

# **PARK CENTRAL TRAFFIC IMPACT ANALYSIS**

Prepared for

**HALLANDALE PARK CENTRAL DEVELOPMENT, LLC**  
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by

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## EXECUTIVE SUMMARY

The proposed Park Central project is a mixed use development consisting of 372 dwelling units and 20,200 sf of retail space. The project includes approximately 762 on-site parking spaces.

The project is located in the northwest corner of the intersection of NE 3rd Street and Federal Highway in the City of Hallandale Beach. The site is bounded by Federal Highway on the east; NE 3rd Avenue on the west; NE 3rd Street on the south; NE 4th Street between NE 3rd Avenue and NE 4th Avenue on the north; and, NE 4th Court between NE 4th Avenue and Federal Highway on the north.

The project is located in Traffic Analysis Zone (TAZ) 775.

Also, the project is located in the area proposed to be designated as the Southeast Transit Oriented Concurrency District (TOCD) by Broward County.

The project proposes to close the following roadway segments:

- NE 4th Street between NE 4th Avenue and the west right-of-way line of Federal Highway;
- NE 4th Avenue between NE 3rd Street and NE 4th Street; and,
- the alley between NE 4th Street and NE 4th Court west of Federal Highway.

The project will result in a net increase of approximately 202 vehicles per hour in the AM peak hour and 108 vehicle per hour in the PM peak hour. Based upon existing traffic count data, the AM volume is approximately 61% of the combined two-way AM peak hour volume on NE 3rd Street. The PM volume is approximately 22% of the combined two-way PM peak hour volume on NE 3rd Street.

Two types of level of service analysis were conducted. The first type of analysis included signalized and un-signalized Intersection level of service analysis. The second type of analysis included roadway link level of service analysis.

For purposes of identifying the specific localized impacts of the project, level of service analysis was conducted for the existing year 2006 conditions, and future conditions in the year 2009 with and without the project. These analyses included link and intersection level of service analysis.

The results from the roadway link analyses, indicate that the existing and future peak hour volumes with and without the project do not exceed the adopted maximum service volumes for the roadways in the study area.

The results from the intersection analyses indicate that, with or without the project, by the year 2009 there may be only a minimal deterioration in the level of service on those intersections most impacted by the project. Of those intersections significantly impacted by project traffic, the intersection of Dixie Highway/NE 1st Avenue and NE/NW 3rd Street

is identified to currently operate at an un-acceptable level of service.

While, no physical improvements are needed to mitigate the specific impacts of the proposed project; the analyses contained in this report demonstrate an existing level of service deficiency at the intersection of Dixie Highway and NW 3rd Street. Currently, the intersection operates at level of service (LOS) "F" during the AM and PM peak hours. The analyses, with and without the project, indicate that the construction of an eastbound right turn lane at that intersection could improve the overall level of service to LOS "D" during the AM peak hour and LOS "E" during the PM peak hour.

## 1.0 INTRODUCTION

The proposed Park Central project is a two phase development consisting of residential and retail facilities. This traffic impact study addresses the impacts of the total project.

As shown in Figure 1, the site is located in the northwest corner of the intersection of NE 3rd Street and Federal Highway in the City of Hallandale Beach. The site is bounded by Federal Highway on the east; NE 3rd Avenue on the west; NE 3rd Street on the south; NE 4th Street between NE 3rd Avenue and NE 4th Avenue on the north; and, NE 4th Court between NE 4th Avenue and Federal Highway on the north. Currently, the site contains a mobile home park with 209 dwelling units, an existing bar, and 2,900 square feet of retail space. The bar was operational, however, the retail space was not operational at time traffic count data was acquired. The proposed development program is summarized in Table 1.

**TABLE 1  
PROJECT DATA**

USE	TYPE	QUANTITY	UNITS
RESIDENTIAL			
	CONDOMINIUM	372	DWELLING UNITS
COMMERCIAL			
	RETAIL	20,200	SF
PARKING		762	SPACES

Vehicular access to the site consists of two, two-way driveways on NE 3rd Street.

For purposes of this traffic impact analysis, build-out of phase 1 has been estimated to occur by the year 2009.

The proposed project is located in Broward County Traffic Analysis Zone (TAZ) 775. TAZ 775 is bounded by Pembroke Road on the north, Hallandale Beach Boulevard on the south, Federal Highway on the east, and Dixie Highway on the west.

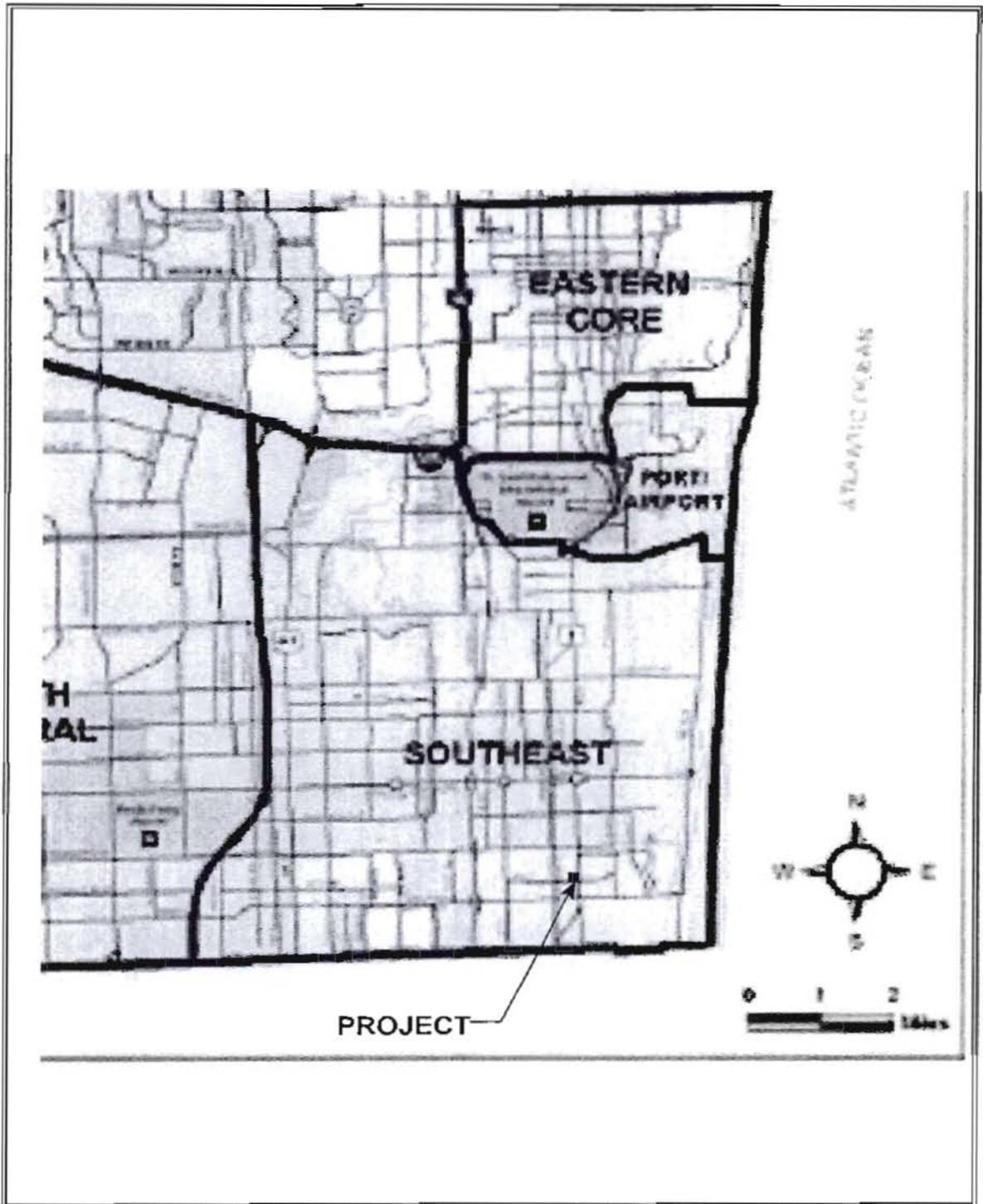


FIGURE 1  
PROJECT LOCATION

## 2.0 PURPOSE OF STUDY

The primary purpose of this study is to assess the impacts of vehicular traffic on intersections and roadways within the study area due to the proposed development by conducting a roadway link and intersection level of service analysis. In addition, the report provides a general assessment of project impacts on parking and pedestrians. Specific items discussed are as follows:

- Determination of existing traffic volumes and levels of service for major roadways within the study area;
- Estimation of the number of trips generated by the proposed project and the distribution of these trips within the study area network.
- Estimation of future background and project traffic conditions and levels of service;
- Determination of whether the transportation impacts of the proposed project exceed the City of Hallandale Beach level of service standards, and solutions to mitigate any adverse impacts;
- Consideration of impacts of proposed street closures;
- Consistency with the Transportation Element of the City's Comprehensive Development Master Plan;
- Determination of project impacts on on-street parking; and,
- Determination of project impacts on pedestrians.

## 3.0 STUDY AREA

The study area's boundaries were defined to include: Hollywood Boulevard as the northern boundary, the Miami-Dade/Broward County line as the southern boundary, SR A-1-A as the eastern boundary, and I-95 as the western boundary. This equates to a radius of approximately 1.5 miles.

Figure 2 depicts the study area.

Pursuant to Section 32-788(g)(2) of the code for Hallandale Beach, the study area includes intersections within 1,000' of the project. These include the following intersections:

Federal Highway and NE 3rd Street  
Dixie Highway/NE 1st Avenue and NE 3rd Street  
NE 3rd Avenue and NE 3rd Street

The roadway links included in the analysis are as follows:

- Dixie Highway between the county line and Hallandale Beach Boulevard
- Dixie Highway between Hallandale Beach Boulevard and Pembroke Road
- Dixie Highway between Pembroke Road and Hollywood Boulevard
- Federal Highway between Washington Street and Hollywood Boulevard
- Federal Highway between the county line and Hallandale Beach Boulevard
- Federal Highway between Hallandale Beach Boulevard and NE 3rd Street
- Federal Highway between NE 3rd Street and Pembroke Road
- Federal Highway between Pembroke Road and Washington Street
- Federal Highway between Washington Street and Hollywood Boulevard
- Hallandale Beach Boulevard between I-95 and Dixie Highway
- Hallandale Beach Boulevard between Dixie Highway and Federal Highway
- Hallandale Beach Boulevard between Federal Highway and N 14th Avenue (Hollywood)
- Hallandale Beach Boulevard between N 14th Avenue (Hollywood) and Diplomat Parkway
- Hallandale Beach Boulevard between Diplomat Parkway and SR A-1-A
- Pembroke Road between I-95 and SW 8th Avenue/S 26th Avenue
- Pembroke Road between SW 8th Avenue/S 26th Avenue and Dixie Highway
- Pembroke Road between Dixie Highway and Federal Highway
- Hallandale Beach Boulevard between I-95 and Dixie Highway
- Hollywood Boulevard between I-95 and Dixie Highway
- Hollywood Boulevard between Dixie Highway and Federal Highway
- Hollywood Boulevard between Federal Highway and SR A-1-A
- NE 3rd Street between Dixie Highway and NE 3rd Avenue
- NE 3rd Street between NE 3rd Avenue and Federal Highway

Although included in the analyses, not all of the roadway links listed above are significantly impacted by the project. By policy, Broward County defines significant impact as 3% or more of the maximum service volume. Using this definition, the only links which are significantly impacted by the project are:

- Dixie Highway between Hallandale Beach Boulevard and Pembroke Road
- NE 3rd Street between Dixie Highway and NE 3rd Avenue
- NE 3rd Street between NE 3rd Avenue and Federal Highway

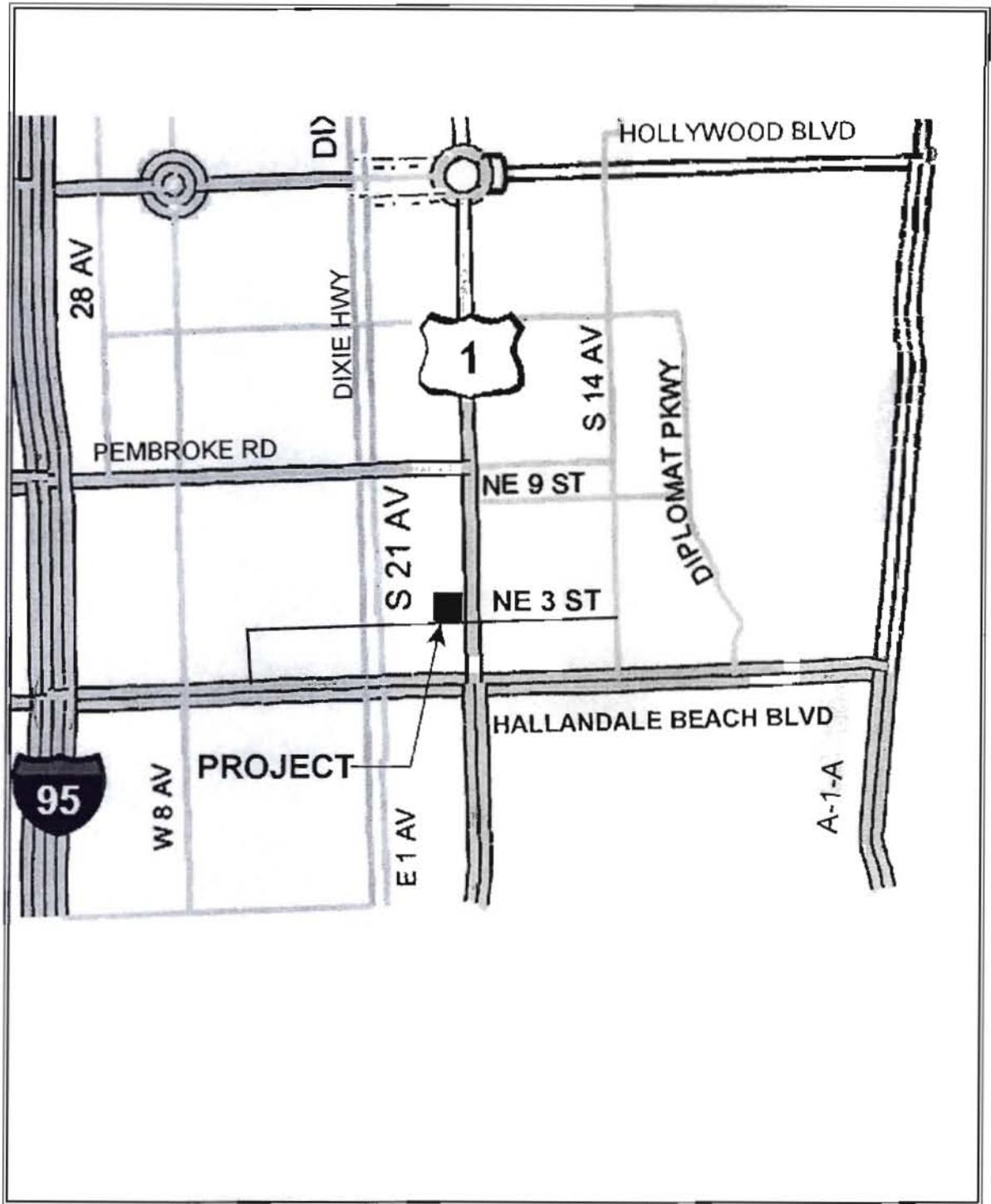


FIGURE 2  
STUDY AREA

#### 4.0 EXISTING CONDITIONS

The study area was surveyed to observe existing traffic conditions, identify parking locations, identify traffic count locations, and to collect traffic count data.

#### 4.1 EXISTING ROADWAY CONDITIONS

This section describes the characteristics of selected roadways in the study area. Key roadways in and/or near to the study area include Federal Highway (SR-5/US-1), Dixie Highway, NE 1st Avenue, NE 3rd Avenue, and North 3rd Street. Of these roadways, Federal Highway and North 3rd Street are the most significant roadway serving the proposed project. Local access to the site is provided by NE 3rd Street.

Figure 3 provides information on lane configurations at intersections in the immediate vicinity of the project.

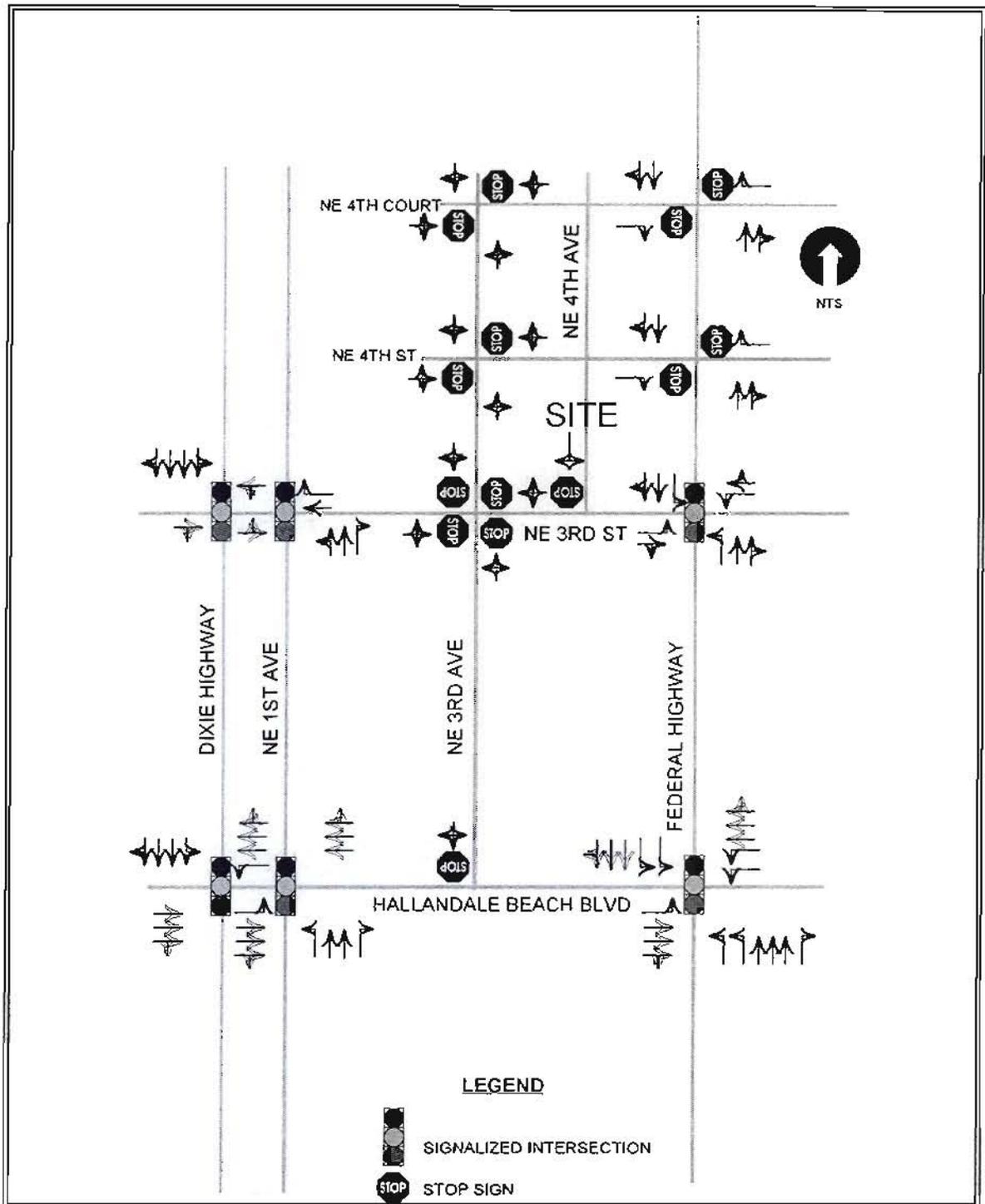
##### Federal Highway

South of Hallandale Beach Boulevard, Federal Highway is a six lane divided roadway. North of Hallandale Beach Boulevard, Federal Highway is a four lane divided roadway. South of NE 4th Street the median consists of a striped center turn lane. North of NE 4th Street the median is a raised median.

North of Hallandale Beach Boulevard, traffic signals are located at:

- Hallandale Beach Boulevard
- NE 3rd Street
- NE 9th Street
- Pembroke Road

This equates to three signalized intersections within 3/4 of a mile. The posted speed limit is 35 mph. For purposes of analysis, Federal Highway was classified as a class II, four lane and six lane divided arterial. Based upon the publication *Roadway Level of Service Analysis for Years 2003 and 2025*, August 2004, prepared by the Broward County Transportation Planning Division, the 4 lane section of Federal Highway has a design code of 432 with a daily maximum service volume for LOS "D" of 32,700 vpd and an hourly maximum service volume for LOS "D" of 3,110 vph. Similarly, the 6 lane section of Federal Highway has a design code of 632 with a daily maximum service volume for LOS "D" of 49,200 vpd and an hourly maximum service volume for LOS "D" of 4,680 vph. It should be noted that the TOCD Ordinance modifies the maximum service volume for LOS "D" for a 4 lane arterial to 5,442 vph and a 6 lane arterial to 8,190 vph.



**FIGURE 3  
LANE CONFIGURATIONS AT INTERSECTIONS**

### **NE 3rd Avenue**

NE 3rd Avenue is a two lane un-divided roadway. NE 3rd Street is classified as a local roadway. NE 3rd Avenue does provide access to Hollywood Dog Track.

Traffic is controlled by stop signs located at:

- Hallandale Beach Boulevard
- NE 3rd Street (4-way Stop)

The section of NE 3rd Avenue, north of NE 3rd Street, is offset approximately 15' to the east.

### **NE 1st Avenue**

NE 1st Avenue is a two lane roadway serving northbound traffic. South of Pembroke Road, NE 1st Avenue is classified as a City Collector.

Traffic signals are located at:

- Hallandale Beach Boulevard
- NE 3rd Street
- Pembroke Road

This equates to three signalized intersections within approximately 3/4 of a mile. The posted speed limit is 30 mph. For purposes of analysis, NE 1st Avenue was classified as a City Collector. Based upon the publication *Roadway Level of Service Analysis for Years 2005 and 2030*, September 2006, prepared by the Broward County Transportation Planning Division, NE 1st Avenue has a design code of 264 with an daily maximum service volume for LOS "D" of 10,000 vpd and an hourly maximum service volume for LOS "D" of 950 vph.

### **Dixie Highway**

Dixie Highway is a four lane roadway serving southbound traffic. Dixie Highway is classified as a County Collector.

Traffic signals are located at:

- Hallandale Beach Boulevard
- NE 3rd Street
- Pembroke Road

This equates to two signalized intersections within approximately 3/4 of a mile. The posted

speed limit on Dixie Highway is 35 mph. For purposes of analysis, Dixie Highway was classified as a County Collector. Based upon the publication *Roadway Level of Service Analysis for Years 2005 and 2030*, September 2006, prepared by the Broward County Transportation Planning Division, Dixie Highway has a design code of 463 with an daily maximum service volume for LOS "D" of 26,040 vpd and an hourly maximum service volume for LOS "D" of 2,484 vph.

### **NE/NW 3rd Street**

NE/NW 3rd Street is a two lane roadway. On the Broward County functional classification map NE/NW 3rd Street is classified as a local roadway; however, the Transportation Element of the City of Hallandale's Comprehensive Plan indicates that NE/NW 3rd Street is a collector.

Traffic on NE/NW Street is controlled by traffic signals at:

- Federal Highway
- NE 1st Avenue
- Dixie Highway

In addition, there is a four-way stop at the intersection of NE 3rd Street and NE 3rd Avenue.

Table T-4, on page 3-26 of the Transportation Element of the Comprehensive Plan, indicates that the peak hour capacity (maximum service volume for level of service "D") on NW/NE 3rd Street between NW 6th Avenue and Federal Highway is 1,290 vph.

## **4.2 EXISTING SIGNAL TIMING**

Existing signal timing data for the signalized intersections to be analyzed was obtained from the Broward County Traffic Engineering Division. This data was used in the intersection capacity analysis to determine each intersection's level of service (LOS).

## **4.3 EXISTING TRAFFIC COUNTS**

There are twenty-four existing Florida Department of Transportation (FDOT) and seventeen existing Broward County traffic count stations located within or near the study area. Data for these traffic count stations is summarized in Tables and .

**TABLE 2  
YEAR 2005 FDOT AVERAGE ANNUAL DAILY TRAFFIC (AADT)  
VOLUMES IN VEHICLES PER DAY (VPD)**

STA	LOCATION	DIR 1		DIR 2		TOTAL
78	SR 824 / PEMBROKE RD. - W. OF SR 9 / I-95	22,000	E	23,500	W	45,500
150	SR-858/HALLANDALE BCH BLVD, 0.1 MI E I95, BROWARD CO	31,495	E	29,314	W	60,809
176	SR-5/US-1, 0.1 MI N OF PEMBROKE RD., BROWARD CO		N		S	33,500
248	SR 820/HOLLYWOOD BLVD - E OF I-95	23,000	E	23,500	W	46,500
268	SR 5/US 1 - AT DADE/BROWARD COUNTY LINE	27,000	N	25,500	S	52,500
297	SR 858/HALLANDALE BCH. BLVD - W. OF SR 9/I-95	20,500	E	21,500	W	42,000
306	SR-820/HOLLYWOOD BLVD, 300' W OF 8TH AVE, BROWARD CO	7,466	E	7,257	W	14,723
331	SR-9/I-95, 0.1 MI N HALLANDALE BCH BLVD, BROWARD CO		N		S	252,000
349	SR 858/HALLANDALE BCH. BLVD - W. OF I.C.W.W. BR.	18,000	E	17,500	W	35,500
418	SR A1A - N OF HALLANDALE BEACH BLVD	14,500	N	13,500	S	28,000
421	SR A1A - BROWARD/DADE COUNTY LINE	12,000	N	12,000	S	24,000
590	SR 858 / HALLANDALE BCH.BLVD - W. OF SR 5/US1	19,000	E	19,000	W	38,000
2394	SR 9/I-95 - S OF SR 820/HOLLYWOOD BLVD	127,000	N	132,000	S	259,000
2487	I-95 SOUTH OF HALLANDALE BEACH BLVD.	112,000	N	113,000	S	225,000
5028	SR 5/US1 - S. OF SR 824/PEMBROKE RD.	18,500	N	17,000	S	35,500
5029	SR 858/HALLANDALE BCH. BLVD - E. OF SR 5/US1	24,500	E	22,500	W	47,000
5042	SR A1A - S. OF SR 820/HOLLYWOOD BLVD.	12,000	N	12,500	S	24,500
5044	SR A1A - S OF SR 858/HALLANDALE BEACH BLVD	14,000	N	14,500	S	28,500
5046	SR 820/HOLLYWOOD BLVD - W OF I-95	26,000	E	27,000	W	53,000
5050	SR 820/HOLLYWOOD BLVD. - E. OF 17TH AVE.	6,900	E	6,900	W	13,800
5093	SR 824/PEMBROKE RD. - W. OF SR 5/US 1	12,000	E	12,000	W	24,000
5181	SR 824/PEMBROKE RD. - E. OF I-95	20,000	E	20,000	W	40,000
268	SR 5/US-1,200' S MIAMI-DADE/BROWARD CO LINE	26,500	N	25,000	S	51,500
2487	SR 9A/I-95, 200' S MIAMI-DADE/BROWARD CO LINE	120,000	N	104,000	S	224,000

Source: Florida Department of Transportation, Transportation Statistics Office

**TABLE 3  
YEAR 2005 BROWARD COUNTY AVERAGE DAILY TRAFFIC (ADT)  
VOLUMES IN VEHICLES PER DAY (VPD)**

STA	LOCATION	TOTAL
9630	DIPLOMAT PKWY N OF HALLANDALE BEACH BLVD	3,905
7001	DIXIE HWY S OF COUNTYLINE RD	5,737
7719	DIXIE HWY S OF HALLANDALE BEACH BLVD	5,395
8148	DIXIE HWY S OF HOLLYWOOD BLVD	6,356
9635	DIXIE HWY S OF PEMBROKE RD	5,972
8205	HOLLYWOOD BLVD W OF DIXIE HWY	16,716
9696	HOLLYWOOD BLVD W OF US 1	13,820
9634	NE 1ST AV S OF PEMBROKE RD	3,910
7309	S 14 AVE N OF HNDLE BCH BLVD	6,575
9147	S 14 AVE S OF HOLLYWOOD BLVD	3,913
8103	S 21 AVE S OF HOLLYWOOD BLVD	5,035
7311	S 26 AVE S OF HOLLYWOOD BLVD	2,023
9758	S 28TH AV S OF HOLLYWOOD BLVD	8,898
7037	SE 1 AVE S OF HALLANDALE BEACH BLVD	3,091
9633	SW 8TH AV S OF HALLANDALE BEACH BLVD	8,847
9188	WASHINGTON ST E OF US 1	3,693
9632	WASHINGTON ST W OF DIXIE HWY	6,308

Source: Broward County

Original machine traffic counts were taken the first week of January, 2006 at the following locations:

- Federal Highway between NE 3rd Street and NE 4th Street
- NE 3rd Street between NE 3rd Avenue and Federal Highway
- NE 3rd Street between Dixie Highway and NE 3rd Avenue
- NE 4th Street between NE 4th Avenue and alley west of Federal Highway
- NE 4th Avenue between NE 3rd Street and NE 4th Street

The count program provided machine traffic counts (without vehicle classifications) summarized every 15 minutes for a 72-hour period. The machine counts were conducted

on Thursday, Friday and Saturday.

Machine traffic count data is summarized in Tables 7 thru 11 inclusive.

Turning movement counts were obtained as follows:

- At the intersection of NE 3rd Street and NE 3rd Avenue, on Wednesday, January 4, 2006 between 7:00 AM and 9:00 AM; 11:30 AM and 1:30 PM: and, 4:00 PM and 6:00 PM.
- At the intersection of NE 4th Street and NE 3rd Avenue, on Wednesday, January 4, 2006 between 7:00 AM and 9:00 AM; 11:30 AM and 1:30 PM: and, 4:00 PM and 6:00 PM.
- At the intersection of NE 3rd Street and Federal Highway, on Thursday, January 5, 2006 between 7:00 AM and 9:00 AM; 11:30 AM and 1:30 PM: and, 4:00 PM and 6:00 PM.
- At the intersection of NE 3rd Street and Dixie Highway, on Tuesday, January 10, 2006 between 7:00 AM and 9:00 AM; 11:30 AM and 1:30 PM: and, 4:00 PM and 6:00 PM.
- At the intersection of NE 3rd Street and NE 1st Avenue, on Tuesday, January 10, 2006 between 7:00 AM and 9:00 AM; 11:30 AM and 1:30 PM: and, 4:00 PM and 6:00 PM.

This turning movement count data, adjusted to reflect peak 15 minute flows in vehicles per hour for Average Annual Weekday Traffic conditions is summarized in Table 12.

#### **Weekly Volume Factors**

Weekly volume factors to adjust raw count data to Average Annual Daily Traffic (AADT) volumes were obtained from FDOT records for the year 2005. Rather than using county-wide factors, the factors for Central Broward County between US-1 and SR-7 were used. These factors are shown in Table 4.

**TABLE 4  
YEAR 2005 WEEKLY ADJUSTMENT FACTORS**

WEEK	BEGIN DATE	END DATE	FACTOR
1	1/1/05	1/1/05	0.99
2	1/2/05	1/8/05	0.97
3	1/9/05	1/15/05	0.96

Source: Florida Department of Transportation, Transportation Statistics Office.

**Axle Adjustment Factors**

Weekly axle adjustment factors to adjust raw count data to Average Daily Traffic (ADT) volumes were obtained from FDOT records for the year 2005. Rather than using county-wide factors, factors for SR-5/US-1 (Federal Highway between Dade County Line and I-595). These factors are shown in Table 5.

**TABLE 5  
YEAR 2005 WEEKLY AXLE ADJUSTMENT FACTORS**

WEEK	BEGIN DATE	END DATE	FACTOR
1	1/1/05	1/7/05	1.00
2	1/8/05	1/14/05	1.00
3	1/15/05	1/21/05	1.00

Source: Florida Department of Transportation, Transportation Statistics Office.

**Peak Season Adjustment Factors**

Peak season adjustment factors were obtained from FDOT records for the years 2003 through 2005. Rather than using a county-wide average, the peak season adjustment factors for Central Broward County between US-1 and SR-7 were used. Consistent with the FDOT 2002 *Quality/Level of Service Handbook*, the median weekly factor for the thirteen highest consecutive weeks of the year (the peak season) for each of the three years was determined. The peak season adjustment factor was determined to be 1.045. These factors are shown in Table 6.

**TABLE 6**  
**SEASONAL ADJUSTMENT FACTORS**

<b>YEAR</b>	<b>FACTOR</b>
2003	1.043
2004	1.039
2005	1.054
<b>MEDIAN</b>	<b>1.045</b>

Source of yearly data: Florida Department of Transportation, Transportation Statistics Office.

**TABLE 7  
EXISTING TRAFFIC  
FEDERAL HIGHWAY BETWEEN NE 3RD STREET AND NE 4TH STREET**

RAW DATA	NORTHBOUND	SOUTHBOUND	2-WAY
ADT	17,755	17,723	35,478
AM PEAK HOUR	896	1,117	2,013
MID-DAY PK HR	993	1,158	2,151
PM PEAK HOUR	1,587	1,166	2,753
WEEKLY ADJUSTMENT FACTOR			0.97
AXLE ADJUSTMENT FACTOR			1.00
ADJUSTED DATA	NORTHBOUND	SOUTHBOUND	2-WAY
AADT	17,200	17,200	34,400
AM PEAK HOUR	870	1,080	1,950
MID-DAY PK HR	960	1,120	2,090
PM PEAK HOUR	1,540	1,130	2,670
	PERCENTAGE OF DAILY TRAFFIC	DIRECTIONAL DISTRIBUTION	
		NORTHBOUND	SOUTHBOUND
AADT	N/A	50%	50%
AM PEAK HOUR	5.67%	45%	55%
MID-DAY PK HR	6.08%	46%	54%
PM PEAK HOUR	7.76%	58%	42%
K(100)	8.11%	58%	42%

**TABLE 8  
EXISTING TRAFFIC  
NE 3RD STREET EAST OF NE 3RD AVENUE**

<b>RAW DATA</b>	<b>EASTBOUND</b>	<b>WESTBOUND</b>	<b>2-WAY</b>
ADT	2,883	2,196	5,079
AM PEAK HOUR	204	137	341
MID-DAY PK HR	238	139	377
PM PEAK HOUR	222	297	519
<b>WEEKLY ADJUSTMENT FACTOR</b>			0.97
<b>AXLE ADJUSTMENT FACTOR</b>			1.00
<b>ADJUSTED DATA</b>	<b>EASTBOUND</b>	<b>WESTBOUND</b>	<b>2-WAY</b>
AADT	2,800	2,100	4,900
AM PEAK HOUR	200	130	330
MID-DAY PK HR	230	130	370
PM PEAK HOUR	220	290	500
	<b>PERCENTAGE OF DAILY TRAFFIC</b>	<b>DIRECTIONAL DISTRIBUTION</b>	
		<b>EASTBOUND</b>	<b>WESTBOUND</b>
AADT	N/A	57%	43%
AM PEAK HOUR	7%	61%	39%
MID-DAY PK HR	8%	62%	35%
PM PEAK HOUR	10%	44%	58%
K(100)	11%	44%	58%

**TABLE 9  
EXISTING TRAFFIC  
NE 3RD STREET WEST OF NE 3RD AVENUE**

<b>RAW DATA</b>	<b>EASTBOUND</b>	<b>WESTBOUND</b>	<b>2-WAY</b>
<b>ADT</b>	3,278	3,040	6,318
<b>AM PEAK HOUR</b>	270	207	477
<b>MID-DAY PK HR</b>	265	198	463
<b>PM PEAK HOUR</b>	242	358	600
<b>WEEKLY ADJUSTMENT FACTOR</b>			0.97
<b>AXLE ADJUSTMENT FACTOR</b>			1.00
<b>ADJUSTED DATA</b>	<b>EASTBOUND</b>	<b>WESTBOUND</b>	<b>2-WAY</b>
<b>AADT</b>	3,200	2,900	6,100
<b>AM PEAK HOUR</b>	260	200	460
<b>MID-DAY PK HR</b>	260	190	450
<b>PM PEAK HOUR</b>	230	350	580
	<b>PERCENTAGE OF DAILY TRAFFIC</b>	<b>DIRECTIONAL DISTRIBUTION</b>	
		<b>EASTBOUND</b>	<b>WESTBOUND</b>
<b>AADT</b>	N/A	52%	48%
<b>AM PEAK HOUR</b>	8%	57%	43%
<b>MID-DAY PK HR</b>	7%	58%	42%
<b>PM PEAK HOUR</b>	10%	40%	60%
<b>K(100)</b>	10%	40%	60%

**TABLE 10  
EXISTING TRAFFIC  
NE 4TH STREET EAST OF NE 4TH AVENUE**

RAW DATA	EASTBOUND	WESTBOUND	2-WAY
ADT	214	226	440
AM PEAK HOUR	9	17	26
MID-DAY PK HR	9	15	24
PM PEAK HOUR	19	35	54
WEEKLY ADJUSTMENT FACTOR			0.97
AXLE ADJUSTMENT FACTOR			1.00
ADJUSTED DATA	EASTBOUND	WESTBOUND	2-WAY
AADT	200	200	400
AM PEAK HOUR	10	20	30
MID-DAY PK HR	10	10	20
PM PEAK HOUR	20	30	50
	PERCENTAGE OF DAILY TRAFFIC	DIRECTIONAL DISTRIBUTION	
		EASTBOUND	WESTBOUND
AADT	N/A	50%	50%
AM PEAK HOUR	8%	33%	67%
MID-DAY PK HR	5%	50%	50%
PM PEAK HOUR	13%	40%	60%
K(100)	13%	40%	60%

**TABLE 11  
EXISTING TRAFFIC  
NE 4TH AVENUE NORTH OF NE 3RD STREET**

<b>RAW DATA</b>	<b>NORTHBOUND</b>	<b>SOUTHBOUND</b>	<b>2-WAY</b>
ADT	254	245	499
AM PEAK HOUR	18	22	40
MID-DAY PK HR	21	14	35
PM PEAK HOUR	26	22	48
<b>WEEKLY ADJUSTMENT FACTOR</b>			0.97
<b>AXLE ADJUSTMENT FACTOR</b>			1.00
<b>ADJUSTED DATA</b>	<b>NORTHBOUND</b>	<b>SOUTHBOUND</b>	<b>2-WAY</b>
AADT	200	200	400
AM PEAK HOUR	20	20	40
MID-DAY PK HR	20	10	30
PM PEAK HOUR	30	20	50
	<b>PERCENTAGE OF DAILY TRAFFIC</b>	<b>DIRECTIONAL DISTRIBUTION</b>	
		<b>NORTHBOUND</b>	<b>SOUTHBOUND</b>
AADT	N/A	50%	50%
AM PEAK HOUR	10%	50%	50%
MID-DAY PK HR	8%	67%	33%
PM PEAK HOUR	13%	60%	40%
K(100)	13%	60%	40%

**TABLE 12  
EXISTING AM & PM PEAK HOUR INTERSECTION VOLUMES**

INTERSECTION	AM PEAK HOUR											
	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT
NE 3RD AVE & 3RD ST	31	163	58	58	113	0	31	8	58	8	12	31
NE 3RD AVE & 4TH ST	0	0	0	16	0	0	0	19	4	0	31	0
FEDERAL HWY & NE 3RD ST	39	78	85	54	50	8	58	865	19	23	1,230	35
DIXIE HWY & NE 3RD ST	70	221	167	35	85	175	23	229	31	151	605	43
INTERSECTION	PM PEAK HOUR											
	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT
NE 3RD AVE & 3RD ST	19	190	58	19	338	8	120	43	54	4	8	66
NE 3RD AVE & 4TH ST	0	0	4	4	0	0	0	62	0	0	74	0
FEDERAL HWY & NE 3RD ST	43	74	70	39	109	4	136	1,649	62	12	1,098	43
DIXIE HWY & NE 3RD ST	43	221	159	85	244	462	58	411	113	120	369	8

Source: Original traffic counts taken January 4, 5, or 10, 2006.

Notes:

- 1.) Data reflects peak 15 minute flows in vehicles per hour for Average Annual Weekday Traffic.
- 2.) Average peak season volumes are 4% greater.

### 4.3.1 PEAK HOURS

This section identifies characteristics of existing peak hour traffic in the study area. These characteristics include AM and PM peak hours, Planning Analysis Hour Factor ( $K_{100}$ ) factors and Directional Distribution (D) factors.

#### Federal Highway

The peaking characteristics of Federal Highway between NE 3rd Street and NE 4th Street are presented graphically in Figure 4. As can be seen from Figure 4, this section of Federal Highway experiences the following three peaks.

- An AM Peak of approximately 5.67% beginning at 9:30 am
- A mid-day peak of approximately 6.08% beginning at 10:45 am
- A PM Peak of approximately 7.76% beginning at 4:45 pm

The  $K_{100}$  for this section of roadway was estimated to be 8.11%. The D factor for this section of roadway was estimated to be 57.68%.

#### NE 3rd Street

The peaking characteristics of NE 3rd Street east of NE 3rd Avenue are presented graphically in Figure 5. As can be seen from Figure 5, this section of NE 3rd Street experiences the following three peaks.

- An AM Peak of approximately 6.73% beginning at 9:00 am
- A mid-day peak of approximately 7.55% beginning at 2:00 pm
- A PM Peak of approximately 10.20% beginning at 3:45 pm

The  $K_{100}$  for this section of roadway was estimated to be 10.67%. The D factor for this section of roadway was estimated to be 58.00%.

The peaking characteristics for NE 3rd Street west of NE 3rd Avenue are presented graphically in Figure 6. As can be seen from Figure 6, this section of NE 3rd Street experiences the following three peaks.

- An AM Peak of approximately 7.54% beginning at 8:15 am
- A mid-day peak of approximately 7.38% beginning at 12:15 pm
- A PM Peak of approximately 9.51% beginning at 3:45 pm

The  $K_{100}$  for this section of roadway was estimated to be 9.94%. The D factor for this section of roadway was estimated to be 60.34%.

### **NE 4th Street**

The peaking characteristics of NE 4th Street east of NE 4th Avenue are presented graphically in Figure 7. As can be seen from Figure 7, this section of NE 4th Street experiences the following three peaks.

- An AM Peak of approximately 7.50% beginning at 7:30 am
- A mid-day peak of approximately 5.00% beginning at 11:00 am
- A PM Peak of approximately 12.50% beginning at 4:15 pm

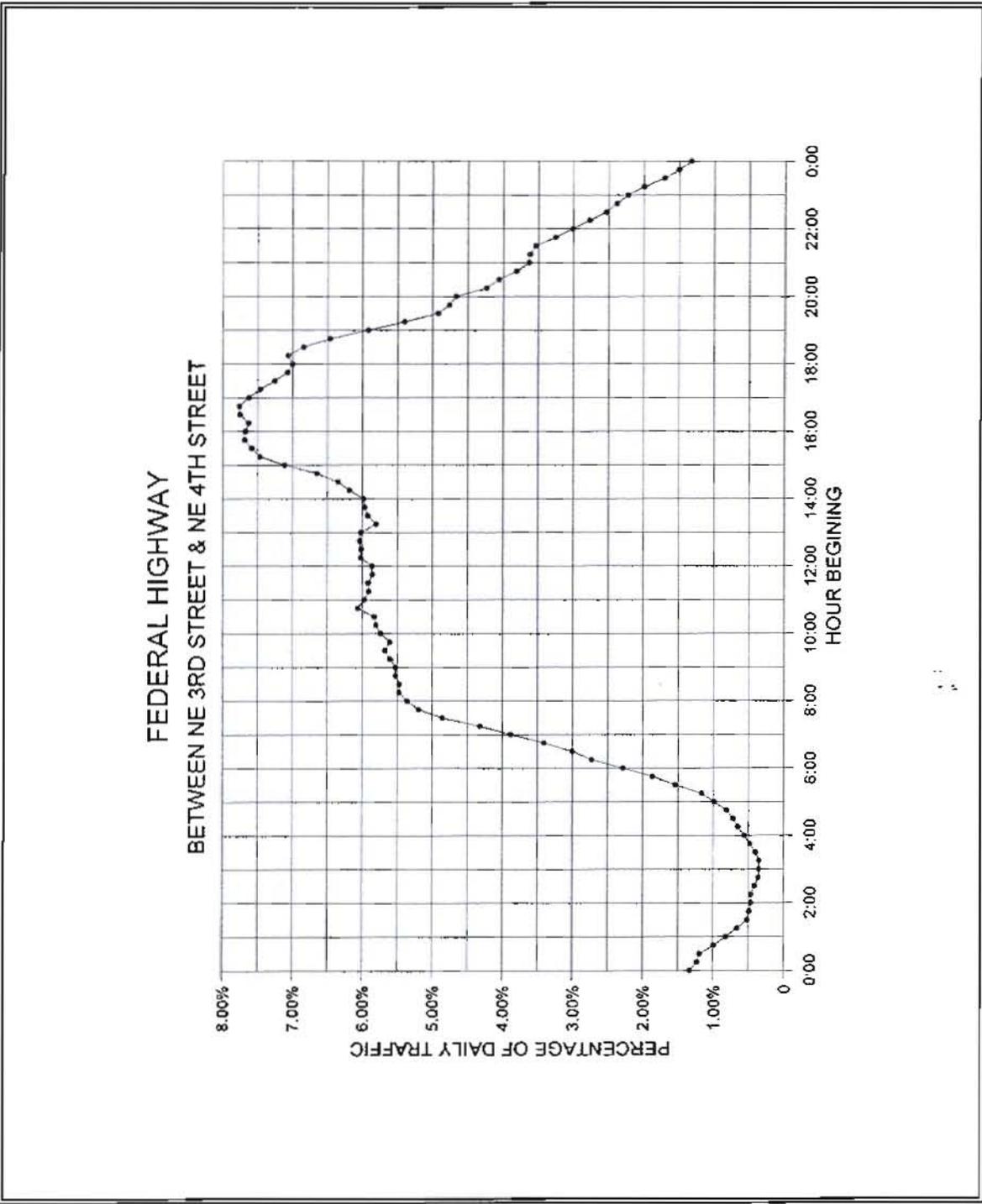
The K100 for this section of roadway was estimated to be 13.07%. The D factor for this section of roadway was estimated to be 60.00%.

### **4th Avenue**

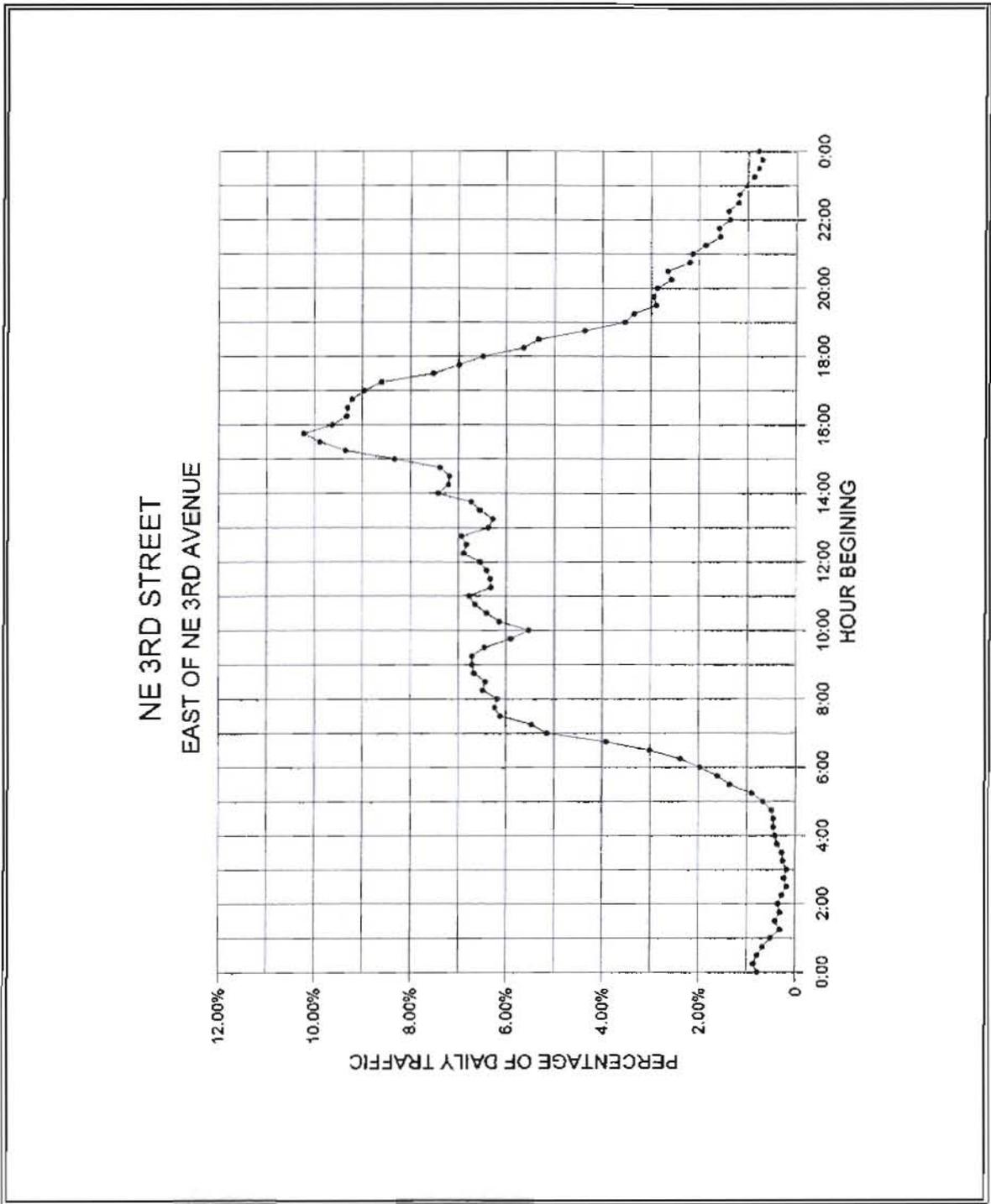
The peaking characteristics of the NE 4th Avenue between NE 3rd Street and NE 4th Street are presented graphically in Figure 8. As can be seen from Figure 8, this section of 4th Avenue experiences the following three peaks.

