

TRANSIT WATCH

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

TRANSFER POLICY 7/10/11

TRANSFERS BETWEEN REGULAR BUS ROUTE SERVICE AND PREMIUM EXPRESS BUS SERVICE

A BCT 31-Day Premium Express Bus Pass is acceptable on all BCT regular bus service. Passengers transferring from regular route bus service to express bus service with an All Day, 7-Day or 31-Day bus pass, must pay a premium upgrade fee of $1.00. Passengers with a regular 10-Ride bus pass or paying by cash on regular service will not be able to transfer between bus services and must pay the full premium fare when boarding the Express bus.

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

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

Transfers to MDT or Tri-Rail from Express, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.
Transfer from MDT or Tri-Rail to Express, a $ .50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Express does not connect with Palm Tran.

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

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

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

Customer Service

Monday - Friday.....7 am - 7:45 pm
Saturday, Sunday and Holidays.....8:30 am - 4:45 pm

Transit Operations Agents help with:

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

Lost and Found: 954-357-6414, Monday - Friday, 8:30 am - 4:30 pm

Holiday Bus Service

There is no service on the following observed holidays:

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

Fares

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

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

Fare Deals

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

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

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

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

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

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

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

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

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

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

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

TIMETABLE

ROUTE U.S. 1 Breeze

Monday - Friday
Limited Service

Aventura Mall to
Broward Central Terminal

via U.S. 1

Effective 1/19/15

BROWARD COUNTY Transit
A service of the
Broward County Commission

facebook

YouTube

Download & Print at broward.org/bct

Wheelchair Accessible

Bike Racks

NORTHBOUND

To Broward Central Terminal/Aventura Mall

AVENTURA MALL 1	HALLANDALE BCH BLVD & US 1 2	YOUNG CIRCLE 3	DANIA BEACH BLVD & US 4	SE 17 ST & US 1 5	BROWARD CENTRAL TERMINAL 6
6:01a	6:12a	6:21a	6:32a	6:41a	6:51a
6:21a	6:32a	6:41a	6:52a	7:01a	7:12a
6:41a	6:52a	7:01a	7:13a	7:23a	7:34a
7:01a	7:13a	7:23a	7:35a	7:46a	7:58a
7:21a	7:33a	7:43a	7:56a	8:07a	8:19a
7:41a	7:53a	8:03a	8:16a	8:27a	8:39a
8:01a	8:13a	8:23a	8:36a	8:47a	8:59a
8:21a	8:33a	8:43a	8:56a	9:07a	9:19a
8:41a	8:53a	9:03a	9:16a	9:27a	9:38a
9:01a	9:13a	9:23a	9:36a	9:46a	9:57a
9:21a	9:33a	9:43a	9:55a	10:05a	10:16a
9:41a	9:53a	10:03a	10:15a	10:25a	10:36a
10:01a	10:13a	10:23a	10:35a	10:45a	10:56a
10:21a	10:33a	10:43a	10:55a	11:05a	11:16a
10:41a	10:53a	11:03a	11:15a	11:25a	11:36a
11:01a	11:13a	11:23a	11:35a	11:45a	11:56a
11:21a	11:33a	11:43a	11:55a	12:05p	12:16p
11:41a	11:53a	12:03p	12:15p	12:25p	12:36p
12:01p	12:13p	12:23p	12:35p	12:45p	12:56p
12:21p	12:33p	12:43p	12:55p	1:05p	1:16p
12:41p	12:53p	1:03p	1:15p	1:25p	1:36p
1:01p	1:13p	1:23p	1:35p	1:45p	1:56p
1:21p	1:33p	1:43p	1:55p	2:05p	2:16p
1:41p	1:53p	2:03p	2:15p	2:25p	2:36p
2:01p	2:13p	2:23p	2:35p	2:45p	2:56p
2:21p	2:33p	2:43p	2:55p	3:05p	3:16p
2:41p	2:53p	3:03p	3:15p	3:25p	3:37p
3:01p	3:13p	3:23p	3:35p	3:45p	3:57p
3:21p	3:34p	3:44p	3:56p	4:06p	4:18p
3:41p	3:55p	4:05p	4:17p	4:27p	4:40p
4:01p	4:15p	4:25p	4:37p	4:48p	5:01p
4:21p	4:36p	4:47p	4:59p	5:10p	5:23p
4:41p	4:57p	5:08p	5:20p	5:30p	5:43p
5:01p	5:17p	5:28p	5:40p	5:50p	6:03p
5:21p	5:37p	5:48p	6:00p	6:10p	6:22p
5:41p	5:57p	6:07p	6:19p	6:29p	6:40p G
6:01p	6:15p	6:25p	6:37p	6:47p	6:58p G
6:21p	6:34p	6:44p	6:56p	7:06p	7:17p G

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

SOUTHBOUND

From Broward Central Terminal/Aventura Mall

BROWARD CENTRAL TERMINAL 6	SE 17 ST & US 1 5	DANIA BEACH BLVD & US 1 4	YOUNG CIRCLE 3	HALLANDALE BCH BLVD & US 1 2	AVENTURA MALL 1
6:10a	6:20a	6:29a	6:41a	6:51a	7:02a
6:30a	6:40a	6:49a	7:01a	7:12a	7:24a
6:50a	7:00a	7:10a	7:23a	7:35a	7:48a
7:10a	7:21a	7:31a	7:44a	7:57a	8:10a
7:30a	7:41a	7:51a	8:04a	8:17a	8:30a
7:50a	8:01a	8:11a	8:24a	8:37a	8:50a
8:10a	8:21a	8:31a	8:44a	8:57a	9:10a
8:30a	8:41a	8:51a	9:04a	9:17a	9:30a
8:50a	9:01a	9:11a	9:24a	9:36a	9:48a
9:10a	9:21a	9:31a	9:44a	9:55a	10:07a
9:30a	9:41a	9:51a	10:04a	10:15a	10:27a
9:50a	10:01a	10:11a	10:24a	10:35a	10:47a
10:10a	10:21a	10:31a	10:44a	10:55a	11:07a
10:30a	10:41a	10:51a	11:04a	11:15a	11:27a
10:50a	11:01a	11:11a	11:24a	11:35a	11:47a
11:10a	11:21a	11:31a	11:44a	11:55a	12:07p
11:30a	11:41a	11:51a	12:04p	12:15p	12:27p
11:50a	12:01p	12:11p	12:24p	12:35p	12:47p
12:10p	12:21p	12:31p	12:44p	12:55p	1:07p
12:30p	12:41p	12:51p	1:04p	1:15p	1:27p
12:50p	1:01p	1:11p	1:24p	1:35p	1:47p
1:10p	1:21p	1:31p	1:44p	1:55p	2:07p
1:30p	1:41p	1:51p	2:04p	2:15p	2:27p
1:50p	2:01p	2:11p	2:24p	2:35p	2:47p
2:10p	2:21p	2:31p	2:44p	2:55p	3:07p
2:30p	2:41p	2:51p	3:04p	3:15p	3:27p
2:50p	3:01p	3:11p	3:24p	3:35p	3:47p
3:10p	3:21p	3:31p	3:45p	3:56p	4:08p
3:30p	3:42p	3:53p	4:07p	4:18p	4:30p
3:50p	4:02p	4:13p	4:27p	4:39p	4:51p
4:10p	4:22p	4:34p	4:48p	5:00p	5:12p
4:30p	4:42p	4:55p	5:09p	5:21p	5:33p
4:50p	5:02p	5:15p	5:29p	5:41p	5:53p
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5:30p	5:42p	5:55p	6:09p	6:20p	6:32p G
5:50p	6:02p	6:13p	6:27p	6:38p	6:50p G
6:10p	6:22p	6:33p	6:46p	6:57p	7:09p G
6:30p	6:41p	6:51p	7:04p	7:15p	7:27p G

