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GROWTH MANAGEMENT

Attachment A: Figures

Legend

- Signalized Intersection
- Stop-Controlled Intersection
- Previous Study Area

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

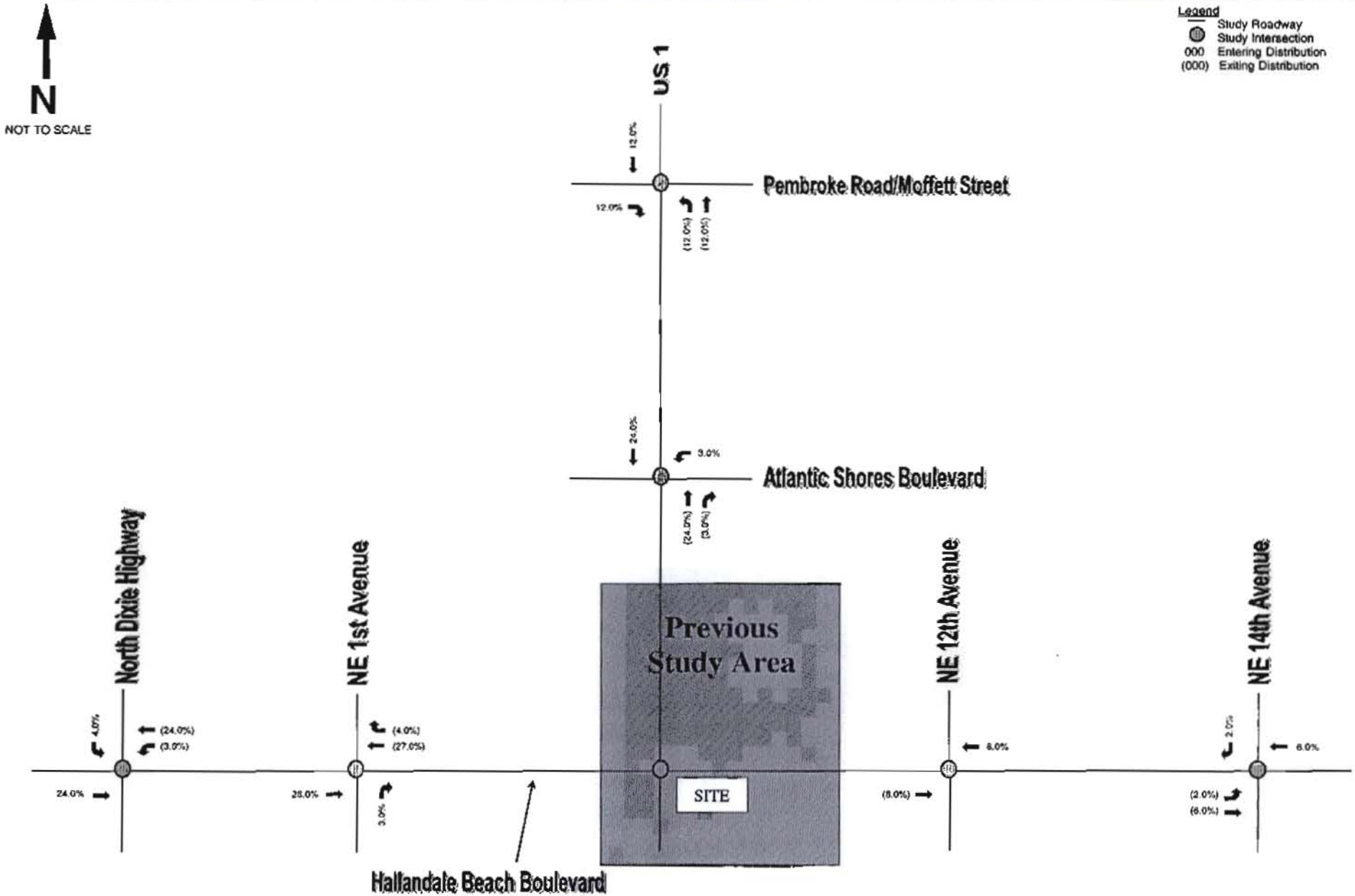

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Figure 2
Project Trip Distribution
Hallandale Square
City of Hallandale Beach, Florida

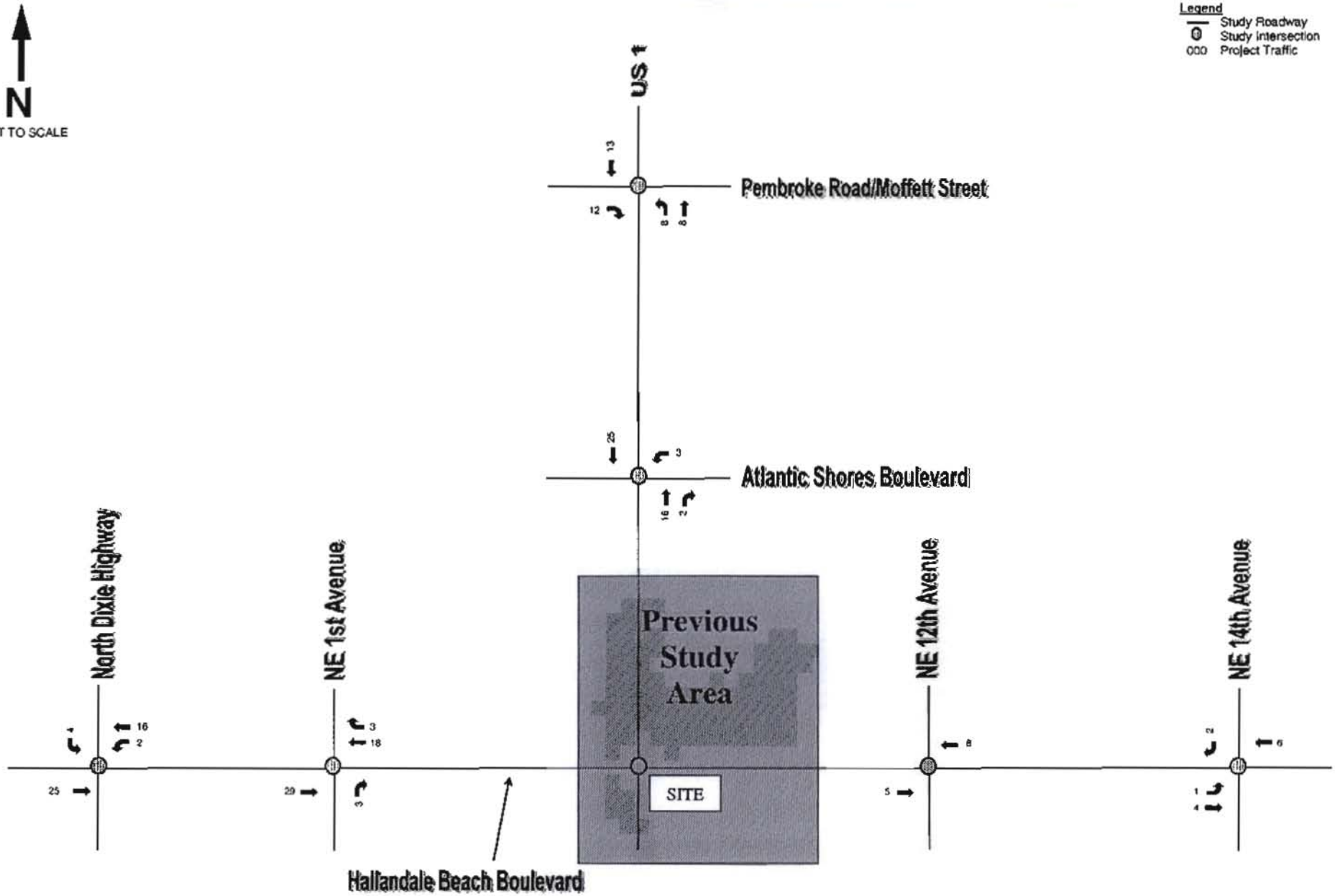

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Figure 3
Project Traffic Assignment A.M. Peak Hour
Hallandale Square
City of Hallandale Beach, Florida

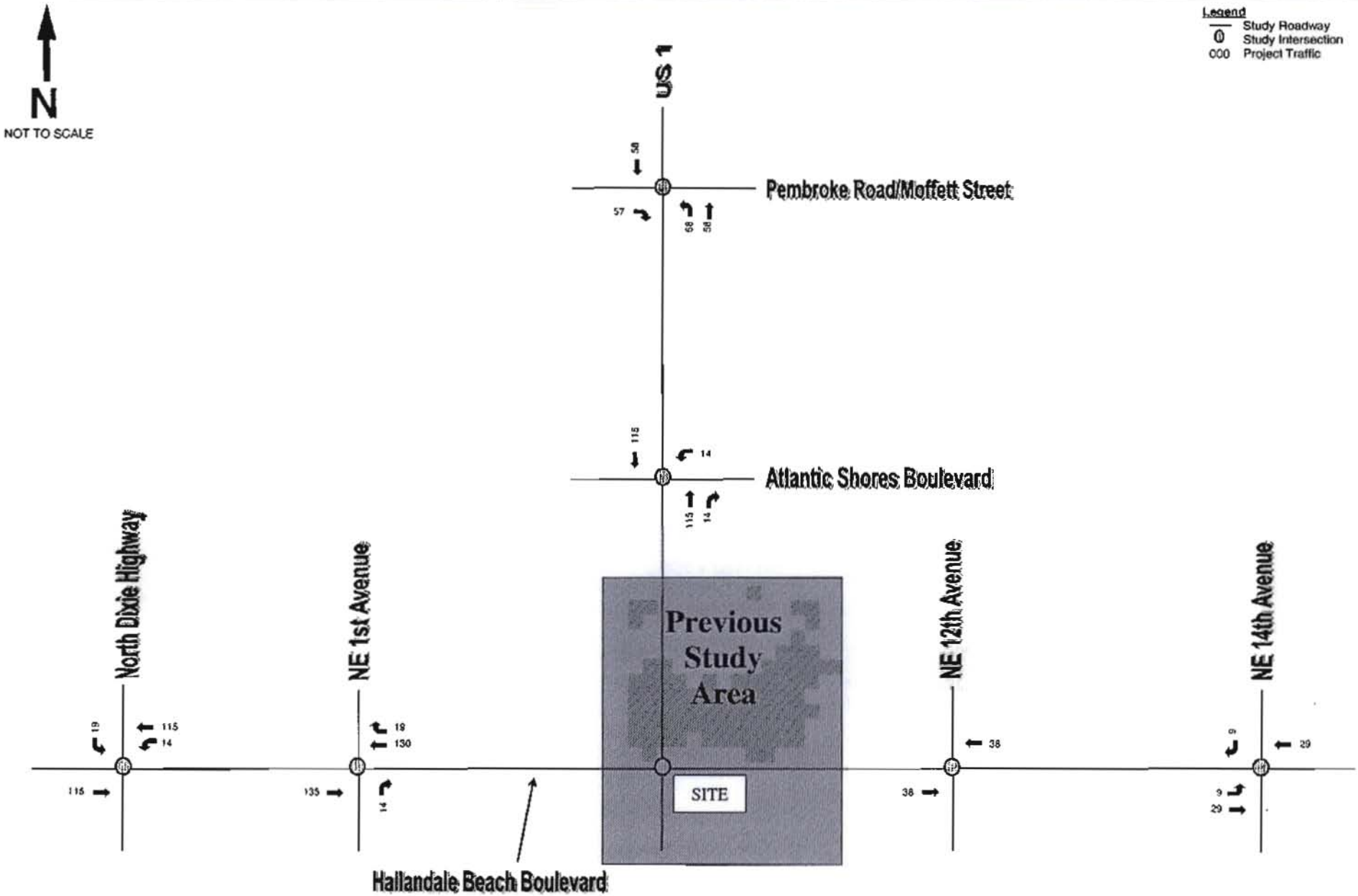

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Figure 4
Project Traffic Assignment P.M. Peak Hour
Hallandale Square
City of Hallandale Beach, Florida

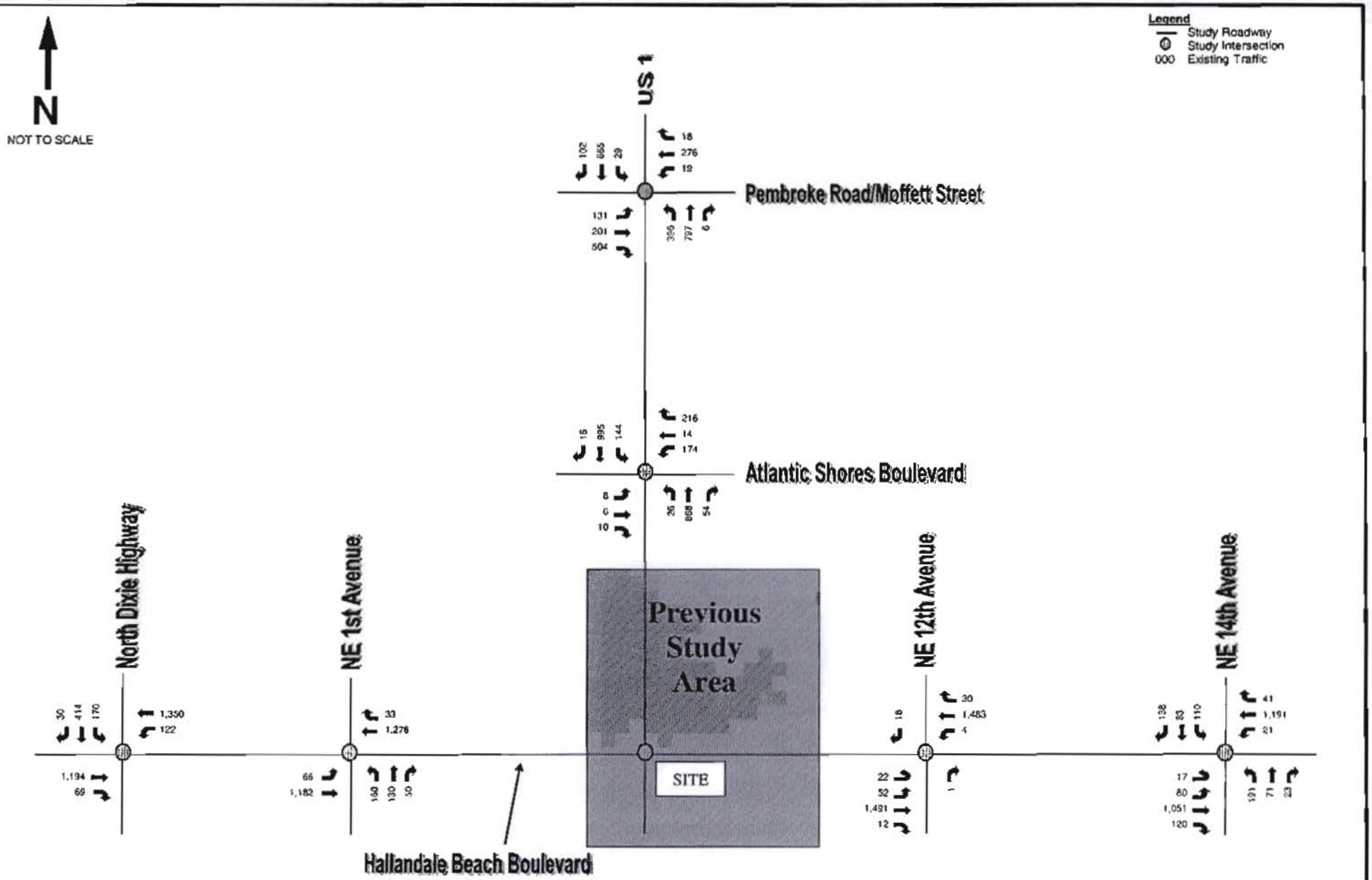

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Figure 5
2008 Peak Season Traffic A.M. Peak Hour
Hallandale Square
City of Hallandale Beach, Florida

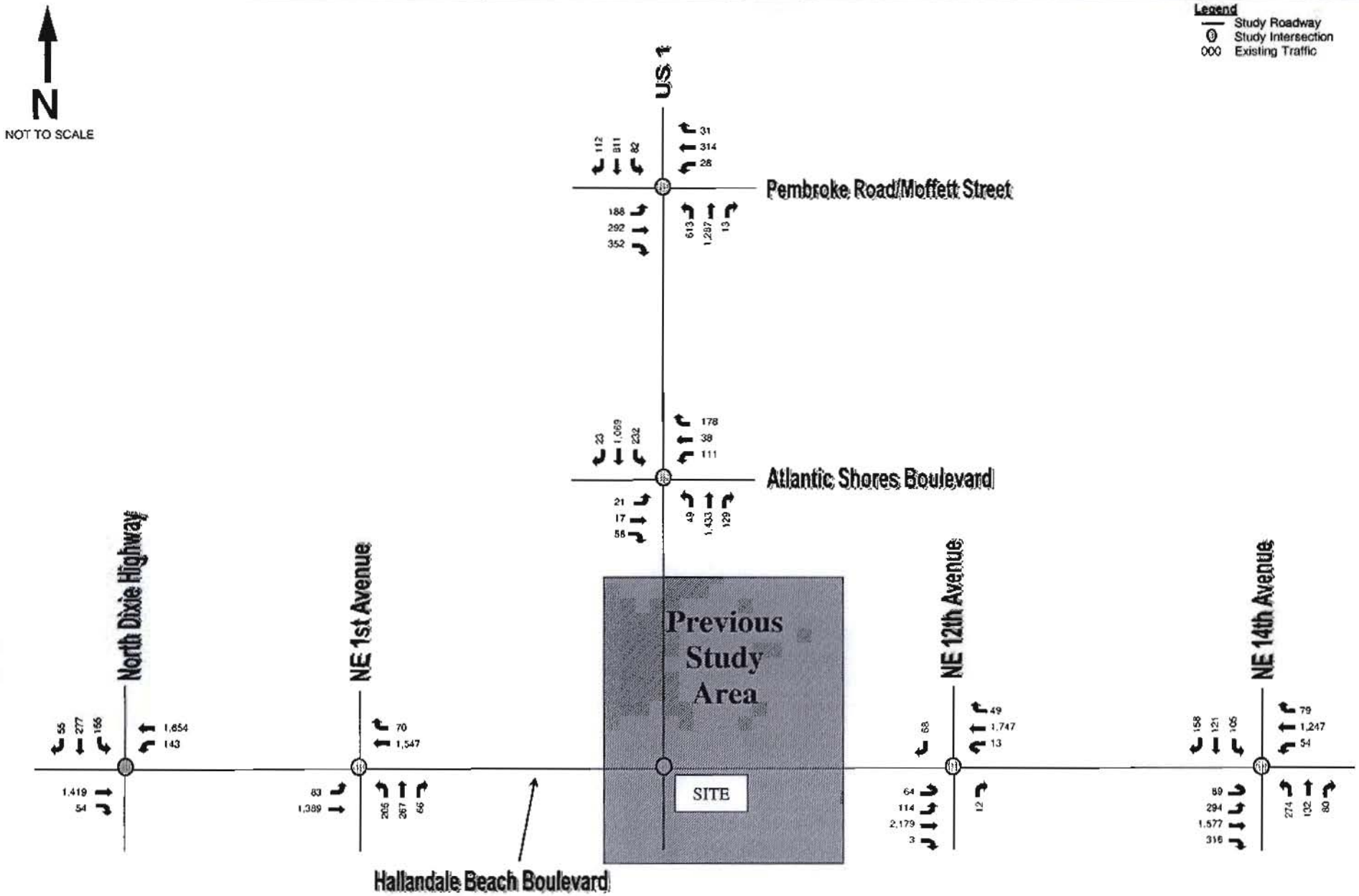

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Figure 6
2008 Peak Season Traffic P.M. Peak Hour
Hallandale Square
City of Hallandale Beach, Florida

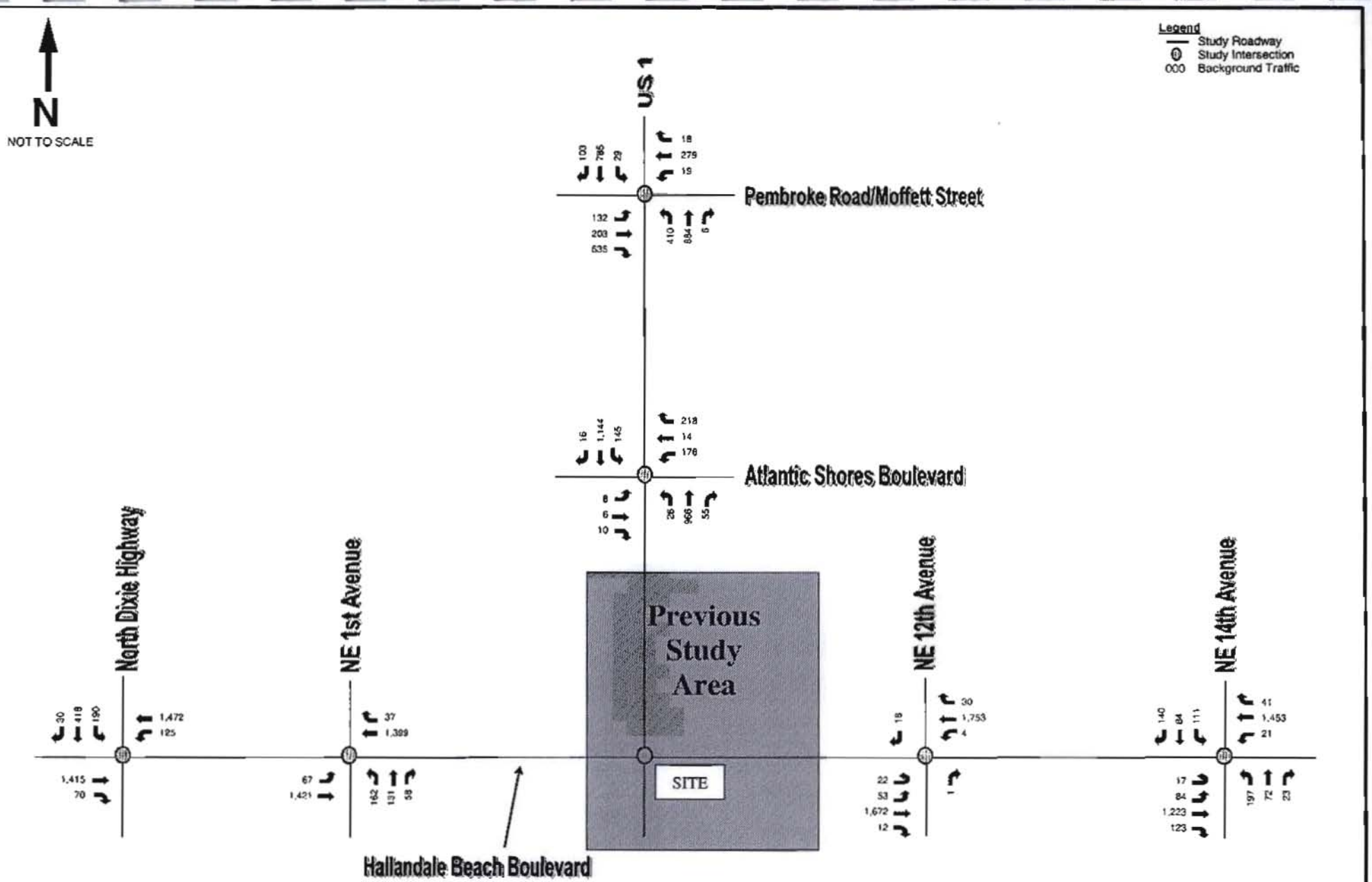

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Figure 7
2009 Future Background Traffic A.M. Peak Hour
Hallandale Square
City of Hallandale Beach, Florida

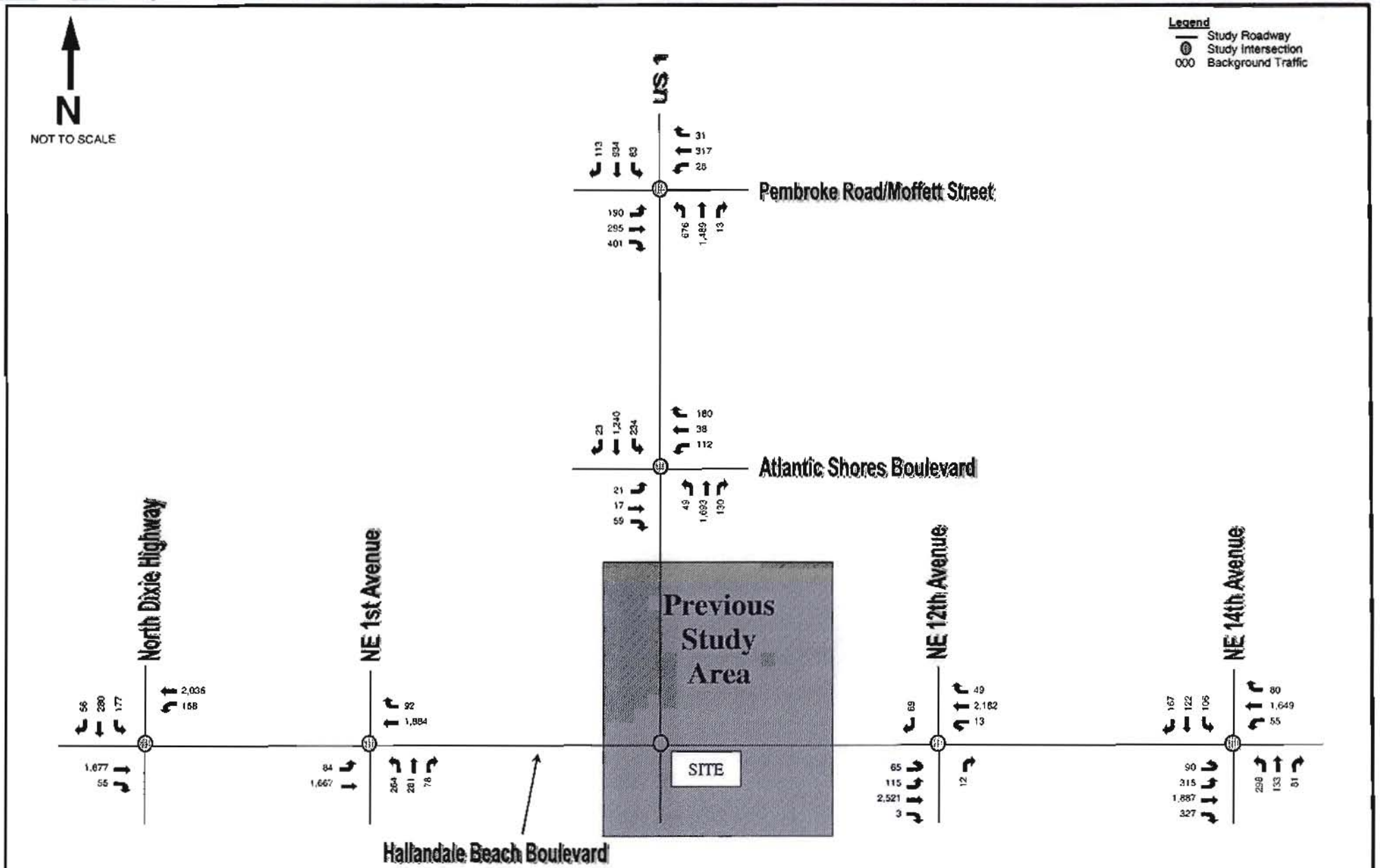

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Figure 8
2009 Future Background Traffic P.M. Peak Hour
Hallandale Square
City of Hallandale Beach, Florida

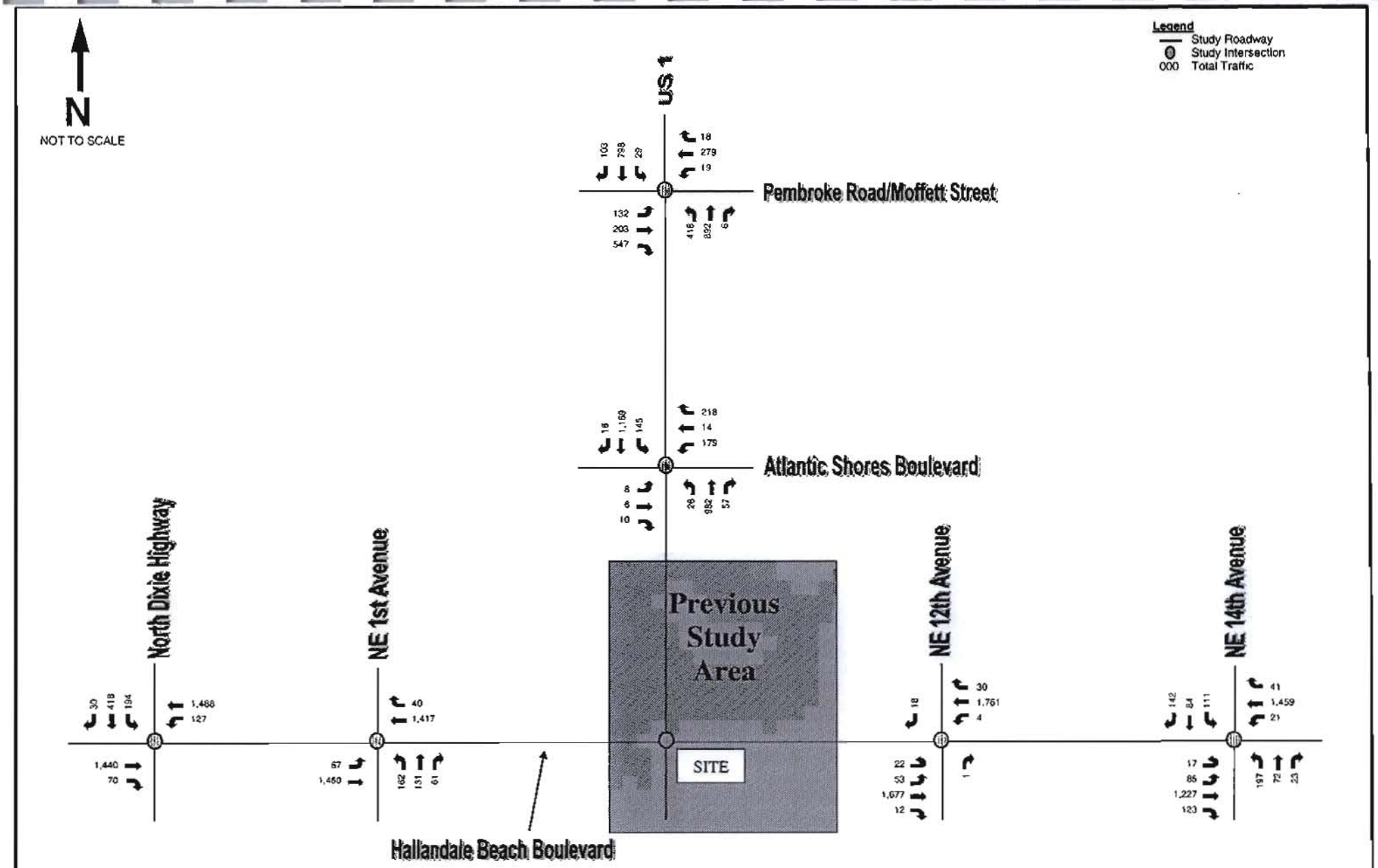

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Figure 9
2009 Future Total Traffic A.M. Peak Hour
Hallandale Square
City of Hallandale Beach, Florida

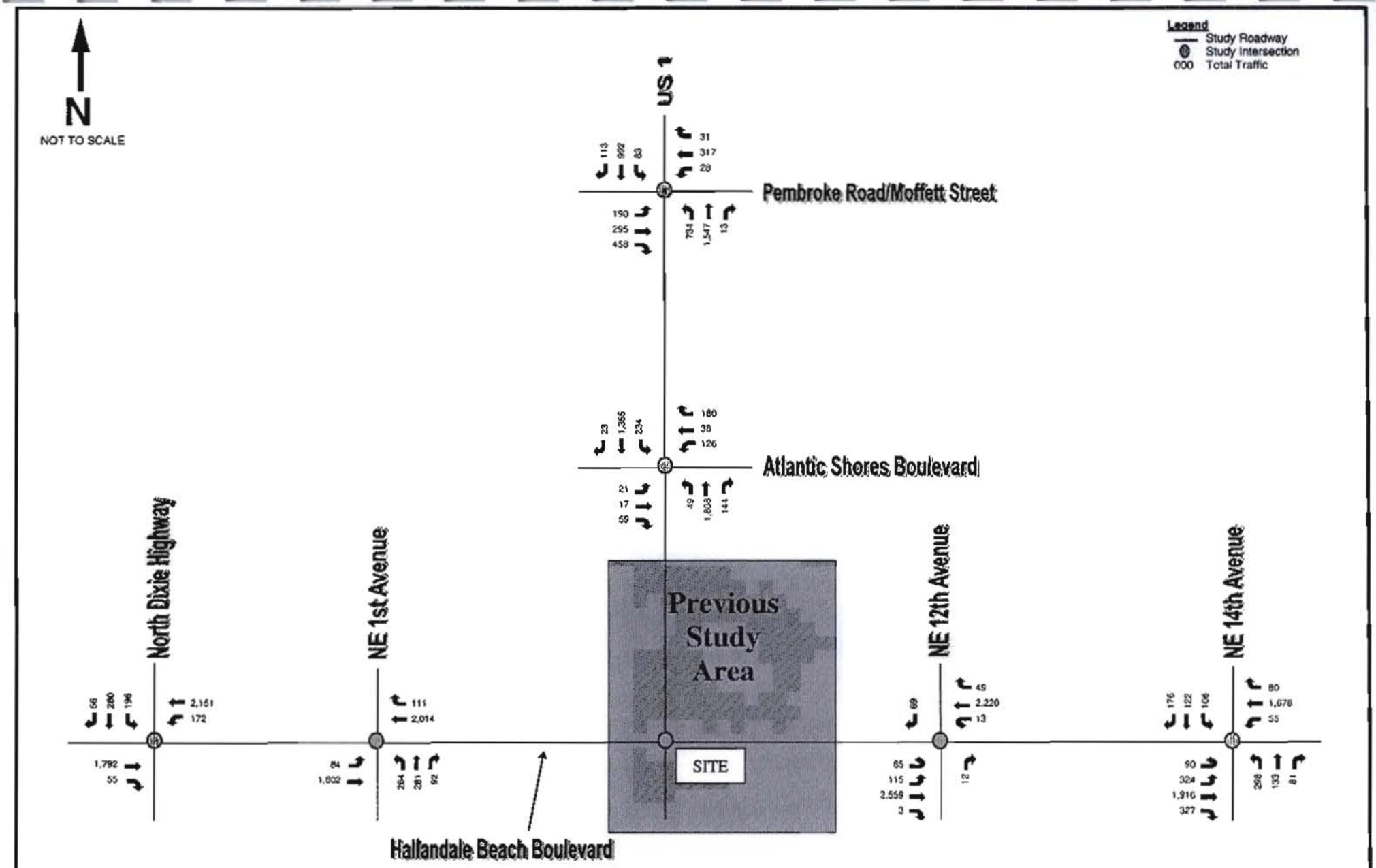

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Figure 10
2009 Future Total Traffic P.M. Peak Hour
Hallandale Square
City of Hallandale Beach, Florida

Attachment B:
Turning Movement Counts & FDOT Peak Season Report

Turning Movement Counts

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

PEMBROKE ROAD & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: C. RUIZ & A. THEODORAKIS
SIGNALIZED

Site Code : 00080097
Start Date: 05/07/08
File I.D. : PEMB_US1
Page : 1

ALL VEHICLES

	US 1 From North				MOFFET STREET From East				US 1 From South				PEMBROKE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/07/08																	
07:00	1	5	89	16	0	0	52	5	0	83	99	1	0	14	15	55	435
07:15	3	9	92	22	0	3	50	9	0	97	93	1	0	23	28	45	475
07:30	0	1	142	28	0	2	58	0	0	72	156	6	0	19	38	80	602
07:45	6	7	147	23	1	6	64	3	0	95	155	2	0	15	36	96	656
Hr Total	10	22	470	89	1	11	224	17	0	347	503	10	0	71	117	276	2168
08:00	3	3	151	23	0	3	64	1	0	79	168	0	0	27	41	77	640
08:15	2	2	150	24	0	4	61	6	0	89	196	3	0	32	49	112	730
08:30	2	8	155	23	0	5	78	3	0	107	197	1	0	37	41	124	781
08:45	1	6	160	24	0	6	53	7	1	91	177	2	0	25	55	154	762
Hr Total	8	19	616	94	0	18	256	17	1	366	738	6	0	121	186	467	2913
* BREAK *																	
16:00	3	8	139	27	0	4	42	5	0	111	263	3	0	35	64	81	785
16:15	4	7	162	24	0	2	45	3	0	102	206	2	0	28	46	77	708
16:30	1	6	142	28	0	2	56	6	0	86	238	1	0	45	59	89	759
16:45	1	6	186	32	0	4	33	2	0	115	292	6	0	40	50	71	838
Hr Total	9	27	629	111	0	12	176	16	0	414	999	12	0	148	219	318	3090
17:00	7	16	169	27	0	2	60	6	0	126	268	3	0	44	62	85	875
17:15	3	14	186	15	0	4	76	2	0	120	278	5	0	48	72	99	922
17:30	0	19	221	36	0	10	63	17	0	131	314	1	0	38	65	67	982
17:45	0	17	173	26	0	10	92	4	0	117	259	3	0	44	71	72	888
Hr Total	10	66	749	104	0	26	291	29	0	494	1119	12	0	174	270	323	3667
TOTAL	37	134	2464	398	1	67	947	79	1	1621	3359	40	0	514	792	1384	11838

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
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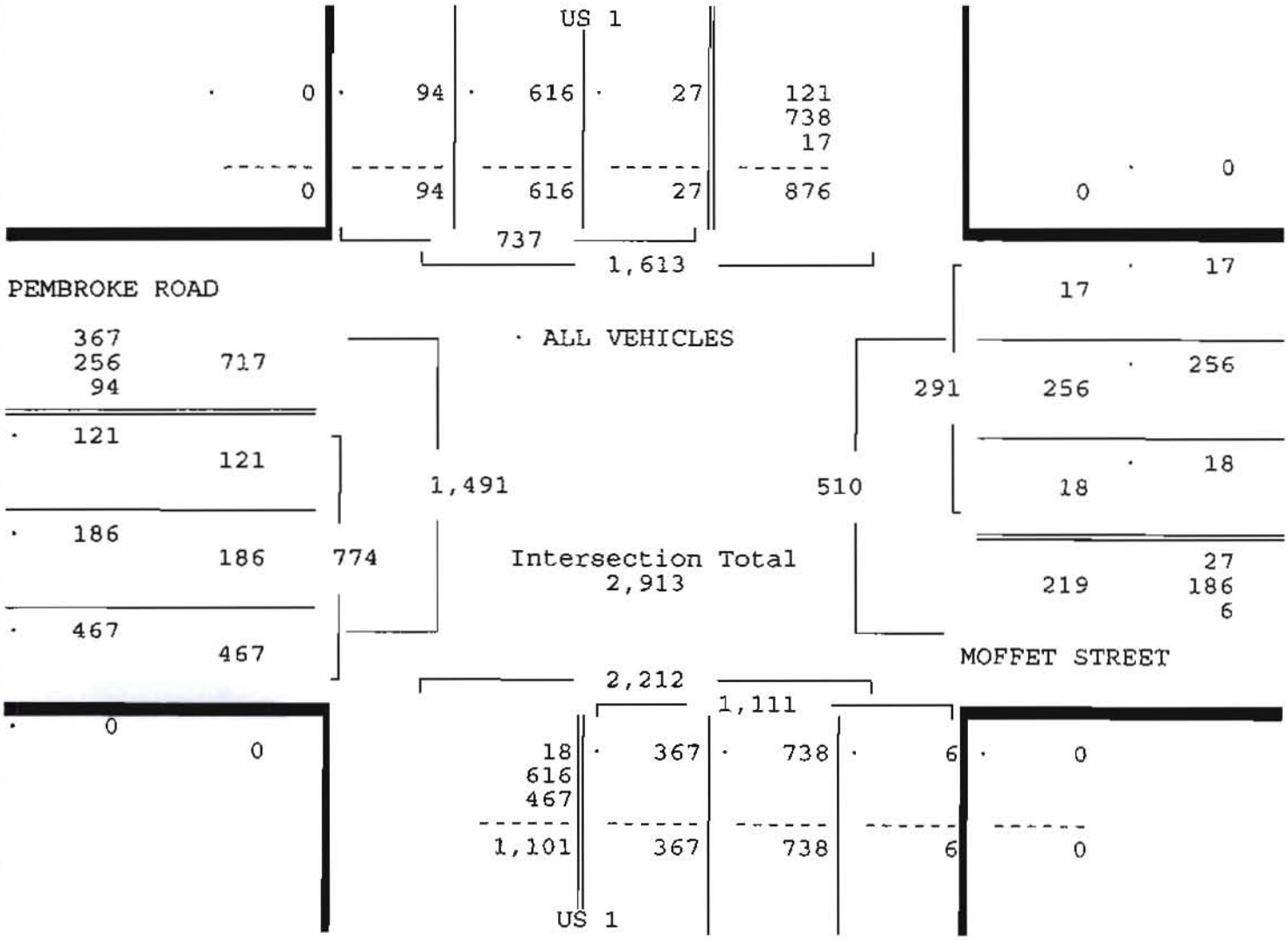
PEMBROKE ROAD & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: C. RUIZ & A. THEODORAKIS
SIGNALIZED