- An AM Peak of approximately 10.00% beginning at 8:00 am
- A mid-day peak of approximately 7.50% beginning at 11:00 am
- A PM Peak of approximately 12.50% beginning at 3:30 pm

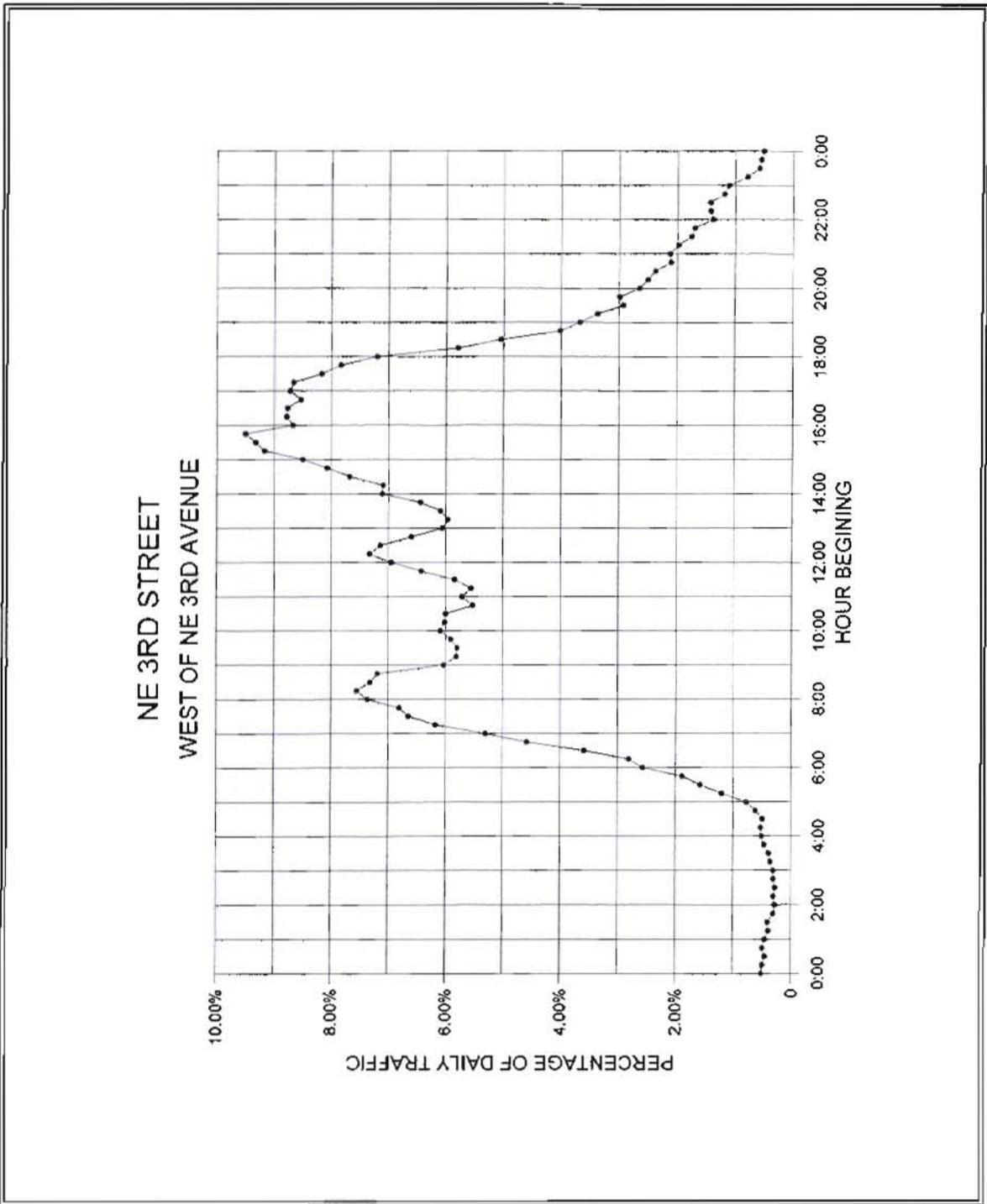
The K100 for this section of roadway was estimated to be 13.07%. The D factor for this section of roadway was estimated to be 60.00%.



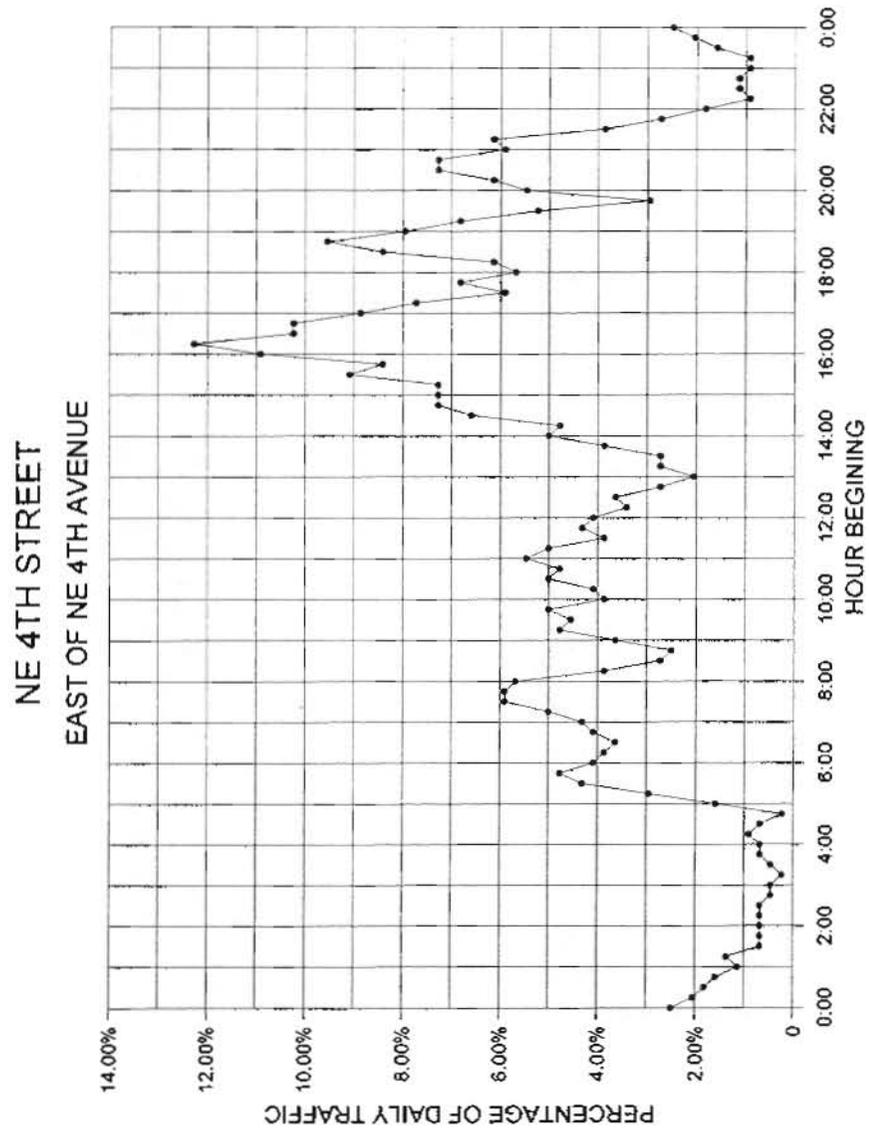
**FIGURE 4  
PEAKING CHARACTERISTICS  
FEDERAL HIGHWAY BETWEEN NE 3RD STREET & NE 4TH STREET**



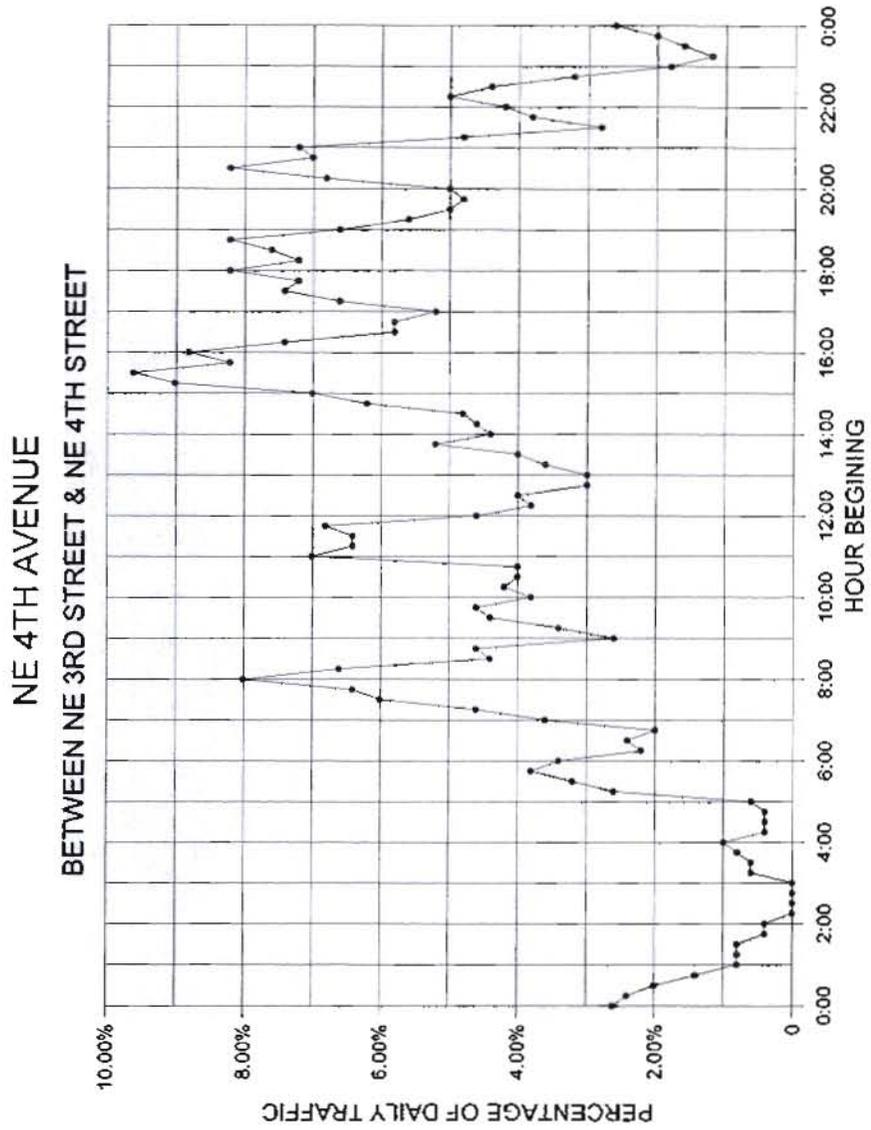
**FIGURE 5**  
**PEAKING CHARACTERISTICS**  
**NE 3RD STREET EAST OF NE 3RD AVENUE**



**FIGURE 6**  
**PEAKING CHARACTERISTICS**  
**NE 3RD STREET WEST OF NE 3RD AVENUE**



**FIGURE 7**  
**PEAKING CHARACTERISTICS**  
**NE 4TH STREET EAST OF NE 4TH AVENUE**



**FIGURE 8**  
**PEAKING CHARACTERISTICS**  
**NE 4TH AVENUE BETWEEN NE 3RD STREET & NE 4TH STREET**

#### **4.3.2 PREVAILING TRAFFIC CONDITIONS**

This section describes the traffic conditions on selected roadways and at selected intersections in the study area.

##### **Federal Highway**

Although heavy during peak hours, traffic flow on the section of Federal Highway in the study area is acceptable.

For periods of time, during the AM and PM peak hours traffic was observed to queue back from the intersection with Hallandale Beach Boulevard.

##### **Dixie Highway/NE 1st Avenue**

Traffic flow on the section of Dixie Highway and NE 1st Avenue in the study area is acceptable.

##### **NE 3rd Street**

Due to the minimal amount of traffic, traffic flow on NE 3rd Street is good. The presence of numerous school buses on NE 3rd Street during the AM peak hours was noted.

##### **NE 3rd Avenue**

Due to the minimal amount of traffic, traffic flow on NE 3rd Avenue is good.

#### 4.4 MASS TRANSIT

The site is located in north of the major east/west commercial area in Hallandale Beach and is served by several Broward County Transit (BCT) routes. Transit routes in the area are depicted in Figure 6.

BCT routes 1 and 5 operate on Federal Highway, which abuts the east side of the project. BCT route 28 operates on Hallandale Beach Boulevard, approximately 3 blocks south of the site. BCT route 6 operates southbound on Dixie Highway, approximately 3 blocks west of the site; and, northbound on NW 2nd Avenue approximately 5 blocks west of the site.

BCT route 1 operates on 15 minute headways on weekdays during the AM and PM peak hours. BCT route 5 operates on 60 minute headways on weekdays during the AM and PM peak hours. BCT route 28 operates on 30 minute headways on weekdays during the AM and PM peak hours. BCT route 6 operates on 30 minute headways on weekdays during the AM and PM peak hours.

In addition to BCT service, the City of Hallanadle Beach operates a free mini-bus. Both routes, route #1 and route #2, operate on Federal Highway adjacent to the site. Route 1 operates on 40 minute headways, while, route 2 operates on 60 minute headways.

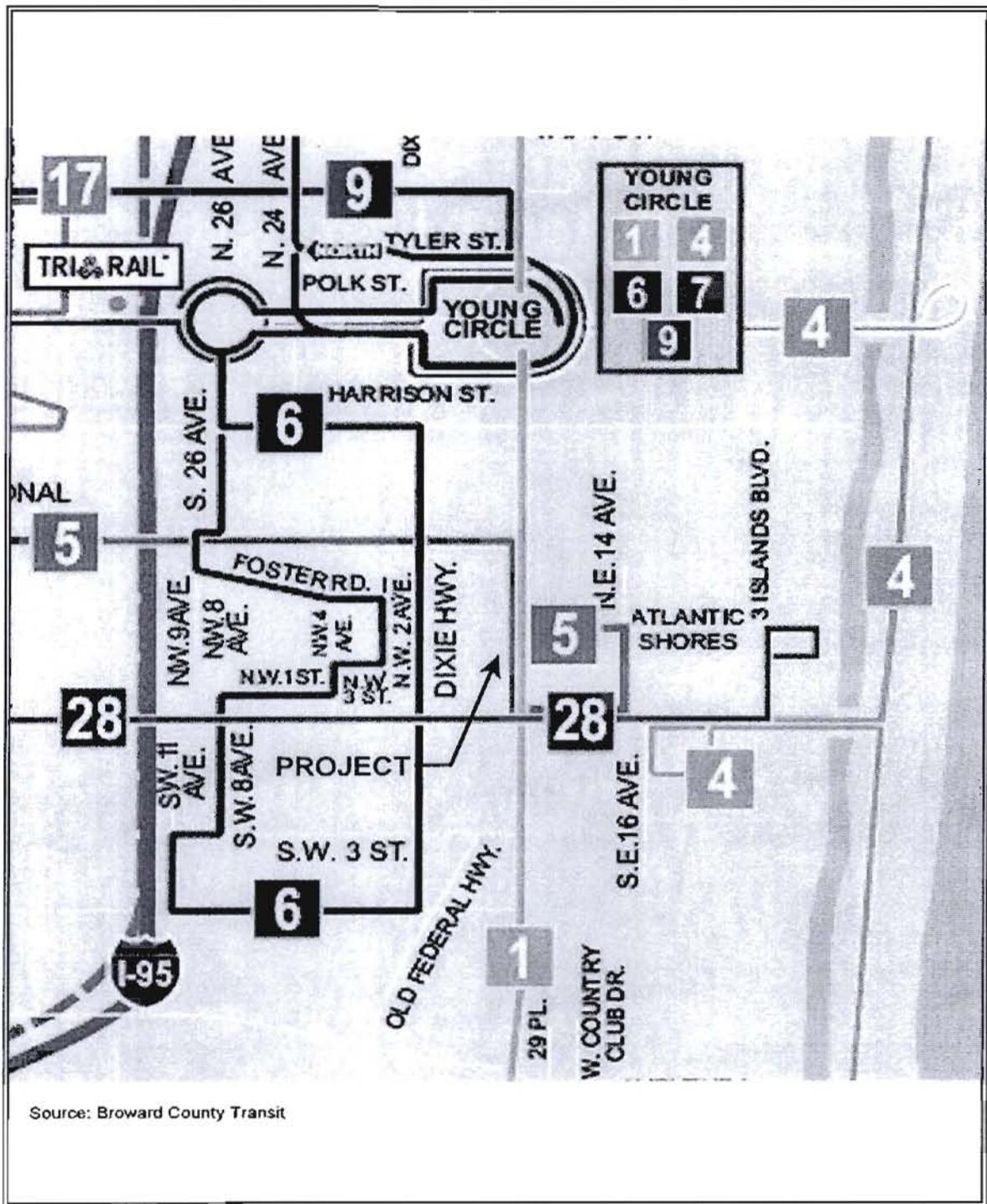


FIGURE 9  
BROWARD COUNTY TRANSIT ROUTES

#### 4.5 EXISTING LEVEL OF SERVICE

Each of the selected intersections were analyzed to determine their level of service. The Highway Capacity Manual (HCM) 2000 methodology based Highway Capacity Software, HCS+ Release 5.1 was used. The results are shown in Table 13 and on Figure 10. The intersection level of service analyses are included in Appendix A.

Link analysis, based upon AM and PM peak hour 2-way volumes, was also performed for the major roadways in the study area using the publication *Roadway Level of Service Analysis for Years 2005 and 2030*, September 2006, prepared by the Broward County Transportation Planning Division. This document relies on the FDOT ARTPLAN software and FDOT 2002 Quality/Level of Service Handbook, Table 4-7. The results of these analyses are summarized in Table 14.

It should be noted that the v/c ratios used in determining the link level of service were taken from page 3A-2 of the Transportation Element of the City's Comprehensive Development Master Plan.

**TABLE 13  
EXISTING INTERSECTION LEVEL OF SERVICE  
WEEKDAY PEAK HOUR CONDITIONS**

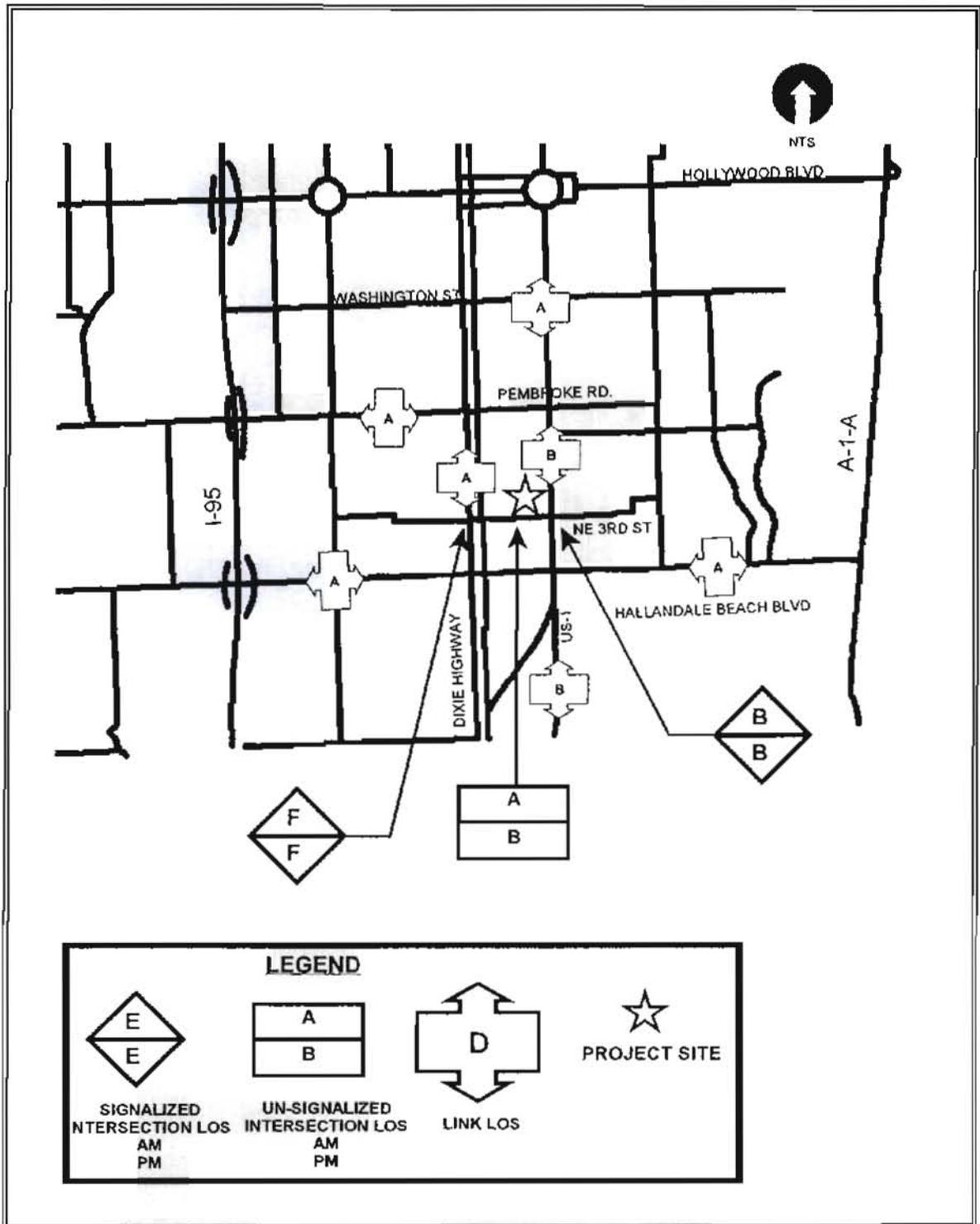
INTERSECTION	EXISTING LOS	
	AM	PM
NE 3RD AVE & 3RD ST	A	B
FEDERAL HWY & NE 3RD ST	B	B
DIXIE HWY & NE 3RD ST	F	F

**TABLE 14  
EXISTING LINK LEVEL OF SERVICE**

ROADWAY	FROM	TO	2005			
			PEAK HOUR CONDITIONS			
			VOLUME (VPH)	CAPACITY (VPH) (MAXIMUM SERVICE VOLUME LOS "D")	V/C	LOS
DIXIE HIGHWAY	DADE COUNTY LINE	HALLANDALE BEACH BLVD	894	2,484	0.36	A
	HALLANDALE BEACH BLVD	PEMBROKE ROAD	1,039	2,484	0.42	A
	PEMBROKE ROAD	HOLLYWOOD BOULEVARD	989	2,484	0.40	A
US-1	DADE COUNTY LINE	HALLANDALE BEACH BLVD	5,560	8,190	0.68	B
	HALLANDALE BEACH BLVD	PEMBROKE ROAD	3,760	5,442	0.69	B
	PEMBROKE ROAD	HOLLYWOOD BOULEVARD	2,740	5,442	0.50	A
HALLANDALE BEACH BLVD	I-95	US-1	4,790	8,190	0.58	A
	US-1	DIPLOMAT PARKWAY	4,980	8,190	0.61	A
	DIPLOMAT PARKWAY	A-1-A	3,760	8,190	0.46	A
PEMBROKE ROAD	I-95	US-1	3,280	5,442	0.60	A

Notes:

- 1.) Maximum peak hour 2-way volumes are taken from the publication *Roadway Level of Service Analysis for Years 2005 and 2030*, September 2006, prepared by the Broward County Transportation Planning Division.
- 2.) Peak Hour Capacity Volumes are based upon the publication *Roadway Level of Service Analysis for Years 2005 and 2030*, September 2006, prepared by the Broward County Transportation Planning Division; as amended by the Transit Oriented Concurrency District Ordinance.
- 3.) Level of service is based upon page 3A-2 of the Transportation Element of the City of Hallandale Beach Comprehensive Development Master Plan.



**FIGURE 10**  
**EXISTING LEVELS OF SERVICE**

## 5.0 TRIP GENERATION

The total number of vehicular trips generated by the project was determined for the AM and PM peak hours using the Institute of Transportation Engineers (ITE) publication, *Trip Generation*, 7th Edition. The number of vehicular trips generated by the project was based on the total number of condominium units, using data for ITE Land Use Code 230 and the number of retail trips calculated using data for ITE Land Use Code 814. The number of vehicular trips generated by the existing mobile home park was based on the total number of units, using data for ITE Land Use Code 240. No credit was taken for existing trips associated with the existing bar or the existing retail space.

Table 15 presents the net total number of new vehicular trips generated by the project before adjusting for pedestrian and mass transit trips.

**TABLE 15  
PROJECT TRAFFIC**

TIME	VEHICLE TRIPS						TOTALS	
	CONDOMINIUMS		RETAIL		EXISTING MOBILE HOME PARK			
	ITE (230)		ITE (814)		ITE (240)			
	372	DU	20,200	SF	209	DU		
<b>WEEKDAY</b>								
IN	980		448		(507)		921	VPD
OUT	980		448		(507)		921	VPD
TOTAL	1,961		895		(1,013)		1,843	VPD
<b>AM PEAK HOUR OF ADJACENT STREET</b>								
IN	25		66		(16)		75	VPH
OUT	123		72		(64)		131	VPH
TOTAL	148		138		(80)		206	VPH
<b>PM PEAK HOUR OF ADJACENT STREET</b>								
IN	118		24		(75)		67	VPH
OUT	58		31		(46)		43	VPH
TOTAL	177		55		(121)		110	VPH

Because of the nature of the area, it is anticipated that 2% of the person trips will use mass transit or walk. These person trips will not negatively effect the traffic conditions, and therefore, are not included in the vehicle trips distributed throughout the study area. The remaining 98% of the person trips generated by the project were distributed throughout the study area as vehicle trips.

Table 16 summarizes external trips for the project after accounting for modal splits. It should be noted that no reduction in project trips was taken for internalized trips (trips between retail and residential uses).

**TABLE 16  
FINAL EXTERNAL PROJECT TRAFFIC**

TIME	VEHICLE TRIPS						TOTALS	
	CONDOMINIUMS		RETAIL		EXISTING MOBILE HOME PARK			
	ITE (230)		ITE (814)		ITE (240)			
	AUTO	98.00%	AUTO	98.00%	AUTO	98.00%		
AM PEAK HOUR OF ADJACENT STREET								
IN	25		65		(16)		74	VPH
OUT	120		70		(63)		128	VPH
TOTAL	145		135		(78)		202	VPH
PM PEAK HOUR OF ADJACENT STREET								
IN	116		24		(74)		66	VPH
OUT	57		30		(45)		42	VPH
TOTAL	173		54		(119)		108	VPH

As can be seen from Table 16, the estimated number of new vehicle trips entering the site during the AM peak hour is 74 vph. The estimated number of new vehicle trips leaving the site during the AM peak hour is 128 vph.

The estimated number of new vehicle trips entering the site during the PM peak hour is 66 vph. The estimated number of new vehicle trips leaving the site during the PM peak hour is 42 vph.

## 6.0 TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

The project site is located in Traffic Analysis Zone (TAZ) 775. A cardinal distribution of the traffic within TAZ 775 was obtained by applying gravity model techniques to the Broward County 2030 Model and Miami-Dade County 2030 Model zdata information. Additional details on this process are provided in Appendix E. The distribution used is as follows:

North-Northeast	8.60%
East-Northeast	4.00%
East-Southeast	1.80%
South-Southeast	6.20%
South-Southwest	30.00%
West-Southwest	13.50%
West-Northwest	16.00%
North-Northwest	20.00%

The distribution of AM and PM project trips is summarized in Table 17. Based upon this trip distribution, the project trips were assigned to the roadway network. This is tabulated in Table 18 and depicted graphically in Figure 11.

**TABLE 17  
PEAK HOUR PROJECT TRIP DISTRIBUTION**

			AM TRIPS			PM TRIPS		
			TOTAL	IN	OUT	TOTAL	IN	OUT
			202	74	128	108	66	42
<b>NORTH</b>	<b>NNW</b>	20.0%	40	15	26	22	13	8
	<b>NNE</b>	8.6%	17	6	11	9	6	4
<b>EAST</b>	<b>ENE</b>	4.0%	8	3	5	4	3	2
	<b>ESE</b>	1.8%	4	1	2	2	1	1
<b>SOUTH</b>	<b>SSE</b>	6.2%	13	5	8	7	4	3
	<b>SSW</b>	30.0%	61	22	38	32	20	13
<b>WEST</b>	<b>WSW</b>	13.5%	27	10	17	15	9	6
	<b>WNW</b>	16.0%	32	12	20	17	11	7
<b>TOTAL</b>		100.1%	202	74	128	108	66	42

**TABLE 18  
PEAK HOUR PROJECT TRAFFIC ASSIGNMENT AT INTERSECTIONS**

INTERSECTION	AM PEAK HOUR											
	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT
NE 3RD AVE & 3RD ST		59			102							
NE 3RD AVE & 4TH ST												
FEDERAL HWY & NE 3RD ST	11	7	8		4		5					6
DIXIE HWY & NE 3RD ST		10		38	17	46			22	27		
INTERSECTION	PM PEAK HOUR											
	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT
NE 3RD AVE & 3RD ST		52			33							
NE 3RD AVE & 4TH ST												
FEDERAL HWY & NE 3RD ST	4	2	3		4		4					6
DIXIE HWY & NE 3RD ST		9		13	6	15			20	24		

Note: Volumes are in vehicles per hour and represent the net additional traffic due to the proposed project.

**TABLE 19  
PEAK HOUR PROJECT TRAFFIC ASSIGNMENT**

ROADWAY	FROM	TO	PEAK HOUR CONDITIONS			
			AM		PM	
			NB/EB	SB/WB	NB/EB	SB/WB
DIXIE HIGHWAY	DADE COUNTY LINE	HALLANDALE BEACH BLVD	6	10	5	3
	HALLANDALE BEACH BLVD	PEMBROKE ROAD	46	27	15	24
	PEMBROKE ROAD	HOLLYWOOD BOULEVARD	26	15	8	13
US-1	DADE COUNTY LINE	HALLANDALE BEACH BLVD	5	8	4	7
	HALLANDALE BEACH BLVD	PEMBROKE ROAD	11	6	4	6
	PEMBROKE ROAD	HOLLYWOOD BOULEVARD	11	6	4	6
HALLANDALE BEACH BLVD	I-95	US-1	27	46	24	15
	US-1	DIPLOMAT PARKWAY	2	1	1	1
	DIPLOMAT PARKWAY	A-1-A	2	1	1	1
PEMBROKE ROAD	I-95	US-1	12	20	11	7
HOLLYWOOD BLVD	I-95	DIXIE HIGHWAY	3	1	1	1
	DIXIE HIGHWAY	US-1	0	0	0	0
	US-1	A-1-A	1	1	0	1

Note: Volumes are in vehicles per hour and represent the net additional traffic due to the proposed project.

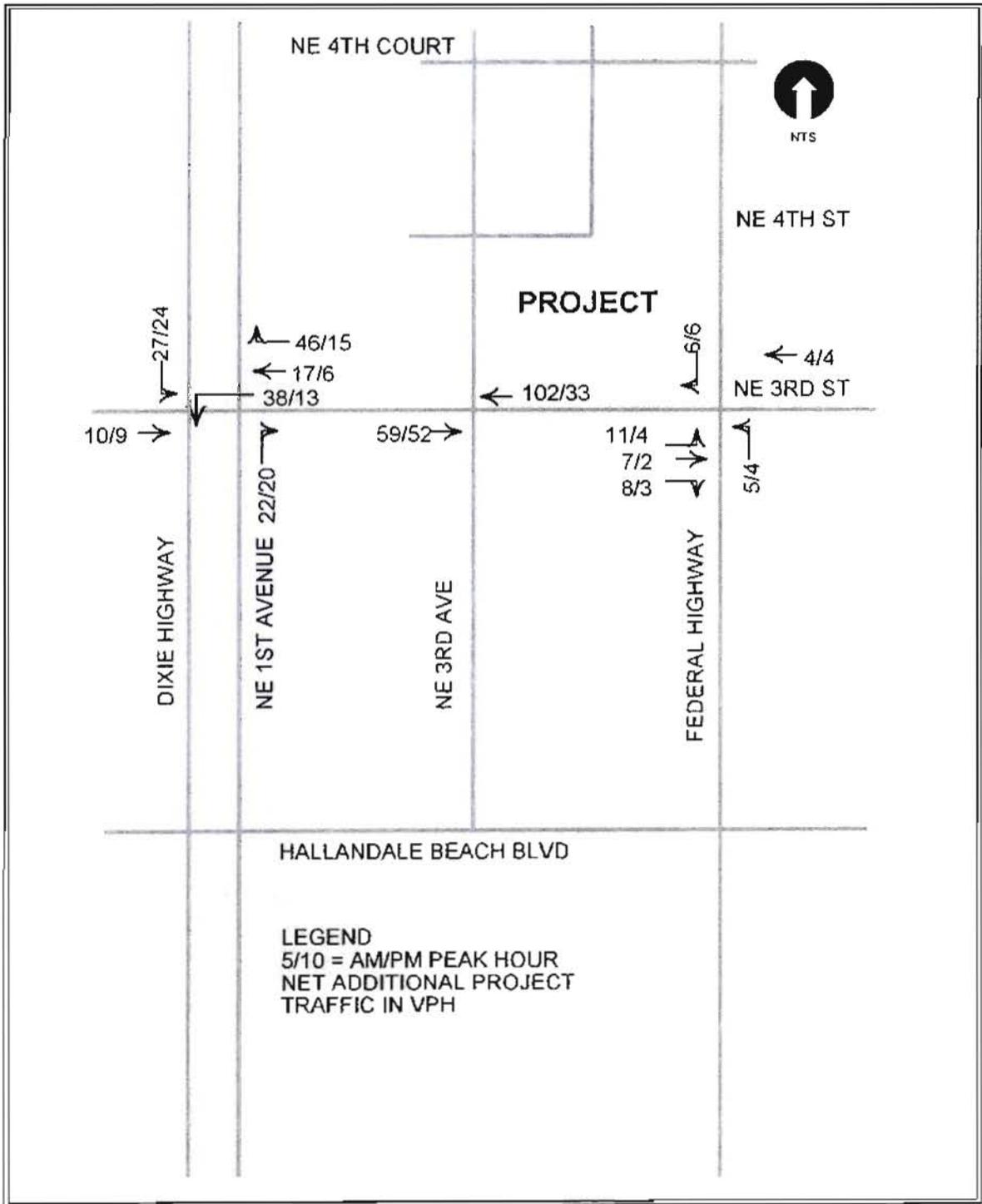


FIGURE 11  
 AM & PM PEAK HOUR PROJECT TRAFFIC

## 7.0 PROGRAMMED AND PLANNED ROADWAY IMPROVEMENTS

Programmed improvements impacting the project were identified using the Broward County *Transportation Improvement Program (TIP)*, 2005/2006 - 2009/2010. The improvements detailed in Table 20 will have the most direct impact on the project. These improvements will not add to the capacity of the roadway system serving the project.

TABLE 20  
PROGRAMMED IMPROVEMENTS

ROADWAY	FROM	TO	TYPE OF WORK
Hallandale Beach Blvd	South Dixie Highway	US-1	Safety Project
Hallandale Beach Blvd	US-1	Three Island Boulevard	Resurfacing

Planned improvements were identified from the cost feasible plans in the Broward County MPO 2030 *Long Range Transportation Plan Update*, dated March 30, 2005. These improvements, which could add capacity to the transportation system serving the project are documented in Table 21.

**TABLE 21  
PLANNED IMPROVEMENTS**

<b>ROADWAY</b>	<b>FROM</b>	<b>TO</b>	<b>TYPE OF WORK</b>
Dixie Highway	Pembroke Road	Washington Street	Pedestrian Improvements
Pembroke Road	I-95	Federal Highway	Add Bike Lane
Dixie Highway (FEC RR Transit Corridor)	Miami-Dade County Line	Palm Beach County Line	Light Rail Transit Crossing Improvements
Hollywood Boulevard	I-95	South Dixie Highway	Restripe to 6 Lane Divided
Federal Highway	BCT Route 1		Weekday 10 Minute Headways
Federal Highway	BCT Route 5		Weekday 30 Minute Headways
Dixie Highway	BCT Route 6		Sunday/Holiday Headway Improvements
Hallandale Beach Boulevard	BCT Route 28		Weekday 20 Minute Headways

Source: Broward County MPO 2030 Long Range Transportation Plan Update, dated March 30, 2005

## 8.0 FUTURE TRAFFIC CONDITIONS WITHOUT THE PROJECT

Future traffic conditions without the project were analyzed. Future traffic consisting of background traffic and committed development traffic was estimated. Background traffic was estimated by applying an annual growth factor to existing traffic. The annual growth factors were developed based upon published data for the year 2030 model. Data used in this analysis is shown in Table 22.

**TABLE 22  
ANNUAL AADT GROWTH RATES  
VOLUMES IN VEHICLES PER DAY (VPD)**

ROADWAY	LOCATION	2004	2030	YE ARLY RATE
DIXIE HIGHWAY	NORTH OF DADE COUNTY LINE	9,696	24,803	3.68%
	NORTH OF HALLANDALE BEACH BLVD	10,224	16,755	1.92%
	NORTH OF PEMBROKE ROAD	13,215	18,608	1.33%
US-1	NORTH OF DADE COUNTY LINE	48,000	69,457	1.43%
	NORTH OF HALLANDALE BEACH BLVD	35,500	45,457	0.96%
	NORTH OF PEMBROKE ROAD	32,244	35,415	0.36%
NORTH/SOUTH		148,879	210,495	1.34%
HALLANDALE BEACH BLVD	EAST OF I-95	61,395	70,037	0.51%
	EAST OF US-1	49,500	50,880	0.11%
	EAST OF DIPLOMAT PARKWAY	33,500	37,739	0.46%
PEMBROKE ROAD	EAST OF I-95	44,500	47,780	0.27%
HOLLYWOOD BLVD	EAST OF I-95	47,500	57,272	0.72%
	EAST OF DIXIE HIGHWAY	14,696	19,116	1.02%
	EAST OF US-1	14,937	24,614	1.94%
EAST/WEST		266,028	307,438	0.56%

Table 23 details how these growth factors were applied to the movements at the intersections which were analyzed.

**TABLE 23  
ANNUAL AADT GROWTH FACTORS**

INTERSECTION	AM PEAK HOUR											
	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT
NE 3RD AVE & 3RD ST	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
NE 3RD AVE & 4TH ST	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
FEDERAL HWY & NE 3RD ST	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
DIXIE HWY & NE 3RD ST	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
INTERSECTION	PM PEAK HOUR											
	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT
NE 3RD AVE & 3RD ST	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
NE 3RD AVE & 4TH ST	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
FEDERAL HWY & NE 3RD ST	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
DIXIE HWY & NE 3RD ST	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06

Future traffic conditions were analyzed for year 2009. The growth factors shown in Tables 22 & 23 were applied to the 2005 FDOT and Broward County traffic counts and the 2006 original traffic count volumes in order to achieve 2009 traffic volumes. In addition, City of Hallandale Beach, City of Hollywood, and City of Aventura data on major committed developments was researched and the traffic associated with those developments was included in the analysis. The developments were as follows:

- Hollywood Station II
- European Club
- Ocean Marine Yacht Club
- Beach Club
- Regency Spa
- Harbor Cove

- The Duo
- Aventura Medical Arts Building
- Hochstein Office
- Greenfield Office
- Aventura Corporate Center
- Parc at Turnberry Isle
- Aventura Marina
- Uptown Marina Lofts
- Atrium
- Turnberry Village
- The Venture
- Villa Flora
- Two Islands
- 3030 at Aventura
- Artech Residences
- Aventura Landings
- Embassy Suites Hotel
- Minto Communities
- Bella Mare
- Alaqua
- Penninsula Condo
- Eastside Aventura

The committed development traffic was considered when it was excess to the projected 2030 model traffic. The committed development traffic was distributed using a simplified gravity model and assigned to the network based upon existing travel patterns. This assignment is summarized in Table 24.

In addition, traffic associated with the proposed Village of Gulfstream Park DRI, as documented in the *Application for Development Approval (ADA), Village at Gulfstream Park, Development of Regional Impact (DRI)* dated April 28, 2004 was included in the analysis.

The AM Peak hour assignment of Village of Gulfstream Park traffic is summarized in Table 25.

The PM Peak hour assignment of committed development and Village of Gulfstream Park traffic is summarized in Table 26.

Details of the entire process are included in Appendix D.

**TABLE 24  
PEAK HOUR COMMITTED DEVELOPMENT TRAFFIC**

ROADWAY	DIR	752		766		768		779		886		Dade Co.		SUM	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Dixie Hwy County Line to Hallandale Beach Blvd	NB	1	5											1	5
	SB	5	2											5	2
Dixie Hwy Hallandale Beach Blvd to Hollywood Blvd	NB	1	5											1	5
	SB	5	2											5	2
US-1 County Line to Hallandale Beach Blvd	NB			124	47					9	43	314	216	448	306
	SB			90	71					44	21	227	304	362	396
US-1 Hallandale Beach Blvd to Hollywood Blvd	NB					48	26					202	140	249	166
	SB					14	48					148	195	162	243
Hallandale Beach Blvd -95 to Dixie Hwy	EB			235	106	34	116	1	0	17	72	38	56	325	350
	WB			171	135	115	63	0	1	81	39	54	40	422	277
Hallandale Beach Blvd Dixie Hwy to US-1	EB			111	43	34	116	1	0	8	35	38	56	192	250
	WB			81	64	115	63	0	1	37	17	54	40	287	184
Hallandale Beach Blvd US-1 to A-1-A	EB			125	48	48	163			9	44	56	38	238	293
	WB			91	72	162	88			45	22	40	54	339	236

**TABLE 25  
VILLAGE AT GULFSTREAM PARK  
AM PEAK HOUR TRAFFIC**

ROADWAY	FROM	TO	%	TOTAL	NB/EB	SB/WB
				VPH	VPH	VPH
Hallandale Beach Blvd	I-95	Dixie Hwy	24%	234	134	100
	Dixie Hwy	US-1	30%	292	167	125
	US-1	Ocean Dr	13%	127	54	72
Pembroke Rd	I-95	Dixie Hwy	9%	88	50	38
	Dixie Hwy	US-1	8%	78	45	33
Hollywood Blvd	US-1	Ocean Dr	1%	10	4	6
Dixie Hwy	County Line	Hallandale Beach Blvd	3%	29	13	17
	Hallandale Beach Blvd	Pembroke Rd	3%	29	13	17
	Pembroke Rd	Hollywood Blvd	1%	10	4	6
US-1	County Line	Hallandale Beach Blvd	40%	390	167	223
	Hallandale Beach Blvd	Pembroke Rd	15%	146	63	83
	Pembroke Rd	Hollywood Blvd	7%	68	29	39

**TABLE 26  
OTHER MAJOR DEVELOPMENT LINK VOLUMES**

ROADWAY	FROM	TO	PM PEAK HOUR					
			Gulfstream		Committed		Total	
			NB/ EB	SB/ WB	NB/ EB	SB/ WB	NB/ EB	SB/ WB
Dixie Highway	County Line	Hallandale Beach Blvd	38	42	5	2	43	44
	Hallandale Beach Blvd	Pembroke Rd	42	38	5	2	47	40
	Pembroke Rd	Hollywood Blvd	14	13	5	2	19	15
US-1	County Line	Hallandale Beach Blvd	555	500	306	396	861	896
	Hallandale Beach Blvd	Pembroke Rd	208	188	166	243	374	431
	Pembroke Rd	Hollywood Blvd	97	88	166	243	263	331
Hallandale Beach Blvd	I-95	Dixie Highway	300	333	350	277	650	610
	Dixie Highway	US-1	375	416	250	184	625	600
	US-1	Ocean Dr	180	163	293	236	473	399
Pembroke Rd	I-95	Dixie Highway	113	125			113	125
	Dixie Highway	US-1	100	111			100	111

**TABLE 27  
OTHER MAJOR DEVELOPMENT INTERSECTION VOLUMES**

INTERSECTION	AM PEAK HOUR											
	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT
NE 3RD AVE & 3RD ST												
NE 3RD AVE & 4TH ST												
FEDERAL HWY & NE 3RD ST								312			245	
DIXIE HWY & NE 3RD ST								14			22	
INTERSECTION	PM PEAK HOUR											
	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT
NE 3RD AVE & 3RD ST												
NE 3RD AVE & 4TH ST												
FEDERAL HWY & NE 3RD ST								374			431	
DIXIE HWY & NE 3RD ST								47			40	

Table 28 provides the future traffic volumes without the Park Central project and shows these volumes with the associated movement. These volumes were used to determine intersection level of service by using the same software programs as used for the previously described analysis.

The intersection level of service for the future traffic volumes without the Park Central project are shown in Table 29 and on Figure 12. The analysis shows not significant change in the intersection level of service during the AM and PM peak hours. The intersection level of service analyses are included in Appendix B.

The link level of service analysis for future peak hour 2-way traffic conditions was performed on the previously identified roadway links. These results are summarized in Table 30.

