Traffic Impact Analysis for Submittal to the City of Hallandale Beach

Hallandale Square Mixed-Use Development Hallandale Beach, Florida

Prepared for:

600 Hallandale, LLC
Bay Harbor, Florida

Prepared by:

Kimley-Horn and Associates, Inc.
Fort Lauderdale, Florida

Kimley-Horn and Associates, Inc.

©2008 Kimley-Horn and Associates, Inc.

January 2008
144157000

Traffic Impact Analysis
for Submittal to the City of
Hallandale Beach

Hallandale Square
Mixed-Use Development
Hallandale Beach, Fl

Richard / Christy:
Hallandale Square
Complete Traffic Packet:
1.) Impact Statement
2.) TRAFFIC Impact Analysis
3.) Supplemental Traffic Impact Analysis.
Thanks,
*Additional Copies in Front

Prepared for:

600 Hallandale, LLC
Bay Harbor, Florida

Prepared by:

Kimley-Horn and Associates, Inc.
Fort Lauderdale, Florida

©2008 Kimley-Horn and Associates, Inc.
January 2008
144157000

...ber 62541
...Horn and Associates, Inc.
5200 NW 33rd Avenue, Suite 109
Fort Lauderdale, FL 33309
CA # 00000696

EXECUTIVE SUMMARY

600 Hallandale, LLC is proposing a retail development (Hallandale Square) in Hallandale Beach, Florida. The project consists of 347,708 sq. ft. of retail space and a seven (7) screen movie theater. The project site is located on the southeast corner of Hallandale Beach Boulevard and Federal Highway (US 1). The site is currently occupied by 60,609 sq. ft. of retail space. Construction is expected to be completed and the project opened by the year 2009. The project is expected to generate a total of 119 net new A.M. peak hour trips and 711 net new P.M. peak hour trips.

Access to the project is proposed via five (5) access points. Direct access to Federal Highway will be provided via a right-in/right-out driveway located south of Hallandale Beach Boulevard and via Hibiscus Street Direct signalized access to Hallandale Beach Boulevard will be provided via a public roadway aligning with NE 8th Avenue south of Hallandale Beach Boulevard consistent with the Citywide Masterplan. Additionally, a right-in only project driveway is proposed west of NE 8th Avenue for delivery vehicles only. Furthermore, the proposed development is expected to have interconnectivity with the roadway network at the Village of Gulfstream Park via a public roadway network proposed as part of the Citywide Masterplan.

A traffic impact analysis was conducted for intersections in the vicinity of the project site consistent with City of Hallandale Beach's impact evaluation submission requirements (City Code Section 32-788(g)). Intersection capacity analyses were conducted for the existing conditions and for future conditions after the opening of the project. All study intersections are expected to operate at LOS D or better under future total traffic conditions during the peak hour periods with the exception of Hallandale Beach Boulevard and Federal Highway. The subject intersection is expected to operate at LOS F with or without the proposed development. In order to mitigate the additional delay generated by the proposed development, the applicant is proposing two (2) geometric improvements at the intersection.

- Construct an additional northbound right-turn lane on Federal Highway providing for dual northbound right-turn movements at the intersection along with the installation of a northbound right-turn overlap. Dedication of additional right-of-way along the proposed development's frontage will be required in order to construct this improvement.

- Contribute to the City an amount equal to the cost to construct a westbound right-turn lane along Hallandale Beach Boulevard at the intersection of Hallandale Beach Boulevard and Federal Highway (US 1). Once the City completes its Citywide Transportation Study, the City can either proceed to acquire the necessary right-of-way and use these funds to construct this improvement or utilize these funds for other transportation improvements which the Citywide Study recommends equivalent to the construction cost of the westbound right-turn lane to the City of Hallandale Beach to be used towards alternative transportation-related improvements in the area.

In conclusion, the proposed development is not expected to have a significant impact on the adjacent street network with the geometric improvements proposed at the intersection of Hallandale Beach Boulevard and Federal Highway.

TABLE OF CONTENTS

Page

INTRODUCTION 1
PROJECT TRAFFIC 3
Existing and Proposed Land Uses 3
Project Access 3
Trip Generation 4
Trip Distribution and Assignment 8
DATA COLLECTION 13
BACKGROUND TRAFFIC 17
Background Area Growth 17
Approved Development 17
FUTURE TRAFFIC 21
CAPACITY ANALYSIS 24
Existing (2007) Traffic Conditions 24
Future Background (2009) Traffic Conditions 26
Future Total (2009) Traffic Conditions 28
MULTIMODAL ANALYSIS 32
Mass Transit 32
Pedestrian Features 33
CONCLUSIONS 34

APPENDIX A: City of Hallandale Beach Masterplan Information
APPENDIX B: Methodology Correspondence
APPENDIX B: Project Trip Generation
APPENDIX C: TRIPS Model Outputs
APPENDIX D: Volume Development Worksheets
APPENDIX E: Intersection Turning Movement Counts
APPENDIX F: Historical Growth Trend Analysis
APPENDIX G: Signal Timing Plans
APPENDIX H: Intersection Analyses
APPENDIX I: Transit Maps and Schedules

LIST OF FIGURES

Page

Figure 1: Site Location Map 2
Figure 2: Project Trip Distribution 10
Figure 3: Project Trip Assignment A.M. Peak Hour 11
Figure 4: Project Trip Assignment P.M. Peak Hour 12
Figure 5: 2007 Peak Season Traffic A.M. Peak Hour 15
Figure 6: 2007 Peak Season Traffic P.M. Peak Hour 16
Figure 7: 2009 Future Background Traffic A.M. Peak Hour 19
Figure 8: 2009 Future Background Traffic P.M. Peak Hour 20
Figure 9: 2009 Future Total Traffic A.M. Peak Hour 22
Figure 10: 2009 Future Total Traffic P.M. Peak Hour 23

LIST OF TABLES

Page

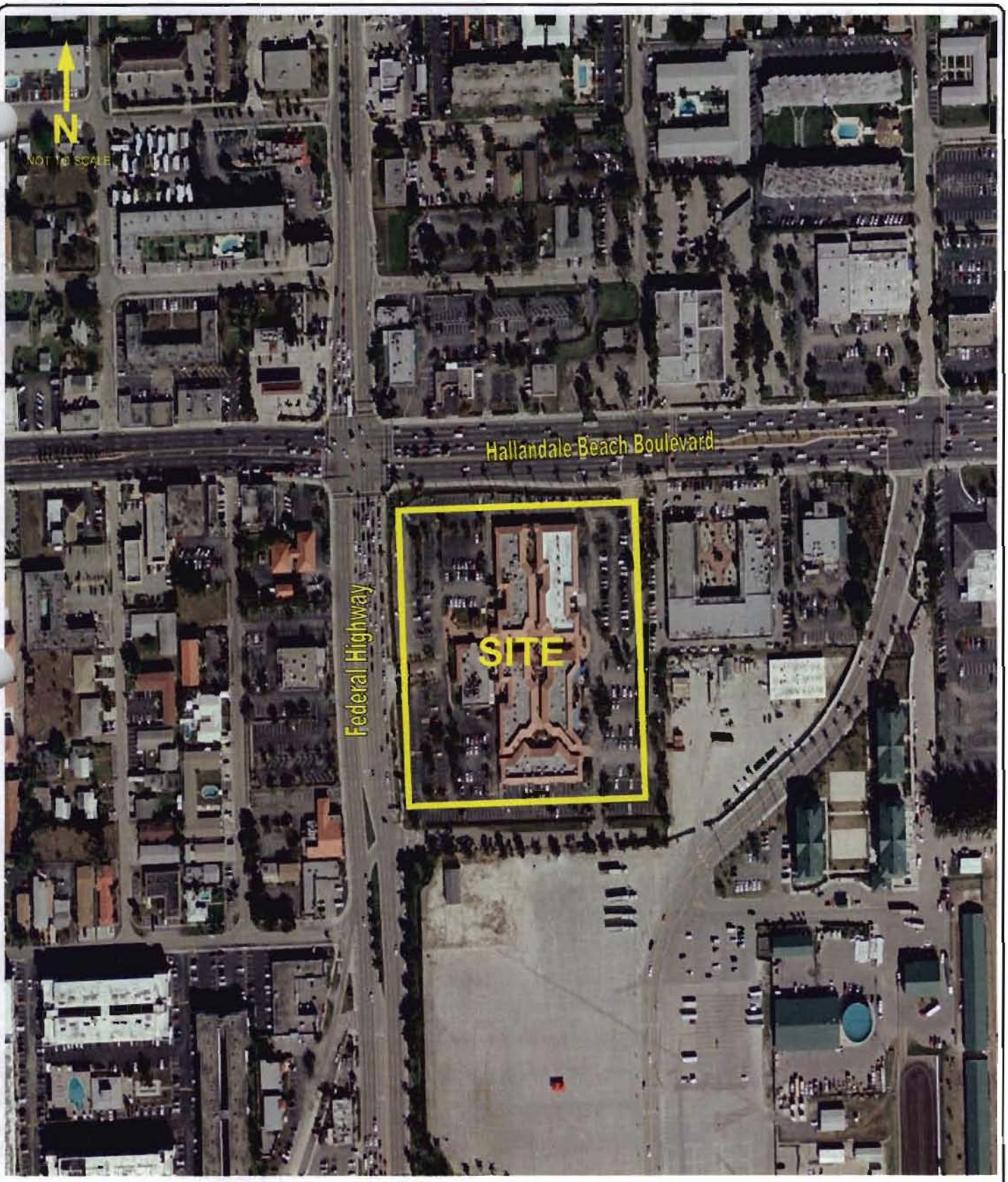
Table 1: Existing Land Use Trip Generation Summary 7
Table 2: Project Trip Generation Summary 7
Table 3: External Trip Adjustment 8
Table 4: 2007 Existing Traffic Conditions Peak Hour Intersection Capacity Analysis 25
Table 5: 2009 Future Background Conditions Peak Hour Intersection Capacity Analysis 27
Table 6: 2009 Future Total Conditions Peak Hour Intersection Capacity Analysis 31

INTRODUCTION

600 Hallandale, LLC is proposing a retail development (Hallandale Square) for the property located on the southeast corner of Hallandale Beach Boulevard and Federal Highway (US 1) in the City of Hallandale Beach, Florida. The site is currently occupied by 60,609 sq. ft. of retail space. The project proposes to construct 347,708 sq. ft. of retail space and a seven (7) screen movie theater. Construction is expected to be completed by the year 2009. A site location map is included as Figure 1.

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

Consistent with the City of Hallandale Beach's Development Review Procedures – Impact evaluation submission requirements (City Code Section 32-788(g)), traffic conditions where examined at all vehicular access points to the site as well as all street intersections within a 1,000 foot radius of the site.



Kimley-Horn and Associates, Inc.

© 2007

Figure 1
Site Location Map
Hallandale Square
City of Hallandale Beach, Florida

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 site is currently occupied by 60,609 sq. ft. of retail space. It is proposed to develop the site with 347,708 sq. ft. of retail space and a seven (7) screen movie theater.

Project Access

Access to the project is proposed via five (5) access points. Direct access to Federal Highway will be provided (1) via a right-in/right-out driveway located south of Hallandale Beach Boulevard and (2) via Hibiscus Street which is will be restricted to right-in/right-out access to Federal Highway as part of adjacent development plans for the Village at Gulfstream Park.

Direct access to Hallandale Beach Boulevard will be provided via a public roadway aligning with NE 8th Avenue south of Hallandale Beach Boulevard. Construction of a public roadway from Hallandale Beach Boulevard to the project's south property line (SE 8th Avenue) is planned consistent with the Citywide Masterplan. The intersection of Hallandale Beach Boulevard and SE/NE 8th Avenue will continue to operate as a full access signalized intersection. Additionally, a right-in only project driveway is proposed west of NE 8th Avenue for delivery vehicles only.

The City is presently conducting a Citywide Traffic Study and Citywide Masterplan Study. Consistent with preliminary finds and recommendations of these pending studies, this traffic analysis assumes the creation of vehicular and pedestrian connections between the proposed development and the Village at Gulfstream Park via the extension of SE 8th Avenue south of Hibiscus Street. The establishment of this additional interconnected route system will allow pedestrians and vehicles to travel between adjacent uses and reduce the impacts along the City's current major corridors. As a result, the proposed development was considered to have indirect access to signalized intersections along major corridors within the Village at Gulfstream Park development. In addition, the City has a pending request to Broward County to change NE 8th

and NE 10th Avenues from one-way pairs to two-way roadways, thus providing for a fully signalized intersection at the Project entrance at NE 8th Avenue. Furthermore, the City has been endeavoring to create a parallel local road from Golden Isles to Federal Highway along Hibiscus Street. As reflected on pages 31 and 36 of the draft Citywide Masterplan, included in Appendix A, this corridor will provide parallel and alternative vehicular and pedestrian access for Hallandale Beach Boulevard. The project has been designed to accommodate this proposed alternative/parallel corridor. Therefore, analysis of these major intersections where included in this report.

Trip Generation

Trip generation for the project was calculated using equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation*, Seventh Edition, 2003. The trip generation was determined using ITE Land Use Code 820 (Shopping Center) and Code 444 (Movie Theater with Matinee). Land Use Code 820 (Shopping Center) was used for both the retail and restaurant land uses. Data used in calculating the equation and rate for Land Use Code 820, by ITE, includes shopping centers with restaurants. Thus, the trip generation data for Land Use 820 accounts for restaurant uses. Land Use Code 820 (Shopping Center) was also used for the existing retail space to account for traffic generated by existing land uses. Table 1 presents the trips currently being generated by the existing land uses. Please note that the site currently consists of 60,609 sq. ft. of retail, but only approximately 57,579 sq. ft. of this space is currently occupied by tenants. Thus, only the occupied retail space was used in this trip generation analysis. Table 2 summarizes the project's trip generation potential in the A.M. and P.M. peak hours and additional trip generation information is included in Appendix B.

Internal Capture Volumes

Internal capture is expected between the proposed land uses within the project. The trips between the site's retail uses and the proposed theater will not result in additional vehicles on the roadway network. Internal capture trips for the project were determined based upon methodology contained in the Institute of Transportation Engineers' (ITE), *Trip Generation Handbook*, Second Edition, June 2004. The appropriate internal capture rate for the P.M. peak

hour is 7.3 percent (7.3%), as indicated in Table 2. No internalization reductions were applied between the movie theater and the retail uses during the A.M. peak hour.

In addition, the planned interconnectivity between the proposed development and adjacent uses to the south via the construction of SE 8th Avenue to Hibiscus Street will result in additional internalization between the proposed uses and the adjacent development at the Village of Gulfstream Park. The internalized trips are not expected to generate additional traffic along the adjacent major corridors. Internal capture calculations were performed to determine the appropriate internalization rate between the two (2) projects using the ITE methodologies. These calculations are summarized in Table 2 and a more detailed analysis is included in Appendix B.

Modal Split

Consistent with many of the goals outlined in the Citywide Masterplan, a portion of the proposed development trips are anticipated to patronize the site via alternative means of transportation including both transit and walking trips. To provide for a conservative analysis, a five percent (5%) modal split was assumed for the proposed development in this analysis. The use of alternative transportation methods in this area are expected to significantly increase as urbanized redevelopment is achieved. It should also be noted that the proposed development is immediately adjacent to the planned "super" bus stop located along Federal Highway in the northeast corner of the Village at Gulfstream Park development. The proximity of this public transportation hub to the site will further encourage transit ridership. This reduction is included in Table 2.

Pass-By Capture Volumes

Only a portion of the driveway volumes at the project site will be the result of new trips on the roadway network. The remainder of the driveway volumes will be trips from the adjacent traffic passing by the site (pass-by capture trips). Pass-by trips are intermediate stops on the way from an origin to a primary trip destination. Pass-by percentages were determined based upon information provided in the ITE *Trip Generation Handbook*, Second Edition, June 2004. The appropriate pass-by percentage for Land Use Code 820: Shopping Center, 27.10 percent

(27.10%), was applied to the external trips after both internal capture adjustments. Based upon criteria established in FDOT's *Site Impact Handbook*, 1997, roadway segments were analyzed to verify that pass-by trips do not exceed ten percent (10%) of the adjacent peak hour background traffic volume. All adjacent roadway segments studied meet these criteria. These calculations are summarized in Table 2 and a more detailed analysis is included in Appendix B.

Table 1: Existing Land Use Trip Generation Summary

ITE Trip Generation Characteristics				Directional Distribution		Gross Volumes			Internal Capture		External Trips			Pass-By Capture		Net New External Trips		
Land Use	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	IC Trips	In	Out	Total
AM Peak Hour																		
Shopping Center	820	57.579	ksf	61%	39%	68	44	112	0%	0	68	44	112	45.70%	52	42	18	60
PM Peak Hour																		
Shopping Center	820	57.579	ksf	48%	52%	209	226	435	0%	0	209	226	435	45.70%	198	110	127	237

Table 2: Proposed Land Use Trip Generation Summary

ITE Trip Generation Characteristics				Directional Distribution		Gross Volumes			Internal Capture (Within Hallandale Square)		Hallandale Square External Trips			Internal Capture (Between Hallandale Square and Gulfstream)		Total External Trips			Total External Vehicular Trips (5% Modal Split)			Pass-By Capture		Net New External Vehicular Trips		
Land Use	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	In	Out	Total	Percent	IC Trips	In	Out	Total
AM Peak Hour																										
Shopping Center	820	347.708	ksf	61%	39%	202	129	331	0%	0	202	129	331	21.75%	72	158	101	259	150	96	246	27.10%	67	109	70	179
Movie Theater with Matinee	444	7	mov	0%	0%	0	0	0	0%	0	0	0	0	21.75%	0	0	0	0	0	0	0	0%	0	0	0	0
Total						202	129	331	0%	0	202	129	331	21.75%	72	158	101	259	150	96	246		67	109	70	179
PM Peak Hour																										
Shopping Center	820	347.708	ksf	48%	52%	684	741	1,425	4.50%	64	655	706	1,361	20.09%	273	524	564	1,088	498	536	1,034	27.10%	280	364	390	754
Movie Theater with Matinee	444	7	mov	55%	45%	177	144	321	19.90%	64	142	115	257	20.09%	52	113	92	205	107	87	194	0%	0	107	87	194
Total						861	885	1,746	7.30%	128	797	821	1,618	20.09%	325	637	656	1,293	605	623	1,228			471	477	948

Net New External Trips

The resulting net new external trips are presented in Table 2. These trips were then adjusted for the existing land use (57,579 sq. ft. of retail space) to account for traffic being produced by the existing land uses. Table 3 presents the external trips after the existing land use adjustments.

Table 3 External Trip Adjustment

External Trips	In	Out	Total
A.M. Peak Hour			
Project External Vehicular Trips	109	70	179
Existing Retail External Vehicular Trips	42	18	60
Net New External Vehicular Trips	**67**	**52**	**119**
P.M. Peak Hour			
Project External Vehicular Trips	471	477	948
Existing Retail External Vehicular Trips	110	127	237
Net New External Vehicular Trips	**361**	**350**	**711**

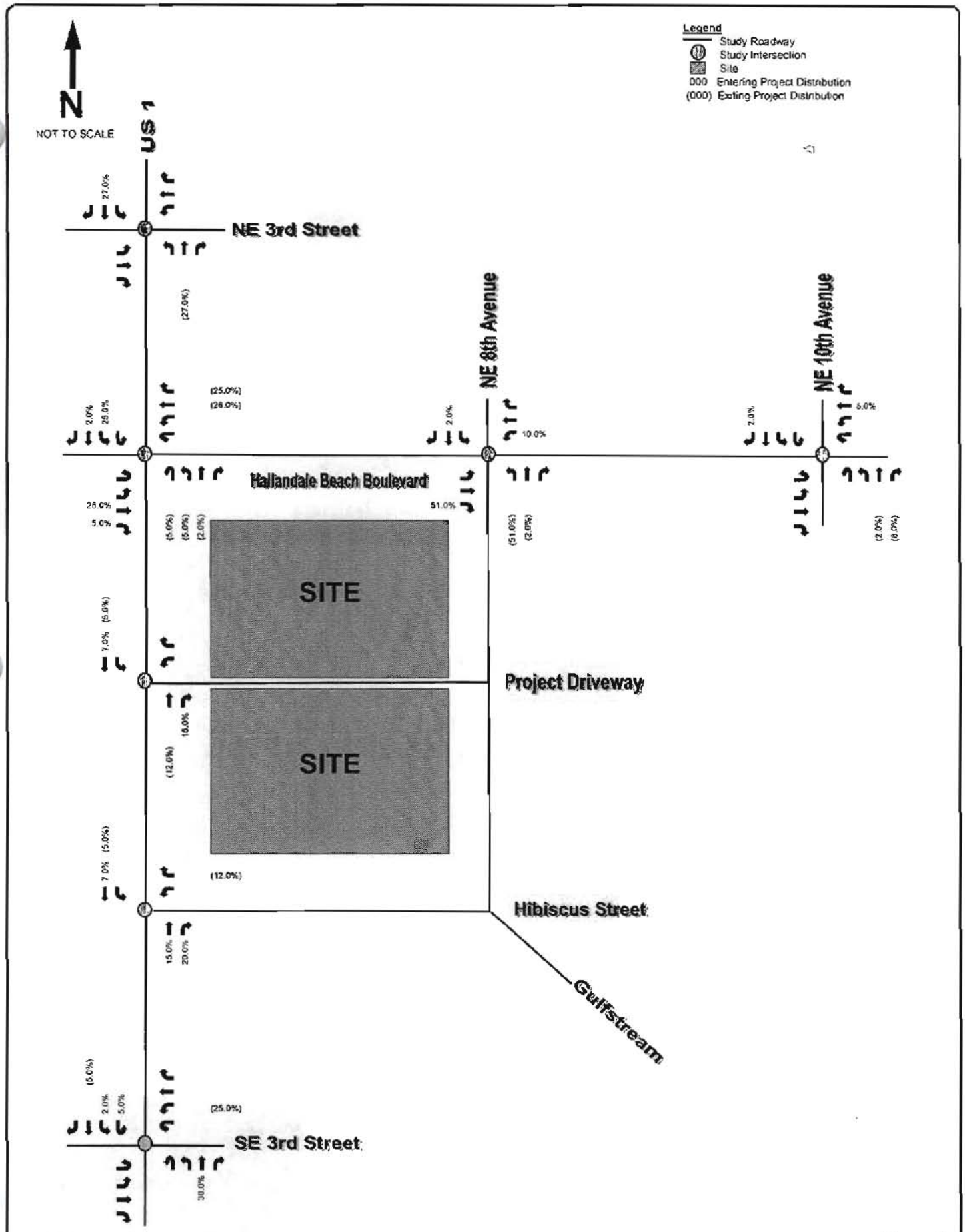
Trip Distribution and Assignment

An informational Traffic Review and Impact Planning System (TRIPS) model run was performed to determine the project trip distribution and assignment for the Hallandale Square project in accordance with City Code. This informational TRIPS model run was used as a basis for developing the trip distribution and assignment for the subject project. It should be noted that the TRIPS analysis does not include local roadways in the study area. As a result, the model did not assign trips to the residential streets located around the project site. Furthermore, the analysis does not take into account internalization or pass-by reductions. Therefore, only the cardinal distribution from the TRIPS analysis was utilized. It was also noted that the TRIPS analysis does not accurately estimate the attraction of project trips to/from Miami-Dade County as. However, the project site is adjacent to Miami-Dade County and to the City of Aventura (approximately 0.75 miles). Therefore, a significant percentage of project trips will originate to/from Miami-Dade County. Therefore, the project trip assignment was adjusted to account for the expected attraction into/from Miami-Dade County. The TRIPS analysis output for the current project is included in Appendix C.

As previously mentioned, the traffic impact analysis assumes interconnectivity to adjacent property to the south via the extension of SE 8th Avenue and Hibiscus Street consistent with the Citywide Masterplan. As a result, project traffic is expected to have access to both Federal Highway (via SE 3rd Street) and Hallandale Beach Boulevard (via NE 10th Avenue) to exit the site. This alternative routing is also expected to occur for project traffic entering the site. Thus, project traffic was distributed to both SE 3rd Street and NE 10th Avenue.

Conversely, a portion of the traffic generated by the Village at Gulfstream Park is expected to utilize the proposed public roadway connections to both Federal Highway (via Hibiscus Street) and Hallandale Beach Boulevard (via SE 8th Avenue) adjacent to the project site. For purposes of this analysis, ten percent (10%) of committed development traffic volumes from the driveway connections (NE 10th Avenue and SE 3rd Street) at the Village of Gulfstream Park to major routes were diverted to the Hibiscus Street and SE 8th Avenue connections to the area's major corridors. The appropriate diversion volumes from the eastbound right-turn, westbound left-turn, northbound left-turn, and northbound right-turn movements at NE 10th Avenue and Hallandale Beach Boulevard were diverted to the intersection of SE 8th Avenue and Hallandale Beach Boulevard. Similar adjustments were made at the Federal Highway intersections at SE 3rd Street and Hibiscus Street.

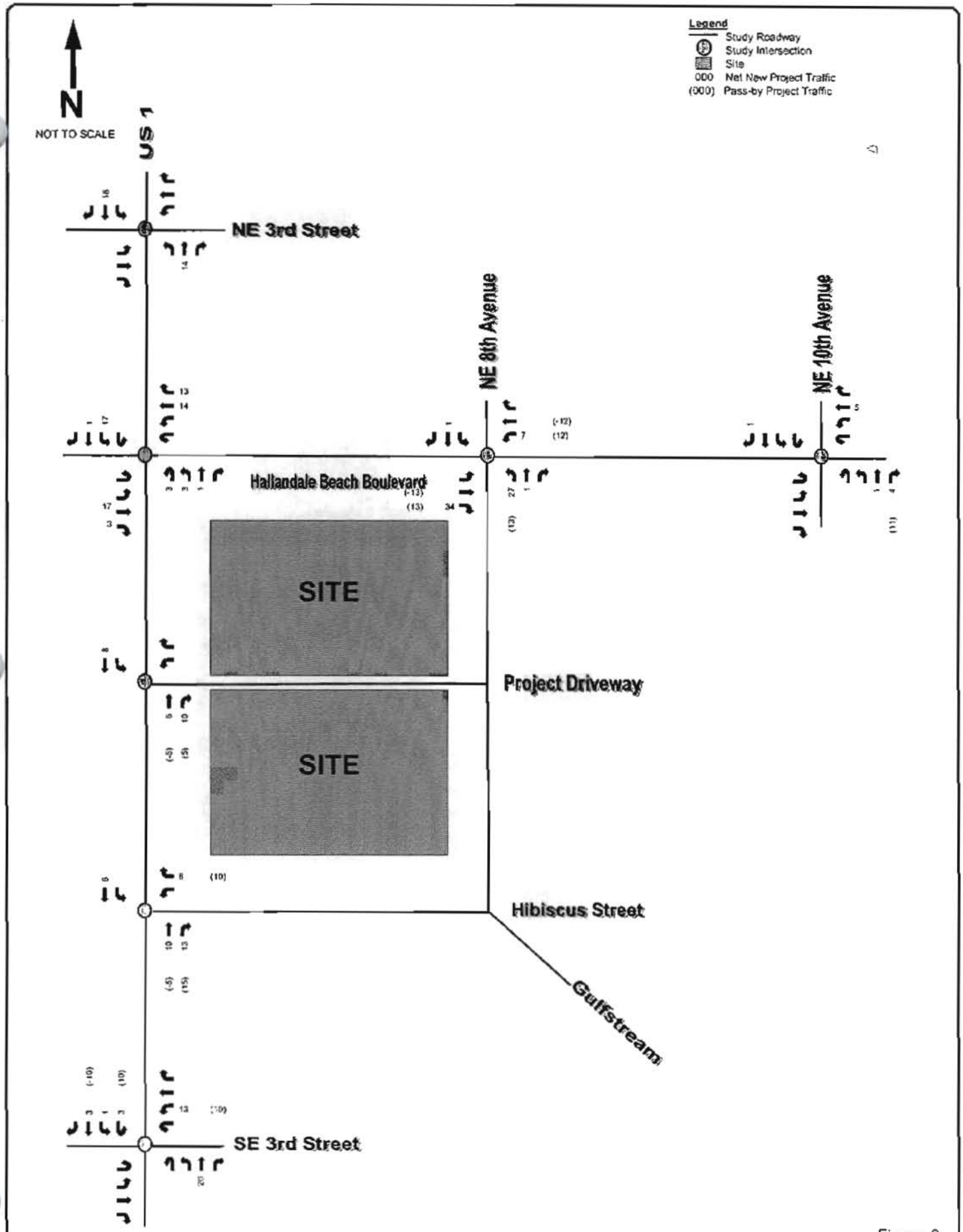
Figure 2 presents the project's distribution. Figures 3 and 4 present the project's assignment in the A.M. and P.M. peak hours. Volume development worksheets for the study intersections that include these diversions and adjustments are included in Appendix D.



Kimley-Horn and Associates, Inc.

© 2007

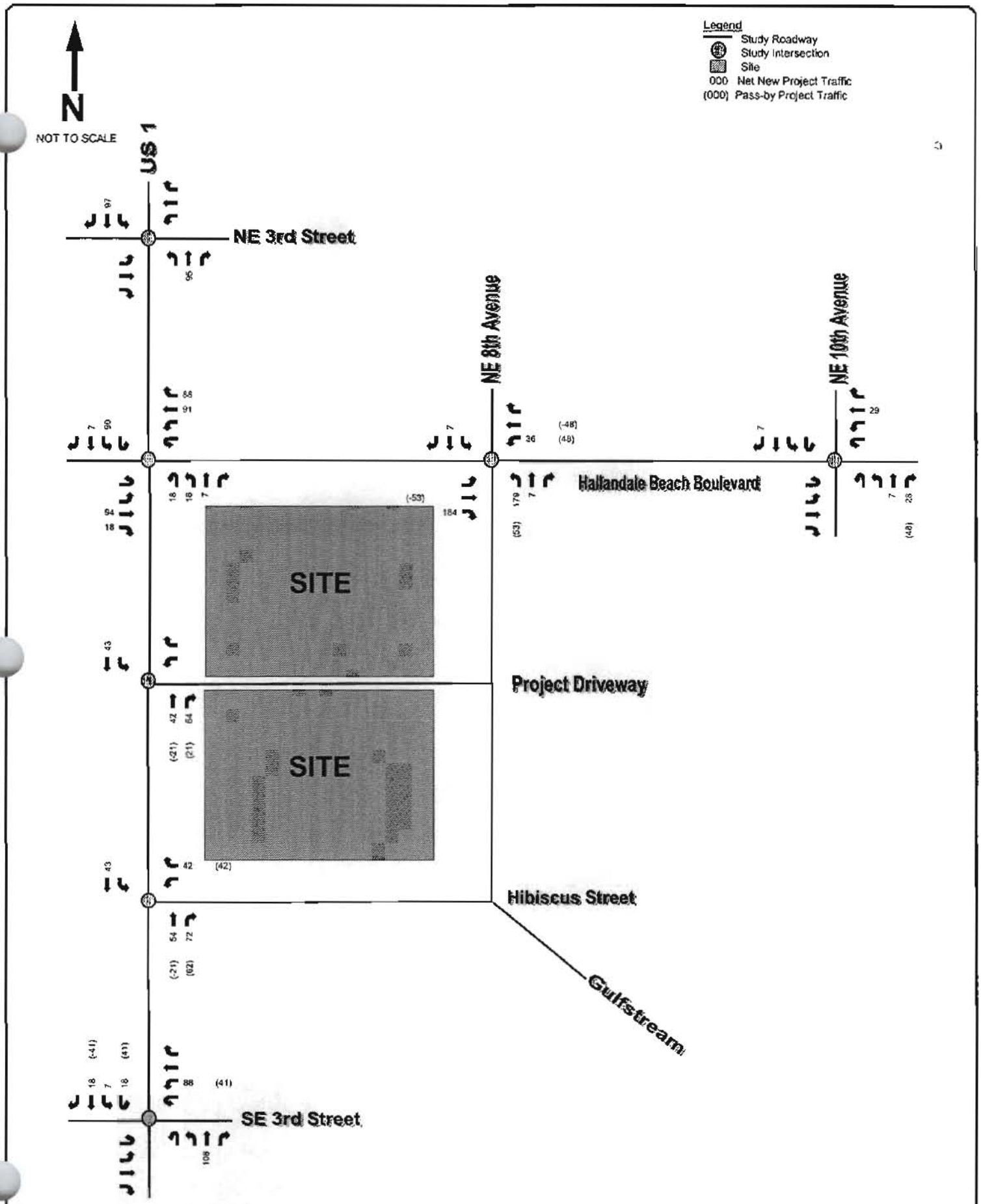
Figure 2
Project Trip Distribution
Hallandale Square
City of Hallandale Beach, Florida



Kimley-Horn and Associates, Inc.

© 2007

Figure 3
Project Traffic Assignment A.M. Peak Hour
Hallandale Square
City of Hallandale Beach, Florida



Kimley-Horn and Associates, Inc.

© 2007

Figure 4
Project Traffic Assignment P.M. Peak Hour
Hallandale Square
City of Hallandale Beach, Florida

DATA COLLECTION

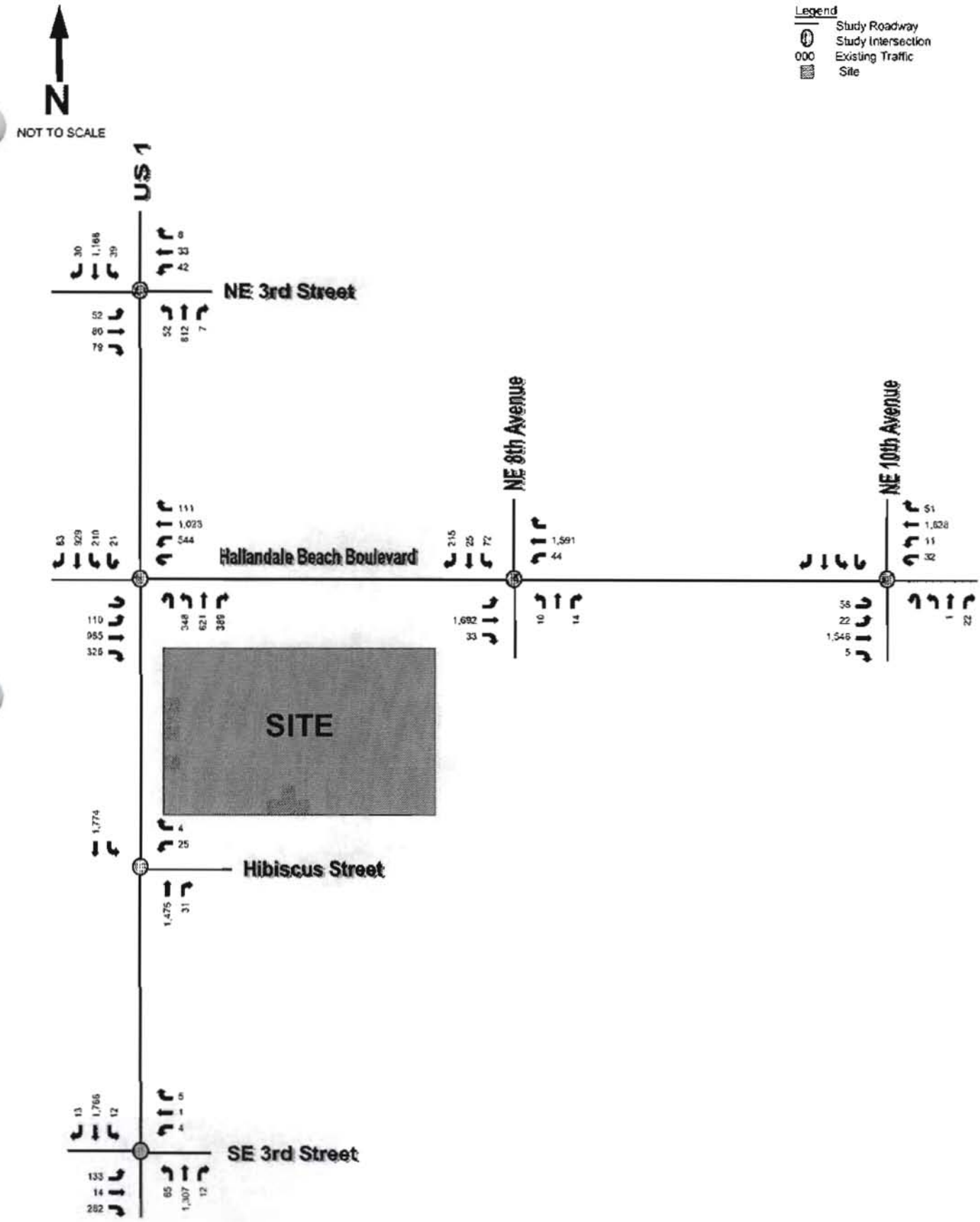
A.M. (7:00 A.M. to 9:00 A.M.) and P.M. peak period (4:00 P.M. to 6:00 P.M.) turning movement counts were collected in the study area on June 20, 2007 (Wednesday) at the following intersections:

- Hallandale Beach Boulevard and Federal Highway (signalized)
- Hallandale Beach Boulevard and NE 8th Avenue (signalized)
- Hallandale Beach Boulevard and NE 10th Avenue (signalized)
- NE 3rd Street and Federal Highway (signalized)
- Hibiscus Street and Federal Highway (stop-controlled)
- SE 3rd Street and Federal Highway (signalized)

The volumes were collected in 15-minute intervals and the peak hour was determined for each intersection. The FDOT peak season conversion factor was applied to the traffic counts to adjust the traffic to peak season volumes. As Federal Highway is the dividing line for peak season conversion factors (East Broward and Central Broward), the average peak season factor for both East Broward and Central Broward was applied for all the counts on Federal Highway. Counts on Hallandale Beach Boulevard east of Federal Highway were adjusted by the East Broward peak season factor. The turning movement counts and FDOT peak season factor category report are included in Appendix E.

The traffic counts were also adjusted to reflect race (Village at Gulfstream Park) peak season volumes. In order to most accurately reflect racing conditions in this analysis turning movement data collected in 2004 during the peak race season P.M. peak hour at the intersections of Hallandale Beach Boulevard & NE 10th Avenue and Federal Highway & SE 3rd Street. The entering and exiting turning movements at these intersections into and out of the race facility were used as the basis for volume development. An annual growth rate of 1 percent (1%) was applied annually to the subject 2004 turning movements to attain 2007 P.M. peak hour traffic volumes during race season. In addition, the appropriate volumes/turning movements at other intersections within the study area were adjusted accordingly during the P.M. peak hour.

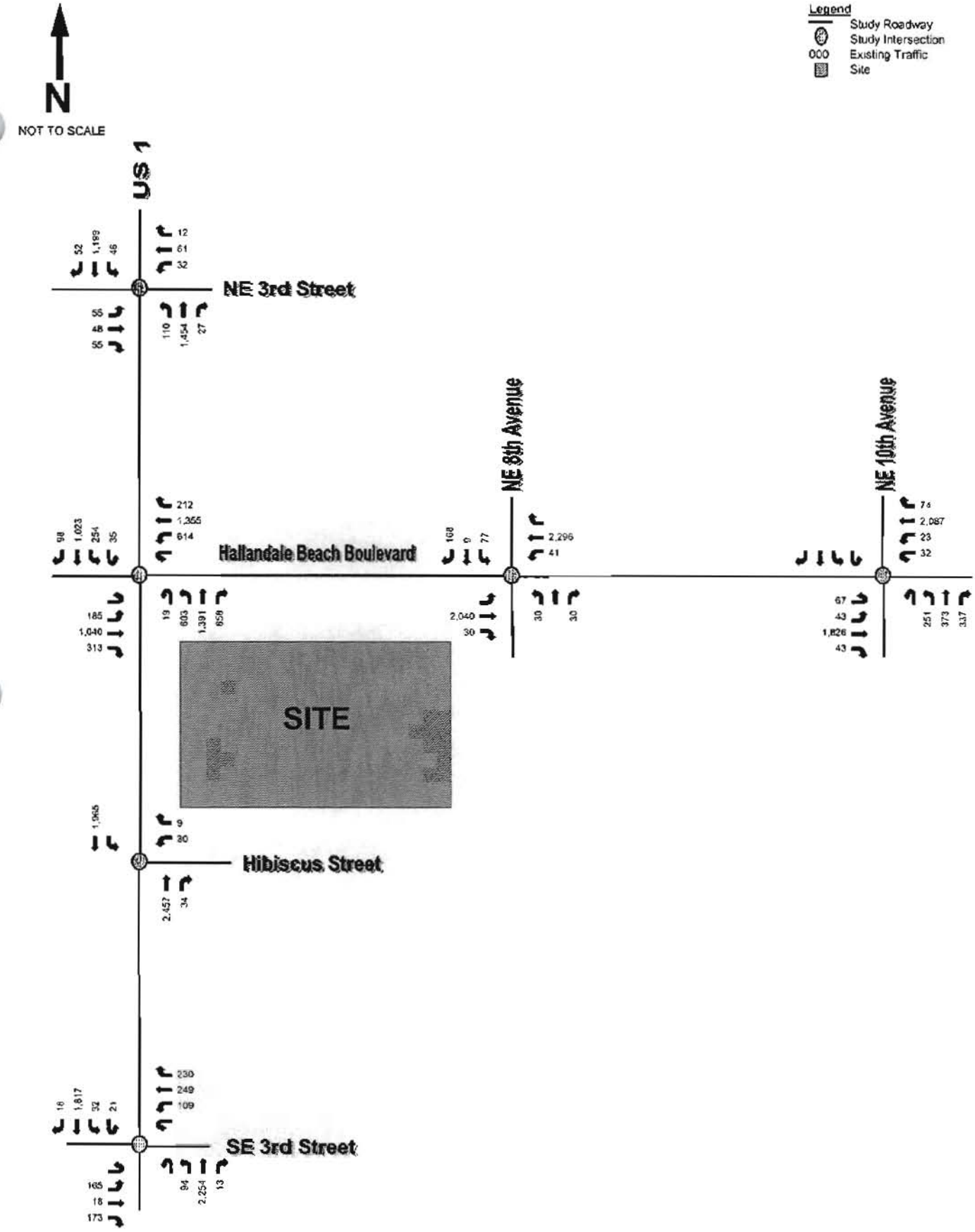
A.M. peak hour counts were not adjusted to reflect race season volumes. Based on historical race schedules, racing events are generally held later in the day and have minimal effect on A.M. peak hour traffic. Volume development worksheets for the study intersections that include these seasonal adjustments are included in Appendix D. Figures 5 and 6 present the 2007 peak hour-peak season turning movement volumes at the study intersections during the A.M. and P.M. peak hours, respectively.



Kimley-Horn and Associates, Inc.

© 2007

Figure 5
2007 Peak Season Traffic A.M. Peak Hour
Hallandale Square
City of Hallandale Beach, Florida



Kimley-Horn and Associates, Inc.

© 2007

Figure 6
2007 Peak Season Traffic P.M. Peak Hour
Hallandale Square
City of Hallandale Beach, Florida

BACKGROUND TRAFFIC

Background traffic conditions are defined as expected traffic conditions on the roadway network in the year 2009 without the construction of the proposed project. Background traffic volumes used in the analysis are the sum of the existing traffic and an additional amount of traffic to account for potential growth in the study area. Refer to Figures 7 and 8 for the 2009 peak hour background traffic volumes during the A.M. and P.M. peak hours.

Background Area Growth

Future traffic growth on the transportation network was determined based upon historic growth trends at nearby FDOT traffic count stations. The following FDOT count stations were referenced for this analysis:

- Count station 0590 located on SR 858/Hallandale Beach Boulevard west of US 1
- Count station 5029 located on SR 858/Hallandale Beach Boulevard east of US 1
- Count station 5028 located on US 1 south of SR 824/Pembroke Road

The review of historic growth trends resulted in an annual growth rate of 0 percent (0%) for count station 0590, -1.33 percent (-1.33%) for count station 5029, and 5.95 percent (5.95%) for count station 5028. As a result, an annual growth rate of 1 percent (1%) was applied annually to traffic counts to attain future (2009) peak hour background conditions. The worksheets used to analyze the historic growth trends are included in Appendix F. Volume development worksheets for the study intersections are included in Appendix D.

Approved Development

Vehicular traffic attributable to projects approved and currently under construction within the immediate vicinity of the project site has been incorporated as background traffic. P.M. peak hour volumes attributable to the approved projects have been distributed based on previous studies to area roadways and intersections as shown in the volume development worksheets included as Appendix D.

The traffic studies for the projects listed below were obtained from the City of Hallandale Beach.

- European Club
- Hallandale Millennium
- Hallandale Oasis
- Hallandale Park Central
- Ocean Marine Yacht Club
- Domus Hallandale
- The Village at Gulfstream Park (Full build-out is projected for year 2014. The project traffic is proportioned to reflect corresponding traffic for development expected to be complete in year 2009.)

Local Road Network Traffic Circulation Modifications

The City of Hallandale Beach has a pending request to Broward County to convert portions of NE 8th Avenue and NE 10th Avenue north of Hallandale Beach Boulevard from one-way roadways to two-way (bi-directional roadways). It is anticipated that these traffic circulations modifications will be performed before the completion of the proposed development. As a result, adjustments to future background volumes were performed to reflect the expected traffic volumes along these segments and at the study intersections with the proposed changes. Approximately 50 percent of the traffic currently traveling southbound on NE 8th Avenue towards Hallandale Beach Boulevard was assumed to travel south on NE 10th Avenue after the modifications. Similarly, it was assumed that 50 percent of the traffic currently traveling northbound on NE 10th Avenue will utilize NE 8th Avenue under future conditions. The volume development worksheets included in Appendix E reflect these volume adjustments.

As previously mentioned, the intersection at Hibiscus Street and Federal Highway is programmed to be reconfigured to a right-in/right-out driveway as part of improvements planned for the Village at Gulfstream Park development. Thus, all left-turn volumes in the future background scenarios were diverted to the SE 3rd Street and US 1 intersection via the proposed Citywide Masterplan's interconnectivity along Hibiscus Street and SE 8th Avenue.

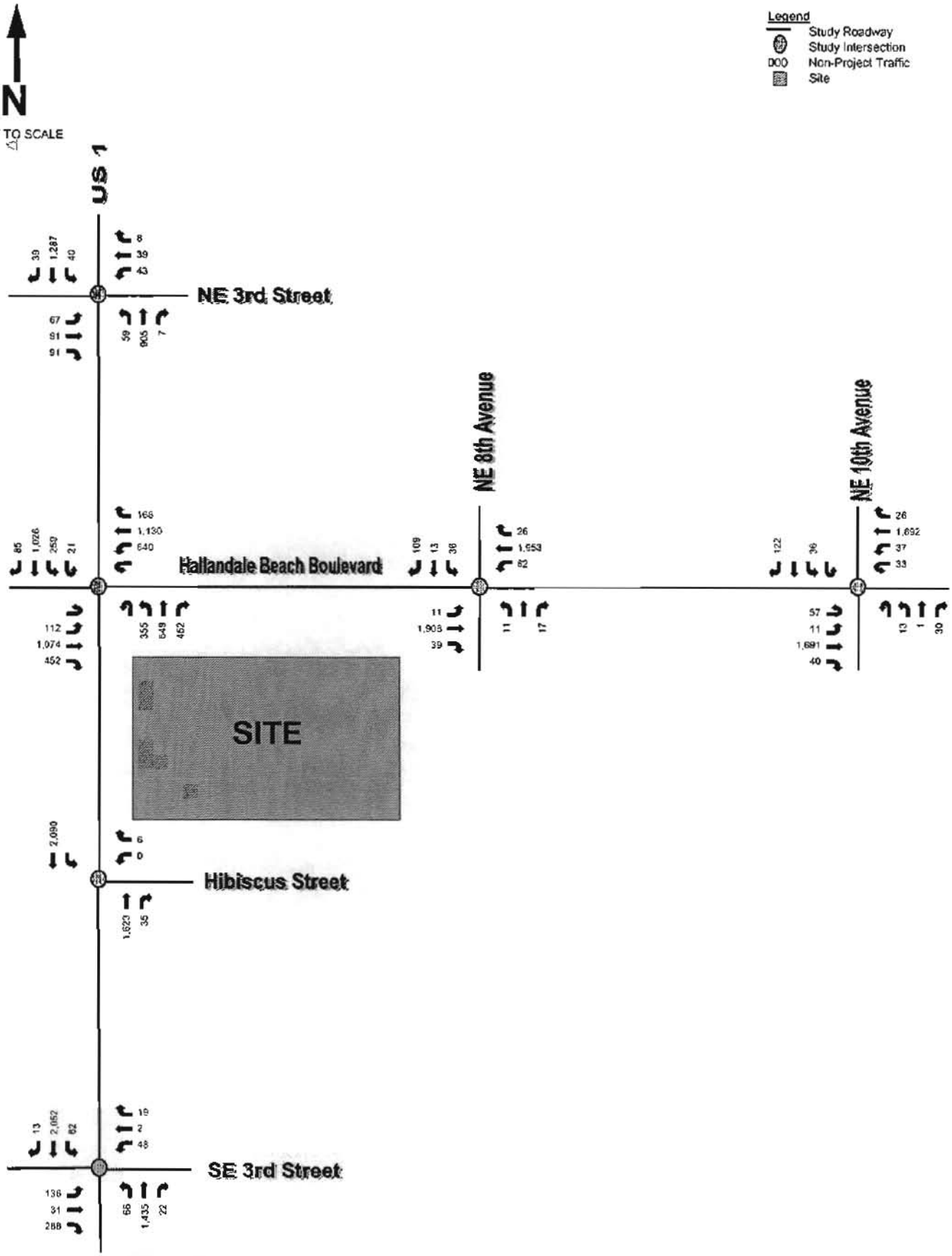


Figure 7
2009 Future Background Traffic A.M. Peak Hour
Hallandale Square
City of Hallandale Beach, Florida

Kimley-Horn and Associates, Inc.

© 2007

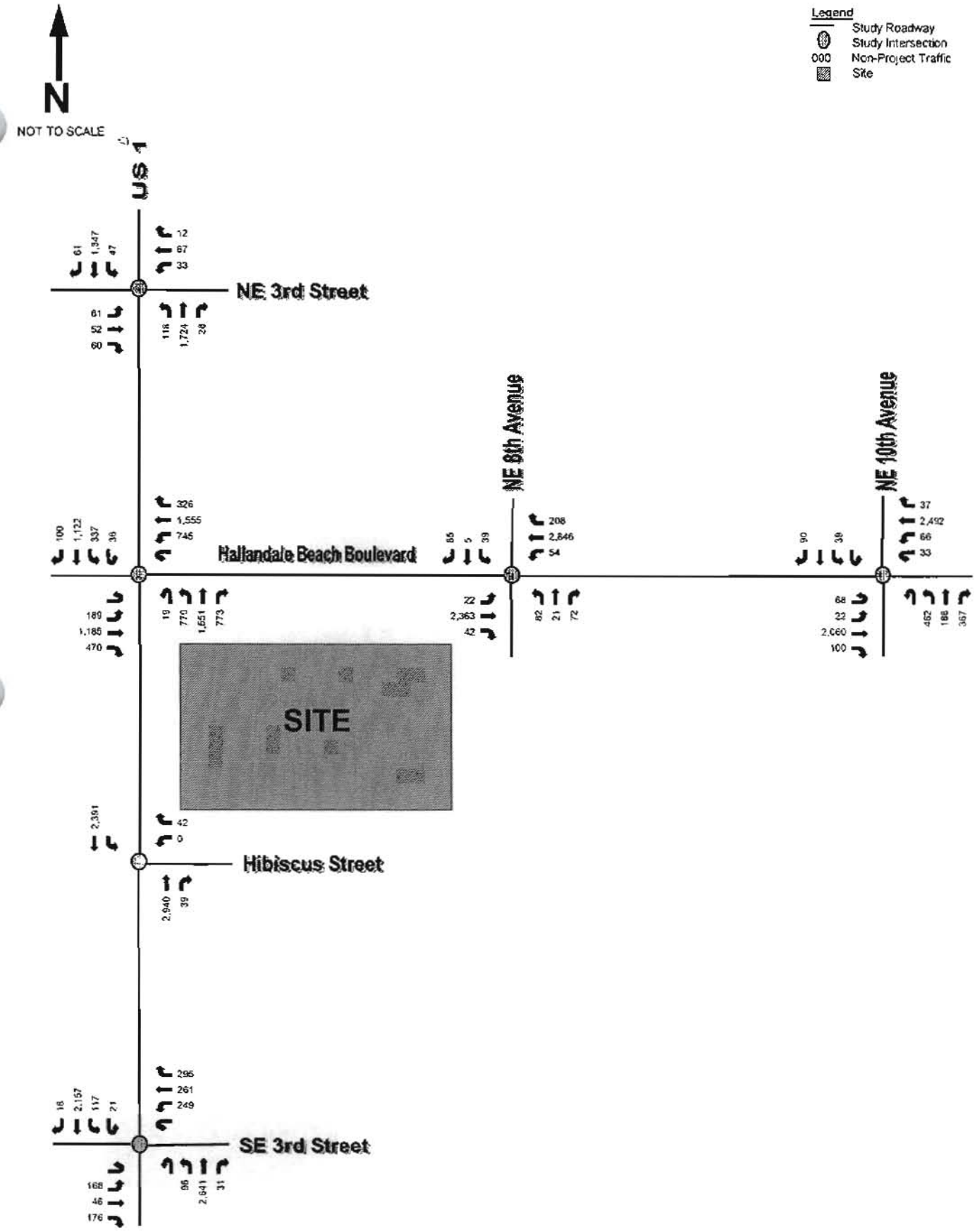


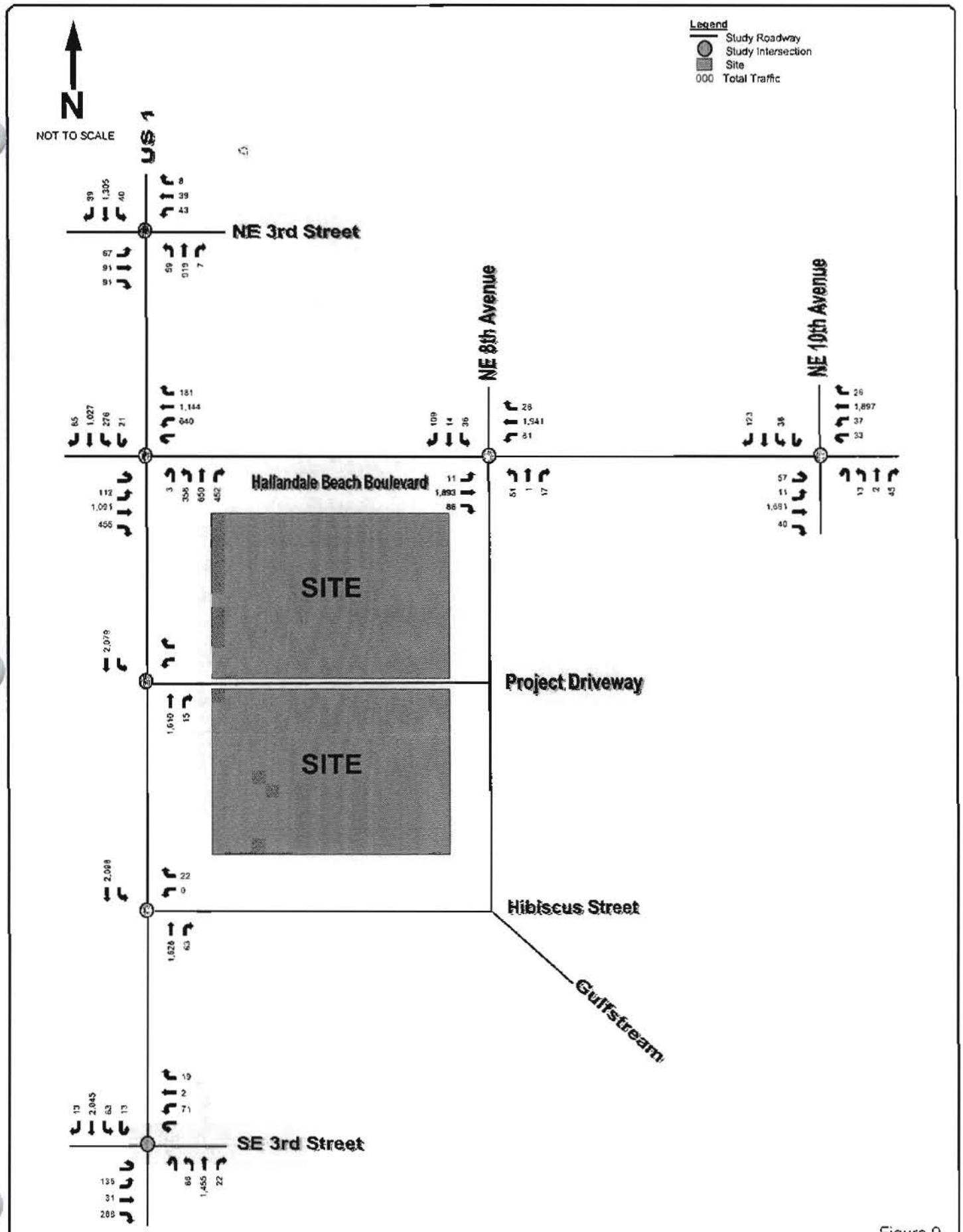
Figure 8
2009 Future Background Traffic P.M. Peak Hour
Hallandale Square
City of Hallandale Beach, Florida

Kimley-Horn and Associates, Inc.

© 2007

FUTURE TRAFFIC

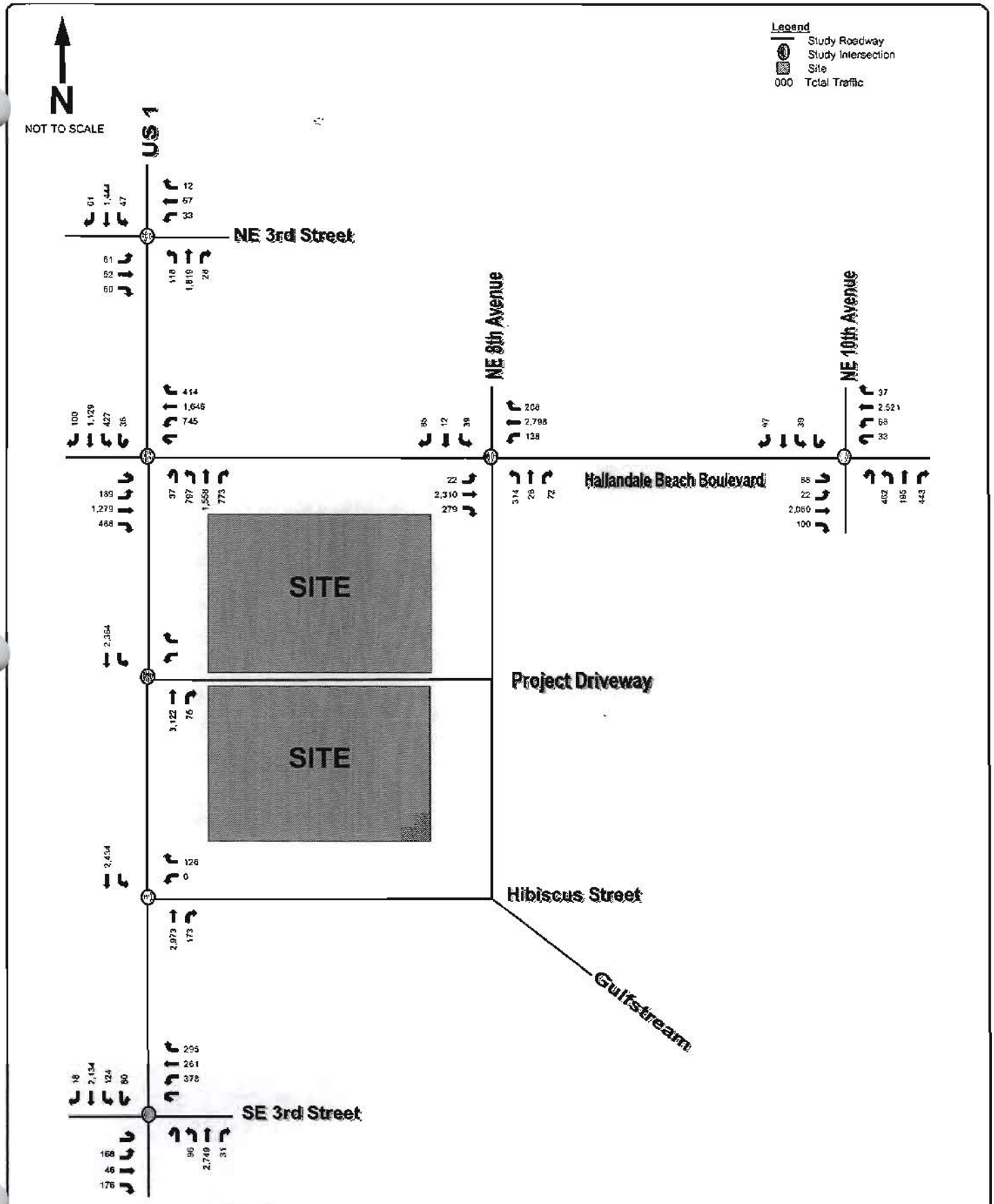
Future traffic conditions are defined as the expected traffic conditions in the year 2009 after the opening of the project. Total traffic volumes considered in the analysis for this project are the sum of the 2009 background traffic volumes and the expected project traffic volumes. The A.M. and P.M. peak hour future total traffic volumes are shown in Figures 9 and 10. Volume development worksheets for the study intersections are included in Appendix D.