Site Code . 00080097
Start Date: 05/07/08
File I.D. . PEMB_US1
Page : 2

ALL VEHICLES

	US 1 From North				MOFFET STREET From East				US 1 From South				PEMBROKE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/07/08																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/07/08																	
Peak start 08:00					08:00				08:00				08:00				
Volume	8	19	616	94	0	18	256	17	1	366	738	6	0	121	186	467	
Percent	1%	3%	84%	13%	0%	6%	88%	6%	0%	33%	66%	1%	0%	16%	24%	60%	
Pk total	737				291				1111				774				
Highest	08:45				08:30				08:30				08:45				
Volume	1	6	160	24	0	5	78	3	0	107	197	1	0	25	55	154	
Hi total	191				86				305				234				
PHF	.96				.85				.91				.83				



TRAFFIC SURVEY SPECIALISTS, INC.
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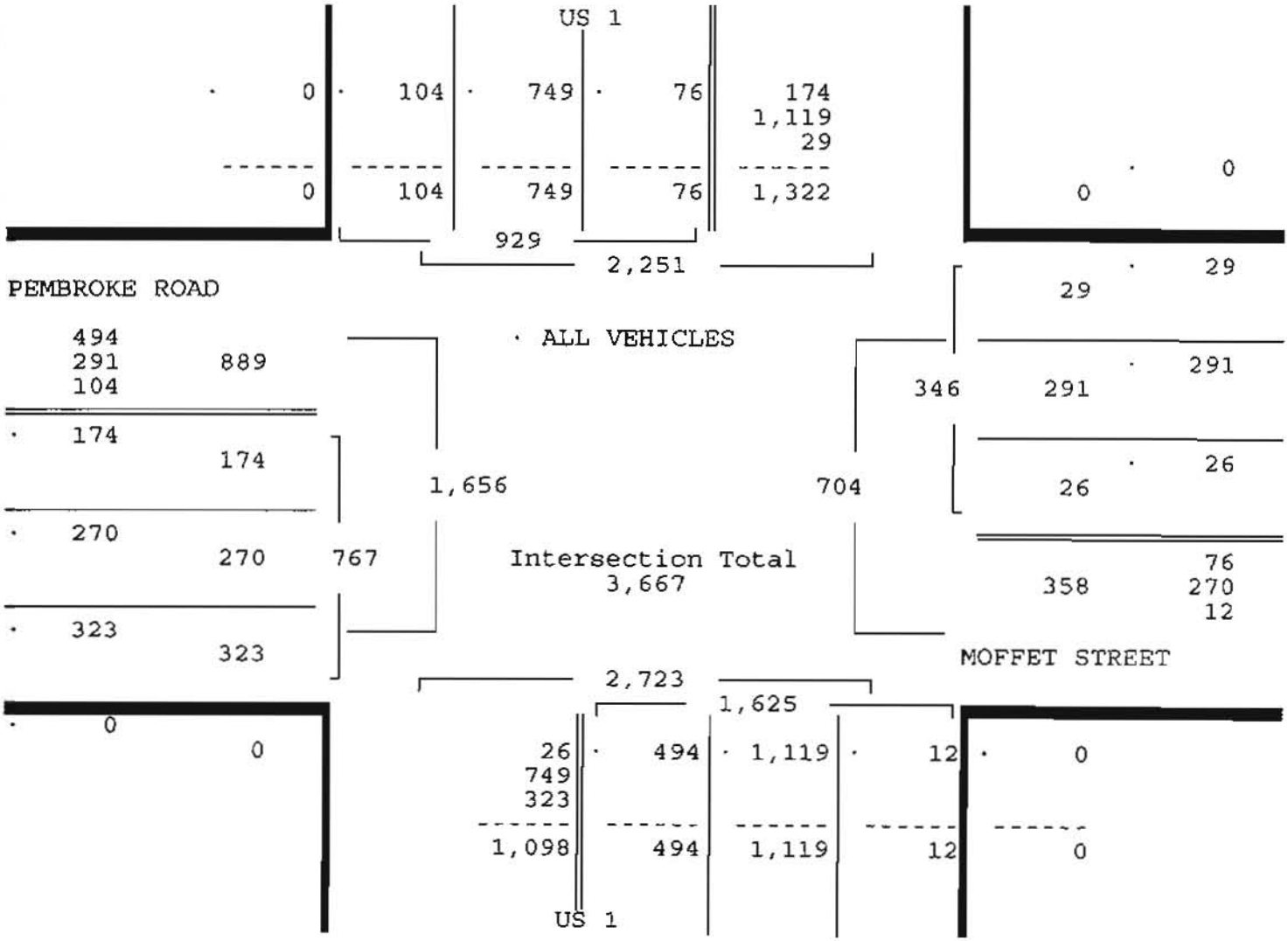
(561) 272-3255 FAX (561) 272-4381

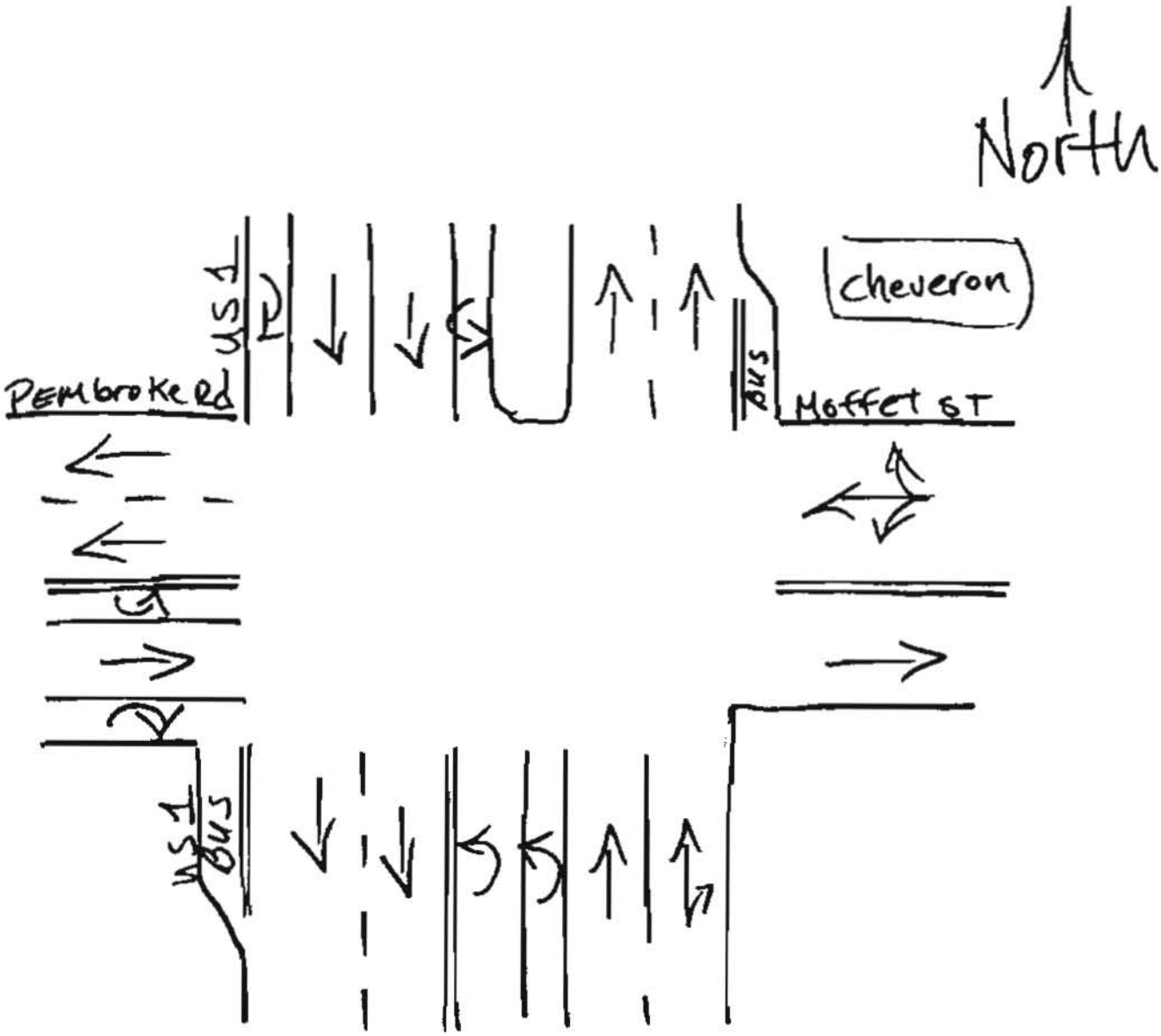
PEMBROKE ROAD & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: C. RUIZ & A. THEODORAKIS
SIGNALIZED

Site Code : 00080097
Start Date : 05/07/08
File I.D. : PEMB_US1
Page : 3

ALL VEHICLES

	US 1 From North				MOFFET STREET From East				US 1 From South				PEMBROKE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/07/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/07/08																	
Peak start	17:00				17:00				17:00				17:00				
Volume	10	66	749	104	0	26	291	29	0	494	1119	12	0	174	270	323	
Percent	1%	7%	81%	11%	0%	8%	84%	8%	0%	30%	69%	1%	0%	23%	35%	42%	
Pk total	929				346				1625				767				
Highest	17:30				17:45				17:30				17:15				
Volume	0	19	221	36	0	10	92	4	0	131	314	1	0	48	72	99	
Hi total	276				106				446				219				
PHF	.84				.82				.91				.88				





Hallandale Beach, Florida
May 07, 2008
drawn by: Luis Palomino
Signalized

ATLANTIC SHORES BOULEVARD & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: M. GOMEZ & C. RUIZ
SIGNALIZED

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

Site Code : 00080097
Start Date: 05/08/08
File I.D. : ATLA_US1
Page : 1

ALL VEHICLES

	US 1 From North				ATLANTIC SHORES BOULEVARD From East				US 1 From South				ATLANTIC SHORES BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/08/08																	
07:00	0	10	141	1	0	18	0	65	0	0	120	10	0	0	0	0	365
07:15	0	19	119	0	0	21	0	77	0	3	150	8	0	2	0	1	400
07:30	0	21	192	1	0	54	2	48	0	5	185	10	0	1	1	0	520
07:45	0	27	205	2	0	41	2	44	0	1	175	13	0	0	0	1	511
Hr Total	0	77	657	4	0	134	4	234	0	9	630	41	0	3	1	2	1796
08:00	0	31	225	3	0	40	2	46	0	7	170	12	0	2	0	0	538
08:15	0	24	242	5	0	42	7	48	0	7	253	14	0	1	0	8	651
08:30	0	42	201	2	0	30	2	51	0	4	200	6	0	2	4	0	544
08:45	0	36	253	5	0	49	2	55	0	6	181	18	0	2	2	1	610
Hr Total	0	133	921	15	0	161	13	200	0	24	804	50	0	7	6	9	2343
* BREAK *																	
16:00	0	59	210	6	0	30	7	48	0	9	255	21	0	4	6	19	674
16:15	0	52	219	4	0	44	8	42	0	6	264	23	0	7	6	9	684
16:30	0	48	223	5	0	20	12	55	0	21	269	16	0	4	7	11	691
16:45	0	69	186	7	0	16	11	52	0	10	266	20	0	3	5	10	655
Hr Total	0	228	838	22	0	110	38	197	0	46	1054	80	0	18	24	49	2704
17:00	0	51	257	3	0	20	11	47	0	9	286	19	0	5	5	15	728
17:15	0	64	248	5	0	22	7	38	1	8	314	33	0	5	4	12	761
17:30	0	59	238	4	0	31	9	41	0	15	287	28	0	8	4	14	738
17:45	0	41	242	9	0	29	8	39	1	11	293	21	0	1	3	13	711
Hr Total	0	215	985	21	0	102	35	165	2	43	1180	101	0	19	16	54	2938
TOTAL	0	653	3401	62	0	507	90	796	2	122	3668	272	0	47	47	114	9781

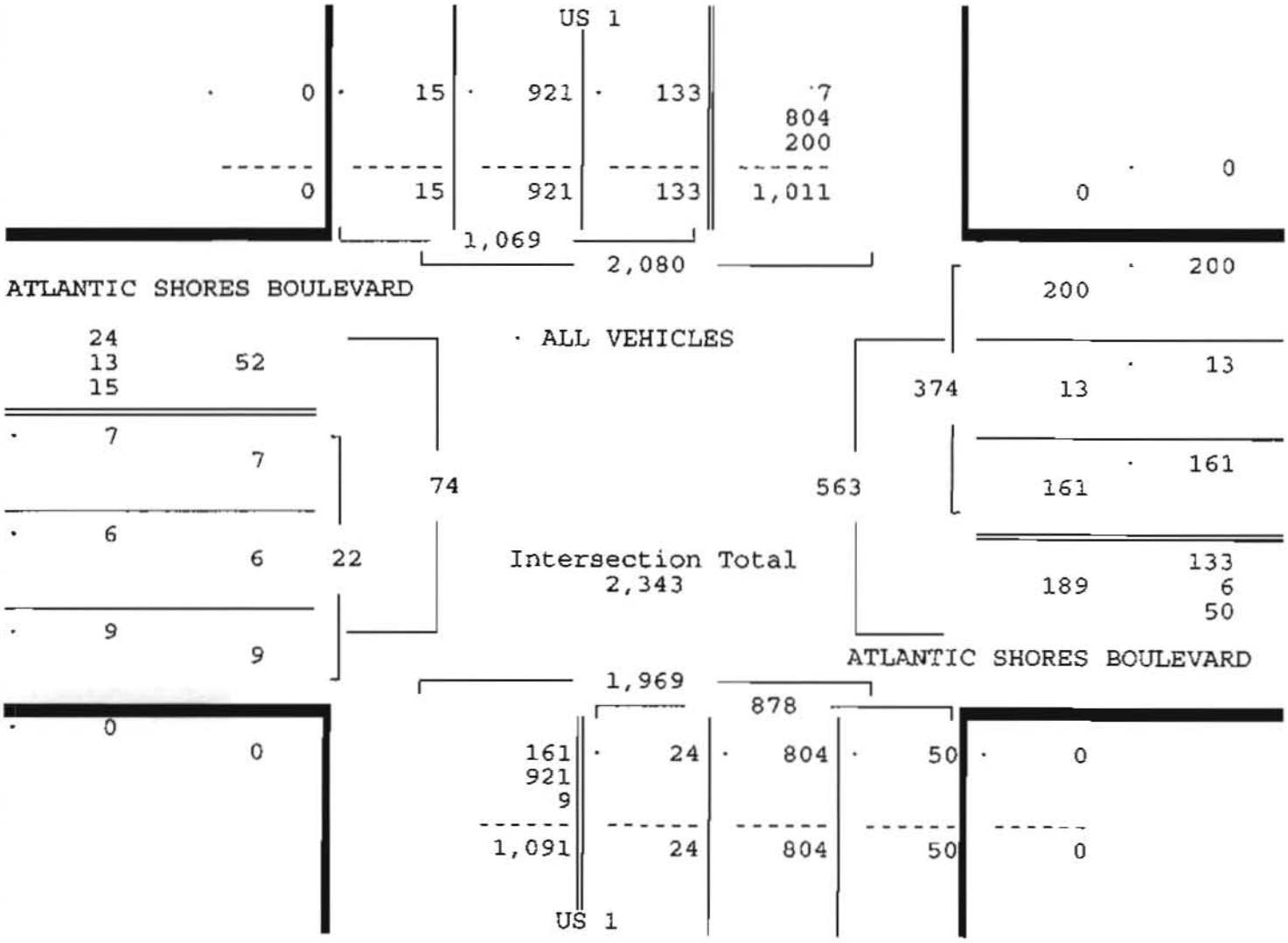
ATLANTIC SHORES BOULEVARD & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: M. GOMEZ & C. RUIZ
SIGNALIZED

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

Site Code : 00080097
Start Date: 05/08/08
File I.D. : ATLA_US1
Page : 2

ALL VEHICLES

	US 1 From North				ATLANTIC SHORES BOULEVARD From East				US 1 From South				ATLANTIC SHORES BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/08/08																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/08/08																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	133	921	15	0	161	13	200	0	24	804	50	0	7	6	9	
Percent	0%	12%	86%	1%	0%	43%	3%	53%	0%	3%	92%	6%	0%	32%	27%	41%	
Pk total	1069				374				878				22				
Highest	08:45				08:45				08:15				08:15				
Volume	0	36	253	5	0	49	2	55	0	7	253	14	0	1	0	8	
Hi total	294				106				274				9				
PHF	.91				.88				.80				.61				



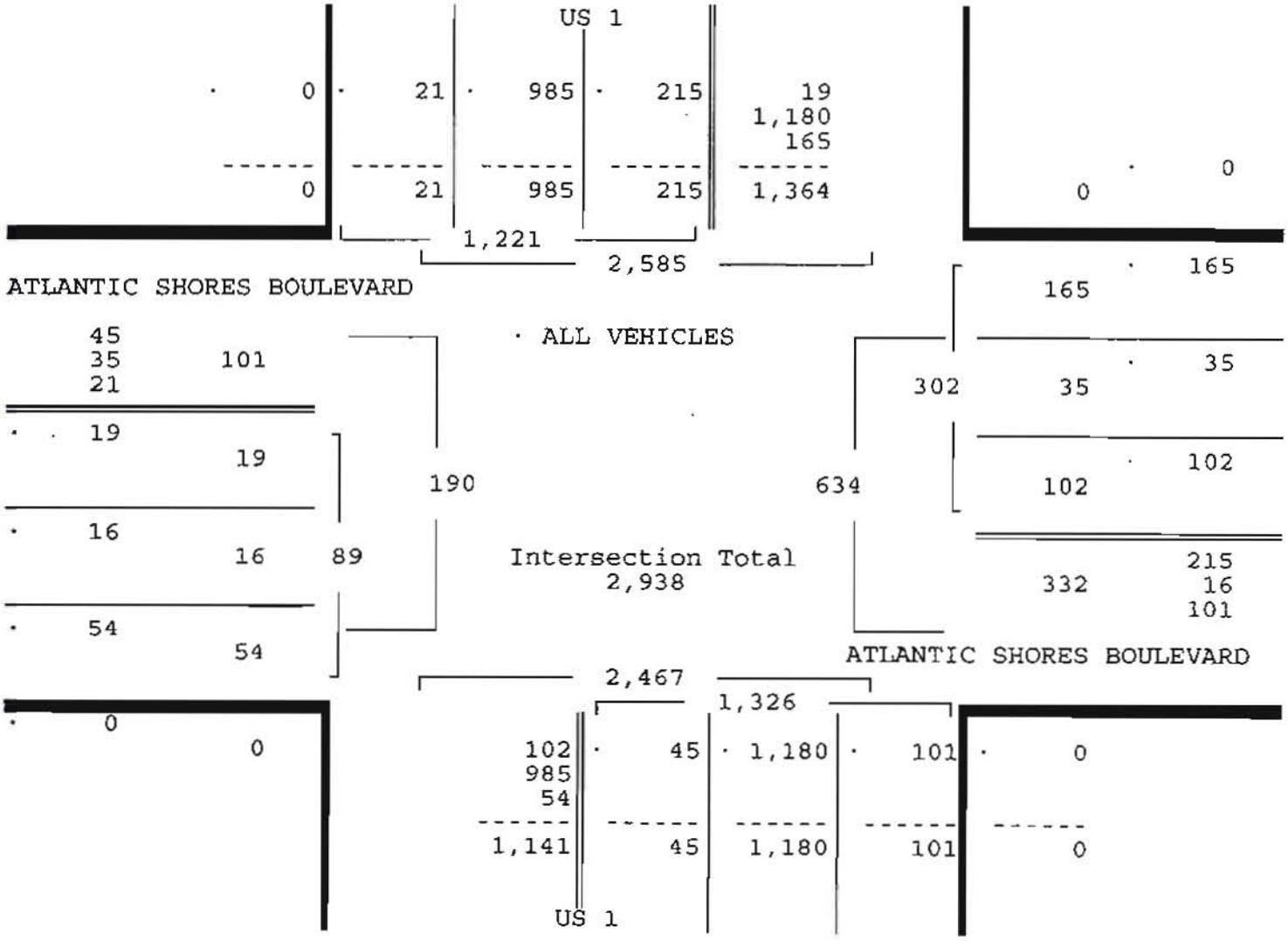
ATLANTIC SHORES BOULEVARD & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: M. GOMEZ & C. RUIZ
SIGNALIZED

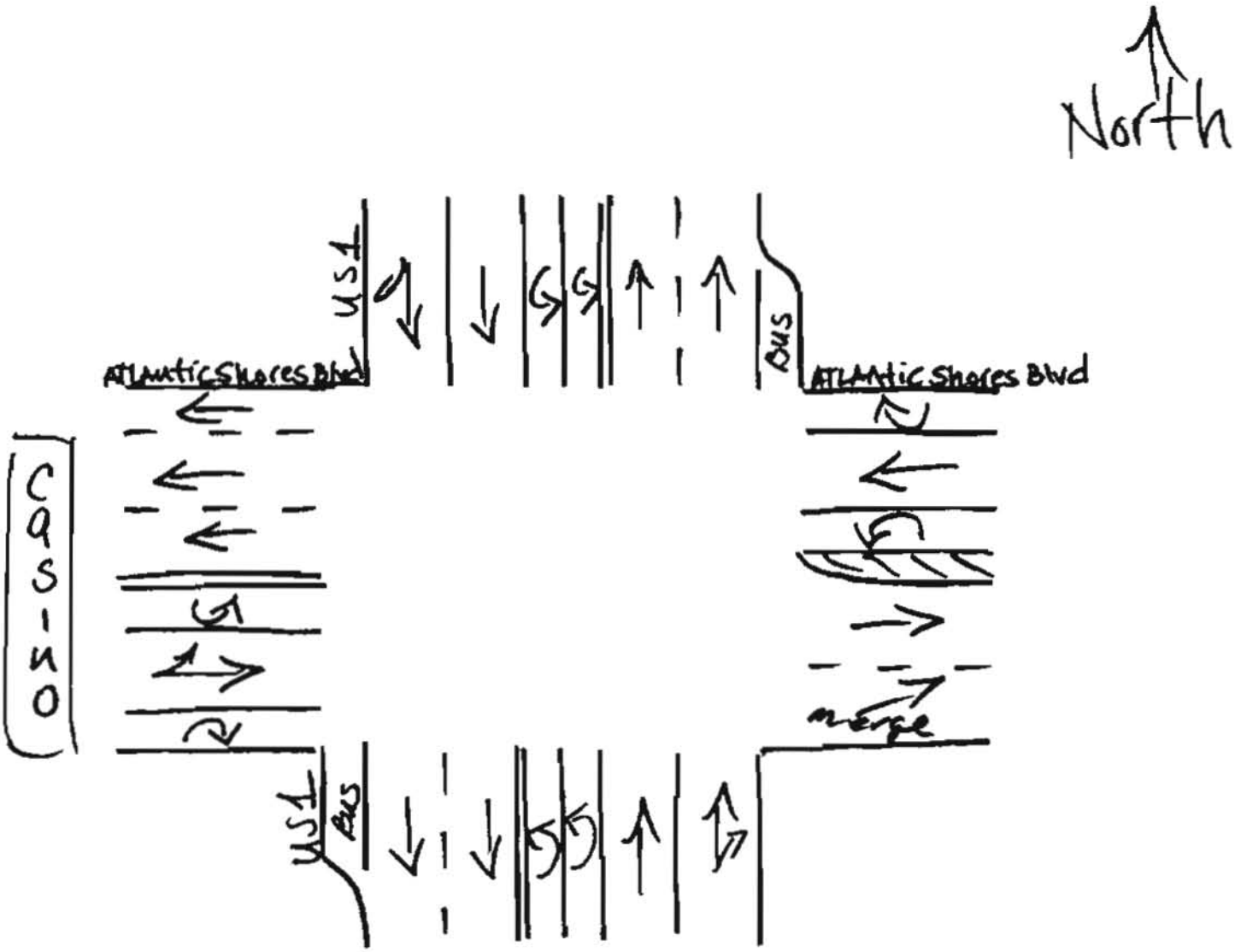
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080097
Start Date. 05/08/08
File I.D. : ATLA_US1
Page : 3

ALL VEHICLES

	US 1 From North				ATLANTIC SHORES BOULEVARD From East				US 1 From South				ATLANTIC SHORES BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/08/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/08/08																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	215	985	21	0	102	35	165	2	43	1180	101	0	19	16	54	
Percent	0%	18%	81%	2%	0%	34%	12%	55%	0%	3%	89%	8%	0%	21%	18%	61%	
Pk total	1221				302				1326				89				
Highest	17:15				17:30				17:15				17:30				
Volume	0	64	248	5	0	31	9	41	1	8	314	33	0	8	4	14	
Hi total	317				81				356				26				
PHF	.96				.93				.93				.86				





Hallandale Beach, Florida
May 07, 2008
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 & DIXIE HIGHWAY, HALLANDALE BEACH, FLORIDA
COUNTED BY: MARIO CASTILLO
SIGNALIZED

Site Code : 00080097
Start Date: 05/07/08
File I.D. : HALL_DIX
Page : 1

ALL VEHICLES

	DIXIE HIGHWAY From North				HALLANDALE BEACH BOULEVARD From East				DIXIE HIGHWAY From South				HALLANDALE BEACH BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/07/08																	
07:00	0	21	27	1	0	38	204	0	0	0	0	0	0	0	140	8	419
07:15	0	18	44	5	0	32	199	0	0	0	0	0	1	0	198	3	500
07:30	0	32	69	4	0	41	260	0	0	0	0	0	0	0	223	7	636
07:45	0	37	86	9	0	55	206	0	0	0	0	0	0	0	265	9	667
Hr Total	0	108	226	19	0	146	869	0	0	0	0	0	1	0	826	27	2222
08:00	0	22	82	5	0	30	275	0	0	0	0	0	0	0	302	22	738
08:15	0	58	95	9	0	24	321	0	0	0	0	0	1	0	268	8	784
08:30	0	30	89	4	0	33	385	0	0	0	0	0	0	0	325	22	888
08:45	0	52	128	11	0	29	305	0	0	0	0	0	1	0	242	14	782
Hr Total	0	162	394	29	0	116	1286	0	0	0	0	0	2	0	1137	66	3192
* BREAK *																	
16:00	0	35	49	12	0	12	417	0	0	0	0	0	0	0	275	21	821
16:15	0	30	60	15	0	27	313	0	0	0	0	0	0	0	318	8	771
16:30	0	21	51	18	0	26	374	0	0	0	0	0	0	0	277	12	779
16:45	0	26	57	12	0	28	292	0	0	0	0	0	0	0	274	13	702
Hr Total	0	112	217	57	0	93	1396	0	0	0	0	0	0	0	1144	54	3073
17:00	0	38	58	15	0	29	391	0	0	0	0	0	0	0	367	9	907
17:15	0	33	79	10	0	36	399	0	0	0	0	0	0	0	276	11	844
17:30	0	43	76	11	0	24	308	0	0	0	0	0	0	0	361	17	840
17:45	0	29	51	16	0	23	289	0	0	0	0	0	0	0	318	14	740
Hr Total	0	143	264	52	0	112	1387	0	0	0	0	0	0	0	1322	51	3331
TOTAL	0	525	1101	157	0	467	4938	0	0	0	0	0	3	0	4429	198	11818

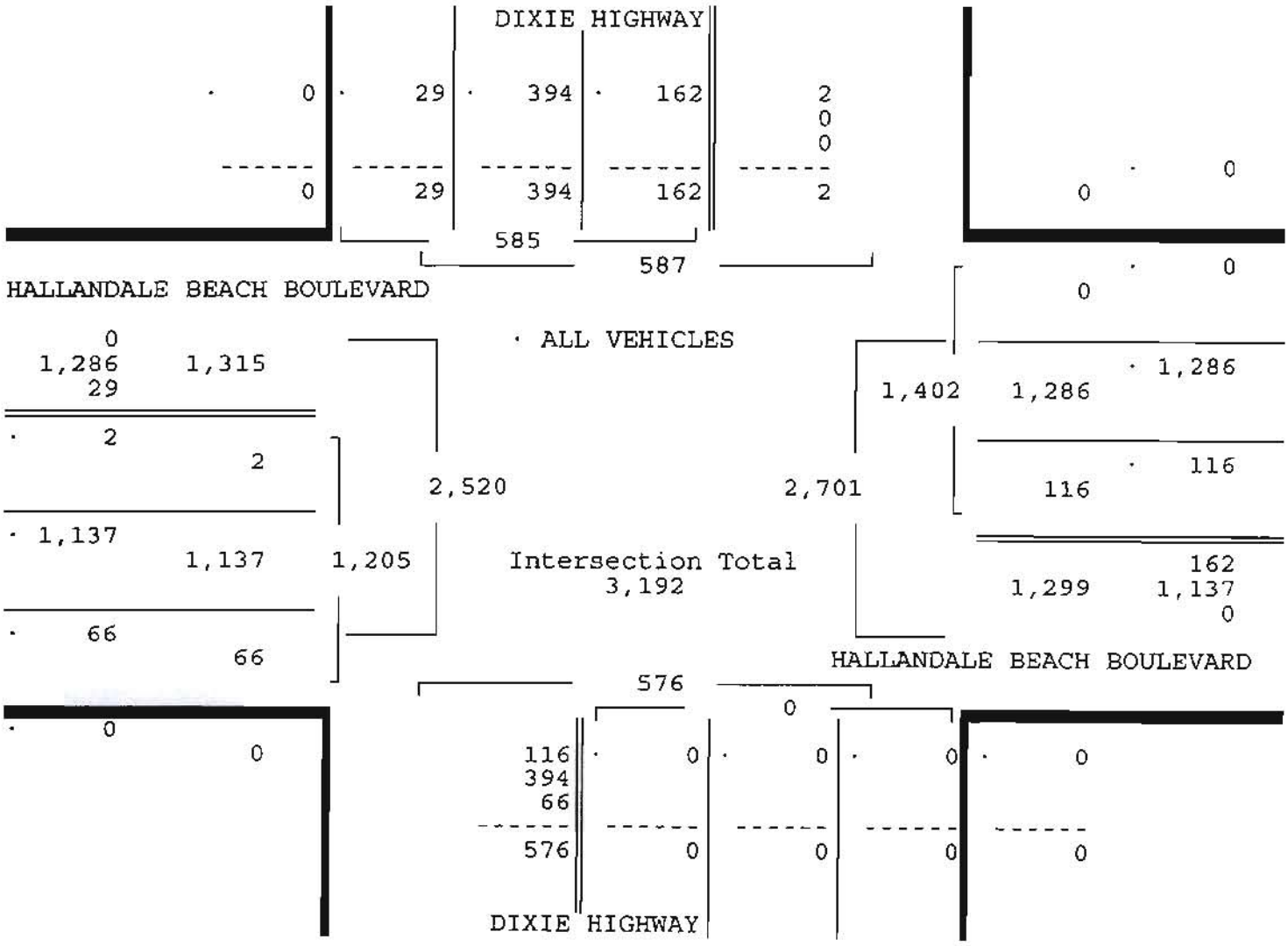
HALLANDALE BEACH BOULEVARD & DIXIE HIGHWAY, HALLANDALE BEACH, FLORIDA
COUNTED BY: MARIO CASTILLO
SIGNALIZED

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

Site Code . 00080097
Start Date: 05/07/08
File I.D. HALL_DIX
Page : 2

ALL VEHICLES

	DIXIE HIGHWAY From North				HALLANDALE BEACH BOULEVARD From East				DIXIE HIGHWAY From South				HALLANDALE BEACH BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/07/08																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/07/08																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	162	394	29	0	116	1286	0	0	0	0	0	2	0	1137	66	
Percent	0%	28%	67%	5%	0%	8%	92%	0%	0%	0%	0%	0%	0%	0%	94%	5%	
Pk total	585				1402				0				1205				
Highest	08:45				08:30				07:00				08:30				
Volume	0	52	128	11	0	33	385	0	0	0	0	0	0	0	325	22	
Hi total	191				418				0				347				
PHF	.77				.84				.0				.87				



TRAFFIC SURVEY SPECIALISTS, INC.
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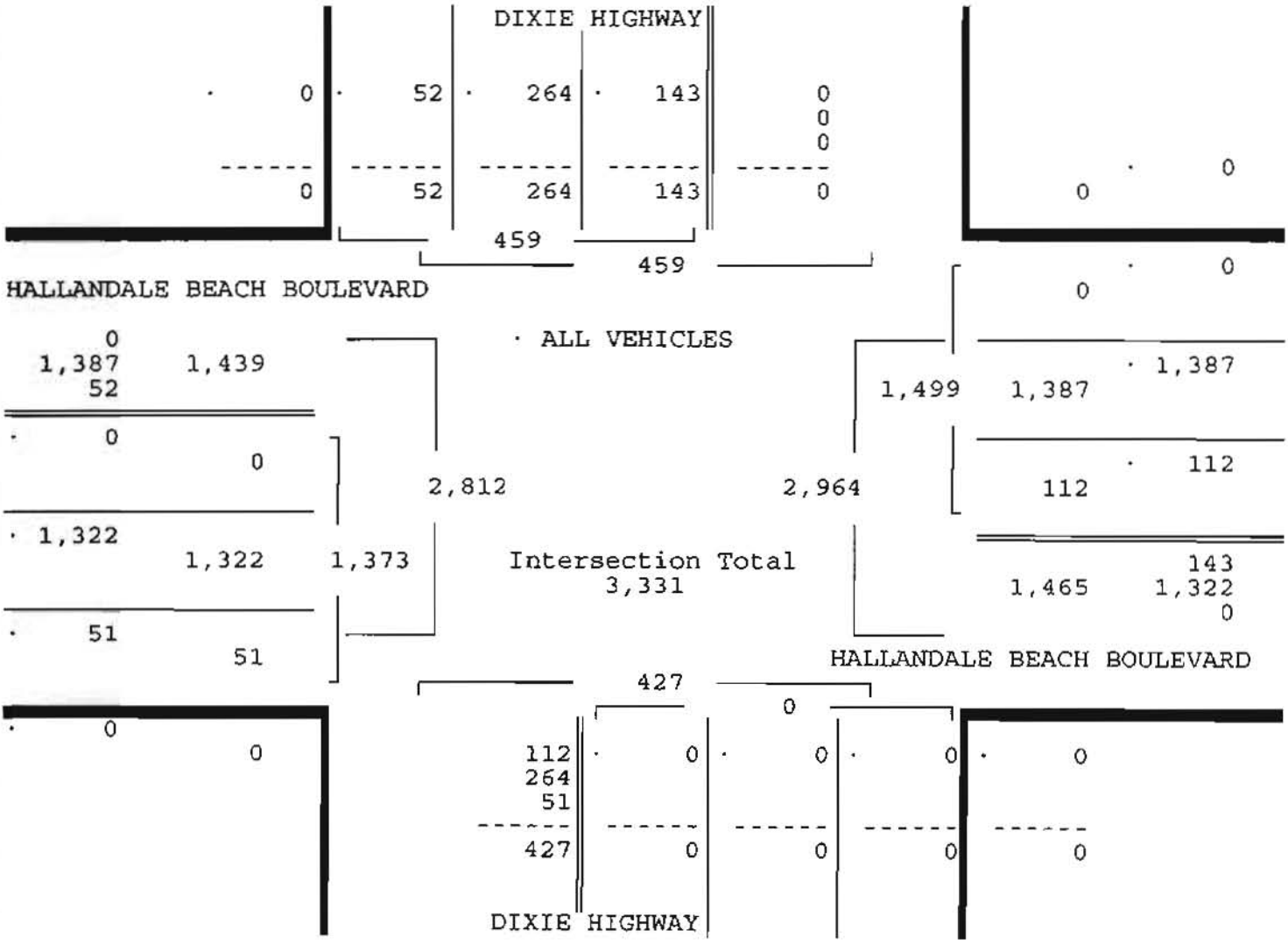
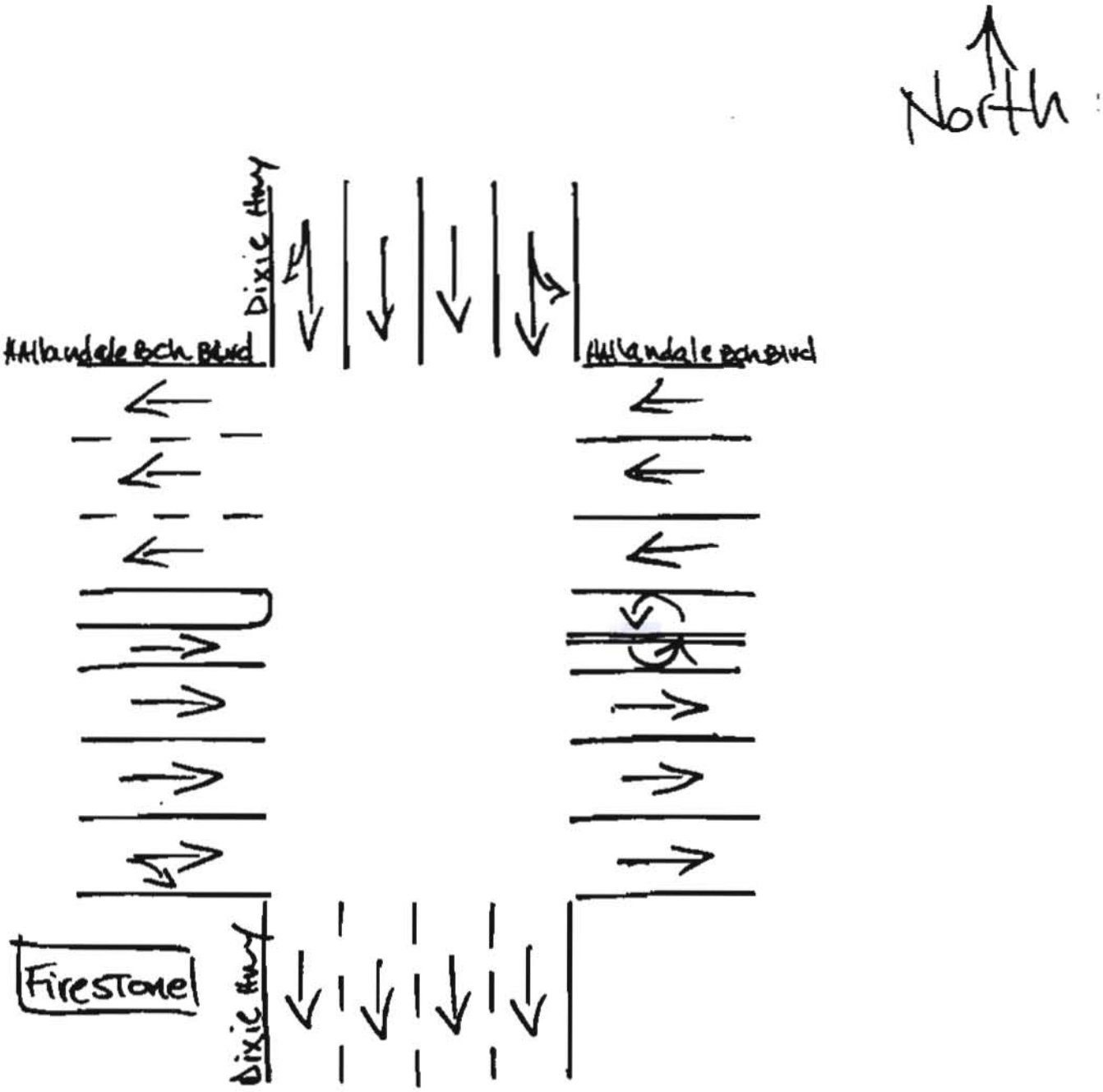
HALLANDALE BEACH BOULEVARD & DIXIE HIGHWAY, HALLANDALE BEACH, FLORIDA
COUNTED BY: MARIO CASTILLO
SIGNALIZED