ROUTE US 1 *Breeze*

Monday - Friday Limited Service

Aventura Mall to Broward Central Terminal

via US 1

LEGEND

CONNECTING ROUTES

MAIN ROUTE

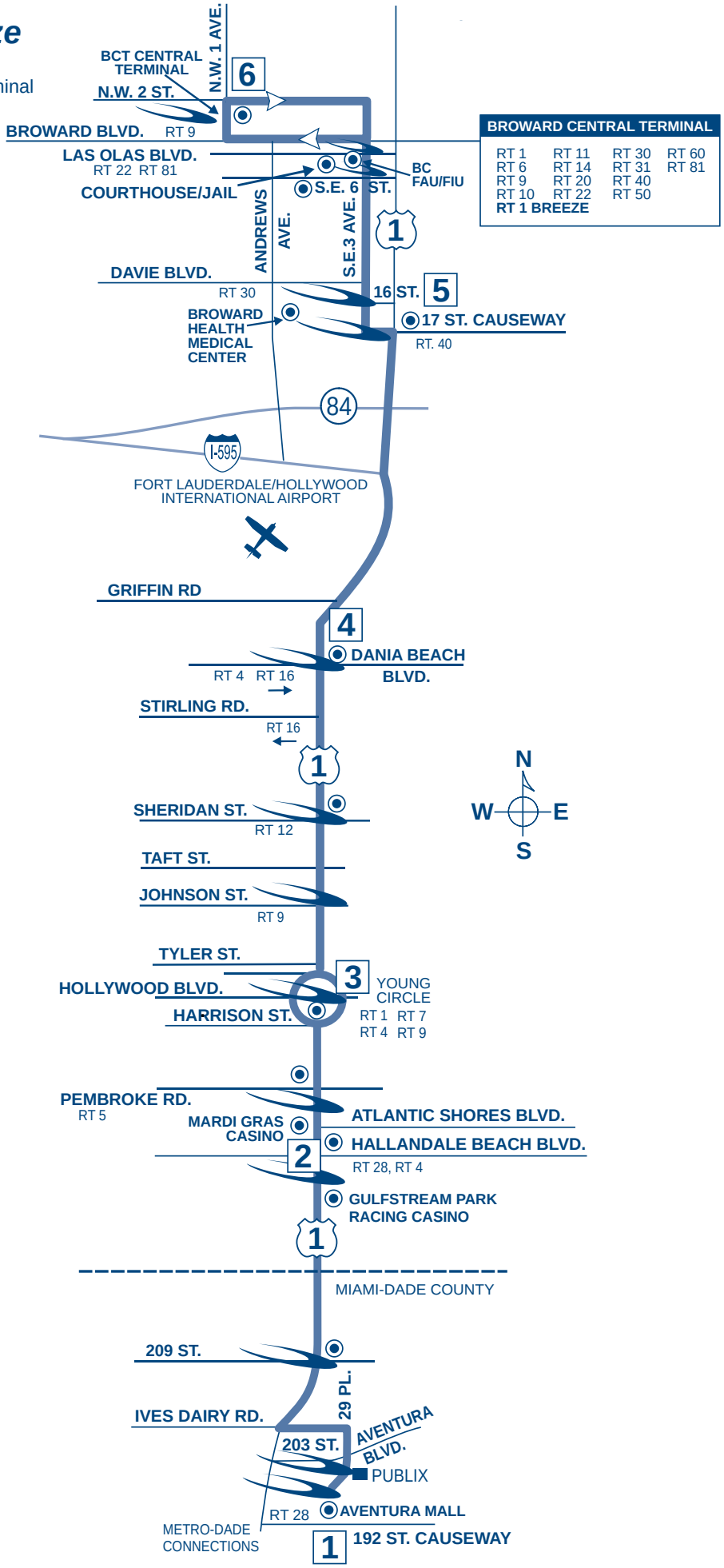
RT #

TIMEPOINTS

The Breeze stop location

POINTS OF INTEREST

- Aventura Mall
- Gulfstream Park, Racing Casino
- Mardi Gras Casino
- Broward Health Medical Center
- Courthouse/Jail
- BC/FAU/FIU



BROWARD CENTRAL TERMINAL

RT 1	RT 11	RT 30	RT 60
RT 6	RT 14	RT 31	RT 81
RT 9	RT 20	RT 40	
RT 10	RT 22	RT 50	
RT 1 BREEZE			

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Lost and Found: 954-357-6414, Monday - Friday, 9:00 am - 4:00 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

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

Fares

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

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

Fare Deals

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

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

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

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

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

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

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

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

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

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

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

TIMETABLE

ROUTE 1

Monday - Friday

Effective 1/19/15

Aventura Mall to
Broward Central Terminal

via Federal Highway/US 1

BROWARD COUNTY Transit
A service of the
Broward County Commission

facebook

YouTube

Download & Print at Broward.org/BCT
Wheelchair Accessible
Bike Racks

MONDAY-FRIDAY

There are additional bus stops in between those listed.

NORTHBOUND

To Broward Central Terminal

AVENTURA MALL 1	HALLANDALE BCH BLV & US 1 2	YOUNG CIRCLE 3	FTL/HWD INTERNATIONAL AIRPORT 4	BROWARD CENTRAL TERMINAL 5
		5:11a	5:29a	5:51a
5:18a	5:30a	5:41a	6:01a	6:25a
5:38a	5:51a	6:02a	6:24a	6:48a
5:53a	6:06a	6:18a	6:40a	7:04a
6:13a	6:27a	6:39a	7:01a	7:26a
6:33a	6:47a	6:59a	7:22a	7:48a
6:53a	7:08a	7:21a	7:45a	8:11a
7:13a	7:28a	7:42a	8:06a	8:32a
7:33a	7:49a	8:03a	8:27a	8:52a
7:53a	8:09a	8:23a	8:46a	9:11a
8:13a	8:29a	8:42a	9:05a	9:29a
8:33a	8:48a	9:01a	9:23a	9:47a
8:53a	9:07a	9:19a	9:41a	10:05a
9:13a	9:27a	9:39a	10:01a	10:25a
9:33a	9:47a	9:59a	10:21a	10:45a
9:53a	10:07a	10:19a	10:41a	11:05a
10:13a	10:27a	10:39a	11:01a	11:25a
10:33a	10:47a	10:59a	11:21a	11:45a
10:53a	11:07a	11:19a	11:41a	12:05p
11:13a	11:27a	11:39a	12:01p	12:25p
11:33a	11:47a	11:59a	12:21p	12:45p
11:53a	12:07p	12:19p	12:41p	1:05p
12:13p	12:27p	12:39p	1:01p	1:25p
12:33p	12:47p	12:59p	1:21p	1:45p
12:53p	1:07p	1:19p	1:41p	2:05p
1:13p	1:27p	1:39p	2:01p	2:25p
1:33p	1:47p	1:59p	2:21p	2:45p
1:53p	2:07p	2:19p	2:41p	3:05p
2:13p	2:27p	2:39p	3:01p	3:26p
2:33p	2:47p	2:59p	3:22p	3:47p
2:53p	3:08p	3:21p	3:44p	4:09p
3:13p	3:28p	3:41p	4:04p	4:30p
3:33p	3:48p	4:01p	4:25p	4:51p
3:53p	4:09p	4:23p	4:47p	5:13p
4:13p	4:29p	4:43p	5:07p	5:33p
4:33p	4:49p	5:03p	5:27p	5:53p
4:53p	5:09p	5:23p	5:47p	6:13p
5:13p	5:29p	5:43p	6:07p	6:32p
5:33p	5:49p	6:03p	6:26p	6:51p
5:53p	6:08p	6:21p	6:44p	7:09p
6:13p	6:28p	6:41p	7:04p	7:28p
6:33p	6:48p	7:01p	7:23p	7:47p
6:53p	7:07p	7:19p	7:41p	8:05p
7:13p	7:27p	7:39p	8:01p	8:25p
7:33p	7:47p	7:59p	8:19p	8:41p G
7:53p	8:07p	8:18p	8:38p	9:00p
8:13p	8:26p	8:37p	8:57p	9:17p G
8:33p	8:46p	8:57p	9:15p	9:35p
9:03p	9:15p	9:25p	9:43p	10:03p
9:33p	9:45p	9:55p	10:13p	10:33p
10:03p	10:15p	10:25p	10:43p	11:03p
10:33p	10:45p	10:55p	11:13p	11:33p G
11:03p	11:15p	11:25p	11:43p	12:03a G