Kimley-Horn and Associates, Inc.

© 2007

Figure 9
2009 Future Total Traffic A.M. Peak Hour
Hallandale Square
City of Hallandale Beach, Florida



Kimley-Horn and Associates, Inc.

© 2007

Figure 10
2009 Future Total Traffic P.M. Peak Hour
Hallandale Square
City of Hallandale Beach, Florida

CAPACITY ANALYSIS

The operating conditions for three scenarios (existing conditions, future background conditions, and future total conditions) were analyzed using Trafficware's *SYNCHRO 6.0 Software*, which applies methodologies outlined in the *Highway Capacity Manual,* 2000 Edition. The existing timing plans for studied intersections are included in Appendix G.

Existing (2007) Traffic Conditions

Table 4 presents a summary of the existing conditions at the study intersections in both the A.M. and P.M. peak hours. As Table 2 indicates, the study intersections presently operate at an acceptable level of service (LOS D or better) with the exception of Hallandale Beach Boulevard and Federal Highway (US 1). The Hallandale Beach Boulevard and Federal Highway intersection currently operates at LOS E in the A.M. peak hour and LOS F in the P.M. peak hour. Synchro worksheets for the study intersections are included in Appendix H.

TABLE 4
2007 Existing Traffic Conditions
Peak Hour Intersection Capacity Analyses

Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
			NB	SB	EB	WB
A.M. Peak Hour						
Hallandale Beach Boulevard and US 1	Signalized	E/64.0	D	E	E	E
Hallandale Beach Boulevard and NE 8th Avenue	Signalized	B/19.9	E	E	C	A
Hallandale Beach Boulevard and NE 10th Avenue	Signalized	B/16.0	D	N/A	A	C
NE 3rd Street and US 1	Signalized	B/12.4	A	A	E	E
Hibiscus Street and US 1(3)	One-Way Stop	(1)	(2)	(2)	N/A	C
SE 3rd Street and US 1	Signalized	C/30.3	B	B	F	D
P.M. Peak Hour						
Hallandale Beach Boulevard and US 1	Signalized	F/82.0	F	E	E	F
Hallandale Beach Boulevard and NE 8th Avenue	Signalized	B/16.2	E	E	B	A
Hallandale Beach Boulevard and NE 10th Avenue	Signalized	D/34.3	E	N/A	C	C
NE 3rd Street and US 1	Signalized	B/10.2	A	A	E	E
Hibiscus Street and US 1(3)	One-Way Stop	(1)	(2)	(2)	N/A	E
SE 3rd Street and US 1	Signalized	D/53.7	C	B	F	F

(1) Overall intersection LOS is not defined at two-way stop-controlled intersections.
(2) LOS not defined. Approach operates under free-flow conditions.
(3) HCM methodology is limited in a two-way stop controlled intersection analysis to a 4 lane major roadway and cannot be analyzed as a 6 lane major free flow roadway. Therefore an analysis was performed with US 1 as a 4 lane facility and the main street through volumes were prorated accordingly.

Future Background (2009) Traffic Conditions

A summary of the future background (2009) intersection analyses for the A.M. and P.M. peak hours is shown in Table 5. As Table 5 indicates, the majority of study intersections are expected to continue to operate at an acceptable level of service (LOS D or better) in both the A.M. and P.M. peak hours. In the A.M. peak hour, the intersection at Hallandale Beach Boulevard and US 1 is expected to operate at LOS E. In the P.M. peak hour, the intersection of Hallandale Beach Boulevard and US 1 is expected to continue to operate at LOS F (when compared to existing conditions) with an overall delay of 130.5 seconds. Synchro worksheets for the study intersections are included in Appendix H.

TABLE 5
2009 Future Background Traffic Conditions
Peak Hour Intersection Capacity Analyses

Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
			NB	SB	EB	WB
A.M. Peak Hour						
Hallandale Beach Boulevard and US 1	Signalized	E/68.4	E	E	E	E
Hallandale Beach Boulevard and NE 8th Avenue	Signalized	B/16.5*	D	D	B	B
Hallandale Beach Boulevard and NE 10th Avenue	Signalized	B/19.9*	E	E	A	C
NE 3rd Street and US 1	Signalized	B/14.2	A	A	E	F
Hibiscus Street and US 1(4)	One-Way Stop	(1)	(2)	(2)	N/A	B**
SE 3rd Street and US 1	Signalized	D/37.7(3)	C(3)	D(3)	E(3)	E(3)
P.M. Peak Hour						
Hallandale Beach Boulevard and US 1	Signalized	F/130.5	F	F	F	F
Hallandale Beach Boulevard and NE 8th Avenue	Signalized	C/20.8*	D	D	C	A
Hallandale Beach Boulevard and NE 10th Avenue	Signalized	D/50.0*	F	F	C	D
NE 3rd Street and US 1	Signalized	B/11.8	A	A	E	E
Hibiscus Street and US 1(4)	One-Way Stop	(1)	(2)	(2)	N/A	C**
SE 3rd Street and US 1	Signalized	D/41.4(3)	C	C	F	F

(1) Overall intersection LOS is not defined at two-way stop-controlled intersections.
(2) LOS not defined. Approach operates under free-flow conditions.
(3) LOS reflects lane configuration included in the Village at Gulfstream Park improvements.
(4) HCM methodology is limited in a two-way stop controlled intersection analysis to a 4 lane major roadway and cannot be analyzed as a 6 lane major free flow roadway. Therefore an analysis was performed with US 1 as a 4 lane facility and the main street through volumes were prorated accordingly.
* LOS reflects the City's plans to reconfigure NE 8th and NE 10th Avenue as two-way streets.
** LOS reflects approved plans to make Hibiscus Street a right-in/right-out only driveway.

Future Total (2009) Traffic Conditions

A summary of the future total (2009) intersection analyses for both the A.M. and P.M. peak hours is shown in Table 6. As Table 6 indicates, all intersections with the exception of the Hallandale Beach Boulevard and Federal Highway intersection are expected to operate at an acceptable level of service (LOS D or better) in the A.M. and P.M. peak hours. The following sections summarize the result of the capacity analysis for the remaining intersections within the study area.

Hallandale Beach Boulevard and NE 8th Avenue

As indicated in Table 6, the intersection of Hallandale Beach Boulevard and SE/NE 8th Avenue is expected to operate at LOS C or better under the future total traffic scenario as a full access signalized intersection. The volume development worksheets indicate that the total of 342 vehicles per hour are expected to perform a northbound left-turn or through movement at the subject intersection during the P.M. peak hour. If the northbound approach to this intersection were restricted to allow only northbound right-turn movements all of the subject volumes would be required to find alternative routes.

Motorists may choose to perform a northbound right-turn movement onto Hallandale Beach Boulevard eastbound and then perform an eastbound left-turn or u-turn movement at the signalized intersection of NE 10th Avenue and Hallandale Beach Boulevard. This maneuver would likely exacerbate the eastbound left-turn storage lane at the subject intersection causing the blockage of an eastbound through lane on Hallandale Beach Boulevard. By maintaining the signalized access point at NE/SE 8th Avenue and providing ample northbound laneage at the intersection to serve project traffic, queues associated with project traffic leaving the site at this location will be concentrated on the local roadway network (i.e. SE 8th Avenue) rather than in turn lanes on Hallandale Beach Boulevard.

Alternatively, a small portion of motorists may choose to utilize the proposed public roadway network interconnecting to the Village at Gulfstream Park property to access signalized

locations along Hallandale Beach Boulevard (via NE 10th Avenue) or Federal Highway (via SE 3rd Street). However, motorists are likely to avoid these diversionary routes as they create a circuitous route that increases travel time and distance (approximately 0.4 miles).

In conclusion, maintaining a signalized northbound left-turn and through movement at the subject intersection is expected to provide efficient traffic operations along the Hallandale Beach Boulevard corridor. Furthermore, a development of this magnitude warrants direct signalized access to a major adjacent roadway corridor.

Hallandale Beach Boulevard and Federal Highway (US 1)

Consistent with future background traffic conditions, the intersection at Hallandale Beach Boulevard and Federal Highway is expected to operate at LOS F in both the A.M. and P.M. peak hours. It should be noted that the subject intersection is significantly built-out with little/no additional right-of-way for geometric improvements which is common in urbanized areas of South Florida. However, in order to mitigate the additional impacts to the subject intersection, the applicant proposes the following improvements:

- Construct an additional northbound right-turn lane on Federal Highway providing for dual northbound right-turn movements at the intersection along with the installation of a northbound right-turn overlap. Dedication of additional right-of-way along the proposed development's frontage will be required in order to construct this improvement.

- Contribute to the City an amount equal to the cost to construct a westbound right-turn lane along Hallandale Beach Boulevard at the intersection of Hallandale Beach Boulevard and Federal Highway (US 1). Once the City completes its Citywide Transportation Study, the City can either proceed to acquire the necessary right-of-way and use these funds to construct this improvement or utilize these funds for other transportation improvements which the Citywide Study recommends equivalent to the construction cost of the westbound right-turn lane to the City of Hallandale Beach to be used towards alternative transportation-related improvements in the area.

Under future background traffic conditions, the intersection operates at LOS E with an overall intersection delay of 68.4 seconds during the AM. peak hour. Under future total traffic conditions with the proposed improvements, the intersection will continue to operate at LOS E with an overall delay of 68.0 seconds. Therefore, the addition of project traffic along with the proposed improvements will not result in an increase in delay. During the P.M. peak hour, the intersection operates at LOS F with an overall delay of 130.5 seconds under future background traffic conditions. Under future total traffic conditions with the proposed improvements, the intersection is expected to operate at LOS F with an overall delay of 119.6 seconds. Therefore, the proposed improvements more than mitigate the project's traffic impacts.

TABLE 6
2009 Future Total Traffic Conditions
Peak Hour Intersection Capacity Analyses

Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
			NB	SB	EB	WB
A.M. Peak Hour						
Hallandale Beach Boulevard and US 1[6]	Signalized	E/68.0	E	E	E	E
Hallandale Beach Boulevard and NE 8th Avenue[5]	Signalized	B/15.6*	E	E	B	A
Hallandale Beach Boulevard and NE 10th Avenue	Signalized	C/20.8*	E	E	A	C
NE 3rd Street and US 1	Signalized	B/14.5	A	A	E	F
Hibiscus Street and US 1[4]	One-Way Stop	(1)	(2)	(2)	N/A	A**
SE 3rd Street and US 1	Signalized	D/41.3[3]	C	D	E	E
Project Driveway and US 1[4]	One-Way Stop	(1)	(2)	(2)	N/A	A
P.M. Peak Hour						
Hallandale Beach Boulevard and US 1[6]	Signalized	F/119.6	F	F	F	F
Hallandale Beach Boulevard and NE 8th Avenue[5]	Signalized	C/23.0*	F	E	C	B
Hallandale Beach Boulevard and NE 10th Avenue	Signalized	D/54.7*	F	F	C	D
NE 3rd Street and US 1	Signalized	B/12.8	B	A	E	E
Hibiscus Street and US 1[4]	One-Way Stop	(1)	(2)	(2)	N/A	C**
SE 3rd Street and US 1	Signalized	D/46.9[3]	D	D	F	F
Project Driveway and US 1[4]	One-Way Stop	(1)	(2)	(2)	N/A	A

(1) Overall intersection LOS is not defined at two-way stop-controlled intersections.
(2) LOS not defined. Approach operates under free-flow conditions.
(3) LOS reflects lane configuration included in the Village at Gulfstream Park improvements.
(4) HCM methodology is limited in a two-way stop controlled intersection analysis to a 4 lane major roadway and cannot be analyzed as a 6 lane major free flow roadway. Therefore an analysis was performed with US 1 as a 4 lane facility and the main street through volumes were prorated accordingly.
(5) LOS reflects lane reconfiguration and intersection realignment recommended by FDOT.
(6) LOS reflects construction of additional northbound right-turn lane and westbound right-turn lane.
* LOS reflects the City's plans to reconfigure NE 8th and NE 10th Avenue as two-way streets.
** LOS reflects approved plans to make Hibiscus Street a right-in/right-out only driveway.

MULTIMODAL ANALYSIS

Mass Transit

The immediate project area is served by Broward County Transit (BCT), Miami-Dade County Transit, and the City of Hallandale Beach Minibus. Broward County Transit Route 1 runs along US 1 adjacent to the project site. This route provides service to Aventura Mall, Young Circle, the Fort Lauderdale/Hollywood International Airport, and the Broward Central Transit Terminal. Route 1 runs at 15-minute headways on weekdays during the A.M. and P.M. peak hours and at 30-minute headways on weekends. Broward County Transit Route US 1 Breeze runs along Federal Highway adjacent to the project site. This route runs serves the US-1 corridor from the Aventura Mall to Sample Road. Route US 1 Breeze runs at 30-minute headways on weekdays during the A.M. and P.M. peak hours. The Federal Highway route is an express route with limited service stops.

Miami-Dade County Transit Route 3 runs along US 1 adjacent to the project site. Route 3 provides service to Three Islands Boulevard (Broward County), Wal-Mart (Broward County), Diplomat Mall (Broward County), Aventura Mall, the Omni Bus Terminal, the Government Center Metrorail Station, the Stephen P. Clark Center, and the Downtown Bus Terminal. This route provides service on weekdays and weekends in both the northbound and southbound directions.

The City of Hallandale Beach Minibus Routes 1 and 2 run along Federal Highway and Hallandale Beach Boulevard adjacent to the project site. Both routes provide service to Wal-Mart, Publix, Diplomat Mall, and Big Irv's. Route 2 provides service to the Library/Post Office/City Hall, and Aventura Hospital. Minibus Route 3 runs along Federal Highway and Hallandale Beach Boulevard (west of US 1). Route 3 provides service to the Library/Post Office/City Hall and the Hallandale Adult Community Center. Routes 1 and 3 provide service Mondays through Saturdays at 40-minute headways from 7:00 A.M. to 7:00 P.M. Route 2 provides service on the same days at 60-minute headways.

A transit "superstop" will be constructed on the east side of Federal Highway in the vicinity of SE 3rd Street, and in close proximity to the project site, by 2009. Superstops are transit facilities with a focus on community conveniences in commercial or mixed-use land types. The superstop will serve Broward County Transit (BCT), Miami-Dade County Transit, and the City of Hallandale Beach Minibus routes and serve as a connection point between the routes. Further, buses that currently reduce capacity on Federal Highway by blocking vehicles in the right most through lane will instead pull into the superstop and out of the traveled right-of-way.

Tri-Rail is a tri-county commuter rail system for higher order regional trips between Miami-Dade County, Broward County, and Palm Beach County. Access to the proposed development site by Tri-Rail is provided by BCT. BCT provides service along Route 7 to the Hollywood Tri-Rail station via US Breeze 1 and Route 1, at the Young Circle transfer station. Tri-Rail runs from 4:00 AM to 11:00 PM on weekdays and 6:00 AM to 10:00 PM on weekends and holidays. Trains provide service at 30-minute headways during weekday peak hours and 60-minute headways during off-peak times. Transit maps and schedules are included in Appendix I.

Pedestrian Features

The pedestrian facilities located near the project site include sidewalks on both sides of Hallandale Beach Boulevard and Federal Highway. The existing sidewalks will be integrated into the superstop. The super stop will also have sidewalk connections to Gulfstream providing a safe pedestrian access route. The proposed development plans to provide additional pedestrian interconnectivity along Hibiscus Street and SE 8th Avenue as part of the development plan providing pedestrians with numerous routes to traverse the site.

CONCLUSIONS

This analysis has addressed traffic-related impacts associated with the proposed Hallandale Square mixed-use project located in Hallandale Beach on the southeast corner of Hallandale Beach Boulevard and Federal Highway. From the analysis the following is concluded:

- The project is expected to produce a net increase of 119 net new vehicular trips during the A.M. peak hour and 771 net new vehicular trips during the P.M. peak hour.

- Intersection capacity analyses were conducted for existing conditions, future background conditions, and future total conditions. The analysis indicates that the majority of the intersections are expected to operate at LOS D or better during all analyzed scenarios.

- The intersection of Hallandale Beach Boulevard and SE/NE 8th Avenue is expected to operate at LOS C or better under the future total traffic scenario as a full access signalized intersection. The volume development worksheets indicate that the total of 342 vehicles per hour are expected to perform a northbound left-turn or through movement at the subject intersection during the P.M. peak hour. Maintaining a signalized northbound left-turn and through movement at the subject intersection is expected to provide efficient traffic operations along the Hallandale Beach Boulevard corridor. Furthermore, a development of this magnitude warrants direct signalized access to a major adjacent roadway corridor.

- The intersection at Hallandale Beach Boulevard and Federal Highway is expected to operate at LOS F in both the A.M. and P.M. peak hours. It should be noted that the subject intersection is significantly built-out with little/no additional right-of-way for geometric improvements which is common in urbanized areas of South Florida. However, in order to mitigate the additional impacts to the subject intersection, the applicant proposes the following improvements:

- Construct an additional northbound right-turn lane on Federal Highway providing for dual northbound right-turn movements at the intersection along with the installation of a northbound right-turn overlap. Dedication of additional right-of-way along the proposed development's frontage will be required in order to construct this improvement.
- Contribute to the City an amount equal to the cost to construct a westbound right-turn lane along Hallandale Beach Boulevard at the intersection of Hallandale Beach Boulevard and Federal Highway (US 1). Once the City completes its Citywide Transportation Study, the City can either proceed to acquire the necessary right-of-way and use these funds to construct this improvement or utilize these funds for other transportation improvements which the Citywide Study recommends equivalent to the construction cost of the westbound right-turn lane to the City of Hallandale Beach to be used towards alternative transportation-related improvements in the area.

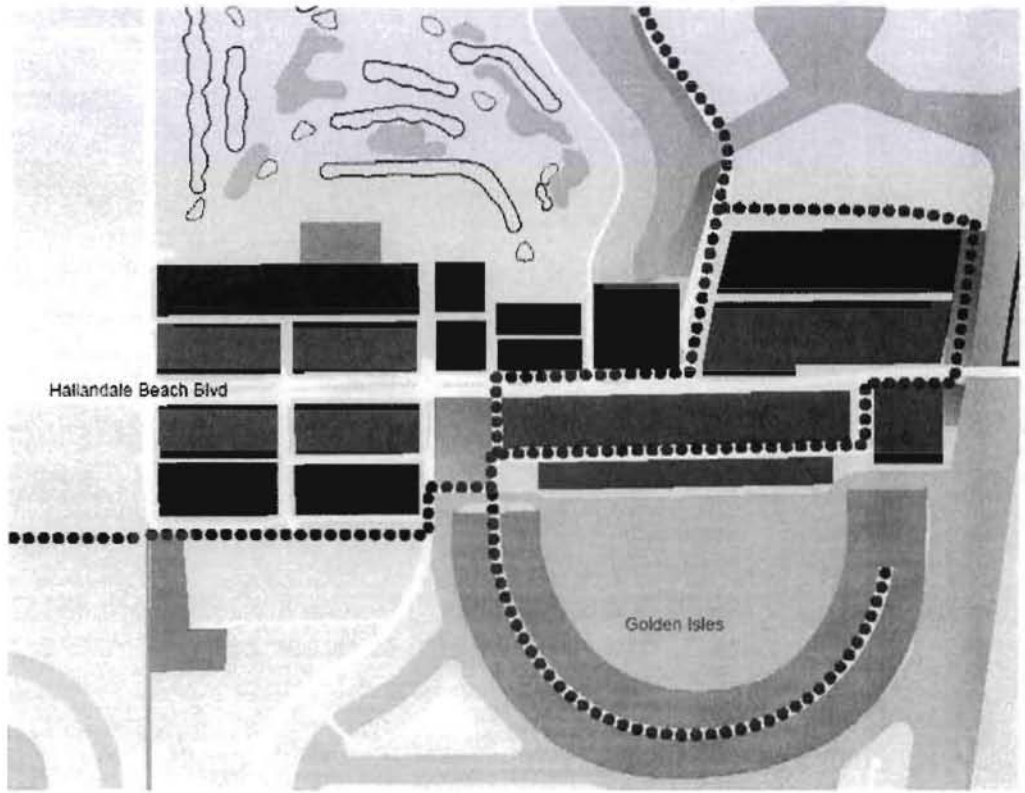
With the construction of these improvements, the future total traffic conditions at the intersection are expected improve or maintain the overall intersection delay when compared to the future background traffic conditions. As a result, the improvements are expected to mitigate the project's impacts at the subject intersection.

In conclusion, the proposed development is not expected to have a significant impact to the regional roadway network with the proposed geometric improvements at the intersection of Hallandale Beach Boulevard and Federal Highway.

APPENDIX A:
City of Hallandale Beach Masterplan Information

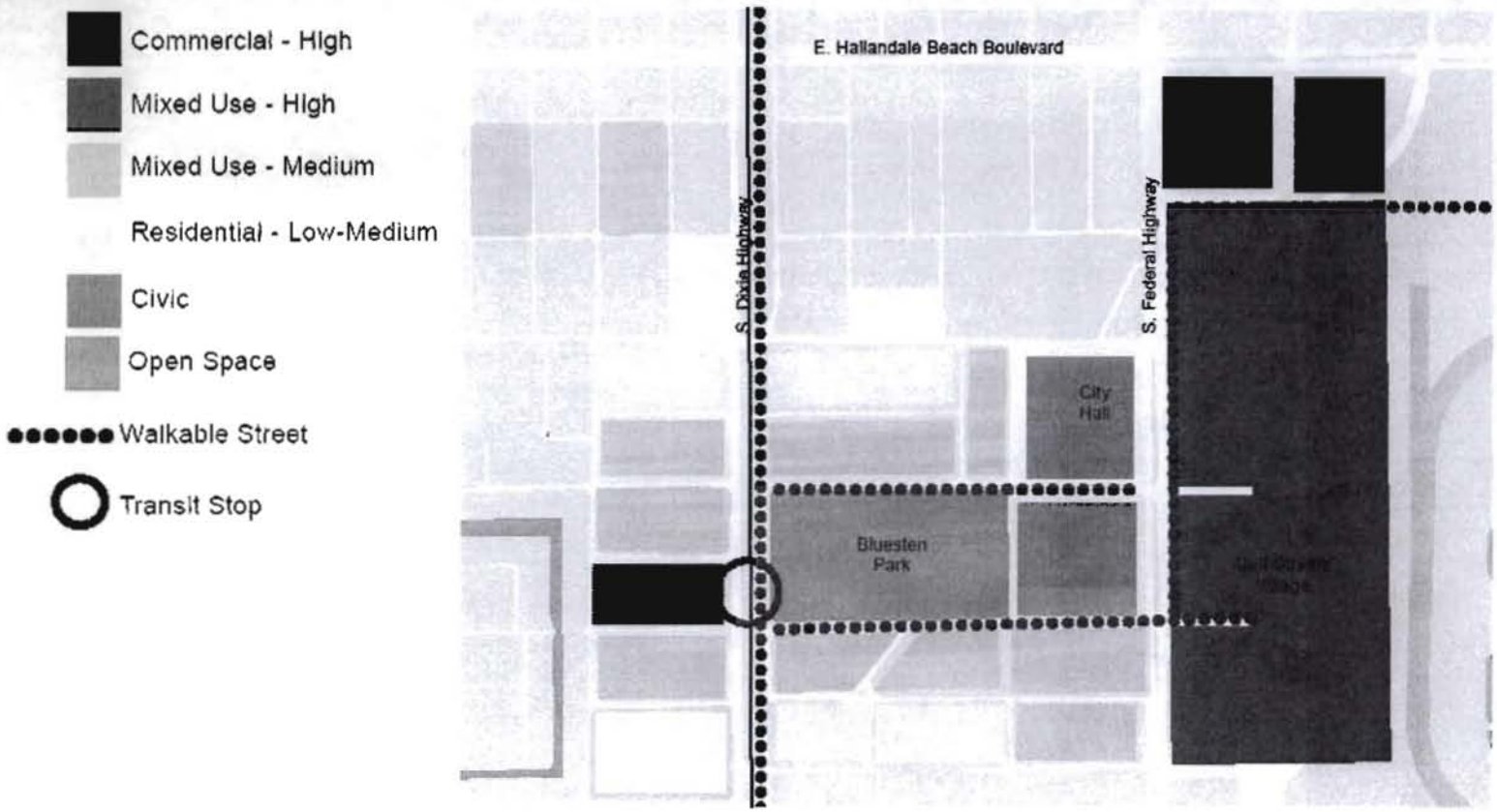
Centers: Initiatives

Hallandale Beach Gateway East



Centers: Initiatives

Hallandale Beach Town Center



APPENDIX B:
Project Trip Generation

600 HALLANDALE TRIP GENERATION

PROPOSED AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Shopping Center	7	820	347.708	ksf	61%	39%	202	129	331	0.0%	0	202	129	331	27.1%	90	157	84	241
	2	Movie Theater with Matinee	7	444	7	mov	0%	0%	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0
	3																				
	4																				
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
	11																				
	12																				
	13																				
	14																				
	15																				
								Total:	202	129	331			202	129	331	27.2%	90	157	84	241

PROPOSED PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Shopping Center	7	820	347.708	ksf	48%	52%	684	741	1,425	4.5%	64	655	706	1,361	27.1%	368	471	522	993
	2	Movie Theater with Matinee	7	444	7	mov	55%	45%	177	144	321	19.9%	64	142	115	257	0.0%	0	142	115	257
	3																				
	4																				
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
	11																				
	12																				
	13																				
	14																				
	15																				
								Total:	861	885	1,746	7.3%	128	797	821	1,618	22.7%	368	613	637	1,250

EXISTING PEAK HOUR TRIP GENERATION

EXISTING AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Shopping Center	7	820	57.579	ksf	61%	39%	68	44	112	0.0%	0	68	44	112	45.7%	52	42	18	60
	2																				
	3																				
	4																				
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
	11																				
	12																				
	13																				
	14																				
	15																				
								Total:	68	44	112			68	44	112	46.4%	52	42	18	60

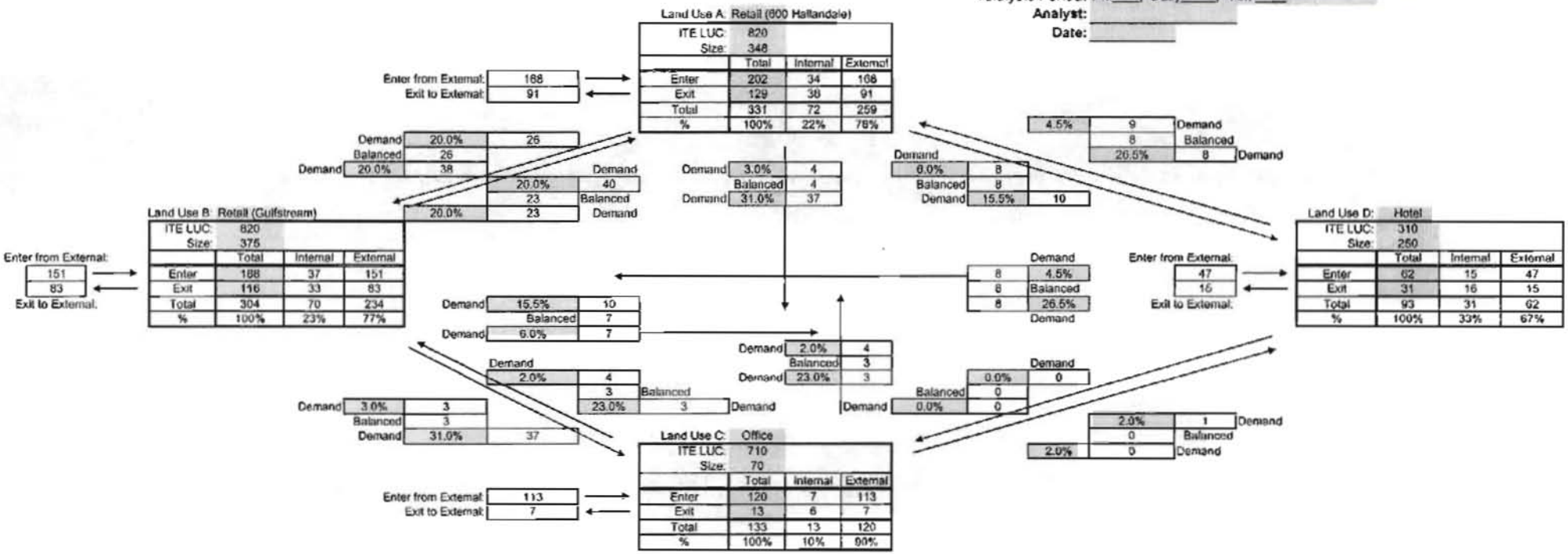
EXISTING PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Shopping Center	7	820	57.579	ksf	48%	52%	209	226	435	0.0%	0	209	226	435	45.7%	198	110	127	237
	2																				
	3																				
	4																				
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
	11																				
	12																				
	13																				
	14																				
	15																				
								Total:	209	226	435			209	226	435	45.5%	198	110	127	237

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(ITE, Chapter 7, *Trip Generation Handbook*, 2nd Edition, June 2004)

Project Number: 144157000 **Task Number:**
Project Name: 600 Hallandale
Scenario: AM
Analysis Period: PM___, Daily____, AM ___
Analyst:
Date:



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use A Retail (600 Hallandi	B Retail (Gul	C Office	D Hotel	Total
Enter	168	151	7	47	373
Exit	91	83	113	16	302
Total	260	234	120	62	675
Single Use Trip Gen Estimate	331	304	133	93	861
	21.75%	23.03%	9.77%	33.33%	

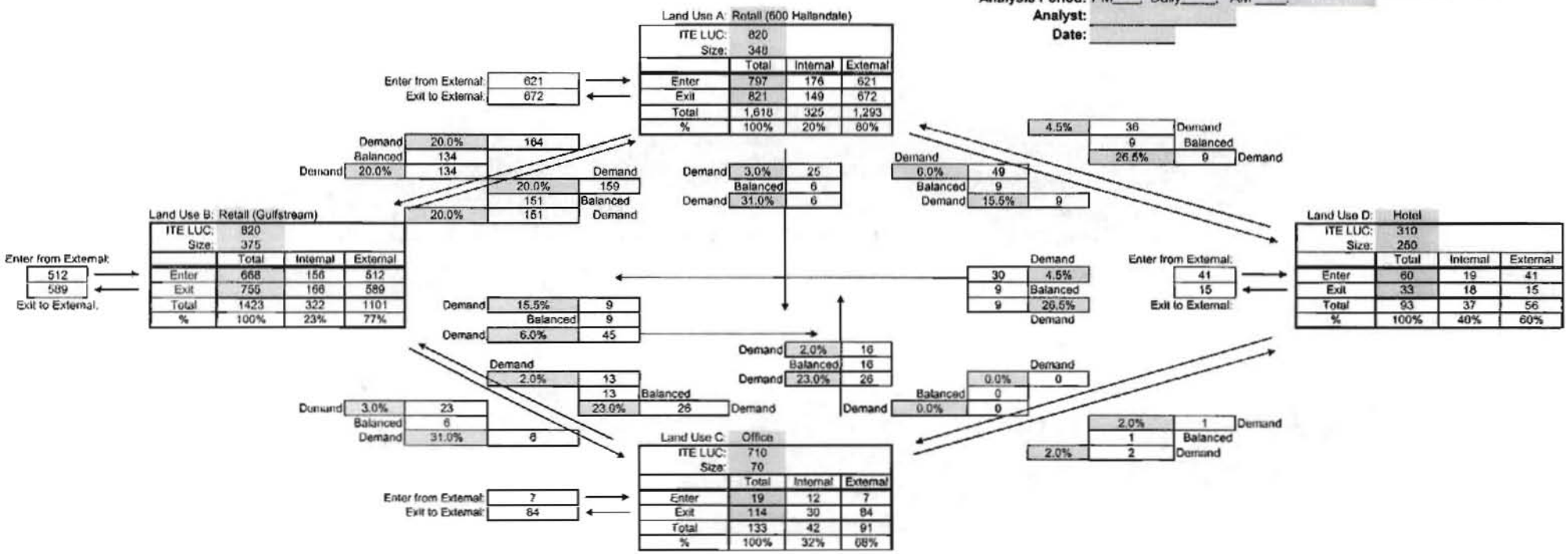
Internal Capture = 21.60%

File Name = g:\144157000 - 600 hallandale\calcs\trip gen\(internal capture file.xls)c am
Print Date = 11/19/07
Print Time = 4:29 PM

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(ITE, Chapter 7, *Trip Generation Handbook*, 2nd Edition, June 2004)

Project Number: 144157000 **Task Number:**
Project Name: 600 Hallandale
Scenario: PM
Analysis Period: PM____, Daily____, AM____
Analyst:
Date:



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use A Retail (600 Hallanda	B Retail (Gu	C Office	D Hotel	Total
Enter	621	512	84	41	1,258
Exit	672	589	7	15	1,283
Total	1,293	1,101	91	56	2,541
Single Use Trip Gen Estimate	1,618	1,423	133	93	3,267
	20.09%	22.63%	31.58%	39.78%	
				Internal Capture =	22.22%

File Name = g:\144157000 - 600 hallandale\calcs\trip gen\[internal capture ite.xls]ic pm
Print Date = 11/19/07
Print Time = 4:29 PM

APPENDIX C:
TRIPS Model Outputs

1

11/01/07

600 HALLANDALE 022-IN-07
0 INFORMATIONAL FOR
EXISTING: 60,609 SQ. FT. COMMERCIAL
(CREDIT GIVEN AT 110% FOR DEMOLITION OF EXISTING)
PROPOSED: 378,208 SQ. FT. COMMERCIAL

THE FOLLOWING ARE THE ADDITIONAL TRIPS:

0 TOTAL WORK ATTRACTIONS = 180
TOTAL SHOPPING ATTRACTIONS = 244
TOTAL OTHER ATTRACTIONS = 201
TOTAL NON HOME-BASED PRODUCTIONS = 435
0 TOTAL TRIPS PER PEAK HOUR = 1060

THIS PROPERTY IS LOCATED WITHIN A TRANSIT ORIENTED
CONCURRENCY DISTRICT = SOUTHEAST DISTRICT

0 $ 268942

1	HALLANDALE BEACH BLVD	4LD	2924	94.0	$	77387
	FROM: SW 40 AV	3110	561	18.0		
	TO: SW 56 AV		12	0.3		
	SEG NO: 918		3497	112.3		
0	HALLANDALE BEACH BLVD	4LD	3247	104.4	$	75753
	FROM: PARK RD	3110	475	15.2		
	TO: SW 40 AV		14	0.4		
	SEG NO: 919		3736	120.0		
0	HALLANDALE BEACH BLVD	4LD	3569	114.7	$	47235
	FROM: I-95	3110	689	22.1		
	TO: PARK RD		22	0.7		
	SEG NO: 920		4280	137.5		
0	MIRAMAR PKWY	4LD	3266	105.0	$	15466
	FROM: SW 68 AV	3110	212	6.8		
	TO: ISLAND DR		3	0.1		
	SEG NO: 915		3481	111.9		
0	MIRAMAR PKWY	4LD	3272	105.2	$	13918
	FROM: SW 62 AV	3110	147	4.7		
	TO: SW 68 AV		3	0.1		
	SEG NO: 1254		3422	110.0		
0	MIRAMAR PKWY	4LD	3277	105.3	$	7085
	FROM: SR 7	3110	310	9.9		
	TO: SW 62 AV		5	0.1		
	SEG NO: 916		3592	115.3		
0	MIRAMAR PKWY	4LD	2802	90.0	$	5571
	FROM: ISLAND DR	3110	718	23.0		
	TO: UNIVERSITY DR		2	0.1		
	SEG NO: 914		3522	113.1		
0	PINES BLVD	6LD	4744	101.3	$	4866
	FROM: UNIVERSITY DR	4680	687	14.6		
	TO: DOUGLAS RD		1	0.1		
	SEG NO: 840		5432	116.0		
0	DAVIE RD	OL4	3589	108.4	$	2979
	FROM: SR 84/I-595	3310	1144	34.5		

	TO: NOVA DR		1	0.1		
	SEG NO: 631		4734	143.0		
0	MIRAMAR PKWY	4LD	2737	80.7	$	2845
	FROM: UNIVERSITY DR	3390	756	22.3		
	TO: TARA RD		1	0.1		
	SEG NO: 913		3494	103.1		
0	RAVENSWOOD RD	OL2	1308	94.1	$	2394
	FROM: GRIFFIN RD	1390	580	41.7		
	TO: SW 42 ST		1	0.1		
	SEG NO: 1194		1889	135.9		
0	MIRAMAR PKWY	4LD	2737	80.7	$	1932
	FROM: TARA RD	3390	711	20.9		
	TO: DOUGLAS RD		1	0.1		
	SEG NO: 912		3449	101.7		
1	PINES BLVD	6LD	4785	102.2	$	1347
	FROM: S HOLLYBROOK TER	4680	1208	25.8		
	TO: PALM AV		1	0.1		
	SEG NO: 838		5994	128.1		
0	SHERIDAN ST	4LD	2934	86.5	$	1170
	FROM: PALM AV	3390	873	25.7		
	TO: DOUGLAS RD		1	0.1		
	SEG NO: 775		3808	112.3		
0	DECKER RD	OL3	845	84.6	$	1039
	FROM: SUNRISE BLVD	998	336	33.6		
	TO: NW 14 ST		1	0.1		
	SEG NO: 1112		1182	118.3		
0	DECKER RD	OL3	1588	114.2	$	833
	FROM: NW 26 ST	1390	447	32.1		
	TO: NW 19 ST		1	0.1		
	SEG NO: 1578		2036	146.4		
0	DECKER RD	OL3	845	84.6	$	816
	FROM: NW 14 ST	998	355	35.5		
	TO: NW 19 ST		1	0.1		
	SEG NO: 1579		1201	120.2		
0	PINES BLVD	6LD	4785	102.2	$	634
	FROM: DOUGLAS RD	4680	1129	24.1		
	TO: S HOLLYBROOK TER		1	0.1		
	SEG NO: 839		5915	126.4		
0	PEMBROKE RD	4LD	3483	111.9	$	585
	FROM: SW 64 AV	3110	242	7.7		
	TO: SW 69 AV		2	0.1		
	SEG NO: 889		3727	119.7		
0	SHERIDAN ST	4LD	3119	92.0	$	585
	FROM: PALM AV	3390	656	19.3		
	TO: EMBASSY DR		1	0.1		
	SEG NO: 774		3776	111.4		
0	PROSPECT RD	OL2	1228	129.2	$	569
	FROM: PROSPECT RD	950	616	64.8		
	TO: NW 27 AV		0	0.1		
	SEG NO: 303		1844	194.1		
0	PINES BLVD	6LD	4331	92.5	$	543
	FROM: PALM AV	4680	998	21.3		
	TO: NW 108 AV		1	0.1		
	SEG NO: 837		5330	113.9		
0	NE 3 AV	OL2	1209	127.2	$	369
	FROM: NE 44 ST	950	522	54.9		
	TO: SAMPLE RD		0	0.1		
	SEG NO: 1053		1731	182.2		
0	UNIVERSITY DR	4LD	2399	77.1	$	315
	FROM: WILES RD	3110	1066	34.2		
	TO: WESTVIEW DR		0	0.1		
	SEG NO: 1150		3465	111.4		
1	SW 148 AV	OL2	1644	173.0	$	267

```
        FROM: MIRAMAR PKWY                    950     814    85.6
        TO:   SW 36 ST                                  0     0.1
        SEG NO: 1743                                 2458   258.7
0       UNIVERSITY DR                          4LD   2399    77.1   $     262
        FROM: WESTVIEW DR                     3110   1190    38.2
        TO:   SAWGRASS EXPWY                            1     0.1
        SEG NO: 1164                                 3590   115.4
0       SHERIDAN ST                            4LD   2957    87.2   $     233
        FROM: EMBASSY DR                      3390    655    19.3
        TO:   HIATUS RD                                 1     0.1
        SEG NO:  773                                 3613   106.6
0       PEMBROKE RD                            4LD   3483   111.9   $     216
        FROM: SW 62 AV                        3110    411    13.2
        TO:   SW 64 AV                                  2     0.1
        SEG NO:  890                                 3896   125.2
0       ATLANTIC BLVD                          4LD   2570    75.8   $     200
        FROM: SAWGRASS EXPWY                  3390    881    25.9
        TO:   LAKEVIEW DR                               1     0.1
        SEG NO: 1536                                 3452   101.8
0       ROCK ISLAND RD                         OL4   2796    89.9   $     190
        FROM: TAM O SHANTER BLVD              3110    556    17.8
        TO:   MCNAB RD                                  0     0.1
        SEG NO:  234                                 3352   107.8
0       PINES BLVD                             6LD   3877    82.8   $     169
        FROM: HIATUS RD                       4680    858    18.3
        TO:   NW 108 AV                                 1     0.1
        SEG NO: 1694                                 4736   101.2
0       SHERIDAN ST                            4LD   2172    69.8   $     123
        FROM: SW 160 AV                       3110   1637    52.6
        TO:   NW 172 AV                                 0     0.1
        SEG NO: 1598                                 3809   122.5
0       ROCK ISLAND RD                         OL4   2796    89.9   $     122
        FROM: KIMBERLY BLVD                   3110    541    17.3
        TO:   TAM O SHANTER BLVD                        0     0.1
        SEG NO: 1120                                 3337   107.3
0       CORAL RIDGE DR                         4LD   2771    86.0   $     113
        FROM: NW 39 ST                        3221   1059    32.8
        TO:   SAMPLE RD                                 0     0.1
        SEG NO: 1078                                 3830   118.9
0       CORAL RIDGE DR                         4LD   2294    71.2   $     110
        FROM: WESTVIEW DR                     3221   1248    38.7
        TO:   SAWGRASS EXPWY                            0     0.1
        SEG NO: 1523                                 3542   110.0
0       HIATUS RD                              OL2   1148    82.5   $     109
        FROM: SE LAKE BLVD                    1390    279    20.0
        TO:   SHERIDAN ST                               0     0.1
        SEG NO: 1564                                 1427   102.6
1       ROCK ISLAND RD                         OL4   3009    96.7   $     108
        FROM: FOREST BLVD                     3110    569    18.2
        TO:   KIMBERLY BLVD                             0     0.1
        SEG NO:  233                                 3578   115.0
0       WILES RD                               4LD   2754    88.5   $     106
        FROM: NW 87 AV                        3110    890    28.6
        TO:   UNIVERSITY DR                             0     0.1
        SEG NO:   68                                 3644   117.2
0       SW 184 AV                              OL2   1289    86.9   $      89
        FROM: PEMBROKE RD                     1482    407    27.4
        TO:   MIRAMAR PKWY                              0     0.1
        SEG NO: 1724                                 1696   114.4
0       POWERLINE RD                           4LD   2723    87.5   $      88
        FROM: NW 6 ST                         3110    652    20.9
        TO:   HILLSBORO BLVD                            0     0.1
        SEG NO:    8                                 3375   108.5
```

```
0       ATLANTIC BLVD                          4LD     3827   123.0   $      73
        FROM: NE 11 AV                        3110      827    26.5
        TO:   CYPRESS RD                             1      0.1
        SEG NO:  184                              4655   149.6
0       ATLANTIC BLVD                          4LD     2799    90.0   $      66
        FROM: US 1                            3110      831    26.7
        TO:   NE 11 AV                               1      0.1
        SEG NO:  185                              3631   116.8
0       PINES BLVD                             6LD     4785   102.2   $      62
        FROM: HIATUS RD                       4680     1335    28.5
        TO:   SW 114 AV                              1      0.1
        SEG NO: 1592                              6121   130.8
1
```

4	0.08	$	0
5	0.09	$	0
6	0.42	$	0
8	0.03	$	88
13	0.00	$	0
14	0.03	$	0
15	0.07	$	0
16	0.07	$	0
17	0.14	$	0
18	0.16	$	0
19	0.13	$	0
20	0.04	$	0
21	0.04	$	0
22	0.04	$	0
23	0.03	$	0
24	0.03	$	0
28	0.03	$	0
31	0.72	$	0
33	0.06	$	0
36	0.11	$	0
37	0.03	$	0
38	0.04	$	0
39	0.04	$	0
40	0.14	$	0
42	0.13	$	0
43	0.07	$	0
44	0.07	$	0
45	0.03	$	0
47	0.02	$	0
48	0.02	$	0
49	0.07	$	0
57	0.05	$	0
58	0.05	$	0
59	0.07	$	0
61	0.06	$	0
63	0.01	$	0
66	0.08	$	0
68	0.03	$	106
70	0.04	$	0
75	0.02	$	0
76	0.02	$	0
77	0.06	$	0
78	0.09	$	0
84	0.06	$	0
85	0.16	$	0
87	0.37	$	0
88	0.29	$	0
89	0.13	$	0
90	0.13	$	0
91	0.07	$	0
94	0.04	$	0
99	0.04	$	0
100	0.09	$	0
101	0.09	$	0
104	0.11	$	0
108	0.01	$	0
109	0.08	$	0
110	0.25	$	0
111	0.09	$	0
112	0.15	$	0
113	0.33	$	0
114	0.26	$	0
115	1.59	$	0

116	2.08	$	0
117	0.21	$	0
118	0.21	$	0
119	0.19	$	0
120	0.17	$	0
122	0.15	$	0
123	0.15	$	0
124	0.15	$	0
125	0.04	$	0
134	1.02	$	0
135	0.12	$	0
136	0.12	$	0
137	0.06	$	0
138	0.03	$	0
139	0.03	$	0
145	0.07	$	0
148	0.05	$	0
149	0.05	$	0
150	0.05	$	0
161	0.04	$	0
163	0.04	$	0
164	0.04	$	0
165	0.04	$	0
169	0.09	$	0
170	0.11	$	0
171	0.11	$	0
172	0.20	$	0
173	0.20	$	0
174	0.28	$	0
175	0.28	$	0
176	0.28	$	0
177	0.36	$	0
178	0.36	$	0
179	0.40	$	0
180	0.62	$	0
181	0.50	$	0
182	0.47	$	0
183	0.22	$	0
184	0.22	$	73
185	0.22	$	66
186	0.15	$	0
187	0.06	$	0
189	0.06	$	0
191	0.07	$	0
193	0.06	$	0
196	0.13	$	0
198	0.10	$	0
199	0.10	$	0
200	3.20	$	0
207	0.08	$	0
208	0.08	$	0
209	0.17	$	0
211	0.05	$	0
212	0.24	$	0
213	0.24	$	0
214	0.30	$	0
218	0.06	$	0
219	1.02	$	0
223	0.11	$	0
224	0.20	$	0
233	0.06	$	108
234	0.06	$	190
242	0.05	$	0

244	0.05	$	0
245	0.23	$	0
246	0.23	$	0
247	0.43	$	0
248	0.43	$	0
249	0.49	$	0
250	0.65	$	0
251	0.65	$	0
253	0.17	$	0
254	0.49	$	0
255	0.28	$	0
256	0.19	$	0
257	0.06	$	0
258	0.06	$	0
259	0.10	$	0
261	0.08	$	0
262	0.08	$	0
268	3.86	$	0
271	0.95	$	0
272	0.95	$	0
278	0.07	$	0
279	0.10	$	0
284	0.05	$	0
285	0.09	$	0
292	0.06	$	0
293	0.14	$	0
294	0.16	$	0
295	0.16	$	0
296	0.16	$	0
297	0.16	$	0
298	0.26	$	0
300	0.32	$	0
301	0.32	$	0
302	0.41	$	0
303	0.09	$	569
304	0.73	$	0
305	1.68	$	0
306	0.61	$	0
307	0.61	$	0
308	0.54	$	0
310	0.54	$	0
311	0.44	$	0
312	0.44	$	0
313	0.29	$	0
314	0.21	$	0
315	0.14	$	0
316	0.14	$	0
318	0.11	$	0
328	0.29	$	0
329	6.15	$	0
333	0.21	$	0
335	0.13	$	0
336	0.05	$	0
338	0.07	$	0
339	0.18	$	0
340	1.02	$	0
341	0.09	$	0
342	0.14	$	0
343	0.21	$	0
344	0.30	$	0
352	0.12	$	0
353	0.12	$	0
355	0.04	$	0

360	0.09	$	0
361	0.09	$	0
362	0.27	$	0
363	0.58	$	0
364	0.72	$	0
365	0.72	$	0
366	1.12	$	0
367	1.56	$	0
368	1.20	$	0
369	0.73	$	0
370	0.73	$	0
371	0.73	$	0
372	0.33	$	0
373	0.26	$	0
374	0.11	$	0
375	0.11	$	0
377	0.06	$	0
383	0.17	$	0
385	0.27	$	0
386	0.14	$	0
389	0.26	$	0
390	8.82	$	0
402	0.25	$	0
403	0.25	$	0
404	0.41	$	0
406	0.25	$	0
407	0.35	$	0
408	0.41	$	0
409	0.41	$	0
410	0.15	$	0
411	0.15	$	0
412	0.15	$	0
416	0.02	$	0
417	0.02	$	0
420	0.16	$	0
421	0.41	$	0
423	0.18	$	0
424	0.43	$	0
425	0.69	$	0
426	0.69	$	0
427	0.94	$	0
428	1.34	$	0
429	1.23	$	0
430	0.90	$	0
431	0.64	$	0
433	0.64	$	0
434	0.37	$	0
435	0.37	$	0
436	0.37	$	0
438	0.17	$	0
439	0.07	$	0
441	0.03	$	0
442	0.03	$	0
443	0.14	$	0
444	0.06	$	0
446	0.17	$	0
448	0.26	$	0
452	0.08	$	0
454	0.17	$	0
455	11.40	$	0
459	0.25	$	0
460	1.43	$	0
461	0.43	$	0

462	0.44	$	0
463	0.44	$	0
464	0.59	$	0
465	0.15	$	0
466	0.25	$	0
467	0.33	$	0
468	0.16	$	0
472	0.06	$	0
475	0.15	$	0
477	0.10	$	0
478	0.10	$	0
479	0.33	$	0
481	0.06	$	0
483	0.06	$	0
484	0.31	$	0
485	0.57	$	0
486	0.57	$	0
487	0.57	$	0
488	0.64	$	0
489	0.71	$	0
490	2.26	$	0
491	2.26	$	0
492	1.67	$	0
493	1.26	$	0
495	0.79	$	0
496	0.50	$	0
497	0.24	$	0
498	0.17	$	0
499	0.53	$	0
500	1.15	$	0
502	0.09	$	0
503	0.25	$	0
507	0.25	$	0
508	0.25	$	0
511	1.15	$	0
513	0.29	$	0
516	0.16	$	0
518	0.25	$	0
519	0.41	$	0
520	0.58	$	0
521	0.76	$	0
522	0.89	$	0
523	1.28	$	0
524	0.39	$	0
526	0.16	$	0
530	0.25	$	0
532	0.18	$	0
534	0.43	$	0
537	0.03	$	0
538	14.37	$	0
539	17.45	$	0
548	1.80	$	0
549	1.32	$	0
550	1.32	$	0
551	1.06	$	0
552	0.38	$	0
555	0.03	$	0
557	0.32	$	0
559	0.13	$	0
560	0.13	$	0
561	0.63	$	0
563	1.02	$	0
564	1.10	$	0

565	1.34	$	0
566	1.86	$	0
567	0.49	$	0
568	0.68	$	0
570	0.25	$	0
571	0.09	$	0
572	0.25	$	0
573	0.51	$	0
575	0.59	$	0
576	1.51	$	0
577	1.62	$	0
578	1.84	$	0
579	1.96	$	0
582	2.75	$	0
584	2.89	$	0
585	3.75	$	0
586	4.79	$	0
587	4.83	$	0
590	7.39	$	0
591	8.11	$	0
592	9.82	$	0
594	10.65	$	0
596	0.31	$	0
598	1.92	$	0
599	0.54	$	0
603	1.15	$	0
604	1.27	$	0
612	0.03	$	0
613	0.18	$	0
622	31.99	$	0
625	0.64	$	0
626	0.21	$	0
631	0.72	$	2979
632	0.22	$	0
635	0.07	$	0
636	0.07	$	0
638	0.70	$	0
639	0.32	$	0
640	0.32	$	0
648	0.13	$	0
649	0.13	$	0
651	0.26	$	0
655	0.29	$	0
656	0.10	$	0
659	0.26	$	0
660	0.17	$	0
661	0.09	$	0
662	0.07	$	0
671	0.01	$	0
674	0.17	$	0
683	0.07	$	0
686	0.07	$	0
687	0.07	$	0
689	0.07	$	0
691	0.07	$	0
692	0.07	$	0
695	0.07	$	0
696	0.21	$	0
697	0.07	$	0
699	0.15	$	0
700	0.77	$	0
702	1.23	$	0
704	1.87	$	0

705	0.68	$	0
711	0.32	$	0
712	0.32	$	0
713	34.54	$	0
715	2.19	$	0
716	0.15	$	0
718	0.28	$	0
729	0.63	$	0
730	0.03	$	0
731	0.15	$	0
732	0.15	$	0
733	0.41	$	0
734	0.52	$	0
735	0.52	$	0
736	1.03	$	0
737	1.03	$	0
738	1.32	$	0
740	1.32	$	0
741	1.32	$	0
742	1.32	$	0
743	1.32	$	0
744	1.32	$	0
745	3.50	$	0
746	3.50	$	0
747	3.10	$	0
748	0.92	$	0
749	0.32	$	0
751	0.08	$	0
755	1.04	$	0
756	1.04	$	0
757	41.15	$	0
759	0.54	$	0
768	0.06	$	0
773	0.12	$	233
774	0.30	$	585
775	0.30	$	1170
776	0.30	$	0
777	0.63	$	0
778	1.61	$	0
779	1.61	$	0
780	1.61	$	0
781	2.15	$	0
782	2.15	$	0
783	2.15	$	0
784	5.27	$	0
785	6.76	$	0
786	1.04	$	0
788	0.02	$	0
789	0.02	$	0
791	0.08	$	0
792	1.07	$	0
793	0.02	$	0
794	2.23	$	0
797	51.56	$	0
800	3.02	$	0
812	0.07	$	0
814	0.03	$	0
818	0.34	$	0
822	0.07	$	0
823	0.07	$	0
827	0.18	$	0
829	0.01	$	0
830	0.09	$	0

831	0.13	$	0
832	0.22	$	0
833	0.45	$	0
835	0.22	$	0
837	0.33	$	543
838	0.41	$	1347
839	0.41	$	634
840	1.00	$	4866
841	1.00	$	0
842	1.62	$	0
843	1.63	$	0
844	1.63	$	0
845	2.46	$	0
846	2.46	$	0
847	3.12	$	0
848	3.12	$	0
849	3.26	$	0
850	4.90	$	0
851	6.63	$	0
852	9.65	$	0
853	11.86	$	0
855	5.56	$	0
856	5.56	$	0
857	3.09	$	0
859	1.07	$	0
860	7.43	$	0
862	0.79	$	0
863	10.88	$	0
864	37.23	$	0
865	37.23	$	0
868	63.43	$	0
870	0.71	$	0
871	0.71	$	0
877	0.37	$	0
879	0.22	$	0
880	0.22	$	0
882	0.23	$	0
883	0.45	$	0
884	0.45	$	0
886	0.83	$	0
887	0.86	$	0
888	0.86	$	0
889	1.61	$	585
890	1.61	$	216
891	1.61	$	0
892	2.33	$	0
894	3.04	$	0
895	5.36	$	0
896	5.36	$	0
898	10.87	$	0
901	72.41	$	0
902	103.85	$	0
903	10.87	$	0
904	31.81	$	0
905	68.78	$	0
907	1.52	$	0
909	0.77	$	0
911	0.25	$	0
912	0.66	$	1932
913	0.98	$	2845
914	1.75	$	5571
915	2.92	$	15466
916	4.45	$	7085

917	6.29	$	0
918	11.27	$	77387
919	13.98	$	75753
920	21.79	$	47235
921	121.94	$	0
922	121.94	$	0
923	186.89	$	0
924	186.89	$	0
925	290.74	$	0
926	16.11	$	0
927	16.11	$	0
928	8.68	$	0
929	2.72	$	0
930	19.23	$	0
931	19.23	$	0
932	33.14	$	0
933	9.63	$	0
934	31.36	$	0
935	0.31	$	0
936	0.31	$	0
940	0.29	$	0
941	3.02	$	0
942	3.02	$	0
948	3.02	$	0
950	0.35	$	0
951	0.23	$	0
952	0.08	$	0
953	0.63	$	0
956	0.14	$	0
964	0.13	$	0
965	0.03	$	0
966	0.03	$	0
968	0.09	$	0
971	0.05	$	0
972	0.01	$	0
974	0.01	$	0
976	0.19	$	0
979	0.68	$	0
982	0.17	$	0
984	3.65	$	0
986	0.12	$	0
997	0.68	$	0
998	0.19	$	0
1002	0.42	$	0
1004	0.15	$	0
1007	0.19	$	0
1018	0.04	$	0
1022	0.05	$	0
1025	0.09	$	0
1031	0.09	$	0
1042	1.64	$	0
1044	2.23	$	0
1047	2.32	$	0
1053	0.08	$	369
1054	0.21	$	0
1064	0.11	$	0
1075	0.07	$	0
1078	0.06	$	113
1079	0.06	$	0
1082	0.04	$	0
1083	0.04	$	0
1088	0.07	$	0
1092	0.32	$	0

1100	0.16	$	0
1101	0.63	$	0
1104	0.17	$	0
1107	0.41	$	0
1112	0.20	$	1039
1114	1.14	$	0
1117	0.17	$	0
1118	0.06	$	0
1120	0.06	$	122
1124	0.09	$	0
1128	0.09	$	0
1129	0.19	$	0
1134	0.33	$	0
1136	0.80	$	0
1137	0.55	$	0
1138	0.28	$	0
1139	0.12	$	0
1141	0.17	$	0
1142	0.36	$	0
1143	0.53	$	0
1144	0.60	$	0
1145	0.07	$	0
1146	0.07	$	0
1147	0.10	$	0
1148	0.13	$	0
1149	0.17	$	0
1150	0.05	$	315
1151	0.15	$	0
1152	0.10	$	0
1155	0.93	$	0
1156	0.13	$	0
1161	0.01	$	0
1164	0.14	$	262
1165	0.08	$	0
1166	1.35	$	0
1170	0.12	$	0
1171	10.65	$	0
1172	19.68	$	0
1173	1.65	$	0
1174	0.18	$	0
1176	0.08	$	0
1177	0.12	$	0
1188	0.04	$	0
1189	0.04	$	0
1193	0.07	$	0
1194	0.64	$	2394
1205	0.09	$	0
1207	0.12	$	0
1211	0.67	$	0
1212	0.37	$	0
1213	0.37	$	0
1214	0.78	$	0
1215	0.64	$	0
1216	1.47	$	0
1218	0.21	$	0
1219	1.06	$	0
1223	0.02	$	0
1226	0.02	$	0
1230	0.33	$	0
1231	0.52	$	0
1232	0.39	$	0
1234	0.59	$	0
1235	0.50	$	0

1236	0.50	$	0
1239	0.07	$	0
1240	0.17	$	0
1242	3.16	$	0
1246	0.07	$	0
1250	0.32	$	0
1253	1.54	$	0
1254	2.92	$	13918
1259	0.59	$	0
1264	0.05	$	0
1266	0.06	$	0
1286	0.13	$	0
1287	0.06	$	0
1289	0.10	$	0
1296	0.14	$	0
1298	0.30	$	0
1299	0.30	$	0
1303	0.08	$	0
1304	0.03	$	0
1305	0.18	$	0
1306	0.42	$	0
1307	0.10	$	0
1308	0.05	$	0
1311	0.11	$	0
1312	0.11	$	0
1316	2.72	$	0
1317	19.23	$	0
1318	14.45	$	0
1320	31.36	$	0
1321	26.22	$	0
1322	11.82	$	0
1323	0.31	$	0
1325	6.43	$	0
1329	0.18	$	0
1335	0.00	$	0
1336	1.35	$	0
1339	0.08	$	0
1341	0.07	$	0
1342	0.04	$	0
1343	4.78	$	0
1349	3.41	$	0
1350	2.20	$	0
1351	1.83	$	0
1352	0.90	$	0
1353	0.48	$	0
1354	0.28	$	0
1355	0.07	$	0
1356	1.94	$	0
1358	3.97	$	0
1359	2.19	$	0
1360	1.55	$	0
1361	0.80	$	0
1363	0.68	$	0
1365	0.41	$	0
1366	0.41	$	0
1367	0.41	$	0
1368	0.24	$	0
1371	0.20	$	0
1373	19.23	$	0
1378	0.53	$	0
1379	0.68	$	0
1380	0.11	$	0
1381	0.82	$	0