**TABLE 28  
FUTURE PEAK HOUR INTERSECTION VOLUMES WITHOUT THE PROJECT**

INTERSECTION	AM PEAK HOUR											
	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT
NE 3RD AVE & 3RD ST	33	171	61	61	118	0	33	8	61	8	12	33
NE 3RD AVE & 4TH ST	0	0	0	16	0	0	0	20	4	0	33	0
FEDERAL HWY & NE 3RD ST	42	85	93	59	55	8	63	1,255	21	25	1,585	38
DIXIE HWY & NE 3RD ST	83	262	198	41	101	207	28	286	37	180	740	51
INTERSECTION	PM PEAK HOUR											
	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT
NE 3RD AVE & 3RD ST	20	200	61	20	355	8	126	45	57	4	8	69
NE 3RD AVE & 4TH ST	0	0	4	4	0	0	0	65	0	0	78	0
FEDERAL HWY & NE 3RD ST	46	80	76	42	118	4	148	2,170	68	13	1,627	46
DIXIE HWY & NE 3RD ST	51	262	189	101	290	548	69	535	134	143	477	9

**TABLE 29  
 FUTURE INTERSECTION LOS W/O PROJECT  
 WEEKDAY PEAK HOUR CONDITIONS**

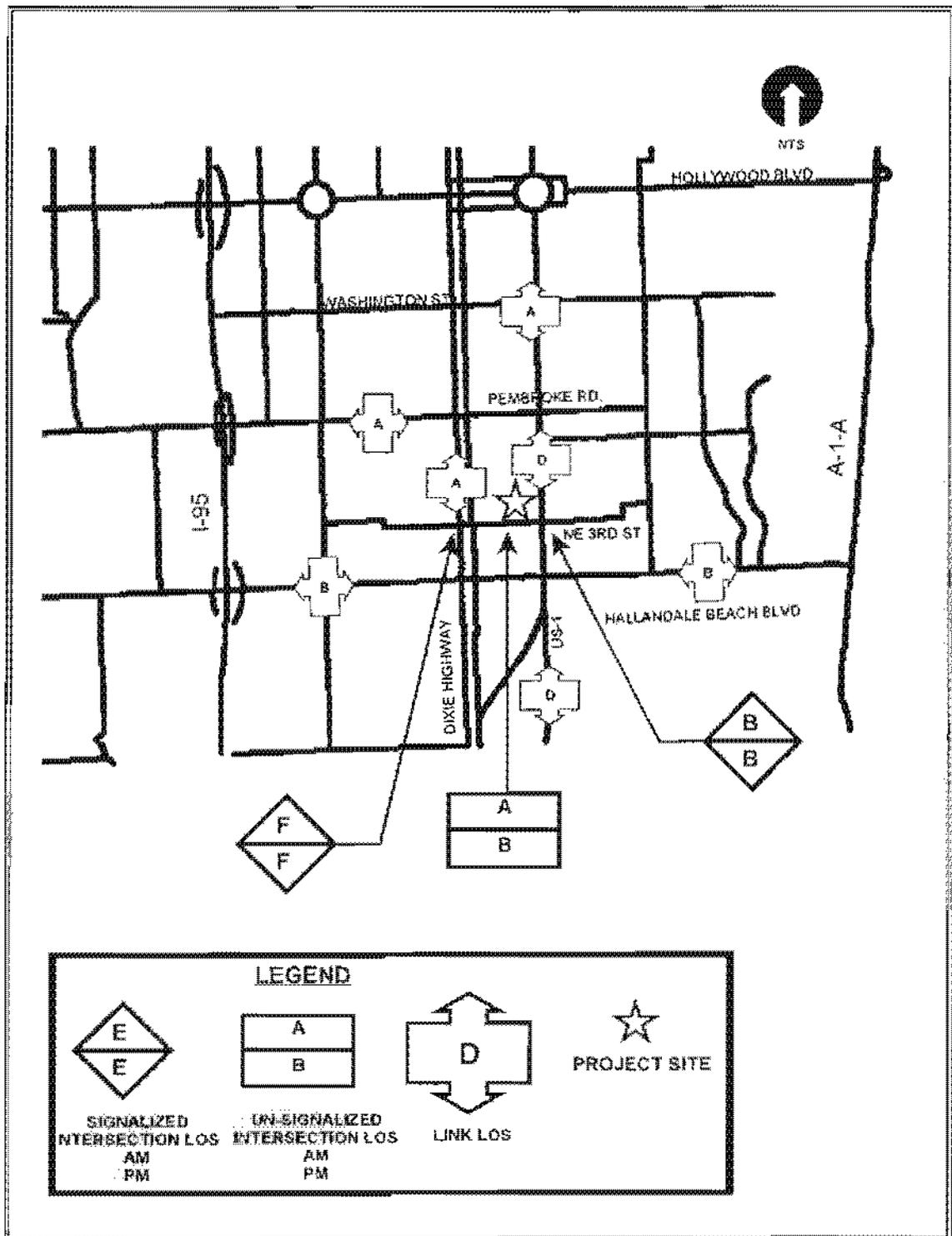
INTERSECTION	YEAR 2009 LOS W/O PROJECT	
	AM	PM
NE 3RD AVE & 3RD ST	A	B
FEDERAL HWY & NE 3RD ST	B	B
DIXIE HWY & NE 3RD ST	F	F

**TABLE 30  
FUTURE LINK LEVEL OF SERVICE WITHOUT PROJECT**

ROADWAY	FROM	TO	2009			
			PEAK HOUR CONDITIONS			
			VOLUME (VPH)	CAPACITY (VPH) (MAXIMUM SERVICE VOLUME LOS "D")	V/C	LOS
DIXIE HIGHWAY	DADE COUNTY LINE	HALLANDALE BEACH BLVD	1,120	2,484	0.45	A
	HALLANDALE BEACH BLVD	PEMBROKE ROAD	1,208	2,484	0.49	A
	PEMBROKE ROAD	HOLLYWOOD BOULEVARD	1,076	2,484	0.43	A
US-1	DADE COUNTY LINE	HALLANDALE BEACH BLVD	7,642	8,190	0.93	D
	HALLANDALE BEACH BLVD	PEMBROKE ROAD	4,711	5,442	0.87	D
	PEMBROKE ROAD	HOLLYWOOD BOULEVARD	3,374	5,442	0.62	A
HALLANDALE BEACH BLVD	I-95	US-1	6,148	8,190	0.75	B
	US-1	DIPLOMAT PARKWAY	6,226	8,190	0.76	B
	DIPLOMAT PARKWAY	A-1-A	4,702	8,190	0.57	A
PEMBROKE ROAD	I-95	US-1	3,554	5,442	0.65	A

Notes:

- 1.) Maximum peak hour 2-way volumes are taken from the publication *Roadway Level of Service Analysis for Years 2005 and 2030*, September 2006, prepared by the Broward County Transportation Planning Division adjusted to reflect background growth, committed development, and Village at Gulfstream Park traffic.
- 2.) Peak Hour Capacity Volumes are based upon the publication *Roadway Level of Service Analysis for Years 2005 and 2030*, September 2006, prepared by the Broward County Transportation Planning Division; as amended by the Transit Oriented Concurrency District Ordinance.
- 3.) Level of service is based upon page 3A-2 of the Transportation Element of the City of Hallandale Beach Comprehensive Development Master Plan.



**FIGURE 12**  
**FUTURE LEVELS OF SERVICE WITHOUT PROJECT**

## 9.0 FUTURE CONDITIONS WITH PROJECT TRAFFIC

Future traffic conditions with project traffic were analyzed for the year 2009. This was accomplished by using the 2009 estimated traffic volumes without the project and adding the traffic generated by the project (as shown in Table 18). Table 31 details the future traffic plus project traffic volumes for the AM and PM peak hours. These volumes were then used to determine the intersection levels of service using the same procedures as previously stated.

For the most part, there were only minor changes between the year 2009 future intersection level of service with and without the project. This is shown in Table 32 and on Figure 10. The intersection level of service analyses, including analyses for peak season conditions with the project, are included in Appendix C. Peak season volumes were obtained by applying a factor of +5% to the volumes shown in Table 31.

The link level of service analysis for future AM and PM peak hour 2-way traffic conditions with the project was performed on the previously identified roadway links. These results are summarized in Table 33.

Table 33 indicates that approval of the proposed project would not result in traffic volumes in excess of the maximum allowable on the major roadways in the study area.

With regards to NE/NW 3rd Street west of Federal Highway. The maximum allowable peak hour traffic volume is 1,290 vph. Existing peak hour traffic on NE/NW 3rd Street during the peak season is 500 vph in the AM peak hour and 630 vph in the PM peak hour. No committed development traffic was identified on NE/NW 3rd Street. Therefore, NE/NW 3rd Street could accommodate an additional 790 vph in the AM peak hour and 660 vph in the PM peak hour. Assuming no credit for existing traffic associated with the site, as well as no reduction for internal trips, the project would add at most 286 vph in the AM peak hour and 232 vph in the PM peak hour. The proposed project trips do not exceed the remaining allowable trips on NE/NW 3rd Street.

**TABLE 31  
FUTURE PEAK HOUR INTERSECTION VOLUMES WITH PROJECT**

INTERSECTION	AM PEAK HOUR											
	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT
NE 3RD AVE & 3RD ST	33	230	61	61	220	0	33	8	61	8	12	33
NE 3RD AVE & 4TH ST	0	0	0	16	0	0	0	20	4	0	33	0
FEDERAL HWY & NE 3RD ST	53	92	101	59	59	8	68	1,255	21	25	1,585	44
DIXIE HWY & NE 3RD ST	83	272	198	80	119	253	28	286	59	206	740	51
INTERSECTION	PM PEAK HOUR											
	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT
NE 3RD AVE & 3RD ST	20	252	61	20	388	8	126	45	57	4	8	69
NE 3RD AVE & 4TH ST	0	0	4	4	0	0	0	66	0	0	78	0
FEDERAL HWY & NE 3RD ST	50	83	79	42	122	4	152	2,170	68	13	1,627	52
DIXIE HWY & NE 3RD ST	51	271	189	114	296	563	69	535	153	166	477	9

**TABLE 32  
FUTURE INTERSECTION LOS WITH PROJECT  
WEEKDAY PEAK HOUR CONDITIONS**

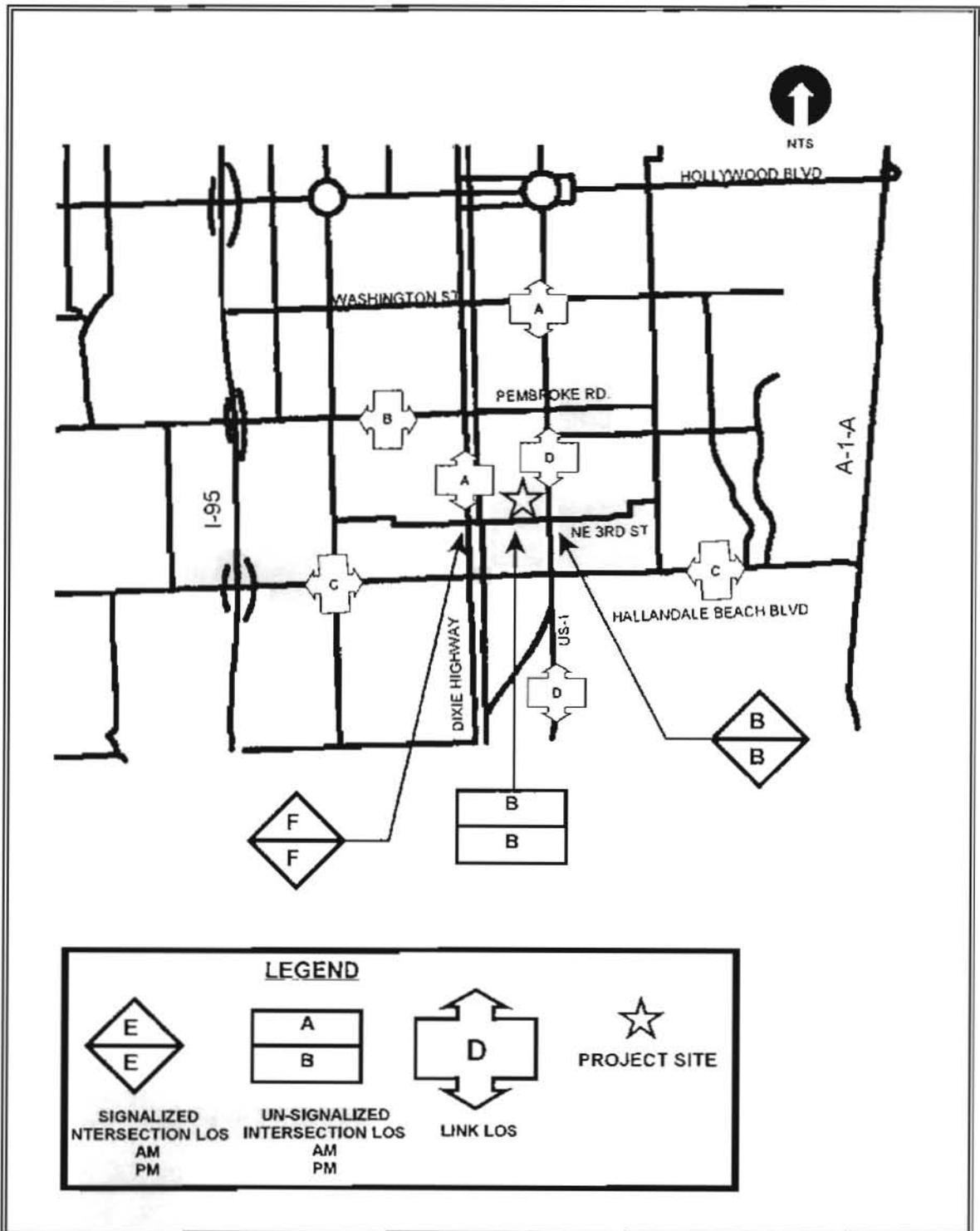
INTERSECTION	2006 LOS		2009 LOS W/O PROJECT		2009 LOS WITH PROJECT	
	AM	PM	AM	PM	AM	PM
NE 3RD AVE & 3RD ST	A	B	A	B	B	B
FEDERAL HWY & NE 3RD ST	B	B	B	B	B	B
DIXIE HWY & NE 3RD ST	F	F	F	F	F	F

**TABLE 33  
FUTURE LINK LEVEL OF SERVICE WITH PROJECT**

ROADWAY	FROM	TO	2009			
			PEAK HOUR CONDITIONS			
			VOLUME (VPH)	CAPACITY (VPH) (MAXIMUM SERVICE VOLUME LOS "D")	V/C	LOS
DIXIE HIGHWAY	DADE COUNTY LINE	HALLANDALE BEACH BLVD	1,128	2,484	0.45	A
	HALLANDALE BEACH BLVD	PEMBROKE ROAD	1,247	2,484	0.50	A
	PEMBROKE ROAD	HOLLYWOOD BOULEVARD	1,098	2,484	0.44	A
US-1	DADE COUNTY LINE	HALLANDALE BEACH BLVD	7,653	8,190	0.93	D
	HALLANDALE BEACH BLVD	PEMBROKE ROAD	4,720	5,442	0.87	D
	PEMBROKE ROAD	HOLLYWOOD BOULEVARD	3,383	5,442	0.62	A
HALLANDALE BEACH BLVD	I-95	US-1	6,187	8,190	0.76	C
	US-1	DIPLOMAT PARKWAY	6,228	8,190	0.76	C
	DIPLOMAT PARKWAY	A-1-A	4,704	8,190	0.57	A
PEMBROKE ROAD	I-95	US-1	3,571	5,442	0.66	B

Notes:

- 1.) Maximum peak hour 2-way volumes are taken from the publication *Roadway Level of Service Analysis for Years 2005 and 2030*, September 2006, prepared by the Broward County Transportation Planning Division adjusted to reflect background growth, committed development, Village at Gulfstream Park and project traffic.
- 2.) Peak Hour Capacity Volumes are based upon the publication *Roadway Level of Service Analysis for Years 2005 and 2030*, September 2006, prepared by the Broward County Transportation Planning Division; as amended by the Transit Oriented Concurrency District Ordinance.
- 3.) Level of service is based upon page 3A-2 of the Transportation Element of the City of Hallandale Beach Comprehensive Development Master Plan.



**FIGURE 13  
FUTURE LEVELS OF SERVICE WITH PROJECT**

## 10.0 STREET CLOSURES

The proposed project would close the section of NE 4th Street from the west side of Federal Highway to NE 4th Avenue. The project would also close the portion of NE 4th Avenue between NE 3rd Street and NE 4th Street. 72 hour machine traffic counts were conducted at locations on the sections of both streets which would be closed. The data provided in Tables 10 and 11 indicates that these sections of roadways experience little traffic. During a weekday, each roadway accommodates 400 to 500 vpd; and 50 vph during the PM peak hour. Most of this traffic is associated with the existing development on site. There is some likelihood that southbound Federal Highway traffic uses these two roadways to avoid the traffic signal at the intersection of NE 3rd Street and Federal Highway.

### NE 4th Street

NE 4th Street runs between Federal Highway and dead ends west of NE 3rd Avenue. The intersection with Federal Highway is restricted to a southbound right turn and eastbound right turn.

There are 5 single family homes on the north side of NE 4th Street between NE 3rd Avenue and NE 4th Avenue which would be impacted by the proposed street closures. In addition, there are 13 single family homes on the dead end portion of NE 4th Street west of NE 3rd Avenue which would be impacted to a lesser extent.

### NE 4th Avenue

NE 4th Avenue runs between NE 3rd Street and NE 7th Street. The minor side streets connecting to west side of Federal Highway are all restricted to right-turn-in and right-turn-out. This forces northbound traffic on Federal Highway to turn left at NE 3rd Street to access the area between NE 3rd Street and NE 7th Street.

Closure of these two sections of roadway will result in some diversion of traffic to NE 3rd Avenue between NE 3rd Street and NE 4th Court. It will also impact pedestrian accessibility persons residing in the 18 residences on NE 4th Street. However, due to the low volume of traffic, closure of these sections of roadways should not create significant impacts in the area.

## 11.0 COMPREHENSIVE PLAN

The proposed project requires a Land Use Plan Amendment (LUPA). Based upon information provide by the project planner; the proposed LUPA increases the residential density on a portion of the site. Under the current Land Use Plan that portion of the site would permit 101 dwelling units. The proposed LUPA would increase that to 326

dwelling units. Based upon the trip rates published by Broward County (effective March 1, 2004); the existing land use (RM-18) could develop 55 PM peak hour vehicle trips. Similarly the proposed land use (RM-HD2) could develop 117 PM peak hour vehicle trips. Thus, the proposed LUPA could result in a net increase of 62 vph in the PM peak hour.

The proposed project was reviewed with consideration to the Transportation Element of the City's Comprehensive Development Master Plan. The project is consistent with the City's adopted level of service standards for local roads (Policy 1.3.5).

Additionally, Objective 1.6 of the Transportation Element states:

*"The City shall encourage developments that promote safe and efficient on and off-site transportation improvements".*

There are two policies under that objective. They are:

Policy 1.6.1

*"The City shall require that site development designs incorporate safe and efficient on-site traffic circulation and adequate provisions for motorized and non-motorized parking where required, including bicycle parking".*

Policy 1.6.2

*"The City shall continue to require, at the time of development review, that developers include off-site project related transportation improvements including sidewalks, street and curb construction and/or reconstruction where required, including bicycle facilities consistent with the City's Future Pedestrian and Bikeway System (Figure T-12)."*

The proposed project is consistent with this object and it's accompanying two policies.

Objective 1.10 states:

*"The City will coordinate with Broward County in the implementation of their Transportation Element. The City was developed in a grid like pattern, generally with intensively developed uses located on major transportation routes located along land section lines".*

In support of that objective, Policy 1.10.1, in part, states:

*"The City shall maintain its highest intensities of land development along major transportation routes and encourage the clustering of parking areas near major routes*

*and transit stops”.*

The proposed project is consistent with this objective and policy.

Finally, the project is located in TAZ 775. The Broward County 2030 Long Range Transportation Plan anticipates that, between the year 2000 and 2030, there will be an increase of 337 households in TAZ 775. Households are synonymous with dwelling units. The project would result in a net increase of 137 dwelling units. Thus, the proposed project would appear to be consistent with anticipated growth in the area.

## **12.0 ON-STREET PARKING**

There are no existing on-street parking spaces adjacent to the site. The swale areas in the area are typically used for parking.

The project will not result in the elimination of any existing on-street parking spaces.

The project will provide some 762 on-site parking spaces. No on-street parking spaces will be created by the project. On-site parking will be provided for residents, employees and visitors to the site.

## **13.0 PEDESTRIANS**

Pedestrian activity was noted in the immediate vicinity of the site. In particular school aged children were observed in the AM peak hours at the intersection of NE 3rd Street and NE 3rd Avenue.

The proposed project will not significantly impact pedestrian movements along NE 3rd Street, NE 4th Court, NE 3rd Avenue or Federal Highway. Closure of portions of NE 4th Street and NE 4th Avenue will impact pedestrian movements in the neighborhood.

## **14.0 TRANSIT MOBILITY NEEDS**

The project is within the Southeast Transit Oriented Concurrency District. Broward County bus service is available on Federal Highway, Hallandale Beach Boulevard, and on Dixie Highway. Pedestrian access to these routes are along NE 3rd Street and Federal Highway. The closest bus stop is on Federal Highway between NE 3rd Street and NE 4th Street. An existing southbound bus pull-off is provided on Federal Highway just south of NE 4th Street. An existing northbound bus pull-off is provided on Federal Highway just north of NE 3rd Street. The proposed site plan (drawing SP-1, "Site Plan (First Level)", prepared by MSA Architects, Inc. and last dated 02/07/06) retains the existing southbound bus pull-off. Site access to the northbound bus stop would require crossing Federal Highway at the signalized intersection with NE 3rd Street. It should

be noted, however, that there are no pedestrian provisions in the traffic signal at Federal Highway and NE 3rd Street.

There are no existing sidewalks along NE 3rd Street, NE 4th Street or NE 4th Court. Plans for the project indicate that the sidewalks will be constructed by the project along NE 3rd Street between NE 3rd Avenue and Federal Highway.

By adding density along the US-1 corridor, the proposed project creates an opportunity to promote the use of public transportation.

## 15.0 PROJECT SITE PLAN

Traffic and transportation aspects of the proposed site plan were reviewed and analyzed. A copy of drawing M-SP-1, "Master Site Plan", prepared by MSA Architects, Inc. and last dated 12/20/07 was reviewed as part of the preparation of this report (see Figure 14).

### 15.1 PROJECT DRIVEWAYS

The proposed project includes two, two-way driveways connecting to NE 3rd Street. The major driveway serving the residential component of the project is located slightly west of the existing NE 4th Avenue alignment. A second driveway, serving the retail component of the project is located to the east, closer to Federal Highway.

The inbound AM and PM peak hour driveway volumes anticipated at the service point to the residential parking garage are 25 vph and 116 vph, respectively. The inbound AM and PM peak hour driveway volumes anticipated at the service point to the retail parking garage are 65 vph and 24 vph, respectively.

Queuing analysis was conducted based upon the assumption that access to the residential parking garage will be controlled by a card reader system and consist of an inbound lane and an outbound lane.

Analysis of potential inbound queues for the AM and PM peak hours indicates that there is better than a 96% probability that the queue should not exceed 2 vehicles including the vehicle being processed.

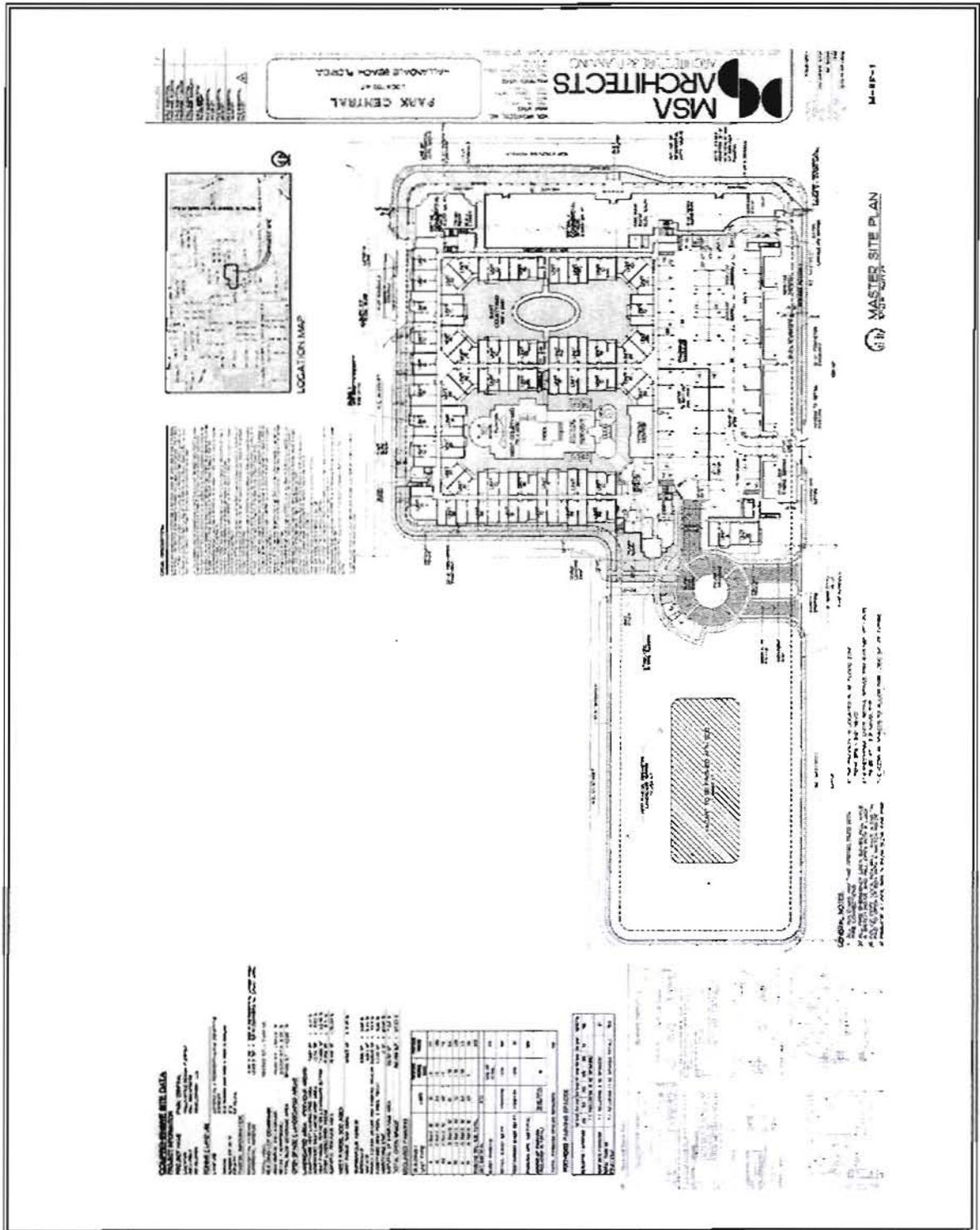
Since no control is anticipated for the retail portion of the parking garage, no queuing analysis was performed.

Although control point locations are not finalized on the plans, provided by the project architect; it appears that the potential control points could be well within the property.

Un-signalized intersection level of service analyses were conducted for the project driveways. The analyses indicate that the intersections serving the driveways would operate at acceptable levels of service during the AM and PM peak hours.

### 15.2 PROJECT LOADING DOCK

The proposed site plan depicts an internal loading zone/service area accessed via the retail driveway on NE 3rd Street. Loading dock maneuvering will be internal to the site.



**FIGURE 14  
 PROJECT SITE PLAN**

### 15.3 PEDESTRIAN ACCESS

The proposed site plan provides primary pedestrian access to the project via walkways on either side of the main driveway connecting to NE 3rd Street.

### 16.0 CONCLUSIONS

After reviewing the results from the intersection analysis and the roadway link analysis, it can be concluded that with or without the project, by the year 2009 there may be only some minor deterioration in the level of service on the intersections and streets most impacted by the project.

The intersection analysis, conducted for the intersections shows only a minor degradation of the level of service during the AM and PM peak hours. The most obvious situation occurs at the intersection of Dixie Highway/NE 1st Avenue and NE 3rd Street. The analyses indicates existing and future volumes with or without the project result in level of service "F". Additional analyses (included in Appendix C), using future peak season conditions with the project, indicate that by providing an eastbound right turn lane at the intersection of Dixie Highway and NE 3rd Street along with modest re-timing of the traffic signal, the level of service at that intersection could be improved to LOS "D" during the AM peak hour. Preliminarily, it appears that providing an eastbound right turn lane at the intersection of Dixie Highway and NE 3rd Street along with re-timing of the traffic signal could improve the PM peak hour level of service to LOS "E". This modification would likely entail resurfacing and re-striping of the eastbound approach to the intersection. Preliminary investigations indicate that this improvement could be constructed within the existing right-of-way.

The results of all of these analyses are shown in Table 34.

The roadway link analysis yields similar level of service results, indicating that roadway levels of service may be only marginally reduced through the year 2009 with or without the project.

The project is located within the Southeast Transit Oriented Concurrency District (TOCD).

**TABLE 34  
INTERSECTION LEVEL OF SERVICE SUMMARY  
WEEKDAY PEAK HOUR CONDITIONS**

INTERSECTION	2009 LOS W/O PROJECT		2009 LOS WITH PROJECT		2009 LOS WITH PROJECT AND IMPROVEMENTS	
	AM	PM	AM	PM	AM	PM
NE 3RD AVE & 3RD ST	A	B	B	B	N/A	N/A
FEDERAL HWY & NE 3RD ST	B	B	B	B	N/A	N/A
DIXIE HWY & NE 3RD ST	F	F	F	F	D	E

# APPENDIX A

Existing Intersection  
Levels of Service

HCS+: Unsignalized Intersections Release 5.2

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ALL-WAY STOP CONTROL(AWSC) ANALYSIS

Analyst: J. AHLSTEDT  
Agency/Co.:  
Date Performed: 1/17/2006  
Analysis Time Period: AM PEAK HOUR  
Intersection: N3SE3A  
Jurisdiction: HALLANDALE BEACH  
Units: U. S. Customary  
Analysis Year: EXISTING  
Project ID:  
East/West Street: NE 3RD STREET  
North/South Street: NE 3RD AVENUE

Worksheet 2 - Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	31	163	58	58	113	0	31	8	58	8	12	31
% Thru Left Lane												

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	252		171		97		51	
% Heavy Veh	3		3		3		3	
No. Lanes		1		1		1		1
Opposing-Lanes		1		1		1		1
Conflicting-lanes		1		1		1		1
Geometry group		1		1		1		1
Duration, T	0.25 hrs.							

Worksheet 3 - Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rates:								
Total in Lane	252		171		97		51	
Left-Turn	31		58		31		8	
Right-Turn	58		0		58		31	
Prop. Left-Turns	0.1		0.3		0.3		0.2	
Prop. Right-Turns	0.2		0.0		0.6		0.6	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
Geometry Group	1		1		1		1	
Adjustments Exhibit 17-33:								
hLT-adj	0.2		0.2		0.2		0.2	

hRT-adj	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7
hdj, computed	-0.1	0.1	-0.2	-0.3

Worksheet 4 - Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow rate	252		171		97		51	
hd, initial value	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.22		0.15		0.09		0.05	
hd, final value	4.41		4.67		4.71		4.74	
x, final value	0.31		0.22		0.13		0.07	
Move-up time, m		2.0		2.0		2.0		2.0
Service Time	2.4		2.7		2.7		2.7	

Worksheet 5 - Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rate	252		171		97		51	
Service Time	2.4		2.7		2.7		2.7	
Utilization, x	0.31		0.22		0.13		0.07	
Dep. headway, hd	4.41		4.67		4.71		4.74	
Capacity	507		421		347		301	
Delay	9.37		9.00		8.40		8.08	
LOS	A		A		A		A	
Approach:								
Delay		9.37		9.00		8.40		8.08
LOS		A		A		A		A
Intersection Delay	8.98				Intersection LOS		A	

HCS+: Signalized Intersections Release 5.2

Analyst: J. AHLSTEDT  
 Agency:  
 Date: 1/17/2006  
 Period: AM PEAK HOUR  
 Project ID: PARK CENTRAL  
 E/W St: NE 3RD STREET

Inter.: C-223  
 Area Type: All other areas  
 Jurisd: FDOT  
 Year : EXISTING  
 N/S St: FEDERAL HIGHWAY

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	1	2	0	1	2	0
LGConfig	L	TR		L	TR		L	TR		L	TR	
Volume	39	78	85	54	50	8	58	865	19	23	1230	35
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	P		
Thru		A			Thru	P		
Right		A			Right	P		
Peds					Peds			
WB Left		A			SB Left	P		
Thru		A			Thru	P		
Right		A			Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		29.0				120.0		
Yellow		4.0				4.0		
All Red		2.0				1.0		
Cycle Length: 160.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
<b>Eastbound</b>								
L	241	1327	0.16	0.18	55.4	E		
TR	308	1700	0.53	0.18	60.2	E	59.3	E
<b>Westbound</b>								
L	165	913	0.33	0.18	57.6	E		
TR	327	1806	0.18	0.18	55.5	E	56.5	E
<b>Northbound</b>								
L	258	344	0.22	0.75	7.0	A		
TR	2626	3501	0.34	0.75	6.9	A	6.9	A
<b>Southbound</b>								
L	413	550	0.06	0.75	5.3	A		
TR	2624	3498	0.48	0.75	8.2	A	8.1	A

Intersection Delay = 13.8 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.2

Analyst: J. AHLSTEDT  
 Agency:  
 Date: 1/17/2006  
 Period: AM PEAK HOUR  
 Project ID: PARK CENTRAL  
 E/W St: N 3RD STREET

Inter.: C-095  
 Area Type: All other areas  
 Jurisd: BROWARD COUNTY  
 Year : EXISTING  
 N/S St: DIXIE HIGHWAY

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	1	0	2	1	0	4	0
LGConfig	LTR			LT R			LT R			LTR		
Volume	70	221	167	35	85	175	23	229	31	151	605	43
Lane Width	12.0			12.0			12.0			12.0		
RTOR Vol	0			52			6			0		

Duration 0.25 Area Type: All other areas  
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
WB Left	P				SB Left	P		
Thru	P				Thru	P		
Right	P				Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		21.0	21.0			16.0	21.0	
Yellow		4.0	4.0			4.0	4.0	
All Red		0.0	0.0			8.0	8.0	
Cycle Length: 111.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	331	1748	1.38	0.19	227.0	F	227.0	F
Westbound								
LT	344	1818	0.35	0.19	40.5	D	41.0	D
R	306	1615	0.40	0.19	41.5	D		
Northbound								
LT	661	3496	0.38	0.19	40.2	D	39.9	D
R	297	1568	0.08	0.19	37.4	D		
Southbound								
LTR	949	6584	0.84	0.14	51.0	D	51.0	D
Intersection Delay = 93.3 (sec/veh) Intersection LOS = F								

HCS+: Unsignalized Intersections Release 5.2

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ALL-WAY STOP CONTROL(AWSC) ANALYSIS

Analyst: J. AHLSTEDT  
Agency/Co.:  
Date Performed: 1/17/2006  
Analysis Time Period: PM PEAK HOUR

Intersection: N3SE3A  
Jurisdiction: HALLANDALE BEACH  
Units: U. S. Customary  
Analysis Year: EXISTING  
Project ID:  
East/West Street: NE 3RD STREET  
North/South Street: NE 3RD AVENUE

Worksheet 2 - Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	19	190	58	19	338	8	120	43	54	4	8	66
% Thrus Left Lane												

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	267		365		217		78	
% Heavy Veh	3		3		3		3	
No. Lanes		1		1		1		1
Opposing-Lanes		1		1		1		1
Conflicting-lanes		1		1		1		1
Geometry group		1		1		1		1
Duration, T	0.25 hrs.							

Worksheet 3 - Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rates:								
Total in Lane	267		365		217		78	
Left-Turn	19		19		120		4	
Right-Turn	58		8		54		66	
Prop. Left-Turns	0.1		0.1		0.6		0.1	
Prop. Right-Turns	0.2		0.0		0.2		0.8	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
Geometry Group		1		1		1		1
Adjustments Exhibit 17-33:								

hLT-adj	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7
hadj, computed	-0.1	0.0	0.0	-0.4

Worksheet 4 - Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow rate	267		365		217		78	
hd, initial value	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.24		0.32		0.19		0.07	
hd, final value	5.28		5.25		5.74		5.60	
x, final value	0.39		0.53		0.35		0.12	
Move-up time, m		2.0		2.0		2.0		2.0
Service Time	3.3		3.2		3.7		3.6	

Worksheet 5 - Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rate	267		365		217		78	
Service Time	3.3		3.2		3.7		3.6	
Utilization, x	0.39		0.53		0.35		0.12	
Dep. headway, hd	5.28		5.25		5.74		5.60	
Capacity	517		615		467		328	
Delay	11.65		14.05		11.75		9.37	
LOS	B		B		B		A	
Approach:								
Delay		11.65		14.05		11.75		9.37
LOS		B		B		B		A
Intersection Delay	12.43				Intersection LOS	B		

HCS+: Signalized Intersections Release 5.2

Analyst: J. AHLSTEDT  
 Agency:  
 Date: 1/17/2006  
 Period: PM PEAK HOUR  
 Project ID: PARK CENTRAL  
 E/W St: NE 3RD STREET

Inter.: C-223  
 Area Type: All other areas  
 Jurisd: FDCT  
 Year : EXISTING  
 N/S St: FEDERAL HIGHWAY

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	1	2	0	1	2	0
LGConfig	L	TR		L	TR		L	TR		L	TR	
Volume	43	74	70	39	109	4	136	1649	62	12	1098	43
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	P		
Thru		A			Thru	P		
Right		A			Right	P		
Peds					Peds			
WB Left		A			SB Left	P		
Thru		A			Thru	P		
Right		A			Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		29.0				120.0		
Yellow		4.0				4.0		
All Red		2.0				1.0		

Cycle Length: 160.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	207	1141	0.21	0.18	56.0	E		
TR	310	1710	0.46	0.18	59.1	E	58.4	E
Westbound								
L	181	999	0.22	0.18	56.1	E		
TR	333	1835	0.34	0.18	57.4	E	57.1	E
Northbound								
L	302	403	0.45	0.75	10.0-	A		
TR	2620	3493	0.65	0.75	10.4	B	10.4	B
Southbound								
L	138	184	0.09	0.75	6.0	A		
TR	2619	3492	0.44	0.75	7.7	A	7.7	A

Intersection Delay = 14.3 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.2

Analyst: J. AHLSTEDT  
 Agency:  
 Date: 1/17/2006  
 Period: PM PEAK HOUR  
 Project ID: PARK CENTRAL  
 E/W St: N 3RD STREET

Inter.: C-095  
 Area Type: All other areas  
 Jurisd: BROWARD COUNTY  
 Year : EXISTING  
 N/S St: DIXIE HIGHWAY

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	1	0	2	1	0	4	0
LGConfig	LTR			LT R			LT R			LTR		
Volume	43	221	159	85	244	462	58	411	113	120	369	8
Lane Width	12.0			12.0			12.0			12.0		
RTOR Vol	0			139			34			0		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
WB Left	P				SB Left	P		
Thru	P				Thru	P		
Right	P				Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		27.0	27.0			20.0	33.0	
Yellow		4.0	4.0			4.0	4.0	
All Red		0.0	0.0			8.0	8.0	

Cycle Length: 139.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	339	1747	1.25	0.19	179.6	F	179.6	F
Westbound								
LT	354	1821	0.93	0.19	75.4	E	87.3	F
R	314	1615	1.03	0.19	99.4	F		
Northbound								
LT	829	3491	0.57	0.24	48.1	D	47.4	D
R	372	1568	0.21	0.24	43.2	D		
Southbound								
LTR	950	6604	0.52	0.14	56.1	E	56.1	E

Intersection Delay = 88.1 (sec/veh) Intersection LOS = F

## APPENDIX B

Future Intersection  
Levels of Service  
Without Project

HCS+: Unsignalized Intersections Release 5.2

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ALL-WAY STOP CONTROL(AWSC) ANALYSIS

Analyst: J. AHLSTEDT  
Agency/Co.:  
Date Performed: 11/1/06  
Analysis Time Period: AM PEAK HOUR  
Intersection: N3SE3A  
Jurisdiction: HALLANDALE BEACH  
Units: U. S. Customary  
Analysis Year: FUTURE W/O PROJECT  
Project ID:  
East/West Street: NE 3RD STREET  
North/South Street: NE 3RD AVENUE

Worksheet 2 - Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	33	171	61	61	118	0	33	8	61	18	12	33
% Thrus Left Lane												

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	265		179		102		53	
% Heavy Veh	3		3		3		3	
No. Lanes		1		1		1		1
Opposing-Lanes		1		1		1		1
Conflicting-lanes		1		1		1		1
Geometry group		1		1		1		1
Duration, T	0.25 hrs.							

Worksheet 3 - Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rates:								
Total in Lane	265		179		102		53	
Left-Turn	33		61		33		8	
Right-Turn	61		0		61		33	
Prop. Left-Turns	0.1		0.3		0.3		0.2	
Prop. Right-Turns	0.2		0.0		0.6		0.6	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
Geometry Group		1		1		1		1
Adjustments Exhibit 17-33:								
hLT-adj		0.2		0.2		0.2		0.2

hRT-adj	-0.6	-0.6	-0.6	-0.6
hBV-adj	1.7	1.7	1.7	1.7
hadj, computed	-0.1	0.1	-0.2	-0.3

Worksheet 4 - Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow rate	265		179		102		53	
hd, initial value	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.24		0.16		0.09		0.05	
hd, final value	4.45		4.71		4.77		4.80	
x, final value	0.33		0.23		0.14		0.07	
Move-up time, m		2.0		2.0		2.0		2.0
Service Time	2.4		2.7		2.8		2.8	

Worksheet 5 - Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rate	265		179		102		53	
Service Time	2.4		2.7		2.8		2.8	
Utilization, x	0.33		0.23		0.14		0.07	
Dep. headway, hd	4.45		4.71		4.77		4.80	
Capacity	515		429		352		303	
Delay	9.59		9.15		8.52		8.16	
LOS	A		A		A		A	
Approach:								
Delay		9.59		9.15		8.52		8.16
LOS		A		A		A		A
Intersection Delay	9.15		Intersection LOS		A			

HCS+: Unsignalized Intersections Release 5.2

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ALL-WAY STOP CONTROL(AWSC) ANALYSIS

Analyst: J. AHLSTEDT  
Agency/Co.:  
Date Performed: 11/1/06  
Analysis Time Period: PM PEAK HOUR  
Intersection: N3SE3A  
Jurisdiction: HALLANDALE BEACH  
Units: U. S. Customary  
Analysis Year: FUTURE W/O PROJECT  
Project ID:  
East/West Street: NE 3RD STREET  
North/South Street: NE 3RD AVENUE

Worksheet 2 - Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	20	200	61	20	355	8	126	45	57	14	8	69
% Thrus Left Lane												

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	281		383		228		81	
% Heavy Veh	3		3		3		3	
No. Lanes		1		1		1		1
Opposing-Lanes		1		1		1		1
Conflicting-lanes		1		1		1		1
Geometry group		1		1		1		1
Duration, T	0.25 hrs.							

Worksheet 3 - Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rates:								
Total in Lane	281		383		228		81	
Left-Turn	20		20		126		4	
Right-Turn	61		8		57		69	
Prop. Left-Turns	0.1		0.1		0.6		0.0	
Prop. Right-Turns	0.2		0.0		0.3		0.9	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
Geometry Group		1		1		1		1
Adjustments Exhibit 17-33:								
hLT-adj		0.2		0.2		0.2		0.2



HCS+: Signalized Intersections Release 5.2

Analyst: J. AHLSTEDT  
 Agency:  
 Date: 11/1/06  
 Period: AM PEAK HOUR  
 Project ID: PARK CENTRAL  
 E/W St: NE 3RD STREET

Inter.: C-223  
 Area Type: All other areas  
 Jurisd: FDOT  
 Year : FUTURE W/O PROJECT  
 N/S St: FEDERAL HIGHWAY

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	1	2	0	1	2	0
LGConfig	L	TR		L	TR		L	TR		L	TR	
Volume	42	85	93	59	55	8	63	1255	21	125	1585	38
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	P		
Thru		A			Thru	P		
Right		A			Right	P		
Peds					Peds			
WB Left		A			SB Left	P		
Thru		A			Thru	P		
Right		A			Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		29.0				120.0		
Yellow		4.0				4.0		
All Red		2.0				1.0		

Cycle Length: 160.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS
Eastbound								
L	239	1321	0.18	0.18	55.6	E		
TR	308	1700	0.58	0.18	61.3	E	60.2	E
Westbound								
L	153	846	0.39	0.18	58.5	E		
TR	328	1810	0.19	0.18	55.7	E	57.0	E
Northbound								
L	158	210	0.40	0.75	10.9	B		
TR	2628	3504	0.49	0.75	8.2	A	8.3	A
Southbound								
L	254	339	0.10	0.75	5.8	A		
TR	2625	3500	0.62	0.75	9.9	A	9.8	A

Intersection Delay = 14.3 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.2

Analyst: J. AHLSTEDT  
 Agency:  
 Date: 11/1/06  
 Period: PM PEAK HOUR  
 Project ID: PARK CENTRAL  
 E/W St: NE 3RD STREET

Inter.: C-223  
 Area Type: All other areas  
 Jurisd: FDOT  
 Year : FUTURE W/O PROJECT  
 N/S St: FEDERAL HIGHWAY

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	1	2	0	1	2	0
LGConfig	L	TR		L	TR		L	TR		L	TR	
Volume	146	80	76	42	118	4	148	2170	68	113	1627	46
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	P		
Thru	A				Thru	P		
Right	A				Right	P		
Peds					Peds			
WB Left	A				SB Left	P		
Thru	A				Thru	P		
Right	A				Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	29.0				120.0			
Yellow	4.0				4.0			
All Red	2.0				1.0			

Cycle Length: 160.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	199	1100	0.23	0.18	56.3	E		
TR	310	1710	0.50	0.18	59.7	E	58.9	E
Westbound								
L	171	945	0.25	0.18	56.5	E		
TR	333	1836	0.37	0.18	57.8	E	57.5	E
Northbound								
L	146	195	1.01	0.75	76.2	E		
TR	2622	3496	0.85	0.75	15.8	B	19.6	B
Southbound								
L	47	62	0.28	0.75	13.5	B		
TR	2624	3498	0.64	0.75	10.2	B	10.2	B

Intersection Delay = 19.2 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.2

Analyst: J. AHLSTEDT  
 Agency:  
 Date: 11/1/06  
 Period: AM PEAK HOUR  
 Project ID: PARK CENTRAL  
 E/W St: N 3RD STREET

Inter.: C-095  
 Area Type: All other areas  
 Jurisd: BROWARD COUNTY  
 Year : FUTURE W/O PROJECT  
 N/S St: DIXIE HIGHWAY

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	1	0	2	1	0	4	0
LGConfig	LTR			LT R			LT R			LTR		
Volume	183	262	198	41	101	207	128	286	37	180	740	51
Lane Width	12.0			12.0			12.0			12.0		
RTOR Vol	0			0			0			0		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left		P	
Thru		P			Thru		P	
Right		P			Right		P	
Peds					Peds			
WB Left		P			SB Left		P	
Thru		P			Thru		P	
Right		P			Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		21.0	21.0			16.0	21.0	
Yellow		4.0	4.0			4.0	4.0	
All Red		0.0	0.0			8.0	8.0	

Cycle Length: 111.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	331	1748	1.64	0.19	340.0	F	340.0	F
Westbound								
LT	344	1818	0.41	0.19	41.4	D	45.2	D
R	306	1615	0.68	0.19	47.8	D		
Northbound								
LT	662	3497	0.47	0.19	41.3	D	40.9	D
R	297	1568	0.12	0.19	37.8	D		
Southbound								
LTR	949	6586	1.02	0.14	74.3	E	74.3	E

Intersection Delay = 129.6 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.2

Analyst: J. AHLSTEDT  
 Agency:  
 Date: 11/1/06  
 Period: PM PEAK HOUR  
 Project ID: PARK CENTRAL  
 E/W St: N 3RD STREET

Inter.: C-095  
 Area Type: All other areas  
 Jurisd: BROWARD COUNTY  
 Year : FUTURE W/O PROJECT  
 N/S St: DIXIE HIGHWAY

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	1	0	2	1	0	4	0
LGConfig	LTR			LT R			LT R			LTR		
Volume	51	262	189	101	290	548	69	535	134	143	477	9
Lane Width	12.0			12.0			12.0			12.0		
RTOR Vol	0			0			0			0		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
WB Left		P			SB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		27.0	27.0		20.0	33.0		
Yellow		4.0	4.0		4.0	4.0		
All Red		0.0	0.0		8.0	8.0		

Cycle Length: 139.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	339	1747	1.48	0.19	280.3	F	280.3	F
Westbound								
LT	354	1821	1.10	0.19	122.1	F	283.1	F
R	314	1615	1.75	0.19	397.9	F		
Northbound								
LT	829	3492	0.73	0.24	51.7	D	50.6	D
R	372	1568	0.36	0.24	45.6	D		
Southbound								
LTR	951	6610	0.66	0.14	58.1	E	58.1	E

Intersection Delay = 171.1 (sec/veh) Intersection LOS = F

APPENDIX C  
Future Intersection  
Levels of Service  
With Project

HCS+: Unsignalized Intersections Release 5.21

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ALL-WAY STOP CONTROL(AWSC) ANALYSIS

Analyst: J. AHLSTEDT  
Agency/Co.:  
Date Performed: 1/24/08  
Analysis Time Period: AM PEAK HOUR  
Intersection: N3SE3A  
Jurisdiction: HALLANDALE BEACH  
Units: U. S. Customary  
Analysis Year: FUTURE WITH PROJECT  
Project ID: PARK CENTRAL  
East/West Street: NE 3RD STREET  
North/South Street: NE 3RD AVENUE

Worksheet 2 - Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	33	230	61	61	220	0	33	8	61	8	12	33
% Thrus Left Lane												

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		L	TR	LTR		LTR	
PHF	1.00		1.00	1.00	1.00		1.00	
Flow Rate	324		61	220	102		53	
% Heavy Veh	3		3	0	3		3	
No. Lanes	1		2		1		1	
Opposing-Lanes	2		1		1		1	
Conflicting-lanes	1		1		2		2	
Geometry group	4a		5		2		2	
Duration, T	0.25 hrs.							