SOUTHBOUND

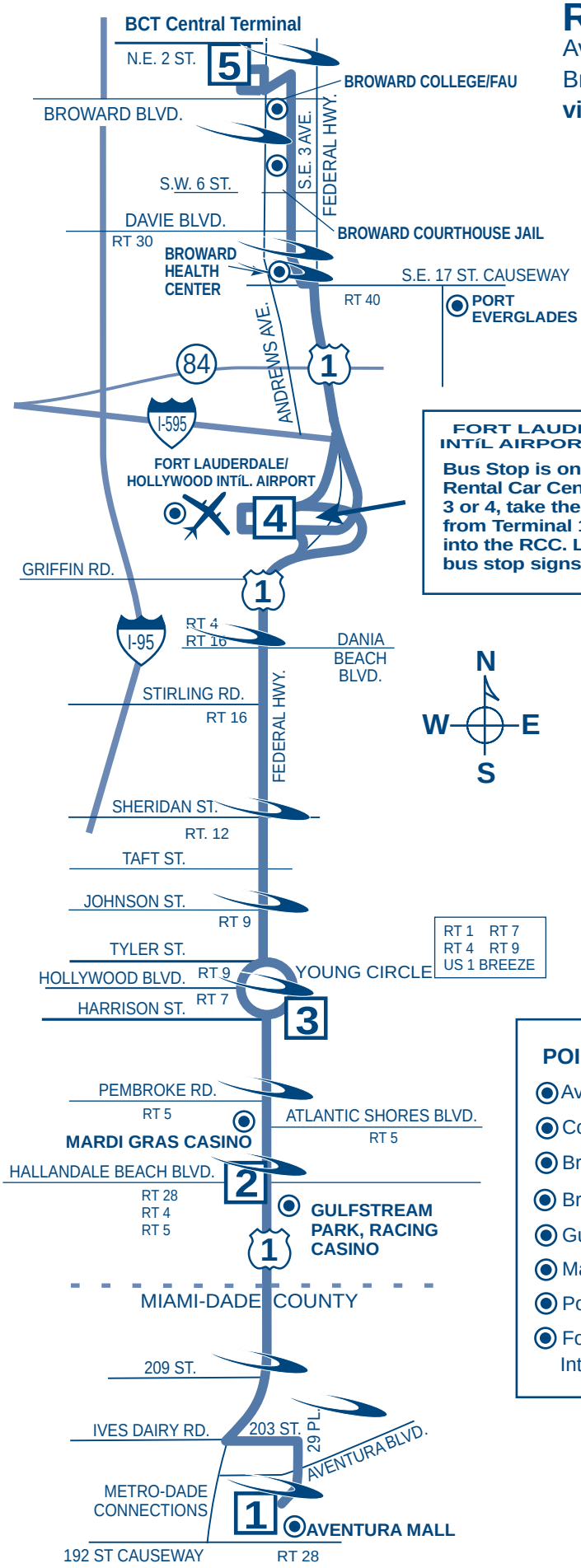
To Aventura Mall

BROWARD CENTRAL TERMINAL 5	FTL/HWD INTERNATIONAL AIRPORT 4	YOUNG CIRCLE 3	HALLANDALE BCH BLV & US 1 2	AVENTURA MALL 1
		5:18a	5:29a	5:42a
5:05a	5:23a	5:48a	6:00a	6:14a
5:25a	5:44a	6:11a	6:24a	6:38a
5:40a	6:00a	6:28a	6:41a	6:55a
6:00a	6:22a	6:50a	7:03a	7:18a
6:20a	6:42a	7:10a	7:24a	7:40a
6:40a	7:02a	7:31a	7:46a	8:02a
7:00a	7:24a	7:54a	8:09a	8:25a
7:20a	7:45a	8:15a	8:30a	8:45a
7:40a	8:05a	8:35a	8:49a	9:04a
8:00a	8:25a	8:54a	9:07a	9:21a
8:20a	8:44a	9:13a	9:26a	9:40a
8:40a	9:04a	9:32a	9:45a	9:59a
9:00a	9:23a	9:51a	10:04a	10:18a
9:20a	9:43a	10:11a	10:24a	10:38a
9:40a	10:03a	10:31a	10:44a	10:58a
10:00a	10:23a	10:51a	11:04a	11:18a
10:20a	10:43a	11:11a	11:24a	11:38a
10:40a	11:03a	11:31a	11:44a	11:58a
11:00a	11:23a	11:51a	12:04p	12:18p
11:20a	11:43a	12:11p	12:24p	12:38p
11:40a	12:03p	12:31p	12:44p	12:58p
12:00p	12:23p	12:51p	1:04p	1:18p
12:20p	12:43p	1:11p	1:24p	1:38p
12:40p	1:03p	1:31p	1:44p	1:58p
1:00p	1:23p	1:51p	2:04p	2:18p
1:20p	1:43p	2:11p	2:24p	2:38p
1:40p	2:03p	2:31p	2:44p	2:58p
2:00p	2:23p	2:51p	3:04p	3:19p
2:20p	2:43p	3:11p	3:25p	3:40p
2:40p	3:03p	3:32p	3:46p	4:01p
3:00p	3:24p	3:53p	4:08p	4:24p
3:20p	3:44p	4:13p	4:28p	4:44p
3:40p	4:04p	4:34p	4:49p	5:05p
4:00p	4:25p	4:55p	5:10p	5:26p
4:20p	4:45p	5:15p	5:30p	5:46p
4:40p	5:05p	5:35p	5:50p	6:06p
5:00p	5:25p	5:55p	6:09p	6:24p
5:20p	5:45p	6:15p	6:29p	6:44p
5:40p	6:05p	6:34p	6:48p	7:03p
6:00p	6:24p	6:53p	7:07p	7:21p
6:20p	6:44p	7:13p	7:26p	7:40p
6:40p	7:04p	7:32p	7:45p	7:59p
7:00p	7:22p	7:50p	8:03p	8:16p
7:20p	7:42p	8:09p	8:21p	8:34p G
7:40p	8:02p	8:28p	8:40p	8:53p
8:00p	8:22p	8:48p	9:00p	9:13p
8:20p	8:40p	9:06p	9:17p	9:29p
8:45p	9:05p	9:29p	9:40p	9:52p
9:15p	9:33p	9:57p	10:08p	10:20p
9:45p	10:03p	10:27p	10:38p	10:50p
10:15p	10:33p	10:57p	11:08p	11:20p G
10:45p	11:03p	11:27p	11:38p	11:50p G
11:15p	11:33p	11:57p	12:08a	12:20a G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

ROUTE 1

Aventura Mall to
Broward Central Terminal
via Federal Highway/US 1



BROWARD CENTRAL TERMINAL			
RT 1	RT 11	RT 30	RT 60
RT 6	RT 14	RT 31	RT 81
RT 9	RT 20	RT 40	
RT 10	RT 22	RT 50	
U.S. 1 BREEZE			

FORT LAUDERDALE/HOLLYWOOD INTíL AIRPORT TERMINAL COMPLEX

Bus Stop is on upper departure level at the Rental Car Center (RCC). From Terminal 2, 3 or 4, take the shuttle bus to the RCC; from Terminal 1, access moving sidewalk into the RCC. Look for BCT and Stop 7 bus stop signs.

LEGEND

CONNECTING ROUTES — RT #

O — MAIN ROUTE

TIMEPOINTS

The Breeze stop location

RT 1 RT 7
RT 4 RT 9
US 1 BREEZE

POINTS OF INTEREST

- Aventura Mall
- Courthouse/Jail
- Broward Health Medical Center
- Broward College/FAU
- Gulfstream Park Racing Casino
- Mardi Gras Casino
- Port Everglades
- Fort Lauderdale/Hollywood International Airport

For more details on our fares please visit our web site at Broward.org/BCT or call customer service: 954.357.8400.

Reading A Timetable - It's Easy

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

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

Information: 954.357.8400

Hearing-speech impaired/TTY: 954.357.8302

This publication can be made available in large print, tape cassette, or Braille, by request.

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

BROWARD COUNTY FLORIDA

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

21,000 copies of this public document were promulgated at a gross cost of $819., or $.039 per copy to inform the public about the Transit Division's schedule and route information. Reprinted 1/15

TRANSFER POLICY 7/10/11

TRANSFERS BETWEEN REGULAR BUS ROUTE SERVICE AND PREMIUM EXPRESS BUS SERVICE

A BCT 31-Day Premium Express Bus Pass is acceptable on all BCT regular bus service. Passengers transferring from regular route bus service to express bus service with an All Day, 7-Day or 31-Day bus pass, must pay a premium upgrade fee of $1.00. Passengers with a regular 10-Ride bus pass or paying by cash on regular service will not be able to transfer between bus services and must pay the full premium fare when boarding the Express bus.

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

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

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

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

The Express does not connect with Palm Tran.

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

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

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

TRANSIT WATCH

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

Hearing-speech impaired/TTY*
800.955.8771
*Teletype machine required
Visit the City of Hallandale Beach web site at:
www.hallandalebeachfl.gov

For more information about BCT routes, fares or connections, call:
BCT Rider Info
954.357.8400

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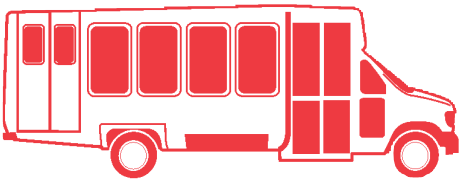
This public document was promulgated at a cost of $49.17, or $0.032 per copy, to inform the public about community bus service between Broward County Transit and the City of Hallandale Beach. 10/13

HALLANDALE BEACH
COMMUNITY BUS SERVICE
ROUTE 1

Hallandale Beach
PROGRESS. INNOVATION. OPPORTUNITY.



Effective October 2013

CITY OF HALLANDALE BEACH
ROUTE 1 COMMUNITY BUS SERVICE

The City of Hallandale Beach and Broward County Transit (BCT) have partnered to provide Three (3) Hallandale Beach Community Bus Routes. This community bus service will increase the number of destinations and connections that can be reached through public transit. Destinations along the Hallandale Beach Route 1 include: Hallandale Beach Boulevard Wal-Mart, Diplomat Mall Winn-Dixie, City Hall and Library, Mardi Gras Casino, Publix Golden Isles, Ocean Drive/County Line, North Beach Fire Station, and surrounding neighborhood.

Connections are available to BCT Routes 1 and US 1 Breeze 4, 5, 6, 28 and Miami Dade Transit "E ".

All buses on this route are air-conditioned and wheelchair accessible in accordance with the American with Disabilities Act (ADA). Bicycle racks are also provided. Please refer to this pamphlet for instruction on how to correctly use the bicycle racks.
The Hallandale Beach Route 1 is free of charge, but riders making connections to BCT routes are expected to pay the appropriate fares.

HOURS OF OPERATION

Monday Through Saturday: 7:00 am – 7:00 pm

The Hallandale Beach Route 1 operates approximately every 65 minutes, with assigned stops.

Please refer to the timetable and map on the reverse side of this pamphlet. The bus will operate as close to schedule as possible. Traffic conditions and/or inclement weather may cause the bus to arrive earlier or later than the expected time. Please allow yourself enough time when using this service.

The Hallandale Beach Route 1 will not operate once a hurricane warning has been issued or if other hazards do not allow for the safe operation of the bus.

