Traffic Impact Analysis
for Submittal to the
City of Hallandale Beach

Diplomat Golf Course & Tennis Club
Hallandale Beach, Florida

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Revised September 2015
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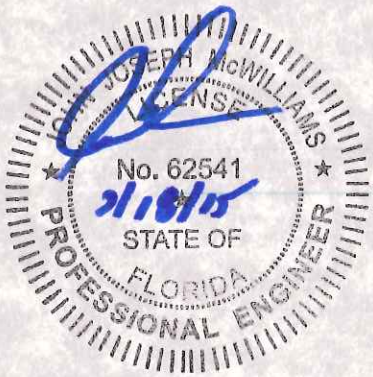
Diplomat Golf Course & Tennis Club
Hallandale Beach, Florida

Prepared for:

Diplomat Golf Course Venture, LLC
Hallandale Beach, FL

Prepared by:

Kimley-Horn and Associates, Inc.



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INTRODUCTION

Diplomat Golf Course Venture, LLC is proposing to construct 250 residential condominium units and 945 new resort hotel rooms at the existing Diplomat Golf Course & Tennis Club in Hallandale Beach, Florida. As part of the proposed resort, a 7,400 square foot restaurant will be constructed. It should also be noted that the existing 60-room hotel and ancillary uses at the existing Diplomat Golf Course & Tennis Club will be fully re-opened for a total of 1,005 (+/-) rooms. The project is planned to be completed for full occupancy in the year 2022. A site location map is shown in Figure 1.

Kimley-Horn and Associates, Inc. performed a traffic impact analysis for the proposed development. This report has been prepared to evaluate the traffic impacts on the local and regional roadway network. This report summarizes the data collection, analysis of traffic impacts, and conclusions from the analysis.

This transportation assessment was performed consistent with the methodology developed and approved by the City of Hallandale Beach, as modified. Methodology correspondence including modifications is included in Appendix A. The focus study area for this analysis is generally bounded by: Dixie Highway to the west, State Road A1A to the east, Pembroke Road/Moffett Street to the north, and SE 3rd Street to the south. Intersections and roadway segments within this study area were analyzed to evaluate the effect of project traffic on the transportation network. Note that this study has been updated to address comments provided by the City dated May 6, 2015 and September 3, 2015.

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Figure 1
Project Location Map
Diplomat Country Club
City of Hallandale Beach, Florida

PROJECT TRAFFIC

Project traffic is defined as the vehicle trips expected to be generated by the proposed development and the distribution and assignment of that traffic over the study area roadway network.

Existing and Proposed Land Uses

The project site is located at the Diplomat Country Club located on Diplomat Parkway between Atlantic Shores Boulevard and Hallandale Beach Boulevard within municipal limits of Hallandale Beach, Florida. Currently, a 60-room hotel with banquet facilities exists on the site along with an 18-hole golf course, tennis center, restaurant, and spa. The hotel is currently closed while the golf course is currently open. The facility is presently accessible from Diplomat Parkway.

The proposed Diplomat Golf Course & Tennis Club development includes four (4) new towers with guest amenities and a 7,400 square foot restaurant located throughout the property. Tower 100 is located in the southeast corner of the property and includes 250 residential condominium units. Tower 200 is located along the south side of the existing hotel and includes 381(+/-) resort hotel rooms. Tower 300 and Tower 400 are both proposed at the tennis center's current location along the west side of Diplomat Parkway. Tower 300 and Tower 400 include 312 resort hotel rooms and 252 resort hotel rooms, respectively. In addition, the existing 60-room hotel is planned to be re-opened. The marina area will include the existing marina, a dockmaster building, and four (4) townhouses. The existing tennis center will be relocated to the north portion of the site with access to Atlantic Shores Boulevard. The number of courts at the tennis facility will be reduced from 10 courts to 8 courts. The existing golf course maintenance facility will be relocated to the south adjacent to Tower 100. The project will be constructed in phases with the final phase projected to be complete and fully occupied in year 2022.

Project Access

Primary access to the site is provided through three (3) driveways. The north driveway on Diplomat Parkway (primarily accessing Towers 300 and 400) is a two-lane ingress and one-lane egress driveway. The south driveway on Diplomat Parkway (providing primary access to the main

resort hotel facility and Tower 200) is a two-lane ingress and a two-lane egress driveway. Access to the condominiums at Diplomat Parkway is provided via a one-lane ingress point at the northern driveway and a two-way access point at the southern driveway. Note that the purpose of the two-way access on the southern driveway is to accommodate vehicles entering the golf course maintenance facility. Access to the townhomes in the marina area on Diplomat Parkway is provided by individual driveways and access to the tennis courts is provided by a two-way access driveway off of Atlantic Shores Boulevard.

Trip Generation

Trip Generation for the project was calculated using equations and rates contained in the Institute of Transportation Engineers' (ITE) *Trip Generation* Report, 9th Edition, for the following land use categories:

- Land Use 232: High-Rise Residential Condominium/Townhouse
- Land Use 330: Resort Hotel
- Land Use 931: Quality Restaurant
- Land Use 230: Residential Condominium/Townhouse

Internal capture for the proposed uses and pass-by trip reduction for the restaurant land uses were taken into account for the new net trips. Pass-by trips inherently occur for restaurant uses throughout the day. However, the ITE *Trip Generation Handbook* does not provide specific daily values/percentages. Therefore, the analysis conservatively omitted a pass-by reduction in the daily trip generation estimates. The trip generation calculated for the project is presented in Table 1. As Table 1 indicates, the proposed development is expected to generate 472 net new trips during the A.M. peak hour and 537 net new trips during the P.M. peak hour. Detailed trip generation calculations are included in Appendix B.

The daily trip generation of the Resort Hotel use was estimated using the same proportion of the daily trip rate over the peak hour trip rate for ITE LUC 310 Hotel since the Handbook does not include a daily trip rate for ITE LUC 330 Resort Hotel.

Table 1: Peak Hour Project Trip Generation					
Land Use	ITE Code	Scale	New Net Project Trips		
			Enter	Exit	Total
A.M. Peak Hour					
High-Rise Residential Condominium	232	250 DU	19	82	101
Resort Hotel	330	1,005 DU(1)	260	101	361
Quality Restaurant	931	7,400 SF	3	3	6
Residential Townhouse	230	4 DU	1	3	4
A.M. PEAK HOUR TOTAL			283	189	472
P.M. Peak Hour					
High-Rise Residential Condominium	232	250 DU	60	33	93
Resort Hotel	330	1,005 DU(1)	179	239	418
Quality Restaurant	931	7,400 SF	20	4	24
Residential Townhouse	230	4 DU	2	0	2
P.M. PEAK HOUR TOTAL			261	276	537
Daily					
High-Rise Residential Condominium	232	250 DU	533	533	1,066
Resort Hotel	330	1,005 DU(1)	2,996	2,996	5,992
Quality Restaurant(2)	931	7,400 SF	268	268	536
Residential Townhouse	230	4 DU	18	18	36
DAILY TOTAL			3,815	3,815	7,630

Notes:
(1) 945 new resort hotel rooms and re-opening of the existing 60 resort hotel rooms.
(2) Pass-by reductions not applied to daily trip generation for restaurant use.

Trip Distribution and Assignment

The distribution of traffic was forecast for project trips. The trip distribution was based on a select zone analysis for the project utilizing the *2035 Southeast Regional Planning Model (SERPM)* Cost and Feasible travel forecasting model included in Appendix B. Figures 2a, 2b, and 3 illustrate the project trip distribution and pass-by trip distribution for the project, respectively.

The parking lot by the proposed tennis courts, including 20 spaces, on Atlantic Shores Boulevard will be used by members of the tennis center who are playing tennis but not parking within the main resort area. Visitors parking on the main resort parcel will utilize the proposed golf cart shuttle across the golf course to access the tennis center. As a result, the traffic volumes along this minor driveway are expected to be minimal during the study periods. Therefore, volume

development and intersection capacity analysis was determined to be unnecessary for this access point given the proposed operation and design. Additionally, volume development and intersection capacity analyses were not performed for the four (4) townhouses as volumes will be nominal.

New project trips for the A.M. and P.M. peak hours were then assigned to the intersections and roadway segments within the study area. Figures 4a and 4b illustrate the project trip assignment during the A.M. and P.M. peak hours. Note that this assignment figure represents the sum total of project trips from all of the parcels.

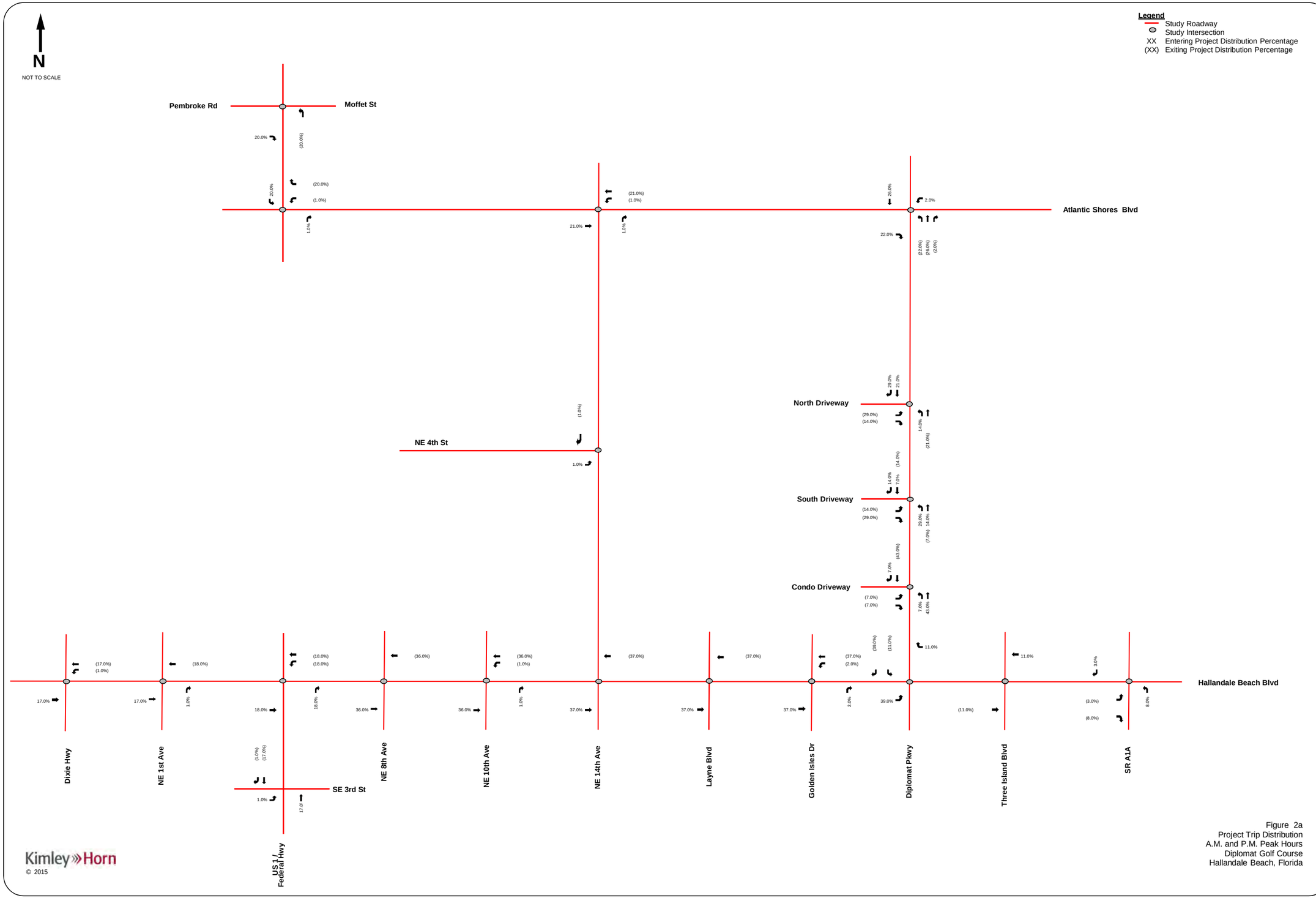

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Figure 2a
Project Trip Distribution
A.M. and P.M. Peak Hours
Diplomat Golf Course
Hallandale Beach, Florida

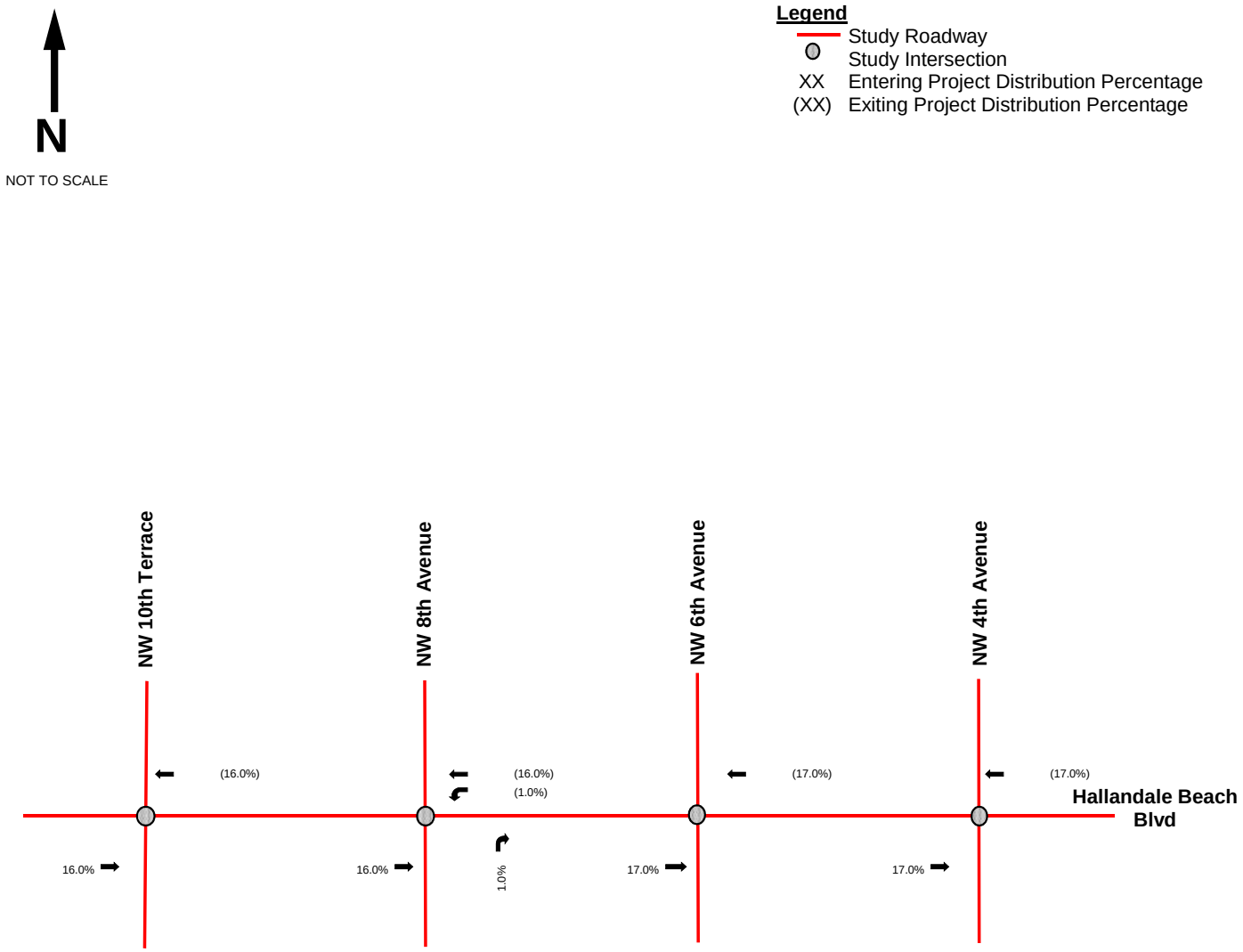

Figure 2b
Project Trip Distribution
A.M. and P.M. Peak Hours
Diplomat Golf Course
Hallandale Beach, Florida

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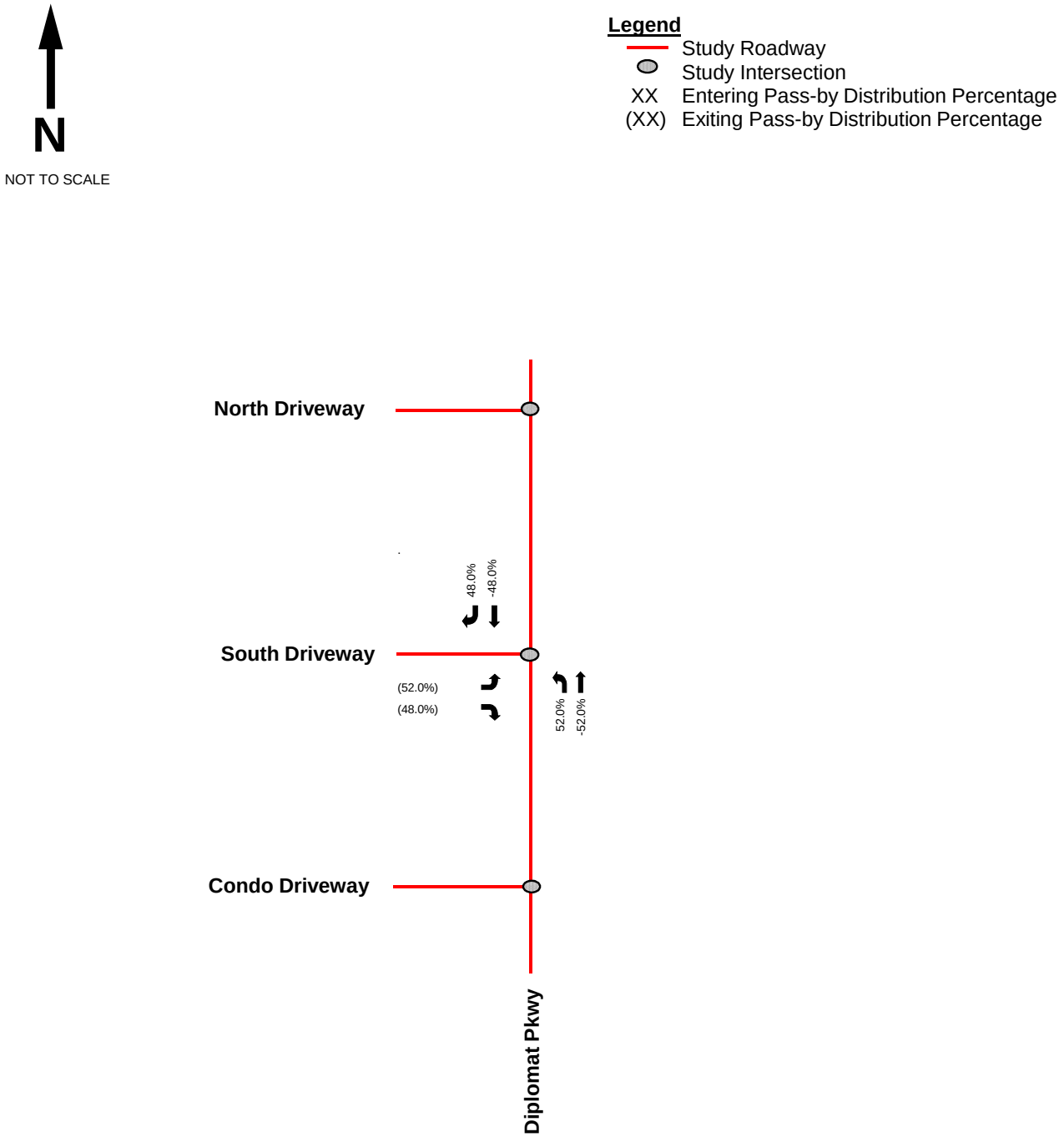

Figure 3
Project Pass-by Distribution
P.M. Peak Hour
Diplomat Golf Course
Hallandale Beach, Florida

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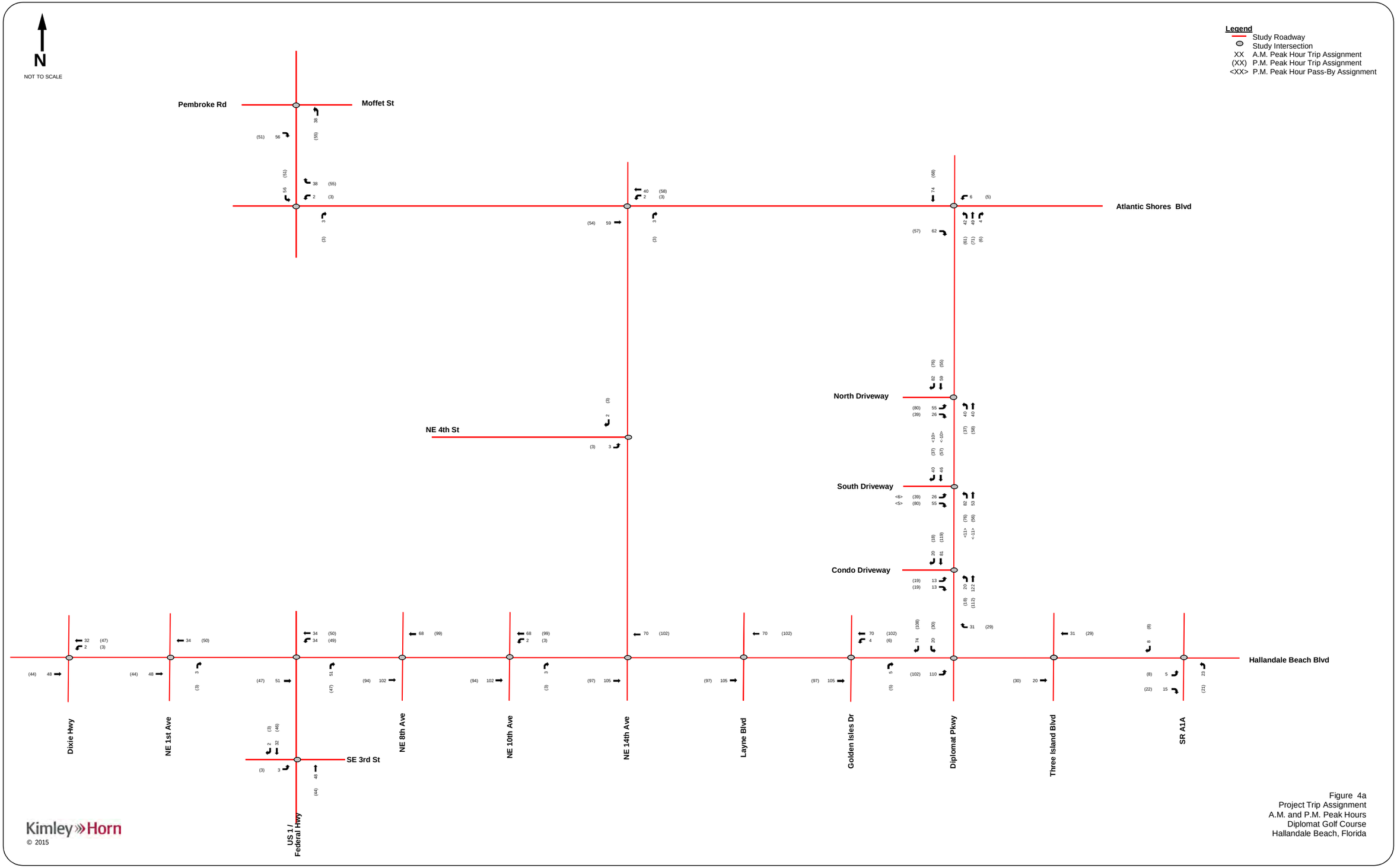

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Figure 4a
Project Trip Assignment
A.M. and P.M. Peak Hours
Diplomat Golf Course
Hallandale Beach, Florida

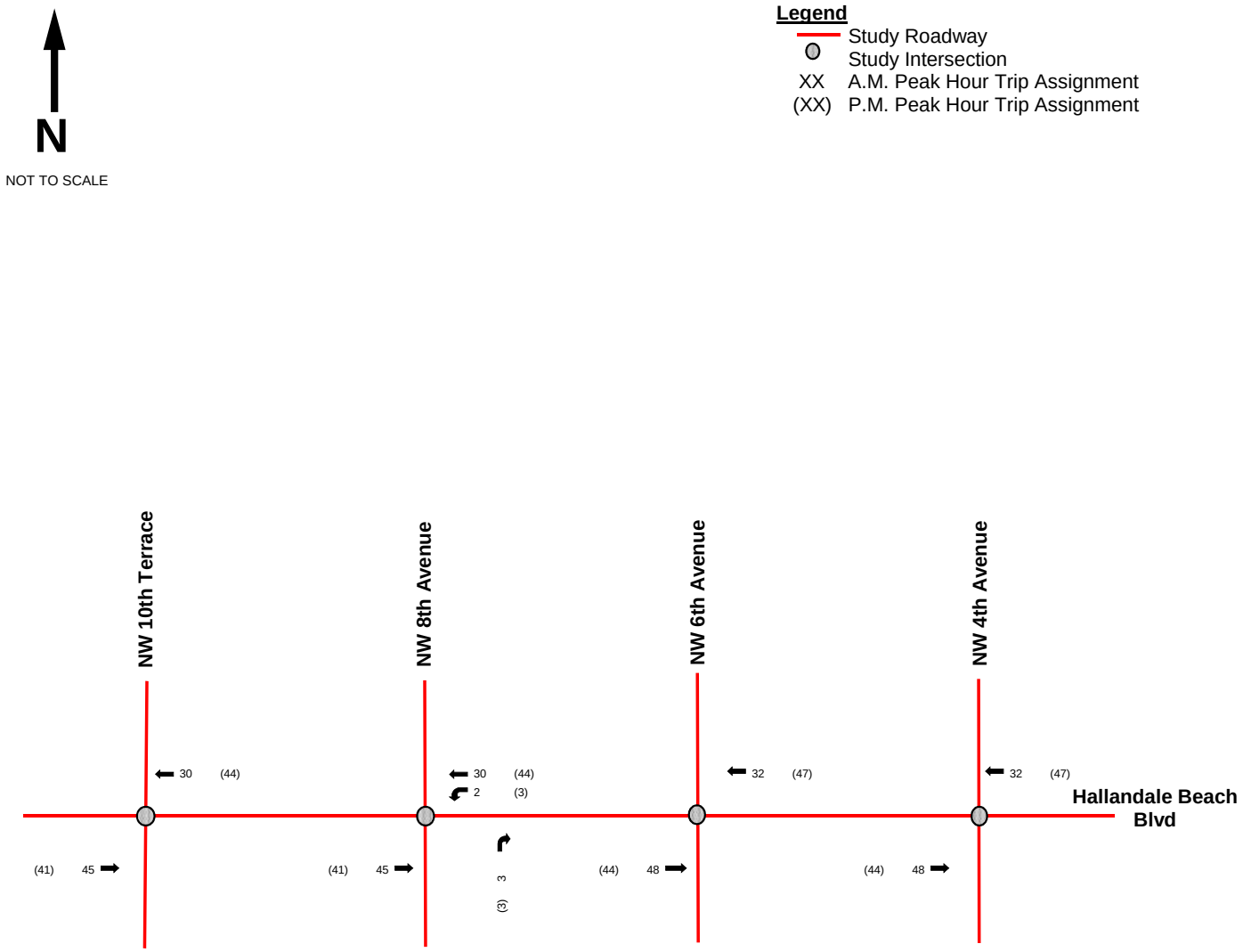

Figure 4b
Project Trip Assignment
A.M. and P.M. Peak Hours
Diplomat Golf Course
Hallandale Beach, Florida

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EXISTING CONDITIONS

Weekday morning and afternoon peak period turning movement counts were performed at the study intersections on typical weekdays (Tuesday, Wednesday, or Thursday) between January 2015 and March 2015. The data was collected from 7:00 A.M. to 9:00 A.M. and from 4:00 P.M. to 6:00 P.M. in 15-minute intervals. The turning movement counts from the peak hour of each individual intersection were used to provide for a conservative analysis. In some instances, departure volumes from an intersection were utilized to develop approach volumes at adjacent intersections. The traffic count data and existing signal timing and phasing specifics are included in Appendix C.

Turning movement counts were adjusted to reflect peak season conditions. This adjustment was performed using the appropriate FDOT peak season conversion factor. The peak season conversion factor table is also provided in Appendix C and these adjustments are included in the turning movement volume worksheets in Appendix D. Figure 5 presents the existing A.M. and P.M. peak season-peak hour turning movement volumes at the study intersections.

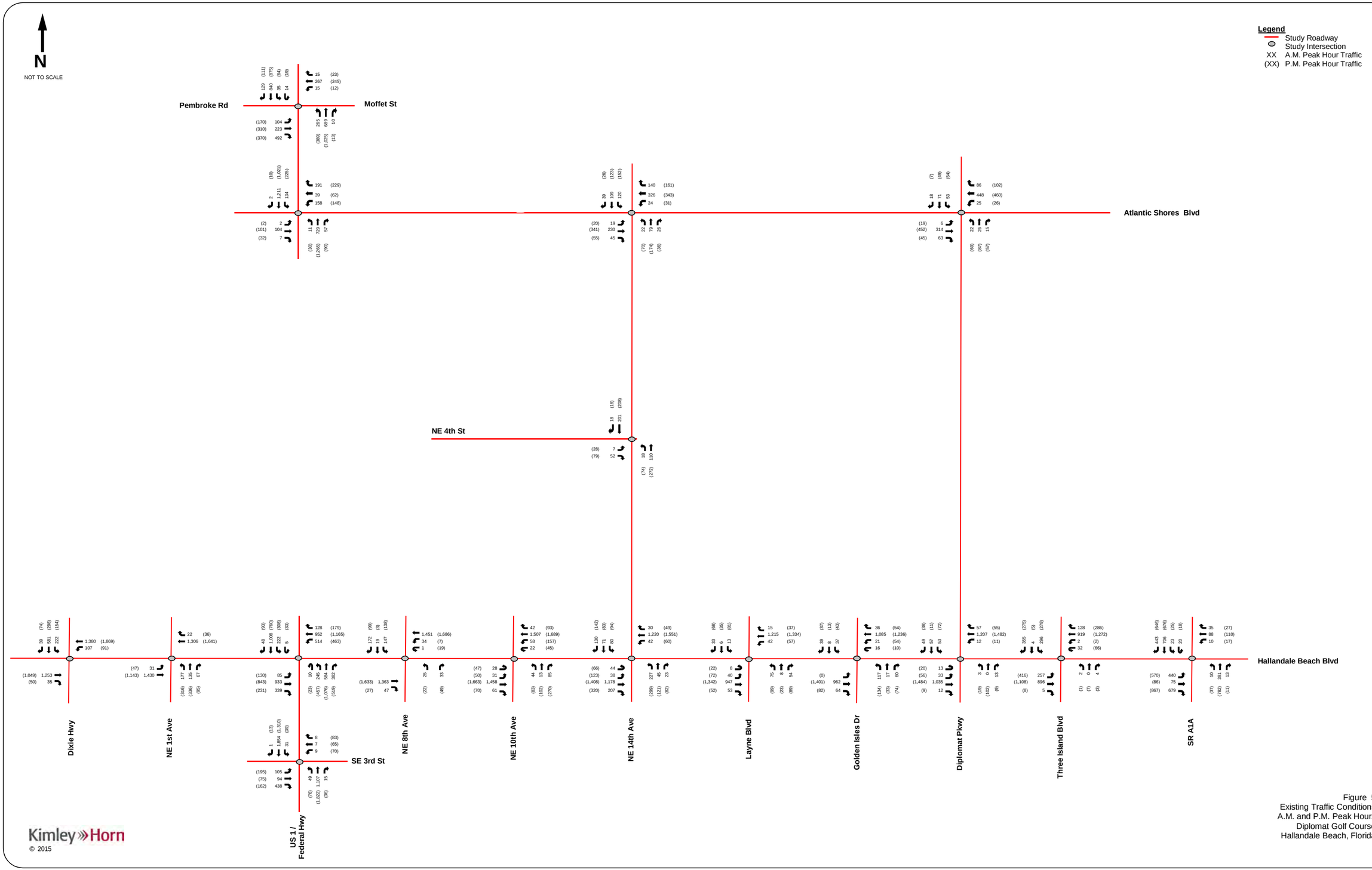

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Figure 5
Existing Traffic Conditions
A.M. and P.M. Peak Hours
Diplomat Golf Course
Hallandale Beach, Florida

FUTURE NON-PROJECT TRAFFIC

Future non-project traffic conditions are the expected traffic conditions on the roadway network in the year 2022 without traffic from the proposed project. Non-project traffic volumes used in the analysis are the sum of the existing traffic and additional background traffic to account for both potential growth and committed development in the study area.

Background Area Growth

A background growth rate was calculated based on historic growth tends at nearby Florida Department of Transportation (FDOT) traffic count stations. Historical 5-year and 10-year growth rates within the study area varied from -5.49% to 7.43% with an overall 5-year average of 0.55% and a 10-year average of 0.18%. Refer to Appendix E for a detailed non-project growth rate analysis. For a more conservative approach, an annual growth rate of 0.55% was applied to existing traffic volumes.

A review of the City's committed development information identified seven (7) major projects within the study area. Traffic impact analyses for these developments were obtained from the City of Hallandale Beach and incorporated into the non-project traffic volumes. The proposed developments include:

- CVS Pharmacy
- 2000 Ocean Drive
- Hallandale Oasis (August 2014)
- Chateau Square
- Beachwalk
- Gulfstream Point
- Village at Gulfstream Park

Committed development trip generation, distribution, and assignment calculations are included in Appendix E.

Figure 6 shows the 2022 A.M. and P.M. peak hour non-project (background) traffic at the study intersections. Turning movement volume worksheets calculating future non-project traffic are included in Appendix D.