Site Code : 00080097
Start Date: 05/07/08
File I.D. : HALL_DIX
Page : 3

ALL VEHICLES

	DIXIE HIGHWAY From North				HALLANDALE BEACH BOULEVARD From East				DIXIE HIGHWAY From South				HALLANDALE BEACH BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/07/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/07/08																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	143	264	52	0	112	1387	0	0	0	0	0	0	0	1322	51	
Percent	0%	31%	58%	11%	0%	7%	93%	0%	0%	0%	0%	0%	0%	0%	96%	4%	
Pk total	459				1499				0				1373				
Highest	17:30				17:15				07:00				17:30				
Volume	0	43	76	11	0	36	399	0	0	0	0	0	0	0	361	17	
Hi total	130				435				0				378				
PHF	.88				.86				.0				.91				





Hallandale Beach, Florida
May 07, 2008
drawn by: Luis Palomino
Signalized

TRAFFIC SURVEY SPECIALISTS, INC.
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HALLANDALE BEACH BOULEVARD & NE/SE 1ST AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: CHUCK VAN VLIET
SIGNALIZED

Site Code : 00080097
Start Date: 05/08/08
File I.D. : HALLIAVE
Page : 1

ALL VEHICLES

	NE 1ST AVENUE From North				HALLANDALE BEACH BOULEVARD From East				SE 1ST AVENUE From South				HALLANDALE BEACH BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/08/08																	
07:00	0	0	0	0	0	0	206	2	0	18	10	3	0	4	156	0	399
07:15	0	0	0	0	0	0	198	5	0	25	22	3	0	13	186	0	452
07:30	0	0	0	0	0	0	266	4	0	31	21	12	1	9	222	0	566
07:45	0	0	0	0	0	0	260	9	0	16	27	12	0	15	266	0	605
Hr Total	0	0	0	0	0	0	930	20	0	90	80	30	1	41	830	0	2022
08:00	0	0	0	0	0	0	247	3	0	46	38	14	0	17	284	0	649
08:15	0	0	0	0	0	0	319	3	0	30	24	7	0	16	281	0	680
08:30	0	0	0	0	1	0	353	9	0	42	24	14	0	10	309	0	762
08:45	0	0	0	0	1	0	296	16	0	34	38	13	0	20	252	0	670
Hr Total	0	0	0	0	2	0	1215	31	0	152	124	48	0	63	1126	0	2761
* BREAK *																	
16:00	0	0	0	0	1	0	380	16	0	47	43	22	0	16	294	0	819
16:15	0	0	0	0	0	0	287	16	0	44	71	33	0	29	296	0	776
16:30	0	0	0	0	2	0	362	18	0	47	61	19	0	26	258	0	793
16:45	0	0	0	0	1	0	286	9	0	33	55	21	0	20	254	0	679
Hr Total	0	0	0	0	4	0	1315	59	0	171	230	95	0	91	1102	0	3067
17:00	0	0	0	0	0	0	340	12	0	64	80	18	0	27	344	0	885
17:15	0	0	0	0	0	0	381	11	0	51	63	10	0	13	281	0	810
17:30	0	0	0	0	0	0	283	6	0	45	58	21	0	19	351	0	783
17:45	0	0	0	0	0	0	257	6	0	35	53	11	1	19	313	0	695
Hr Total	0	0	0	0	0	0	1261	35	0	195	254	60	1	78	1289	0	3173
TOTAL	0	0	0	0	6	0	4721	145	0	608	688	233	2	273	4347	0	11023

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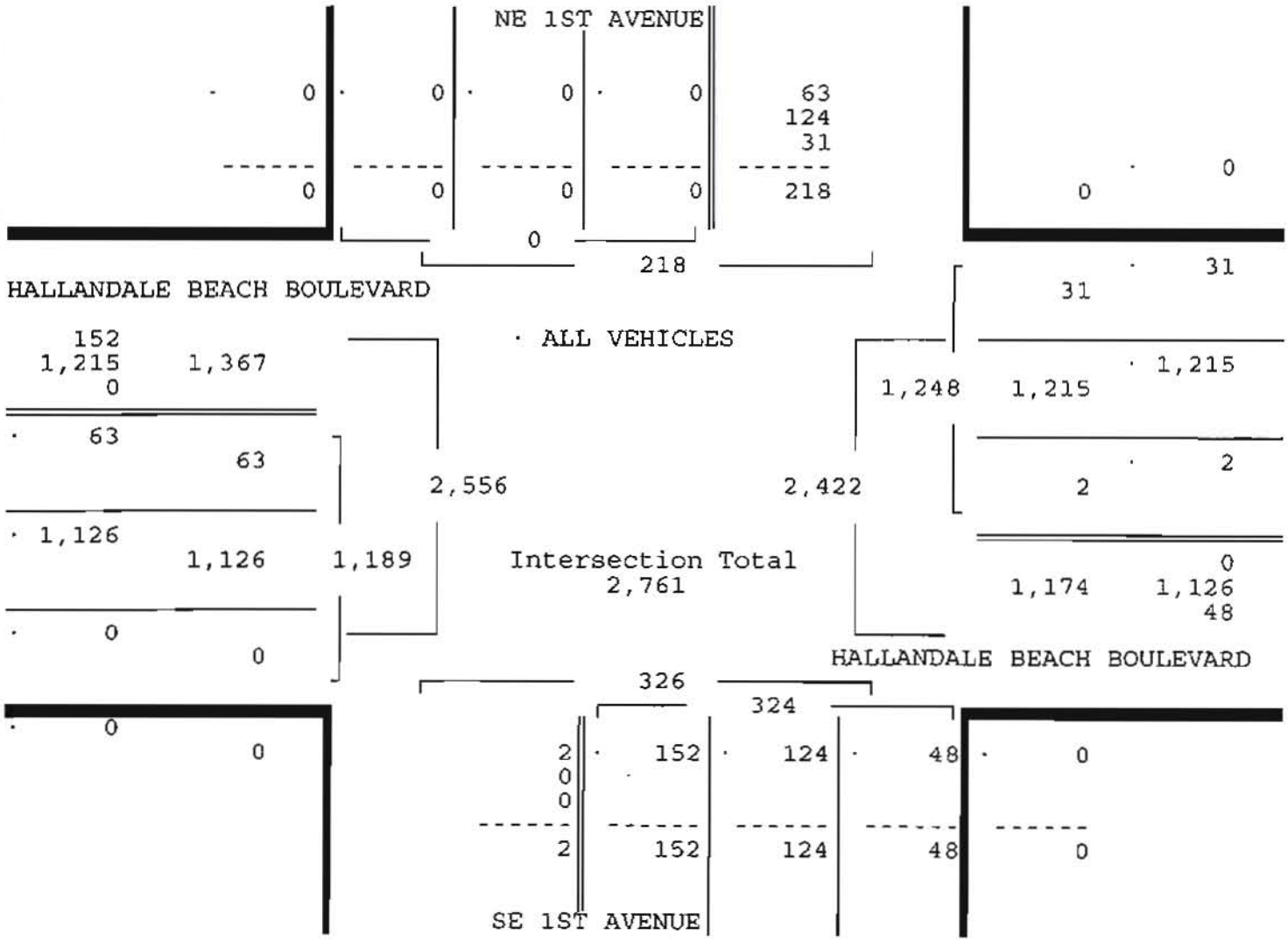
HALLANDALE BEACH BOULEVARD & NE/SE 1ST AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: CHUCK VAN VLIET
SIGNALIZED

Site Code : 00080097
Start Date: 05/08/08
File I.D. HALL1AVE
Page : 2

ALL VEHICLES

	NE 1ST AVENUE From North				HALLANDALE BEACH BOULEVARD From East				SE 1ST AVENUE From South				HALLANDALE BEACH BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/08/08																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/08/08																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	0	0	0	2	0	1215	31	0	152	124	48	0	63	1126	0	
Percent	0%	0%	0%	0%	0%	0%	97%	2%	0%	47%	38%	15%	0%	5%	95%	0%	
Pk total	0				1248				324				1189				
Highest	07:00				08:30				08:00				08:30				
Volume	0	0	0	0	1	0	353	9	0	46	38	14	0	10	309	0	
Hi total	0				363				98				319				
PHF	.0				.86				.83				.93				



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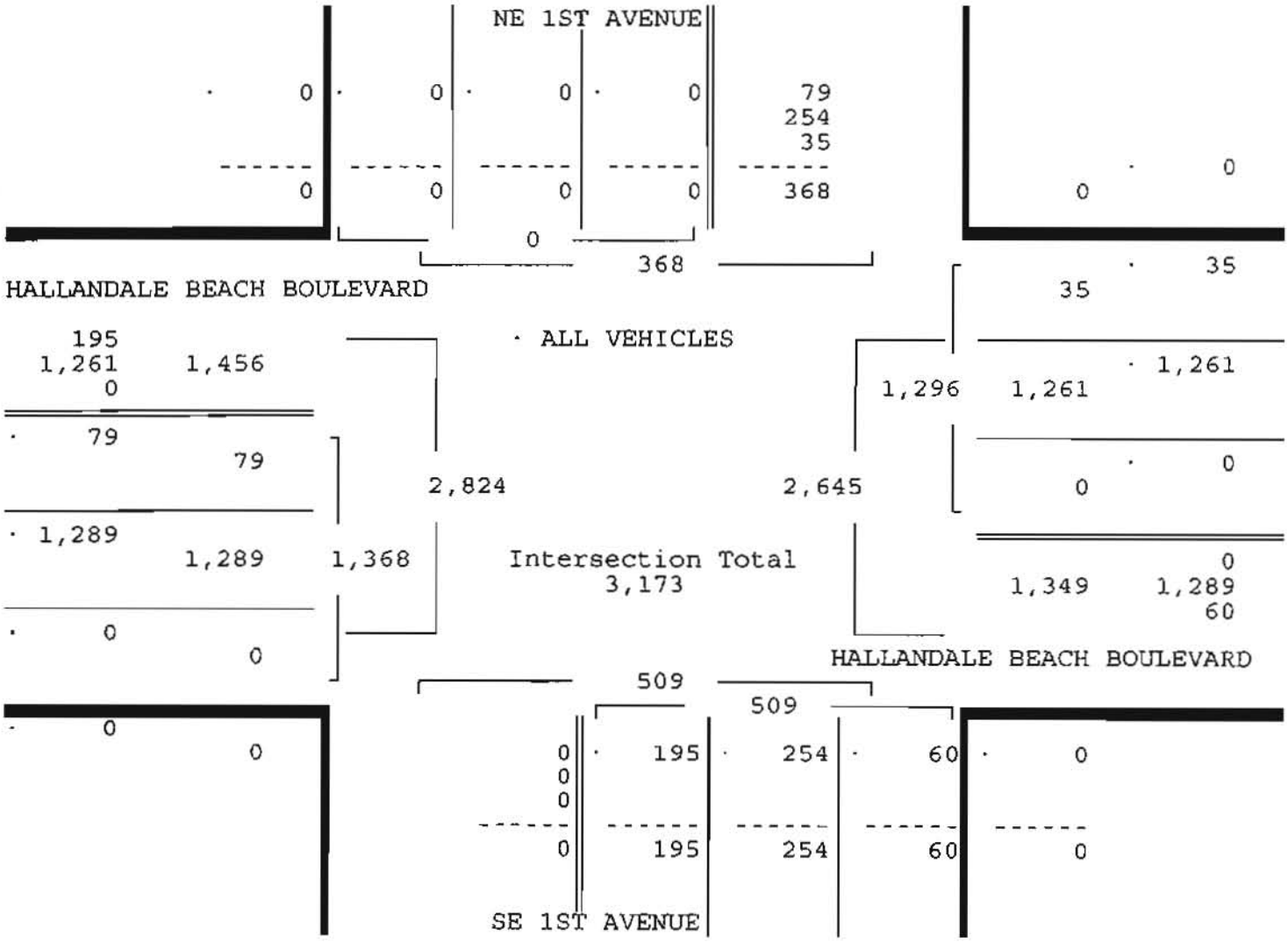
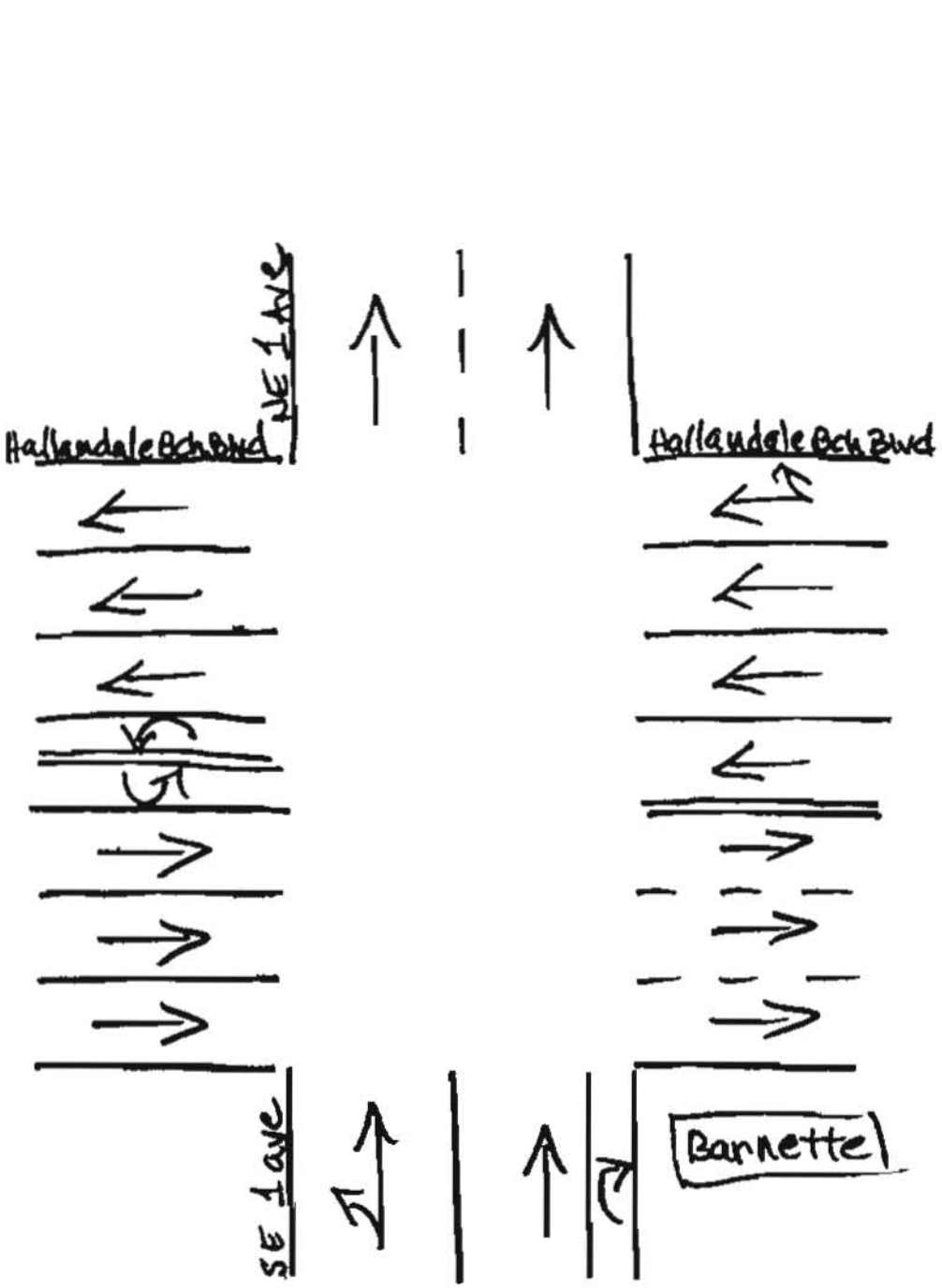
HALLANDALE BEACH BOULEVARD & NE/SE 1ST AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: CHUCK VAN VLIET
SIGNALIZED

Site Code . 00080097
Start Date: 05/08/08
File I.D : HALLIAVE
Page : 3

ALL VEHICLES

	NE 1ST AVENUE From North				HALLANDALE BEACH BOULEVARD From East				SE 1ST AVENUE From South				HALLANDALE BEACH BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/08/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/08/08																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	0	0	0	0	0	1261	35	0	195	254	60	1	78	1289	0	
Percent	0%	0%	0%	0%	0%	0%	97%	3%	0%	38%	50%	12%	0%	6%	94%	0%	
Pk total	0				1296				509				1368				
Highest	07:00				17:15				17:00				17:00				
Volume	0	0	0	0	0	0	381	11	0	64	80	18	0	27	344	0	
Hi total	0				392				162				371				
PHF	.0				.83				.79				.92				





Hallandale Beach, Florida
May 07, 2008
drawn by: Luis Palomino
Signalized

HALLANDALE BEACH BOULEVARD & NE 12TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: CARLOS WILTZ
NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
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Site Code : 00080097
Start Date: 05/08/08
File I.D : HALL12AV
Page 1

ALL VEHICLES

	NE 12TH AVENUE From North				HALLANDALE BEACH BOULEVARD From East				DRIVEWAY From South				HALLANDALE BEACH BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/08/08																	
07:00	0	0	0	4	1	0	228	3	0	0	0	0	0	13	177	0	426
07:15	0	0	0	1	0	0	284	2	0	0	0	0	1	2	178	1	469
07:30	0	0	0	2	0	0	286	2	0	0	0	0	2	6	227	2	527
07:45	0	0	0	6	0	0	328	6	0	0	0	1	4	8	345	3	701
Hr Total	0	0	0	13	1	0	1126	13	0	0	0	1	7	29	927	6	2123
08:00	0	0	0	4	0	0	324	6	0	0	0	0	2	13	362	3	714
08:15	0	0	0	3	1	1	345	4	0	0	0	0	8	11	328	3	704
08:30	0	0	0	3	0	2	339	11	0	0	0	0	6	15	308	2	686
08:45	0	0	0	8	0	3	311	8	0	0	0	0	7	8	344	5	694
Hr Total	0	0	0	18	1	6	1319	29	0	0	0	0	23	47	1342	13	2798
* BREAK *																	
16:00	1	0	0	15	2	2	374	4	0	0	0	1	15	22	461	1	898
16:15	1	0	0	15	2	0	342	9	0	0	0	4	16	16	437	1	843
16:30	0	0	0	14	3	1	353	16	0	0	0	5	15	24	366	0	797
16:45	0	0	0	21	4	0	413	11	0	0	0	3	13	23	417	0	905
Hr Total	2	0	0	65	11	3	1482	40	0	0	0	13	59	85	1681	2	3443
17:00	0	0	0	18	3	0	396	8	0	0	0	5	21	27	387	1	866
17:15	0	0	0	8	3	0	392	11	0	0	0	0	12	27	434	2	889
17:30	0	0	0	14	2	0	354	14	0	0	0	3	12	26	449	0	874
17:45	0	0	0	8	1	0	295	10	0	0	0	1	6	21	445	0	787
Hr Total	0	0	0	48	9	0	1437	43	0	0	0	9	51	101	1715	3	3416
TOTAL	2	0	0	144	22	9	5364	125	0	0	0	23	140	262	5665	24	11780

HALLANDALE BEACH BOULEVARD & NE 12TH
AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: CARLOS WILTZ
NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
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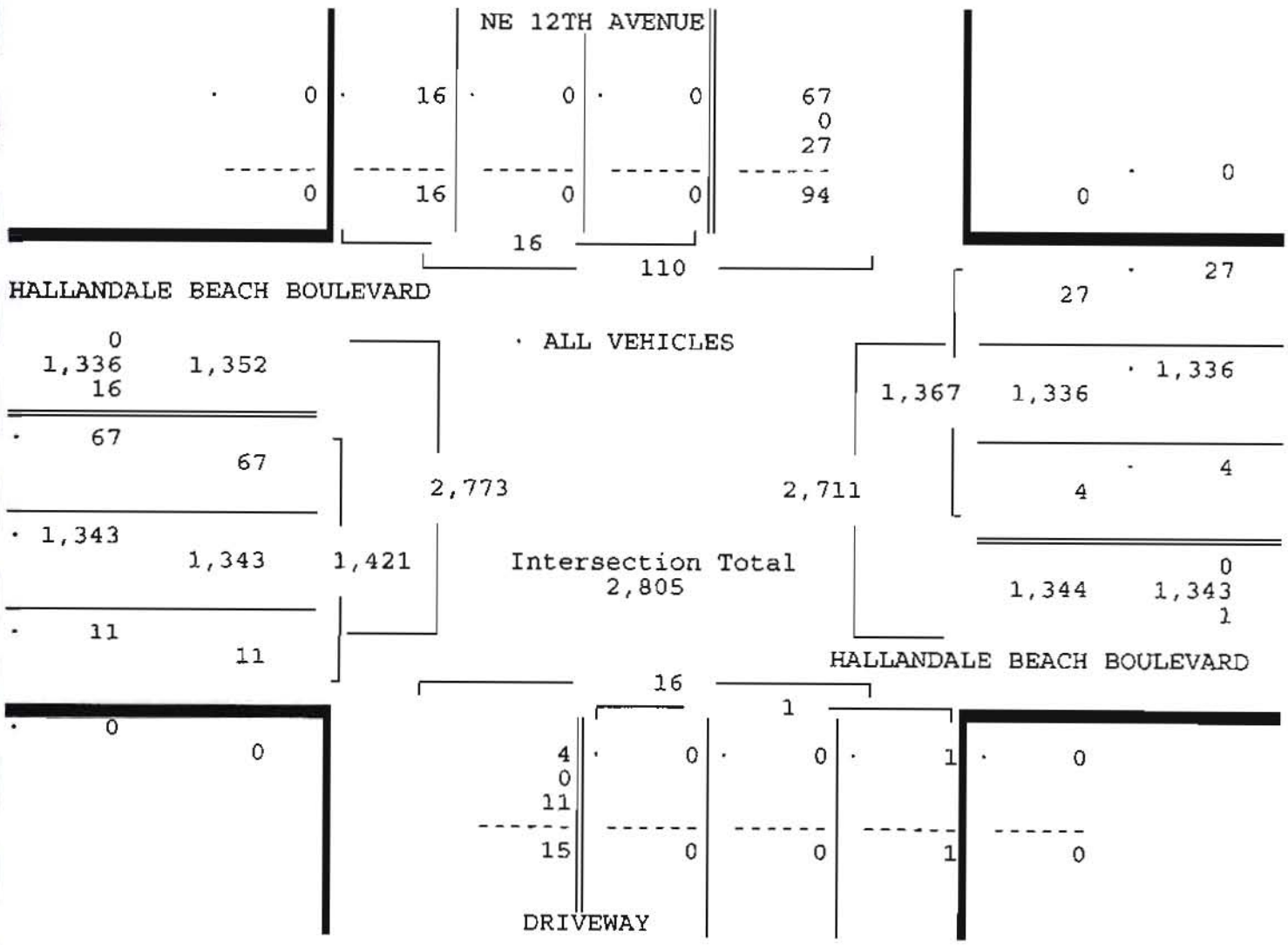
Site Code 00080097
Start Date: 05/08/08
File I.D. : HALL12AV
Page : 2

ALL VEHICLES

	NE 12TH AVENUE From North				HALLANDALE BEACH BOULEVARD From East				DRIVEWAY From South				HALLANDALE BEACH BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/08/08																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/08/08																	
Peak start 07:45					07:45				07:45				07:45				
Volume	0	0	0	16	1	3	1336	27	0	0	0	1	20	47	1343	11	
Percent	0%	0%	0%	100%	0%	0%	98%	2%	0%	0%	0%	100%	1%	3%	95%	1%	
Pk total	16				1367				1				1421				
Highest	07:45				08:30				07:45				08:00				
Volume	0	0	0	6	0	2	339	11	0	0	0	1	2	13	362	3	
Hi total	6				352				1				380				
PHF	.67				.97				.25				.93				



HALLANDALE BEACH BOULEVARD & NE 12TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: CARLOS WILTZ
NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
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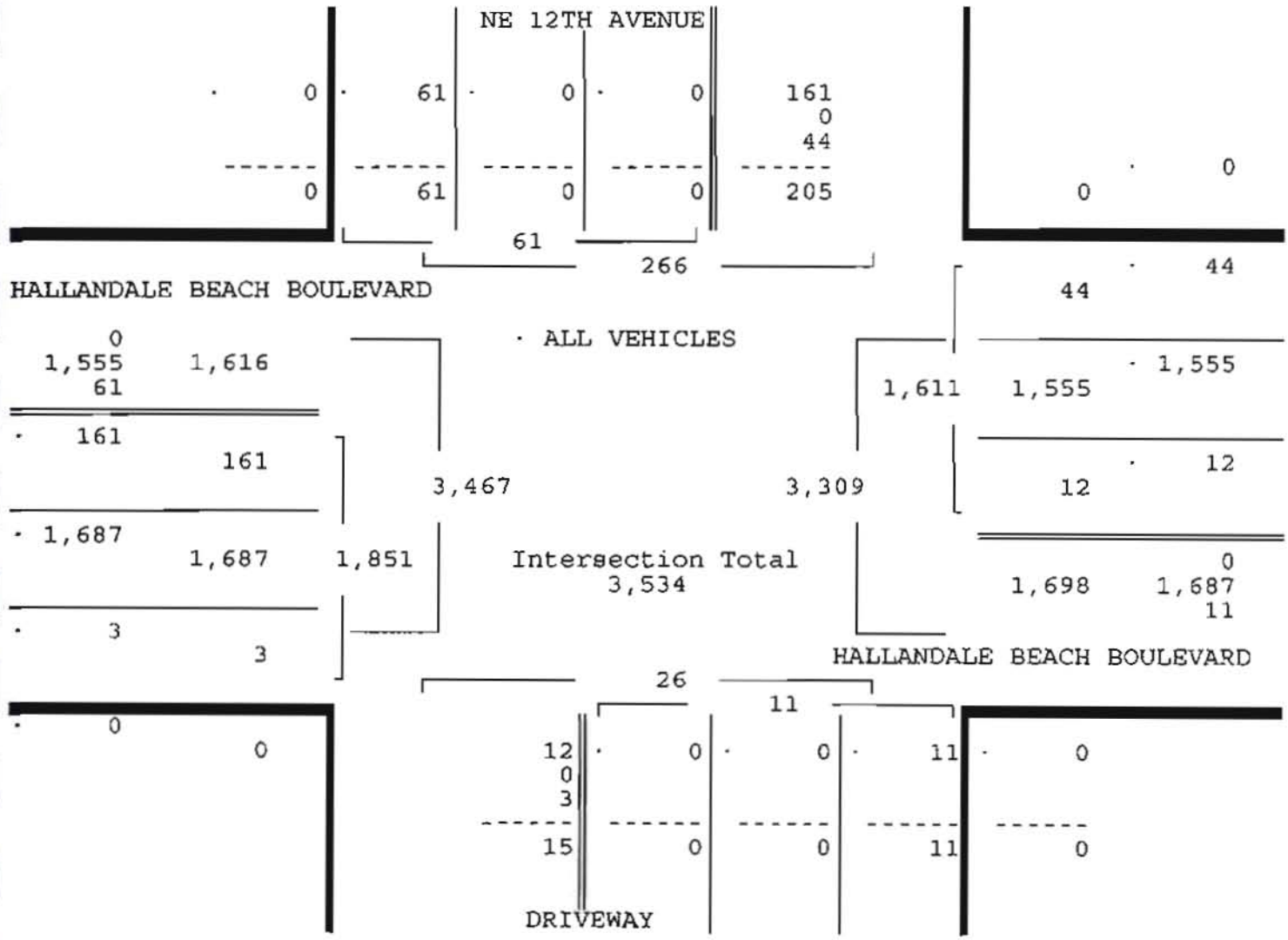
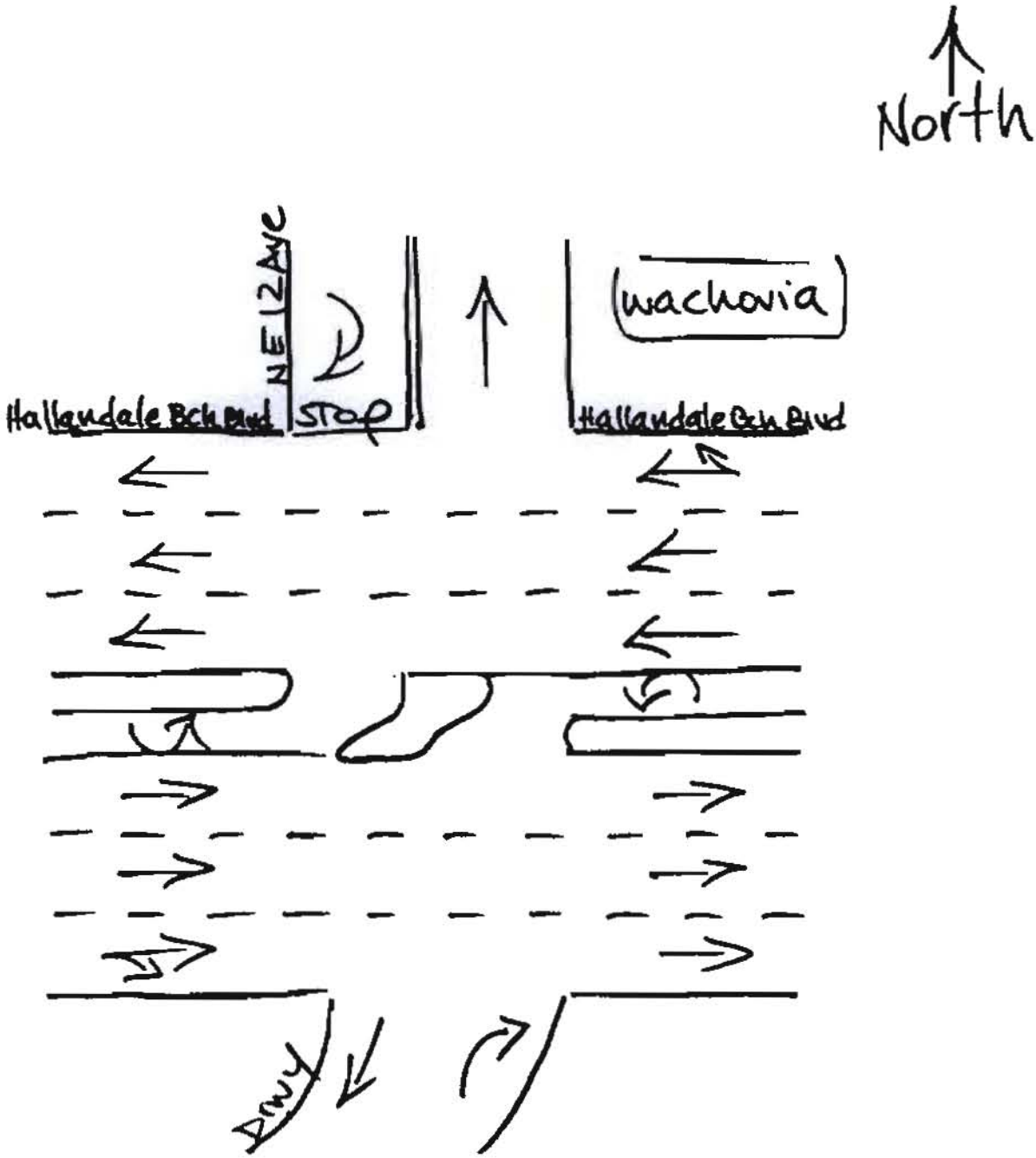
Site Code : 00080097
Start Date. 05/08/08
File I.D. : HALL12AV
Page : 3

ALL VEHICLES

	NE 12TH AVENUE From North				HALLANDALE BEACH BOULEVARD From East				DRIVEWAY From South				HALLANDALE BEACH BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/08/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/08/08																	
Peak start	16:45				16:45				16:45				16:45				
Volume	0	0	0	61	12	0	1555	44	0	0	0	11	58	103	1687	3	
Percent	0%	0%	0%	100%	1%	0%	97%	3%	0%	0%	0%	100%	3%	6%	91%	0%	
Pk total	61				1611				11				1851				
Highest	16:45				16:45				17:00				17:30				
Volume	0	0	0	21	4	0	413	11	0	0	0	5	12	26	449	0	
Hi total	21				428				5				487				
PHF	.73				.94				.55				.95				





Hallandale Beach, Florida
May 07, 2008
drawn by: Luis Palomino
NOT Signalized

HALLANDALE BEACH BOULEVARD & NE 14TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: MIKE MALONE
SIGNALIZED

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Site Code : 00080097
Start Date: 05/07/08
File I.D. HALL14AV
Page : 1

ALL VEHICLES

	NE 14TH AVENUE From North				HALLANDALE BEACH BOULEVARD From East				NE 14TH AVENUE From South				HALLANDALE BEACH BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/07/08																	
07:00	0	11	9	12	0	2	215	6	0	36	8	2	3	7	136	20	467
07:15	0	10	10	6	0	3	195	6	0	37	10	1	1	3	176	21	479
07:30	0	18	15	27	1	3	210	9	0	53	12	3	9	5	157	27	544
07:45	0	20	10	20	0	4	236	7	0	42	20	4	7	12	262	26	670
Hr Total	0	59	44	65	1	12	856	28	0	168	50	10	15	27	731	94	2160
08:00	1	26	21	37	0	2	266	12	0	34	12	5	3	16	258	39	732
08:15	0	29	21	32	0	5	298	6	0	51	10	4	3	12	199	27	697
08:30	0	18	15	23	2	7	230	10	0	34	19	6	6	22	271	37	700
08:45	0	25	18	32	1	2	279	9	0	53	23	6	3	22	219	5	697
Hr Total	1	98	75	124	3	16	1073	37	0	172	64	21	15	72	947	108	2826
* BREAK *																	
16:00	0	15	18	42	0	9	295	17	0	60	26	32	15	30	317	84	955
16:15	0	10	14	30	1	20	305	17	0	55	32	25	3	44	310	67	933
16:30	0	16	27	25	0	4	279	21	0	60	31	20	12	42	295	63	896
16:45	0	16	31	36	0	16	273	15	0	54	31	16	11	38	302	79	918
Hr Total	0	57	90	133	1	44	1152	70	0	229	120	93	41	154	1225	293	3702
17:00	0	26	19	34	3	10	350	23	0	54	37	18	14	40	260	73	961
17:15	2	23	22	34	3	16	270	17	0	64	32	13	18	48	275	68	905
17:30	0	33	36	40	0	10	242	19	0	66	30	22	22	48	294	67	929
17:45	0	11	32	29	0	7	247	12	0	63	20	19	26	60	385	77	988
Hr Total	2	93	109	137	6	43	1109	71	0	247	119	72	80	196	1214	285	3783
TOTAL	3	307	318	459	11	115	4190	206	0	816	353	196	151	449	4117	780	12471

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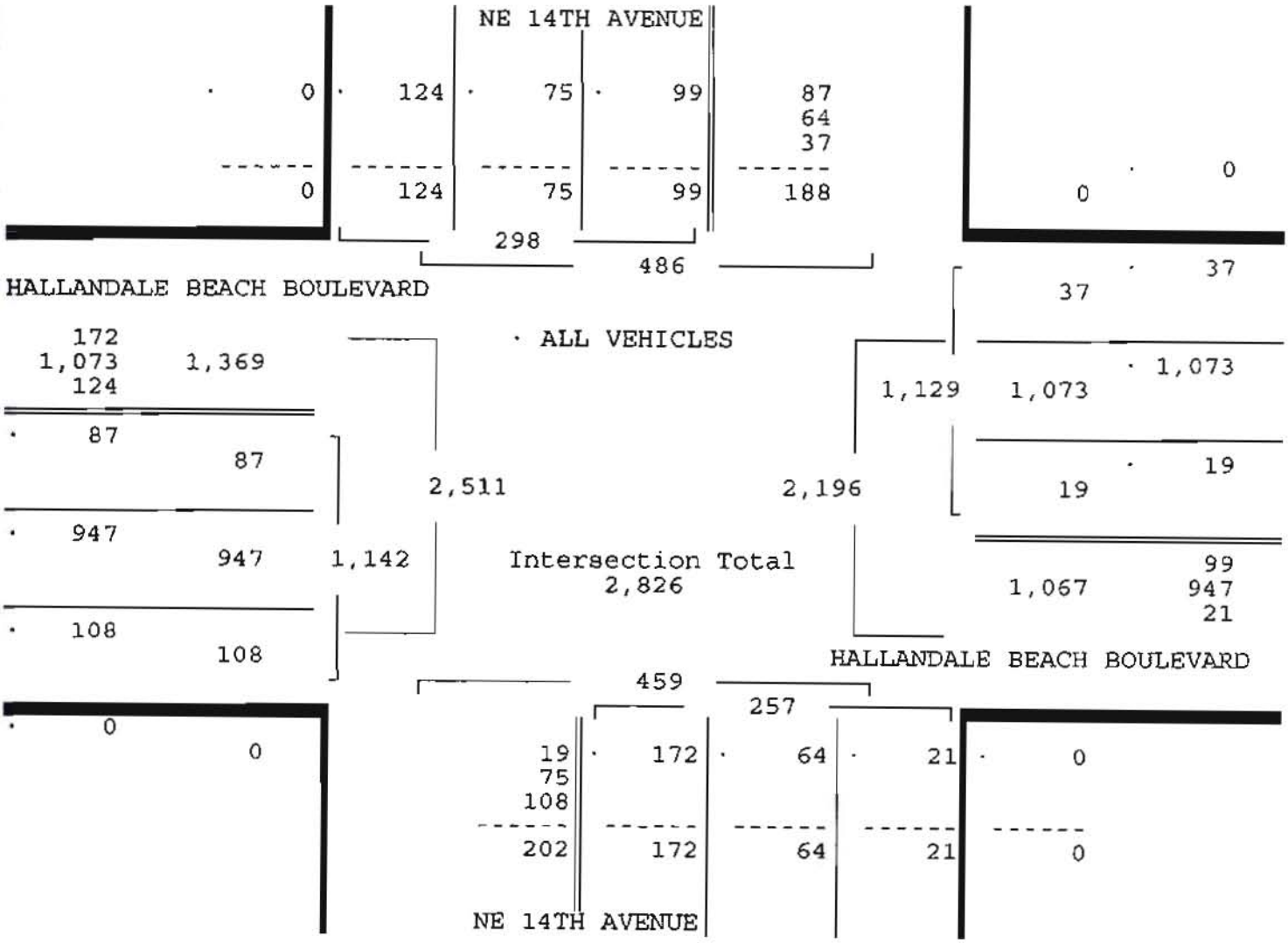
HALLANDALE BEACH BOULEVARD & NE 14TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: MIKE MALONE
SIGNALIZED

Site Code : 00080097
Start Date: 05/07/08
File I.D. : HALL14AV
Page : 2

ALL VEHICLES

	NE 14TH AVENUE From North				HALLANDALE BEACH BOULEVARD From East				NE 14TH AVENUE From South				HALLANDALE BEACH BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/07/08																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/07/08																	
Peak start 08:00					08:00				08:00				08:00				
Volume	1	98	75	124	3	16	1073	37	0	172	64	21	15	72	947	108	
Percent	0%	33%	25%	42%	0%	1%	95%	3%	0%	67%	25%	8%	1%	6%	83%	9%	
Pk total	298				1129				257				1142				
Highest	08:00				08:15				08:45				08:30				
Volume	1	26	21	37	0	5	298	6	0	53	23	6	6	22	271	37	
Hi total	85				309				82				336				
PHF	.88				.91				.78				.85				