HOLIDAYS

Hallandale Beach Route 1 does not operate on the following holidays observed by City of Hallandale Beach:

- New Year's Day
- 4th OF JULY
- Thanksgiving Day
- Christmas Eve/Day

Also if the holidays fall on a Sunday they are not observed.

BIKE RACKS

Bike Racks are available on The Hallandale Beach Community Buses. Bike Racks are designed to carry two bikes only. It is important to have the operator's attention before loading and unloading your bike. As the bus approaches, have your bike ready to load. Remove any loose items that may fall off.

Loading

- Always load your bike from the curbside of the street.
- Lower-Squeeze the handle and pull down to release the folded bike rack.
- Lift your bike into the rack, fitting the wheels into the slots of the vacant position closest to the bus.
- Latch-Pull and release the support arm over the front tire, making sure the support arm is resting on the tire, not on the fender or frame.

Unloading

- Before exiting, notify the operator you are removing your bike.
- Pull the support arm off the tire. Move the support arm down and out of the way. Lift your bike out of the rack. If your bike is the only one on the rack, return the rack to the upright position.
- Move quickly to the curb.

INFORMATION

For more information about the City of Hallandale Beach Community Bus service routes and connections call:

954.457.1620

Monday through Friday: 8 a.m. – 5 p.m.

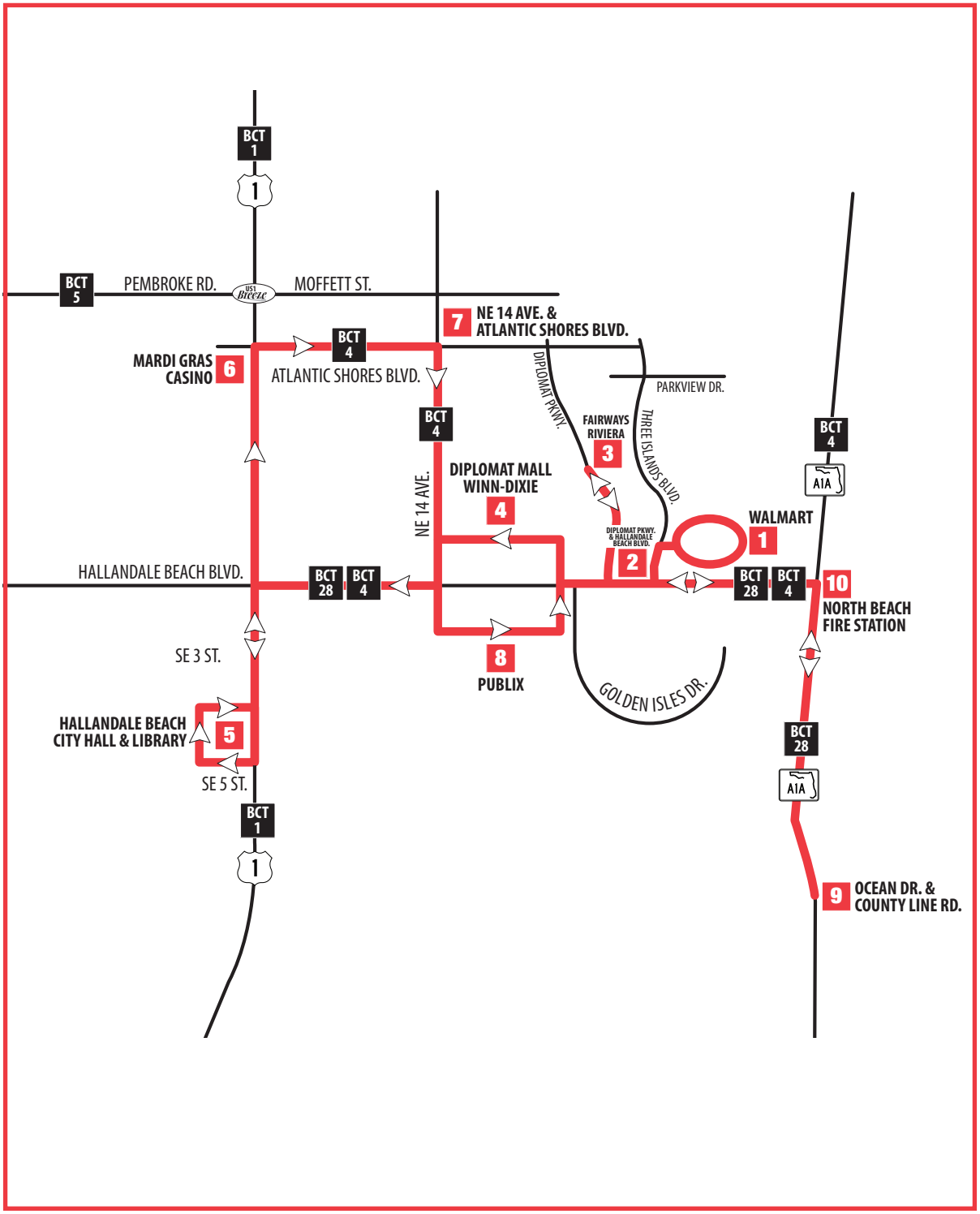
Route 1

HALLANDALE BEACH WALMART	DIPLOMAT PKWY HALLANDALE BEACH BLVD	FAIRWAYS RIVIERA	DIPLOMAT MALL WINN-DIXIE	HALLANDALE CITY HALL & LIBRARY	MARDI GRAS	NE 14 AVE ATLANTIC SHORES BLVD	GOLDEN ISLES SC PUBLIX SE 14 AVE	OCEAN DR COUNTY LINE RD	NORTH BEACH FIRE STATION	HALLANDALE BEACH WALMART
1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**1**
7:00a	7:05a	7:10a	7:15a	7:24a	7:33a	7:38a	7:43a	7:49a	7:54a	7:59a
8:00a	8:05a	8:10a	8:15a	8:24a	8:33a	8:38a	8:43a	8:49a	8:54a	8:59a
9:00a	9:05a	9:10a	9:15a	9:24a	9:33a	9:38a	9:43a	9:49a	9:54a	9:59a
10:00a	10:05a	10:10a	10:15a	10:24a	10:33a	10:38a	10:43a	10:49a	10:54a	10:59a
11:00a	11:05a	11:10a	11:15a	11:24a	11:33a	11:38a	11:43a	11:49a	11:54a	11:59a
12:01p	**12:07p**	**12:13p**	**12:19p**	**12:29p**	**12:39p**	**12:45p**	**12:50p**	**12:57p**	**1:03p**	**1:08p**
1:11p	**1:17p**	**1:23p**	**1:29p**	**1:39p**	**1:49p**	**1:55p**	**2:00p**	**2:07p**	**2:13p**	**2:18p**
2:21p	**2:27p**	**2:33p**	**2:39p**	**2:49p**	**2:59p**	**3:05p**	**3:10p**	**3:17p**	**3:23p**	**3:28p**
3:31p	**3:37p**	**3:43p**	**3:49p**	**3:59p**	**4:09p**	**4:15p**	**4:20p**	**4:27p**	**4:33p**	**4:38p**
4:41p	**4:47p**	**4:53p**	**4:59p**	**5:09p**	**5:19p**	**5:25p**	**5:30p**	**5:37p**	**5:43p**	**5:48p**
5:53p	**5:59p**	**6:05p**	**6:11p**	**6:21p**	**6:31p**	**6:37p**	**6:42p**	**6:49p**	**6:55p**	**7:00p**

Bold type indicates PM hours.

Hallandale Beach

PROGRESS. INNOVATION. OPPORTUNITY.


BCT 1
1
BCT 5
PEMBROKE RD.
US1 Breeze
MOFFETT ST.
7 NE 14 AVE. & ATLANTIC SHORES BLVD.
MARDI GRAS CASINO 6
BCT 4
ATLANTIC SHORES BLVD.
DIPLOMAT PKWY.
PARKVIEW DR.
BCT 4
FAIRWAYS RIVIERA 3
THREE ISLANDS BLVD.
BCT 4
AIA
DIPLOMAT MALL WINN-DIXIE 4
NE 14 AVE.
DIPLOMAT PKWY. & HALLANDALE BEACH BLVD.
WALMART 1
2
HALLANDALE BEACH BLVD.
BCT 28
BCT 4
BCT 28
BCT 4
10 NORTH BEACH FIRE STATION
SE 3 ST.
8 PUBLIX
GOLDEN ISLES DR.
HALLANDALE BEACH CITY HALL & LIBRARY 5
SE 5 ST.
BCT 28
AIA
BCT 1
1
9 OCEAN DR. & COUNTY LINE RD.

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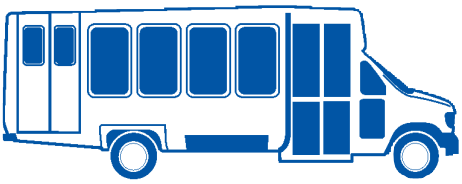
HALLANDALE BEACH
COMMUNITY BUS SERVICE
ROUTE 2

Hallandale Beach
PROGRESS. INNOVATION. OPPORTUNITY.