Worksheet 3 - Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rates:								
Total in Lane	324		61	220	102		53	
Left-Turn	33		61	0	33		8	
Right-Turn	61		0	0	61		33	
Prop. Left-Turns	0.1		1.0	0.0	0.3		0.2	
Prop. Right-Turns	0.2		0.0	0.0	0.6		0.6	
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	
Geometry Group	4a		5		2		2	
Adjustments Exhibit 17-33:								
hLT-adj	0.2		0.5		0.2		0.2	

hRT-adj	-0.6	-0.7	-0.6	-0.6
hRV-adj	1.7	1.7	1.7	1.7
hadj, computed	-0.0	0.6	0.0	-0.2

Worksheet 4 - Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow rate	324		61	220	102		53	
hd, initial value	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.29		0.05	0.20	0.09		0.05	
hd, final value	4.74		5.78	5.23	5.19		5.24	
x, final value	0.43		0.10	0.32	0.15		0.08	
Move-up time, m		2.0		2.3		2.0		2.0
Service Time	2.7		3.5	2.9	3.2		3.2	

Worksheet 5 - Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rate	324		61	220	102		53	
Service Time	2.7		3.5	2.9	3.2		3.2	
Utilization, x	0.43		0.10	0.32	0.15		0.08	
Dep. headway, hd	4.74		5.78	5.23	5.19		5.24	
Capacity	574		311	470	352		303	
Delay	11.22		9.11	10.36	9.08		8.67	
LOS	B		A	B	A		A	
Approach:								
Delay		11.22		10.09		9.08		8.67
LOS		B		B		A		A
Intersection Delay	10.34							

HCS+: Signalized Intersections Release 5.21

Analyst: J. AHLSTEDT  
 Agency:  
 Date: 1/24/08  
 Period: AM PEAK HOUR  
 Project ID: PARK CENTRAL  
 E/W St: NE 3RD STREET

Inter.: C-223  
 Area Type: All other areas  
 Jurisd: FDOT  
 Year : FUTURE WITH PROJECT  
 N/S St: FEDERAL HIGHWAY

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	1	2	0	1	2	0
LGConfig	L	TR		L	TR		L	TR		L	TR	
Volume	53	92	101	59	59	8	68	1255	21	25	1585	44
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas  
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	P		
Thru	A				Thru	P		
Right	A				Right	P		
Peds					Peds			
WB Left	A				SB Left	P		
Thru	A				Thru	P		
Right	A				Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	29.0				120.0			
Yellow	4.0				4.0			
All Red	2.0				1.0			

Cycle Length: 160.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
<b>Eastbound</b>								
L	239	1316	0.22	0.18	56.1	E		
TR	308	1700	0.63	0.18	62.5	E	61.1	E
<b>Westbound</b>								
L	141	780	0.42	0.18	59.0	E		
TR	328	1812	0.20	0.18	55.8	E	57.3	E
<b>Northbound</b>								
L	156	208	0.44	0.75	11.8	B		
TR	2628	3504	0.49	0.75	8.2	A	8.4	A
<b>Southbound</b>								
L	254	339	0.10	0.75	5.8	A		
TR	2624	3498	0.62	0.75	9.9	A	9.9	A

Intersection Delay = 14.8 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.21

Analyst: J. AHLSTEDT  
 Agency:  
 Date: 1/24/08  
 Period: AM PEAK HOUR  
 Project ID: PARK CENTRAL  
 E/W St: N 3RD STREET

Inter.: C-095  
 Area Type: All other areas  
 Jurisd: BROWARD COUNTY  
 Year : FUTURE WITH PROJECT  
 N/S St: DIXIE HIGHWAY

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	1	0	2	1	0	4	0
LGConfig	LTR			LT R			LT R			LTR		
Volume	83	272	198	80	119	253	28	286	59	206	740	51
Lane Width	12.0			12.0			12.0			12.0		
RTOR Vol	0			69			17			0		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
WB Left		P			SB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		21.0	21.0		16.0	21.0		
Yellow		4.0	4.0		4.0	4.0		
All Red		0.0	0.0		8.0	8.0		

Cycle Length: 111.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	331	1750	1.67	0.19	353.4	F	353.4	F
Westbound								
LT	342	1808	0.58	0.19	44.6	D	45.0	D
R	306	1615	0.60	0.19	45.5	D		
Northbound								
LT	662	3497	0.47	0.19	41.3	D	40.9	D
R	297	1568	0.14	0.19	38.0	D		
Southbound								
LTR	948	6580	1.05	0.14	83.3	F	83.3	F

Intersection Delay = 135.6 (sec/veh) Intersection LOS = F

HCS+: Unsignalized Intersections Release 5.21

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ALL-WAY STOP CONTROL(AWSC) ANALYSIS

Analyst: J. AHLSTEDT  
Agency/Co.:  
Date Performed: 1/24/08  
Analysis Time Period: PM PEAK HOUR  
Intersection: N3SE3A  
Jurisdiction: HALLANDALE BEACH  
Units: U. S. Customary  
Analysis Year: FUTURE WITH PROJECT  
Project ID: PARK CENTRAL  
East/West Street: NE 3RD STREET  
North/South Street: NE 3RD AVENUE

Worksheet 2 - Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	20	252	61	20	388	8	126	45	57	4	8	69
% Thrus Left Lane												

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		L	TR	LTR		LTR	
PHF	1.00		1.00	1.00	1.00		1.00	
Flow Rate	333		20	396	228		81	
% Heavy Veh	3		3	0	3		3	
No. Lanes	1		2		1		1	
Opposing-Lanes	2		1		1		1	
Conflicting-lanes	1		1		2		2	
Geometry group	4a		5		2		2	
Duration, T	0.25 hrs.							

Worksheet 3 - Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rates:								
Total in Lane	333		20	396	228		81	
Left-Turn	20		20	0	126		4	
Right-Turn	61		0	8	57		69	
Prop. Left-Turns	0.1		1.0	0.0	0.6		0.0	
Prop. Right-Turns	0.2		0.0	0.0	0.3		0.9	
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	
Geometry Group	4a		5		2		2	
Adjustments Exhibit 17-33:								
hLT-adj	0.2		0.5		0.2		0.2	



HCS+: Signalized Intersections Release 5.21

Analyst: J. AHLSTEDT  
 Agency:  
 Date: 1/24/08  
 Period: PM PEAK HOUR  
 Project ID: PARK CENTRAL  
 E/W St: NE 3RD STREET

Inter.: C-223  
 Area Type: All other areas  
 Jurisd: FDOT  
 Year : FUTURE WITH PROJECT  
 N/S St: FEDERAL HIGHWAY

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	1	2	0	1	2	0
LGConfig	L	TR		L	TR		L	TR		L	TR	
Volume	150	83	79	42	122	4	152	2170	68	13	1627	52
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	P		
Thru		A			Thru	P		
Right		A			Right	P		
Peds					Peds			
WB Left		A			SB Left	P		
Thru		A			Thru	P		
Right		A			Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		29.0				120.0		
Yellow		4.0				4.0		
All Red		2.0				1.0		

Cycle Length: 160.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	196	1081	0.26	0.18	56.6	E		
TR	310	1710	0.52	0.18	60.0	E	59.2	E
Westbound								
L	166	918	0.25	0.18	56.6	E		
TR	333	1836	0.38	0.18	57.9	E	57.6	E
Northbound								
L	145	193	1.05	0.75	86.1	F		
TR	2622	3496	0.85	0.75	15.8	B	20.3	C
Southbound								
L	47	62	0.28	0.75	13.5	B		
TR	2622	3496	0.64	0.75	10.2	B	10.3	B

Intersection Delay = 19.7 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.21

Analyst: J. AHLSTEDT  
 Agency:  
 Date: 1/24/08  
 Period: PM PEAK HOUR  
 Project ID: PARK CENTRAL  
 E/W St: N 3RD STREET

Inter.: C-095  
 Area Type: All other areas  
 Jurisd: BROWARD COUNTY  
 Year : FUTURE WITH PROJECT  
 N/S St: DIXIE HIGHWAY

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	1	0	2	1	0	4	0
LGConfig	LTR			LT R			LT R			LTR		
Volume	51	271	189	114	296	563	69	535	153	166	477	9
Lane Width	12.0			12.0			12.0			12.0		
RTOR Vol	0			154			43			0		

Duration	0.25	Area Type:	All other areas					
Signal Operations								
Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left		P	
Thru		P			Thru		P	
Right		P			Right		P	
Peds					Peds			
WB Left		P			SB Left		P	
Thru		P			Thru		P	
Right		P			Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		27.0	27.0			20.0	33.0	
Yellow		4.0	4.0			4.0	4.0	
All Red		0.0	0.0			8.0	8.0	
Cycle Length: 139.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	340	1749	1.50	0.19	290.0	F	290.0	F
Westbound								
LT	353	1819	1.16	0.19	143.8	F	173.6	F
R	314	1615	1.30	0.19	203.5	F		
Northbound								
LT	829	3492	0.73	0.24	51.7	D	50.6	D
R	372	1568	0.30	0.24	44.5	D		
Southbound								
LTR	950	6602	0.69	0.14	58.6	E	58.6	E

Intersection Delay = 135.3 (sec/veh)      Intersection LOS = F

TWO-WAY STOP CONTROL SUMMARY

Analyst: J. AHLSTEDT  
 Agency/Co.:  
 Date Performed: 1/24/08  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: PROJECT DRIVEWAY  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: FUTURE WITH PROJECT  
 Project ID: PARK CENTRAL  
 East/West Street: NE 3RD STREET  
 North/South Street: EAST PROJECT DRIVEWAY  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound			
		1 L	2 T	3 R	4 L	5 T	6 R		
Volume		52	265			184	407		
Peak-Hour Factor, PHF		0.75	1.00			1.00	0.75		
Hourly Flow Rate, HFR		69	265			184	542		
Percent Heavy Vehicles		0	--	--		--	--		
Median Type/Storage		Undivided				/			
RT Channelized?									
Lanes		1	1			1	0		
Configuration		L	T				TR		
Upstream Signal?		No				No			

Minor Street:	Approach Movement	Northbound				Southbound			
		7 L	8 T	9 R	10 L	11 T	12 R		
Volume					14		56		
Peak Hour Factor, PHF					0.75		0.75		
Hourly Flow Rate, HFR					18		74		
Percent Heavy Vehicles					0		0		
Percent Grade (%)		0				0			
Flared Approach: Exists?/Storage						/	No /		
Lanes					0		0		
Configuration								LR	

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	L						LR	
v (vph)	69						92	
C(m) (vph)	886						509	
v/c	0.08						0.18	
95% queue length	0.25						0.65	
Control Delay	9.4						13.6	
LOS	A						B	
Approach Delay							13.6	
Approach LOS							B	

HCS+: Unsignalized Intersections Release 5.21

TWO-WAY STOP CONTROL SUMMARY

Analyst: J. AHLSTEDT  
 Agency/Co.:  
 Date Performed: 1/24/08  
 Analysis Time Period: PM PEAK HOUR  
 Intersection: PROJECT DRIVEWAY  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: FUTURE WITH PROJECT  
 Project ID: PARK CENTRAL  
 East/West Street: NE 3RD STREET  
 North/South Street: EAST PROJECT DRIVEWAY  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		19	273			407	5
Peak-Hour Factor, PHF		0.75	1.00			1.00	0.75
Hourly Flow Rate, HFR		25	273			407	6
Percent Heavy Vehicles		0	--	--		--	--
Median Type/Storage		Undivided				/	
RT Channelized?							
Lanes		1	1			1	0
Configuration		L	T				TR
Upstream Signal?			No			No	

Minor Street:	Approach Movement	Northbound				Southbound	
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					6		24
Peak Hour Factor, PHF					0.75		0.75
Hourly Flow Rate, HFR					8		32
Percent Heavy Vehicles					0		0
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/		No /
Lanes					0		0
Configuration						LR	

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	L							LR
v (vph)	25							40
C(m) (vph)	1157							568
v/c	0.02							0.07
95% queue length	0.07							0.23
Control Delay	8.2							11.8
LOS	A							B
Approach Delay								11.8
Approach LOS								B

HCS+: Unsignalized Intersections Release 5.21

TWO-WAY STOP CONTROL SUMMARY

Analyst: J. AHLSTEDT  
 Agency/Co.:  
 Date Performed: 1/24/08  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: PROJECT DRIVEWAY  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: FUTURE WITH PROJECT  
 Project ID: PARK CENTRAL  
 East/West Street: NE 3RD STREET  
 North/South Street: WEST PROJECT DRIVEWAY  
 Intersection Orientation: EW Study period (hrs): 0.25

		Vehicle Volumes and Adjustments							
Major Street:	Approach Movement	Eastbound				Westbound			
		1 L	2 T	3 R	4 L	5 T	6 R		
Volume		20	292			235	5		
Peak-Hour Factor, PHF		0.75	1.00			1.00	0.75		
Hourly Flow Rate, HFR		26	292			235	6		
Percent Heavy Vehicles		0	--	--		--	--		
Median Type/Storage		Undivided				/			
RT Channelized?									
Lanes		1	1			1	0		
Configuration		L	T				TR		
Upstream Signal?			No			No			

Minor Street:	Approach Movement	Northbound				Southbound			
		7 L	8 T	9 R	10 L	11 T	12 R		
Volume					25		95		
Peak Hour Factor, PHF					0.75		0.75		
Hourly Flow Rate, HFR					33		126		
Percent Heavy Vehicles					0		0		
Percent Grade (%)			0			0			
Flared Approach: Exists?/Storage					/		No	/	
Lanes					0		0		
Configuration						LR			

		Delay, Queue Length, and Level of Service							
Approach Movement	Lane Config	EB	WB	Northbound				Southbound	
		1	4	7	8	9	10	11	12
v (vph)		26						159	
C(m) (vph)		1337						702	
v/c		0.02						0.23	
95% queue length		0.06						0.87	
Control Delay		7.7						11.6	
LOS		A						B	
Approach Delay								11.6	
Approach LOS								B	

HCS+: Unsignalized Intersections Release 5.21

TWO-WAY STOP CONTROL SUMMARY

Analyst: J. AHLSTEDT  
 Agency/Co.:  
 Date Performed: 1/24/08  
 Analysis Time Period: PM PEAK HOUR  
 Intersection: PROJECT DRIVEWAY  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: FUTURE WITH PROJECT  
 Project ID: PARK CENTRAL  
 East/West Street: NE 3RD STREET  
 North/South Street: PROJECT DRIVEWAY  
 Intersection Orientation: EW  
 Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound			
		1	2	3	4	5	6		
		L	T	R	L	T	R		
Volume		92	280			407	24		
Peak-Hour Factor, PHF		0.75	1.00			1.00	0.75		
Hourly Flow Rate, HFR		122	280			407	32		
Percent Heavy Vehicles		0	--	--		--	--		
Median Type/Storage		Undivided				/			
RT Channelized?									
Lanes		1	1			1	0		
Configuration		L	T				TR		
Upstream Signal?			No			No			

Minor Street:	Approach Movement	Northbound				Southbound			
		7	8	9	10	11	12		
		L	T	R	L	T	R		
Volume					12		45		
Peak Hour Factor, PHF					0.75		0.75		
Hourly Flow Rate, HFR					16		60		
Percent Heavy Vehicles					0		0		
Percent Grade (%)			0			0			
Flared Approach: Exists?/Storage					/		No	/	
Lanes					0		0		
Configuration						LR			

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound				Southbound			
	1	4	7	8	9	10	11	12		
Lane Config	L		L			L	LR			
v (vph)	122						76			
C(m) (vph)	1132						488			
v/c	0.11						0.16			
95% queue length	0.36						0.55			
Control Delay	8.6						13.7			
LOS	A						B			
Approach Delay							13.7			
Approach LOS							B			

HCS+: Unsignalized Intersections Release 5.21

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ALL-WAY STOP CONTROL(AWSC) ANALYSIS

Analyst: J. AHLSTEDT  
Agency/Co.:  
Date Performed: 1/24/08  
Analysis Time Period: AM PEAK HOUR  
Intersection: N3SE3A  
Jurisdiction: HALLANDALE BEACH  
Units: U. S. Customary  
Analysis Year: FUTURE WITH PROJECT  
Project ID: PARK CENTRAL - PEAK SEASON  
East/West Street: NE 3RD STREET  
North/South Street: NE 3RD AVENUE

Worksheet 2 - Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	35	242	64	64	231	0	35	8	64	8	13	
% Thrus Left Lane												

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		L	TR	LTR		LTR	
PHF	1.00		1.00	1.00	1.00		1.00	
Flow Rate	341		64	231	107		54	
% Heavy Veh	3		3	0	3		3	
No. Lanes		1		2		1		1
Opposing-Lanes		2		1		1		1
Conflicting-lanes		1		1		2		2
Geometry group		4a		5		2		2
Duration, T	0.25 hrs.							

Worksheet 3 - Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rates:								
Total in Lane	341		64	231	107		54	
Left-Turn	35		64	0	35		8	
Right-Turn	64		0	0	64		33	
Prop. Left-Turns	0.1		1.0	0.0	0.3		0.1	
Prop. Right-Turns	0.2		0.0	0.0	0.6		0.6	
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	
Geometry Group		4a		5		2		2
Adjustments Exhibit 17-33:								
hLT-adj		0.2		0.5		0.2		0.2

hRT-adj	-0.6	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7
hadj, computed	-0.0	0.6	0.0	-0.2

Worksheet 4 - Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow rate	341		64	231	107		54	
hd, initial value	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.30		0.06	0.21	0.10		0.05	
hd, final value	4.79		5.83	5.27	5.28		5.34	
x, final value	0.45		0.10	0.34	0.16		0.08	
Move-up time, m		2.0		2.3		2.0		2.0
Service Time	2.8		3.5	3.0	3.3		3.3	

Worksheet 5 - Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rate	341		64	231	107		54	
Service Time	2.8		3.5	3.0	3.3		3.3	
Utilization, x	0.45		0.10	0.34	0.16		0.08	
Dep. headway, hd	4.79		5.83	5.27	5.28		5.34	
Capacity	591		314	481	357		304	
Delay	11.70		9.20	10.65	9.26		8.80	
LOS	B		A	B	A		A	
Approach:								
Delay		11.70		10.34		9.26		8.80
LOS		B		B		A		A
Intersection Delay	10.67							
					Intersection LOS	B		

HCS+: Signalized Intersections Release 5.21

Analyst: J. AHLSTEDT Inter.: C-223  
 Agency: Area Type: All other areas  
 Date: 1/24/08 Jurisd: FDOT  
 Period: AM PEAK HOUR Year : FUTURE WITH PROJECT  
 Project ID: PARK CENTRAL - PEAK SEASON  
 E/W St: NE 3RD STREET N/S St: FEDERAL HIGHWAY

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	1	2	0	1	2	0
LGConfig	L	TR		L	TR		L	TR		L	TR	
Volume	56	97	106	62	62	8	71	1318	22	26	1664	46
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vol			0			0			0			0

Duration	0.25	Area Type:	All other areas					
Signal Operations								
Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	P		
Thru	A				Thru	P		
Right	A				Right	P		
Peds					Peds			
WB Left	A				SB Left	P		
Thru	A				Thru	P		
Right	A				Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	29.0				120.0			
Yellow	4.0				4.0			
All Red	2.0				1.0			

Cycle Length: 160.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	238	1312	0.24	0.18	56.3	E		
TR	308	1700	0.66	0.18	63.5	E	61.9	E
Westbound								
L	133	736	0.47	0.18	59.9	E		
TR	329	1813	0.21	0.18	55.9	E	57.8	E
Northbound								
L	138	184	0.51	0.75	14.8	B		
TR	2628	3504	0.51	0.75	8.5	A	8.8	A
Southbound								
L	234	312	0.11	0.75	5.9	A		
TR	2624	3498	0.65	0.75	10.4	B	10.4	B

Intersection Delay = 15.3 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.21

Analyst: J. AHLSTEDT Inter.: C-095  
 Agency: Area Type: All other areas  
 Date: 1/24/08 Jurisd: BROWARD COUNTY  
 Period: AM PEAK HOUR Year : FUTURE WITH PROJECT  
 Project ID: PARK CENTRAL - PEAK SEASON  
 E/W St: N 3RD STREET N/S St: DIXIE HIGHWAY

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	1	0	2	1	0	4	0
LGConfig	LTR			LT R			LT R			LTR		
Volume	87	286	208	84	125	266	29	300	62	216	777	54
Lane Width	12.0			12.0			12.0			12.0		
RTOR Vol	0			69			17			0		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
WB Left		P			SB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		21.0	21.0		16.0	21.0		
Yellow		4.0	4.0		4.0	4.0		
All Red		0.0	0.0		8.0	8.0		

Cycle Length: 111.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	331	1750	1.76	0.19	391.1	F	391.1	F
Westbound								
LT	342	1808	0.61	0.19	45.3	D	46.0	D
R	306	1615	0.64	0.19	46.7	D		
Northbound								
LT	662	3497	0.50	0.19	41.6	D	41.2	D
R	297	1568	0.15	0.19	38.1	D		
Southbound								
LTR	948	6580	1.10	0.14	103.0	F	103.0	F

Intersection Delay = 153.3 (sec/veh) Intersection LOS = F

HCS+: Unsignalized Intersections Release 5.21

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ALL-WAY STOP CONTROL(AWSC) ANALYSIS

Analyst: J. AHLSTEDT  
Agency/Co.:  
Date Performed: 1/24/08  
Analysis Time Period: PM PEAK HOUR  
Intersection: N3SE3A  
Jurisdiction: HALLANDALE BEACH  
Units: U. S. Customary  
Analysis Year: FUTURE WITH PROJECT  
Project ID: PARK CENTRAL - PEAK SEASON  
East/West Street: NE 3RD STREET  
North/South Street: NE 3RD AVENUE

Worksheet 2 - Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	21	265	64	21	407	8	132	47	60	4	8	72
% Thrus Left Lane												

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		L	TR	LTR		LTR	
PHF	1.00		1.00	1.00	1.00		1.00	
Flow Rate	350		21	415	239		84	
% Heavy Veh	3		3	0	3		3	
No. Lanes	1		2		1		1	
Opposing-Lanes	2		1		1		1	
Conflicting-lanes	1		1		2		2	
Geometry group	4a		5		2		2	
Duration, T	0.25 hrs.							

Worksheet 3 - Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rates:								
Total in Lane	350		21	415	239		84	
Left-Turn	21		21	0	132		4	
Right-Turn	64		0	8	60		72	
Prop. Left-Turns	0.1		1.0	0.0	0.6		0.0	
Prop. Right-Turns	0.2		0.0	0.0	0.3		0.9	
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	
Geometry Group	4a		5		2		2	
Adjustments Exhibit 17-33:								
hLT-adj	0.2		0.5		0.2		0.2	

hRT-adj	-0.6	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7
hadj, computed	-0.0	0.6	-0.0	0.0
				-0.5

Worksheet 4 - Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow rate	350		21	415	239		84	
hd, initial value	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.31		0.02	0.37	0.21		0.07	
hd, final value	5.83		6.68	6.11	6.35		6.37	
x, final value	0.57		0.04	0.70	0.42		0.15	
Move-up time, m		2.0		2.3		2.0		2.0
Service Time	3.8		4.4	3.8	4.4		4.4	

Worksheet 5 - Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rate	350		21	415	239		84	
Service Time	3.8		4.4	3.8	4.4		4.4	
Utilization, x	0.57		0.04	0.70	0.42		0.15	
Dep. headway, hd	5.83		6.68	6.11	6.35		6.37	
Capacity	590		271	574	489		334	
Delay	16.19		9.65	22.01	13.91		10.48	
LOS	C		A	C	B		B	
Approach:								
Delay		16.19		21.41		13.91		10.48
LOS		C		C		B		B
Intersection Delay	17.32							
								Intersection LOS C

HCS+: Signalized Intersections Release 5.21

Analyst: J. AHLSTEDT Inter.: C-223  
 Agency: Area Type: All other areas  
 Date: 1/24/08 Jurisd: FDOT  
 Period: PM PEAK HOUR Year : FUTURE WITH PROJECT  
 Project ID: PARK CENTRAL - PEAK SEASON  
 E/W St: NE 3RD STREET N/S St: FEDERAL HIGHWAY

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	1	2	0	1	2	0
LGConfig	L	TR		L	TR		L	TR		L	TR	
Volume	52	87	83	44	128	4	160	2278	71	14	1708	55
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	P		
Thru	A				Thru	P		
Right	A				Right	P		
Peds					Peds			
WB Left	A				SB Left	P		
Thru	A				Thru	P		
Right	A				Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		29.0				120.0		
Yellow		4.0				4.0		
All Red		2.0				1.0		

Cycle Length: 160.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	191	1054	0.27	0.18	56.8	E		
TR	310	1710	0.55	0.18	60.6	E	59.7	E
Westbound								
L	160	882	0.28	0.18	56.9	E		
TR	333	1836	0.40	0.18	58.2	E	57.9	E
Northbound								
L	127	169	1.26	0.75	164.7	F		
TR	2622	3496	0.90	0.75	18.0	B	27.4	C
Southbound								
L	46	61	0.30	0.75	14.8	B		
TR	2622	3496	0.67	0.75	10.8	B	10.8	B

Intersection Delay = 23.8 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.21

Analyst: J. AHLSTEDT Inter.: C-095  
 Agency: Area Type: All other areas  
 Date: 1/24/08 Jurisd: BROWARD COUNTY  
 Period: PM PEAK HOUR Year : FUTURE WITH PROJECT  
 Project ID: PARK CENTRAL - PEAK SEASON  
 E/W St: N 3RD STREET N/S St: DIXIE HIGHWAY

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	1	0	2	1	0	4	0
LGConfig	LTR			LT R			LT R			LTR		
Volume	54	285	198	120	311	591	72	562	161	174	501	9
Lane Width	12.0			12.0			12.0			12.0		
RTOR Vol	0			154			43			0		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
WB Left		P			SB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		27.0	27.0		20.0	33.0		
Yellow		4.0	4.0		4.0	4.0		
All Red		0.0	0.0		8.0	8.0		

Cycle Length: 139.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	340	1749	1.58	0.19	323.8	F	323.8	F
Westbound								
LT	353	1819	1.22	0.19	167.9	F	205.2	F
R	314	1615	1.39	0.19	241.9	F		
Northbound								
LT	829	3492	0.76	0.24	52.8	D	51.6	D
R	372	1568	0.32	0.24	44.8	D		
Southbound								
LTR	950	6603	0.72	0.14	59.2	E	59.2	E

Intersection Delay = 151.8 (sec/veh) Intersection LOS = F

HCS+: Unsignalized Intersections Release 5.21

TWO-WAY STOP CONTROL SUMMARY

Analyst: J. AHLSTEDT  
 Agency/Co.:  
 Date Performed: 1/24/08  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: PROJECT DRIVEWAY  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: FUTURE WITH PROJECT  
 Project ID: PARK CENTRAL - PEAK SEASON  
 East/West Street: NE 3RD STREET  
 North/South Street: EAST PROJECT DRIVEWAY  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		55	278			193	427	
Peak-Hour Factor, PHF		0.75	1.00			1.00	0.75	
Hourly Flow Rate, HFR		73	278			193	569	
Percent Heavy Vehicles		0	--	--		--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		1	1			1	0	
Configuration		L	T				TR	
Upstream Signal?			No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					15		59
Peak Hour Factor, PHF					0.75		0.75
Hourly Flow Rate, HFR					20		78
Percent Heavy Vehicles					0		0
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/		No /
Lanes					0		0
Configuration							LR

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	L							LR
v (vph)	73							98
C(m) (vph)	859							485
v/c	0.08							0.20
95% queue length	0.28							0.75
Control Delay	9.6							14.3
LOS	A							B
Approach Delay								14.3
Approach LOS								B

TWO-WAY STOP CONTROL SUMMARY

Analyst: J. AHLSTEDT  
 Agency/Co.:  
 Date Performed: 1/24/08  
 Analysis Time Period: PM PEAK HOUR  
 Intersection: PROJECT DRIVEWAY  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: FUTURE WITH PROJECT  
 Project ID: PARK CENTRAL - PEAK SEASON  
 East/West Street: NE 3RD STREET  
 North/South Street: EAST PROJECT DRIVEWAY  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound				Westbound		
	1 L	2 T	3 R	4 L	5 T	6 R	
Volume	20	287			427	5	
Peak-Hour Factor, PHF	0.75	1.00			1.00	0.75	
Hourly Flow Rate, HFR	26	287			427	6	
Percent Heavy Vehicles	0	--	--		--	--	
Median Type/Storage	Undivided				/		
RT Channelized?							
Lanes	1	1			1	0	
Configuration	L T					TR	
Upstream Signal?	No				No		

Minor Street: Approach Movement	Northbound			Southbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume				6		25
Peak Hour Factor, PHF				0.75		0.75
Hourly Flow Rate, HFR				8		33
Percent Heavy Vehicles				0		0
Percent Grade (%)	0				0	
Flared Approach: Exists?/Storage				/		No /
Lanes				0	0	
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	EB	WB	Northbound			Southbound		
	1 L	4 T	7 L	8 T	9 R	10 L	11 T	12 R
v (vph)	26						41	
C(m) (vph)	1137						550	
v/c	0.02						0.07	
95% queue length	0.07						0.24	
Control Delay	8.2						12.1	
LOS	A						B	
Approach Delay							12.1	
Approach LOS							B	

HCS+: Unsignalized Intersections Release 5.21

TWO-WAY STOP CONTROL SUMMARY

Analyst: J. AHLSTEDT  
 Agency/Co.:  
 Date Performed: 1/24/08  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: PROJECT DRIVEWAY  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: FUTURE WITH PROJECT  
 Project ID: PARK CENTRAL - PEAK SEASON  
 East/West Street: NE 3RD STREET  
 North/South Street: WEST PROJECT DRIVEWAY  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound				Westbound			
	1 L	2 T	3 R	4 L	5 T	6 R		
Volume	21	307			247	5		
Peak-Hour Factor, PHF	0.75	1.00			1.00	0.75		
Hourly Flow Rate, HFR	28	307			247	6		
Percent Heavy Vehicles	0	--	--		--	--		
Median Type/Storage	Undivided				/			
RT Channelized?								
Lanes	1	1			1	0		
Configuration	L	T				TR		
Upstream Signal?		No			No			

Minor Street: Approach Movement	Northbound				Southbound			
	7 L	8 T	9 R	10 L	11 T	12 R		
Volume				26		100		
Peak Hour Factor, PHF				0.75		0.75		
Hourly Flow Rate, HFR				34		133		
Percent Heavy Vehicles				0		0		
Percent Grade (%)		0			0			
Flared Approach: Exists?/Storage				/		No	/	
Lanes				0	0			
Configuration					LR			

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	EB	WB	Northbound				Southbound		
	1 L	4 T	7 L	8 T	9 R	10 L	11 T	12 R	
v (vph)	28						167		
C(m) (vph)	1324						687		
v/c	0.02						0.24		
95% queue length	0.06						0.95		
Control Delay	7.8						11.9		
LOS	A						B		
Approach Delay							11.9		
Approach LOS							B		

HCS+: Unsignalized Intersections Release 5.21

TWO-WAY STOP CONTROL SUMMARY

Analyst: J. AHLSTEDT  
 Agency/Co.:  
 Date Performed: 1/24/08  
 Analysis Time Period: PM PEAK HOUR  
 Intersection: PROJECT DRIVEWAY  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: FUTURE WITH PROJECT  
 Project ID: PARK CENTRAL - PEAK SEASON  
 East/West Street: NE 3RD STREET  
 North/South Street: PROJECT DRIVEWAY  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		97	294			427	25
Peak-Hour Factor, PHF		0.75	1.00			1.00	0.75
Hourly Flow Rate, HFR		129	294			427	33
Percent Heavy Vehicles		0	--	--		--	--
Median Type/Storage		Undivided				/	
RT Channelized?							
Lanes		1	1			1	0
Configuration		L	T				TR
Upstream Signal?			No			No	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					13		47
Peak Hour Factor, PHF					0.75		0.75
Hourly Flow Rate, HFR					17		62
Percent Heavy Vehicles					0		0
Percent Grade (%)		0				0	
Flared Approach: Exists?/Storage					/		No /
Lanes					0		0
Configuration						LR	

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound			
			4	7	8	9	10	11	12
Lane Config	L		I				I		LR
v (vph)	129								79
C(m) (vph)	1112								462
v/c	0.12								0.17
95% queue length	0.39								0.61
Control Delay	8.7								14.4
LOS	A								B
Approach Delay									14.4
Approach LOS									B

HCS+: Signalized Intersections Release 5.21

Analyst: J. AHLSTEDT Inter.: C-095  
 Agency: Area Type: All other areas  
 Date: 1/24/08 Jurisd: BROWARD COUNTY  
 Period: AM PEAK HOUR Year : FUTURE WITH PROJECT  
 Project ID: PARK CENTRAL - PEAK SEASON - MODIFIED TIMING PLUS EB RT LANE  
 E/W St: N 3RD STREET N/S St: DIXIE HIGHWAY

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	0	1	1	0	2	1	0	4	0
LGConfig		LT	R		LT	R		LT	R		LTR	
Volume	87	286	208	84	125	266	29	300	62	216	777	54
Lane Width		12.0	12.0		12.0	12.0		12.0	12.0		12.0	
RTOR Vol			0			69			17			0

Duration	0.25	Area Type:	All other areas									
Signal Operations												
Phase Combination	1	2	3	4	5	6	7	8				
EB Left		P			NB Left	P						
Thru		P			Thru	P						
Right		P			Right	P						
Peds					Peds							
WB Left		P			SB Left	P						
Thru		P			Thru	P						
Right		P			Right	P						
Peds					Peds							
NB Right					EB Right							
SB Right					WB Right							
Green		17.1	26.2		22.6	14.1						
Yellow		4.0	4.0		4.0	4.0						
All Red		0.0	0.0		8.0	8.0						

Cycle Length: 112.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LT	429	1836	0.87	0.23	52.9	D	48.7	D
R	367	1568	0.57	0.23	41.0	D		
Westbound								
LT	276	1808	0.76	0.15	54.8	D	56.6	E
R	247	1615	0.80	0.15	58.4	E		
Northbound								
LT	440	3497	0.75	0.13	53.0	D	52.1	D
R	197	1568	0.23	0.13	45.4	D		
Southbound								
LTR	1328	6580	0.79	0.20	44.9	D	44.9	D

Intersection Delay = 48.9 (sec/veh) Intersection LOS = D

HCS+: Signalized Intersections Release 5.21

Analyst: J. AHLSTEDT Inter.: C-095  
 Agency: Area Type: All other areas  
 Date: 1/24/08 Jurisd: BROWARD COUNTY  
 Period: PM PEAK HOUR Year : FUTURE WITH PROJECT  
 Project ID: PARK CENTRAL - PEAK SEASON - MODIFIED TIMING PLUS EB RT LANE  
 E/W St: N 3RD STREET N/S St: DIXIE HIGHWAY

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	0	1	1	0	2	1	0	4	0
LGConfig		LT	R		LT	R		LT	R		LTR	
Volume	154	285	198	120	311	591	172	562	161	174	501	9
Lane Width		12.0	12.0		12.0	12.0		12.0	12.0		12.0	
RTOR Vol			0			154			43			0

Duration	0.25	Area Type:	All other areas					
Signal Operations								
Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left		P	
Thru		P			Thru		P	
Right		P			Right		P	
Peds					Peds			
WB Left		P			SB Left		P	
Thru		P			Thru		P	
Right		P			Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		38.7	27.1			15.8	26.4	
Yellow		4.0	4.0			4.0	4.0	
All Red		0.0	0.0			8.0	8.0	

Cycle Length: 140.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LT	356	1839	0.95	0.19	79.7	E	71.5	E
R	304	1568	0.65	0.19	57.4	E		
Westbound								
LT	503	1819	0.86	0.28	57.4	E	66.7	E
R	446	1615	0.98	0.28	75.9	E		
Northbound								
LT	658	3492	0.96	0.19	73.8	E	70.4	E
R	296	1568	0.40	0.19	51.8	D		
Southbound								
LTR	745	6603	0.92	0.11	72.0	E	72.0	E

Intersection Delay = 69.8 (sec/veh) Intersection LOS = E

# APPENDIX D

Committed Development Traffic

Future traffic without the project was developed by first estimating the growth in traffic anticipated by the year 2030 model. Separate growth factors were developed for each roadway. These factors basically interpolate traffic volumes between the 2000 data and the 2030 model traffic projections. The resulting volumes will be referred to as background traffic.

The second step was to establish the additional amount of traffic associated with committed developments. In doing so it needed to be determined whether the committed development was merely part of the 2030 model growth, accelerated traffic growth within the context of the 2030 model, or generated traffic in excess of the 2030 model. 2009, the build-out year of the proposed project was used. Model growth in each of the TAZ's was interpolated for the year 2009. If the committed development was in excess of the interpolated model data, the traffic for that development was added to the background traffic.

As a general comment, within the study area the Broward County model anticipates that residential dwelling units will increase from 34,666 DU in 2000 to 45,326 DU in 2030. By interpolation the growth from 2000 to 2009 would be 3,198 DU. The committed developments identified in the study area account for 2,562 DU. Thus, the Broward County model appears do a reasonably good job of predicting residential growth in the study area.

The Dade County model appears to seriously under estimate growth in the Aventura area. In the Aventura area there are seven traffic analysis zones (TAZ's) in which committed developments were identified. The Dade County model data for these TAZ's anticipates a growth of 1,193 DU between the year 2000 and 2030. Interpolating to the year 2009 indicates a growth of 358 DU. The committed developments identified in these seven TAZ's in Dade County account for 3,232 DU.

The distribution of committed development traffic was accomplished using a simplified gravity model technique. Trips were distributed to TAZs proportional to employment and school enrollment and inversely proportional to the distance to the TAZ.

Table D-1 identifies the committed developments included in the analysis.

**TABLE D-1  
COMMITTED DEVELOPMENTS**

TAZ	PROJECT	ADDRESS	RESIDENTIAL HOTEL OFFICE RETAIL			
			DU	ROOMS	SF	SF
752	Hollywood Station II	2100 Hollywood Blvd.	250			
766	European Club	2101 E. Hallandale Beach Blvd.	118	155	62,717	43,709
768	Ocean Marine Yacht Club	1935 S. Ocean Dr.	283			
768	Beach Club	1850 S. Ocean Dr.	1,300			
768	Regency Spa	2000 S. Ocean Dr.		132		
		Subtotal TAZ 768	1,583	132	0	0
779	Harbor Cove	100 NW 9th Terr.	211			
886	The Duo	1725 E. Hallandale Beach Blvd.	400			
		<b>TOTAL</b>	<b>2,562</b>	<b>287</b>	<b>62,717</b>	<b>43,709</b>
10073	Aventura Medical Arts Building	NE 211th St. & NE 27th Ave.			100,000	
10073	Hochstein Office	21420 Biscayne Blvd.			60,000	
10073	Greenfield Office	21097-21099 NE 27th Ct.			103,415	
		Subtotal TAZ 10073			263,415	
10075	Aventura Corporate Center	20801-20803 Biscayne Blvd.			96,000	
10079	Parc at Turnberry Isle	19400 Turnberry Way	110			
10081	Aventura Marina	3350 NE 190th St.	378			
10081	Uptown Marina Lofts	3029 NE 188th St.	216			
10081	Atrium	3131 NE 188th Street	119			
		Subtotal TAZ 10081	713			
10082	Turnberry Village	19900-2000 E Country Club Dr.	455			
10086	The Venture	18801 Biscayne Blvd.	500			
10094	Villa Flora	1500 Island Blvd.	16			
10094	Two Islands	Dumbfoundling Bay	21			
10094	3030 at Aventura	3030 NE 188th Street	45			
10094	Artech Residences	3020 NE 188th Street	235			
10094	Aventura Landings	2805 NE 185th St.	405			
10094	Embassy Suites Hotel	NE 185th St.		170		
10094	Minto Communities	4100 Island Rd.	70			
10094	Bella Mare	6000 Island Blvd.	210			
10094	Alaqua	3001 NE 185th St.	193			
10094	Penninsula Condo	3251 NE 183rd St.	220			
10094	Eastside Aventura	3000 NE 188th St.	39			
		Subtotal TAZ 10094	1,454	170	0	0
		<b>TOTAL</b>	<b>3,232</b>	<b>170</b>	<b>359,415</b>	<b>0</b>
		<b>GRAND TOTAL</b>	<b>5,794</b>	<b>457</b>	<b>422,132</b>	<b>43,709</b>

**TABLE D-2  
BROWARD COUNTY ZDATA CHANGES 2000 TO 2030**

TAZ	DWELLING UNITS				HOTEL				EMPLOYEES				SQUARE FEET			
	2000	2009	2030	2009-2000	2000	2009	2030	2009-2000	2000	2009	2030	2009-2000	2000	2009	2030	2009-2000
679	2994	3,584	4961	590	1,318	1318	1,318	0	1,050	1,080	1,149	30	403,846	415,269	441,923	11,423
680	1,104	1,117	1,146	13	542	542	542	0	402	424	474	22	154615	162,923	182,308	8,308
752	1,383	1,459	1,637	76	37	37	37	0	1,277	1,213	1,064	(64)	491154	466,577	409,231	(24,577)
753	602	691	898	89	0	0	0	0	766	807	903	41	294615	310,423	347,308	15,808
755	529	544	578	15	0	0	0	0	450	405	301	(45)	173077	155,885	115,769	(17,192)
756	782	799	840	17	0	0	0	0	412	442	513	30	158462	170,116	197,308	11,654
757	809	840	912	31	46	46	46	0	238	269	340	31	91538	103,307	130,769	11,769
758	1,040	1,068	1,133	28	88	88	88	0	261	303	401	42	100385	116,539	154,231	18,154
759	771	932	1,309	181	114	114	114	0	609	638	706	29	234231	245,423	271,538	11,192
760	1,056	1,064	1,081	8	98	98	98	0	114	119	129	5	43846	45,577	49,615	1,731
762	186	790	2,199	604	0	0	0	0	36	41	52	5	13846	15,692	20,000	1,846
763	285	312	376	27	0	0	0	0	27	27	27	0	10385	10,385	10,385	0
765	63	89	150	26	180	180	180	0	1,434	1,491	1,624	57	551538	573,461	624,615	21,923
766	3,771	3,878	4,128	107	0	0	0	0	430	500	663	70	165385	192,270	255,000	26,885
767	530	528	524	(2)	130	130	130	0	20	19	17	(1)	7692	7,346	6,538	(346)
768	1,985	2,048	2,195	63	162	162	162	0	396	389	373	(7)	152308	149,654	143,462	(2,654)
769	2,383	2,541	2,910	158	235	235	235	0	185	178	162	(7)	71154	68,500	62,308	(2,654)
770	2,457	2,630	3,032	173	0	0	0	0	1,359	1,379	1,425	20	522692	530,308	548,077	7,616
771	0	19	64	19	0	0	0	0	890	818	651	(72)	342308	314,731	250,385	(27,577)
772	0	16	54	16	0	0	0	0	341	350	371	9	131154	134,615	142,692	3,461
770	2,457	2,630	3,032	173	0	0	0	0	1,359	1,379	1,425	20	522692	530,308	548,077	7,616
774	2,956	3,006	3,122	50	167	167	167	0	779	803	859	24	299615	308,846	330,385	9,231
775	740	841	1,077	101	38	38	38	0	1,234	1,349	1,617	115	474615	518,807	621,923	44,192
776	1,314	1,373	1,509	59	55	55	55	0	1,260	1,449	1,890	189	484615	557,307	726,923	72,692
777	1,320	1,448	1,748	128	7	7	7	0	665	709	812	44	255769	272,731	312,308	16,962
778	1,566	1,745	2,161	178	0	0	0	0	796	957	1,333	161	306154	368,115	512,692	61,961
779	276	435	806	159	89	89	89	0	1,255	1,416	1,792	161	482692	544,654	689,231	61,962
781	1,307	1,394	1,596	87	0	0	0	0	437	499	642	62	168077	191,731	246,923	23,854
886	0	44	148	44	0	0	0	0	273	357	554	84	105000	137,423	213,077	32,423
	34,666	37,864	45,326	3,198	3,306	3,306	3,306	0	18,755	19,809	22,269	1,054	7,213,460	7,618,922	8,565,001	405,462

**TABLE D-3  
DADE COUNTY ZDATA CHANGES 2000 TO 2030**

TAZ	DWELLING UNITS				HOTEL				EMPLOYEES				SQUARE FEET			
	2000	2009	2030	2000-2009	2000	2009	2030	2000-2009	2000	2009	2030	2000-2009	2000	2009	2030	2000-2009
10073	103	101	96	(2)	0	121	404	121	1919	2,157	2713	238	738,077	829,693	1043462	91,616
10074	1	1	1	0	0	0	0	0	1489	1,719	2256	230	572,692	661,192	867692	88,500
10075	0	0	0	0	0	0	0	0	889	1,039	1,389	150	341,923	399,615	534231	57,692
10076	0	59	196	59	0	0	0	0	0	0	0	0	0	0	0	0
10077	118	169	288	51	0	0	0	0	0	0	0	0	0	0	0	0
10078	1191	1,191	1191	0	0	0	0	0	1135	1,260	1551	125	436,538	484,538	596538	48,000
10079	2587	2,769	3193	182	128	128	128	0	91	102	127	11	35,000	39,154	48846	4,154
10080	1274	1,274	1274	0	0	0	0	0	107	115	133	8	41,154	44,154	51154	3,000
10081	646	648	653	2	0	0	0	0	269	599	1370	330	103,462	230,500	526923	127,038
10082	960	960	960	0	326	347	395	21	530	568	655	38	203,846	218,269	251923	14,423
10083	1698	1,698	1698	0	0	0	0	0	174	192	235	18	66,923	73,962	90385	7,039
10084	285	268	228	(17)	0	0	0	0	844	939	1160	95	324,615	361,077	446154	36,462
10085	0	0	0	0	0	0	0	0	8025	9,280	12208	1,255	3,086,538	3,569,192	4695385	482,654
10086	0	82	274	82	138	138	138	0	1820	1,998	2414	178	700,000	768,539	928462	68,539
10094	4818	4,819	4822	1	0	0	0	0	1246	1,470	1991	224	479,231	565,192	765769	85,961
	13681	14,039	14874	358	592	734	1065	142	18538	21,437	28202	2,899	7,129,999	8,245,077	10846924	1,115,078

**TABLE D-4  
COMPARISON OF COMMITTED DEVELOPMENT TO BROWARD COUNTY MODEL**

TAZ	PROJECT	ADDRESS	RESIDENTIAL HOTEL OFFICE RETAIL MODEL				DIFF	MODEL	DIFF	MODEL	DIFF	
			DU	ROOMS	SF	SF	DU	DU	ROOMS	ROOMS	SF	SF
752	Hollywood Station II	2100 Hollywood Blvd.	250				68	182	0	0	(21,846)	
766	European Club	2101 E. Hallandale Beach Blvd.	118	155	62,717	43,709	95	23	0	155	23,897	82,529
768	Ocean Marine Yacht Club	1935 S. Ocean Dr.	283									
768	Beach Club	1850 S. Ocean Dr.	1,300									
768	Regency Spa	2000 S. Ocean Dr.		132								
		Subtotal 768	1,583	132	0	0	56	1,527	0	132	(2,359)	
779	Harbor Cove	100 NW 9th Terr.	211				141	70	0	0		
886	The Duo	1725 E. Hallandale Beach Blvd.	400				39	361	0	0		
		<b>TOTAL</b>	<b>2,562</b>	<b>287</b>	<b>62,717</b>	<b>43,709</b>	<b>400</b>	<b>2,162</b>	<b>0</b>	<b>287</b>	<b>(308)</b>	<b>82,529</b>

**TABLE D-5  
COMPARISON OF COMMITTED DEVELOPMENT TO DADE COUNTY MODEL**

TAZ	PROJECT	ADDRESS	RESIDE HOTEL OFFICE RETAIL MODEL				DIFF		MODEL		DIFF	
			DU	ROOMS	SF	SF	DU	DU	ROOMS	ROOMS	SF	SF
10073	Aventura Medical Arts Building	NE 211th St. & NE 27th Ave.			100000							
10073	Hochstein Office	21420 Biscayne Blvd.			60000							
10073	Greenfield Office	21097-99 NE 27th Ct.			103415							
		Subtotal TAZ 10073			263415		-2	2	108	-108	81,436	181,979
10075	Aventura Corporate Center	20801-20803 Biscayne Blvd.			96000		0	0	0	0	51,282	44,718
10079	Parc at Turnberry Isle	19400 Turnberry Way	110				162	-52	0	0		
10081	Aventura Marina	3350 NE 190th St.	378									
10081	Uptown Marina Lofts	3029 NE 188th St.	216									
10081	Atrium	3131 NE 188th Street	119									
		Subtotal TAZ 10081	713				2	711	0	0		
10082	Turnberry Village	19900-2000 E Country Club Dr.	455				0	455	18	-18		
10086	The Venture	18801 Biscayne Blvd.	500				73	427	0	0		
10094	Villa Flora	1500 Island Blvd.	16									
10094	Two Islands	Dumbfoundling Bay	21									
10094	3030 at Aventura	3030 NE 188th Street	45									
10094	Artech Residences	3020 NE 188th Street	235									
10094	Aventura Landings	2805 NE 185th St.	405									
10094	Embassy Suites Hotel	NE 185th St.		170								
10094	Minto Communities	4100 Island Rd.	70									
10094	Bella Mare	6000 Island Blvd.	210									
10094	Alaqua	3001 NE 185th St.	193									
10094	Penninsula Condo	3251 NE 183rd St.	220									
10094	Eastside Aventura	3000 NE 188th St.	39									
		Subtotal TAZ 10094	1454	170	0	0	1	1,453	0	170		
		<b>TOTAL</b>	<b>3,232</b>	<b>170</b>	<b>359,415</b>	<b>0</b>	<b>236</b>	<b>2,996</b>	<b>126</b>	<b>44</b>	<b>132,718</b>	<b>226,697</b>

# APPENDIX E

## Distribution & Assignment of Project Trips

The distribution of project traffic was accomplished using a simplified gravity model technique.