1382	0.82	$	0
1383	0.41	$	0
1388	0.24	$	0
1389	0.24	$	0
1392	0.06	$	0
1393	0.04	$	0
1394	0.02	$	0
1402	0.06	$	0
1411	0.01	$	0
1412	0.05	$	0
1413	0.05	$	0
1414	0.06	$	0
1415	0.06	$	0
1420	0.20	$	0
1421	1.55	$	0
1426	3.02	$	0
1502	0.11	$	0
1503	0.43	$	0
1509	0.48	$	0
1512	1.55	$	0
1514	0.12	$	0
1516	0.01	$	0
1518	0.07	$	0
1519	0.01	$	0
1523	0.07	$	110
1526	0.02	$	0
1527	0.02	$	0
1530	0.07	$	0
1532	0.03	$	0
1536	0.20	$	200
1537	0.08	$	0
1538	0.06	$	0
1539	0.03	$	0
1540	0.02	$	0
1543	0.04	$	0
1548	1.32	$	0
1556	0.11	$	0
1559	0.25	$	0
1561	0.07	$	0
1563	0.15	$	0
1564	0.09	$	109
1565	0.07	$	0
1570	0.03	$	0
1571	0.15	$	0
1572	0.14	$	0
1573	0.02	$	0
1575	0.06	$	0
1578	0.20	$	833
1579	0.20	$	816
1580	0.02	$	0
1581	0.14	$	0
1584	0.32	$	0
1585	0.08	$	0
1586	0.39	$	0
1589	0.35	$	0
1592	0.10	$	62
1593	0.22	$	0
1596	0.32	$	0
1598	0.04	$	123
1599	0.04	$	0
1604	0.22	$	0
1610	0.17	$	0
1611	0.06	$	0

1613	0.04	$	0
1615	0.08	$	0
1616	0.01	$	0
1623	0.04	$	0
1627	0.09	$	0
1628	0.04	$	0
1636	0.04	$	0
1637	0.04	$	0
1641	0.02	$	0
1643	0.10	$	0
1645	0.03	$	0
1646	0.03	$	0
1649	0.16	$	0
1652	0.13	$	0
1654	0.05	$	0
1655	0.64	$	0
1656	0.17	$	0
1659	0.01	$	0
1660	0.02	$	0
1663	0.02	$	0
1664	0.04	$	0
1665	0.14	$	0
1668	0.07	$	0
1670	0.12	$	0
1671	0.05	$	0
1673	0.09	$	0
1674	0.20	$	0
1676	0.29	$	0
1677	0.33	$	0
1680	0.07	$	0
1684	0.06	$	0
1685	0.10	$	0
1686	0.52	$	0
1688	0.04	$	0
1689	0.01	$	0
1691	0.25	$	0
1692	0.03	$	0
1694	0.19	$	169
1695	1.27	$	0
1696	0.23	$	0
1698	0.19	$	0
1699	1.41	$	0
1701	0.02	$	0
1702	0.02	$	0
1704	0.13	$	0
1706	0.04	$	0
1707	0.04	$	0
1710	0.07	$	0
1721	0.02	$	0
1722	0.21	$	0
1723	0.10	$	0
1724	0.05	$	89
1727	0.15	$	0
1729	0.05	$	0
1730	0.05	$	0
1734	0.09	$	0
1736	0.02	$	0
1737	0.22	$	0
1743	0.08	$	267
1750	0.19	$	0
1752	0.14	$	0
1755	0.22	$	0
1756	145.83	DEVELOPER CONSTRUCTED	

1757	19.23	DEVELOPER CONSTRUCTED

APPENDIX D:
Volume Development Worksheets

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Hallandale Beach Blvd & US 1
COUNT DATE: June 20, 2007
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		93	818	276		461	867	94		295	526	330	18	178	787	70
Peak Season Correction Factor	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180
EXISTING CONDITIONS		110	965	326		544	1,023	111		348	621	389	21	210	929	83

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
European Club			12			24	24	21				11		10		
Hallandale Millennium						5	6	5								
Hallandale Oasis			52			24	34	10				37		15		
Hallandale Park Central											6				10	
Ocean Marine Yacht Club			3			14	14	13				3		3		
Domus Hallandale				43		16					10	4			35	
Village at Gulfstream Park			23	76		2	8	6						17	33	
NE 8th & 10th Ave 1-Way Adjustments																
Gulfstream Diversion & Hibiscus LB																
TOTAL "VESTED" TRAFFIC		0	90	119		85	86	55		0	16	55	0	45	78	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
BACKGROUND TRAFFIC GROWTH		2	19	7		11	21	2		7	12	8	0	4	19	2
NON-PROJECT TRAFFIC		112	1,074	452		640	1,130	168		355	649	452	21	259	1,026	85

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering			26.0%	5.0%										26.0%	2.0%	
	Exiting							26.0%	25.0%	5.0%	5.0%	2.0%					

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New			17	3			14	13	3	3	1			17	1	
TOTAL PROJECT TRAFFIC			0	17	3		0	14	13	3	3	1	0	0	17	1	0
TOTAL TRAFFIC			112	1,091	455		640	1,144	181	3	358	650	452	21	276	1,027	85

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Hallandale Beach Blvd & NE 8th Ave
COUNT DATE: June 20, 2007
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.86

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			1,332	26		35	1,253			8		11		57	20	169
Peak Season Correction Factor	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270
EXISTING CONDITIONS			1,692	33		44	1,591			10		14		72	26	215

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
European Club			33				69									
Hallandale Millennium							16									
Hallandale Oasis			104				68									
Hallandale Park Central																
Ocean Marine Yacht Club			0				36									
Domus Hallandale			4				16									
Village at Gulfstream Park			41				16									
NE 8th & 10th Ave 1-Way Adjustments		11	-11			13	109	26						-37	-13	-110
Gulfstream Diversion & Hibiscus LB				5		4				1		3				
TOTAL "VESTED" TRAFFIC		11	180	5		17	330	26		1		3		-37	-13	-110
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
BACKGROUND TRAFFIC GROWTH			34	1		1	32			0		0		1	1	4
NON-PROJECT TRAFFIC		11	1,906	39		62	1,953	26		11		17		36	13	109

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering				51.0%		10.0%									2.0%	
	Exiting										51.0%	2.0%					

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By			-13	13		12	-12			13						
	Net New				34		7				27	1				1	
TOTAL PROJECT TRAFFIC			0	-13	47		19	-12	0		40	1	0		0	1	0
TOTAL TRAFFIC			11	1,893	86		81	1,941	26		51	1	17		36	14	109

14/pk hr.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Hallandale Beach Blvd & NE 10th Ave
COUNT DATE: June 20, 2007
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.88

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements	44	17	1,217	4	25	9	1,282	40			1	17				
Peak Season Correction Factor	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270
EXISTING CONDITIONS	56	22	1,546	5	32	11	1,628	51			1	22				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
European Club			33				69									
Hallandale Millennium							16									
Hallandale Oasis			104				68									
Hallandale Park Central																
Ocean Marine Yacht Club			9				36									
Domus Hallandale			4				16									
Village at Gulfstream Park			1	40		30				14		11				
NE 8th & 10th Ave 1-Way Adjustments		-11	-37				26	-26						36		122
Gulfstream Diversion & Hibiscus LB				-5		-4				-1		-3				
TOTAL "VESTED" TRAFFIC	0	-11	114	35	0	26	231	-26		13	0	8		36		122
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
BACKGROUND TRAFFIC GROWTH	1	0	31	0	1	0	33	1			0	0				
NON-PROJECT TRAFFIC	57	11	1,691	40	33	37	1,892	26		13	1	30		36		122

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering							8.0%									2.0%
	Exiting											2.0%	8.0%				

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By												11				
	Net New							5				1	4				1
TOTAL PROJECT TRAFFIC		0	0	0	0	0	0	5	0		0	1	15		0		1
TOTAL TRAFFIC		57	11	1,691	40	33	37	1,897	26		13	2	45		36		123

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 3rd Street & US 1
COUNT DATE: June 20, 2007
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.9

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		44	68	67		36	28	7		44	688	6		33	990	25
Peak Season Correction Factor	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180
EXISTING CONDITIONS		52	80	79		42	33	8		52	812	7		39	1,168	30

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
European Club											21				10	
Hallandale Millennium											5					
Hallandale Oasis											10				15	
Hallandale Park Central		14	9	10			6			6						8
Ocean Marine Yacht Club											13				3	
Domus Hallandale											10				35	
Village at Gulfstream Park											18				33	
NE 8th & 10th Ave 1-Way Adjustments																
Gulfstream Diversion & Hibiscus LB																
TOTAL "VESTED" TRAFFIC		14	9	10		0	6	0		6	77	0		0	96	8
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
BACKGROUND TRAFFIC GROWTH		1	2	2		1	1	0		1	16	0		1	23	1
NON-PROJECT TRAFFIC		67	91	91		43	39	8		59	905	7		40	1,287	39

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering															27.0%	
	Exiting											27.0%					

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New											14				18	
TOTAL PROJECT TRAFFIC			0	0	0		0	0	0		0	14	0		0	18	0
TOTAL TRAFFIC			67	91	91		43	39	8		59	919	7		40	1,305	39

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Hibiscus Street & US 1
COUNT DATE: June 20, 2007
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.88

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						21		3			1,250	26			1,503	
Peak Season Correction Factor	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180
EXISTING CONDITIONS						25		4			1,475	31			1,774	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
European Club											11				24	
Hallandale Millennium															6	
Hallandale Oasis											37				24	
Hallandale Park Central											5				10	
Ocean Marine Yacht Club											3				14	
Domus Hallandale											14				94	
Village at Gulfstream Park											47				109	
NE 8th & 10th Ave 1-Way Adjustments																
Gulfstream Diversion & Hibiscus LB						-26		2				3				
TOTAL "VESTED" TRAFFIC						-26		2			118	3			280	
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
BACKGROUND TRAFFIC GROWTH						1		0			30	1			36	
NON-PROJECT TRAFFIC						0		6			1,623	35			2,090	

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering											15.0%	20.0%			7.0%	
	Exiting								12.0%							5.0%	

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By								10			-5	15				
	Net New								6			10	13			8	
TOTAL PROJECT TRAFFIC							0		16			5	28			8	
TOTAL TRAFFIC							0		22			1,628	63			2,098	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 3rd Street & US 1
COUNT DATE: June 20, 2007
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.84

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		113	12	239		3	1	4		55	1,108	10		10	1,497	11
Peak Season Correction Factor	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180
EXISTING CONDITIONS		133	14	282		4	1	5		65	1,307	12		12	1,766	13

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
European Club											11				24	
Hallandale Millennium															5	
Hallandale Oasis											37				24	
Hallandale Park Central											6				10	
Ocean Marine Yacht Club											3				14	
Domus Hallandale											14				94	
Village at Gulfstream Park			17			18	1	16			31	13		50	80	
NE 8th & 10th Ave 1-Way Adjustments																
Gulfstream Diversion & Hibiscus LB						26		-2				-3				
TOTAL "VESTED" TRAFFIC		0	17	0		44	1	14		0	102	10		50	251	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
BACKGROUND TRAFFIC GROWTH		3	0	6		0	0	0		1	26	0		0	35	0
NON-PROJECT TRAFFIC		136	31	288		48	2	19		66	1,435	22		62	2,052	13

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering											30.0%		5.0%	2.0%		
	Exiting						25.0%									5.0%	

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By						10							10		-10	
	Net New						13					20		3	1	3	
TOTAL PROJECT TRAFFIC			0	0	0		23	0	0		0	20	0	13	1	-7	0
TOTAL TRAFFIC			136	31	288		71	2	19		66	1,455	22	13	63	2,045	13

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Project Driveway & US 1
COUNT DATE: June 20, 2007
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.84

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements											1,250				1,524	
Peak Season Correction Factor	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180
EXISTING CONDITIONS											1,475				1,798	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
European Club																
Hallandale Millennium																
Hallandale Oasis											37				24	
Hallandale Park Central											6				10	
Ocean Marine Yacht Club																
Domus Hallandale											14				94	
Village at Gulfstream Park											47				109	
NE 8th & 10th Ave 1-Way Adjustments																
Gulfstream Diversion & Hibiscus LB																
TOTAL "VESTED" TRAFFIC											104				237	
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
BACKGROUND TRAFFIC GROWTH											30				36	
NON-PROJECT TRAFFIC											1,609				2,071	

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering												15.0%			7.0%	
	Exiting											12.0%				5.0%	

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By											-5	5				
	Net New											6	10			8	
TOTAL PROJECT TRAFFIC												1	15			8	
TOTAL TRAFFIC												1,610	15			2,079	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Hallandale Beach Blvd & US 1
COUNT DATE: June 20, 2007
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.96

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		157	**881**	**265**		520	**1,148**	**180**	16	**511**	**1,179**	558	30	**215**	**867**	83
Peak Season Correction Factor	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180
EXISTING CONDITIONS		**185**	**1,040**	**313**		**614**	**1,355**	**212**	**19**	**603**	**1,391**	**658**	**35**	**254**	**1,023**	**98**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
European Club			27			64	66	58				26		24		
Hallandale Millennium			4									4		4		
Hallandale Oasis			44			40	57	16				32		13		
Hallandale Park Central											6				4	
Ocean Marine Yacht Club			10									9		9		
Domus Hallandale				22		8					55	24			18	
Village at Gulfstream Park			39	129		7	50	36		164	71	7		28	56	
NE 8th & 10th Ave 1-Way Adjustments																
Gulfstream Diversion & Hibiscus LB																
TOTAL "VESTED" TRAFFIC		0	124	151		119	173	110	0	164	132	102	0	78	78	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
BACKGROUND TRAFFIC GROWTH		4	21	6		12	27	4	0	12	28	13	1	5	21	2
NON-PROJECT TRAFFIC		**189**	**1,185**	**470**		**745**	**1,555**	**326**	**19**	**779**	**1,551**	**773**	**36**	**337**	**1,122**	**100**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering			26.0%	5.0%										25.0%	2.0%	
	Exiting							26.0%	25.0%	5.0%	5.0%	2.0%					

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New			94	18			91	88	18	18	7			90	7	
TOTAL PROJECT TRAFFIC			0	94	18		0	91	88	18	18	7	0	0	90	7	0
TOTAL TRAFFIC			**189**	**1,279**	**488**		**745**	**1,646**	**414**	**37**	**797**	**1,558**	**773**	**36**	**427**	**1,129**	**100**

*Bold denotes race season adjustments in the raw turning movements

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Hallandale Beach Blvd & NE 8th Ave
COUNT DATE: June 20, 2007
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.96

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			**1,808**	24		32	**1,808**			24		24		61	7	132
Peak Season Correction Factor	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270
EXISTING CONDITIONS			**2,040**	30		41	**2,296**			30		30		77	9	168

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
European Club			77				188									
Hallandale Millennium			12													
Hallandale Oasis			89				113									
Hallandale Park Central																
Ocean Marine Yacht Club			28				17									
Domus Hallandale			24				8									
Village at Gulfstream Park			74				93									
NE 8th & 10th Ave 1-Way Adjustments		22	-22			5	85	208						-40	-4	-86
Gulfstream Diversion & Hibiscus LB				11		7				51	21	41				
TOTAL "VESTED" TRAFFIC		22	282	11		12	504	208		51	21	41		-40	-4	-86
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
BACKGROUND TRAFFIC GROWTH			41	1		1	48			1		1		2	0	3
NON-PROJECT TRAFFIC		22	**2,363**	42		54	**2,846**	208		82	21	72		39	5	85

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering				51.0%		10.0%									2.0%	
	Exiting										51.0%	2.0%					

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By			-53	53		48	-48			53						
	Net New				184		36				179	7				7	
TOTAL PROJECT TRAFFIC			0	-53	237		84	-48	0		232	7	0		0	7	0
TOTAL TRAFFIC			22	2,310	279		138	2,798	208		314	28	72		39	12	85

*Bold denotes race season adjustments in the raw turning movements

12/pk hr.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Hallandale Beach Blvd & NE 10th Ave
COUNT DATE: June 20, 2007
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.93

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements	53	34	1,438	34	25	18	1,643	58		**198**	**294**	**265**				
Peak Season Correction Factor	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270	1.270
EXISTING CONDITIONS	**67**	**43**	**1,826**	**43**	**32**	**23**	**2,087**	**74**		**251**	**373**	**337**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
European Club			77				188									
Hallandale Millennium			12													
Hallandale Oasis			89				113									
Hallandale Park Central																
Ocean Marine Yacht Club			28				17									
Domus Hallandale			24				8									
Village at Gulfstream Park			7	67		50				86		64				
NE 8th & 10th Ave 1-Way Adjustments		-22	-40				37	-38		171	-171			39		90
Gulfstream Diversion & Hibiscus LB				-11		-7				-51	-21	-41				
TOTAL "VESTED" TRAFFIC	0	-22	197	56	0	43	363	-38		206	-192	23		39		90
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
BACKGROUND TRAFFIC GROWTH	1	1	37	1	1	0	42	1		5	7	7				
NON-PROJECT TRAFFIC	**68**	**22**	**2,060**	**100**	**33**	**66**	**2,492**	**37**		**462**	**188**	**367**		**39**		**90**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							8.0%									2.0%
Distribution	Exiting											2.0%	8.0%				

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By												48				
Trips	Net New							29				7	28				7
TOTAL PROJECT TRAFFIC		0	0	0	0	0	0	**29**	0		0	7	**76**		0		7
TOTAL TRAFFIC		68	22	2,060	100	33	66	2,521	37		462	195	**443**		39		97

*Bold denotes race season adjustments in the raw turning movements

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 3rd Street & US 1
COUNT DATE: June 20, 2007
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.91

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		47	41	47		27	52	10		93	**1,232**	23		39	**1,016**	44
Peak Season Correction Factor	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180
EXISTING CONDITIONS		**55**	**48**	**56**		**32**	**61**	**12**		**110**	**1,454**	**27**		**46**	**1,199**	**52**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
European Club											58				24	
Hallandale Millennium															4	
Hallandale Oasis											16				13	
Hallandale Park Central		5	3	4			5			6						8
Ocean Marine Yacht Club											6				9	
Domus Hallandale											55				18	
Village at Gulfstream Park											107				56	
NE 8th & 10th Ave 1-Way Adjustments																
Gulfstream Diversion & Hibiscus LB																
TOTAL "VESTED" TRAFFIC		5	3	4		0	5	0		6	241	0		0	124	8
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
BACKGROUND TRAFFIC GROWTH		1	1	1		1	1	0		2	29	1		1	24	1
NON-PROJECT TRAFFIC		**61**	**52**	**60**		**33**	**67**	**12**		**118**	**1,724**	**28**		**47**	**1,347**	**61**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering															27.0%	
	Exiting											27.0%					

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New											95				97	
TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**0**		**0**	**95**	**0**		**0**	**97**	**0**
TOTAL TRAFFIC			**61**	**52**	**60**		**33**	**67**	**12**		**118**	**1,819**	**28**		**47**	**1,444**	**61**

*Bold denotes race season adjustments in the raw turning movements

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Hibiscus Street & US 1
COUNT DATE: June 20, 2007
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.94

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						26		8			2,082	29			1,665	
Peak Season Correction Factor	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180
EXISTING CONDITIONS						**30**		**9**			**2,457**	**34**			**1,965**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
European Club											26				64	
Hallandale Millennium											4					
Hallandale Oasis											32				40	
Hallandale Park Central											6				4	
Ocean Marine Yacht Club											9				6	
Domus Hallandale											79				48	
Village at Gulfstream Park											278				225	
NE 8th & 10th Ave 1-Way Adjustments																
Gulfstream Diversion & Hibiscus LB						-31		33				4				
TOTAL "VESTED" TRAFFIC						-31		33			434	4			387	
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
BACKGROUND TRAFFIC GROWTH						1		0			49	1			39	
NON-PROJECT TRAFFIC						**0**		**42**			**2,940**	**39**			**2,391**	

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering											15.0%	20.0%			7.0%	
	Exiting								12.0%							5.0%	

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By								42			-21	62				
	Net New								42			54	72			43	
TOTAL PROJECT TRAFFIC							0		**84**			33	134			**43**	
TOTAL TRAFFIC							**0**		**126**			**2,973**	**173**			**2,434**	

*Bold denotes race season adjustments in the raw turning movements

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 3rd Street & US 1
COUNT DATE: June 20, 2007
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.97

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		140	15	147		92	211	195		80	1,910	11	18	27	1,540	15
Peak Season Correction Factor	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180
EXISTING CONDITIONS		165	18	173		109	249	230		94	2,254	13	21	32	1,817	18

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
European Club											26				64	
Hallandale Millennium											4					
Hallandale Oasis											32				40	
Hallandale Park Central											6				4	
Ocean Marine Yacht Club											9				6	
Domus Hallandale											79				48	
Village at Gulfstream Park			28			107	7	93			186	22		84	141	
NE 8th & 10th Ave 1-Way Adjustments																
Gulfstream Diversion & Hibiscus LB						31		-33				-4				
TOTAL "VESTED" TRAFFIC		0	28	0		138	7	60		0	342	18	0	84	303	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
BACKGROUND TRAFFIC GROWTH		3	0	3		2	5	5		2	45	0	0	1	37	0
NON-PROJECT TRAFFIC		168	46	176		249	261	295		96	2,641	31	21	117	2,157	18

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering											30.0%		5.0%	2.0%		
Distribution	Exiting						25.0%									5.0%	

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By						41							41		-41	
Trips	Net New						88					108		18	7	18	
TOTAL PROJECT TRAFFIC			0	0	0		129	0	0		0	108	0	69	7	-23	0
TOTAL TRAFFIC			168	46	176		378	261	295		96	2,749	31	80	124	2,134	18

*Bold denotes race season adjustments in the raw turning movements

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Project Driveway & US 1
COUNT DATE: June 20, 2007
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.97

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements											2,248				1,665	
Peak Season Correction Factor	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180
EXISTING CONDITIONS											2,653				1,965	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
European Club																
Hallandale Millennium																
Hallandale Oasis											32				40	
Hallandale Park Central											6				4	
Ocean Marine Yacht Club																
Domus Hallandale											79				48	
Village at Gulfstream Park											278				225	
NE 8th & 10th Ave 1-Way Adjustments																
Gulfstream Diversion & Hibiscus LB																
TOTAL "VESTED" TRAFFIC											395				317	
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
BACKGROUND TRAFFIC GROWTH											53				39	
NON-PROJECT TRAFFIC											3,101				2,321	

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering												15.0%			7.0%	
	Exiting											12.0%				5.0%	

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By											-21	21				
	Net New											42	54			43	
TOTAL PROJECT TRAFFIC												21	75			43	
TOTAL TRAFFIC												3,122	75			2,364	

APPENDIX E:
Intersection Turning Movement Counts

NE 3RD STREET & US 1
HALLANDALE, FLORIDA
COUNTED BY: JUSTIN RIVERS
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00070163
Start Date: 06/20/07
File I.D. : 3STR_US1
Page : 1

ALL VEHICLES

	US 1 From North				NE 3RD STREET From East				US 1 From South				NB 3RD STREET From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 06/20/07																	
07:00	4	137	0	2	0	8	0	3	0	99	3	8	7	6	0	6	283
07:15	7	158	0	4	3	7	0	3	1	114	0	11	10	5	0	2	325
07:30	9	159	0	5	3	11	0	9	1	119	0	7	14	6	0	9	352
07:45	7	229	0	8	1	6	0	6	2	161	2	5	12	13	0	11	463
Hr Total	27	683	0	19	7	32	0	21	4	493	5	31	43	30	0	28	1423
08:00	6	244	0	9	3	11	0	7	1	134	2	9	11	20	0	10	467
08:15	8	232	0	6	0	3	0	15	1	178	0	9	17	18	0	13	500
08:30	7	244	0	7	1	8	0	5	3	173	2	12	18	12	0	11	503
08:45	4	270	0	11	3	6	0	9	1	203	0	10	21	18	0	10	566
Hr Total	25	990	0	33	7	28	0	36	6	688	4	40	67	68	0	44	2036
* BREAK *																	
16:00	12	207	0	10	3	8	0	6	4	294	1	20	17	7	0	13	602
16:15	7	238	1	6	2	9	0	4	2	285	1	16	9	13	0	18	611
16:30	5	223	1	10	1	10	0	8	3	287	2	21	13	10	0	9	603
16:45	12	235	0	10	1	8	0	5	6	264	0	24	9	13	0	10	597
Hr Total	36	903	2	36	7	35	0	23	15	1130	4	81	48	43	0	50	2413
17:00	8	276	1	8	3	22	0	7	5	272	0	22	7	12	0	10	653
17:15	10	258	0	7	3	18	0	8	6	357	2	18	18	7	0	15	727
17:30	14	241	0	13	3	4	0	7	6	311	1	26	13	9	0	12	660
17:45	5	227	0	7	5	6	0	6	9	269	2	10	14	15	0	16	591
Hr Total	37	1002	1	35	14	50	0	28	26	1209	5	76	52	43	0	53	2631
TOTAL	125	3578	3	123	35	145	0	108	51	3520	18	228	210	184	0	175	8503

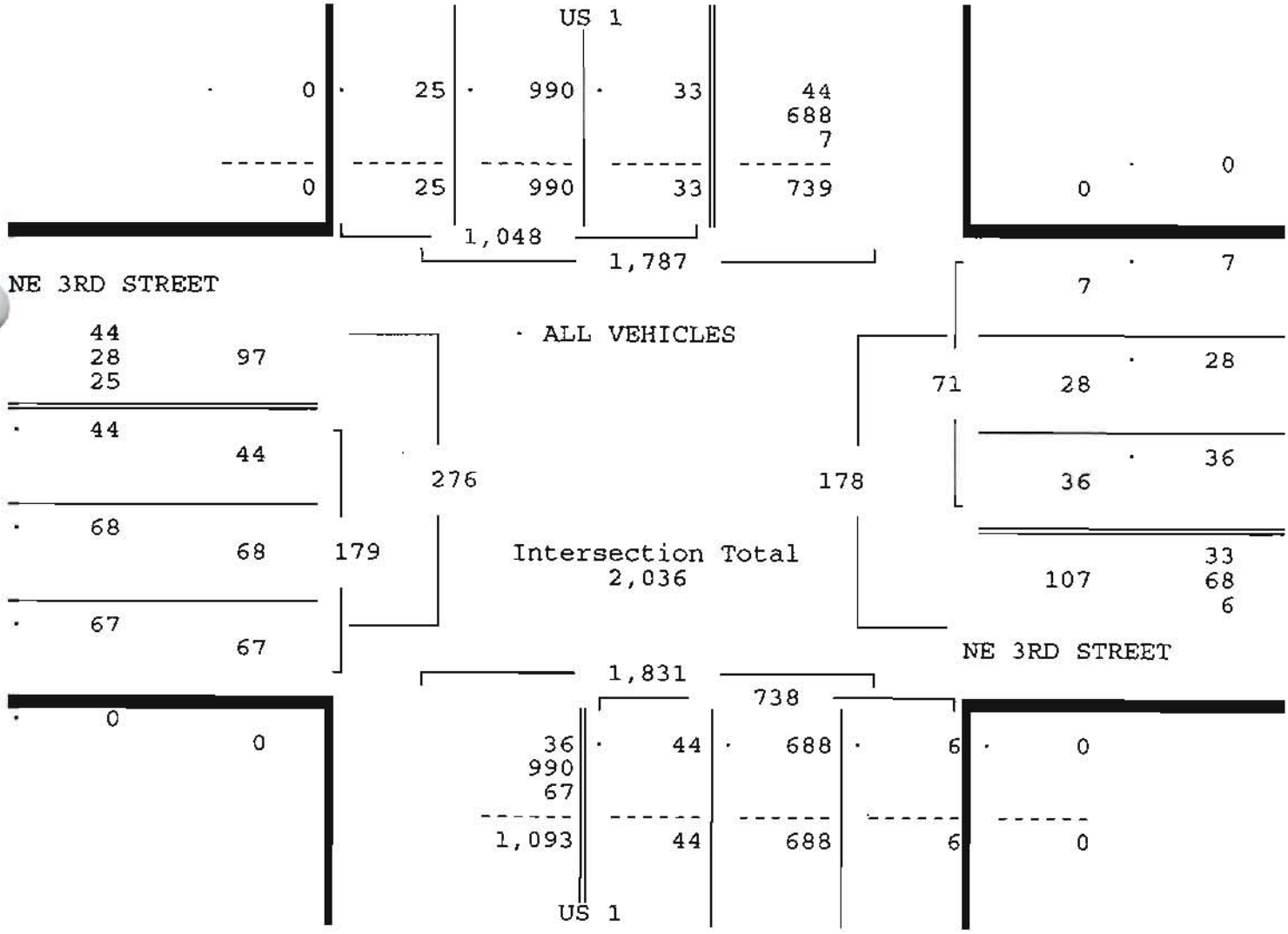
NE 3RD STREET & US 1
HALLANDALE, FLORIDA
COUNTED BY: JUSTIN RIVERS
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00070163
Start Date: 06/20/07
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				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 06/20/07																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 06/20/07																	
Peak start 08:00					08:00				08:00				08:00				
Volume	25	990	0	33	7	28	0	36	6	688	4	40	67	68	0	44	
Percent	2%	94%	0%	3%	10%	39%	0%	51%	1%	93%	1%	5%	37%	38%	0%	25%	
Pk total	1048				71				738				179				
Highest	08:45				08:00				08:45				08:45				
Volume	4	270	0	11	3	11	0	7	1	203	0	10	21	18	0	10	
Hi total	285				21				214				49				
PHF	.92				.85				.86				.91				



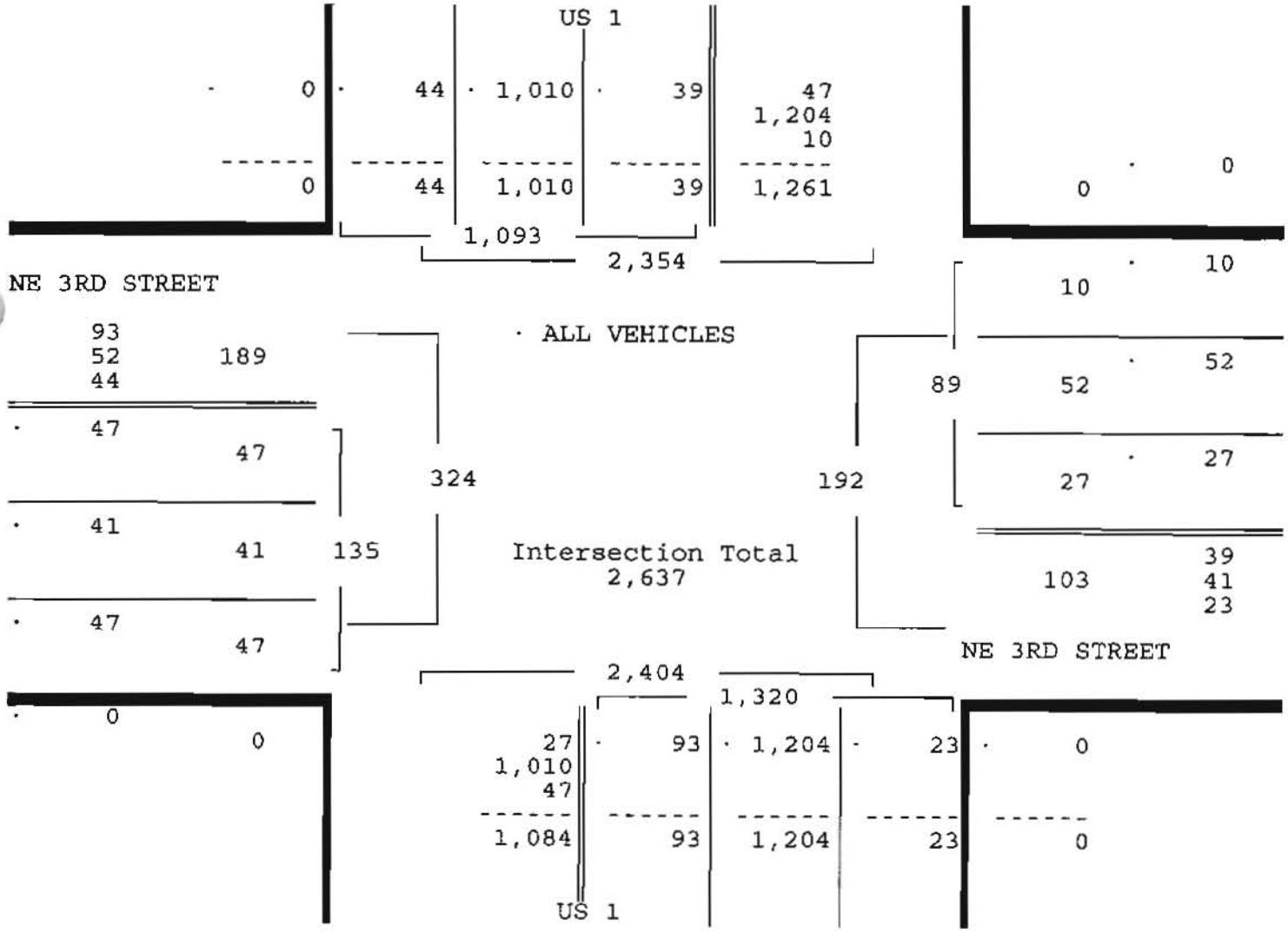
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

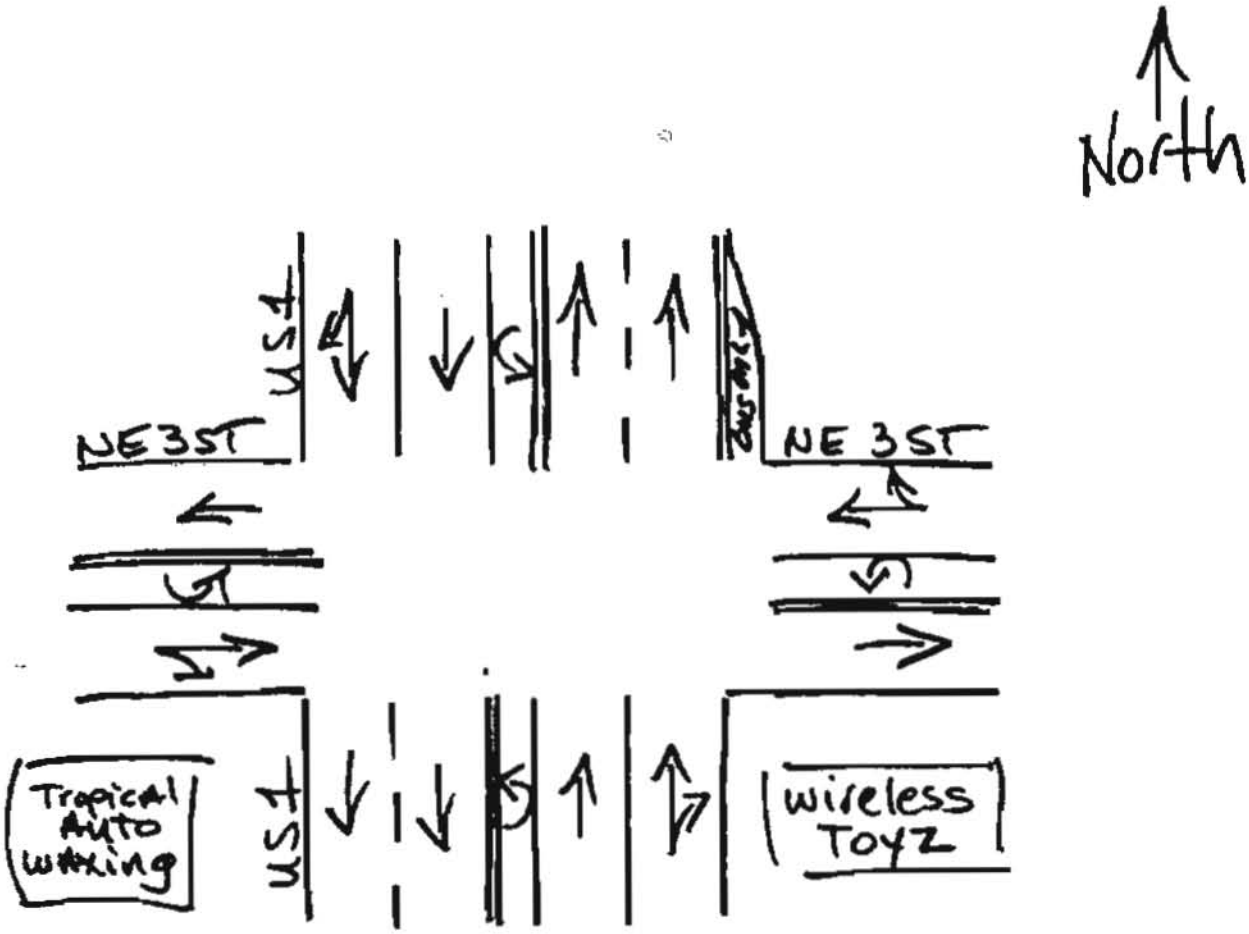
NE 3RD STREET & US 1
HALLANDALE, FLORIDA
COUNTED BY: JUSTIN RIVERS
SIGNALIZED

Site Code : 00070163
Start Date: 06/20/07
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				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 06/20/07																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/20/07																	
Peak start 16:45					16:45				16:45				16:45				
Volume	44	1010	1	38	10	52	0	27	23	1204	3	90	47	41	0	47	
Percent	4%	92%	0%	3%	11%	58%	0%	30%	2%	91%	0%	7%	35%	30%	0%	35%	
Pk total	1093				89				1320				135				
Highest	17:00				17:00				17:15				17:15				
Volume	8	276	1	8	3	22	0	7	6	357	2	18	18	7	0	15	
Hi total	293				32				383				40				
PHF	.93				.70				.86				.84				





Hallandale, Florida

June 20, 2007

drawn by: Luis Palomino

Signalized

HALLANDALE BEACH BOULEVARD & US 1
HALLANDALE, FLORIDA
COUNTED BY: M. GOMEZ & R. EVERAGE
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00070163
Start Date: 06/20/07
File I.D. : HALL_US1
Page : 1

ALL VEHICLES

	US 1 From North				HALLANDALE BEACH BOULEVARD From East				US 1 From South				HALLANDALE BEACH BOULEVARD From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 06/20/07																	
07:00	4	116	3	33	16	118	0	63	49	77	2	33	34	77	0	11	636
07:15	7	115	2	37	25	143	1	73	57	102	0	41	38	116	0	16	773
07:30	11	130	5	37	19	179	1	109	75	86	1	40	44	142	0	10	889
07:45	18	188	3	51	15	176	0	116	86	134	2	45	64	160	0	22	1080
Hr Total	40	549	13	158	75	616	2	361	267	399	5	159	180	495	0	59	3378
08:00	9	170	4	42	18	231	0	92	82	93	0	60	69	221	0	24	1115
08:15	23	221	1	46	19	167	0	110	71	150	0	63	69	182	0	28	1150
08:30	22	191	12	48	25	228	0	108	71	147	1	99	82	191	0	17	1242
08:45	16	205	1	42	32	241	1	150	106	136	1	71	56	224	0	24	1306
Hr Total	70	787	18	178	94	867	1	460	330	526	2	293	276	818	0	93	4813
* BREAK *																	
16:00	19	142	8	47	44	267	1	145	135	216	2	102	67	185	0	33	1413
16:15	13	186	5	70	32	217	0	128	156	264	7	116	76	208	3	38	1519
16:30	27	152	8	42	42	310	0	129	117	214	4	97	77	212	1	36	1468
16:45	25	197	5	55	35	205	0	137	134	223	5	86	63	182	2	40	1394
Hr Total	84	677	26	214	153	999	1	539	542	917	18	401	283	787	6	147	5794
17:00	37	198	11	66	39	270	1	123	148	243	4	115	75	189	2	43	1564
17:15	21	184	3	49	44	292	0	149	137	269	4	113	65	244	0	36	1610
17:30	15	240	9	52	34	192	0	126	149	284	3	106	57	217	1	43	1528
17:45	10	226	7	42	35	224	0	121	124	252	5	113	60	203	0	32	1454
Hr Total	83	848	30	209	152	978	1	519	558	1048	16	447	257	853	3	154	6156
TOTAL	277	2861	87	759	474	3460	5	1879	1697	2890	41	1300	996	2953	9	453	20141

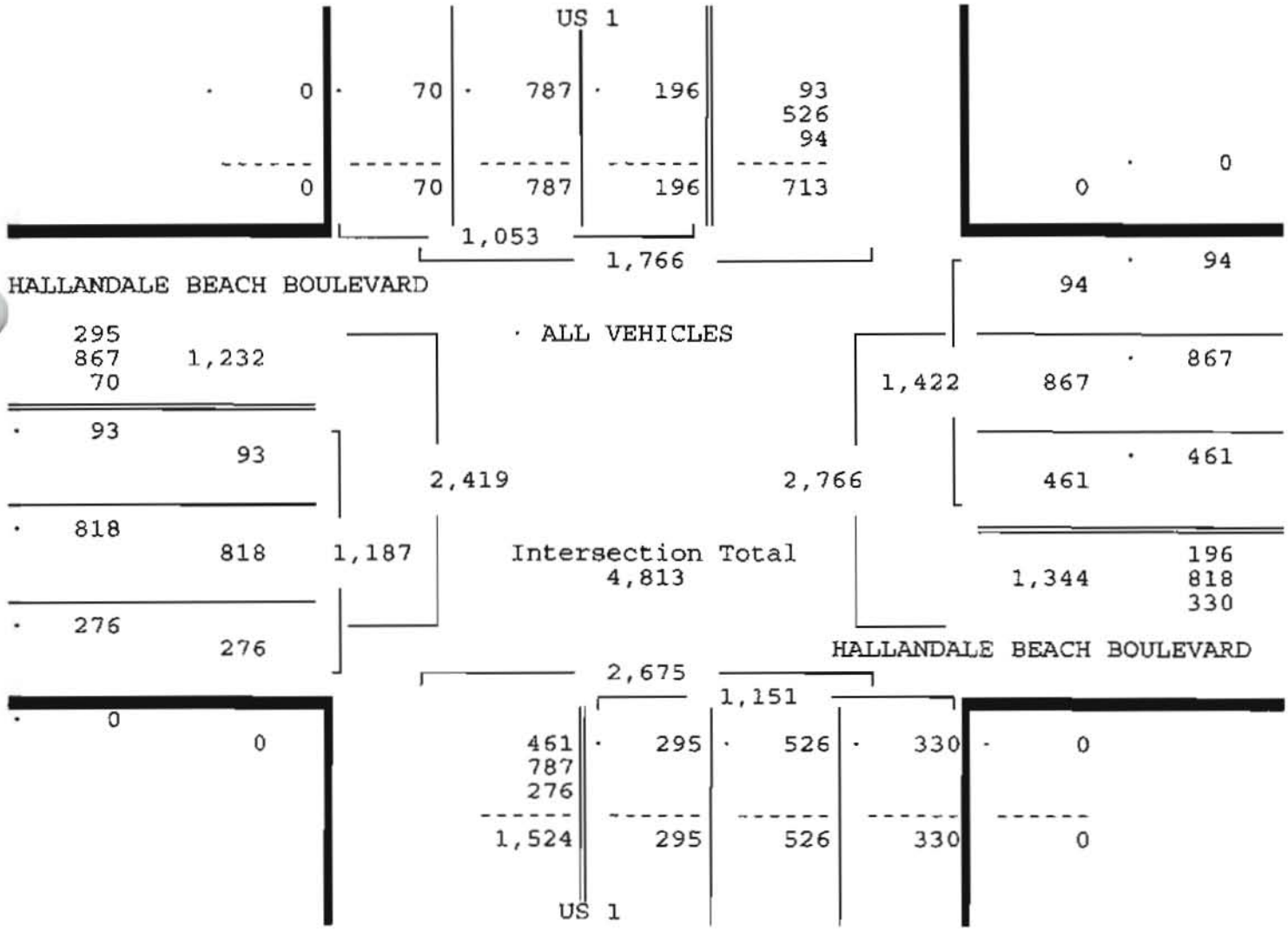
HALLANDALE BEACH BOULEVARD & US 1
HALLANDALE, FLORIDA
COUNTED BY: M. GOMEZ & R. EVERAGE
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00070163
Start Date: 06/20/07
File I.D. : HALL_US1
Page : 2

ALL VEHICLES

	US 1 From North				HALLANDALE BEACH BOULEVARD From East				US 1 From South				HALLANDALE BEACH BOULEVARD From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 06/20/07																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 06/20/07																	
Peak start	08:00				08:00				08:00				08:00				
Volume	70	787	18	178	94	867	1	460	330	526	2	293	276	818	0	93	
Percent	7%	75%	2%	17%	7%	61%	0%	32%	29%	46%	0%	25%	23%	69%	0%	8%	
Pk total	1053				1422				1151				1187				
Highest	08:15				08:45				08:30				08:00				
Volume	23	221	1	46	32	241	1	150	71	147	1	99	69	221	0	24	
Hi total	291				424				318				314				
PHF	.90				.84				.90				.95				



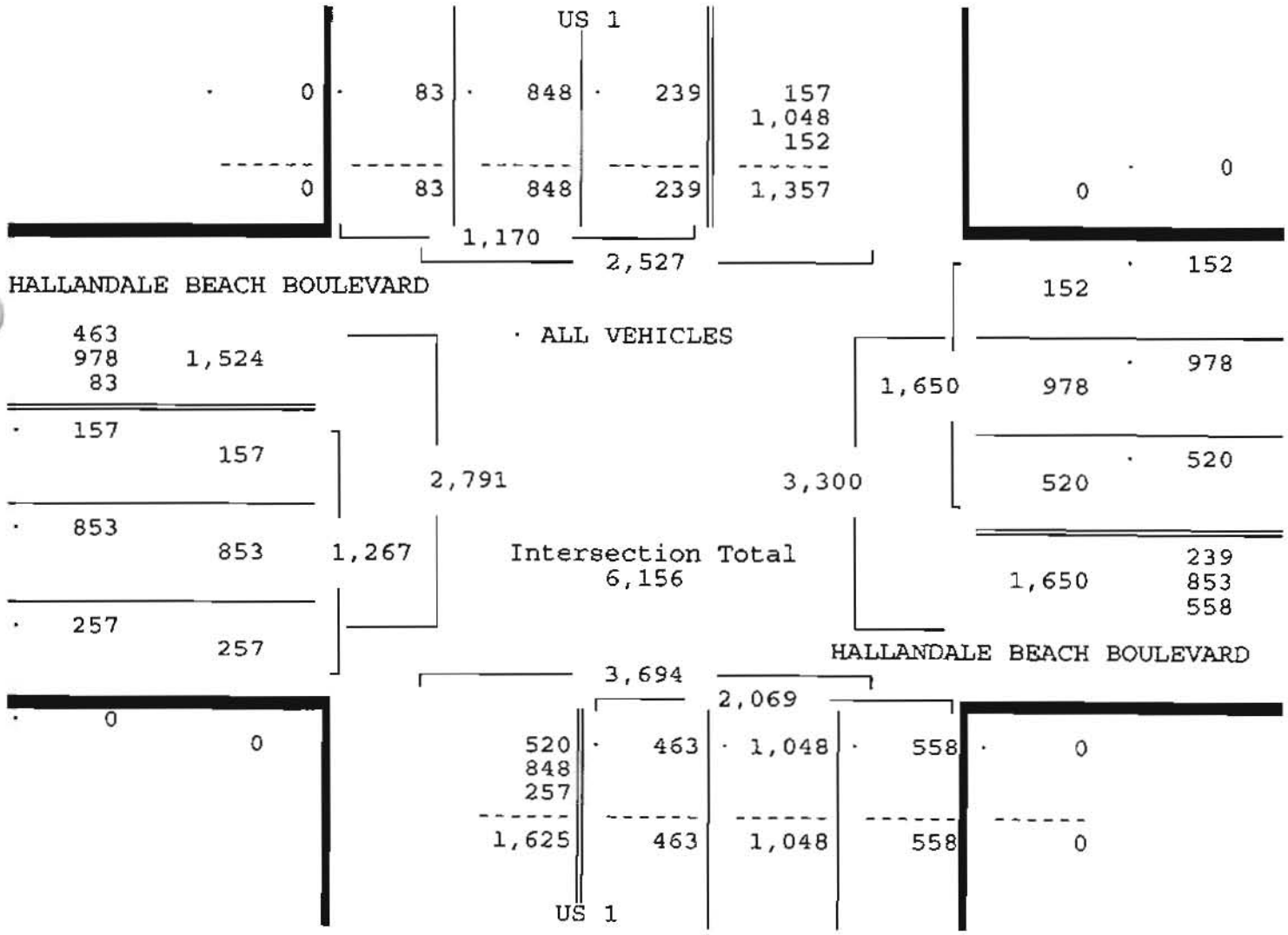
HALLANDALE BEACH BOULEVARD & US 1
HALLANDALE, FLORIDA
COUNTED BY: M. GOMEZ & R. EVERAGE
SIGNALIZED

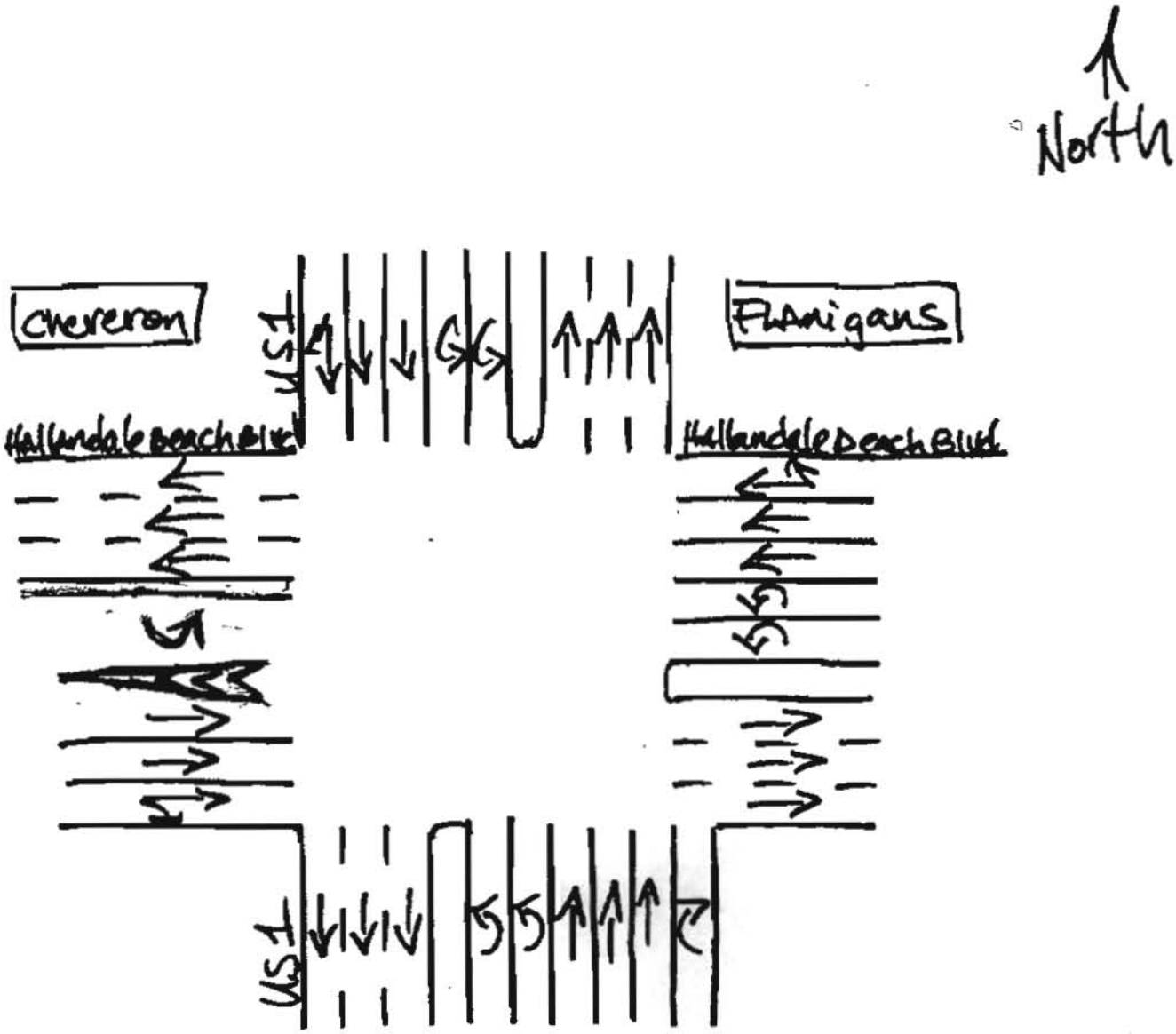
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00070163
Start Date: 06/20/07
File I.D. : HALL_US1
Page : 3

ALL VEHICLES

	US 1 From North				HALLANDALE BEACH BOULEVARD From East				US 1 From South				HALLANDALE BEACH BOULEVARD From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 06/20/07																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/20/07																	
Peak start	17:00				17:00				17:00				17:00				
Volume	83	848	30	209	152	978	1	519	558	1048	16	447	257	853	3	154	
Percent	7%	72%	3%	18%	9%	59%	0%	31%	27%	51%	1%	22%	20%	67%	0%	12%	
Pk total	1170				1650				2069				1267				
Highest	17:30				17:15				17:30				17:15				
Volume	15	240	9	52	44	292	0	149	149	284	3	106	65	244	0	36	
Hi total	316				485				542				345				
PHF	.93				.85				.95				.92				





Hallandale, Florida

June 20, 2007

drawn by: Luis Palomino

signalized

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

HIBISCUS STREET & US 1
HALLANDALE, FLORIDA
COUNTED BY: GILAND YEFET
NOT SIGNALIZED

Site Code : 00070163
Start Date: 06/20/07
File I.D. : HIBI_US1
Page : 1

ALL VEHICLES

	US 1 From North			HIBISCUS STREET From East			US 1 From South		
	Thru	UTurn	Left	Right	UTurn	Left	Right	Thru	Total
Date 06/20/07									
07:00	199	0	0	0	0	2	0	151	352
07:15	219	0	0	0	0	0	0	188	407
07:30	286	0	0	0	0	0	0	221	507
07:45	355	0	0	0	0	0	2	258	615
Hr Total	1059	0	0	0	0	2	2	818	1881
08:00	327	0	0	0	0	0	1	266	594
08:15	395	0	0	0	0	1	13	267	676
08:30	377	0	0	1	0	13	6	343	740
08:45	404	0	0	2	0	7	6	374	793
Hr Total	1503	0	0	3	0	21	26	1250	2803
---------- * BREAK * ----------									
16:00	359	0	0	1	0	6	7	496	869
16:15	392	0	0	3	0	5	5	497	902
16:30	349	0	0	2	0	5	3	475	834
16:45	408	0	0	1	0	2	6	452	869
Hr Total	1508	0	0	7	0	18	21	1920	3474
17:00	402	0	0	1	0	10	9	501	923
17:15	413	0	0	2	0	8	8	567	998
17:30	409	0	0	3	0	3	7	517	939
17:45	414	0	0	2	0	4	5	482	907
Hr Total	1638	0	0	8	0	25	29	2067	3767
TOTAL	5708	0	0	18	0	66	78	6055	11925

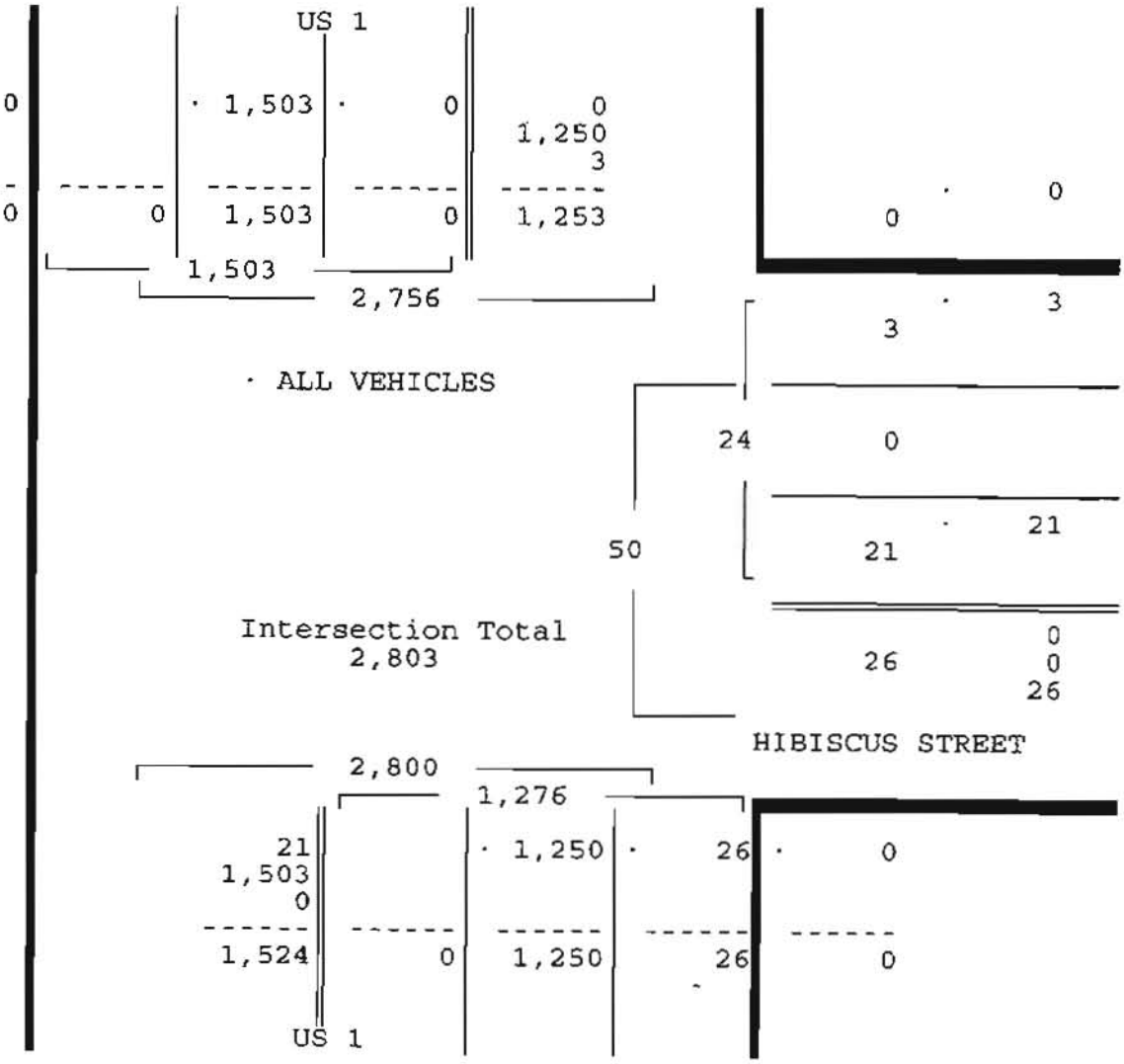
TRAFFIC SURVEY SPECIALISTS, INC.
524 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

HIBISCUS STREET & US 1
HALLANDALE, FLORIDA
COUNTED BY: GILAHD YEFET
NOT SIGNALIZED

Site Code : 00070163
Start Date: 06/20/07
File I.D. : HIBI_US1
Page : 2

ALL VEHICLES

	US 1 From North			HIBISCUS STREET From East			US 1 From South		
	Thru	UTurn	Left	Right	UTurn	Left	Right	Thru	Total
Date 06/20/07									
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 06/20/07									
Peak start 08:00				08:00			08:00		
Volume	1503	0	0	3	0	21	26	1250	
Percent	100%	0%	0%	12%	0%	88%	2%	98%	
Pk total	1503			24			1276		
Highest	08:45			08:30			08:45		
Volume	404	0	0	1	0	13	6	374	
Hi total	404			14			380		
PHF	.93			.43			.84		