Effective October 2013

CITY OF HALLANDALE BEACH
ROUTE 2 COMMUNITY BUS SERVICE

The City of Hallandale Beach and Broward County Transit (BCT) have partnered to provide Three (3) Hallandale Beach Routes. This community bus service will increase the number of destinations and connections that can be reached through public transit. Destinations along the Hallandale Beach Community Bus Route 2 include: Hallandale Beach Boulevard Wal-Mart, Diplomat Mall, City Hall and Library, Mardi Gras Casino, Publix Golden Isles, Golden Isles Community, Three Island Parkview Drive, Aventura Hospital and surrounding neighborhood.

Connections are available to BCT Routes 1, and US 1 Breeze 4, 5, 28 and Miami Dade Transit "E "

All buses on this route are air-conditioned and wheelchair accessible in accordance with the American with Disabilities Act (ADA). Bicycle racks are also provided. Please refer to this pamphlet for instruction on how to correctly use the bicycle racks.

The Hallandale Beach Route 2 is free of charge, but riders making connections to BCT routes are expected to pay the appropriate fares.

HOURS OF OPERATION

Monday Through Saturday: 7:00 am – 7:00 pm

The Hallandale Beach Route 2 operates approximately every 66 minutes, with assigned stops.

Please refer to the timetable and map on the reverse side of this pamphlet. The bus will operate as close to schedule as possible. Traffic conditions and/or inclement weather may cause the bus to arrive earlier or later than the expected time. Please allow yourself enough time when using this service.

The Hallandale Beach Route 2 will not operate once a hurricane warning has been issued or if other hazards do not allow for the safe operation of the bus.

HOLIDAYS

Hallandale Beach Route 2 does not operate on the following holidays observed by City of Hallandale Beach:

- New Year's Day
- 4th OF JULY
- Thanksgiving Day
- Christmas Eve/Day

Also if the holidays fall on a Sunday they are not observed.

BIKE RACKS

Bike Racks are available on the Hallandale Beach Community Buses. Bike Racks are designed to carry two bikes only. It is important to have the operator's attention before loading and unloading your bike. As the bus approaches, have your bike ready to load. Remove any loose items that may fall off.

Loading

- Always load your bike from the curbside of the street.
- Lower-Squeeze the handle and pull down to release the folded bike rack.
- Lift your bike into the rack, fitting the wheels into the slots of the vacant position closest to the bus.
- Latch-Pull and release the support arm over the front tire, making sure the support arm is resting on the tire, not on the fender or frame.

Unloading

- Before exiting, notify the operator you are removing your bike.
- Pull the support arm off the tire. Move the support arm down and out of the way. Lift your bike out of the rack. If your bike is the only one on the rack, return the rack to the upright position.
- Move quickly to the curb.

INFORMATION

For more information about the City of Hallandale Beach Community Bus service routes and connections call:

954.457.1620

Monday through Friday: 8 a.m. – 5 p.m.

Route 2

GOLDEN ISLES SC PUBLIX SE 14 A	GOLDEN SLES	HALLANDALE BEACH WALMART	THREE ISLANDS BLVD PARKVIEW DR	DIPLOMAT MALL	NE 14 AVE ATLANTIC SHORES BLVD	MARDI GRAS	HALLANDALE CITY HALL & LIBRARY	AVENTURA HOSPITAL	GOLDEN ISLES SC PUBLIX SE 14 A
1	2	3	4	5	6	7	8	9	1
7:00a	7:05a	7:12a	7:18a	7:27a	7:35a	7:39a	7:47a	7:53a	8:03a
8:04a	8:09a	8:16a	8:22a	8:31a	8:39a	8:43a	8:51a	8:57a	9:07a
9:08a	9:13a	9:20a	9:26a	9:35a	9:43a	9:47a	9:55a	10:01a	10:11a
10:12a	10:17a	10:24a	10:30a	10:39a	10:47a	10:51a	10:59a	11:05a	11:15a
11:16a	11:21a	11:28a	11:34a	11:43a	11:51a	11:55a	**12:04p**	**12:11p**	**12:21p**
12:22p	**12:27p**	**12:34p**	**12:40p**	**12:49p**	**12:57p**	**1:01p**	**1:11p**	**1:18p**	**1:28p**
1:29p	**1:34p**	**1:41p**	**1:47p**	**1:56p**	**2:04p**	**2:08p**	**2:18p**	**2:25p**	**2:35p**
2:36p	**2:41p**	**2:48p**	**2:54p**	**3:03p**	**3:11p**	**3:15p**	**3:25p**	**3:32p**	**3:42p**
3:42p	**3:47p**	**3:54p**	**4:00p**	**4:09p**	**4:17p**	**4:21p**	**4:31p**	**4:38p**	**4:48p**
4:48p	**4:53p**	**5:00p**	**5:06p**	**5:15p**	**5:23p**	**5:27p**	**5:37p**	**5:44p**	**5:54p**
5:54p	**5:59p**	**6:06p**	**6:12p**	**6:21p**	**6:29p**	**6:33p**	**6:43p**	**6:50p**	**7:00p**

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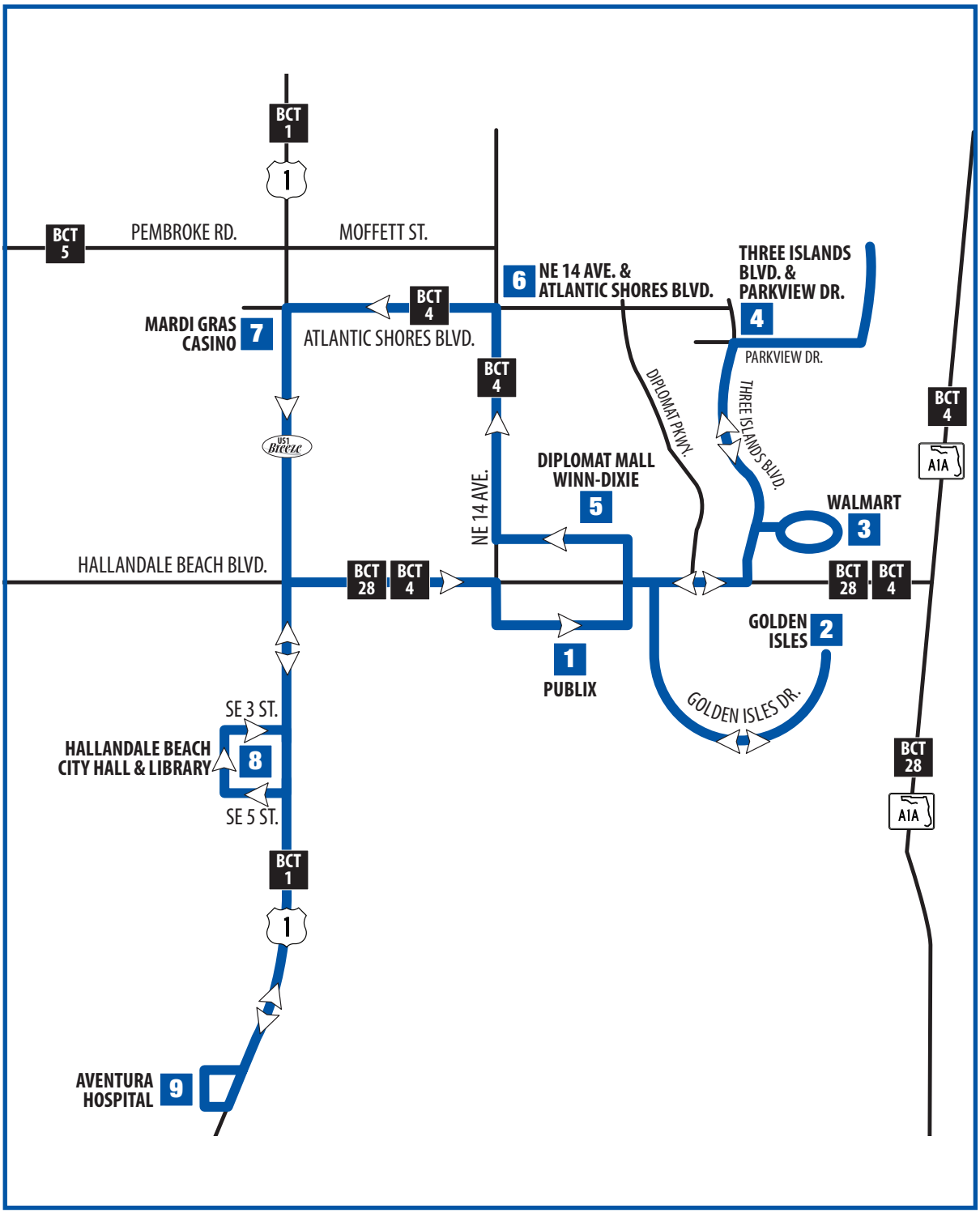
Hallandale Beach

PROGRESS. INNOVATION. OPPORTUNITY.