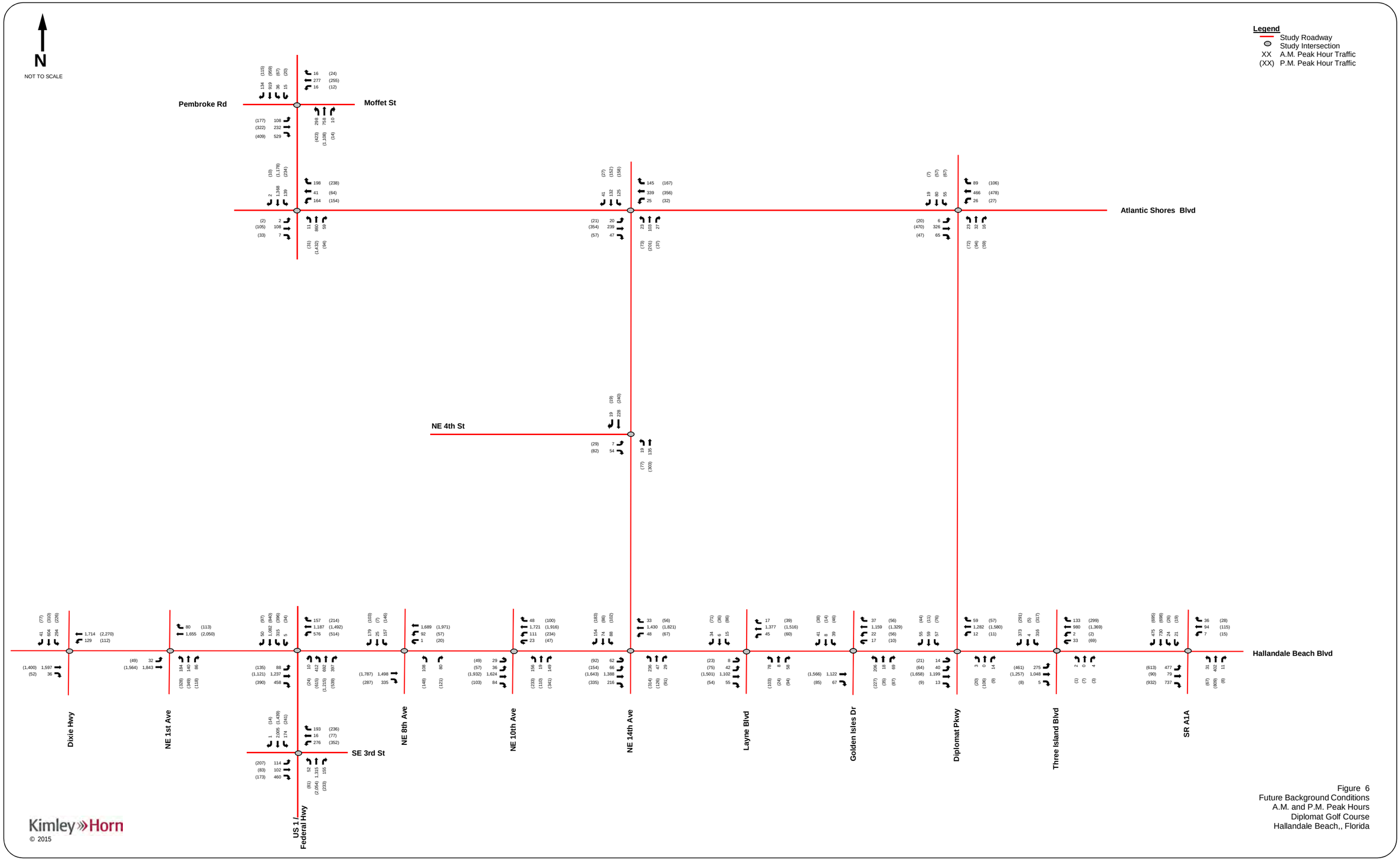

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Figure 6
Future Background Conditions
A.M. and P.M. Peak Hours
Diplomat Golf Course
Hallandale Beach,, Florida

FUTURE TOTAL TRAFFIC

Future total traffic conditions are the expected traffic conditions in the year 2022 with the addition of traffic expected from the project as proposed. Total traffic volumes used in the analysis are the sum of future non-project traffic volumes and the expected project traffic volumes. The A.M. and P.M. peak hour total traffic volumes expected at project build-out (year 2022) are shown in Figure 7 for the study intersections. Future total traffic volumes are included in the turning movement volume worksheets included in Appendix D.

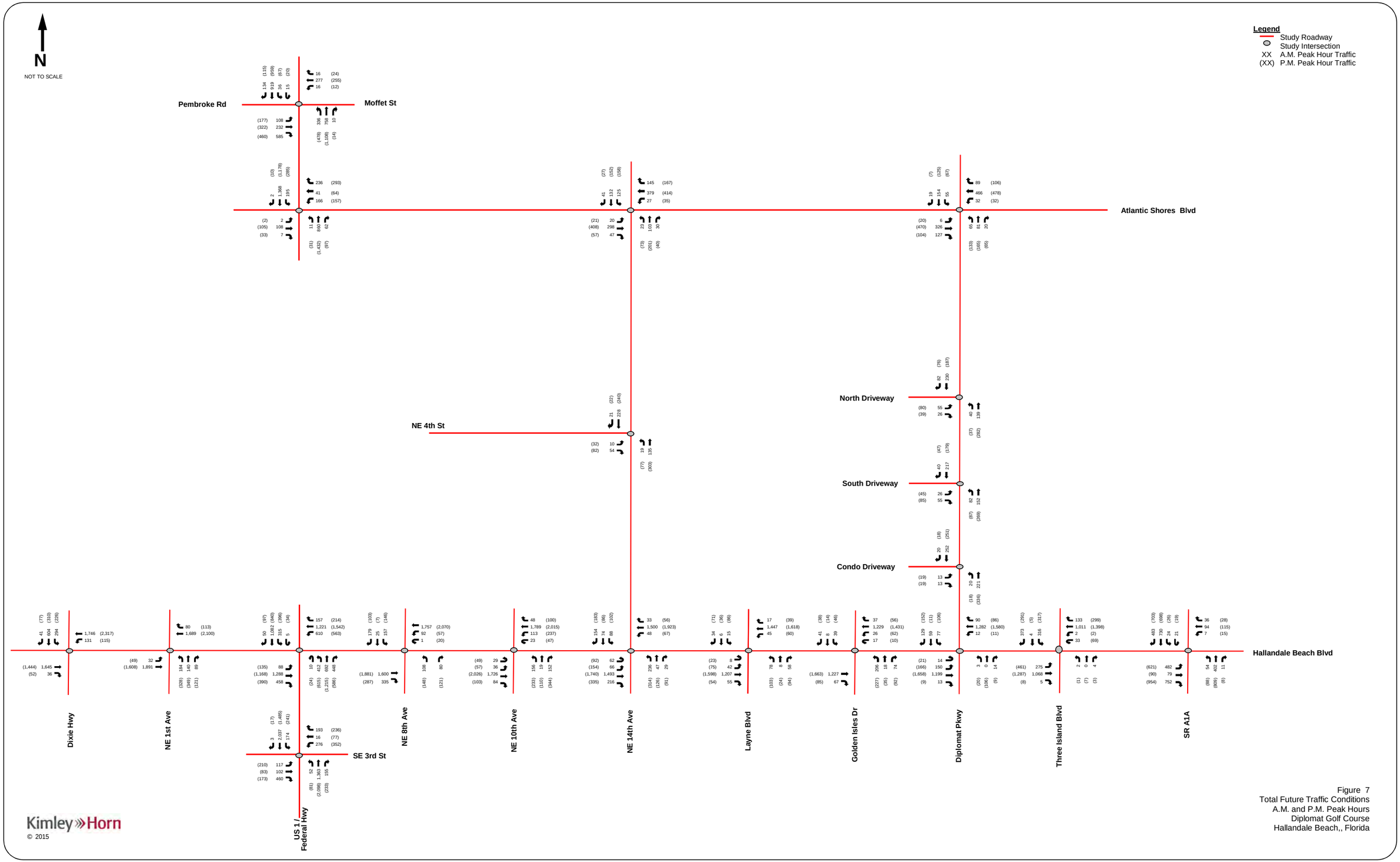

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Figure 7
Total Future Traffic Conditions
A.M. and P.M. Peak Hours
Diplomat Golf Course
Hallandale Beach,, Florida

CAPACITY ANALYSIS

Roadway Segment Capacity Analysis

Roadway segment capacity analyses were conducted on roadway segments in the area per the approved methodology for existing, future non-project, and future total traffic conditions. A.M. and P.M. peak hour traffic volumes for each scenario we derived from the study intersection's approach/departure volumes. The analysis was conducted using generalized capacities from FDOT's *Quality/LOS Handbook*. Table 2 summarizes the results of this analysis. Detailed segment volume and LOS information is included in Appendix F.

Table 2: Roadway Segment Capacity Analysis [(1)]

Roadway	Segment	A.M. Peak Hour LOS	P.M. Peak Hour LOS
		(Existing/Background/Total)	
Hallandale Beach Blvd.	Dixie Hwy. to Federal Hwy.	C/C/C	C/C/C
Hallandale Beach Blvd.	Federal Hwy. to 14th Ave.	D/D/D	D/D/D
Hallandale Beach Blvd.	14th Ave. to Diplomat Pkwy.	D/D/D	D/D/D
Hallandale Beach Blvd.	Diplomat Pkwy. To Three Island Blvd.	D/D/D	D/D/D
Hallandale Beach Blvd.	Three Island Blvd. to SR A1A	D/D/D	D/D/D
Atlantic Shores Blvd.	Federal Hwy. to 14th Avenue	D/D/D	D/D/D
Atlantic Shores Blvd.	14th Ave. to Diplomat Pkwy.	D/D/D	D/D/E
Pembroke Rd./Moffett St.	Dixie Hwy. to Federal Hwy.	D/D/D	D/D/D
Pembroke Rd./Moffett St.	Federal Hwy. to 14th Ave.	C/C/C	D/D/D
Dixie Highway	North of Hallandale Beach Blvd.	C/C/C	C/C/C
Dixie Highway	South of Hallandale Beach Blvd.	C/C/C	C/C/C
Federal Highway	North of Pembroke Rd./Moffett St.	D/D/D	D/D/D
Federal Highway	Pembroke Rd./Moffett St. to Atlantic Shores Blvd.	D/D/D	D/E/E
Federal Highway	Atlantic Shores Blvd. to Hallandale Beach Blvd.	D/D/D	D/E/E
Federal Highway	South of Hallandale Beach Blvd.	C/C/C	C/C/C
14th Avenue	Atlantic Shores Blvd. to 4th St.	C/C/C	C/C/C
14th Avenue	4th Street to Hallandale Beach Blvd.	C/C/C	D/D/D
Diplomat Parkway	Atlantic Shores Blvd. to Hallandale Beach Blvd.	C/C/C	C/C/D
SR A1A	North of Hallandale Beach Blvd.	C/C/D	D/D/D
SR A1A	South of Hallandale Beach Blvd.	C/C/C	D/D/D

Notes:

(1) The subject property is located within a Transportation Concurrency Management Area "TCMA" and as discussed in Appendix A, Roadway/Intersection LOS standards do not apply.

As indicated in Table 2, all of study roadway segments are expected to operate at LOS E or better under future total traffic conditions.

Intersection Capacity Analysis

Intersection capacity analyses were conducted for the following three (3) traffic conditions:

- Existing Conditions
- Future (2022) Background Conditions
- Future (2022) Total Conditions

The analyses were performed for the A.M. and P.M. peak hours using *Trafficware's SYNCHRO 9.0* Software, which applies methodologies outlined in the *Highway Capacity Manual, 2010 Edition.* Existing timing plans as provided by staff of Broward County Traffic Engineering Division (BCTED) for the studied signalized intersections are included in Appendix C. Table 3 shows an intersection LOS summary of existing, year 2022 future background, and year 2022 future total traffic conditions. Detailed intersection capacity analyses are included in Appendix G.

Table 3: Intersection Capacity Analysis Summary (1)							
Intersection	Traffic Operation(3)	Existing LOS	Year 2022 Background LOS	Year 2022 Background Delay (s)	Year 2022 Total LOS	Year 2022 Total Delay (s)(4)	Increase in Overall Delay with Project(4)
A.M. Peak Hour/P.M. Peak Hour							
SE 3rd St at US 1/Federal Hwy(6)	S	D/C	F/F	106.2/84.5	F/F (F/F)	109.7/89.8 (101.4/83.3)	3.30%/6.27% (-4.52%/-1.42%)
Hallandale Beach Blvd at Dixie Hwy(2)	S	C/C	D/C	35.2/33.3	D/D	--/--	--/--
Hallandale Beach Blvd at NE 1st Ave(2)	S	C/D	B/D	19.4/46.7	B/D	--/--	--/--
Hallandale Beach Blvd at US 1(6) (7)	S	D/E	E/F	79.9/92.6	F/F (F/F) [E/F]	86.4/101.4 (84.9/96.4) [79.7/87.3]	8.14%/9.50% (6.26%/4.10%) [-0.03%/-5.72%]
Hallandale Beach Blvd at NE 8th Ave(2)	S	B/A	B/C	14.9/27.7	B/C	--/--	--/--
Hallandale Beach Blvd at NE 10th Ave(2)	S	B/C	B/D	17.0/37.3	B/D	--/--	--/--
Hallandale Beach Blvd at NE 14th Ave(6)	S	C/D	C/E	32.0/64.3	C/E (--/E)	--/79.1 (--/66.4)	--/23.02% (--/3.27%)
Hallandale Beach Blvd at Layne Blvd	S	A/B	A/A	6.1/9.6	A/A	--/--	--/--
Hallandale Beach Blvd at Golden Isles Dr	S	A/A	A/A	8.7/9.3	A/A	--/--	--/--
Hallandale Beach Blvd at Diplomat Pkwy	S	B/A	B/A	18.2/6.2	C/B (A/A)(8)	--/--	--/--
Hallandale Beach Blvd at Three Island Blvd(2)	S	C/D	C/D	33.7/40.5	C/D	--/--	--/--
Hallandale Beach Blvd at SR A1A(2)	S	C/C	C/C	24.9/30.5	C/C	--/--	--/--
NE 4th St at NE 14th Ave	U	A/B	A/B	8.7/10.9	A/B	--/--	--/--
Atlantic Shores Blvd at US 1(2)	S	C/C	C/D	29.3/35.5	C/D	--/--	--/--
Atlantic Shores Blvd at NE 14th Ave	S	A/B	A/B	9.5/10.5	A/B	--/--	--/--
Atlantic Shores Blvd at Diplomat Pkwy	S	A/A	A/A	7.0/7.4	B/B	--/--	--/--
Pembroke Rd/Moffett St at US 1	S	C/D	C/D	26.2/36.7	C/D (-/D)(8)	--/--	--/--
Diplomat Pkwy at Condo Driveway (N)(5)	U	N/A	N/A	N/A	A/A	--/--	--/--
Diplomat Pkwy at South Driveway(5)	U	N/A	N/A	N/A	B/C	--/--	--/--
Diplomat Pkwy at North Driveway(5)	U	N/A	N/A	N/A	B/C	--/--	--/--
Diplomat Pkwy at Condo Driveway (S)(5)	U	N/A	N/A	N/A	B/B	--/--	--/--

(1) The subject property is located within a Transportation Concurrency Management Area "TCMA" and as discussed in Appendix A, Roadway/Intersection LOS standards do not apply.
(2) Results shown are from HCM 2000 report due to incompatibility between the intersection's geometry/phasing and HCM 2010 algorithms.
(3) "U" represents an unsignalized intersection. "S" represents a signalized intersection.
(4) Only shown for intersections that operate at Intersection LOS E or F during 2022 total traffic conditions.
(5) Two-way stop-controlled intersection. LOS critical movement provided.
(6) The second row of Year 2022 Total LOS, Delay, and Increase in Delay shown in "( )" is for optimized signal timings at this intersection.
(7) The third row of Year 2022 Total LOS, Delay, and Increase in Delay shown in "[ ]" is for optimized signal timings with a northbound right-turn overlap phase at this intersection.
(8) Optimized to mitigate queue length deficiencies.

Table 3 indicates that all of study intersections are expected to operate at LOS E or better under future total traffic conditions with the exception of the intersection of Hallandale Beach Boulevard and US 1/Federal Highway. It should be noted that this intersection is expected to operate below LOS E in the 2022 analysis year with or without the proposed development. As shown in Table 3, signal timings were optimized for any intersection operating at LOS E or worse under future total traffic conditions. In addition, phasing improvements to the northbound right-turn movement were examined and resulted in a decrease in delay when compared to future background conditions.

Turn Lane Queuing Analysis

A turn lane queuing analysis was conducted at intersections with defined storage lengths to determine if existing storage lanes will accommodate projected volumes at build-out of the development in 2022. To determine the future total queue lengths, a 95th percentile queuing analysis was conducted using *Trafficware's SYNCHRO 9.0* Software to examine the impact of the proposed project under the existing roadway configuration. 95th percentile queues are defined as queues that would not be exceeded 95 percent of the study period. Synchro worksheets for the turn lane queuing analyses are provided in Appendix G.

As shown in Table 4, several 95th percentile queues are not expected to be accommodated within the provided storage length in the A.M. and P.M. peak hour under existing, future background, and future total conditions. However, project traffic is not expected to significantly increase these queue deficiencies in most locations.

A more detailed turn lane analysis based on the National Cooperative Highway Research Program (NCHRP) *Report 457* was prepared for the northbound left-turn movements along Diplomat Parkway at the three (3) project driveways. The analysis results revealed that none of the left-turn movements meet the outlined criteria for the installation of a left-turn lane during A.M. and P.M. peak hour future total conditions. Detailed calculations are included in Appendix H.

There are several instances where the spacing between signalized intersections along US 1 and Hallandale Beach Boulevard does not accommodate the through movement queues during existing and future conditions. These instances are noted in Table 4. This is common along congested corridors such as Hallandale Beach Boulevard.

Table 4a: 95th Percentile Queue Lengths Analysis						
Location	Turn Lane	Existing Queue Storage (feet/veh[1])	95th Percentile Queue Length Beyond Storage Lengths in Vehicles[2]			
			Existing AM [PM] (vehicles)	Future Background AM [PM] (vehicles)	Future Total AM [PM] (vehicles)	Increase in Queue from Project AM [PM] (vehicles)
US 1 / Federal Highway at SE 3rd Street[7]	Eastbound Left-Turn Lane	170/6	1 [7]	1 [8]	1/1 [8/8]	0/0 [0/0]
	Northbound Left-Turn Lane	220/8	- [-]	- [-]	-/- [-/-]	-/- [-/-]
	Northbound Right-Turn Lane	210/8	- [-]	- [1]	-/- [1/-]	- [0/-]
	Southbound Left-Turn Lane	300/12	- [-]	- [-]	-/- [-/-]	-/- [-/-]
	Westbound Right-Turn Lane	130/5	- [-]	- [-]	-/- [-/-]	-/- [-/-]
	Westbound Left-Turn Lane	250/10	- [-]	11 [17]	11/11 [17/17]	[0/0] [0/0]
Hallandale Beach Boulevard at Dixie Highway	Westbound Left-Turn Lane	375/15	- [-]	- [-]	- [-]	- [-]
Hallandale Beach Boulevard at NE 1st Avenue	Northbound Right-Turn Lane	115/4	- [-]	- [-]	- [-]	- [-]
	Northbound Left-Turn Lane	300/12	- [3]	- [5]	- [5]	- [0]
	Eastbound Left-Turn Lane	125/5	- [-]	- [-]	- [-]	- [-]
Hallandale Beach Boulevard at US 1 / Federal Highway[8]	Eastbound Left-Turn Lane	415/16	- [-]	- [-]	-/- [-/-]	-/- [-/-]
	Westbound Left-Turn Lane[3][6]	350/14	6 [10]	16 [14]	19/19 [18/18]	+3/+3 [+4/+4]
	Northbound Left-Turn Lane	480/19	- [-]	- [15]	-/- [15/11]	-/- [0/-]
	Northbound Right-Turn Lane[4]	540[5]/21	9 [40]	0 [22]	1/- [31/-]	+1/- [+9/-]
	Southbound Left-Turn Lane	380/15	- [-]	- [-]	-/- [-/-]	-/- [-/-]

Notes:

(1) Shown in vehicles rounded down to nearest vehicle assuming 25 feet per vehicle.
(2) Results shown in vehicles rounded up to the nearest vehicle assuming 25 feet per vehicle.
(3) Turn lane lengthening would require removal of landscaping and clock.
(4) Turn lane lengthening not feasible due to adjacent intersection.
(5) Effective storage length including the striped out pavement.
(6) Queue length for through movement exceeds defined storage length.
(7) The second value under the Future Total column for AM and PM (after the "/") is for optimized signal timings at this intersection.
(8) The second value under the Future Total column for AM and PM (after the "/") is for optimized signal timings with a northbound right-turn overlap phase at this intersection.

Table 4b: 95th Percentile Queue Lengths Analysis (continued)						
Location	Turn Lane	Existing Queue Storage (feet/veh[1])	95th Percentile Queue Length Beyond Storage Lengths in Vehicles[2]			
			Existing AM [PM] (vehicles)	Future Background AM [PM] (vehicles)	Future Total AM [PM] (vehicles)	Increase in Queue from Project AM [PM] (vehicles)
Hallandale Beach Boulevard at NE 8th Avenue	Eastbound Right-Turn Lane[5]	125/5	- [-]	- [-]	- [-]	- [-]
	Westbound Left-Turn Lane	110/4	- [-]	- [-]	- [-]	- [-]
	Southbound Left-Turn Lane	100/4	3 [2]	3 [2]	3 [2]	0 [0]
	Southbound Right-Turn Lane	100/4	- [-]	3 [-]	3 [-]	0 [-]
Hallandale Beach Boulevard at NE 10th Avenue	Eastbound Left-Turn Lane	150/6	- [2]	- [1]	- [1]	- [0]
	Eastbound Right-Turn Lane	50/2	- [-]	- [1]	- [1]	- [0]
	Westbound Left-Turn Lane	390/15	- [-]	- [-]	- [-]	- [-]
	Westbound Right-Turn Lane	85/3	- [-]	- [-]	- [-]	- [-]
	Northbound Left-Turn Lane	170/6	- [-]	- [4]	- [4]	- [0]
	Northbound Right-Turn Lane	300/12	- [-]	- [4]	- [4]	- [0]
Hallandale Beach Boulevard at NE 14th Avenue[6]	Eastbound Left-Turn Lane	375/15	- [-]	- [-]	- [-/-]	- [-/-]
	Eastbound Right-Turn Lane	225/9	5 [1]	- [-]	- [-/-]	- [-/-]
	Westbound Left-Turn Lane[5]	120/4	- [1]	- [1]	- [1/1]	- [0/0]
	Northbound Left-Turn Lane	140/5	5 [7]	5 [8]	5 [8/8]	0 [0/0]
	Southbound Left-Turn Lane	140/5	2 [3]	3 [3]	3 [3/3]	0 [0/0]
Hallandale Beach Boulevard at Layne Boulevard	Eastbound Left-Turn Lane	200/8	- [-]	- [-]	- [-]	- [-]
	Northbound Left-Turn Lane	250/10	- [-]	- [-]	- [-]	- [-]
	Westbound Left-Turn Lane	225/9	- [-]	- [-]	- [-]	- [-]

Notes:

(1) Shown in vehicles rounded down to nearest vehicle assuming 25 feet per vehicle.
(2) Results shown in vehicles rounded up to the nearest vehicle assuming 25 feet per vehicle.
(3) Turn lane lengthening would require removal of median landscaping.
(4) Turn lane lengthening not feasible due to back-to-back tapers from adjacent turn lane.
(5) Queue length for through movement exceeds defined storage length.
(6) The second value under the Future Total column for PM (after the "/") is for optimized signal timings at this intersection.

Table 4c: 95th Percentile Queue Lengths Analysis (continued)						
Location	Turn Lane	Existing Queue Storage (feet/veh[1])	95th Percentile Queue Length Beyond Storage Lengths in Vehicles[2]			
			Existing AM [PM] (vehicles)	Future Background AM [PM] (vehicles)	Future Total AM [PM] (vehicles)	Increase in Queue from Project AM [PM] (vehicles)
Hallandale Beach Boulevard at Golden Isles Drive	Westbound Left-Turn Lane[3]	150/6	- [-]	- [-]	- [-]	- [-]
	Northbound Left-Turn Lane	140/5	4 [5]	10 [11]	10 [11]	0 [0]
	Northbound Right-Turn Lane	240/9	- [-]	- [-]	- [-]	- [-]
Hallandale Beach Boulevard at Diplomat Parkway[6]	Eastbound Left-Turn Lane[3]	215/8	- [-]	- [-]	5/- [6/-]	+5/- [+6/-]
	Westbound Left-Turn Lane[5]	100/4	- [-]	- [-]	-/- [-/-]	-/- [-/-]
	Southbound Left-Turn Lane	45/1	3 [5]	4 [5]	5/- [7/-]	+2/- [+2/-]
Hallandale Beach Boulevard at Three Islands Boulevard	Eastbound Left-Turn Lanes[4]	170/6	- [4]	- [5]	- [5]	- [0]
	Westbound Left-Turn Lane	200/8	- [-]	- [-]	- [-]	- [-]
	Southbound Left-Turn Lane	500/20	- [-]	- [-]	- [-]	- [-]
	Northbound Left-Turn Lane	60/2	- [-]	- [-]	- [-]	- [-]
	Westbound Right-Turn Lane	700/28	- [-]	- [-]	- [-]	- [-]
Hallandale Beach Boulevard at SR A1A	Northbound Left-Turn Lane	450/18	- [-]	- [-]	- [-]	- [-]
	Northbound Right-Turn Lane	175/7	- [-]	- [-]	- [-]	- [-]
	Southbound Left-Turn Lane	200/8	- [-]	- [-]	- [-]	- [-]
	Southbound Right-Turn Lane	200/8	- [-]	- [-]	- [-]	- [-]
	Eastbound Right-Turn Lane	725/29	- [-]	- [-]	- [-]	- [-]
	Eastbound Left-Turn Lane	725/29	- [-]	- [-]	- [-]	- [-]

Notes:

(1) Shown in vehicles rounded down to nearest vehicle assuming 25 feet per vehicle.
(2) Results shown in vehicles rounded up to the nearest vehicle assuming 25 feet per vehicle.
(3) Turn lane lengthening would require removal of median landscaping.
(4) Turn lane lengthening not feasible due to back-to-back tapers from adjacent turn lane.
(5) Queue length for through movement exceeds defined storage length.
(6) The second value under the Future Total column for AM and PM (after the "/") is for optimized signal timings and extension of southbound left-turn lane to 250' at this intersection.

Table 4d: 95th Percentile Queue Lengths Analysis(continued)						
Location	Turn Lane	Existing Queue Storage (feet/veh[1])	95th Percentile Queue Length Beyond Storage Lengths in Vehicles[2]			
			Existing AM [PM] (vehicles)	Future Background AM [PM] (vehicles)	Future Total AM [PM] (vehicles)	Increase in Queue from Project AM [PM] (vehicles)
US 1 / Federal Highway at Atlantic Shores Boulevard	Westbound Left-Turn Lane	210/8	2 [2]	3 [2]	3 [2]	0 [0]
	Westbound Right-Turn Lane	200/8	- [-]	- [-]	- [-]	- [-]
	Northbound Left-Turn Lane	190/7	- [-]	- [-]	- [-]	- [-]
	Southbound Left-Turn Lane[3]	190/7	- [-]	- [-]	- [1]	- [+1]
	Eastbound Right-Turn Lane	580/23	- [-]	- [-]	- [-]	- [-]
	Eastbound Left-Turn Lane	250/10	- [-]	- [-]	- [-]	- [-]
US 1 / Federal Highway at Pembroke Road / Moffett Street[7]	Eastbound Left-Turn Lane	200/8	- [1]	- [3]	- [3/3]	- [0/0]
	Northbound Left-Turn Lane[3]	190/7	2 [4]	4 [7]	5 [16/7]	+1 [+9/0]
	Southbound Right-Turn Lane	150/6	- [-]	- [-]	- [-/-]	- [-/-]
	Southbound Left-Turn Lane	200/8	- [-]	- [-]	- [-/-]	- [-/-]
	Eastbound Right-Turn Lane	550/22	- [-]	- [-]	3 [-/-]	+3 [-/-]

Notes:

(1) Shown in vehicles rounded down to nearest vehicle assuming 25 feet per vehicle.
(2) Results shown in vehicles rounded up to the nearest vehicle assuming 25 feet per vehicle.
(3) Turn lane lengthening would require removal of median landscaping.
(4) Turn lane lengthening not feasible due to back-to-back tapers from adjacent turn lane.
(5) Volume for 95th percentile queue is metered by upstream signal.
(6) Queue length for through movement exceeds defined storage length.
(7) The second value under the Future Total column for AM and PM (after the "/") is for optimized signal timings at this intersection.

ALTERNATIVE MODES REVIEW

A review of the alternative modes of transportation was also conducted as part of this transportation assessment. This task included a review of transit service/ infrastructure and bicycle/pedestrian infrastructure. The following sections summarize this review.

Mass Transit Service

Broward County Transit has the following routes available within the study area:

- Route 1; typically 20 minute headways
- Route 4; typically 45 minute headways
- Route 5; typically 30 minute headways
- Route 28; typically 30 minute headways

Route 1 operates along US Highway 1 through the study area. Route 4 operates primarily along Hallandale Beach Boulevard and SR A1A within the study area. Route 5 operates primarily along US Highway 1 and Pembroke Road. Route 28 operates primarily along Hallandale Beach Boulevard within the study area.

The City of Hallandale Beach operates two routes that provide service to the study area. Route 1 operates on US Highway 1, Atlantic Shores Boulevard, NE 14th Avenue, and Hallandale Beach Boulevard. Route 2 operates on US Highway 1, Atlantic Shores Boulevard, NE 14th Avenue, Three Islands Boulevard, and Hallandale Beach Boulevard. Both of these City routes typically operate on 60 minute headways.

In addition to Broward County and City of Hallandale Beach transit services, the development plans to offer its guests a shuttle service to the Diplomat Resort and Spa in the City of Hollywood, the local beaches, and other points of interest.

A review of the Broward County Transit (BCT) Transit Development Plan (TDP) was performed to determine if any transit improvements are planned in the next five (5) years. The Broward County

Transit TDP shows the following updates to the current transit system within the study area (Routes 1, 4, 5, and 28):

- Headway Improvements (Route 1 – 2015)
- On-Time Performance (Route 1 – 2015)
- Service Span Increase (Route 28 – 2020)
- New Enhanced Bus Route along US 1 (2020)

General improvements to the BCT system in the next five (5) years include the installation of new shelters and bus stop locations.

Mass Transit Infrastructure

A review of all roads within a one-half mile radius of each parcel was performed to locate all bus stops/shelters in the area. Along eastbound Hallandale Beach Boulevard, there are ten bus stops, including seven shelters. Along westbound Hallandale Beach Boulevard, there are eight bus stops, including four shelters. There are four bus stops along NE 14th Avenue, including one shelter. There are three bus stops along Atlantic Shores Boulevard with no shelters. There is one bus stop on Three Islands Boulevard within the one-half mile radius (immediately north of Hallandale Beach Boulevard).

Bicycle/Pedestrian Infrastructure

A review was also performed within a one-half mile radius of each parcel to locate all bicycle and pedestrian facilities. Within the one-half mile radius, there are sidewalks along both eastbound and westbound Hallandale Beach Boulevard. There are also sidewalks along Three Islands Boulevard, Diplomat Parkway, NE 14th Avenue, and Atlantic Shores Boulevard. Furthermore, there are crosswalks along each major signalized intersection along Hallandale Beach Boulevard and Atlantic Shores Boulevard. Hallandale Beach Boulevard and US Highway 1 are the only facilities within the one-half mile radius area that contains designated bike lanes.

TRANSPORTATION IMPACT MITIGATION

Consistent with Land Development Code Regulations, traffic impact mitigation for the proposed development will be satisfied by payment of Broward County's Transportation Concurrency Management (TCM) fees and the City of Hallandale Beach's Traffic Mitigation Fees. In addition to the payment fees, the project includes lengthening of the southbound left-turn lane at Hallandale Beach Boulevard and Diplomat Parkway.

Broward County Transportation Concurrency Management Mitigation

Broward County's TCM Fees fund improvements to the area's transit system as well as the implementation of the Countywide Advanced Traffic Management System (ATMS) which will improve traffic signal coordination and communications. Utilizing the site plan provided, it is estimated that TCM fees will be approximately $1 million based on the trips generated by the site plan. Broward County will require payment of these fees prior to the issuance of building permits for the proposed development.

City of Hallandale Beach Traffic Mitigation Fee

As part of the development of the City's Long Range Transportation Master Plan in 2009, the City of Hallandale Beach implemented a Traffic Mitigation Fee Schedule for new Major Development projects. The fees are proposed to fund major capital roadway improvements, Transportation System Management (TSM) improvements, ATMS improvements, transit improvements, and bicycle/pedestrian improvements. The mitigation fees associated with the proposed development will be determined by City staff at the time of site plan submittal.

TSM and TDM Strategies

TSM/TDM strategies included in the development plan include the following:

- Car sharing program (i.e. Zipcar®, Car2Go®, etc.) with dedicated parking spaces within the parking garage(s).
- Bike sharing station (i.e. B-Cycle, etc.) with dedicated bike rack areas.

- Community Bus stop improvements at the site's main entrance including turnaround area with shelter and other transit amenities. This stop will potentially also serve a new water taxi stop at the marina. Although water taxi service to the site has not been finalized at the time of this report, the project is actively pursuing the implementing this service.
- Shuttle service to/from the Diplomat Hotel in Hollywood and potential other major points of interest including local airports and seaports.
- Employee incentives to use alternative modes of transportation.
- Providing transit and alternative transportation mode information in prominent public areas for hotel guests and visitors.

These strategies will provide alternatives to single-occupancy personal vehicles for guests of the resort hotel.

CONCLUSIONS

This analysis has addressed transportation-related impacts associated with the proposed Diplomat Golf Course & Tennis Club development. From the analysis completed, the following is concluded:

- The project is expected to produce a net increase of 472 new vehicular trips during the A.M. peak hour and 537 new vehicular trips during the P.M. peak hour.
- Roadway segment capacity analyses were conducted for existing, future non-project, and future total traffic conditions for eighteen (18) roadway segments within the study area. All of study roadway segments are expected to operate at LOS E or better under future total traffic conditions.
- Intersection analyses were conducted for existing, future background, and future total traffic conditions at seventeen (17) intersections within the study area.
    - All of study intersections are expected to operate at LOS D or better under future total traffic conditions with the exception of the following intersections:
        - SE 3rd Street at US 1/Federal Highway during the A.M. and P.M. peak hours
        - Hallandale Beach Boulevard at US 1/Federal Highway during the A.M. and P.M. peak hours
        - Hallandale Beach Boulevard at NE 14th Avenue during the P.M. peak hour
    - It should be noted that these intersections are expected to operate below LOS D in the 2022 analysis year with or without the proposed development. Right-of-way constraints prohibit improvements at this intersection. Signal timing optimization at each of these intersections and a northbound right-turn overlap phase at Hallandale Beach Boulevard at US 1/Federal Highway would improve the expected delay at these intersections. These improvements would be subject to Broward County Traffic Engineering Division approval.
- A turn lane queuing analysis was conducted to determine if existing storage lanes will accommodate projected volumes at build-out of the development in 2022. Several turn

lanes are expected to have queues longer than the existing storage capacity in the year 2022 with or without the project.

- The majority of these turn lanes either cannot be lengthened due to physical constraints or would require removal of existing landscaping to accommodate lengthening.
- Signal timing optimization, which is subject to Broward County Traffic Engineering Division approval, would decrease the expected queues at several of these intersections.
- The southbound left-turn lane at the intersection of Hallandale Beach Boulevard and Diplomat Parkway will be lengthened as part of this project to accommodate total traffic conditions queues.

It is estimated that the Broward County Transportation Concurrency Management (TCM) fees will be approximately $1 million based on the trips generated by the site plan. In addition, the City of Hallandale Beach traffic mitigation fees associated with the proposed development will be determined by City staff at the time of site plan submittal.

TSM/TDM strategies included in the development plan include a car sharing program, bike sharing station, Community Bus stop improvements, shuttle service to/from the Diplomat Hotel in Hollywood and potential other major points of interest, employee incentives to use alternative modes, and providing transit and alternative transportation mode information in prominent public areas. These strategies will provide alternatives to single-occupancy personal vehicles for guests of the resort hotel.

APPENDIX A:
Methodology Correspondence

Kimley»Horn

MEMORANDUM

To: Keven Klopp
Development Services Director
City of Hallandale Beach

From: John McWilliams, P.E.