HALLANDALE BEACH BOULEVARD & NE 14TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: MIKE MALONE
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
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Site Code : 00080097
Start Date: 05/07/08
File I.D. : HALL14AV
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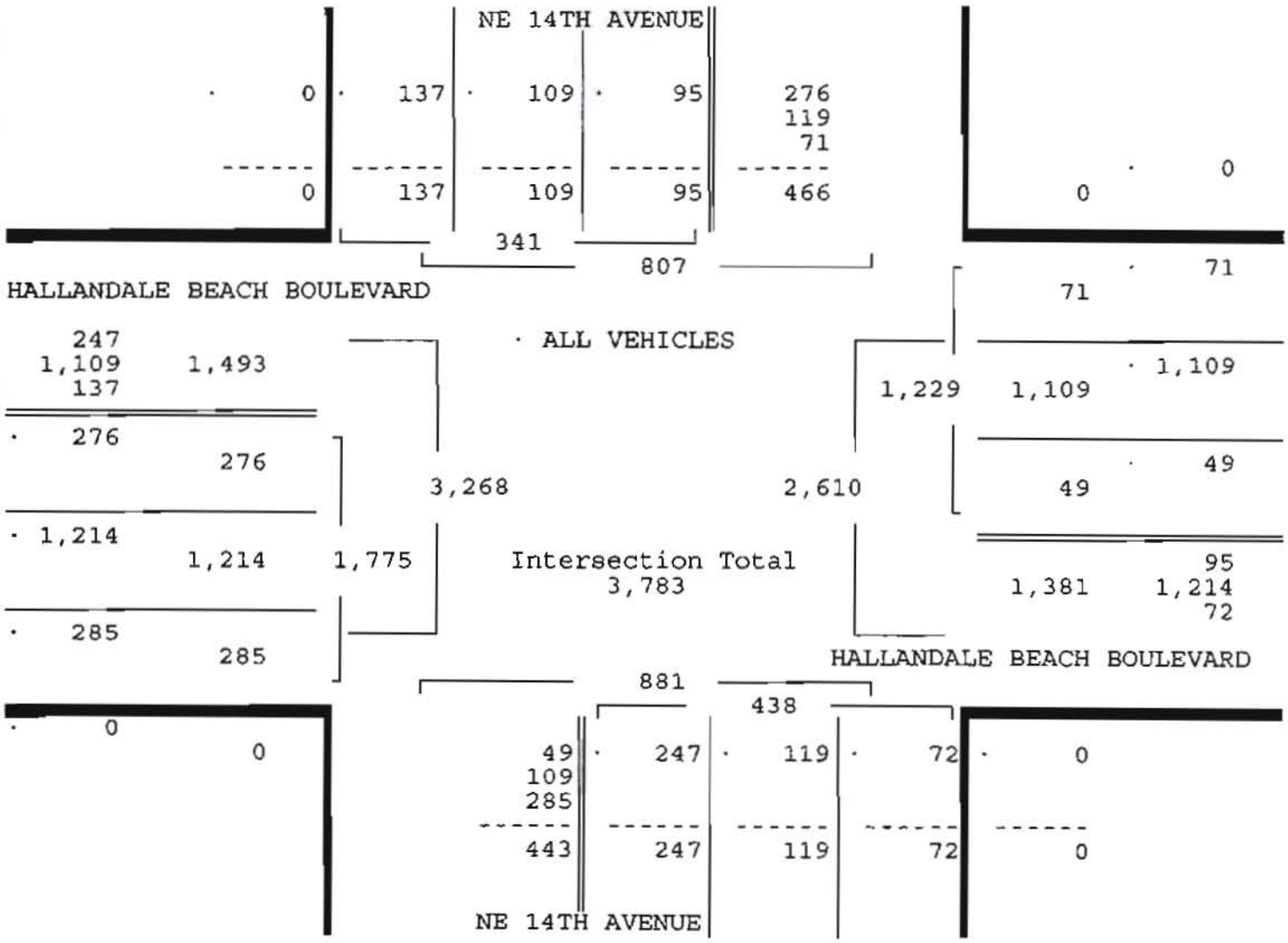
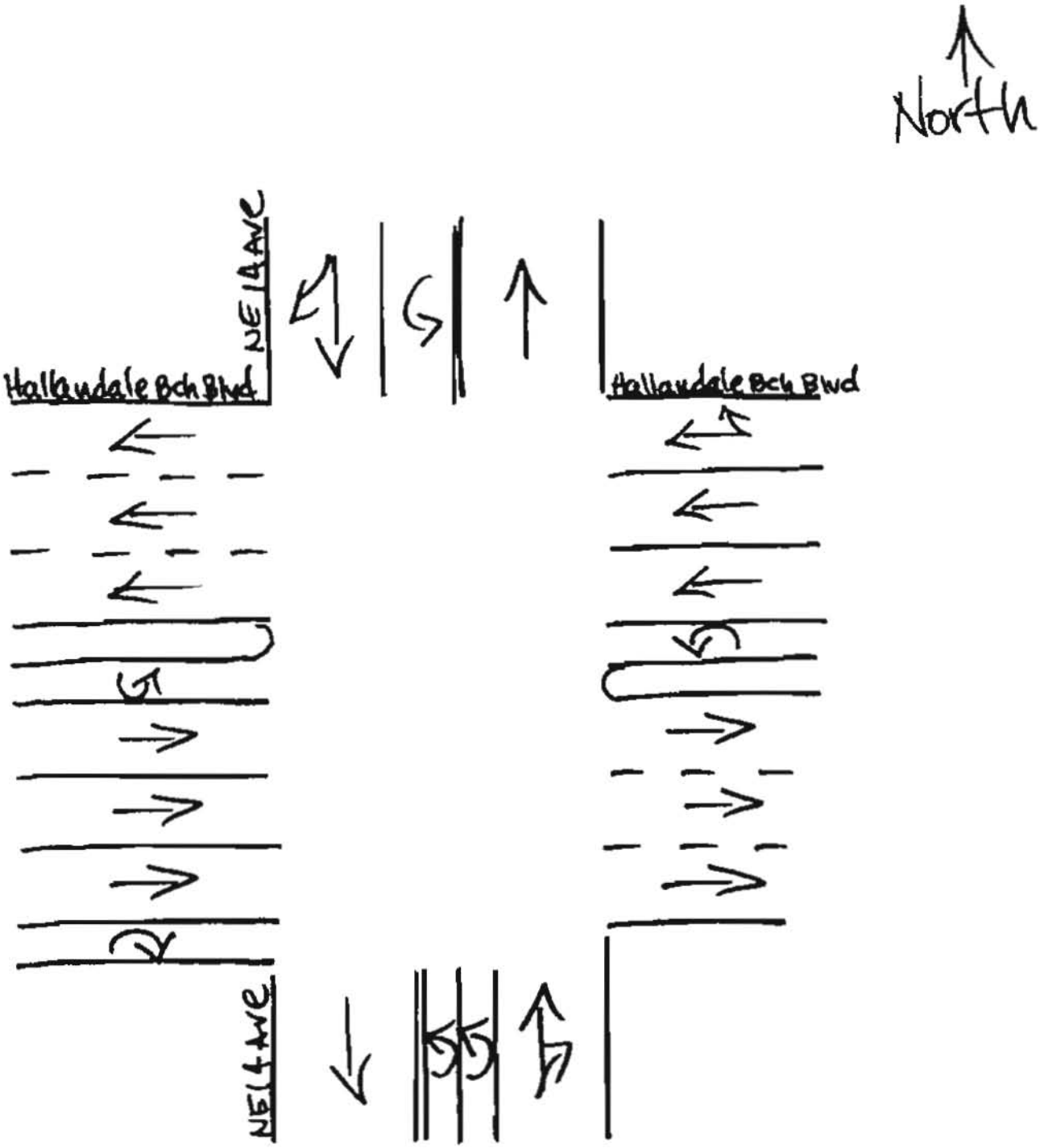
ALL VEHICLES

	NE 14TH AVENUE From North				HALLANDALE BEACH BOULEVARD From East				NE 14TH AVENUE From South				HALLANDALE BEACH BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/07/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/07/08																	
Peak start	17:00				17:00				17:00				17:00				
Volume	2	93	109	137	6	43	1109	71	0	247	119	72	80	196	1214	285	
Percent	1%	27%	32%	40%	0%	3%	90%	6%	0%	56%	27%	16%	5%	11%	68%	16%	
Pk total	341				1229				438				1775				
Highest	17:30				17:00				17:30				17:45				
Volume	0	33	36	40	3	10	350	23	0	66	30	22	26	60	385	77	
Hi total	109				386				118				548				
PHF	.78				80				.93				.81				





Hallandale Beach, Florida
May 07, 2008
drawn by: Luis Palomino
signalized

FDOT Peak Season Conversion Report

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

Attachment C:
Volume Development Worksheets

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Pembroke Road/Moffett Street & US 1
COUNT DATE: May 7, 2008
TIME PERIOD: AM 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		121	186	467		18	256	17		367	738	6		27	616	94
Peak Season Correction Factor	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080
EXISTING CONDITIONS		131	201	504		19	276	18		396	797	6		29	665	102

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
European Club											21				10	
Hallandale Millenium											5					
Hallandale Oasis											10				16	
Hallandale Park Central											14				8	
Ocean Marine Yacht Club											13				3	
Domus Hallandale											8				54	
Village at Gulfstream Park				26						10	8				23	
TOTAL "VESTED" TRAFFIC		0	0	26		0	0	0		10	79	0		0	113	0
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
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	5		0	3	0		4	8	0		0	7	1
NON-PROJECT TRAFFIC		132	203	535		19	279	18		410	884	6		29	765	103

"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				12.0%											12.0%	
	Exiting										12.0%	12.0%					

"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				12						8	8				13	
TOTAL PROJECT TRAFFIC			0	0	12		0	0	0		8	8	0		0	13	0
TOTAL TRAFFIC			132	203	547		19	279	18		418	892	6		29	798	103

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Atlantic Shores Boulevard & US 1
COUNT DATE: May 8, 2008
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		7	6	9		161	13	200		24	804	50		133	921	15
Peak Season Correction Factor	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080
EXISTING CONDITIONS		8	6	10		174	14	216		26	868	54		144	995	16

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
European Club											21				10	
Hallandale Millenium											5					
Hallandale Oasis											10				15	
Hallandale Park Central											14				8	
Ocean Marine Yacht Club											13				3	
Domus Hallandale											8				54	
Village at Gulfstream Park											18				49	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	89	0		0	139	0
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
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		0	0	0		2	0	2		0	9	1		1	10	0
NON-PROJECT TRAFFIC		8	6	10		176	14	218		26	966	55		145	1,144	16

"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						3.0%									24.0%	
Distribution	Exiting											24.0%	3.0%				

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New						3					16	2			25	
TOTAL PROJECT TRAFFIC			0	0	0		3	0	0		0	16	2		0	25	0
TOTAL TRAFFIC			8	6	10		179	14	218		26	982	57		145	1,169	16

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Hallandale Beach Boulevard & Dixie Highway
COUNT DATE: May 7, 2008
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			1,137	66		116	1,285							162	394	29
Peak Season Correction Factor	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
EXISTING CONDITIONS			1,194	69		122	1,350							170	414	30

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
European Club			12				24									
Hallandale Millenium							6									
Hallandale Oasis			52				34									
Hallandale Park Central																
Ocean Marine Yacht Club			3				14									
Domus Hallandale			59											8		
Village at Gulfstream Park			83			2	30							10		
TOTAL "VESTED" TRAFFIC			209	0		2	108							18	0	0
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
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			12	1		1	14							2	4	0
NON-PROJECT TRAFFIC			1,415	70		125	1,472							190	418	30

"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			24.0%											4.0%		
Distribution	Exiting						3.0%	24.0%									

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			25			2	16							4		
TOTAL PROJECT TRAFFIC				25	0		2	16							4	0	0
TOTAL TRAFFIC				1,440	70		127	1,488							194	418	30

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Hallandale Beach Boulevard & NE 1st Avenue
COUNT DATE: May 8, 2008
TIME PERIOD: AM 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		63	1,126				1,215	31		152	124	48				
Peak Season Correction Factor	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
EXISTING CONDITIONS		66	1,182				1,276	33		160	130	50				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
European Club			12				24									
Hallandale Millenium							6									
Hallandale Oasis			52				34									
Hallandale Park Central																
Ocean Marine Yacht Club			3				14									
Domus Hallandale			67													
Village at Gulfstream Park			93				32	4				7				
TOTAL "VESTED" TRAFFIC		0	227				110	4		0	0	7				
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
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	12				13	0		2	1	1				
NON-PROJECT TRAFFIC		67	1,421				1,399	37		162	131	58				

"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			28.0%									3.0%				
	Exiting							27.0%	4.0%								

"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			29				18	3				3				
TOTAL PROJECT TRAFFIC			0	29				18	3		0	0	3				
TOTAL TRAFFIC			67	1,450				1,417	40		162	131	61				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Hallandale Beach Boulevard & NE 12th Avenue
COUNT DATE: May 8, 2008
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.98

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements	20	47	1,343	11		4	1,336	27				1				16
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS	22	52	1,491	12		4	1,483	30				1				18

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
European Club			33				69									
Hallandale Millenium							16									
Hallandale Oasis			104				66									
Hallandale Park Central																
Ocean Marine Yacht Club			9				41									
Domus Hallandale			4				26									
Village at Gulfstream Park			16				35									
TOTAL "VESTED" TRAFFIC	0	0	166	0		0	255	0				0				0
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
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	0	1	15	0		0	15	0				0				0
NON-PROJECT TRAFFIC	22	53	1,672	12		4	1,753	30				1				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							8.0%									
Distribution	Exiting			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																
Trips	Net New			5				8									
TOTAL PROJECT TRAFFIC		0	0	5	0		0	8	0				0				0
TOTAL TRAFFIC		22	53	1,677	12		4	1,761	30				1				18

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Hallandale Beach Boulevard & NE 14th Avenue
COUNT DATE: May 7, 2008
TIME PERIOD: AM 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	15	72	947	108		19	1,073	37		172	64	21		99	75	124
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS	17	80	1,051	120		21	1,191	41		191	71	23		110	83	138

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
European Club			33				69									
Hallandale Millenium							16									
Hallandale Oasis			104				68									
Hallandale Park Central																
Ocean Marine Yacht Club			9				41									
Domus Hallandale			4				26									
Village at Gulfstream Park		3	11	2			30			4						1
TOTAL "VESTED" TRAFFIC	0	3	161	2		0	250	0		4	0	0		0	0	1
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
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	0	1	11	1		0	12	0		2	1	0		1	1	1
NON-PROJECT TRAFFIC	17	84	1,223	123		21	1,453	41		197	72	23		111	84	140

"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							6.0%									2.0%
Distribution	Exiting		2.0%	6.0%													

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		1	4				6									2
TOTAL PROJECT TRAFFIC		0	1	4	0		0	6	0		0	0	0		0	0	2
TOTAL TRAFFIC		17	85	1,227	123		21	1,459	41		197	72	23		111	84	142

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Pembroke Road/Moffett Street & US 1
COUNT DATE: May 7, 2008
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*		174	270	326		26	291	29		**568**	**1,192**	12		76	751	104
Peak Season Correction Factor	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080
EXISTING CONDITIONS		**188**	**292**	**352**		**28**	**314**	**31**		**613**	**1,287**	**13**		**82**	**811**	**112**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
European Club											58				24	
Hallandale Millenium															4	
Hallandale Oasis											16				13	
Hallandale Park Central											5				8	
Ocean Marine Yacht Club											5				9	
Domus Hallandale											55				16	
Village at Gulfstream Park				45						57	50				39	
TOTAL "VESTED" TRAFFIC		0	0	45		0	0	0		57	189	0		0	115	0
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
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	3	4		0	3	0		6	13	0		1	8	1
NON-PROJECT TRAFFIC		**190**	**295**	**401**		**28**	**317**	**31**		**676**	**1,489**	**13**		**83**	**934**	**113**

"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				12.0%											12.0%	
	Exiting										12.0%	12.0%					

"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				57						58	58				58	
TOTAL PROJECT TRAFFIC			0	0	57		0	0	0		58	58	0		0	58	0
TOTAL TRAFFIC			**190**	**295**	**458**		**28**	**317**	**31**		**734**	**1,547**	**13**		**83**	**992**	**113**

*Bold denotes race season adjustments in the raw turning movements

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Atlantic Shores Boulevard & US 1
COUNT DATE: May 8, 2008
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*		19	16	54		**103**	35	165		45	**1,327**	**118**		215	**990**	21
Peak Season Correction Factor	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080
EXISTING CONDITIONS		**21**	**17**	**58**		**111**	**38**	**178**		**49**	**1,433**	**129**		**232**	**1,069**	**23**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
European Club											58				24	
Hallandale Millenium															4	
Hallandale Oasis											16				13	
Hallandale Park Central											5				8	
Ocean Marine Yacht Club											5				9	
Domus Hallandale											55				18	
Village at Gulfstream Park											107				84	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	246	0		0	160	0
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
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		0	0	1		1	0	2		0	14	1		2	11	0
NON-PROJECT TRAFFIC		**21**	**17**	**59**		**112**	**38**	**180**		**49**	**1,693**	**130**		**234**	**1,240**	**23**

"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						3.0%									24.0%	
	Exiting											24.0%	3.0%				

"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					115	14			115	
TOTAL PROJECT TRAFFIC			0	0	0		**14**	0	0		0	**115**	**14**		0	**115**	0
TOTAL TRAFFIC			**21**	**17**	**59**		**126**	**38**	**180**		**49**	**1,808**	**144**		**234**	**1,355**	**23**

*Bold denotes race season adjustments in the raw turning movements

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Hallandale Beach Boulevard & Dixie Highway
COUNT DATE: May 7, 2008
TIME PERIOD: PM 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*			**1,351**	51		**136**	**1,575**							**148**	264	52
Peak Season Correction Factor	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
EXISTING CONDITIONS			**1,419**	**54**		**143**	**1,654**							**156**	**277**	**55**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
European Club			27				66									
Hallandale Millenium			4													
Hallandale Oasis			44				57									
Hallandale Park Central																
Ocean Marine Yacht Club			10				6									
Domus Hallandale			19				57							3		
Village at Gulfstream Park			140			14	179							17		
TOTAL "VESTED" TRAFFIC			244	0		14	365							20	0	0
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
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			14	1		1	17							2	3	1
NON-PROJECT TRAFFIC			**1,677**	**55**		**158**	**2,036**							**177**	**280**	**56**

"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			24.0%											4.0%		
	Exiting						3.0%	24.0%									

"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			115			14	115							19		
TOTAL PROJECT TRAFFIC				115	0		14	115							19	0	0
TOTAL TRAFFIC				**1,792**	**55**		**172**	**2,151**							**196**	**280**	**56**

*Bold denotes race season adjustments in the raw turning movements

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Hallandale Beach Boulevard & NE 1st Avenue
COUNT DATE: May 8, 2008
TIME PERIOD: PM 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*		79	1,323				1,473	67		195	254	63				
Peak Season Correction Factor	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
EXISTING CONDITIONS		83	1,389				1,547	70		205	267	66				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
European Club			27				66									
Hallandale Millenium			4													
Hallandale Oasis			44				57									
Hallandale Park Central																
Ocean Marine Yacht Club			10				6									
Domus Hallandale			22							57	11					
Village at Gulfstream Park			157				193	21				11				
TOTAL "VESTED" TRAFFIC		0	264				322	21		57	11	11				
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
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	14				15	1		2	3	1				
NON-PROJECT TRAFFIC		84	1,667				1,884	92		264	281	78				

"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			28.0%									3.0%				
	Exiting							27.0%	4.0%								

"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			135				130	19				14				
TOTAL PROJECT TRAFFIC			0	135				130	19		0	0	14				
TOTAL TRAFFIC			84	1,802				2,014	111		264	281	92				

*Bold denotes race season adjustments in the raw turning movements

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Hallandale Beach Boulevard & NE 12th Avenue
COUNT DATE: May 8, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.98

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements*	58	103	1,963	3	12		1,574	44				11				61
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS	64	114	2,179	3	13		1,747	49				12				68

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
European Club			77				188									
Hallandale Millenium			12													
Hallandale Oasis			89				113									
Hallandale Park Central																
Ocean Marine Yacht Club			28				17									
Domus Hallandale			24				8									
Village at Gulfstream Park			90				92									
TOTAL "VESTED" TRAFFIC	0	0	320	0	0		418	0				0				0
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
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	22	0	0		17	0				0				1
NON-PROJECT TRAFFIC	65	115	2,521	3	13		2,182	49				12				69

"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%									
Distribution	Exiting			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																
Trips	Net New			38				38									
TOTAL PROJECT TRAFFIC		0	0	38	0	0		38	0				0				0
TOTAL TRAFFIC		65	115	2,559	3	13		2,220	49				12				69

*Bold denotes race season adjustments in the raw turning movements

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Hallandale Beach Boulevard & NE 14th Avenue
COUNT DATE: May 7, 2008
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*	80	265	1,421	285		49	1,123	71		247	119	72		95	109	142
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS	89	294	1,577	316		54	1,247	79		274	132	80		105	121	158

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
European Club			77				188									
Hallandale Millenium			12													
Hallandale Oasis			89				113									
Hallandale Park Central																
Ocean Marine Yacht Club			28				17									
Domus Hallandale			24				8									
Village at Gulfstream Park		18	64	8			64			21						7
TOTAL "VESTED" TRAFFIC	0	18	294	8		0	390	0		21	0	0		0	0	7
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
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	3	16	3		1	12	1		3	1	1		1	1	2
NON-PROJECT TRAFFIC	90	315	1,887	327		55	1,649	80		298	133	81		106	122	167

"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							6.0%									2.0%
	Exiting		2.0%	6.0%													

"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		9	29				29									9
TOTAL PROJECT TRAFFIC		0	9	29	0		0	29	0		0	0	0		0	0	9
TOTAL TRAFFIC		90	324	1,916	327		55	1,678	80		298	133	81		106	122	176

*Bold denotes race season adjustments in the raw turning movements

Attachment D:
Existing Signal Timing Plans & Intersection Analyses

Existing Signal Timing Plans

BROWARD COUNTY
FLORIDA

PUBLIC WORKS DEPARTMENT
TRAFFIC ENGINEERING DIVISION
2300 W. Commercial Boulevard • Fort Lauderdale, Florida 33309 • 954-847-2600 • FAX 954-735-8564

KIMLEY-HORN & ASSOC.
MAY 12 2008
FT. LAUDERDALE

May 7, 2008

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

RE: Signal Timing Information for the City of Hallandale Beach

NE 14 Avenue and Atlantic Shores Blvd.	**C-289**
Federal Highway & Pembroke Road/Moffett St.	**C-166**
Federal Highway and Atlantic Shores Blvd.	**C-121**
NE 14 Avenue and Hallandale Beach Blvd	**C-83**

Dear Mr. Ledford:

Enclosed are the Traffic Signal Timing Sheets and System Timing for the above referenced intersection.

If we may be of further assistance, please do not hesitate to contact us.

Sincerely,

John Kleinedler, PE, PTOE
Engineer III

JK/BL/lb

ENC

19122May

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	C-166	**Initial Operation Date**	9/9/77
Controller Type	2070 LN	**System Number**	3166
Modification Number	10	**Modification Date**	08/03/04
Drawing/Project No	228034-1-52-01	**FPL Grid Number**	87670309605
Intersection	FEDERAL HWY. (US 1/SR 5) and PEMBROKE ROAD (SR 824)		
Municipality	HALLANDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5,4R	6	7,6R	8
Direction	SBL	NB		EB	NBL	SB	EBL	WB
Initial Green(MIN)	5	10		6	5	10	4	6
Vehicle Ext.(GAP)	1.5	3.0		2.0	1.5	3.0	1.5	2.0
Maximum Green I	18	50		20	20	50	20	20
Maximum Green II								
Yellow Clearance	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
Phase Recall	OFF	MIN		OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		5		7		5
Pedestrian Clearance		26		28		26		28
Permissive	NO				DUAL		5 SECT	
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED
Green Return	7	1		5	8	2	4	6

Attachment

Channel/Drop **18 / 2** **IP Address**

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. EBR HARDWIRED TO NBL PHASE 5, SBR HARDWIRED TO EBL PHASE 7.
3. VIDEO DETECTION.
4. MOD. 10 REFLECTS INTERSECTION REBUILD UNDER FDOT CONTRACT.

Submitted By _____ **Approved By** _____

BROWARD COUNTY
DATA BASE TIMING PLAN DETAIL

MAY 6,2008 CONTROLLER NO. 3166 SECTION NO. [illegible]

US 1 & PEMBROKE RD

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS NS	EBL	EW	NSL	NBR	SBL
1	15	110	60	12	21	17	0	0
2	125	160	73	19	40	28	0	0
3	7	140	50	20	42	28	0	0
4	2	160	73	19	40	28	0	0
5	70	130	51	16	32	31	0	0
17	70	130	51	16	32	31	0	0
18	111	140	57	16	32	35	0	0
19	70	130	51	16	32	31	0	0
20	111	140	57	16	32	35	0	0
21	70	130	51	16	32	31	0	0
22	111	140	57	16	32	35	0	0
23	70	130	51	16	32	31	0	0
24	111	140	57	16	32	35	0	0

FIXED INTERVALS:

MG	10	4	6	5	5	5
FDW	26	0	0	0	0	0
YEL	4	4	4	4	4	4
AR	2	2	2	2	2	2
GRN RETURN	1,2	4	5,6	7,8	3	7
COMMAND	YLD	F2	F1&2	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
M-F	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
M-F	21: 0	3

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	C-121	**Initial Operation Date**	9/9/77
Controller Type	2070 LN	**System Number**	3121
Modification Number	11	**Modification Date**	08/04/04
Drawing/Project No	228034-1-52-01	**FPL Grid Number**	87670308200
Intersection	FEDERAL HWY. (US 1/SR 5) and NE 9 STREET (ATL. SHORES)		
Municipality	HALLANDALE		

Controller Phase	1	2	3	4	5	6
Face Number	1,8R	2	3,8	4,7	5,4R	6
Direction	SBL	NB	WB	EB	NBL	SB
Initial Green(MIN)	4	10	6	6	4	10
Vehicle Ext.(GAP)	1.5	3.0	2.0	2.0	1.5	3.0
Maximum Green I	18	50	25	30	18	50
Maximum Green II						
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	1.5	1.5	2.0	2.0	1.5	1.5
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN
Detector Delay			20RT	20RT		
Walk		7	5	5		7
Pedestrian Clearance		22	28	28		22
Permissive	DUAL				DUAL	
Flash Operation	RED	YELLOW	RED	RED	RED	YELLOW
Green Return	7	1	3	5	8	2

Attachment

Channel/Drop 18 / 1 **IP Address**

NOTES:

1. WBR HARDWIRED TO SBL PHASE 1, EBR HARDWIRED TO NBL PHASE 5.
2. VIDEO DETECTION.
3. MOD. 11 REFLECTS INTERSECTION REBUILD UNDER FDOT CONTRACT.

Submitted By _____ **Approved By** _____

BROWARD COUNTY
DATA BASE TIMING PLAN DETAIL

MAY 6,2008 CONTROLLER NO. 3121 SECTION NO. 33
US 1 & ATLANTIC SHORES/NE 9

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS NB	WB	EB	NSL	NSL	SPL
1	58	110	61	13	13	12	0	7
2	127	140	60	40	40	20	0	0
3	8	140	45	40	40	15	0	0
4	9	140	60	40	40	20	0	0
5	77	130	42	36	36	17	0	0
17	77	130	42	36	36	17	0	0
18	118	140	52	36	36	17	0	0
19	77	130	42	36	36	17	0	0
20	118	140	52	36	36	17	0	0
21	77	130	42	36	36	17	0	0
22	118	140	52	36	36	17	0	0
23	77	130	42	36	36	17	0	0
24	118	140	52	36	36	17	0	0

FIXED INTERVALS:

MG	10	6	6	4	4	4
FDW	22	0	0	0	0	0
YEL	4	4	4	4	4	4
AR	2	3	3	2	2	2
GRN RETURN	1,2	3	5	7,8	8	7
COMMAND	YLD	F1	F1	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
M-F	20: 0	3
M-F	0: 0	3
M-F	5:45	7
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	3

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	C-085	**Initial Operation Date**	UNKNOWN
Controller Type	NEMA 8 PHASE seq.	**System Number**	3085
Modification Number	8	**Modification Date**	05/25/01
Drawing/Project No	DES. GRP. 3	**FPL Grid Number**	87570901301
Intersection	HALLANDALE BEACH BLVD. and DIXIE HWY./E 1 AVENUE		
Municipality	HALLANDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number								
Direction	WB St.	WB	NB	EB St.	EB	SB		
Initial Green(MIN)	1	7	5	1	7	5		
Vehicle Ext.(GAP)	1.0	3.0	2.0	1.0	3.0	2.0		
Maximum Green I	1	38	20	1	30	20		
Maximum Green II								
Yellow Clearance	3.0	4.0	4.0	3.0	4.0	4.0		
All Red Clearance		1.0	2.0		1.0	2.0		
Phase Recall	OFF	OFF	OFF	OFF	MIN.	OFF		
Detector Delay								
Walk		4	4		7	4		
Pedestrian Clearance		13	15*		13	17*		
Permissive		5 SECT			5 SECT			
Flash Operation		YELLOW	RED		YELLOW	RED		
Green Return	1,6	1,3	3,5	2,5	2,4	4,6		

Attachment

Channel/Drop 104 / 0 **IP Address**

NOTES:

1. DIODE STRAPPING: PHASE 3 ON PHASE 4 DETECT, PHASE 6 ON PHASE 1 DETECT.
2. * ADDITIONAL PED CLEARANCE OF 4 SECONDS PROVIDED DURING STARTUP PHASES ALTHOUGH NOT DISPLAYED.
3. RAILROAD PRE-EMPTION: (A) MINIMUM GREEN BEFORE: 2.0 SECONDS
   (B) YELLOW CLEARANCE: 4.0 SECONDS
   (C) TRACK CLEARANCE GREEN: 5.0 SECONDS
   (D) TRACK CLEARANCE YELLOW: 4.0 SECONDS
   (E) DWELL NORTH/SOUTH
   (F) RETURN TO PHASE 2 (WB)
4. MOD. 8 REDUCES START-UP PHASE TIMES AND INCREASES ALL RED NB AND SB.

Submitted By _____ **Approved By** _____

BROWARD COUNTY

DATA BASE TIMING PLAN DETAIL

MAY 6,2008 CONTROLLER NO. 3085 SECTION NO. 112

HALLANDALE BCH BLVD @ DIXIE HWY/E 1 AVE

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS EB	SB	WB	NB
1	36	130	33	32	33	32
2	80	160	54	35	36	35
3	112	140	46	32	28	32
4	146	160	45	32	51	32
5	49	130	33	32	33	32
6	50	130	33	32	33	32

FIXED INTERVALS:

MG	7	5	7	5
FDW	13	0	0	0
YEL	4	4	4	4
AR	1	6	1	6
GRN RETURN	2,4	4,6	1,3	3,5
COMMAND	YLD	F1	F1	F1

TOD PATTERN IMPLEMENTATION TIMES FOR SECTION 112

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	1
SUN	0: 0	1
SUN	6:45	5
SUN	6:57	TOD
SUN	7: 1	TOD
SUN	12: 0	6
SUN	16: 0	6
SUN	18: 0	6
M-F	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	1
M-F	22: 0	1

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	C-083	**Initial Operation Date**	UNKNOWN
Controller Type	2070	**System Number**	3083
Modification Number	17	**Modification Date**	03/20/2007
Drawing/Project No	228169-1-52-01	**FPL Grid Number**	87670841803
Intersection	HALLANDALE BEACH BLVD. and NE 14 AVENUE		
Municipality	HALLANDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	10	5	6	5	10	5	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	18	50	18	25	18	50	18	25
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	1.5	2.0	2.0	2.0	1.5	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		22		32		22		40
Permissive	NO		NO		NO		DUAL	
Flash Operation	RED	YELLOW	RED	RED	RED	YELLOW	RED	RED
Green Return	7	1	3	5	8	2	4	6

Attachment

Channel/Drop 15 / 3 **IP Address**

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. VIDEO DETECTION.
3. MOD. 17 REFLECTS INTERSECTION REBUILD UNDER FDOT CONTRACT.

Submitted By _____ **Approved By** _____

BROWARD COUNTY
DATA BASE TIMING PLAN DETAIL

MAY 6,2008 CONTROLLER NO. 3083 SECTION NO. 22
HALLANDALE BCH BLVD & E 14 AVE

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS EW	NSL	SBL	NBL	NS	EWL	WBL	EBL
1	28	110	46	14	0	0	35	15	0	0
2	69	160	63	23	0	0	55	19	0	0
3	91	140	46	21	0	0	55	18	0	0
4	67	160	61	23	0	0	55	21	0	0
5	32	130	41	16	0	0	55	19	1	0

FIXED INTERVALS:

MG	10	5	5	5	6	5	5	5
FDW	22	0	0	0	0	0	0	0
YEL	4	4	4	4	4	4	4	4
AR	2	2	2	2	2	2	2	2
GRN RETURN	1,2	3,4	3	4	5,6	7,8	7	8
COMMAND	YLD	F1&2	F1	F2	F3&4	F5&6	F6	F5

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
M-F	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

2008 Existing Traffic Conditions
SYNCHRO 7.0 Outputs

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	131	201	504	19	276	18	396	797	6	29	665	102
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	1.00	1.00		1.00		0.97	0.95		1.00	0.95	1.00
Frt	1.00	1.00	0.85		0.99		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583		1843		3433	3536		1770	3539	1583
Flt Permitted	0.22	1.00	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	414	1863	1583		1796		3433	3536		1770	3539	1583
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)	141	216	542	20	297	19	426	857	6	31	715	110
RTOR Reduction (vph)	0	0	56	0	2	0	0	1	0	0	0	54
Lane Group Flow (vph)	141	216	486	0	334	0	426	862	0	31	715	56
Turn Type	pm+pt		pm+ov	Perm			Prot			Prot		pm+ov
Protected Phases	7	4	5		8		5	2		1	6	7
Permitted Phases	4		4	8								6
Actuated Green, G (s)	57.8	57.8	82.6		34.3		24.8	77.0		7.2	59.4	76.9
Effective Green, g (s)	59.8	59.8	86.6		36.3		26.8	79.0		9.2	61.4	80.9
Actuated g/C Ratio	0.37	0.37	0.54		0.23		0.17	0.49		0.06	0.38	0.51
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)	320	696	896		407		575	1746		102	1358	840
v/s Ratio Prot	0.05	0.12	c0.09				c0.12	0.24		0.02	c0.20	0.01
v/s Ratio Perm	0.11		0.22		c0.19							0.03
v/c Ratio	0.44	0.31	0.54		0.82		0.74	0.49		0.30	0.53	0.07
Uniform Delay, d1	37.1	35.5	23.8		58.8		63.3	27.1		72.3	38.1	20.2
Progression Factor	1.00	1.00	1.00		1.00		1.07	0.47		1.00	1.00	1.00
Incremental Delay, d2	1.0	0.3	0.7		12.6		4.7	0.9		1.7	1.5	0.0
Delay (s)	38.1	35.7	24.5		71.3		72.2	13.8		74.0	39.5	20.3
Level of Service	D	D	C		E		E	B		E	D	C
Approach Delay (s)		29.3			71.3			33.1			38.3	
Approach LOS		C			E			C			D	

Intersection Summary

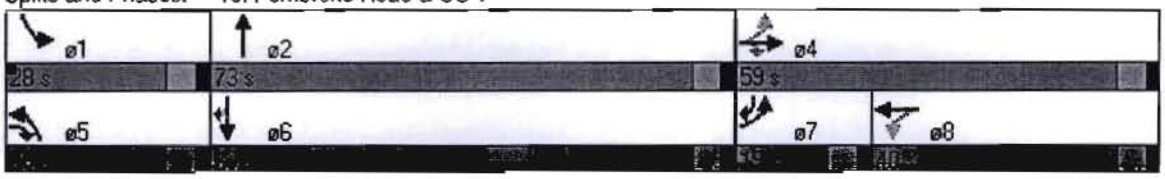
HCM Average Control Delay	37.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	76.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	131	201	504	19	276	396	797	29	665	102
Turn Type	pm+pt		pm+ov	Perm		Prot		Prot		pm+ov
Protected Phases	7	4	5		8	5	2	1	6	7
Permitted Phases	4		4	8						6
Detector Phase	7	4	5	8	8	5	2	1	6	7
Switch Phase										
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	22.0	22.0	10.0	22.0	10.0	22.0	10.0
Total Split (s)	19.0	59.0	28.0	40.0	40.0	28.0	73.0	28.0	73.0	19.0
Total Split (%)	11.9%	36.9%	17.5%	25.0%	25.0%	17.5%	45.6%	17.5%	45.6%	11.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	None

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: 65
Control Type: Actuated-Coordinated

Splits and Phases: 10: Pembroke Road & US 1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	6	10	174	14	216	26	868	54	144	995	16
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	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95		0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1759	1583	1770	1863	1583	3433	3508		3433	3531	
Flt Permitted	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1759	1583	1770	1863	1583	3433	3508		3433	3531	
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)	9	7	11	193	16	240	29	964	60	160	1106	18
RTOR Reduction (vph)	0	0	10	0	0	181	0	2	0	0	0	0
Lane Group Flow (vph)	8	8	1	193	16	59	29	1022	0	160	1124	0
Turn Type	Split		pm+ov	Split		pm+ov	Prot			Prot		
Protected Phases	4	4	5	8	8	1	5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	2.9	2.9	8.6	22.7	22.7	35.5	5.7	95.6		12.8	102.7	
Effective Green, g (s)	5.9	5.9	12.6	25.7	25.7	39.5	7.7	97.6		14.8	104.7	
Actuated g/C Ratio	0.04	0.04	0.08	0.16	0.16	0.25	0.05	0.61		0.09	0.65	
Clearance Time (s)	7.0	7.0	6.0	7.0	7.0	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)	62	65	125	284	299	391	165	2140		318	2311	
v/s Ratio Prot	c0.00	0.00	0.00	c0.11	0.01	0.01	0.01	0.29		c0.05	c0.32	
v/s Ratio Perm			0.00			0.02						
v/c Ratio	0.13	0.12	0.01	0.68	0.05	0.15	0.18	0.48		0.50	0.49	
Uniform Delay, d1	74.6	74.5	67.9	63.3	56.9	47.1	73.1	17.2		69.1	14.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.73	2.17		0.94	0.70	
Incremental Delay, d2	0.9	0.9	0.0	6.3	0.1	0.2	0.5	0.7		1.1	0.6	
Delay (s)	75.5	75.4	68.0	69.6	56.9	47.3	53.6	38.0		65.9	10.5	
Level of Service	E	E	E	E	E	D	D	D		E	B	
Approach Delay (s)		72.4			57.2			38.4			17.4	
Approach LOS		E			E			D			B	

Intersection Summary

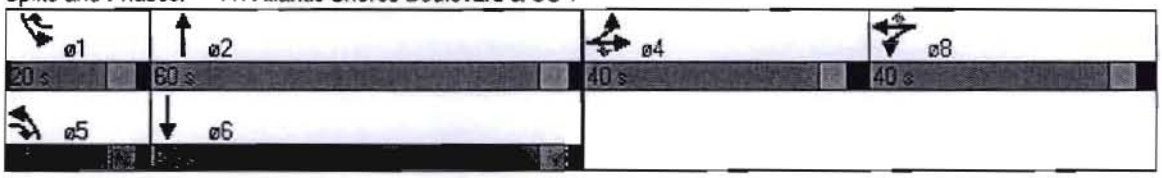
HCM Average Control Delay	32.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	57.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Volume (vph)	8	6	10	174	14	216	26	868	144	995
Turn Type	Split		pm+ov	Split		pm+ov	Prot		Prot	
Protected Phases	4	4	5	8	8	1	5	2	1	6
Permitted Phases			4			8				
Detector Phase	4	4	5	8	8	1	5	2	1	6
Switch Phase										
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)	23.0	23.0	10.0	23.0	23.0	10.0	10.0	22.0	10.0	22.0
Total Split (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	60.0	20.0	60.0
Total Split (%)	25.0%	25.0%	12.5%	25.0%	25.0%	12.5%	12.5%	37.5%	12.5%	37.5%
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)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-2.0	-3.0	-3.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag			Lead			Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	C-Min