BCT 1
1
BCT 5
PEMBROKE RD.
MOFFETT ST.
6 NE 14 AVE. & ATLANTIC SHORES BLVD.
THREE ISLANDS BLVD. & PARKVIEW DR.
4
BCT 4
MARDI GRAS CASINO 7
ATLANTIC SHORES BLVD.
PARKVIEW DR.
BCT 4
DIPLOMAT PKWY.
THREE ISLANDS BLVD.
BCT 4
A1A
US1 Breeze
DIPLOMAT MALL WINN-DIXIE
5
NE 14 AVE.
WALMART
3
HALLANDALE BEACH BLVD.
BCT 28
BCT 4
BCT 28
BCT 4
GOLDEN ISLES 2
1
PUBLIX
GOLDEN ISLES DR.
SE 3 ST.
HALLANDALE BEACH CITY HALL & LIBRARY
8
SE 5 ST.
BCT 28
A1A
BCT 1
1
AVENTURA HOSPITAL 9

Hearing-speech impaired/TTY*
800.955.8771
*Teletype machine required
Visit the City of Hallandale Beach web site at:
www.hallandalebeachfl.gov

For more information about BCT routes, fares or connections, call:
BCT Rider Info
954.357.8400

Hearing-speech impaired/TTY*
954.357.8302
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BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
TRANSPORTATION DEPARTMENT
An equal opportunity employer and provider of services.

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

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

This public document was promulgated at a cost of $49.17, or $0.032 per copy, to inform the public about community bus service between Broward County Transit and the City of Hallandale Beach. 10/13

HALLANDALE BEACH
COMMUNITY BUS SERVICE
ROUTE 3

Effective October 2013

CITY OF HALLANDALE BEACH

ROUTE 3 COMMUNITY BUS SERVICE

The City of Hallandale Beach and Broward County Transit (BCT) have partnered to provide Three (3) Hallandale Beach Community Bus Routes. This community bus service will increase the number of destinations and connections that can be reached through public transit. Destinations along the Hallandale Beach Route 3 include: City Hall & Library, Fashion Row NW 1 Ave Hallandale Beach, Hepburn Center NW 8 Ave, Hollywood Tri-Rail, Broward South Regional Health Center, Winn-Dixie Hallandale Beach Boulevard, Hallandale Beach Community Center, SW 10 Street and SW 10 Avenue and surrounding neighborhood.

Connections are available to BCT routes 1 and US 1 Breeze 4, 5, 6, 7, 28, 95-Express (Hollywood Tri-Rail Station) and Miami Dade Transit "E ".

All buses on this route are air-conditioned and wheelchair accessible in accordance with the American with Disabilities Act (ADA). Bicycle Racks are also provided. Please refer to this pamphlet for instruction on how to correctly use the bicycle racks.

The Hallandale Beach Route 3 is free of charge, but riders making connections to BCT routes are expected to pay the appropriate fares.

HOURS OF OPERATION

Monday Through Saturday: 7:00 am – 7:00 pm

The Hallandale Beach Route 3 operates approximately every 65 minutes, with assigned stops. The Hallandale Beach Route 3 does not provide service to Broward South Regional Health center on the last trip beginning at 6:00 pm. From the Hallandale Library.

Please refer to the timetable and map on the reverse side of this pamphlet. The bus will operate as close to schedule as possible. Traffic conditions and/or inclement weather may cause the bus to arrive earlier or later than the expected time. Please allow yourself enough time when using this service.

The Hallandale Beach Route 3 will not operate once a hurricane warning has been issued or if other hazards do not allow for the safe operation of the bus.

HOLIDAYS

Hallandale Beach Route 3 does not operate on the following holidays observed by City of Hallandale Beach:

- New Year's Day
- 4th OF JULY
- Thanksgiving Day
- Christmas Eve/Day

Also if the holidays fall on a Sunday they are not observed.

BIKE RACKS

Bike Racks are available on the Hallandale Beach Community Buses. Bike Racks are designed to carry two bikes only. It is important to have the operator's attention before loading and unloading your bike. As the bus approaches, have your bike ready to load. Remove any loose items that may fall off.

Loading

- Always load your bike from the curbside of the street.
- Lower-Squeeze the handle and pull down to release the folded bike rack.
- Lift your bike into the rack, fitting the wheels into the slots of the vacant position closest to the bus.
- Latch-Pull and release the support arm over the front tire, making sure the support arm is resting on the tire, not on the fender or frame.

Unloading

- Before exiting, notify the operator you are removing your bike.
- Pull the support arm off the tire. Move the support arm down and out of the way. Lift your bike out of the rack. If your bike is the only one on the rack, return the rack to the upright position.
- Move quickly to the curb.

INFORMATION

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954.457.1620

Monday through Friday: 8 a.m. – 5 p.m.

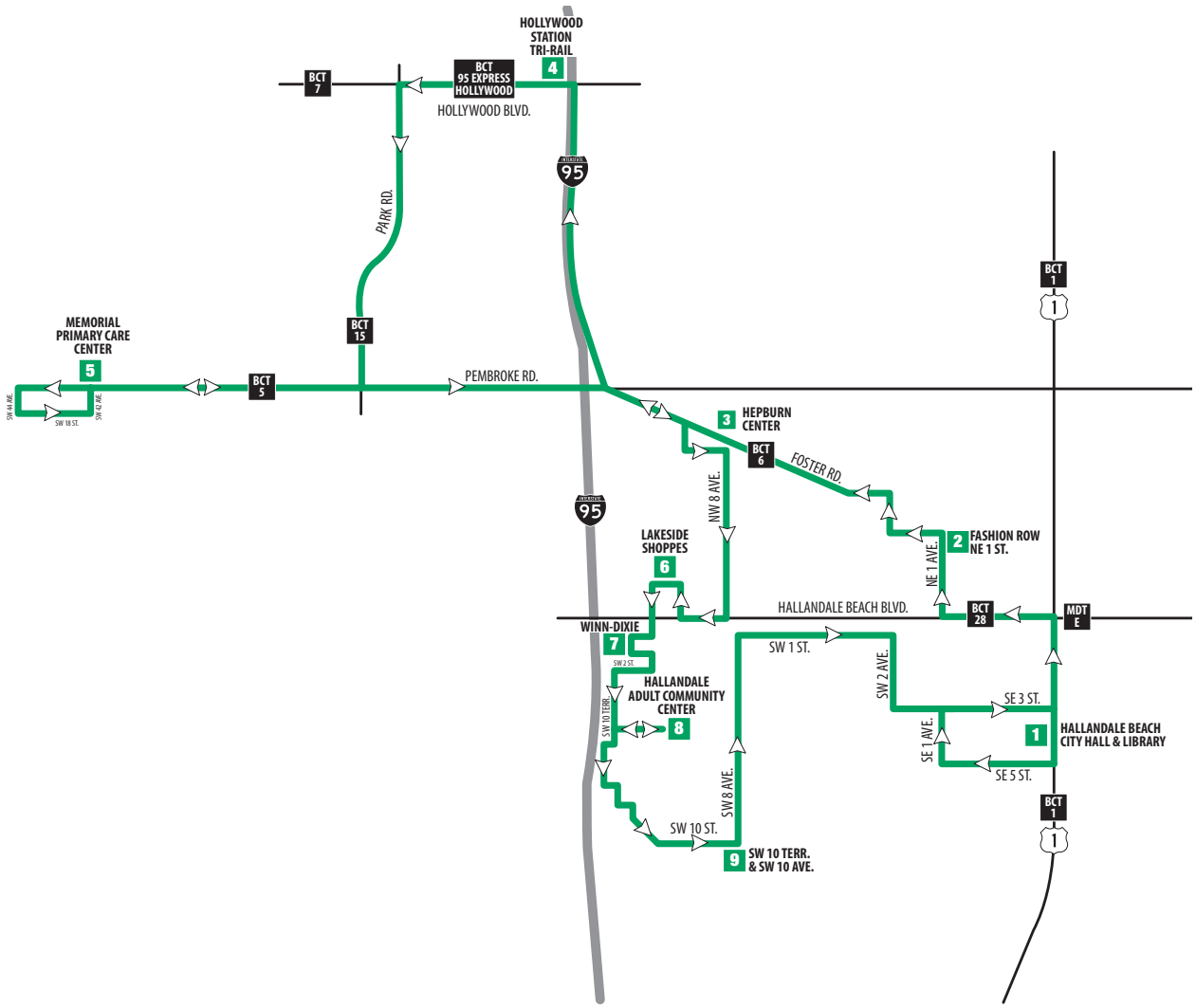
Route 3

HALLANDALE CITY HALL LIBRARY	FASHION ROW NW 1 AVE	HEPBURN CENTER NW 8 AVE	TCRA HOLLYWOOD TRI-RAIL	BROWARD SOUTH REGIONAL HEALTH CTR	LAKE SIDE SHOPS	WINN-DIXIE HALLANDALE BB & SW 10 T	HALLANDALE ADULT COMMUNITY CENTER	SW 10 T SW 10 A HALLANDALE	HALLANDALE CITY HALL LIBRARY
1	2	3	4	5	6	7	8	9	1
7:00a	7:07a	7:13a	7:23a	7:30a	7:36a	7:41a	7:45a	7:52a	8:02a
8:05a	8:12a	8:18a	8:28a	8:35a	8:41a	8:46a	8:50a	8:57a	9:07a
9:10a	9:17a	9:23a	9:33a	9:40a	9:46a	9:51a	9:55a	10:02a	10:12a
10:15a	10:22a	10:28a	10:38a	10:45a	10:51a	10:56a	11:00a	11:07a	11:17a
11:20a	11:27a	11:33a	11:43a	11:50a	11:56a	**12:01p**	**12:05p**	**12:13p**	**12:23p**
12:25p	**12:32p**	**12:39p**	**12:47p**	**12:56p**	**1:03p**	**1:08p**	**1:12p**	**1:20p**	**1:30p**
1:30p	**1:37p**	**1:44p**	**1:52p**	**2:01p**	**2:08p**	**2:13p**	**2:17p**	**2:25p**	**2:35p**
2:37p	**2:44p**	**2:51p**	**2:59p**	**3:08p**	**3:15p**	**3:20p**	**3:24p**	**3:32p**	**3:42p**
3:44p	**3:51p**	**3:58p**	**4:06p**	**4:15p**	**4:22p**	**4:27p**	**4:31p**	**4:39p**	**4:49p**
4:52p	**4:59p**	**5:06p**	**5:14p**	**5:23p**	**5:30p**	**5:35p**	**5:39p**	**5:47p**	**5:57p**
6:00p	**6:07p**	**6:14p**	**6:22p**		**6:33p**	**6:38p**	**6:42p**	**6:50p**	**7:00p**

Bold type indicates PM hours.