Cc: Louis Birdman, Diplomat Golf Course Venture, LLC
Debbie Orshefsky, Esq.; Greenberg Traurig, P.A.

Date: March 3, 2015
Revised March 18, 2015

Subject: The Diplomat Golf, Tennis, & Yacht Club Redevelopment
Traffic Impact Analysis Methodology

The purpose of this memorandum is to summarize the traffic impact study methodology for the proposed redevelopment of the Diplomat Golf, Tennis, & Yacht Club located along Diplomat Parkway between Hallandale Beach Boulevard and Atlantic Shores Boulevard. The existing site consists of a 60-room hotel (currently closed), 18-hole golf course (currently open), a 10-court tennis facility (currently open) and a marina (currently open). A preliminary site plan is provided in Attachment A. The proposed development will consist of the following:

- Existing Resort Hotel – 60 hotel rooms/keys and ancillary uses to be reopened
- Tower 100 – 267 residential condominium units
- Tower 200 – 460 hotel rooms/keys and a 10,000 s.f. restaurant
- Tower 300 – 391 hotel rooms/keys
- Tower 400 – 460 hotel rooms/keys

In addition, an ancillary dockmaster building will be added to the existing marina. A 2,000 s.f. restaurant and a pool facility will be constructed on the east of Diplomat Parkway as part of the expansion of the resort property. This resort restaurant will be open to the general public. The existing tennis facility will be relocated to the north portion of the site with access to Atlantic Shores Boulevard. The number of courts at the tennis facility will be reduced from 10 courts to 8 courts. The existing golf course maintenance facility located in this area will be relocated to the south adjacent to Tower 100. The project will be constructed in phases with the final phase projected to be complete and occupied in year 2021. The following study parameters are proposed.

Data Collection

The peak periods selected for this study are 7:00 to 9:00 A.M. and 4:00 to 6:00 P.M. on a typical weekday (Tuesday, Wednesday, or Thursday). Turning movement counts will be collected in 15-

minute intervals during the peak periods and will include pedestrian and bicyclist volumes. Peak Hour roadway segment data will be obtained from this turning movement data or available Florida Department of Transportation (FDOT) data sources.

All traffic counts will be adjusted to peak season conditions using the appropriate FDOT peak season category factors. The appropriate peak season adjustment factors from FDOT Traffic Data Online will be utilized consistent with the week(s) traffic data collection occurred. See Attachment B for detailed information. Traffic signal timing information will be obtained from Broward County Traffic Engineering Division. All traffic data collected will be provided in the Appendix of the traffic impact study.

Trip Generation

Peak hour trip generation calculations for the proposed development was performed using Institute of Transportation Engineer's (ITE) *Trip Generation*, 9th Edition. The following ITE land use codes (LUC) will be utilized for the proposed development:

- Tower 100 – ITE LUC 232 (High-Rise Residential Condominium)
- Towers 200, 300 & 400 – ITE LUC 330 (Resort Hotel)
- Tower 200 Restaurant – ITE LUC 931 (Quality Restaurant)
- Marina Restaurant – ITE LUC 932 (High-Turnover/Sit-Down Restaurant)

Note that the proposed resort restaurants both east of Diplomat Parkway and within Tower 200 will primarily serve guests. Therefore, they will operate as an accessory use and generate minimal new traffic. However, to provide for a conservative analysis, separate trip generation rates will be applied to these uses as part of this analysis.

A portion of the trips generated by the development will be captured internally on the site. Internal capture trips were determined based upon values contained in the Institute of Transportation Engineers' (ITE), *Trip Generation Handbook*, 3rd Edition. The internal capture rate for the project is 5.1 percent during the P.M. peak hour and 3.4 percent during the daily weekday period. Note that ITE does not provide internal capture information for the A.M. peak hour. However, the internalization of trips between restaurant uses and the hotel/condominium uses is expected to occur. No internal capture has been assumed during the A.M. peak hour to provide for a conservative analysis. Internal capture volumes were subtracted from the gross project trips to determine the driveway volumes for the site.

In addition to the internal capture, pass-by capture trips were also determined based on average rates provided in the ITE *Trip Generation Handbook*, 3rd Edition. The pass-by capture rate for the high-turnover restaurant is 43.0 percent during the P.M. peak hour. The pass-by capture rate for a quality restaurant during the P.M. peak hour is 44.0 percent. Note that ITE does not provide daily pass-by capture rates for these land uses. However, pass-by capture will occur at varying rates throughout the day. The daily trip generation analysis conservatively assumes no pass-by capture.

The trip generation calculations indicate that the proposed development will generate 644 external trips during the weekday A.M. peak hour, 705 external trips during the weekday P.M. peak hour, and 13,128

external trips during the typical weekday in year 2021 at full occupancy. Detailed trip generation calculations are contained in Attachment C.

Trip Distribution

Trip distribution will be initially determined utilizing a select zone analysis performed for the site's traffic analysis zone (TAZ) from the Year 2035 Southeast Florida Regional Planning Model (SERPM) – Cost Feasible Plan. Refinements to this distribution based upon existing traffic patterns will be documented in the report. The traffic impact study will include graphics of the project traffic assignment at the project's driveways and the study intersections.

Background Growth Rate/Major Committed Development

A background growth rate will be calculated based on historic growth trends at nearby Florida Department of Transportation (FDOT) traffic count stations. The detailed growth rate analysis is included in Attachment C. Historical 5-year and 10-year growth rates within the study area ranged from -5.49 percent to 7.43 percent with an overall 5-year average of 0.55 percent and a 10-year average of 0.18%. Therefore, a 0.55 percent annual growth rate will be applied to existing traffic volumes to achieve future without project traffic conditions. Based upon input from City staff, two (2) committed projects were identified: Beachwalk and Gulfstream Park. The City will provide the corresponding approved traffic study for any committed projects identified.

Multimodal Amenities Evaluation

Transit route information, sidewalks, and bicycle facilities will be documented in the report. If necessary, a field review will be conducted (if necessary) to assess the area sidewalks and pedestrian facilities. Facilities proposed by the development will also be summarized.

Study Area

The following intersections, in addition to project driveways will be examined with regards to traffic operations as part of the study area:

1. SE 3rd Street and Federal Highway
2. Hallandale Beach Boulevard and US 1/Dixie Highway
3. Hallandale Beach Boulevard and US 1/Federal Highway
4. Hallandale Beach Boulevard and NE 8th Avenue
5. Hallandale Beach Boulevard and NE 10th Avenue
6. Hallandale Beach Boulevard and NE 14th Avenue
7. Hallandale Beach Boulevard and Golden Isles Drive
8. Hallandale Beach Boulevard and Layne Boulevard
9. Hallandale Beach Boulevard and Diplomat Parkway
10. Hallandale Beach Boulevard and Three Island Boulevard
11. Hallandale Beach Boulevard and SR A1A
12. NE 4th Street and NE 14th Avenue
13. Atlantic Shores Boulevard and Federal Highway

14. Atlantic Shores Boulevard and NE 14th Avenue
15. Atlantic Shores Boulevard and Diplomat Parkway
16. Pembroke Road/Moffett Street and Federal Highway

The following intersections will be included in the project distribution and assignment only:

1. Hallandale Beach Boulevard and NW 10th Terrace
2. Hallandale Beach Boulevard and NW 8th Avenue
3. Hallandale Beach Boulevard and NW 6th Avenue
4. Hallandale Beach Boulevard and NW 4th Avenue

The following study roadway segments will be included in the analysis:

1. Hallandale Beach Boulevard
    a. Dixie Highway to Federal Highway
    b. Federal Highway to S 14th Avenue
    c. S 14th Avenue to Diplomat Parkway
    d. Diplomat Parkway to Three Island Boulevard
    e. Three Island Boulevard to SR A1A
2. Atlantic Shores Boulevard
    a. Federal Highway to S 14th Avenue
    b. S 14th Avenue to Diplomat Parkway
3. Pembroke Road/Moffett Street
    a. Dixie Highway to Federal Highway
    b. Federal Highway to NE/S 14th Avenue
4. Dixie Highway
    a. South of Hallandale Beach Boulevard
    b. North of Hallandale Beach Boulevard
5. Federal Highway
    a. North of Pembroke Road/Moffett Street
    b. Pembroke Road/Moffett Street to Atlantic Shores Boulevard
    c. Atlantic Shores Boulevard to Hallandale Beach Boulevard
    d. South of Hallandale Beach Boulevard
6. S 14th Avenue
    a. Atlantic Shores Boulevard to NE 4th Street
    b. NE 4th Street to Hallandale Beach Boulevard
7. Diplomat Parkway
    a. Atlantic Shores Boulevard to Hallandale Beach Boulevard

Capacity Analysis

Capacity analyses will be conducted for the A.M. and P.M. peak hours at the study intersections. Intersection analyses will be performed using Trafficware's *Synchro 8.0* traffic engineering analysis software, which applies Highway Capacity Manual 2010 (HCM) methodology where applicable. HCM

2000 methodologies will only be used where 2010 methodologies are unable to generate results. Pedestrian volumes and signal phase calls will be accounted for in the analysis. The following Synchro outputs will be included in the report:

- HCM 2010/2000 Results
- Lanes, Volumes, and Timings Report with Lane Inputs/Outputs, Volume Inputs/Outputs, and Timing Inputs Data
- Queue Reports were applicable

Peak hour roadway segment analyses will be conducted using information from FDOT's *Quality/LOS Handbook* 2013.

Capacity analyses will be conducted for three (3) scenarios: existing, future without project, and future with project. The project is expected to achieve full occupancy by year 2021. If intersection or roadway segment deficiencies are identified, strategies and improvements will be developed as mitigation measures.

Queueing Analysis

Intersection queuing analyses will be conducted at all operational study intersections along Hallandale Beach Boulevard and US 1/ Federal Highway utilizing queuing results from the operational analysis for both the through and turning movements. Analyses will be conducted for three (3) scenarios: existing, future without project, and future with project. The project is expected to achieve full occupancy by year 2021.

Documentation

The results of the traffic analysis will be summarized in a report. The report will include supporting documents including signal timings, lane geometry, and software output sheets. The report will also include text and graphics necessary to summarize the assumptions and analysis. If intersection or roadway capacity deficiencies are identified, strategies and improvements will be developed to attain City of Hallandale Beach adopted levels of service. The following graphics will be included for the study intersections:

- Existing traffic volumes
- Trip distribution
- Trip assignment
- Future background traffic volumes (with growth rate and committed development traffic)
- Future total traffic volumes (with project)

A CD and electronic copy of the reports will be provided as part of the submittal package.

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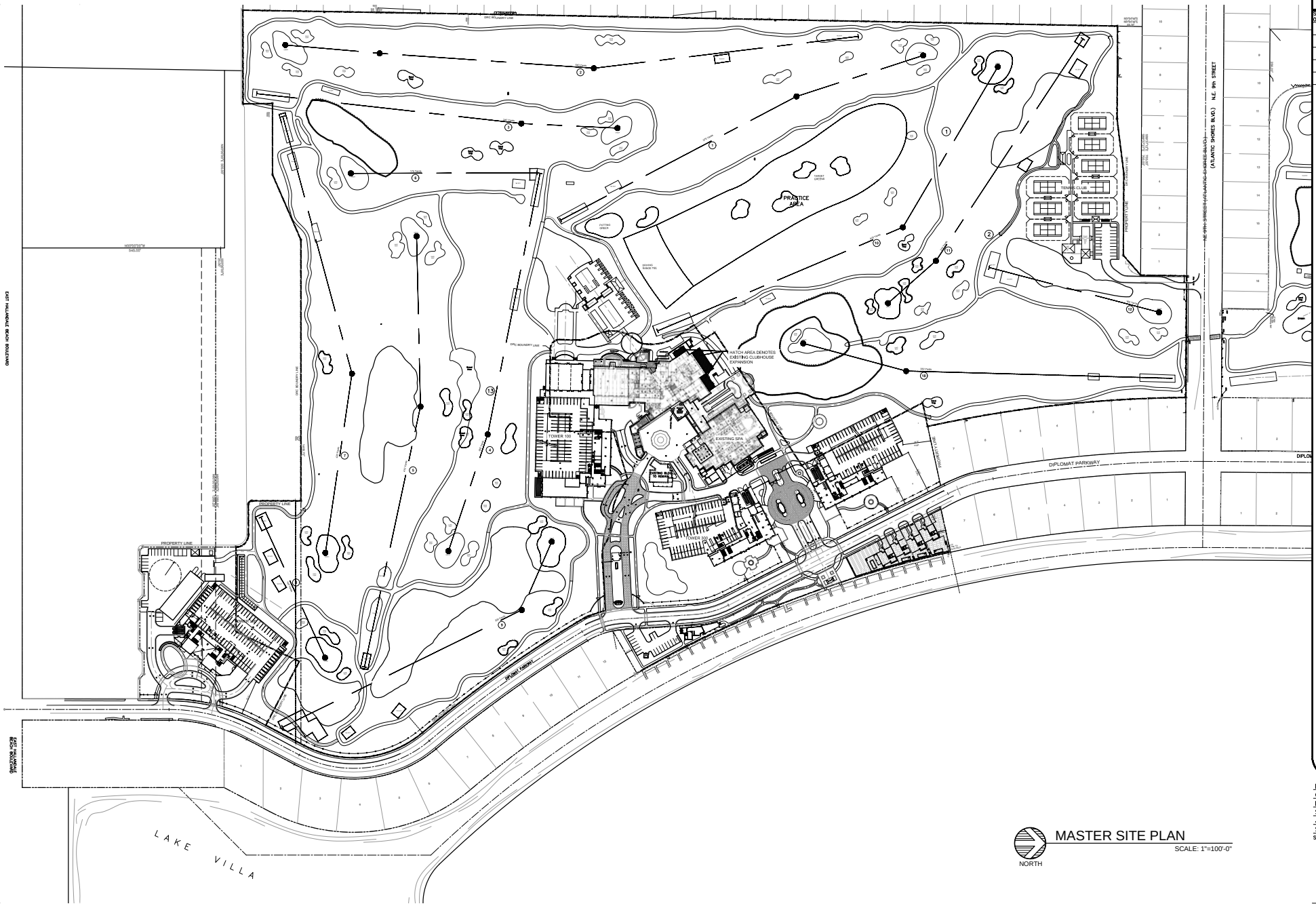
ATTACHMENT A:

PRELIMINARY SITE PLAN



MASTER SITE PLAN

SCALE: 1"=100'-0"

NORTH

REVISIONS	BY
SITE PLAN SUBMITTAL 04/10/2015	

DIPLOMAT GOLF COURSE & TENNIS CLUB

LOCATED AT:
HALLANDALE, FLORIDA
FOR:
DIPLOMAT GOLF COURSE VENTURE, LLC.

GEORGE L. MOURIZ
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ARCHITECTURE & PLANNING

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DRAWN	
CHECKED	
DATE	07/9/15
SCALE	AS SHOWN
JOB NO.	1648.PRJ
SHEET	

SITE PLAN SUBMITTAL 04/10/2015

MSP-1

OF SHEETS

ATTACHMENT B:

TRIP GENERATION

DAILY TRIP GENERATION

PROPOSED DAILY TRIP GENERATION

	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
1	High-Rise Residential Condominium/Townhouse	9	232	267	du	50%	50%	615	615	1,230	13.8%	170	530	530	1,060	0.0%	0	530	530	1,060
2	Resort Hotel	9	330	1371	room	50%	50%	5,601	5,601	11,202	0.6%	70	5,567	5,567	11,134	0.0%	0	5,567	5,567	11,134
3	Quality Restaurant	9	931	10	ksf	50%	50%	450	450	900	19.2%	171	363	364	728	0.0%	0	364	364	728
4	High-Turnover (Sit-Down) Restaurant	9	932	2	ksf	50%	50%	127	127	254	19.2%	48	102	103	206	0.0%	0	103	103	206
5																				
6																				
7																				
8																				
9																				
10																				
11																				
12																				
13																				
14																				
15																				
							Total:	6,793	6,793	13,586	3.4%	459	6,564	6,564	13,128			6,564	6,564	13,128

PEAK HOUR TRIP GENERATION

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	High-Rise Residential Condominium/Townhouse	9	232	267	du	19%	81%	20	86	106	0.0%	0	20	86	106	0.0%	0	20	86	106
	2	Resort Hotel	9	330	1371	room	72%	28%	366	142	508	0.0%	0	366	142	508	0.0%	0	366	142	508
	3	Quality Restaurant	9	931	10	ksf	50%	50%	4	4	8	0.0%	0	4	4	8	0.0%	0	4	4	8
	4	High-Turnover (Sit-Down) Restaurant	9	932	2	ksf	55%	45%	12	10	22	0.0%	0	12	10	22	0.0%	0	12	10	22
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
	11																				
	12																				
	13																				
	14																				
	15																				
							Total:		402	242	644			402	242	644			402	242	644

ITE Land Use Code	Rate or Equation
232	Y=0.29*(X)+28.86
330	Y=0.4*(X)+-40.79
931	Y=0.81(X)
932	Y=10.81(X)

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	High-Rise Residential Condominium/Townhouse	9	232	267	du	62%	38%	66	40	106	14.2%	15	57	34	91	0.0%	0	57	34	91
	2	Resort Hotel	9	330	1371	room	43%	57%	248	328	576	1.0%	6	245	325	570	0.0%	0	245	325	570
	3	Quality Restaurant	9	931	10	ksf	67%	33%	50	25	75	20.0%	15	40	20	60	44.0%	26	23	11	34
	4	High-Turnover (Sit-Down) Restaurant	9	932	2	ksf	60%	40%	12	8	20	20.0%	4	10	6	16	43.0%	6	6	4	10
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
	11																				
	12																				
	13																				
	14																				
	15																				
							Total:		376	401	777	5.1%	40	352	385	737	4.3%	32	331	374	705
																			331	374	705

ITE Land Use Code	Rate or Equation
232	Y=0.34*(X)+15.47
330	Y=0.42(X)
931	Y=7.49(X)
932	Y=9.85(X)

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

SUMMARY

GROSS TRIP GENERATION

INPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office						
Retail						
Restaurant	577	577			62	33
Cinema/Entertainment						
Residential	615	615	20	86	66	40
Hotel	5,601	5,601	366	142	248	328
	6,793	6,793	386	228	376	401

INTERNAL TRIPS

OUTPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	0	0	0	0	0	0
Retail	0	0	0	0	0	0
Restaurant	130	92	0	0	11	8
Cinema/Entertainment	0	0	0	0	0	0
Residential	63	107	0	0	6	9
Hotel	38	32	0	0	3	3
	231	231	0	0	20	20

Office % Reduction	0.0%	0.0%	0.0%
Retail % Reduction	0.0%	0.0%	0.0%
Restaurant % Reduction	19.2%	0.0%	20.0%
Cinema/Entertainment % Reducti	0.0%	0.0%	0.0%
Residential % Reduction	13.8%	0.0%	14.2%
Hotel % Reduction	0.6%	0.0%	1.0%
Total % Reduction	3.4%	0.0%	5.1%

EXTERNAL TRIPS

OUTPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	0	0	0	0	0	0
Retail	0	0	0	0	0	0
Restaurant	447	485	0	0	51	25
Cinema/Entertainment	0	0	0	0	0	0
Residential	552	508	20	86	60	31
Hotel	5,563	5,569	366	142	245	325
	6,562	6,562	386	228	356	381

ATTACHMENT C:

GROWTH RATE ANALYSIS

Historical AADT Growth Rates

Station Number	Location	Historic Growth	
		5-year	10-year
0349	SR 858/Hallandale Beach Blvd W of ICWW BR	4.86%	1.55%
0418	SR A1A N of Hallandale Beach Blvd	-0.47%	1.57%
0590	SR 858/Hallandale Beach Blvd W of SR 5/US 1	-0.61%	0.30%
5028	SR 5/US 1 S of SR 824/Pembroke Rd	0.91%	-1.03%
5029	SR 858/Hallandale Beach Blvd E of SR 5/US 1	-2.53%	-1.51%
7039	S 14 Ave N of Hallandale Beach Blvd	0.30%	
9634	NE 1 Ave S of Pembroke Rd	-5.49%	
9757	Atlantic Shores Blvd E of Federal Highway	7.43%	
	Total	0.55%	0.18%

Florida Department of Transportation
Transportation Statistics Office
2013 Historical AADT Report

County: 86 - BROWARD

Site: 0349 - SR 858 / HALLANDALE BCH BLVD - W OF ICWW BR

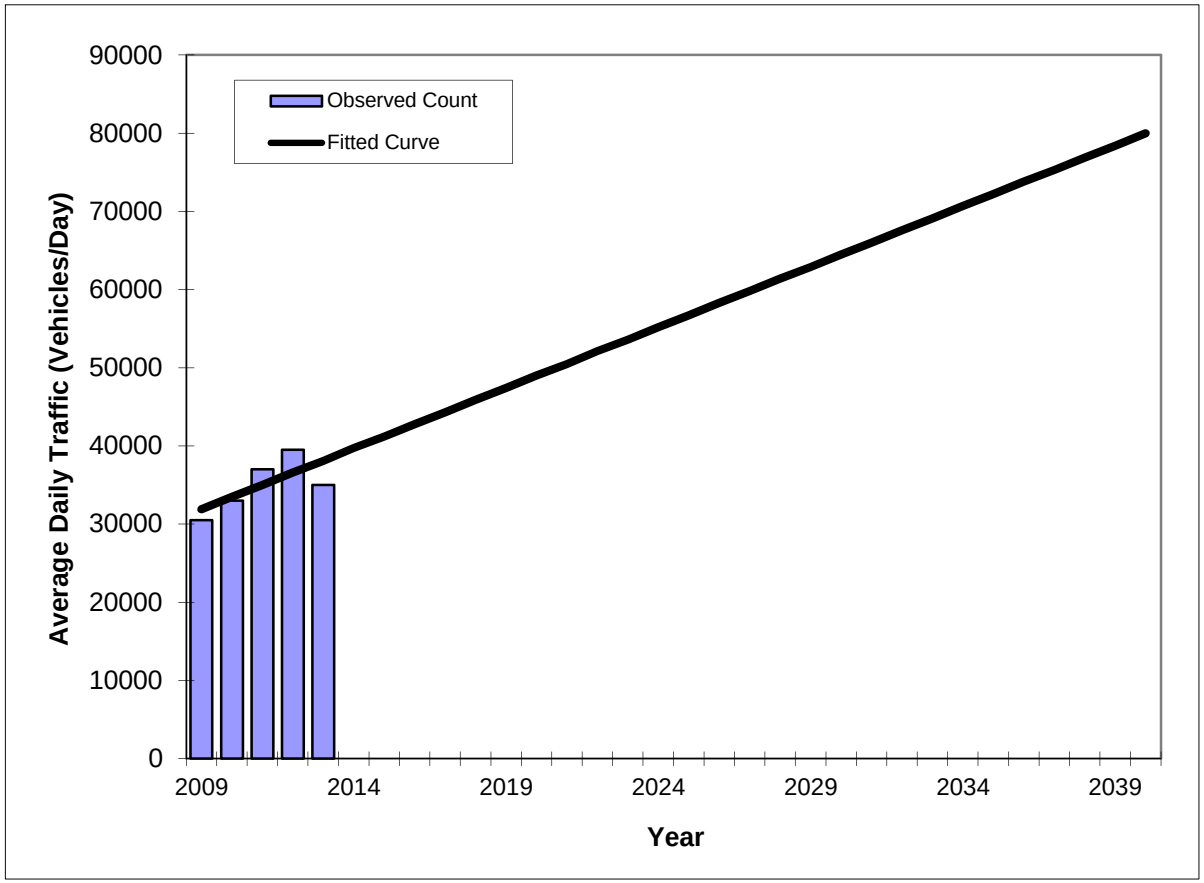
Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	35000 C	E 19500	W 15500	9.00	54.60	6.30
2012	39500 C	E 21500	W 18000	9.00	55.00	3.50
2011	37000 C	E 18500	W 18500	9.00	54.50	3.00
2010	33000 C	E 17500	W 15500	9.37	54.06	5.10
2009	30500 C	E 15500	W 15000	9.31	53.74	2.20
2008	31500 C	E 16000	W 15500	9.70	54.48	3.60
2007	31000 C	E 16500	W 14500	9.10	53.47	3.60
2006	30500 C	E 16000	W 14500	9.48	53.59	3.60
2005	35500 C	E 18000	W 17500	10.60	58.90	2.00
2004	33500 C	E 17000	W 16500	10.40	56.30	2.00
2003	34000 C	E 17000	W 17000	9.20	55.90	1.40
2002	35500 C	E 17500	W 18000	9.50	55.00	1.40
2001	35500 C	E 19000	W 16500	9.70	55.60	1.90
2000	30500 C	E 15000	W 15500	9.40	56.30	2.30
1999	31500 C	E 16500	W 15000	9.40	56.40	2.20
1998	29500 C	E 15500	W 14000	9.60	53.90	0.80

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

TRAFFIC TRENDS

SR 858/HALLANDALE BCH BLVD -- W OF ICWW BR

County:	Broward
Station #:	349
Highway:	SR 858/HALLANDALE BCH BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2009	30500	31900
2010	33000	33500
2011	37000	35000
2012	39500	36600
2013	35000	38100
2021 Opening Year Trend		
2021	N/A	50500
2031 Mid-Year Trend		
2031	N/A	66000
2040 Design Year Trend		
2040	N/A	80000
TRANPLAN Forecasts/Trends		

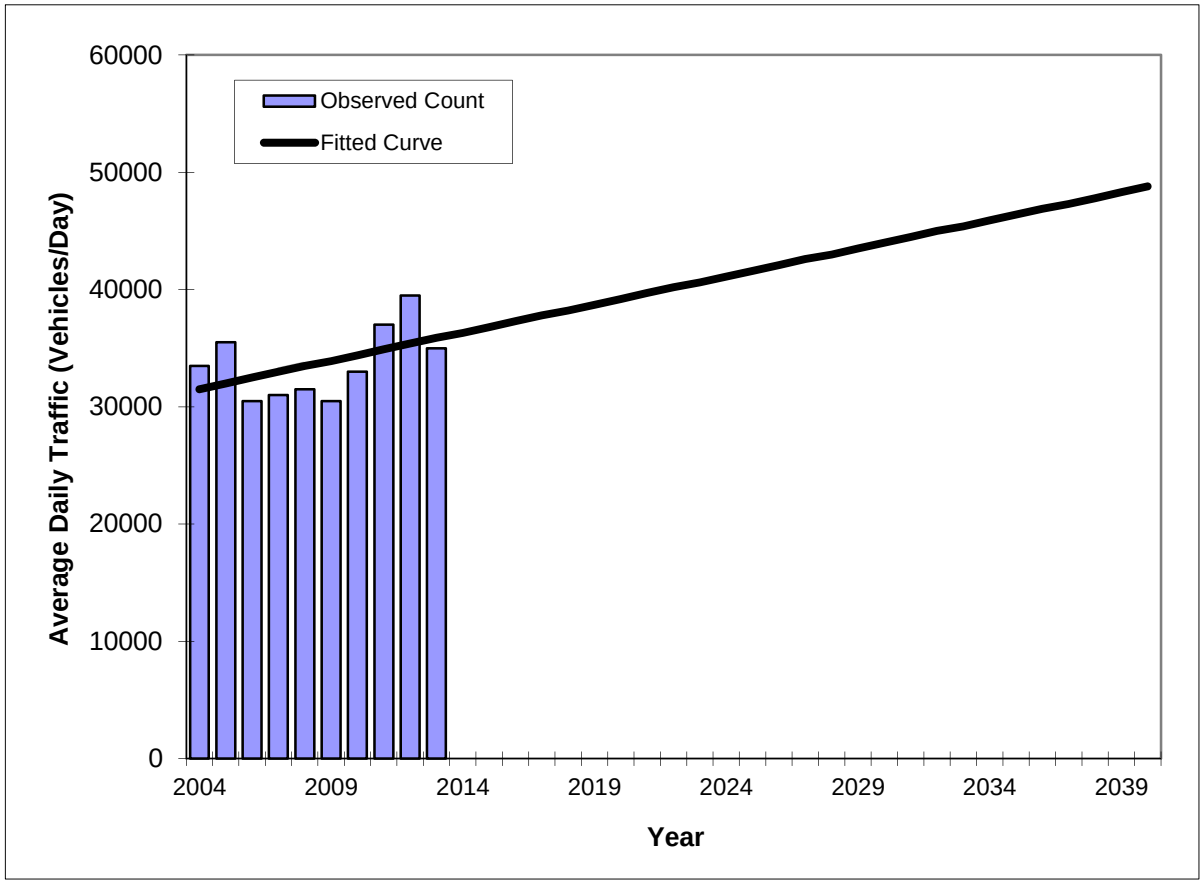
*Axle-Adjusted

** Annual Trend Increase:	1,550
Trend R-squared:	49.5%
Trend Annual Historic Growth Rate:	4.86%
Trend Growth Rate (2013 to Design Year):	4.07%
Printed:	16-Mar-15
Straight Line Growth Option	

TRAFFIC TRENDS

SR 858/HALLANDALE BCH BLVD -- W OF ICWW BR

County:	Broward
Station #:	349
Highway:	SR 858/HALLANDALE BCH BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2004	33500	31500
2005	35500	32000
2006	30500	32500
2007	31000	33000
2008	31500	33500
2009	30500	33900
2010	33000	34400
2011	37000	34900
2012	39500	35400
2013	35000	35900
2021 Opening Year Trend		
2021	N/A	39700
2031 Mid-Year Trend		
2031	N/A	44500
2040 Design Year Trend		
2040	N/A	48800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	479
Trend R-squared:	22.9%
Trend Annual Historic Growth Rate:	1.55%
Trend Growth Rate (2013 to Design Year):	1.33%
Printed:	16-Mar-15

Straight Line Growth Option

Florida Department of Transportation
Transportation Statistics Office
2013 Historical AADT Report

County: 86 - BROWARD

Site: 0418 - SR A1A / N OF HALLANDALE BCH BLVD

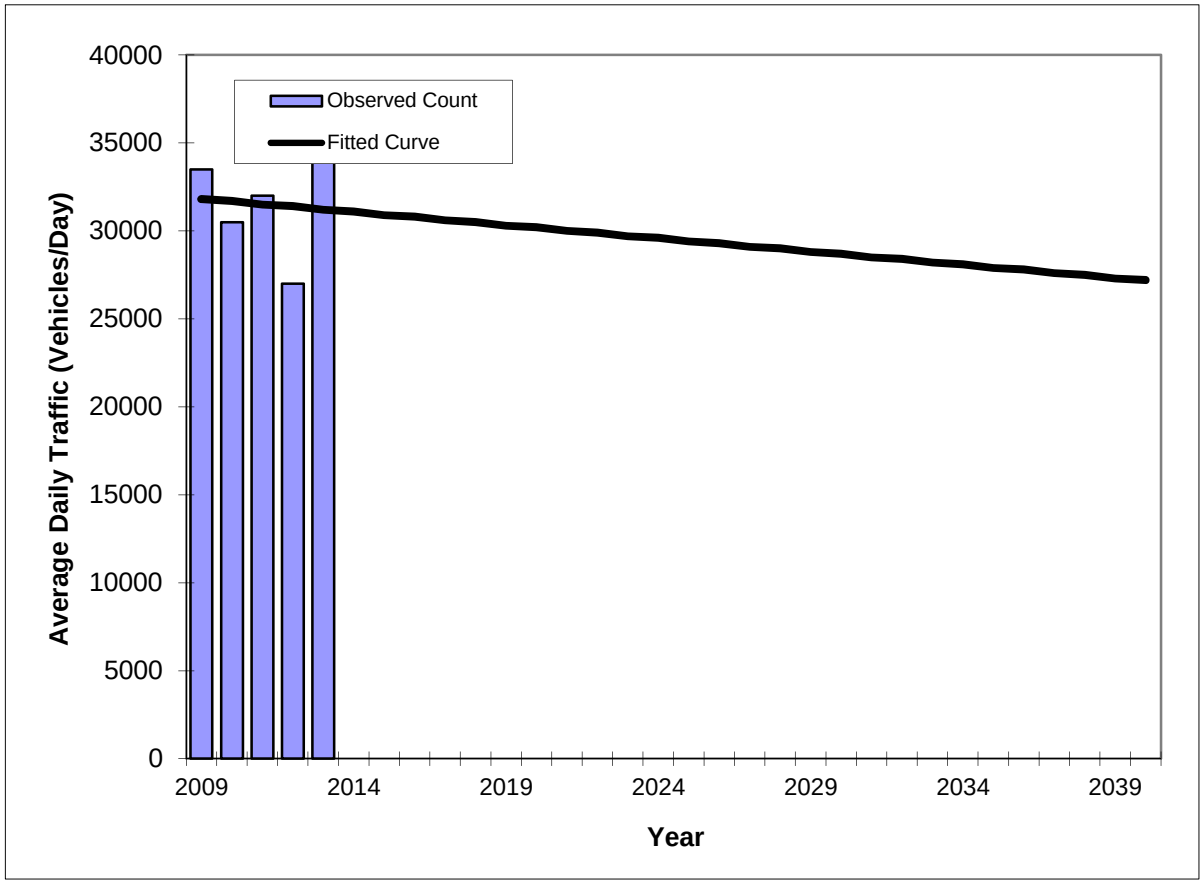
Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	34500 C	N 17500	S 17000	9.00	54.60	3.30
2012	27000 C	N 13500	S 13500	9.00	55.00	4.20
2011	32000 C	N 16000	S 16000	9.00	54.50	4.20
2010	30500 C	N 15000	S 15500	9.37	54.06	4.20
2009	33500 C	N 17000	S 16500	9.31	53.74	6.40
2008	31500 C	N 16500	S 15000	9.70	54.48	6.40
2007	29500 C	N 15000	S 14500	9.10	53.47	2.80
2006	28500 C	N 14500	S 14000	9.48	53.59	3.50
2005	28000 C	N 14500	S 13500	10.60	58.90	2.30
2004	28000 C	N 14500	S 13500	10.40	56.30	2.30
2003	25500 C	N 13000	S 12500	9.20	55.90	2.30
2002	27500 C	N 14500	S 13000	9.50	55.00	2.50
2001	31643 E	N 15868	S 15775	9.70	55.60	3.60
2000	29500 C	N 15000	S 14500	9.40	56.30	2.60
1999	31000 C	N 15000	S 16000	9.40	56.40	2.10
1998	32000 C	N 16000	S 16000	9.60	53.90	2.20

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

TRAFFIC TRENDS

SR A1A -- N OF HALLANDALE BCH BLVD

County:	Broward
Station #:	418
Highway:	SR A1A



Year	Traffic (ADT/AADT) Count*	Trend**
2009	33500	31800
2010	30500	31700
2011	32000	31500
2012	27000	31400
2013	34500	31200
2021 Opening Year Trend		
2021	N/A	30000
2031 Mid-Year Trend		
2031	N/A	28500
2040 Design Year Trend		
2040	N/A	27200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