Residential trips were distributed to TAZs proportional to employment and school enrollment and inversely proportional to the distance to the TAZ. Retail trips were distributed to TAZs proportional to households and inversely proportional to the distance to the TAZ.

Zdata files for Miami-Dade County and Broward County were combined into a single file containing 2,402 TAZs.

Percentages used in the distribution were a weighted average of the percentages developed, separately for the residential and the retail trips. The following demonstrates the process of creating the combined distribution.

**PERCENTAGES FOR SEPARATE DISTRIBUTIONS**

	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	TOTAL
RESIDENTIAL	8.3%	1.2%	1.1%	5.8%	33.9%	13.6%	16.1%	20.0%	100.0%
RETAIL	9.0%	8.9%	3.1%	6.8%	23.1%	13.3%	15.7%	20.1%	100.0%
<b>GROSS TRIPS</b>	<b>AM</b>	<b>PM</b>							
RESIDENTIAL	176	212							
RETAIL	160	63							
TOTAL	336	275							

**AM DISTRIBUTION**

	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	TOTAL
RESIDENTIAL	14.61	2.11	1.94	10.21	59.66	23.94	28.34	35.20	176
RETAIL	14.40	14.24	4.96	10.88	36.96	21.28	25.12	32.16	160
	29.01	16.35	6.90	21.09	96.62	45.22	53.46	67.36	336

**PM DISTRIBUTION**

	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	TOTAL
RESIDENTIAL	17.60	2.54	2.33	12.30	71.87	28.83	34.13	42.40	212
RETAIL	5.67	5.61	1.95	4.28	14.55	8.38	9.89	12.66	63
	23.27	8.15	4.29	16.58	86.42	37.21	44.02	55.06	275

**COMBINED DISTRIBUTION**

TOTAL	52.27	24.50	11.18	37.67	183.05	82.43	97.48	122.42	611
	8.6%	4.0%	1.8%	6.2%	30.0%	13.5%	16.0%	20.0%	100.0%

**NET TRIPS**

	AM	PM							
TOTAL	251	151							
	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	TOTAL
AM TRIPS	21	10	5	15	75	34	40	50	251
PM TRIPS	13	6	3	9	45	20	24	30	151

Project traffic was assigned to the roadway network based upon field observations and assuming shortest routes.

# APPENDIX F

## Queuing Analysis

QUEUING ANALYSIS

AM INBOUND

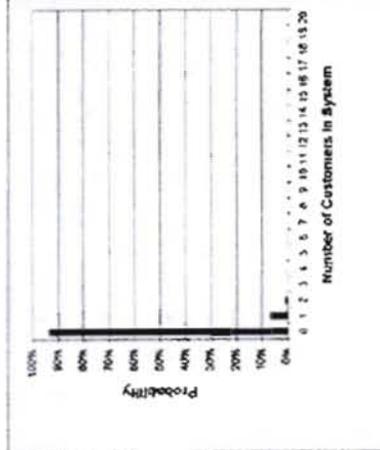
Project: PARK CENTRAL  
 Analyst: J. Attilied  
 Date: 1/24/2008  
 Central System: Capt Read AM Inbound

Input Data	
Arrival Rate	35 per hour
Service Rate	350 per hour
Number of Servers	1
Queue Capacity	infinity
Threshold Time (Assumed)	5 seconds
System Capacity (Queue Capacity + Number of Servers)	NVALUE

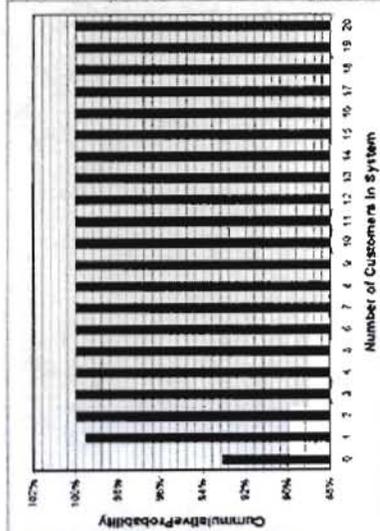
Calculated Data	
Average Number in System	L 0.075
Average Number in Queue	Lq 0.0025
Minimum Number of Agents (threshold time & system capacity)	MinAgents (system capacity parameter error)
Minimum Number of Servers (threshold time & queue capacity)	MinServers 1
Probability that system is Empty	P0 93%
Probability that Arriving Customer Will Depart Without Entering System	Pbalk 0%
Probability that Arriving Customer Will Have To Wait	PwWait 7%
Probability that Waiting Time is Less Than Threshold Time	Service Len 86%
Average Server Utilization	Util 7%
Average Time Customer Spends in System	W 11 Seconds
Average Time Customer Spends in Queue	Wq 1 Seconds

Probability Distribution of Number of Customers in System



Threshold Time (assumed) 15 seconds  
 Actual Service Level 96.25%  
 Desired Service Level 95.00%  
 Minimum Number of Servers 1

Cumulative Probability of Number of Customers in System



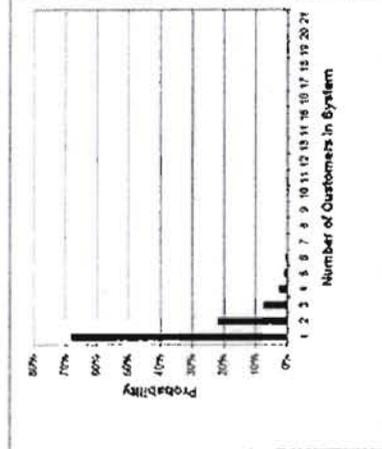
QUEUING ANALYSIS

PM INBOUND

Project: PARK CENTRAL  
Analyst: J. Ahlstedt  
Date: 1/24/2008  
Control System: Card Read PM Inbound

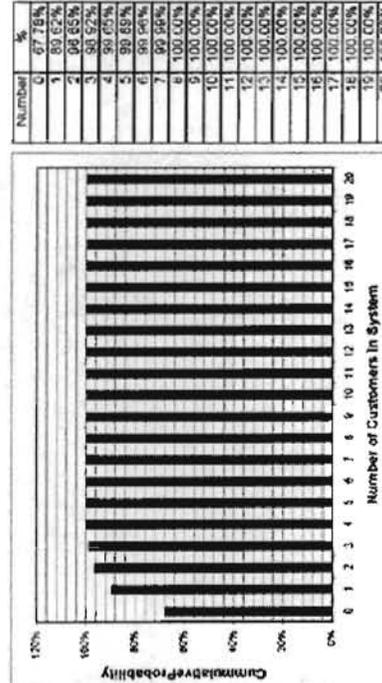
Input Data	
Arrival Rate	1.16 per hour
Service Rate	3.60 per hour
Number of Servers	1
Queue Capacity	infinity
Threshold Time (Assumed)	75 seconds
System Capacity (Queue Capacity + Number of Servers)	AVAILUE1
Calculated Data	
Average Number in System	L 0.475
Average Number in Queue	Lq 0.153
Minimum Number of Servers (threshold time & system capacity)	MinServers 1
Minimum Number of Servers (threshold time & queue capacity)	MinServers 1
Probability that System is Empty	P0 69%
Probability that Arriving Customer Will Depart Without Entering System	PWWait 0%
Probability that Waiting Time is Less Than Threshold Time	Service Lev 88%
Average Server Utilization	Util 37%
Average Time Customer Spends in System	W 15 Seconds
Average Time Customer Spends in Queue	Wq 5 Seconds

Probability Distribution of Number of Customers in System



Threshold Time (assumed)  
Actual Service Level  
Desired Service Level  
Minimum Number of Servers

Cummulative Probability of Number of Customers in System



**APPENDIX G**  
Raw Data & Calculations

		1	2	ADT	1	2
US-1 S/O	NE 4 ST	17,755	17,723	35,478	NORTHBOUND	SOUTHBOUND
NE 3 ST E/O	NE 3 AVE	2,883	2,196	5,079	EASTBOUND	WESTBOUND
NE 3 ST W/O	NE 3 AVE	3,278	3,040	6,318	EASTBOUND	WESTBOUND
NE 4 ST E/O	NE 4 AVE	214	226	440	EASTBOUND	WESTBOUND
NE 4 AVE N/O	NE 3 ST	254	245	499	NORTHBOUND	SOUTHBOUND

		AM	MID	PM	EVE	PEAK
US-1 S/O	NE 4 ST	9:30 AM	10:45 AM	4:45 PM	18:15	16:45
NE 3 ST E/O	NE 3 AVE	9:00 AM	2:00 PM	3:45 PM	18:15	15:45
NE 3 ST W/O	NE 3 AVE	8:15 AM	12:15 PM	3:45 PM	18:15	15:45
NE 4 ST E/O	NE 4 AVE	7:30 AM	11:00 AM	4:15 PM	18:45	16:15
NE 4 AVE N/O	NE 3 ST	8:00 AM	11:00 AM	3:30 PM	18:45	15:30

		PEAK	K	PSF	K(100)	D
US-1 S/O	NE 4 ST	4:45 PM	7.76%	1.045333333333	0.081	57.65%
NE 3 ST E/O	NE 3 AVE	3:45 PM	10.22%	1.045333333333	0.107	57.23%
NE 3 ST W/O	NE 3 AVE	3:45 PM	9.50%	1.045333333333	0.099	59.67%

NE 4 ST E/O	NE 4 AVE	4:15 PM	12.27%	1.045333333333	0.128	64.81%
NE 4 AVE N/O	NE 3 ST	3:30 PM	9.62%	1.045333333333	0.101	54.17%

		AM	1	2	TOTAL	%
US-1 S/O	NE 4 ST	9:30 AM	896	1,117	2,013	5.67%
NE 3 ST E/O	NE 3 AVE	9:00 AM	204	137	341	6.71%
NE 3 ST W/O	NE 3 AVE	8:15 AM	270	207	477	7.55%
NE 4 ST E/O	NE 4 AVE	7:30 AM	9	17	26	0.41%
NE 4 AVE N/O	NE 3 ST	8:00 AM	18	22	40	0.63%

		MID	1	2	TOTAL	%
US-1 S/O	NE 4 ST	10:45 AM	993	1,158	2,151	6.06%
NE 3 ST E/O	NE 3 AVE	2:00 PM	238	139	377	7.42%
NE 3 ST W/O	NE 3 AVE	12:15 PM	265	198	463	7.33%
NE 4 ST E/O	NE 4 AVE	11:00 AM	9	15	24	0.38%
NE 4 AVE N/O	NE 3 ST	11:00 AM	21	14	35	0.55%

		PM	1	2	TOTAL	%
US-1 S/O	NE 4 ST	4:45 PM	1,587	1,166	2,753	7.76%

NE 3 ST E/O	NE 3 AVE	3:45 PM	222	297	519	10.22%
NE 3 ST W/O	NE 3 AVE	3:45 PM	242	358	600	9.50%
NE 4 ST E/O	NE 4 AVE	4:15 PM	19	35	54	0.85%
NE 4 AVE N/O	NE 3 ST	3:30 PM	26	22	48	0.76%

RAW TMC DATA			EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB		
			LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT		
NE 3RD AVENUE & NE 3RD STREET	AM		32	168	60	60	116	0	32	8	60	8	12	32		
	PEDS				0			0			0			0		
	PM		20	196	60	20	348	8	124	44	56	4	8	68		
	PEDS				0			0			0			0		
NE 3RD AVENUE & NE 4TH STREET	AM		0	0	0	16	0	0	0	20	4	0	32	0		
	PEDS				0			0			0			0		
	PM		0	0	4	4	0	0	0	6	4	0	0	7	6	0
	PEDS				0			0			0			0		
FEDERAL HIGHWAY & NE 3RD STREET	AM		40	80	88	56	52	8	60	892	20	24	1268	36		
	PEDS				0			0			0			0		
	PM		44	76	72	40	112	4	140	1700	64	12	1132	44		
	PEDS				0			0			0			0		
0	AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	PEDS				0			0			0			0		
	PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	PEDS				0			0			0			0		
DIXIE HIGHWAY & NE 3RD STREET	AM		72	228	172	36	88	180	24	236	32	156	624	44		
	PEDS				28			76			0			0		
	PM		44	228	164	88	252	476	60	424	116	124	380	8		
	PEDS				24			188			0			0		
0	AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	PEDS				0			0			0			0		
	PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	PEDS				0			0			0			0		
0	AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	PEDS				0			0			0			0		
	PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	PEDS				0			0			0			0		
0	AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	PEDS				0			0			0			0		
	PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	PEDS				0			0			0			0		



08:15 AM	190	299	489	1,723	4.9%	07:30 AM	07:30 AM	658	1065	61.81%
08:30 AM	176	291	467	1,843	5.2%	07:45 AM	07:45 AM	702	1141	61.91%
08:45 AM	232	269	501	1,901	5.4%	08:00 AM	08:00 AM	774	1127	59.28%
09:00 AM	226	259	485	1,942	5.5%	08:15 AM	08:15 AM	824	1118	57.57%
09:15 AM	225	262	487	1,940	5.5%	08:30 AM	08:30 AM	859	1081	55.72%
09:30 AM	209	278	487	1,960	5.5%	08:45 AM	08:45 AM	892	1068	54.49%
09:45 AM	222	280	502	1,961	5.5%	09:00 AM	09:00 AM	882	1079	55.02%
10:00 AM	239	273	512	1,988	5.6%	09:15 AM	09:15 AM	895	1093	54.98%
10:15 AM	226	286	512	2,013	5.7%	09:30 AM	AM 09:30 AM	896	1117	55.49%
10:30 AM	216	246	462	1,988	5.6%	09:45 AM	09:45 AM	903	1085	54.58%
10:45 AM	236	312	548	2,034	5.7%	10:00 AM	10:00 AM	917	1117	54.92%
11:00 AM	244	292	536	2,058	5.8%	10:15 AM	10:15 AM	922	1136	55.20%
11:15 AM	248	273	521	2,067	5.8%	10:30 AM	10:30 AM	944	1123	54.33%
11:30 AM	265	281	546	2,151	6.1%	10:45 AM	MID 10:45 AM	993	1158	53.84%
11:45 AM	243	272	515	2,118	6.0%	11:00 AM	11:00 AM	1000	1118	52.79%
12:00 PM	264	249	513	2,095	5.9%	11:15 AM	11:15 AM	1020	1075	51.31%
12:15 PM	259	265	524	2,098	5.9%	11:30 AM	11:30 AM	1031	1067	50.86%
12:30 PM	282	242	524	2,076	5.9%	11:45 AM	11:45 AM	1048	1028	50.48%
12:45 PM	248	270	518	2,079	5.9%	12:00 PM	12:00 PM	1053	1026	50.65%
01:00 PM	297	273	570	2,136	6.0%	12:15 PM	12:15 PM	1086	1050	50.84%
01:15 PM	276	246	522	2,134	6.0%	12:30 PM	12:30 PM	1103	1031	51.69%
01:30 PM	254	278	532	2,142	6.0%	12:45 PM	12:45 PM	1075	1067	50.19%
01:45 PM	260	251	511	2,135	6.0%	01:00 PM	01:00 PM	1087	1048	50.91%
02:00 PM	254	240	494	2,059	5.8%	01:15 PM	01:15 PM	1044	1015	50.70%
02:15 PM	313	250	563	2,100	5.9%	01:30 PM	01:30 PM	1081	1019	51.48%
02:30 PM	290	259	549	2,117	6.0%	01:45 PM	01:45 PM	1117	1000	52.76%
02:45 PM	261	255	516	2,122	6.0%	02:00 PM	02:00 PM	1118	1004	52.69%
03:00 PM	313	254	567	2,195	6.2%	02:15 PM	02:15 PM	1177	1018	53.62%
03:15 PM	346	274	620	2,252	6.3%	02:30 PM	02:30 PM	1210	1042	53.73%
03:30 PM	324	332	656	2,359	6.6%	02:45 PM	02:45 PM	1244	1115	52.73%
03:45 PM	401	280	681	2,524	7.1%	03:00 PM	03:00 PM	1384	1140	54.83%
04:00 PM	401	291	692	2,649	7.5%	03:15 PM	03:15 PM	1472	1177	55.57%
04:15 PM	370	292	662	2,691	7.6%	03:30 PM	03:30 PM	1496	1195	55.59%
04:30 PM	407	284	691	2,726	7.7%	03:45 PM	03:45 PM	1579	1147	57.92%
04:45 PM	390	288	678	2,723	7.7%	04:00 PM	04:00 PM	1568	1155	57.58%
05:00 PM	395	280	675	2,706	7.6%	04:15 PM	04:15 PM	1562	1144	57.72%

05:15 PM	412	294	706	2,750		7.8%	04:30 PM		04:30 PM	1604	1146	58.33%
05:30 PM	390	304	694	2,753	PEAK	7.8%	04:45 PM	PM	04:45 PM	1587	1166	57.65%
05:45 PM	361	269	630	2,705		7.6%	05:00 PM		05:00 PM	1558	1147	57.60%
06:00 PM	326	292	618	2,648		7.5%	05:15 PM		05:15 PM	1489	1159	56.23%
06:15 PM	340	292	632	2,574		7.3%	05:30 PM		05:30 PM	1417	1157	55.05%
06:30 PM	342	288	630	2,510		7.1%	05:45 PM		05:45 PM	1369	1141	54.54%
06:45 PM	303	300	603	2,483		7.0%	06:00 PM		06:00 PM	1311	1172	52.80%
07:00 PM	323	319	642	2,507		7.1%	06:15 PM	EVE	06:15 PM	1308	1199	52.17%
07:15 PM	292	260	552	2,427		6.8%	06:30 PM		06:30 PM	1260	1167	51.92%
07:30 PM	268	229	497	2,294		6.5%	06:45 PM		06:45 PM	1186	1108	51.70%
07:45 PM	229	179	408	2,099		5.9%	07:00 PM		07:00 PM	1112	987	52.98%
08:00 PM	247	213	460	1,917		5.4%	07:15 PM		07:15 PM	1036	881	54.04%
08:15 PM	192	190	382	1,747		4.9%	07:30 PM		07:30 PM	936	811	53.58%
08:30 PM	243	197	440	1,690		4.8%	07:45 PM		07:45 PM	911	779	53.91%
08:45 PM	198	177	375	1,657		4.7%	08:00 PM		08:00 PM	880	777	53.11%
09:00 PM	149	158	307	1,504		4.2%	08:15 PM		08:15 PM	782	722	51.99%
09:15 PM	163	156	319	1,441		4.1%	08:30 PM		08:30 PM	753	688	52.26%
09:30 PM	180	171	351	1,352		3.8%	08:45 PM		08:45 PM	690	662	51.04%
09:45 PM	164	147	311	1,288		3.6%	09:00 PM		09:00 PM	656	632	50.93%
10:00 PM	154	148	302	1,283		3.6%	09:15 PM		09:15 PM	661	622	51.52%
10:15 PM	132	159	291	1,255		3.5%	09:30 PM		09:30 PM	630	625	50.20%
10:30 PM	119	133	252	1,156		3.3%	09:45 PM		09:45 PM	569	587	50.78%
10:45 PM	119	104	223	1,068		3.0%	10:00 PM		10:00 PM	524	544	50.94%
11:00 PM	104	111	215	981		2.8%	10:15 PM		10:15 PM	474	507	51.68%
11:15 PM	110	99	209	899		2.5%	10:30 PM		10:30 PM	452	447	50.28%
11:30 PM	95	104	199	846		2.4%	10:45 PM		10:45 PM	428	418	50.59%
11:45 PM	67	101	168	791		2.2%	11:00 PM		11:00 PM	376	415	52.47%
TOTALS	17,755	17,723	35,478	709		2.0%	11:15 PM		11:15 PM	335	374	52.75%
				606		1.7%	11:30 PM		11:30 PM	280	326	53.80%
				534		1.5%	11:45 PM		11:45 PM	256	278	52.06%
				472		1.3%	12:00 PM		12:00 PM	242	230	51.27%
			MAX	2,753								

NE 3 ST E/O		NE 3 AVE		2-WAY	HR	K	HR BEGINS			
01/05/06	EASTBOUND	THURSDAY	WESTBOUND							
12:00 AM	8		3	11						
12:15 AM	5		2	7						
12:30 AM	5		6	11						
12:45 AM	7		4	11	40	0.8%	12:00 AM	12:00 AM	25	15 62.50%
01:00 AM	11		4	15	44	0.9%	12:15 AM	12:15 AM	28	16 63.64%
01:15 AM	3		0	3	40	0.8%	12:30 AM	12:30 AM	26	14 65.00%
01:30 AM	4		1	5	34	0.7%	12:45 AM	12:45 AM	25	9 73.53%
01:45 AM	1		2	3	26	0.5%	01:00 AM	01:00 AM	19	7 73.08%
02:00 AM	3		2	5	16	0.3%	01:15 AM	01:15 AM	11	5 68.75%
02:15 AM	5		3	8	21	0.4%	01:30 AM	01:30 AM	13	8 61.90%
02:30 AM	0		0	0	16	0.3%	01:45 AM	01:45 AM	9	7 56.25%
02:45 AM	2		3	5	18	0.4%	02:00 AM	02:00 AM	10	8 55.56%
03:00 AM	1		0	1	14	0.3%	02:15 AM	02:15 AM	8	6 57.14%
03:15 AM	3		0	3	9	0.2%	02:30 AM	02:30 AM	6	3 66.67%
03:30 AM	2		1	3	12	0.2%	02:45 AM	02:45 AM	8	4 66.67%
03:45 AM	1		1	2	9	0.2%	03:00 AM	03:00 AM	7	2 77.78%
04:00 AM	3		2	5	13	0.3%	03:15 AM	03:15 AM	9	4 69.23%
04:15 AM	1		3	4	14	0.3%	03:30 AM	03:30 AM	7	7 50.00%
04:30 AM	4		4	8	19	0.4%	03:45 AM	03:45 AM	9	10 52.63%
04:45 AM	2		2	4	21	0.4%	04:00 AM	04:00 AM	10	11 52.38%
05:00 AM	6		1	7	23	0.5%	04:15 AM	04:15 AM	13	10 56.52%
05:15 AM	3		1	4	23	0.5%	04:30 AM	04:30 AM	15	8 65.22%
05:30 AM	5		5	10	25	0.5%	04:45 AM	04:45 AM	16	9 64.00%
05:45 AM	8		5	13	34	0.7%	05:00 AM	05:00 AM	22	12 64.71%
06:00 AM	14		5	19	46	0.9%	05:15 AM	05:15 AM	30	16 65.22%
06:15 AM	16		11	27	69	1.4%	05:30 AM	05:30 AM	43	26 62.32%
06:30 AM	14		9	23	82	1.6%	05:45 AM	05:45 AM	52	30 63.41%
06:45 AM	16		15	31	100	2.0%	06:00 AM	06:00 AM	60	40 60.00%
07:00 AM	21		19	40	121	2.4%	06:15 AM	06:15 AM	67	54 55.37%
07:15 AM	26		33	59	153	3.0%	06:30 AM	06:30 AM	77	76 50.33%
07:30 AM	28		41	69	199	3.9%	06:45 AM	06:45 AM	91	108 54.27%
07:45 AM	49		45	94	262	5.2%	07:00 AM	07:00 AM	124	138 52.67%
08:00 AM	40		16	56	278	5.5%	07:15 AM	07:15 AM	143	135 51.44%

08:15 AM	58	34	92	311	6.1%	07:30 AM	07:30 AM	175	136	56.27%
08:30 AM	50	25	75	317	6.2%	07:45 AM	07:45 AM	197	120	62.15%
08:45 AM	60	31	91	314	6.2%	08:00 AM	08:00 AM	208	106	66.24%
09:00 AM	40	32	72	330	6.5%	08:15 AM	08:15 AM	208	122	63.03%
09:15 AM	53	36	89	327	6.4%	08:30 AM	08:30 AM	203	124	62.08%
09:30 AM	53	34	87	339	6.7%	08:45 AM	08:45 AM	206	133	60.77%
09:45 AM	58	35	93	341	6.7%	09:00 AM	AM 09:00 AM	204	137	59.82%
10:00 AM	32	40	72	341	6.7%	09:15 AM	AM 09:15 AM	196	145	57.48%
10:15 AM	40	36	76	328	6.5%	09:30 AM	09:30 AM	183	145	55.79%
10:30 AM	40	19	59	300	5.9%	09:45 AM	09:45 AM	170	130	56.67%
10:45 AM	47	27	74	281	5.5%	10:00 AM	10:00 AM	159	122	56.58%
11:00 AM	64	39	103	312	6.1%	10:15 AM	10:15 AM	191	121	61.22%
11:15 AM	53	37	90	326	6.4%	10:30 AM	10:30 AM	204	122	62.58%
11:30 AM	40	31	71	338	6.7%	10:45 AM	10:45 AM	204	134	60.36%
11:45 AM	46	34	80	344	6.8%	11:00 AM	11:00 AM	203	141	59.01%
12:00 PM	48	32	80	321	6.3%	11:15 AM	11:15 AM	187	134	58.26%
12:15 PM	55	36	91	322	6.3%	11:30 AM	11:30 AM	189	133	58.70%
12:30 PM	49	26	75	326	6.4%	11:45 AM	11:45 AM	198	128	60.74%
12:45 PM	52	35	87	333	6.6%	12:00 PM	12:00 PM	204	129	61.26%
01:00 PM	62	35	97	350	6.9%	12:15 PM	12:15 PM	218	132	62.29%
01:15 PM	42	46	88	347	6.8%	12:30 PM	12:30 PM	205	142	59.08%
01:30 PM	48	32	80	352	6.9%	12:45 PM	12:45 PM	204	148	57.95%
01:45 PM	36	23	59	324	6.4%	01:00 PM	01:00 PM	188	136	58.02%
02:00 PM	64	28	92	319	6.3%	01:15 PM	01:15 PM	190	129	59.56%
02:15 PM	64	38	102	333	6.6%	01:30 PM	01:30 PM	212	121	63.66%
02:30 PM	49	40	89	342	6.7%	01:45 PM	01:45 PM	213	129	62.28%
02:45 PM	61	33	94	377	7.4%	02:00 PM	MID 02:00 PM	238	139	63.13%
03:00 PM	41	40	81	366	7.2%	02:15 PM	02:15 PM	215	151	58.74%
03:15 PM	58	43	101	365	7.2%	02:30 PM	02:30 PM	209	156	57.26%
03:30 PM	44	55	99	375	7.4%	02:45 PM	02:45 PM	204	171	54.40%
03:45 PM	57	85	142	423	8.3%	03:00 PM	03:00 PM	200	223	52.72%
04:00 PM	60	73	133	475	9.4%	03:15 PM	03:15 PM	219	256	53.89%
04:15 PM	46	82	128	502	9.9%	03:30 PM	03:30 PM	207	295	58.76%
04:30 PM	59	57	116	519	PEAK 10.2%	03:45 PM	PM 03:45 PM	222	297	57.23%
04:45 PM	49	63	112	489	9.6%	04:00 PM	04:00 PM	214	275	56.24%
05:00 PM	56	62	118	474	9.3%	04:15 PM	04:15 PM	210	264	55.70%

05:15 PM	54	73	127	473	9.3%	04:30 PM	04:30 PM	218	255	53.91%
05:30 PM	63	48	111	468	9.2%	04:45 PM	04:45 PM	222	246	52.56%
05:45 PM	62	37	99	455	9.0%	05:00 PM	05:00 PM	235	220	51.65%
06:00 PM	52	48	100	437	8.6%	05:15 PM	05:15 PM	231	206	52.86%
06:15 PM	43	29	72	382	7.5%	05:30 PM	05:30 PM	220	162	57.59%
06:30 PM	55	29	84	355	7.0%	05:45 PM	05:45 PM	212	143	59.72%
06:45 PM	54	20	74	330	6.5%	06:00 PM	06:00 PM	204	126	61.82%
07:00 PM	34	23	57	287	5.7%	06:15 PM	EVE 06:15 PM	186	101	64.81%
07:15 PM	37	19	56	271	5.3%	06:30 PM	06:30 PM	180	91	66.42%
07:30 PM	25	10	35	222	4.4%	06:45 PM	06:45 PM	150	72	67.57%
07:45 PM	19	13	32	180	3.5%	07:00 PM	07:00 PM	115	65	63.89%
08:00 PM	25	22	47	170	3.3%	07:15 PM	07:15 PM	106	64	62.35%
08:15 PM	15	18	33	147	2.9%	07:30 PM	07:30 PM	84	63	57.14%
08:30 PM	28	10	38	150	3.0%	07:45 PM	07:45 PM	87	63	58.00%
08:45 PM	20	8	28	146	2.9%	08:00 PM	08:00 PM	88	58	60.27%
09:00 PM	20	12	32	131	2.6%	08:15 PM	08:15 PM	83	48	63.36%
09:15 PM	26	11	37	135	2.7%	08:30 PM	08:30 PM	94	41	69.63%
09:30 PM	12	3	15	112	2.2%	08:45 PM	08:45 PM	78	34	69.64%
09:45 PM	10	15	25	109	2.1%	09:00 PM	09:00 PM	68	41	62.39%
10:00 PM	11	7	18	95	1.9%	09:15 PM	09:15 PM	59	36	62.11%
10:15 PM	15	7	22	80	1.6%	09:30 PM	09:30 PM	48	32	60.00%
10:30 PM	10	6	16	81	1.6%	09:45 PM	09:45 PM	46	35	56.79%
10:45 PM	9	5	14	70	1.4%	10:00 PM	10:00 PM	45	25	64.29%
11:00 PM	10	9	19	71	1.4%	10:15 PM	10:15 PM	44	27	61.97%
11:15 PM	8	4	12	61	1.2%	10:30 PM	10:30 PM	37	24	60.66%
11:30 PM	11	4	15	60	1.2%	10:45 PM	10:45 PM	38	22	63.33%
11:45 PM	4	3	7	53	1.0%	11:00 PM	11:00 PM	33	20	62.26%
TOTALS	2,883	2,196	5,079	45	0.9%	11:15 PM	11:15 PM	31	14	68.89%
				40	0.8%	11:30 PM	11:30 PM	28	12	70.00%
				36	0.7%	11:45 PM	11:45 PM	22	14	61.11%
				40	0.8%	12:00 PM	12:00 PM	25	15	62.50%
			MAX	519						

NE 3 ST W/O 01/05/06		NE 3 AVE THURSDAY			HR	K	HR BEGINS				
EASTBOUND		WESTBOUND	2-WAY								
12:00 AM	3	4	7								
12:15 AM	5	3	8								
12:30 AM	5	1	6								
12:45 AM	3	8	11	32	0.5%	12:00 AM	12:00 AM	16	16	50.00%	
01:00 AM	6	0	6	31	0.5%	12:15 AM	12:15 AM	19	12	61.29%	
01:15 AM	2	3	5	28	0.4%	12:30 AM	12:30 AM	16	12	57.14%	
01:30 AM	6	3	9	31	0.5%	12:45 AM	12:45 AM	17	14	54.84%	
01:45 AM	3	5	8	28	0.4%	01:00 AM	01:00 AM	17	11	60.71%	
02:00 AM	1	1	2	24	0.4%	01:15 AM	01:15 AM	12	12	50.00%	
02:15 AM	4	2	6	25	0.4%	01:30 AM	01:30 AM	14	11	56.00%	
02:30 AM	0	3	3	19	0.3%	01:45 AM	01:45 AM	8	11	57.89%	
02:45 AM	1	5	6	17	0.3%	02:00 AM	02:00 AM	6	11	64.71%	
03:00 AM	3	1	4	19	0.3%	02:15 AM	02:15 AM	8	11	57.89%	
03:15 AM	2	2	4	17	0.3%	02:30 AM	02:30 AM	6	11	64.71%	
03:30 AM	3	2	5	19	0.3%	02:45 AM	02:45 AM	9	10	52.63%	
03:45 AM	4	2	6	19	0.3%	03:00 AM	03:00 AM	12	7	63.16%	
04:00 AM	4	3	7	22	0.3%	03:15 AM	03:15 AM	13	9	59.09%	
04:15 AM	2	4	6	24	0.4%	03:30 AM	03:30 AM	13	11	54.17%	
04:30 AM	2	8	10	29	0.5%	03:45 AM	03:45 AM	12	17	58.62%	
04:45 AM	5	4	9	32	0.5%	04:00 AM	04:00 AM	13	19	59.38%	
05:00 AM	3	5	8	33	0.5%	04:15 AM	04:15 AM	12	21	63.64%	
05:15 AM	1	3	4	31	0.5%	04:30 AM	04:30 AM	11	20	64.52%	
05:30 AM	11	7	18	39	0.6%	04:45 AM	04:45 AM	20	19	51.28%	
05:45 AM	8	11	19	49	0.8%	05:00 AM	05:00 AM	23	26	53.06%	
06:00 AM	20	15	35	76	1.2%	05:15 AM	05:15 AM	40	36	52.63%	
06:15 AM	14	13	27	99	1.6%	05:30 AM	05:30 AM	53	46	53.54%	
06:30 AM	20	18	38	119	1.9%	05:45 AM	05:45 AM	62	57	52.10%	
06:45 AM	20	42	62	162	2.6%	06:00 AM	06:00 AM	74	88	54.32%	
07:00 AM	16	34	50	177	2.8%	06:15 AM	06:15 AM	70	107	60.45%	
07:15 AM	33	43	76	226	3.6%	06:30 AM	06:30 AM	89	137	60.62%	
07:30 AM	43	58	101	289	4.6%	06:45 AM	06:45 AM	112	177	61.25%	
07:45 AM	53	55	108	335	5.3%	07:00 AM	07:00 AM	145	190	56.72%	
08:00 AM	62	43	105	390	6.2%	07:15 AM	07:15 AM	191	199	51.03%	

08:15 AM	55	51	106	420	6.6%	07:30 AM		07:30 AM	213	207	50.71%
08:30 AM	58	53	111	430	6.8%	07:45 AM		07:45 AM	228	202	53.02%
08:45 AM	86	57	143	465	7.4%	08:00 AM		08:00 AM	261	204	56.13%
09:00 AM	71	46	117	477	7.5%	08:15 AM	AM	08:15 AM	270	207	56.60%
09:15 AM	47	44	91	462	7.3%	08:30 AM		08:30 AM	262	200	56.71%
09:30 AM	56	47	103	454	7.2%	08:45 AM		08:45 AM	260	194	57.27%
09:45 AM	35	35	70	381	6.0%	09:00 AM		09:00 AM	209	172	54.86%
10:00 AM	58	45	103	367	5.8%	09:15 AM		09:15 AM	196	171	53.41%
10:15 AM	44	46	90	366	5.8%	09:30 AM		09:30 AM	193	173	52.73%
10:30 AM	64	46	110	373	5.9%	09:45 AM		09:45 AM	201	172	53.89%
10:45 AM	43	39	82	385	6.1%	10:00 AM		10:00 AM	209	176	54.29%
11:00 AM	61	37	98	380	6.0%	10:15 AM		10:15 AM	212	168	55.79%
11:15 AM	45	44	89	379	6.0%	10:30 AM		10:30 AM	213	166	56.20%
11:30 AM	51	29	80	349	5.5%	10:45 AM		10:45 AM	200	149	57.31%
11:45 AM	47	47	94	361	5.7%	11:00 AM		11:00 AM	204	157	56.51%
12:00 PM	60	28	88	351	5.6%	11:15 AM		11:15 AM	203	148	57.83%
12:15 PM	55	52	107	369	5.8%	11:30 AM		11:30 AM	213	156	57.72%
12:30 PM	66	51	117	406	6.4%	11:45 AM		11:45 AM	228	178	56.16%
12:45 PM	81	46	127	439	6.9%	12:00 PM		12:00 PM	262	177	59.68%
01:00 PM	63	49	112	463	7.3%	12:15 PM	MID	12:15 PM	265	198	57.24%
01:15 PM	52	43	95	451	7.1%	12:30 PM		12:30 PM	262	189	58.09%
01:30 PM	45	38	83	417	6.6%	12:45 PM		12:45 PM	241	176	57.79%
01:45 PM	47	46	93	383	6.1%	01:00 PM		01:00 PM	207	176	54.05%
02:00 PM	59	47	106	377	6.0%	01:15 PM		01:15 PM	203	174	53.85%
02:15 PM	58	45	103	385	6.1%	01:30 PM		01:30 PM	209	176	54.29%
02:30 PM	63	42	105	407	6.4%	01:45 PM		01:45 PM	227	180	55.77%
02:45 PM	72	63	135	449	7.1%	02:00 PM		02:00 PM	252	197	56.12%
03:00 PM	52	53	105	448	7.1%	02:15 PM		02:15 PM	245	203	54.69%
03:15 PM	57	83	140	485	7.7%	02:30 PM		02:30 PM	244	241	50.31%
03:30 PM	52	78	130	510	8.1%	02:45 PM		02:45 PM	233	277	54.31%
03:45 PM	60	102	162	537	8.5%	03:00 PM		03:00 PM	221	316	58.85%
04:00 PM	64	83	147	579	9.2%	03:15 PM		03:15 PM	233	346	59.76%
04:15 PM	53	97	150	589	9.3%	03:30 PM		03:30 PM	229	360	61.12%
04:30 PM	65	76	141	600	9.5%	03:45 PM	PM	03:45 PM	242	358	59.67%
04:45 PM	50	60	110	548	8.7%	04:00 PM		04:00 PM	232	316	57.66%
05:00 PM	74	80	154	555	8.8%	04:15 PM		04:15 PM	242	313	56.40%

05:15 PM	70	79	149	554	8.8%	04:30 PM	04:30 PM	259	295	53.25%
05:30 PM	55	71	126	539	8.5%	04:45 PM	04:45 PM	249	290	53.80%
05:45 PM	59	63	122	551	8.7%	05:00 PM	05:00 PM	258	293	53.18%
06:00 PM	91	59	150	547	8.7%	05:15 PM	05:15 PM	275	272	50.27%
06:15 PM	67	51	118	516	8.2%	05:30 PM	05:30 PM	272	244	52.71%
06:30 PM	55	50	105	495	7.8%	05:45 PM	05:45 PM	272	223	54.95%
06:45 PM	56	26	82	455	7.2%	06:00 PM	06:00 PM	269	186	59.12%
07:00 PM	28	33	61	366	5.8%	06:15 PM	EVE 06:15 PM	206	160	56.28%
07:15 PM	42	29	71	319	5.0%	06:30 PM	06:30 PM	181	138	56.74%
07:30 PM	27	13	40	254	4.0%	06:45 PM	06:45 PM	153	101	60.24%
07:45 PM	32	28	60	232	3.7%	07:00 PM	07:00 PM	129	103	55.60%
08:00 PM	22	20	42	213	3.4%	07:15 PM	07:15 PM	123	90	57.75%
08:15 PM	23	20	43	185	2.9%	07:30 PM	07:30 PM	104	81	56.22%
08:30 PM	27	17	44	189	3.0%	07:45 PM	07:45 PM	104	85	55.03%
08:45 PM	22	16	38	167	2.6%	08:00 PM	08:00 PM	94	73	56.29%
09:00 PM	19	14	33	158	2.5%	08:15 PM	08:15 PM	91	67	57.59%
09:15 PM	13	22	35	150	2.4%	08:30 PM	08:30 PM	81	69	54.00%
09:30 PM	18	9	27	133	2.1%	08:45 PM	08:45 PM	72	61	54.14%
09:45 PM	24	15	39	134	2.1%	09:00 PM	09:00 PM	74	60	55.22%
10:00 PM	13	11	24	125	2.0%	09:15 PM	09:15 PM	68	57	54.40%
10:15 PM	13	8	21	111	1.8%	09:30 PM	09:30 PM	68	43	61.26%
10:30 PM	14	9	23	107	1.7%	09:45 PM	09:45 PM	64	43	59.81%
10:45 PM	11	8	19	87	1.4%	10:00 PM	10:00 PM	51	36	58.62%
11:00 PM	16	11	27	90	1.4%	10:15 PM	10:15 PM	54	36	60.00%
11:15 PM	12	9	21	90	1.4%	10:30 PM	10:30 PM	53	37	58.89%
11:30 PM	4	4	8	75	1.2%	10:45 PM	10:45 PM	43	32	57.33%
11:45 PM	8	6	14	70	1.1%	11:00 PM	11:00 PM	40	30	57.14%
TOTALS	3,278	3,040	6,318	50	0.8%	11:15 PM	11:15 PM	27	23	54.00%
				37	0.6%	11:30 PM	11:30 PM	20	17	54.05%
				35	0.6%	11:45 PM	11:45 PM	21	14	60.00%
				32	0.5%	12:00 PM	12:00 PM	16	16	50.00%
			MAX	600						

NE 4 ST E/O 01/05/06		NE 4 AVE THURSDAY		2-WAY	HR	K	HR BEGINS						
EASTBOUND		WESTBOUND											
12:00 AM	2	0	2										
12:15 AM	2	2	4										
12:30 AM	0	3	3										
12:45 AM	1	1	2	11	2.5%	12:00 AM	12:00 AM	5	6	54.55%			
01:00 AM	0	0	0	9	2.0%	12:15 AM	12:15 AM	3	6	66.67%			
01:15 AM	0	3	3	8	1.8%	12:30 AM	12:30 AM	1	7	87.50%			
01:30 AM	1	1	2	7	1.6%	12:45 AM	12:45 AM	2	5	71.43%			
01:45 AM	0	0	0	5	1.1%	01:00 AM	01:00 AM	1	4	80.00%			
02:00 AM	0	1	1	6	1.4%	01:15 AM	01:15 AM	1	5	83.33%			
02:15 AM	0	0	0	3	0.7%	01:30 AM	01:30 AM	1	2	66.67%			
02:30 AM	2	0	2	3	0.7%	01:45 AM	01:45 AM	2	1	66.67%			
02:45 AM	0	0	0	3	0.7%	02:00 AM	02:00 AM	2	1	66.67%			
03:00 AM	0	1	1	3	0.7%	02:15 AM	02:15 AM	2	1	66.67%			
03:15 AM	0	0	0	3	0.7%	02:30 AM	02:30 AM	2	1	66.67%			
03:30 AM	1	0	1	2	0.5%	02:45 AM	02:45 AM	1	1	50.00%			
03:45 AM	0	0	0	2	0.5%	03:00 AM	03:00 AM	1	1	50.00%			
04:00 AM	0	0	0	1	0.2%	03:15 AM	03:15 AM	1	0	100.00%			
04:15 AM	0	1	1	2	0.5%	03:30 AM	03:30 AM	1	1	50.00%			
04:30 AM	1	1	2	3	0.7%	03:45 AM	03:45 AM	1	2	66.67%			
04:45 AM	0	0	0	3	0.7%	04:00 AM	04:00 AM	1	2	66.67%			
05:00 AM	0	1	1	4	0.9%	04:15 AM	04:15 AM	1	3	75.00%			
05:15 AM	0	0	0	3	0.7%	04:30 AM	04:30 AM	1	2	66.67%			
05:30 AM	0	0	0	1	0.2%	04:45 AM	04:45 AM	0	1	100.00%			
05:45 AM	2	4	6	7	1.6%	05:00 AM	05:00 AM	2	5	71.43%			
06:00 AM	3	4	7	13	3.0%	05:15 AM	05:15 AM	5	8	61.54%			
06:15 AM	3	3	6	19	4.3%	05:30 AM	05:30 AM	8	11	57.89%			
06:30 AM	1	1	2	21	4.8%	05:45 AM	05:45 AM	9	12	57.14%			
06:45 AM	3	0	3	18	4.1%	06:00 AM	06:00 AM	10	8	55.56%			
07:00 AM	5	1	6	17	3.9%	06:15 AM	06:15 AM	12	5	70.59%			
07:15 AM	4	1	5	16	3.6%	06:30 AM	06:30 AM	13	3	81.25%			
07:30 AM	2	2	4	18	4.1%	06:45 AM	06:45 AM	14	4	77.78%			
07:45 AM	1	3	4	19	4.3%	07:00 AM	07:00 AM	12	7	63.16%			
08:00 AM	2	7	9	22	5.0%	07:15 AM	07:15 AM	9	13	59.09%			

08:15 AM	4	5	9	26	5.9%	07:30 AM	AM	07:30 AM	9	17	65.38%
08:30 AM	3	1	4	26	5.9%	07:45 AM	AM	07:45 AM	10	16	61.54%
08:45 AM	1	2	3	25	5.7%	08:00 AM		08:00 AM	10	15	60.00%
09:00 AM	1	0	1	17	3.9%	08:15 AM		08:15 AM	9	8	52.94%
09:15 AM	1	3	4	12	2.7%	08:30 AM		08:30 AM	6	6	50.00%
09:30 AM	3	0	3	11	2.5%	08:45 AM		08:45 AM	6	5	54.55%
09:45 AM	6	2	8	16	3.6%	09:00 AM		09:00 AM	11	5	68.75%
10:00 AM	2	4	6	21	4.8%	09:15 AM		09:15 AM	12	9	57.14%
10:15 AM	2	1	3	20	4.5%	09:30 AM		09:30 AM	13	7	65.00%
10:30 AM	1	4	5	22	5.0%	09:45 AM		09:45 AM	11	11	50.00%
10:45 AM	0	3	3	17	3.9%	10:00 AM		10:00 AM	5	12	70.59%
11:00 AM	4	3	7	18	4.1%	10:15 AM		10:15 AM	7	11	61.11%
11:15 AM	4	3	7	22	5.0%	10:30 AM		10:30 AM	9	13	59.09%
11:30 AM	0	4	4	21	4.8%	10:45 AM		10:45 AM	8	13	61.90%
11:45 AM	1	5	6	24	5.5%	11:00 AM	MID	11:00 AM	9	15	62.50%
12:00 PM	5	0	5	22	5.0%	11:15 AM		11:15 AM	10	12	54.55%
12:15 PM	0	2	2	17	3.9%	11:30 AM		11:30 AM	6	11	64.71%
12:30 PM	2	4	6	19	4.3%	11:45 AM		11:45 AM	8	11	57.89%
12:45 PM	2	3	5	18	4.1%	12:00 PM		12:00 PM	9	9	50.00%
01:00 PM	1	1	2	15	3.4%	12:15 PM		12:15 PM	5	10	66.67%
01:15 PM	2	1	3	16	3.6%	12:30 PM		12:30 PM	7	9	56.25%
01:30 PM	1	1	2	12	2.7%	12:45 PM		12:45 PM	6	6	50.00%
01:45 PM	0	2	2	9	2.0%	01:00 PM		01:00 PM	4	5	55.56%
02:00 PM	3	2	5	12	2.7%	01:15 PM		01:15 PM	6	6	50.00%
02:15 PM	2	1	3	12	2.7%	01:30 PM		01:30 PM	6	6	50.00%
02:30 PM	3	4	7	17	3.9%	01:45 PM		01:45 PM	8	9	52.94%
02:45 PM	3	4	7	22	5.0%	02:00 PM		02:00 PM	11	11	50.00%
03:00 PM	1	3	4	21	4.8%	02:15 PM		02:15 PM	9	12	57.14%
03:15 PM	7	4	11	29	6.6%	02:30 PM		02:30 PM	14	15	51.72%
03:30 PM	6	4	10	32	7.3%	02:45 PM		02:45 PM	17	15	53.13%
03:45 PM	3	4	7	32	7.3%	03:00 PM		03:00 PM	17	15	53.13%
04:00 PM	2	2	4	32	7.3%	03:15 PM		03:15 PM	18	14	56.25%
04:15 PM	8	11	19	40	9.1%	03:30 PM		03:30 PM	19	21	52.50%
04:30 PM	2	5	7	37	8.4%	03:45 PM		03:45 PM	15	22	59.46%
04:45 PM	6	12	18	48	10.9%	04:00 PM		04:00 PM	18	30	62.50%
05:00 PM	3	7	10	54	PEAK 12.3%	04:15 PM	PM	04:15 PM	19	35	64.81%