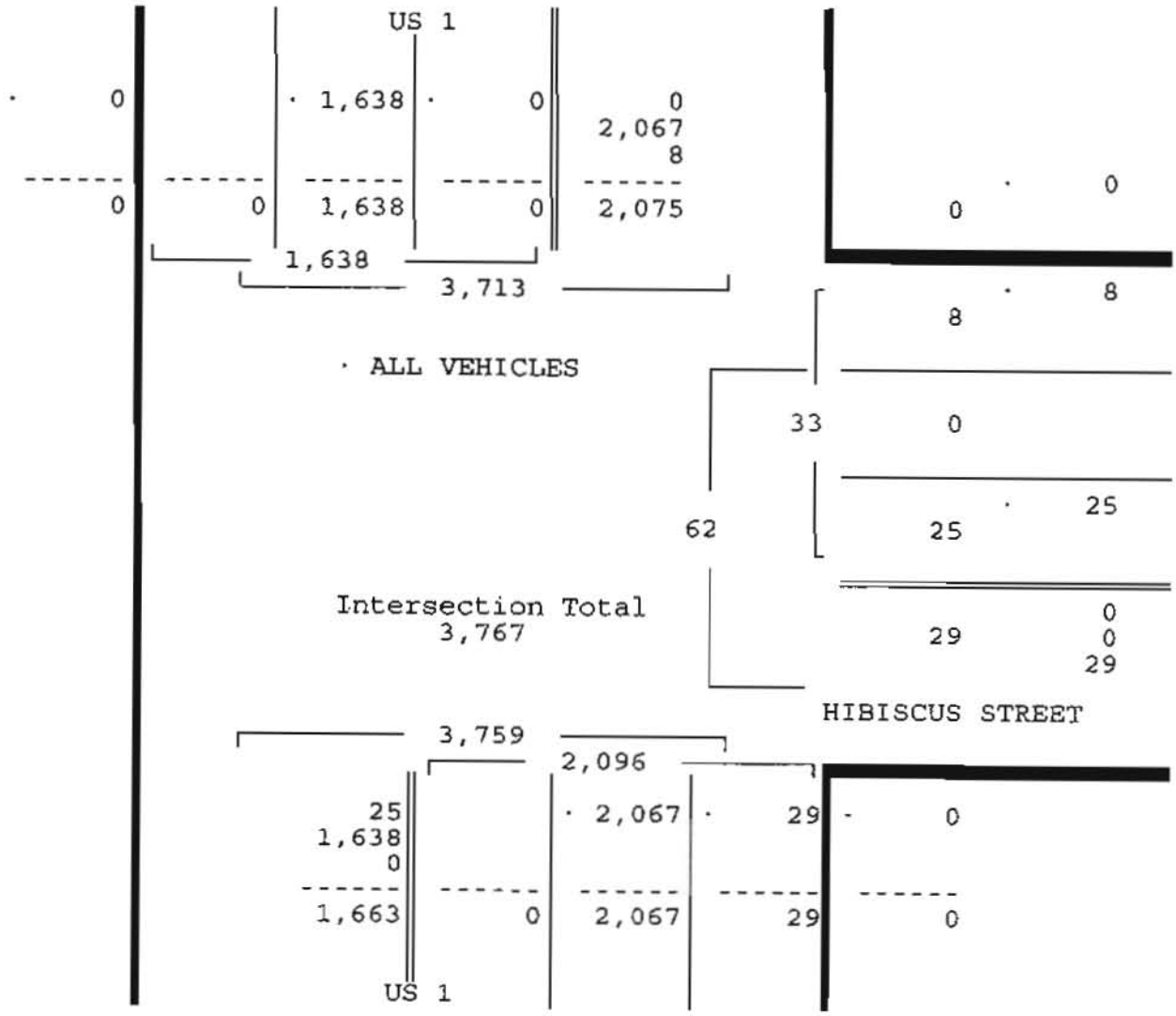
HIBISCUS STREET & US 1
HALLANDALE, FLORIDA
COUNTED BY: GILAHD YEFET
NOT SIGNALIZED

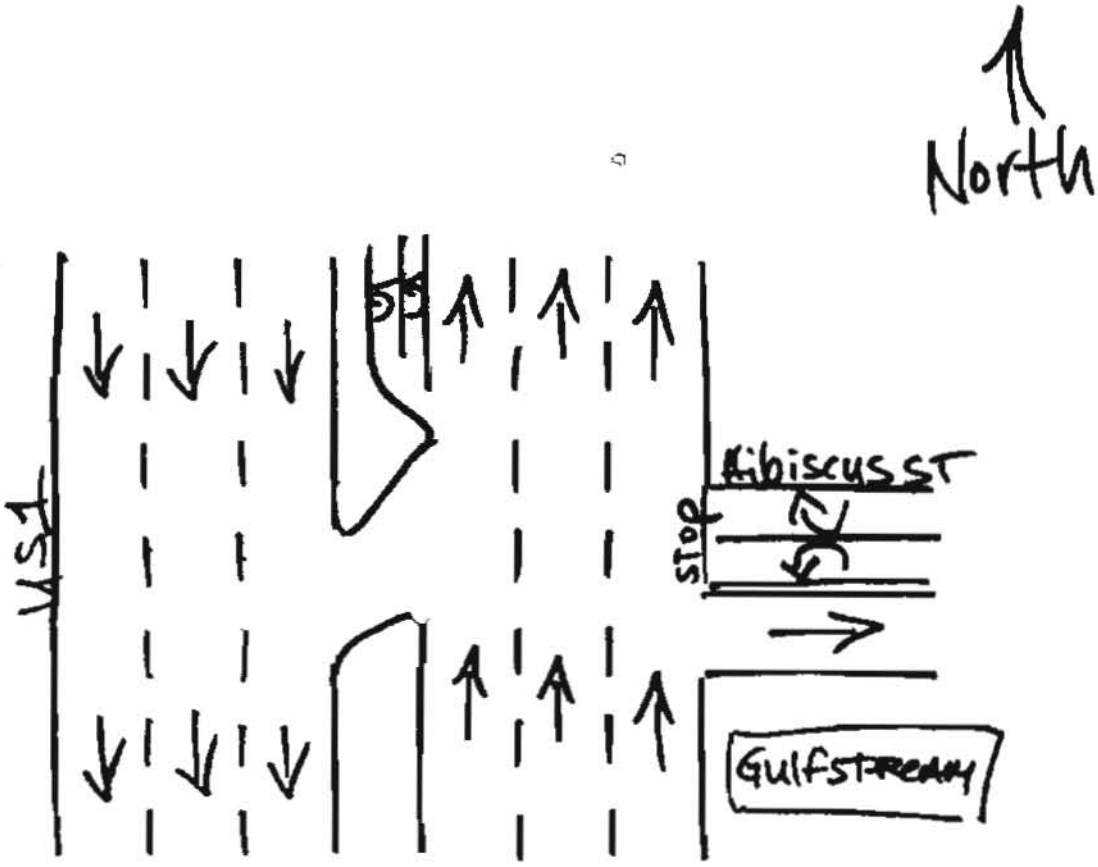
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00070163
Start Date: 06/20/07
File I.D. : HIBI_US1
Page : 3

ALL VEHICLES

	US 1 From North			HIBISCUS STREET From East			US 1 From South		
	Thru	UTurn	Left	Right	UTurn	Left	Right	Thru	Total
Date 06/20/07									
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/20/07									
Peak start 17:00				17:00			17:00		
Volume	1638	0	0	8	0	25	29	2067	
Percent	100%	0%	0%	24%	0%	76%	1%	99%	
Pk total	1638			33			2096		
Highest	17:45			17:00			17:15		
Volume	414	0	0	1	0	10	8	567	
Hi total	414			11			575		
PHF	.99			.75			.91		





Hallandale, Florida

June 20, 2007

drawn by: Luis Palomino

not signalized

SE 3RD STREET & US 1
HALLANDALE, FLORIDA
COUNTED BY: GIANCARLO JOHN
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00070163
Start Date: 06/20/07
File I.D. : 3ST__US1
Page : 1

ALL VEHICLES

	US 1 From North				SE 3RD STREET From East				US 1 From South				SE 3RD STREET From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 06/20/07																	
07:00	1	201	1	2	2	0	0	1	2	139	0	2	13	2	0	14	380
07:15	0	211	0	2	0	0	0	0	2	171	0	7	18	0	0	15	426
07:30	0	259	0	1	1	0	0	1	3	218	1	1	26	3	0	12	526
07:45	1	347	0	0	0	2	0	0	5	215	0	4	50	5	0	28	657
Hr Total	2	1018	1	5	3	2	0	2	12	743	1	14	107	10	0	69	1989
08:00	0	340	2	0	1	1	0	0	3	236	1	5	36	2	0	25	652
08:15	2	347	1	0	3	0	0	1	2	237	0	13	57	7	0	19	689
08:30	5	373	1	3	0	0	0	0	1	310	0	14	67	1	0	32	807
08:45	4	437	3	0	0	0	0	2	4	325	0	22	79	2	0	37	915
Hr Total	11	1497	7	3	4	1	0	3	10	1108	1	54	239	12	0	113	3063
* BREAK *																	
16:00	7	346	1	4	12	3	0	1	5	459	1	21	35	7	0	42	944
16:15	2	355	10	6	8	5	0	3	3	451	2	22	51	2	0	34	954
16:30	2	343	1	6	8	2	2	4	9	425	1	10	31	6	1	36	887
16:45	3	364	3	6	9	1	0	1	3	421	4	22	36	5	0	35	913
Hr Total	14	1408	15	22	37	11	2	9	20	1756	8	75	153	20	1	147	3698
17:00	3	383	8	7	3	3	0	3	4	474	1	19	35	2	0	33	978
17:15	3	380	3	3	15	3	0	2	6	513	1	19	37	6	0	37	1028
17:30	4	382	6	3	12	3	1	2	8	468	1	16	33	4	1	38	982
17:45	5	395	1	7	8	1	0	5	5	455	2	21	42	8	0	31	986
Hr Total	15	1540	18	20	38	10	1	12	23	1910	5	75	147	20	1	139	3974
TOTAL	42	5463	41	50	82	24	3	26	65	5517	15	218	646	62	2	468	12724

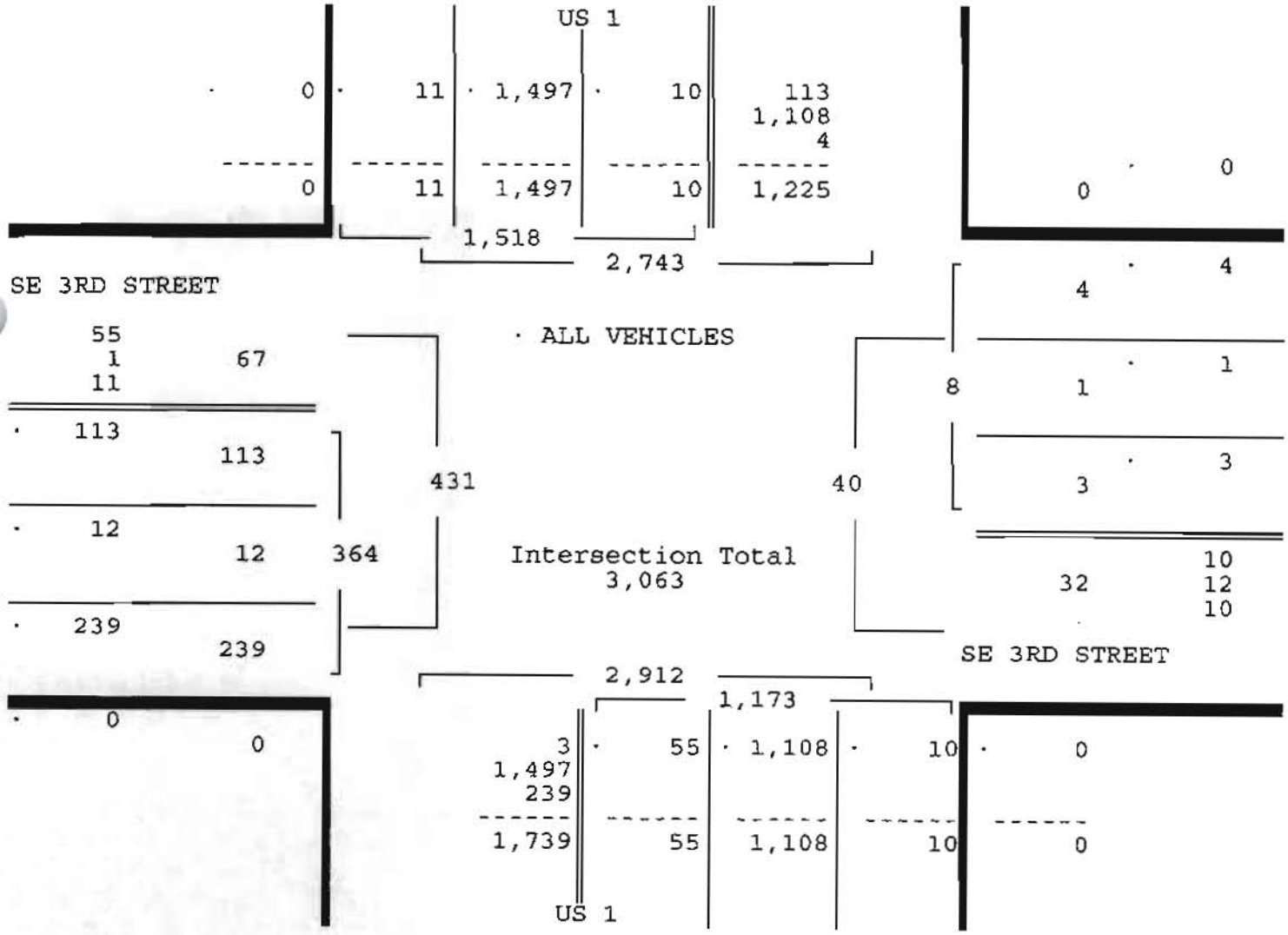
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

SE 3RD STREET & US 1
HALLANDALE, FLORIDA
COUNTED BY: GIANCARLO JOHN
SIGNALIZED

Site Code : 00070163
Start Date: 06/20/07
File I.D. : 3ST__US1
Page : 2

ALL VEHICLES

	US 1 From North				SE 3RD STREET From East				US 1 From South				SE 3RD STREET From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 06/20/07																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 06/20/07																	
Peak start	08:00				08:00				08:00				08:00				
Volume	11	1497	7	3	4	1	0	3	10	1108	1	54	239	12	0	113	
Percent	1%	99%	0%	0%	50%	12%	0%	38%	1%	94%	0%	5%	66%	3%	0%	31%	
Pk total	1518				8				1173				364				
Highest	08:45				08:15				08:45				08:45				
Volume	4	437	3	0	3	0	0	1	4	325	0	22	79	2	0	37	
Hi total	444				4				351				118				
PHF	.85				.50				.64				.77				



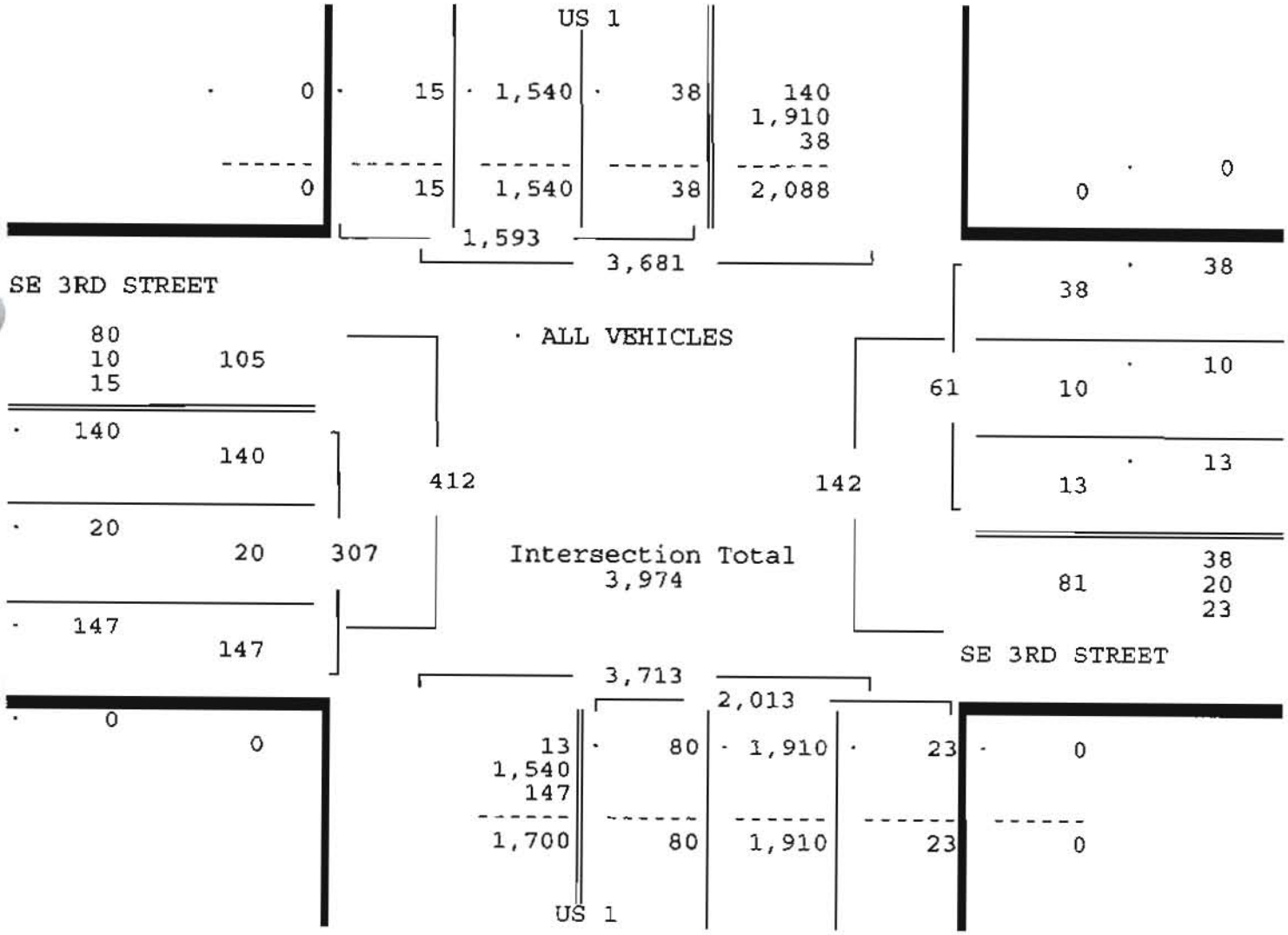
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

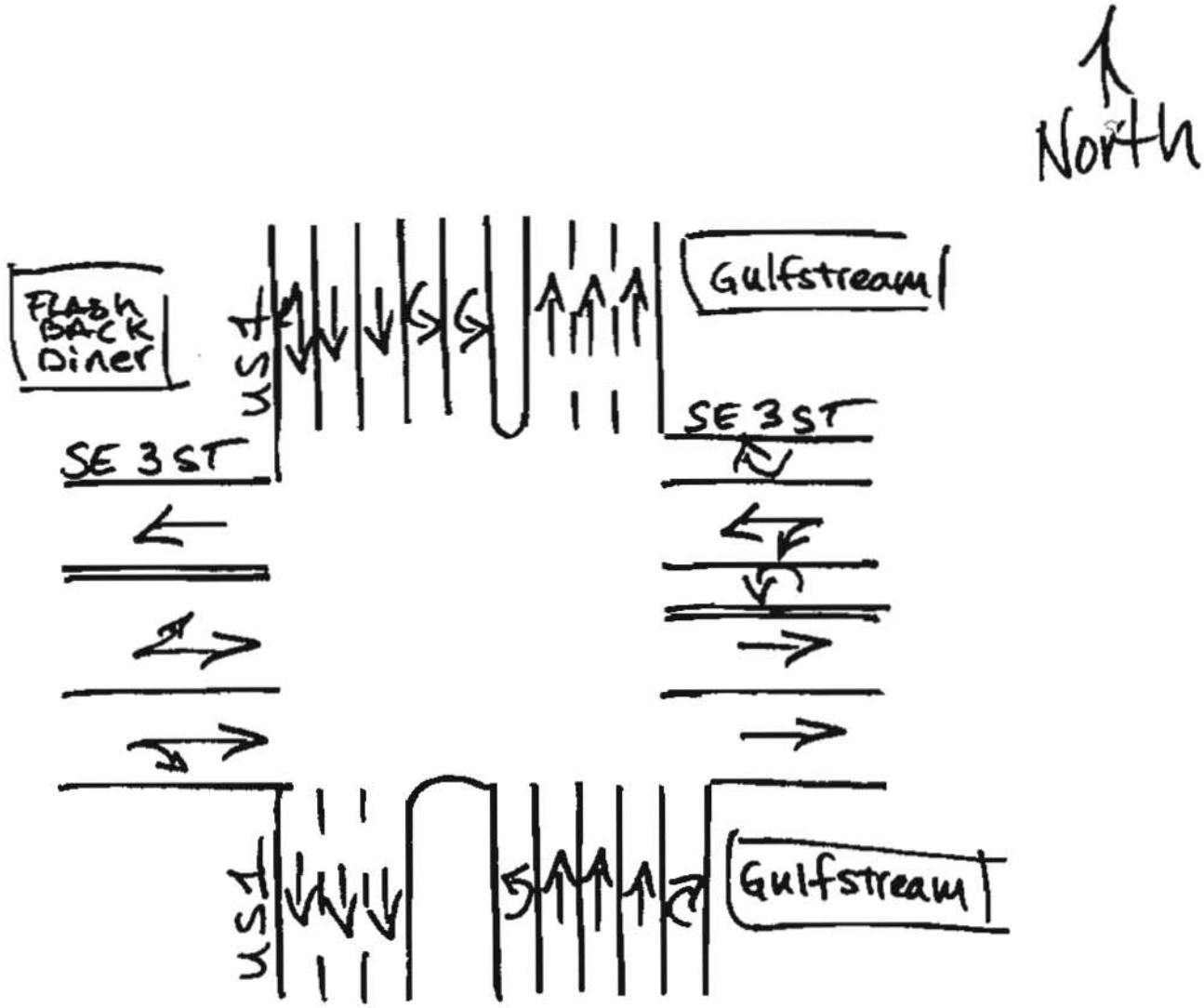
SE 3RD STREET & US 1
HALLANDALE, FLORIDA
COUNTED BY: GIANCARLO JOHN
SIGNALIZED

Site Code : 00070163
Start Date: 06/20/07
File I.D. : 35T__US1
Page : 3

ALL VEHICLES

	US 1 From North				SE 3RD STREET From East				US 1 From South				SE 3RD STREET From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 06/20/07																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/20/07																	
Peak start 17:00					17:00				17:00				17:00				
Volume	15	1540	18	20	38	10	1	12	23	1910	5	75	147	20	1	139	
Percent	1%	97%	1%	1%	62%	16%	2%	20%	1%	95%	0%	4%	48%	7%	0%	45%	
Pk total	1593				61				2013				307				
Highest	17:45				17:15				17:15				17:45				
Volume	5	395	1	7	15	3	0	2	6	513	1	19	42	8	0	31	
Hi total	408				20				539				81				
PHF	.98				.76				.93				.95				





Hallandale, Florida
June 20, 2007
drawn by: Luis Palomino
Signalized

HALLANDALE BEACH BOULEVARD & NE 10TH AVENUE, HALLANDALE, FLORIDA
COUNTED BY: C. PALOMINO & J. TORRES
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00070163
Start Date: 06/20/07
File I.D. : HALL10AV
Page : 1

ALL VEHICLES

	NE 10TH AVENUE From North				HALLANDALE BEACH BOULEVARD From East				GULFSTREAM From South				HALLANDALE BEACH BOULEVARD From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 06/20/07																	
07:00	0	0	0	0	5	186	1	0	3	0	0	0	4	142	2	2	345
07:15	0	0	0	0	9	241	2	1	0	0	0	0	3	186	4	2	448
07:30	0	0	0	0	3	265	1	0	3	0	0	0	3	230	3	4	512
07:45	0	0	0	0	4	312	1	1	7	1	0	0	0	300	8	7	641
Hr Total	0	0	0	0	21	1004	5	2	13	1	0	0	10	858	17	15	1946
08:00	0	0	0	0	7	289	2	0	4	0	0	0	0	323	8	6	639
08:15	0	0	0	0	7	277	6	0	4	0	0	0	1	254	14	5	568
08:30	0	0	0	0	10	351	8	6	5	1	0	0	3	295	13	2	694
08:45	0	0	0	0	16	365	9	3	4	0	0	0	0	345	9	4	755
Hr Total	0	0	0	0	40	1282	25	9	17	1	0	0	4	1217	44	17	2656
* BREAK *																	
16:00	0	0	0	0	18	386	9	2	9	2	0	2	1	332	11	9	781
16:15	0	0	0	0	17	393	10	6	9	2	0	2	0	409	16	6	870
16:30	0	0	0	0	15	416	4	2	12	0	0	3	5	336	9	7	809
16:45	0	0	0	0	12	345	5	7	6	1	0	1	4	356	11	8	756
Hr Total	0	0	0	0	62	1540	28	17	36	5	0	8	10	1433	47	30	3216
17:00	0	0	0	0	14	489	6	6	8	0	0	1	1	337	17	13	892
17:15	0	0	0	0	19	349	7	5	4	2	0	2	3	385	14	7	797
17:30	0	0	0	0	14	348	10	9	5	5	0	3	5	390	19	7	815
17:45	0	0	0	0	10	344	2	5	8	0	0	1	3	392	6	10	781
Hr Total	0	0	0	0	57	1530	25	25	25	7	0	7	12	1504	56	37	3285
TOTAL	0	0	0	0	180	5356	83	53	91	14	0	15	36	5012	164	99	11103

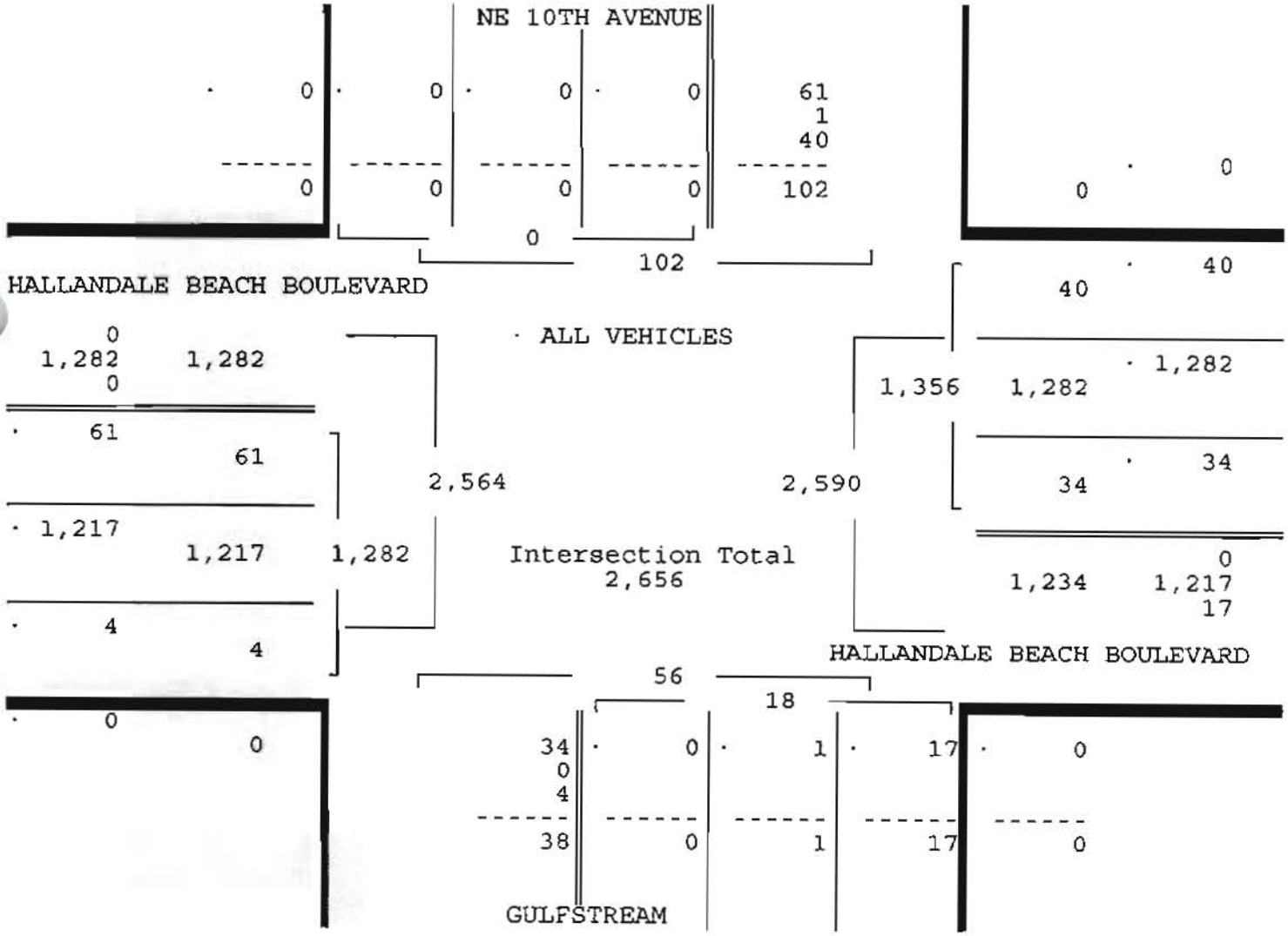
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

HALLANDALE BEACH BOULEVARD & NE 10TH AVENUE, HALLANDALE, FLORIDA
COUNTED BY: C. PALOMINO & J. TORRES
SIGNALIZED

Site Code : 00070163
Start Date: 06/20/07
File I.D. : HALL10AV
Page : 2

ALL VEHICLES

	NE 10TH AVENUE From North				HALLANDALE BEACH BOULEVARD From East				GULFSTREAM From South				HALLANDALE BEACH BOULEVARD From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 06/20/07																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 06/20/07																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	0	0	0	40	1282	25	9	17	1	0	0	4	1217	44	17	
Percent	0%	0%	0%	0%	3%	95%	2%	1%	94%	6%	0%	0%	0%	95%	3%	1%	
Pk total	0				1356				18				1282				
Highest	07:00				08:45				08:30				08:45				
Volume	0	0	0	0	16	365	9	3	5	1	0	0	0	345	9	4	
Hi total	0				393				6				358				
PHF	.0				.86				.75				.90				



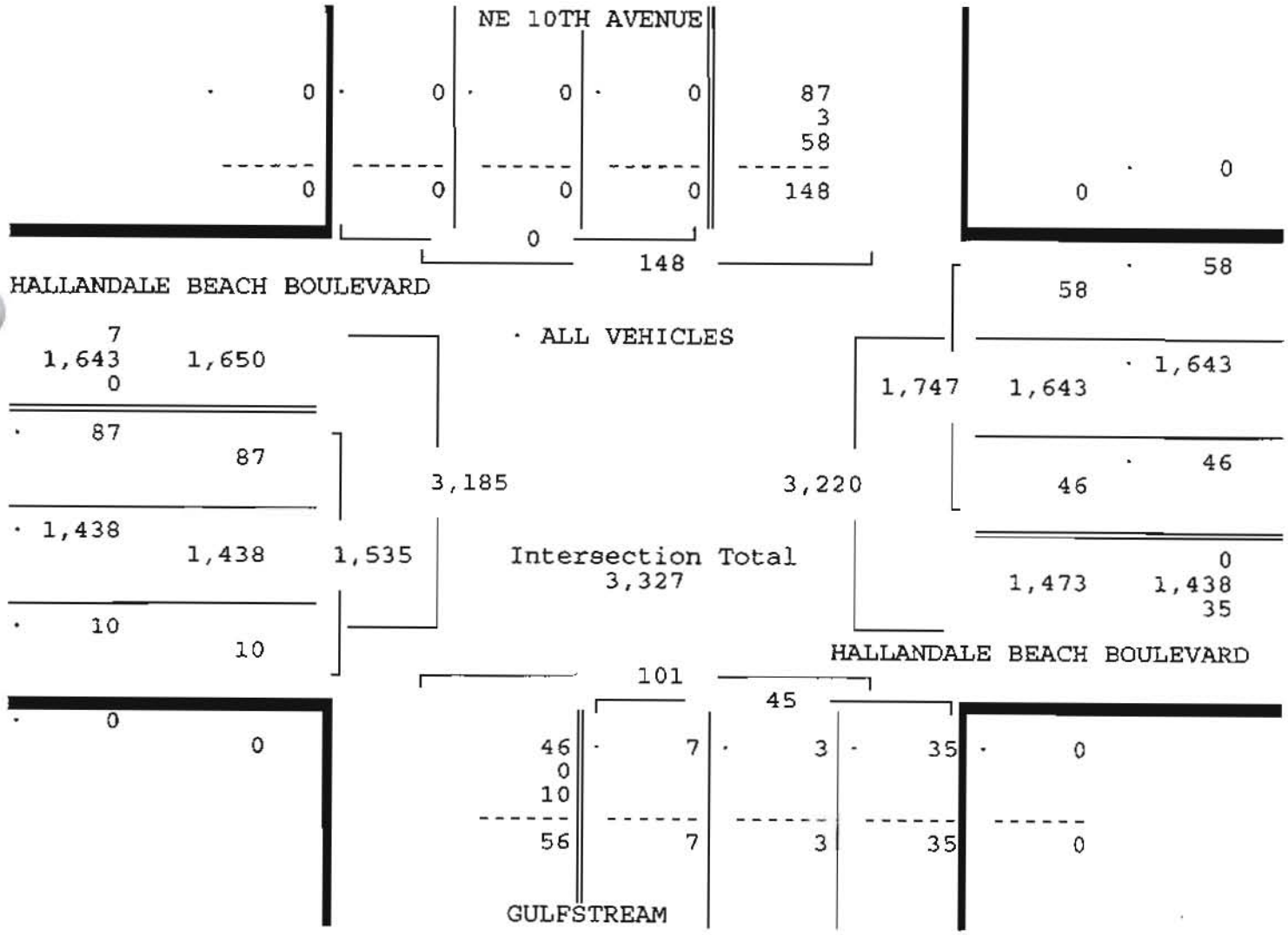
HALLANDALE BEACH BOULEVARD & NE 10TH AVENUE, HALLANDALE, FLORIDA
COUNTED BY: C. PALOMINO & J. TORRES
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

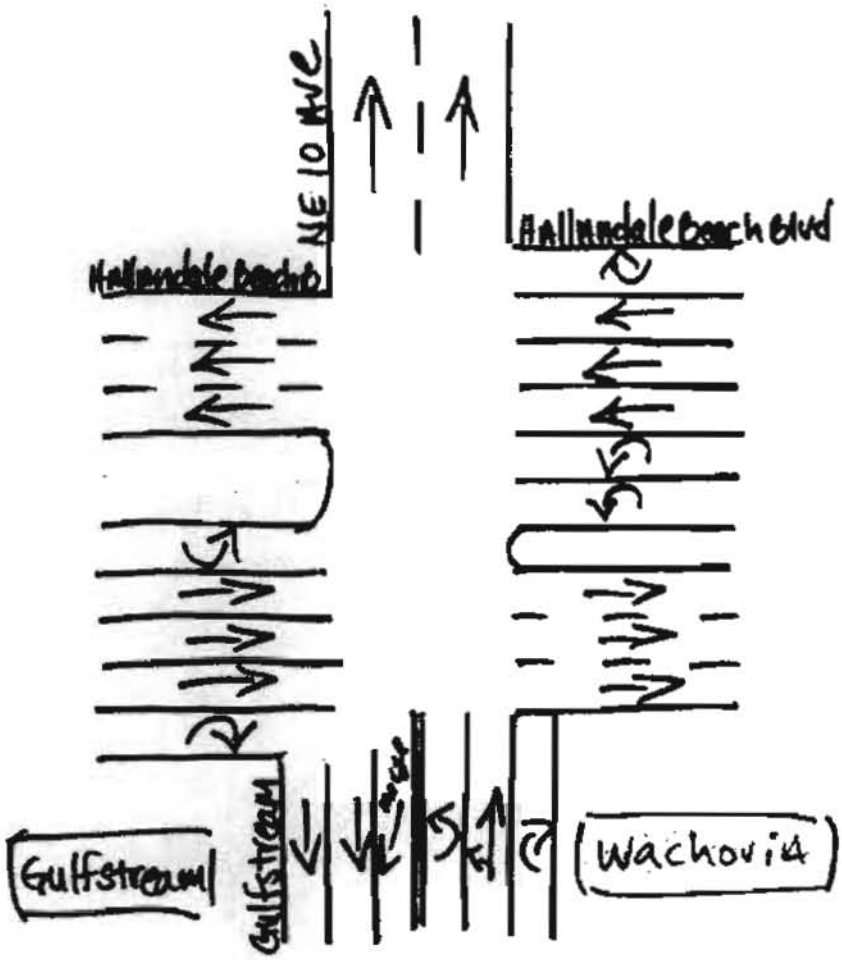
Site Code : 00070163
Start Date: 06/20/07
File I.D. : HALL10AV

ALL VEHICLES

	NE 10TH AVENUE From North				HALLANDALE BEACH BOULEVARD From East				GULFSTREAM From South				HALLANDALE BEACH BOULEVARD From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 06/20/07																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/20/07																	
Peak start 16:15					16:15				16:15				16:15				
Volume	0	0	0	0	58	1643	25	21	35	3	0	7	10	1438	53	34	
Percent	0%	0%	0%	0%	3%	94%	1%	1%	78%	7%	0%	16%	1%	94%	3%	2%	
Pk total	0				1747				45				1535				
Highest	07:00				17:00				16:30				16:15				
Volume	0	0	0	0	14	489	6	6	12	0	0	3	0	409	16	6	
Hi total	0				515				15				431				
PHF	.0				.85				.75				.89				



North



Hallandale, Florida

June 20, 2007

drawn by: Luis Palomino

Signalized

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

HALLANDALE BEACH BOULEVARD & NE 8TH AVENUE, HALLANDALE, FLORIDA
COUNTED BY: R. DEPINHO & S. PALOMINO
SIGNALIZED

Site Code : 00070163
Start Date: 06/20/07
File I.D. : HALL_8AV
Page : 1

ALL VEHICLES

	NE 8TH AVENUE From North				HALLANDALE BEACH BOULEVARD From East				NE 8TH AVENUE From South				HALLANDALE BEACH BOULEVARD From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 06/20/07																	
07:00	20	0	0	7	0	165	0	1	0	0	0	0	5	156	0	0	354
07:15	37	1	0	3	0	224	1	2	0	0	0	0	1	207	0	0	476
07:30	37	0	0	12	0	262	1	7	1	0	0	0	1	205	0	0	526
07:45	42	0	0	11	0	280	1	6	1	0	0	0	2	303	0	0	646
Hr Total	136	1	0	33	0	931	3	16	2	0	0	0	9	871	0	0	2002
08:00	37	3	0	14	0	287	1	1	0	0	0	0	4	339	0	0	686
08:15	40	5	0	7	0	270	0	12	3	0	0	1	3	297	0	0	638
08:30	51	5	0	17	0	323	2	7	6	0	0	4	11	313	0	0	739
08:45	41	7	0	19	0	373	0	12	2	0	0	3	8	383	0	0	848
Hr Total	169	20	0	57	0	1253	3	32	11	0	0	8	26	1332	0	0	2911
* BREAK *																	
16:00	37	2	0	20	0	398	2	5	7	0	0	6	3	363	0	0	843
16:15	28	4	0	17	0	404	2	4	4	0	0	7	5	437	0	0	912
16:30	39	0	0	13	0	416	0	4	4	0	0	5	5	374	0	0	860
16:45	28	3	0	14	0	371	0	6	7	0	1	2	8	365	0	0	805
Hr Total	132	9	0	64	0	1589	4	19	22	0	1	20	21	1539	0	0	3420
17:00	37	0	0	17	0	419	7	9	9	0	0	9	6	396	0	0	909
17:15	37	2	0	15	0	380	2	3	15	0	0	5	7	406	0	0	872
17:30	43	2	0	26	0	354	4	2	5	0	0	1	3	421	0	0	861
17:45	31	2	0	19	0	344	2	3	8	0	0	3	2	355	0	0	769
Hr Total	148	6	0	77	0	1497	15	17	37	0	0	18	18	1578	0	0	3411
TOTAL	585	36	0	231	0	5270	25	84	72	0	1	46	74	5320	0	0	11744

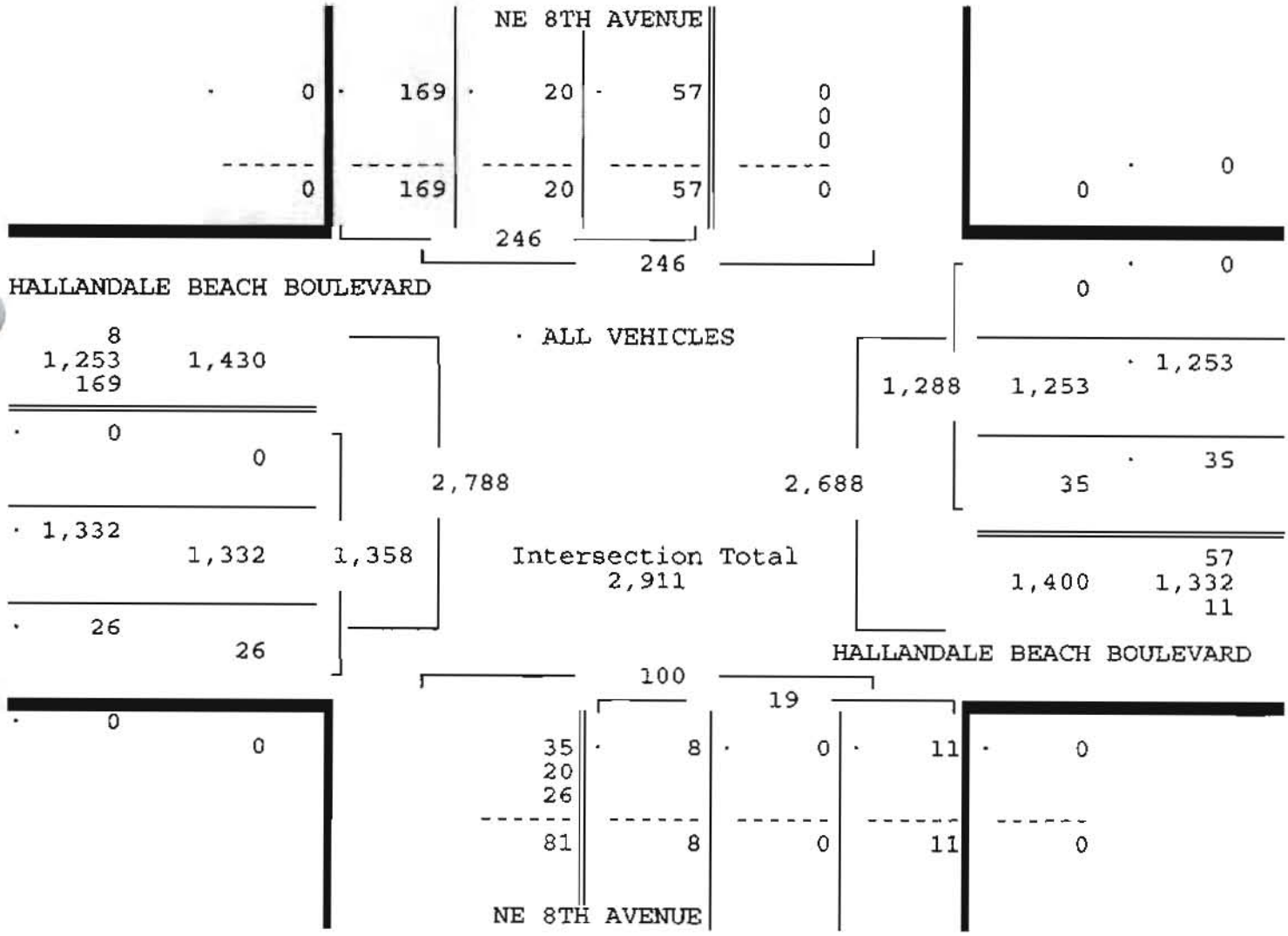
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

HALLANDALE BEACH BOULEVARD & NE 8TH AVENUE, HALLANDALE, FLORIDA
COUNTED BY: R. DEPINHO & S. PALOMINO
SIGNALIZED

Site Code : 00070163
Start Date: 06/20/07
File I.D. : HALL_BAV
Page : 2

ALL VEHICLES

	NE 8TH AVENUE From North				HALLANDALE BEACH BOULEVARD From East				NE 8TH AVENUE From South				HALLANDALE BEACH BOULEVARD From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 06/20/07																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 06/20/07																	
Peak start	08:00				08:00				08:00				08:00				
Volume	169	20	0	57	0	1253	3	32	11	0	0	8	26	1332	0	0	
Percent	69%	8%	0%	23%	0%	97%	0%	2%	58%	0%	0%	42%	2%	98%	0%	0%	
Pk total	246				1288				19				1358				
Highest	08:30				08:45				08:30				08:45				
Volume	51	5	0	17	0	373	0	12	6	0	0	4	8	383	0	0	
Hi total	73				385				10				391				
PHF	.84				.84				.48				.67				



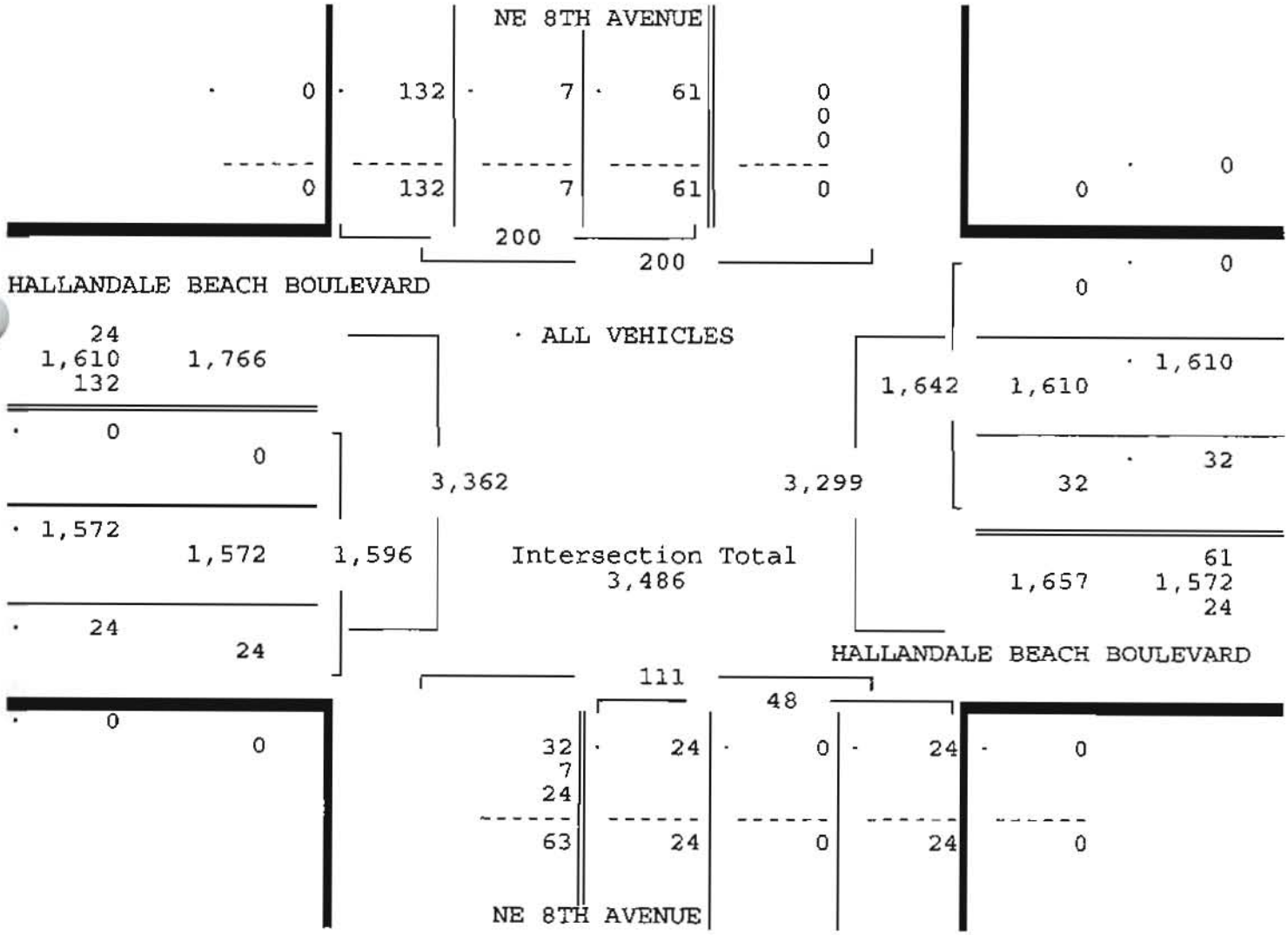
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

HALLANDALE BEACH BOULEVARD & NE 8TH AVENUE, HALLANDALE, FLORIDA
COUNTED BY: R. DEPINHO & S. PALOMINO
SIGNALIZED

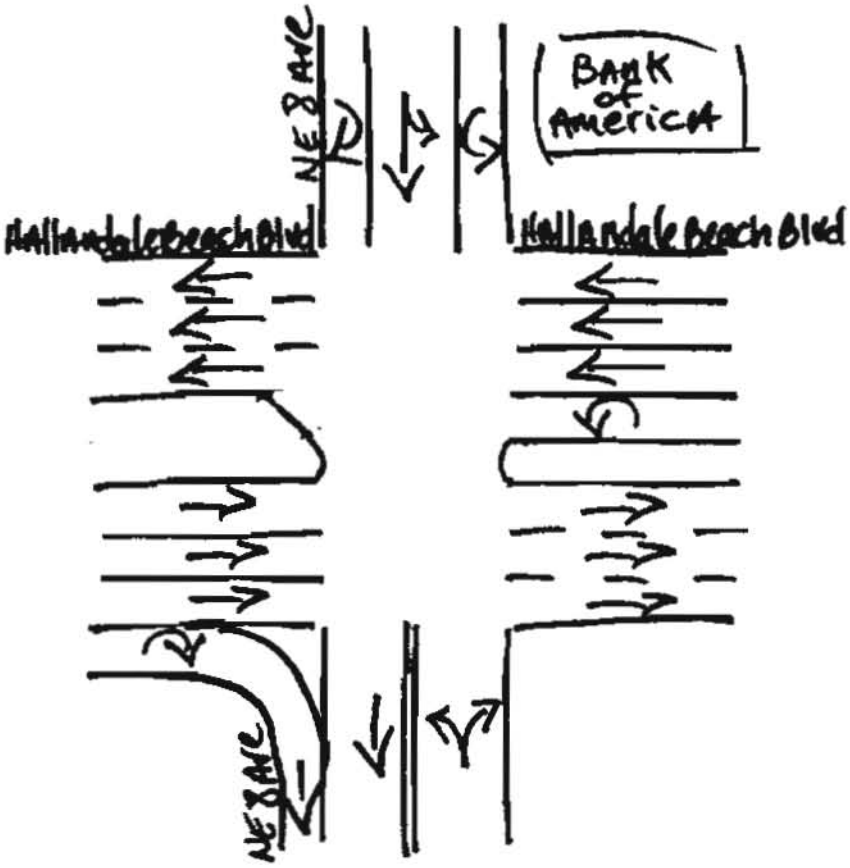
Site Code : 00070163
Start Date: 06/20/07
File I.D. : HALL_8AV
Page : 3

ALL VEHICLES

	NE 8TH AVENUE From North				HALLANDALE BEACH BOULEVARD From East				NE 8TH AVENUE From South				HALLANDALE BEACH BOULEVARD From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 06/20/07																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/20/07																	
Peak start	16:15				16:15				16:15				16:15				
Volume	132	7	0	61	0	1610	9	23	24	0	1	23	24	1572	0	0	
Percent	66%	4%	0%	30%	0%	98%	1%	1%	50%	0%	2%	48%	2%	98%	0%	0%	
Pk total	200				1642				48				1596				
Highest	17:00				17:00				17:00				16:15				
Volume	37	0	0	17	0	419	7	9	9	0	0	9	5	437	0	0	
Hi total	54				435				18				442				
PHF	.93				.94				.67				.90				



North



Hallandale, Florida

June 20, 2007

drawn by: Luis Palomino

Signalized

2006 Peak Season Factor Category Report - Report Type: ALL
Category: 8600 EAST-A1A TO US1

MOCF: 0.87

Week	Dates	SF	PSCF
1	01/01/2006 - 01/07/2006	1.02	1.18
2	01/08/2006 - 01/14/2006	0.97	1.12
* 3	01/15/2006 - 01/21/2006	0.91	1.05
* 4	01/22/2006 - 01/28/2006	0.90	1.04
* 5	01/29/2006 - 02/04/2006	0.89	1.03
* 6	02/05/2006 - 02/11/2006	0.88	1.02
* 7	02/12/2006 - 02/18/2006	0.86	0.99
* 8	02/19/2006 - 02/25/2006	0.85	0.98
* 9	02/26/2006 - 03/04/2006	0.83	0.96
*10	03/05/2006 - 03/11/2006	0.82	0.95
*11	03/12/2006 - 03/18/2006	0.80	0.92
*12	03/19/2006 - 03/25/2006	0.83	0.96
*13	03/26/2006 - 04/01/2006	0.87	1.00
*14	04/02/2006 - 04/08/2006	0.90	1.04
*15	04/09/2006 - 04/15/2006	0.93	1.07
16	04/16/2006 - 04/22/2006	0.93	1.07
17	04/23/2006 - 04/29/2006	0.94	1.08
18	04/30/2006 - 05/06/2006	0.95	1.10
19	05/07/2006 - 05/13/2006	0.96	1.11
20	05/14/2006 - 05/20/2006	0.97	1.12
21	05/21/2006 - 05/27/2006	1.00	1.15
22	05/28/2006 - 06/03/2006	1.03	1.19
23	06/04/2006 - 06/10/2006	1.07	1.23
24	06/11/2006 - 06/17/2006	1.10	1.27
25	06/18/2006 - 06/24/2006	1.10	1.27
26	06/25/2006 - 07/01/2006	1.11	1.28
27	07/02/2006 - 07/08/2006	1.11	1.28
28	07/09/2006 - 07/15/2006	1.11	1.28
29	07/16/2006 - 07/22/2006	1.12	1.29
30	07/23/2006 - 07/29/2006	1.13	1.30
31	07/30/2006 - 08/05/2006	1.14	1.31
32	08/06/2006 - 08/12/2006	1.15	1.33
33	08/13/2006 - 08/19/2006	1.15	1.33
34	08/20/2006 - 08/26/2006	1.16	1.34
35	08/27/2006 - 09/02/2006	1.16	1.34
36	09/03/2006 - 09/09/2006	1.17	1.35
37	09/10/2006 - 09/16/2006	1.17	1.35
38	09/17/2006 - 09/23/2006	1.16	1.34
39	09/24/2006 - 09/30/2006	1.14	1.31
40	10/01/2006 - 10/07/2006	1.13	1.30
41	10/08/2006 - 10/14/2006	1.12	1.29
42	10/15/2006 - 10/21/2006	1.11	1.28
43	10/22/2006 - 10/28/2006	1.10	1.27
44	10/29/2006 - 11/04/2006	1.09	1.26
45	11/05/2006 - 11/11/2006	1.08	1.25
46	11/12/2006 - 11/18/2006	1.08	1.25
47	11/19/2006 - 11/25/2006	1.06	1.22
48	11/26/2006 - 12/02/2006	1.05	1.21
49	12/03/2006 - 12/09/2006	1.04	1.20
50	12/10/2006 - 12/16/2006	1.02	1.18
51	12/17/2006 - 12/23/2006	0.99	1.14
52	12/24/2006 - 12/30/2006	0.95	1.10
53	12/31/2006 - 12/31/2006	0.91	1.05

* Peak Season

2006 Peak Season Factor Category Report - Report Type: ALL
Category: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.96

Week	Dates	SF	PSCF
1	01/01/2006 - 01/07/2006	1.00	1.05
2	01/08/2006 - 01/14/2006	0.99	1.04
* 3	01/15/2006 - 01/21/2006	0.97	1.01
* 4	01/22/2006 - 01/28/2006	0.97	1.01
* 5	01/29/2006 - 02/04/2006	0.96	1.00
* 6	02/05/2006 - 02/11/2006	0.96	1.00
* 7	02/12/2006 - 02/18/2006	0.95	0.99
* 8	02/19/2006 - 02/25/2006	0.95	0.99
* 9	02/26/2006 - 03/04/2006	0.95	0.99
*10	03/05/2006 - 03/11/2006	0.94	0.98
*11	03/12/2006 - 03/18/2006	0.94	0.98
*12	03/19/2006 - 03/25/2006	0.95	0.99
*13	03/26/2006 - 04/01/2006	0.96	1.00
*14	04/02/2006 - 04/08/2006	0.96	1.00
*15	04/09/2006 - 04/15/2006	0.97	1.01
16	04/16/2006 - 04/22/2006	0.98	1.02
17	04/23/2006 - 04/29/2006	0.98	1.02
18	04/30/2006 - 05/06/2006	0.99	1.04
19	05/07/2006 - 05/13/2006	1.00	1.05
20	05/14/2006 - 05/20/2006	1.00	1.05
21	05/21/2006 - 05/27/2006	1.01	1.06
22	05/28/2006 - 06/03/2006	1.01	1.06
23	06/04/2006 - 06/10/2006	1.02	1.07
24	06/11/2006 - 06/17/2006	1.02	1.07
25	06/18/2006 - 06/24/2006	1.03	1.08
26	06/25/2006 - 07/01/2006	1.03	1.08
27	07/02/2006 - 07/08/2006	1.04	1.09
28	07/09/2006 - 07/15/2006	1.04	1.09
29	07/16/2006 - 07/22/2006	1.05	1.10
30	07/23/2006 - 07/29/2006	1.05	1.10
31	07/30/2006 - 08/05/2006	1.05	1.10
32	08/06/2006 - 08/12/2006	1.05	1.10
33	08/13/2006 - 08/19/2006	1.05	1.10
34	08/20/2006 - 08/26/2006	1.05	1.10
35	08/27/2006 - 09/02/2006	1.05	1.10
36	09/03/2006 - 09/09/2006	1.05	1.10
37	09/10/2006 - 09/16/2006	1.05	1.10
38	09/17/2006 - 09/23/2006	1.04	1.09
39	09/24/2006 - 09/30/2006	1.03	1.08
40	10/01/2006 - 10/07/2006	1.03	1.08
41	10/08/2006 - 10/14/2006	1.02	1.07
42	10/15/2006 - 10/21/2006	1.01	1.06
43	10/22/2006 - 10/28/2006	1.01	1.06
44	10/29/2006 - 11/04/2006	1.01	1.06
45	11/05/2006 - 11/11/2006	1.01	1.06
46	11/12/2006 - 11/18/2006	1.01	1.06
47	11/19/2006 - 11/25/2006	1.01	1.06
48	11/26/2006 - 12/02/2006	1.00	1.05
49	12/03/2006 - 12/09/2006	1.00	1.05
50	12/10/2006 - 12/16/2006	1.00	1.05
51	12/17/2006 - 12/23/2006	0.99	1.04
52	12/24/2006 - 12/30/2006	0.98	1.02
53	12/31/2006 - 12/31/2006	0.97	1.01

* Peak Season

APPENDIX F:
Historical Growth Trend Analysis

Florida Department of Transportation
Transportation Statistics Office
2006 Historical AADT Report

County: 86 - BROWARD

Site: 0590 - SR 858 / HALLANDALE BCH BLVD - W OF SR 5/US 1

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2006	44000 C	E 21500	W 22500	8.40	55.34	6.90
2005	38000 C	E 19000	W 19000	8.20	51.70	6.90
2004	40500 C	E 20000	W 20500	9.10	55.30	6.90
2003	40000 C	E 20500	W 19500	8.60	57.50	4.30
2002	43000 C	E 20500	W 22500	8.70	56.40	3.50
2001	40500 C	E 19500	W 21000	9.00	60.20	5.20
2000	40500 C	E 19500	W 21000	8.90	57.80	3.90
1999	40500 C	E 20000	W 20500	9.60	62.50	4.10
1998	39500 C	E 19000	W 20500	8.70	56.10	3.50
1997	39000 C	E 19000	W 20000	9.60	54.90	3.20
1996	37500 C	E 18000	W 19500	7.10	55.50	4.10
1995	37000 C	E 19000	W 18000	9.90	59.80	7.80
1994	37500 C	E 18500	W 19000	9.60	60.30	3.30
1993	28000 C	E 13500	W 14500	0.00	0.00	0.00
1992	37500 C	E	W	0.00	0.00	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2006 Historical AADT Report