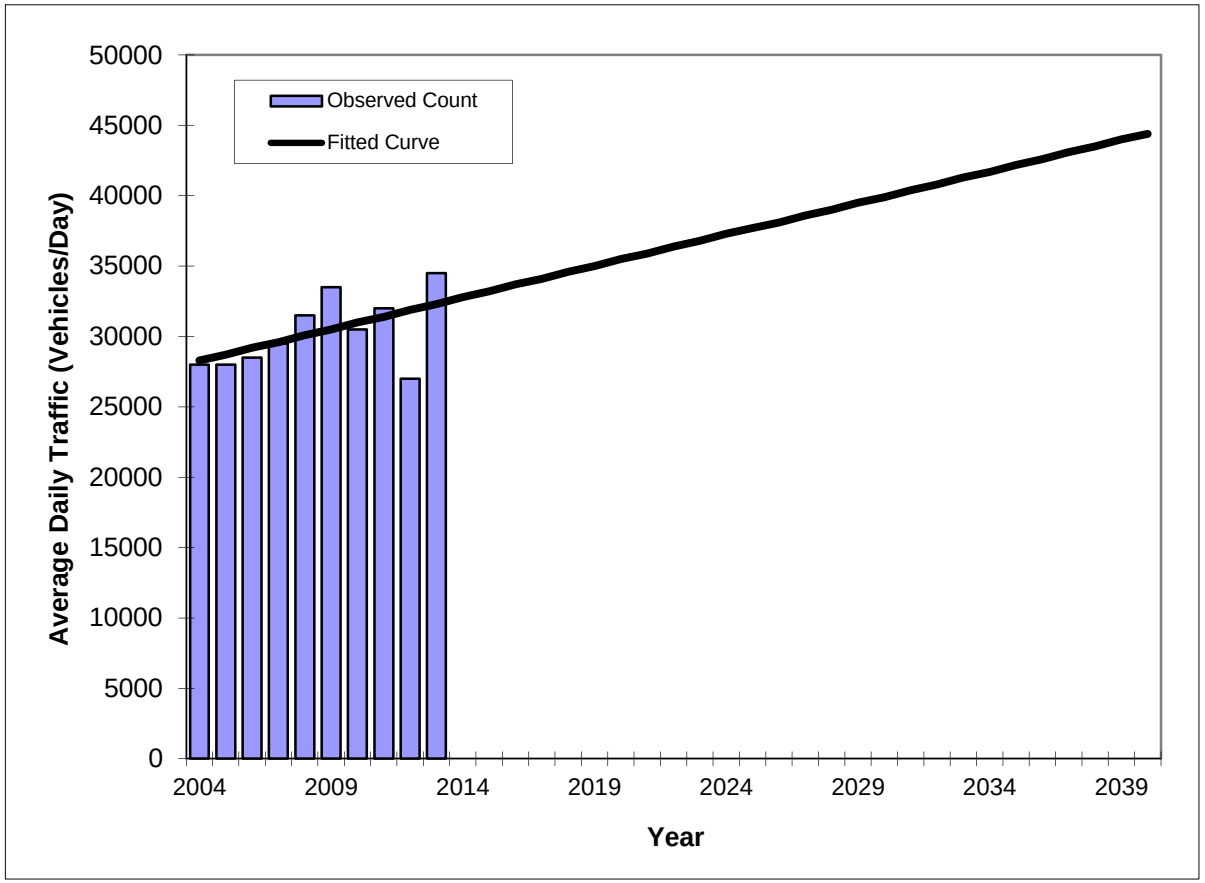
** Annual Trend Increase:	-150
Trend R-squared:	0.7%
Trend Annual Historic Growth Rate:	-0.47%
Trend Growth Rate (2013 to Design Year):	-0.47%
Printed:	16-Mar-15

Straight Line Growth Option

TRAFFIC TRENDS

SR A1A -- N OF HALLANDALE BCH BLVD

County:	Broward
Station #:	418
Highway:	SR A1A



Year	Traffic (ADT/AADT) Count*	Trend**
2004	28000	28300
2005	28000	28700
2006	28500	29200
2007	29500	29600
2008	31500	30100
2009	33500	30500
2010	30500	31000
2011	32000	31400
2012	27000	31900
2013	34500	32300
2021 Opening Year Trend		
2021	N/A	35900
2031 Mid-Year Trend		
2031	N/A	40400
2040 Design Year Trend		
2040	N/A	44400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	448
Trend R-squared:	28.8%
Trend Annual Historic Growth Rate:	1.57%
Trend Growth Rate (2013 to Design Year):	1.39%
Printed:	16-Mar-15

Straight Line Growth Option

Florida Department of Transportation
Transportation Statistics Office
2013 Historical AADT Report

County: 86 - BROWARD

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

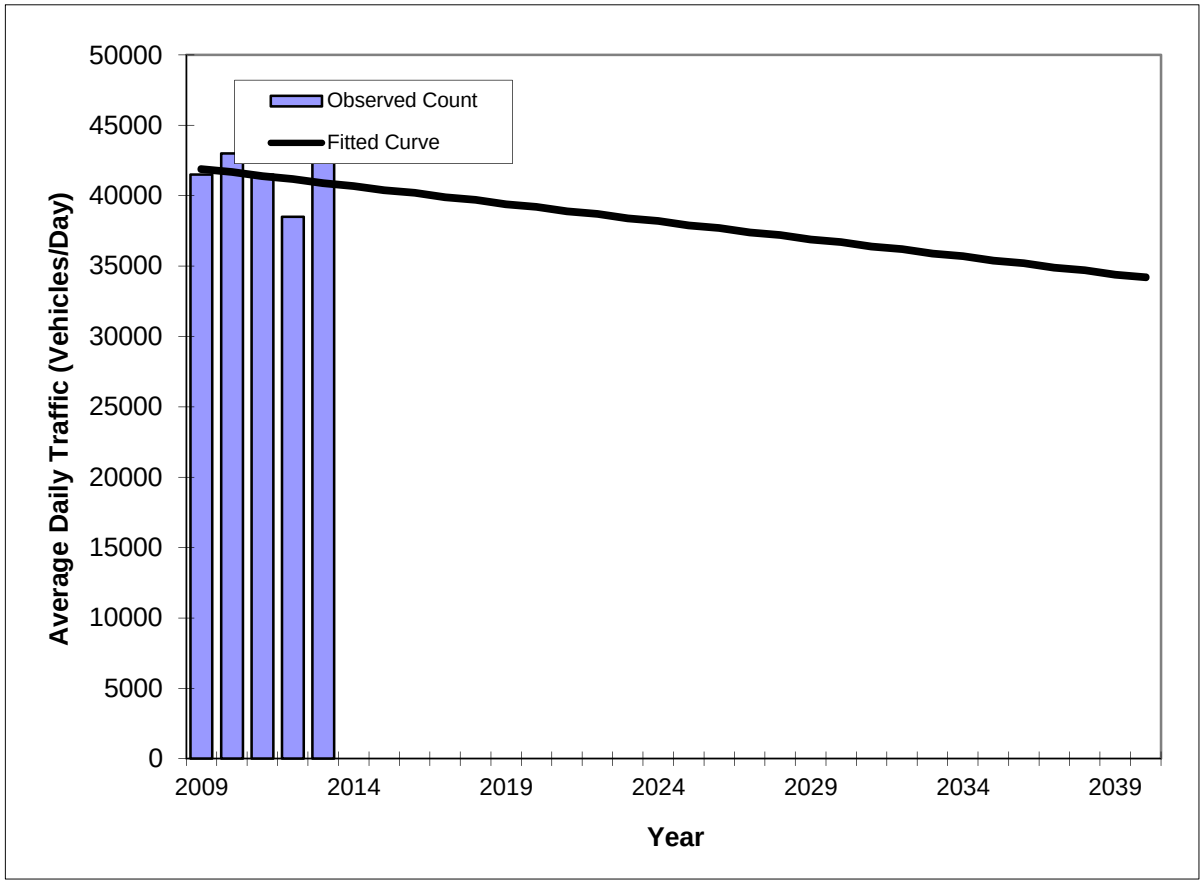
Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	42500 C	E 19500	W 23000	9.00	53.60	10.10
2012	38500 C	E 18500	W 20000	9.00	52.20	10.10
2011	41500 C	E 18500	W 23000	9.00	52.50	2.50
2010	43000 C	E 21500	W 21500	8.35	52.69	4.10
2009	41500 C	E 20500	W 21000	8.53	53.89	2.90
2008	38500 C	E 20000	W 18500	8.81	54.16	2.90
2007	40500 C	E 20000	W 20500	8.63	55.75	2.90
2006	44000 C	E 21500	W 22500	8.40	55.34	6.90
2005	38000 C	E 19000	W 19000	8.20	51.70	6.90
2004	40500 C	E 20000	W 20500	9.10	55.30	6.90
2003	40000 C	E 20500	W 19500	8.60	57.50	4.30
2002	43000 C	E 20500	W 22500	8.70	56.40	3.50
2001	40500 C	E 19500	W 21000	9.00	60.20	5.20
2000	40500 C	E 19500	W 21000	8.90	57.80	3.90
1999	40500 C	E 20000	W 20500	9.60	62.50	4.10
1998	39500 C	E 19000	W 20500	8.70	56.10	3.50

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

TRAFFIC TRENDS

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

County:	Broward
Station #:	590
Highway:	SR 858/HALLANDALE BCH BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2009	41500	41900
2010	43000	41700
2011	41500	41400
2012	38500	41200
2013	42500	40900
2021 Opening Year Trend		
2021	N/A	38900
2031 Mid-Year Trend		
2031	N/A	36400
2040 Design Year Trend		
2040	N/A	34200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

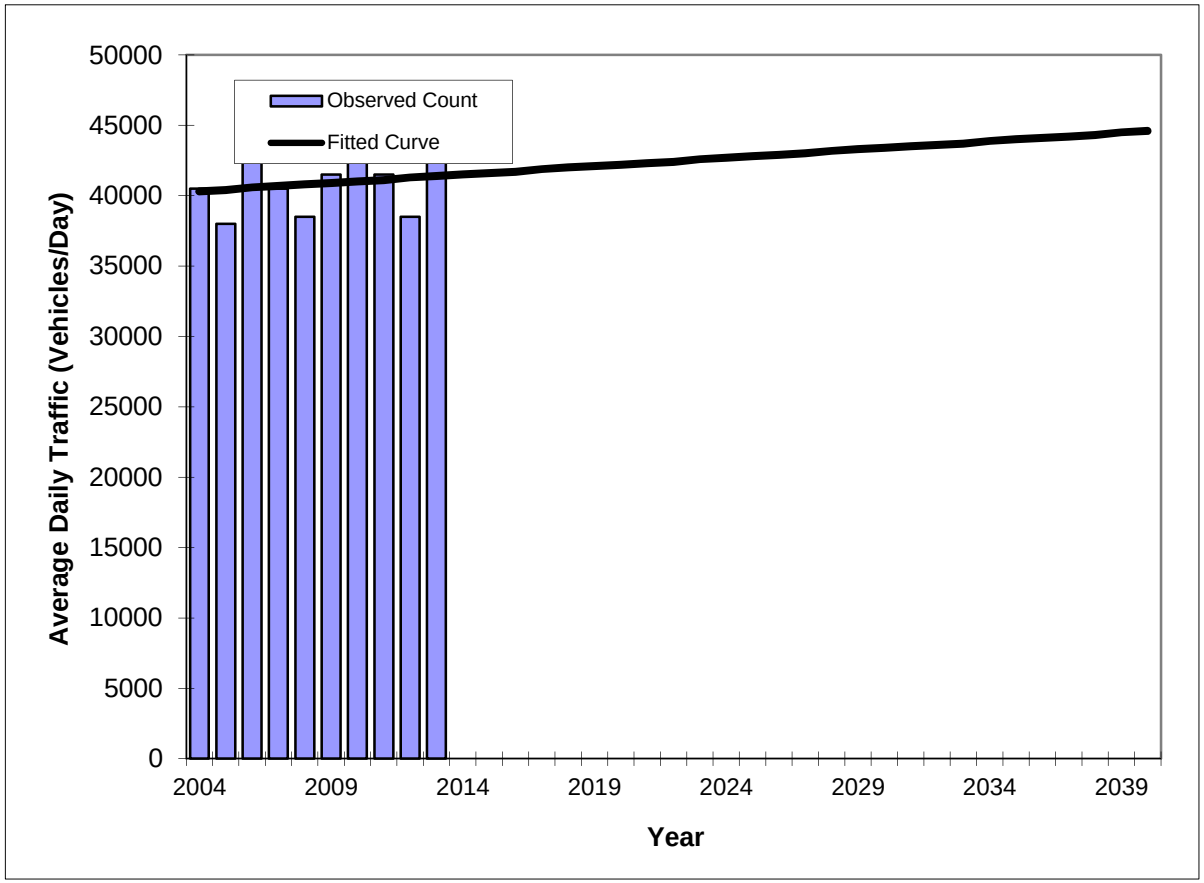
** Annual Trend Increase:	-250
Trend R-squared:	5.1%
Trend Annual Historic Growth Rate:	-0.60%
Trend Growth Rate (2013 to Design Year):	-0.61%
Printed:	16-Mar-15

Straight Line Growth Option

TRAFFIC TRENDS

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

County:	Broward
Station #:	590
Highway:	SR 858/HALLANDALE BCH BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2004	40500	40300
2005	38000	40400
2006	44000	40600
2007	40500	40700
2008	38500	40800
2009	41500	40900
2010	43000	41000
2011	41500	41100
2012	38500	41300
2013	42500	41400
2021 Opening Year Trend		
2021	N/A	42300
2031 Mid-Year Trend		
2031	N/A	43500
2040 Design Year Trend		
2040	N/A	44600
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	118
Trend R-squared:	3.1%
Trend Annual Historic Growth Rate:	0.30%
Trend Growth Rate (2013 to Design Year):	0.29%
Printed:	16-Mar-15

Straight Line Growth Option

Florida Department of Transportation
Transportation Statistics Office
2013 Historical AADT Report

County: 86 - BROWARD

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

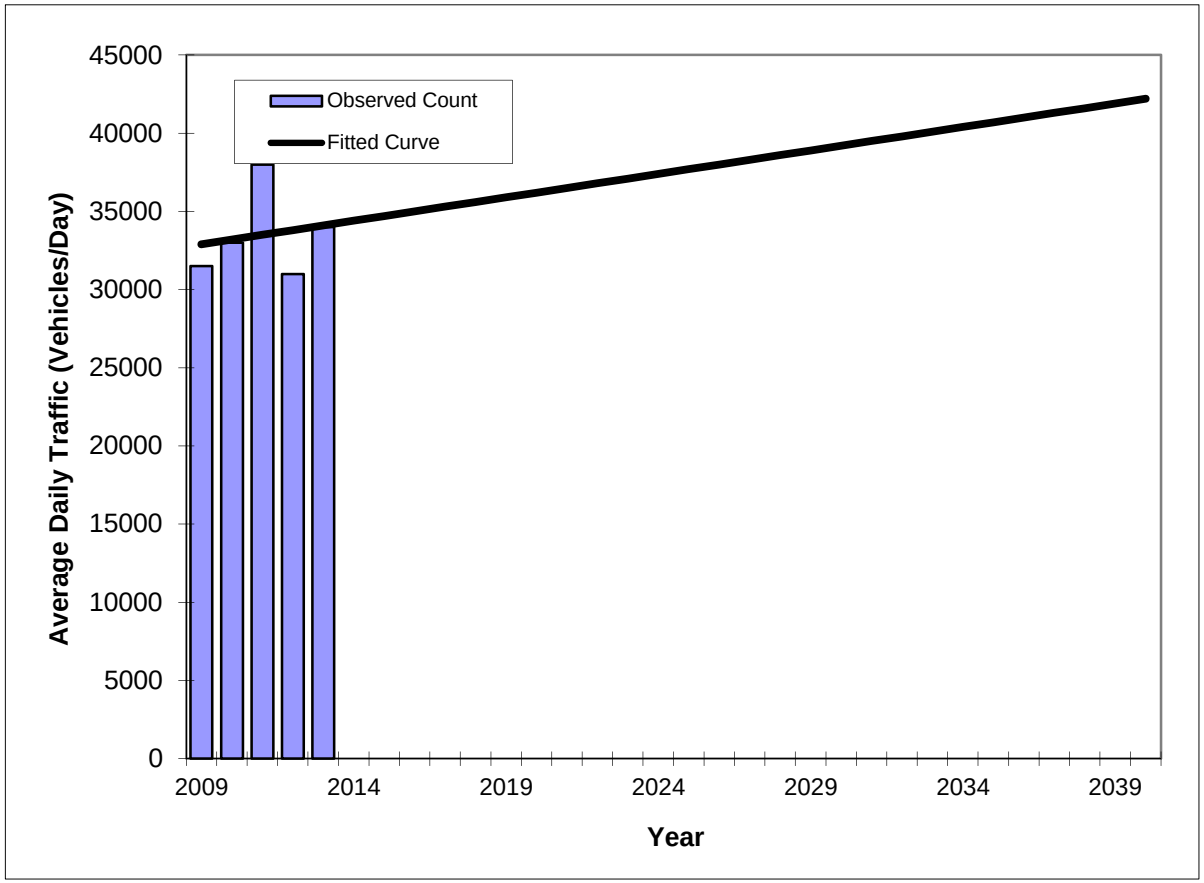
Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	34000 C	N 17000	S 17000	9.00	54.60	4.00
2012	31000 C	N 15500	S 15500	9.00	55.00	4.20
2011	38000 C	N 18000	S 20000	9.00	54.50	4.20
2010	33000 C	N 15500	S 17500	9.37	54.06	4.20
2009	31500 C	N 15500	S 16000	9.31	53.74	2.20
2008	38000 C	N 20500	S 17500	9.70	54.48	2.20
2007	36500 C	N 19000	S 17500	9.10	53.47	1.80
2006	38000 C	N 19500	S 18500	9.48	53.59	1.80
2005	35500 C	N 18500	S 17000	10.60	58.90	1.80
2004	35500 C	N 18000	S 17500	10.40	56.30	1.80
2003	33000 C	N 16500	S 16500	9.20	55.90	4.10
2002	34500 C	N 17500	S 17000	9.50	55.00	4.10
2001	35000 C	N 17500	S 17500	9.70	55.60	3.50
2000	31000 C	N 16000	S 15000	9.40	56.30	3.80
1999	31000 C	N 16500	S 14500	9.40	56.40	2.50
1998	37000 C	N 19000	S 18000	9.60	53.90	2.10

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

TRAFFIC TRENDS

SR 5 / US 1 -- S OF SR 824 / PEMBROKE RD

County:	Broward
Station #:	5028
Highway:	SR 5 / US 1



Year	Traffic (ADT/AADT) Count*	Trend**
2009	31500	32900
2010	33000	33200
2011	38000	33500
2012	31000	33800
2013	34000	34100
2021 Opening Year Trend		
2021	N/A	36500
2031 Mid-Year Trend		
2031	N/A	39500
2040 Design Year Trend		
2040	N/A	42200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

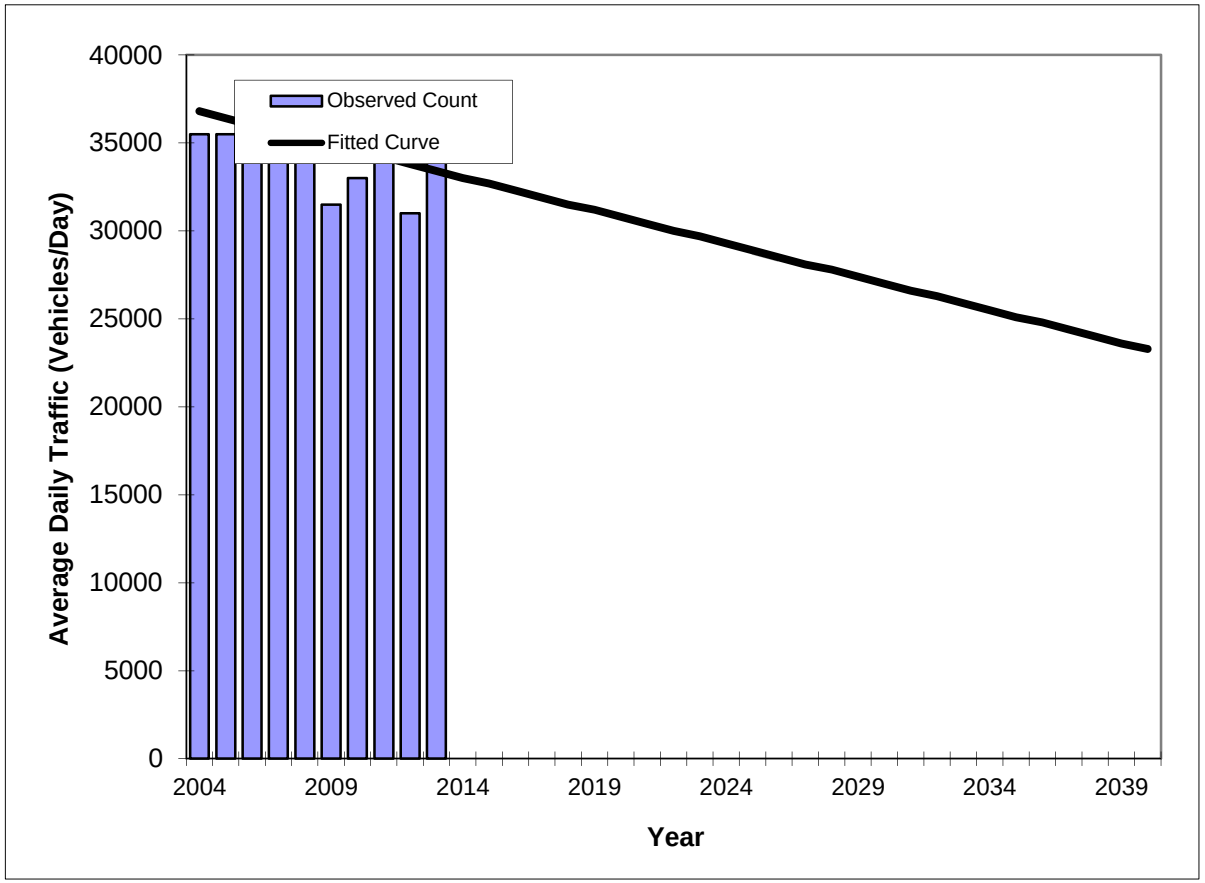
** Annual Trend Increase:	300
Trend R-squared:	2.9%
Trend Annual Historic Growth Rate:	0.91%
Trend Growth Rate (2013 to Design Year):	0.88%
Printed:	16-Mar-15

Straight Line Growth Option

TRAFFIC TRENDS

SR 5 / US 1 -- S OF SR 824 / PEMBROKE RD

County:	Broward
Station #:	5028
Highway:	SR 5 / US 1



Year	Traffic (ADT/AADT) Count*	Trend**
2004	35500	36800
2005	35500	36400
2006	38000	36000
2007	36500	35700
2008	38000	35300
2009	31500	34900
2010	33000	34500
2011	38000	34200
2012	31000	33800
2013	34000	33400
2021 Opening Year Trend		
2021	N/A	30400
2031 Mid-Year Trend		
2031	N/A	26600
2040 Design Year Trend		
2040	N/A	23300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-376
Trend R-squared:	18.5%
Trend Annual Historic Growth Rate:	-1.03%
Trend Growth Rate (2013 to Design Year):	-1.12%
Printed:	16-Mar-15

Straight Line Growth Option

Florida Department of Transportation
Transportation Statistics Office
2013 Historical AADT Report

County: 86 - BROWARD

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

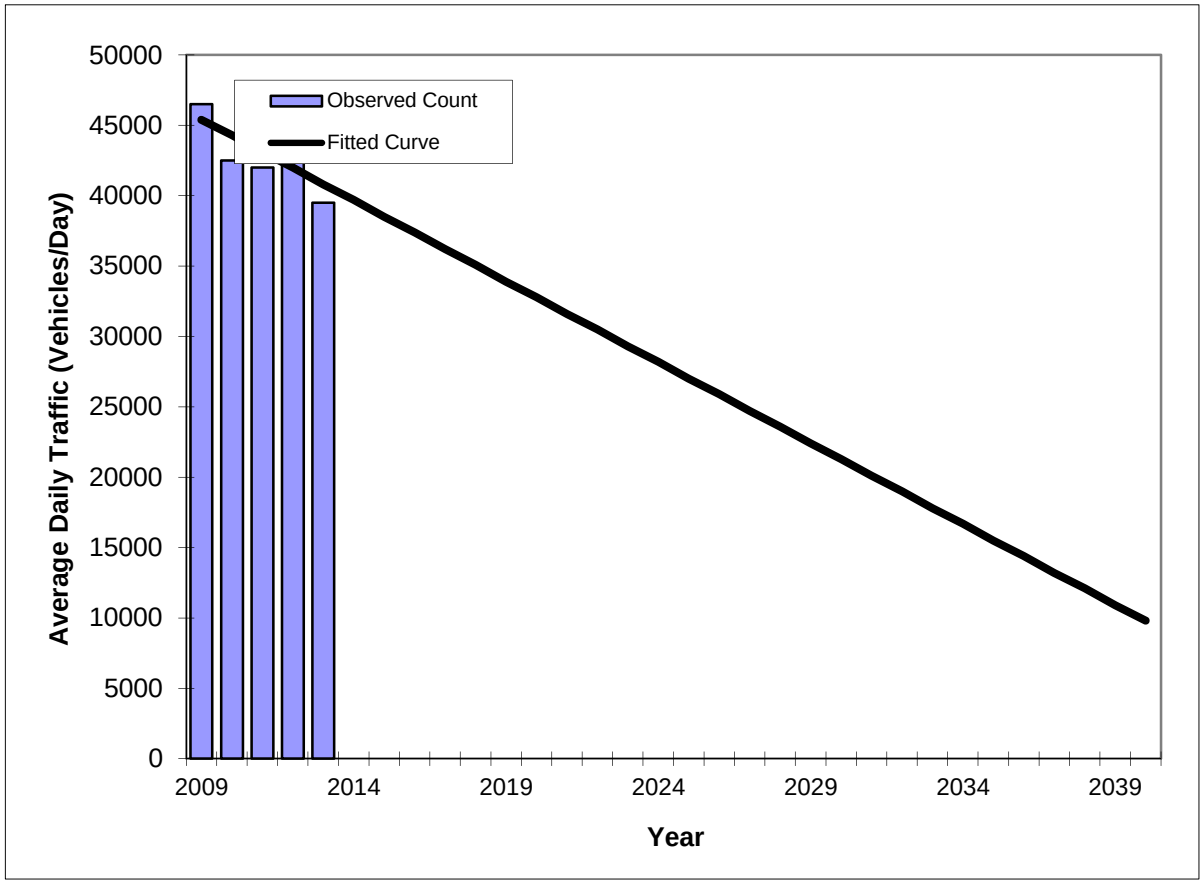
Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	39500 C	E 22000	W 17500	9.00	54.60	3.50
2012	45000 C	E 23000	W 22000	9.00	55.00	2.70
2011	42000 C	E 21000	W 21000	9.00	54.50	2.70
2010	42500 C	E 21000	W 21500	9.37	54.06	2.70
2009	46500 C	E 23000	W 23500	9.31	53.74	2.20
2008	55000 C	E 27000	W 28000	9.70	54.48	2.20
2007	39500 C	E 19500	W 20000	9.10	53.47	2.50
2006	45500 C	E 24000	W 21500	9.48	53.59	3.80
2005	47000 C	E 24500	W 22500	10.60	58.90	4.70
2004	49500 C	E 25500	W 24000	10.40	56.30	5.00
2003	48500 C	E 24500	W 24000	9.20	55.90	5.90
2002	48000 C	E 23500	W 24500	9.50	55.00	3.50
2001	44500 C	E 22000	W 22500	9.70	55.60	5.90
2000	46000 C	E 23000	W 23000	9.40	56.30	3.90
1999	45000 C	E 23000	W 22000	9.40	56.40	4.10
1998	46500 C	E 23500	W 23000	9.60	53.90	6.40

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

TRAFFIC TRENDS

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

County:	Broward
Station #:	5029
Highway:	SR 858/HALLANDALE BCH BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2009	46500	45400
2010	42500	44300
2011	42000	43100
2012	45000	42000
2013	39500	40800
2021 Opening Year Trend		
2021	N/A	31600
2031 Mid-Year Trend		
2031	N/A	20100
2040 Design Year Trend		
2040	N/A	9800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

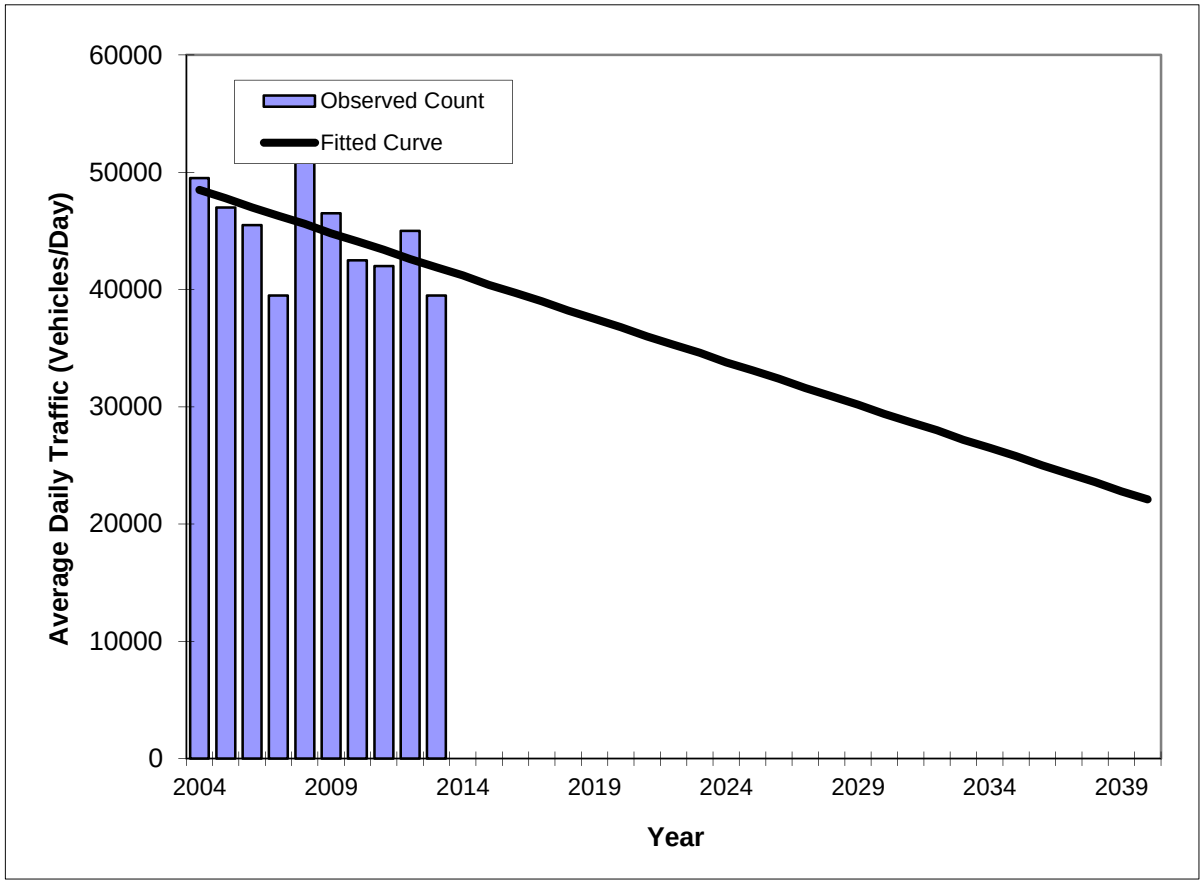
** Annual Trend Increase:	-1,150
Trend R-squared:	44.5%
Trend Annual Historic Growth Rate:	-2.53%
Trend Growth Rate (2013 to Design Year):	-2.81%
Printed:	16-Mar-15

Straight Line Growth Option

TRAFFIC TRENDS

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

County:	Broward
Station #:	5029
Highway:	SR 858/HALLANDALE BCH BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2004	49500	48500
2005	47000	47800
2006	45500	47000
2007	39500	46300
2008	55000	45600
2009	46500	44800
2010	42500	44100
2011	42000	43400
2012	45000	42600
2013	39500	41900
2021 Opening Year Trend		
2021	N/A	36000
2031 Mid-Year Trend		
2031	N/A	28700
2040 Design Year Trend		
2040	N/A	22100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-733
Trend R-squared:	22.0%
Trend Annual Historic Growth Rate:	-1.51%
Trend Growth Rate (2013 to Design Year):	-1.75%
Printed:	16-Mar-15

Straight Line Growth Option

Florida Department of Transportation
Transportation Statistics Office
2013 Historical AADT Report

County: 86 - BROWARD

Site: 7309 - S 14 AVE, N OF HALLANDALE BEACH BLVD

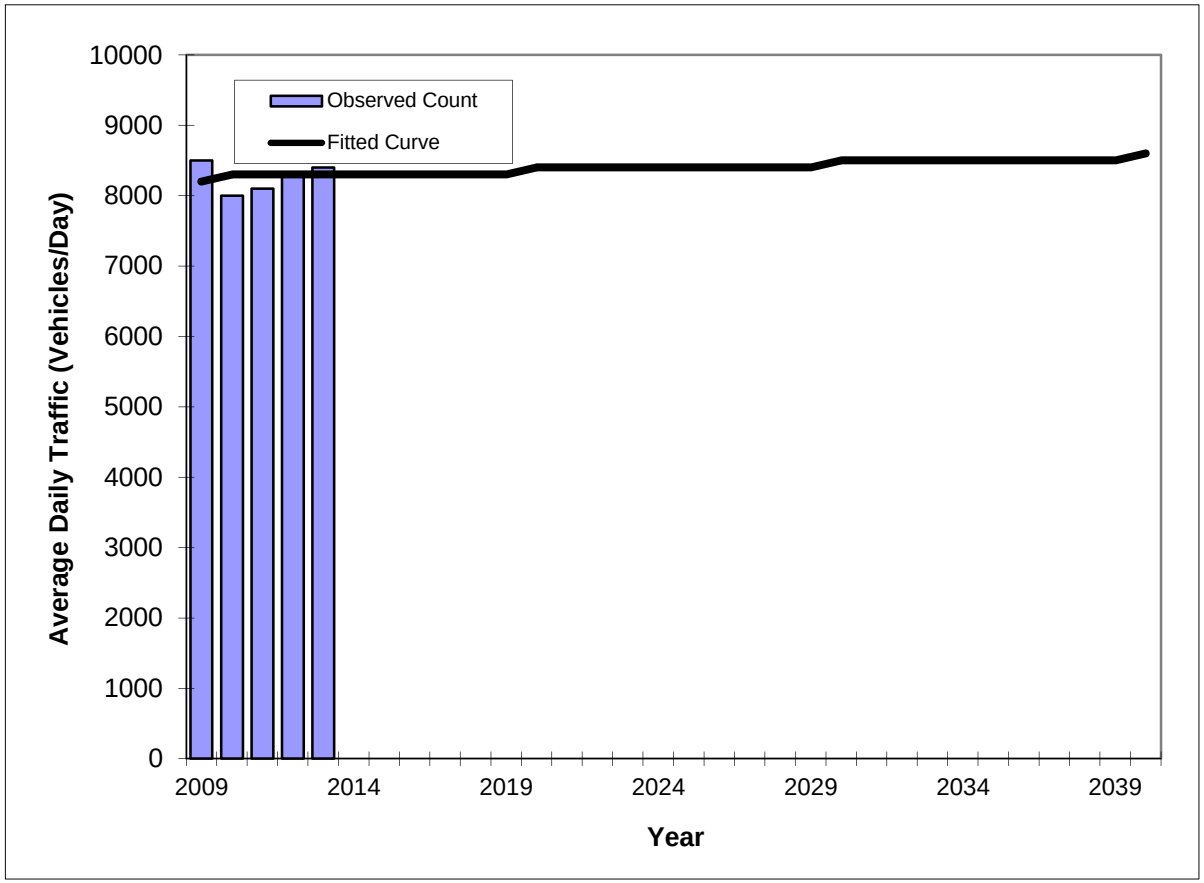
Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	8400 T	0	0	9.00	54.60	7.60
2012	8300 S	0	0	9.00	55.00	5.90
2011	8100 F	0	0	9.00	54.50	6.30
2010	8000 C	N 0	S 0	9.37	54.06	9.30
2009	8500 F	0	0	9.31	53.74	5.30
2008	8700 C	N 0	S 0	9.70	54.48	6.50
2007	10000 C	N 0	S 0	9.10	53.47	4.80
2006	7300 C	N 0	S 0	9.48	53.59	2.90
2005	6600 C	N	S	10.60	58.90	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