05:15 PM	5	5	10	45	10.2%	04:30 PM	04:30 PM	16	29	64.44%
05:30 PM	5	2	7	45	10.2%	04:45 PM	04:45 PM	19	26	57.78%
05:45 PM	6	6	12	39	8.9%	05:00 PM	05:00 PM	19	20	51.28%
06:00 PM	2	3	5	34	7.7%	05:15 PM	05:15 PM	18	16	52.94%
06:15 PM	1	1	2	26	5.9%	05:30 PM	05:30 PM	14	12	53.85%
06:30 PM	6	5	11	30	6.8%	05:45 PM	05:45 PM	15	15	50.00%
06:45 PM	7	0	7	25	5.7%	06:00 PM	06:00 PM	16	9	64.00%
07:00 PM	4	3	7	27	6.1%	06:15 PM	06:15 PM	18	9	66.67%
07:15 PM	6	6	12	37	8.4%	06:30 PM	06:30 PM	23	14	62.16%
07:30 PM	5	11	16	42	9.5%	06:45 PM	EVE 06:45 PM	22	20	52.38%
07:45 PM	0	0	0	35	8.0%	07:00 PM	07:00 PM	15	20	57.14%
08:00 PM	2	0	2	30	6.8%	07:15 PM	07:15 PM	13	17	56.67%
08:15 PM	4	1	5	23	5.2%	07:30 PM	07:30 PM	11	12	52.17%
08:30 PM	1	5	6	13	3.0%	07:45 PM	07:45 PM	7	6	53.85%
08:45 PM	6	5	11	24	5.5%	08:00 PM	08:00 PM	13	11	54.17%
09:00 PM	3	2	5	27	6.1%	08:15 PM	08:15 PM	14	13	51.85%
09:15 PM	7	3	10	32	7.3%	08:30 PM	08:30 PM	17	15	53.13%
09:30 PM	3	3	6	32	7.3%	08:45 PM	08:45 PM	19	13	59.38%
09:45 PM	2	3	5	25	5.9%	09:00 PM	09:00 PM	15	11	57.69%
10:00 PM	3	3	6	27	6.1%	09:15 PM	09:15 PM	15	12	55.56%
10:15 PM	0	0	0	17	3.9%	09:30 PM	09:30 PM	8	9	52.94%
10:30 PM	1	0	1	12	2.7%	09:45 PM	09:45 PM	6	6	50.00%
10:45 PM	1	0	1	8	1.8%	10:00 PM	10:00 PM	5	3	62.50%
11:00 PM	1	1	2	4	0.9%	10:15 PM	10:15 PM	3	1	75.00%
11:15 PM	1	0	1	5	1.1%	10:30 PM	10:30 PM	4	1	80.00%
11:30 PM	1	0	1	5	1.1%	10:45 PM	10:45 PM	4	1	80.00%
11:45 PM	0	0	0	4	0.9%	11:00 PM	11:00 PM	3	1	75.00%
TOTALS	214	226	440	4	0.9%	11:15 PM	11:15 PM	4	0	100.00%
				7	1.6%	11:30 PM	11:30 PM	5	2	71.43%
				9	2.0%	11:45 PM	11:45 PM	4	5	55.56%
				11	2.5%	12:00 PM	12:00 PM	5	6	54.55%
			MAX	54						

NE 4 AVE N/O 01/05/06		NE 3 ST THURSDAY		2-WAY	HR	K	HR BEGINS							
NORTHBOUND	SOUTHBOUND	SOUTHBOUND												
12:00 AM	2	1	3											
12:15 AM	2	0	2											
12:30 AM	1	4	5											
12:45 AM	2	1	3	13	2.6%	12:00 AM	12:00 AM	7	6	53.85%				
01:00 AM	2	0	2	12	2.4%	12:15 AM	12:15 AM	7	5	58.33%				
01:15 AM	0	0	0	10	2.0%	12:30 AM	12:30 AM	5	5	50.00%				
01:30 AM	1	1	2	7	1.4%	12:45 AM	12:45 AM	5	2	71.43%				
01:45 AM	0	0	0	4	0.8%	01:00 AM	01:00 AM	3	1	75.00%				
02:00 AM	0	2	2	4	0.8%	01:15 AM	01:15 AM	1	3	75.00%				
02:15 AM	0	0	0	4	0.8%	01:30 AM	01:30 AM	1	3	75.00%				
02:30 AM	0	0	0	2	0.4%	01:45 AM	01:45 AM	0	2	100.00%				
02:45 AM	0	0	0	2	0.4%	02:00 AM	02:00 AM	0	2	100.00%				
03:00 AM	0	0	0	0	0.0%	02:15 AM	02:15 AM	0	0	ERR				
03:15 AM	0	0	0	0	0.0%	02:30 AM	02:30 AM	0	0	ERR				
03:30 AM	0	0	0	0	0.0%	02:45 AM	02:45 AM	0	0	ERR				
03:45 AM	0	0	0	0	0.0%	03:00 AM	03:00 AM	0	0	ERR				
04:00 AM	1	2	3	3	0.6%	03:15 AM	03:15 AM	1	2	66.67%				
04:15 AM	0	0	0	3	0.6%	03:30 AM	03:30 AM	1	2	66.67%				
04:30 AM	0	1	1	4	0.8%	03:45 AM	03:45 AM	1	3	75.00%				
04:45 AM	0	1	1	5	1.0%	04:00 AM	04:00 AM	1	4	80.00%				
05:00 AM	0	0	0	2	0.4%	04:15 AM	04:15 AM	0	2	100.00%				
05:15 AM	0	0	0	2	0.4%	04:30 AM	04:30 AM	0	2	100.00%				
05:30 AM	0	1	1	2	0.4%	04:45 AM	04:45 AM	0	2	100.00%				
05:45 AM	0	2	2	3	0.6%	05:00 AM	05:00 AM	0	3	100.00%				
06:00 AM	4	6	10	13	2.6%	05:15 AM	05:15 AM	4	9	69.23%				
06:15 AM	0	3	3	16	3.2%	05:30 AM	05:30 AM	4	12	75.00%				
06:30 AM	1	3	4	19	3.8%	05:45 AM	05:45 AM	5	14	73.68%				
06:45 AM	0	0	0	17	3.4%	06:00 AM	06:00 AM	5	12	70.59%				
07:00 AM	3	1	4	11	2.2%	06:15 AM	06:15 AM	4	7	63.64%				
07:15 AM	2	2	4	12	2.4%	06:30 AM	06:30 AM	6	6	50.00%				
07:30 AM	0	2	2	10	2.0%	06:45 AM	06:45 AM	5	5	50.00%				
07:45 AM	5	3	8	18	3.6%	07:00 AM	07:00 AM	10	8	55.56%				
08:00 AM	4	5	9	23	4.6%	07:15 AM	07:15 AM	11	12	52.17%				

08:15 AM	6	5	11	30	6.0%	07:30 AM		07:30 AM	15	15	50.00%
08:30 AM	3	1	4	32	6.4%	07:45 AM		07:45 AM	18	14	56.25%
08:45 AM	5	11	16	40	8.0%	08:00 AM	AM	08:00 AM	18	22	55.00%
09:00 AM	1	1	2	33	6.6%	08:15 AM		08:15 AM	15	18	54.55%
09:15 AM	0	0	0	22	4.4%	08:30 AM		08:30 AM	9	13	59.09%
09:30 AM	5	0	5	23	4.6%	08:45 AM		08:45 AM	11	12	52.17%
09:45 AM	2	4	6	13	2.6%	09:00 AM		09:00 AM	8	5	61.54%
10:00 AM	3	3	6	17	3.4%	09:15 AM		09:15 AM	10	7	58.82%
10:15 AM	3	2	5	22	4.4%	09:30 AM		09:30 AM	13	9	59.09%
10:30 AM	4	2	6	23	4.6%	09:45 AM		09:45 AM	12	11	52.17%
10:45 AM	1	1	2	19	3.8%	10:00 AM		10:00 AM	11	8	57.89%
11:00 AM	5	3	8	21	4.2%	10:15 AM		10:15 AM	13	8	61.90%
11:15 AM	3	1	4	20	4.0%	10:30 AM		10:30 AM	13	7	65.00%
11:30 AM	4	2	6	20	4.0%	10:45 AM		10:45 AM	13	7	65.00%
11:45 AM	9	8	17	35	7.0%	11:00 AM	MID	11:00 AM	21	14	60.00%
12:00 PM	4	1	5	32	6.4%	11:15 AM		11:15 AM	20	12	62.50%
12:15 PM	3	1	4	32	6.4%	11:30 AM		11:30 AM	20	12	62.50%
12:30 PM	1	7	8	34	6.8%	11:45 AM		11:45 AM	17	17	50.00%
12:45 PM	2	4	6	23	4.6%	12:00 PM		12:00 PM	10	13	56.52%
01:00 PM	1	0	1	19	3.8%	12:15 PM		12:15 PM	7	12	63.16%
01:15 PM	1	4	5	20	4.0%	12:30 PM		12:30 PM	5	15	75.00%
01:30 PM	2	1	3	15	3.0%	12:45 PM		12:45 PM	6	9	60.00%
01:45 PM	3	3	6	15	3.0%	01:00 PM		01:00 PM	7	8	53.33%
02:00 PM	3	1	4	18	3.6%	01:15 PM		01:15 PM	9	9	50.00%
02:15 PM	4	3	7	20	4.0%	01:30 PM		01:30 PM	12	8	60.00%
02:30 PM	4	5	9	26	5.2%	01:45 PM		01:45 PM	14	12	53.85%
02:45 PM	1	1	2	22	4.4%	02:00 PM		02:00 PM	12	10	54.55%
03:00 PM	2	3	5	23	4.8%	02:15 PM		02:15 PM	11	12	52.17%
03:15 PM	7	1	8	24	4.8%	02:30 PM		02:30 PM	14	10	58.33%
03:30 PM	9	7	16	31	6.2%	02:45 PM		02:45 PM	19	12	61.29%
03:45 PM	3	3	6	35	7.0%	03:00 PM		03:00 PM	21	14	60.00%
04:00 PM	9	6	15	45	9.0%	03:15 PM		03:15 PM	28	17	62.22%
04:15 PM	5	6	11	48	9.6%	03:30 PM	PM	03:30 PM	26	22	54.17%
04:30 PM	1	8	9	41	8.2%	03:45 PM		03:45 PM	18	23	56.10%
04:45 PM	3	6	9	44	8.8%	04:00 PM		04:00 PM	18	26	59.09%
05:00 PM	5	3	8	37	7.4%	04:15 PM		04:15 PM	14	23	62.16%

PEAK

05:15 PM	1	2	3	29	5.8%	04:30 PM	04:30 PM	10	19	65.52%
05:30 PM	5	4	9	29	5.8%	04:45 PM	04:45 PM	14	15	51.72%
05:45 PM	4	2	6	26	5.2%	05:00 PM	05:00 PM	15	11	57.69%
06:00 PM	4	11	15	33	6.6%	05:15 PM	05:15 PM	14	19	57.58%
06:15 PM	6	1	7	37	7.4%	05:30 PM	05:30 PM	19	18	51.35%
06:30 PM	4	4	8	36	7.2%	05:45 PM	05:45 PM	18	18	50.00%
06:45 PM	7	4	11	41	8.2%	06:00 PM	06:00 PM	21	20	51.22%
07:00 PM	6	4	10	36	7.2%	06:15 PM	06:15 PM	23	13	63.89%
07:15 PM	5	4	9	38	7.6%	06:30 PM	06:30 PM	22	16	57.89%
07:30 PM	3	8	11	41	8.2%	06:45 PM	EVE 06:45 PM	21	20	51.22%
07:45 PM	1	2	3	33	6.6%	07:00 PM	07:00 PM	15	18	54.55%
08:00 PM	3	2	5	28	5.6%	07:15 PM	07:15 PM	12	16	57.14%
08:15 PM	4	2	6	25	5.0%	07:30 PM	07:30 PM	11	14	56.00%
08:30 PM	5	5	10	24	4.8%	07:45 PM	07:45 PM	13	11	54.17%
08:45 PM	1	3	4	25	5.0%	08:00 PM	08:00 PM	13	12	52.00%
09:00 PM	6	8	14	34	6.8%	08:15 PM	08:15 PM	16	18	52.94%
09:15 PM	10	3	13	41	8.2%	08:30 PM	EVE 08:30 PM	22	19	53.66%
09:30 PM	1	3	4	35	7.0%	08:45 PM	08:45 PM	18	17	51.43%
09:45 PM	3	2	5	36	7.2%	09:00 PM	09:00 PM	20	16	55.56%
10:00 PM	2	0	2	24	4.8%	09:15 PM	09:15 PM	16	8	66.67%
10:15 PM	2	1	3	14	2.8%	09:30 PM	09:30 PM	8	6	57.14%
10:30 PM	5	4	9	19	3.8%	09:45 PM	09:45 PM	12	7	63.16%
10:45 PM	4	3	7	21	4.2%	10:00 PM	10:00 PM	13	8	61.90%
11:00 PM	2	4	6	25	5.0%	10:15 PM	10:15 PM	13	12	52.00%
11:15 PM	0	0	0	22	4.4%	10:30 PM	10:30 PM	11	11	50.00%
11:30 PM	3	0	3	16	3.2%	10:45 PM	10:45 PM	9	7	56.25%
11:45 PM	0	0	0	9	1.8%	11:00 PM	11:00 PM	5	4	55.56%
TOTALS	254	245	499	6	1.2%	11:15 PM	11:15 PM	5	1	83.33%
				8	1.6%	11:30 PM	11:30 PM	7	1	87.50%
				10	2.0%	11:45 PM	11:45 PM	5	5	50.00%
				13	2.6%	12:00 PM	12:00 PM	7	6	53.85%
			MAX	48						

NE 3RD AVENUE & NE 3RD STREET		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16							
0	0	SB	SB	SB	SB	WB	WB	WB	WB	NB	NB	NB	NB	EB	EB	EB	EB							
		PEDS	R	T	LT																			
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NB/SB	EB/WB	TOTAL				
07:00 AM	07:15 AM	0	7	0	1	8	0	2	15	0	17	0	8	2	10	20	0	4	11	1	16	28	33	61
07:01 AM	07:16 AM	0	7	0	1	8	0	2	16	0	18	0	8	2	8	18	0	4	10	1	15	26	33	59
07:02 AM	07:17 AM	0	7	0	0	7	0	2	17	0	19	0	7	2	9	18	0	3	9	1	13	25	32	57
07:03 AM	07:18 AM	0	6	0	0	6	0	2	17	0	19	0	6	2	8	16	0	4	10	0	14	22	33	55
07:04 AM	07:19 AM	0	6	0	0	6	0	2	17	0	19	0	5	2	7	14	0	4	9	0	13	20	32	52
07:05 AM	07:20 AM	0	6	0	0	6	0	2	21	0	23	0	5	2	7	14	0	5	9	0	14	20	37	57
07:06 AM	07:21 AM	0	6	1	0	7	0	2	21	0	23	0	4	2	9	15	0	5	9	0	14	22	37	59
07:07 AM	07:22 AM	0	5	1	0	6	0	1	23	0	24	0	4	2	10	16	0	5	9	0	14	22	38	60
07:08 AM	07:23 AM	0	4	1	0	5	0	0	25	0	25	0	3	2	10	15	0	5	10	0	15	20	40	60
07:09 AM	07:24 AM	0	5	1	0	6	0	0	24	0	24	0	2	1	11	14	0	5	12	0	17	20	41	61
07:10 AM	07:25 AM	0	6	1	0	7	0	0	22	0	22	0	2	1	12	15	0	7	14	0	21	22	43	65
07:11 AM	07:26 AM	0	5	1	0	6	0	0	19	0	19	0	2	0	12	14	0	6	11	1	18	20	37	57
07:12 AM	07:27 AM	0	3	1	0	4	0	0	18	0	18	0	2	0	13	15	0	6	11	2	19	19	37	56
07:13 AM	07:28 AM	0	4	1	0	5	0	0	18	1	19	0	2	0	13	15	0	8	11	2	21	20	40	60
07:14 AM	07:29 AM	0	4	1	1	6	0	0	20	1	21	0	1	0	13	14	0	8	15	2	25	20	46	66
07:15 AM	07:30 AM	0	5	1	1	7	0	0	25	1	26	0	1	0	12	13	0	8	16	2	26	20	52	72
07:16 AM	07:31 AM	0	5	1	1	7	0	0	24	2	26	0	1	0	15	16	0	8	18	2	28	23	54	77
07:17 AM	07:32 AM	0	5	1	1	7	0	0	25	2	27	0	1	0	14	15	0	8	18	2	28	22	55	77
07:18 AM	07:33 AM	0	5	1	1	7	0	0	27	2	29	0	2	0	14	16	0	8	19	2	29	23	58	81
07:19 AM	07:34 AM	0	5	1	1	7	0	0	26	2	28	0	2	1	15	18	0	8	22	2	32	25	60	85
07:20 AM	07:35 AM	0	5	1	1	7	0	0	28	2	30	0	2	1	15	18	0	7	23	3	33	25	63	88
07:21 AM	07:36 AM	0	7	0	1	8	0	0	32	2	34	0	2	1	14	17	0	7	24	3	34	25	68	93
07:22 AM	07:37 AM	0	8	0	1	9	0	0	30	3	33	0	3	1	12	16	0	9	25	3	37	25	70	95
07:23 AM	07:38 AM	0	9	0	1	10	0	0	31	3	34	0	3	1	13	17	0	8	26	4	38	27	72	99
07:24 AM	07:39 AM	0	8	0	1	9	0	0	31	3	34	0	4	1	12	17	0	8	24	4	36	26	70	96
07:25 AM	07:40 AM	0	6	0	1	7	0	0	30	3	33	0	4	1	11	16	0	7	25	4	36	23	69	92
07:26 AM	07:41 AM	0	6	0	1	7	0	0	32	3	35	0	3	1	12	16	0	7	25	3	35	23	70	93
07:27 AM	07:42 AM	0	6	1	1	8	0	0	32	4	36	0	3	1	11	15	0	7	28	2	37	23	73	96
07:28 AM	07:43 AM	0	5	1	2	8	0	1	36	3	40	0	3	1	10	14	0	5	28	2	35	22	75	97
07:29 AM	07:44 AM	0	5	1	1	7	0	1	36	3	40	0	3	1	10	14	0	5	24	4	33	21	73	94

07:30 AM	07:45 AM	0	4	1	1	6	0	1	32	3	36	0	4	1	11	16	0	5	26	4	35	22	71	93
07:31 AM	07:46 AM	0	5	1	1	7	0	1	33	2	36	0	4	1	8	13	0	5	26	5	36	20	72	92
07:32 AM	07:47 AM	0	5	1	1	7	0	1	32	2	35	0	4	1	8	13	0	6	27	5	38	20	73	93
07:33 AM	07:48 AM	0	5	1	1	7	0	1	31	2	34	0	3	1	7	11	0	5	26	5	36	18	70	88
07:34 AM	07:49 AM	0	7	1	1	9	0	1	35	4	40	0	3	0	7	10	0	7	25	5	37	19	77	96
07:35 AM	07:50 AM	0	7	1	1	9	0	1	30	4	35	0	4	1	7	12	0	7	23	4	34	21	69	90
07:36 AM	07:51 AM	0	5	2	1	8	0	1	26	4	31	0	7	1	6	14	0	7	27	5	39	22	70	92
07:37 AM	07:52 AM	0	4	2	1	7	0	1	30	3	34	0	6	1	6	13	0	5	26	5	36	20	70	90
07:38 AM	07:53 AM	0	3	2	1	6	0	1	31	4	36	0	8	2	5	15	0	6	26	5	37	21	73	94
07:39 AM	07:54 AM	0	5	2	1	8	0	1	34	4	39	0	7	2	4	13	0	6	26	5	37	21	76	97
07:40 AM	07:55 AM	0	5	2	2	9	0	1	34	4	39	0	7	2	4	13	0	4	26	6	36	22	75	97
07:41 AM	07:56 AM	0	6	2	2	10	0	1	33	4	38	0	7	2	4	13	0	4	28	6	38	23	76	99
07:42 AM	07:57 AM	0	6	1	2	9	0	1	36	3	40	0	7	2	6	15	0	4	26	6	36	24	76	100
07:43 AM	07:58 AM	0	6	1	1	8	0	0	36	3	39	0	8	2	6	16	0	5	27	6	38	24	77	101
07:44 AM	07:59 AM	0	8	1	1	10	0	0	36	3	39	0	8	2	6	16	0	6	26	4	36	26	75	101
07:45 AM	08:00 AM	0	9	1	1	11	0	0	37	3	40	0	8	2	5	15	0	7	24	4	35	26	75	101
07:46 AM	08:01 AM	0	8	1	1	10	0	0	36	3	39	0	8	2	6	16	0	10	22	3	35	26	74	100
07:47 AM	08:02 AM	0	8	2	1	11	0	0	35	3	38	0	8	2	6	16	0	14	23	3	40	27	78	105
07:48 AM	08:03 AM	0	9	3	1	13	0	0	36	3	39	0	8	2	6	16	0	14	22	3	39	29	78	107
07:49 AM	08:04 AM	0	7	3	1	11	0	0	33	2	35	0	8	2	6	16	0	16	25	4	45	27	80	107
07:50 AM	08:05 AM	0	7	3	1	11	0	0	33	2	35	0	7	2	7	16	0	16	26	4	46	27	81	108
07:51 AM	08:06 AM	0	8	2	1	11	0	0	33	2	35	0	4	2	9	15	0	16	21	3	40	26	75	101
07:52 AM	08:07 AM	0	8	3	1	12	0	1	32	2	35	0	4	2	10	16	0	16	23	3	42	28	77	105
07:53 AM	08:08 AM	0	8	3	1	12	0	1	30	1	32	0	2	1	10	13	0	15	28	3	46	25	78	103
07:54 AM	08:09 AM	0	6	3	1	10	0	1	29	2	32	0	3	1	10	14	0	15	31	3	49	24	81	105
07:55 AM	08:10 AM	0	6	3	0	9	0	1	30	4	35	0	3	1	11	15	0	15	33	2	50	24	85	109
07:56 AM	08:11 AM	0	5	3	0	8	0	1	27	4	32	0	3	1	10	14	0	15	34	2	51	22	83	105
07:57 AM	08:12 AM	0	6	3	0	9	0	1	25	4	30	0	3	1	8	12	0	15	35	2	52	21	82	103
07:58 AM	08:13 AM	0	6	3	0	9	0	1	21	4	26	0	2	3	10	15	0	15	38	3	56	24	82	106
07:59 AM	08:14 AM	0	4	3	0	7	0	1	21	4	26	0	2	4	9	15	0	15	37	3	55	22	81	103
08:00 AM	08:15 AM	0	3	3	0	6	0	1	20	5	26	0	1	4	9	14	0	14	41	3	58	20	84	104
08:01 AM	08:16 AM	0	4	3	0	7	0	1	22	5	28	0	2	4	8	14	0	12	41	3	56	21	84	105
08:02 AM	08:17 AM	0	4	2	0	6	0	1	24	5	30	0	3	4	9	16	0	9	44	4	57	22	87	109
08:03 AM	08:18 AM	0	3	1	0	4	0	1	24	5	30	0	3	4	9	16	0	9	46	4	59	20	89	109
08:04 AM	08:19 AM	0	3	1	0	4	0	1	23	5	29	0	3	4	10	17	0	6	44	3	53	21	82	103
08:05 AM	08:20 AM	0	4	1	0	5	0	1	23	5	29	0	5	3	11	19	0	7	46	4	57	24	86	110
08:06 AM	08:21 AM	0	4	2	1	7	0	1	25	5	31	0	6	3	11	20	0	8	52	5	65	27	96	123

08:07 AM	08:22 AM	0	4	1	1	6	0	0	23	5	28	0	7	3	10	20	0	8	52	5	65	26	93	119
08:08 AM	08:23 AM	0	4	1	1	6	0	0	22	5	27	0	7	3	11	21	0	9	47	4	60	27	87	114
08:09 AM	08:24 AM	0	5	1	1	7	0	0	21	4	25	0	7	4	13	24	0	10	50	4	64	31	89	120
08:10 AM	08:25 AM	0	5	2	1	8	0	0	22	2	24	0	9	4	12	25	0	10	46	4	60	33	84	117
08:11 AM	08:26 AM	0	6	2	1	9	0	1	22	2	25	0	11	4	13	28	0	12	47	4	63	37	88	125
08:12 AM	08:27 AM	0	6	2	2	10	0	1	20	3	24	0	12	5	13	30	0	12	45	4	61	40	85	125
08:13 AM	08:28 AM	0	6	2	2	10	0	1	22	4	27	0	13	3	11	27	0	16	44	3	63	37	90	127
08:14 AM	08:29 AM	0	6	2	2	10	0	1	22	5	28	0	14	2	11	27	0	15	46	3	64	37	92	129
08:15 AM	08:30 AM	0	6	2	2	10	0	1	22	4	27	0	15	2	12	29	0	15	45	4	64	39	91	130
08:16 AM	08:31 AM	0	6	2	2	10	0	2	21	5	28	0	15	2	12	29	0	14	44	4	62	39	90	129
08:17 AM	08:32 AM	0	6	3	2	11	0	2	21	6	29	0	14	2	11	27	0	13	39	5	57	38	86	124
08:18 AM	08:33 AM	0	6	3	2	11	0	2	19	6	27	0	14	2	11	27	0	13	40	6	59	38	86	124
08:19 AM	08:34 AM	0	7	3	2	12	0	2	20	6	28	0	14	2	10	26	0	13	41	8	62	38	90	128
08:20 AM	08:35 AM	0	6	3	2	11	0	2	19	6	27	0	13	2	9	24	0	12	38	7	57	35	84	119
08:21 AM	08:36 AM	0	7	4	1	12	0	2	18	8	28	0	13	2	7	22	0	14	36	6	56	34	84	118
08:22 AM	08:37 AM	0	9	4	1	14	0	2	18	8	28	0	13	3	8	24	0	14	36	6	56	38	84	122
08:23 AM	08:38 AM	0	10	4	1	15	0	2	17	8	27	0	14	3	7	24	0	14	38	7	59	39	86	125
08:24 AM	08:39 AM	0	9	4	1	14	0	2	18	8	28	0	13	2	5	20	0	13	33	7	53	34	81	115
08:25 AM	08:40 AM	0	9	3	1	13	0	2	16	10	28	0	13	2	7	22	0	13	36	8	57	35	85	120
08:26 AM	08:41 AM	0	8	3	1	12	0	1	16	13	30	0	14	3	6	23	0	12	34	8	54	35	84	119
08:27 AM	08:42 AM	0	7	3	0	10	0	1	18	14	33	0	13	2	6	21	0	12	37	8	57	31	90	121
08:28 AM	08:43 AM	0	7	3	0	10	0	1	16	14	31	0	12	2	7	21	0	7	33	8	48	31	79	110
08:29 AM	08:44 AM	0	8	3	0	11	0	1	15	13	29	0	11	2	7	20	0	8	36	8	52	31	81	112
08:30 AM	08:45 AM	0	8	3	1	12	0	1	17	13	31	0	10	2	6	18	0	8	34	7	49	30	80	110
08:31 AM	08:46 AM	0	8	3	1	12	0	0	19	12	31	0	10	2	6	18	0	9	37	7	53	30	84	114
08:32 AM	08:47 AM	0	9	3	1	13	0	0	20	11	31	0	11	2	6	19	0	9	38	5	52	32	83	115
08:33 AM	08:48 AM	0	9	3	1	13	0	0	20	12	32	0	14	2	6	22	0	10	39	4	53	35	85	120
08:34 AM	08:49 AM	0	8	3	1	12	0	0	21	13	34	0	15	2	5	22	0	9	37	2	48	34	82	116
08:35 AM	08:50 AM	0	8	3	1	12	0	0	21	14	35	0	16	2	7	25	0	9	42	3	54	37	89	126
08:36 AM	08:51 AM	0	7	1	1	9	0	0	19	12	31	0	15	3	8	26	0	6	41	3	50	35	81	116
08:37 AM	08:52 AM	0	5	1	2	8	0	0	20	12	32	0	15	2	7	24	0	8	43	4	55	32	87	119
08:38 AM	08:53 AM	0	4	1	2	7	0	0	24	13	37	0	16	2	8	26	0	7	43	4	54	33	91	124
08:39 AM	08:54 AM	0	4	1	2	7	0	0	24	19	43	0	19	2	9	30	0	11	44	4	59	37	102	139
08:40 AM	08:55 AM	0	4	2	2	8	0	0	23	17	40	0	17	2	7	26	0	13	43	5	61	34	101	135
08:41 AM	08:56 AM	0	4	2	2	8	0	0	26	16	42	0	14	1	9	24	0	12	41	5	58	32	100	132
08:42 AM	08:57 AM	0	4	2	2	8	0	0	27	14	41	0	15	1	9	25	0	16	43	6	65	33	106	139
08:43 AM	08:58 AM	0	6	2	2	10	0	0	31	14	45	0	15	2	8	25	0	16	44	6	66	35	111	146

08:44 AM	08:59 AM	0	6	3	2	11	0	0	30	15	45	0	15	2	8	25	0	15	42	7	64	36	109	145
08:45 AM	09:00 AM	0	8	3	2	13	0	0	29	15	44	0	15	2	8	25	0	15	42	8	65	38	109	147
MAX			4		15				37		45			5	15	30			52		66	40	111	147
PK 15 MIN			8:21		8:23				7:45		8:43			8:12		8:12			8:06		8:43	8:12	8:43	8:45
08:45 AM	09:00 AM	0	8	3	2	13	0	0	29	15	44	0	15	2	8	25	0	15	42	8	65	38	109	147

NE 3RD AVENUE & NE 3RD STREET		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16							
		SB				WB				NB				EB										
		PED	SRT	T	LT	PED	SRT	T	LT	PED	SRT	T	LT	PED	SRT	T	LT							
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NB/SB	EB/WB	TOTAL				
04:00 PM	04:15 PM	0	5	1	0	6	0	2	65	6	73	0	11	4	16	31	0	8	30	9	47	37	120	157
04:01 PM	04:16 PM	0	7	1	1	9	0	2	71	6	79	0	11	4	16	31	0	8	34	8	50	40	129	169
04:02 PM	04:17 PM	0	8	3	1	12	0	2	74	7	83	0	12	4	15	31	0	8	33	8	49	43	132	175
04:03 PM	04:18 PM	0	8	3	1	12	0	1	69	9	79	0	10	4	16	30	0	10	38	8	56	42	135	177
04:04 PM	04:19 PM	0	8	3	1	12	0	1	76	9	86	0	9	4	17	30	0	7	39	8	54	42	140	182
04:05 PM	04:20 PM	0	8	3	1	12	0	1	67	9	77	0	8	5	17	30	0	6	38	10	54	42	131	173
04:06 PM	04:21 PM	0	9	3	1	13	0	1	72	8	81	0	9	4	16	29	0	6	39	8	53	42	134	176
04:07 PM	04:22 PM	0	9	3	1	13	0	1	71	8	80	0	9	4	16	29	0	6	38	8	52	42	132	174
04:08 PM	04:23 PM	0	8	3	1	12	0	1	68	6	75	0	10	4	15	29	0	8	41	10	59	41	134	175
04:09 PM	04:24 PM	0	10	4	1	15	0	1	70	8	79	0	11	3	15	29	0	9	39	9	57	44	136	180
04:10 PM	04:25 PM	0	10	4	2	16	0	1	70	7	78	0	12	5	15	32	0	12	38	7	57	48	135	183
04:11 PM	04:26 PM	0	9	4	2	15	0	1	64	7	72	0	13	5	11	29	0	11	39	8	58	44	130	174
04:12 PM	04:27 PM	0	11	4	2	17	0	1	65	7	73	0	14	5	12	31	0	11	45	8	64	48	137	185
04:13 PM	04:28 PM	0	12	4	2	18	0	1	61	7	69	0	14	6	10	30	0	11	50	7	68	48	137	185
04:14 PM	04:29 PM	0	11	4	2	17	0	1	58	7	66	0	14	6	10	30	0	11	51	8	70	47	136	183
04:15 PM	04:30 PM	0	12	4	2	18	0	1	58	7	66	0	15	5	12	32	0	12	49	8	69	50	135	185
04:16 PM	04:31 PM	0	10	4	1	15	0	1	54	8	63	0	18	6	12	36	0	13	43	8	64	51	127	178
04:17 PM	04:32 PM	0	11	3	1	15	0	1	57	7	65	0	19	7	13	39	0	12	45	9	66	54	131	185
04:18 PM	04:33 PM	0	12	3	1	16	0	1	57	5	63	0	21	7	14	42	0	10	44	8	62	58	125	183
04:19 PM	04:34 PM	0	13	3	1	17	0	1	55	4	60	0	20	7	14	41	0	10	43	9	62	58	122	180

04:20 PM	04:35 PM	0	13	3	1	17	0	1	63	4	68	0	21	6	16	43	0	10	41	7	58	60	126	186
04:21 PM	04:36 PM	0	13	3	1	17	0	1	59	4	64	0	20	6	19	45	0	10	40	9	59	62	123	185
04:22 PM	04:37 PM	0	13	3	1	17	0	1	60	5	66	0	20	7	22	49	0	9	41	9	59	66	125	191
04:23 PM	04:38 PM	0	14	3	1	18	0	1	65	6	72	0	20	7	23	50	0	6	37	7	50	68	122	190
04:24 PM	04:39 PM	0	12	2	1	15	0	1	64	4	69	0	22	7	20	49	0	7	43	7	57	64	126	190
04:25 PM	04:40 PM	0	11	3	0	14	0	1	69	4	74	0	20	5	22	47	0	4	42	7	53	61	127	188
04:26 PM	04:41 PM	0	12	3	0	15	0	1	71	5	77	0	19	5	24	48	0	5	45	6	56	63	133	196
04:27 PM	04:42 PM	0	12	3	1	16	0	1	68	4	73	0	17	6	25	48	0	5	39	6	50	64	123	187
04:28 PM	04:43 PM	0	10	3	1	14	0	1	73	4	78	0	17	5	27	49	0	5	36	6	47	63	125	188
04:29 PM	04:44 PM	0	12	3	1	16	0	1	73	4	78	0	17	6	29	52	0	6	36	6	48	68	126	194
04:30 PM	04:45 PM	0	11	2	1	14	0	1	74	4	79	0	17	6	26	49	0	5	35	6	46	63	125	188
04:31 PM	04:46 PM	0	13	2	1	16	0	1	74	3	78	0	18	5	27	50	0	5	38	6	49	66	127	193
04:32 PM	04:47 PM	0	14	2	1	17	0	1	72	3	76	0	16	4	27	47	0	5	37	5	47	64	123	187
04:33 PM	04:48 PM	0	16	4	1	21	0	1	77	3	81	0	15	5	25	45	0	7	37	5	49	66	130	196
04:34 PM	04:49 PM	0	15	4	1	20	0	1	78	5	84	0	18	5	27	50	0	7	38	4	49	70	133	203
04:35 PM	04:50 PM	0	16	4	1	21	0	1	73	5	79	0	18	5	26	49	0	7	38	4	49	70	128	198
04:36 PM	04:51 PM	0	16	4	1	21	0	1	78	7	86	0	18	5	26	49	0	7	38	2	47	70	133	203
04:37 PM	04:52 PM	0	16	4	1	21	0	1	73	6	80	0	20	5	24	49	0	7	39	2	48	70	128	198
04:38 PM	04:53 PM	0	15	4	1	20	0	1	69	5	75	0	19	5	24	48	0	7	46	4	57	68	132	200
04:39 PM	04:54 PM	0	16	4	1	21	0	1	72	6	79	0	16	6	26	48	0	5	40	4	49	69	128	197
04:40 PM	04:55 PM	0	19	3	1	23	0	1	68	6	75	0	15	8	24	47	0	7	43	5	55	70	130	200
04:41 PM	04:56 PM	0	18	3	1	22	0	0	73	5	78	0	16	8	23	47	0	7	41	5	53	69	131	200
04:42 PM	04:57 PM	0	16	4	0	20	0	0	72	5	77	0	16	8	22	46	0	7	44	5	56	66	133	199
04:43 PM	04:58 PM	0	18	4	2	24	0	0	68	5	73	0	17	8	21	46	0	7	46	5	58	70	131	201
04:44 PM	04:59 PM	0	16	5	2	23	0	0	71	5	76	0	16	7	20	43	0	6	44	4	54	66	130	196
04:45 PM	05:00 PM	0	16	5	2	23	0	0	69	6	75	0	16	6	21	43	0	6	47	4	57	66	132	198
04:46 PM	05:01 PM	0	15	5	3	23	0	0	68	8	76	0	13	6	20	39	0	5	44	5	54	62	130	192
04:47 PM	05:02 PM	0	13	4	3	20	0	0	67	9	76	0	13	7	22	42	0	7	44	6	57	62	133	195
04:48 PM	05:03 PM	0	12	3	4	19	0	0	62	9	71	0	13	6	23	42	0	5	43	6	54	61	125	186
04:49 PM	05:04 PM	0	13	3	4	20	0	0	63	8	71	0	10	6	22	38	0	5	41	6	52	58	123	181
04:50 PM	05:05 PM	0	14	3	4	21	0	0	66	8	74	0	9	6	22	37	0	6	44	6	56	58	130	188
04:51 PM	05:06 PM	0	15	3	4	22	0	0	67	6	73	0	9	6	22	37	0	6	44	6	56	59	129	188
04:52 PM	05:07 PM	0	18	3	4	25	0	0	72	7	79	0	8	5	26	39	0	7	47	6	60	64	139	203
04:53 PM	05:08 PM	0	20	3	4	27	0	0	73	8	81	0	8	6	27	41	0	9	42	4	55	68	136	204
04:54 PM	05:09 PM	0	20	3	4	27	0	0	77	7	84	0	8	5	27	40	0	10	49	4	63	67	147	214
04:55 PM	05:10 PM	0	17	3	4	24	0	0	79	7	86	0	9	3	27	39	0	8	48	3	59	63	145	208
04:56 PM	05:11 PM	0	17	3	4	24	0	0	74	7	81	0	9	5	31	45	0	7	47	3	57	69	138	207

04:57 PM	05:12 PM	0	18	2	4	24	0	0	77	7	84	0	10	5	32	47	0	8	47	4	59	71	143	214
04:58 PM	05:13 PM	0	18	3	2	23	0	1	82	8	91	0	9	5	31	45	0	8	44	4	56	68	147	215
04:59 PM	05:14 PM	0	18	2	2	22	0	1	81	8	90	0	13	7	30	50	0	10	45	5	60	72	150	222
05:00 PM	05:15 PM	0	18	2	2	22	0	2	86	7	95	0	13	8	30	51	0	11	44	5	60	73	155	228
05:01 PM	05:16 PM	0	17	2	1	20	0	2	87	5	94	0	14	11	31	56	0	15	49	5	69	76	163	239
05:02 PM	05:17 PM	0	19	2	2	23	0	2	86	5	93	0	14	11	28	53	0	13	50	4	67	76	160	236
05:03 PM	05:18 PM	0	17	1	1	19	0	2	88	5	95	0	13	11	28	52	0	13	51	5	69	71	164	235
05:04 PM	05:19 PM	0	16	1	1	18	0	2	84	5	91	0	13	11	26	50	0	16	52	5	73	68	164	232
05:05 PM	05:20 PM	0	14	1	1	16	0	3	80	6	89	0	13	11	29	53	0	16	49	5	70	69	159	228
05:06 PM	05:21 PM	0	12	1	1	14	0	3	74	6	83	0	15	11	28	54	0	19	53	7	79	68	162	230
05:07 PM	05:22 PM	0	9	2	1	12	0	3	73	5	81	0	13	11	23	47	0	20	50	7	77	59	158	217
05:08 PM	05:23 PM	0	8	2	1	11	0	3	78	5	86	0	13	10	23	46	0	20	54	7	81	57	167	224
05:09 PM	05:24 PM	0	9	3	1	13	0	3	73	6	82	0	16	11	22	49	0	20	53	7	80	62	162	224
05:10 PM	05:25 PM	0	9	3	1	13	0	3	75	7	85	0	16	11	23	50	0	20	52	9	81	63	166	229
05:11 PM	05:26 PM	0	9	3	1	13	0	3	75	7	85	0	16	9	20	45	0	20	53	9	82	58	167	225
05:12 PM	05:27 PM	0	9	3	1	13	0	3	72	8	83	0	15	8	20	43	0	19	50	8	77	56	160	216
05:13 PM	05:28 PM	0	8	2	1	11	0	2	70	7	79	0	15	8	24	47	0	19	55	7	81	58	160	218
05:14 PM	05:29 PM	0	8	2	1	11	0	2	67	7	76	0	11	6	23	40	0	17	55	6	78	51	154	205
05:15 PM	05:30 PM	0	8	2	1	11	0	1	63	8	72	0	11	5	23	39	0	16	55	6	77	50	149	199
05:16 PM	05:31 PM	0	8	2	1	11	0	1	66	8	75	0	11	2	23	36	0	12	50	5	67	47	142	189
05:17 PM	05:32 PM	0	6	2	0	8	0	1	64	7	72	0	11	1	23	35	0	13	47	5	65	43	137	180
05:18 PM	05:33 PM	0	6	2	0	8	0	1	61	7	69	0	12	1	23	36	0	14	45	5	64	44	133	177
05:19 PM	05:34 PM	0	7	2	0	9	0	1	60	6	67	0	12	1	25	38	0	12	46	6	64	47	131	178
05:20 PM	05:35 PM	0	7	2	0	9	0	0	60	5	65	0	12	1	23	36	0	12	55	6	73	45	138	183
05:21 PM	05:36 PM	0	9	2	0	11	0	0	63	5	68	0	13	2	23	38	0	9	57	4	70	49	138	187
05:22 PM	05:37 PM	0	10	1	0	11	0	0	62	5	67	0	13	2	24	39	0	8	55	5	68	50	135	185
05:23 PM	05:38 PM	0	10	1	0	11	0	0	55	7	62	0	13	3	22	38	0	6	49	6	61	49	123	172
05:24 PM	05:39 PM	0	8	0	0	8	0	1	54	6	61	0	11	3	23	37	0	5	45	8	58	45	119	164
05:25 PM	05:40 PM	0	8	0	0	8	0	1	52	6	59	0	10	3	22	35	0	6	47	8	61	43	120	163
05:26 PM	05:41 PM	0	8	0	0	8	0	1	52	6	59	0	12	3	20	35	0	6	45	8	59	43	118	161
05:27 PM	05:42 PM	0	8	0	0	8	0	1	54	5	60	0	13	3	19	35	0	6	52	8	66	43	126	169
05:28 PM	05:43 PM	0	7	0	0	7	0	2	52	5	59	0	13	3	16	32	0	6	50	8	64	39	123	162
05:29 PM	05:44 PM	0	7	0	1	8	0	3	51	5	59	0	14	3	16	33	0	6	52	9	67	41	126	167
05:30 PM	05:45 PM	0	8	0	1	9	0	4	50	4	58	0	15	3	15	33	0	6	55	11	72	42	130	172
05:31 PM	05:46 PM	0	9	0	1	10	0	4	44	7	55	0	16	3	13	32	0	6	57	13	76	42	131	173
05:32 PM	05:47 PM	0	8	0	1	9	0	4	48	7	59	0	16	3	14	33	0	5	58	13	76	42	135	177
05:33 PM	05:48 PM	0	8	0	1	9	0	4	48	8	60	0	15	3	15	33	0	4	58	12	74	42	134	176

05:34 PM	05:49 PM	0	7	0	1	8	0	6	47	8	61	0	16	3	15	34	0	5	57	12	74	42	135	177
05:35 PM	05:50 PM	0	7	0	1	8	0	6	46	8	60	0	17	3	13	33	0	4	48	12	64	41	124	165
05:36 PM	05:51 PM	0	5	0	1	6	0	7	43	8	58	0	14	2	13	29	0	4	48	15	67	35	125	160
05:37 PM	05:52 PM	0	5	0	1	6	0	7	40	9	56	0	14	2	12	28	0	3	48	14	65	34	121	155
05:38 PM	05:53 PM	0	5	0	1	6	0	7	38	7	52	0	15	1	15	31	0	3	49	15	67	37	119	156
05:39 PM	05:54 PM	0	7	1	1	9	0	6	37	8	51	0	17	0	14	31	0	4	51	14	69	40	120	160
05:40 PM	05:55 PM	0	7	1	1	9	0	6	35	7	48	0	17	0	13	30	0	3	51	12	66	39	114	153
05:41 PM	05:56 PM	0	7	1	1	9	0	6	32	7	45	0	15	1	16	32	0	3	55	13	71	41	116	157
05:42 PM	05:57 PM	0	6	2	1	9	0	6	32	10	48	0	14	2	17	33	0	3	49	13	65	42	113	155
05:43 PM	05:58 PM	0	6	2	1	9	0	6	29	10	45	0	14	2	16	32	0	3	49	16	68	41	113	154
05:44 PM	05:59 PM	0	7	3	0	10	0	5	31	10	46	0	13	3	16	32	0	4	49	16	69	42	115	157
05:45 PM	06:00 PM	0	7	3	0	10	0	4	34	10	48	0	12	3	16	31	0	5	47	16	68	41	116	157
MAX					5	27			88	95			11	32	56			58	82	76		167	239	
PK 15 MIN			4:44	4:53				5:03	5:00				5:01	5:01				5:32	5:11	5:01		5:08	5:01	
05:01 PM	05:16 PM	0	17	2	1	20	0	2	87	5	94	0	14	11	31	56	0	15	49	5	69	76	163	239

FEDERAL HIGHWAY & NE 3RD STREET

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16										
		SB SB SB SB				WB WBWBWB				NB NB NB NB				EB EB EB EB													
		RT	OR	T	LT	RT	OR	T	LT	RT	OR	T	LT	RT	OR	T	LT										
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NB/SB		EB/WB		TOTAL	
07:00 AM	07:15 AM	0	6	158	5	169	0	2	5	8	15	0	3	95	6	104	0	5	2	10	17	273	32	305			
07:01 AM	07:16 AM	0	6	144	5	155	0	2	5	9	16	0	3	88	6	97	0	5	5	11	21	252	37	289			
07:02 AM	07:17 AM	0	6	145	6	157	0	3	5	9	17	0	2	100	7	109	0	5	5	11	21	266	38	304			
07:03 AM	07:18 AM	0	7	152	6	165	0	2	5	8	15	0	2	92	6	100	0	6	5	10	21	265	36	301			
07:04 AM	07:19 AM	0	7	142	7	156	0	4	7	9	20	0	3	95	6	104	0	7	7	10	24	260	44	304			
07:05 AM	07:20 AM	0	6	153	8	167	0	5	7	9	21	0	3	86	6	95	0	8	7	9	24	262	45	307			
07:06 AM	07:21 AM	0	5	159	10	174	0	5	7	9	21	0	3	96	7	106	0	9	6	8	23	280	44	324			
07:07 AM	07:22 AM	0	4	163	10	177	0	5	8	12	25	0	3	89	7	99	0	8	6	9	23	276	48	324			
07:08 AM	07:23 AM	0	5	170	10	185	0	5	7	8	20	0	3	98	7	108	0	8	6	8	22	293	42	335			
07:09 AM	07:24 AM	0	5	163	10	178	0	5	9	11	25	0	3	90	6	99	0	10	6	9	25	277	50	327			