County: 86 - BROWARD

Site: 5029 - SR 858 / HALLANDALE BCH BLVD - E OF SR 5/US 1

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2006	45500 C	E 24000	W 21500	9.48	53.59	3.80
2005	47000 C	E 24500	W 22500	10.60	58.90	4.70
2004	49500 C	E 25500	W 24000	10.40	56.30	5.00
2003	48500 C	E 24500	W 24000	9.20	55.90	5.90
2002	48000 C	E 23500	W 24500	9.50	55.00	3.50
2001	44500 C	E 22000	W 22500	9.70	55.60	5.90
2000	46000 C	E 23000	W 23000	9.40	56.30	3.90
1999	45000 C	E 23000	W 22000	9.40	56.40	4.10
1998	46500 C	E 23500	W 23000	9.60	53.90	6.40
1997	47000 C	E 24500	W 22500	9.60	54.90	4.80
1996	43000 C	E 21500	W 21500	7.00	55.50	9.90
1995	44000 C	E 23500	W 20500	9.90	59.80	7.80
1994	44000 C	E 22000	W 22000	9.60	60.30	2.90
1993	42500 C	E 21000	W 21500	0.00	0.00	0.00
1992	48500 C	S 24500	W 24000	0.00	0.00	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2006 Historical AADT Report

County: 86 - BROWARD

Site: 5028 - SR 5 / US 1 - S OF SR 824/PEMBROKE RD

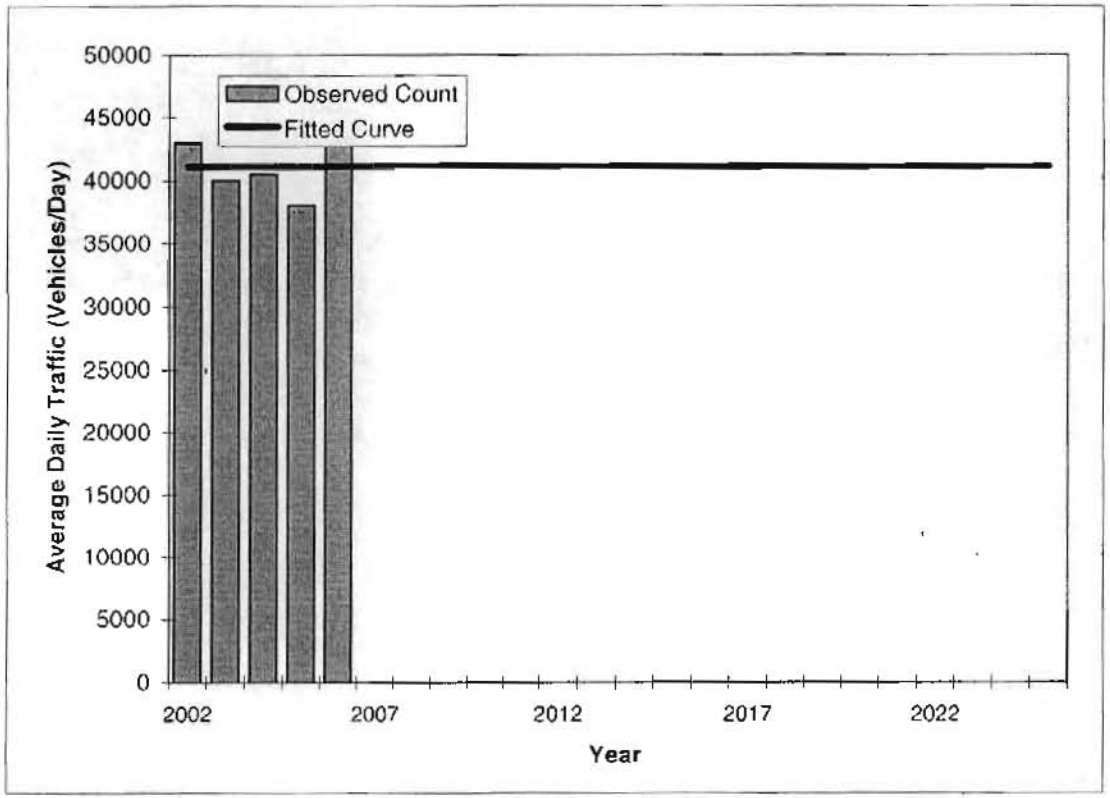
Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2006	38000 C	N 19500	S 18500	9.48	53.59	1.80
2005	35500 C	N 18500	S 17000	10.60	58.90	1.80
2004	35500 C	N 18000	S 17500	10.40	56.30	1.80
2003	33000 C	N 16500	S 16500	9.20	55.90	4.10
2002	34500 C	N 17500	S 17000	9.50	55.00	4.10
2001	35000 C	N 17500	S 17500	9.70	55.60	3.50
2000	31000 C	N 16000	S 15000	9.40	56.30	3.80
1999	31000 C	N 16500	S 14500	9.40	56.40	2.50
1998	37000 C	N 19000	S 18000	9.60	53.90	2.10
1997	31000 C	N 16000	S 15000	9.60	54.90	1.90
1996	32000 C	N 16000	S 16000	10.20	55.50	2.10
1995	31000 C	N 16500	S 14500	9.90	59.80	7.20
1994	35000 C	N 18500	S 16500	9.60	60.30	3.00
1993	28500 C	N 14500	S 14000	0.00	0.00	0.00
1992	33500 C	N	S	0.00	0.00	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

TRAFFIC TRENDS

SR 858/ Hallandale Beach Blvd -- W of SR 5/US 1

County:	Broward
Station #:	590
Highway:	SR 858/ Hallandale Beach Blvd



Year	Traffic (ADT/AADT) Count*	Trend**
2002	43000	41100
2003	40000	41100
2004	40500	41100
2005	38000	41100
2006	44000	41100
2008 Opening Year Trend		
2008	N/A	41100
2009 Mid-Year Trend		
2009	N/A	41100
2010 Design Year Trend		
2010	N/A	41100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

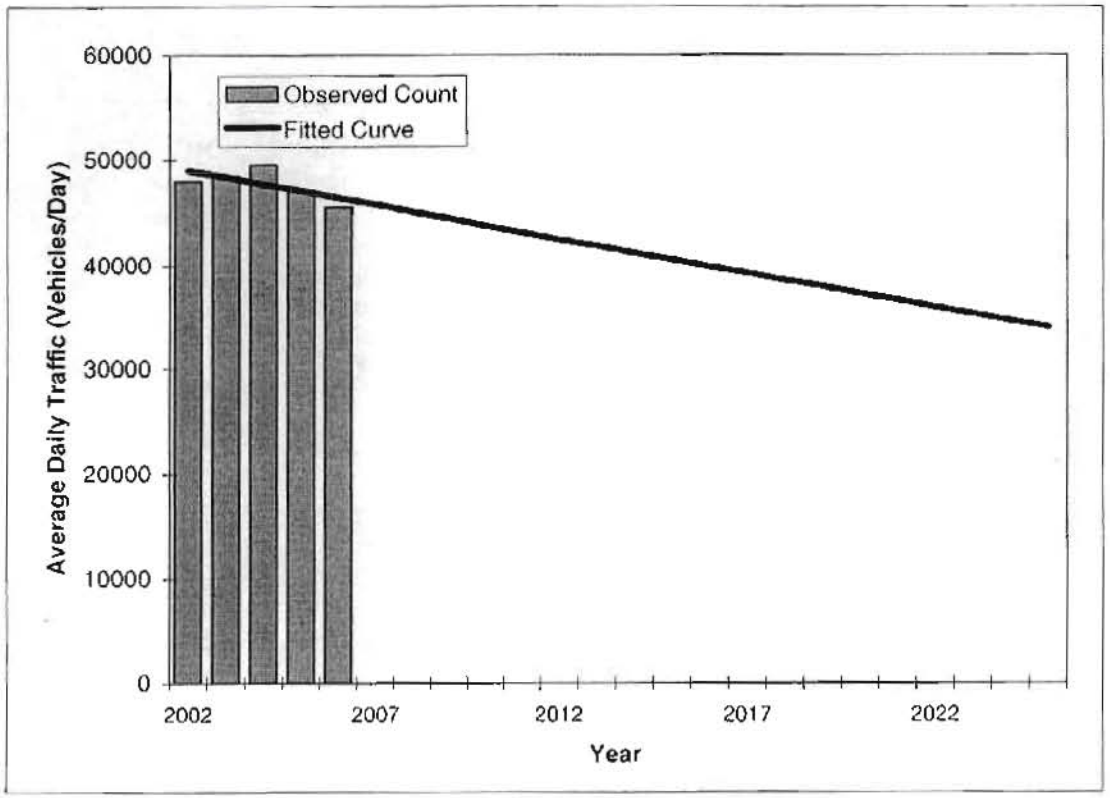
** Annual Trend Increase:	0
Trend R-squared:	0.0%
Trend Annual Historic Growth Rate:	0.00%
Trend Growth Rate (2006 to Design Year):	0.00%
Printed:	9-Jul-07

Straight Line Growth Option

TRAFFIC TRENDS

SR 858/ Hallandale Beach Boulevard -- E of SR 5/US 1

County:	Broward
Station #:	5029
Highway:	SR 858/ Hallandale Beach Boulevar



Year	Traffic (ADT/AADT) Count*	Trend**
2002	48000	49000
2003	48500	48400
2004	49500	47700
2005	47000	47100
2006	45500	46400
2008 Opening Year Trend		
2008	N/A	45100
2009 Mid-Year Trend		
2009	N/A	44500
2010 Design Year Trend		
2010	N/A	43800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

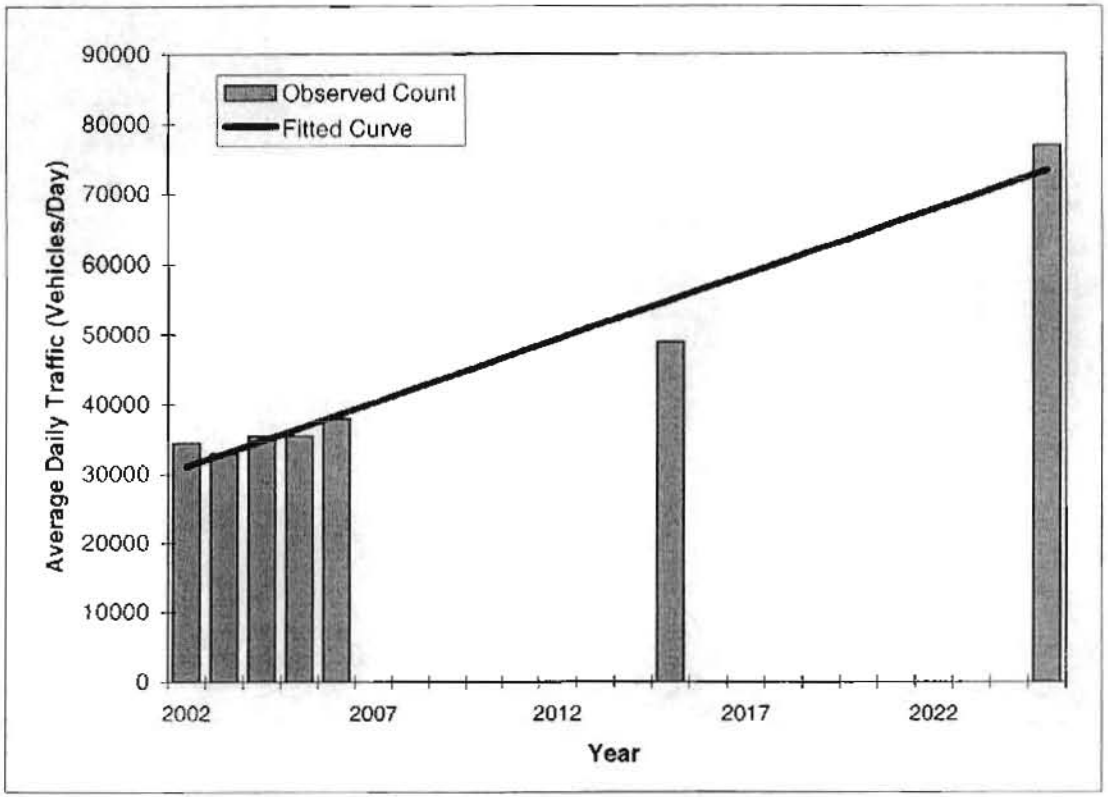
** Annual Trend Increase:	-650
Trend R-squared:	45.4%
Trend Annual Historic Growth Rate:	-1.33%
Trend Growth Rate (2006 to Design Year):	-1.40%
Printed:	9-Jul-07

Straight Line Growth Option

TRAFFIC TRENDS

S R 5/ US 1 -- S of SR 824/Pembroke Rd

County:	Broward
Station #:	5208
Highway:	S R 5/ US 1



Year	Traffic (ADT/AADT) Count*	Trend**
2002	34500	31100
2003	33000	33000
2004	35500	34800
2005	35500	36600
2006	38000	38500
2008 Opening Year Trend		
2008	N/A	42200
2009 Mid-Year Trend		
2009	N/A	44000
2010 Design Year Trend		
2010	N/A	45800
TRANPLAN Forecasts/Trends		
2015	49000	55000
2025	77000	73400

*Axle-Adjusted

** Annual Trend Increase:	1,838
Trend R-squared:	95.8%
Trend Annual Historic Growth Rate:	5.95%
Trend Growth Rate (2006 to Design Year):	4.74%
Printed:	9-Jul-07

Straight Line Growth Option

APPENDIX G:
Signal Timing Plans

BROWARD COUNTY
FLORIDA

Public Works Department - Office of Transportation
TRAFFIC ENGINEERING DIVISION
2300 W. Commercial Boulevard • Fort Lauderdale, Florida 33309 • 954-847-2600 • FAX 954-735-8564

July 19, 2007

Mr. Mark A. Ledford
Kimley-Horn and Associates, Inc.
5200 NW 33 Avenue, Suite 109
Fort Lauderdale, FL 33309

RE: Signal Timing Information in the City of Hallandale Beach

Dear Mr. Ledford:

In reply to your letter of July 16, 2007 we have enclosed the requested Signal Timing and System Timing Sheets for the following locations:

Hallandale Beach Boulevard & Federal Highway	(C-084)
Hallandale Beach Boulevard and NE 10 Avenue	(C-283)
Hallandale Beach Boulevard and NE 8 Avenue	(C-282)
Federal Highway and NE 3 Street	(C-223)
Federal Highway and SE 3 Street	(C-395)

If we can be of further assistance, please do not hesitate to contact me at extension 2753.

Sincerely,

John Kleinedler, PE, PTOE
Engineer III

JK/BF/lb

ENC.

18668July

Broward County Board of County Commissioners
Josephus Eggelletion, Jr. • Sue Gunzburger • Kristin D. Jacobs • Ken Keechl • Ilene Lieberman • Stacy Ritter • John E. Rodstrom Jr. • Diane Wasserman-Rubin • Lois Wexler
www.broward.org

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	C-084	**Initial Operation Date**	UNKNOWN
Controller Type	NEMA 8 PHASE	**System Number**	3084
Modification Number	15	**Modification Date**	06/28/2004
Drawing/Project No	86010	**FPL Grid Number**	87670291609
Intersection	FEDERAL HWY. (US 1/SR 5) and HALLANDALE BEACH BLVD.		
Municipality	HALLANDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)	5	6	5	7	5	6	5	7
Vehicle Ext.(GAP)	1.5	2.5	1.5	2.5	1.5	2.5	1.5	2.5
Maximum Green I	20	40	20	40	20	40	20	40
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	OFF	OFF	MIN	OFF	OFF	OFF	MIN
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		32		33		32		33
Permissive	DUAL		DUAL		DUAL		NO	
Flash Operation	RED	RED	RED	RED	RED	RED	RED	RED
Green Return	3	5	7	1	4	6	8	2

Attachment

Channel/Drop **15 / 0** **IP Address**

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. VIDEO DETECTION.
3. AUDIBLE PEDESTRIAN SIGNALS: E/W BEEP, N/S TONE.
4. WITH WOIT2004010504 DATED 01/21/04, INSTALLS AUDIBLE PEDESTRIAN SIGNALS.

Submitted By _____ **Approved By** _____

D A T A B A S E T I M I N G P L A N D E T A I L

JUL 17,2007 CONTROLLER NO. 3084 SECTION NO. 22

HALLANDALE BCH BLVD & US 1

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS EW	NSL	SBL	NBL	NS	EWL	EBL
1	22	110	49	15	0	0	23	23	0
2	135	160	50	30	0	0	50	30	0
3	2	140	49	22	0	0	47	22	0
4	8	160	50	30	0	0	50	30	0
5	15	130	49	23	0	0	33	25	0

FIXED INTERVALS:

MG	7	5	5	5	6	5	5
FDW	33	0	0	0	0	0	0
YEL	4	4	4	4	4	4	4
AR	2	2	2	2	2	2	2
GRN RETURN	1,2	3,4	3	4	5,6	7,8	8
COMMAND	YLD	F1&2	F1	F2	F1&2	F1&2	F2

TOD PATTERN IMPLEMENTATION TIMES FOR SECTION 22

DAY	TIME	PAT. #
SAT	0: 0	1
SAT	6:57	TOD
SAT	7: 0	3
SAT	7: 1	TOD
SAT	10: 0	3
SAT	12: 0	3
SAT	17: 0	3
SAT	18: 0	3
SAT	21: 0	3
SUN	0: 0	1
SUN	6:45	5
SUN	6:57	TOD
SUN	7: 1	TOD
SUN	12: 0	5
SUN	16: 0	5
SUN	18: 0	1
SUN	20: 0	1
M-F	0: 0	1
M-F	5:45	2
M-F	6: 4	TOD
M-F	6: 9	TOD
M-F	9: 0	3
M-F	10: 0	3
M-F	11: 0	3
M-F	11:30	3
M-F	15: 4	4
M-F	18: 0	4
M-F	18:30	4
M-F	19: 0	4
M-F	20: 0	3
M-F	22: 0	1

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	C-282	**Initial Operation Date**	5/79
Controller Type	2070	**System Number**	3282
Modification Number	11	**Modification Date**	03/20/2007
Drawing/Project No	228169-1-52-01	**FPL Grid Number**	87670431702
Intersection	HALLANDALE BEACH BLVD. and NE 8 AVENUE		
Municipality	HALLANDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2	3,8	4,7	5	6		
Direction		WB	SB	NB	WBL	EB		
Initial Green(MIN)		10	6	6	4	10		
Vehicle Ext.(GAP)		3.0	2.0	2.0	1.5	3.0		
Maximum Green I		50	18	20	12	50		
Maximum Green II								
Yellow Clearance		4.0	4.0	4.0	4.0	4.0		
All Red Clearance		2.0	2.0	2.0	2.0	2.0		
Phase Recall		MIN	OFF	OFF	OFF	MIN		
Detector Delay								
Walk		7		7		7		
Pedestrian Clearance		15		26		15		
Permissive					5-SECT			
Flash Operation		YELLOW	RED	RED	RED	YELLOW		
Green Return		1	3	5	8	2		

Attachment

Channel/Drop **15 / 1** **IP Address**

NOTES:

1. VIDEO DETECTION.
1. MOD. 11 REFLECTS INTERSECTION REBUILD UNDER FDOT CONTRACT.

Submitted By _____ **Approved By** _____

D A T A B A S E T I M I N G P L A N D E T A I L

JUL 17,2007 CONTROLLER NO. 3282 SECTION NO. 22

HALLANDALE BCH BLVD & E 8 AVE

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS EW	SB	NB	WBL
1	59	110	39	41	18	12
2	124	160	76	41	25	18
3	138	140	60	42	20	18
4	64	160	76	41	25	18
5	73	130	54	41	20	15

FIXED INTERVALS:

MG	10	6	6	4
FDW	15	0	0	0
YEL	4	4	4	4
AR	2	2	2	2
GRN RETURN	1,2	3	5	8
COMMAND	YLD	F1	F1	F2

TOD PATTERN IMPLEMENTATION TIMES FOR SECTION 22

DAY	TIME	PAT. #
SAT	0: 0	1
SAT	6:57	TOD
SAT	7: 0	3
SAT	7: 1	TOD
SAT	10: 0	3
SAT	12: 0	3
SAT	17: 0	3
SAT	18: 0	3
SAT	21: 0	3
SUN	0: 0	1
SUN	6:45	5
SUN	6:57	TOD
SUN	7: 1	TOD
SUN	12: 0	5
SUN	16: 0	5
SUN	18: 0	1
SUN	20: 0	1
M-F	0: 0	1
M-F	5:45	2
M-F	6: 4	TOD
M-F	6: 9	TOD
M-F	9: 0	3
M-F	10: 0	3
M-F	11: 0	3
M-F	11:30	3
M-F	15: 4	4
M-F	18: 0	4
M-F	18:30	4
M-F	19: 0	4
M-F	20: 0	3
M-F	22: 0	1

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	C-283	**Initial Operation Date**	5/79
Controller Type	2070	**System Number**	3283
Modification Number	14	**Modification Date**	03/20/2007
Drawing/Project No	228169-1-52-01	**FPL Grid Number**	87670561703
Intersection	HALLANDALE BEACH BLVD. and NE 10 AVENUE		
Municipality	HALLANDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		
Direction	EBL	WB		NB	WBL	EB		
Initial Green(MIN)	5	10		6	5	10		
Vehicle Ext.(GAP)	2.0	3.0		2.0	2.0	3.0		
Maximum Green I	18	50		25	18	50		
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0	4.0	4.0		
All Red Clearance	2.0	2.0		2.0	2.0	2.0		
Phase Recall	OFF	MIN		OFF	OFF	MIN		
Detector Delay								
Walk		7		5		7		
Pedestrian Clearance		19		29		19		
Permissive	NO				DUAL			
Flash Operation	RED	YELLOW		RED	RED	YELLOW		
Green Return	7	1		5	8	2		

Attachment

Channel/Drop **15 / 2** **IP Address**

NOTES:

1. VIDEO DETECTION.
2. MOD. 14 RELECTS INTERSECTION REBUILD UNDER FDOT CONTRACT.

Submitted By _____ Approved By _____

JUL 17,2007 CONTROLLER NO. 3283 SECTION NO. 22

HALLANDALE BCH BLVD & E 10 AVE

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS EW	NB	EWL	WBL	EBL
1	47	110	72	21	17	0	0
2	126	160	88	43	22	0	7
3	12	140	64	43	15	18	0
4	52	160	81	43	22	0	14
5	62	130	71	43	16	0	0

FIXED INTERVALS:

MG	10	6	5	5	5
FDW	19	0	0	0	0
YEL	4	4	4	4	4
AR	2	2	2	2	2
GRN RETURN	1,2	5	7,8	8	7
COMMAND	YLD	F1	F1&2	F2	F1

TOD PATTERN IMPLEMENTATION TIMES FOR SECTION 22

DAY	TIME	PAT. #
SAT	0: 0	1
SAT	6:57	TOD
SAT	7: 0	3
SAT	7: 1	TOD
SAT	10: 0	3
SAT	12: 0	3
SAT	17: 0	3
SAT	18: 0	3
SAT	21: 0	3
SUN	0: 0	1
SUN	6:45	5
SUN	6:57	TOD
SUN	7: 1	TOD
SUN	12: 0	5
SUN	16: 0	5
SUN	18: 0	1
SUN	20: 0	1
M-F	0: 0	1
M-F	5:45	2
M-F	6: 4	TOD
M-F	6: 9	TOD
M-F	9: 0	3
M-F	10: 0	3
M-F	11: 0	3
M-F	11:30	3
M-F	15: 4	4
M-F	18: 0	4
M-F	18:30	4
M-F	19: 0	4
M-F	20: 0	3
M-F	22: 0	1

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	C-223	Initial Operation Date	UNKNOWN
Controller Type	2070 LN	System Number	3223
Modification Number	9	Modification Date	08/04/04
Drawing/Project No	228034-1-52-01	FPL Grid Number	87670294306
Intersection	FEDERAL HWY. (US 1/SR 5) and NE 3 STREET (HALLANDALE)		
Municipality	HALLANDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		NB		EB		SB		WB
Initial Green(MIN)		10		6		10		6
Vehicle Ext.(GAP)		3.0		2.0		3.0		2.0
Maximum Green I		50		20		50		20
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		1.0		2.0		1.0		2.0
Phase Recall		MIN		OFF		MIN		OFF
Detector Delay				10RT				10RT
Walk		7		5		7		5
Pedestrian Clearance		11		20		11		20
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED
Green Return		1		5		2		6

Attachment

Channel/Drop 18 / 0 IP Address

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. VIDEO DETECTION.
3. MOD. 9 REFLECTS INTERSECTION REBUILD UNDER FDOT CONTRACT.

Submitted By _____ Approved By _____

D A T A B A S E T I M I N G P L A N D E T A I L

JUL 17,2007 CONTROLLER NO. 3223 SECTION NO. 33

US 1 & NE 3 ST

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS NS	EW
1	38	110	86	24
2	9	160	125	35
3	13	140	105	35
4	50	160	125	35
5	104	130	105	25
17	104	130	105	25
18	16	140	116	24
19	104	130	105	25
20	16	140	116	24
21	104	130	105	25
22	16	140	116	24
23	104	130	105	25
24	16	140	116	24

FIXED INTERVALS:

MG	10	6
FDW	11	0
YEL	4	4
AR	1	2
GRN RETURN	1,2	5,6
COMMAND	YLD	F1&2

TOD PATTERN IMPLEMENTATION TIMES FOR SECTION 33

DAY	TIME	PAT. #
SAT	0: 0	3
SAT	6:57	TOD
SAT	7: 0	3
SAT	7: 1	TOD
SAT	10: 0	3
SAT	12: 0	3
SAT	17: 0	3
SAT	18: 0	3
SAT	21: 0	3
SUN	0: 0	3
SUN	6:45	3
SUN	6:57	TOD
SUN	7: 1	TOD
SUN	12: 0	3
SUN	16: 0	3
SUN	18: 0	3
SUN	20: 0	3
M-F	0: 0	3
M-F	5:45	2
M-F	6: 4	TOD
M-F	6: 9	TOD
M-F	9: 0	3
M-F	10: 0	3
M-F	11: 0	3
M-F	11:30	3
M-F	15: 4	4
M-F	18: 0	4
M-F	18:30	4
M-F	19: 0	4
M-F	20: 0	3

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	C-395	**Initial Operation Date**	1/24/90
Controller Type	NEMA 8 PHASE	**System Number**	3395
Modification Number	5	**Modification Date**	11/23/2005
Drawing/Project No	86010	**FPL Grid Number**	87669298900
Intersection	FEDERAL HWY. (US 1/SR 5) and SE 3 STREET		
Municipality	HALLANDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2			5	6	4,7	3,8,8R
Direction	SBL	NB			NBL	SB	EB	WB
Initial Green(MIN)	5	30			5	30	6	6
Vehicle Ext.(GAP)	1.5	3.0			1.5	3.0	2.0	2.0
Maximum Green I	20	60			18	60	35	35
Maximum Green II								
Yellow Clearance	4.0	4.0			4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0			2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN			OFF	MIN	OFF	OFF
Detector Delay								
Walk		7				7	7	7
Pedestrian Clearance		25				25	32	29
Permissive	DUAL				NO			
Flash Operation	RED	YELLOW			RED	YELLOW	RED	RED
Green Return	7	1			8	2	4	6

Attachment

Channel/Drop **104 / 7** **IP Address**

NOTES:

1. HEADS 8R (WBR) OVERLAPPED WITH SBL (PHASE 1) AND WB (PHASE 8).
2. 8R OMITTED WHEN P8 ACTIVE.
3. LOCAL TIME SWITCH FOR FLASH OPERATION: 0000-0600, 7 DAYS.
4. VIDEO DETECTION.
5. MOD. 5 CLARIFIES OPERATION OF P8. NO CHANGE IN TIMING.

Submitted By _____ **Approved By** _____

DATA BASE TIMING PLAN DETAIL

JUL 17,2007 CONTROLLER NO. 3395 SECTION NO. 33

US 1 & SE 3 STREET

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS NS	EB	WB	NSL	NBL	SBL
1	1	100	64	13	13	11	0	0
2	1	100	64	13	13	11	0	0
3	1	100	64	13	13	11	0	0
4	1	100	64	13	13	11	0	0
5	1	100	64	13	13	11	0	0
17	1	100	64	13	13	11	0	0
18	1	100	64	13	13	11	0	0
19	1	100	64	13	13	11	0	0
20	1	100	64	13	13	11	0	0
21	1	100	64	13	13	11	0	0
22	1	100	64	13	13	11	0	0
23	1	100	64	13	13	11	0	0
24	1	100	64	13	13	11	0	0

FIXED INTERVALS:

	NS	EB	WB	NSL	NBL	SBL
MG	30	6	6	5	5	5
FDW	25	0	0	0	0	0
YEL	4	4	4	4	4	4
AR	2	2	2	2	2	2
GRN RETURN	1,2	4	6	7,8	8	7
COMMAND	YLD	F2	F2	F1&2	F2	F1

TOD PATTERN IMPLEMENTATION TIMES FOR SECTION 33

DAY	TIME	PAT. #
SAT	0: 0	3
SAT	6:57	TOD
SAT	7: 0	3
SAT	7: 1	TOD
SAT	10: 0	3
SAT	12: 0	3
SAT	17: 0	3
SAT	18: 0	3
SAT	21: 0	3
SUN	0: 0	3
SUN	6:45	3
SUN	6:57	TOD
SUN	7: 1	TOD
SUN	12: 0	3
SUN	16: 0	3
SUN	18: 0	3
SUN	20: 0	3
M-F	0: 0	3
M-F	5:45	2
M-F	6: 4	TOD
M-F	6: 9	TOD
M-F	9: 0	3
M-F	10: 0	3
M-F	11: 0	3
M-F	11:30	3
M-F	15: 4	4
M-F	18: 0	4
M-F	18:30	4
M-F	19: 0	4
M-F	20: 0	3

APPENDIX H:
Intersection Analyses

Intersection Capacity Analyses
2007 Existing Traffic Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
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	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.91		0.97	0.91		0.97	0.91	1.00		0.97	0.91
Frt	1.00	0.96		1.00	0.99		1.00	1.00	0.85		1.00	0.99
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	4893		3433	5010		3433	5085	1583		3433	5023
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	4893		3433	5010		3433	5085	1583		3433	5023
Volume (vph)	110	965	326	544	1023	111	348	621	389	21	210	929
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)	120	1049	354	591	1112	121	378	675	423	23	228	1010
RTOR Reduction (vph)	0	38	0	0	8	0	0	0	222	0	0	6
Lane Group Flow (vph)	120	1365	0	591	1225	0	378	675	201	0	251	1094
Turn Type	Prot			Prot			Prot		Perm	Prot	Prot	
Protected Phases	7	4		3	8		5	2		1	1	6
Permitted Phases									2			
Actuated Green, G (s)	15.8	44.0		24.0	52.2		21.6	51.5	51.5		16.5	46.4
Effective Green, g (s)	17.8	46.0		26.0	54.2		23.6	53.5	53.5		18.5	48.4
Actuated g/C Ratio	0.11	0.29		0.16	0.34		0.15	0.33	0.33		0.12	0.30
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)	197	1407		558	1697		506	1700	529		397	1519
v/s Ratio Prot	0.07	c0.29		c0.17	0.25		c0.11	0.13			0.07	0.22
v/s Ratio Perm									0.27			
v/c Ratio	0.61	0.97		1.06	0.72		0.75	0.40	0.38		0.63	0.72
Uniform Delay, d1	67.8	56.3		67.0	46.3		65.3	40.9	40.6		67.5	49.8
Progression Factor	1.00	1.00		0.65	1.19		1.00	1.00	1.00		0.97	1.16
Incremental Delay, d2	5.3	17.3		52.2	1.3		6.0	0.7	2.1		3.0	2.7
Delay (s)	73.0	73.7		95.8	56.6		71.3	41.6	42.7		68.6	60.2
Level of Service	E	E		F	E		E	D	D		E	E
Approach Delay (s)		73.6			69.3			49.5				61.8
Approach LOS		E			E			D				E

Intersection Summary

HCM Average Control Delay	64.0	HCM Level of Service	E
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	83
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	90
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

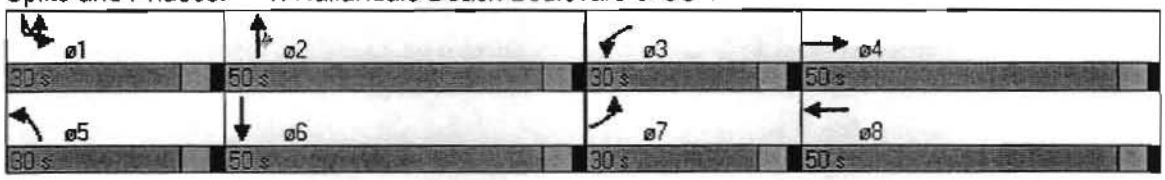
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Volume (vph)	110	965	544	1023	348	621	389	210	929
Turn Type	Prot		Prot		Prot		Perm	Prot	
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phases	7	4	3	8	5	2	2	1	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	22.0	10.0	24.0	10.0	22.0	22.0	10.0	22.0
Total Split (s)	30.0	50.0	30.0	50.0	30.0	50.0	50.0	30.0	50.0
Total Split (%)	18.8%	31.3%	18.8%	31.3%	18.8%	31.3%	31.3%	18.8%	31.3%
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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 135 (84%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 1: Hallandale Beach Boulevard & US 1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	4.0			4.0		4.0	4.0	4.0
Lane Util. Factor		0.91	1.00	1.00	0.91			1.00		0.95	0.95	1.00
Frt		1.00	0.85	1.00	1.00			0.92		1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00			0.98		0.95	0.98	1.00
Satd. Flow (prot)		5085	1583	1770	5085			1683		1681	1726	1583
Flt Permitted		1.00	1.00	0.06	1.00			0.98		0.95	0.98	1.00
Satd. Flow (perm)		5085	1583	112	5085			1683		1681	1726	1583
Volume (vph)	0	1692	33	44	1591	0	10	0	14	72	25	215
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	1967	38	51	1850	0	12	0	16	84	29	250
RTOR Reduction (vph)	0	0	0	0	0	0	0	14	0	0	0	175
Lane Group Flow (vph)	0	1967	38	51	1850	0	0	14	0	55	58	75
Turn Type			Free	pm+pt			Split			Split		Perm
Protected Phases		4		3	8		2	2		6	6	
Permitted Phases			Free	8								6
Actuated Green, G (s)		98.0	160.0	110.1	110.1			19.0		12.9	12.9	12.9
Effective Green, g (s)		100.0	160.0	112.1	112.1			21.0		14.9	14.9	14.9
Actuated g/C Ratio		0.62	1.00	0.70	0.70			0.13		0.09	0.09	0.09
Clearance Time (s)		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
Lane Grp Cap (vph)		3178	1583	162	3563			221		157	161	147
v/s Ratio Prot		c0.39		0.02	c0.36			c0.02		0.03	0.03	
v/s Ratio Perm			0.02	0.20								0.16
v/c Ratio		0.62	0.02	0.31	0.52			0.06		0.35	0.36	0.51
Uniform Delay, d1		18.3	0.0	14.3	11.3			60.9		68.0	68.1	69.1
Progression Factor		1.14	1.00	3.25	0.58			1.00		1.00	1.00	1.00
Incremental Delay, d2		0.7	0.0	0.9	0.4			0.6		1.4	1.4	3.0
Delay (s)		21.7	0.0	47.4	6.9			61.4		69.4	69.5	72.0
Level of Service		C	A	D	A			E		E	E	E
Approach Delay (s)		21.3			8.0			61.4			71.2	
Approach LOS		C			A			E			E	

Intersection Summary

HCM Average Control Delay	19.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	57.4%	ICU Level of Service	B
Analysis Period (min)	15		

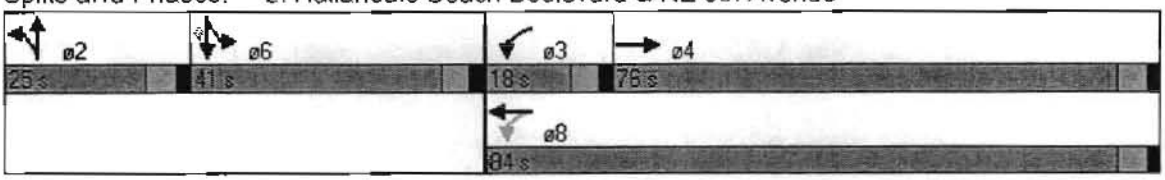
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Volume (vph)	1692	33	44	1591	0	72	25	215
Turn Type		Free	pm+pt			Split		Perm
Protected Phases	4		3	8	2	6	6	
Permitted Phases		Free	8					6
Detector Phases	4		3	8	2	6	6	6
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0		10.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	76.0	0.0	18.0	94.0	25.0	41.0	41.0	41.0
Total Split (%)	47.5%	0.0%	11.3%	58.8%	15.6%	25.6%	25.6%	25.6%
Yellow Time (s)	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
Lead/Lag	Lag		Lead					
Lead-Lag Optimize?	Yes		Yes					
Recall Mode	C-Max		None	C-Max	Max	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 124 (78%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 2: Hallandale Beach Boulevard & NE 8th Avenue



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
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		4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	0.91	1.00		0.97	0.91	1.00		0.95	1.00	
Frt		1.00	1.00	0.85		1.00	1.00	0.85		1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00		1.00	1.00	
Satd. Flow (prot)		1770	5085	1583		3433	5085	1583		1770	1583	
Flt Permitted		0.95	1.00	1.00		0.95	1.00	1.00		1.00	1.00	
Satd. Flow (perm)		1770	5085	1583		3433	5085	1583		1770	1583	
Volume (vph)	56	22	1546	5	32	11	1628	51	0	1	22	0
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)	64	25	1757	6	36	12	1850	58	0	1	25	0
RTOR Reduction (vph)	0	0	0	2	0	0	0	19	0	0	19	0
Lane Group Flow (vph)	0	89	1757	4	0	48	1850	39	0	1	6	0
Turn Type	Prot	Prot		Perm	Prot	Prot		Perm	Split		Perm	
Protected Phases	7	7	4		3	3	8		2	2		
Permitted Phases				4				8			2	
Actuated Green, G (s)		12.8	98.5	98.5		6.5	92.2	92.2		37.0	37.0	
Effective Green, g (s)		14.8	100.5	100.5		8.5	94.2	94.2		39.0	39.0	
Actuated g/C Ratio		0.09	0.63	0.63		0.05	0.59	0.59		0.24	0.24	
Clearance Time (s)		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	
Lane Grp Cap (vph)		164	3194	994		182	2994	932		431	386	
v/s Ratio Prot		c0.05	0.35			0.01	c0.36			0.00		
v/s Ratio Perm				0.00				0.04			0.02	
v/c Ratio		0.54	0.55	0.00		0.26	0.62	0.04		0.00	0.02	
Uniform Delay, d1		69.4	16.9	11.1		72.7	21.3	13.9		45.8	45.9	
Progression Factor		1.53	0.14	0.03		1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.0	0.6	0.0		0.8	1.0	0.1		0.0	0.1	
Delay (s)		108.9	2.9	0.3		73.5	22.2	14.0		45.8	46.0	
Level of Service		F	A	A		E	C	B		D	D	
Approach Delay (s)			7.9				23.2			46.0		
Approach LOS			A				C			D		

Intersection Summary

HCM Average Control Delay	16.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	49.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Volume (vph)	0	0
Peak-hour factor, PHF	0.88	0.88
Adj. Flow (vph)	0	0
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	0	0
Turn Type		
Protected Phases		
Permitted Phases		
Actuated Green, G (s)		
Effective Green, g (s)		
Actuated g/C Ratio		
Clearance Time (s)		
Vehicle Extension (s)		
Lane Grp Cap (vph)		
v/s Ratio Prot		
v/s Ratio Perm		
v/c Ratio		
Uniform Delay, d1		
Progression Factor		
Incremental Delay, d2		
Delay (s)		
Level of Service		
Approach Delay (s)	0.0	
Approach LOS	A	

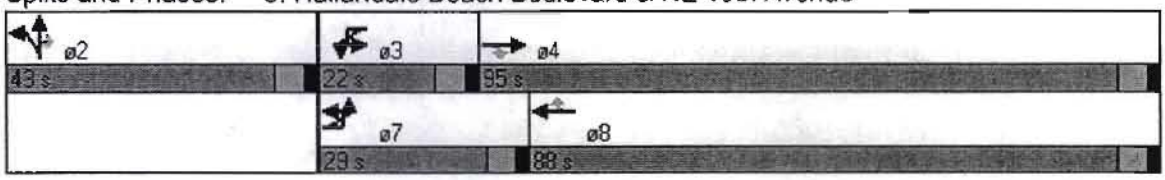
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR
Lane Configurations								
Volume (vph)	22	1546	5	11	1628	51	1	22
Turn Type	Prot		Perm	Prot		Perm		Perm
Protected Phases	7	4		3	8		2	
Permitted Phases			4			8		2
Detector Phases	7	4	4	3	8	8	2	2
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	22.0	22.0	10.0	22.0	22.0	22.0	22.0
Total Split (s)	29.0	95.0	95.0	22.0	88.0	88.0	43.0	43.0
Total Split (%)	18.1%	59.4%	59.4%	13.8%	55.0%	55.0%	26.9%	26.9%
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
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 126 (79%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 3: Hallandale Beach Boulevard & NE 10th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.93		1.00	0.97		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1724		1770	1808		1770	3535		1770	3526	
Flt Permitted	0.73	1.00		0.30	1.00		0.18	1.00		0.30	1.00	
Satd. Flow (perm)	1354	1724		560	1808		341	3535		555	3526	
Volume (vph)	52	80	79	42	33	8	52	812	7	39	1168	30
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)	58	89	88	47	37	9	58	902	8	43	1298	33
RTOR Reduction (vph)	0	24	0	0	6	0	0	0	0	0	1	0
Lane Group Flow (vph)	58	153	0	47	40	0	58	910	0	43	1330	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	18.9	18.9		18.9	18.9		130.1	130.1		130.1	130.1	
Effective Green, g (s)	20.9	20.9		20.9	20.9		131.1	131.1		131.1	131.1	
Actuated g/C Ratio	0.13	0.13		0.13	0.13		0.82	0.82		0.82	0.82	
Clearance Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	177	225		73	236		279	2896		455	2889	
v/s Ratio Prot		c0.10			0.03			0.26			c0.38	
v/s Ratio Perm	0.04			0.08			0.17			0.08		
v/c Ratio	0.33	0.68		0.64	0.17		0.21	0.31		0.09	0.46	
Uniform Delay, d1	63.2	66.3		66.0	61.8		3.1	3.5		2.8	4.2	
Progression Factor	1.00	1.00		1.00	1.00		0.71	0.84		1.00	1.00	
Incremental Delay, d2	1.1	7.9		17.8	0.3		1.5	0.3		0.4	0.5	
Delay (s)	64.3	74.2		83.8	62.2		3.8	3.2		3.2	4.7	
Level of Service	E	E		F	E		A	A		A	A	
Approach Delay (s)		71.8			73.1			3.3			4.7	
Approach LOS		E			E			A			A	

Intersection Summary

HCM Average Control Delay	12.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		

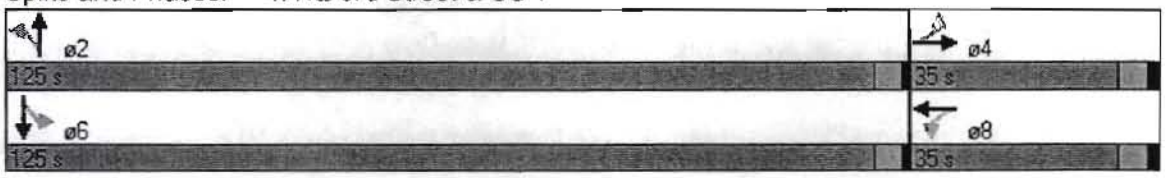
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	52	80	42	33	52	812	39	1168
Turn Type	Perm		Perm		Perm		Perm	
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phases	4	4	8	8	2	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	21.0	21.0	21.0	21.0
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%
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	1.0	1.0	1.0	1.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 9 (6%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: NE 3rd Street & US 1



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	25	4	885	31	0	1774
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	28	5	1006	35	0	2016
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage veh)	1					
Upstream signal (ft)			701			719
pX, platoon unblocked	0.82					
vC, conflicting volume	1695	353			1041	
vC1, stage 1 conf vol	1023					
vC2, stage 2 conf vol	672					
vCu, unblocked vol	1407	353			1041	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	88	99			100	
cM capacity (veh/h)	234	643			664	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	28	5	402	402	236	672	672	672
Volume Left	28	0	0	0	0	0	0	0
Volume Right	0	5	0	0	35	0	0	0
cSH	234	643	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.12	0.01	0.24	0.24	0.14	0.40	0.40	0.40
Queue Length 95th (ft)	10	1	0	0	0	0	0	0
Control Delay (s)	22.5	10.6	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	B						
Approach Delay (s)	20.8		0.0			0.0		
Approach LOS	C							

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		0.95		0.95	0.95	1.00	1.00	0.91	1.00	0.97	0.91	
Frt		0.90		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.98		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		3142		1681	1770	1583	1770	5085	1583	3433	5080	
Flt Permitted		0.98		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		3142		1681	1770	1583	1770	5085	1583	3433	5080	
Volume (vph)	133	14	282	4	1	5	65	1307	12	12	1766	13
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	158	17	336	5	1	6	77	1556	14	14	2102	15
RTOR Reduction (vph)	0	172	0	0	0	5	0	0	5	0	1	0
Lane Group Flow (vph)	0	339	0	5	1	1	77	1556	9	14	2116	0
Turn Type	Split			Split		pt+ov	Prot		Perm	Prot		
Protected Phases	4	4		8	8	8 1	5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		7.0		2.6	2.6	10.8	6.0	64.2	64.2	2.2	60.4	
Effective Green, g (s)		9.0		4.6	4.6	12.8	8.0	66.2	66.2	4.2	62.4	
Actuated g/C Ratio		0.09		0.05	0.05	0.13	0.08	0.66	0.66	0.04	0.62	
Clearance Time (s)		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	
Lane Grp Cap (vph)		283		77	81	203	142	3366	1048	144	3170	
v/s Ratio Prot		c0.16		c0.00	0.00	0.00	c0.04	c0.31		0.00	c0.42	
v/s Ratio Perm									0.01			
v/c Ratio		1.20		0.06	0.01	0.00	0.54	0.46	0.01	0.10	0.67	
Uniform Delay, d1		45.5		45.6	45.5	38.0	44.2	8.2	5.7	46.1	12.1	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		118.1		0.4	0.1	0.0	4.2	0.5	0.0	0.3	1.1	
Delay (s)		163.6		46.0	45.6	38.0	48.4	8.7	5.8	46.4	13.2	
Level of Service		F		D	D	D	D	A	A	D	B	
Approach Delay (s)		163.6			42.0			10.5			13.5	
Approach LOS		F			D			B			B	

Intersection Summary

HCM Average Control Delay	30.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	64.8%	ICU Level of Service	C
Analysis Period (min)	15		

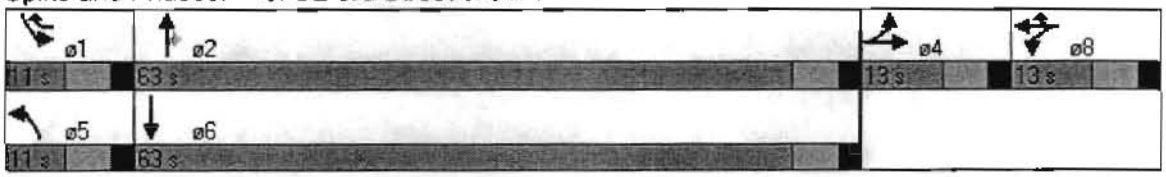
c Critical Lane Group

Lane Group	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Volume (vph)	14	4	1	5	65	1307	12	12	1766
Turn Type		Split		pt+ov	Prot		Perm	Prot	
Protected Phases	4	8	8	8 1	5	2		1	6
Permitted Phases							2		
Detector Phases	4	8	8	8 1	5	2	2	1	6
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0		10.0	22.0	22.0	10.0	22.0
Total Split (s)	13.0	13.0	13.0	24.0	11.0	63.0	63.0	11.0	63.0
Total Split (%)	13.0%	13.0%	13.0%	24.0%	11.0%	63.0%	63.0%	11.0%	63.0%
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
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None		None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 44 (44%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 6: SE 3rd Street & US 1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
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	4.0			4.0	4.0	4.0		4.0
Lane Util. Factor	1.00	0.91		0.97	0.91			0.97	0.91	1.00		0.97
Frt	1.00	0.97		1.00	0.98			1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00	1.00		0.95
Satd. Flow (prot)	1770	4909		3433	4982			3433	5085	1583		3433
Flt Permitted	0.95	1.00		0.95	1.00			0.95	1.00	1.00		0.95
Satd. Flow (perm)	1770	4909		3433	4982			3433	5085	1583		3433
Volume (vph)	185	1040	313	614	1355	212	19	603	1391	658	35	254
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)	193	1083	326	640	1411	221	20	628	1449	685	36	265
RTOR Reduction (vph)	0	34	0	0	13	0	0	0	0	219	0	0
Lane Group Flow (vph)	193	1375	0	640	1619	0	0	648	1449	466	0	301
Turn Type	Prot			Prot			Prot	Prot		Perm	Prot	Prot
Protected Phases	7	4		3	8		5	5	2		1	1
Permitted Phases										2		
Actuated Green, G (s)	20.9	44.0		24.0	47.1			24.0	49.0	49.0		19.0
Effective Green, g (s)	22.9	46.0		26.0	49.1			26.0	51.0	51.0		21.0
Actuated g/C Ratio	0.14	0.29		0.16	0.31			0.16	0.32	0.32		0.13
Clearance Time (s)	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
Lane Grp Cap (vph)	253	1411		558	1529			558	1621	505		451
v/s Ratio Prot	0.11	0.28		c0.19	c0.32			c0.19	0.28			0.09
v/s Ratio Perm										c0.29		
v/c Ratio	0.76	0.97		1.15	1.06			1.16	0.89	0.92		0.67
Uniform Delay, d1	65.9	56.4		67.0	55.5			67.0	51.9	52.6		66.2
Progression Factor	1.00	1.00		1.16	0.65			1.00	1.00	1.00		1.06
Incremental Delay, d2	12.8	18.0		79.9	36.6			91.1	8.0	24.9		3.4
Delay (s)	78.7	74.4		157.8	72.4			158.1	59.9	77.5		73.7
Level of Service	E	E		F	E			F	E	E		E
Approach Delay (s)		74.9			96.5				87.1			
Approach LOS		E			F				F			

Intersection Summary

HCM Average Control Delay	82.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	97.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑	
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	
Lane Util. Factor	0.91	
Frt	0.99	
Flt Protected	1.00	
Satd. Flow (prot)	5019	
Flt Permitted	1.00	
Satd. Flow (perm)	5019	
Volume (vph)	1023	98
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1066	102
RTOR Reduction (vph)	7	0
Lane Group Flow (vph)	1161	0
Turn Type		
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	44.0	
Effective Green, g (s)	46.0	
Actuated g/C Ratio	0.29	
Clearance Time (s)	6.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	1443	
v/s Ratio Prot	0.23	
v/s Ratio Perm		
v/c Ratio	0.80	
Uniform Delay, d1	52.8	
Progression Factor	0.92	
Incremental Delay, d2	4.4	
Delay (s)	53.2	
Level of Service	D	
Approach Delay (s)	57.4	
Approach LOS	E	

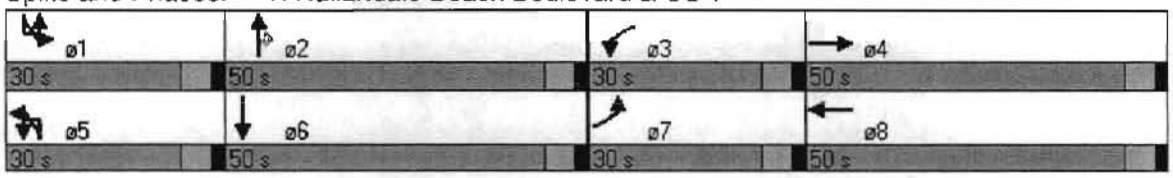
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Volume (vph)	185	1040	614	1355	603	1391	658	254	1023
Turn Type	Prot		Prot		Prot		Perm	Prot	
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phases	7	4	3	8	5	2	2	1	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	22.0	10.0	24.0	10.0	22.0	22.0	10.0	22.0
Total Split (s)	30.0	50.0	30.0	50.0	30.0	50.0	50.0	30.0	50.0
Total Split (%)	18.8%	31.3%	18.8%	31.3%	18.8%	31.3%	31.3%	18.8%	31.3%
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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 8 (5%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 1: Hallandale Beach Boulevard & US 1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	4.0			4.0		4.0	4.0	4.0
Lane Util. Factor		0.91	1.00	1.00	0.91			1.00		0.95	0.95	1.00
Frt		1.00	0.85	1.00	1.00			0.93		1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00			0.98		0.95	0.96	1.00
Satd. Flow (prot)		5085	1583	1770	5085			1695		1681	1701	1583
Flt Permitted		1.00	1.00	0.05	1.00			0.98		0.95	0.96	1.00
Satd. Flow (perm)		5085	1583	93	5085			1695		1681	1701	1583
Volume (vph)	0	2040	30	41	2296	0	30	0	30	77	9	168
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	2125	31	43	2392	0	31	0	31	80	9	175
RTOR Reduction (vph)	0	0	0	0	0	0	0	23	0	0	0	142
Lane Group Flow (vph)	0	2125	31	43	2392	0	0	39	0	43	46	33
Turn Type			Free	pm+pt			Split			Split		Perm
Protected Phases		4		3	8		2	2		6	6	
Permitted Phases			Free	8								6
Actuated Green, G (s)		101.7	160.0	113.0	113.0			19.0		10.0	10.0	10.0
Effective Green, g (s)		103.7	160.0	115.0	115.0			21.0		12.0	12.0	12.0
Actuated g/C Ratio		0.65	1.00	0.72	0.72			0.13		0.08	0.08	0.08
Clearance Time (s)		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
Lane Grp Cap (vph)		3296	1583	143	3655			222		126	128	119
v/s Ratio Prot		0.42		0.01	c0.47			c0.02		0.03	c0.03	
v/s Ratio Perm			0.02	0.20								0.02
v/c Ratio		0.64	0.02	0.30	0.65			0.18		0.34	0.36	0.27
Uniform Delay, d1		17.0	0.0	14.5	11.9			61.8		70.2	70.3	69.9
Progression Factor		1.15	1.00	1.76	0.42			1.00		1.00	1.00	1.00
Incremental Delay, d2		0.5	0.0	0.7	0.5			1.7		1.6	1.7	1.2
Delay (s)		20.1	0.0	26.1	5.5			63.6		71.9	72.1	71.1
Level of Service		C	A	C	A			E		E	E	E
Approach Delay (s)		19.8			5.8			63.6			71.4	
Approach LOS		B			A			E			E	

Intersection Summary

HCM Average Control Delay	16.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	68.3%	ICU Level of Service	C
Analysis Period (min)	15		

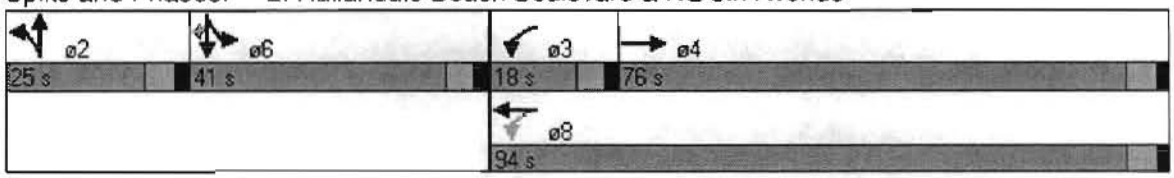
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Volume (vph)	2040	30	41	2296	0	77	9	168
Turn Type		Free	pm+pt			Split		Perm
Protected Phases	4		3	8	2	6	6	
Permitted Phases		Free	8					6
Detector Phases	4		3	8	2	6	6	6
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0		10.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	76.0	0.0	18.0	94.0	25.0	41.0	41.0	41.0
Total Split (%)	47.5%	0.0%	11.3%	58.8%	15.6%	25.6%	25.6%	25.6%
Yellow Time (s)	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
Lead/Lag	Lag		Lead					
Lead-Lag Optimize?	Yes		Yes					
Recall Mode	C-Max		None	C-Max	Max	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 64 (40%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 2: Hallandale Beach Boulevard & NE 8th Avenue



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
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		4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	0.91	1.00		0.97	0.91	1.00	0.95	0.95	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	1583		3433	5085	1583	1681	1770	1583	
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	1583		3433	5085	1583	1681	1770	1583	
Volume (vph)	67	43	1826	43	32	23	2087	74	251	373	337	0
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	72	46	1963	46	34	25	2244	80	270	401	362	0
RTOR Reduction (vph)	0	0	0	14	0	0	0	20	0	0	97	0
Lane Group Flow (vph)	0	118	1963	32	0	59	2244	60	270	401	265	0
Turn Type	Prot	Prot		Perm	Prot	Prot		Perm	Split		Perm	
Protected Phases	7	7	4		3	3	8		2	2		
Permitted Phases				4				8			2	
Actuated Green, G (s)		15.9	98.1	98.1		6.9	89.1	89.1	37.0	37.0	37.0	
Effective Green, g (s)		17.9	100.1	100.1		8.9	91.1	91.1	39.0	39.0	39.0	
Actuated g/C Ratio		0.11	0.63	0.63		0.06	0.57	0.57	0.24	0.24	0.24	
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)		198	3181	990		191	2895	901	410	431	386	
v/s Ratio Prot		c0.07	0.39			0.02	c0.44		0.16	c0.23		
v/s Ratio Perm				0.02				0.04			0.17	
v/c Ratio		0.60	0.62	0.03		0.31	0.78	0.07	0.66	0.93	0.69	
Uniform Delay, d1		67.6	18.3	11.4		72.6	26.6	15.4	54.5	59.2	55.0	
Progression Factor		1.22	0.90	1.30		1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		3.7	0.7	0.0		0.9	2.1	0.1	8.0	29.0	9.6	
Delay (s)		86.5	17.2	14.9		73.5	28.7	15.6	62.5	88.2	64.5	
Level of Service		F	B	B		E	C	B	E	F	E	
Approach Delay (s)			21.0				29.3			73.2		
Approach LOS			C				C			E		

Intersection Summary

HCM Average Control Delay	34.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	76.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Volume (vph)	0	0
Peak-hour factor, PHF	0.93	0.93
Adj. Flow (vph)	0	0
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	0	0
Turn Type		
Protected Phases		
Permitted Phases		
Actuated Green, G (s)		
Effective Green, g (s)		
Actuated g/C Ratio		
Clearance Time (s)		
Vehicle Extension (s)		
Lane Grp Cap (vph)		
v/s Ratio Prot		
v/s Ratio Perm		
v/c Ratio		
Uniform Delay, d1		
Progression Factor		
Incremental Delay, d2		
Delay (s)		
Level of Service		
Approach Delay (s)	0.0	
Approach LOS	A	

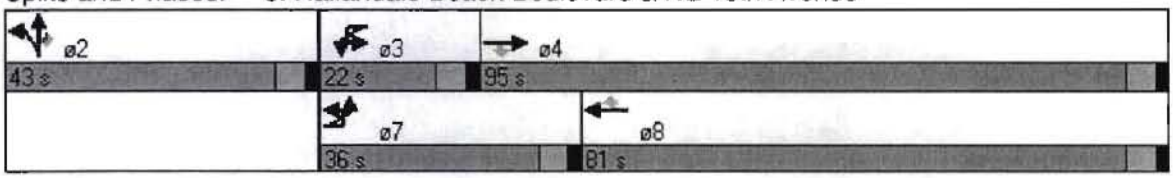
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Lane Configurations									
Volume (vph)	43	1826	43	23	2087	74	251	373	337
Turn Type	Prot		Perm	Prot		Perm	Split		Perm
Protected Phases	7	4		3	8		2	2	
Permitted Phases			4			8			2
Detector Phases	7	4	4	3	8	8	2	2	2
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	22.0	22.0	10.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	36.0	95.0	95.0	22.0	81.0	81.0	43.0	43.0	43.0
Total Split (%)	22.5%	59.4%	59.4%	13.8%	50.6%	50.6%	26.9%	26.9%	26.9%
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
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes			
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 52 (33%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 3: Hallandale Beach Boulevard & NE 10th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.92		1.00	0.98		1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1714		1770	1817		1770	3529		1770	3517	
Flt Permitted	0.57	1.00		0.42	1.00		0.18	1.00		0.13	1.00	
Satd. Flow (perm)	1069	1714		781	1817		336	3529		249	3517	
Volume (vph)	55	48	55	32	61	12	110	1454	27	46	1199	52
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)	60	53	60	35	67	13	121	1598	30	51	1318	57
RTOR Reduction (vph)	0	29	0	0	5	0	0	0	0	0	1	0
Lane Group Flow (vph)	60	84	0	35	75	0	121	1628	0	51	1374	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	12.8	12.8		12.8	12.8		136.2	136.2		136.2	136.2	
Effective Green, g (s)	14.8	14.8		14.8	14.8		137.2	137.2		137.2	137.2	
Actuated g/C Ratio	0.09	0.09		0.09	0.09		0.86	0.86		0.86	0.86	
Clearance Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	99	159		72	168		288	3026		214	3016	
v/s Ratio Prot		0.05			0.04			c0.46			0.39	
v/s Ratio Perm	c0.06			0.04			0.36			0.20		
v/c Ratio	0.61	0.53		0.49	0.45		0.42	0.54		0.24	0.46	
Uniform Delay, d1	69.8	69.3		69.0	68.7		2.5	3.0		2.0	2.7	
Progression Factor	1.00	1.00		1.00	1.00		1.81	1.66		1.00	1.00	
Incremental Delay, d2	10.1	3.1		5.1	1.9		1.9	0.3		2.6	0.5	
Delay (s)	79.9	72.4		74.1	70.6		6.5	5.3		4.7	3.2	
Level of Service	E	E		E	E		A	A		A	A	
Approach Delay (s)		75.0			71.7			5.4			3.2	
Approach LOS		E			E			A			A	

Intersection Summary

HCM Average Control Delay	10.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	64.1%	ICU Level of Service	C
Analysis Period (min)	15		

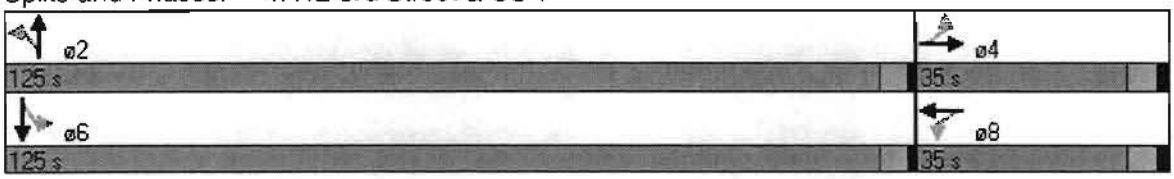
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	55	48	32	61	110	1454	46	1199
Turn Type	Perm		Perm		Perm		Perm	
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phases	4	4	8	8	2	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	21.0	21.0	21.0	21.0
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%
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	1.0	1.0	1.0	1.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 4: NE 3rd Street & US 1



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	30	9	1473	34	0	1965
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	33	10	1601	37	0	2136
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage veh)	1					
Upstream signal (ft)			701			719
pX, platoon unblocked						
vC, conflicting volume	2332	552			1638	
vC1, stage 1 conf vol	1620					
vC2, stage 2 conf vol	712					
vCu, unblocked vol	2332	552			1638	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	71	98			100	
cM capacity (veh/h)	111	477			392	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	33	10	640	640	357	712	712	712
Volume Left	33	0	0	0	0	0	0	0
Volume Right	0	10	0	0	37	0	0	0
cSH	111	477	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.29	0.02	0.38	0.38	0.21	0.42	0.42	0.42
Queue Length (ft)	28	2	0	0	0	0	0	0
Control Delay (s)	50.3	12.7	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	B						
Approach Delay (s)	41.6		0.0			0.0		
Approach LOS	E							

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	48.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
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	4.0	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor		0.95		0.95	0.95	1.00	1.00	0.91	1.00		0.97	0.91
Frt		0.93		1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00
Flt Protected		0.98		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)		3206		1681	1770	1583	1770	5085	1583		3433	5078
Flt Permitted		0.98		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)		3206		1681	1770	1583	1770	5085	1583		3433	5078
Volume (vph)	165	18	173	109	249	230	94	2254	13	21	32	1817
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.92	0.84	0.84
Adj. Flow (vph)	196	21	206	130	296	274	112	2683	15	23	38	2163
RTOR Reduction (vph)	0	92	0	0	0	6	0	0	6	0	0	1
Lane Group Flow (vph)	0	331	0	130	296	268	112	2683	9	0	61	2183
Turn Type	Split			Split		pt+ov	Prot		Perm	Prot	Prot	
Protected Phases	4	4		8	8	8 1!	5	2		1!	1	6
Permitted Phases									2			
Actuated Green, G (s)		7.0		7.0	7.0	18.0	5.0	57.0	57.0		5.0	57.0
Effective Green, g (s)		9.0		9.0	9.0	20.0	7.0	59.0	59.0		7.0	59.0
Actuated g/C Ratio		0.09		0.09	0.09	0.20	0.07	0.59	0.59		0.07	0.59
Clearance Time (s)		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
Lane Grp Cap (vph)		289		151	159	317	124	3000	934		240	2996
v/s Ratio Prot		c0.13		0.08	c0.17	c0.17	0.06	c0.53			0.02	0.43
v/s Ratio Perm									0.01			
v/c Ratio		1.15		0.86	1.86	0.84	0.90	0.89	0.01		0.25	0.73
Uniform Delay, d1		45.5		44.9	45.5	38.5	46.2	17.8	8.5		44.0	14.7
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2		98.2		36.3	410.8	18.2	51.9	4.6	0.0		0.6	1.6
Delay (s)		143.7		81.1	456.3	56.7	98.1	22.4	8.5		44.6	16.3
Level of Service		F		F	F	E	F	C	A		D	B
Approach Delay (s)		143.7			230.2			25.4				17.1
Approach LOS		F			F			C				B

Intersection Summary

HCM Average Control Delay	53.7	HCM Level of Service	D
HCM Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	85.3%	ICU Level of Service	E
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

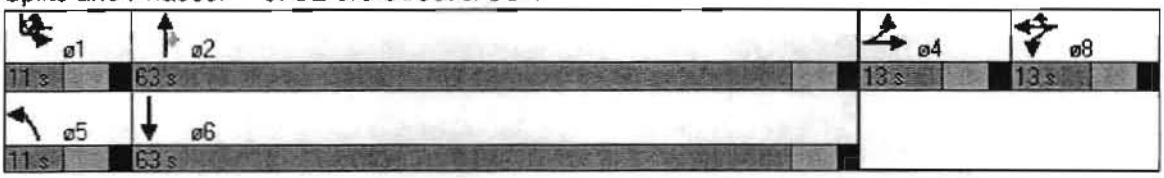
Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	18
Peak-hour factor, PHF	0.84
Adj. Flow (vph)	21
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Volume (vph)	18	109	249	230	94	2254	13	32	1817
Turn Type		Split		pt+ov	Prot		Perm	Prot	
Protected Phases	4	8	8	8 1!	5	2		1	6
Permitted Phases							2		
Detector Phases	4	8	8	8 1	5	2	2	1	6
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0		10.0	22.0	22.0	10.0	22.0
Total Split (s)	13.0	13.0	13.0	24.0	11.0	63.0	63.0	11.0	63.0
Total Split (%)	13.0%	13.0%	13.0%	24.0%	11.0%	63.0%	63.0%	11.0%	63.0%
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
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None		None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 44 (44%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
! Phase conflict between lane groups.