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: 90
Control Type: Actuated-Coordinated

Splits and Phases: 11: Atlantic Shores Boulevard & US 1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1194	69	122	1350	0	0	0	0	170	414	30
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	
Lane Util. Factor		0.86		1.00	0.91						0.86	
Frt		0.99		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		6355		1770	5085						6274	
Flt Permitted		1.00		0.95	1.00						0.99	
Satd. Flow (perm)		6355		1770	5085						6274	
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)	0	1327	77	136	1500	0	0	0	0	189	460	33
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	1399	0	136	1500	0	0	0	0	0	678	0
Turn Type				custom						Split		
Protected Phases		4		2 3	2 3 4					1 5	1 5	
Permitted Phases				2 3								
Actuated Green, G (s)		53.0		62.0	120.0						32.0	
Effective Green, g (s)		54.0		63.0	121.0						24.0	
Actuated g/C Ratio		0.34		0.39	0.76						0.15	
Clearance Time (s)		5.0										
Lane Grp Cap (vph)		2145		697	3846						941	
v/s Ratio Prot		c0.22		0.08	c0.29						c0.11	
v/s Ratio Perm												
v/c Ratio		0.65		0.20	0.39						0.72	
Uniform Delay, d1		45.0		31.9	6.7						64.8	
Progression Factor		1.00		0.04	0.73						1.00	
Incremental Delay, d2		1.6		0.2	0.1						4.7	
Delay (s)		46.6		1.5	5.0						69.5	
Level of Service		D		A	A						E	
Approach Delay (s)		46.6			4.7			0.0			69.5	
Approach LOS		D			A			A			E	

Intersection Summary

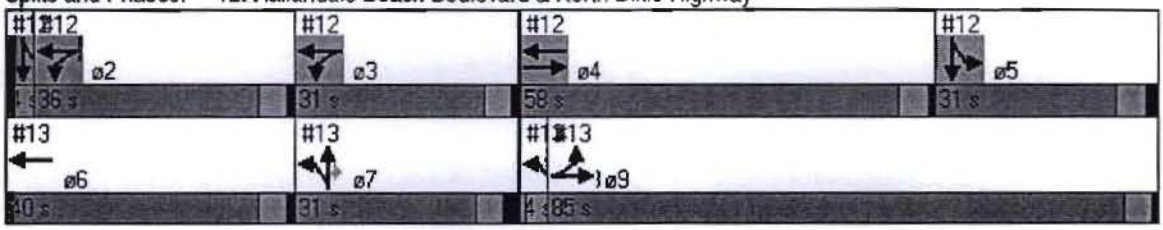
HCM Average Control Delay	32.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	ø1	ø2	ø3	ø5	ø6	ø7	ø8	ø9
Lane Configurations												
Volume (vph)	1194	122	1350	414								
Turn Type		custom										
Protected Phases	4	2 3	2 3 4	1 5	1	2	3	5	6	7	8	9
Permitted Phases		2 3										
Detector Phase	4	2	2	1								
Switch Phase		3	3	5								
Minimum Initial (s)	4.0				1.0	4.0	4.0	4.0	4.0	4.0	1.0	4.0
Minimum Split (s)	21.0				4.0	21.0	9.0	10.0	21.0	10.0	4.0	9.0
Total Split (s)	58.0	67.0	125.0	35.0	4.0	36.0	31.0	31.0	40.0	31.0	4.0	85.0
Total Split (%)	36.3%	41.9%	78.1%	21.9%	3%	23%	19%	19%	25%	19%	3%	53%
Yellow Time (s)	4.0				3.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0				0.0	1.0	1.0	2.0	1.0	2.0	0.0	1.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	1.0								
Total Lost Time (s)	4.0	4.0	4.0	4.0								
Lead/Lag	Lead				Lead	Lag		Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes				Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	Max				Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 12: Hallandale Beach Boulevard & North Dixie Highway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	1182	0	0	1276	33	160	130	50	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0	4.0			
Lane Util. Factor	1.00	0.91			0.86			0.95	1.00			
Frt	1.00	1.00			1.00			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.97	1.00			
Satd. Flow (prot)	1770	5085			6384			3444	1583			
Flt Permitted	0.95	1.00			1.00			0.97	1.00			
Satd. Flow (perm)	1770	5085			6384			3444	1583			
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)	73	1299	0	0	1402	36	176	143	55	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	43	0	0	0
Lane Group Flow (vph)	73	1299	0	0	1436	0	0	319	12	0	0	0
Turn Type	custom						Split		Perm			
Protected Phases	9	9			6		7 8	7 8				
Permitted Phases	9								7 8			
Actuated Green, G (s)	80.0	80.0			35.0			32.0	32.0			
Effective Green, g (s)	81.0	81.0			36.0			34.0	34.0			
Actuated g/C Ratio	0.51	0.51			0.22			0.21	0.21			
Clearance Time (s)	5.0	5.0			5.0							
Lane Grp Cap (vph)	896	2574			1436			732	336			
v/s Ratio Prot	0.04	c0.26			c0.22			c0.09				
v/s Ratio Perm									0.01			
v/c Ratio	0.08	0.50			1.00			0.44	0.03			
Uniform Delay, d1	20.3	26.2			62.0			54.7	50.0			
Progression Factor	0.01	0.07			0.85			1.00	1.00			
Incremental Delay, d2	0.1	0.5			19.6			1.9	0.2			
Delay (s)	0.4	2.3			72.2			56.6	50.2			
Level of Service	A	A			E			E	D			
Approach Delay (s)		2.2			72.2			55.6			0.0	
Approach LOS		A			E			E			A	

Intersection Summary

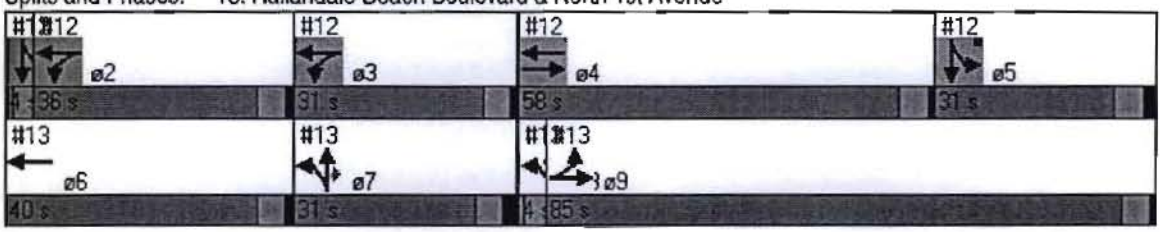
HCM Average Control Delay	40.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR	ø1	ø2	ø3	ø4	ø5	ø7	ø8
Lane Configurations												
Volume (vph)	66	1182	1276	130	50							
Turn Type	custom				Perm							
Protected Phases	9	9	6	7 8		1	2	3	4	5	7	8
Permitted Phases	9				7 8							
Detector Phase	9	9	6	7	7							
Switch Phase				8	8							
Minimum Initial (s)	4.0	4.0	4.0			1.0	4.0	4.0	4.0	4.0	4.0	1.0
Minimum Split (s)	9.0	9.0	21.0			4.0	21.0	9.0	21.0	10.0	10.0	4.0
Total Split (s)	85.0	85.0	40.0	35.0	35.0	4.0	36.0	31.0	58.0	31.0	31.0	4.0
Total Split (%)	53.1%	53.1%	25.0%	21.9%	21.9%	3%	23%	19%	36%	19%	19%	3%
Yellow Time (s)	4.0	4.0	4.0			3.0	4.0	4.0	4.0	4.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0			0.0	1.0	1.0	1.0	2.0	2.0	0.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-2.0	-2.0							
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0							
Lead/Lag	Lag	Lag	Lead			Lead	Lag		Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	Max	Max	Max			Max	Max	Max	Max	Max	Max	Max

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 13: Hallandale Beach Boulevard & North 1st Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	SBR2	NEL	NER
Lane Configurations											
Volume (veh/h)	74	994	12	4	988	30	0	0	18	0	1
Sign Control		Free			Free		Stop			Stop	
Grade		0%			0%		0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	76	1014	12	4	1008	31	0	0	18	0	1
Pedestrians											
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)											
Median type		None			None						
Median storage veh)											
Upstream signal (ft)		691			699						
pX, platoon unblocked	0.86			0.82			0.90	0.90	0.86	0.90	0.82
vC, conflicting volume	1039			1027			1691	2209	519	2218	513
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vCu, unblocked vol	712			606			821	1400	106	1410	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	6.5	6.9
tC, 2 stage (s)											
tF (s)	2.2			2.2			3.5	4.0	3.3	4.0	3.3
p0 queue free %	90			99			100	100	98	100	100
cM capacity (veh/h)	757			798			219	112	795	110	894

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	NE 1
Volume Total	76	676	350	4	672	367	18	1
Volume Left	76	0	0	4	0	0	0	0
Volume Right	0	0	12	0	0	31	18	1
cSH	757	1700	1700	798	1700	1700	795	894
Volume to Capacity	0.10	0.40	0.21	0.01	0.40	0.22	0.02	0.00
Queue Length 95th (ft)	8	0	0	0	0	0	2	0
Control Delay (s)	10.3	0.0	0.0	9.5	0.0	0.0	9.6	9.0
Lane LOS	B			A			A	A
Approach Delay (s)	0.7			0.0			9.6	9.0
Approach LOS							A	A

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	39.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	17	80	1051	120	21	1191	41	191	71	23	110	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	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	1.00	0.91		0.97	1.00		1.00	1.00
Frt		1.00	1.00	0.85	1.00	1.00		1.00	0.96		1.00	0.91
Flt Protected		0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)		1770	5085	1583	1770	5060		3433	1794		1770	1689
Flt Permitted		0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00
Satd. Flow (perm)		1770	5085	1583	1770	5060		3433	1794		1770	1689
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)	18	82	1084	124	22	1228	42	197	73	24	113	86
RTOR Reduction (vph)	0	0	0	49	0	2	0	0	9	0	0	47
Lane Group Flow (vph)	0	100	1084	75	22	1268	0	197	88	0	113	181
Turn Type	Prot	Prot		Perm	Prot			Prot			Prot	
Protected Phases	5	5	2		1	6		3	8		7	4
Permitted Phases				2								
Actuated Green, G (s)		14.6	94.1	94.1	5.2	84.7		14.2	22.2		14.5	22.5
Effective Green, g (s)		14.6	96.1	96.1	7.2	86.7		16.2	24.2		16.5	24.5
Actuated g/C Ratio		0.09	0.60	0.60	0.05	0.54		0.10	0.15		0.10	0.15
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)		162	3054	951	80	2742		348	271		183	259
v/s Ratio Prot		c0.06	0.21		0.01	c0.25		0.06	0.05		c0.06	c0.11
v/s Ratio Perm				0.05								
v/c Ratio		0.62	0.35	0.08	0.28	0.46		0.57	0.32		0.62	0.70
Uniform Delay, d1		70.0	16.2	13.4	73.9	22.4		68.5	60.6		68.7	64.3
Progression Factor		1.35	0.37	0.04	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2		6.4	0.3	0.2	1.9	0.6		2.1	0.7		6.1	8.3
Delay (s)		100.9	6.2	0.7	75.7	23.0		70.7	61.3		74.8	72.5
Level of Service		F	A	A	E	C		E	E		E	E
Approach Delay (s)			13.0			23.9			67.6			73.3
Approach LOS			B			C			E			E

Intersection Summary

HCM Average Control Delay	28.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	62.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

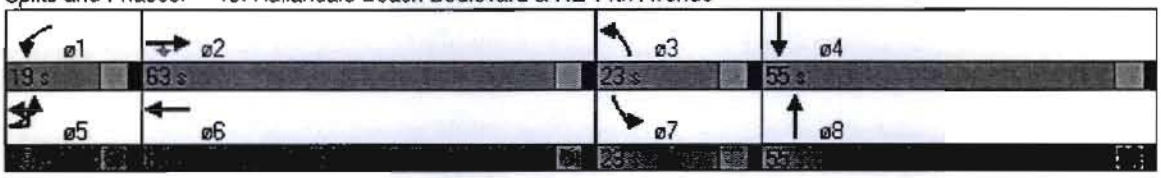
Movement	SBR
Lane Configurations	
Volume (vph)	138
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	142
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected 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	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	80	1051	120	21	1191	191	71	110	83
Turn Type	Prot		Perm	Prot		Prot		Prot	
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
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	10.0	22.0	10.0	22.0
Total Split (s)	19.0	63.0	63.0	19.0	63.0	23.0	55.0	23.0	55.0
Total Split (%)	11.9%	39.4%	39.4%	11.9%	39.4%	14.4%	34.4%	14.4%	34.4%
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
Lost Time Adjust (s)	0.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	6.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Min	None	Min

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 15: Hallandale Beach Boulevard & NE 14th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	188	292	352	28	314	31	613	1287	13	82	811	112
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	1.00	1.00		1.00		0.97	0.95		1.00	0.95	1.00
Frt	1.00	1.00	0.85		0.99		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583		1835		3433	3534		1770	3539	1583
Flt Permitted	0.19	1.00	1.00		0.95		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	347	1863	1583		1752		3433	3534		1770	3539	1583
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)	202	314	378	30	338	33	659	1384	14	88	872	120
RTOR Reduction (vph)	0	0	36	0	2	0	0	1	0	0	0	45
Lane Group Flow (vph)	202	314	342	0	399	0	659	1397	0	88	872	75
Turn Type	pm+pt		pm+ov	Perm			Prot			Prot		pm+ov
Protected Phases	7	4	5		8		5	2		1	6	7
Permitted Phases	4		4	8								6
Actuated Green, G (s)	56.6	56.6	78.6		35.6		22.0	72.1		13.3	63.4	78.4
Effective Green, g (s)	58.6	58.6	82.6		37.6		24.0	74.1		15.3	65.4	82.4
Actuated g/C Ratio	0.37	0.37	0.52		0.24		0.15	0.46		0.10	0.41	0.52
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)	278	682	857		412		515	1637		169	1447	855
v/s Ratio Prot	c0.08	0.17	0.06				c0.19	c0.40		0.05	0.25	0.01
v/s Ratio Perm	0.19		0.16		c0.23							0.04
v/c Ratio	0.73	0.46	0.40		0.97		1.28	0.85		0.52	0.60	0.09
Uniform Delay, d1	40.2	38.6	23.6		60.6		68.0	38.1		68.9	37.1	19.7
Progression Factor	1.00	1.00	1.00		1.00		1.14	0.57		1.00	1.00	1.00
Incremental Delay, d2	9.1	0.5	0.3		35.6		138.0	5.0		2.9	1.9	0.0
Delay (s)	49.3	39.1	23.9		96.2		215.5	26.7		71.7	39.0	19.8
Level of Service	D	D	C		F		F	C		E	D	B
Approach Delay (s)		35.0			96.2			87.2			39.5	
Approach LOS		C			F			F			D	

Intersection Summary

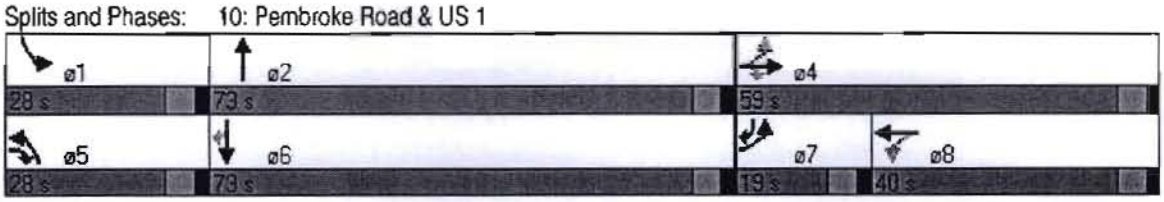
HCM Average Control Delay	65.9	HCM Level of Service	E
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	89.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	188	292	352	28	314	613	1287	82	811	112
Turn Type	pm+pt		pm+ov	Perm		Prot		Prot		pm+ov
Protected Phases	7	4	5		8	5	2	1	6	7
Permitted Phases	4		4	8						6
Detector Phase	7	4	5	8	8	5	2	1	6	7
Switch Phase										
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	22.0	22.0	10.0	22.0	10.0	22.0	10.0
Total Split (s)	19.0	59.0	28.0	40.0	40.0	28.0	73.0	28.0	73.0	19.0
Total Split (%)	11.9%	36.9%	17.5%	25.0%	25.0%	17.5%	45.6%	17.5%	45.6%	11.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	None

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: 90
Control Type: Actuated-Coordinated

Splits and Phases: 10: Pembroke Road & US 1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	17	58	111	38	178	49	1433	129	232	1069	23
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	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95		0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1761	1583	1770	1863	1583	3433	3495		3433	3528	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1761	1583	1770	1863	1583	3433	3495		3433	3528	
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)	22	18	60	114	39	184	51	1477	133	239	1102	24
RTOR Reduction (vph)	0	0	53	0	0	143	0	2	0	0	0	0
Lane Group Flow (vph)	20	20	7	114	39	41	51	1608	0	239	1126	0
Turn Type	Split		pm+ov	Split		pm+ov	Prot			Prot		
Protected Phases	4	4	5	8	8	1	5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	6.4	6.4	14.2	15.6	15.6	32.0	7.8	95.6		16.4	104.2	
Effective Green, g (s)	9.4	9.4	18.2	18.6	18.6	36.0	9.8	97.6		18.4	106.2	
Actuated g/C Ratio	0.06	0.06	0.11	0.12	0.12	0.22	0.06	0.61		0.11	0.66	
Clearance Time (s)	7.0	7.0	6.0	7.0	7.0	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)	99	103	180	206	217	356	210	2132		395	2342	
v/s Ratio Prot	c0.01	0.01	0.00	c0.06	0.02	0.01	0.01	c0.46		c0.07	0.32	
v/s Ratio Perm			0.00			0.01						
v/c Ratio	0.20	0.19	0.04	0.55	0.18	0.12	0.24	0.75		0.61	0.48	
Uniform Delay, d1	71.7	71.7	63.1	66.8	63.8	49.3	71.6	22.5		67.3	13.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.90	0.70	
Incremental Delay, d2	1.0	0.9	0.1	3.2	0.4	0.1	0.6	2.5		2.3	0.6	
Delay (s)	72.7	72.6	63.2	70.0	64.2	49.5	72.2	25.1		63.2	9.9	
Level of Service	E	E	E	E	E	D	E	C		E	A	
Approach Delay (s)		67.0			58.1			26.5			19.2	
Approach LOS		E			E			C			B	

Intersection Summary

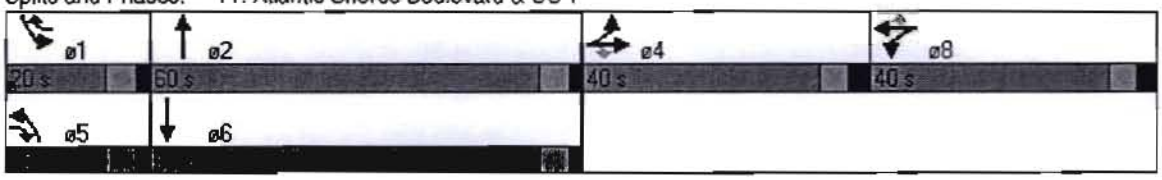
HCM Average Control Delay	27.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	73.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Volume (vph)	21	17	58	111	38	178	49	1433	232	1069
Turn Type	Split		pm+ov	Split		pm+ov	Prot		Prot	
Protected Phases	4	4	5	8	8	1	5	2	1	6
Permitted Phases			4			8				
Detector Phase	4	4	5	8	8	1	5	2	1	6
Switch Phase										
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)	23.0	23.0	10.0	23.0	23.0	10.0	10.0	22.0	10.0	22.0
Total Split (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	60.0	20.0	60.0
Total Split (%)	25.0%	25.0%	12.5%	25.0%	25.0%	12.5%	12.5%	37.5%	12.5%	37.5%
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)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-2.0	-3.0	-3.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag			Lead			Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	C-Min

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: 110
Control Type: Actuated-Coordinated

Splits and Phases: 11: Atlantic Shores Boulevard & US 1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1419	54	143	1654	0	0	0	0	155	277	55
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	
Lane Util. Factor		0.86		1.00	0.91						0.86	
Frt		0.99		1.00	1.00						0.98	
Flt Protected		1.00		0.95	1.00						0.98	
Satd. Flow (prot)		6372		1770	5085						6200	
Flt Permitted		1.00		0.95	1.00						0.98	
Satd. Flow (perm)		6372		1770	5085						6200	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1542	59	155	1798	0	0	0	0	168	301	60
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	15	0
Lane Group Flow (vph)	0	1597	0	155	1798	0	0	0	0	0	514	0
Turn Type				custom						Split		
Protected Phases		4		2 3	2 3 4					1 5	1 5	
Permitted Phases				2 3								
Actuated Green, G (s)		44.0		74.0	123.0						29.0	
Effective Green, g (s)		45.0		75.0	124.0						21.0	
Actuated g/C Ratio		0.28		0.47	0.78						0.13	
Clearance Time (s)		5.0										
Lane Grp Cap (vph)		1792		830	3941						814	
v/s Ratio Prot		c0.25		0.09	c0.35						c0.08	
v/s Ratio Perm												
v/c Ratio		0.89		0.19	0.46						0.63	
Uniform Delay, d1		55.2		24.7	6.3						65.8	
Progression Factor		1.00		0.04	0.55						1.00	
Incremental Delay, d2		7.2		0.2	0.2						3.7	
Delay (s)		62.3		1.1	3.6						69.5	
Level of Service		E		A	A						E	
Approach Delay (s)		62.3			3.4			0.0			69.5	
Approach LOS		E			A			A			E	

Intersection Summary

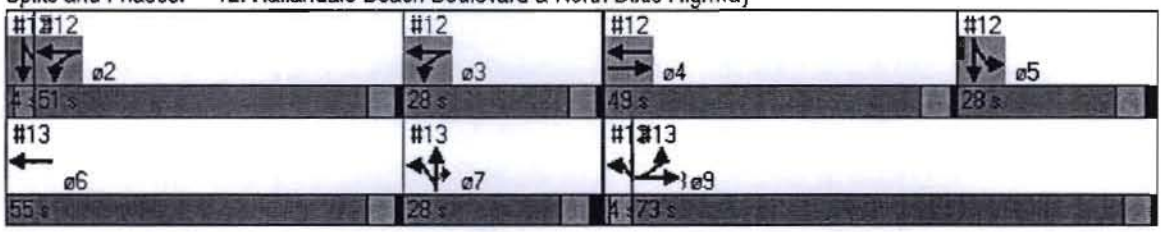
HCM Average Control Delay	35.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	75.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	ø1	ø2	ø3	ø5	ø6	ø7	ø8	ø9
Lane Configurations												
Volume (vph)	1419	143	1654	277								
Turn Type		custom										
Protected Phases	4	2 3	2 3 4	1 5	1	2	3	5	6	7	8	9
Permitted Phases		2 3										
Detector Phase	4	2	2	1								
Switch Phase		3	3	5								
Minimum Initial (s)	4.0				1.0	4.0	4.0	4.0	4.0	4.0	1.0	4.0
Minimum Split (s)	21.0				4.0	21.0	9.0	10.0	21.0	10.0	4.0	9.0
Total Split (s)	49.0	79.0	128.0	32.0	4.0	51.0	28.0	28.0	55.0	28.0	4.0	73.0
Total Split (%)	30.6%	49.4%	80.0%	20.0%	3%	32%	18%	18%	34%	18%	3%	46%
Yellow Time (s)	4.0				3.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0				0.0	1.0	1.0	2.0	1.0	2.0	0.0	1.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	1.0								
Total Lost Time (s)	4.0	4.0	4.0	4.0								
Lead/Lag	Lead				Lead	Lag		Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes				Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	Max				Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:, Start of Green
Natural Cycle: 70
Control Type: Pretimed

Splits and Phases: 12: Hallandale Beach Boulevard & North Dixie Highway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	83	1389	0	0	1547	70	205	267	66	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0	4.0			
Lane Util. Factor	1.00	0.91			0.86			0.95	1.00			
Frt	1.00	1.00			0.99			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.98	1.00			
Satd. Flow (prot)	1770	5085			6366			3464	1583			
Flt Permitted	0.95	1.00			1.00			0.98	1.00			
Satd. Flow (perm)	1770	5085			6366			3464	1583			
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)	92	1543	0	0	1719	78	228	297	73	0	0	0
RTOR Reduction (vph)	0	0	0	0	4	0	0	0	59	0	0	0
Lane Group Flow (vph)	92	1543	0	0	1793	0	0	525	14	0	0	0
Turn Type	custom						Split		Perm			
Protected Phases	9	9			6		7 8	7 8				
Permitted Phases	9								7 8			
Actuated Green, G (s)	68.0	68.0			50.0			29.0	29.0			
Effective Green, g (s)	69.0	69.0			51.0			31.0	31.0			
Actuated g/C Ratio	0.43	0.43			0.32			0.19	0.19			
Clearance Time (s)	5.0	5.0			5.0							
Lane Grp Cap (vph)	763	2193			2029			671	307			
v/s Ratio Prot	0.05	c0.30			c0.28			c0.15				
v/s Ratio Perm									0.01			
v/c Ratio	0.12	0.70			0.88			0.78	0.05			
Uniform Delay, d1	27.3	37.2			51.7			61.3	52.5			
Progression Factor	0.01	0.10			1.00			1.00	1.00			
Incremental Delay, d2	0.2	0.9			6.0			8.8	0.3			
Delay (s)	0.3	4.5			57.7			70.1	52.8			
Level of Service	A	A			E			E	D			
Approach Delay (s)		4.3			57.7			68.0			0.0	
Approach LOS		A			E			E			A	

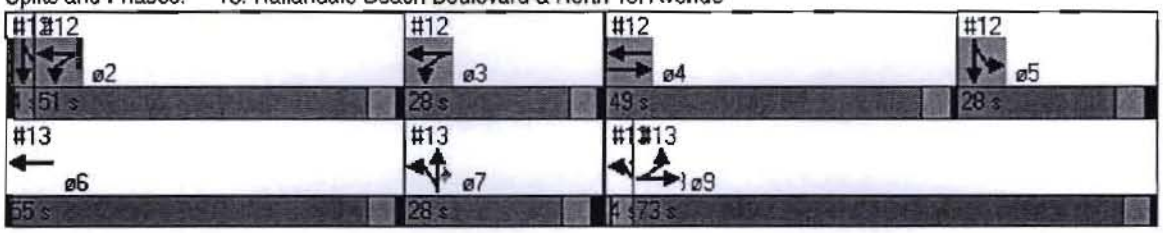
Intersection Summary			
HCM Average Control Delay	37.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	75.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR	ø1	ø2	ø3	ø4	ø5	ø7	ø8
Lane Configurations												
Volume (vph)	83	1389	1547	267	66							
Turn Type	custom				Perm							
Protected Phases	9	9	6	7 8		1	2	3	4	5	7	8
Permitted Phases	9				7 8							
Detector Phase	9	9	6	7	7							
Switch Phase				8	8							
Minimum Initial (s)	4.0	4.0	4.0			1.0	4.0	4.0	4.0	4.0	4.0	1.0
Minimum Split (s)	9.0	9.0	21.0			4.0	21.0	9.0	21.0	10.0	10.0	4.0
Total Split (s)	73.0	73.0	55.0	32.0	32.0	4.0	51.0	28.0	49.0	28.0	28.0	4.0
Total Split (%)	45.6%	45.6%	34.4%	20.0%	20.0%	3%	32%	18%	31%	18%	18%	3%
Yellow Time (s)	4.0	4.0	4.0			3.0	4.0	4.0	4.0	4.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0			0.0	1.0	1.0	1.0	2.0	2.0	0.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-2.0	-2.0							
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0							
Lead/Lag	Lag	Lag	Lead			Lead	Lag		Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	Max	Max	Max			Max	Max	Max	Max	Max	Max	Max

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:, Start of Green
Natural Cycle: 70
Control Type: Pretimed

Splits and Phases: 13: Hallandale Beach Boulevard & North 1st Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	SBR2	NEL	NER
Lane Configurations											
Volume (veh/h)	178	1452	3	13	1164	49	0	0	68	0	12
Sign Control		Free			Free		Stop			Stop	
Grade		0%			0%		0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	182	1482	3	13	1188	50	0	0	69	0	12
Pedestrians											
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)											
Median type		None			None						
Median storage veh)											
Upstream signal (ft)		691			699						
pX, platoon unblocked	0.77						0.77	0.77	0.77	0.77	
vC, conflicting volume	1238			1485			2356	3087	619	3111	742
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vCu, unblocked vol	701			1485			2159	3114	0	3144	742
tC, single (s)	4.1			4.1			7.5	6.5	6.9	6.5	6.9
tC, 2 stage (s)											
tF (s)	2.2			2.2			3.5	4.0	3.3	4.0	3.3
p0 queue free %	73			97			100	100	92	100	97
cM capacity (veh/h)	684			449			15	6	831	6	358

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	NE 1
Volume Total	182	988	497	13	792	446	69	12
Volume Left	182	0	0	13	0	0	0	0
Volume Right	0	0	3	0	0	50	69	12
cSH	684	1700	1700	449	1700	1700	831	358
Volume to Capacity	0.27	0.58	0.29	0.03	0.47	0.26	0.08	0.03
Queue Length 95th (ft)	27	0	0	2	0	0	7	3
Control Delay (s)	12.2	0.0	0.0	13.3	0.0	0.0	9.7	15.4
Lane LOS	B			B			A	C
Approach Delay (s)	1.3			0.1			9.7	15.4
Approach LOS							A	C

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	50.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	89	294	1577	316	54	1247	79	274	132	80	105	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	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	1.00	0.91		0.97	1.00		1.00	1.00
Frt		1.00	1.00	0.85	1.00	0.99		1.00	0.94		1.00	0.91
Flt Protected		0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)		1770	5085	1583	1770	5040		3433	1758		1770	1704
Flt Permitted		0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00
Satd. Flow (perm)		1770	5085	1583	1770	5040		3433	1758		1770	1704
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)	93	306	1643	329	56	1299	82	285	138	83	109	126
RTOR Reduction (vph)	0	0	0	101	0	5	0	0	16	0	0	35
Lane Group Flow (vph)	0	399	1643	228	56	1376	0	285	205	0	109	256
Turn Type	Prot	Prot		Perm	Prot			Prot			Prot	
Protected Phases	5	5	2		1	6		3	8		7	4
Permitted Phases				2								
Actuated Green, G (s)		35.3	81.1	81.1	9.1	54.9		16.3	31.5		14.3	29.5
Effective Green, g (s)		35.3	83.1	83.1	11.1	56.9		18.3	33.5		16.3	31.5
Actuated g/C Ratio		0.22	0.52	0.52	0.07	0.36		0.11	0.21		0.10	0.20
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)		391	2641	822	123	1792		393	368		180	335
v/s Ratio Prot		c0.23	0.32		0.03	c0.27		c0.08	0.12		0.06	c0.15
v/s Ratio Perm				0.14								
v/c Ratio		1.02	0.62	0.28	0.46	0.77		0.73	0.56		0.61	0.77
Uniform Delay, d1		62.4	27.3	21.6	71.5	45.7		68.4	56.6		68.8	60.8
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2		50.8	1.1	0.8	2.7	3.2		6.5	1.8		5.7	10.0
Delay (s)		113.2	28.4	22.4	74.2	48.9		74.9	58.4		74.4	70.8
Level of Service		F	C	C	E	D		E	E		E	E
Approach Delay (s)			41.8			49.9			67.7			71.8
Approach LOS			D			D			E			E

Intersection Summary

HCM Average Control Delay	49.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	85.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

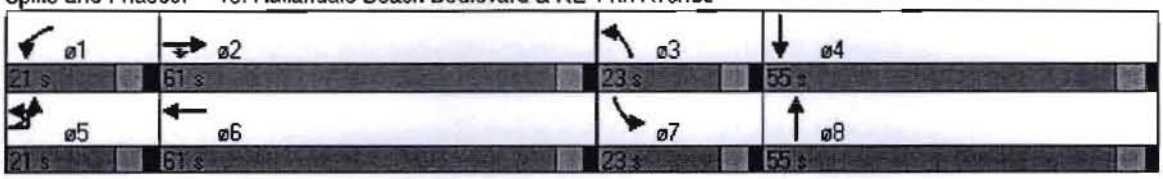
Movement	SBR
Lane Configurations	
Volume (vph)	158
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.96
Adj. Flow (vph)	165
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected 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	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	294	1577	316	54	1247	274	132	105	121
Turn Type	Prot		Perm	Prot		Prot		Prot	
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
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	10.0	22.0	10.0	22.0
Total Split (s)	21.0	61.0	61.0	21.0	61.0	23.0	55.0	23.0	55.0
Total Split (%)	13.1%	38.1%	38.1%	13.1%	38.1%	14.4%	34.4%	14.4%	34.4%
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
Lost Time Adjust (s)	0.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	6.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Min	None	Min

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

Splits and Phases: 15: Hallandale Beach Boulevard & NE 14th Avenue



2009 Future Background Traffic Conditions SYNCHRO 7.0 Outputs

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	132	203	535	19	279	18	410	884	6	29	785	103
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	1.00	1.00		1.00		0.97	0.95		1.00	0.95	1.00
Frt	1.00	1.00	0.85		0.99		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583		1843		3433	3536		1770	3539	1583
Flt Permitted	0.21	1.00	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	397	1863	1583		1796		3433	3536		1770	3539	1583
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)	142	218	575	20	300	19	441	951	6	31	844	111
RTOR Reduction (vph)	0	0	37	0	2	0	0	0	0	0	0	55
Lane Group Flow (vph)	142	218	538	0	337	0	441	957	0	31	844	56
Turn Type	pm+pt		pm+ov	Perm			Prot			Prot		pm+ov
Protected Phases	7	4	5		8		5	2		1	6	7
Permitted Phases	4		4	8								6
Actuated Green, G (s)	57.4	57.4	82.4		33.8		25.0	77.4		7.2	59.6	77.2
Effective Green, g (s)	59.4	59.4	86.4		35.8		27.0	79.4		9.2	61.6	81.2
Actuated g/C Ratio	0.37	0.37	0.54		0.22		0.17	0.50		0.06	0.39	0.51
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)	316	692	894		402		579	1755		102	1363	843
v/s Ratio Prot	0.06	0.12	c0.10				c0.13	0.27		0.02	c0.24	0.01
v/s Ratio Perm	0.11		0.24		c0.19							0.03
v/c Ratio	0.45	0.32	0.60		0.84		0.76	0.55		0.30	0.62	0.07
Uniform Delay, d1	37.4	35.8	25.1		59.4		63.4	27.8		72.3	39.7	20.1
Progression Factor	1.00	1.00	1.00		1.00		1.24	0.60		1.00	1.00	1.00
Incremental Delay, d2	1.0	0.3	1.1		14.2		5.3	1.1		1.7	2.1	0.0
Delay (s)	38.5	36.1	26.2		73.6		83.8	17.9		74.0	41.9	20.1
Level of Service	D	D	C		E		F	B		E	D	C
Approach Delay (s)		30.4			73.6			38.7			40.4	
Approach LOS		C			E			D			D	

Intersection Summary

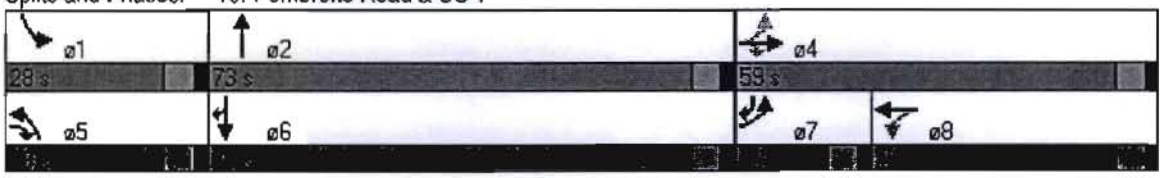
HCM Average Control Delay	40.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	132	203	535	19	279	410	884	29	785	103
Turn Type	pm+pt		pm+ov	Perm		Prot		Prot		pm+ov
Protected Phases	7	4	5		8	5	2	1	6	7
Permitted Phases	4		4	8						6
Detector Phase	7	4	5	8	8	5	2	1	6	7
Switch Phase										
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	22.0	22.0	10.0	22.0	10.0	22.0	10.0
Total Split (s)	19.0	59.0	28.0	40.0	40.0	28.0	73.0	28.0	73.0	19.0
Total Split (%)	11.9%	36.9%	17.5%	25.0%	25.0%	17.5%	45.6%	17.5%	45.6%	11.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	None

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: 65
Control Type: Actuated-Coordinated

Splits and Phases: 10: Pembroke Road & US 1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	6	10	176	14	218	26	966	55	145	1144	16
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	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95		0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1759	1583	1770	1863	1583	3433	3511		3433	3532	
Flt Permitted	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1759	1583	1770	1863	1583	3433	3511		3433	3532	
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)	9	7	11	196	16	242	29	1073	61	161	1271	18
RTOR Reduction (vph)	0	0	10	0	0	182	0	2	0	0	0	0
Lane Group Flow (vph)	8	8	1	196	16	60	29	1132	0	161	1289	0
Turn Type	Split		pm+ov	Split		pm+ov	Prot			Prot		
Protected Phases	4	4	5	8	8	1	5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	2.9	2.9	8.6	23.0	23.0	35.8	5.7	95.3		12.8	102.4	
Effective Green, g (s)	5.9	5.9	12.6	26.0	26.0	39.8	7.7	97.3		14.8	104.4	
Actuated g/C Ratio	0.04	0.04	0.08	0.16	0.16	0.25	0.05	0.61		0.09	0.65	
Clearance Time (s)	7.0	7.0	6.0	7.0	7.0	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)	62	65	125	288	303	394	165	2135		318	2305	
v/s Ratio Prot	c0.00	0.00	0.00	c0.11	0.01	0.01	0.01	0.32		c0.05	c0.36	
v/s Ratio Perm			0.00			0.02						
v/c Ratio	0.13	0.12	0.01	0.68	0.05	0.15	0.18	0.53		0.51	0.56	
Uniform Delay, d1	74.6	74.5	67.9	63.1	56.6	46.9	73.1	18.1		69.1	15.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.76	1.89		0.95	0.72	
Incremental Delay, d2	0.9	0.9	0.0	6.5	0.1	0.2	0.5	0.9		1.1	0.8	
Delay (s)	75.5	75.4	68.0	69.6	56.7	47.1	56.3	35.2		66.7	11.7	
Level of Service	E	E	E	E	E	D	E	D		E	B	
Approach Delay (s)		72.4			57.1			35.7			17.8	
Approach LOS		E			E			D			B	

Intersection Summary

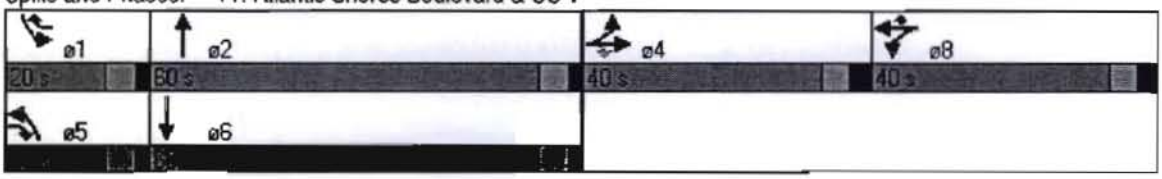
HCM Average Control Delay	30.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Volume (vph)	8	6	10	176	14	218	26	966	145	1144
Turn Type	Split		pm+ov	Split		pm+ov	Prot		Prot	
Protected Phases	4	4	5	8	8	1	5	2	1	6
Permitted Phases			4			8				
Detector Phase	4	4	5	8	8	1	5	2	1	6
Switch Phase										
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)	23.0	23.0	10.0	23.0	23.0	10.0	10.0	22.0	10.0	22.0
Total Split (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	60.0	20.0	60.0
Total Split (%)	25.0%	25.0%	12.5%	25.0%	25.0%	12.5%	12.5%	37.5%	12.5%	37.5%
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)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-2.0	-3.0	-3.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag			Lead			Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	C-Min