07:10 AM	07:25 AM	0	7	162	9	178	0	5	9	11	25	0	3	97	7	107	0	10	6	9	25	285	50	335
07:11 AM	07:26 AM	0	9	153	9	171	0	5	8	9	22	0	3	108	7	118	0	9	5	6	20	289	42	331
07:12 AM	07:27 AM	0	9	155	10	174	0	6	10	10	26	0	3	95	7	105	0	9	7	8	24	279	50	329
07:13 AM	07:28 AM	0	9	158	8	175	0	6	10	10	26	0	3	108	8	119	0	9	7	8	24	294	50	344
07:14 AM	07:29 AM	0	10	167	8	185	0	5	7	9	21	0	3	104	8	115	0	9	7	5	21	300	42	342
07:15 AM	07:30 AM	0	11	160	8	179	0	5	10	10	25	0	1	110	8	119	0	12	9	11	32	298	57	355
07:16 AM	07:31 AM	0	11	167	8	186	0	5	10	9	24	0	1	110	12	123	0	13	6	10	29	309	53	362
07:17 AM	07:32 AM	0	11	162	7	180	0	5	11	10	26	0	1	98	12	111	0	14	9	10	33	291	59	350
07:18 AM	07:33 AM	0	11	166	8	185	0	5	11	10	26	0	1	104	12	117	0	15	9	10	34	302	60	362
07:19 AM	07:34 AM	0	11	170	6	187	0	3	9	9	21	0	0	100	12	112	0	15	7	10	32	299	53	352
07:20 AM	07:35 AM	0	13	158	5	176	0	2	11	13	26	0	1	115	13	129	0	14	9	13	36	305	62	367
07:21 AM	07:36 AM	0	13	166	3	182	0	2	11	13	26	0	1	101	10	112	0	13	9	13	35	294	61	355
07:22 AM	07:37 AM	0	13	163	3	179	0	2	10	10	22	0	1	110	10	121	0	13	9	12	34	300	56	356
07:23 AM	07:38 AM	0	12	159	3	174	0	2	13	14	29	0	1	108	11	120	0	14	10	12	36	294	65	359
07:24 AM	07:39 AM	0	13	167	4	184	0	3	11	11	25	0	1	116	10	127	0	13	10	11	34	311	59	370
07:25 AM	07:40 AM	0	12	161	4	177	0	3	16	13	32	0	1	114	9	124	0	15	12	12	39	301	71	372
07:26 AM	07:41 AM	0	12	179	4	195	0	3	16	13	32	0	1	107	11	119	0	15	12	12	39	314	71	385
07:27 AM	07:42 AM	0	13	181	3	197	0	2	14	12	28	0	1	120	11	132	0	15	10	10	35	329	63	392
07:28 AM	07:43 AM	0	11	183	3	197	0	2	17	16	35	0	1	113	10	124	0	15	12	13	40	321	75	396
07:29 AM	07:44 AM	0	11	189	3	203	0	2	17	16	35	0	1	111	11	123	0	15	12	13	40	326	75	401
07:30 AM	07:45 AM	0	11	198	4	213	0	2	14	15	31	0	1	117	13	131	0	11	10	7	28	344	59	403
07:31 AM	07:46 AM	0	12	206	4	222	0	2	15	17	34	0	1	114	10	125	0	10	10	9	29	347	63	410
07:32 AM	07:47 AM	0	12	215	3	230	0	1	14	16	31	0	1	130	9	140	0	10	7	9	26	370	57	427
07:33 AM	07:48 AM	0	11	216	3	230	0	1	17	17	35	0	1	130	11	142	0	9	10	12	31	372	66	438
07:34 AM	07:49 AM	0	11	231	3	245	0	2	19	17	38	0	1	132	12	145	0	11	10	13	34	390	72	462
07:35 AM	07:50 AM	0	11	236	3	250	0	2	17	13	32	0	0	129	14	143	0	12	8	10	30	393	62	455
07:36 AM	07:51 AM	0	11	228	4	243	0	2	18	14	34	0	0	132	16	148	0	12	13	14	39	391	73	464
07:37 AM	07:52 AM	0	11	236	4	251	0	2	18	14	34	0	0	130	16	146	0	12	13	14	39	397	73	470
07:38 AM	07:53 AM	0	13	242	4	259	0	2	15	10	27	0	0	136	17	153	0	11	12	14	37	412	64	476
07:39 AM	07:54 AM	0	13	249	4	266	0	1	17	13	31	0	0	129	17	146	0	15	15	16	46	412	77	489
07:40 AM	07:55 AM	0	13	268	4	285	0	1	12	11	24	0	0	147	19	166	0	15	13	15	43	451	67	518
07:41 AM	07:56 AM	0	12	252	4	268	0	1	16	15	32	0	1	147	19	167	0	16	14	16	46	435	78	513
07:42 AM	07:57 AM	0	12	262	4	278	0	2	17	15	34	0	1	141	20	162	0	17	14	16	47	440	81	521
07:43 AM	07:58 AM	0	13	258	4	275	0	2	14	11	27	0	1	153	20	174	0	18	12	13	43	449	70	519
07:44 AM	07:59 AM	0	12	253	6	271	0	3	19	14	36	0	1	154	19	174	0	18	13	13	44	445	80	525
07:45 AM	08:00 AM	0	12	253	5	270	0	3	19	14	36	0	1	143	19	163	0	21	13	13	47	433	83	516
07:46 AM	08:01 AM	0	12	245	5	262	0	3	18	12	33	0	1	147	19	167	0	22	13	11	46	429	79	508

07:47 AM	08:02 AM	0	12	242	5	259	0	3	19	15	37	0	1	135	19	155	0	23	14	14	51	414	88	502
07:48 AM	08:03 AM	0	12	243	5	260	0	3	16	14	33	0	1	151	19	171	0	23	11	11	45	431	78	509
07:49 AM	08:04 AM	0	12	235	5	252	0	2	14	16	32	0	1	154	19	174	0	21	15	12	48	426	80	506
07:50 AM	08:05 AM	0	10	244	5	259	0	2	14	16	32	0	1	155	18	174	0	20	15	12	47	433	79	512
07:51 AM	08:06 AM	0	10	243	4	257	0	2	13	15	30	0	1	166	16	183	0	19	10	8	37	440	67	507
07:52 AM	08:07 AM	0	10	243	4	257	0	3	15	15	33	0	1	158	16	175	0	20	14	15	49	432	82	514
07:53 AM	08:08 AM	0	8	252	4	264	0	3	15	15	33	0	1	170	17	188	0	19	14	15	48	452	81	533
07:54 AM	08:09 AM	0	7	254	3	264	0	3	13	12	28	0	1	173	17	191	0	14	11	13	38	455	66	521
07:55 AM	08:10 AM	0	6	250	3	259	0	3	14	19	36	0	1	168	15	184	0	14	17	16	47	443	83	526
07:56 AM	08:11 AM	0	5	259	3	267	0	4	10	15	29	0	0	169	14	183	0	14	16	15	45	450	74	524
07:57 AM	08:12 AM	0	4	247	3	254	0	4	9	17	30	0	0	165	13	178	0	14	16	17	47	432	77	509
07:58 AM	08:13 AM	0	3	266	4	273	0	4	9	17	30	0	0	164	13	177	0	13	16	17	46	450	76	526
07:59 AM	08:14 AM	0	3	263	2	268	0	4	4	14	22	0	0	166	13	179	0	17	15	17	49	447	71	518
08:00 AM	08:15 AM	0	2	261	3	266	0	4	5	18	27	0	0	173	11	184	0	15	17	20	52	450	79	529
08:01 AM	08:16 AM	0	3	285	4	292	0	4	5	18	27	0	1	172	10	183	0	15	17	20	52	475	79	554
08:02 AM	08:17 AM	0	3	288	5	296	0	4	4	15	23	0	1	173	13	187	0	14	16	17	47	483	70	553
08:03 AM	08:18 AM	0	3	296	4	303	0	4	7	16	27	0	1	169	11	181	0	16	22	20	58	484	85	569
08:04 AM	08:19 AM	0	3	294	4	301	0	4	7	14	25	0	1	165	12	178	0	15	18	18	51	479	76	555
08:05 AM	08:20 AM	0	3	279	4	286	0	4	9	15	28	0	1	152	10	163	0	18	22	21	61	449	89	538
08:06 AM	08:21 AM	0	4	297	4	305	0	4	9	15	28	0	1	165	11	177	0	19	22	21	62	482	90	572
08:07 AM	08:22 AM	0	5	292	4	301	0	4	7	15	26	0	2	167	12	181	0	20	18	14	52	482	78	560
08:08 AM	08:23 AM	0	6	280	4	290	0	4	8	17	29	0	2	157	9	168	0	20	19	17	56	458	85	543
08:09 AM	08:24 AM	0	6	285	6	297	0	4	8	17	29	0	3	163	11	177	0	20	19	17	56	474	85	559
08:10 AM	08:25 AM	0	7	277	6	290	0	4	7	10	21	0	3	145	11	159	0	19	14	15	48	449	69	518
08:11 AM	08:26 AM	0	7	281	6	294	0	3	15	12	30	0	3	161	10	174	0	21	18	17	56	468	86	554
08:12 AM	08:27 AM	0	7	303	6	316	0	2	15	10	27	0	3	170	10	183	0	20	18	15	53	499	80	579
08:13 AM	08:28 AM	0	7	278	5	290	0	2	18	11	31	0	3	154	10	167	0	20	23	17	60	457	91	548
08:14 AM	08:29 AM	0	8	292	5	305	0	1	18	11	30	0	4	181	13	198	0	17	23	17	57	503	87	590
08:15 AM	08:30 AM	0	8	290	4	302	0	1	17	7	25	0	4	177	14	195	0	19	21	14	54	497	79	576
08:16 AM	08:31 AM	0	6	269	3	278	0	1	17	8	26	0	3	180	15	198	0	20	27	17	64	476	90	566
08:17 AM	08:32 AM	0	5	270	2	277	0	1	17	8	26	0	3	183	12	198	0	21	27	17	65	475	91	566
08:18 AM	08:33 AM	0	6	252	2	260	0	1	14	8	23	0	3	164	12	179	0	18	21	14	53	439	76	515
08:19 AM	08:34 AM	0	6	260	3	269	0	1	14	12	27	0	4	178	10	192	0	20	24	16	60	461	87	548
08:20 AM	08:35 AM	0	7	267	5	279	0	1	12	11	24	0	5	184	11	200	0	17	20	13	50	479	74	553
08:21 AM	08:36 AM	0	6	251	5	262	0	1	13	12	26	0	5	156	10	171	0	19	22	16	57	433	83	516
08:22 AM	08:37 AM	0	5	265	5	275	0	0	13	12	25	0	4	187	11	202	0	17	22	16	55	477	80	557
08:23 AM	08:38 AM	0	5	267	5	277	0	0	12	10	22	0	4	174	12	190	0	20	21	13	54	467	76	543



04:00 PM	04:15 PM	0	21 248 15 284	0	1 27 11 39	0	10 402 37 449	0	18 20 13 51	733	90	823
04:01 PM	04:16 PM	0	19 236 13 268	0	1 32 11 44	0	11 388 36 435	0	24 22 18 64	703	108	811
04:02 PM	04:17 PM	0	21 250 13 284	0	1 25 10 36	0	10 392 39 441	0	21 19 17 57	725	93	818
04:03 PM	04:18 PM	0	21 234 12 267	0	2 27 12 41	0	12 399 43 454	0	22 18 20 60	721	101	822
04:04 PM	04:19 PM	0	22 233 13 268	0	2 28 12 42	0	15 377 40 432	0	22 18 20 60	700	102	802
04:05 PM	04:20 PM	0	22 244 12 278	0	2 20 11 33	0	15 393 43 451	0	21 14 19 54	729	87	816
04:06 PM	04:21 PM	0	22 212 10 244	0	2 26 11 39	0	17 395 39 451	0	23 19 22 64	695	103	798
04:07 PM	04:22 PM	0	22 228 11 261	0	2 26 12 40	0	15 381 33 429	0	23 21 22 66	690	106	796
04:08 PM	04:23 PM	0	22 240 10 272	0	3 28 9 40	0	15 403 35 453	0	23 19 19 61	725	101	826
04:09 PM	04:24 PM	0	20 218 10 248	0	3 36 9 48	0	15 388 33 436	0	25 23 21 69	684	117	801
04:10 PM	04:25 PM	0	20 253 10 283	0	3 35 9 47	0	15 390 31 436	0	21 19 22 62	719	109	828
04:11 PM	04:26 PM	0	18 234 9 261	0	3 35 8 46	0	17 402 36 455	0	20 18 20 58	716	104	820
04:12 PM	04:27 PM	0	15 221 9 245	0	3 41 10 54	0	19 371 33 423	0	21 20 22 63	668	117	785
04:13 PM	04:28 PM	0	16 255 9 280	0	2 34 6 42	0	20 382 33 435	0	20 16 18 54	715	96	811
04:14 PM	04:29 PM	0	14 233 6 253	0	2 37 8 47	0	20 382 36 438	0	20 20 20 60	691	107	798
04:15 PM	04:30 PM	0	11 258 7 276	0	2 37 8 47	0	23 367 33 423	0	21 21 20 62	699	109	808
04:16 PM	04:31 PM	0	12 244 6 262	0	2 32 8 42	0	23 395 40 458	0	15 19 15 49	720	91	811
04:17 PM	04:32 PM	0	11 243 6 260	0	2 34 11 47	0	24 381 35 440	0	16 22 16 54	700	101	801
04:18 PM	04:33 PM	0	11 268 5 284	0	1 31 9 41	0	22 392 32 446	0	16 22 11 49	730	90	820
04:19 PM	04:34 PM	0	10 248 4 262	0	1 34 10 45	0	18 399 36 453	0	17 24 14 55	715	100	815
04:20 PM	04:35 PM	0	11 263 3 277	0	1 34 10 45	0	18 399 33 450	0	17 24 14 55	727	100	827
04:21 PM	04:36 PM	0	11 283 3 297	0	1 28 10 39	0	16 425 35 476	0	18 19 11 48	773	87	860
04:22 PM	04:37 PM	0	10 266 2 278	0	3 29 12 44	0	16 413 35 464	0	25 24 13 62	742	106	848
04:23 PM	04:38 PM	0	10 276 2 288	0	3 26 11 40	0	16 396 35 447	0	25 24 13 62	735	102	837
04:24 PM	04:39 PM	0	10 281 2 293	0	3 18 11 32	0	17 407 35 459	0	26 20 11 57	752	89	841
04:25 PM	04:40 PM	0	10 257 3 270	0	3 17 15 35	0	17 386 35 438	0	28 22 12 62	708	97	805
04:26 PM	04:41 PM	0	10 291 4 305	0	3 17 15 35	0	15 373 30 418	0	28 22 12 62	723	97	820
04:27 PM	04:42 PM	0	11 287 4 302	0	4 12 14 30	0	13 389 30 432	0	30 21 12 63	734	93	827
04:28 PM	04:43 PM	0	10 272 4 286	0	4 12 14 30	0	12 389 31 432	0	32 21 12 65	718	95	813
04:29 PM	04:44 PM	0	10 276 4 290	0	4 9 12 25	0	14 404 32 450	0	32 17 10 59	740	84	824
04:30 PM	04:45 PM	0	10 247 3 260	0	5 14 17 36	0	12 392 34 438	1	33 18 12 64	698	100	798
04:31 PM	04:46 PM	0	9 273 2 284	0	5 14 17 36	0	12 385 27 424	1	34 18 12 65	708	101	809
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04:33 PM	04:48 PM	0	8 248 2 258	0	5 18 15 38	0	12 390 32 434	1	33 20 14 68	692	106	798
04:34 PM	04:49 PM	0	8 279 2 289	0	6 14 14 34	0	14 392 26 432	1	31 18 11 61	721	95	816
04:35 PM	04:50 PM	0	7 254 2 263	0	6 17 15 38	0	14 384 33 431	1	31 19 16 67	694	105	799
04:36 PM	04:51 PM	0	7 262 3 272	0	6 17 15 38	0	12 353 31 396	1	28 19 16 64	668	102	770

04:37 PM	04:52 PM	0	7	271	3	281	0	4	16	12	32	0	14	382	32	428	1	21	12	14	48	709	80	789
04:38 PM	04:53 PM	0	7	244	3	254	0	3	17	16	36	0	15	371	31	417	1	20	12	15	48	671	84	755
04:39 PM	04:54 PM	0	6	266	3	275	0	3	17	16	36	0	12	358	30	400	1	17	12	15	45	675	81	756
04:40 PM	04:55 PM	0	6	262	2	270	0	3	16	12	31	0	12	384	33	429	1	15	9	13	38	699	69	768
04:41 PM	04:56 PM	0	7	236	2	245	0	3	19	13	35	0	11	376	32	419	1	14	10	17	42	664	77	741
04:42 PM	04:57 PM	0	8	257	2	267	0	2	18	12	32	0	12	381	36	429	1	13	9	15	38	696	70	766
04:43 PM	04:58 PM	0	7	237	2	246	0	3	20	16	39	0	11	383	38	432	1	13	10	16	40	678	79	757
04:44 PM	04:59 PM	0	8	250	2	260	0	3	20	16	39	0	9	368	33	410	1	12	10	17	40	670	79	749
04:45 PM	05:00 PM	0	10	261	2	273	0	2	15	11	28	0	10	401	34	445	0	12	8	15	35	718	63	781
04:46 PM	05:01 PM	0	10	235	2	247	0	2	18	11	31	0	10	383	34	427	0	14	15	20	49	674	80	754
04:47 PM	05:02 PM	0	10	262	2	274	0	2	18	11	31	0	9	361	28	398	0	16	15	20	51	672	82	754
04:48 PM	05:03 PM	0	12	265	2	279	0	2	12	10	24	0	9	384	31	424	0	14	10	17	41	703	65	768
04:49 PM	05:04 PM	0	15	245	3	263	0	1	15	14	30	0	8	365	31	404	0	16	14	21	51	667	81	748
04:50 PM	05:05 PM	0	16	260	3	279	0	1	12	13	26	0	10	373	28	411	0	16	13	16	45	690	71	761
04:51 PM	05:06 PM	0	17	229	4	250	0	1	16	16	33	0	11	387	29	427	0	21	16	18	55	677	88	765
04:52 PM	05:07 PM	0	19	237	4	260	0	1	16	16	33	0	10	365	28	403	0	20	16	18	54	663	87	750
04:53 PM	05:08 PM	0	20	237	4	261	0	1	15	12	28	0	10	396	33	439	0	20	16	17	53	700	81	781
04:54 PM	05:09 PM	0	19	218	7	244	0	1	16	17	34	0	11	384	31	426	0	24	23	23	70	670	104	774
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04:56 PM	05:11 PM	0	18	246	7	271	0	2	13	16	31	0	12	397	33	442	0	24	22	19	65	713	96	809
04:57 PM	05:12 PM	0	19	250	10	279	0	2	17	16	35	0	11	380	29	420	0	25	24	21	70	699	105	804
04:58 PM	05:13 PM	0	20	275	11	306	0	1	15	12	28	0	12	391	29	432	0	23	23	20	66	738	94	832
04:59 PM	05:14 PM	0	19	247	12	278	0	1	19	12	32	0	12	395	31	438	0	24	25	20	69	716	101	817
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05:02 PM	05:17 PM	0	16	231	16	263	0	3	23	14	40	0	12	381	37	430	0	24	20	17	61	693	101	794
05:03 PM	05:18 PM	0	16	255	18	289	0	3	23	14	40	0	13	364	33	410	0	24	20	17	61	699	101	800
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05:05 PM	05:20 PM	0	12	257	17	286	0	3	28	10	41	0	13	374	34	421	0	23	20	15	58	707	99	806
05:06 PM	05:21 PM	0	11	281	16	308	0	3	24	7	34	0	12	385	35	432	0	18	17	13	48	740	82	822
05:07 PM	05:22 PM	0	10	265	17	292	0	4	26	7	37	0	11	392	36	439	0	19	20	17	56	731	93	824
05:08 PM	05:23 PM	0	11	292	20	323	0	4	26	7	37	0	12	375	30	417	0	19	20	17	56	740	93	833
05:09 PM	05:24 PM	0	13	298	17	328	0	4	25	2	31	0	13	409	34	456	0	15	13	11	39	784	70	854
05:10 PM	05:25 PM	0	13	272	18	303	0	4	30	5	39	0	13	399	33	445	0	18	16	15	49	748	88	836
05:11 PM	05:26 PM	0	14	287	18	319	0	4	30	5	39	0	13	386	31	430	0	17	16	15	48	749	87	836
05:12 PM	05:27 PM	0	12	264	15	291	0	4	26	5	35	0	13	410	35	458	0	14	14	13	41	749	76	825
05:13 PM	05:28 PM	0	12	259	14	285	0	5	30	5	40	0	12	385	31	428	0	15	19	18	52	713	92	805

05:14 PM	05:29 PM	0	13 271 14 298	0	5 26 5 36	0	12 397 34 443	0	17 17 17 51	741	87	828
05:15 PM	05:30 PM	0	16 251 11 278	0	5 30 6 41	0	12 395 32 439	0	22 18 18 58	717	99	816
05:16 PM	05:31 PM	0	16 275 13 304	0	5 30 7 42	0	9 368 27 404	0	19 20 20 59	708	101	809
05:17 PM	05:32 PM	0	17 287 12 316	0	3 23 5 31	0	11 408 26 445	0	17 18 18 53	761	84	845
05:18 PM	05:33 PM	0	15 265 11 291	0	3 28 7 38	0	11 403 28 442	0	20 20 19 59	733	97	830
05:19 PM	05:34 PM	0	15 274 13 302	0	4 28 7 39	0	8 386 26 420	0	21 20 19 60	722	99	821
05:20 PM	05:35 PM	0	17 255 13 285	0	6 20 7 33	0	10 417 27 454	0	21 16 17 54	739	87	826
05:21 PM	05:36 PM	0	17 257 14 288	0	6 22 10 38	0	10 392 25 427	0	23 18 21 62	715	100	815
05:22 PM	05:37 PM	0	18 275 15 308	0	5 20 10 35	0	10 404 27 441	0	25 15 17 57	749	92	841
05:23 PM	05:38 PM	0	17 244 12 273	0	5 22 16 43	0	8 401 33 442	0	27 17 21 65	715	108	823
05:24 PM	05:39 PM	0	16 251 14 281	0	5 22 16 43	0	7 366 29 402	0	30 17 21 66	683	111	794
05:25 PM	05:40 PM	0	16 255 13 284	0	4 17 13 34	0	8 393 29 430	0	27 14 17 56	714	92	806
05:26 PM	05:41 PM	0	15 227 12 254	0	6 21 17 44	0	7 378 29 414	0	30 16 24 70	688	114	782
05:27 PM	05:42 PM	0	14 285 15 294	0	6 21 17 44	0	8 364 26 398	0	30 16 24 70	692	114	806
05:28 PM	05:43 PM	0	14 256 17 287	0	6 18 17 41	0	10 393 27 430	0	31 11 19 61	717	102	819
05:29 PM	05:44 PM	0	14 262 18 294	0	6 19 18 43	0	10 367 23 400	0	30 13 21 64	694	107	801
05:30 PM	05:45 PM	0	10 273 18 301	0	6 15 17 38	0	10 391 23 424	0	26 12 20 58	725	96	821
05:31 PM	05:46 PM	0	10 237 17 264	0	7 18 18 43	0	11 395 26 432	0	26 15 23 64	696	107	803
05:32 PM	05:47 PM	0	9 249 17 275	0	8 18 19 45	0	9 353 25 387	0	25 15 23 63	662	108	770
05:33 PM	05:48 PM	0	11 252 16 279	0	8 13 17 38	0	8 380 26 414	0	22 13 22 57	693	95	788
05:34 PM	05:49 PM	0	10 237 15 262	0	8 19 19 46	0	8 372 23 403	0	25 17 22 64	665	110	775
05:35 PM	05:50 PM	0	10 263 16 289	0	7 19 19 45	0	6 348 22 376	0	24 17 22 63	665	108	773
05:36 PM	05:51 PM	0	10 255 14 279	0	7 17 16 40	0	7 374 27 408	0	22 16 18 56	687	96	783
05:37 PM	05:52 PM	0	8 245 12 265	0	7 17 18 42	0	8 344 24 376	0	20 19 21 60	641	102	743
05:38 PM	05:53 PM	0	8 272 13 293	0	7 15 12 34	0	9 353 19 381	0	21 17 17 55	674	89	763
05:39 PM	05:54 PM	0	7 254 11 272	0	7 16 15 38	0	9 366 19 394	0	19 20 20 59	666	97	763
05:40 PM	05:55 PM	0	7 274 16 297	0	7 16 15 38	0	8 333 19 360	0	20 20 20 60	667	98	755
05:41 PM	05:56 PM	0	7 281 16 304	0	5 12 11 28	0	8 363 20 391	0	17 18 13 48	695	76	771
05:42 PM	05:57 PM	0	7 248 13 268	0	6 16 13 35	0	7 352 19 378	0	21 20 19 60	646	95	741
05:43 PM	05:58 PM	0	7 262 12 281	0	5 15 13 33	0	5 324 19 348	0	19 20 19 58	629	91	720
05:44 PM	05:59 PM	0	8 253 10 271	0	5 15 12 32	0	5 358 20 383	0	17 19 17 53	654	85	739
05:45 PM	06:00 PM	0	8 250 10 268	0	6 16 13 35	0	6 336 19 361	0	17 24 23 64	629	99	728
	MAX		298 328		41 54		425 43 476		25 70	784	117	860
			5:09 5:09		4:12 4:12		4:21 4:21		4:59 4:54	5:09	4:09	4:21
	PK 15 MIN											
04:21 PM	04:36 PM	0	11 283 3 297	0	1 28 10 39	0	16 425 35 476	0	18 19 11 48	773	87	860

DIXIE HIGHWAY & NE  
3RD STREET

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16							
		SB				WB				NB				EB										
		PED	SRT	T	LT																			
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NB/SB	EB/WB	TOTAL				
07:00 AM	07:15 AM	0	4	49	13	66	13	26	24	3	66	1	2	20	2	25	1	11	11	9	32	91	98	189
07:01 AM	07:16 AM	0	4	54	14	72	15	26	23	3	67	1	2	23	2	28	1	14	13	11	39	100	106	206
07:02 AM	07:17 AM	0	3	54	13	70	18	24	21	3	66	1	2	25	2	30	1	14	12	11	38	100	104	204
07:03 AM	07:18 AM	0	3	54	13	70	17	24	21	3	65	1	2	23	2	28	1	15	14	10	40	98	105	203
07:04 AM	07:19 AM	0	4	51	13	68	16	22	19	3	60	1	2	29	2	34	1	15	13	11	40	102	100	202
07:05 AM	07:20 AM	0	4	55	14	73	18	22	19	3	62	1	2	28	2	33	1	16	13	14	44	106	106	212
07:06 AM	07:21 AM	0	4	51	14	69	21	20	18	3	62	1	3	30	3	37	2	15	13	14	44	106	106	212
07:07 AM	07:22 AM	0	4	60	17	81	20	22	18	3	63	1	4	30	3	38	2	16	15	16	49	119	112	231
07:08 AM	07:23 AM	0	4	60	15	79	19	22	18	6	65	1	4	30	3	38	1	19	15	14	49	117	114	231
07:09 AM	07:24 AM	0	4	66	18	88	18	25	21	5	69	1	4	30	2	37	1	16	16	17	50	125	119	244
07:10 AM	07:25 AM	0	4	66	18	88	18	21	17	5	61	1	4	31	2	38	1	21	17	19	58	126	119	245
07:11 AM	07:26 AM	0	4	63	19	86	21	21	19	5	66	0	6	31	2	39	1	20	18	22	61	125	127	252
07:12 AM	07:27 AM	0	5	71	20	96	22	21	17	6	66	0	6	37	3	46	1	21	20	23	65	142	131	273
07:13 AM	07:28 AM	0	6	65	19	90	23	23	19	6	71	0	5	38	3	46	1	21	19	22	63	136	134	270
07:14 AM	07:29 AM	0	6	67	22	95	25	22	19	6	72	0	5	38	3	46	1	19	18	23	61	141	133	274
07:15 AM	07:30 AM	0	5	60	23	88	27	21	19	6	73	0	6	41	4	51	1	19	19	23	62	139	135	274
07:16 AM	07:31 AM	0	6	58	22	86	25	21	18	6	70	0	6	34	3	43	1	19	18	23	61	129	131	260
07:17 AM	07:32 AM	0	6	53	22	81	23	29	22	8	82	0	7	37	3	47	1	20	19	23	63	128	145	273
07:18 AM	07:33 AM	0	8	61	23	92	24	32	22	8	86	0	7	37	3	47	1	18	19	23	61	139	147	286
07:19 AM	07:34 AM	0	7	58	21	86	24	36	29	8	97	0	8	38	3	49	1	20	20	21	62	135	159	294
07:20 AM	07:35 AM	0	7	65	21	93	22	38	30	9	99	0	9	38	3	50	1	18	21	19	59	143	158	301
07:21 AM	07:36 AM	0	7	65	21	93	21	36	27	9	93	0	7	37	2	46	1	22	23	21	67	139	160	299
07:22 AM	07:37 AM	1	8	75	24	108	23	36	28	10	97	0	6	37	2	45	1	19	24	20	64	153	161	314
07:23 AM	07:38 AM	1	9	81	27	118	23	33	26	8	90	0	6	37	3	46	1	19	27	21	68	164	158	322
07:24 AM	07:39 AM	1	9	73	24	107	25	38	32	8	103	0	6	41	3	50	1	19	25	19	64	157	167	324
07:25 AM	07:40 AM	1	9	82	26	118	24	38	32	8	102	0	6	42	3	51	1	18	27	20	66	169	168	337
07:26 AM	07:41 AM	1	9	76	23	109	21	39	31	10	101	0	4	42	3	49	1	18	25	17	61	158	162	320

07:27 AM	07:42 AM	1	8	72	25	106	19	39	31	9	98	0	4	36	2	42	1	22	29	18	70	148	168	316
07:28 AM	07:43 AM	1	7	73	24	105	17	38	29	10	94	0	4	42	2	48	2	22	29	18	71	153	165	318
07:29 AM	07:44 AM	1	7	78	24	110	17	42	29	10	98	0	5	38	2	45	2	23	32	17	74	155	172	327
07:30 AM	07:45 AM	1	7	78	23	109	15	45	34	11	105	0	4	39	1	44	2	26	30	17	75	153	180	333
07:31 AM	07:46 AM	1	7	86	25	119	15	49	37	11	112	0	4	39	1	44	3	23	34	17	77	163	189	352
07:32 AM	07:47 AM	1	7	108	26	142	16	39	31	9	95	0	3	38	2	43	4	22	33	17	76	185	171	356
07:33 AM	07:48 AM	1	5	102	26	134	16	39	33	10	98	0	3	50	3	56	4	22	34	17	77	190	175	365
07:34 AM	07:49 AM	1	5	109	29	144	15	35	26	10	86	0	2	43	3	48	5	29	38	25	97	192	183	375
07:35 AM	07:50 AM	1	5	97	29	132	15	40	33	10	98	0	3	47	3	53	5	29	38	24	96	185	194	379
07:36 AM	07:51 AM	1	5	108	32	146	13	39	32	10	94	0	3	45	3	51	4	34	45	25	108	197	202	399
07:37 AM	07:52 AM	0	4	89	27	120	11	46	39	10	106	0	5	53	3	61	5	34	42	23	104	181	210	391
07:38 AM	07:53 AM	0	3	93	27	123	11	46	39	9	105	0	5	48	2	55	7	37	46	23	113	178	218	396
07:39 AM	07:54 AM	0	3	92	24	119	9	44	35	11	99	0	6	47	4	57	7	37	44	21	109	176	208	384
07:40 AM	07:55 AM	0	4	91	26	121	10	49	35	11	105	0	6	43	4	53	7	38	48	20	113	174	218	392
07:41 AM	07:56 AM	0	4	88	26	118	10	49	37	12	108	0	7	43	4	54	7	40	49	20	116	172	224	396
07:42 AM	07:57 AM	0	4	100	30	134	11	55	39	13	118	0	9	43	4	56	7	36	50	18	111	190	229	419
07:43 AM	07:58 AM	0	4	100	31	135	11	53	38	12	114	0	12	44	4	60	7	39	53	18	117	195	231	426
07:44 AM	07:59 AM	0	4	106	34	144	10	52	41	12	115	0	12	44	4	60	8	38	52	20	118	204	233	437
07:45 AM	08:00 AM	0	4	121	36	161	11	46	34	9	100	0	12	42	4	58	8	37	54	22	121	219	221	440
07:46 AM	08:01 AM	0	3	112	34	149	12	46	35	9	102	0	14	48	5	67	7	37	49	20	113	216	215	431
07:47 AM	08:02 AM	1	5	102	37	145	11	46	35	9	101	0	14	50	4	68	7	41	58	23	129	213	230	443
07:48 AM	08:03 AM	1	5	100	39	145	11	46	36	8	101	0	16	42	3	61	7	41	57	23	128	206	229	435
07:49 AM	08:04 AM	1	6	105	41	153	11	46	36	8	101	0	18	44	3	65	7	38	62	15	122	218	223	441
07:50 AM	08:05 AM	1	6	104	40	151	13	42	31	7	93	0	16	41	3	60	7	38	60	16	121	211	214	425
07:51 AM	08:06 AM	1	7	99	40	147	15	44	31	7	97	0	16	41	3	60	8	36	59	17	120	207	217	424
07:52 AM	08:07 AM	1	8	99	39	147	15	35	25	7	82	0	15	45	4	64	8	37	59	17	121	211	203	414
07:53 AM	08:08 AM	1	8	96	40	145	16	38	27	7	88	0	15	45	4	64	6	31	55	17	109	209	197	406
07:54 AM	08:09 AM	1	8	97	41	147	17	32	22	5	76	0	14	49	3	66	6	34	56	18	114	213	190	403
07:55 AM	08:10 AM	1	7	104	40	152	16	27	22	5	70	0	15	59	3	77	7	29	54	17	107	229	177	406
07:56 AM	08:11 AM	1	5	107	40	153	15	27	19	3	64	0	14	64	4	82	7	27	53	17	104	235	168	403
07:57 AM	08:12 AM	1	5	91	33	130	15	22	19	4	60	0	12	67	4	83	7	31	48	18	104	213	164	377
07:58 AM	08:13 AM	1	5	99	37	142	15	22	19	4	60	0	9	59	4	72	7	28	51	19	105	214	165	379
07:59 AM	08:14 AM	1	5	86	31	123	17	20	17	4	58	0	9	66	4	79	6	28	49	16	99	202	157	359
08:00 AM	08:15 AM	1	6	94	31	132	16	20	17	4	57	0	10	64	4	78	6	31	53	15	105	210	162	372
08:01 AM	08:16 AM	1	6	93	31	131	18	20	14	7	59	0	8	70	3	81	6	31	53	15	105	212	164	376
08:02 AM	08:17 AM	0	5	90	29	124	17	20	14	7	58	0	8	68	3	79	5	30	47	12	94	203	152	355
08:03 AM	08:18 AM	0	5	105	27	137	17	19	13	7	56	0	6	68	3	77	5	30	48	14	97	214	153	367

08:04 AM	08:19 AM	0	4	110	25	139	19	23	13	7	62	0	4	66	3	73	4	26	42	16	88	212	150	362
08:05 AM	08:20 AM	0	4	110	24	138	18	21	14	8	61	0	6	70	3	79	4	27	42	16	89	217	150	367
08:06 AM	08:21 AM	0	4	110	25	139	17	22	16	9	64	0	7	70	3	80	3	20	36	14	73	219	137	356
08:07 AM	08:22 AM	0	3	117	27	147	18	22	14	8	62	0	6	63	2	71	3	23	38	15	79	218	141	359
08:08 AM	08:23 AM	0	3	119	24	146	17	23	15	9	64	0	7	66	2	75	3	23	37	15	78	221	142	363
08:09 AM	08:24 AM	0	4	135	26	165	17	23	15	10	65	0	7	65	2	74	3	23	41	14	81	239	146	385
08:10 AM	08:25 AM	0	5	140	23	168	16	23	15	10	64	0	6	60	2	68	4	23	36	13	76	236	140	376
08:11 AM	08:26 AM	0	5	150	23	178	20	20	15	9	64	0	7	57	1	65	4	23	36	13	76	243	140	383
08:12 AM	08:27 AM	0	5	153	23	181	21	19	13	7	60	0	8	57	1	66	4	18	34	12	68	247	128	375
08:13 AM	08:28 AM	0	6	144	21	171	22	21	13	7	63	0	8	59	1	68	3	18	28	12	61	239	124	363
08:14 AM	08:29 AM	0	6	144	21	171	20	21	16	7	64	0	8	53	1	62	3	24	34	12	73	233	137	370
08:15 AM	08:30 AM	0	5	138	31	174	23	23	16	7	69	0	7	53	1	61	3	21	44	12	80	235	149	384
08:16 AM	08:31 AM	0	5	137	31	173	21	23	20	7	71	0	7	44	2	53	3	21	44	12	80	226	151	377
08:17 AM	08:32 AM	0	4	142	34	180	21	24	21	7	73	0	8	40	2	50	4	25	53	16	98	230	171	401
08:18 AM	08:33 AM	0	4	127	33	164	20	22	20	7	69	0	8	42	3	53	4	25	50	14	93	217	162	379
08:19 AM	08:34 AM	0	5	122	38	165	18	20	22	7	67	0	9	42	3	54	4	35	62	15	116	219	183	402
08:20 AM	08:35 AM	0	5	125	38	168	18	19	18	7	62	0	7	40	4	51	5	41	68	16	130	219	192	411
08:21 AM	08:36 AM	0	4	125	44	173	19	16	16	6	57	0	6	42	4	52	5	41	72	18	136	225	193	418
08:22 AM	08:37 AM	0	4	144	48	196	22	16	16	6	60	0	6	38	4	48	4	39	77	17	137	244	197	441
08:23 AM	08:38 AM	0	4	135	47	186	24	18	19	6	67	0	5	40	5	50	4	39	75	16	134	236	201	437
08:24 AM	08:39 AM	0	3	137	50	190	28	19	19	5	71	0	5	34	4	43	5	38	79	17	139	233	210	443
08:25 AM	08:40 AM	0	2	117	50	169	29	22	23	6	80	0	7	29	5	41	3	40	81	17	141	210	221	431
08:26 AM	08:41 AM	0	3	114	53	170	26	24	24	6	80	0	8	27	5	40	3	40	82	19	144	210	224	434
08:27 AM	08:42 AM	0	3	113	53	169	25	24	24	7	80	0	7	32	5	44	3	43	84	20	150	213	230	443
08:28 AM	08:43 AM	0	3	124	52	179	24	25	27	7	83	0	7	30	5	42	4	43	85	20	152	221	235	456
08:29 AM	08:44 AM	0	4	137	54	195	23	24	23	8	78	0	9	36	6	51	4	38	80	20	142	246	220	466
08:30 AM	08:45 AM	0	5	128	44	177	21	25	25	9	80	0	9	37	7	53	4	36	66	21	127	230	207	437
08:31 AM	08:46 AM	0	7	143	50	200	20	21	21	7	69	0	9	34	6	49	5	43	80	22	150	249	219	468
08:32 AM	08:47 AM	0	7	131	45	183	22	21	21	7	71	0	8	42	8	58	6	36	68	18	128	241	199	440
08:33 AM	08:48 AM	0	7	145	51	203	22	21	22	8	73	0	8	36	7	51	6	41	76	21	144	254	217	471
08:34 AM	08:49 AM	0	6	135	44	185	24	24	24	8	80	0	8	48	7	63	6	29	61	18	114	248	194	442
08:35 AM	08:50 AM	0	7	161	45	213	27	25	24	7	83	0	8	45	6	59	5	26	58	18	107	272	190	462
08:36 AM	08:51 AM	0	7	155	35	197	28	28	27	9	92	0	9	48	7	64	5	27	53	14	99	261	191	452
08:37 AM	08:52 AM	0	8	150	35	193	25	29	27	10	91	0	9	47	7	63	5	25	49	16	95	256	186	442
08:38 AM	08:53 AM	0	10	150	35	195	22	24	21	10	77	0	9	51	6	66	5	31	53	18	107	261	184	445
08:39 AM	08:54 AM	0	11	141	33	185	19	27	24	10	80	0	10	51	6	67	4	29	46	18	97	252	177	429
08:40 AM	08:55 AM	0	11	149	36	196	19	24	21	9	73	0	10	59	6	75	6	32	48	19	105	271	178	449

08:41 AM	08:56 AM	0	10	140	34	184	19	26	22	10	77	0	8	62	6	76	7	32	49	17	105	260	182	442
08:42 AM	08:57 AM	0	11	156	39	206	19	26	22	9	76	0	8	59	6	73	7	36	57	18	118	279	194	473
08:43 AM	08:58 AM	0	11	146	37	194	18	27	23	9	77	0	10	64	6	80	7	36	56	17	116	274	193	467
08:44 AM	08:59 AM	0	10	141	39	190	19	27	23	8	77	0	8	59	5	72	7	38	61	18	124	262	201	463
08:45 AM	09:00 AM	0	9	133	37	179	20	29	25	7	81	0	10	70	4	84	8	39	59	16	122	263	203	466
	MAX			161	213			41	118					70	8	84		85	152			279	235	473
				8:35	8:35			7:44	7:42					8:01	8:45			8:28	8:28			8:42	8:28	8:42
PK 15 MIN																								
08:42 AM	08:57 AM	0	11	156	39	206	19	26	22	9	76	0	8	59	6	73	7	36	57	18	118	279	194	473

DIXIE HIGHWAY & NE  
3RD STREET

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16							
		SB				WB				NB				EB										
		PED	SRT	T	LT	PED	SRT	T	LT	PED	SRT	T	LT	PED	SRT	T	LT							
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NB/SB	EB/WB	TOTAL				
04:00 PM	04:15 PM	0	4	93	24	121	37	69	56	30	192	1	25	55	13	94	5	26	34	14	79	215	271	486
04:01 PM	04:16 PM	0	4	100	26	130	34	79	61	33	207	1	27	51	12	91	4	23	42	12	81	221	288	509
04:02 PM	04:17 PM	0	4	90	24	118	40	72	53	33	198	1	26	58	12	97	4	23	38	11	76	215	274	489
04:03 PM	04:18 PM	0	4	108	34	146	35	69	50	32	186	1	27	49	10	87	4	22	49	12	87	233	273	506
04:04 PM	04:19 PM	0	3	97	30	130	35	79	59	35	208	0	28	59	11	98	3	18	44	8	73	228	281	509
04:05 PM	04:20 PM	0	2	108	33	143	33	69	53	25	180	0	24	51	10	85	3	18	47	9	77	228	257	485
04:06 PM	04:21 PM	0	4	111	37	152	33	79	53	26	191	0	27	59	11	97	2	22	48	7	79	249	270	519
04:07 PM	04:22 PM	0	4	113	37	154	41	68	51	26	186	0	28	55	7	90	2	22	52	8	84	244	270	514
04:08 PM	04:23 PM	0	3	105	35	143	39	76	53	26	194	0	26	50	7	83	2	22	55	8	87	226	281	507
04:09 PM	04:24 PM	0	4	105	34	143	42	67	54	27	190	0	28	65	7	100	2	22	52	6	82	243	272	515
04:10 PM	04:25 PM	0	4	105	34	143	40	66	51	23	180	0	28	57	4	89	4	21	59	8	92	232	272	504
04:11 PM	04:26 PM	0	4	84	28	116	43	73	51	23	190	0	31	71	4	106	4	21	54	8	87	222	277	499
04:12 PM	04:27 PM	0	4	84	30	118	44	65	50	24	183	0	28	63	2	93	5	21	61	10	97	211	280	491
04:13 PM	04:28 PM	0	4	83	33	120	44	77	51	24	196	0	24	70	2	96	5	20	56	9	90	216	286	502
04:14 PM	04:29 PM	0	4	85	35	124	40	65	51	18	174	0	24	74	2	100	4	20	59	12	95	224	269	493
04:15 PM	04:30 PM	0	4	76	33	113	42	77	52	18	189	0	25	69	2	96	4	14	56	11	85	209	274	483
04:16 PM	04:31 PM	0	6	80	33	119	44	69	48	16	177	0	23	82	4	109	4	14	47	11	76	228	253	481

04:17 PM	04:32 PM	0	7	80	33	120	40	67	51	18	176	0	22	75	4	101	4	14	54	12	84	221	260	481
04:18 PM	04:33 PM	0	8	75	27	110	40	77	51	18	186	0	19	81	5	105	5	15	43	11	74	215	260	475
04:19 PM	04:34 PM	0	8	75	27	110	38	65	52	20	175	0	21	74	4	99	5	15	47	14	81	209	256	465
04:20 PM	04:35 PM	0	9	79	29	117	38	76	52	20	186	0	22	80	4	106	5	18	44	13	80	223	266	489
04:21 PM	04:36 PM	0	7	80	25	112	37	66	57	22	182	0	18	72	3	93	6	12	42	19	79	205	261	466
04:22 PM	04:37 PM	0	7	77	25	109	31	70	51	19	171	0	19	71	3	93	6	14	42	18	80	202	251	453
04:23 PM	04:38 PM	0	8	89	28	125	33	62	52	18	165	0	22	84	7	113	5	12	39	17	73	238	238	476
04:24 PM	04:39 PM	0	7	76	26	109	33	64	52	19	168	0	21	69	7	97	6	12	46	19	83	206	251	457
04:25 PM	04:40 PM	0	8	89	32	129	34	72	44	19	169	0	19	83	8	110	7	14	39	17	77	239	246	485
04:26 PM	04:41 PM	0	8	90	32	130	34	63	53	20	170	0	16	69	8	93	8	14	48	21	91	223	261	484
04:27 PM	04:42 PM	0	9	104	31	144	29	72	46	16	163	0	18	78	9	105	7	16	41	19	83	249	246	495
04:28 PM	04:43 PM	0	10	94	28	132	35	60	48	18	161	0	20	71	10	101	7	12	43	23	85	233	246	479
04:29 PM	04:44 PM	0	11	90	26	127	36	66	39	19	160	0	20	65	10	95	8	17	44	20	89	222	249	471
04:30 PM	04:45 PM	0	11	98	29	138	36	55	39	19	149	0	20	76	13	109	8	16	41	21	86	247	235	482
04:31 PM	04:46 PM	0	9	84	25	118	36	55	38	18	147	0	20	63	11	94	8	16	46	23	93	212	240	452
04:32 PM	04:47 PM	0	8	93	28	129	34	61	33	14	142	0	24	76	12	112	9	20	39	22	90	241	232	473
04:33 PM	04:48 PM	0	8	83	24	115	36	51	38	16	141	0	27	70	11	108	8	18	49	24	99	223	240	463
04:34 PM	04:49 PM	0	8	97	27	132	38	57	28	11	134	0	24	71	12	107	8	21	44	21	94	239	228	467
04:35 PM	04:50 PM	0	8	85	23	116	37	46	30	11	124	0	24	74	13	111	8	18	47	21	94	227	218	445
04:36 PM	04:51 PM	0	9	79	22	110	39	57	25	10	131	0	25	74	13	112	7	20	48	16	91	222	222	444
04:37 PM	04:52 PM	0	12	99	25	136	36	54	27	11	128	0	24	80	13	117	7	18	44	16	85	253	213	466
04:38 PM	04:53 PM	0	11	87	22	120	35	56	26	12	129	0	21	67	9	97	7	18	50	17	92	217	221	438
04:39 PM	04:54 PM	0	11	101	27	139	32	61	25	10	128	0	21	80	10	111	6	22	43	15	86	250	214	464
04:40 PM	04:55 PM	0	12	108	28	148	29	52	25	10	116	0	22	66	9	97	3	22	50	16	91	245	207	452
04:41 PM	04:56 PM	0	12	112	28	152	27	58	21	10	116	0	22	80	9	111	3	22	41	12	78	263	194	457
04:42 PM	04:57 PM	0	10	103	29	142	29	49	20	10	108	0	22	76	8	106	3	25	44	15	87	248	195	443
04:43 PM	04:58 PM	0	10	111	30	151	23	57	25	9	114	0	22	75	7	104	3	25	44	12	84	255	198	453
04:44 PM	04:59 PM	0	9	111	30	150	22	52	26	9	109	0	24	86	8	118	3	23	41	13	80	268	189	457
04:45 PM	05:00 PM	0	9	117	28	154	22	54	25	10	111	0	23	75	6	104	7	24	44	12	87	258	198	456
04:46 PM	05:01 PM	0	9	117	28	154	21	59	33	16	129	0	26	90	6	122	7	24	39	10	80	276	209	485
04:47 PM	05:02 PM	0	9	121	25	155	22	52	33	16	123	0	23	77	5	105	6	21	39	11	77	260	200	460
04:48 PM	05:03 PM	0	8	120	27	155	18	59	36	14	127	0	20	86	5	111	6	21	30	11	68	266	195	461
04:49 PM	05:04 PM	0	8	118	27	153	16	53	36	14	119	0	21	83	4	108	6	18	30	12	66	261	185	446
04:50 PM	05:05 PM	0	7	119	30	156	18	64	34	25	141	0	19	74	3	96	6	18	33	13	70	252	211	463
04:51 PM	05:06 PM	0	6	119	30	155	16	53	35	25	129	0	19	87	6	112	6	21	32	12	71	267	200	467
04:52 PM	05:07 PM	0	3	113	33	149	18	56	33	25	132	0	18	81	6	105	7	21	39	16	83	254	215	469
04:53 PM	05:08 PM	0	5	113	33	151	19	63	40	28	150	0	18	89	6	113	7	21	32	15	75	264	225	489