Hallandale Beach

PROGRESS. INNOVATION. OPPORTUNITY.


HOLLYWOOD STATION TRI-RAIL
4
BCT 7
BCT 95 EXPRESS HOLLYWOOD
HOLLYWOOD BLVD.
95
PARK RD.
BCT 15
MEMORIAL PRIMARY CARE CENTER
5
SW 14 AVE
SW 18 ST.
SW 12 AVE
BCT 5
PEMBROKE RD.
3
HEPBURN CENTER
BCT 6
FOSTER RD.
NW 8 AVE.
95
LAKESIDE SHOPPES
6
2
FASHION ROW NE 1 ST.
NE 1 AVE.
BCT 1
1
HALLANDALE BEACH BLVD.
BCT 28
MDT E
WINN-DIXIE
7
SW 2 ST.
SW 1 ST.
SW 2 AVE.
HALLANDALE ADULT COMMUNITY CENTER
SW 10 TERR.
8
SE 3 ST.
SE 1 AVE.
1
HALLANDALE BEACH CITY HALL & LIBRARY
SE 5 ST.
SW 8 AVE.
BCT 1
1
SW 10 ST.
9
SW 10 TERR. & SW 10 AVE.

Hearing-speech impaired/TTY*
800.955.8771
*Teletype machine required
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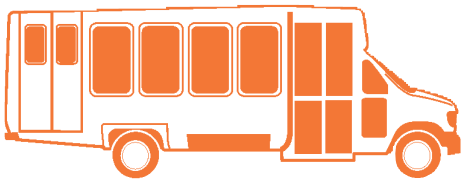
1,500 copies of this public document were promulgated at a gross cost of $49.17, and $0.03 per copy to inform the public about community bus service between Broward County Transit and the City of Hallandale Beach. 7/15

HALLANDALE BEACH
COMMUNITY BUS SERVICE
ROUTE 4

Hallandale Beach
PROGRESS. INNOVATION. OPPORTUNITY.



Effective July 2015

Route 4

NW 10 ST AND NW 10 AVE	HEPBURN CENTER NW 8 AVE HALLANDALE	FASHION ROW NE 1 AVE HALLANDALE	GOLDEN ISLES SC/PUBLIX SE 14 A	DIPLOMAT MALL	HALLANDALE CITY HALL & LIBRARY	SW 10 TERR / SW 10 STREET HALLANDALE	HALLANDALE ADULT COMMUNITY CENTER	WINN-DIXIE HALLANDALE BB & SW 10 T	LAKESIDE SHOPS	NW 10 ST AND NW 10 AVE
1	2	3	4	5	6	7	8	9	10	1
7:00a	7:03a	7:07a	7:15a	7:19a	7:28a	7:38a	7:41a	7:45a	7:48a	7:57a
8:00a	8:03a	8:07a	8:15a	8:19a	8:28a	8:38a	8:41a	8:45a	8:48a	8:57a
9:00a	9:03a	9:07a	9:15a	9:19a	9:28a	9:38a	9:41a	9:45a	9:48a	9:57a
10:00a	10:03a	10:07a	10:15a	10:19a	10:28a	10:38a	10:41a	10:45a	10:48a	10:57a
11:00a	11:03a	11:07a	11:15a	11:19a	11:28a	**11:38a**	**11:41a**	**11:45a**	**11:48a**	**11:57a**
12:00p	**12:03p**	**12:07p**	**12:15p**	**12:19p**	**12:28p**	**12:38p**	**12:41p**	**12:45p**	**12:48p**	**12:57p**
1:00p	**1:03p**	**1:07p**	**1:15p**	**1:19p**	**1:28p**	**1:38p**	**1:41p**	**1:45p**	**1:48p**	**1:57p**
2:00p	**2:03p**	**2:07p**	**2:15p**	**2:19p**	**2:28p**	**2:38p**	**2:41p**	**2:45p**	**2:48p**	**2:57p**
3:00p	**3:03p**	**3:07p**	**3:15p**	**3:19p**	**3:28p**	**3:38p**	**3:41p**	**3:45p**	**3:48p**	**3:57p**
4:00p	**4:03p**	**4:07p**	**4:15p**	**4:19p**	**4:28p**	**4:38p**	**4:41p**	**4:45p**	**4:48p**	**4:57p**
5:00p	**5:03p**	**5:07p**	**5:15p**	**5:19p**	**5:28p**	**5:38p**	**5:41p**	**5:45p**	**5:48p**	**5:57p**
6:00p	**6:03p**	**6:07p**	**6:15p**	**6:19p**	**6:29p**	**6:39p**	**6:42p**	**6:46p**	**6:50p**	**7:00p**

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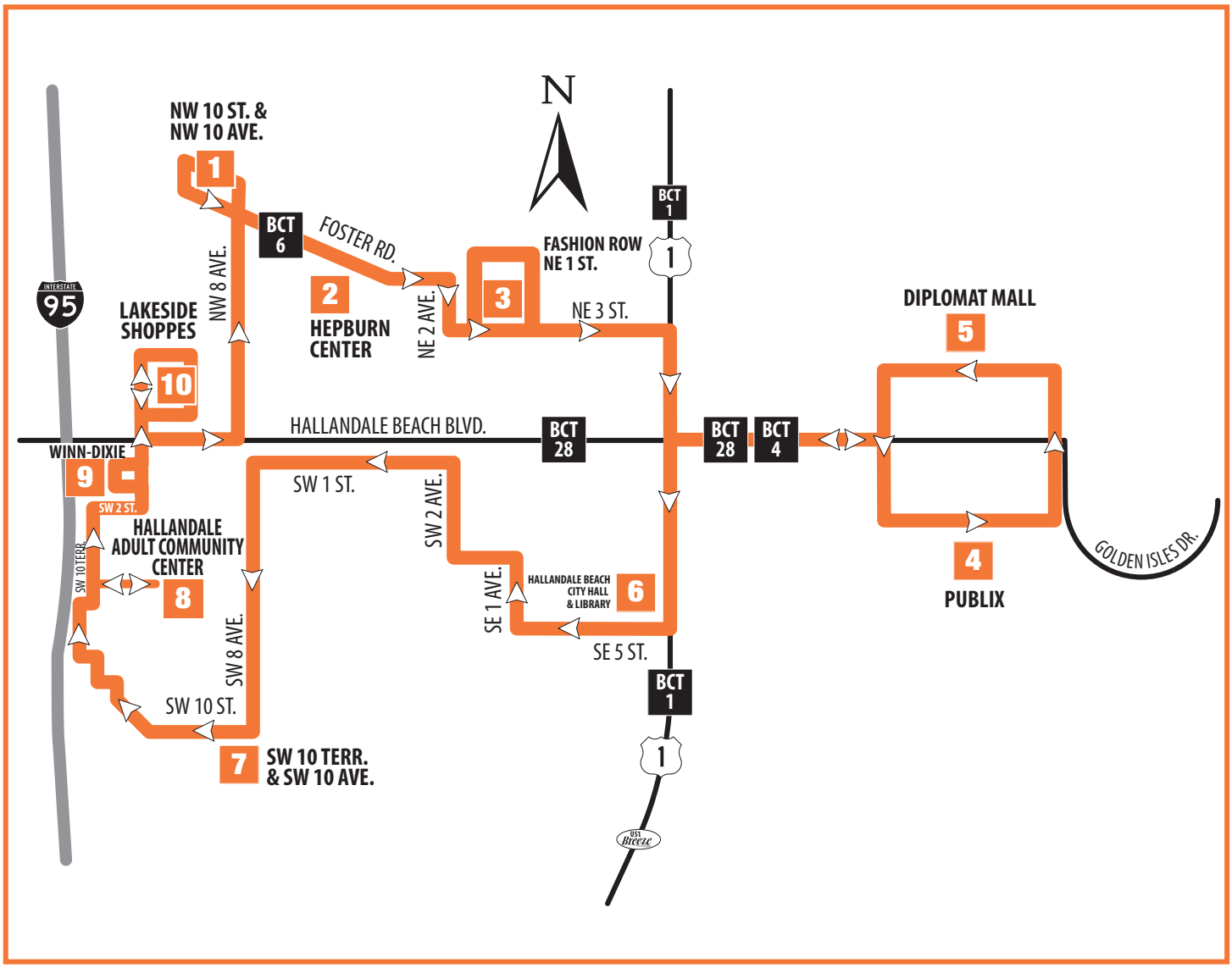
Hallandale Beach
PROGRESS. INNOVATION. OPPORTUNITY.