TRAFFIC TRENDS

S 14 AVE -- N OF HALLENDALE BEACH BLVD

County:	Broward
Station #:	7039
Highway:	S 14 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2009	8500	8200
2010	8000	8300
2011	8100	8300
2012	8300	8300
2013	8400	8300
2021 Opening Year Trend		
2021	N/A	8400
2031 Mid-Year Trend		
2031	N/A	8500
2040 Design Year Trend		
2040	N/A	8600
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	10
Trend R-squared:	0.6%
Trend Annual Historic Growth Rate:	0.30%
Trend Growth Rate (2013 to Design Year):	0.13%
Printed:	16-Mar-15

Straight Line Growth Option

Florida Department of Transportation
Transportation Statistics Office
2013 Historical AADT Report

County: 86 - BROWARD

Site: 9634 - NE 1 AVE, S OF PEMBROKE RD

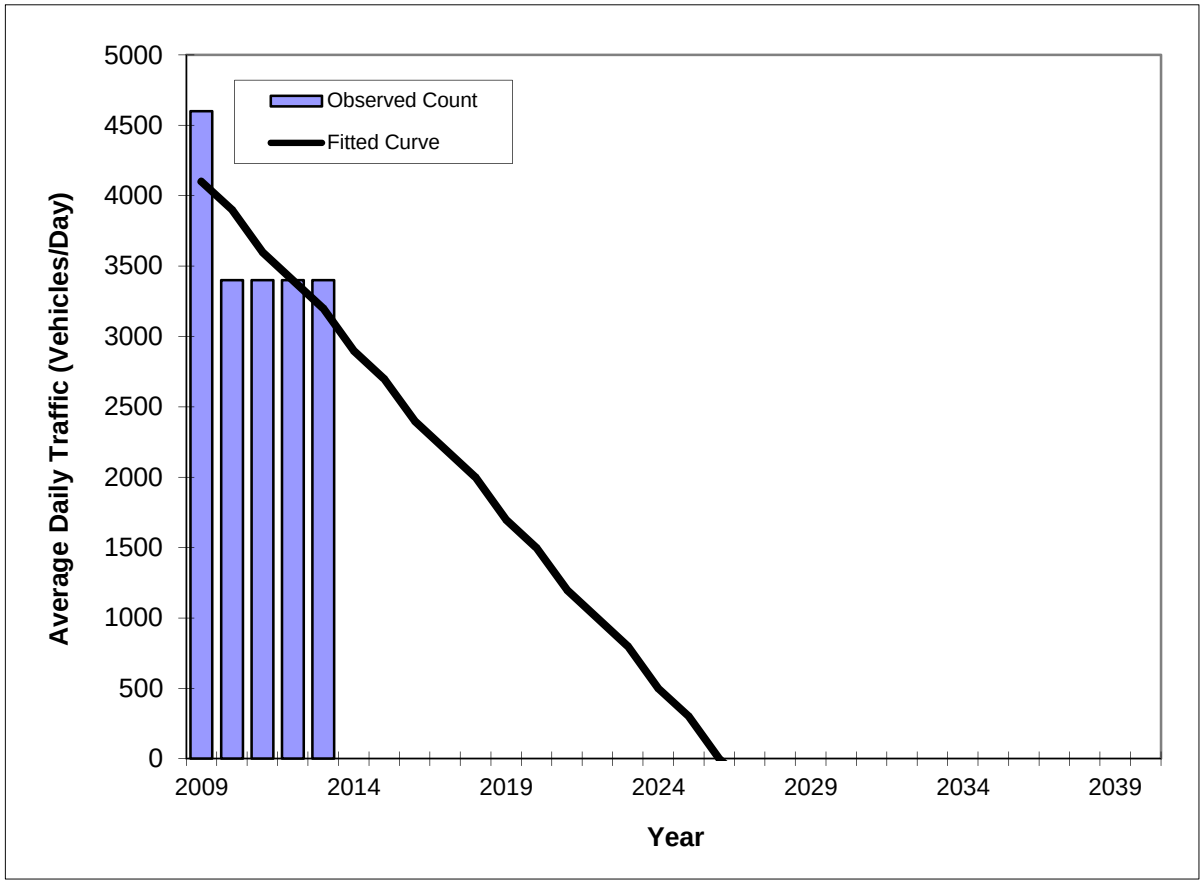
Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	3400 T	0	0	9.00	99.90	7.60
2012	3400 S	0	0	9.00	99.90	5.90
2011	3400 F	0	0	9.00	99.90	6.30
2010	3400 C	N 3400	0	8.35	52.69	9.30
2009	4600 F	0	0	8.53	99.99	5.30
2008	4700 C	N 4700	0	8.81	99.99	6.50
2007	4300 C	N 4300	0	8.63	99.99	4.80
2006	4300 C	N 4300	0	8.40	99.99	2.90
2005	3900 C	N		8.20	99.90	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

TRAFFIC TRENDS

NE 1 AVE -- S OF PEMBROKE RD

County:	Broward
Station #:	9634
Highway:	NE 1 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2009	4600	4100
2010	3400	3900
2011	3400	3600
2012	3400	3400
2013	3400	3200
2021 Opening Year Trend		
2021	N/A	1200
2031 Mid-Year Trend		
2031	N/A	-1200
2040 Design Year Trend		
2040	N/A	-3300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-240
Trend R-squared:	50.0%
Trend Annual Historic Growth Rate:	-5.49%
Trend Growth Rate (2013 to Design Year):	-7.52%
Printed:	16-Mar-15

Straight Line Growth Option

Florida Department of Transportation
Transportation Statistics Office
2013 Historical AADT Report

County: 86 - BROWARD

Site: 9757 - ATLANTIC SHORES BLVD, E OF FEDERAL HIGHWAY

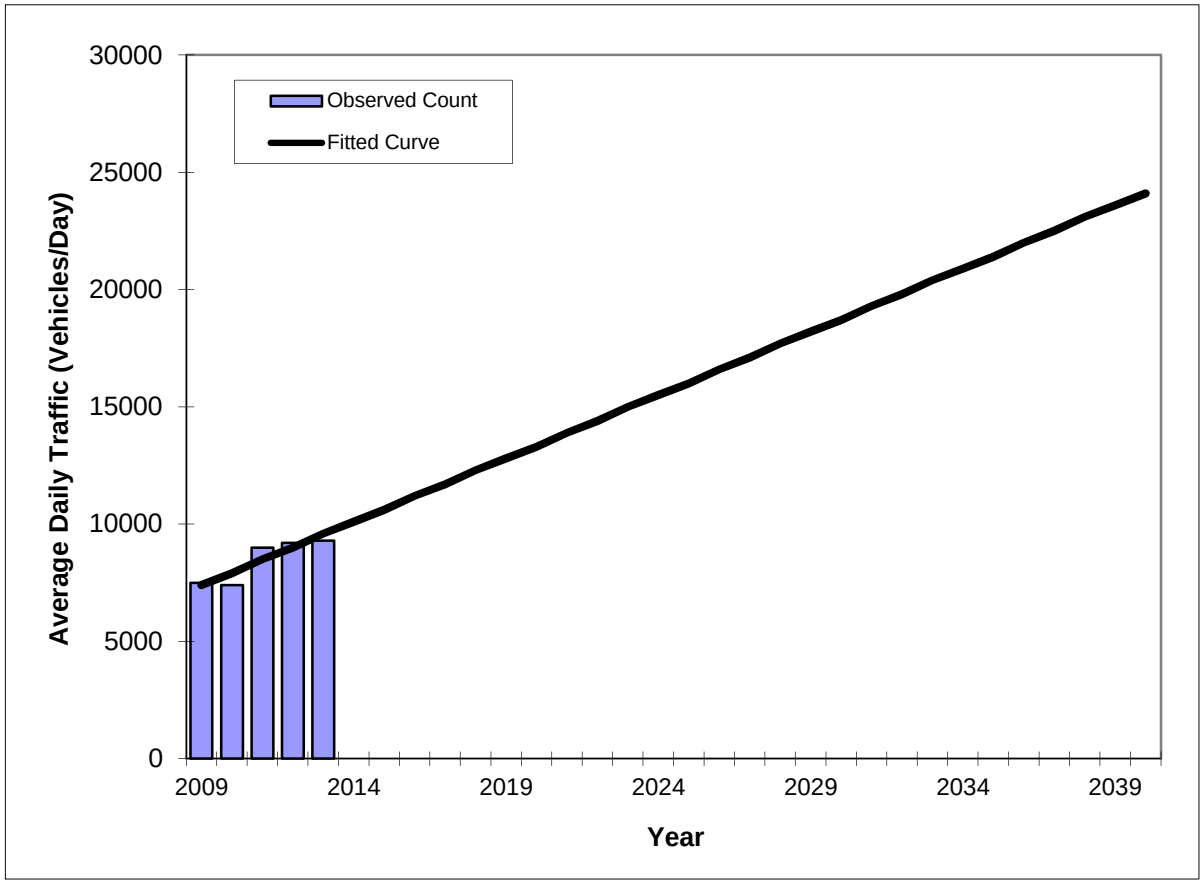
Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	9300 S	0	0	9.00	54.60	7.60
2012	9200 F	0	0	9.00	55.00	5.90
2011	9000 C	E 0	W 0	9.00	54.50	6.30
2010	7400 F	0	0	9.37	54.06	9.30
2009	7500 C	E 0	W 0	9.31	53.74	5.30
2008	10000 C	E 0	W 0	9.70	54.48	6.50
2007	9300 C	E 0	W 0	9.10	53.47	4.80
2006	8800 C	E 0	W 0	9.48	53.59	2.90
2005	8500 C	E	W	10.60	58.90	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

TRAFFIC TRENDS

ATLANTIC SHORES BLVD -- E OF FEDERAL HIGHWAY

County:	Broward
Station #:	9757
Highway:	ATLANTIC SHORES BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2009	7500	7400
2010	7400	7900
2011	9000	8500
2012	9200	9000
2013	9300	9600
2021 Opening Year Trend		
2021	N/A	13900
2031 Mid-Year Trend		
2031	N/A	19300
2040 Design Year Trend		
2040	N/A	24100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	540
Trend R-squared:	81.3%
Trend Annual Historic Growth Rate:	7.43%
Trend Growth Rate (2013 to Design Year):	5.59%
Printed:	16-Mar-15

Straight Line Growth Option

Hanes, Ali

From: Shing Tsoi <stsoi@kittelson.com>
Sent: Wednesday, March 11, 2015 11:19 AM
To: McWilliams, John
Cc: John Zegeer; louis@brd-dev.com; ajefferson@hallandalebeachfl.gov; cdominguez@hallandalebeachfl.gov; kklopp@hallandalebeachfl.gov; OrshefskyD@GTLAW.com; Shing Tsoi
Subject: RE: Diplomat Golf, Tennis, & Yacht Club Redevelopment - Proposed Traffic Impact Study Area
Attachments: 18767_1_Review Comments_Diplomat Methodology_2015-03-11.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi John,

Attached is the summary of comments on the methodology memo you provided on March 3. This reflects the latest list of study intersections discussed recently. A few notes:

- For the annual growth rate(s), please use historical volumes and/or 2035 model volumes to determine appropriate growth rate(s). Sometimes one data set of the other may not produce reasonable growth rate(s).
- For the queuing and LOS analyses, please see attached for our preferred format which would facilitate our review later on.
- For the internal capture calculation, I found out the discrepancies were due to rounding issues on our end (since the reduced trips are so small). Your internal capture calculation appears to be correct.

Please take a look and let me know if you have questions on the above or attached. Please provide an updated methodology memo with the key parameters indicated in the comments so that we can agree on those key parameters first and minimize the number of revisions later on. Thanks!

Shing Tsoi, P.E.
Engineer

Kittelson & Associates, Inc.
Transportation Engineering / Planning
954.653.5624 (direct)
510.809.6728 (cell)

From: Shing Tsoi
Sent: Monday, March 09, 2015 4:21 PM
To: John.McWilliams@kimley-horn.com; OrshefskyD@GTLAW.com
Cc: John Zegeer; louis@brd-dev.com; ajefferson@hallandalebeachfl.gov; cdominguez@hallandalebeachfl.gov; kklopp@hallandalebeachfl.gov; Shing Tsoi
Subject: RE: Diplomat Golf, Tennis, & Yacht Club Redevelopment - Proposed Traffic Impact Study Area

Hi John and Debbie,

There were some concerns regarding the study intersections after the methodology meeting last Thursday. We discussed with the City and the outcome of the discussion is summarized below.

Analyses at all intersections we discussed in the meeting are still preferred by the City. However, the City is ok with no LOS analyses conduct at intersections west of Dixie Highway on Hallandale Beach Blvd. Analyses are still required at intersections east of US 1. The updated recommendation is as follow:

Study Intersections originally proposed in the applicant's methodology memo:

- SE 3th St and US 1
- Hallandale Beach Boulevard and Dixie Highway
- Hallandale Beach Boulevard and Federal Highway
- Hallandale Beach Boulevard and NE 14th Avenue
- Hallandale Beach Boulevard and Diplomat Parkway
- Hallandale Beach Boulevard and Three Island Boulevard
- Hallandale Beach Boulevard and SR A1A
- NE 4th Street and NE 14th Avenue
- Atlantic Shores Boulevard and US 1
- Atlantic Shores Boulevard and NE 14th Avenue
- Atlantic Shores Boulevard and Diplomat Parkway
- Pembroke Road-Moffett Street and US 1

Additional study Intersections (updated) recommended by Kittelson

- Hallandale Beach Boulevard/NE 8th Avenue
- Hallandale Beach Boulevard/NE 10th Avenue
- Hallandale Beach Boulevard/Layne Boulevard
- Hallandale Beach Boulevard/Golden Isles Drive

Prepare trip assignment at the following intersections (no LOS analysis)

- Hallandale Beach Boulevard/NW 10th Terrace
- Hallandale Beach Boulevard/NW 8th Avenue
- Hallandale Beach Boulevard/NW 6th Avenue
- Hallandale Beach Boulevard/NW 4th Avenue

Please take a look and let us and the City know if you have further concerns. Thanks!

Shing Tsoi, P.E.
Engineer

Kittelson & Associates, Inc.
Transportation Engineering / Planning
954.653.5624 (direct)
510.809.6728 (cell)

From: John.McWilliams@kimley-horn.com [mailto:John.McWilliams@kimley-horn.com]
Sent: Tuesday, March 03, 2015 2:46 PM
To: cdominguez@hallandalebeachfl.gov; kklopp@hallandalebeachfl.gov
Cc: John Zegeer; Shing Tsoi; louis@brd-dev.com; OrshefskyD@GTLAW.com; ajefferson@hallandalebeachfl.gov; cbardales@hallandalebeachfl.gov
Subject: RE: Diplomat Golf, Tennis, & Yacht Club Redevelopment - Proposed Traffic Impact Study Methodology

Christy:

I am available any time Wednesday afternoon, any other time Thursday afternoon, and Friday morning. If necessary, I can make 1PM on Thursday as well. I can rearrange my other appointments as needed.

Thanks,

John

John J. McWilliams, P.E. | Vice President
Kimley-Horn | Suite 450, 600 North Pine Island Road, Plantation, FL 33324
Direct: 954-535-5106 | Mobile: 954-873-9407 | www.kimley-horn.com

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From: Dominguez, Christy [mailto:cdominguez@hallandalebeachfl.gov]
Sent: Tuesday, March 03, 2015 2:44 PM
To: McWilliams, John; Klopp, Keven
Cc: jzegeer@kittelson.com; stsoi@kittelson.com; louis@brd-dev.com; OrshefskyD@GTLAW.com; Jefferson, Althea; Bardales, Cindy
Subject: RE: Diplomat Golf, Tennis, & Yacht Club Redevelopment - Proposed Traffic Impact Study Methodology

Hi John
Staff is not available Thursday at 2 pm as we are scheduled for DRC meeting on a project at the same time. Please advise of other times/days availability and Cindy can assist in coordinating the meeting.

Thanks,

Christy Dominguez
Planning and Zoning Division
City of Hallandale Beach, Florida 33009
(954)457-1380
(954)457-1488 (fax)
cdominguez@hallandalebeachfl.gov

From: John.McWilliams@kimley-horn.com [mailto:John.McWilliams@kimley-horn.com]
Sent: Tuesday, March 03, 2015 2:14 PM
To: Klopp, Keven
Cc: jzegeer@kittelson.com; stsoi@kittelson.com; louis@brd-dev.com; OrshefskyD@GTLAW.com; Jefferson, Althea; Dominguez, Christy; emetz@concordwilshire.com
Subject: Diplomat Golf, Tennis, & Yacht Club Redevelopment - Proposed Traffic Impact Study Methodology

Keven:

Good afternoon. Attached you will find our proposed traffic impact study methodology for the City's review. Please let us know if you have any questions. We understand that a meeting to discuss this methodology is tentatively scheduled for this Thursday at 2PM at City Hall. Please confirm. Note that the site plan/development plan presented in this document is preliminary, does not include the proposed marina plan, and will be changed slightly prior to City submittal. We will bring a more information to the meeting. We look forward to the confirmation on this week's meeting.

Thanks,

John

John J. McWilliams, P.E. | Vice President
Kimley-Horn | Suite 450, 600 North Pine Island Road, Plantation, FL 33324
Direct: 954-535-5106 | Mobile: 954-873-9407 | www.kimley-horn.com

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

Diplomat Golf, Tennis, & Yacht Club Redevelopment

Traffic Methodology Memo Review Comments

Study Area

1. Please include the following signals/segments as part of the study intersections/segments. Since these signals are closely-spaced with adjacent intersections, the traffic operations at these intersections would impact the traffic operations at adjacent intersections. The list of intersection was updated based on a follow-up discussion with the City and the applicant after the methodology meeting on March 5, 2015.

    a. Hallandale Beach Boulevard/NE 8th Avenue

    b. Hallandale Beach Boulevard/NE 10th Avenue

    c. Hallandale Beach Boulevard/Layne Boulevard

    d. Hallandale Beach Boulevard/Golden Isles Drive

    e. A1A north of Hallandale Beach Boulevard

    f. A1A south of Hallandale Beach Boulevard

    Please include trip assignment at the following intersections. No LOS analysis is required at these intersections:

    g. Hallandale Beach Boulevard/NW 10th Terrace

    h. Hallandale Beach Boulevard/NW 8th Avenue

    i. Hallandale Beach Boulevard/NW 6th Avenue

    j. Hallandale Beach Boulevard/NW 4th Avenue

Data Collection

2. Please include pedestrian counts at all traffic counts locations, and include pedestrian volumes at all signalized intersection analyses.

Site Access

3. Please indicate clearly on the site plan the locations of existing driveway(s) and new driveway(s) proposed as part of the redevelopment.

Analysis Methodology

4. Please include the seasonal adjustment factor and supporting information in the methodology memo.

5. Please include the annual growth rate and supporting information in the methodology memo. Please identify the annual growth rate based on the historical volumes and/or 2035 model volumes and select growth rate(s) reasonable to the area.
6. Please indicate the full occupancy year in the methodology memo.
7. Please document in the TIA report the proposed construction sequence of various towers.
8. Please indicate clearly that the future year analysis will be conducted only for the full occupancy year, as we discussed in the meeting.
9. Please use HCM 2010 methodology in the analysis. As we discussed, HCM 2000 will be used only if Synchro 8.0 is not able to generate results with HCM 2010 methodology. If Synchro 8.0 is used for the analysis, please make sure the latest version build (currently build 806 revision 61) is used since older versions of Synchro 8.0 may have bugs and may not produce correct results.
    1. To facilitate review of the TIA report, please include, at a minimum, the following Synchro outputs in the appendix of the TIA report:
        - HCM 2010 or 2000 results
        - Lane, Volumes and Timings Report with Lane Inputs/Outputs, Volume Inputs/Outputs and Timing Inputs data.
        - Synchro queues report is needed only if HCM 2000 methodology is used since HCM 2010 results should contain the 95th percentile queue information.
10. Please include queuing analysis using HCM 2010 methodology (use Synchro queue output (HCM 2000 methodology) if Synchro 8.0 is not able to generate results with HCM 2010 methodology) at all signals along US 1 and Hallandale Beach Boulevard since these two are major roadways with closely-spaced signals. Queue analysis should include both through and turning movements.
    1. To facilitate review of the TIA report, please consider the following:
        - In the body of the TIA report, it is sufficient to only show the portion of 95th percentile queue beyond the storage length (i.e. 95th percentile queue minus storage length, round to the nearest 25 feet) for each lane group if the queue is longer than the storage length. If the queue is shorter than the storage length, indicate so and it is not necessary to show any value. Tabular or graphical format is ok.
        - Include other detailed information, such as available storage length (existing storage, existing storage with committed improvement/proposed mitigation, if any, for future year), and the actual 95th percentile queue in the appendix of the TIA report.

11. Please coordinate with the City to obtain the latest list of all committed projects, if any, which would affect the study area. There may be additional committed projects not mentioned during the methodology meeting.

Trip Generation and Distribution

12. Please include daily trip generation estimates in the methodology memo. Since there is no daily trip rate for ITE LUC 330 Resort Hotel, please consider using the same proportion of daily trip rate over peak hour trip rates for ITE LUC 310 Hotel to estimate the daily trip generation for the proposed development. Please properly document the methodology used in estimating the daily trip generation for the Resort Hotel.
13. The pass-by capture of 43% for high-turnover restaurant is only applicable to PM peak hour. Please revise.
14. In the summary page of the internal capture reduction calculation, under the section "Gross Trip Generation", the PM peak hour exiting trips for residential land use shown is not consistent with values shown in the trip generation comparison table. Please revise.
15. Please document the trip distribution methodology in the methodology memo. Based on the discussion in the meeting, the trip distribution will be primarily based on select zone analysis in SERPM model, with adjustments based on turning movement counts. Any manual adjustments will be documented in the TIA report.

APPENDIX B:
Project Trip Generation

PEAK HOUR TRIP GENERATION

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	High-Rise Residential Condominium/Townhouse	9	232	250	du	19%	81%	19	82	101	0.0%	0	19	82	101	0.0%	0	19	82	101
	2	Resort Hotel	9	330	1005	room	72%	28%	260	101	361	0.0%	0	260	101	361	0.0%	0	260	101	361
	3	Quality Restaurant	9	931	7.4	ksf	50%	50%	3	3	6	0.0%	0	3	3	6	0.0%	0	3	3	6
	4	Residential Condominium/Townhouse	9	230	4	du	17%	83%	1	3	4	0.0%	0	1	3	4	0.0%	0	1	3	4
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
	11																				
	12																				
	13																				
	14																				
	15																				
							Total:		283	189	472			283	189	472			283	189	472

ITE Land Use Code	Rate or Equation
232	Y=0.29*(X)+28.86
330	Y=0.4*(X)+-40.79
931	Y=0.81(X)
230	LN(Y) = 0.8*LN(X)+0.26

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	High-Rise Residential Condominium/Townhouse	9	232	250	du	62%	38%	62	38	100	8.7%	7	60	33	93	0.0%	0	60	33	93
	2	Resort Hotel	9	330	1005	room	43%	57%	181	241	422	0.9%	4	179	239	418	0.0%	0	179	239	418
	3	Quality Restaurant	9	931	7.4	ksf	67%	33%	37	18	55	20.0%	11	30	14	44	44.0%	20	20	4	24
	4	Residential Condominium/Townhouse	9	230	4	du	67%	33%	3	1	4	8.7%	2	2	0	2	0.0%	0	2	0	2
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
	11																				
	12																				
	13																				
	14																				
	15																				
							Total:		283	298	581	4.1%	24	271	286	557	3.6%	20	261	276	537

ITE Land Use Code	Rate or Equation
232	Y=0.34*(X)+15.47
330	Y=0.42(X)
931	Y=7.49(X)
230	LN(Y) = 0.82*LN(X)+0.32

DAILY TRIP GENERATION

PROPOSED DAILY TRIP GENERATION

	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
1	High-Rise Residential Condominium/Townhouse	9	232	250	du	50%	50%	583	583	1,166	8.5%	100	547	519	1,066	0.0%	0	533	533	1,066
2	Resort Hotel	9	330	1005	room	50%	50%	3,017	3,017	6,034	0.7%	44	2,991	2,999	5,990	0.0%	0	2,996	2,996	5,992
3	Quality Restaurant	9	931	7.4	ksf	50%	50%	333	333	666	19.4%	129	258	279	537	0.0%	0	268	268	536
4	Residential Condominium/Townhouse	9	230	4	du	50%	50%	20	20	40	8.5%	3	19	18	37	0.0%	0	18	18	36
5																				
6																				
7																				
8																				
9																				
10																				
11																				
12																				
13																				
14																				
15																				
						Total:		3,953	3,953	7,906	3.5%	276	3,815	3,815	7,630			3,815	3,815	7,630

ITE Land Use Code	Rate or Equation
232	Y=3.77*(X)+223.66
330	Y=PM Peak*14.299
931	Y=89.95(X)
230	LN(Y) = 0.87*LN(X)+2.46

HOTEL LAND USES - DAILY TRIP GENERATION CALCULATIONS

PEAK HOUR TRIP GENERATION

	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
1	Hotel	9	310	1005	room	51%	49%	308	295	603	0.0%	0	308	295	603	0.0%	0	308	295	603
2	Resort Hotel	9	330	1005	room	43%	57%	181	241	422	0.0%	0	181	241	422	0.0%	0	181	241	422

ITE Land Use Code	Rate or Equation
310	Y=0.6(X)
330	Y=0.42(X)

DAILY TRIP GENERATION

	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
1	Hotel	9	310	1005	room	50%	50%	4,311	4,311	8,622	0.0%	0	4,311	4,311	8,622	0.0%	0	4,311	4,311	8,622
2	Resort Hotel	9	330	1005	room	50%	50%	3,017	3,017	6,034	0.0%	0	3,017	3,017	6,034	0.0%	0	3,017	3,017	6,034

14.299 = PM Peak/Daily

ITE Land Use Code	Rate or Equation
310	Y=8.95*(X)+-373.16
330	Y=PM Peak*14.299

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

SUMMARY

GROSS TRIP GENERATION

INPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office						
Retail						
Restaurant	333	333			37	18
Cinema/Entertainment						
Residential	603	603			65	39
Hotel	3,017	3,017			181	241
	3,953	3,953	0	0	283	298

INTERNAL TRIPS

OUTPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	0	0	0	0	0	0
Retail	0	0	0	0	0	0
Restaurant	75	54	0	0	7	4
Cinema/Entertainment	0	0	0	0	0	0
Residential	37	66	0	0	3	6
Hotel	26	18	0	0	2	2
	138	138	0	0	12	12

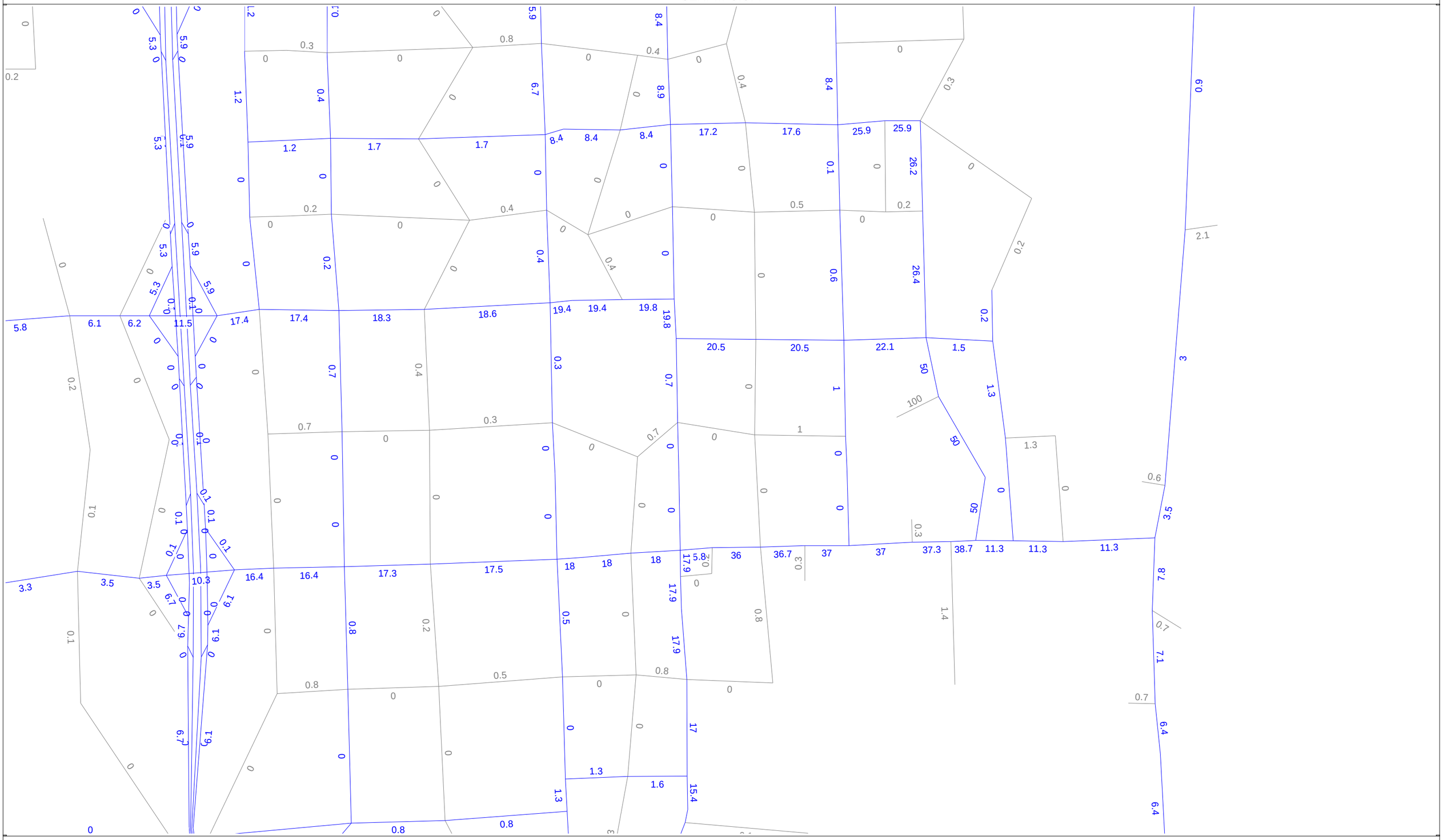
Office % Reduction	0.0%	0.0%	0.0%
Retail % Reduction	0.0%	0.0%	0.0%
Restaurant % Reduction	19.4%	0.0%	20.0%
Cinema/Entertainment % Reducti	0.0%	0.0%	0.0%
Residential % Reduction	8.5%	0.0%	8.7%
Hotel % Reduction	0.7%	0.0%	0.9%
Total % Reduction	3.5%	0.0%	4.1%

EXTERNAL TRIPS

OUTPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	0	0	0	0	0	0
Retail	0	0	0	0	0	0
Restaurant	258	279	0	0	30	14
Cinema/Entertainment	0	0	0	0	0	0
Residential	566	537	0	0	62	33
Hotel	2,991	2,999	0	0	179	239
	3,815	3,815	0	0	271	286

Diplomat Golf Course Re-Development
CF 2035
SERPM 6.5.4



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APPENDIX C:

Traffic Data

Turning Movement Counts

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

SE 3RD STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: I. GONZALEZ & S. SALVO
SIGNALIZED

Site Code : 00150012
Start Date: 01/20/15
File I.D. : 3STR_US1
Page : 1

ALL VEHICLES

	US 1 From North				GULFSTREAM From East				US 1 From South				SE 3RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/20/15																	
07:00	0	2	219	1	0	0	0	0	1	1	146	1	0	8	3	15	397
07:15	1	1	237	0	0	1	0	2	0	4	183	4	0	14	8	25	480
07:30	1	0	388	2	0	3	2	0	0	3	227	0	0	18	5	49	698
07:45	0	3	425	3	0	0	0	1	1	8	257	4	0	18	10	75	805
Hr Total	2	6	1269	6	0	4	2	3	2	16	813	9	0	58	26	164	2380
08:00	2	6	415	0	0	4	2	1	0	6	216	1	0	30	22	89	794
08:15	3	6	513	0	0	0	3	1	0	12	323	2	0	19	12	96	990
08:30	0	6	434	1	0	2	1	4	1	17	280	4	0	23	29	124	926
08:45	4	4	474	0	0	3	1	2	0	13	277	8	0	32	30	125	973
Hr Total	9	22	1836	1	0	9	7	8	1	48	1096	15	0	104	93	434	3683
* BREAK *																	
16:00	4	18	368	4	0	16	7	24	6	16	503	13	0	56	16	28	1079
16:15	2	11	297	2	0	17	10	16	2	25	407	10	0	30	17	36	882
16:30	3	15	364	2	0	18	13	22	0	13	506	10	0	30	12	34	1042
16:45	4	12	315	2	0	18	12	24	0	23	409	6	0	28	14	28	895
Hr Total	13	56	1344	10	0	69	42	86	8	77	1825	39	0	144	59	126	3898
17:00	3	10	344	1	0	21	13	28	0	9	366	11	1	50	26	34	917
17:15	0	5	322	2	0	16	15	18	1	20	504	13	0	58	20	35	1029
17:30	2	9	288	5	0	17	21	21	1	20	471	3	0	33	12	54	957
17:45	2	8	343	5	0	15	15	15	2	22	463	9	0	51	16	37	1003
Hr Total	7	32	1297	13	0	69	64	82	4	71	1804	36	1	192	74	160	3906
TOTAL	31	116	5746	30	0	151	115	179	15	212	5538	99	1	498	252	884	13867