Splits and Phases: 6: SE 3rd Street & US 1



Intersection Capacity Analyses 2009 Future Background Traffic Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
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	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.91		0.97	0.91		0.97	0.91	1.00		0.97	0.91
Frt	1.00	0.96		1.00	0.98		1.00	1.00	0.85		1.00	0.99
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	4859		3433	4986		3433	5085	1583		3433	5027
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	4859		3433	4986		3433	5085	1583		3433	5027
Volume (vph)	112	1074	452	640	1130	168	355	649	452	21	259	1026
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)	122	1167	491	696	1228	183	386	705	491	23	282	1115
RTOR Reduction (vph)	0	47	0	0	12	0	0	0	205	0	0	6
Lane Group Flow (vph)	122	1611	0	696	1399	0	386	705	286	0	305	1201
Turn Type	Prot			Prot			Prot		Perm	Prot	Prot	
Protected Phases	7	4		3	8		5	2		1	1	6
Permitted Phases									2			
Actuated Green, G (s)	13.8	53.0		28.0	67.2		17.0	39.2	39.2		15.8	38.0
Effective Green, g (s)	15.8	55.0		30.0	69.2		19.0	41.2	41.2		17.8	40.0
Actuated g/C Ratio	0.10	0.34		0.19	0.43		0.12	0.26	0.26		0.11	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	1670		644	2156		408	1309	408		382	1257
v/s Ratio Prot	0.07	c0.34		c0.20	0.28		c0.11	0.14			0.09	0.24
v/s Ratio Perm									0.31			
v/c Ratio	0.70	0.96		1.08	0.65		0.95	0.54	0.70		0.80	0.96
Uniform Delay, d1	69.8	51.5		65.0	35.8		70.0	51.2	53.8		69.4	59.1
Progression Factor	1.00	1.00		1.07	0.96		1.19	1.02	1.04		0.99	0.92
Incremental Delay, d2	11.4	14.4		55.2	0.5		29.7	1.5	9.2		9.9	15.3
Delay (s)	81.2	66.0		124.5	35.0		113.2	53.8	65.2		78.3	70.0
Level of Service	F	E		F	D		F	D	E		E	E
Approach Delay (s)		67.0			64.6			71.8				71.7
Approach LOS		E			E			E				E

Intersection Summary

HCM Average Control Delay	68.4	HCM Level of Service	E
HCM Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	94.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

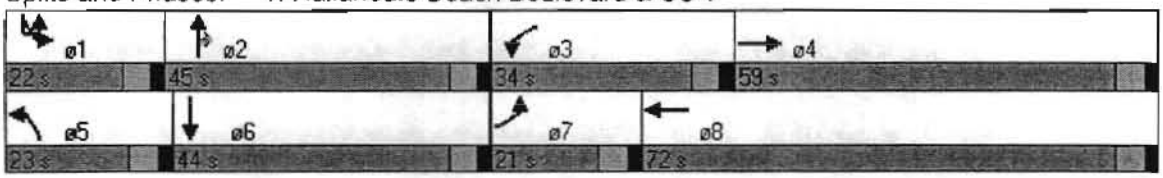
Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	85
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	92
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Volume (vph)	112	1074	640	1130	355	649	452	259	1026
Turn Type	Prot		Prot		Prot		Perm	Prot	
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phases	7	4	3	8	5	2	2	1	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	22.0	10.0	24.0	10.0	22.0	22.0	10.0	22.0
Total Split (s)	21.0	59.0	34.0	72.0	23.0	45.0	45.0	22.0	44.0
Total Split (%)	13.1%	36.9%	21.3%	45.0%	14.4%	28.1%	28.1%	13.8%	27.5%
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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 59 (37%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 1: Hallandale Beach Boulevard & US 1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	4.0			4.0			4.0	4.0
Lane Util. Factor		0.91	1.00	1.00	0.91			1.00			1.00	1.00
Frt		1.00	0.85	1.00	1.00			0.92			1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00			0.98			0.96	1.00
Satd. Flow (prot)		5084	1583	1770	5075			1677			1797	1583
Flt Permitted		0.89	1.00	0.04	1.00			0.91			0.80	1.00
Satd. Flow (perm)		4541	1583	75	5075			1558			1495	1583
Volume (vph)	11	1906	39	62	1953	26	11	0	17	36	13	109
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	13	2216	45	72	2271	30	13	0	20	42	15	127
RTOR Reduction (vph)	0	0	13	0	1	0	0	15	0	0	0	9
Lane Group Flow (vph)	0	2229	32	72	2300	0	0	18	0	0	57	118
Turn Type	Perm		Perm	pm+pt			Perm			Perm		Perm
Protected Phases		4		3	8			2			6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		93.4	93.4	108.0	108.0			40.0			40.0	40.0
Effective Green, g (s)		95.4	95.4	110.0	110.0			42.0			42.0	42.0
Actuated g/C Ratio		0.60	0.60	0.69	0.69			0.26			0.26	0.26
Clearance Time (s)		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
Lane Grp Cap (vph)		2708	944	164	3489			409			392	416
v/s Ratio Prot				0.03	c0.45							
v/s Ratio Perm		c0.49	0.03	0.27				0.02			0.04	0.08
v/c Ratio		0.82	0.03	0.44	0.66			0.04			0.15	0.28
Uniform Delay, d1		25.6	13.3	24.3	14.3			44.0			45.2	47.0
Progression Factor		0.68	0.93	1.94	0.66			1.00			1.00	1.00
Incremental Delay, d2		1.9	0.0	1.3	0.7			0.2			0.2	0.4
Delay (s)		19.3	12.4	48.3	10.1			44.2			45.4	47.4
Level of Service		B	B	D	B			D			D	D
Approach Delay (s)		19.1			11.3			44.2			46.8	
Approach LOS		B			B			D			D	

Intersection Summary

HCM Average Control Delay	16.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		

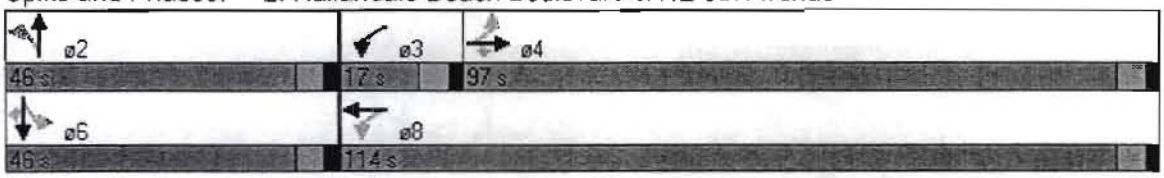
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	11	1906	39	62	1953	11	0	36	13	109
Turn Type	Perm		Perm	pm+pt		Perm		Perm		Perm
Protected Phases		4		3	8		2		6	
Permitted Phases	4		4	8		2		6		6
Detector Phases	4	4	4	3	8	2	2	6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	10.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	97.0	97.0	97.0	17.0	114.0	46.0	46.0	46.0	46.0	46.0
Total Split (%)	60.6%	60.6%	60.6%	10.6%	71.3%	28.8%	28.8%	28.8%	28.8%	28.8%
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
Lead/Lag	Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	Max	Max	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 116 (73%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 2: Hallandale Beach Boulevard & NE 8th Avenue



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
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		4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	0.91	1.00		0.97	0.91	1.00	0.95	0.95	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	0.96	1.00	
Satd. Flow (prot)		1770	5085	1583		3433	5085	1583	1681	1695	1583	
Flt Permitted		0.95	1.00	1.00		0.95	1.00	1.00	0.95	0.96	1.00	
Satd. Flow (perm)		1770	5085	1583		3433	5085	1583	1681	1695	1583	
Volume (vph)	57	11	1691	40	33	37	1892	26	13	1	30	36
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)	65	12	1922	45	38	42	2150	30	15	1	34	41
RTOR Reduction (vph)	0	0	0	14	0	0	0	8	0	0	30	0
Lane Group Flow (vph)	0	77	1922	31	0	80	2150	22	8	8	4	0
Turn Type	Prot	Prot		Perm	Prot	Prot		Perm	Split		Perm	Split
Protected Phases	7	7	4		3	3	8		2	2		6
Permitted Phases				4				8			2	
Actuated Green, G (s)		11.8	93.9	93.9		8.7	90.8	90.8	19.0	19.0	19.0	
Effective Green, g (s)		13.8	95.9	95.9		10.7	92.8	92.8	21.0	21.0	21.0	
Actuated g/C Ratio		0.09	0.60	0.60		0.07	0.58	0.58	0.13	0.13	0.13	
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)		153	3048	949		230	2949	918	221	222	208	
v/s Ratio Prot		c0.04	c0.38			0.02	c0.42		0.00	0.00		
v/s Ratio Perm				0.03				0.02			0.02	
v/c Ratio		0.50	0.63	0.03		0.35	0.73	0.02	0.04	0.04	0.02	
Uniform Delay, d1		69.8	20.6	13.1		71.3	24.5	14.3	60.7	60.7	60.5	
Progression Factor		1.42	0.08	0.01		1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.5	0.6	0.0		0.9	1.6	0.0	0.3	0.3	0.2	
Delay (s)		100.6	2.1	0.2		72.2	26.1	14.4	61.0	61.0	60.7	
Level of Service		F	A	A		E	C	B	E	E	E	
Approach Delay (s)			5.8				27.6			60.8		
Approach LOS			A				C			E		

Intersection Summary

HCM Average Control Delay	19.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	⇕	
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	
Lane Util. Factor	1.00	
Frt	0.90	
Flt Protected	0.99	
Satd. Flow (prot)	1650	
Flt Permitted	0.99	
Satd. Flow (perm)	1650	
Volume (vph)	0	122
Peak-hour factor, PHF	0.88	0.88
Adj. Flow (vph)	0	139
RTOR Reduction (vph)	81	0
Lane Group Flow (vph)	99	0
Turn Type		
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	14.4	
Effective Green, g (s)	16.4	
Actuated g/C Ratio	0.10	
Clearance Time (s)	6.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	169	
v/s Ratio Prot	c0.11	
v/s Ratio Perm		
v/c Ratio	0.59	
Uniform Delay, d1	68.6	
Progression Factor	1.00	
Incremental Delay, d2	5.1	
Delay (s)	73.7	
Level of Service	E	
Approach Delay (s)	73.7	
Approach LOS	E	

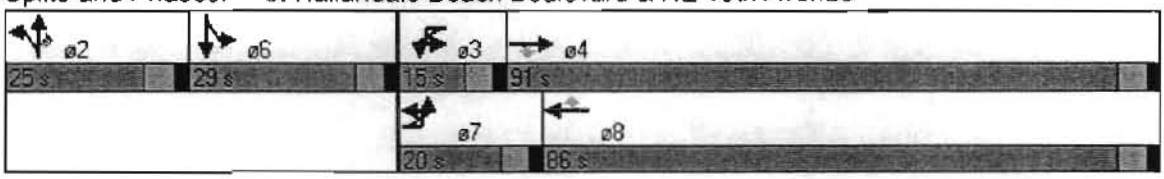
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT
Lane Configurations										
Volume (vph)	11	1691	40	37	1892	26	13	1	30	0
Turn Type	Prot		Perm	Prot		Perm	Split		Perm	
Protected Phases	7	4		3	8		2	2		6
Permitted Phases			4			8			2	
Detector Phases	7	4	4	3	8	8	2	2	2	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	22.0	22.0	10.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	20.0	91.0	91.0	15.0	86.0	86.0	25.0	25.0	25.0	29.0
Total Split (%)	12.5%	56.9%	56.9%	9.4%	53.8%	53.8%	15.6%	15.6%	15.6%	18.1%
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
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 142 (89%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 3: Hallandale Beach Boulevard & NE 10th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.93		1.00	0.97		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1723		1770	1814		1770	3535		1770	3524	
Flt Permitted	0.72	1.00		0.25	1.00		0.15	1.00		0.26	1.00	
Satd. Flow (perm)	1341	1723		465	1814		284	3535		491	3524	
Volume (vph)	67	91	91	43	39	8	59	905	7	40	1287	39
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)	74	101	101	48	43	9	66	1006	8	44	1430	43
RTOR Reduction (vph)	0	28	0	0	6	0	0	0	0	0	1	0
Lane Group Flow (vph)	74	174	0	48	46	0	66	1014	0	44	1472	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	20.2	20.2		20.2	20.2		128.8	128.8		128.8	128.8	
Effective Green, g (s)	22.2	22.2		22.2	22.2		129.8	129.8		129.8	129.8	
Actuated g/C Ratio	0.14	0.14		0.14	0.14		0.81	0.81		0.81	0.81	
Clearance Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	186	239		65	252		230	2868		398	2859	
v/s Ratio Prot		c0.12			0.03			0.29			c0.42	
v/s Ratio Perm	0.06			0.10			0.23			0.09		
v/c Ratio	0.40	0.73		0.74	0.18		0.29	0.35		0.11	0.51	
Uniform Delay, d1	62.8	66.0		66.1	60.9		3.7	4.0		3.1	4.9	
Progression Factor	1.00	1.00		1.00	1.00		2.06	1.13		1.00	1.00	
Incremental Delay, d2	1.4	10.6		35.1	0.4		2.6	0.3		0.6	0.7	
Delay (s)	64.2	76.7		101.2	61.2		10.3	4.8		3.7	5.6	
Level of Service	E	E		F	E		B	A		A	A	
Approach Delay (s)		73.3			80.4			5.1			5.5	
Approach LOS		E			F			A			A	

Intersection Summary

HCM Average Control Delay	14.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)	15		

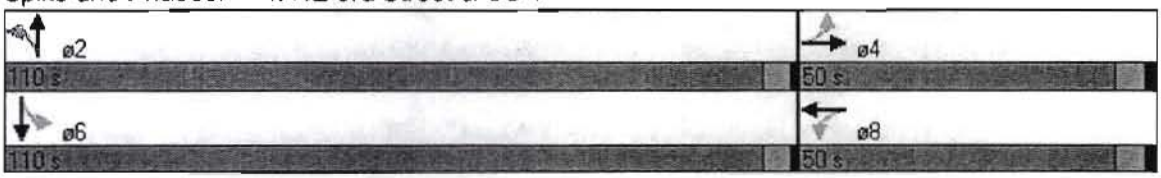
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	67	91	43	39	59	905	40	1287
Turn Type	Perm		Perm		Perm		Perm	
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phases	4	4	8	8	2	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	21.0	21.0	21.0	21.0
Total Split (s)	50.0	50.0	50.0	50.0	110.0	110.0	110.0	110.0
Total Split (%)	31.3%	31.3%	31.3%	31.3%	68.8%	68.8%	68.8%	68.8%
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	1.0	1.0	1.0	1.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 24 (15%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: NE 3rd Street & US 1



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	6	975	35	0	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	7	1108	40	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage veh)	1					
Upstream signal (ft)			701			719
pX, platoon unblocked	0.88	0.88			0.88	
vC, conflicting volume	1128	389			1148	
vC1, stage 1 conf vol	1128					
vC2, stage 2 conf vol	0					
vCu, unblocked vol	882	47			905	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			100	
cM capacity (veh/h)	289	895			661	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3
Volume Total	7	443	443	261
Volume Left	0	0	0	0
Volume Right	7	0	0	40
cSH	895	1700	1700	1700
Volume to Capacity	0.01	0.26	0.26	0.15
Queue Length 95th (ft)	1	0	0	0
Control Delay (s)	9.1	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	9.1	0.0		
Approach LOS	A			

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	29.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Frt	1.00	0.86		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1611		3433	1863	1583	1770	5085	1583	3433	5085	1583
Flt Permitted	0.54	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1012	1611		3433	1863	1583	1770	5085	1583	3433	5085	1583
Volume (vph)	136	31	288	48	2	19	66	1435	22	62	2052	13
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	162	37	343	57	2	23	79	1708	26	74	2443	15
RTOR Reduction (vph)	0	89	0	0	0	20	0	0	10	0	0	4
Lane Group Flow (vph)	162	291	0	57	2	3	79	1708	16	74	2443	11
Turn Type	pm+pt			Prot		pm+ov	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8	1!	5	2		1	6	
Permitted Phases	4					8			2			6
Actuated Green, G (s)	49.4	36.6		6.8	8.2	14.9	9.1	85.9	85.9	6.7	83.5	83.5
Effective Green, g (s)	51.4	38.6		8.8	10.2	18.9	11.1	87.9	87.9	8.7	85.5	85.5
Actuated g/C Ratio	0.32	0.24		0.06	0.06	0.12	0.07	0.55	0.55	0.05	0.53	0.53
Clearance Time (s)	6.0	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	3.0
Lane Grp Cap (vph)	501	389		189	119	227	123	2794	870	187	2717	846
v/s Ratio Prot	c0.08	c0.24		0.02	0.00	0.01	c0.04	0.34		0.02	c0.48	
v/s Ratio Perm	0.03					0.01			0.02			0.01
v/c Ratio	0.32	0.75		0.30	0.02	0.01	0.64	0.61	0.02	0.40	0.90	0.01
Uniform Delay, d1	40.6	56.2		72.6	70.2	62.3	72.5	24.5	16.4	73.1	33.4	17.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	7.7		0.9	0.1	0.0	10.9	1.0	0.0	1.4	5.3	0.0
Delay (s)	41.0	63.9		73.5	70.3	62.3	83.4	25.5	16.5	74.5	38.7	17.5
Level of Service	D	E		E	E	E	F	C	B	E	D	B
Approach Delay (s)		57.1			70.3			27.9			39.6	
Approach LOS		E			E			C			D	

Intersection Summary

HCM Average Control Delay	37.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	73.8%	ICU Level of Service	D
Analysis Period (min)	15		

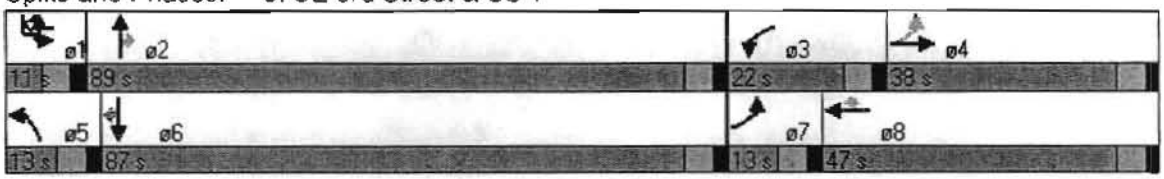
! Phase conflict between lane groups.
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	136	31	48	2	19	66	1435	22	62	2052	13
Turn Type	pm+pt		Prot		pm+ov	Prot		Perm	Prot		Perm
Protected Phases	7	4	3	8	1!	5	2		1	6	
Permitted Phases	4				8			2			6
Detector Phases	7	4	3	8	1	5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	22.0	22.0	22.0	10.0	10.0	22.0	22.0	10.0	22.0	22.0
Total Split (s)	13.0	38.0	22.0	47.0	11.0	13.0	89.0	89.0	11.0	87.0	87.0
Total Split (%)	8.1%	23.8%	13.8%	29.4%	6.9%	8.1%	55.6%	55.6%	6.9%	54.4%	54.4%
Yellow Time (s)	4.0	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	2.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 46 (29%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
! Phase conflict between lane groups.

Splits and Phases: 6: SE 3rd Street & US 1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
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	4.0			4.0	4.0	4.0		4.0
Lane Util. Factor	1.00	0.91		0.97	0.91			0.97	0.91	1.00		0.97
Frt	1.00	0.96		1.00	0.97			1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00	1.00		0.95
Satd. Flow (prot)	1770	4868		3433	4953			3433	5085	1583		3433
Flt Permitted	0.95	1.00		0.95	1.00			0.95	1.00	1.00		0.95
Satd. Flow (perm)	1770	4868		3433	4953			3433	5085	1583		3433
Volume (vph)	189	1185	470	745	1555	326	19	779	1551	773	36	337
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)	197	1234	490	776	1620	340	20	811	1616	805	38	351
RTOR Reduction (vph)	0	45	0	0	20	0	0	0	0	151	0	0
Lane Group Flow (vph)	197	1679	0	776	1940	0	0	831	1616	654	0	389
Turn Type	Prot			Prot			Prot	Prot		Perm	Prot	Prot
Protected Phases	7	4		3	8		5	5	2		1	1
Permitted Phases										2		
Actuated Green, G (s)	15.0	50.0		22.0	57.0			29.0	47.0	47.0		17.0
Effective Green, g (s)	17.0	52.0		24.0	59.0			31.0	49.0	49.0		19.0
Actuated g/C Ratio	0.11	0.32		0.15	0.37			0.19	0.31	0.31		0.12
Clearance Time (s)	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
Lane Grp Cap (vph)	188	1582		515	1826			665	1557	485		408
v/s Ratio Prot	0.11	0.34		c0.23	c0.39			c0.24	0.32			0.11
v/s Ratio Perm										c0.41		
v/c Ratio	1.05	1.06		1.51	1.06			1.25	1.04	1.35		0.95
Uniform Delay, d1	71.5	54.0		68.0	50.5			64.5	55.5	55.5		70.1
Progression Factor	1.00	1.00		1.17	0.79			1.15	1.04	1.06		1.15
Incremental Delay, d2	78.8	41.0		230.9	32.2			122.4	31.1	167.5		30.0
Delay (s)	150.3	95.0		310.5	72.2			196.8	89.0	226.5		110.6
Level of Service	F	F		F	E			F	F	F		F
Approach Delay (s)		100.7			139.8				150.6			
Approach LOS		F			F				F			

Intersection Summary

HCM Average Control Delay	130.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.22		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	114.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	
Lane Util. Factor	0.91	
Frt	0.99	
Flt Protected	1.00	
Satd. Flow (prot)	5023	
Flt Permitted	1.00	
Satd. Flow (perm)	5023	
Volume (vph)	1122	100
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1169	104
RTOR Reduction (vph)	6	0
Lane Group Flow (vph)	1267	0
Turn Type		
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	35.0	
Effective Green, g (s)	37.0	
Actuated g/C Ratio	0.23	
Clearance Time (s)	6.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	1162	
v/s Ratio Prot	0.25	
v/s Ratio Perm		
v/c Ratio	1.09	
Uniform Delay, d1	61.5	
Progression Factor	0.94	
Incremental Delay, d2	53.1	
Delay (s)	110.7	
Level of Service	F	
Approach Delay (s)	110.7	
Approach LOS	F	

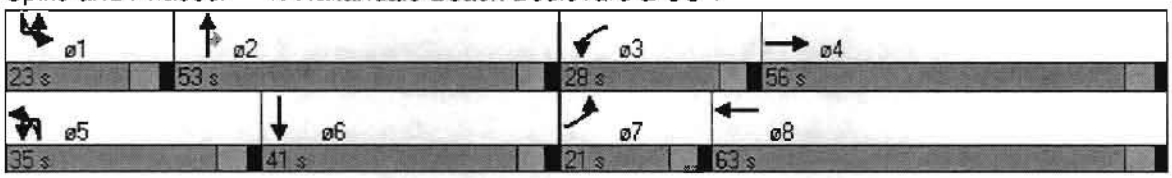
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Volume (vph)	189	1185	745	1555	779	1551	773	337	1122
Turn Type	Prot		Prot		Prot		Perm	Prot	
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phases	7	4	3	8	5	2	2	1	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	22.0	10.0	24.0	10.0	22.0	22.0	10.0	22.0
Total Split (s)	21.0	56.0	28.0	63.0	35.0	53.0	53.0	23.0	41.0
Total Split (%)	13.1%	35.0%	17.5%	39.4%	21.9%	33.1%	33.1%	14.4%	25.6%
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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 29 (18%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Hallandale Beach Boulevard & US 1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	4.0			4.0			4.0	4.0
Lane Util. Factor		0.91	1.00	1.00	0.91			1.00			1.00	1.00
Frt		1.00	0.85	1.00	0.99			0.94			1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00			0.98			0.96	1.00
Satd. Flow (prot)		5083	1583	1770	5033			1719			1783	1583
Flt Permitted		0.76	1.00	0.04	1.00			0.83			0.68	1.00
Satd. Flow (perm)		3842	1583	71	5033			1466			1262	1583
Volume (vph)	22	2363	42	54	2846	208	82	21	72	39	5	85
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)	23	2461	44	56	2965	217	85	22	75	41	5	89
RTOR Reduction (vph)	0	0	12	0	5	0	0	16	0	0	0	2
Lane Group Flow (vph)	0	2484	32	56	3177	0	0	166	0	0	46	87
Turn Type	Perm		Perm	pm+pt			Perm			Perm		Perm
Protected Phases		4		3	8			2			6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		99.2	99.2	110.0	110.0			38.0			38.0	38.0
Effective Green, g (s)		101.2	101.2	112.0	112.0			40.0			40.0	40.0
Actuated g/C Ratio		0.63	0.63	0.70	0.70			0.25			0.25	0.25
Clearance Time (s)		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
Lane Grp Cap (vph)		2430	1001	122	3523			367			316	396
v/s Ratio Prot				0.02	c0.63							
v/s Ratio Perm		c0.65	0.02	0.30				c0.11			0.04	0.05
v/c Ratio		1.02	0.03	0.46	0.90			0.45			0.15	0.22
Uniform Delay, d1		29.4	11.0	24.5	19.5			50.7			46.7	47.6
Progression Factor		0.75	1.03	1.98	0.31			1.00			1.00	1.00
Incremental Delay, d2		12.5	0.0	0.2	0.4			4.0			0.2	0.3
Delay (s)		34.6	11.3	48.7	6.5			54.7			46.9	47.9
Level of Service		C	B	D	A			D			D	D
Approach Delay (s)		34.2			7.3			54.7			47.6	
Approach LOS		C			A			D			D	

Intersection Summary

HCM Average Control Delay	20.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.9%	ICU Level of Service	E
Analysis Period (min)	15		

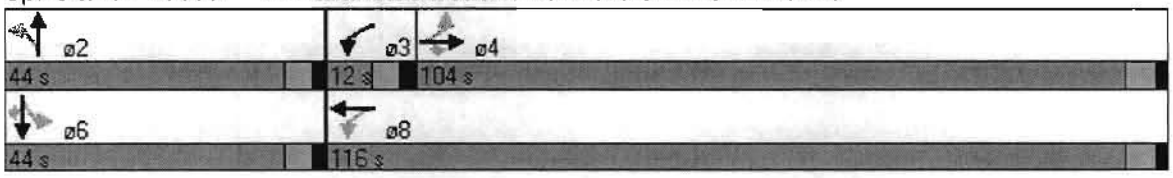
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	22	2363	42	54	2846	82	21	39	5	85
Turn Type	Perm		Perm	pm+pt		Perm		Perm		Perm
Protected Phases		4		3	8		2		6	
Permitted Phases	4		4	8		2		6		6
Detector Phases	4	4	4	3	8	2	2	6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	10.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	104.0	104.0	104.0	12.0	116.0	44.0	44.0	44.0	44.0	44.0
Total Split (%)	65.0%	65.0%	65.0%	7.5%	72.5%	27.5%	27.5%	27.5%	27.5%	27.5%
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
Lead/Lag	Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	Max	Max	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 64 (40%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 2: Hallandale Beach Boulevard & NE 8th Avenue



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
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		4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	0.91	1.00		0.97	0.91	1.00	0.95	0.95	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	1583		3433	5085	1583	1681	1732	1583	
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	1583		3433	5085	1583	1681	1732	1583	
Volume (vph)	68	22	2060	100	33	66	2492	37	462	188	367	39
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	73	24	2215	108	35	71	2680	40	497	202	395	42
RTOR Reduction (vph)	0	0	0	33	0	0	0	10	0	0	52	0
Lane Group Flow (vph)	0	97	2215	75	0	106	2680	30	341	358	343	0
Turn Type	Prot	Prot		Perm	Prot	Prot		Perm	Split		Perm	Split
Protected Phases	7	7	4		3	3	8		2	2		6
Permitted Phases				4				8			2	
Actuated Green, G (s)		6.0	87.0	87.0		5.0	86.0	86.0	35.0	35.0	35.0	
Effective Green, g (s)		8.0	89.0	89.0		7.0	88.0	88.0	37.0	37.0	37.0	
Actuated g/C Ratio		0.05	0.56	0.56		0.04	0.55	0.55	0.23	0.23	0.23	
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)		89	2829	881		150	2797	871	389	401	366	
v/s Ratio Prot		c0.05	0.44			0.03	c0.53		0.20	0.21		
v/s Ratio Perm				0.05				0.02			c0.22	
v/c Ratio		1.09	0.78	0.09		0.71	0.96	0.03	0.88	0.89	0.94	
Uniform Delay, d1		76.0	27.9	16.5		75.5	34.2	16.5	59.3	59.6	60.3	
Progression Factor		0.96	0.95	1.64		1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		75.3	0.6	0.1		14.1	9.7	0.1	23.2	24.7	33.4	
Delay (s)		148.5	27.2	27.1		89.6	44.0	16.6	82.5	84.3	93.8	
Level of Service		F	C	C		F	D	B	F	F	F	
Approach Delay (s)			32.0				45.3			87.1		
Approach LOS			C				D			F		

Intersection Summary

HCM Average Control Delay	50.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	91.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	⇶	
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	
Lane Util. Factor	1.00	
Frt	0.91	
Flt Protected	0.99	
Satd. Flow (prot)	1662	
Flt Permitted	0.99	
Satd. Flow (perm)	1662	
Volume (vph)	0	90
Peak-hour factor, PHF	0.93	0.93
Adj. Flow (vph)	0	97
RTOR Reduction (vph)	22	0
Lane Group Flow (vph)	117	0
Turn Type		
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	9.0	
Effective Green, g (s)	11.0	
Actuated g/C Ratio	0.07	
Clearance Time (s)	6.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	114	
v/s Ratio Prot	c0.07	
v/s Ratio Perm		
v/c Ratio	1.02	
Uniform Delay, d1	74.5	
Progression Factor	1.00	
Incremental Delay, d2	90.7	
Delay (s)	165.2	
Level of Service	F	
Approach Delay (s)	165.2	
Approach LOS	F	

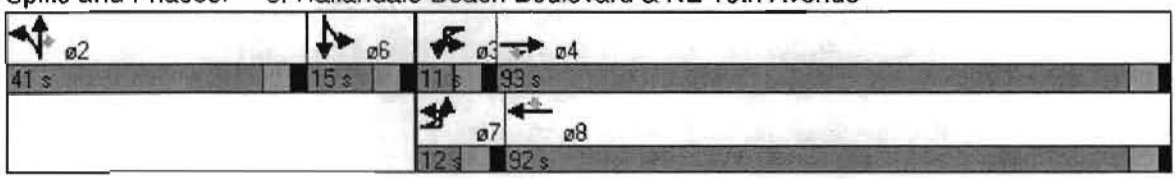
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT
Lane Configurations										
Volume (vph)	22	2060	100	66	2492	37	462	188	367	0
Turn Type	Prot		Perm	Prot		Perm	Split		Perm	
Protected Phases	7	4		3	8		2	2		6
Permitted Phases			4			8			2	
Detector Phases	7	4	4	3	8	8	2	2	2	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	22.0	22.0	10.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	12.0	93.0	93.0	11.0	92.0	92.0	41.0	41.0	41.0	15.0
Total Split (%)	7.5%	58.1%	58.1%	6.9%	57.5%	57.5%	25.6%	25.6%	25.6%	9.4%
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
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 52 (33%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 3: Hallandale Beach Boulevard & NE 10th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.92		1.00	0.98		1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1713		1770	1821		1770	3531		1770	3516	
Flt Permitted	0.55	1.00		0.40	1.00		0.15	1.00		0.09	1.00	
Satd. Flow (perm)	1033	1713		741	1821		272	3531		168	3516	
Volume (vph)	61	52	60	33	67	12	118	1724	28	47	1347	61
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)	67	57	66	36	74	13	130	1895	31	52	1480	67
RTOR Reduction (vph)	0	29	0	0	5	0	0	0	0	0	1	0
Lane Group Flow (vph)	67	94	0	36	82	0	130	1926	0	52	1546	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	13.9	13.9		13.9	13.9		135.1	135.1		135.1	135.1	
Effective Green, g (s)	15.9	15.9		15.9	15.9		136.1	136.1		136.1	136.1	
Actuated g/C Ratio	0.10	0.10		0.10	0.10		0.85	0.85		0.85	0.85	
Clearance Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	103	170		74	181		231	3004		143	2991	
v/s Ratio Prot		0.05			0.05			c0.55			0.44	
v/s Ratio Perm	c0.06			0.05			0.48			0.31		
v/c Ratio	0.65	0.55		0.49	0.46		0.56	0.64		0.36	0.52	
Uniform Delay, d1	69.4	68.7		68.2	68.0		3.4	3.9		2.6	3.2	
Progression Factor	1.00	1.00		1.00	1.00		2.36	2.11		1.00	1.00	
Incremental Delay, d2	13.8	3.9		5.0	1.8		0.9	0.1		7.0	0.6	
Delay (s)	83.1	72.5		73.1	69.8		9.0	8.4		9.6	3.8	
Level of Service	F	E		E	E		A	A		A	A	
Approach Delay (s)		76.3			70.8			8.4			4.0	
Approach LOS		E			E			A			A	

Intersection Summary

HCM Average Control Delay	11.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	71.9%	ICU Level of Service	C
Analysis Period (min)	15		

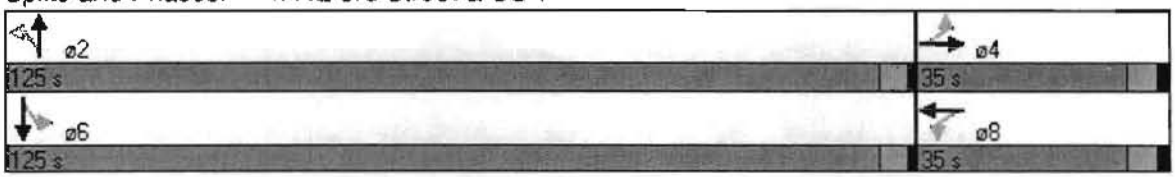
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	61	52	33	67	118	1724	47	1347
Turn Type	Perm		Perm		Perm		Perm	
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phases	4	4	8	8	2	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	21.0	21.0	21.0	21.0
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%
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	1.0	1.0	1.0	1.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 4: NE 3rd Street & US 1



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	42	1764	39	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	45	1877	41	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			701			719
pX, platoon unblocked						
vC, conflicting volume	1897	646			1918	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1897	646			1918	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	89			100	
cM capacity (veh/h)	61	414			305	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3
Volume Total	45	751	751	417
Volume Left	0	0	0	0
Volume Right	45	0	0	41
cSH	414	1700	1700	1700
Volume to Capacity	0.11	0.44	0.44	0.25
Queue Length 95th (ft)	9	0	0	0
Control Delay (s)	14.7	0.0	0.0	0.0
Lane LOS	B			
Approach Delay (s)	14.7	0.0		
Approach LOS	B			

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	44.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
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	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	1.00	0.91	1.00		0.97	0.91
Frt	1.00	0.88		1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1641		3433	1863	1583	1770	5085	1583		3433	5085
Flt Permitted	0.21	1.00		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	396	1641		3433	1863	1583	1770	5085	1583		3433	5085
Volume (vph)	168	46	176	249	261	295	96	2641	31	21	117	2157
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)	173	47	181	257	269	304	99	2723	32	22	121	2224
RTOR Reduction (vph)	0	79	0	0	0	9	0	0	8	0	0	0
Lane Group Flow (vph)	173	149	0	257	269	295	99	2723	24	0	143	2224
Turn Type	pm+pt			Prot		pm+ov	Prot		Perm	Prot	Prot	
Protected Phases	7	4		3	8	1!	5	2		1!	1	6
Permitted Phases	4					8			2			
Actuated Green, G (s)	25.8	16.8		15.2	23.0	31.0	11.4	96.0	96.0		8.0	92.6
Effective Green, g (s)	29.8	18.8		17.2	25.0	35.0	13.4	98.0	98.0		10.0	94.6
Actuated g/C Ratio	0.19	0.12		0.11	0.16	0.22	0.08	0.61	0.61		0.06	0.59
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)	168	193		369	291	386	148	3115	970		215	3007
v/s Ratio Prot	c0.07	0.09		0.07	c0.14	c0.05	0.06	c0.54			0.04	0.44
v/s Ratio Perm	0.12					0.14			0.02			
v/c Ratio	1.03	0.77		0.70	0.92	0.77	0.67	0.87	0.02		0.67	0.74
Uniform Delay, d1	61.7	68.5		68.9	66.6	58.6	71.1	25.9	12.2		73.4	23.8
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	77.5	17.4		5.6	33.3	8.8	10.9	3.8	0.0		7.5	1.7
Delay (s)	139.1	86.0		74.5	99.9	67.4	82.0	29.6	12.2		80.9	25.4
Level of Service	F	F		E	F	E	F	C	B		F	C
Approach Delay (s)		108.9			80.1			31.2				28.7
Approach LOS		F			F			C				C

Intersection Summary

HCM Average Control Delay	41.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	95.9%	ICU Level of Service	F
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	SBR
Lane Configurations	↱
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Volume (vph)	18
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	19
RTOR Reduction (vph)	6
Lane Group Flow (vph)	13
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	92.6
Effective Green, g (s)	94.6
Actuated g/C Ratio	0.59
Clearance Time (s)	6.0
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	936
v/s Ratio Prot	
v/s Ratio Perm	0.01
v/c Ratio	0.01
Uniform Delay, d1	13.5
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	13.5
Level of Service	B
Approach Delay (s)	
Approach LOS	

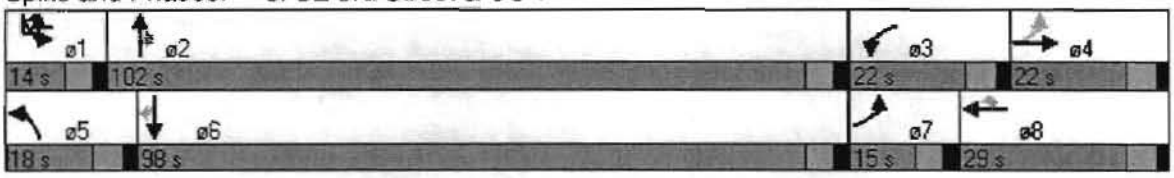
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	168	46	249	261	295	96	2641	31	117	2157	18
Turn Type	pm+pt		Prot		pm+ov	Prot		Perm	Prot		Perm
Protected Phases	7	4	3	8	1!	5	2		1	6	
Permitted Phases	4				8			2			6
Detector Phases	7	4	3	8	1	5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	22.0	22.0	22.0	10.0	10.0	22.0	22.0	10.0	22.0	22.0
Total Split (s)	15.0	22.0	22.0	29.0	14.0	18.0	102.0	102.0	14.0	98.0	98.0
Total Split (%)	9.4%	13.8%	13.8%	18.1%	8.8%	11.3%	63.8%	63.8%	8.8%	61.3%	61.3%
Yellow Time (s)	4.0	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	2.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
! Phase conflict between lane groups.

Splits and Phases: 6: SE 3rd Street & US 1



Intersection Capacity Analyses
2009 Future Total Traffic Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
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	4.0	4.0		4.0	4.0	4.0		4.0
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00		0.97	0.91	0.88		0.97
Frt	1.00	0.96		1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1770	4861		3433	5085	1583		3433	5085	2787		3433
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	1770	4861		3433	5085	1583		3433	5085	2787		3433
Volume (vph)	112	1091	455	640	1144	181	3	358	650	452	21	276
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)	122	1186	495	696	1243	197	3	389	707	491	23	300
RTOR Reduction (vph)	0	47	0	0	0	104	0	0	0	20	0	0
Lane Group Flow (vph)	122	1634	0	696	1243	93	0	392	707	471	0	323
Turn Type	Prot			Prot		Perm	Prot	Prot		pm+ov	Prot	Prot
Protected Phases	7	4		3	8		5	5	2	3	1	1
Permitted Phases						8				2		
Actuated Green, G (s)	14.8	51.0		30.0	66.2	66.2		16.0	36.2	66.2		18.8
Effective Green, g (s)	16.8	53.0		32.0	68.2	68.2		18.0	38.2	70.2		20.8
Actuated g/C Ratio	0.11	0.33		0.20	0.43	0.43		0.11	0.24	0.44		0.13
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)	186	1610		687	2167	675		386	1214	1292		446
v/s Ratio Prot	0.07	c0.35		c0.20	0.24			c0.11	0.14	0.08		0.09
v/s Ratio Perm						0.12				0.10		
v/c Ratio	0.66	1.02		1.01	0.57	0.14		1.02	0.58	0.36		0.72
Uniform Delay, d1	68.8	53.5		64.0	34.9	28.0		71.0	53.8	30.0		66.8
Progression Factor	1.00	1.00		1.06	1.07	2.17		1.17	1.08	0.69		0.98
Incremental Delay, d2	8.1	26.2		34.4	0.3	0.1		48.5	1.9	0.2		5.1
Delay (s)	76.9	79.7		102.1	37.8	60.7		131.9	60.0	21.0		70.9
Level of Service	E	E		F	D	E		F	E	C		E
Approach Delay (s)		79.5			60.8				65.7			
Approach LOS		E			E				E			

Intersection Summary

HCM Average Control Delay	68.0	HCM Level of Service	E
HCM Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	94.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑	
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	
Lane Util. Factor	0.91	
Frt	0.99	
Flt Protected	1.00	
Satd. Flow (prot)	5027	
Flt Permitted	1.00	
Satd. Flow (perm)	5027	
Volume (vph)	1027	85
Peak-hour factor, PHF	0.92	0.92
Adj. Flow (vph)	1116	92
RTOR Reduction (vph)	6	0
Lane Group Flow (vph)	1202	0
Turn Type		
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	39.0	
Effective Green, g (s)	41.0	
Actuated g/C Ratio	0.26	
Clearance Time (s)	6.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	1288	
v/s Ratio Prot	c0.24	
v/s Ratio Perm		
v/c Ratio	0.93	
Uniform Delay, d1	58.2	
Progression Factor	0.92	
Incremental Delay, d2	12.2	
Delay (s)	65.6	
Level of Service	E	
Approach Delay (s)	66.7	
Approach LOS	E	

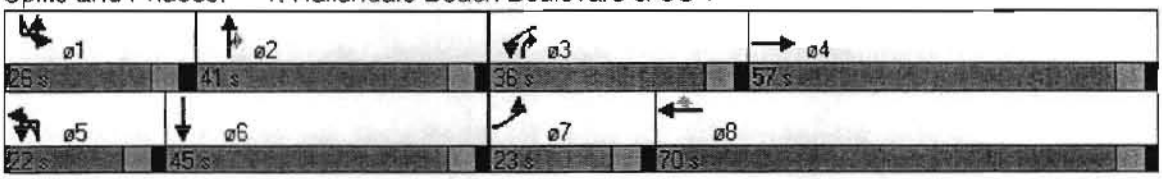
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Volume (vph)	112	1091	640	1144	181	358	650	452	276	1027
Turn Type	Prot		Prot		Perm	Prot		pm+ov	Prot	
Protected Phases	7	4	3	8		5	2	3	1	6
Permitted Phases					8			2		
Detector Phases	7	4	3	8	8	5	2	3	1	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	22.0	10.0	24.0	24.0	10.0	22.0	10.0	10.0	22.0
Total Split (s)	23.0	57.0	36.0	70.0	70.0	22.0	41.0	36.0	26.0	45.0
Total Split (%)	14.4%	35.6%	22.5%	43.8%	43.8%	13.8%	25.6%	22.5%	16.3%	28.1%
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
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 59 (37%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Hallandale Beach Boulevard & US 1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor		0.91	1.00	1.00	0.91		0.97	1.00	1.00		1.00	1.00
Frt		1.00	0.85	1.00	1.00		1.00	1.00	0.85		1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.97	1.00
Satd. Flow (prot)		5084	1583	1770	5075		3433	1863	1583		1798	1583
Flt Permitted		0.89	1.00	0.04	1.00		0.95	1.00	1.00		0.97	1.00
Satd. Flow (perm)		4544	1583	79	5075		3433	1863	1583		1798	1583
Volume (vph)	11	1893	86	81	1941	26	51	1	17	36	14	109
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	13	2201	100	94	2257	30	59	1	20	42	16	127
RTOR Reduction (vph)	0	0	26	0	1	0	0	0	17	0	0	82
Lane Group Flow (vph)	0	2214	74	94	2286	0	59	1	3	0	58	45
Turn Type	Perm		Perm	pm+pt			Split		pt+ov	Split		Perm
Protected Phases		4		3	8		6	6	6 3	2	2	
Permitted Phases	4		4	8								2
Actuated Green, G (s)		101.2	101.2	118.1	118.1		6.9	6.9	23.8		17.0	17.0
Effective Green, g (s)		103.2	103.2	120.1	120.1		8.9	8.9	25.8		19.0	19.0
Actuated g/C Ratio		0.65	0.65	0.75	0.75		0.06	0.06	0.16		0.12	0.12
Clearance Time (s)		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
Lane Grp Cap (vph)		2931	1021	196	3809		191	104	255		214	188
v/s Ratio Prot				0.04	c0.45		c0.02	0.00	0.00		c0.03	
v/s Ratio Perm		c0.49	0.05	0.32								0.03
v/c Ratio		0.76	0.07	0.48	0.60		0.31	0.01	0.01		0.27	0.24
Uniform Delay, d1		19.7	10.6	28.6	9.1		72.6	71.4	56.4		64.2	63.9
Progression Factor		0.77	0.94	1.62	0.79		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2		1.3	0.1	1.3	0.5		0.9	0.0	0.0		3.1	3.0
Delay (s)		16.4	10.1	47.5	7.6		73.5	71.4	56.4		67.3	66.9
Level of Service		B	B	D	A		E	E	E		E	E
Approach Delay (s)		16.2			9.2			69.2			67.0	
Approach LOS		B			A			E			E	

Intersection Summary

HCM Average Control Delay	15.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	83.4%	ICU Level of Service	E
Analysis Period (min)	15		

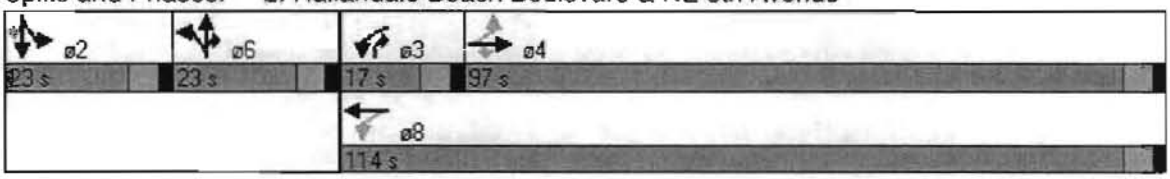
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SBR
Lane Configurations										
Volume (vph)	11	1893	86	81	1941	51	1	17	14	109
Turn Type	Perm		Perm	pm+pt		Split		pt+ov		Perm
Protected Phases		4		3	8	6	6	6 3	2	
Permitted Phases	4		4	8						2
Detector Phases	4	4	4	3	8	6	6	6 3	2	2
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	10.0	22.0	22.0	22.0		22.0	22.0
Total Split (s)	97.0	97.0	97.0	17.0	114.0	23.0	23.0	40.0	23.0	23.0
Total Split (%)	60.6%	60.6%	60.6%	10.6%	71.3%	14.4%	14.4%	25.0%	14.4%	14.4%
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
Lead/Lag	Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None		Max	Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 116 (73%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 2: Hallandale Beach Boulevard & NE 8th Avenue



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
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		4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	0.91	1.00		0.97	0.91	1.00	0.95	0.95	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	0.96	1.00	
Satd. Flow (prot)		1770	5085	1583		3433	5085	1583	1681	1703	1583	
Flt Permitted		0.95	1.00	1.00		0.95	1.00	1.00	0.95	0.96	1.00	
Satd. Flow (perm)		1770	5085	1583		3433	5085	1583	1681	1703	1583	
Volume (vph)	57	11	1691	40	33	37	1897	26	13	2	45	36
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)	65	12	1922	45	38	42	2156	30	15	2	51	41
RTOR Reduction (vph)	0	0	0	14	0	0	0	8	0	0	44	0
Lane Group Flow (vph)	0	77	1922	31	0	80	2156	22	8	9	7	0
Turn Type	Prot	Prot		Perm	Prot	Prot		Perm	Split		Perm	Split
Protected Phases	7	7	4		3	3	8		2	2		6
Permitted Phases				4				8			2	
Actuated Green, G (s)		11.6	93.9	93.9		8.7	91.0	91.0	19.0	19.0	19.0	
Effective Green, g (s)		13.6	95.9	95.9		10.7	93.0	93.0	21.0	21.0	21.0	
Actuated g/C Ratio		0.08	0.60	0.60		0.07	0.58	0.58	0.13	0.13	0.13	
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)		150	3048	949		230	2956	920	221	224	208	
v/s Ratio Prot		c0.04	c0.38			0.02	c0.42		0.00	0.01		
v/s Ratio Perm				0.03				0.02			0.03	
v/c Ratio		0.51	0.63	0.03		0.35	0.73	0.02	0.04	0.04	0.03	
Uniform Delay, d1		70.0	20.6	13.1		71.3	24.4	14.2	60.7	60.7	60.6	
Progression Factor		1.37	0.16	0.03		1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		2.0	0.7	0.0		0.9	1.6	0.0	0.3	0.3	0.3	
Delay (s)		98.1	3.9	0.4		72.2	26.0	14.3	61.0	61.0	60.9	
Level of Service		F	A	A		E	C	B	E	E	E	
Approach Delay (s)			7.4				27.4			60.9		
Approach LOS			A				C			E		

Intersection Summary

HCM Average Control Delay	20.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	66.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	⇕	
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	
Lane Util. Factor	1.00	
Frt	0.90	
Flt Protected	0.99	
Satd. Flow (prot)	1650	
Flt Permitted	0.99	
Satd. Flow (perm)	1650	
Volume (vph)	0	123
Peak-hour factor, PHF	0.88	0.88
Adj. Flow (vph)	0	140
RTOR Reduction (vph)	82	0
Lane Group Flow (vph)	99	0
Turn Type		
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	14.4	
Effective Green, g (s)	16.4	
Actuated g/C Ratio	0.10	
Clearance Time (s)	6.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	169	
v/s Ratio Prot	c0.11	
v/s Ratio Perm		
v/c Ratio	0.59	
Uniform Delay, d1	68.6	
Progression Factor	1.00	
Incremental Delay, d2	5.1	
Delay (s)	73.7	
Level of Service	E	
Approach Delay (s)	73.7	
Approach LOS	E	

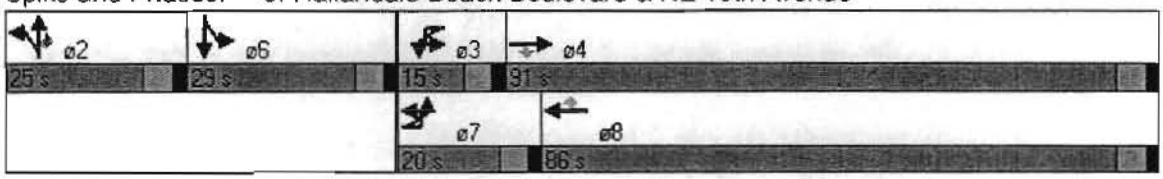
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT
Lane Configurations										
Volume (vph)	11	1691	40	37	1897	26	13	2	45	0
Turn Type	Prot		Perm	Prot		Perm	Split		Perm	
Protected Phases	7	4		3	8		2	2		6
Permitted Phases			4			8			2	
Detector Phases	7	4	4	3	8	8	2	2	2	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	22.0	22.0	10.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	20.0	91.0	91.0	15.0	86.0	86.0	25.0	25.0	25.0	29.0
Total Split (%)	12.5%	56.9%	56.9%	9.4%	53.8%	53.8%	15.6%	15.6%	15.6%	18.1%
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
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 142 (89%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 3: Hallandale Beach Boulevard & NE 10th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.93		1.00	0.97		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1723		1770	1814		1770	3535		1770	3524	
Flt Permitted	0.72	1.00		0.25	1.00		0.15	1.00		0.26	1.00	
Satd. Flow (perm)	1341	1723		465	1814		277	3535		483	3524	
Volume (vph)	67	91	91	43	39	8	59	919	7	40	1305	39
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)	74	101	101	48	43	9	66	1021	8	44	1450	43
RTOR Reduction (vph)	0	28	0	0	6	0	0	0	0	0	1	0
Lane Group Flow (vph)	74	174	0	48	46	0	66	1029	0	44	1492	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	20.2	20.2		20.2	20.2		128.8	128.8		128.8	128.8	
Effective Green, g (s)	22.2	22.2		22.2	22.2		129.8	129.8		129.8	129.8	
Actuated g/C Ratio	0.14	0.14		0.14	0.14		0.81	0.81		0.81	0.81	
Clearance Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	186	239		65	252		225	2868		392	2859	
v/s Ratio Prot		c0.12			0.03			0.29			c0.42	
v/s Ratio Perm	0.06			0.10			0.24			0.09		
v/c Ratio	0.40	0.73		0.74	0.18		0.29	0.36		0.11	0.52	
Uniform Delay, d1	62.8	66.0		66.1	60.9		3.7	4.0		3.1	4.9	
Progression Factor	1.00	1.00		1.00	1.00		2.63	1.38		1.00	1.00	
Incremental Delay, d2	1.4	10.6		35.1	0.4		2.9	0.3		0.6	0.7	
Delay (s)	64.2	76.7		101.2	61.2		12.7	5.9		3.7	5.6	
Level of Service	E	E		F	E		B	A		A	A	
Approach Delay (s)		73.3			80.4			6.3			5.6	
Approach LOS		E			F			A			A	

Intersection Summary

HCM Average Control Delay	14.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		

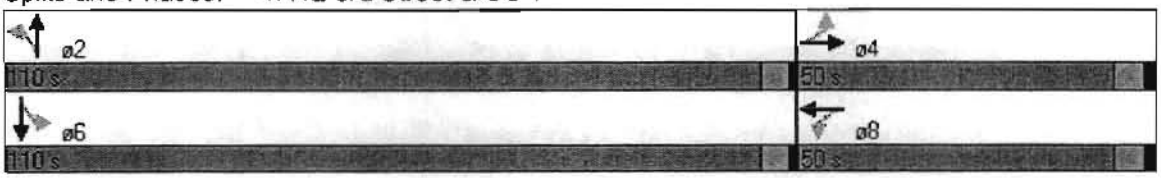
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	67	91	43	39	59	919	40	1305
Turn Type	Perm		Perm		Perm		Perm	
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phases	4	4	8	8	2	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	21.0	21.0	21.0	21.0
Total Split (s)	50.0	50.0	50.0	50.0	110.0	110.0	110.0	110.0
Total Split (%)	31.3%	31.3%	31.3%	31.3%	68.8%	68.8%	68.8%	68.8%
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	1.0	1.0	1.0	1.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 24 (15%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: NE 3rd Street & US 1



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	23	978	63	0	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	26	1111	72	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			701			718
pX, platoon unblocked	0.87	0.87			0.87	
vC, conflicting volume	1147	406			1183	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	875	25			916	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	97			100	
cM capacity (veh/h)	252	911			645	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3
Volume Total	26	445	445	294
Volume Left	0	0	0	0
Volume Right	26	0	0	72
cSH	911	1700	1700	1700
Volume to Capacity	0.03	0.26	0.26	0.17
Queue Length 95th (ft)	2	0	0	0
Control Delay (s)	9.1	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	9.1	0.0		
Approach LOS	A			

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	30.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
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	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	1.00	0.91	1.00		0.97	0.91
Frt	1.00	0.86		1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1611		3433	1863	1583	1770	5085	1583		3433	5085
Flt Permitted	0.54	1.00		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1012	1611		3433	1863	1583	1770	5085	1583		3433	5085
Volume (vph)	136	31	288	71	2	19	66	1455	22	13	63	2045
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.92	0.84	0.84
Adj. Flow (vph)	162	37	343	85	2	23	79	1732	26	14	75	2435
RTOR Reduction (vph)	0	83	0	0	0	20	0	0	10	0	0	0
Lane Group Flow (vph)	162	297	0	85	2	3	79	1732	16	0	89	2435
Turn Type	pm+pt			Prot		pm+ov	Prot		Perm	Prot	Prot	
Protected Phases	7	4		3	8	1!	5	2		1!	1	6
Permitted Phases	4					8			2			
Actuated Green, G (s)	53.0	37.7		9.3	8.2	15.2	8.6	82.0	82.0		7.0	80.4
Effective Green, g (s)	55.0	39.7		11.3	10.2	19.2	10.6	84.0	84.0		9.0	82.4
Actuated g/C Ratio	0.34	0.25		0.07	0.06	0.12	0.07	0.52	0.52		0.06	0.52
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)	541	400		242	119	230	117	2670	831		193	2619
v/s Ratio Prot	0.08	c0.24		c0.02	0.00	0.01	c0.04	0.34			0.03	c0.48
v/s Ratio Perm	0.03					0.01			0.02			
v/c Ratio	0.30	0.74		0.35	0.02	0.01	0.68	0.65	0.02		0.46	0.93
Uniform Delay, d1	38.0	55.4		70.9	70.2	62.0	73.0	27.4	18.2		73.2	36.1
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.3	7.2		0.9	0.1	0.0	14.3	1.2	0.0		1.7	7.4
Delay (s)	38.3	62.7		71.7	70.3	62.1	87.3	28.6	18.3		74.9	43.5
Level of Service	D	E		E	E	E	F	C	B		E	D
Approach Delay (s)		55.4			69.7			31.0				44.4
Approach LOS		E			E			C				D

Intersection Summary

HCM Average Control Delay	41.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	79.3%	ICU Level of Service	D
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	SBR
Lanes, Configurations	↱
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Volume (vph)	13
Peak-hour factor, PHF	0.84
Adj. Flow (vph)	15
RTOR Reduction (vph)	4
Lane Group Flow (vph)	11
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	80.4
Effective Green, g (s)	82.4
Actuated g/C Ratio	0.52
Clearance Time (s)	6.0
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	815
v/s Ratio Prot	
v/s Ratio Perm	0.01
v/c Ratio	0.01
Uniform Delay, d1	18.9
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	19.0
Level of Service	B
Approach Delay (s)	
Approach LOS	

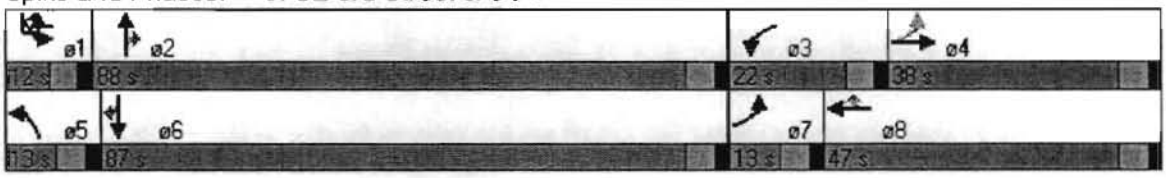
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	136	31	71	2	19	66	1455	22	63	2045	13
Turn Type	pm+pt		Prot		pm+ov	Prot		Perm	Prot		Perm
Protected Phases	7	4	3	8	1l	5	2		1	6	
Permitted Phases	4				8			2			6
Detector Phases	7	4	3	8	1	5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	22.0	22.0	22.0	10.0	10.0	22.0	22.0	10.0	22.0	22.0
Total Split (s)	13.0	38.0	22.0	47.0	12.0	13.0	88.0	88.0	12.0	87.0	87.0
Total Split (%)	8.1%	23.8%	13.8%	29.4%	7.5%	8.1%	55.0%	55.0%	7.5%	54.4%	54.4%
Yellow Time (s)	4.0	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	2.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 46 (29%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
! Phase conflict between lane groups.