Hallandale Beach

PROGRESS. INNOVATION. OPPORTUNITY.

CITY OF HALLANDALE BEACH
ROUTE 4 COMMUNITY BUS SERVICE

The City of Hallandale Beach and Broward County Transit (BCT) have partnered to provide Four (4) **Hallandale Beach Community Bus Routes.** This community bus service will increase the number of destinations and connections that can be reached through public transit. Destinations along the Hallandale Beach Route 4 include: City Hall & Library, Fashion Row NW 1 Ave Hallandale Beach, Hepburn Center NW 8 Ave, Publix Golden Isles, Diplomat Mall, Winn-Dixie Hallandale Beach Boulevard, Hallandale Beach Community Center, Lakeside Shops/IHOP, SW 10 Street and SW 10 Avenue and surrounding neighborhood

Connections are available to BCT Routes 1 and US 1 Breeze 4, 5, 6, 28, and Miami Dade Transit "E ", West Park Community Bus and Hallandale Beach Community Bus Route 1, 2 and 3.

All buses on this route are air-conditioned and wheelchair accessible in accordance with the American with Disabilities Act (ADA). Bicycle Racks are also provided. Please refer to this pamphlet for instruction on how to correctly use the bicycle racks.

The Hallandale Beach Route 4 is free of charge, but riders making connections to BCT routes are expected to pay the appropriate fares.

HOURS OF OPERATION

Monday Through Sunday: 7:00 am – 7:00 pm

The Hallandale Beach Route 4 operates approximately every 60 minutes, with assigned stops. The Hallandale Beach Route 4 does not provide service to Broward South Regional Health center and Hollywood Tri-Rail Station.

Please refer to the timetable and map on the reverse side of this pamphlet. The bus will operate as close to schedule as possible. Traffic conditions and/or inclement weather may cause the bus to arrive earlier or later than the expected time. Please allow yourself enough time when using this service.

The Hallandale Beach Route 4 will not operate once a hurricane warning has been issued or if other hazards do not allow for the safe operation of the bus.

HOLIDAYS

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- 4th OF JULY
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BIKE RACKS

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Loading

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Unloading

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- Move quickly to the curb.

INFORMATION

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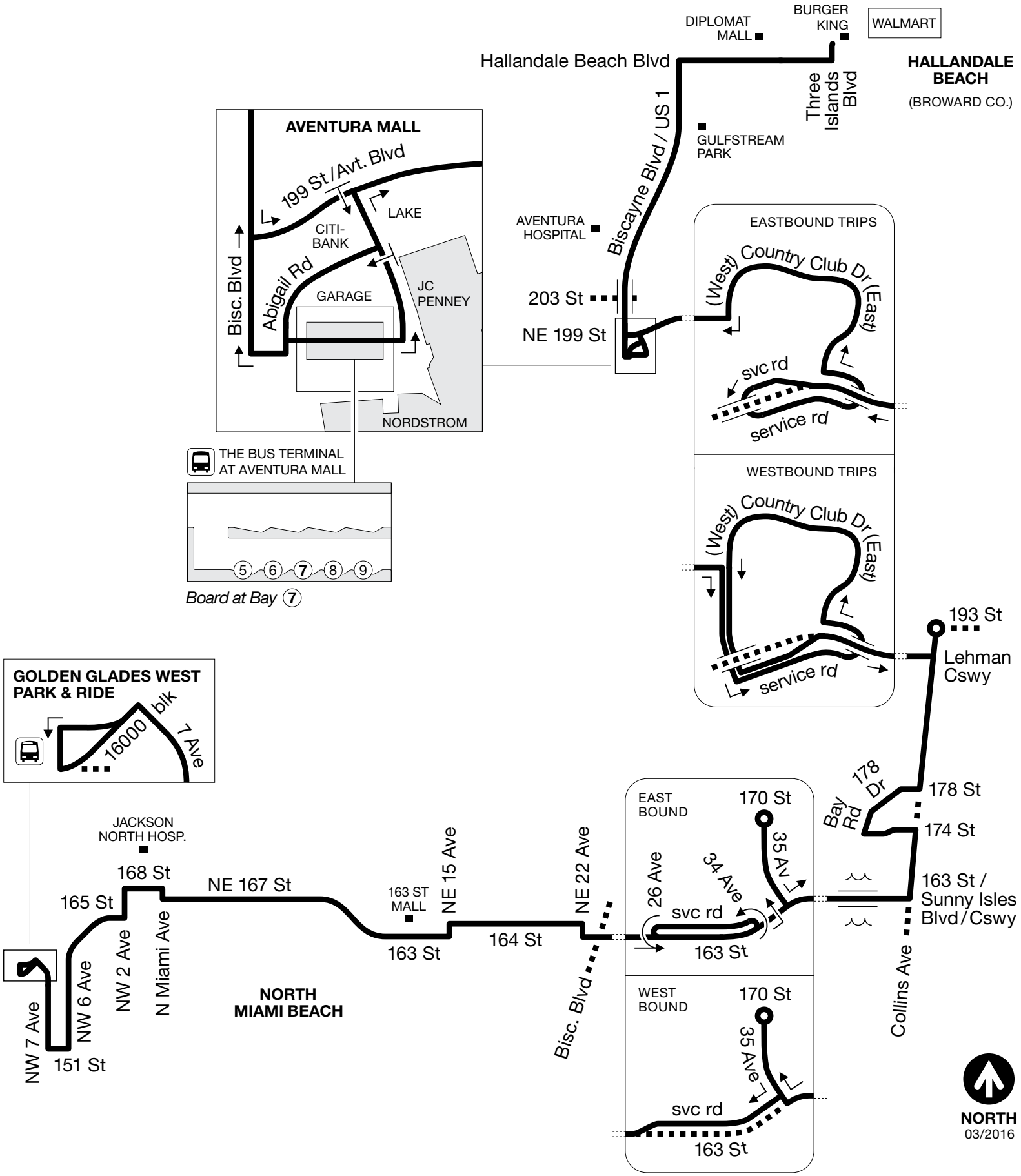
Monday through Friday: 8 a.m. – 5 p.m.

Route E


DIPLOMAT MALL
BURGER KING
WALMART
Hallandale Beach Blvd
HALLANDALE BEACH
(BROWARD CO.)
Three Islands Blvd
GULFSTREAM PARK
Biscayne Blvd / US 1
AVENTURA MALL
199 St / Avt. Blvd
LAKE
CITI-BANK
Abigail Rd
Bisc. Blvd
GARAGE
JC PENNEY
NORDSTROM
AVENTURA HOSPITAL
203 St
NE 199 St
EASTBOUND TRIPS
(West) Country Club Dr (East)
svc rd
service rd
WESTBOUND TRIPS
(West) Country Club Dr (East)
service rd
THE BUS TERMINAL AT AVENTURA MALL
5 6 7 8 9
Board at Bay 7
193 St
Lehman Cswy
GOLDEN GLADES WEST PARK & RIDE
16000 blk
7 Ave
178 Dr
Bay Rd
178 St
174 St
163 St / Sunny Isles Blvd / Cswy
Collins Ave
JACKSON NORTH HOSP.
168 St
165 St
NE 167 St
163 ST MALL
NE 15 Ave
NE 22 Ave
164 St
163 St
Bisc. Blvd
EAST BOUND
170 St
35 Av
34 Ave
26 Ave
svc rd
163 St
WEST BOUND
170 St
35 Ave
svc rd
163 St
NW 7 Ave
NW 6 Ave
NW 2 Ave
N Miami Ave
151 St
NORTH MIAMI BEACH
NORTH
03/2016

Appendix H
Transportation Demand Management Plan

Peninsula Tower
Transportation Demand Management Plan

The City's Comprehensive Plan Policy 1.3.7 requires traffic impacts be minimized and over capacity links and intersections be addressed, with techniques including but not limited to transportation demand management strategies (TDM) applications, transportation systems management (TSM) strategies, and improving multi-modal access. The Peninsula Tower Development Please proposes the following TDM strategies to mitigate the traffic impact from the proposed development:

- Provide a transportation insert for the new-occupant packet that includes information on transit service, schedule and fare to new occupants.
- A local map installed on-site in a prominent and visible location within the building lobby. Maintain an available supply of local maps and transit schedules for occupants at the developer's expense.
- Promote mass transit use by encouraging employers/landlords to purchase transit passes and make them available to employees at discounted prices or no charge.
- Provide security to the bicycle spaces on the ground floor and provide additional secured bicycle parking spaces in the garage for occupants.
- The developer will encourage employers to participate in ridesharing programs through South Florida Commuter Services. Available information will be obtained and distributed to all employers in the development.
- The developer will provide preferential parking for carpools (2 or more) and vanpools.
- The developer will encourage employers to participate in telework and flex work program options.
- In the event that a parking charge is instituted, provide reduced rate to registered carpool vehicles.