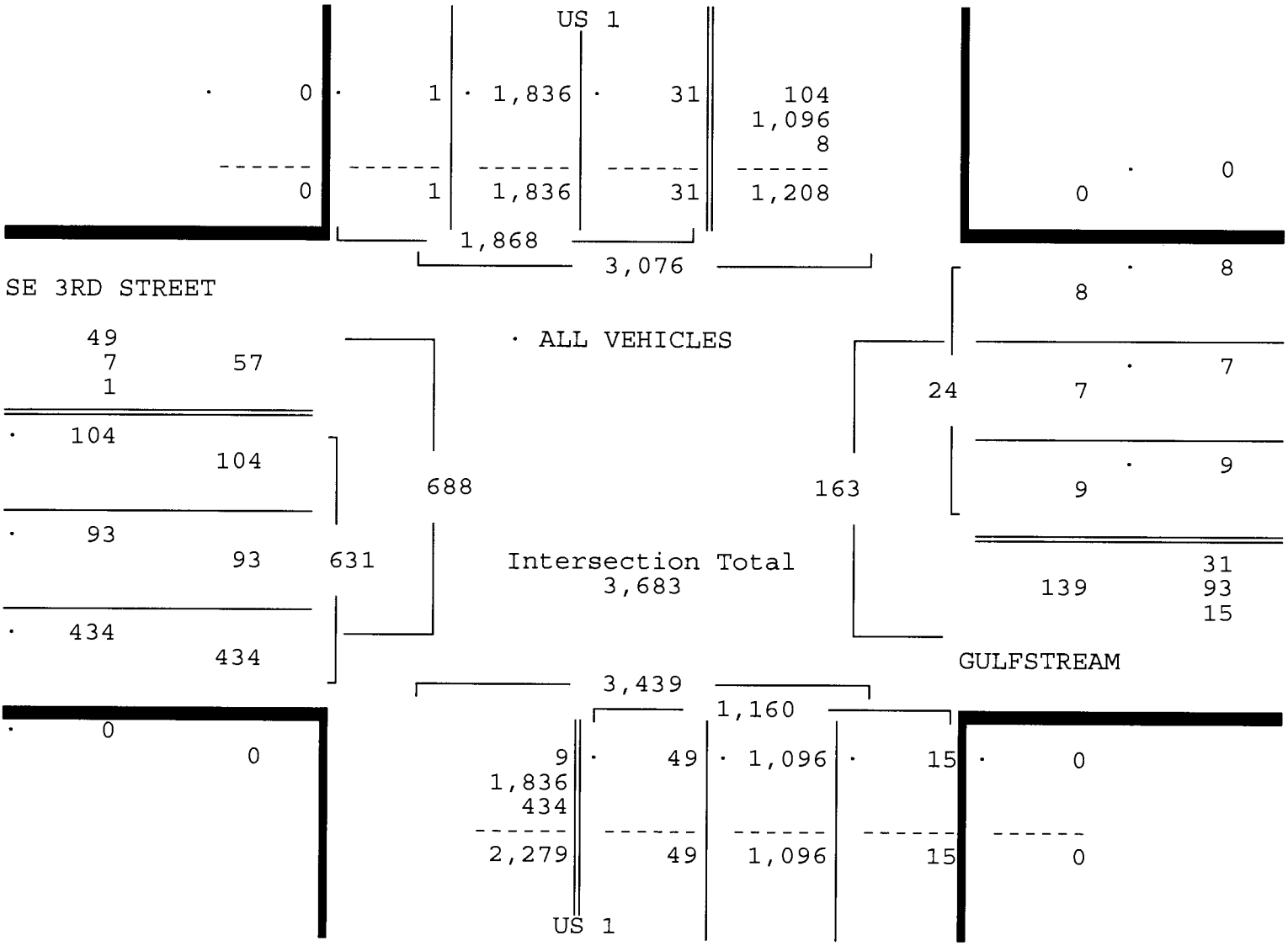
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

SE 3RD STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: I. GONZALEZ & S. SALVO
SIGNALIZED

Site Code : 00150012
Start Date: 01/20/15
File I.D. : 3STR_US1
Page : 2

ALL VEHICLES

	US 1 From North				GULFSTREAM From East				US 1 From South				SE 3RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/20/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 01/20/15																	
Peak start 08:00					08:00				08:00				08:00				
Volume	9	22	1836	1	0	9	7	8	1	48	1096	15	0	104	93	434	
Percent	0%	1%	98%	0%	0%	38%	29%	33%	0%	4%	94%	1%	0%	16%	15%	69%	
Pk total	1868				24				1160				631				
Highest	08:15				08:00				08:15				08:45				
Volume	3	6	513	0	0	4	2	1	0	12	323	2	0	32	30	125	
Hi total	522				7				337				187				
PHF	.89				.86				.86				.84				



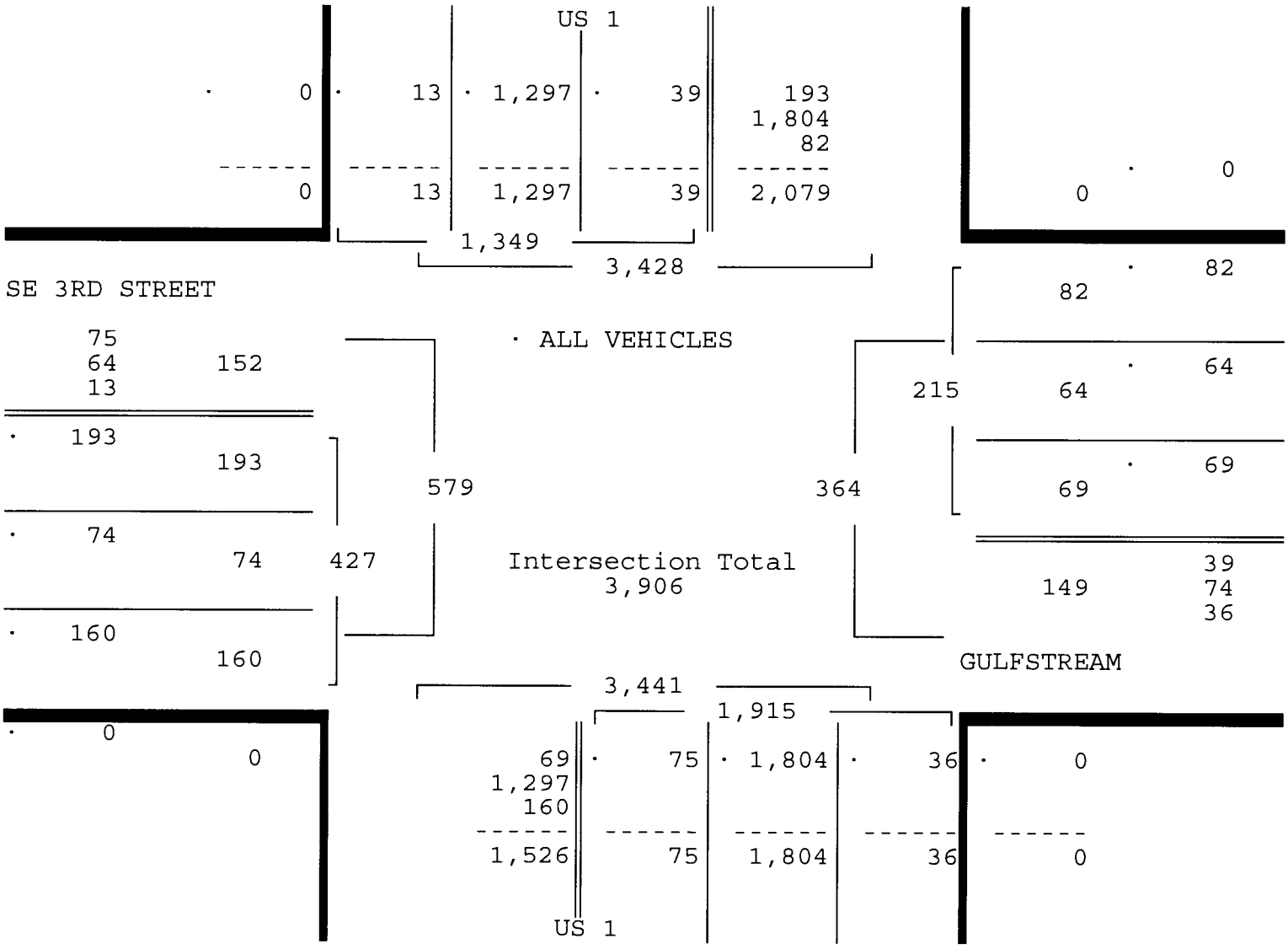
SE 3RD STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: I. GONZALEZ & S. SALVO
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150012
Start Date: 01/20/15
File I.D. : 3STR_US1
Page : 3

ALL VEHICLES

	US 1 From North				GULFSTREAM From East				US 1 From South				SE 3RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/20/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/20/15																	
Peak start 17:00					17:00				17:00				17:00				
Volume	7	32	1297	13	0	69	64	82	4	71	1804	36	1	192	74	160	
Percent	1%	2%	96%	1%	0%	32%	30%	38%	0%	4%	94%	2%	0%	45%	17%	37%	
Pk total	1349				215				1915				427				
Highest	17:00				17:00				17:15				17:15				
Volume	3	10	344	1	0	21	13	28	1	20	504	13	0	58	20	35	
Hi total	358				62				538				113				
PHF	.94				.87				.89				.94				



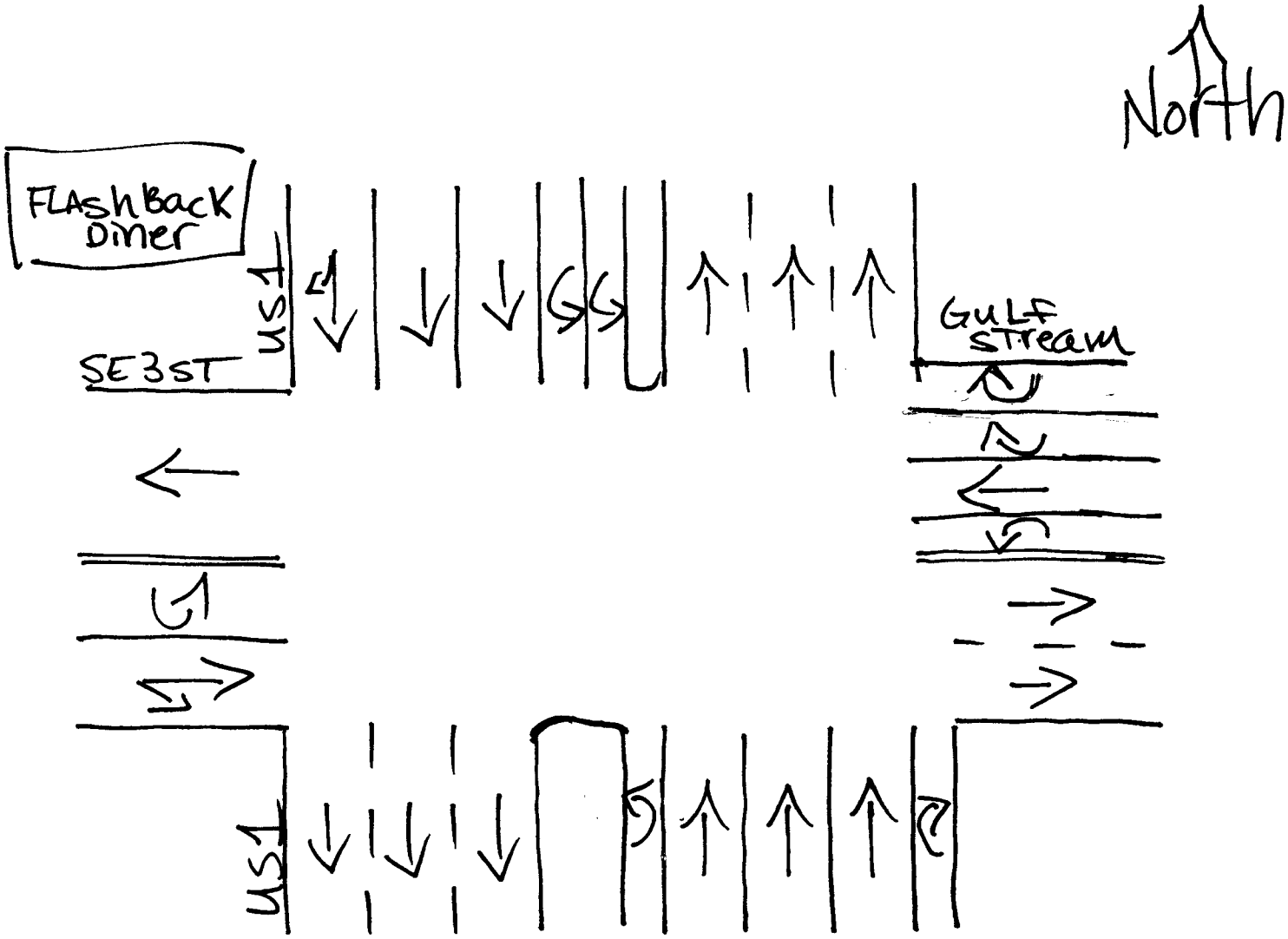
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

SE 3RD STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: I. GONZALEZ & S. SALVO
SIGNALIZED

Site Code : 00150012
Start Date: 01/20/15
File I.D. : 3STR_US1
Page : 1

PEDESTRIANS & BIKES

	US 1 From North				GULFSTREAM From East				US 1 From South				SE 3RD STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 01/20/15																	
07:00	0	1	0	1	0	2	0	1	0	0	0	0	0	1	0	1	7
07:15	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	5
07:30	0	0	0	0	0	3	0	1	0	0	0	1	0	3	0	5	13
07:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	1	0	1	0	8	0	2	0	0	0	1	0	7	0	6	26
08:00	0	1	0	0	0	2	0	0	0	1	0	1	0	2	0	0	7
08:15	0	0	0	0	0	0	0	0	0	1	0	2	0	1	0	0	4
08:30	0	0	0	0	0	1	0	0	0	0	0	1	0	2	0	1	5
08:45	0	1	0	3	0	0	0	0	0	1	0	0	0	0	0	2	7
Hr Total	0	2	0	3	0	3	0	0	0	3	0	4	0	5	0	3	23
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3	6
16:15	0	1	0	0	0	1	0	4	0	0	0	0	0	2	0	4	12
16:30	0	2	0	2	0	1	0	5	0	0	0	4	0	1	0	1	16
16:45	0	1	0	2	0	1	0	1	0	0	0	2	0	1	0	3	11
Hr Total	0	4	0	4	0	4	0	12	0	0	0	6	0	4	0	11	45
17:00	0	1	0	0	0	4	0	3	0	1	0	0	0	1	0	4	14
17:15	0	0	0	1	0	3	0	4	0	1	0	3	0	1	0	3	16
17:30	0	0	0	1	0	0	0	0	0	0	0	4	0	1	0	4	10
17:45	0	6	0	2	0	1	0	4	0	1	0	4	0	1	0	1	20
Hr Total	0	7	0	4	0	8	0	11	0	3	0	11	0	4	0	12	60
TOTAL	0	14	0	12	0	23	0	25	0	6	0	22	0	20	0	32	154



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

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

HALLANDALE BEACH BOULEVARD & DIXIE
HIGHWAY, HALLANDALE BEACH, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Site Code : 00150012
Start Date: 01/21/15
File I.D. : HBBDIX_I
Page : 1

ALL VEHICLES

	N DIXIE HIGHWAY From North				HALLANDALE BEACH BLVD From East				S DIXIE HIGHWAY From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/21/15																	
07:00	0	21	31	4	0	7	275	0	0	0	0	0	0	0	155	9	502
07:15	0	11	47	4	0	21	309	0	0	0	0	0	0	0	221	17	630
07:30	0	31	117	10	0	26	267	0	0	0	0	0	0	0	219	6	676
07:45	0	54	99	5	0	28	263	0	0	0	0	0	0	0	261	6	716
Hr Total	0	117	294	23	0	82	1114	0	0	0	0	0	0	0	856	38	2524
08:00	0	53	127	10	0	31	341	0	0	0	0	0	0	0	312	8	882
08:15	0	55	152	11	0	15	326	0	0	0	0	0	0	0	291	9	859
08:30	0	52	143	9	0	30	362	0	0	0	0	0	0	0	324	9	929
08:45	0	58	148	8	0	29	324	0	0	0	0	0	0	0	301	8	876
Hr Total	0	218	570	38	0	105	1353	0	0	0	0	0	0	0	1228	34	3546
* BREAK *																	
16:00	0	28	65	18	0	26	516	0	0	0	0	0	0	0	257	12	922
16:15	0	40	72	20	0	19	424	0	0	0	0	0	0	0	236	12	823
16:30	0	48	72	14	0	24	484	0	0	0	0	0	0	0	286	15	943
16:45	0	35	83	21	0	20	408	0	0	0	0	0	0	0	249	10	826
Hr Total	0	151	292	73	0	89	1832	0	0	0	0	0	0	0	1028	49	3514
17:00	0	47	74	17	1	30	406	0	0	0	0	0	1	0	225	9	810
17:15	0	40	95	18	0	25	439	0	0	0	0	0	0	0	265	16	898
17:30	0	57	84	9	0	24	424	0	0	0	0	0	0	0	238	12	848
17:45	0	49	76	15	0	17	372	0	0	0	0	0	0	0	310	14	853
Hr Total	0	193	329	59	1	96	1641	0	0	0	0	0	1	0	1038	51	3409
TOTAL	0	679	1485	193	1	372	5940	0	0	0	0	0	1	0	4150	172	12993

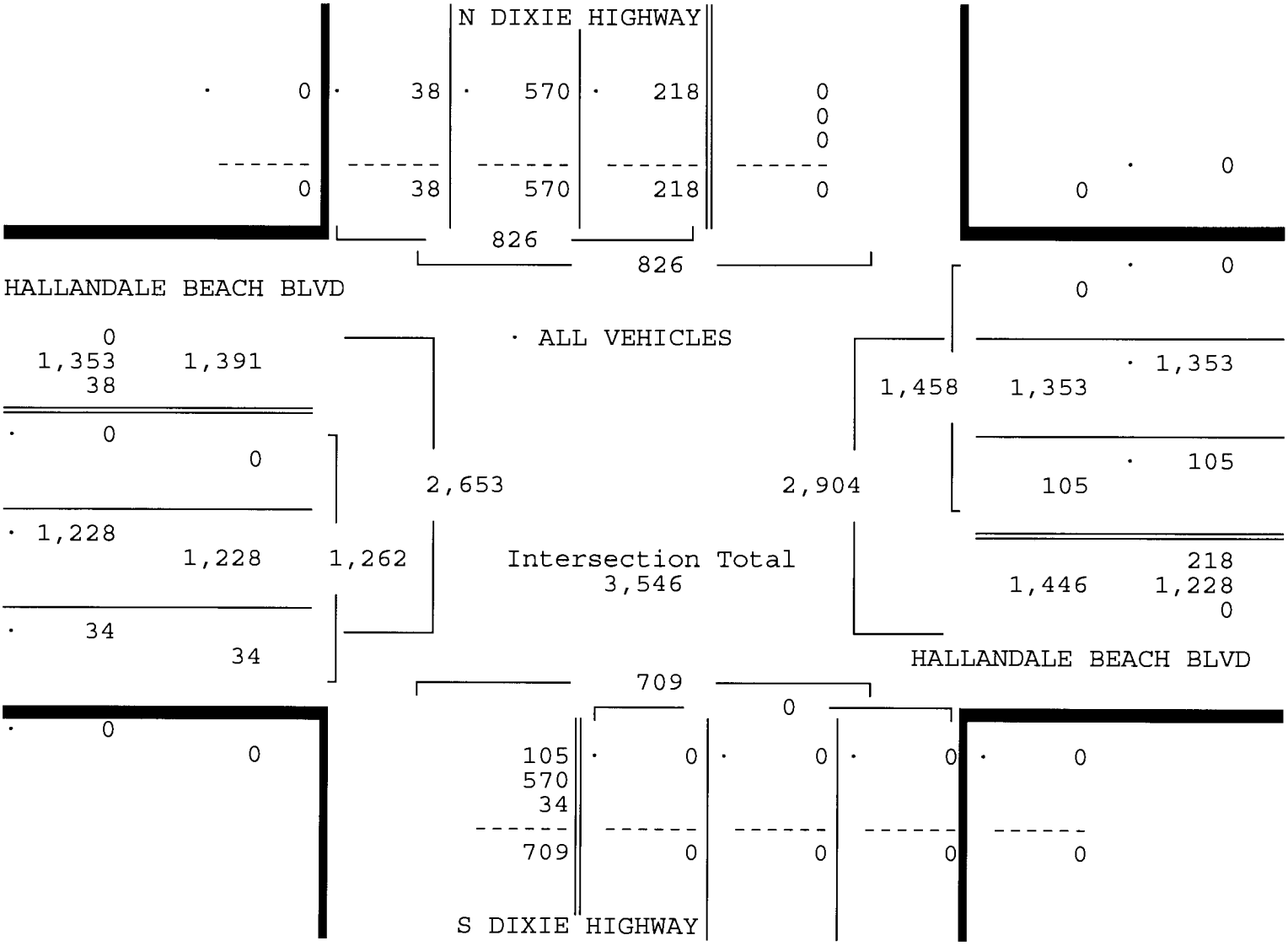
HALLANDALE BEACH BOULEVARD & DIXIE
HIGHWAY, HALLANDALE BEACH, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150012
Start Date: 01/21/15
File I.D. : HBBDIX_I

ALL VEHICLES

	N DIXIE HIGHWAY From North				HALLANDALE BEACH BLVD From East				S DIXIE HIGHWAY From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/21/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 01/21/15																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	218	570	38	0	105	1353	0	0	0	0	0	0	0	1228	34	
Percent	0%	26%	69%	5%	0%	7%	93%	0%	0%	0%	0%	0%	0%	0%	97%	3%	
Pk total	826				1458				0				1262				
Highest	08:15				08:30				07:00				08:30				
Volume	0	55	152	11	0	30	362	0	0	0	0	0	0	0	324	9	
Hi total	218				392				0				333				
PHF	.95				.93				.0				.95				



HALLANDALE BEACH BOULEVARD & DIXIE
HIGHWAY, HALLANDALE BEACH, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
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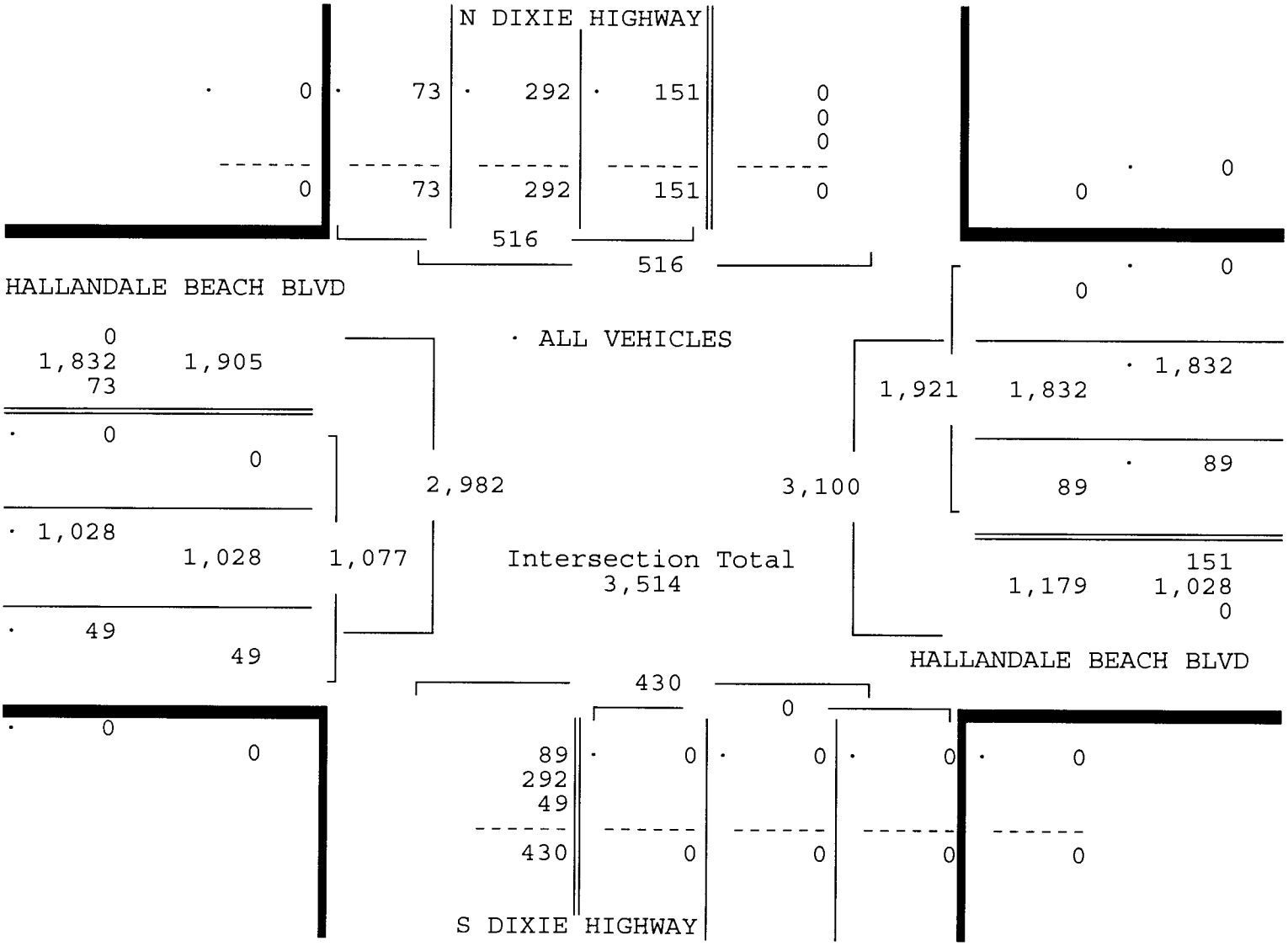
Site Code : 00150012
Start Date: 01/21/15
File I.D. : HBBDIX_I
Page : 3

ALL VEHICLES

	N DIXIE HIGHWAY From North				HALLANDALE BEACH BLVD From East				S DIXIE HIGHWAY From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/21/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/21/15																	
Peak start 16:00					16:00				16:00				16:00				
Volume	0	151	292	73	0	89	1832	0	0	0	0	0	0	0	1028	49	
Percent	0%	29%	57%	14%	0%	5%	95%	0%	0%	0%	0%	0%	0%	0%	95%	5%	
Pk total	516				1921				0				1077				
Highest	16:45				16:00				07:00				16:30				
Volume	0	35	83	21	0	26	516	0	0	0	0	0	0	0	286	15	
Hi total	139				542				0				301				
PHF	.93				.89				.0				.89				



HALLANDALE BEACH BOULEVARD & DIXIE
HIGHWAY, HALLANDALE BEACH, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150012
Start Date: 01/21/15
File I.D. : HBBDIX_I
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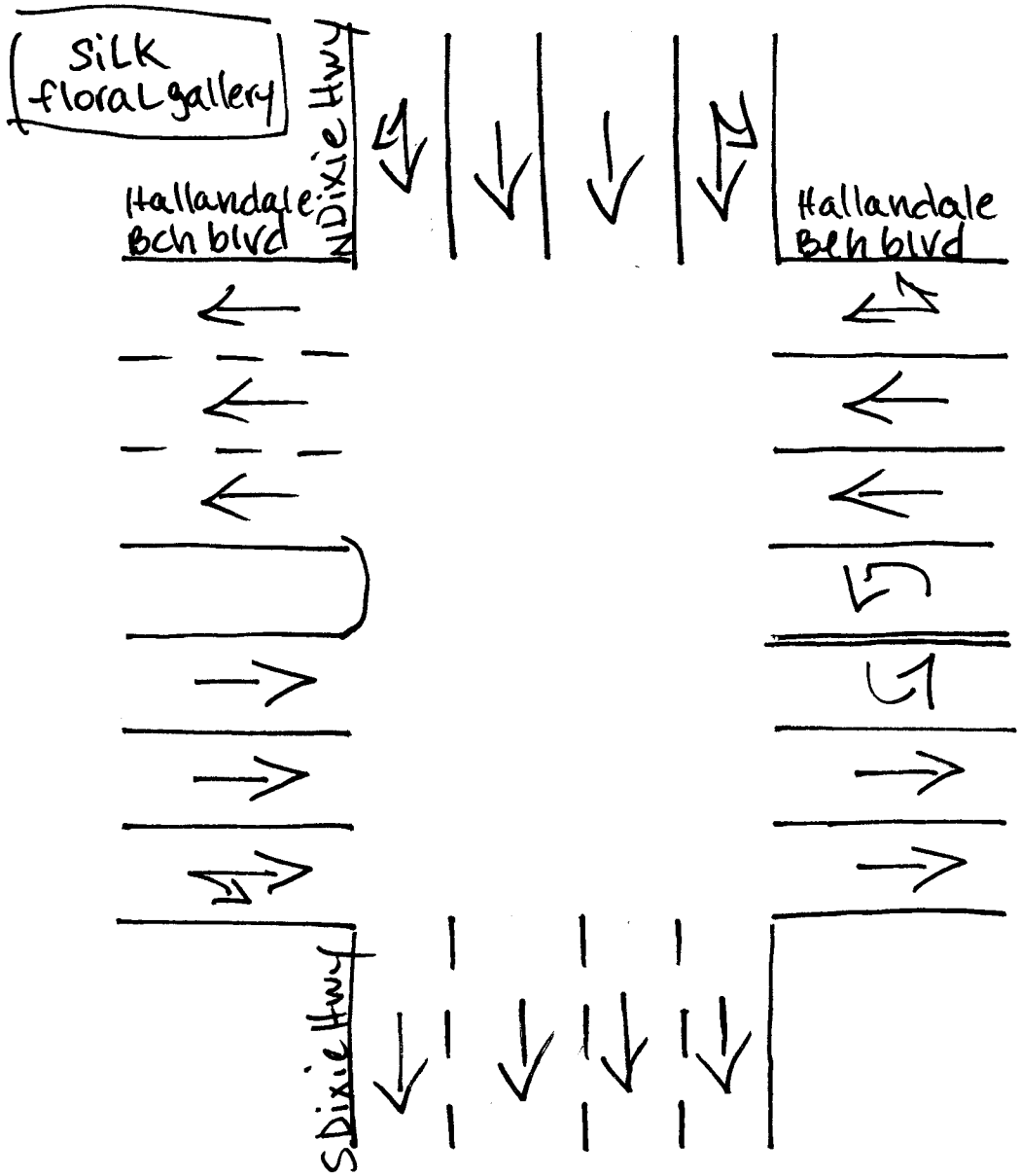
PEDESTRIANS & BIKES

	N DIXIE HIGHWAY From North				HALLANDALE BEACH BLVD From East				S DIXIE HIGHWAY From South				HALLANDALE BEACH BLVD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 01/21/15																	
07:00	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	4
07:15	0	3	0	4	0	0	0	0	0	4	0	2	0	1	0	2	16
07:30	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	1	5
07:45	0	2	0	4	0	1	0	0	0	3	0	1	0	0	0	1	12
Hr Total	0	5	0	8	0	1	0	1	0	10	0	7	0	1	0	4	37
08:00	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4
08:15	0	3	0	6	0	0	0	0	0	1	0	0	0	0	0	0	10
08:30	0	0	0	2	0	0	0	0	0	1	0	2	0	0	0	0	5
08:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hr Total	0	8	0	8	0	0	0	0	0	2	0	4	0	0	0	0	22
* BREAK *																	
16:00	0	7	0	6	0	0	0	0	0	3	0	0	0	0	0	0	16
16:15	0	1	0	6	0	0	0	0	0	7	0	4	0	0	0	1	19
16:30	0	2	0	5	0	1	0	0	0	1	0	2	0	0	0	3	14
16:45	0	2	0	8	0	0	0	0	0	2	0	1	0	1	0	0	14
Hr Total	0	12	0	25	0	1	0	0	0	13	0	7	0	1	0	4	63
17:00	0	9	0	11	0	0	0	0	0	1	0	1	0	1	0	2	25
17:15	0	3	0	3	0	0	0	0	0	4	0	1	0	2	0	1	14
17:30	0	0	0	1	0	1	0	0	0	3	0	1	0	1	0	1	8
17:45	0	3	0	5	0	0	0	0	0	0	0	0	0	1	0	1	10
Hr Total	0	15	0	20	0	1	0	0	0	8	0	3	0	5	0	5	57
TOTAL	0	40	0	61	0	3	0	1	0	33	0	21	0	7	0	13	179



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

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

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150012
Start Date: 01/21/15
File I.D. : HBBDIX_S
Page : 1

ALL VEHICLES

	NE 1ST AVENUE From North				HALLANDALE BEACH BLVD From East				SE 1ST AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/21/15																	
07:00	0	0	0	0	0	0	267	3	0	20	8	6	0	3	179	0	486
07:15	0	0	0	0	0	0	306	6	0	22	19	9	0	4	232	0	598
07:30	0	0	0	0	0	0	266	3	0	28	29	2	0	2	247	0	577
07:45	0	0	0	0	0	0	268	3	0	29	23	9	0	7	308	0	647
Hr Total	0	0	0	0	0	0	1107	15	0	99	79	26	0	16	966	0	2308
08:00	0	0	0	0	0	0	331	3	0	39	33	12	0	7	348	0	773
08:15	0	0	0	0	0	0	305	6	0	41	36	22	0	10	345	0	765
08:30	0	0	0	0	0	0	341	6	0	51	30	16	0	6	368	0	818
08:45	0	0	0	0	0	0	303	7	0	43	33	16	2	5	341	0	750
Hr Total	0	0	0	0	0	0	1280	22	0	174	132	66	2	28	1402	0	3106
* BREAK *																	
16:00	0	0	0	0	0	0	463	12	0	83	67	23	0	6	274	0	928
16:15	0	0	0	0	1	0	368	9	0	80	89	26	0	8	271	0	852
16:30	0	0	0	0	0	0	427	4	0	73	79	23	0	20	310	0	936
16:45	0	0	0	0	0	0	350	10	0	74	94	21	0	12	266	0	827
Hr Total	0	0	0	0	1	0	1608	35	0	310	329	93	0	46	1121	0	3543
17:00	0	0	0	0	0	0	374	10	0	67	89	26	0	10	266	0	842
17:15	0	0	0	0	0	0	381	12	0	78	86	22	0	7	298	0	884
17:30	0	0	0	0	0	0	358	9	0	88	91	22	0	11	282	0	861
17:45	0	0	0	0	1	0	337	10	0	51	62	15	0	9	353	0	838
Hr Total	0	0	0	0	1	0	1450	41	0	284	328	85	0	37	1199	0	3425
TOTAL	0	0	0	0	2	0	5445	113	0	867	868	270	2	127	4688	0	12382