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: 90
Control Type: Actuated-Coordinated

Splits and Phases: 11: Atlantic Shores Boulevard & US 1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1415	70	125	1472	0	0	0	0	190	418	30
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	
Lane Util. Factor		0.86		1.00	0.91						0.86	
Frt		0.99		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		6362		1770	5085						6270	
Flt Permitted		1.00		0.95	1.00						0.99	
Satd. Flow (perm)		6362		1770	5085						6270	
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)	0	1572	78	139	1636	0	0	0	0	211	464	33
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	1645	0	139	1636	0	0	0	0	0	704	0
Turn Type				custom						Split		
Protected Phases		4		2 3	2 3 4					1 5	1 5	
Permitted Phases				2 3								
Actuated Green, G (s)		53.0		62.0	120.0						32.0	
Effective Green, g (s)		54.0		63.0	121.0						24.0	
Actuated g/C Ratio		0.34		0.39	0.76						0.15	
Clearance Time (s)		5.0										
Lane Grp Cap (vph)		2147		697	3846						941	
v/s Ratio Prot		c0.26		0.08	c0.32						c0.11	
v/s Ratio Perm												
v/c Ratio		0.77		0.20	0.43						0.75	
Uniform Delay, d1		47.4		31.9	7.0						65.1	
Progression Factor		1.00		0.04	0.83						1.00	
Incremental Delay, d2		2.7		0.2	0.1						5.4	
Delay (s)		50.0		1.4	5.9						70.5	
Level of Service		D		A	A						E	
Approach Delay (s)		50.0			5.6			0.0			70.5	
Approach LOS		D			A			A			E	

Intersection Summary

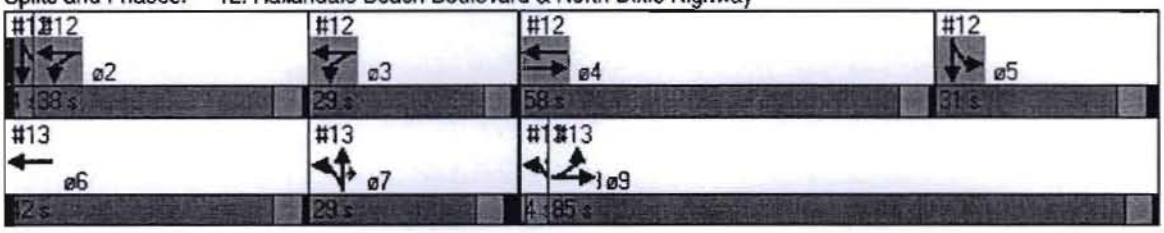
HCM Average Control Delay	34.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	69.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	ø1	ø2	ø3	ø5	ø6	ø7	ø8	ø9
Lane Configurations												
Volume (vph)	1415	125	1472	418								
Turn Type		custom										
Protected Phases	4	2 3	2 3 4	1 5	1	2	3	5	6	7	8	9
Permitted Phases		2 3										
Detector Phase	4	2	2	1								
Switch Phase		3	3	5								
Minimum Initial (s)	4.0				1.0	4.0	4.0	4.0	4.0	4.0	1.0	4.0
Minimum Split (s)	21.0				4.0	21.0	9.0	10.0	21.0	10.0	4.0	9.0
Total Split (s)	58.0	67.0	125.0	35.0	4.0	38.0	29.0	31.0	42.0	29.0	4.0	85.0
Total Split (%)	36.3%	41.9%	78.1%	21.9%	3%	24%	18%	19%	26%	18%	3%	53%
Yellow Time (s)	4.0				3.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0				0.0	1.0	1.0	2.0	1.0	2.0	0.0	1.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	1.0								
Total Lost Time (s)	4.0	4.0	4.0	4.0								
Lead/Lag	Lead				Lead	Lag		Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes				Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	Max				Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:, Start of Green
Natural Cycle: 70
Control Type: Pretimed

Splits and Phases: 12: Hallandale Beach Boulevard & North Dixie Highway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1415	70	125	1472	0	0	0	0	190	418	30
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	
Lane Util. Factor		0.86		1.00	0.91						0.86	
Frt		0.99		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		6362		1770	5085						6270	
Flt Permitted		1.00		0.95	1.00						0.99	
Satd. Flow (perm)		6362		1770	5085						6270	
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)	0	1572	78	139	1636	0	0	0	0	211	464	33
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	1645	0	139	1636	0	0	0	0	0	704	0
Turn Type				custom						Split		
Protected Phases		4		2 3	2 3 4					1 5	1 5	
Permitted Phases				2 3								
Actuated Green, G (s)		53.0		62.0	120.0						32.0	
Effective Green, g (s)		54.0		63.0	121.0						24.0	
Actuated g/C Ratio		0.34		0.39	0.76						0.15	
Clearance Time (s)		5.0										
Lane Grp Cap (vph)		2147		697	3846						941	
v/s Ratio Prot		c0.26		0.08	c0.32						c0.11	
v/s Ratio Perm												
v/c Ratio		0.77		0.20	0.43						0.75	
Uniform Delay, d1		47.4		31.9	7.0						65.1	
Progression Factor		1.00		0.04	0.93						1.00	
Incremental Delay, d2		2.7		0.1	0.0						5.4	
Delay (s)		50.0		1.3	6.6						70.5	
Level of Service		D		A	A						E	
Approach Delay (s)		50.0			6.1			0.0			70.5	
Approach LOS		D			A			A			E	

Intersection Summary

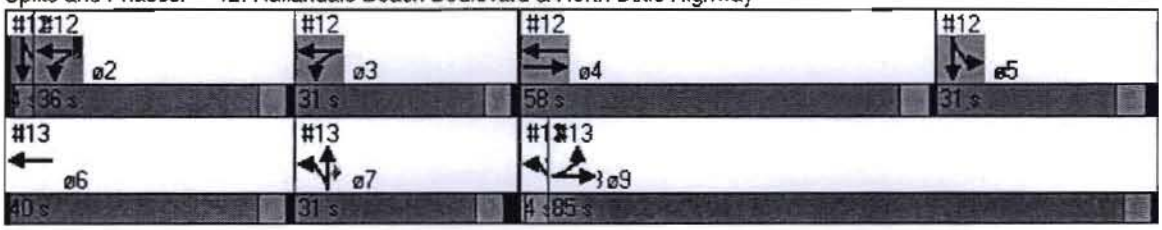
HCM Average Control Delay	34.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	69.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	ø1	ø2	ø3	ø5	ø6	ø7	ø8	ø9
Lane Configurations												
Volume (vph)	1415	125	1472	418								
Turn Type		custom										
Protected Phases	4	2 3	2 3 4	1 5	1	2	3	5	6	7	8	9
Permitted Phases		2 3										
Detector Phase	4	2	2	1								
Switch Phase		3	3	5								
Minimum Initial (s)	4.0				1.0	4.0	4.0	4.0	4.0	4.0	1.0	4.0
Minimum Split (s)	21.0				4.0	21.0	9.0	10.0	21.0	10.0	4.0	9.0
Total Split (s)	58.0	67.0	125.0	35.0	4.0	36.0	31.0	31.0	40.0	31.0	4.0	85.0
Total Split (%)	36.3%	41.9%	78.1%	21.9%	3%	23%	19%	19%	25%	19%	3%	53%
Yellow Time (s)	4.0				3.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0				0.0	1.0	1.0	2.0	1.0	2.0	0.0	1.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	1.0								
Total Lost Time (s)	4.0	4.0	4.0	4.0								
Lead/Lag	Lead				Lead	Lag		Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes				Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	Max				Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:, Start of Green
Natural Cycle: 70
Control Type: Pretimed

Splits and Phases: 12: Hallandale Beach Boulevard & North Dixie Highway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	67	1421	0	0	1399	37	162	131	58	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0	4.0			
Lane Util. Factor	1.00	0.91			0.86			0.95	1.00			
Frt	1.00	1.00			1.00			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.97	1.00			
Satd. Flow (prot)	1770	5085			6383			3444	1583			
Flt Permitted	0.95	1.00			1.00			0.97	1.00			
Satd. Flow (perm)	1770	5085			6383			3444	1583			
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)	74	1562	0	0	1537	41	178	144	64	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	51	0	0	0
Lane Group Flow (vph)	74	1562	0	0	1576	0	0	322	13	0	0	0
Turn Type	custom						Split		Perm			
Protected Phases	9	9			6		7 8	7 8				
Permitted Phases	9								7 8			
Actuated Green, G (s)	80.0	80.0			37.0			30.0	30.0			
Effective Green, g (s)	81.0	81.0			38.0			32.0	32.0			
Actuated g/C Ratio	0.51	0.51			0.24			0.20	0.20			
Clearance Time (s)	5.0	5.0			5.0							
Lane Grp Cap (vph)	896	2574			1516			689	317			
v/s Ratio Prot	0.04	c0.31			c0.25			c0.09				
v/s Ratio Perm									0.01			
v/c Ratio	0.08	0.61			1.04			0.47	0.04			
Uniform Delay, d1	20.4	28.2			61.0			56.5	51.6			
Progression Factor	0.01	0.08			0.88			1.00	1.00			
Incremental Delay, d2	0.1	0.7			30.3			2.3	0.2			
Delay (s)	0.3	3.0			83.8			58.7	51.9			
Level of Service	A	A			F			E	D			
Approach Delay (s)		2.9			83.8			57.6			0.0	
Approach LOS		A			F			E			A	

Intersection Summary

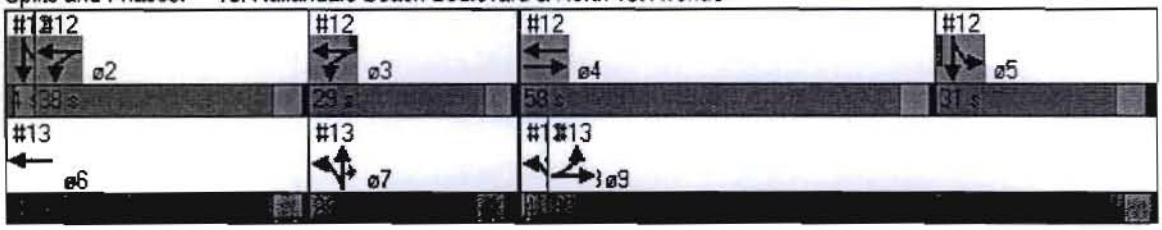
HCM Average Control Delay	44.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	69.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR	ø1	ø2	ø3	ø4	ø5	ø7	ø8
Lane Configurations												
Volume (vph)	67	1421	1399	131	58							
Turn Type	custom				Perm							
Protected Phases	9	9	6	7 8		1	2	3	4	5	7	8
Permitted Phases	9				7 8							
Detector Phase	9	9	6	7	7							
Switch Phase				8	8							
Minimum Initial (s)	4.0	4.0	4.0			1.0	4.0	4.0	4.0	4.0	4.0	1.0
Minimum Split (s)	9.0	9.0	21.0			4.0	21.0	9.0	21.0	10.0	10.0	4.0
Total Split (s)	85.0	85.0	42.0	33.0	33.0	4.0	38.0	29.0	58.0	31.0	29.0	4.0
Total Split (%)	53.1%	53.1%	26.3%	20.6%	20.6%	3%	24%	18%	36%	19%	18%	3%
Yellow Time (s)	4.0	4.0	4.0			3.0	4.0	4.0	4.0	4.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0			0.0	1.0	1.0	1.0	2.0	2.0	0.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-2.0	-2.0							
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0							
Lead/Lag	Lag	Lag	Lead			Lead	Lag		Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	Max	Max	Max			Max	Max	Max	Max	Max	Max	Max

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:, Start of Green
Natural Cycle: 70
Control Type: Pretimed

Splits and Phases: 13: Hallandale Beach Boulevard & North 1st Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	67	1421	0	0	1399	37	162	131	58	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0	4.0			
Lane Util. Factor	1.00	0.91			0.86			0.95	1.00			
Frt	1.00	1.00			1.00			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.97	1.00			
Satd. Flow (prot)	1770	5085			6383			3444	1583			
Flt Permitted	0.95	1.00			1.00			0.97	1.00			
Satd. Flow (perm)	1770	5085			6383			3444	1583			
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)	74	1562	0	0	1537	41	178	144	64	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	50	0	0	0
Lane Group Flow (vph)	74	1562	0	0	1576	0	0	322	14	0	0	0
Turn Type	custom						Split		Perm			
Protected Phases	9	9			6		7 8	7 8				
Permitted Phases	9								7 8			
Actuated Green, G (s)	80.0	80.0			35.0			32.0	32.0			
Effective Green, g (s)	81.0	81.0			36.0			34.0	34.0			
Actuated g/C Ratio	0.51	0.51			0.22			0.21	0.21			
Clearance Time (s)	5.0	5.0			5.0							
Lane Grp Cap (vph)	896	2574			1436			732	336			
v/s Ratio Prot	0.04	c0.31			c0.25			c0.09				
v/s Ratio Perm									0.01			
v/c Ratio	0.08	0.61			1.10			0.44	0.04			
Uniform Delay, d1	20.4	28.2			62.0			54.7	50.0			
Progression Factor	0.01	0.08			0.85			1.00	1.00			
Incremental Delay, d2	0.1	0.7			51.9			1.9	0.2			
Delay (s)	0.3	3.0			104.8			56.6	50.3			
Level of Service	A	A			F			E	D			
Approach Delay (s)		2.9			104.8			55.6			0.0	
Approach LOS		A			F			E			A	

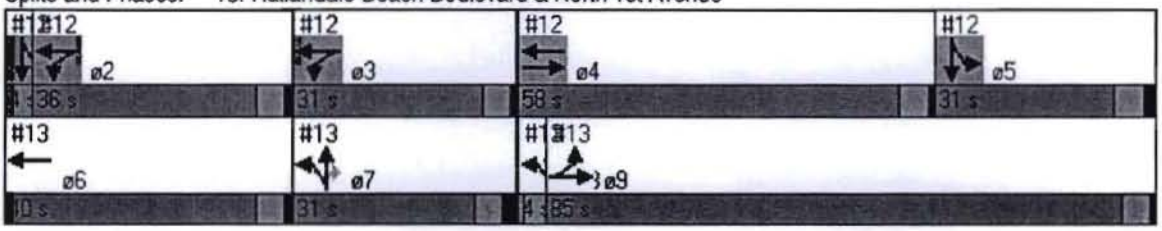
Intersection Summary			
HCM Average Control Delay	53.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	69.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR	ø1	ø2	ø3	ø4	ø5	ø7	ø8
Lane Configurations												
Volume (vph)	67	1421	1399	131	58							
Turn Type	custom				Perm							
Protected Phases	9	9	6	7 8		1	2	3	4	5	7	8
Permitted Phases	9				7 8							
Detector Phase	9	9	6	7	7							
Switch Phase				8	8							
Minimum Initial (s)	4.0	4.0	4.0			1.0	4.0	4.0	4.0	4.0	4.0	1.0
Minimum Split (s)	9.0	9.0	21.0			4.0	21.0	9.0	21.0	10.0	10.0	4.0
Total Split (s)	85.0	85.0	40.0	35.0	35.0	4.0	36.0	31.0	58.0	31.0	31.0	4.0
Total Split (%)	53.1%	53.1%	25.0%	21.9%	21.9%	3%	23%	19%	36%	19%	19%	3%
Yellow Time (s)	4.0	4.0	4.0			3.0	4.0	4.0	4.0	4.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0			0.0	1.0	1.0	1.0	2.0	2.0	0.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-2.0	-2.0							
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0							
Lead/Lag	Lag	Lag	Lead			Lead	Lag		Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	Max	Max	Max			Max	Max	Max	Max	Max	Max	Max

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:, Start of Green
Natural Cycle: 70
Control Type: Pretimed

Splits and Phases: 13: Hallandale Beach Boulevard & North 1st Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	SBR2	NEL	NER
Lane Configurations											
Volume (veh/h)	75	1114	12	4	1168	30	0	0	18	0	1
Sign Control		Free			Free		Stop			Stop	
Grade		0%			0%		0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	77	1137	12	4	1192	31	0	0	18	0	1
Pedestrians											
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)											
Median type		None			None						
Median storage veh)											
Upstream signal (ft)		691			699						
pX, platoon unblocked	0.80			0.81			0.90	0.90	0.80	0.90	0.81
vC, conflicting volume	1222			1149			1938	2517	611	2527	574
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vCu, unblocked vol	787			709			857	1502	26	1512	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	6.5	6.9
tC, 2 stage (s)											
tF (s)	2.2			2.2			3.5	4.0	3.3	4.0	3.3
p0 queue free %	88			99			100	100	98	100	100
cM capacity (veh/h)	665			716			204	95	839	94	876

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	NE 1
Volume Total	77	758	391	4	795	428	18	1
Volume Left	77	0	0	4	0	0	0	0
Volume Right	0	0	12	0	0	31	18	1
cSH	665	1700	1700	716	1700	1700	839	876
Volume to Capacity	0.12	0.45	0.23	0.01	0.47	0.25	0.02	0.00
Queue Length 95th (ft)	10	0	0	0	0	0	2	0
Control Delay (s)	11.1	0.0	0.0	10.1	0.0	0.0	9.4	9.1
Lane LOS	B			B			A	A
Approach Delay (s)	0.7			0.0			9.4	9.1
Approach LOS							A	A

Intersection Summary				
Average Delay	0.4			
Intersection Capacity Utilization	44.1%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	17	84	1223	123	21	1453	41	197	72	23	111	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	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	1.00	0.91		0.97	1.00		1.00	1.00
Frt		1.00	1.00	0.85	1.00	1.00		1.00	0.96		1.00	0.91
Flt Protected		0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)		1770	5085	1583	1770	5064		3433	1794		1770	1689
Flt Permitted		0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00
Satd. Flow (perm)		1770	5085	1583	1770	5064		3433	1794		1770	1689
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)	18	87	1261	127	22	1498	42	203	74	24	114	87
RTOR Reduction (vph)	0	0	0	43	0	1	0	0	9	0	0	46
Lane Group Flow (vph)	0	105	1261	84	22	1539	0	203	89	0	114	185
Turn Type	Prot	Prot		Perm	Prot			Prot			Prot	
Protected Phases	5	5	2		1	6		3	8		7	4
Permitted Phases				2								
Actuated Green, G (s)		15.2	93.6	93.6	5.2	83.6		14.4	22.7		14.5	22.8
Effective Green, g (s)		15.2	95.6	95.6	7.2	85.6		16.4	24.7		16.5	24.8
Actuated g/C Ratio		0.09	0.60	0.60	0.05	0.53		0.10	0.15		0.10	0.16
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)		168	3038	946	80	2709		352	277		183	262
v/s Ratio Prot		c0.06	0.25		0.01	c0.30		0.06	0.05		c0.06	c0.11
v/s Ratio Perm				0.05								
v/c Ratio		0.62	0.42	0.09	0.28	0.57		0.58	0.32		0.62	0.70
Uniform Delay, d1		69.7	17.2	13.7	73.9	24.8		68.5	60.2		68.8	64.1
Progression Factor		1.36	0.36	0.05	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2		6.6	0.4	0.2	1.9	0.9		2.3	0.7		6.5	8.3
Delay (s)		101.2	6.6	0.9	75.7	25.7		70.8	60.9		75.2	72.4
Level of Service		F	A	A	E	C		E	E		E	E
Approach Delay (s)			12.8			26.4			67.5			73.4
Approach LOS			B			C			E			E

Intersection Summary			
HCM Average Control Delay	28.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	68.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

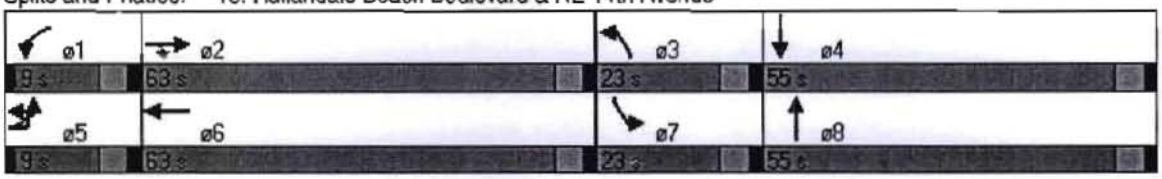
Movement	SBR
Lane Configurations	
Volume (vph)	140
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	144
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected 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	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	84	1223	123	21	1453	197	72	111	84
Turn Type	Prot		Perm	Prot		Prot		Prot	
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
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	10.0	22.0	10.0	22.0
Total Split (s)	19.0	63.0	63.0	19.0	63.0	23.0	55.0	23.0	55.0
Total Split (%)	11.9%	39.4%	39.4%	11.9%	39.4%	14.4%	34.4%	14.4%	34.4%
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
Lost Time Adjust (s)	0.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	6.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Min	None	Min

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

Splits and Phases: 15: Hallandale Beach Boulevard & NE 14th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	295	401	28	317	31	676	1489	13	83	934	113
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	1.00	1.00		1.00		0.97	0.95		1.00	0.95	1.00
Frt	1.00	1.00	0.85		0.99		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583		1835		3433	3535		1770	3539	1583
Flt Permitted	0.20	1.00	1.00		0.95		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	373	1863	1583		1753		3433	3535		1770	3539	1583
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)	204	317	431	30	341	33	727	1601	14	89	1004	122
RTOR Reduction (vph)	0	0	7	0	2	0	0	0	0	0	0	59
Lane Group Flow (vph)	204	317	424	0	402	0	727	1615	0	89	1004	63
Turn Type	pm+pt		pm+ov	Perm			Prot			Prot		pm+ov
Protected Phases	7	4	5		8		5	2		1	6	7
Permitted Phases	4		4	8								6
Actuated Green, G (s)	55.0	55.0	91.3		37.1		36.3	78.7		8.3	50.7	62.6
Effective Green, g (s)	57.0	57.0	95.3		39.1		38.3	80.7		10.3	52.7	66.6
Actuated g/C Ratio	0.36	0.36	0.60		0.24		0.24	0.50		0.06	0.33	0.42
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)	254	664	982		428		822	1783		114	1166	698
v/s Ratio Prot	c0.07	0.17	0.10				c0.21	c0.46		0.05	0.28	0.01
v/s Ratio Perm	0.22		0.16		c0.23							0.03
v/c Ratio	0.80	0.48	0.43		0.94		0.88	0.91		0.78	0.86	0.09
Uniform Delay, d1	41.4	39.9	17.6		59.3		58.7	36.2		73.7	50.2	28.3
Progression Factor	1.00	1.00	1.00		1.00		1.22	0.60		1.00	1.00	1.00
Incremental Delay, d2	16.6	0.5	0.3		28.2		8.5	6.2		28.4	8.4	0.1
Delay (s)	58.0	40.5	17.9		87.5		79.9	27.8		102.2	58.7	28.4
Level of Service	E	D	B		F		E	C		F	E	C
Approach Delay (s)		34.0			87.5			44.0			58.8	
Approach LOS		C			F			D			E	

Intersection Summary

HCM Average Control Delay	49.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	95.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	190	295	401	28	317	676	1489	83	934	113
Turn Type	pm+pt		pm+ov	Perm		Prot		Prot		pm+ov
Protected Phases	7	4	5		8	5	2	1	6	7
Permitted Phases	4		4	8						6
Detector Phase	7	4	5	8	8	5	2	1	6	7
Switch Phase										
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	22.0	22.0	10.0	22.0	10.0	22.0	10.0
Total Split (s)	16.0	60.0	43.0	44.0	44.0	43.0	86.0	14.0	57.0	16.0
Total Split (%)	10.0%	37.5%	26.9%	27.5%	27.5%	26.9%	53.8%	8.8%	35.6%	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
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	None

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: 90
Control Type: Actuated-Coordinated

Splits and Phases: 10: Pembroke Road & US 1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	295	401	28	317	31	676	1489	13	83	934	113
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	1.00	1.00		1.00		0.97	0.95		1.00	0.95	1.00
Frt	1.00	1.00	0.85		0.99		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583		1835		3433	3535		1770	3539	1583
Flt Permitted	0.16	1.00	1.00		0.95		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	306	1863	1583		1752		3433	3535		1770	3539	1583
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)	204	317	431	30	341	33	727	1601	14	89	1004	122
RTOR Reduction (vph)	0	0	24	0	2	0	0	1	0	0	0	43
Lane Group Flow (vph)	204	317	407	0	402	0	727	1614	0	89	1004	79
Turn Type	pm+pt		pm+ov	Perm			Prot			Prot		pm+ov
Protected Phases	7	4	5		8		5	2		1	6	7
Permitted Phases	4		4	8								6
Actuated Green, G (s)	53.0	53.0	75.0		34.0		22.0	75.6		13.4	67.0	80.0
Effective Green, g (s)	55.0	55.0	79.0		36.0		24.0	77.6		15.4	69.0	84.0
Actuated g/C Ratio	0.34	0.34	0.49		0.22		0.15	0.48		0.10	0.43	0.52
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)	242	640	821		394		515	1714		170	1526	871
v/s Ratio Prot	c0.08	0.17	0.07				c0.21	c0.46		0.05	0.28	0.01
v/s Ratio Perm	0.21		0.18		c0.23							0.04
v/c Ratio	0.84	0.50	0.50		1.02		1.41	0.94		0.52	0.66	0.09
Uniform Delay, d1	43.0	41.5	27.1		62.0		68.0	39.1		68.8	36.1	18.9
Progression Factor	1.00	1.00	1.00		1.00		1.16	0.51		1.00	1.00	1.00
Incremental Delay, d2	22.5	0.6	0.5		50.4		193.6	9.2		2.9	2.2	0.0
Delay (s)	65.5	42.1	27.6		112.4		272.5	29.2		71.7	38.4	19.0
Level of Service	E	D	C		F		F	C		E	D	B
Approach Delay (s)		40.6			112.4			104.7			38.9	
Approach LOS		D			F			F			D	

Intersection Summary

HCM Average Control Delay	76.6	HCM Level of Service	E
HCM Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	95.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	190	295	401	28	317	676	1489	83	934	113
Turn Type	pm+pt		pm+ov	Perm		Prot		Prot		pm+ov
Protected Phases	7	4	5		8	5	2	1	6	7
Permitted Phases	4		4	8						6
Detector Phase	7	4	5	8	8	5	2	1	6	7
Switch Phase										
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	22.0	22.0	10.0	22.0	10.0	22.0	10.0
Total Split (s)	19.0	59.0	28.0	40.0	40.0	28.0	73.0	28.0	73.0	19.0
Total Split (%)	11.9%	36.9%	17.5%	25.0%	25.0%	17.5%	45.6%	17.5%	45.6%	11.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	None

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: 90
Control Type: Actuated-Coordinated

Splits and Phases: 10: Pembroke Road & US 1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	17	59	112	38	180	49	1693	130	234	1240	23
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	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95		0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1761	1583	1770	1863	1583	3433	3501		3433	3529	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1761	1583	1770	1863	1583	3433	3501		3433	3529	
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)	22	18	61	115	39	186	51	1745	134	241	1278	24
RTOR Reduction (vph)	0	0	54	0	0	144	0	2	0	0	0	0
Lane Group Flow (vph)	20	20	7	115	39	42	51	1877	0	241	1302	0
Turn Type	Split		pm+ov	Split		pm+ov	Prot			Prot		
Protected Phases	4	4	5	8	8	1	5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	6.4	6.4	14.2	15.7	15.7	32.2	7.8	95.4		16.5	104.1	
Effective Green, g (s)	9.4	9.4	18.2	18.7	18.7	36.2	9.8	97.4		18.5	106.1	
Actuated g/C Ratio	0.06	0.06	0.11	0.12	0.12	0.23	0.06	0.61		0.12	0.66	
Clearance Time (s)	7.0	7.0	6.0	7.0	7.0	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)	99	103	180	207	218	358	210	2131		397	2340	
v/s Ratio Prot	c0.01	0.01	0.00	c0.06	0.02	0.01	0.01	c0.54		c0.07	0.37	
v/s Ratio Perm			0.00			0.01						
v/c Ratio	0.20	0.19	0.04	0.56	0.18	0.12	0.24	0.88		0.61	0.56	
Uniform Delay, d1	71.7	71.7	63.1	66.7	63.7	49.2	71.6	26.4		67.3	14.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.89	0.72	
Incremental Delay, d2	1.0	0.9	0.1	3.2	0.4	0.1	0.6	5.6		2.1	0.8	
Delay (s)	72.7	72.6	63.2	69.9	64.1	49.4	72.2	32.1		62.0	11.1	
Level of Service	E	E	E	E	E	D	E	C		E	B	
Approach Delay (s)		67.0			58.0			33.1			19.1	
Approach LOS		E			E			C			B	

Intersection Summary

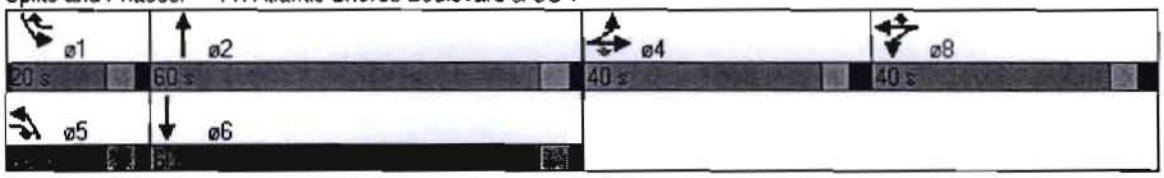
HCM Average Control Delay	30.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	80.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Volume (vph)	21	17	59	112	38	180	49	1693	234	1240
Turn Type	Split		pm+ov	Split		pm+ov	Prot		Prot	
Protected Phases	4	4	5	8	8	1	5	2	1	6
Permitted Phases			4			8				
Detector Phase	4	4	5	8	8	1	5	2	1	6
Switch Phase										
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)	23.0	23.0	10.0	23.0	23.0	10.0	10.0	22.0	10.0	22.0
Total Split (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	60.0	20.0	60.0
Total Split (%)	25.0%	25.0%	12.5%	25.0%	25.0%	12.5%	12.5%	37.5%	12.5%	37.5%
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)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-2.0	-3.0	-3.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag			Lead			Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	C-Min

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: 130
Control Type: Actuated-Coordinated

Splits and Phases: 11: Atlantic Shores Boulevard & US 1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1677	55	158	2036	0	0	0	0	177	280	56
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	
Lane Util. Factor		0.86		1.00	0.91						0.86	
Frt		1.00		1.00	1.00						0.98	
Flt Protected		1.00		0.95	1.00						0.98	
Satd. Flow (prot)		6377		1770	5085						6196	
Flt Permitted		1.00		0.95	1.00						0.98	
Satd. Flow (perm)		6377		1770	5085						6196	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1823	60	172	2213	0	0	0	0	192	304	61
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	14	0
Lane Group Flow (vph)	0	1880	0	172	2213	0	0	0	0	0	543	0
Turn Type				custom						Split		
Protected Phases		4		2 3	2 3 4					1 5	1 5	
Permitted Phases				2 3								
Actuated Green, G (s)		46.0		78.0	129.0						23.0	
Effective Green, g (s)		47.0		79.0	130.0						15.0	
Actuated g/C Ratio		0.29		0.49	0.81						0.09	
Clearance Time (s)		5.0										
Lane Grp Cap (vph)		1873		874	4132						581	
v/s Ratio Prot		c0.29		0.10	c0.44						c0.09	
v/s Ratio Perm												
v/c Ratio		1.00		0.20	0.54						0.91dl	
Uniform Delay, d1		56.5		22.7	5.0						72.0	
Progression Factor		1.00		0.05	0.94						1.00	
Incremental Delay, d2		21.7		0.0	0.0						24.4	
Delay (s)		78.2		1.1	4.7						96.4	
Level of Service		E		A	A						F	
Approach Delay (s)		78.2			4.5			0.0			96.4	
Approach LOS		E			A			A			F	

Intersection Summary

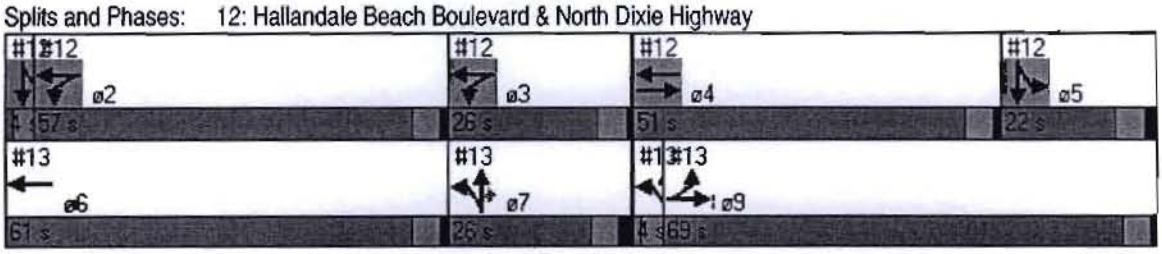
HCM Average Control Delay	43.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	86.5%	ICU Level of Service	E
Analysis Period (min)	15		

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

Lane Group	EBT	WBL	WBT	SBT	ø1	ø2	ø3	ø5	ø6	ø7	ø8	ø9
Lane Configurations												
Volume (vph)	1677	158	2036	280								
Turn Type		custom										
Protected Phases	4	2 3	2 3 4	1 5	1	2	3	5	6	7	8	9
Permitted Phases		2 3										
Detector Phase	4	2	2	1								
Switch Phase		3	3	5								
Minimum Initial (s)	4.0				1.0	4.0	4.0	4.0	4.0	4.0	1.0	4.0
Minimum Split (s)	21.0				4.0	21.0	9.0	10.0	21.0	10.0	4.0	9.0
Total Split (s)	51.0	83.0	134.0	26.0	4.0	57.0	26.0	22.0	61.0	26.0	4.0	69.0
Total Split (%)	31.9%	51.9%	83.8%	16.3%	3%	36%	16%	14%	38%	16%	3%	43%
Yellow Time (s)	4.0				3.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0				0.0	1.0	1.0	2.0	1.0	2.0	0.0	1.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	1.0								
Total Lost Time (s)	4.0	4.0	4.0	4.0								
Lead/Lag	Lead				Lead	Lag		Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes				Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	Max				Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:, Start of Green
Natural Cycle: 130
Control Type: Pretimed

Splits and Phases: 12: Hallandale Beach Boulevard & North Dixie Highway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1677	55	158	2036	0	0	0	0	177	280	56
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	
Lane Util. Factor		0.86		1.00	0.91						0.86	
Frt		1.00		1.00	1.00						0.98	
Flt Protected		1.00		0.95	1.00						0.98	
Satd. Flow (prot)		6377		1770	5085						6196	
Flt Permitted		1.00		0.95	1.00						0.98	
Satd. Flow (perm)		6377		1770	5085						6196	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1823	60	172	2213	0	0	0	0	192	304	61
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	14	0
Lane Group Flow (vph)	0	1880	0	172	2213	0	0	0	0	0	543	0
Turn Type				custom						Split		
Protected Phases		4		2 3	2 3 4					1 5	1 5	
Permitted Phases				2 3								
Actuated Green, G (s)		44.0		74.0	123.0						29.0	
Effective Green, g (s)		45.0		75.0	124.0						21.0	
Actuated g/C Ratio		0.28		0.47	0.78						0.13	
Clearance Time (s)		5.0										
Lane Grp Cap (vph)		1794		830	3941						813	
v/s Ratio Prot		c0.29		0.10	c0.44						c0.09	
v/s Ratio Perm												
v/c Ratio		1.05		0.21	0.56						0.67	
Uniform Delay, d1		57.5		25.0	7.2						66.2	
Progression Factor		1.00		0.04	0.92						1.00	
Incremental Delay, d2		35.1		0.1	0.1						4.3	
Delay (s)		92.6		1.0	6.6						70.5	
Level of Service		F		A	A						E	
Approach Delay (s)		92.6			6.2			0.0			70.5	
Approach LOS		F			A			A			E	

Intersection Summary

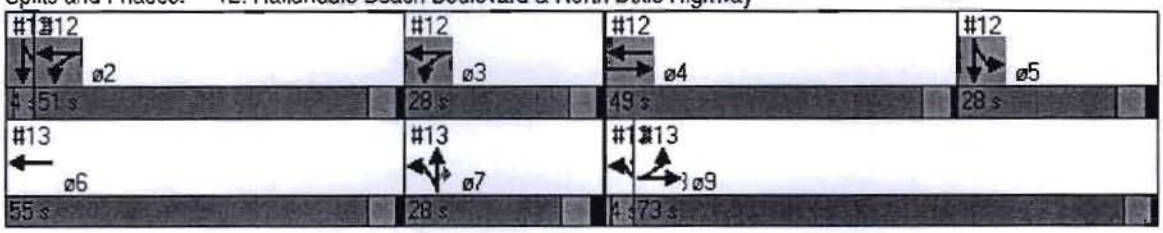
HCM Average Control Delay	47.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	86.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	ø1	ø2	ø3	ø5	ø6	ø7	ø8	ø9
Lane Configurations												
Volume (vph)	1677	158	2036	280								
Turn Type		custom										
Protected Phases	4	2 3	2 3 4	1 5	1	2	3	5	6	7	8	9
Permitted Phases		2 3										
Detector Phase	4	2	2	1								
Switch Phase		3	3	5								
Minimum Initial (s)	4.0				1.0	4.0	4.0	4.0	4.0	4.0	1.0	4.0
Minimum Split (s)	21.0				4.0	21.0	9.0	10.0	21.0	10.0	4.0	9.0
Total Split (s)	49.0	79.0	128.0	32.0	4.0	51.0	28.0	28.0	55.0	28.0	4.0	73.0
Total Split (%)	30.6%	49.4%	80.0%	20.0%	3%	32%	18%	18%	34%	18%	3%	46%
Yellow Time (s)	4.0				3.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0				0.0	1.0	1.0	2.0	1.0	2.0	0.0	1.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	1.0								
Total Lost Time (s)	4.0	4.0	4.0	4.0								
Lead/Lag	Lead				Lead	Lag		Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes				Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	Max				Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:, Start of Green
Natural Cycle: 130
Control Type: Pretimed

Splits and Phases: 12: Hallandale Beach Boulevard & North Dixie Highway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	84	1667	0	0	1884	92	264	281	78	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0	4.0			
Lane Util. Factor	1.00	0.91			0.86			0.95	1.00			
Frt	1.00	1.00			0.99			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.98	1.00			
Satd. Flow (prot)	1770	5085			6363			3456	1583			
Flt Permitted	0.95	1.00			1.00			0.98	1.00			
Satd. Flow (perm)	1770	5085			6363			3456	1583			
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)	93	1852	0	0	2093	102	293	312	87	0	0	0
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	65	0	0	0
Lane Group Flow (vph)	93	1852	0	0	2190	0	0	605	22	0	0	0
Turn Type	custom						Split		Perm			
Protected Phases	9	9			6		7 8	7 8				
Permitted Phases	9								7 8			
Actuated Green, G (s)	64.0	64.0			56.0			27.0	27.0			
Effective Green, g (s)	65.0	65.0			57.0			29.0	29.0			
Actuated g/C Ratio	0.41	0.41			0.36			0.18	0.18			
Clearance Time (s)	5.0	5.0			5.0							
Lane Grp Cap (vph)	719	2066			2267			626	287			
v/s Ratio Prot	0.05	c0.36			c0.34			c0.18				
v/s Ratio Perm									0.01			
v/c Ratio	0.13	0.90			0.97			0.97	0.08			
Uniform Delay, d1	29.8	44.4			50.6			65.0	54.4			
Progression Factor	0.02	0.13			1.00			1.00	1.00			
Incremental Delay, d2	0.1	1.9			12.5			28.6	0.5			
Delay (s)	0.6	7.6			63.0			93.6	54.9			
Level of Service	A	A			E			F	D			
Approach Delay (s)		7.3			63.0			88.8			0.0	
Approach LOS		A			E			F			A	