04:54 PM	05:09 PM	0	5	109	36	150	22	56	40	28	146	0	20	78	5	103	7	19	38	19	83	253	229	482
04:55 PM	05:10 PM	0	4	97	29	130	26	62	46	28	162	0	19	84	6	109	7	17	30	18	72	239	234	473
04:56 PM	05:11 PM	0	4	107	29	140	26	56	41	28	151	0	20	79	6	105	7	17	30	18	72	245	223	468
04:57 PM	05:12 PM	0	4	107	29	140	28	56	41	28	153	0	24	95	7	126	7	12	27	15	61	266	214	480
04:58 PM	05:13 PM	0	4	97	27	128	28	59	37	31	155	0	24	116	11	151	7	12	27	14	60	279	215	494
04:59 PM	05:14 PM	0	4	100	31	135	31	58	37	30	156	0	22	105	10	137	6	16	35	16	73	272	229	501
05:00 PM	05:15 PM	0	4	88	30	122	32	64	46	30	172	0	25	113	10	148	2	15	32	16	65	270	237	507
05:01 PM	05:16 PM	0	4	92	34	130	32	57	40	24	153	0	22	98	11	131	2	26	44	17	89	261	242	503
05:02 PM	05:17 PM	0	4	87	34	125	34	62	46	25	167	0	25	110	12	147	2	25	44	16	87	272	254	526
05:03 PM	05:18 PM	0	5	94	35	134	43	55	38	25	161	0	27	105	12	144	2	30	47	15	94	278	255	533
05:04 PM	05:19 PM	0	5	84	35	124	43	68	38	25	174	0	26	104	12	142	3	30	54	14	101	266	275	541
05:05 PM	05:20 PM	0	5	80	31	116	44	59	56	18	177	0	27	117	16	160	3	34	48	13	98	276	275	551
05:06 PM	05:21 PM	0	5	99	39	143	44	62	55	16	177	0	27	104	13	144	7	29	60	13	109	287	286	573
05:07 PM	05:22 PM	0	5	85	33	123	44	65	63	19	191	0	32	118	14	164	6	29	53	9	97	287	288	575
05:08 PM	05:23 PM	0	3	99	36	138	47	56	55	16	174	0	31	110	15	156	7	31	55	11	104	294	278	572
05:09 PM	05:24 PM	0	3	97	28	128	45	67	62	21	195	0	28	118	15	161	7	29	50	7	93	289	288	577
05:10 PM	05:25 PM	0	2	100	31	133	45	61	57	21	184	0	30	115	15	160	7	35	54	11	107	293	291	584
05:11 PM	05:26 PM	0	2	95	31	128	47	72	63	22	204	0	29	106	15	150	6	35	57	11	109	278	313	591
05:12 PM	05:27 PM	0	2	90	29	121	48	72	63	23	206	0	24	92	15	131	6	38	57	12	113	252	319	571
05:13 PM	05:28 PM	0	1	106	36	143	50	64	59	19	192	0	24	71	11	106	6	39	64	14	123	249	315	564
05:14 PM	05:29 PM	0	1	103	32	136	46	70	68	22	206	0	23	73	15	111	7	32	55	11	105	247	311	558
05:15 PM	05:30 PM	0	3	109	38	150	46	61	59	21	187	0	22	68	14	104	7	33	57	15	112	254	299	553
05:16 PM	05:31 PM	0	3	107	34	144	46	70	64	24	204	0	22	75	13	110	7	22	46	14	89	254	293	547
05:17 PM	05:32 PM	0	4	107	36	147	43	65	58	23	189	0	19	64	12	95	7	24	47	15	93	242	282	524
05:18 PM	05:33 PM	0	5	99	35	139	36	74	65	25	200	0	20	60	12	92	7	19	47	15	88	231	288	519
05:19 PM	05:34 PM	0	5	97	32	134	35	61	65	27	188	0	20	74	13	107	6	25	40	15	86	241	274	515
05:20 PM	05:35 PM	0	6	118	37	161	30	63	47	23	163	0	20	61	9	90	7	21	49	15	92	251	255	506
05:21 PM	05:36 PM	0	7	99	29	135	31	64	52	26	173	0	23	77	9	109	5	21	38	15	79	244	252	496
05:22 PM	05:37 PM	0	7	107	33	147	30	57	44	22	153	0	18	63	8	89	6	28	45	17	96	236	249	485
05:23 PM	05:38 PM	0	7	96	30	133	27	67	52	24	170	0	19	72	9	100	5	26	43	15	89	233	259	492
05:24 PM	05:39 PM	0	7	99	33	139	27	56	46	19	148	0	23	63	9	95	5	37	51	17	110	234	258	492
05:25 PM	05:40 PM	0	9	93	36	138	27	63	51	19	160	0	21	60	8	89	5	31	53	14	103	227	263	490
05:26 PM	05:41 PM	0	10	83	36	129	27	52	45	17	141	0	23	75	8	106	5	36	50	15	106	235	247	482
05:27 PM	05:42 PM	0	11	98	42	151	28	55	45	16	144	0	22	68	7	97	5	33	56	16	110	248	254	502
05:28 PM	05:43 PM	0	11	82	34	127	28	59	53	19	159	0	21	83	8	112	5	32	46	14	97	239	256	495
05:29 PM	05:44 PM	0	11	92	36	139	33	53	43	16	145	0	21	84	4	109	5	38	49	20	112	248	257	505
05:30 PM	05:45 PM	0	9	84	30	123	30	59	48	18	155	0	18	86	5	109	5	37	47	16	105	232	260	492

05:31 PM	05:46 PM	0	10	88	33	131	30	50	41	15	136	0	20	85	5	110	5	41	51	16	113	241	249	490
05:32 PM	05:47 PM	0	9	82	31	122	30	58	47	19	154	0	21	84	5	110	6	39	50	15	110	232	264	496
05:33 PM	05:48 PM	0	7	81	29	117	30	49	41	19	139	0	18	93	8	119	7	39	48	15	109	236	248	484
05:34 PM	05:49 PM	0	7	96	34	137	33	49	41	17	140	0	22	79	7	108	7	39	54	17	117	245	257	502
05:35 PM	05:50 PM	0	6	75	29	110	34	54	47	19	154	0	22	91	7	120	6	39	45	17	107	230	261	491
05:36 PM	05:51 PM	0	5	84	31	120	33	50	42	16	141	0	19	75	7	101	5	49	52	19	125	221	266	487
05:37 PM	05:52 PM	0	5	84	27	116	33	53	44	18	148	0	24	84	8	116	4	42	46	17	109	232	257	489
05:38 PM	05:53 PM	0	5	97	30	132	34	43	35	15	127	0	23	75	6	104	4	42	46	17	109	236	236	472
05:39 PM	05:54 PM	0	6	99	28	133	34	49	40	15	138	0	22	74	6	102	4	31	41	15	91	235	229	464
05:40 PM	05:55 PM	0	5	94	22	121	32	42	35	16	125	0	22	87	8	117	4	31	35	14	84	238	209	447
05:41 PM	05:56 PM	0	4	109	29	142	31	45	35	16	127	0	20	72	8	100	5	27	44	13	89	242	216	458
05:42 PM	05:57 PM	0	3	94	23	120	30	48	44	18	140	0	21	85	10	116	5	27	38	11	81	236	221	457
05:43 PM	05:58 PM	0	4	108	30	142	30	41	36	15	122	0	20	70	9	99	6	30	46	12	94	241	216	457
05:44 PM	05:59 PM	0	4	98	28	130	26	46	39	17	128	0	22	76	10	108	5	24	43	6	78	238	206	444
05:45 PM	06:00 PM	0	5	108	31	144	29	40	34	15	118	0	27	73	9	109	5	28	49	6	88	253	206	459
	MAX			121	161			68	208					118	16	164		64	125			294	319	591
				4:47	5:20			5:14	4:04					5:07	5:07			5:13	5:36			5:08	5:12	5:11
	PK 15 MIN																							
05:11 PM	05:26 PM	0	2	95	31	128	47	72	63	22	204	0	29	106	15	150	6	35	57	11	109	278	313	591



Public Works Department - Office of Transportation  
TRAFFIC ENGINEERING DIVISION

2300 W. Commercial Boulevard • Fort Lauderdale, Florida 33309 • 954-847-2600 • FAX 954-735-8564

January 9, 2006

Jackson M. Ahlstedt, P.E.  
Transportation Engineering  
46 NW 94<sup>th</sup> Street  
Miami Shores, FL 33150

RE: Dixie Highway & NE 3<sup>rd</sup> Street (C-95), Federal Highway & NE 3<sup>rd</sup> Street (C-223)  
Timing Data

Dear Mr. Ahlstedt:

In reply to your letter of January 5, 2006 we have enclosed Signal Timing & System Timing Sheets for the subject locations.

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

Sincerely,

John Kleinedler, PE, PTOE  
Engineer III

JK/BF/dk

Enclosure

16352.jan

Broward County Board of County Commissioners  
Josephus Eggeleston, Jr. • Ben Graber • Sue Gunzburger • Kristin O. Jacobs • Rene Lieberman • John E. Raastrom, Jr. • Jim Scott • Diana Wasserman-Rubin • Lois Wecker  
www.broward.org





**BROWARD COUNTY TRAFFIC ENGINEERING  
ACTUATED TRAFFIC SIGNAL TIMING SHEET**

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

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

Attachment

Channel/Drop                    18 / 0    IP Address

NOTES:

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

Submitted By \_\_\_\_\_ Approved By \_\_\_\_\_

B R O W A R D C O U N T Y  
D A T A B A S E T I M I N G P L A N D E T A I L

JAN 9, 2006                      CONTROLLER NO. 3095      SECTION NO. 151  
DIXIE HWY/N 1 AVE              & NE/NW 3 ST

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS			
			SB	WB	NB	EB
1	10	100	28	20	32	20
2	25	110	28	25	33	25
3	58	120	28	25	40	28
4	79	140	32	31	45	31
5	79	130	30	25	49	26
6	17	100	28	20	32	20

FIXED INTERVALS:

MG	10	6	6	6
FDW	0	0	0	0
YEL	4	4	4	4
AR	8	0	8	0
GRN RETURN	4.6	1.3	3.5	2.4
COMMAND	YLD	F1	F1	F1

TOD PATTERN IMPLEMENTATION TIMES FOR SECTION 151

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	6
SUN	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	5
SUN	18: 0	1
SUN	20: 0	1
M-F	0: 0	1
M-F	6:45	2
M-F	6: 4	TOD
M-F	6: 9	TOD
M-F	9: 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



APPENDIX H  
Responses to Traffic Review Comments



## Memorandum

487 South Keller Road  
Orlando, FL 32810  
Phone: 407.806.6405 Fax: 407.847.3511  
E-mail: yreynolds@pbsj.com

TO: Abra Horne  
FROM: Yolanda Reynolds  
DATE: September 25, 2006  
SUBJECT: Hallandale Park Central Development, LLC

---

The City of Hallandale Beach Park Central Traffic Impact Analysis Review Comments, September 21, 2006:

#### Section 4.0 Existing Conditions:

- 1 In page 6, Federal Highway was classified as class IV arterial. Based on the Roadway Level of Service Analysis publication for the years 2004 and 2030, it is classified as class II arterial. Please modify text as well as any related analysis.

*Federal Highway is classified as a class II arterial (see figure 8 from the Roadway Capacity and Level of Service Analysis publication for 2005 and 2030). However the capacity values are for a class II arterial and not a class IV arterial, see table 1 and 2. The Broward County MPO Roadway Capacity and Level of Service Analysis publication I found is for 2005 and 2030, September 2006.*

2. In page 6; Roadway Level of Service Analysis publication for years 2003 and 2025 was used instead of the most current one for years 2004 and 2030 as referenced to in the rest of the report. Although no change in capacity values, the text needs to be modified.

*The Broward County MPO Roadway Capacity and Level of Service Analysis publication I found is for 2005 and 2030, September 2006.*

3. In page 6; last couple of lines; refer to "TOCD", please spell out and provide documentation for the modified capacities in Table 14 along Federal Highway, Hallandale Beach Blvd, and Pembroke Road.

*The project is located in the area proposed to be designated as the Southeast Transit Oriented Concurrency District (TOCD) by Broward County.*

- 4 In page 8; NE 1<sup>st</sup> Avenue and Dixie Highway were classified as collectors. Based on the Roadway Level of Service Analysis publications for the years 2004 and 2030, they are

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classified as one-way arterials – other signalized roadways under non-state roadways. Please modify text as well as any related analysis.

See Table 1.

5. Peak season conversion factor (PSCF) is 1.01 between US-1 and SR-7 based on Florida Department of Transportation Information CD year 2004 from January the 4<sup>th</sup> to the 10<sup>th</sup>. Please revise.
6. In Table 12, year 2006 existing counts are not reflective of the peak season – Refer to the previous comment. A summary table for the adjusted peak season peak hour existing intersection volumes needs to be provided and should be used in the existing HCS analysis as well as a basis for future traffic calculations. Please revise related tables and HCS analysis to reflect peak season conditions for existing and future.
7. In Table 12, year 2006 existing counts are not reflective of the peak season – Refer to the previous comment. A summary table for the adjusted peak season peak hour existing intersection volumes needs to be provided and should be used in the existing HCS analysis as well as a basis for future traffic calculations. Please revise related tables and HCS analysis to reflect peak season conditions for existing and future.

A Seasonal Adjustment Factor of 1.04 was used in the report compared to 1.01

8. In page 29, it is stated that "BCT route 6 operates 30 15 minute headways on weekdays during the am and pm peak hours". Please revise.
9. In Table 14, the link peak hour volumes, calculated v/c ratio, and the level of service refer to year 2004 and not to year 2006 existing conditions. Please revise.

I'm not sure how they would obtain 2006 existing conditions, maybe by applying a growth factor?

10. In Appendix A, existing and Future intersection level of service HCS analysis sheets for NE 3<sup>rd</sup> Street and Federal Highway in the am and pm peak hours have eastbound and westbound geometry contradicting with Figure 3 "Lane Configurations at Intersections". Please revise.

Appendix A shows L and TR geometry.

11. In Appendix A, please label the pm peak hour analysis time period for the future without project intersection level of service HCS analysis sheet for NE 3<sup>rd</sup> Street and NE 3<sup>rd</sup> Avenue.
12. Signal timing sheets obtained from Broward County for Federal Highway and NE 3<sup>rd</sup> Street and Dixie Highway and NE 3<sup>rd</sup> Street are not provided. Please provide to conclude the operational analysis review.

#### Section 5.0 Trip Generation:

13. In Table 15, the average rates for ITE code (814) for specialty retail were used instead of the formulas. It should be noted that, the formulas provide higher number of trips especially for the am peak hour period which is considered more conservative calculations if used.

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*Using the formula resulted in 313 additional daily trips. This adjustment was made in the August, 2006 report.*

**Section 6.0 Trip Distribution and Traffic Assignment:**

14. In page 37, it is stated that "Additional details on this process are provided in Appendix E". Appendix E is regarding the queuing analysis and no information regarding trip distribution, traffic assignment, and distribution plots are included. Please provide to conclude the review.
15. In table 18, the intersection of NE 3<sup>rd</sup> Avenue and NE 4<sup>th</sup> Street has no project trips though there is some diversion of traffic to NE 3<sup>rd</sup> Avenue between NE 3<sup>rd</sup> Street and NE 4<sup>th</sup> Court resulting from the roadway sections closure associated with the project. This also applies for the intersection of NE 3<sup>rd</sup> Avenue and NE 4<sup>th</sup> Court as well as NE 3<sup>rd</sup> Avenue and NE 3<sup>rd</sup> Street hence there is no turning movement just through trips.
16. In Figure 11, the westbound through project traffic distribution on NE 3<sup>rd</sup> Street is missing for am and pm peak hour. Please revise.

*This should be two project trips in the AM and two for the PM (see Table 18)*

**Section 8.0 Future Traffic Conditions without the Project:**

17. Calculations of the annual growth rates based on the model data between the years 2004 and 2030 are not necessarily representative for the growth in the area between existing year 2006 and build out year 2009.
18. In Table 23, same growth factors were applied to the entire intersection without taking into considerations that growth rates are considerably different for east/west roadways and north/south roadways.
19. Applying annual growth factors (Table 23) to the year 2006 existing intersection volumes (Table 12), then adding the committed development trips (Table 27) do not add up to the year 2009 future peak hour intersection volumes without project (Table 28). Please explain.

*Questions regarding methodology to determine growth factor*

**20. Committed Developments**

- a. Even though Broward County model has anticipated an increase in the residential dwelling units within the study area in general, the comparison of committed developments and the model zdata presented in Table D-4 shows that the residential, hotel, office and retail resulting from the committed developments surplus the model forecasts for the interpolated year 2009 in their respective TAZs. Furthermore, there is no increase in the number of hotel rooms between the years 2000 and 2009 in the model though there is 287 new rooms by the year 2009 resulting from committed developments. Please clarify whether or not they were added to the model zdata and the reason.
- b. Please verify that all the committed developments in Miami Dade County were added to the Miami model hence, the Dade County model is underestimating the growth in the area.
- c. Please provide a summary table for the total am peak hour committed development trips on the links, similar to Table 26 for pm peak hour.
- d. In Table 30, links should be more divided into shorter links to give true indications of the links level of service. For example, the link on Dixie Highway from Hallandale Beach

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Thursday, October 19, 2006.max

Boulevard to Pembroke Road has a level of service of 'A'. Meanwhile, the intersection of Dixie Highway and NE 3<sup>rd</sup> Street is failing.

*Questions regarding ZDATA 1 and link selection. There is no increase in the number of hotel rooms between the years 2000 and 2009 in the model though there is 287 new rooms by the year 2009 resulting from committed developments*

**Section 9.0 Future Conditions with Project Traffic:**

21. In Table 32, 2009 LOS with project for the intersection of NE 3<sup>rd</sup> Avenue and NE 3<sup>rd</sup> Street is C, please revise. In the same table please include intersection delay from HCS analysis along with the level of service letter notation to give better comparison between different analysis years.
22. In Table 33, the link for Federal Highway from Hallandale Beach Blvd to Pembroke Road has a LOS of D not C. Please revise.
23. Intersection level of service analysis for NE 3<sup>rd</sup> Avenue and NE 4<sup>th</sup> Street as well as NE 4<sup>th</sup> Court and NE 4<sup>th</sup> Street is recommended for with and without project conditions, since there is some diversion of traffic to NE 3<sup>rd</sup> Avenue between NE 3<sup>rd</sup> Street and NE 4<sup>th</sup> Court. In addition to the intersection analysis for Federal Highway and NE 4<sup>th</sup> Court given that there is a service area less than 100 feet away from it.
24. HCS analysis is not provided for the retail access driveway, Please provide. Also in Table 31, please include the future peak hour intersection volumes for the two project driveways.
25. The two loading docks are located less than 100 feet away from the intersections of Federal Highway and NE 3<sup>rd</sup> Street and Federal Highway and NE 4<sup>th</sup> Court which is inconsistent with the City's code of ordinances which requires at least 100 feet from an access way to an intersection. Furthermore, it violates FDOT access management standards of at least 120 feet as corner clearance for both intersections.

**Section 11.0 Comprehensive Plan:**

26. In page 63, it was stated that between the year 2000 and 2030, there will be an increase of 337 households in TAZ 775 where the project is located. However, between the year 2000 and the project build out year 2009, there is only an increase of 101 households which is less than the net increase of the project of 164 dwelling units. Please clarify.  
*63 households less than the net increase of project dwelling units.*

**Parking Spaces:**

27. Total parking spaces needed 636 spaces at residential rate of 1.5 vehicles per dwelling unit and retail rate of 3 vehicles per 1000 S.F. The provided parking spaces of 550 are not sufficient.  
*A deficit of 86 parking spaces.*

1. The reference to a Class IV arterial is a typographical error. No modifications to the analysis are required. This does not impact the fundamental, conclusions, and recommendations contained in the traffic impact analysis report.

The report was originally prepared in March of 2006. The Broward County Roadway Capacity and Level of Service Analysis publication for 2004 and 2030 was issued in January of 2006.

The Broward County Roadway Capacity and Level of Service Analysis publication for 2005 and 2030 was published in September 2006, after the traffic impact analysis report was prepared. The following table compares the volumes taken from the 2004/2030 publication used in the traffic impact analysis report and the new volumes published in September 2006.

ROADWAY	FROM	TO	PEAK HOUR CONDITIONS		Percent Change in One Year
			2004	2005	
			VOLUME (VPH)	VOLUME (VPH)	
DIXIE HIGHWAY	DADE COUNTY LINE	HALLANDALE BEACH BLVD	889	894	0.56%
	HALLANDALE BEACH BLVD	PEMBROKE ROAD	1,017	1,039	2.16%
	PEMBROKE ROAD	HOLLYWOOD BOULEVARD	1,167	989	-15.25%
US-1	DADE COUNTY LINE	HALLANDALE BEACH BLVD	4,978	5,560	11.69%
	HALLANDALE BEACH BLVD	PEMBROKE ROAD	3,681	3,760	2.15%
	PEMBROKE ROAD	HOLLYWOOD BOULEVARD	2,641	2,740	3.75%
HALLANDALE BEACH BLVD	I-95	US-1	4,838	4,790	-0.99%
	US-1	DIPLOMAT PARKWAY	5,133	4,980	-2.98%
	DIPLOMAT PARKWAY	A-1-A	3,474	3,760	8.23%
PEMBROKE ROAD	I-95	US-1	4,027	3,280	-18.55%

Use of the 2005 data would change the level of service on US-1 from the Dade County

Line to Hallandale Beach Boulevard from LOS "A" to LOS "B" and Pembroke Road from LOS "B" to LOS "A". Neither of these changes would impact the fundamental findings, conclusions, and recommendations contained in the traffic impact analysis report.

2. The Reference to the Broward County Roadway Capacity and Level of Service Analysis publication for 2003 and 2025 was a typographical error. As noted by the reviewer, in the remainder of the traffic impact analysis report the Broward County Roadway Capacity and Level of Service Analysis publication for 2004 and 2030 was cited. During the process of preparing report the most recent available Broward County Roadway Capacity and Level of Service Analysis publication changed from the 2003/2025 published in August 2006 to the 2004/2030 published in January 2006. The analysis relies on the Broward County Roadway Capacity and Level of Service Analysis publication for 2004 and 2030. This typographical error does not impact the fundamental, conclusions, and recommendations contained in the traffic impact analysis report. This has been addressed in the revised traffic impact analysis report.

3. The term "TOCD" is spelled out in the Executive Summary. Documentation on the TOCD is available at:  
<http://www.municode.com/resources/gateway.asp?pid=10288&sid=9>.

No modifications to the text are required. The fundamental, conclusions, and recommendations remain as stated in the traffic impact analysis report.

4. Figure 4, page 21, of the Broward County Roadway Capacity and Level of Service Analysis publication for 2004 and 2030 shows NE 1st Avenue and Dixie Highway as collectors. No modifications to the text or analysis are required.

5. The reviewer is correct the Peak Season Conversion Factor is 1.01, however, it has no bearing on the analysis. Seasonal conversion factors were used to adjust raw data to AADT and, as stated on page 13 of the traffic impact analysis report, "Consistent with the *FDOT 2002 Quality/Level of Service Handbook*, the median weekly factor for the thirteen highest consecutive weeks of the year (the peak season) for each of the three years was determined." The combination of the factors reported in Tables 4 and 6 results in a combined factor of 1.01. No modifications to the text or analysis are required. The fundamental, conclusions, and recommendations remain as stated in the traffic impact analysis report.

6. In the notes to Table 12 it clearly indicates that peak season volumes are 4% higher. No modifications to the text are required. The fundamental, conclusions, and recommendations remain as stated in the traffic impact analysis report.

7. Reviewer's comment is the same as 6 above, the response to this comment is the

same.

8. This is a typographical error, it should read 'BCT route 6 operates on 30 minute headways...'. This does not impact the fundamental, conclusions, and recommendations as stated in the traffic impact analysis report. This has been addressed in the revised traffic impact analysis report.

9. Link volumes are from data published by others specifically the Broward County Roadway Capacity and Level of Service Analysis publication for 2004 and 2030. The volumes shown were the most recent available at the time. It would not be appropriate to manipulate existing published data for the year 2004 and say it than reflected existing conditions in 2006. No modifications to the analysis are required. The fundamental, conclusions, and recommendations remain as stated in the traffic impact analysis report.

10. The lane configuration for 3rd Street, at its intersection with Federal Highway, shown in Figure 3, is incorrect. The lane configurations used in the analysis contained in the traffic impact analysis report are correct. No modifications to the analysis are required. The fundamental, conclusions, and recommendations remain as stated in the traffic impact analysis report. This has been addressed in the revised traffic impact analysis report.

11. Appendix A does not contain analyses for future conditions without the project. Analyses of future conditions without the project are contained in Appendix B. The reviewer's observation that analysis for the PM peak hour at the intersection of NE 3rd Street and NE 3rd Avenue is not labeled for the PM peak hour is correct. No modifications to the analysis are required. The fundamental, conclusions, and recommendations remain as stated in the traffic impact analysis report.

12. Signal timing as provided by Broward County has been addressed in the revised traffic impact analysis report.

13. Use of the formula for the daily volume yields 1,114 vpd, one vehicle per day less than what is used in the traffic impact analysis report, calculated using the average rate. Trip generation information for the AM peak hour of adjacent street (between 7 and 9AM) is not provided in the ITE publication. Therefore, the trip generation information for the AM peak hour of the generator was used. This data likely leads to higher volumes than would be expected between 7 and 9AM. Both an average trip rate and an equation are provided by the ITE. These are based upon only 4 studies. Two of the studies involved projects with approximately 15,000 gsf, the other two studies involved projects with over approximately 61,000 gsf and 148,000 gsf. The equation consists of a rate of 4.91 TE/1000 gsf, applied to the 1000 gsf of leasable area and

then adds 115.59 trips. The 4.91 TE/1000 gsf is approximately 8% under the low range of the data. Based upon the project's 25,154 gsf, the additional 115.59 trips represents an additional trip rate of 4.60 TE/1000 gsf. The resulting trip rate of 9.51 TE/1000 gsf is approximately 39% higher than the average rate. Because of the small size of the proposed retail portion of the project, as well as the fact that the trip generation data does not directly relate to the AM peak hour between 7 and 9AM, use of the trip generation equation yields an unrealistically high estimate of retail traffic. Finally, it should be noted that, no reduction in retail trips was taken to account for internal trips.

14. This was an oversight. This has been addressed in the revised traffic impact analysis report.

15. Considering the traffic volumes for the intersection of NE 3rd Avenue and NE 4th Street as well as the machine count data for NE 4th Street, any diversion of traffic would be minimal. The issue is further discussed on page 61 of the traffic impact analysis report. It is highly unlikely that additional data and/or analysis would alter the fundamental conclusions and recommendations contained in the traffic impact analysis report.

16. The reviewer is correct. However, as shown in Table 18, the volumes in question are 2 vph in the AM and 2 vph in the PM peak hours. This has been addressed in the revised traffic impact analysis report.

17. There is no question asked in this comment. The reviewer is stating their opinion. Although there is implication the wording of the comment that future growth between 2006 and 2009 is known, it should be recognized that the comment relates to predicting future traffic. As a check of reasonableness, based upon the FDOT traffic data CD, traffic on US-1 north of Hallandale Beach Boulevard is projected to grow at a rate of 0.92% per year between 2006 and 2009. Based upon the model, as shown in Table 22 the projected growth rate is 0.96% per year. The approach taken in the traffic impact analysis report is reasonable. No modifications to the analysis are required. The approach taken in the traffic impact analysis report is reasonable. The fundamental, conclusions, and recommendations remain as stated in the traffic impact analysis report.

18. The reviewer's observation is correct. However, NE/NW 3rd Avenue is the only east/west roadway included in Table 23. NE/NW 3rd Street, NE 4th Street, and NE 3rd Avenue are not included in the County's model. The growth rate of 2% or 3% per year applied to NE/NW 3rd Avenue is significantly greater than the east/west growth rates documented in Table 22. No modifications to the analysis are required. The fundamental, conclusions, and recommendations remain as stated in the traffic impact analysis report.

19. The reviewer is correct. During the process of updating the report the build-out year was changed from 2008 to 2009. Instead of 3 years of growth, the volumes presented in Table 28 reflect 2 years of growth. This has been corrected in the revised traffic impact analysis report.

20 a. The reviewer's observation about hotel rooms in the TAZs in Broward County is correct. Although the 2030 model for Broward County does not anticipate a net increase in hotel units in the TAZs shown in the report, records indicate that a total of 287 new hotel rooms have been approved. The 287 hotel rooms were not added to the model zdata. The 287 hotel rooms represents less than 9% of the 3,306 hotel rooms included in the Broward County model. There is nothing to say that some or all of these 287 hotel rooms will ultimately replace existing hotel rooms. None of the 287 hotel rooms in the same TAZ as the project, in fact they are located some distance from the project, 132 rooms are on the beach and the 155 units are on East Hallandale Beach Boulevard. The 155 hotel rooms are part of the European Club project. During the preparation of the traffic impact analysis report, the traffic study for that project was reviewed. The reviewer should look at the traffic study for that project. Ultimately, the possible impacts of these hotel rooms was not considered to be a significant factor in addressing the impacts of the proposed project.

20 b. The analysis clearly indicates that the Miami-Dade County model does not include all of the committed developments in the TAZs being considered. If as stated by the reviewer, "all the committed developments in Miami Dade County were added to the Miami model" the Miami-Dade model would not be underestimating growth in the area.

20 c. The existing and background link volumes are based upon the Broward County Roadway Capacity and Level of Service Analysis publication for 2004 and 2030. The volumes are for the PM peak hour. The requested "...total am peak hour committed development trips..." would be information which would stand alone by itself and might be taken out of context. The fact that AM committed development trips are not included does not impact the fundamental, conclusions, and recommendations contained in the traffic impact analysis report.

20d. The links provided are consistent with the Broward County Roadway Capacity and Level of Service Analysis publication for 2004 and 2030. To use different links would be inconsistent with the data and might erroneously infer a higher level of precision in the analyses. In addition, it is inappropriate to compare the level of service of a specific intersection which was based upon a detailed operational analysis to the level of service of a link which was based upon the planning process used by Broward County for link analyses. To do otherwise disregards the process used in the Broward County Roadway Capacity and Level of Service Analysis; and, ignores the fact that

intersection levels of service are based upon delay while link levels of service are based upon average travel speeds. As an example, it is possible to have a situation where a signalized intersection which fails due to minor street approach conditions, yet has acceptable major street conditions. Further, it is possible to have an intersection where the major street has excessive delays at an intersection, however, the overall travel time on the link approaching the intersection indicates speeds which result acceptable in an acceptable level of service.

21. As documented in Appendix C, the level of service of the intersection of NE 3rd Street and NE 3rd Avenue is LOS "B" in the AM peak hour and LOS "C" in the PM peak hour. Table 32 incorrectly shows LOS "B" in the PM peak hour. This does not impact the fundamental findings, conclusions, and recommendations contained in the traffic impact analysis report. This has been revised in the revised traffic impact analysis report.

22. The reviewer's observation is correct. This is a typographical error which does not impact the conclusions and recommendations contained in the traffic impact analysis report. This has been revised in the revised traffic impact analysis report.

23. The volumes shown for the intersection of NE 3rd and NE 4th Street are insignificant. No project traffic is added to the intersections. This is also discussed under item 15 above. The service area is being redesigned.

24. The volumes are shown in Appendix C.

25. As stated on page 67 of the traffic impact analysis report "It is likely that the service areas will be refined during the design process". This is being addressed in a revised site plan.

26. The point being made in the traffic impact report is that project does not create additional dwelling units beyond what is assumed in the year 2030 model. The figure of 101 du in 2009 is a straight line interpolation between 2000 and 2030. Basically, it can be inferred that, assuming this straight line growth, the project would slightly accelerate the number of dwelling units, however, it would not result more dwelling units than what is assumed in the 2030 model. The straight line interpolation projects a growth rate of 11.2 du per year. The project, by itself, results in a net increase of 137 du, for a rate of 15.2 du per year, between 2000 and 2009.

27. This is being addressed by other members of the project team.

## RESPONSES TO ITEMS C-6 THRU C-8 IN TRAFFIC TAB OF REVIEW MATRIX

The following addresses specific comments made by Eman Gomaa dated October 2, 2006. Note, code text referenced in the comments is provided in italics.

### ITEM C-6

32-788

*(g) Traffic. A description of vehicular traffic to be generated by the proposed development and its impact on both an average daily and peak hour basis as related to both current roadway usage, projected roadway usage, and design capacities at:*

- (1) Vehicular access points to the site; and*
- (2) Street intersections within a 1,000-foot radius of the site;*

*is required. Measures that will be taken by the developer to reduce any adverse traffic impact generated by the development on or off the site shall be indicated, including such improvements as additional rights-of-way dedications, improved traffic signalization, and acceleration or deceleration lanes.*

### **PROJECT TRAFFIC**

Average daily and peak hour project traffic was calculated and presented in the traffic impact analysis report.

The project is estimated to add 2,026 vpd to the area. During the AM peak hour it is estimated that the project would add 90 vph inbound and 146 vph outbound. It is estimated that the project would add 72 vph inbound and 49 vph outbound during the PM peak hour. All project traffic would impact NE 3rd Street between NE 3rd Avenue and US-1.

### **LEVEL OF SERVICE ANALYSIS**

The traffic impact analysis report provides level of service analyses for the AM and PM peak hours. Since levels of service are actually calculated based upon peak 15 minute activity during a specific hour, typically the AM and/or PM peak hour, technically, there is no such thing as a daily level of service. Historically, when presented, daily levels of service are merely based upon expansion of hourly volumes and capacities based upon an assumed percentage of daily traffic in the peak hour. It is not unusual to estimate daily capacities as 10 or 11 times the peak hour capacity. In the simplest terms, the factors of 10 or 11 reflect situation where the peak hour volume is 10% or 9% , respectively, of the daily volume.

The daily level of service will never be worst than the peak hour level of service.

## **INTERSECTIONS WITHIN 1,000' OF THE PROJECT**

Pursuant to section 32-788(g)(2), a description of project traffic and its impacts at intersections within 1,000' was provided in the traffic impact analysis report. The code does not require a detailed analysis of all intersections within 1,000' of the project. The traffic impact analysis report presents an assignment of project traffic to the roadways and intersections within 1,000' of the project. Further, the traffic impact analysis does address those intersections within 1,000' of the project, and which are impacted by the project in any meaningful way.

Depending on how it is measure, there are a maximum of 39 intersections within 1,000' of the project. As indicated by the traffic assignment contained in the traffic impact analysis report, the majority of those 39 intersections are not impacted by project traffic.

All of the signalized intersections, as well as the primary un-signalized intersection, most impacted by project traffic within 1,000 feet were analyzed in detail in the traffic impact analysis report. In fact, depending on the point from which it is measured, the intersection of Dixie Highway and NE/NW 3rd Street could be considered outside of the 1,000 foot radius. However, that intersection was included in the analyses.

The attached figure shows the area within 1,000' of the project outlined in yellow. The intersections which were the subject of operational level of service analyses are identified in the figure by stars. The following paragraphs discuss the intersections within 1,000' of the project.

### **East of Us-1**

There are a total of 7 intersections within 1,000 feet of the project east of US-1. All are un-signalized. The only intersection impacted by the project is the intersection of NE 3rd Street and NE 8th Avenue. The project would add 3 vph eastbound and 2 vph westbound during the AM peak hour. During the PM peak hour the project would add 1 vph eastbound and 2 vph westbound. The impacts of project traffic on the intersection of NE 3rd Street and NE 8th Avenue are negligible.

### **West of Us-1**

There are 22 intersections within 1,000 feet of the project west of US-1. Two intersections are signalized, the remaining 20 intersections are un-signalized. The proposed project eliminates 2 of the un-signalized intersections. Project traffic directly impacts 5 of the remaining intersections west of US-1.

### **US-1**

There are 10 intersections on US-1 within 1,000 feet of the project. Only one of those

intersections is signalized. The remaining 9 intersections are un-signalized. The project eliminates one of the 9 un-signalized intersections. Project traffic in the form of turn movements and minor approach volumes impacts the only signalized intersection on US-1 which is located at NE 3rd Street. That intersection was included in the signalized intersection operation level of service analyses included in the traffic impact analysis report.

The remaining intersections which are controlled by stop signs on the minor street approaches are impacted by project traffic as through traffic on US-1. Additionally, with possibly 1 exception, all of the un-signalized intersections on US-1 are restricted to right-turn-in/right-turn-out movements. This fact further diminishes the impact of project traffic on those minor street approaches.

Finally, project traffic is not anticipated to result in any meaningful increase in minor street approach volumes at any of these intersections during the peak hours.

Project traffic impacting the un-signalized intersections on US-1, as through volumes on US-1, is summarized as follows:

**PROJECT TRAFFIC AT UN-SIGNALIZED INTERSECTIONS ON US-1**

INTERSECTION	AM PEAK HOUR (in vph)		PM PEAK HOUR (in vph)	
	Northbound	Southbound	Northbound	Southbound
NE 1st Street & US-1	5	8	4	3
NE 1st Court & US-1	5	8	4	3
NE 2nd Street & US-1	5	8	4	3
NE 2nd Court & US-1	5	8	4	3
NE 4th Street & US-1	12	7	4	6
NE 4th Court & US-1	12	7	4	6
NE 5th Street & US-1	12	7	4	6
NE 6th Street & US-1	12	7	4	6
NE 7th Street & US-1	12	7	4	6

The impact of project traffic on the un-signalized intersection along US-1 within 1,000 feet of the project are negligible. This is readily discernable from the traffic assignment presented in the traffic impact analysis report.

In addition the following table identifies those roadways where the net project traffic will have a significant impact on the roadway. Consistent with Broward County policy, significant impact has been defined as 3% or more of the maximum service volume.

**NET PROJECT TRAFFIC  
AS A PERCENTAGE  
OF  
MAXIMUM SERVICE VOLUME**

ROADWAY	FROM	TO	PEAK HOUR			
			NET PROJECT TRAFFIC VOLUME (VPH)	MAXIMUM SERVICE VOLUME LOS "D" (VPH)	PROJECT TRAFFIC AS % OF CAPACITY	SIGNIFICANT
DIXIE HIGHWAY	DADE COUNTY LINE	HALLANDALE BEACH BLVD	18	2,484	0.7%	NO
	HALLANDALE BEACH BLVD	PEMBROKE ROAD	90	2,484	3.6%	YES
	PEMBROKE ROAD	HOLLYWOOD BOULEVARD	51	2,484	2.1%	NO
US-1	DADE COUNTY LINE	HALLANDALE BEACH BLVD	16	8,190	0.2%	NO
	HALLANDALE BEACH BLVD	PEMBROKE ROAD	22	5,442	0.4%	NO
	PEMBROKE ROAD	HOLLYWOOD BOULEVARD	22	5,442	0.4%	NO
HALLANDALE BEACH BLVD	I-95	US-1	92	8,190	1.1%	NO
	US-1	DIPLOMAT PARKWAY	5	8,190	0.1%	NO
	DIPLOMAT PARKWAY	A-1-A	4	8,190	0.1%	NO
PEMBROKE ROAD	I-95	US-1	39	5,442	0.7%	NO
NE/NW 3RD STREET	DIXIE HIGHWAY	US-1	208	1,290	16.1%	YES



#### ITEM C-7

32-789

*i) Regional transportation facilities. There shall be sufficient capacity within the regional transportation network to serve the proposed development and for other developments in the impact area which have certificates of occupancy or for which valid building permits are currently in effect, at an acceptable level of service. For the purposes of this section, the acceptable level of service shall be determined by the city commission until the county commission establishes the level of service for regional transportation network. The level of service once established by the county commission shall not prevent the city commission from establishing a required higher level of service for those portions of the regional transportation network located within the city, but the level of service once established by the county commission shall be the minimum standard. Local streets and roads must provide safe and adequate access between buildings within the proposed development and the regional transportation network prior to certificates of occupancy.*

The County's adopted Transit Oriented Concurrency Development (TOCD) Ordinance was

referenced in the traffic impact analysis report. The level of service analysis is provided in the roadway link analyses contained in the traffic impact analysis report. The level of service standards applied to the regional roadways addressed in the traffic impact analysis report are consistent with Division 2, Section 5-182 of the Broward County Code of Ordinances.

#### **ITEM C-8**

*Sec. 32-852. Adopted levels of service shall not be degraded.*

- (a) General rule. All applications for development orders shall demonstrate that the proposed development does not degrade adopted levels of service in the city.*
- (b) Exception. Notwithstanding the provisions of subsection (a) of this section, the prescribed levels of service may be degraded during the actual construction of new facilities if prior to occupancy of the new facilities or any portion or phase, the prescribed levels of service will be met. For phased developments, the maximum period of time for degraded level of service shall be two years unless extended by the city commission.*

The traffic impact analysis report addresses levels of service at intersections and on roadway links impacted by the project. The link analyses clearly indicate compliance with this requirement. In addition, the following specifically addresses any questions with regards to 3rd Street.

#### **EXISTING LEVEL OF SERVICE**

Table T-3, on page 3-24 of the Transportation Element of the Comprehensive Plan, indicates that the daily capacity (maximum service volume for level of service "D") on NW/NE 3rd Street between NW 6th Avenue and Federal Highway is 16,200 vpd.

Table T-4, on page 3-26 of the Transportation Element of the Comprehensive Plan, indicates that the peak hour capacity (maximum service volume for level of service "D") on NW/NE 3rd Street between NW 6th Avenue and Federal Highway is 1,290 vph.

Page 3A-2 of the Transportation Element of the Comprehensive Plan provides the following relationship between level of service and v/c (volume to capacity ratio):

0.00-0.65	LOS "A"
0.66-0.77	LOS "B"
0.76-0.85	LOS "C"
0.86-0.95	LOS "D"
0.96-1.15	LOS "E"
1.16+	LOS "F"

It should be noted that, since the process uses Level of Service "D" as capacity, the upper limit of 0.95 is technically incorrect and should be 1.00. However, the following analysis accepts the upper limit of LOS "D" as a v/c ratio 0.95.

Based upon actual count traffic count data obtained in January 2006, the existing volumes and levels of service for NW/NE 3rd Street between NW 6th Avenue and Federal Highway are shown in the following table:

**TABLE 1  
LEVEL OF SERVICE ANALYSIS  
EXISTING CONDITIONS WITHOUT PROJECT**

TIME PERIOD	DEMAND		CAPACITY		V/C	LOS
	VOLUME	UNITS	VOLUME	UNITS		
ADT	6,318	vpd	16,200	vpd	0.39	A
AM Peak	477	vph	1,290	vph	0.37	A
PM Peak	600	vph	1,290	vph	0.47	A

#### PROJECT TRAFFIC

The project will add a maximum of:

Average Weekday	2,333 vpd
AM Peak Hour	251 vph
PM Peak Hour	150 vph

Note, that these volumes reflect the sum of all net project traffic applied to the link. As such, they represent the sum of all net project traffic on NW/NE 3rd Street between NW 6th Avenue and Federal Highway both east and west of the project driveway.

#### COMMITTED DEVELOPMENT TRAFFIC

No committed development traffic has been identified which would add significant traffic to NW/NE 3rd Street between NW 6th Avenue and Federal Highway.

Adding the project traffic to the existing traffic count data results in the following volumes and

levels of service with the project:

**TABLE 2  
LEVEL OF SERVICE ANALYSIS  
EXISTING CONDITIONS  
PLUS NET PROJECT TRAFFIC**

TIME PERIOD	DEMAND		CAPACITY		V/C	LOS
	VOLUME	UNITS	VOLUME	UNITS		
ADT	8,651	vpd	16,200	vpd	0.53	A
AM Peak	728	vph	1,290	vph	0.56	A
PM Peak	750	vph	1,290	vph	0.58	A

The following table indicates volumes, v/c ratios and levels of service with the project, assuming without taking any credit for existing on-site development nor reduction for mass transit use.

**TABLE 3  
LEVEL OF SERVICE ANALYSIS  
EXISTING CONDITIONS  
PLUS GROSS PROJECT TRAFFIC**

TIME PERIOD	DEMAND		CAPACITY		V/C	LOS
	VOLUME	UNITS	VOLUME	UNITS		
ADT	9,712	vpd	16,200	vpd	0.60	A
AM Peak	813	vph	1,290	vph	0.63	A
PM Peak	874	vph	1,290	vph	0.68	B

Finally, the following table assumes the worst case conditions presented in Table 3 and provides volumes, v/c ratios and levels of service with the project, assuming a 4% increase in volume due to peak season activity. It might be noted that the existing traffic count data used in the previous tables is already approximately 4% greater than the estimated AAWDT (Average Annual WeekDay Traffic) volume.

**TABLE 4  
 WORST CASE  
 LEVEL OF SERVICE ANALYSIS  
 EXISTING CONDITIONS  
 PLUS GROSS PROJECT TRAFFIC**

TIME PERIOD	DEMAND		CAPACITY		V/C	LOS
	VOLUME	UNITS	VOLUME	UNITS		
ADT	10,100	vpd	16,200	vpd	0.62	A
AM Peak	846	vph	1,290	vph	0.66	A
PM Peak	909	vph	1,290	vph	0.70	B

## ITEM C-9

Sec. 32-884. Transportation system.

*(a) Level of service (LOS). Development activities shall not be approved unless there is sufficient available capacity to sustain the following level of service (LOS) for transportation systems as established in the city comprehensive plan:*

*(1) The minimum peak hour level of service standard for all transportation facilities is D.*

*(2) Road segments currently operating at LOS A, B or C may degrade to LOS D. Road segments operating at LOS D will not be permitted to degrade to LOS E or F, except during construction of new facilities as provided for in this section or as follows:*

*a. For the purpose of issuing development orders, the LOS for road segments operating below level of service D in the TRIPS model, as identified in the county administrative code, that are constrained facilities is "110% Maintain."*

*b. For the purpose of issuing development orders, the LOS for road segments operating below level of service D in the TRIPS model, as identified in the county administrative code, that are planned improvement facilities is "110% Maintain" and requires a finding by the city manager and/or a traffic consultant retained by the city at the developer's expense, that approval of the development would not prevent the planned improvement from achieving level of service D.*

This code reference deals with level of service standards. 32-884(a)(1) merely identifies the peak hour level of service standard. It might be noted that Policy 1.3.5 of the Traffic Circulation Element of the Comprehensive Plan "...the City shall establish LOS "D" as the minimum acceptable standard on all *local* roadways in Hallandale to include peak hour travel time".

*[emphasis added]*

Further with regard to regional roadways, 32-789(i) Regional transportation facilities states in part:

" For the purposes of this section, the acceptable level of service shall be determined by the city commission until the county commission establishes the level of service for regional transportation network. The level of service once established by the county commission shall not prevent the city commission from establishing a required higher level of service for those portions of the regional transportation network located within the city, but the level of service once established by the county commission shall be the minimum standard."

The Broward County Commission has approved the TCOD ordinance which is contained in Divison 2, Section 5-182 of the Broward County Code. To date, the City Commission has not adopted a higher standard.

32-884(2)a merely reiterates the Broward County Code.

32-884(2)b speaks to "planned improvement facilities". Further it requires "...a finding by the city manager and/or a traffic consultant retained by the city...". The analyses provided in the traffic impact analysis report did not rely on any "planned improvement facilities".

The traffic impact analysis report fully addresses existing and future levels of service with and without the project. In addition, a TRIPS run was submitted in addition to the traffic impact analysis report.

*Sec. 32-884. Transportation system.*

*(b) Determination of project impact. The impact of proposed development activity on available capacity shall be determined as follows:*

*(1) The area of impact of the development (a traffic shed) shall be determined by the city or traffic consultant retained by the city at the developer's expense. The traffic shed shall be that area where the primary impact of traffic to and from the site occurs.*

The study area included all of the major roadway links identified in the Broward County Roadway Capacity and Level of Service Analysis publication for 2004 and 2030 within 1.5 miles of the project. This is consistent with the impact area defined by Broward County for a traffic concurrency evaluation of a residential development.

*(2) The projected level of service for roads within the traffic shed shall be calculated based upon estimated trips to be generated by the project using the county TRIPS model as a basis. If the county TRIPS model is unable to generate level of service figures for a particular road segment within the traffic shed, for any reason, the city manager may require submission of a traffic study prepared by a traffic consultant retained by the city at the developer's expense.*

In addition to a detailed traffic impact analysis report, a "TRIPS" run was included in the application.

*(3) The projected and adopted level of service shall be compared to determine whether the proposed project will degrade the adopted level of service.*

Level of service analysis was performed in the traffic impact analysis report.

*4) All necessary rights-of-way shall be reserved by dedication, or easement if acceptable to the city, prior to approval of the final development order.*

Additional right-of-way and easements have been identified in the site plan.

*(5) All roadway improvements shall be constructed in compliance with city engineering specifications and requirements.*

All roadway improvements are being designed in compliance with the appropriate design standards. For example, improvements to Federal Highway are being designed to FDOT standards. Improvements to City streets are being designed in compliance with City standards.