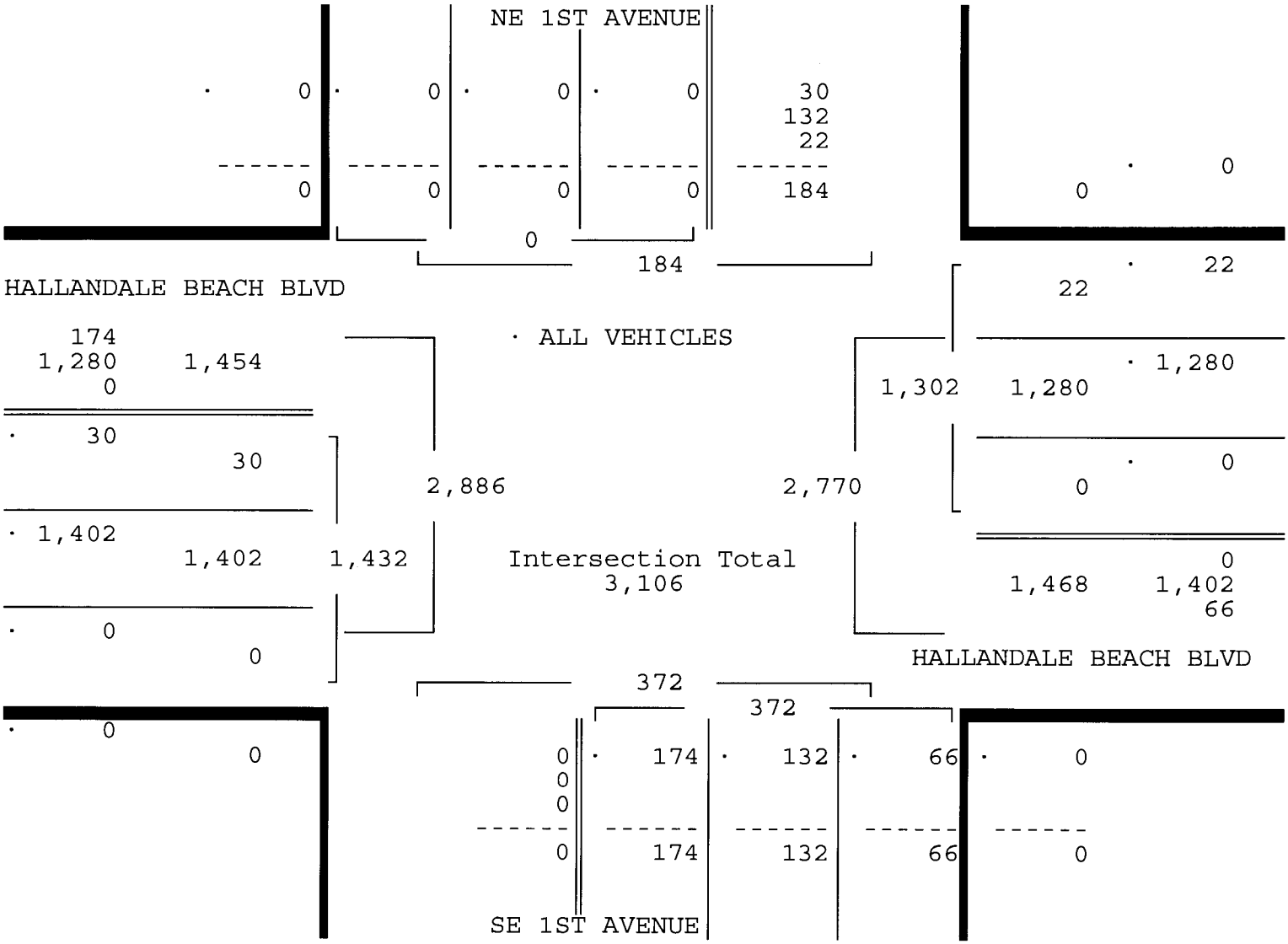
HALLANDALE BEACH BOULEVARD & NE/SE 1ST AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150012
Start Date: 01/21/15
File I.D. : HBBDIX_S
Page : 2

ALL VEHICLES

	NE 1ST AVENUE From North				HALLANDALE BEACH BLVD From East				SE 1ST AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/21/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 01/21/15																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	0	0	0	0	0	1280	22	0	174	132	66	2	28	1402	0	
Percent	0%	0%	0%	0%	0%	0%	98%	2%	0%	47%	35%	18%	0%	2%	98%	0%	
Pk total	0				1302				372				1432				
Highest	07:00				08:30				08:15				08:30				
Volume	0	0	0	0	0	0	341	6	0	41	36	22	0	6	368	0	
Hi total	0				347				99				374				
PHF	.0				.94				.94				.96				



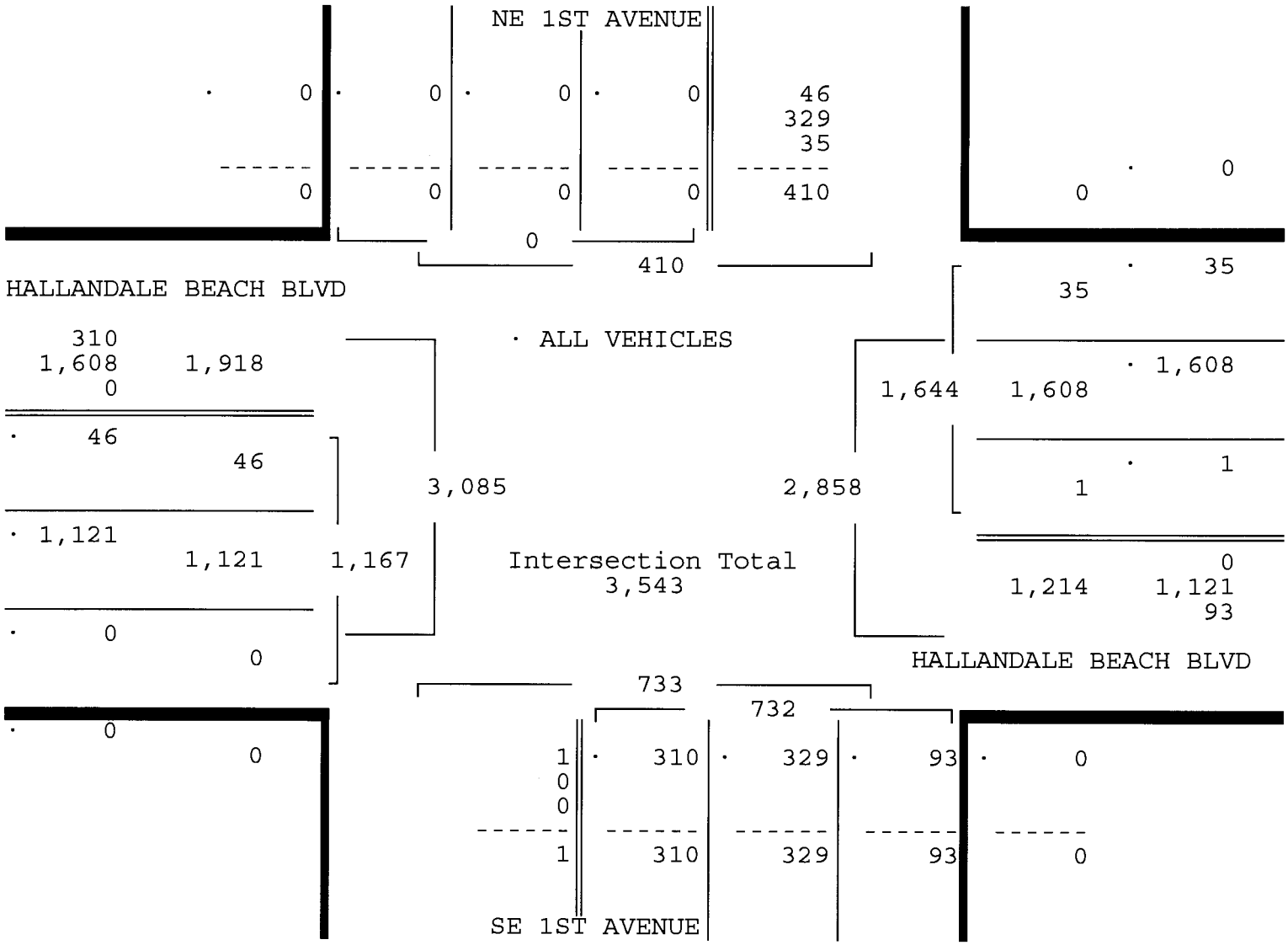
HALLANDALE BEACH BOULEVARD & NE/SE 1ST AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150012
Start Date: 01/21/15
File I.D. : HBBDIX_S
Page : 3

ALL VEHICLES

	NE 1ST AVENUE From North				HALLANDALE BEACH BLVD From East				SE 1ST AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/21/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/21/15																	
Peak start 16:00					16:00				16:00				16:00				
Volume	0	0	0	0	1	0	1608	35	0	310	329	93	0	46	1121	0	
Percent	0%	0%	0%	0%	0%	0%	98%	2%	0%	42%	45%	13%	0%	4%	96%	0%	
Pk total	0				1644				732				1167				
Highest	07:00				16:00				16:15				16:30				
Volume	0	0	0	0	0	0	463	12	0	80	89	26	0	20	310	0	
Hi total	0				475				195				330				
PHF	.0				.87				.94				.88				



Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
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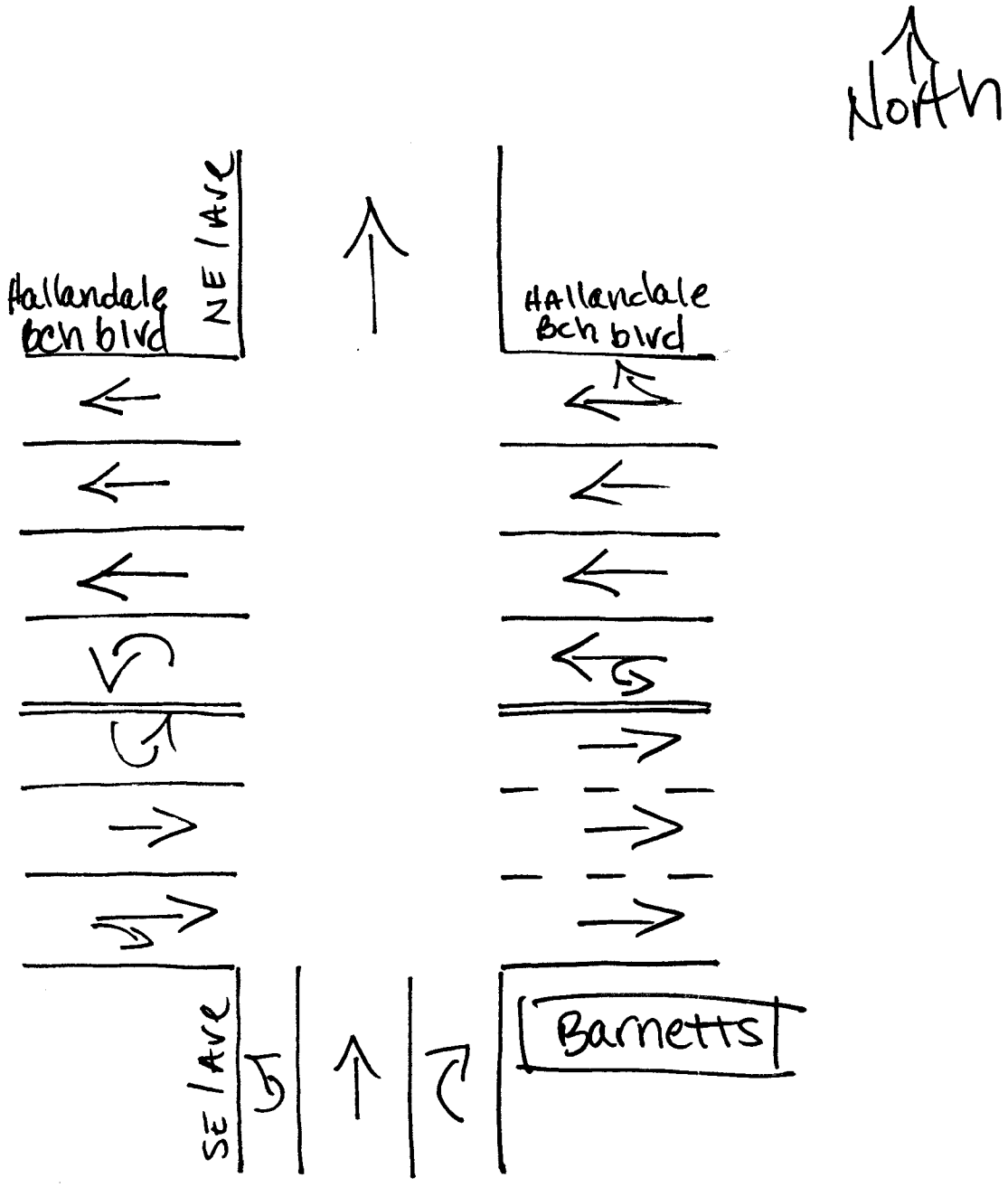
HALLANDALE BEACH BOULEVARD & NE/SE 1ST AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

Site Code : 00150012
Start Date: 01/21/15
File I.D. : HBBDIX_S
Page : 1

PEDESTRIANS & BIKES

	NE 1ST AVENUE From North				HALLANDALE BEACH BLVD From East				SE 1ST AVENUE From South				HALLANDALE BEACH BLVD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 01/21/15																	
07:00	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0	4
07:15	0	2	0	3	0	0	0	0	0	3	0	0	0	0	0	0	8
07:30	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4
07:45	0	2	0	3	0	1	0	1	0	2	0	0	0	0	0	0	9
Hr Total	0	4	0	6	0	2	0	1	0	7	0	5	0	0	0	0	25
08:00	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	0	4
08:15	0	3	0	2	0	0	0	4	0	1	0	1	0	0	0	0	11
08:30	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
08:45	0	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5
Hr Total	0	9	0	4	0	1	0	4	0	2	0	3	0	0	0	0	23
* BREAK *																	
16:00	0	8	0	10	0	0	0	0	0	4	0	0	0	0	0	0	22
16:15	0	1	0	3	0	0	0	0	0	1	0	1	0	0	0	0	6
16:30	0	1	0	3	0	0	0	0	0	3	0	1	0	0	0	0	8
16:45	0	2	0	5	0	0	0	1	0	0	0	2	0	0	0	0	10
Hr Total	0	12	0	21	0	0	0	1	0	8	0	4	0	0	0	0	46
17:00	0	4	0	5	0	0	0	0	0	1	0	0	0	0	0	0	10
17:15	0	3	0	5	0	0	0	1	0	2	0	1	0	0	0	0	12
17:30	0	1	0	3	0	0	0	1	0	1	0	1	0	0	0	0	7
17:45	0	1	0	5	0	0	0	2	0	0	0	0	0	0	0	0	8
Hr Total	0	9	0	18	0	0	0	4	0	4	0	2	0	0	0	0	37
TOTAL	0	34	0	49	0	3	0	10	0	21	0	14	0	0	0	0	131



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

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

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

Site Code : 00150012
Start Date: 01/20/15
File I.D. : HBB_US1_
Page : 1

ALL VEHICLES

	US 1 From North				HALLANDALE BEACH BLVD From East				US 1 From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/20/15																	
07:00	3	26	119	11	0	64	226	17	1	27	87	38	0	19	147	45	830
07:15	2	34	121	15	0	97	233	33	0	37	89	46	1	22	177	38	945
07:30	1	41	226	13	0	123	221	18	4	50	133	71	0	24	151	56	1132
07:45	4	56	243	14	0	87	195	26	2	50	129	70	0	29	201	79	1185
Hr Total	10	157	709	53	0	371	875	94	7	164	438	225	1	94	676	218	4092
08:00	1	45	237	18	0	132	265	30	1	49	123	74	0	16	238	79	1308
08:15	1	62	282	8	0	111	215	29	2	69	176	93	0	16	190	95	1349
08:30	0	47	198	7	1	128	236	33	5	73	115	90	1	27	262	97	1320
08:45	3	66	281	15	0	137	227	35	2	52	164	121	0	24	234	65	1426
Hr Total	5	220	998	48	1	508	943	127	10	243	578	378	1	83	924	336	5403
* BREAK *																	
16:00	6	88	205	20	0	128	262	37	4	116	277	148	0	37	194	50	1572
16:15	11	81	178	24	1	108	286	43	7	122	277	117	0	31	242	61	1589
16:30	4	60	182	19	0	121	315	47	6	99	259	125	0	34	207	67	1545
16:45	12	76	187	29	1	99	290	50	6	115	252	124	0	27	192	51	1511
Hr Total	33	305	752	92	2	456	1153	177	23	452	1065	514	0	129	835	229	6217
17:00	5	87	187	17	0	121	263	46	6	90	191	116	1	39	231	51	1451
17:15	9	68	208	19	1	115	251	57	6	90	296	122	0	29	232	36	1539
17:30	4	50	190	22	0	106	238	44	1	115	288	140	0	26	214	51	1489
17:45	11	84	197	16	2	124	211	53	4	112	255	110	1	40	264	57	1541
Hr Total	29	289	782	74	3	466	963	200	17	407	1030	488	2	134	941	195	6020
TOTAL	77	971	3241	267	6	1801	3934	598	57	1266	3111	1605	4	440	3376	978	21732

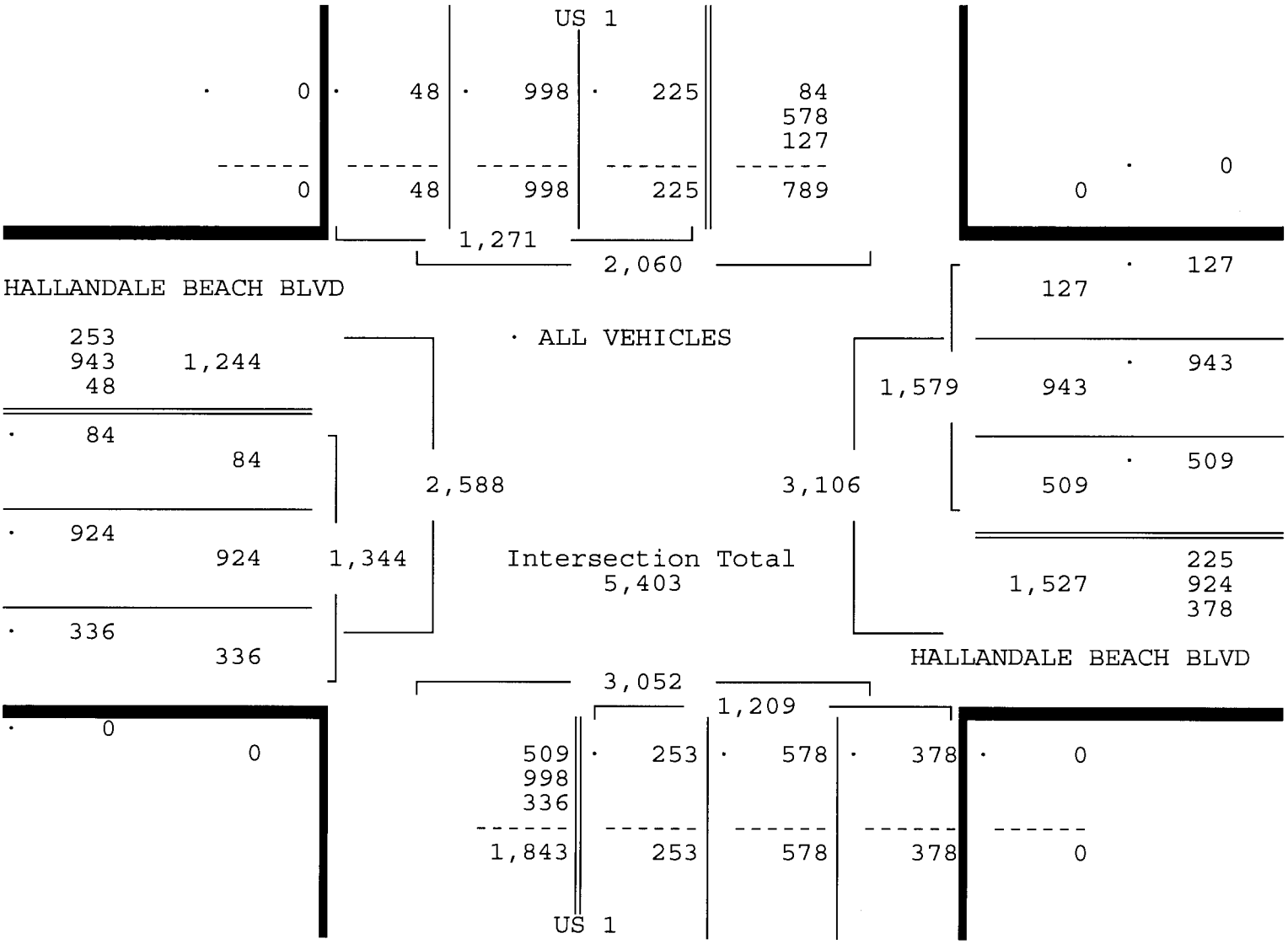
HALLANDALE BEACH BOULEVARD & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: R. MARTINEZ & M. GOMEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150012
Start Date: 01/20/15
File I.D. : HBB_US1_
Page : 2

ALL VEHICLES

	US 1 From North				HALLANDALE BEACH BLVD From East				US 1 From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/20/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 01/20/15																	
Peak start 08:00					08:00				08:00				08:00				
Volume	5	220	998	48	1	508	943	127	10	243	578	378	1	83	924	336	
Percent	0%	17%	79%	4%	0%	32%	60%	8%	1%	20%	48%	31%	0%	6%	69%	25%	
Pk total	1271				1579				1209				1344				
Highest	08:45				08:00				08:15				08:30				
Volume	3	66	281	15	0	132	265	30	2	69	176	93	1	27	262	97	
Hi total	365				427				340				387				
PHF	.87				.92				.89				.87				



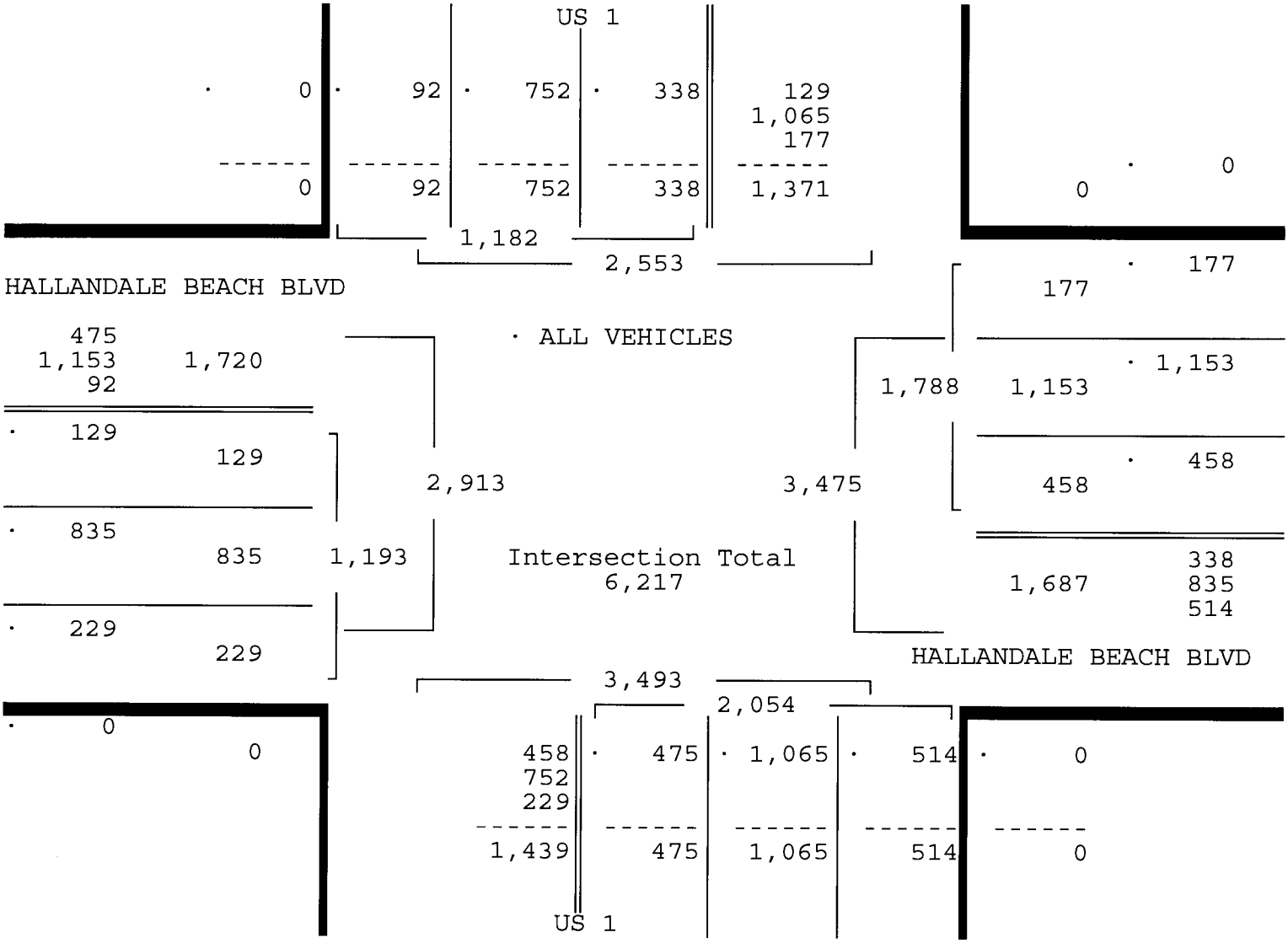
HALLANDALE BEACH BOULEVARD & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: R. MARTINEZ & M. GOMEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150012
Start Date: 01/20/15
File I.D. : HBB_US1_
Page : 3

ALL VEHICLES

	US 1 From North				HALLANDALE BEACH BLVD From East				US 1 From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/20/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/20/15																	
Peak start 16:00					16:00				16:00				16:00				
Volume	33	305	752	92	2	456	1153	177	23	452	1065	514	0	129	835	229	
Percent	3%	26%	64%	8%	0%	26%	64%	10%	1%	22%	52%	25%	0%	11%	70%	19%	
Pk total	1182				1788				2054				1193				
Highest	16:00				16:30				16:00				16:15				
Volume	6	88	205	20	0	121	315	47	4	116	277	148	0	31	242	61	
Hi total	319				483				545				334				
PHF	.93				.93				.94				.89				



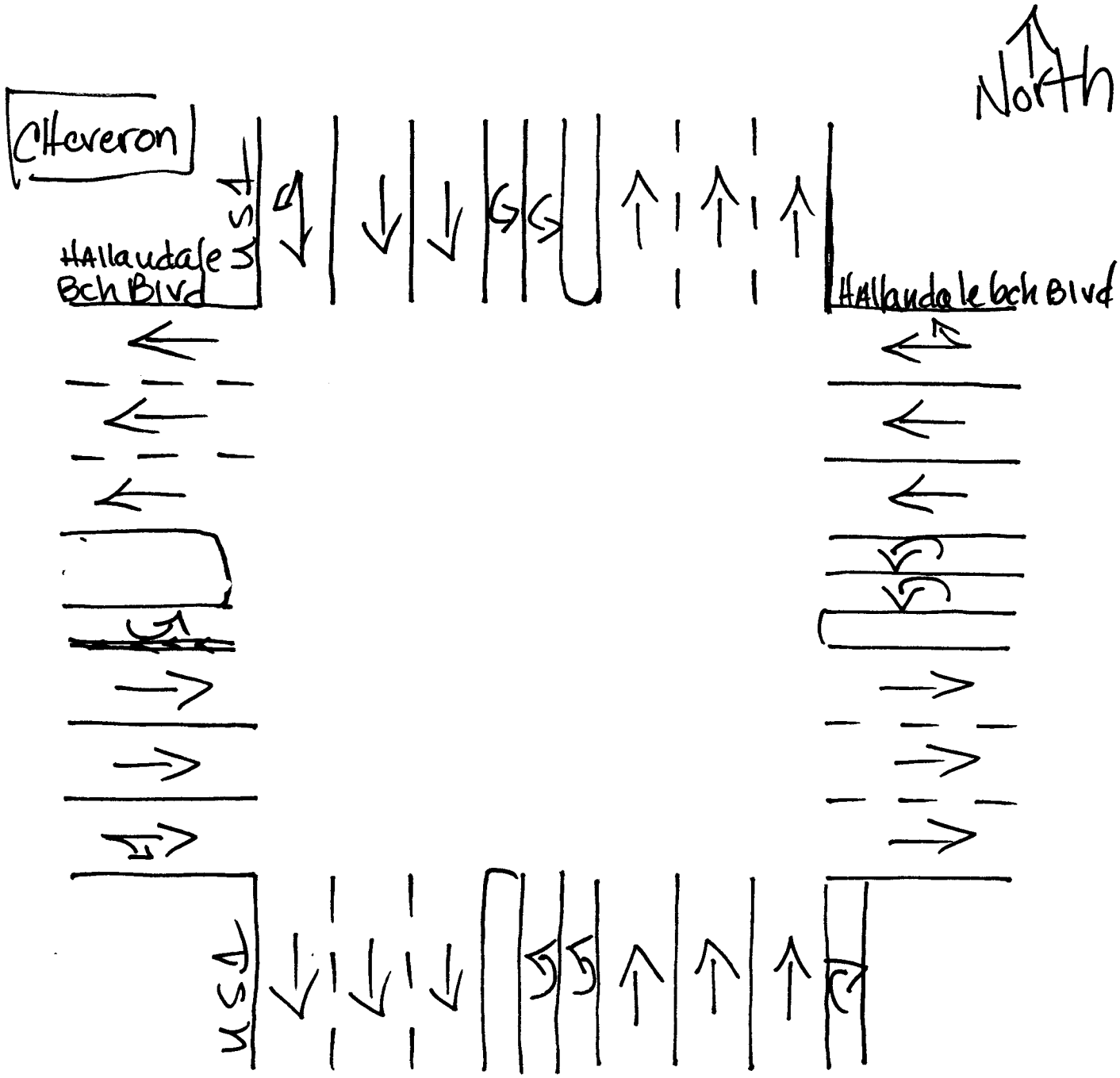
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

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

Site Code : 00150012
Start Date: 01/20/15
File I.D. : HBB_US1_
Page : 1

PEDESTRIANS & BIKES

	US 1 From North				HALLANDALE BEACH BLVD From East				US 1 From South				HALLANDALE BEACH BLVD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 01/20/15																	
07:00	0	0	0	1	0	1	0	1	0	0	0	0	0	1	0	0	4
07:15	0	0	0	0	0	1	0	2	0	4	0	4	0	4	0	1	16
07:30	0	5	0	1	0	1	0	0	0	1	0	2	0	0	0	0	10
07:45	0	1	0	0	0	1	0	2	0	0	0	0	0	0	0	2	6
Hr Total	0	6	0	2	0	4	0	5	0	5	0	6	0	5	0	3	36
08:00	0	1	0	1	0	3	0	1	0	1	0	4	0	3	0	2	16
08:15	0	0	0	1	0	0	0	0	0	2	0	1	0	0	0	0	4
08:30	0	0	0	1	0	1	0	1	0	0	0	5	0	0	0	0	8
08:45	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	5	11
Hr Total	0	3	0	3	0	6	0	2	0	3	0	12	0	3	0	7	39
---------- * BREAK * ----------																	
16:00	0	2	0	0	0	0	0	1	0	1	0	4	0	1	0	0	9
16:15	0	0	0	3	0	0	0	0	0	1	0	4	0	0	0	2	10
16:30	0	0	0	0	0	1	0	11	0	0	0	4	0	0	0	0	16
16:45	0	3	0	5	0	0	0	4	0	0	0	1	0	0	0	0	13
Hr Total	0	5	0	8	0	1	0	16	0	2	0	13	0	1	0	2	48
17:00	0	1	0	9	0	2	0	5	0	0	0	1	0	0	0	0	18
17:15	0	1	0	2	0	4	0	4	0	1	0	3	0	3	0	0	18
17:30	0	1	0	0	0	1	0	11	0	0	0	1	0	1	0	0	15
17:45	0	4	0	5	0	6	0	2	0	2	0	1	0	0	0	0	20
Hr Total	0	7	0	16	0	13	0	22	0	3	0	6	0	4	0	0	71
TOTAL	0	21	0	29	0	24	0	45	0	13	0	37	0	13	0	12	194



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

HALLANDALE BEACH BOULEVARD & NE 8TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: I. GONZALEZ & M. GOMEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150012
Start Date: 03/11/15
File I.D. : HBB8AVE_
Page : 1

ALL VEHICLES

	NE 8TH AVENUE From North				HALLANDALE BEACH BLVD From East				NE 8TH AVENUE From South				HALLANDALE BEACH BLVD From West				
Date 03/11/15	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
07:00	0	9	0	23	0	0	260	0	0	0	0	0	0	0	187	0	479
07:15	0	12	1	32	1	2	298	0	0	0	0	0	0	0	239	0	585
07:30	0	14	0	38	0	2	299	0	0	0	0	1	0	0	276	3	633
07:45	0	14	1	40	1	3	307	0	0	0	0	7	0	0	349	1	723
Hr Total	0	49	2	133	2	7	1164	0	0	0	0	8	0	0	1051	4	2420
08:00	0	23	1	44	0	4	351	0	0	0	0	5	0	0	324	8	760
08:15	0	37	6	43	0	8	353	0	0	7	0	8	0	0	339	15	816
08:30	0	36	7	40	1	6	376	0	0	11	0	12	0	0	349	18	856
08:45	0	52	5	47	0	16	386	0	0	7	0	8	0	0	365	6	892
Hr Total	0	148	19	174	1	34	1466	0	0	25	0	33	0	0	1377	47	3324
* BREAK *																	
16:00	0	35	1	21	5	3	394	0	0	5	0	14	0	0	402	6	886
16:15	0	37	1	31	8	3	443	0	0	2	0	11	0	0	460	4	1000
16:30	0	34	1	25	1	0	397	0	0	10	0	12	1	0	400	6	887
16:45	0	41	1	23	6	3	404	0	0	3	0	13	0	0	369	10	873
Hr Total	0	147	4	100	20	9	1638	0	0	20	0	50	1	0	1631	26	3646
17:00	0	27	0	21	4	1	459	0	0	7	0	13	0	0	419	7	958
17:15	0	38	0	25	7	6	371	0	0	3	0	8	0	0	374	8	840
17:30	0	34	2	25	1	10	377	0	0	3	0	16	0	0	396	3	867
17:45	0	29	2	25	6	5	372	0	0	4	0	14	0	0	412	9	878
Hr Total	0	128	4	96	18	22	1579	0	0	17	0	51	0	0	1601	27	3543
TOTAL	0	472	29	503	41	72	5847	0	0	62	0	142	1	0	5660	104	12933