Intersection Summary

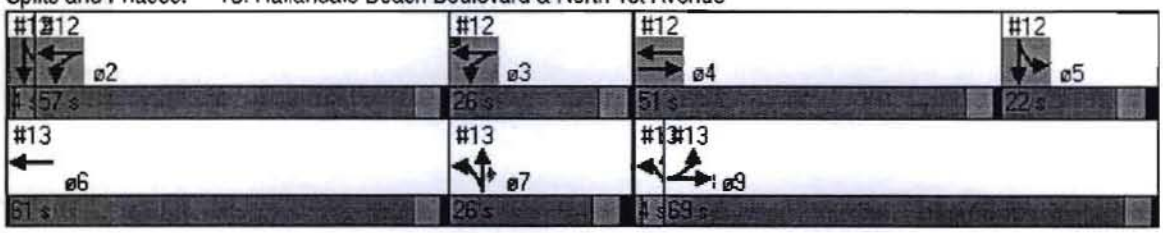
HCM Average Control Delay	44.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	86.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR	ø1	ø2	ø3	ø4	ø5	ø7	ø8
Lane Configurations												
Volume (vph)	84	1667	1884	281	78							
Turn Type	custom				Perm							
Protected Phases	9	9	6	7 8		1	2	3	4	5	7	8
Permitted Phases	9				7 8							
Detector Phase	9	9	6	7	7							
Switch Phase				8	8							
Minimum Initial (s)	4.0	4.0	4.0			1.0	4.0	4.0	4.0	4.0	4.0	1.0
Minimum Split (s)	9.0	9.0	21.0			4.0	21.0	9.0	21.0	10.0	10.0	4.0
Total Split (s)	69.0	69.0	61.0	30.0	30.0	4.0	57.0	26.0	51.0	22.0	26.0	4.0
Total Split (%)	43.1%	43.1%	38.1%	18.8%	18.8%	3%	36%	16%	32%	14%	16%	3%
Yellow Time (s)	4.0	4.0	4.0			3.0	4.0	4.0	4.0	4.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0			0.0	1.0	1.0	1.0	2.0	2.0	0.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-2.0	-2.0							
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0							
Lead/Lag	Lag	Lag	Lead			Lead	Lag		Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	Max	Max	Max			Max	Max	Max	Max	Max	Max	Max

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:, Start of Green
Natural Cycle: 130
Control Type: Pretimed

Splits and Phases: 13: Hallandale Beach Boulevard & North 1st Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	84	1667	0	0	1884	92	264	281	78	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0	4.0			
Lane Util. Factor	1.00	0.91			0.86			0.95	1.00			
Frt	1.00	1.00			0.99			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.98	1.00			
Satd. Flow (prot)	1770	5085			6363			3456	1583			
Flt Permitted	0.95	1.00			1.00			0.98	1.00			
Satd. Flow (perm)	1770	5085			6363			3456	1583			
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)	93	1852	0	0	2093	102	293	312	87	0	0	0
RTOR Reduction (vph)	0	0	0	0	4	0	0	0	65	0	0	0
Lane Group Flow (vph)	93	1852	0	0	2191	0	0	605	23	0	0	0
Turn Type	custom						Split		Perm			
Protected Phases	9	9			6		7 8	7 8				
Permitted Phases	9								7 8			
Actuated Green, G (s)	68.0	68.0			50.0			29.0	29.0			
Effective Green, g (s)	69.0	69.0			51.0			31.0	31.0			
Actuated g/C Ratio	0.43	0.43			0.32			0.19	0.19			
Clearance Time (s)	5.0	5.0			5.0							
Lane Grp Cap (vph)	763	2193			2028			670	307			
v/s Ratio Prot	0.05	c0.36			c0.34			c0.18				
v/s Ratio Perm									0.01			
v/c Ratio	0.12	0.84			1.08			0.90	0.07			
Uniform Delay, d1	27.3	40.7			54.5			63.0	52.8			
Progression Factor	0.01	0.15			1.00			1.00	1.00			
Incremental Delay, d2	0.0	0.4			45.6			17.8	0.5			
Delay (s)	0.2	6.6			100.1			80.8	53.2			
Level of Service	A	A			F			F	D			
Approach Delay (s)		6.3			100.1			77.3			0.0	
Approach LOS		A			F			E			A	

Intersection Summary

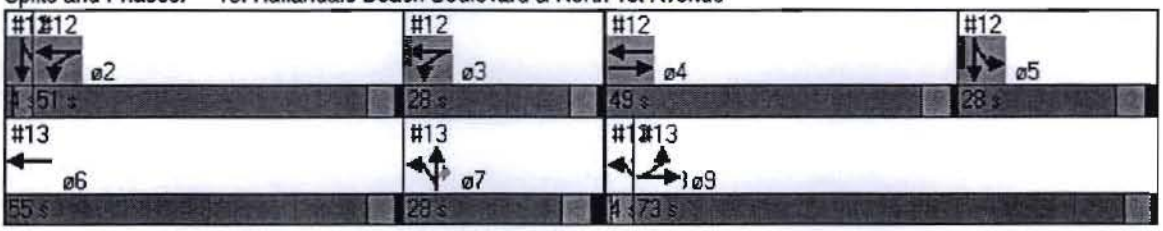
HCM Average Control Delay	59.1	HCM Level of Service	E
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	86.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR	ø1	ø2	ø3	ø4	ø5	ø7	ø8
Lane Configurations												
Volume (vph)	84	1667	1884	281	78							
Turn Type	custom				Perm							
Protected Phases	9	9	6	7 8		1	2	3	4	5	7	8
Permitted Phases	9				7 8							
Detector Phase	9	9	6	7	7							
Switch Phase				8	8							
Minimum Initial (s)	4.0	4.0	4.0			1.0	4.0	4.0	4.0	4.0	4.0	1.0
Minimum Split (s)	9.0	9.0	21.0			4.0	21.0	9.0	21.0	10.0	10.0	4.0
Total Split (s)	73.0	73.0	55.0	32.0	32.0	4.0	51.0	28.0	49.0	28.0	28.0	4.0
Total Split (%)	45.6%	45.6%	34.4%	20.0%	20.0%	3%	32%	18%	31%	18%	18%	3%
Yellow Time (s)	4.0	4.0	4.0			3.0	4.0	4.0	4.0	4.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0			0.0	1.0	1.0	1.0	2.0	2.0	0.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-2.0	-2.0							
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0							
Lead/Lag	Lag	Lag	Lead			Lead	Lag		Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	Max	Max	Max			Max	Max	Max	Max	Max	Max	Max

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:, Start of Green
Natural Cycle: 130
Control Type: Pretimed

Splits and Phases: 13: Hallandale Beach Boulevard & North 1st Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	SBR2	NEL	NER
Lane Configurations											
Volume (veh/h)	180	1680	3	13	1454	49	0	0	69	0	12
Sign Control		Free			Free		Stop			Stop	
Grade		0%			0%		0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	184	1714	3	13	1484	50	0	0	70	0	12
Pedestrians											
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)											
Median type		None			None						
Median storage veh)											
Upstream signal (ft)		691			699						
pX, platoon unblocked	0.66						0.66	0.66	0.66	0.66	
vC, conflicting volume	1534			1717			2772	3620	767	3643	859
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vCu, unblocked vol	784			1717			2655	3937	0	3972	859
tC, single (s)	4.1			4.1			7.5	6.5	6.9	6.5	6.9
tC, 2 stage (s)											
tF (s)	2.2			2.2			3.5	4.0	3.3	4.0	3.3
p0 queue free %	67			96			100	100	90	100	96
cM capacity (veh/h)	549			365			5	1	717	1	300

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	NE 1
Volume Total	184	1143	574	13	989	545	70	12
Volume Left	184	0	0	13	0	0	0	0
Volume Right	0	0	3	0	0	50	70	12
cSH	549	1700	1700	365	1700	1700	717	300
Volume to Capacity	0.33	0.67	0.34	0.04	0.58	0.32	0.10	0.04
Queue Length 95th (ft)	36	0	0	3	0	0	8	3
Control Delay (s)	14.8	0.0	0.0	15.2	0.0	0.0	10.6	17.5
Lane LOS	B			C			B	C
Approach Delay (s)	1.4			0.1			10.6	17.5
Approach LOS							B	C

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	90	315	1887	327	55	1649	80	298	133	81	106	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	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	1.00	0.91		0.97	1.00		1.00	1.00
Frt		1.00	1.00	0.85	1.00	0.99		1.00	0.94		1.00	0.91
Flt Protected		0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)		1770	5085	1583	1770	5050		3433	1757		1770	1701
Flt Permitted		0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00
Satd. Flow (perm)		1770	5085	1583	1770	5050		3433	1757		1770	1701
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)	94	328	1966	341	57	1718	83	310	139	84	110	127
RTOR Reduction (vph)	0	0	0	114	0	3	0	0	14	0	0	31
Lane Group Flow (vph)	0	422	1966	227	57	1798	0	310	209	0	110	270
Turn Type	Prot	Prot		Perm	Prot			Prot			Prot	
Protected Phases	5	5	2		1	6		3	8		7	4
Permitted Phases				2								
Actuated Green, G (s)		39.4	90.8	90.8	7.2	58.6		13.0	27.2		10.8	25.0
Effective Green, g (s)		39.4	92.8	92.8	9.2	60.6		15.0	29.2		12.8	27.0
Actuated g/C Ratio		0.25	0.58	0.58	0.06	0.38		0.09	0.18		0.08	0.17
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)		436	2949	918	102	1913		322	321		142	287
v/s Ratio Prot		c0.24	0.39		0.03	c0.36		c0.09	0.12		0.06	c0.16
v/s Ratio Perm				0.14								
v/c Ratio		0.97	0.67	0.25	0.56	0.94		0.96	0.65		0.77	0.94
Uniform Delay, d1		59.7	23.0	16.5	73.4	47.9		72.2	60.7		72.2	65.7
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2		34.4	1.2	0.6	6.5	10.6		40.0	4.7		22.7	37.6
Delay (s)		94.1	24.2	17.1	79.9	58.5		112.2	65.4		94.9	103.3
Level of Service		F	C	B	E	E		F	E		F	F
Approach Delay (s)			34.1			59.2			92.6			101.1
Approach LOS			C			E			F			F

Intersection Summary

HCM Average Control Delay	53.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	96.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Volume (vph)	167
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.96
Adj. Flow (vph)	174
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	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	315	1887	327	55	1649	298	133	106	122
Turn Type	Prot		Perm	Prot		Prot		Prot	
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
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	10.0	22.0	10.0	22.0
Total Split (s)	46.0	95.0	95.0	15.0	64.0	19.0	33.0	17.0	31.0
Total Split (%)	28.8%	59.4%	59.4%	9.4%	40.0%	11.9%	20.6%	10.6%	19.4%
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
Lost Time Adjust (s)	0.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	6.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Min	None	Min

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 15: Hallandale Beach Boulevard & NE 14th Avenue

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	90	315	1887	327	55	1649	80	298	133	81	106	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	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	1.00	0.91		0.97	1.00		1.00	1.00
Frt		1.00	1.00	0.85	1.00	0.99		1.00	0.94		1.00	0.91
Flt Protected		0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)		1770	5085	1583	1770	5050		3433	1757		1770	1701
Flt Permitted		0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00
Satd. Flow (perm)		1770	5085	1583	1770	5050		3433	1757		1770	1701
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)	94	328	1966	341	57	1718	83	310	139	84	110	127
RTOR Reduction (vph)	0	0	0	89	0	3	0	0	16	0	0	36
Lane Group Flow (vph)	0	422	1966	252	57	1798	0	310	207	0	110	265
Turn Type	Prot	Prot		Perm	Prot			Prot			Prot	
Protected Phases	5	5	2		1	6		3	8		7	4
Permitted Phases				2								
Actuated Green, G (s)		34.1	79.9	79.9	9.2	55.0		16.6	32.6		14.3	30.3
Effective Green, g (s)		34.1	81.9	81.9	11.2	57.0		18.6	34.6		16.3	32.3
Actuated g/C Ratio		0.21	0.51	0.51	0.07	0.36		0.12	0.22		0.10	0.20
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)		377	2603	810	124	1799		399	380		180	343
v/s Ratio Prot		c0.24	0.39		0.03	c0.36		c0.09	0.12		0.06	c0.16
v/s Ratio Perm				0.16								
v/c Ratio		1.12	0.76	0.31	0.46	1.00		0.78	0.55		0.61	0.77
Uniform Delay, d1		63.0	31.1	22.7	71.5	51.5		68.7	55.7		68.8	60.4
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2		82.8	2.1	1.0	2.7	21.1		9.2	1.6		6.0	10.3
Delay (s)		145.7	33.2	23.7	74.2	72.5		77.9	57.3		74.8	70.7
Level of Service		F	C	C	E	E		E	E		E	E
Approach Delay (s)			49.4			72.6			69.3			71.8
Approach LOS			D			E			E			E

Intersection Summary

HCM Average Control Delay	60.8	HCM Level of Service	E
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	96.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

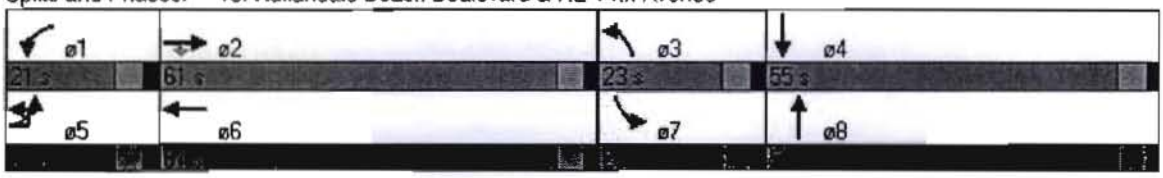
	↙
Movement	SBR
Lane Configurations	
Volume (vph)	167
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.96
Adj. Flow (vph)	174
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected 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	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	315	1887	327	55	1649	298	133	106	122
Turn Type	Prot		Perm	Prot		Prot		Prot	
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
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	10.0	22.0	10.0	22.0
Total Split (s)	21.0	61.0	61.0	21.0	61.0	23.0	55.0	23.0	55.0
Total Split (%)	13.1%	38.1%	38.1%	13.1%	38.1%	14.4%	34.4%	14.4%	34.4%
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
Lost Time Adjust (s)	0.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	6.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Min	None	Min

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 15: Hallandale Beach Boulevard & NE 14th Avenue



2009 Future Total Traffic Conditions SYNCHRO 7.0 Outputs

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	132	203	547	19	279	18	418	892	6	29	798	103
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	1.00	1.00		1.00		0.97	0.95		1.00	0.95	1.00
Frt	1.00	1.00	0.85		0.99		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583		1843		3433	3536		1770	3539	1583
Flt Permitted	0.21	1.00	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	395	1863	1583		1796		3433	3536		1770	3539	1583
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)	142	218	588	20	300	19	449	959	6	31	858	111
RTOR Reduction (vph)	0	0	35	0	2	0	0	0	0	0	0	55
Lane Group Flow (vph)	142	218	553	0	337	0	449	965	0	31	858	56
Turn Type	pm+pt		pm+ov	Perm			Prot			Prot		pm+ov
Protected Phases	7	4	5		8		5	2		1	6	7
Permitted Phases	4		4	8								6
Actuated Green, G (s)	57.3	57.3	82.6		33.7		25.3	77.5		7.2	59.4	77.0
Effective Green, g (s)	59.3	59.3	86.6		35.7		27.3	79.5		9.2	61.4	81.0
Actuated g/C Ratio	0.37	0.37	0.54		0.22		0.17	0.50		0.06	0.38	0.51
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)	315	690	896		401		586	1757		102	1358	841
v/s Ratio Prot	0.06	0.12	c0.11				c0.13	0.27		0.02	c0.24	0.01
v/s Ratio Perm	0.11		0.24		c0.19							0.03
v/c Ratio	0.45	0.32	0.62		0.84		0.77	0.55		0.30	0.63	0.07
Uniform Delay, d1	37.5	35.9	25.3		59.4		63.3	27.9		72.3	40.1	20.2
Progression Factor	1.00	1.00	1.00		1.00		1.22	0.65		1.00	1.00	1.00
Incremental Delay, d2	1.0	0.3	1.3		14.7		5.4	1.1		1.7	2.2	0.0
Delay (s)	38.5	36.2	26.5		74.1		82.7	19.2		74.0	42.3	20.2
Level of Service	D	D	C		E		F	B		E	D	C
Approach Delay (s)		30.6			74.1			39.3			40.9	
Approach LOS		C			E			D			D	

Intersection Summary

HCM Average Control Delay	40.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	82.8%	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)	132	203	547	19	279	418	892	29	798	103
Turn Type	pm+pt		pm+ov	Perm		Prot		Prot		pm+ov
Protected Phases	7	4	5		8	5	2	1	6	7
Permitted Phases	4		4	8						6
Detector Phase	7	4	5	8	8	5	2	1	6	7
Switch Phase										
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	22.0	22.0	10.0	22.0	10.0	22.0	10.0
Total Split (s)	19.0	59.0	28.0	40.0	40.0	28.0	73.0	28.0	73.0	19.0
Total Split (%)	11.9%	36.9%	17.5%	25.0%	25.0%	17.5%	45.6%	17.5%	45.6%	11.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	None

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: 65
Control Type: Actuated-Coordinated

Splits and Phases: 10: Pembroke Road & US 1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	6	10	179	14	218	26	982	57	145	1169	16
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	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95		0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1759	1583	1770	1863	1583	3433	3510		3433	3532	
Flt Permitted	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1759	1583	1770	1863	1583	3433	3510		3433	3532	
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)	9	7	11	199	16	242	29	1091	63	161	1299	18
RTOR Reduction (vph)	0	0	10	0	0	182	0	2	0	0	0	0
Lane Group Flow (vph)	8	8	1	199	16	61	29	1152	0	161	1317	0
Turn Type	Split		pm+ov	Split		pm+ov	Prot			Prot		
Protected Phases	4	4	5	8	8	1	5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	2.9	2.9	8.6	23.2	23.2	36.0	5.7	95.1		12.8	102.2	
Effective Green, g (s)	5.9	5.9	12.6	26.2	26.2	40.0	7.7	97.1		14.8	104.2	
Actuated g/C Ratio	0.04	0.04	0.08	0.16	0.16	0.25	0.05	0.61		0.09	0.65	
Clearance Time (s)	7.0	7.0	6.0	7.0	7.0	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)	62	65	125	290	305	396	165	2130		318	2300	
v/s Ratio Prot	c0.00	0.00	0.00	c0.11	0.01	0.01	0.01	0.33		c0.05	c0.37	
v/s Ratio Perm			0.00			0.02						
v/c Ratio	0.13	0.12	0.01	0.69	0.05	0.15	0.18	0.54		0.51	0.57	
Uniform Delay, d1	74.6	74.5	67.9	63.0	56.4	46.8	73.1	18.4		69.1	15.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.76		0.96	0.73	
Incremental Delay, d2	0.9	0.9	0.0	6.6	0.1	0.2	0.5	1.0		1.0	0.9	
Delay (s)	75.5	75.4	68.0	69.6	56.5	47.0	57.6	33.3		67.1	12.1	
Level of Service	E	E	E	E	E	D	E	C		E	B	
Approach Delay (s)		72.4			57.2			33.9			18.1	
Approach LOS		E			E			C			B	

Intersection Summary

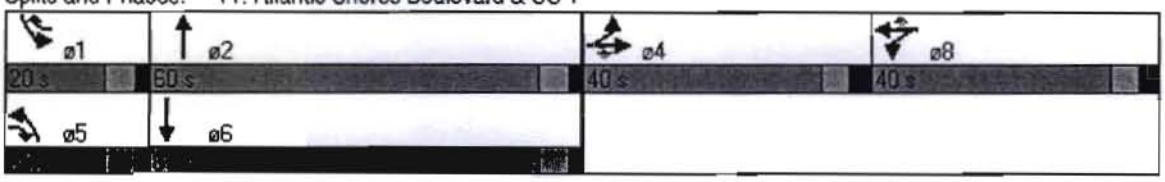
HCM Average Control Delay	30.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Volume (vph)	8	6	10	179	14	218	26	982	145	1169
Turn Type	Split		pm+ov	Split		pm+ov	Prot		Prot	
Protected Phases	4	4	5	8	8	1	5	2	1	6
Permitted Phases			4			8				
Detector Phase	4	4	5	8	8	1	5	2	1	6
Switch Phase										
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)	23.0	23.0	10.0	23.0	23.0	10.0	10.0	22.0	10.0	22.0
Total Split (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	60.0	20.0	60.0
Total Split (%)	25.0%	25.0%	12.5%	25.0%	25.0%	12.5%	12.5%	37.5%	12.5%	37.5%
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)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-2.0	-3.0	-3.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag			Lead			Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	C-Min

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: 90
Control Type: Actuated-Coordinated

Splits and Phases: 11: Atlantic Shores Boulevard & US 1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1440	70	127	1488	0	0	0	0	194	418	30
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	
Lane Util. Factor		0.86		1.00	0.91						0.86	
Frt		0.99		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		6363		1770	5085						6268	
Flt Permitted		1.00		0.95	1.00						0.99	
Satd. Flow (perm)		6363		1770	5085						6268	
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)	0	1600	78	141	1653	0	0	0	0	216	464	33
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	1674	0	141	1653	0	0	0	0	0	709	0
Turn Type				custom						Split		
Protected Phases		4		2 3	2 3 4					1 5	1 5	
Permitted Phases				2 3								
Actuated Green, G (s)		53.0		62.0	120.0						32.0	
Effective Green, g (s)		54.0		63.0	121.0						24.0	
Actuated g/C Ratio		0.34		0.39	0.76						0.15	
Clearance Time (s)		5.0										
Lane Grp Cap (vph)		2148		697	3846						940	
v/s Ratio Prot		c0.26		0.08	c0.33						c0.11	
v/s Ratio Perm												
v/c Ratio		0.78		0.20	0.43						0.75	
Uniform Delay, d1		47.6		31.9	7.0						65.2	
Progression Factor		1.00		0.04	0.85						1.00	
Incremental Delay, d2		2.9		0.2	0.1						5.6	
Delay (s)		50.5		1.4	6.1						70.8	
Level of Service		D		A	A						E	
Approach Delay (s)		50.5			5.7			0.0			70.8	
Approach LOS		D			A			A			E	

Intersection Summary

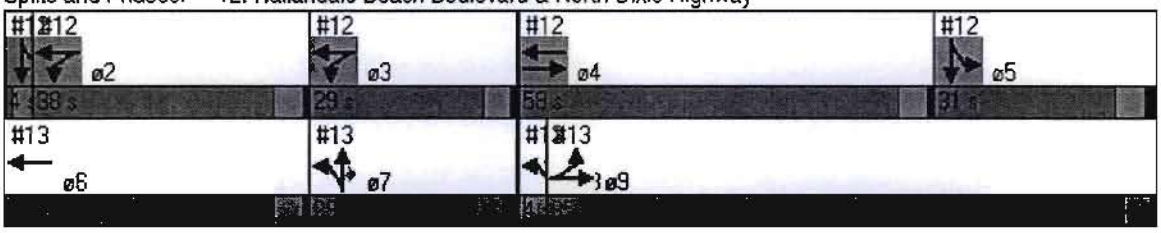
HCM Average Control Delay	34.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	ø1	ø2	ø3	ø5	ø6	ø7	ø8	ø9
Lane Configurations												
Volume (vph)	1440	127	1488	418								
Turn Type		custom										
Protected Phases	4	2 3	2 3 4	1 5	1	2	3	5	6	7	8	9
Permitted Phases		2 3										
Detector Phase	4	2	2	1								
Switch Phase		3	3	5								
Minimum Initial (s)	4.0				1.0	4.0	4.0	4.0	4.0	4.0	1.0	4.0
Minimum Split (s)	21.0				4.0	21.0	9.0	10.0	21.0	10.0	4.0	9.0
Total Split (s)	58.0	67.0	125.0	35.0	4.0	38.0	29.0	31.0	42.0	29.0	4.0	85.0
Total Split (%)	36.3%	41.9%	78.1%	21.9%	3%	24%	18%	19%	26%	18%	3%	53%
Yellow Time (s)	4.0				3.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0				0.0	1.0	1.0	2.0	1.0	2.0	0.0	1.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	1.0								
Total Lost Time (s)	4.0	4.0	4.0	4.0								
Lead/Lag	Lead				Lead	Lag		Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes				Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	Max				Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:, Start of Green
Natural Cycle: 70
Control Type: Pretimed

Splits and Phases: 12: Hallandale Beach Boulevard & North Dixie Highway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1440	70	127	1488	0	0	0	0	194	418	30
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	
Lane Util. Factor		0.86		1.00	0.91						0.86	
Frt		0.99		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		6363		1770	5085						6268	
Flt Permitted		1.00		0.95	1.00						0.99	
Satd. Flow (perm)		6363		1770	5085						6268	
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)	0	1600	78	141	1653	0	0	0	0	216	464	33
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	1674	0	141	1653	0	0	0	0	0	709	0
Turn Type				custom						Split		
Protected Phases		4		2 3	2 3 4					1 5	1 5	
Permitted Phases				2 3								
Actuated Green, G (s)		53.0		62.0	120.0						32.0	
Effective Green, g (s)		54.0		63.0	121.0						24.0	
Actuated g/C Ratio		0.34		0.39	0.76						0.15	
Clearance Time (s)		5.0										
Lane Grp Cap (vph)		2148		697	3846						940	
v/s Ratio Prot		c0.26		0.08	c0.33						c0.11	
v/s Ratio Perm												
v/c Ratio		0.78		0.20	0.43						0.75	
Uniform Delay, d1		47.6		31.9	7.0						65.2	
Progression Factor		1.00		0.04	0.96						1.00	
Incremental Delay, d2		2.9		0.1	0.0						5.6	
Delay (s)		50.5		1.3	6.8						70.8	
Level of Service		D		A	A						E	
Approach Delay (s)		50.5			6.4			0.0			70.8	
Approach LOS		D			A			A			E	

Intersection Summary

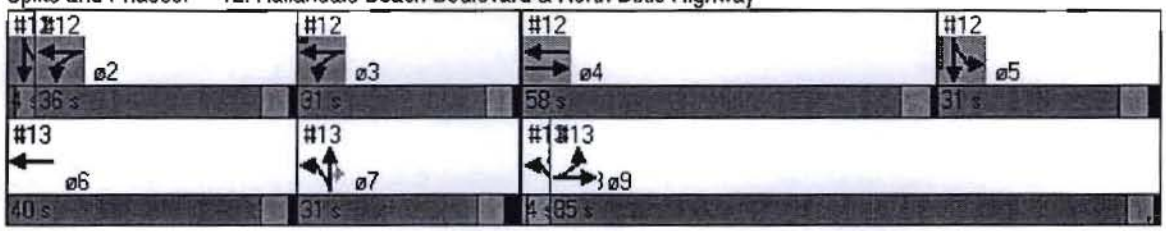
HCM Average Control Delay	35.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	ø1	ø2	ø3	ø5	ø6	ø7	ø8	ø9
Lane Configurations												
Volume (vph)	1440	127	1488	418								
Turn Type		custom										
Protected Phases	4	2 3	2 3 4	1 5	1	2	3	5	6	7	8	9
Permitted Phases		2 3										
Detector Phase	4	2	2	1								
Switch Phase		3	3	5								
Minimum Initial (s)	4.0				1.0	4.0	4.0	4.0	4.0	4.0	1.0	4.0
Minimum Split (s)	21.0				4.0	21.0	9.0	10.0	21.0	10.0	4.0	9.0
Total Split (s)	58.0	67.0	125.0	35.0	4.0	36.0	31.0	31.0	40.0	31.0	4.0	85.0
Total Split (%)	36.3%	41.9%	78.1%	21.9%	3%	23%	19%	19%	25%	19%	3%	53%
Yellow Time (s)	4.0				3.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0				0.0	1.0	1.0	2.0	1.0	2.0	0.0	1.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	1.0								
Total Lost Time (s)	4.0	4.0	4.0	4.0								
Lead/Lag	Lead				Lead	Lag		Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes				Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	Max				Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:, Start of Green
Natural Cycle: 70
Control Type: Pretimed

Splits and Phases: 12: Hallandale Beach Boulevard & North Dixie Highway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	67	1450	0	0	1417	40	162	131	61	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0	4.0			
Lane Util. Factor	1.00	0.91			0.86			0.95	1.00			
Frt	1.00	1.00			1.00			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.97	1.00			
Satd. Flow (prot)	1770	5085			6381			3444	1583			
Flt Permitted	0.95	1.00			1.00			0.97	1.00			
Satd. Flow (perm)	1770	5085			6381			3444	1583			
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)	74	1593	0	0	1557	44	178	144	67	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	54	0	0	0
Lane Group Flow (vph)	74	1593	0	0	1599	0	0	322	13	0	0	0
Turn Type	custom						Split		Perm			
Protected Phases	9	9			6		7 8	7 8				
Permitted Phases	9								7 8			
Actuated Green, G (s)	80.0	80.0			37.0			30.0	30.0			
Effective Green, g (s)	81.0	81.0			38.0			32.0	32.0			
Actuated g/C Ratio	0.51	0.51			0.24			0.20	0.20			
Clearance Time (s)	5.0	5.0			5.0							
Lane Grp Cap (vph)	896	2574			1515			689	317			
v/s Ratio Prot	0.04	c0.31			c0.25			c0.09				
v/s Ratio Perm									0.01			
v/c Ratio	0.08	0.62			1.06			0.47	0.04			
Uniform Delay, d1	20.4	28.4			61.0			56.5	51.6			
Progression Factor	0.01	0.08			0.88			1.00	1.00			
Incremental Delay, d2	0.1	0.7			35.8			2.3	0.3			
Delay (s)	0.3	3.1			89.5			58.7	51.9			
Level of Service	A	A			F			E	D			
Approach Delay (s)		3.0			89.5			57.6			0.0	
Approach LOS		A			F			E			A	

Intersection Summary

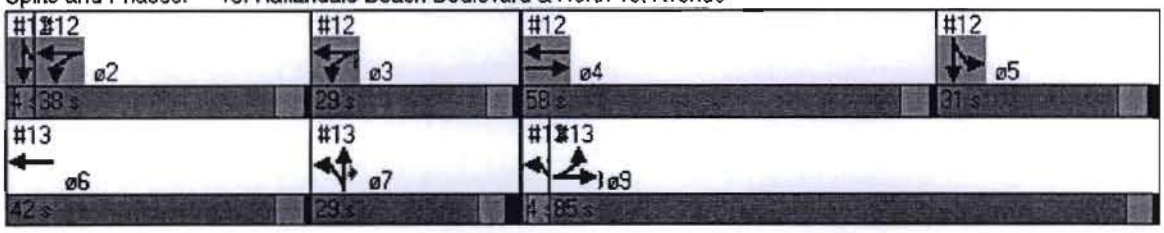
HCM Average Control Delay	46.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR	ø1	ø2	ø3	ø4	ø5	ø7	ø8
Lane Configurations												
Volume (vph)	67	1450	1417	131	61							
Turn Type	custom				Perm							
Protected Phases	9	9	6	7 8		1	2	3	4	5	7	8
Permitted Phases	9				7 8							
Detector Phase	9	9	6	7	7							
Switch Phase				8	8							
Minimum Initial (s)	4.0	4.0	4.0			1.0	4.0	4.0	4.0	4.0	4.0	1.0
Minimum Split (s)	9.0	9.0	21.0			4.0	21.0	9.0	21.0	10.0	10.0	4.0
Total Split (s)	85.0	85.0	42.0	33.0	33.0	4.0	38.0	29.0	58.0	31.0	29.0	4.0
Total Split (%)	53.1%	53.1%	26.3%	20.6%	20.6%	3%	24%	18%	36%	19%	18%	3%
Yellow Time (s)	4.0	4.0	4.0			3.0	4.0	4.0	4.0	4.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0			0.0	1.0	1.0	1.0	2.0	2.0	0.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-2.0	-2.0							
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0							
Lead/Lag	Lag	Lag	Lead			Lead	Lag		Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	Max	Max	Max			Max	Max	Max	Max	Max	Max	Max

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:, Start of Green
Natural Cycle: 70
Control Type: Pretimed

Splits and Phases: 13: Hallandale Beach Boulevard & North 1st Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	67	1450	0	0	1417	40	162	131	61	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0	4.0			
Lane Util. Factor	1.00	0.91			0.86			0.95	1.00			
Frt	1.00	1.00			1.00			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.97	1.00			
Satd. Flow (prot)	1770	5085			6381			3444	1583			
Flt Permitted	0.95	1.00			1.00			0.97	1.00			
Satd. Flow (perm)	1770	5085			6381			3444	1583			
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)	74	1593	0	0	1557	44	178	144	67	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	53	0	0	0
Lane Group Flow (vph)	74	1593	0	0	1599	0	0	322	14	0	0	0
Turn Type	custom						Split		Perm			
Protected Phases	9	9			6		7 8	7 8				
Permitted Phases	9								7 8			
Actuated Green, G (s)	80.0	80.0			35.0			32.0	32.0			
Effective Green, g (s)	81.0	81.0			36.0			34.0	34.0			
Actuated g/C Ratio	0.51	0.51			0.22			0.21	0.21			
Clearance Time (s)	5.0	5.0			5.0							
Lane Grp Cap (vph)	896	2574			1436			732	336			
v/s Ratio Prot	0.04	c0.31			c0.25			c0.09				
v/s Ratio Perm									0.01			
v/c Ratio	0.08	0.62			1.11			0.44	0.04			
Uniform Delay, d1	20.4	28.4			62.0			54.7	50.1			
Progression Factor	0.01	0.08			0.85			1.00	1.00			
Incremental Delay, d2	0.1	0.7			58.4			1.9	0.2			
Delay (s)	0.3	3.1			111.4			56.6	50.3			
Level of Service	A	A			F			E	D			
Approach Delay (s)		3.0			111.4			55.6			0.0	
Approach LOS		A			F			E			A	

Intersection Summary

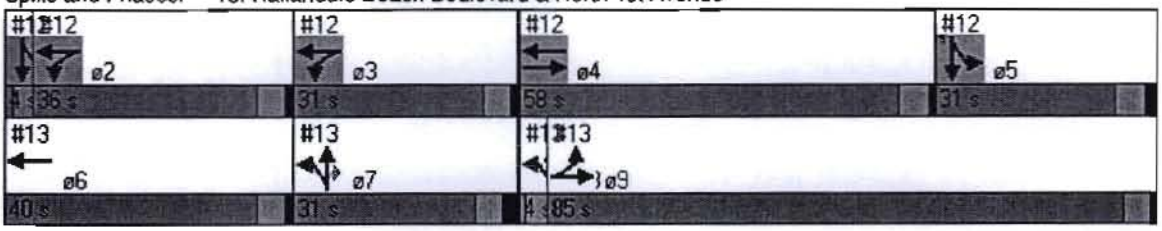
HCM Average Control Delay	56.0	HCM Level of Service	E
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR	ø1	ø2	ø3	ø4	ø5	ø7	ø8
Lane Configurations												
Volume (vph)	67	1450	1417	131	61							
Turn Type	custom				Perm							
Protected Phases	9	9	6	7 8		1	2	3	4	5	7	8
Permitted Phases	9				7 8							
Detector Phase	9	9	6	7	7							
Switch Phase				8	8							
Minimum Initial (s)	4.0	4.0	4.0			1.0	4.0	4.0	4.0	4.0	4.0	1.0
Minimum Split (s)	9.0	9.0	21.0			4.0	21.0	9.0	21.0	10.0	10.0	4.0
Total Split (s)	85.0	85.0	40.0	35.0	35.0	4.0	36.0	31.0	58.0	31.0	31.0	4.0
Total Split (%)	53.1%	53.1%	25.0%	21.9%	21.9%	3%	23%	19%	36%	19%	19%	3%
Yellow Time (s)	4.0	4.0	4.0			3.0	4.0	4.0	4.0	4.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0			0.0	1.0	1.0	1.0	2.0	2.0	0.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-2.0	-2.0							
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0							
Lead/Lag	Lag	Lag	Lead			Lead	Lag		Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	Max	Max	Max			Max	Max	Max	Max	Max	Max	Max

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:, Start of Green
Natural Cycle: 70
Control Type: Pretimed

Splits and Phases: 13: Hallandale Beach Boulevard & North 1st Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	SBR2	NEL	NER
Lane Configurations											
Volume (veh/h)	75	1118	12	4	1174	30	0	0	18	0	1
Sign Control		Free			Free		Stop			Stop	
Grade		0%			0%		0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	77	1141	12	4	1198	31	0	0	18	0	1
Pedestrians											
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)											
Median type		None			None						
Median storage veh)											
Upstream signal (ft)		691			699						
pX, platoon unblocked	0.80			0.81			0.90	0.90	0.80	0.90	0.81
vC, conflicting volume	1229			1153			1946	2528	614	2537	577
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vCu, unblocked vol	788			713			860	1508	22	1518	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	6.5	6.9
tC, 2 stage (s)											
tF (s)	2.2			2.2			3.5	4.0	3.3	4.0	3.3
p0 queue free %	88			99			100	100	98	100	100
cM capacity (veh/h)	662			713			203	94	841	93	876

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	NE 1
Volume Total	77	761	393	4	799	430	18	1
Volume Left	77	0	0	4	0	0	0	0
Volume Right	0	0	12	0	0	31	18	1
cSH	662	1700	1700	713	1700	1700	841	876
Volume to Capacity	0.12	0.45	0.23	0.01	0.47	0.25	0.02	0.00
Queue Length 95th (ft)	10	0	0	0	0	0	2	0
Control Delay (s)	11.1	0.0	0.0	10.1	0.0	0.0	9.4	9.1
Lane LOS	B			B			A	A
Approach Delay (s)	0.7			0.0			9.4	9.1
Approach LOS							A	A

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	44.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	17	85	1227	123	21	1459	41	197	72	23	111	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	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	1.00	0.91		0.97	1.00		1.00	1.00
Frt		1.00	1.00	0.85	1.00	1.00		1.00	0.96		1.00	0.91
Flt Protected		0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)		1770	5085	1583	1770	5065		3433	1794		1770	1688
Flt Permitted		0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00
Satd. Flow (perm)		1770	5085	1583	1770	5065		3433	1794		1770	1688
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)	18	88	1265	127	22	1504	42	203	74	24	114	87
RTOR Reduction (vph)	0	0	0	44	0	1	0	0	9	0	0	46
Lane Group Flow (vph)	0	106	1265	83	22	1545	0	203	89	0	114	187
Turn Type	Prot	Prot		Perm	Prot			Prot			Prot	
Protected Phases	5	5	2		1	6		3	8		7	4
Permitted Phases				2								
Actuated Green, G (s)		15.3	93.4	93.4	5.2	83.3		14.4	22.9		14.5	23.0
Effective Green, g (s)		15.3	95.4	95.4	7.2	85.3		16.4	24.9		16.5	25.0
Actuated g/C Ratio		0.10	0.60	0.60	0.05	0.53		0.10	0.16		0.10	0.16
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)		169	3032	944	80	2700		352	279		183	264
v/s Ratio Prot		c0.06	0.25		0.01	c0.30		0.06	0.05		c0.06	c0.11
v/s Ratio Perm				0.05								
v/c Ratio		0.63	0.42	0.09	0.28	0.57		0.58	0.32		0.62	0.71
Uniform Delay, d1		69.6	17.4	13.8	73.9	25.1		68.5	60.0		68.8	64.0
Progression Factor		1.36	0.36	0.05	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2		6.6	0.4	0.2	1.9	0.9		2.3	0.7		6.5	8.3
Delay (s)		101.1	6.7	0.9	75.7	26.0		70.8	60.7		75.2	72.4
Level of Service		F	A	A	E	C		E	E		E	E
Approach Delay (s)			12.9			26.7			67.5			73.3
Approach LOS			B			C			E			E

Intersection Summary

HCM Average Control Delay	28.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	68.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