Splits and Phases: 6: SE 3rd Street & US 1



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	0	966	15	0	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	0	1098	17	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			1011			408
pX, platoon unblocked						
vC, conflicting volume	1106	374			1115	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1106	374			1115	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	205	623			622	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3
Volume Total	0	439	439	237
Volume Left	0	0	0	0
Volume Right	0	0	0	17
cSH	1700	1700	1700	1700
Volume to Capacity	0.00	0.26	0.26	0.14
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	0.0	0.0		
Approach LOS	A			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	22.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
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	4.0	4.0		4.0	4.0	4.0		4.0
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00		0.97	0.91	0.88		0.97
Frt	1.00	0.96		1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1770	4875		3433	5085	1583		3433	5085	2787		3433
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	1770	4875		3433	5085	1583		3433	5085	2787		3433
Volume (vph)	189	1279	488	745	1646	414	37	797	1558	773	36	437
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)	197	1332	508	776	1715	431	39	830	1623	805	38	455
RTOR Reduction (vph)	0	43	0	0	0	115	0	0	0	3	0	0
Lane Group Flow (vph)	197	1797	0	776	1715	316	0	869	1623	802	0	493
Turn Type	Prot			Prot		Perm	Prot	Prot		pm+ov	Prot	Prot
Protected Phases	7	4		3	8		5	5	2	3	1	1
Permitted Phases						8				2		
Actuated Green, G (s)	17.0	46.0		26.0	55.0	55.0		30.0	48.0	74.0		16.0
Effective Green, g (s)	19.0	48.0		28.0	57.0	57.0		32.0	50.0	78.0		18.0
Actuated g/C Ratio	0.12	0.30		0.18	0.36	0.36		0.20	0.31	0.49		0.11
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)	210	1463		601	1812	564		687	1589	1428		386
v/s Ratio Prot	0.11	c0.37		c0.23	0.34			c0.25	0.32	0.10		0.14
v/s Ratio Perm						0.20				0.19		
v/c Ratio	0.94	1.23		1.29	0.95	0.56		1.26	1.02	0.56		1.28
Uniform Delay, d1	69.9	56.0		66.0	50.0	41.4		64.0	55.0	28.9		71.0
Progression Factor	1.00	1.00		1.12	0.92	0.88		0.96	1.17	1.19		1.14
Incremental Delay, d2	44.4	109.1		135.0	4.2	0.4		128.5	25.8	0.4		140.9
Delay (s)	114.4	165.1		209.2	50.3	36.8		189.9	89.9	34.9		221.7
Level of Service	F	F		F	D	D		F	F	C		F
Approach Delay (s)		160.2			90.5				102.8			
Approach LOS		F			F				F			

Intersection Summary

HCM Average Control Delay	119.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.22		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	118.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑	
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	
Lane Util. Factor	0.91	
Frt	0.99	
Flt Protected	1.00	
Satd. Flow (prot)	5023	
Flt Permitted	1.00	
Satd. Flow (perm)	5023	
Volume (vph)	1129	100
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1176	104
RTOR Reduction (vph)	6	0
Lane Group Flow (vph)	1274	0
Turn Type		
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	34.0	
Effective Green, g (s)	36.0	
Actuated g/C Ratio	0.22	
Clearance Time (s)	6.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	1130	
v/s Ratio Prot	c0.25	
v/s Ratio Perm		
v/c Ratio	1.13	
Uniform Delay, d1	62.0	
Progression Factor	0.93	
Incremental Delay, d2	67.4	
Delay (s)	125.3	
Level of Service	F	
Approach Delay (s)	152.1	
Approach LOS	F	

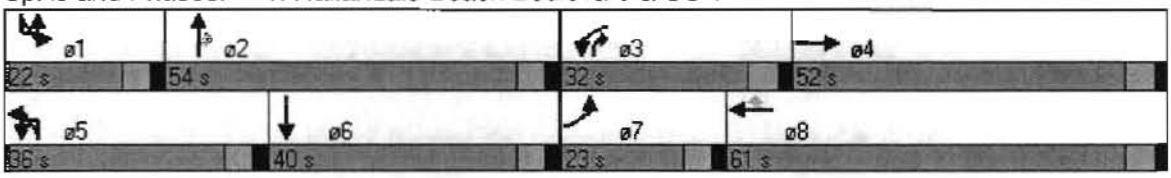
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Volume (vph)	189	1279	745	1646	414	797	1558	773	437	1129
Turn Type	Prot		Prot		Perm	Prot		pm+ov	Prot	
Protected Phases	7	4	3	8		5	2	3	1	6
Permitted Phases					8			2		
Detector Phases	7	4	3	8	8	5	2	3	1	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	22.0	10.0	24.0	24.0	10.0	22.0	10.0	10.0	22.0
Total Split (s)	23.0	52.0	32.0	61.0	61.0	36.0	54.0	32.0	22.0	40.0
Total Split (%)	14.4%	32.5%	20.0%	38.1%	38.1%	22.5%	33.8%	20.0%	13.8%	25.0%
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
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 29 (18%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Hallandale Beach Boulevard & US 1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor		0.91	1.00	1.00	0.91		0.97	1.00	1.00		1.00	1.00
Frt		1.00	0.85	1.00	0.99		1.00	1.00	0.85		1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.96	1.00
Satd. Flow (prot)		5083	1583	1770	5032		3433	1863	1583		1796	1583
Flt Permitted		0.77	1.00	0.04	1.00		0.95	1.00	1.00		0.96	1.00
Satd. Flow (perm)		3922	1583	70	5032		3433	1863	1583		1796	1583
Volume (vph)	22	2310	279	138	2798	208	314	28	72	39	13	85
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)	23	2406	291	144	2915	217	327	29	75	41	14	89
RTOR Reduction (vph)	0	0	81	0	5	0	0	0	62	0	0	5
Lane Group Flow (vph)	0	2429	210	144	3127	0	327	29	13	0	55	84
Turn Type	Perm		Perm	pm+pt			Split		pm+ov	Split		Perm
Protected Phases		4		3	8		2	2	3	6	6	
Permitted Phases	4		4	8					2			6
Actuated Green, G (s)		100.0	100.0	113.8	113.8		16.0	16.0	23.8		12.2	12.2
Effective Green, g (s)		102.0	102.0	115.8	115.8		18.0	18.0	27.8		14.2	14.2
Actuated g/C Ratio		0.64	0.64	0.72	0.72		0.11	0.11	0.17		0.09	0.09
Clearance Time (s)		6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		2500	1009	155	3642		386	210	275		159	140
v/s Ratio Prot				0.06	c0.62		c0.10	0.02	0.00		0.03	
v/s Ratio Perm		c0.62	0.13	0.61					0.01			c0.05
v/c Ratio		0.97	0.21	0.93	0.86		0.85	0.14	0.05		0.35	0.60
Uniform Delay, d1		27.6	12.1	50.9	16.1		69.7	64.0	55.1		68.5	70.1
Progression Factor		0.82	1.64	1.38	0.41		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2		4.8	0.1	9.3	0.3		20.0	1.4	0.1		1.3	6.7
Delay (s)		27.4	20.0	79.4	6.8		89.7	65.4	55.1		69.8	76.8
Level of Service		C	C	E	A		F	E	E		E	E
Approach Delay (s)		26.6			10.0			82.0			74.2	
Approach LOS		C			B			F			E	

Intersection Summary

HCM Average Control Delay	23.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	129.4%	ICU Level of Service	H
Analysis Period (min)	15		

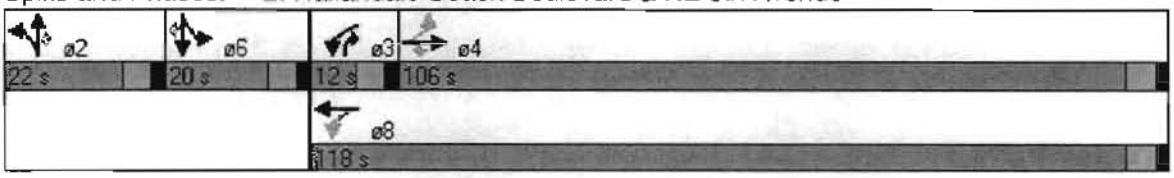
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SBR
Lane Configurations										
Volume (vph)	22	2310	279	138	2798	314	28	72	13	85
Turn Type	Perm		Perm	pm+pt		Split		pm+ov		Perm
Protected Phases		4		3	8	2	2	3	6	
Permitted Phases	4		4	8				2		6
Detector Phases	4	4	4	3	8	2	2	3	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	10.0	22.0	22.0	22.0	10.0	22.0	22.0
Total Split (s)	106.0	106.0	106.0	12.0	118.0	22.0	22.0	12.0	20.0	20.0
Total Split (%)	66.3%	66.3%	66.3%	7.5%	73.8%	13.8%	13.8%	7.5%	12.5%	12.5%
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
Lead/Lag	Lag	Lag	Lag	Lead				Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				Yes		
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	Max	Max	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 64 (40%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 2: Hallandale Beach Boulevard & NE 8th Avenue



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
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		4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	0.91	1.00		0.97	0.91	1.00	0.95	0.95	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	1583		3433	5085	1583	1681	1733	1583	
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	1583		3433	5085	1583	1681	1733	1583	
Volume (vph)	68	22	2060	100	33	66	2521	37	462	195	443	39
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	73	24	2215	108	35	71	2711	40	497	210	476	42
RTOR Reduction (vph)	0	0	0	33	0	0	0	10	0	0	53	0
Lane Group Flow (vph)	0	97	2215	75	0	106	2711	30	345	362	423	0
Turn Type	Prot	Prot		Perm	Prot	Prot		Perm	Split		Perm	Split
Protected Phases	7	7	4		3	3	8		2	2		6
Permitted Phases				4				8			2	
Actuated Green, G (s)		4.0	87.0	87.0		4.0	87.0	87.0	35.0	35.0	35.0	
Effective Green, g (s)		6.0	89.0	89.0		6.0	89.0	89.0	37.0	37.0	37.0	
Actuated g/C Ratio		0.04	0.56	0.56		0.04	0.56	0.56	0.23	0.23	0.23	
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)		66	2829	881		129	2829	881	389	401	366	
v/s Ratio Prot		c0.05	0.44			0.03	c0.53		0.21	0.21		
v/s Ratio Perm				0.05				0.02			c0.27	
v/c Ratio		1.47	0.78	0.09		0.82	0.96	0.03	0.89	0.90	1.16	
Uniform Delay, d1		77.0	27.9	16.5		76.5	33.7	16.1	59.5	59.8	61.5	
Progression Factor		1.18	0.60	0.73		1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		236.6	0.8	0.1		32.6	9.7	0.1	24.5	26.1	96.5	
Delay (s)		327.2	17.6	12.2		109.0	43.4	16.1	84.0	85.9	158.0	
Level of Service		F	B	B		F	D	B	F	F	F	
Approach Delay (s)			29.7				45.4			114.3		
Approach LOS			C				D			F		

Intersection Summary

HCM Average Control Delay	54.7	HCM Level of Service	D
HCM Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	93.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	⇶	
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	
Lane Util. Factor	1.00	
Frt	0.90	
Flt Protected	0.99	
Satd. Flow (prot)	1659	
Flt Permitted	0.99	
Satd. Flow (perm)	1659	
Volume (vph)	0	98
Peak-hour factor, PHF	0.93	0.93
Adj. Flow (vph)	0	105
RTOR Reduction (vph)	19	0
Lane Group Flow (vph)	129	0
Turn Type		
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	10.0	
Effective Green, g (s)	12.0	
Actuated g/C Ratio	0.08	
Clearance Time (s)	6.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	124	
v/s Ratio Prot	c0.08	
v/s Ratio Perm		
v/c Ratio	1.04	
Uniform Delay, d1	74.0	
Progression Factor	1.00	
Incremental Delay, d2	90.8	
Delay (s)	164.8	
Level of Service	F	
Approach Delay (s)	164.8	
Approach LOS	F	

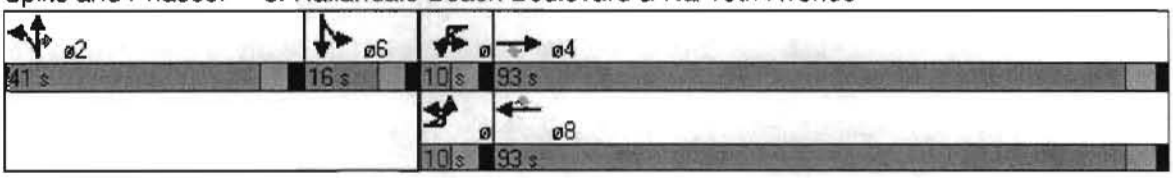
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT
Lane Configurations										
Volume (vph)	22	2060	100	66	2521	37	462	195	443	0
Turn Type	Prot		Perm	Prot		Perm	Split		Perm	
Protected Phases	7	4		3	8		2	2		6
Permitted Phases			4			8			2	
Detector Phases	7	4	4	3	8	8	2	2	2	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	22.0	22.0	10.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	10.0	93.0	93.0	10.0	93.0	93.0	41.0	41.0	41.0	16.0
Total Split (%)	6.3%	58.1%	58.1%	6.3%	58.1%	58.1%	25.6%	25.6%	25.6%	10.0%
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
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 69 (43%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 3: Hallandale Beach Boulevard & NE 10th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.92		1.00	0.98		1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1713		1770	1821		1770	3531		1770	3518	
Flt Permitted	0.55	1.00		0.40	1.00		0.13	1.00		0.08	1.00	
Satd. Flow (perm)	1033	1713		741	1821		239	3531		145	3518	
Volume (vph)	61	52	60	33	67	12	118	1819	28	47	1444	61
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)	67	57	66	36	74	13	130	1999	31	52	1587	67
RTOR Reduction (vph)	0	29	0	0	5	0	0	0	0	0	1	0
Lane Group Flow (vph)	67	94	0	36	82	0	130	2030	0	52	1653	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	13.9	13.9		13.9	13.9		135.1	135.1		135.1	135.1	
Effective Green, g (s)	15.9	15.9		15.9	15.9		136.1	136.1		136.1	136.1	
Actuated g/C Ratio	0.10	0.10		0.10	0.10		0.85	0.85		0.85	0.85	
Clearance Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	103	170		74	181		203	3004		123	2992	
v/s Ratio Prot		0.05			0.05			c0.57			0.47	
v/s Ratio Perm	c0.06			0.05			0.54			0.36		
v/c Ratio	0.65	0.55		0.49	0.46		0.64	0.68		0.42	0.55	
Uniform Delay, d1	69.4	68.7		68.2	68.0		3.9	4.2		2.8	3.4	
Progression Factor	1.00	1.00		1.00	1.00		2.60	2.37		1.00	1.00	
Incremental Delay, d2	13.8	3.9		5.0	1.8		5.1	0.4		10.3	0.7	
Delay (s)	83.1	72.5		73.1	69.8		15.3	10.4		13.1	4.1	
Level of Service	F	E		E	E		B	B		B	A	
Approach Delay (s)		76.3			70.8			10.7			4.4	
Approach LOS		E			E			B			A	

Intersection Summary

HCM Average Control Delay	12.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	74.6%	ICU Level of Service	D
Analysis Period (min)	15		

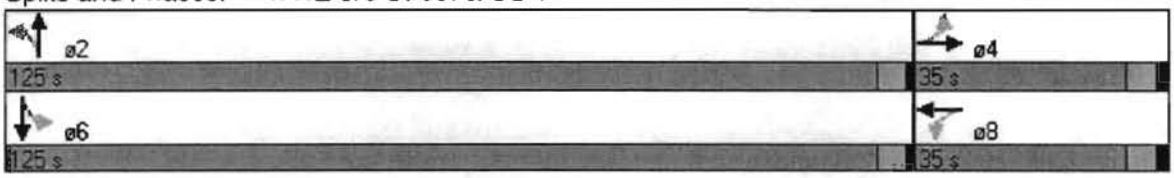
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	61	52	33	67	118	1819	47	1444
Turn Type	Perm		Perm		Perm		Perm	
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phases	4	4	8	8	2	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	21.0	21.0	21.0	21.0
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%
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	1.0	1.0	1.0	1.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 4: NE 3rd Street & US 1



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	126	1785	173	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	134	1899	184	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			701			718
pX, platoon unblocked						
vC, conflicting volume	1991	725			2083	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1991	725			2083	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	64			100	
cM capacity (veh/h)	53	368			262	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3
Volume Total	134	760	760	564
Volume Left	0	0	0	0
Volume Right	134	0	0	184
cSH	368	1700	1700	1700
Volume to Capacity	0.36	0.45	0.45	0.33
Queue Length 95th (ft)	41	0	0	0
Control Delay (s)	20.3	0.0	0.0	0.0
Lane LOS	C			
Approach Delay (s)	20.3	0.0		
Approach LOS	C			

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	52.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
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	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	1.00	0.91	1.00		0.97	0.91
Frt	1.00	0.88		1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1641		3433	1863	1583	1770	5085	1583		3433	5085
Flt Permitted	0.22	1.00		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	414	1641		3433	1863	1583	1770	5085	1583		3433	5085
Volume (vph)	168	46	176	378	261	295	96	2749	31	80	124	2134
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)	173	47	181	390	269	304	99	2834	32	82	128	2200
RTOR Reduction (vph)	0	75	0	0	0	12	0	0	8	0	0	0
Lane Group Flow (vph)	173	153	0	390	269	292	99	2834	24	0	210	2200
Turn Type	pm+pt			Prot		pm+ov	Prot		Perm	Prot	Prot	
Protected Phases	7	4		3	8	1!	5	2		1!	1	6
Permitted Phases	4					8			2			
Actuated Green, G (s)	27.0	16.0		18.0	23.0	31.0	11.4	94.0	94.0		8.0	90.6
Effective Green, g (s)	31.0	18.0		20.0	25.0	35.0	13.4	96.0	96.0		10.0	92.6
Actuated g/C Ratio	0.19	0.11		0.12	0.16	0.22	0.08	0.60	0.60		0.06	0.58
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)	190	185		429	291	386	148	3051	950		215	2943
v/s Ratio Prot	0.07	0.09		c0.11	c0.14	0.05	0.06	c0.56			c0.06	0.43
v/s Ratio Perm	0.10					0.14			0.02			
v/c Ratio	0.91	0.82		0.91	0.92	0.76	0.67	0.93	0.03		0.98	0.75
Uniform Delay, d1	59.0	69.5		69.1	66.6	58.5	71.1	28.9	13.0		74.9	25.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	40.9	24.8		22.7	33.3	8.2	10.9	6.4	0.0		54.2	1.8
Delay (s)	100.0	94.2		91.8	99.9	66.8	82.0	35.3	13.1		129.1	26.8
Level of Service	F	F		F	F	E	F	D	B		F	C
Approach Delay (s)		96.7			86.1			36.7				35.5
Approach LOS		F			F			D				D

Intersection Summary

HCM Average Control Delay	46.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	99.8%	ICU Level of Service	F
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	SBR
Lanes, Configurations	↱
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Volume (vph)	18
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	19
RTOR Reduction (vph)	6
Lane Group Flow (vph)	13
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	90.6
Effective Green, g (s)	92.6
Actuated g/C Ratio	0.58
Clearance Time (s)	6.0
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	916
v/s Ratio Prot	
v/s Ratio Perm	0.01
v/c Ratio	0.01
Uniform Delay, d1	14.3
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	14.3
Level of Service	B
Approach Delay (s)	
Approach LOS	

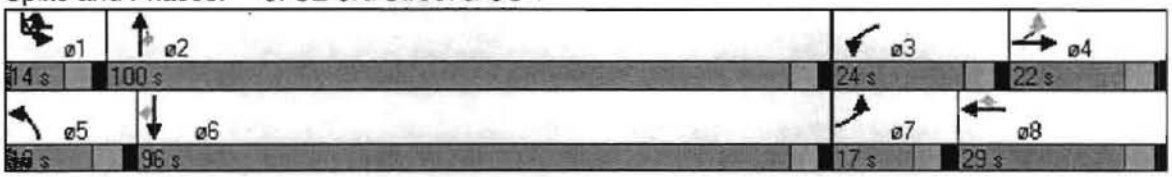
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	168	46	378	261	295	96	2749	31	124	2134	18
Turn Type	pm+pt		Prot		pm+ov	Prot		Perm	Prot		Perm
Protected Phases	7	4	3	8	1!	5	2		1	6	
Permitted Phases	4				8			2			6
Detector Phases	7	4	3	8	1	5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	22.0	10.0	22.0	10.0	10.0	22.0	22.0	10.0	22.0	22.0
Total Split (s)	17.0	22.0	24.0	29.0	14.0	18.0	100.0	100.0	14.0	96.0	96.0
Total Split (%)	10.6%	13.8%	15.0%	18.1%	8.8%	11.3%	62.5%	62.5%	8.8%	60.0%	60.0%
Yellow Time (s)	4.0	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	2.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 40 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
! Phase conflict between lane groups.

Splits and Phases: 6: SE 3rd Street & US 1

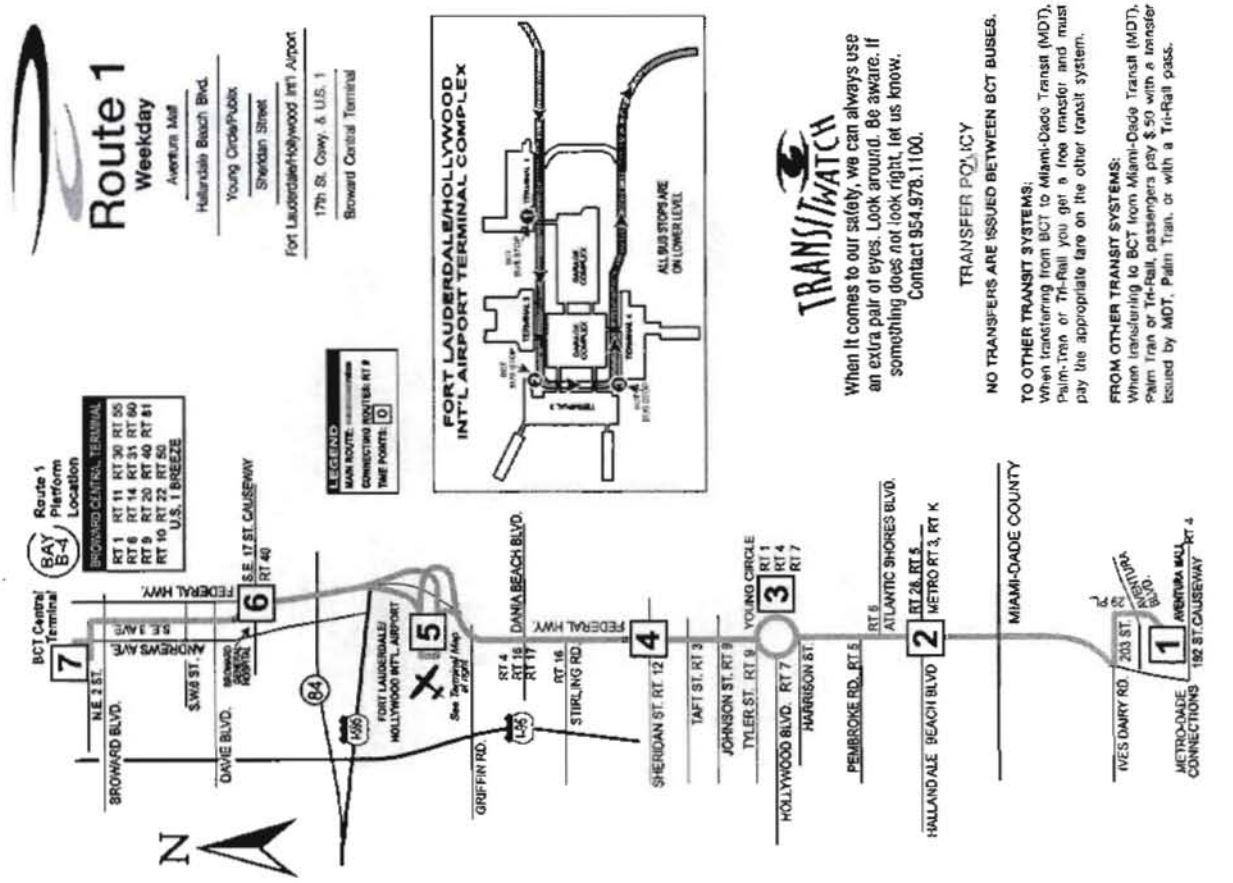


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	0	1875	75	0	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	0	1933	77	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			981			438
pX, platoon unblocked						
vC, conflicting volume	1972	683			2010	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1972	683			2010	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	54	392			280	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3
Volume Total	0	773	773	464
Volume Left	0	0	0	0
Volume Right	0	0	0	77
cSH	1700	1700	1700	1700
Volume to Capacity	0.00	0.45	0.45	0.27
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	0.0	0.0		
Approach LOS	A			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	41.2%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX I:
Transit Maps and Schedules



TRANSIT WATCH

When it comes to our safety, we can always use an extra pair of eyes. Look around. Be aware. If something does not look right, let us know. Contact 954.978.1100.

TRANSFER POLICY

NO TRANSFERS ARE ISSUED BETWEEN BCT BUSES.

TO OTHER TRANSIT SYSTEMS:
When transferring from BCT to Miami-Dade Transit (MDT), Palm-Tran or Tri-Rail you get a free transfer and must pay the appropriate fare on the other transit system.

FROM OTHER TRANSIT SYSTEMS:
When transferring to BCT from Miami-Dade Transit (MDT), Palm Tran or Tri-Rail, passengers pay $.50 with a transfer issued by MDT, Palm Tran, or with a Tri-Rail pass.

Customer Service

Monday - Friday .....7 am - 9 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	Thanksgiving Day
Independence Day	Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Senior/Youth/Disabled/Medicare/Student.* 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.

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 fare, 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.

For more details on our fares please visit our web site at broward.org/bct/faresandpasses 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.

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

This public document was promulgated at a cost of $838.30, or $.028 per copy, to inform the public about the Office of Transportation's schedule and route information. 10/07

printed on recycled paper

TIMETABLE

ROUTE 1

Weekday

Effective 10/07/07

Aventura Mall
Hallandale Beach Blvd.
Young Circle/Publix
Sheridan Street
Fort Lauderdale/Hollywood International Airport
17th St. Cswy. & U.S. 1
Broward Central Terminal

BROWARD COUNTY Transit

A service of the Broward County Commission

Wheelchair Accessible
Bike Racks

www.broward.org/bct

Route 1
Weekday

BROWARD COUNTY TRANSIT
www.broward.org/bct

Aventura Mall
Hallandale Beach Blvd.
Young Circle/Publix
Sheridan Street
Fort Lauderdale/Hollywood International Airport
17th St. Cswy. & U.S. 1
Broward Central Terminal

Route US 1 Breeze
Weekday Limited Service Stops:
• AVENTURA MALL • HALLANDALE BEACH BLVD. • PEMBROKE RD. • YOUNG CIRCLE • SHERIDAN ST. • DANIA BEACH BLVD. • S.E. 17 ST./S.E. 3 AVE. • S.E. 6 ST./ANDREWS AVE. • BROWARD CENTRAL TERMINAL • SUNRISE BLVD./N.E. 15 AVE. • OAKLAND PARK BLVD. • COMMERCIAL BLVD. • N.E. 62 ST. • ATLANTIC BLVD. • COPANS RD. • SAMPLE RD.
Pick up a US 1 Breeze Timetable for more information

WEEKDAY

NORTHBOUND
To Broward Central Terminal

AVENTURA MALL 1	HALLANDALE BEACH BLVD. 2	YOUNG CIRCLE/PUBLIX 3	SHERIDAN STREET 4	FORT LAUDERDALE/ HOLLYWOOD AIRPORT 5	S.E. 17 STREET 6	BROWARD CENTRAL TERMINAL 7
		5:05a	5:14a	5:25a	5:35a	5:45a
		5:20a	5:29a	5:40a	5:50a	6:00a
		5:35a	5:44a	5:55a	6:05a	6:15a
5:30a	5:41a	5:50a	5:59a	6:10a	6:20a	6:30a
		6:05a	6:14a	6:25a	6:36a	6:46a
6:00a	6:11a	6:20a	6:29a	6:40a	6:51a	7:01a
6:15a	6:26a	6:35a	6:45a	6:56a	7:07a	7:17a
6:30a	6:42a	6:51a	7:01a	7:12a	7:23a	7:33a
6:45a	6:57a	7:06a	7:16a	7:27a	7:38a	7:50a
7:00a	7:12a	7:21a	7:31a	7:43a	7:55a	8:06a
7:15a	7:27a	7:37a	7:48a	8:00a	8:12a	8:23a
7:30a	7:43a	7:53a	8:04a	8:16a	8:28a	8:38a
7:45a	7:58a	8:08a	8:19a	8:31a	8:42a	8:52a
8:00a	8:13a	8:23a	8:34a	8:45a	8:56a	9:06a
8:15a	8:28a	8:37a	8:47a	8:58a	9:09a	9:19a
8:30a	8:42a	8:51a	9:01a	9:12a	9:23a	9:33a
8:45a	8:57a	9:06a	9:16a	9:27a	9:37a	9:47a
9:00a	9:12a	9:21a	9:31a	9:42a	9:52a	10:02a
9:15a	9:27a	9:36a	9:45a	9:56a	10:06a	10:16a
9:30a	9:41a	9:50a	9:59a	10:10a	10:20a	10:30a
9:45a	9:56a	10:05a	10:14a	10:25a	10:35a	10:45a
10:00a	10:11a	10:20a	10:29a	10:40a	10:50a	11:00a
10:15a	10:26a	10:35a	10:44a	10:55a	11:05a	11:15a
10:30a	10:41a	10:50a	10:59a	11:10a	11:20a	11:30a
10:45a	10:56a	11:05a	11:14a	11:25a	11:35a	11:45a
11:00a	11:11a	11:20a	11:29a	11:40a	11:50a	12:00p
11:15a	11:26a	11:35a	11:44a	11:55a	12:05p	12:15p
11:30a	11:41a	11:50a	11:59a	12:10p	12:20p	12:30p
11:45a	11:56a	12:05p	12:14p	12:25p	12:35p	12:45p
12:00p	12:11p	12:20p	12:29p	12:40p	12:50p	1:00p
12:15p	12:26p	12:35p	12:44p	12:55p	1:05p	1:15p
12:30p	12:41p	12:50p	12:59p	1:10p	1:20p	1:30p
12:45p	12:56p	1:05p	1:14p	1:25p	1:35p	1:45p
1:00p	1:11p	1:20p	1:29p	1:40p	1:50p	2:00p
1:15p	1:26p	1:35p	1:44p	1:55p	2:05p	2:15p
1:30p	1:41p	1:50p	1:59p	2:10p	2:20p	2:30p
1:45p	1:56p	2:05p	2:14p	2:25p	2:35p	2:45p
2:00p	2:11p	2:20p	2:29p	2:40p	2:50p	3:00p
2:15p	2:26p	2:35p	2:44p	2:55p	3:05p	3:15p
2:30p	2:41p	2:50p	2:59p	3:10p	3:20p	3:30p
2:45p	2:56p	3:05p	3:14p	3:25p	3:36p	3:46p
3:00p	3:11p	3:20p	3:29p	3:40p	3:51p	4:01p
3:15p	3:26p	3:35p	3:45p	3:56p	4:07p	4:17p
3:30p	3:42p	3:51p	4:01p	4:12p	4:23p	4:33p
3:45p	3:57p	4:06p	4:16p	4:27p	4:38p	4:50p
4:00p	4:12p	4:21p	4:31p	4:43p	4:55p	5:06p
4:15p	4:27p	4:37p	4:48p	5:00p	5:12p	5:23p
4:30p	4:43p	4:53p	5:04p	5:16p	5:28p	5:38p
4:45p	4:58p	5:08p	5:19p	5:31p	5:42p	5:52p
5:00p	5:13p	5:23p	5:34p	5:45p	5:56p	6:06p
5:15p	5:28p	5:37p	5:47p	5:58p	6:09p	G6:19p
5:30p	5:42p	5:51p	6:01p	6:12p	6:23p	6:33p
5:45p	5:57p	6:06p	6:16p	6:27p	6:37p	G6:47p
6:00p	6:12p	6:21p	6:31p	6:42p	6:52p	7:02p
6:30p	6:41p	6:50p	6:59p	7:10p	7:20p	7:30p
7:00p	7:11p	7:20p	7:29p	7:40p	7:50p	8:00p
7:30p	7:41p	7:50p	7:59p	8:10p	8:20p	8:30p
8:00p	8:11p	8:20p	8:29p	8:40p	8:50p	9:00p
8:30p	8:41p	8:50p	8:59p	9:10p	9:20p	9:30p
9:00p	9:11p	9:20p	9:29p	9:39p	9:48p	9:57p
9:30p	9:41p	9:49p	9:57p	10:07p	10:16p	10:25p
10:00p	10:11p	10:19p	10:27p	10:37p	10:46p	10:55p
10:30p	10:40p	10:48p	10:56p	11:06p	11:15p	G11:24p
11:00p	11:10p	11:18p	11:26p	11:36p	11:45p	G11:54p

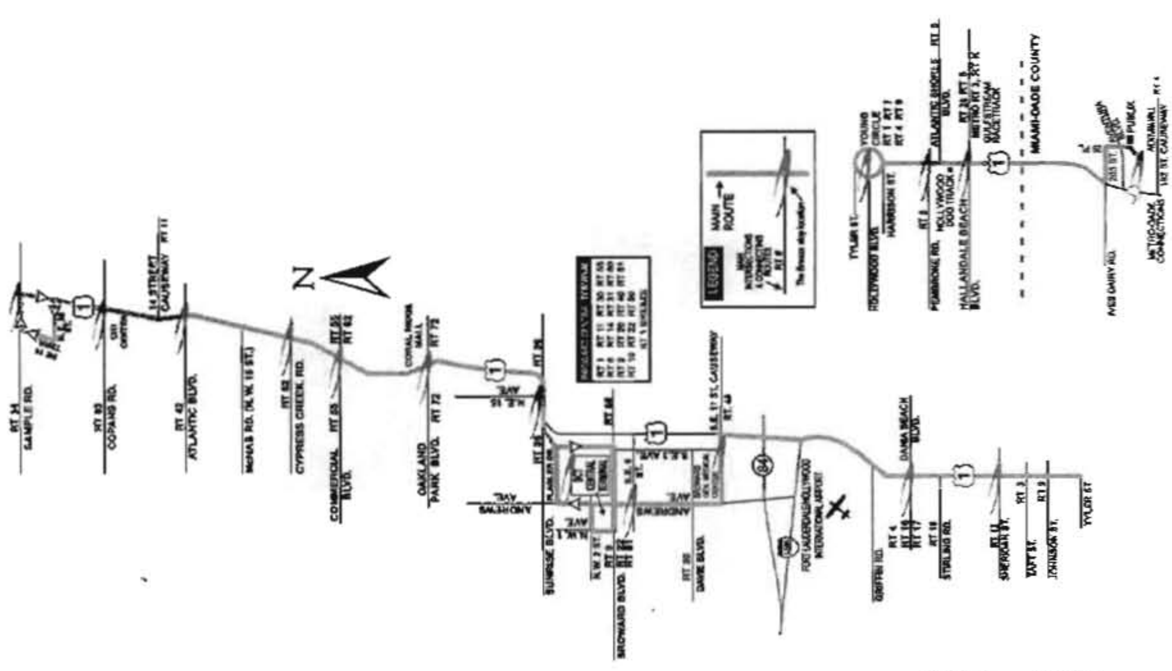
SOUTHBOUND
To Aventura Mall

BROWARD CENTRAL TERMINAL 7	S.E. 17 STREET 6	FORT LAUDERDALE/ HOLLYWOOD AIRPORT 5	SHERIDAN STREET 4	YOUNG CIRCLE/PUBLIX 3	HALLANDALE BEACH BLVD. 2	AVENTURA MALL 1
5:15a	5:25a	5:32a	5:46a	5:55a	6:04a	6:15a
5:30a	5:40a	5:47a	6:01a	6:10a	6:19a	6:30a
5:45a	5:55a	6:02a	6:16a	6:25a	6:34a	6:46a
6:00a	6:10a	6:17a	6:31a	6:41a	6:50a	7:02a
6:15a	6:25a	6:32a	6:46a	6:56a	7:05a	7:17a
6:30a	6:40a	6:48a	7:02a	7:12a	7:21a	7:33a
6:45a	6:55a	7:03a	7:17a	7:27a	7:37a	7:50a
7:00a	7:10a	7:18a	7:32a	7:43a	7:53a	8:06a
7:15a	7:25a	7:33a	7:48a	7:59a	8:09a	8:22a
7:30a	7:41a	7:50a	8:05a	8:16a	8:26a	8:38a
7:45a	7:56a	8:05a	8:20a	8:31a	8:40a	8:52a
8:00a	8:11a	8:20a	8:35a	8:45a	8:54a	9:06a
8:15a	8:26a	8:34a	8:48a	8:58a	9:07a	9:19a
8:30a	8:40a	8:48a	9:02a	9:12a	9:21a	9:33a
8:45a	8:55a	9:03a	9:17a	9:27a	9:36a	9:47a
9:00a	9:10a	9:18a	9:32a	9:41a	9:50a	10:01a
9:15a	9:25a	9:33a	9:47a	9:56a	10:05a	10:16a
9:30a	9:40a	9:47a	10:01a	10:10a	10:19a	10:30a
9:45a	9:55a	10:02a	10:16a	10:25a	10:34a	10:45a
10:00a	10:10a	10:17a	10:31a	10:40a	10:49a	11:00a
10:15a	10:25a	10:32a	10:46a	10:55a	11:04a	11:15a
10:30a	10:40a	10:47a	11:01a	11:10a	11:19a	11:30a
10:45a	10:55a	11:02a	11:16a	11:25a	11:34a	11:45a
11:00a	11:10a	11:17a	11:31a	11:40a	11:49a	12:00p
11:15a	11:25a	11:32a	11:46a	11:55a	12:04p	12:15p
11:30a	11:40a	11:47a	12:01p	12:10p	12:19p	12:30p
11:45a	11:55a	12:02p	12:16p	12:25p	12:34p	12:45p
12:00p	12:10p	12:17p	12:31p	12:40p	12:49p	1:00p
12:15p	12:25p	12:32p	12:46p	12:55p	1:04p	1:15p
12:30p	12:40p	12:47p	1:01p	1:10p	1:19p	1:30p
12:45p	12:55p	1:02p	1:16p	1:25p	1:34p	1:45p
1:00p	1:10p	1:17p	1:31p	1:40p	1:49p	2:00p
1:15p	1:25p	1:32p	1:46p	1:55p	2:04p	2:15p
1:30p	1:40p	1:47p	2:01p	2:10p	2:19p	2:30p
1:45p	1:55p	2:02p	2:16p	2:25p	2:34p	2:45p
2:00p	2:10p	2:17p	2:31p	2:40p	2:49p	3:00p
2:15p	2:25p	2:32p	2:46p	2:55p	3:04p	3:15p
2:30p	2:40p	2:47p	3:01p	3:10p	3:19p	3:30p
2:45p	2:55p	3:02p	3:16p	3:25p	3:34p	3:46p
3:00p	3:10p	3:17p	3:31p	3:41p	3:50p	4:02p
3:15p	3:25p	3:32p	3:46p	3:56p	4:05p	4:17p
3:30p	3:40p	3:48p	4:02p	4:12p	4:21p	4:33p
3:45p	3:55p	4:03p	4:17p	4:27p	4:37p	4:50p
4:00p	4:10p	4:18p	4:32p	4:43p	4:53p	5:06p
4:15p	4:25p	4:33p	4:48p	4:58p	5:08p	5:22p
4:30p	4:41p	4:50p	5:05p	5:16p	5:26p	5:38p
4:45p	4:56p	5:05p	5:20p	5:31p	5:40p	5:52p
5:00p	5:11p	5:20p	5:35p	5:45p	5:54p	G6:06p
5:15p	5:26p	5:34p	5:48p	5:58p	6:07p	6:19p
5:30p	5:40p	5:48p	6:02p	6:12p	6:21p	G6:33p
5:45p	5:55p	6:03p	6:17p	6:27p	6:36p	6:47p
6:00p	6:10p	6:18p	6:32p	6:41p	6:50p	G7:01p
6:15p	6:25p	6:33p	6:47p	6:56p	7:05p	7:16p
6:45p	6:55p	7:02p	7:16p	7:25p	7:34p	7:45p
7:15p	7:25p	7:32p	7:46p	7:55p	8:04p	8:15p
7:45p	7:55p	8:02p	8:16p	8:25p	8:34p	8:45p
8:15p	8:25p	8:32p	8:46p	8:55p	9:04p	9:15p
8:45p	8:55p	9:02p	9:16p	9:25p	9:34p	9:44p
9:15p	9:25p	9:32p	9:45p	9:53p	10:01p	10:11p
9:45p	9:55p	10:01p	10:14p	10:22p	10:30p	10:40p
10:15p	10:24p	10:30p	10:43p	10:51p	10:59p	G11:08p
10:45p	10:54p	11:00p	11:13p	11:21p	G11:29p	
11:15p	11:24p	11:30p	11:43p	11:51p	G11:59p	

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

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 Office of Transportation, Compliance Manager, 3201 West Copans Road, Bldg. 1, Pompano Beach, Florida 33069.



Route
U.S. 1 Breeze
Weekday
Limited Service
BROWARD COUNTY TRANSIT
www.broward.org/bct

- AVENTURA MALL
- HALLANDALE BEACH BLVD.
- PEMBROKE RD.
- YOUNG CIRCLE
- SHERIDAN ST.
- DANIA BEACH BLVD.
- S.E. 17 ST./S.E. 3 AVE.
- S.E. 6 ST./ANDREWS AVE.
- BROWARD CENTRAL TERMINAL
- SUNRISE BLVD./N.E. 15 AVE.
- OAKLAND PARK BLVD.
- COMMERCIAL BLVD.
- N.E. 62 ST.
- ATLANTIC BLVD.
- COPANS RD.
- SAMPLE RD.

TRANSFER POLICY

NO TRANSFERS ARE ISSUED BETWEEN BCT BUSES.

TO OTHER TRANSIT SYSTEMS: When transferring from BCT to Miami-Dade Transit (MDT), Palm-Tran or Tri-Rail you get a free transfer and must pay the appropriate fare on the other transit system.

FROM OTHER TRANSIT SYSTEMS: When transferring to BCT from Miami-Dade Transit (MDT), Palm Tran or Tri-Rail, passengers pay $.50 with a transfer issued by MDT, Palm Tran, or with a Tri-Rail pass

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	Thanksgiving Day
Independence Day	Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Senior/Youth/Disabled/Medicare/Student.* 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.

Bus Passes are not redeemable, refundable or transferable. 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 fare, 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.

For more details on our fares please visit our web site at broward.org/bct/faresandpasses.htm 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 BREEZE bus stops along the route where there is a BREEZE bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

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.

This public document was promulgated at a cost of $[illegible], or $.035 per copy, to inform the public about the Office of Transportation's schedule and route information. 10/07

printed on recycled paper

TIMETABLE

ROUTE
U.S. 1 Breeze

Weekday
Limited Service

Effective 10/07/07

- AVENTURA MALL
- HALLANDALE BEACH BLVD.
- PEMBROKE RD.
- YOUNG CIRCLE
- SHERIDAN ST.
- DANIA BEACH BLVD.
- S.E. 17 ST./S.E. 3 AVE.
- S.E. 6 ST./ANDREWS AVE.
- BROWARD CENTRAL TERMINAL
- SUNRISE BLVD./N.E. 15 AVE.
- OAKLAND PARK BLVD.
- COMMERCIAL BLVD.
- N.E. 62 ST.
- ATLANTIC BLVD.
- COPANS RD.
- SAMPLE RD.

BROWARD COUNTY *Transit*
A service of the Broward County Commission

Wheelchair Accessible
Bike Racks

www.broward.org/bct

ROUTE U.S. 1 Breeze

Weekday Limited Service

- AVENTURA MALL
- HALLANDALE BEACH BLVD.
- PEMBROKE RD.
- YOUNG CIRCLE
- SHERIDAN ST.
- DANIA BEACH BLVD.
- S.E. 17 ST./S.E. 3 AVE.
- S.E. 6 ST./ANDREWS AVE.
- BROWARD CENTRAL TERMINAL
- SUNRISE BLVD./N.E. 15 AVE.
- OAKLAND PARK BLVD.
- COMMERCIAL BLVD.
- N.E. 62 ST.
- ATLANTIC BLVD.
- COPANS RD.
- SAMPLE RD.

NORTHBOUND

To Broward Central Terminal/Sample Rd

A.M. MORNING SERVICE

AVENTURA MALL	HALLANDALE BCH BLVD.	PEMBROKE RD.	YOUNG CIRCLE	SHERIDAN ST	DANIA BEACH BLVD.	S.E. 17 ST. & S.E. 3 AVE.	S.E. 6 ST. & ANDREWS AVE.	BROWARD CENTRAL TERMINAL	BROWARD CENTRAL TERMINAL	SUNRISE BLVD & N.E. 15 AVE.	OAKLAND PARK BLVD.	COMMERCIAL BLVD.	N.E. 62 ST.	ATLANTIC BLVD	COPANS RD	SAMPLE RD.
									6:20a	6:27a	6:34a	6:39a	6:42a	6:46a	6:50a	6:55a
6:00a	6:08a	6:11a	6:15a	6:20a	6:24a	6:33a	6:37a	6:42a	6:50a	6:57a	7:04a	7:09a	7:12a	7:16a	7:20a	7:25a
6:30a	6:38a	6:41a	6:45a	6:50a	6:54a	7:04a	7:08a	7:13a	7:20a	7:28a	7:35a	7:41a	7:45a	7:50a	7:55a	8:01a
7:00a	7:08a	7:11a	7:15a	7:20a	7:24a	7:34a	7:39a	7:45a	7:50a	7:58a	8:06a	8:12a	8:16a	8:21a	8:26a	G8:32a
7:25a	7:33a	7:37a	7:42a	7:48a	7:53a	8:04a	8:09a	8:15a	8:20a	8:28a	8:35a	8:40a	8:43a	8:47a	8:51a	G8:56a
7:55a	8:04a	8:08a	8:13a	8:19a	8:24a	8:35a	8:39a	8:44a	8:50a	8:57a	9:04a	9:09a	9:12a	9:16a	9:20a	G9:25a
8:30a	8:38a	8:41a	8:45a	8:50a	8:54a	9:04a	9:08a	G9:13a								

P.M. AFTERNOON SERVICE

AVENTURA MALL	HALLANDALE BCH BLVD.	PEMBROKE RD.	YOUNG CIRCLE	SHERIDAN ST	DANIA BEACH BLVD.	S.E. 17 ST. & S.E. 3 AVE.	S.E. 6 ST. & ANDREWS AVE.	BROWARD CENTRAL TERMINAL	BROWARD CENTRAL TERMINAL	SUNRISE BLVD & N.E. 15 AVE.	OAKLAND PARK BLVD.	COMMERCIAL BLVD.	N.E. 62 ST.	ATLANTIC BLVD	COPANS RD	SAMPLE RD.
									4:20p	4:27p	4:37p	4:43p	4:47p	4:52p	4:57p	5:04p
3:55p	4:04p	4:07p	4:11p	4:16p	4:20p	4:29p	4:34p	4:40p	4:50p	4:58p	5:08p	5:14p	5:18p	5:23p	5:28p	5:35p
4:25p	4:34p	4:38p	4:43p	4:49p	4:54p	5:04p	5:09p	5:15p	5:20p	5:29p	5:38p	5:41p	5:44p	5:48p	5:52p	5:58p
4:50p	5:00p	5:04p	5:09p	5:15p	5:20p	5:30p	5:34p	5:39p	5:45p	5:52p	6:01p	6:06p	6:09p	6:13p	6:17p	G6:23p
5:25p	5:35p	5:38p	5:42p	5:47p	5:51p	6:00p	6:04p	6:09p	6:15p	6:22p	6:31p	6:36p	6:39p	6:43p	6:47p	G6:53p
5:55p	6:04p	6:07p	6:11p	6:16p	6:20p	6:29p	6:33p	6:38p	6:45p	6:52p	7:01p	7:06p	7:09p	7:13p	7:17p	G7:23p
6:30p	6:39p	6:42p	6:46p	6:51p	6:55p	7:04p	7:08p	G7:13p								

SOUTHBOUND

To Broward Central Terminal/Aventura Mall

A.M. MORNING SERVICE

SAMPLE RD.	COPANS RD.	ATLANTIC BLVD	N.E. 62 ST.	COMMERCIAL BLVD.	OAKLAND PARK BLVD.	SUNRISE BLVD. & N.E. 15 AVE.	BROWARD CENTRAL TERMINAL	BROWARD CENTRAL TERMINAL	S.E. 6 ST. & ANDREWS AVE.	S.E. 17 ST & S.E. 3 AVE.	DANIA BEACH BLVD.	SHERIDAN ST.	YOUNG CIRCLE	PEMBROKE RD.	HALLANDALE BCH. BLVD	AVENTURA MALL
								6:05a	6:09a	6:13a	6:22a	6:26a	6:31a	6:36a	6:39a	6:47a
								6:30a	6:34a	6:38a	6:47a	6:51a	6:56a	7:01a	7:04a	7:12a
6:15a	6:18a	6:22a	6:26a	6:30a	6:35a	6:42a	6:48a	6:55a	6:59a	7:03a	7:12a	7:16a	7:21a	7:26a	7:29a	7:38a
6:45a	6:48a	6:52a	6:56a	7:00a	7:05a	7:12a	7:18a	7:25a	7:29a	7:34a	7:44a	7:49a	7:55a	8:01a	8:05a	8:14a
7:10a	7:13a	7:17a	7:21a	7:25a	7:30a	7:38a	7:45a	7:50a	7:55a	8:00a	8:10a	8:15a	8:21a	8:27a	8:31a	G8:39a
7:35a	7:39a	7:44a	7:49a	7:54a	8:00a	8:08a	8:15a	8:20a	8:26a	8:30a	8:39a	8:43a	8:48a	8:53a	8:56a	G9:04a
8:10a	8:14a	8:19a	8:24a	8:29a	8:34a	8:41a	G8:47a									

P.M. AFTERNOON SERVICE

SAMPLE RD.	COPANS RD.	ATLANTIC BLVD	N.E. 62 ST.	COMMERCIAL BLVD.	OAKLAND PARK BLVD.	SUNRISE BLVD. & N.E. 15 AVE.	BROWARD CENTRAL TERMINAL	BROWARD CENTRAL TERMINAL	S.E. 6 ST. & ANDREWS AVE.	S.E. 17 ST & S.E. 3 AVE.	DANIA BEACH BLVD.	SHERIDAN ST.	YOUNG CIRCLE	PEMBROKE RD.	HALLANDALE BCH. BLVD	AVENTURA MALL
								3:50p	3:54p	3:58p	4:08p	4:12p	4:17p	4:22p	4:26p	4:34p
								4:20p	4:24p	4:28p	4:39p	4:44p	4:50p	4:56p	5:00p	5:10p
4:10p	4:13p	4:17p	4:21p	4:26p	4:30p	4:39p	4:47p	4:50p	4:55p	5:00p	5:11p	5:16p	5:22p	5:28p	5:32p	5:41p
4:40p	4:44p	4:49p	4:54p	4:59p	5:05p	5:14p	5:22p	5:25p	5:30p	5:34p	5:44p	5:48p	5:53p	5:58p	6:01p	6:10p
5:10p	5:14p	5:19p	5:24p	5:29p	5:34p	5:42p	5:48p	5:55p	5:59p	6:03p	6:13p	6:17p	6:22p	6:27p	6:30p	G6:39p
5:45p	5:48p	5:52p	5:56p	6:00p	6:05p	6:13p	6:20p	6:25p	6:29p	6:33p	6:43p	6:47p	6:52p	6:57p	7:00p	G7:09p
6:10p	6:13p	6:17p	6:21p	6:25p	6:30p	6:38p	G6:45p									

BROWARD COUNTY TRANSIT
www.broward.org/bct

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

TRANSITWATCH

When it comes to our safety,
we can always use
an extra pair of eyes.
Look around. Be aware.
If something does not look right,
let us know.
Contact 954.978.1100.

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 Office of Transportation, Compliance Manager, 3201 West Copans Road, Bldg 1, Pompano Beach Florida 33069.

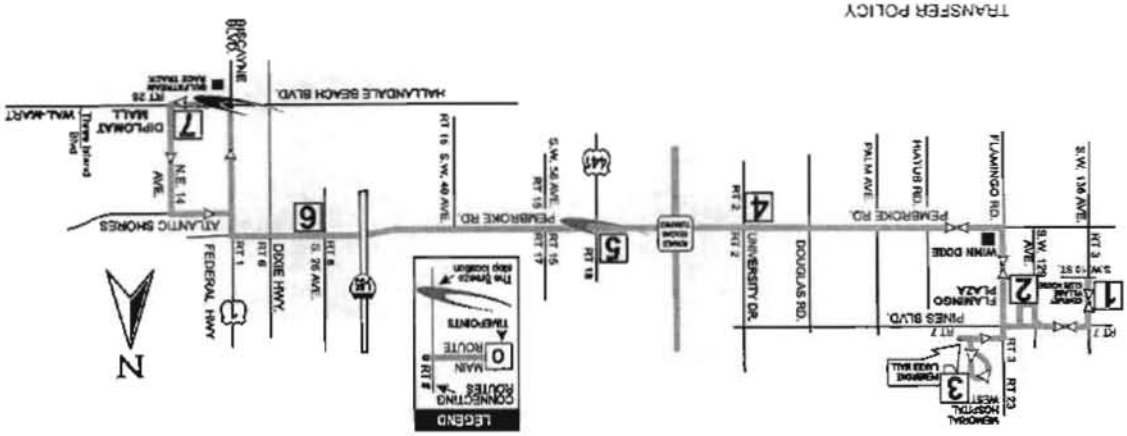
Route 5

Weekday, Saturday & Sunday

Century Village
Flamingo Plaza
Pembroke Lakes Mall
Pembroke Rd. & University Dr.
Pembroke Rd. & Hwy. 441
Hallandale Beach Blvd. & N.E. 14 Ave.

TRANSIT WATCH

When it comes to our safety, we can always use an extra pair of eyes.
Look around. Be aware. If something does not look right, let us know.
Contact 954.978.1100.



TRANSFER POLICY

NO TRANSFERS ARE ISSUED BETWEEN BCT BUSES.

TO OTHER TRANSIT SYSTEMS:
When transferring from BCT to Miami-Dade Transit (MDT), Palm-Tran or Tri-Rail you get a free transfer and must pay the appropriate fare on the other transit system.

FROM OTHER TRANSIT SYSTEMS:
When transferring to BCT from Miami-Dade Transit (MDT), Palm Tran or Tri-Rail, passengers pay $.50 with a transfer issued by MDT, Palm Tran, or with a Tri-Rail pass.

Customer Service

Monday - Friday .....7 am - 9 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	Thanksgiving Day
Independence Day	Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Senior/Youth/Disabled/Medicare/Student.* 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.