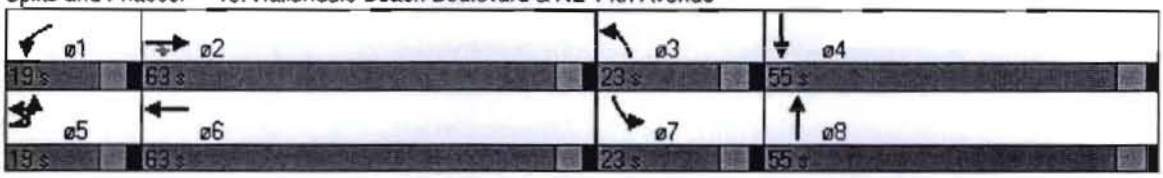
	↙
Movement	SBR
Lane Configurations	
Volume (vph)	142
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	146
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected 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	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	85	1227	123	21	1459	197	72	111	84
Turn Type	Prot		Perm	Prot		Prot		Prot	
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
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	10.0	22.0	10.0	22.0
Total Split (s)	19.0	63.0	63.0	19.0	63.0	23.0	55.0	23.0	55.0
Total Split (%)	11.9%	39.4%	39.4%	11.9%	39.4%	14.4%	34.4%	14.4%	34.4%
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
Lost Time Adjust (s)	0.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	6.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Min	None	Min

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

Splits and Phases: 15: Hallandale Beach Boulevard & NE 14th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	295	458	28	317	31	734	1547	13	83	992	113
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	1.00	1.00		1.00		0.97	0.95		1.00	0.95	1.00
Frt	1.00	1.00	0.85		0.99		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583		1835		3433	3535		1770	3539	1583
Flt Permitted	0.20	1.00	1.00		0.95		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	373	1863	1583		1753		3433	3535		1770	3539	1583
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)	204	317	492	30	341	33	789	1663	14	89	1067	122
RTOR Reduction (vph)	0	0	5	0	2	0	0	0	0	0	0	55
Lane Group Flow (vph)	204	317	487	0	402	0	789	1677	0	89	1067	67
Turn Type	pm+pt		pm+ov	Perm			Prot			Prot		pm+ov
Protected Phases	7	4	5		8		5	2		1	6	7
Permitted Phases	4		4	8								6
Actuated Green, G (s)	54.3	54.3	91.4		37.1		37.1	79.4		8.3	50.6	61.8
Effective Green, g (s)	56.3	56.3	95.4		39.1		39.1	81.4		10.3	52.6	65.8
Actuated g/C Ratio	0.35	0.35	0.60		0.24		0.24	0.51		0.06	0.33	0.41
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)	247	656	983		428		839	1798		114	1163	691
v/s Ratio Prot	c0.07	0.17	0.12				c0.23	c0.47		0.05	0.30	0.01
v/s Ratio Perm	0.22		0.19		c0.23							0.03
v/c Ratio	0.83	0.48	0.50		0.94		0.94	0.93		0.78	0.92	0.10
Uniform Delay, d1	42.5	40.5	18.5		59.3		59.3	36.7		73.7	51.6	28.9
Progression Factor	1.00	1.00	1.00		1.00		1.23	0.60		1.00	1.00	1.00
Incremental Delay, d2	19.7	0.6	0.4		28.2		13.4	7.3		28.4	12.8	0.1
Delay (s)	62.2	41.1	18.9		87.5		86.2	29.4		102.2	64.4	28.9
Level of Service	E	D	B		F		F	C		F	E	C
Approach Delay (s)		34.5			87.5			47.5			63.7	
Approach LOS		C			F			D			E	

Intersection Summary

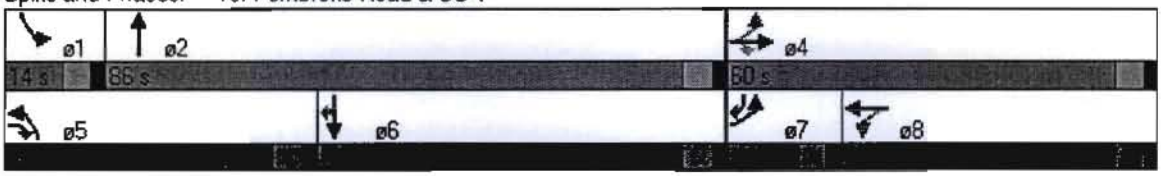
HCM Average Control Delay	52.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	97.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	190	295	458	28	317	734	1547	83	992	113
Turn Type	pm+pt		pm+ov	Perm		Prot		Prot		pm+ov
Protected Phases	7	4	5		8	5	2	1	6	7
Permitted Phases	4		4	8						6
Detector Phase	7	4	5	8	8	5	2	1	6	7
Switch Phase										
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	22.0	22.0	10.0	22.0	10.0	22.0	10.0
Total Split (s)	16.0	60.0	43.0	44.0	44.0	43.0	86.0	14.0	57.0	16.0
Total Split (%)	10.0%	37.5%	26.9%	27.5%	27.5%	26.9%	53.8%	8.8%	35.6%	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
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	None

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: 90
Control Type: Actuated-Coordinated

Splits and Phases: 10: Pembroke Road & US 1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	295	458	28	317	31	734	1547	13	83	992	113
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	1.00	1.00		1.00		0.97	0.95		1.00	0.95	1.00
Frt	1.00	1.00	0.85		0.99		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583		1835		3433	3535		1770	3539	1583
Flt Permitted	0.16	1.00	1.00		0.95		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	306	1863	1583		1752		3433	3535		1770	3539	1583
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)	204	317	492	30	341	33	789	1663	14	89	1067	122
RTOR Reduction (vph)	0	0	20	0	2	0	0	1	0	0	0	43
Lane Group Flow (vph)	204	317	472	0	402	0	789	1676	0	89	1067	79
Turn Type	pm+pt		pm+ov	Perm			Prot			Prot		pm+ov
Protected Phases	7	4	5		8		5	2		1	6	7
Permitted Phases	4		4	8								6
Actuated Green, G (s)	53.0	53.0	75.0		34.0		22.0	75.6		13.4	67.0	80.0
Effective Green, g (s)	55.0	55.0	79.0		36.0		24.0	77.6		15.4	69.0	84.0
Actuated g/C Ratio	0.34	0.34	0.49		0.22		0.15	0.48		0.10	0.43	0.52
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)	242	640	821		394		515	1714		170	1526	871
v/s Ratio Prot	c0.08	0.17	0.09				c0.23	c0.47		0.05	0.30	0.01
v/s Ratio Perm	0.21		0.21		c0.23							0.04
v/c Ratio	0.84	0.50	0.58		1.02		1.53	0.98		0.52	0.70	0.09
Uniform Delay, d1	43.0	41.5	28.6		62.0		68.0	40.4		68.8	37.1	19.0
Progression Factor	1.00	1.00	1.00		1.00		1.18	0.48		1.00	1.00	1.00
Incremental Delay, d2	22.5	0.6	1.0		50.4		245.9	13.2		2.9	2.7	0.0
Delay (s)	65.5	42.1	29.6		112.4		326.0	32.6		71.7	39.7	19.0
Level of Service	E	D	C		F		F	C		E	D	B
Approach Delay (s)		40.8			112.4			126.5			40.0	
Approach LOS		D			F			F			D	

Intersection Summary

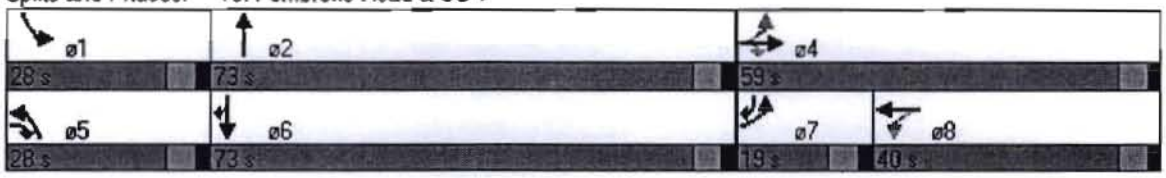
HCM Average Control Delay	87.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	97.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	190	295	458	28	317	734	1547	83	992	113
Turn Type	pm+pt		pm+ov	Perm		Prot		Prot		pm+ov
Protected Phases	7	4	5		8	5	2	1	6	7
Permitted Phases	4		4	8						6
Detector Phase	7	4	5	8	8	5	2	1	6	7
Switch Phase										
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	22.0	22.0	10.0	22.0	10.0	22.0	10.0
Total Split (s)	19.0	59.0	28.0	40.0	40.0	28.0	73.0	28.0	73.0	19.0
Total Split (%)	11.9%	36.9%	17.5%	25.0%	25.0%	17.5%	45.6%	17.5%	45.6%	11.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	None

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: 90
Control Type: Actuated-Coordinated

Splits and Phases: 10: Pembroke Road & US 1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	17	59	126	38	180	49	1808	144	234	1355	23
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	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95		0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1761	1583	1770	1863	1583	3433	3500		3433	3530	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1761	1583	1770	1863	1583	3433	3500		3433	3530	
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)	22	18	61	130	39	186	51	1864	148	241	1397	24
RTOR Reduction (vph)	0	0	54	0	0	142	0	2	0	0	0	0
Lane Group Flow (vph)	20	20	7	130	39	44	51	2010	0	241	1421	0
Turn Type	Split		pm+ov	Split		pm+ov	Prot			Prot		
Protected Phases	4	4	5	8	8	1	5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	6.4	6.4	14.2	17.1	17.1	33.6	7.8	94.0		16.5	102.7	
Effective Green, g (s)	9.4	9.4	18.2	20.1	20.1	37.6	9.8	96.0		18.5	104.7	
Actuated g/C Ratio	0.06	0.06	0.11	0.13	0.13	0.24	0.06	0.60		0.12	0.65	
Clearance Time (s)	7.0	7.0	6.0	7.0	7.0	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)	99	103	180	222	234	372	210	2100		397	2310	
v/s Ratio Prot	c0.01	0.01	0.00	c0.07	0.02	0.01	0.01	c0.57		c0.07	0.40	
v/s Ratio Perm			0.00			0.01						
v/c Ratio	0.20	0.19	0.04	0.59	0.17	0.12	0.24	0.96		0.61	0.62	
Uniform Delay, d1	71.7	71.7	63.1	66.0	62.5	48.1	71.6	30.1		67.3	16.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.92	0.75	
Incremental Delay, d2	1.0	0.9	0.1	3.9	0.3	0.1	0.6	11.8		2.0	0.9	
Delay (s)	72.7	72.6	63.2	69.9	62.8	48.3	72.2	41.9		63.7	12.9	
Level of Service	E	E	E	E	E	D	E	D		E	B	
Approach Delay (s)		67.0			57.8			42.6			20.2	
Approach LOS		E			E			D			C	

Intersection Summary

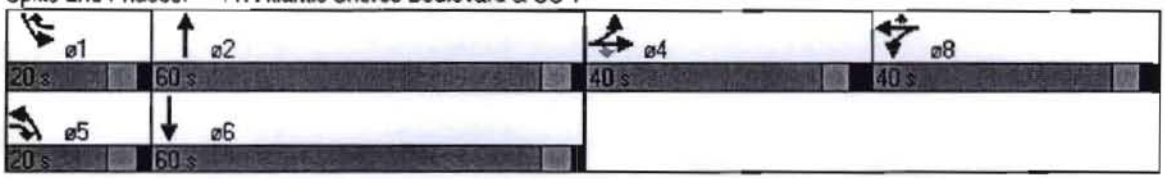
HCM Average Control Delay	35.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	84.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Volume (vph)	21	17	59	126	38	180	49	1808	234	1355
Turn Type	Split		pm+ov	Split		pm+ov	Prot		Prot	
Protected Phases	4	4	5	8	8	1	5	2	1	6
Permitted Phases			4			8				
Detector Phase	4	4	5	8	8	1	5	2	1	6
Switch Phase										
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)	23.0	23.0	10.0	23.0	23.0	10.0	10.0	22.0	10.0	22.0
Total Split (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	60.0	20.0	60.0
Total Split (%)	25.0%	25.0%	12.5%	25.0%	25.0%	12.5%	12.5%	37.5%	12.5%	37.5%
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)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-2.0	-3.0	-3.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag			Lead			Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	C-Min

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: 140
Control Type: Actuated-Coordinated

Splits and Phases: 11: Atlantic Shores Boulevard & US 1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1792	55	172	2151	0	0	0	0	196	280	56
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	
Lane Util. Factor		0.86		1.00	0.91						0.86	
Frt		1.00		1.00	1.00						0.98	
Flt Protected		1.00		0.95	1.00						0.98	
Satd. Flow (prot)		6379		1770	5085						6192	
Flt Permitted		1.00		0.95	1.00						0.98	
Satd. Flow (perm)		6379		1770	5085						6192	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1948	60	187	2338	0	0	0	0	213	304	61
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	13	0
Lane Group Flow (vph)	0	2005	0	187	2338	0	0	0	0	0	565	0
Turn Type				custom						Split		
Protected Phases		4		2 3	2 3 4					1 5	1 5	
Permitted Phases				2 3								
Actuated Green, G (s)		46.0		78.0	129.0						23.0	
Effective Green, g (s)		47.0		79.0	130.0						15.0	
Actuated g/C Ratio		0.29		0.49	0.81						0.09	
Clearance Time (s)		5.0										
Lane Grp Cap (vph)		1874		874	4132						581	
v/s Ratio Prot		c0.31		0.11	c0.46						c0.09	
v/s Ratio Perm												
v/c Ratio		1.07		0.21	0.57						1.00dl	
Uniform Delay, d1		56.5		22.9	5.2						72.3	
Progression Factor		1.00		0.05	1.12						1.00	
Incremental Delay, d2		42.4		0.1	0.1						31.3	
Delay (s)		98.9		1.1	5.9						103.6	
Level of Service		F		A	A						F	
Approach Delay (s)		98.9			5.5			0.0			103.6	
Approach LOS		F			A			A			F	

Intersection Summary

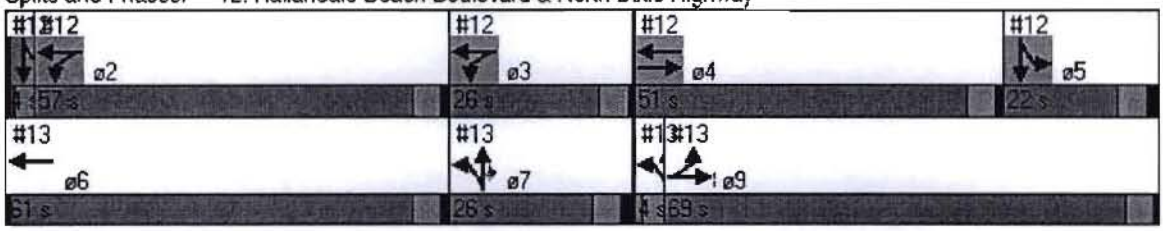
HCM Average Control Delay	53.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	90.7%	ICU Level of Service	E
Analysis Period (min)	15		

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

Lane Group	EBT	WBL	WBT	SBT	ø1	ø2	ø3	ø5	ø6	ø7	ø8	ø9
Lane Configurations												
Volume (vph)	1792	172	2151	280								
Turn Type		custom										
Protected Phases	4	2 3	2 3 4	1 5	1	2	3	5	6	7	8	9
Permitted Phases		2 3										
Detector Phase	4	2	2	1								
Switch Phase		3	3	5								
Minimum Initial (s)	4.0				1.0	4.0	4.0	4.0	4.0	4.0	1.0	4.0
Minimum Split (s)	21.0				4.0	21.0	9.0	10.0	21.0	10.0	4.0	9.0
Total Split (s)	51.0	83.0	134.0	26.0	4.0	57.0	26.0	22.0	61.0	26.0	4.0	69.0
Total Split (%)	31.9%	51.9%	83.8%	16.3%	3%	36%	16%	14%	38%	16%	3%	43%
Yellow Time (s)	4.0				3.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0				0.0	1.0	1.0	2.0	1.0	2.0	0.0	1.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	1.0								
Total Lost Time (s)	4.0	4.0	4.0	4.0								
Lead/Lag	Lead				Lead	Lag		Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes				Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	Max				Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:, Start of Green
Natural Cycle: 90
Control Type: Pretimed

Splits and Phases: 12: Hallandale Beach Boulevard & North Dixie Highway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1792	55	172	2151	0	0	0	0	196	280	56
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	
Lane Util. Factor		0.86		1.00	0.91						0.86	
Frt		1.00		1.00	1.00						0.98	
Flt Protected		1.00		0.95	1.00						0.98	
Satd. Flow (prot)		6379		1770	5085						6192	
Flt Permitted		1.00		0.95	1.00						0.98	
Satd. Flow (perm)		6379		1770	5085						6192	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1948	60	187	2338	0	0	0	0	213	304	61
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	13	0
Lane Group Flow (vph)	0	2005	0	187	2338	0	0	0	0	0	565	0
Turn Type				custom						Split		
Protected Phases		4		2 3	2 3 4					1 5	1 5	
Permitted Phases				2 3								
Actuated Green, G (s)		44.0		74.0	123.0						29.0	
Effective Green, g (s)		45.0		75.0	124.0						21.0	
Actuated g/C Ratio		0.28		0.47	0.78						0.13	
Clearance Time (s)		5.0										
Lane Grp Cap (vph)		1794		830	3941						813	
v/s Ratio Prot		c0.31		0.11	c0.46						c0.09	
v/s Ratio Perm												
v/c Ratio		1.12		0.23	0.59						0.69	
Uniform Delay, d1		57.5		25.2	7.5						66.4	
Progression Factor		1.00		0.04	1.12						1.00	
Incremental Delay, d2		61.2		0.1	0.1						4.9	
Delay (s)		118.7		1.0	8.5						71.3	
Level of Service		F		A	A						E	
Approach Delay (s)		118.7			7.9			0.0			71.3	
Approach LOS		F			A			A			E	

Intersection Summary

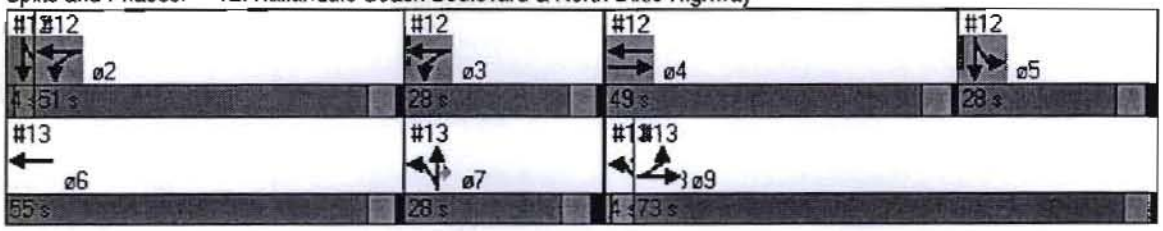
HCM Average Control Delay	58.6	HCM Level of Service	E
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	90.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	ø1	ø2	ø3	ø5	ø6	ø7	ø8	ø9
Lane Configurations												
Volume (vph)	1792	172	2151	280								
Turn Type		custom										
Protected Phases	4	2 3	2 3 4	1 5	1	2	3	5	6	7	8	9
Permitted Phases		2 3										
Detector Phase	4	2	2	1								
Switch Phase		3	3	5								
Minimum Initial (s)	4.0				1.0	4.0	4.0	4.0	4.0	4.0	1.0	4.0
Minimum Split (s)	21.0				4.0	21.0	9.0	10.0	21.0	10.0	4.0	9.0
Total Split (s)	49.0	79.0	128.0	32.0	4.0	51.0	28.0	28.0	55.0	28.0	4.0	73.0
Total Split (%)	30.6%	49.4%	80.0%	20.0%	3%	32%	18%	18%	34%	18%	3%	46%
Yellow Time (s)	4.0				3.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0				0.0	1.0	1.0	2.0	1.0	2.0	0.0	1.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	1.0								
Total Lost Time (s)	4.0	4.0	4.0	4.0								
Lead/Lag	Lead				Lead	Lag		Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes				Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	Max				Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:, Start of Green
Natural Cycle: 90
Control Type: Pretimed

Splits and Phases: 12: Hallandale Beach Boulevard & North Dixie Highway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	84	1802	0	0	2014	111	264	281	92	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0	4.0			
Lane Util. Factor	1.00	0.91			0.86			0.95	1.00			
Frt	1.00	1.00			0.99			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.98	1.00			
Satd. Flow (prot)	1770	5085			6358			3456	1583			
Flt Permitted	0.95	1.00			1.00			0.98	1.00			
Satd. Flow (perm)	1770	5085			6358			3456	1583			
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)	93	2002	0	0	2238	123	293	312	102	0	0	0
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	75	0	0	0
Lane Group Flow (vph)	93	2002	0	0	2356	0	0	605	27	0	0	0
Turn Type	custom						Split		Perm			
Protected Phases	9	9			6		7 8	7 8				
Permitted Phases	9								7 8			
Actuated Green, G (s)	64.0	64.0			56.0			27.0	27.0			
Effective Green, g (s)	65.0	65.0			57.0			29.0	29.0			
Actuated g/C Ratio	0.41	0.41			0.36			0.18	0.18			
Clearance Time (s)	5.0	5.0			5.0							
Lane Grp Cap (vph)	719	2066			2265			626	287			
v/s Ratio Prot	0.05	c0.39			c0.37			c0.18				
v/s Ratio Perm									0.02			
v/c Ratio	0.13	0.97			1.04			0.97	0.09			
Uniform Delay, d1	29.8	46.5			51.5			65.0	54.5			
Progression Factor	0.02	0.15			1.00			1.00	1.00			
Incremental Delay, d2	0.0	2.1			30.3			28.6	0.6			
Delay (s)	0.6	8.9			81.8			93.6	55.2			
Level of Service	A	A			F			F	E			
Approach Delay (s)		8.6			81.8			88.1			0.0	
Approach LOS		A			F			F			A	

Intersection Summary

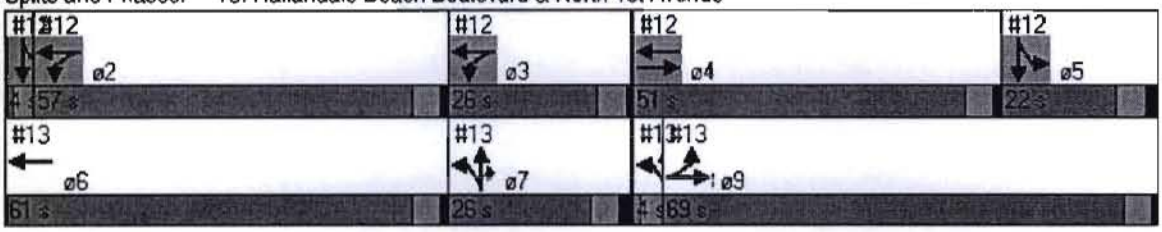
HCM Average Control Delay	53.0	HCM Level of Service	D
HCM Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	90.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR	ø1	ø2	ø3	ø4	ø5	ø7	ø8
Lane Configurations												
Volume (vph)	84	1802	2014	281	92							
Turn Type	custom				Perm							
Protected Phases	9	9	6	7 8		1	2	3	4	5	7	8
Permitted Phases	9				7 8							
Detector Phase	9	9	6	7	7							
Switch Phase				8	8							
Minimum Initial (s)	4.0	4.0	4.0			1.0	4.0	4.0	4.0	4.0	4.0	1.0
Minimum Split (s)	9.0	9.0	21.0			4.0	21.0	9.0	21.0	10.0	10.0	4.0
Total Split (s)	69.0	69.0	61.0	30.0	30.0	4.0	57.0	26.0	51.0	22.0	26.0	4.0
Total Split (%)	43.1%	43.1%	38.1%	18.8%	18.8%	3%	36%	16%	32%	14%	16%	3%
Yellow Time (s)	4.0	4.0	4.0			3.0	4.0	4.0	4.0	4.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0			0.0	1.0	1.0	1.0	2.0	2.0	0.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-2.0	-2.0							
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0							
Lead/Lag	Lag	Lag	Lead			Lead	Lag		Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	Max	Max	Max			Max	Max	Max	Max	Max	Max	Max

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:, Start of Green
Natural Cycle: 90
Control Type: Pretimed

Splits and Phases: 13: Hallandale Beach Boulevard & North 1st Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	84	1802	0	0	2014	111	264	281	92	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0	4.0			
Lane Util. Factor	1.00	0.91			0.86			0.95	1.00			
Frt	1.00	1.00			0.99			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.98	1.00			
Satd. Flow (prot)	1770	5085			6358			3456	1583			
Flt Permitted	0.95	1.00			1.00			0.98	1.00			
Satd. Flow (perm)	1770	5085			6358			3456	1583			
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)	93	2002	0	0	2238	123	293	312	102	0	0	0
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	75	0	0	0
Lane Group Flow (vph)	93	2002	0	0	2356	0	0	605	27	0	0	0
Turn Type	custom						Split		Perm			
Protected Phases	9	9			6		7 8	7 8				
Permitted Phases	9								7 8			
Actuated Green, G (s)	68.0	68.0			50.0			29.0	29.0			
Effective Green, g (s)	69.0	69.0			51.0			31.0	31.0			
Actuated g/C Ratio	0.43	0.43			0.32			0.19	0.19			
Clearance Time (s)	5.0	5.0			5.0							
Lane Grp Cap (vph)	763	2193			2027			670	307			
v/s Ratio Prot	0.05	c0.39			c0.37			c0.18				
v/s Ratio Perm									0.02			
v/c Ratio	0.12	0.91			1.16			0.90	0.09			
Uniform Delay, d1	27.3	42.7			54.5			63.0	52.9			
Progression Factor	0.01	0.18			1.00			1.00	1.00			
Incremental Delay, d2	0.0	0.8			79.0			17.8	0.6			
Delay (s)	0.2	8.6			133.5			80.8	53.5			
Level of Service	A	A			F			F	D			
Approach Delay (s)		8.2			133.5			76.9			0.0	
Approach LOS		A			F			E			A	

Intersection Summary

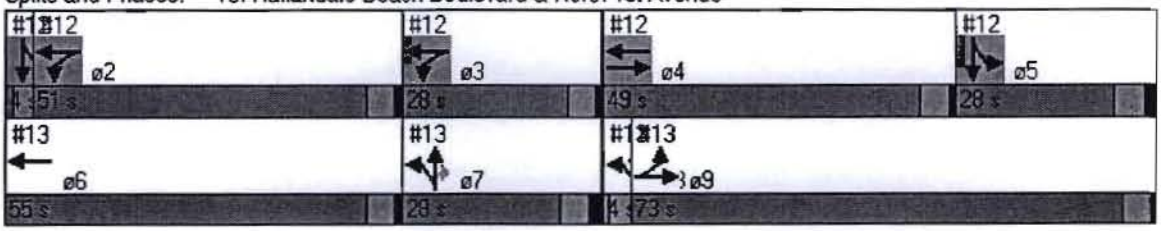
HCM Average Control Delay	74.9	HCM Level of Service	E
HCM Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	90.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR	ø1	ø2	ø3	ø4	ø5	ø7	ø8
Lane Configurations												
Volume (vph)	84	1802	2014	281	92							
Turn Type	custom				Perm							
Protected Phases	9	9	6	7 8		1	2	3	4	5	7	8
Permitted Phases	9				7 8							
Detector Phase	9	9	6	7	7							
Switch Phase				8	8							
Minimum Initial (s)	4.0	4.0	4.0			1.0	4.0	4.0	4.0	4.0	4.0	1.0
Minimum Split (s)	9.0	9.0	21.0			4.0	21.0	9.0	21.0	10.0	10.0	4.0
Total Split (s)	73.0	73.0	55.0	32.0	32.0	4.0	51.0	28.0	49.0	28.0	28.0	4.0
Total Split (%)	45.6%	45.6%	34.4%	20.0%	20.0%	3%	32%	18%	31%	18%	18%	3%
Yellow Time (s)	4.0	4.0	4.0			3.0	4.0	4.0	4.0	4.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0			0.0	1.0	1.0	1.0	2.0	2.0	0.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-2.0	-2.0							
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0							
Lead/Lag	Lag	Lag	Lead			Lead	Lag		Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	Max	Max	Max			Max	Max	Max	Max	Max	Max	Max

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:, Start of Green
Natural Cycle: 90
Control Type: Pretimed

Splits and Phases: 13: Hallandale Beach Boulevard & North 1st Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	SBR2	NEL	NER
Lane Configurations											
Volume (veh/h)	180	1706	3	13	1480	49	0	0	69	0	12
Sign Control		Free			Free		Stop			Stop	
Grade		0%			0%		0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	184	1741	3	13	1510	50	0	0	70	0	12
Pedestrians											
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)											
Median type		None			None						
Median storage veh)											
Upstream signal (ft)		691			699						
pX, platoon unblocked	0.66						0.66	0.66	0.66	0.66	
vC, conflicting volume	1560			1744			2812	3673	780	3696	872
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vCu, unblocked vol	818			1744			2715	4020	0	4055	872
tC, single (s)	4.1			4.1			7.5	6.5	6.9	6.5	6.9
tC, 2 stage (s)											
tF (s)	2.2			2.2			3.5	4.0	3.3	4.0	3.3
p0 queue free %	65			96			100	100	90	100	96
cM capacity (veh/h)	532			356			4	1	716	1	294

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	NE 1
Volume Total	184	1161	583	13	1007	553	70	12
Volume Left	184	0	0	13	0	0	0	0
Volume Right	0	0	3	0	0	50	70	12
cSH	532	1700	1700	356	1700	1700	716	294
Volume to Capacity	0.35	0.68	0.34	0.04	0.59	0.33	0.10	0.04
Queue Length 95th (ft)	38	0	0	3	0	0	8	3
Control Delay (s)	15.3	0.0	0.0	15.5	0.0	0.0	10.6	17.8
Lane LOS	C			C			B	C
Approach Delay (s)	1.5			0.1			10.6	17.8
Approach LOS							B	C

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	59.1%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	90	324	1916	327	55	1678	80	298	133	81	106	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	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	1.00	0.91		0.97	1.00		1.00	1.00
Frt		1.00	1.00	0.85	1.00	0.99		1.00	0.94		1.00	0.91
Flt Protected		0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)		1770	5085	1583	1770	5051		3433	1757		1770	1698
Flt Permitted		0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00
Satd. Flow (perm)		1770	5085	1583	1770	5051		3433	1757		1770	1698
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)	94	338	1996	341	57	1748	83	310	139	84	110	127
RTOR Reduction (vph)	0	0	0	113	0	3	0	0	14	0	0	32
Lane Group Flow (vph)	0	432	1996	228	57	1828	0	310	209	0	110	278
Turn Type	Prot	Prot		Perm	Prot			Prot			Prot	
Protected Phases	5	5	2		1	6		3	8		7	4
Permitted Phases				2								
Actuated Green, G (s)		39.0	90.8	90.8	7.2	59.0		13.0	27.2		10.8	25.0
Effective Green, g (s)		39.0	92.8	92.8	9.2	61.0		15.0	29.2		12.8	27.0
Actuated g/C Ratio		0.24	0.58	0.58	0.06	0.38		0.09	0.18		0.08	0.17
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)		431	2949	918	102	1926		322	321		142	287
v/s Ratio Prot		c0.24	0.39		0.03	c0.36		c0.09	0.12		0.06	c0.16
v/s Ratio Perm				0.14								
v/c Ratio		1.00	0.68	0.25	0.56	0.95		0.96	0.65		0.77	0.97
Uniform Delay, d1		60.5	23.2	16.5	73.4	48.0		72.2	60.7		72.2	66.1
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2		43.9	1.3	0.6	6.5	11.6		40.0	4.7		22.7	43.7
Delay (s)		104.4	24.5	17.1	79.9	59.6		112.2	65.4		94.9	109.8
Level of Service		F	C	B	E	E		F	E		F	F
Approach Delay (s)			36.1			60.2			92.6			105.9
Approach LOS			D			E			F			F

Intersection Summary

HCM Average Control Delay	54.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	97.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

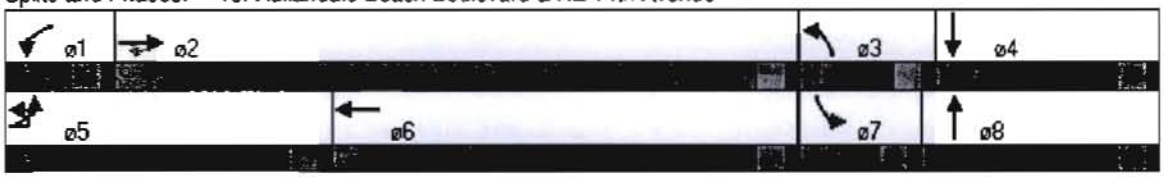
Movement	SBR
Lane Configurations	
Volume (vph)	176
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.96
Adj. Flow (vph)	183
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected 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	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	324	1916	327	55	1678	298	133	106	122
Turn Type	Prot		Perm	Prot		Prot		Prot	
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
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	10.0	22.0	10.0	22.0
Total Split (s)	45.0	95.0	95.0	15.0	65.0	19.0	33.0	17.0	31.0
Total Split (%)	28.1%	59.4%	59.4%	9.4%	40.6%	11.9%	20.6%	10.6%	19.4%
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
Lost Time Adjust (s)	0.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	6.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Min	None	Min

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 15: Hallandale Beach Boulevard & NE 14th Avenue



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	90	324	1916	327	55	1678	80	298	133	81	106	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	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	1.00	0.91		0.97	1.00		1.00	1.00
Frt		1.00	1.00	0.85	1.00	0.99		1.00	0.94		1.00	0.91
Flt Protected		0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)		1770	5085	1583	1770	5051		3433	1757		1770	1698
Flt Permitted		0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00
Satd. Flow (perm)		1770	5085	1583	1770	5051		3433	1757		1770	1698
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)	94	338	1996	341	57	1748	83	310	139	84	110	127
RTOR Reduction (vph)	0	0	0	88	0	3	0	0	16	0	0	38
Lane Group Flow (vph)	0	432	1996	253	57	1828	0	310	207	0	110	272
Turn Type	Prot	Prot		Perm	Prot			Prot			Prot	
Protected Phases	5	5	2		1	6		3	8		7	4
Permitted Phases				2								
Actuated Green, G (s)		33.4	79.2	79.2	9.2	55.0		16.6	33.3		14.3	31.0
Effective Green, g (s)		33.4	81.2	81.2	11.2	57.0		18.6	35.3		16.3	33.0
Actuated g/C Ratio		0.21	0.51	0.51	0.07	0.36		0.12	0.22		0.10	0.21
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)		369	2581	803	124	1799		399	388		180	350
v/s Ratio Prot		c0.24	0.39		0.03	c0.36		c0.09	0.12		0.06	c0.16
v/s Ratio Perm				0.16								
v/c Ratio		1.17	0.77	0.31	0.46	1.02		0.78	0.53		0.61	0.78
Uniform Delay, d1		63.3	31.9	23.1	71.5	51.5		68.7	55.1		68.8	60.0
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2		102.0	2.3	1.0	2.7	25.3		9.2	1.4		6.0	10.4
Delay (s)		165.3	34.3	24.1	74.2	76.8		77.9	56.5		74.8	70.4
Level of Service		F	C	C	E	E		E	E		E	E
Approach Delay (s)			53.5			76.7			68.9			71.5
Approach LOS			D			E			E			E

Intersection Summary

HCM Average Control Delay	64.1	HCM Level of Service	E
HCM Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	97.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

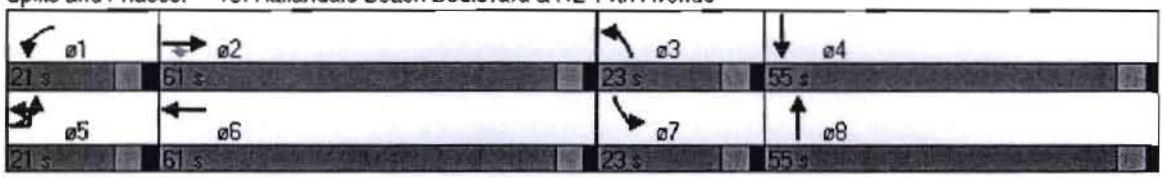
	↙
Movement	SBR
Lane Configurations	
Volume (vph)	176
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.96
Adj. Flow (vph)	183
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected 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	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	324	1916	327	55	1678	298	133	106	122
Turn Type	Prot		Perm	Prot		Prot		Prot	
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
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	10.0	22.0	10.0	22.0
Total Split (s)	21.0	61.0	61.0	21.0	61.0	23.0	55.0	23.0	55.0
Total Split (%)	13.1%	38.1%	38.1%	13.1%	38.1%	14.4%	34.4%	14.4%	34.4%
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
Lost Time Adjust (s)	0.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	6.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Min	None	Min

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 15: Hallandale Beach Boulevard & NE 14th Avenue



Attachment E:
Roadway Segment Analysis

Roadway Segment Analysis (2008 Existing Conditions)												
Road Name	Location	Lanes	2007 AADT Volumes	2007 Peak Hour Volumes	Daily			Peak Hour			2007 Daily LOS	2007 Peak Hour LOS
					C	D	E	C	D	E		
Hallandale Beach Boulevard	I-95 to Dixie Hwy/E 1st Ave	6LD	64,000	6,040	40,300	49,200	51,800	3,830	4,680	4,920	F	F
	Dixie Highway/E 1st Ave to Federal Hwy	6LD	40,500	3,650	40,300	49,200	51,800	3,830	4,680	4,920	D	C
	Federal Hwy to E 14th Ave	6LD	39,500	3,560	19,500	44,700	49,300	1,850	4,240	4,690	D	D
	E 14th Ave to SR A1A	6LD	31,000	2,790	19,500	44,700	49,300	1,850	4,240	4,690	D	D
US 1	Pembroke Rd to Hallandale Beach Blvd	6LD	36,500	3,290	40,300	49,200	51,800	3,830	4,680	4,920	C	C
	Hallandale Beach Blvd to M-D County	4LD	54,000	4,860	26,000	32,700	34,500	2,470	3,110	3,270	F	F

Roadway Segment Analysis (2009 Future Background)																			
							Committed Development Trips												
Road Name	Location	Lanes	2007 AADT Volumes	2007 Peak Hour Volumes	2009 Daily Volumes	2009 Peak Hour Volumes	European Club	Milleni-um	Oasis	Park Central	Ocean Marine Yacht Club	Domus	Gulfstre-am Park	Committe-d Develo-pment (Daily)	Commit-ted Develo-pment (Peak Hour)	2009 Backgro-und Daily Volumes	2009 Backgro-und Peak Hour Volumes	2009 Backgro-und Daily LOS	2009 Backgro-und Peak Hour LOS
Hallandale Beach Boulevard	I-95 to Dixie Hwy/E 1st Ave	6LD	64,000	6,040	65,280	6,161	93	4	101	0	16	76	319	6,090	609	71,370	6,770	F	F
	Dixie Highway/E 1st Ave to Federal Hwy	6LD	40,500	3,650	41,310	3,723	93	4	101	0	16	79	382	6,750	675	48,060	4,398	D	D
	Federal Hwy to E 14th Ave	6LD	39,500	3,560	40,290	3,631	265	12	202	0	45	32	182	7,380	738	47,670	4,369	E	E
	E 14th Ave to SR A1A	6LD	31,000	2,790	31,620	2,846	265	12	202	0	45	32	128	6,840	684	38,460	3,530	D	D
US 1	Pembroke Rd to Hallandale Beach Blvd	6LD	36,500	3,290	37,230	3,356	82	4	29	13	14	73	191	4,060	406	41,290	3,762	D	C
	Hallandale Beach Blvd to M-D County	4LD	54,000	4,860	55,080	4,957	90	4	72	10	15	127	504	8,220	822	63,300	5,779	F	F

Roadway Segment Analysis (2009 Future Total)											
Road Name	Location	Lanes	2009 Daily Volumes	2009 Peak Hour Volumes	Project Trip Distribution	Daily Trip Assignment	Peak Hour Trip Assignment	2009 Total Daily Volumes	2009 Total Peak Hour Volumes	2009 Total Daily LOS	2009 Total Peak Hour LOS
Hallandale Beach Boulevard	I-95 to Dixie Hwy/E 1st Ave	6LD	71,370	6,770	28%	2,661	269	74,031	7,039	F	F
	Dixie Highway/E 1st Ave to Federal Hwy	6LD	48,060	4,398	31%	2,947	298	51,007	4,696	E	E
	Federal Hwy to E 14th Ave	6LD	47,670	4,369	8%	760	77	48,430	4,446	E	E
	E 14th Ave to SR A1A	6LD	38,460	3,530	6%	570	58	39,030	3,588	D	D
US 1	Pembroke Rd to Hallandale Beach Blvd	6LD	41,290	3,762	27%	2,566	260	43,856	4,022	D	D
	Hallandale Beach Blvd to M-D County	4LD	63,300	5,779	30%	2,852	289	66,152	6,068	F	F