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 fare, 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.

For more details on our fares please visit our web site at broward.org/bct/faresandpasses.htm 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.

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.

This public document was promulgated at a cost of $838.50, or $.028 per copy, to inform the public about the Office of Transportation's schedule and route information. 10/07

printed on recycled paper

TIMETABLE

ROUTE 5

Weekday, Saturday & Sunday

Effective 10/07/07

Century Village
Flamingo Plaza
Pembroke Lakes Mall
Pembroke Rd. & University Dr.
Pembroke Rd. & Hwy. 441
Hallandale Beach Blvd. & N.E. 14 Ave

BROWARD COUNTY Transit
A service of the Broward County Commission

Wheelchair Accessible
Bike Racks

www.broward.org/bct

Route 5

Weekday, Saturday & Sunday

BROWARD COUNTY TRANSIT
www.broward.org/bct

Century Village
Flamingo Plaza
Pembroke Lakes Mall
Pembroke Rd. & University Dr.
Pembroke Rd. & Hwy. 441
Hallandale Beach Blvd. & N.E. 14 Ave.

EASTBOUND

To Hallandale Beach Blvd. & N.E. 14 Ave.

CENTURY VILLAGE 1	FLAMINGO PLAZA 2	PEMBROKE LAKES MALL 3	PEMBROKE RD. & UNIVERSITY DR. 4	PEMBROKE RD. & HWY. 441 5	PEMBROKE RD. & S. 26 AVE. 6	HALLANDALE BEACH BLVD. & N.E. 14 AVE. 7
		6:05a	6:25a	6:35a	6:45a	6:55a
		7:05a	7:25a	7:35a	7:45a	7:55a
		8:05a	8:25a	8:35a	8:45a	8:55a
8:35a	8:45a	8:55a	9:15a	9:25a	9:35a	9:45a
9:35a	9:45a	9:55a	10:15a	10:25a	10:35a	10:45a
10:35a	10:45a	10:55a	11:15a	11:25a	11:35a	11:45a
11:35a	11:45a	11:55a	12:15p	12:25p	12:35p	12:45p
12:35p	12:45p	12:55p	1:15p	1:25p	1:35p	1:45p
1:35p	1:45p	1:55p	2:15p	2:25p	2:35p	2:45p
2:35p	2:45p	2:55p	3:15p	3:25p	3:35p	3:45p
3:35p	3:45p	3:55p	4:15p	4:25p	4:35p	4:45p
4:35p	4:45p	4:55p	5:15p	5:25p	5:35p	5:45p
5:35p	5:45p	5:55p	6:15p	6:25p	6:35p	6:45p
6:35p	6:45p	6:55p	7:15p	7:25p	7:35p	G 7:45p
7:35p	7:45p	7:55p	8:15p	8:25p	8:35p	G 8:45p
8:35p	8:45p	8:55p	9:15p	9:25p	9:35p	G 9:45p

WESTBOUND

To Century Village

HALLANDALE BEACH BLVD. & N.E. 14 AVE. 7	PEMBROKE RD. & S. 26 AVE. 6	PEMBROKE RD. & HWY. 441 5	PEMBROKE RD. & UNIVERSITY DR. 4	PEMBROKE LAKES MALL 3	FLAMINGO PLAZA 2	CENTURY VILLAGE 1
7:05a	7:15a	7:25a	7:35a	8:00a	8:10a	8:20a
8:05a	8:15a	8:25a	8:35a	9:00a	9:10a	9:20a
9:05a	9:15a	9:25a	9:35a	10:00a	10:10a	10:20a
10:05a	10:15a	10:25a	10:35a	11:00a	11:10a	11:20a
11:05a	11:15a	11:25a	11:35a	12:00p	12:10p	12:20p
12:05p	12:15p	12:25p	12:35p	1:00p	1:10p	1:20p
1:05p	1:15p	1:25p	1:35p	2:00p	2:10p	2:20p
2:05p	2:15p	2:25p	2:35p	3:00p	3:10p	3:20p
3:05p	3:15p	3:25p	3:35p	4:00p	4:10p	4:20p
4:05p	4:15p	4:25p	4:35p	5:00p	5:10p	5:20p
5:05p	5:15p	5:25p	5:35p	6:00p	6:10p	6:20p
6:05p	6:15p	6:25p	6:35p	7:00p	7:10p	7:20p
7:05p	7:15p	7:25p	7:35p	8:00p	8:10p	8:20p

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

Century Village residents must show their Century Village Resident or Tenant photo identification Card when boarding Routes 3, 5 and 7 buses. Riders not presenting proper Century Village Identification will be required to pay the full fare.
Century Village residents using any BCT buses other than Routes 3, 5 and 7 are required to pay the regular fare

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 Office of Transportation, Compliance Manager, 3201 West Copans Road, Bldg 1, Pompano Beach, Florida 33069

EASTBOUND

To Hallandale Beach Blvd & N.E 14 Ave.

CENTURY VILLAGE 1	FLAMINGO PLAZA 2	PEMBROKE LAKES MALL 3	PEMBROKE RD. & UNIVERSITY DR. 4	PEMBROKE RD. & HWY. 441 5	PEMBROKE RD. & S. 26 AVE. 6	HALLANDALE BEACH BLVD. & N.E. 14 AVE 7
8:35a	8:45a	8:55a	9:15a	9:25a	9:35a	9:45a
9:35a	9:45a	9:55a	10:15a	10:25a	10:35a	10:45a
10:35a	10:45a	10:55a	11:15a	11:25a	11:35a	11:45a
11:35a	11:45a	11:55a	12:15p	12:25p	12:35p	12:45p
12:35p	12:45p	12:55p	1:15p	1:25p	1:35p	1:45p
1:35p	1:45p	1:55p	2:15p	2:25p	2:35p	2:45p
2:35p	2:45p	2:55p	3:15p	3:25p	3:35p	3:45p
3:35p	3:45p	3:55p	4:15p	4:25p	4:35p	4:45p
4:35p	4:45p	4:55p	5:15p	5:25p	5:35p	5:45p
5:35p	5:45p	5:55p	6:15p	6:25p	6:35p	6:45p
6:35p	6:45p	6:55p	7:15p	7:25p	7:35p	G 7:45p
7:35p	7:45p	7:55p	8:15p	G 8:25p		
8:35p	8:45p	8:55p	9:15p	G 9:25p		

WESTBOUND

To Century Village

HALLANDALE BEACH BLVD. & N.E. 14 AVE 7	PEMBROKE RD. & S. 26 AVE. 6	PEMBROKE RD. & HWY. 441 5	PEMBROKE RD. & UNIVERSITY DR. 4	PEMBROKE LAKES MALL 3	FLAMINGO PLAZA 2	CENTURY VILLAGE 1
7:05a	7:15a	7:25a	7:35a	7:55a	8:05a	8:15a
8:05a	8:15a	8:25a	8:35a	8:55a	9:05a	9:15a
9:05a	9:15a	9:25a	9:35a	9:55a	10:05a	10:15a
10:05a	10:15a	10:25a	10:35a	10:55a	11:05a	11:15a
11:05a	11:15a	11:25a	11:35a	11:55a	12:05p	12:15p
12:05p	12:15p	12:25p	12:35p	12:55p	1:05p	1:15p
1:05p	1:15p	1:25p	1:35p	1:55p	2:05p	2:15p
2:05p	2:15p	2:25p	2:35p	2:55p	3:05p	3:15p
3:05p	3:15p	3:25p	3:35p	3:55p	4:05p	4:15p
4:05p	4:15p	4:25p	4:35p	4:55p	5:05p	5:15p
5:05p	5:15p	5:25p	5:35p	5:55p	6:05p	6:15p
6:05p	6:15p	6:25p	6:35p	6:55p	7:05p	7:15p
7:05p	7:15p	7:25p	7:35p	7:55p	8:05p	8:15p

EASTBOUND

To Hallandale Beach Blvd. & N.E. 14 Ave.

CENTURY VILLAGE 1	FLAMINGO PLAZA 2	PEMBROKE LAKES MALL 3	PEMBROKE RD. & UNIVERSITY DR. 4	PEMBROKE RD. & HWY. 441 5	PEMBROKE RD. & S. 26 AVE. 6	HALLANDALE BEACH BLVD. & N.E. 14 AVE. 7
9:40a	9:50a	10:00a	10:20a	10:30a	10:40a	10:50a
10:40a	10:50a	11:00a	11:20a	11:30a	11:40a	11:50a
11:40a	11:50a	12:00p	12:20p	12:30p	12:40p	12:50p
12:40p	12:50p	1:00p	1:20p	1:30p	1:40p	1:50p
1:40p	1:50p	2:00p	2:20p	2:30p	2:40p	2:50p
2:40p	2:50p	3:00p	3:20p	3:30p	3:40p	3:50p
3:40p	3:50p	4:00p	4:20p	4:30p	4:40p	4:50p
4:40p	4:50p	5:00p	5:20p	5:30p	5:40p	5:50p
5:40p	5:50p	6:00p	6:20p	6:30p	6:40p	6:50p
6:40p	6:50p	7:00p	7:20p	G 7:30p		
7:40p	7:50p	8:00p	8:20p	G 8:30p		

WESTBOUND

To Century Village

HALLANDALE BEACH BLVD. & N.E. 14 AVE. 7	PEMBROKE RD. & S. 26 AVE. 6	PEMBROKE RD. & HWY. 441 5	PEMBROKE RD. & UNIVERSITY DR. 4	PEMBROKE LAKES MALL 3	FLAMINGO PLAZA 2	CENTURY VILLAGE 1
8:20a	8:30a	8:40a	8:50a	9:15a	9:20a	9:30a
9:20a	9:30a	9:40a	9:50a	10:15a	10:20a	10:30a
10:20a	10:30a	10:40a	10:50a	11:15a	11:20a	11:30a
11:10a	11:20a	11:30a	11:40a	12:05p	12:10p	12:20p
12:10p	12:20p	12:30p	12:40p	1:05p	1:10p	1:20p
1:10p	1:20p	1:30p	1:40p	2:05p	2:10p	2:20p
2:10p	2:20p	2:30p	2:40p	3:05p	3:10p	3:20p
3:10p	3:20p	3:30p	3:40p	4:05p	4:10p	4:20p
4:10p	4:20p	4:30p	4:40p	5:05p	5:10p	5:20p
5:10p	5:20p	5:30p	5:40p	6:05p	6:10p	6:20p
6:10p	6:20p	6:30p	6:40p	7:05p	7:10p	7:20p
7:10p	7:20p	7:30p	7:40p	8:05p	8:10p	G 8:20p

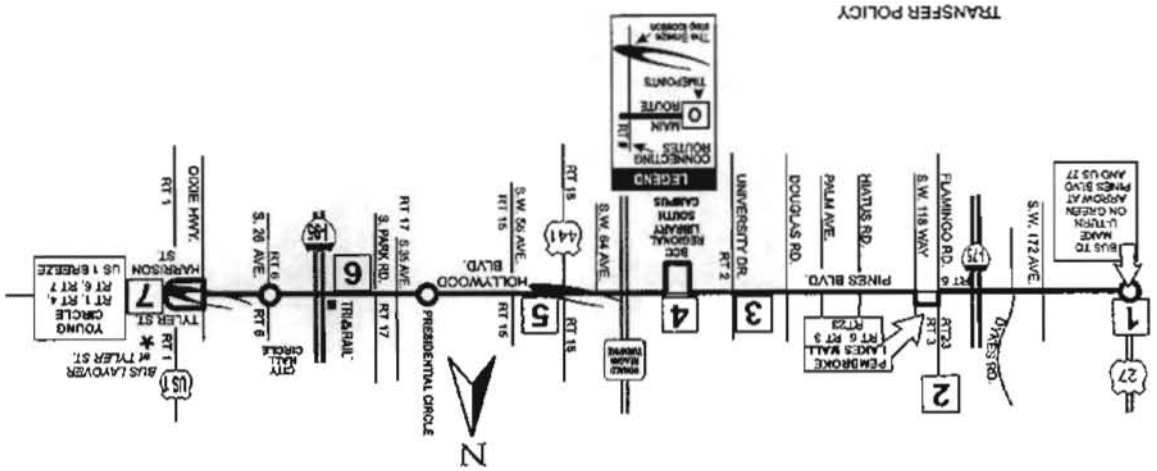
Route 7

Weekday, Saturday & Sunday

US 27 & Pines Blvd.
Pembroke Lakes Mall
BCC South Campus
Hollywood Blvd. & 441
Hollywood Tri-Rail Station
Young Circle

TRANSIT WATCH

When it comes to our safety, we can always use an extra pair of eyes.
Look around. Be aware. If something does not look right, let us know.
Contact 954.978.1100.



TRANSFER POLICY

NO TRANSFERS ARE ISSUED BETWEEN BCT BUSES.

TO OTHER TRANSIT SYSTEMS:
When transferring from BCT to Miami-Dade Transit (MDT), Palm-Tran or Tri-Rail you get a free transfer and must pay the appropriate fare on the other transit system.

FROM OTHER TRANSIT SYSTEMS:
When transferring to BCT from Miami-Dade Transit (MDT), Palm Tran or Tri-Rail, passengers pay $.50 with a transfer issued by MDT, Palm Tran, or with a Tri-Rail pass.

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 Office of Transportation, Complaints Manager, 3201 West Copans Road, Bldg. 1, Pompano Beach, Florida 33069.

TIMETABLE

ROUTE 7

Weekday, Saturday & Sunday

Effective 10/07/07

US 27 & Pines Blvd.
Pembroke Lakes Mall
BCC South Campus
Hollywood Blvd. & 441
Hollywood Tri-Rail Station
Young Circle

BROWARD COUNTY Transit
A service of the Broward County Commission

Wheelchair Accessible
Bike Racks

www.broward.org/bct

For more details on our fares please visit our web site at broward.org/bct/faresandpasses.htm 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.

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.

This public document was promulgated at a cost of $694.40, or $.026 per copy, to inform the public about the Office of Transportation's schedule and route information. 10/07

printed on recycled paper

Customer Service

Monday - Friday .....7 am - 9 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: 954-357-8414, 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	Thanksgiving Day
Independence Day	Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Senior/Youth/Disabled/Medicare/Student.* 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.

Bus Passes are not redeemable, refundable or transferable. 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 fare, 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.

Route 7

Weekday, Saturday & Sunday

BROWARD COUNTY TRANSIT

www.broward.org/bct

US 27 & Pines Blvd.
Pembroke Lakes Mall
BCC South Campus
Hollywood Blvd. & 441
Hollywood Tri-Rail Station
Young Circle

WEEKDAY

EASTBOUND

To Young Circle

PINES BLVD. & U S 27 [1]	PEMBROKE LAKES MALL [2]	PINES BLVD. & UNIVERSITY DR. [3]	BCC SOUTH CAMPUS [4]	HOLLYWOOD BLVD. & HWY. 441 [5]	HOLLYWOOD BLVD.& PARK RD. [6]	YOUNG CIRCLE [7]
		5:15a		5:25a	5:33a	5:43a
		5:45a		5:55a	6:03a	6:13a
	6:00a	6:15a		6:25a	6:33a	6:43a
	6:30a	6:45a		6:55a	7:03a	7:13a
6:30a	6:55a	7:11a	7:15a	7:26a	7:36a	7:50a
7:00a	7:25a	7:41a	7:45a	7:56a	8:06a	8:20a
7:30a	7:55a	8:11a	8:15a	8:26a	8:36a	8:50a
8:00a	8:25a	8:41a	8:45a	8:56a	9:06a	9:20a
8:30a	8:55a	9:11a	9:15a	9:26a	9:35a	9:48a
9:00a	9:25a	9:40a	9:43a	9:53a	10:02a	10:15a
9:30a	9:55a	10:10a	10:13a	10:23a	10:32a	10:45a
10:00a	10:25a	10:40a	10:43a	10:53a	11:02a	11:15a
10:30a	10:55a	11:10a	11:13a	11:23a	11:32a	11:45a
11:00a	11:25a	11:40a	11:43a	11:53a	12:02p	12:15p
11:30a	11:55a	12:10p	12:13p	12:23p	12:32p	12:45p
12:00p	12:25p	12:40p	12:43p	12:53p	1:02p	1:15p
12:30p	12:55p	1:10p	1:13p	1:23p	1:32p	1:45p
1:00p	1:25p	1:40p	1:43p	1:53p	2:02p	2:15p
1:30p	1:55p	2:10p	2:13p	2:23p	2:32p	2:45p
2:00p	2:25p	2:40p	2:43p	2:53p	3:02p	3:15p
2:30p	2:55p	3:10p	3:13p	3:23p	3:32p	3:46p
3:00p	3:25p	3:41p	3:45p	3:56p	4:06p	4:20p
3:30p	3:55p	4:11p	4:15p	4:26p	4:36p	4:50p
4:00p	4:25p	4:41p	4:45p	4:56p	5:06p	5:20p
4:30p	4:55p	5:11p	5:15p	5:26p	5:36p	5:50p
5:00p	5:25p	5:41p	5:45p	5:56p	6:06p	6:20p
5:30p	5:55p	6:11p	6:15p	6:26p	6:35p	6:48p
6:00p	6:25p	6:40p	6:43p	6:53p	7:02p	7:15p
6:30p	6:55p	7:10p	7:13p	7:23p	7:32p	7:45p
7:00p	7:25p	7:40p	7:43p	7:53p	8:02p	8:15p
7:45p	8:10p	8:25p	8:28p	8:38p	8:47p	9:00p
8:30p	8:55p	9:10p	9:13p	9:23p	9:32p	9:44p
9:15p	9:40p	9:54p	9:56p	10:05p	10:13p	10:25p
10:00p	10:25p	10:39p	10:41p	10:50p	10:58p	G11:10p
	10:55p	11:10p		11:20p	11:28p	G11:40p

WESTBOUND

To Pines Blvd. & U.S. 27

YOUNG CIRCLE [7]	HOLLYWOOD BLVD.& PARK RD. [6]	HOLLYWOOD BLVD. & HWY. 441 [5]	BCC SOUTH CAMPUS [4]	PINES BLVD. & UNIVERSITY DR. [3]	PEMBROKE LAKES MALL [2]	PINES BLVD. & US 27 [1]
5:00a	5:10a	5:18a		5:28a	5:43a	6:08a
5:30a	5:40a	5:48a		5:58a	6:13a	6:38a
6:00a	6:10a	6:18a		6:28a	6:43a	7:08a
6:30a	6:44a	6:54a	7:05a	7:09a	7:25a	7:50a
7:00a	7:14a	7:24a	7:35a	7:39a	7:55a	8:20a
7:30a	7:44a	7:54a	8:05a	8:09a	8:25a	8:50a
8:00a	8:14a	8:24a	8:35a	8:39a	8:55a	9:20a
8:30a	8:44a	8:54a	9:05a	9:09a	9:25a	9:50a
9:00a	9:14a	9:24a	9:35a	9:38a	9:53a	10:18a
9:30a	9:43a	9:52a	10:02a	10:05a	10:20a	10:45a
10:00a	10:13a	10:22a	10:32a	10:35a	10:50a	11:15a
10:30a	10:43a	10:52a	11:02a	11:05a	11:20a	11:45a
11:00a	11:13a	11:22a	11:32a	11:35a	11:50a	12:15p
11:30a	11:43a	11:52a	12:02p	12:05p	12:20p	12:45p
12:00p	12:13p	12:22p	12:32p	12:35p	12:50p	1:15p
12:30p	12:43p	12:52p	1:02p	1:05p	1:20p	1:45p
1:00p	1:13p	1:22p	1:32p	1:35p	1:50p	2:15p
1:30p	1:43p	1:52p	2:02p	2:05p	2:20p	2:45p
2:00p	2:13p	2:22p	2:32p	2:35p	2:50p	3:15p
2:30p	2:43p	2:52p	3:02p	3:05p	3:20p	3:45p
3:00p	3:13p	3:22p	3:32p	3:36p	3:52p	4:17p
3:30p	3:44p	3:54p	4:05p	4:09p	4:25p	4:50p
4:00p	4:14p	4:24p	4:35p	4:38p	4:55p	5:20p
4:30p	4:44p	4:54p	5:05p	5:09p	5:25p	5:50p
5:00p	5:14p	5:24p	5:35p	5:39p	5:55p	6:20p
5:30p	5:44p	5:54p	6:05p	6:09p	6:25p	6:50p
6:00p	6:14p	6:24p	6:35p	6:39p	G 6:55p	
6:30p	6:43p	6:52p	7:02p	7:05p	7:20p	7:45p
7:00p	7:13p	7:22p	7:32p	7:35p	7:50p	8:15p
7:30p	7:43p	7:52p	8:02p	8:05p	G 8:20p	
8:00p	8:13p	8:22p	8:32p	8:35p	8:50p	9:15p
8:30p	8:43p	8:52p	9:02p	9:05p	9:20p	9:45p
9:15p	9:27p	9:35p	9:44p	9:46p	G10:00p	
10:00p	10:12p	10:20p	10:29p	10:31p	10:45p	
10:45p	10:52p	11:00p		G11:10p		

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

SATURDAY

EASTBOUND

To Young Circle

PINES BLVD. & U S 27 [1]	PEMBROKE LAKES MALL [2]	PINES BLVD. & UNIVERSITY DR. [3]	BCC SOUTH CAMPUS [4]	HOLLYWOOD BLVD. & HWY. 441 [5]	HOLLYWOOD BLVD.& PARK RD. [6]	YOUNG CIRCLE [7]
				5:30a	5:38a	5:48a
		5:45a		5:55a	6:03a	6:13a
	6:00a	6:15a		6:25a	6:33a	6:43a
	6:30a	6:45a		6:55a	7:03a	7:13a
6:30a	6:55a	7:10a	7:12a	7:22a	7:30a	7:40a
7:00a	7:25a	7:40a	7:42a	7:52a	8:00a	8:10a
7:30a	7:55a	8:10a	8:12a	8:22a	8:30a	8:40a
8:00a	8:25a	8:40a	8:42a	8:52a	9:00a	9:10a
8:30a	8:55a	9:10a	9:12a	9:22a	9:30a	9:40a
9:00a	9:25a	9:40a	9:42a	9:52a	10:00a	10:10a
9:30a	9:55a	10:10a	10:12a	10:22a	10:30a	10:40a
10:00a	10:25a	10:40a	10:42a	10:52a	11:00a	11:10a
10:30a	10:55a	11:10a	11:12a	11:22a	11:30a	11:40a
11:00a	11:25a	11:40a	11:42a	11:52a	12:00p	12:10p
11:30a	11:55a	12:10p	12:12p	12:22p	12:30p	12:40p
12:00p	12:25p	12:40p	12:42p	12:52p	1:00p	1:10p
12:30p	12:55p	1:10p	1:12p	1:22p	1:30p	1:40p
1:00p	1:25p	1:40p	1:42p	1:52p	2:00p	2:10p
1:30p	1:55p	2:10p	2:12p	2:22p	2:30p	2:40p
2:00p	2:25p	2:40p	2:42p	2:52p	3:00p	3:10p
2:30p	2:55p	3:10p	3:12p	3:22p	3:30p	3:40p
3:00p	3:25p	3:40p	3:42p	3:52p	4:00p	4:10p
3:30p	3:55p	4:10p	4:12p	4:22p	4:30p	4:40p
4:00p	4:25p	4:40p	4:42p	4:52p	5:00p	5:10p
4:30p	4:55p	5:10p	5:12p	5:22p	5:30p	5:40p
5:00p	5:25p	5:40p	5:42p	5:52p	6:00p	6:10p
5:30p	5:55p	6:10p	6:12p	6:22p	6:30p	6:40p
6:00p	6:25p	6:40p		6:50p	6:58p	G 7:10p
6:30p	6:55p	7:10p		7:20p	7:28p	7:38p
7:00p	7:25p	7:40p		7:50p	7:58p	8:08p
7:40p	8:05p	8:20p		8:30p	8:38p	8:48p
8:20p	8:45p	9:00p		9:10p	9:18p	9:28p
9:00p	9:25p	9:40p		9:50p	9:58p	10:08p
9:40p	10:05p	10:20p		10:30p	10:38p	10:48p
	11:05p	11:20p		11:28p	11:35p	G11:45p

WESTBOUND

To Pines Blvd. & U.S. 27

YOUNG CIRCLE [7]	HOLLYWOOD BLVD.& PARK RD [6]	HOLLYWOOD BLVD & HWY. 441 [5]	BCC SOUTH CAMPUS [4]	PINES BLVD. & UNIVERSITY DR. [3]	PEMBROKE LAKES MALL [2]	PINES BLVD. & US 27 [1]
5:00a	5:10a	5:18a		5:28a	5:45a	6:10a
5:30a	5:40a	5:48a		5:58a	6:15a	6:40a
6:00a	6:10a	6:18a		6:28a	6:45a	7:10a
6:30a	6:40a	6:48a	6:58a	7:00a	7:15a	7:40a
7:00a	7:10a	7:18a	7:28a	7:30a	7:45a	8:10a
7:30a	7:40a	7:48a	7:58a	8:00a	8:15a	8:40a
8:00a	8:10a	8:18a	8:28a	8:30a	8:45a	9:10a
8:30a	8:40a	8:48a	8:58a	9:00a	9:15a	9:40a
9:00a	9:10a	9:18a	9:28a	9:30a	9:45a	10:10a
9:30a	9:40a	9:48a	9:58a	10:00a	10:15a	10:40a
10:00a	10:10a	10:18a	10:28a	10:30a	10:45a	11:10a
10:30a	10:40a	10:48a	10:58a	11:00a	11:15a	11:40a
11:00a	11:10a	11:18a	11:28a	11:30a	11:45a	12:10p
11:30a	11:40a	11:48a	11:58a	12:00p	12:15p	12:40p
12:00p	12:10p	12:18p	12:28p	12:30p	12:45p	1:10p
12:30p	12:40p	12:48p	12:58p	1:00p	1:15p	1:40p
1:00p	1:10p	1:18p	1:28p	1:30p	1:45p	2:10p
1:30p	1:40p	1:48p	1:58p	2:00p	2:15p	2:40p
2:00p	2:10p	2:18p	2:28p	2:30p	2:45p	3:10p
2:30p	2:40p	2:48p	2:58p	3:00p	3:15p	3:40p
3:00p	3:10p	3:18p	3:28p	3:30p	3:45p	4:10p
3:30p	3:40p	3:48p	3:58p	4:00p	4:15p	4:40p
4:00p	4:10p	4:18p	4:28p	4:30p	4:45p	5:10p
4:30p	4:40p	4:48p	4:58p	5:00p	5:15p	5:40p
5:00p	5:10p	5:18p	5:28p	5:30p	5:45p	6:10p
5:30p	5:40p	5:48p	5:58p	6:00p	6:15p	6:40p
6:00p	6:10p	6:18p		6:28p	G 6:45p	
6:30p	6:40p	6:48p		6:58p	7:15p	7:40p
7:00p	7:10p	7:18p		7:28p	7:45p	8:10p
7:40p	7:50p	7:58p		8:08p	8:25p	8:50p
8:20p	8:30p	8:38p		8:48p	9:05p	9:30p
9:00p	9:10p	9:18p		9:28p	G 9:45p	
9:40p	9:50p	9:58p		10:08p	G10:25p	
10:20p	10:30p	10:38p		10:48p	11:05p	
11:00p	11:08p	G11:15p				

SUNDAY

EASTBOUND

To Young Circle

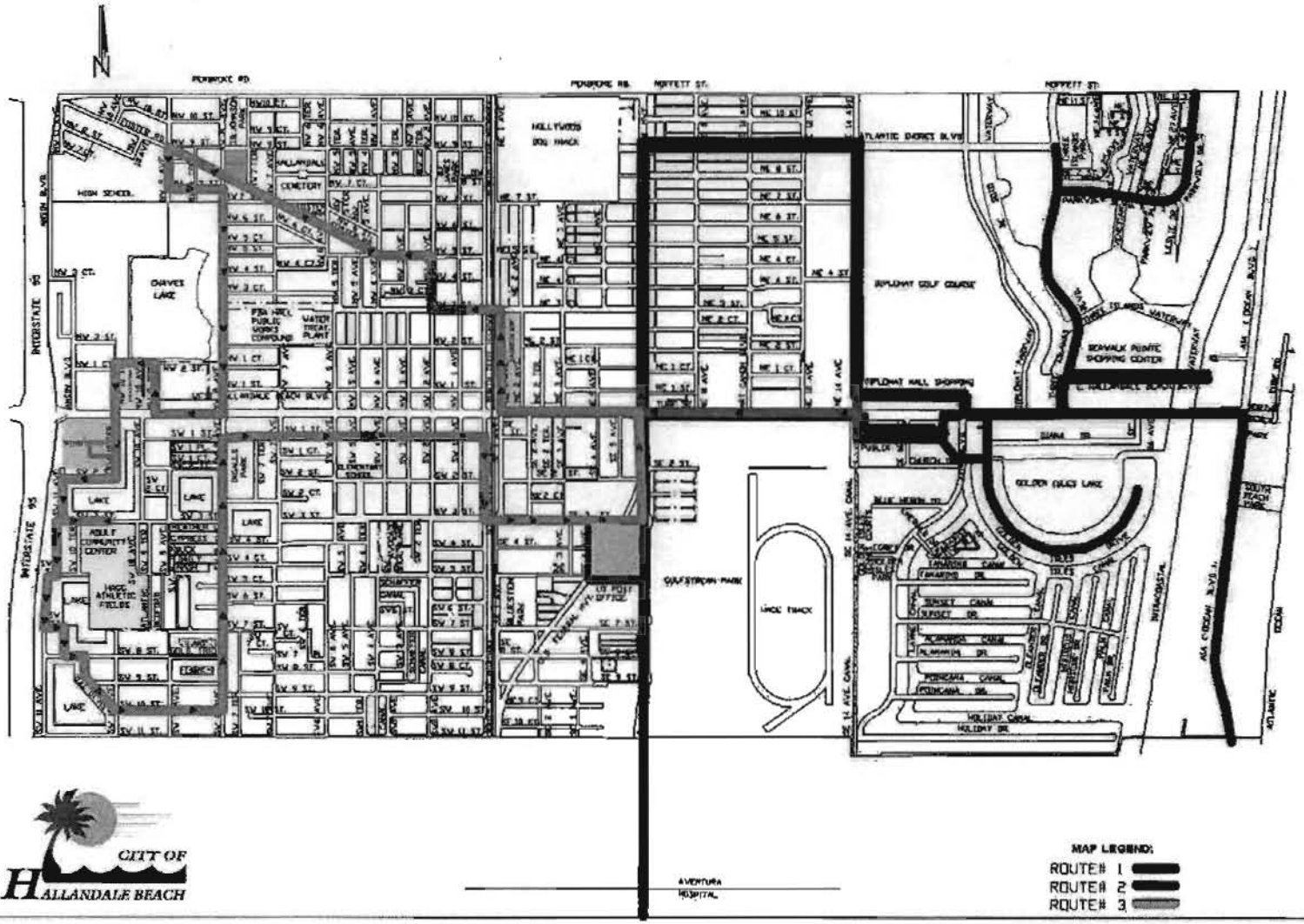
PINES BLVD. & U S 27 [1]	PEMBROKE LAKES MALL [2]	PINES BLVD. & UNIVERSITY DR. [3]	BCC SOUTH CAMPUS [4]	HOLLYWOOD BLVD. & HWY. 441 [5]	HOLLYWOOD BLVD.& PARK RD. [6]	YOUNG CIRCLE [7]
				9:35a	9:43a	9:53a
				10:15a	10:23a	10:33a
		10:40a		10:50a	10:58a	11:08a
	11:05a	11:20a		11:30a	11:38a	11:48a
11:20a	11:45a	12:00p	12:02p	12:12p	12:20p	12:30p
12:00p	12:25p	12:40p	12:42p	12:52p	1:00p	1:10p
12:40p	1:05p	1:20p	1:22p	1:32p	1:40p	1:50p
1:20p	1:45p	2:00p	2:02p	2:12p	2:20p	2:30p
2:00p	2:25p	2:40p	2:42p	2:52p	3:00p	3:10p
2:40p	3:05p	3:20p	3:22p	3:32p	3:40p	3:50p
3:20p	3:45p	4:00p	4:02p	4:12p	4:20p	4:30p
4:00p	4:25p	4:40p	4:42p	4:52p	5:00p	5:10p
4:40p	5:05p	5:20p	5:22p	5:32p	5:40p	5:50p
5:20p	5:45p	6:00p		6:10p	6:17p	G 6:25p
6:00p	6:25p	6:40p		6:50p	6:57p	G 7:05p

WESTBOUND

To Pines Blvd. & U.S. 27

YOUNG CIRCLE [7]	HOLLYWOOD BLVD.& PARK RD [6]	HOLLYWOOD BLVD & HWY. 441 [5]	BCC SOUTH CAMPUS [4]	PINES BLVD. & UNIVERSITY DR. [3]	PEMBROKE LAKES MALL [2]	PINES BLVD. & US 27 [1]
10:00a	10:10a	10:18a		10:28a	10:45a	11:10a
10:40a	10:50a	10:58a		11:08a	11:25a	11:50a
11:20a	11:30a	11:38a		11:48a	12:05p	12:30p
12:00p	12:10p	12:18p	12:28p	12:30p	12:45p	1:10p
12:40p	12:50p	12:58p	1:08p	1:10p	1:25p	1:50p
1:20p	1:30p	1:38p	1:48p	1:50p	2:05p	2:30p
2:00p	2:10p	2:18p	2:28p	2:30p	2:45p	3:10p
2:40p	2:50p	2:58p	3:08p	3:10p	3:25p	3:50p
3:20p	3:30p	3:38p	3:48p	3:50p	4:05p	4:30p
4:00p	4:10p	4:18p	4:28p	4:30p	4:45p	5:10p
4:40p	4:50p	4:58p	5:08p	5:10p	5:25p	5:50p
5:20p	5:30p	5:38p	5:48p	5:50p	G 6:05p	
6:00p	6:08p	G 6:15p				

CITY OF HALLANDALE BEACH
MINIBUS ROUTES & SCHEDULE



CITY OF HALLANDALE BEACH

MAP LEGEND:
ROUTE# 1
ROUTE# 2
ROUTE# 3

Revisions

The City of HALLANDALE BEACH

MINIBUS ROUTE 1 & 2

Index
File No.
Sheet No.

ROUTE # 1

Publix/Bank	Ocean Drive	Wal-Mart	Diplomat Mall	Big Irv's	NE 14th Avenue/Atlantic Shore Blvd.
		7:00 AM	7:05 AM	7:10 AM	7:15 AM
7:20 AM	7:30 AM	7:40 AM	7:45 AM	7:50 AM	7:55 AM
8:00 AM	8:10 AM	8:20 AM	8:25 AM	8:30 AM	8:35 AM
8:40 AM	8:50 AM	9:00 AM	9:05 AM	9:10 AM	9:15 AM
9:20 AM	9:30 AM	9:40 AM	9:45 AM	9:50 AM	9:55 AM
10:00 AM	10:10 AM	10:20 AM	10:25 AM	10:30 AM	10:35 AM
10:40 AM	10:50AM	11:00 AM	11:05 AM	11:10 AM	11:15 AM
11:20 AM	11:30 AM	11:40 AM	11:45 AM	11:50 AM	11:55 AM
12:00 PM	**12:10 PM**	**12:20 PM**	**12:25 PM**	**12:30 PM**	**12:35 PM**
12:40 PM	12:50 PM	1:00 PM	1:05 PM	1:10 PM	1:15 PM
1:20 PM	1:30 PM	1:40 PM	1:45 PM	1:50 PM	1:55 PM
2:00 PM	2:10 PM	2:20 PM	2:25 PM	2:30 PM	2:35 PM
2:40 PM	2:50 PM	3:00 PM	3:05 PM	3:10 PM	3:15 PM
3:20 PM	3:30 PM	3:40 PM	3:45 PM	3:50 PM	3:55 PM
4:00 PM	4:10 PM	4:20 PM	4:25 PM	4:30 PM	4:35 PM
4:40 PM	4:50 PM	5:00 PM	5:05 PM	5:10 PM	5:15 PM
5:20 PM	5:30 PM	5:40 PM	5:45 PM	5:50 PM	5:55 PM
6:00 PM	6:10 PM	6:20 PM	6:25 PM	6:30 PM	6:35 PM
6:40 PM	6:50 PM	7:00 PM	7:05 PM		

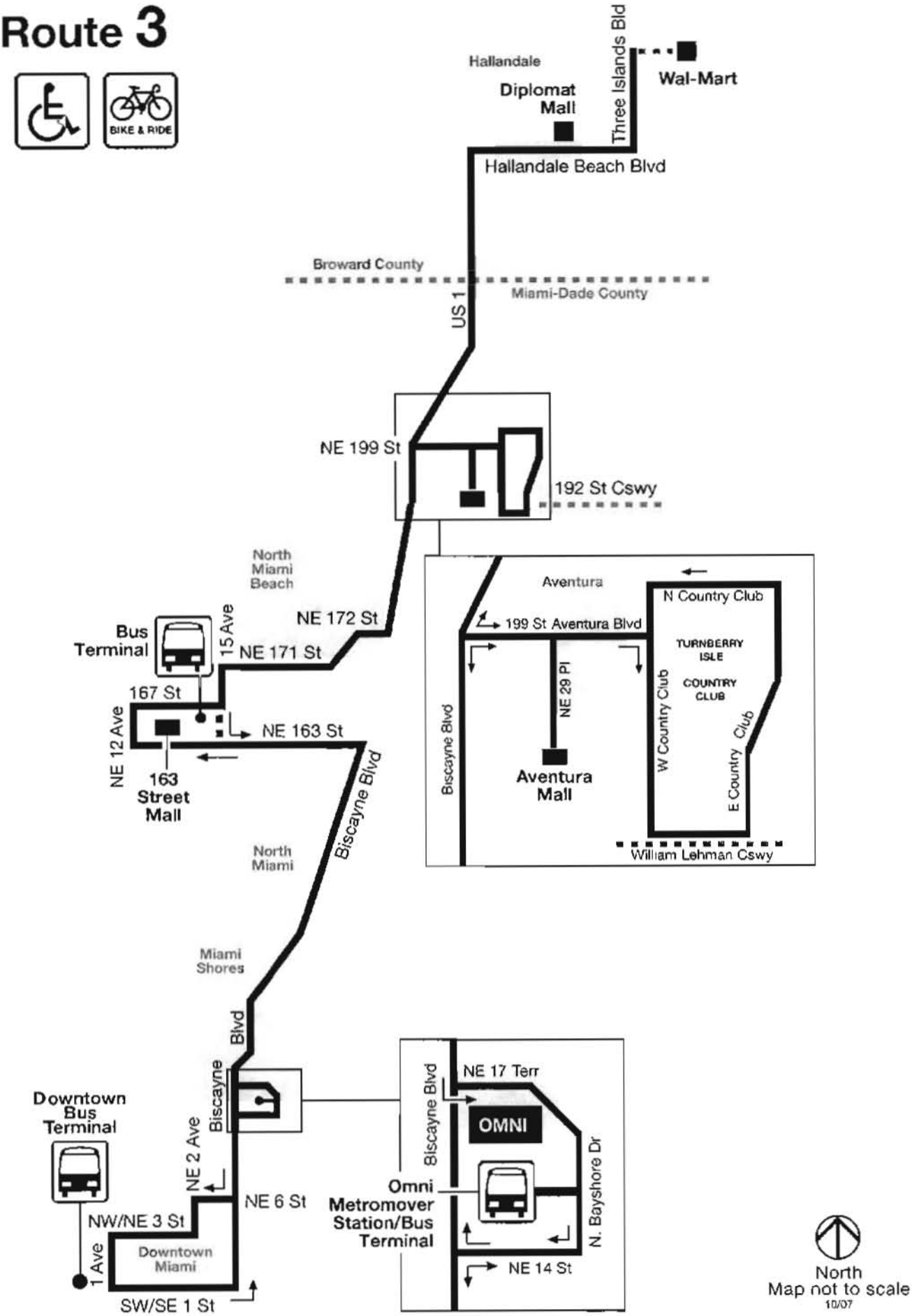
Route # 2

Publix/Bank	Golden Isles	Wal-Mart	Three Islands	Diplomat Mall	NE 14th Avenue/Atlantic Shore Blvd.	Big Irv's	Library/Post Office/City Hall	Aver Hos
7:00 AM	7:05 AM	7:10 AM	7:15 AM	7:20 AM	7:25 AM	7:30 AM	7:35 AM	7:45
8:00 AM	8:05 AM	8:10 AM	8:15 AM	8:20 AM	8:25 AM	8:30 AM	8:35 AM	8:45
9:00 AM	9:05 AM	9:10 AM	9:15 AM	9:20 AM	9:25 AM	9:30 AM	9:35 AM	9:45
10:00 AM	10:00 AM	10:10 AM	10:15 AM	10:20 AM	10:25 AM	10:30 AM	10:35 AM	10:4
11:00 AM	11:05 AM	11:10 AM	11:15 AM	11:20 AM	11:25 AM	11:30 AM	11:35 AM	11:4
12:00 PM	**12:05 PM**	**12:10 PM**	**12:15 PM**	**12:20 PM**	**12:25 PM**	**12:30 PM**	**12:35 PM**	---
12:45 PM	12:50 PM	12:55 PM	1:00 PM	1:05 PM	1:10 PM	1:15 PM	1:20 PM	1:30
1:45 PM	1:50 PM	1:55 PM	2:00 PM	2:05 PM	2:10 PM	2:15 PM	2:20 PM	2:30
2:45 PM	2:50 PM	2:55 PM	3:00 PM	3:05 PM	3:10 PM	3:15 PM	3:20 PM	3:30
3:45 PM	3:50 PM	3:55 PM	4:00 PM	4:05 PM	4:10 PM	4:15 PM	4:20 PM	4:30
4:45 PM	4:50 PM	4:55 PM	5:00 PM	5:05 PM	5:10 PM	5:15 PM	5:20 PM	5:30
5:45 PM	5:50 PM	5:55 PM	6:00 PM	6:05 PM	6:10 PM	6:15 PM	6:20 PM	6:30
6:45 PM	6:50 PM	7:55 PM	7:00 PM					

Route # 3

Hallandale Beach City Hall & Library	Fashion Row NE 1st Avenue	Hepburn Center NW 8th Avenue	Social Security NW 10th Terrace	Hallandale Adult Community Center	SW 10 Terrace & SW 10th Avenue	Hallandale B City Hall & Lil
				7:04 AM	7:10 AM	7:20 AM
7:20 AM	7:26 AM	7:32 AM	7:38 AM	7:44 AM	7:50 AM	8:00 AM
8:00 AM	8:06 AM	8:12 AM	8:18 AM	8:24 AM	8:30 AM	8:40 AM
8:40 AM	8:46 AM	8:52 AM	8:58 AM	9:04 AM	9:10 AM	9:20 AM
9:20 AM	9:26 AM	9:32 AM	9:38 AM	9:44 AM	9:50 AM	10:00 AM
10:00 AM	10:06 AM	10:12 AM	10:18 AM	10:24 AM	10:30 AM	10:40 AM
10:40 AM	10:46 AM	10:52 AM	10:58 AM	11:04 AM	11:10 AM	11:20 AM
11:20 AM	11:26 AM	11:32 AM	11:38 AM	11:44 AM	11:50 AM	**12:00 PM**
12:00 PM	**12:06 PM**	**12:12 PM**	**12:18 PM**	**12:24 PM**	**12:30 PM**	12:40 PM
12:40 PM	12:40 PM	12:52 PM	12:58 PM	1:04 PM	1:10 PM	1:20 PM
1:20 PM	1:26 PM	1:32 PM	1:38 PM	1:44 PM	1:50 PM	2:00 PM
2:00 PM	2:06 PM	2:12 PM	2:18 PM	2:24 PM	2:30 PM	2:40 PM
2:40 PM	2:46 PM	2:52 PM	2:58 PM	3:04 PM	3:10 PM	3:20 PM
3:20 PM	3:26 PM	3:32 PM	3:38 PM	3:44 PM	3:50 PM	4:00 PM
4:00 PM	4:06 PM	4:12 PM	4:18 PM	4:24 PM	4:30 PM	4:40 PM
4:40 PM	4:46 PM	4:52 PM	4:58 PM	5:04 PM	5:10 PM	5:20 PM
5:20 PM	5:26 PM	5:32 PM	5:38 PM	5:44 PM	5:50 PM	6:00 PM
6:00 PM	6:06 PM	6:12 PM	6:18 PM	6:24 PM	6:30 PM	6:40 PM
6:40 PM	6:46 PM	6:52 PM	6:58 PM			

Route 3


BIKE & RIDE
Hallandale
Diplomat Mall
Three Islands Bld
Wal-Mart
Hallandale Beach Blvd
Broward County
Miami-Dade County
US 1
NE 199 St
192 St Cswy
North Miami Beach
NE 172 St
15 Ave
Bus Terminal
NE 171 St
167 St
NE 12 Ave
NE 163 St
163 Street Mall
Biscayne Blvd
North Miami
Miami Shores
Biscayne Blvd
Downtown Bus Terminal
NE 2 Ave
NE 6 St
NW/NE 3 St
1 Ave
Downtown Miami
SW/SE 1 St
Aventura
N Country Club
199 St Aventura Blvd
TURNBERRY ISLE COUNTRY CLUB
NE 29 Pl
Biscayne Blvd
W Country Club
E Country Club
Aventura Mall
William Lehman Cswy
NE 17 Terr
OMNI
Biscayne Blvd
N. Bayshore Dr
Omni Metromover Station/Bus Terminal
NE 14 St
North
Map not to scale
10/07

Transit

MIAMI-DADE COUNTY

TRANSIT INFORMATION: 305-770-3131
Residents South of SW 216 St.: 305-891-3131
TTY Users (for deaf/hard of hearing): 305-654-6530
Monday-Friday, 6 a.m. to 10 p.m.
Weekends, 9 a.m. to 5 p.m.
www.miamidade.gov/transit

3 SCHEDULE

SERVICE: WEEKDAY

DIRECTION: NORTHBOUND

CBD Bus Terminal	Omni Metro Mover Bus Terminal	NE 36 St & Biscayne Blvd	NE 79 St & Biscayne Blvd	NE 123 St & Biscayne Blvd	NE 163 St & Biscayne Blvd	NE 167 St & 15 Ave Mall	Aventura Mall	E C C & Y C
05:15AM	05:24AM	05:31AM	05:40AM	05:51AM	06:01AM	06:11AM	06:28AM	C
05:26AM	05:35AM	05:42AM	05:51AM	06:05AM	06:15AM	06:25AM	06:42AM	C
05:44AM	05:53AM	06:03AM	06:15AM	06:29AM	06:39AM	06:49AM	07:10AM	C
06:02AM	06:14AM	06:24AM	06:36AM	06:50AM	07:01AM	07:13AM	07:34AM	
06:20AM	06:32AM	06:42AM	06:54AM	07:10AM	07:21AM	07:33AM	07:54AM	C
06:43AM	06:55AM	07:06AM	07:18AM	07:34AM	07:45AM	07:57AM	08:18AM	
07:01AM	07:14AM	07:25AM	07:37AM	07:53AM	08:05AM	08:17AM	08:38AM	C
07:19AM	07:32AM	07:43AM	07:55AM	08:12AM	08:24AM	08:36AM	08:57AM	
07:37AM	07:50AM	08:01AM	08:14AM	08:31AM	08:43AM	08:55AM	09:16AM	C
07:55AM	08:08AM	08:19AM	08:32AM	08:49AM	09:01AM	09:13AM	09:34AM	
08:13AM	08:26AM	08:37AM	08:50AM	09:07AM	09:19AM	09:31AM	09:52AM	C
08:31AM	08:44AM	08:55AM	09:08AM	09:25AM	09:37AM	09:49AM	10:10AM	
08:49AM	09:04AM	09:15AM	09:28AM	09:45AM	09:57AM	10:09AM	10:30AM	1
09:07AM	09:22AM	09:33AM	09:46AM	10:03AM	10:15AM	10:27AM	10:48AM	
09:25AM	09:40AM	09:51AM	10:05AM	10:22AM	10:34AM	10:46AM	11:07AM	1
09:43AM	09:58AM	10:09AM	10:23AM	10:40AM	10:52AM	11:04AM	11:25AM	
10:01AM	10:16AM	10:27AM	10:41AM	10:58AM	11:10AM	11:22AM	11:43AM	1
10:19AM	10:34AM	10:45AM	10:59AM	11:16AM	11:28AM	11:40AM	12:01PM	
10:37AM	10:52AM	11:03AM	11:17AM	11:34AM	11:46AM	11:58AM	12:19PM	1
10:55AM	11:10AM	11:21AM	11:35AM	11:52AM	12:04PM	12:16PM	12:37PM	
11:13AM	11:28AM	11:39AM	11:53AM	12:10PM	12:22PM	12:34PM	12:55PM	C
11:31AM	11:46AM	11:57AM	12:11PM	12:28PM	12:40PM	12:52PM	01:13PM	
11:49AM	12:04PM	12:15PM	12:29PM	12:46PM	12:58PM	01:10PM	01:31PM	C

12:07PM	12:22PM	12:33PM	12:47PM	01:04PM	01:16PM	01:28PM	01:49PM	
12:25PM	12:40PM	12:51PM	01:05PM	01:22PM	01:34PM	01:46PM	02:07PM	C
12:43PM	12:58PM	01:09PM	01:23PM	01:40PM	01:52PM	02:04PM	02:25PM	
01:01PM	01:16PM	01:27PM	01:41PM	01:58PM	02:10PM	02:22PM	02:43PM	C
01:19PM	01:34PM	01:45PM	01:59PM	02:18PM	02:30PM	02:42PM	03:03PM	
01:37PM	01:52PM	02:03PM	02:17PM	02:36PM	02:48PM	03:02PM	03:23PM	C
01:55PM	02:10PM	02:21PM	02:35PM	02:54PM	03:07PM	03:21PM	03:42PM	
02:13PM	02:28PM	02:39PM	02:53PM	03:12PM	03:25PM	03:39PM	04:00PM	C
02:31PM	02:46PM	02:57PM	03:13PM	03:32PM	03:45PM	03:59PM	04:20PM	
02:49PM	03:05PM	03:18PM	03:34PM	03:53PM	04:06PM	04:20PM	04:41PM	C
03:07PM	03:23PM	03:36PM	03:52PM	04:12PM	04:25PM	04:39PM	05:00PM	
03:25PM	03:41PM	03:54PM	04:10PM	04:30PM	04:43PM	04:57PM	05:18PM	C
03:43PM	03:59PM	04:12PM	04:28PM	04:48PM	05:01PM	05:15PM	05:36PM	
04:01PM	04:17PM	04:30PM	04:46PM	05:06PM	05:19PM	05:33PM	05:54PM	C
04:19PM	04:35PM	04:48PM	05:04PM	05:24PM	05:37PM	05:51PM	06:12PM	
04:37PM	04:53PM	05:06PM	05:22PM	05:42PM	05:55PM	06:09PM	06:30PM	C
04:55PM	05:11PM	05:24PM	05:40PM	06:00PM	06:13PM	06:26PM	06:47PM	
05:13PM	05:29PM	05:42PM	05:58PM	06:18PM	06:31PM	06:44PM	07:05PM	C
05:31PM	05:47PM	06:00PM	06:13PM	06:32PM	06:45PM	06:58PM	07:19PM	
05:49PM	06:05PM	06:18PM	06:31PM	06:50PM	07:03PM	07:15PM	07:34PM	C
06:07PM	06:21PM	06:34PM	06:47PM	07:06PM	07:16PM	07:28PM	07:47PM	
06:25PM	06:39PM	06:52PM	07:05PM	07:22PM	07:32PM	07:44PM	08:03PM	C
06:43PM	06:57PM	07:10PM	07:22PM	07:39PM	07:49PM	08:01PM	08:18PM	
07:01PM	07:14PM	07:25PM	07:37PM	07:54PM	08:04PM	08:13PM	08:30PM	C
07:31PM	07:44PM	07:55PM	08:07PM	08:22PM	08:32PM	08:41PM	08:58PM	
08:06PM	08:17PM	08:26PM	08:37PM	08:52PM	09:02PM	09:11PM	09:28PM	C
08:30PM	08:41PM	08:50PM	09:01PM	09:16PM	09:26PM	09:35PM	09:52PM	
09:00PM	09:11PM	09:20PM	09:31PM	09:46PM	09:56PM	10:05PM	10:22PM	1
10:00PM	10:11PM	10:20PM	10:31PM	10:46PM	10:56PM	11:05PM	11:19PM	1
11:10PM	11:19PM	11:26PM	11:37PM	11:48PM	11:57PM	12:03AM	12:17AM	1
12:10AM	12:19AM	12:26AM	12:37AM	12:48AM	12:57AM	01:03AM	01:17AM	C
01:10AM	01:19AM	01:26AM	01:37AM	01:48AM	01:57AM	02:03AM	02:17AM	
02:10AM	02:19AM	02:26AM	02:37AM	02:48AM	02:57AM	03:03AM	03:17AM	
03:10AM	03:19AM	03:26AM	03:35AM	03:46AM	03:55AM	04:01AM	04:15AM	
04:10AM	04:19AM	04:26AM	04:35AM	04:46AM	04:55AM	05:01AM	05:15AM	

CLOSE WINDOW

© 2007 Miami-Dade County. All rig

Transit

MIAMI-DADE COUNTY

TRANSIT INFORMATION: 305-770-3131
Residents South of SW 216 St.: 305-891-3131
TTY Users (for deaf/hard of hearing): 305-654-6530
Monday-Friday, 6 a.m. to 10 p.m.
Weekends, 9 a.m. to 5 p.m.
www.miamidade.gov/transit

3 SCHEDULE

SERVICE: WEEKDAY

DIRECTION: SOUTHBOUND

NW 95 St & 79 Ave (Wal-Mart)	NE 209 St & Biscayne Blvd	E. Country Club Dr & Yacht Club	Aventura Mall	NE 167 St & 15 Ave Mall	NE 163 St & Biscayne Blvd	NE 123 St & Biscayne Blvd	NE 79 St & Biscayne Blvd	N & E E
:	:	:	04:22AM	04:35AM	04:41AM	04:48AM	05:00AM	(
:	:	:	04:40AM	04:53AM	04:59AM	05:06AM	05:18AM	(
:	:	:	04:55AM	05:08AM	05:14AM	05:21AM	05:33AM	(
:	:	:	05:12AM	05:25AM	05:31AM	05:38AM	05:50AM	(
05:07AM	05:14AM	05:21AM	05:27AM	05:40AM	05:46AM	05:53AM	06:09AM	(
:	:	:	05:40AM	05:53AM	06:02AM	06:11AM	06:27AM	(
05:34AM	05:41AM	05:48AM	05:54AM	06:08AM	06:17AM	06:26AM	06:42AM	(
:	:	:	06:10AM	06:24AM	06:33AM	06:42AM	06:58AM	(
06:00AM	06:09AM	06:17AM	06:25AM	06:39AM	06:48AM	06:57AM	07:16AM	(
:	:	:	06:40AM	06:54AM	07:04AM	07:15AM	07:34AM	(
06:26AM	06:35AM	06:43AM	06:51AM	07:12AM	07:22AM	07:33AM	07:52AM	(
:	:	:	07:09AM	07:30AM	07:40AM	07:51AM	08:10AM	(
06:58AM	07:09AM	07:18AM	07:26AM	07:47AM	07:57AM	08:09AM	08:28AM	(
07:17AM	07:28AM	07:37AM	07:45AM	08:06AM	08:16AM	08:28AM	08:47AM	(
07:35AM	07:46AM	07:55AM	08:03AM	08:24AM	08:34AM	08:46AM	09:05AM	(
:	:	:	08:21AM	08:42AM	08:52AM	09:04AM	09:23AM	(
08:09AM	08:20AM	08:30AM	08:38AM	08:59AM	09:10AM	09:22AM	09:41AM	(
:	:	:	08:56AM	09:17AM	09:28AM	09:40AM	09:59AM	1
08:45AM	08:56AM	09:06AM	09:14AM	09:35AM	09:46AM	09:58AM	10:17AM	1
:	:	:	09:32AM	09:53AM	10:04AM	10:16AM	10:35AM	1
09:21AM	09:32AM	09:42AM	09:50AM	10:11AM	10:22AM	10:34AM	10:53AM	1
:	:	:	10:08AM	10:29AM	10:40AM	10:52AM	11:11AM	1
09:56AM	10:07AM	10:17AM	10:26AM	10:47AM	10:58AM	11:10AM	11:29AM	1

:	:	:	10:44AM	11:05AM	11:16AM	11:28AM	11:47AM	1
10:32AM	10:43AM	10:53AM	11:02AM	11:23AM	11:34AM	11:46AM	12:05PM	1
:	:	:	11:20AM	11:41AM	11:52AM	12:04PM	12:23PM	1
11:07AM	11:19AM	11:29AM	11:38AM	11:59AM	12:10PM	12:22PM	12:41PM	1
:	:	:	11:56AM	12:17PM	12:28PM	12:40PM	12:59PM	0
11:43AM	11:55AM	12:05PM	12:14PM	12:35PM	12:46PM	12:58PM	01:17PM	0
:	:	:	12:32PM	12:53PM	01:04PM	01:16PM	01:35PM	0
12:19PM	12:31PM	12:41PM	12:50PM	01:11PM	01:22PM	01:34PM	01:53PM	0
:	:	:	01:08PM	01:29PM	01:40PM	01:52PM	02:11PM	0
12:55PM	01:07PM	01:17PM	01:26PM	01:47PM	01:58PM	02:10PM	02:29PM	0
:	:	:	01:44PM	02:05PM	02:16PM	02:28PM	02:47PM	0
01:31PM	01:43PM	01:53PM	02:02PM	02:23PM	02:34PM	02:46PM	03:05PM	0
:	:	:	02:20PM	02:41PM	02:52PM	03:04PM	03:23PM	0
02:06PM	02:18PM	02:28PM	02:37PM	02:58PM	03:09PM	03:21PM	03:40PM	0
:	:	:	02:55PM	03:16PM	03:27PM	03:39PM	03:58PM	0
02:41PM	02:53PM	03:04PM	03:14PM	03:35PM	03:46PM	03:58PM	04:17PM	0
:	:	:	03:32PM	03:53PM	04:04PM	04:16PM	04:35PM	0
03:17PM	03:29PM	03:40PM	03:50PM	04:11PM	04:22PM	04:34PM	04:53PM	0
:	:	:	04:08PM	04:29PM	04:40PM	04:52PM	05:11PM	0
03:49PM	04:03PM	04:16PM	04:26PM	04:47PM	04:58PM	05:10PM	05:29PM	0
:	:	:	04:46PM	05:07PM	05:18PM	05:30PM	05:49PM	0
04:28PM	04:42PM	04:55PM	05:05PM	05:26PM	05:37PM	05:49PM	06:08PM	0
:	:	:	05:24PM	05:45PM	05:56PM	06:08PM	06:26PM	0
05:06PM	05:20PM	05:33PM	05:43PM	06:04PM	06:14PM	06:25PM	06:43PM	0
:	:	:	06:01PM	06:21PM	06:31PM	06:42PM	07:00PM	0
05:44PM	05:58PM	06:11PM	06:21PM	06:41PM	06:51PM	07:02PM	07:18PM	0
:	:	:	06:42PM	07:02PM	07:10PM	07:19PM	07:35PM	0
06:37PM	06:49PM	07:01PM	07:09PM	07:28PM	07:36PM	07:45PM	08:01PM	0
07:13PM	07:24PM	07:34PM	07:42PM	08:01PM	08:09PM	08:17PM	08:31PM	0
07:46PM	07:57PM	08:07PM	08:14PM	08:31PM	08:39PM	08:47PM	09:01PM	0
08:16PM	08:26PM	08:34PM	08:41PM	08:58PM	09:06PM	09:14PM	09:28PM	0
08:46PM	08:56PM	09:04PM	09:11PM	09:28PM	09:36PM	09:44PM	09:58PM	1
09:16PM	09:26PM	09:34PM	09:41PM	09:58PM	10:06PM	10:14PM	10:28PM	1
10:23PM	10:33PM	10:41PM	10:48PM	11:05PM	11:11PM	11:19PM	11:31PM	1
11:31PM	11:40PM	11:47PM	11:53PM	12:08AM	12:14AM	12:22AM	12:34AM	1
12:31AM	12:40AM	12:47AM	12:53AM	01:08AM	01:14AM	01:22AM	01:34AM	0
01:31AM	01:40AM	01:47AM	01:53AM	02:08AM	02:14AM	02:22AM	02:34AM	0
:	:	:	02:51AM	03:06AM	03:12AM	03:19AM	03:31AM	0
:	:	:	03:53AM	04:06AM	04:12AM	04:19AM	04:31AM	0

CLOSE WINDOW

© 2007 Miami-Dade County. All rig