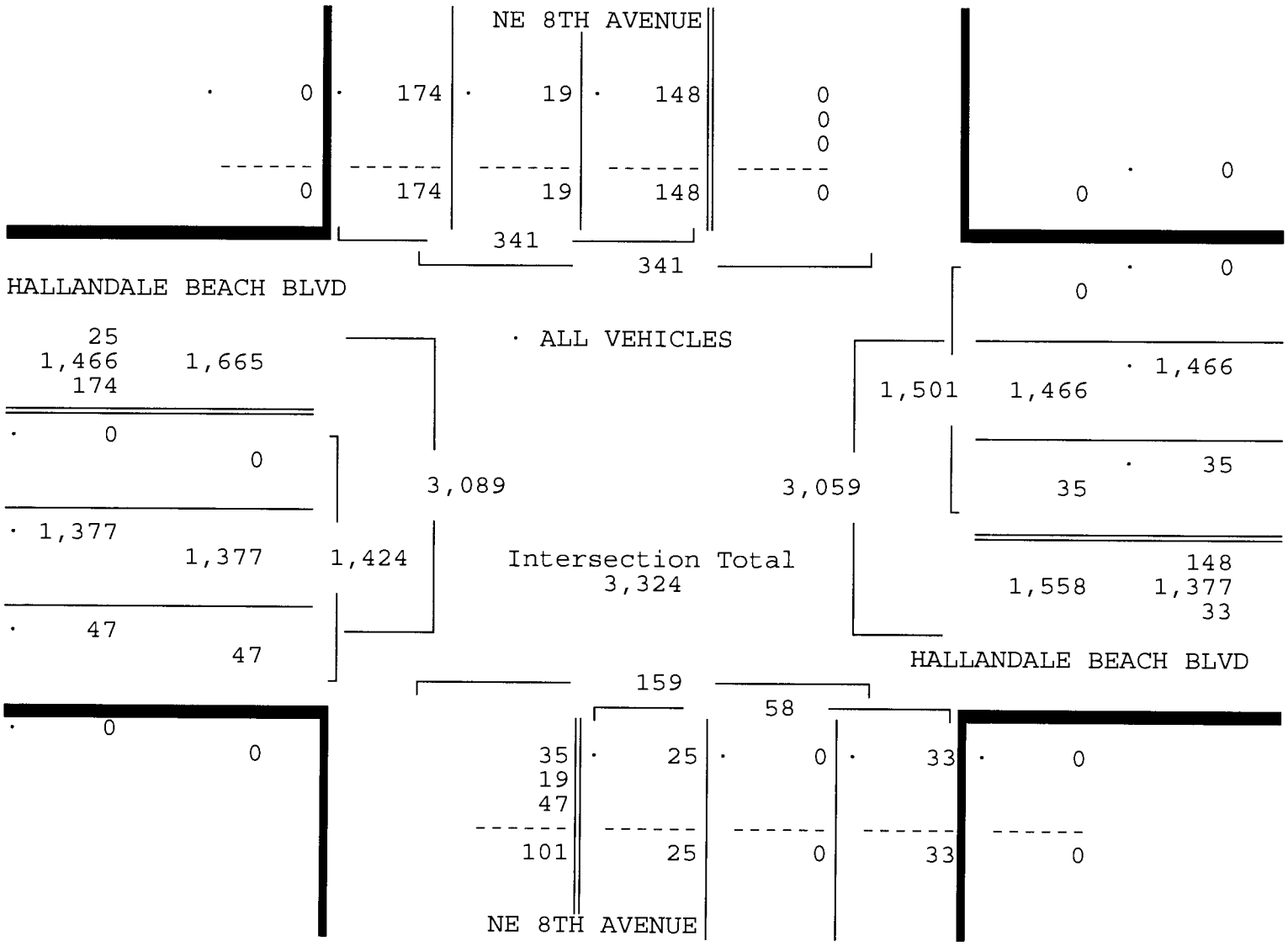
HALLANDALE BEACH BOULEVARD & NE 8TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: I. GONZALEZ & M. GOMEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150012
Start Date: 03/11/15
File I.D. : HBB8AVE_
Page : 2

ALL VEHICLES

	NE 8TH AVENUE From North				HALLANDALE BEACH BLVD From East				NE 8TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/11/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/11/15																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	148	19	174	1	34	1466	0	0	25	0	33	0	0	1377	47	
Percent	0%	43%	6%	51%	0%	2%	98%	0%	0%	43%	0%	57%	0%	0%	97%	3%	
Pk total	341				1501				58				1424				
Highest	08:45				08:45				08:30				08:45				
Volume	0	52	5	47	0	16	386	0	0	11	0	12	0	0	365	6	
Hi total	104				402				23				371				
PHF	.82				.93				.63				.96				



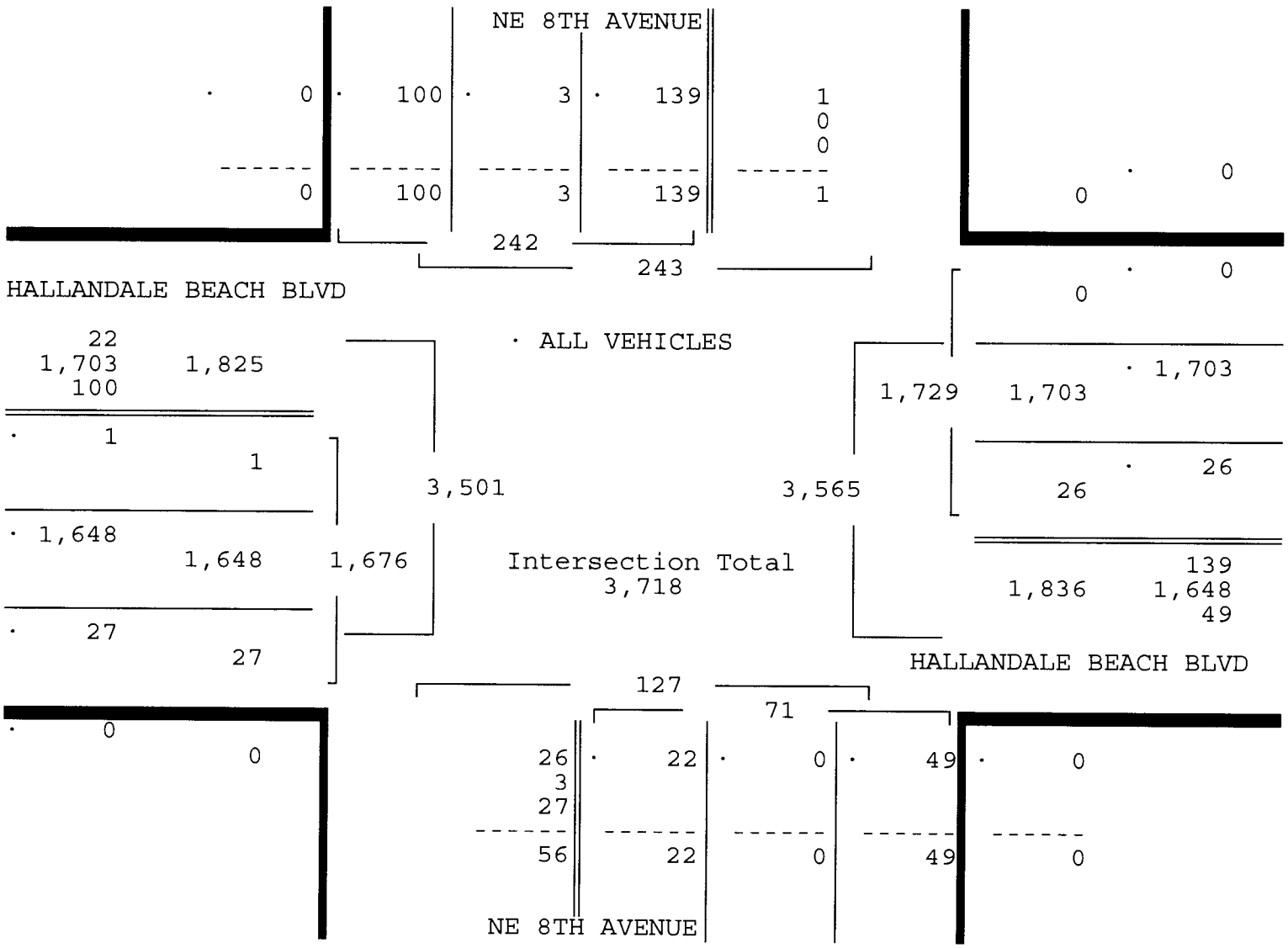
HALLANDALE BEACH BOULEVARD & NE 8TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: I. GONZALEZ & M. GOMEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150012
Start Date: 03/11/15
File I.D. : HBB8AVE_

ALL VEHICLES

	NE 8TH AVENUE From North				HALLANDALE BEACH BLVD From East				NE 8TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/11/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/11/15																	
Peak start	16:15				16:15				16:15				16:15				
Volume	0	139	3	100	19	7	1703	0	0	22	0	49	1	0	1648	27	
Percent	0%	57%	1%	41%	1%	0%	98%	0%	0%	31%	0%	69%	0%	0%	98%	2%	
Pk total	242				1729				71				1676				
Highest	16:15				17:00				16:30				16:15				
Volume	0	37	1	31	4	1	459	0	0	10	0	12	0	0	460	4	
Hi total	69				464				22				464				
PHF	.88				.93				.81				.90				



HALLANDALE BEACH BOULEVARD & NE 8TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: I. GONZALEZ & M. GOMEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150012
Start Date: 03/11/15
File I.D. : HBB8AVE_
Page : 1

PEDESTRIANS & BIKES

	NE 8TH AVENUE From North				HALLANDALE BEACH BLVD From East				NE 8TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 03/11/15																	
07:00	0	5	0	4	0	0	0	0	0	1	0	3	0	0	0	0	13
07:15	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
07:30	0	2	0	4	0	0	0	1	0	0	0	1	0	0	0	0	8
07:45	0	0	0	2	0	0	0	1	0	0	0	2	0	0	0	1	6
Hr Total	0	7	0	15	0	0	0	2	0	1	0	6	0	0	0	1	32
08:00	0	2	0	6	0	2	0	2	0	1	0	2	0	0	0	0	15
08:15	0	3	0	0	0	0	0	2	0	1	0	2	0	0	0	0	8
08:30	0	3	0	1	0	1	0	3	0	0	0	1	0	0	0	0	9
08:45	0	3	0	4	0	0	0	4	0	1	0	1	0	0	0	0	13
Hr Total	0	11	0	11	0	3	0	11	0	3	0	6	0	0	0	0	45
---------- * BREAK * ----------																	
16:00	0	1	0	4	0	1	0	1	0	3	0	2	0	0	0	0	12
16:15	0	2	0	3	0	0	0	2	0	3	0	2	0	0	0	0	12
16:30	0	5	0	6	0	1	0	0	0	2	0	3	0	0	0	1	18
16:45	0	4	0	8	0	2	0	2	0	6	0	1	0	0	0	0	23
Hr Total	0	12	0	21	0	4	0	5	0	14	0	8	0	0	0	1	65
17:00	0	2	0	8	0	3	0	2	0	5	0	6	0	0	0	1	27
17:15	0	4	0	1	0	1	0	1	0	3	0	1	0	0	0	0	11
17:30	0	6	0	4	0	2	0	0	0	1	0	1	0	0	0	1	15
17:45	0	5	0	2	0	0	0	2	0	3	0	2	0	1	0	0	15
Hr Total	0	17	0	15	0	6	0	5	0	12	0	10	0	1	0	2	68
TOTAL	0	47	0	62	0	13	0	23	0	30	0	30	0	1	0	4	210

HALLANDALE BEACH BOULEVARD & NE 10TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: R. MARTINEZ & A. LOPEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150012
Start Date: 03/11/15
File I.D. : HBB10AV_
Page : 1

ALL VEHICLES

	NE 10TH AVENUE From North				HALLANDALE BEACH BLVD From East				GULFSTREAM From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/11/15																	
07:00	0	0	0	0	1	2	278	4	0	7	3	5	4	2	186	15	507
07:15	0	0	0	0	3	11	294	10	0	1	0	6	5	2	227	19	578
07:30	0	0	0	0	0	13	317	3	0	2	0	7	6	6	274	16	644
07:45	0	0	0	0	2	7	308	10	0	5	1	12	3	3	350	19	720
Hr Total	0	0	0	0	6	33	1197	27	0	15	4	30	18	13	1037	69	2449
08:00	0	0	0	0	3	14	357	10	0	9	3	16	4	6	337	16	775
08:15	0	0	0	0	6	16	383	11	0	8	4	26	11	8	362	16	851
08:30	0	0	0	0	7	8	372	13	0	13	1	21	4	8	381	15	843
08:45	0	0	0	0	6	21	410	8	1	13	5	23	9	9	393	15	913
Hr Total	0	0	0	0	22	59	1522	42	1	43	13	86	28	31	1473	62	3382
---------- * BREAK * ----------																	
16:00	0	0	0	0	10	48	398	19	0	20	19	48	11	15	442	20	1050
16:15	0	0	0	0	7	45	453	34	0	25	26	65	10	15	448	20	1148
16:30	0	0	0	0	13	37	414	20	0	19	23	62	10	12	401	18	1029
16:45	0	0	0	0	13	43	382	27	1	23	25	82	14	12	397	16	1035
Hr Total	0	0	0	0	43	173	1647	100	1	87	93	257	45	54	1688	74	4262
17:00	0	0	0	0	12	34	457	13	0	16	29	64	13	12	434	17	1101
17:15	0	0	0	0	4	42	412	24	0	20	26	77	14	15	386	17	1037
17:30	0	0	0	0	7	25	369	30	0	15	21	72	15	13	431	13	1011
17:45	0	0	0	0	11	33	401	21	0	16	32	80	5	9	436	19	1063
Hr Total	0	0	0	0	34	134	1639	88	0	67	108	293	47	49	1687	66	4212
TOTAL	0	0	0	0	105	399	6005	257	2	212	218	666	138	147	5885	271	14305

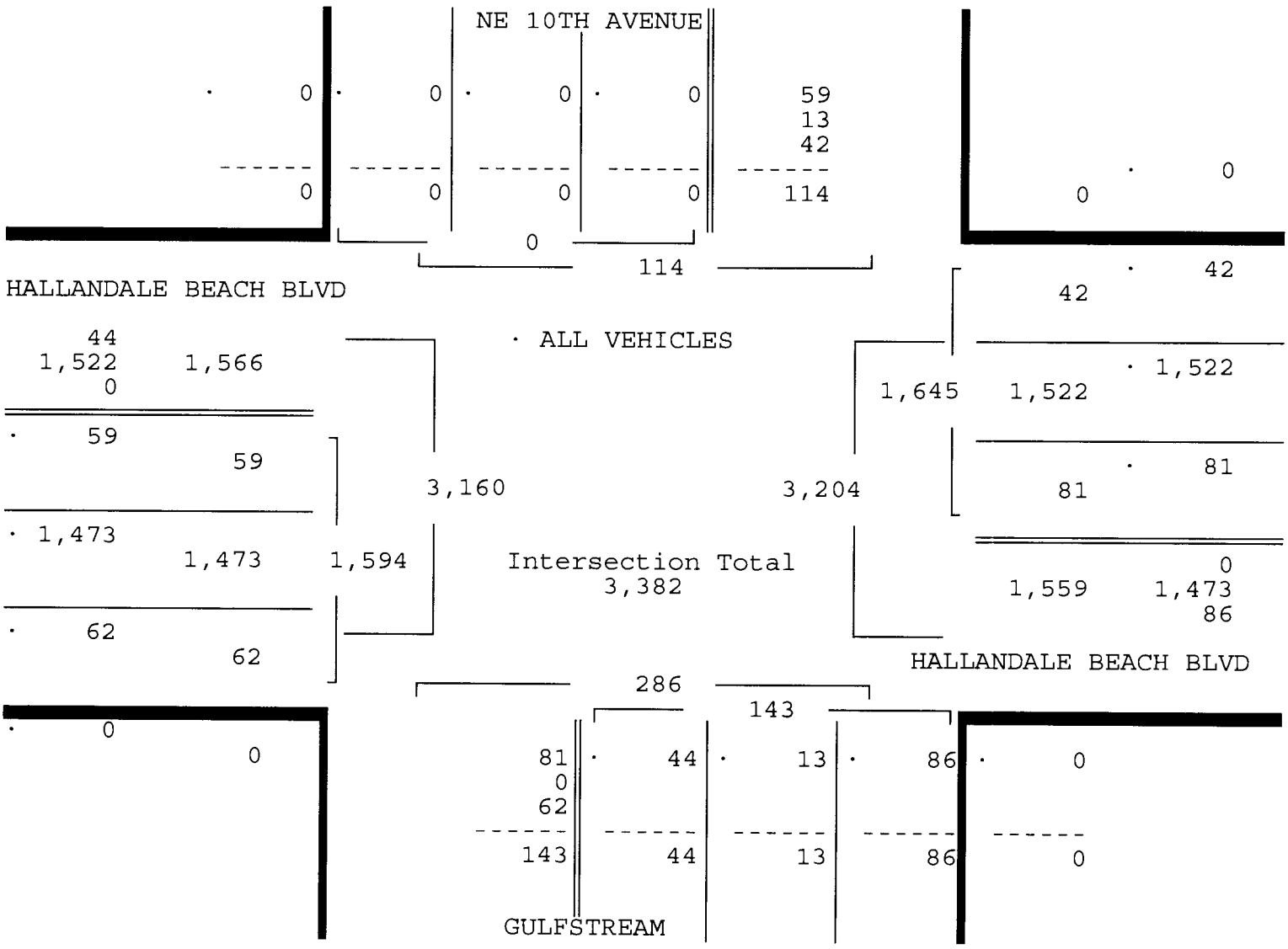
HALLANDALE BEACH BOULEVARD & NE 10TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: R. MARTINEZ & A. LOPEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150012
Start Date: 03/11/15
File I.D. : HBB10AV_
Page : 2

ALL VEHICLES

	NE 10TH AVENUE From North				HALLANDALE BEACH BLVD From East				GULFSTREAM From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/11/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/11/15																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	0	0	0	22	59	1522	42	1	43	13	86	28	31	1473	62	
Percent	0%	0%	0%	0%	1%	4%	93%	3%	1%	30%	9%	60%	2%	2%	92%	4%	
Pk total	0				1645				143				1594				
Highest	07:00				08:45				08:45				08:45				
Volume	0	0	0	0	6	21	410	8	1	13	5	23	9	9	393	15	
Hi total	0				445				42				426				
PHF	.0				.92				.85				.94				



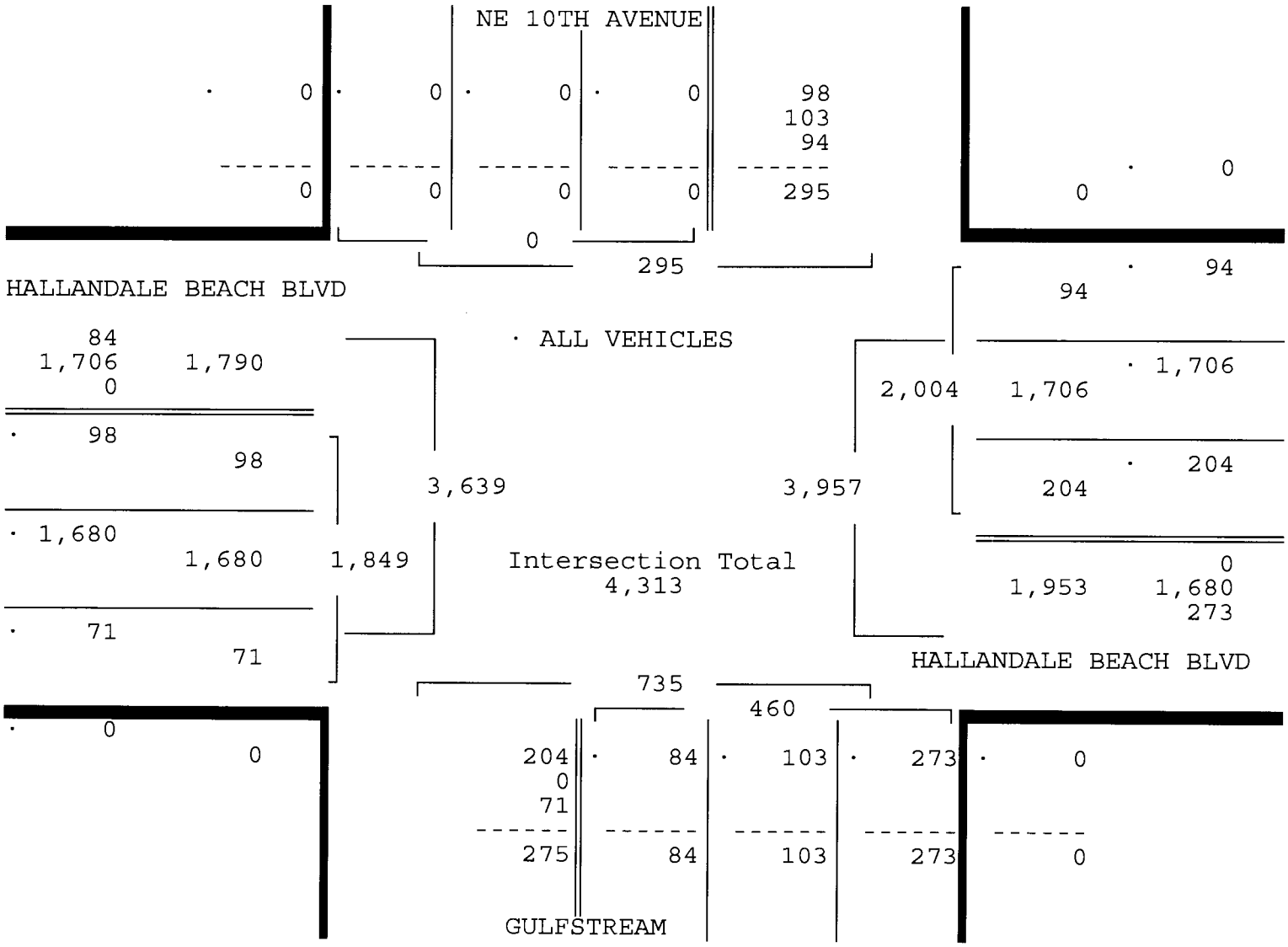
HALLANDALE BEACH BOULEVARD & NE 10TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: R. MARTINEZ & A. LOPEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150012
Start Date: 03/11/15
File I.D. : HBB10AV_
Page : 3

ALL VEHICLES

	NE 10TH AVENUE From North				HALLANDALE BEACH BLVD From East				GULFSTREAM From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/11/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/11/15																	
Peak start 16:15					16:15				16:15				16:15				
Volume	0	0	0	0	45	159	1706	94	1	83	103	273	47	51	1680	71	
Percent	0%	0%	0%	0%	2%	8%	85%	5%	0%	18%	22%	59%	3%	3%	91%	4%	
Pk total	0				2004				460				1849				
Highest	07:00				16:15				16:45				16:15				
Volume	0	0	0	0	7	45	453	34	1	23	25	82	10	15	448	20	
Hi total	0				539				131				493				
PHF	.0				.93				.88				.94				



HALLANDALE BEACH BOULEVARD & NE 10TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: R. MARTINEZ & A. LOPEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150012
Start Date: 03/11/15
File I.D. : HBB10AV_
Page : 1

PEDESTRIANS & BIKES

	NE 10TH AVENUE From North				HALLANDALE BEACH BLVD From East				GULFSTREAM From South				HALLANDALE BEACH BLVD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 03/11/15																	
07:00	0	2	0	3	0	0	0	0	0	3	0	3	0	0	0	0	11
07:15	0	0	0	5	0	1	0	0	0	0	0	1	0	0	0	0	7
07:30	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2
07:45	0	0	0	2	0	0	0	1	0	0	0	2	0	0	0	1	6
Hr Total	0	3	0	10	0	1	0	1	0	3	0	7	0	0	0	1	26
08:00	0	1	0	1	0	1	0	0	0	2	0	7	0	0	0	0	12
08:15	0	1	0	0	0	0	0	0	0	3	0	3	0	0	0	0	7
08:30	0	0	0	3	0	1	0	1	0	2	0	2	0	0	0	0	9
08:45	0	0	0	0	0	3	0	1	0	3	0	2	0	0	0	0	9
Hr Total	0	2	0	4	0	5	0	2	0	10	0	14	0	0	0	0	37
* BREAK *																	
16:00	0	1	0	2	0	5	0	1	0	3	0	1	0	0	0	0	13
16:15	0	0	0	1	0	1	0	2	0	3	0	5	0	0	0	0	12
16:30	0	0	0	0	0	3	0	4	0	4	0	4	0	0	0	0	15
16:45	0	4	0	3	0	5	0	1	0	10	0	1	0	0	0	1	25
Hr Total	0	5	0	6	0	14	0	8	0	20	0	11	0	0	0	1	65
17:00	0	0	0	3	0	0	0	4	0	4	0	4	0	0	0	0	15
17:15	0	0	0	1	0	1	0	2	0	3	0	6	0	1	0	1	15
17:30	0	1	0	1	0	2	0	0	0	2	0	5	0	0	0	0	11
17:45	0	5	0	3	0	2	0	4	0	8	0	0	0	0	0	0	22
Hr Total	0	6	0	8	0	5	0	10	0	17	0	15	0	1	0	1	63
TOTAL	0	16	0	28	0	25	0	21	0	50	0	47	0	1	0	3	191

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

HALLANDALE BEACH BOULEVARD & NE/SE 14TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: W. ASSAM & R. ESPADA
SIGNALIZED

Site Code : 00150012
Start Date: 01/20/15
File I.D. : HBB14AVE
Page : 1

ALL VEHICLES

	NE 14TH AVENUE From North				HALLANDALE BEACH BLVD From East				SE 14TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/20/15																	
07:00	0	6	6	29	0	1	247	2	0	29	6	3	8	0	172	25	534
07:15	0	6	8	23	0	0	262	3	0	44	9	7	1	2	197	22	584
07:30	0	6	11	24	0	4	269	10	0	56	11	2	4	4	231	37	669
07:45	0	17	9	32	0	4	230	5	0	50	7	5	6	5	210	37	617
Hr Total	0	35	34	108	0	9	1008	20	0	179	33	17	19	11	810	121	2404
08:00	0	21	15	30	2	9	329	9	0	58	12	5	4	8	316	46	864
08:15	0	16	23	28	0	12	303	5	0	44	10	7	3	11	252	44	758
08:30	0	20	20	30	2	10	267	7	0	54	16	8	14	6	265	60	779
08:45	0	22	12	41	1	6	309	9	0	69	7	3	23	13	333	55	903
Hr Total	0	79	70	129	5	37	1208	30	0	225	45	23	44	38	1166	205	3304
* BREAK *																	
16:00	0	32	24	42	1	10	416	11	0	74	29	26	15	23	359	88	1150
16:15	0	17	19	43	2	14	360	13	0	70	31	25	14	37	373	79	1097
16:30	0	16	25	29	0	15	374	10	0	89	33	17	12	30	303	90	1043
16:45	0	28	14	27	1	16	386	15	0	63	27	13	24	32	359	60	1065
Hr Total	0	93	82	141	4	55	1536	49	0	296	120	81	65	122	1394	317	4355
17:00	0	19	17	35	1	15	307	16	0	67	47	34	25	30	345	93	1051
17:15	0	22	19	33	0	17	326	16	0	68	38	23	36	17	338	79	1032
17:30	0	12	17	46	1	16	342	18	0	56	22	17	23	30	387	68	1055
17:45	0	19	16	31	0	16	280	12	0	68	36	21	19	38	367	76	999
Hr Total	0	72	69	145	2	64	1255	62	0	259	143	95	103	115	1437	316	4137
TOTAL	0	279	255	523	11	165	5007	161	0	959	341	216	231	286	4807	959	14200

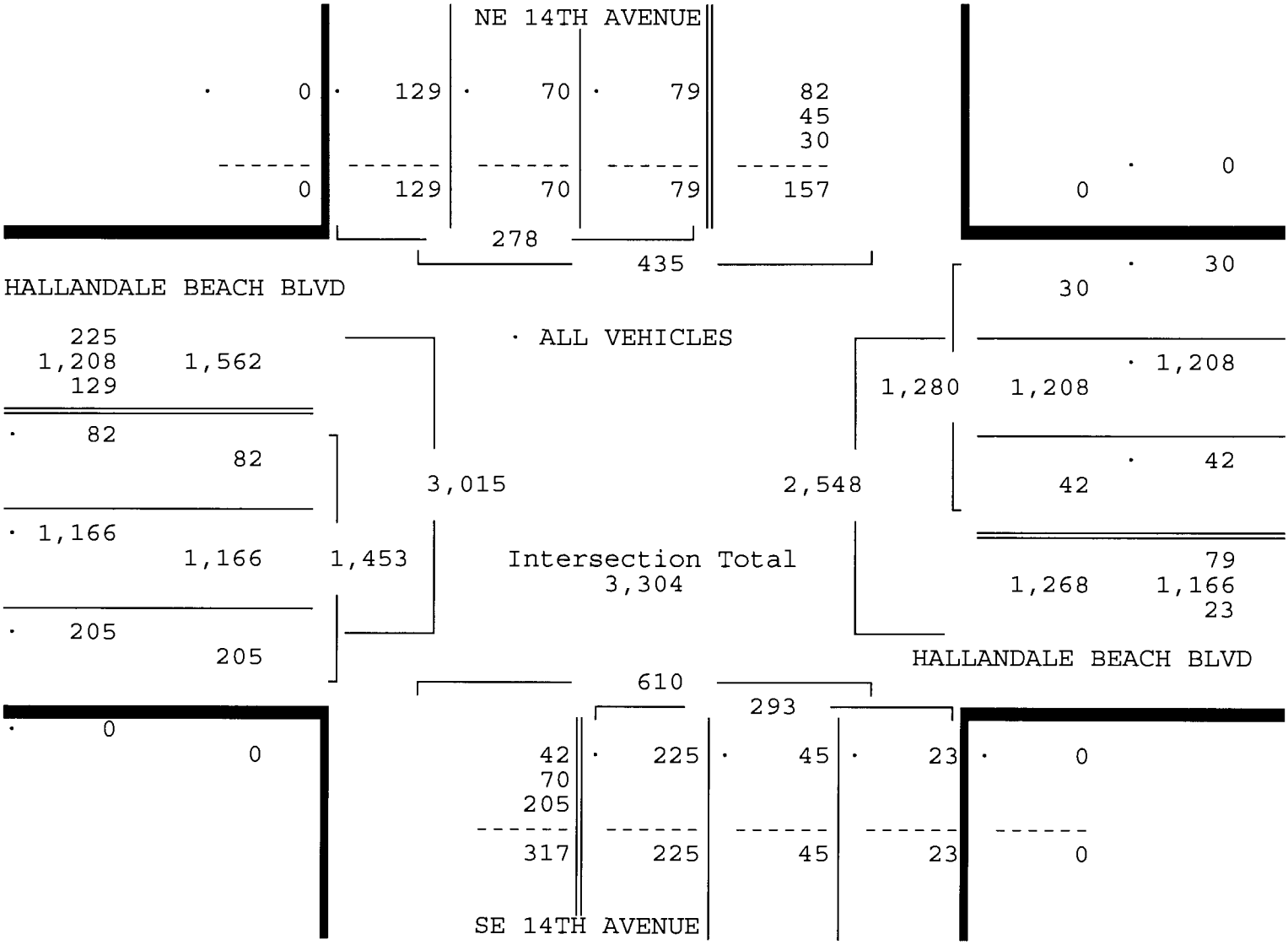
HALLANDALE BEACH BOULEVARD & NE/SE 14TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: W. ASSAM & R. ESPADA
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150012
Start Date: 01/20/15
File I.D. : HBB14AVE
Page : 2

ALL VEHICLES

	NE 14TH AVENUE From North				HALLANDALE BEACH BLVD From East				SE 14TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/20/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 01/20/15																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	79	70	129	5	37	1208	30	0	225	45	23	44	38	1166	205	
Percent	0%	28%	25%	46%	0%	3%	94%	2%	0%	77%	15%	8%	3%	3%	80%	14%	
Pk total	278				1280				293				1453				
Highest	08:45				08:00				08:45				08:45				
Volume	0	22	12	41	2	9	329	9	0	69	7	3	23	13	333	55	
Hi total	75				349				79				424				
PHF	.93				.92				.93				.86				



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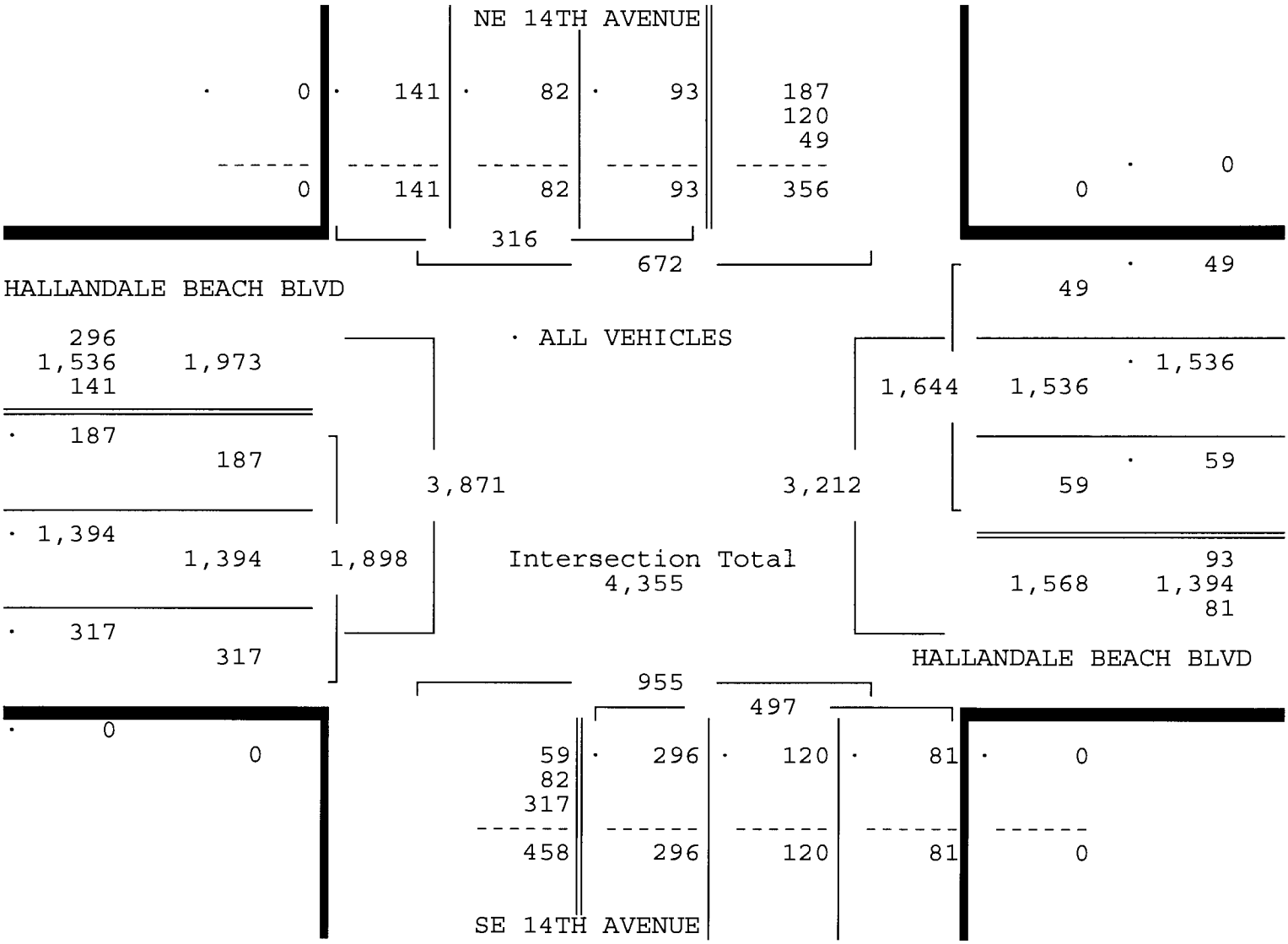
HALLANDALE BEACH BOULEVARD & NE/SE 14TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: W. ASSAM & R. ESPADA
SIGNALIZED

Site Code : 00150012
Start Date: 01/20/15
File I.D. : HBB14AVE
Page : 3

ALL VEHICLES

	NE 14TH AVENUE From North				HALLANDALE BEACH BLVD From East				SE 14TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/20/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/20/15																	
Peak start 16:00					16:00				16:00				16:00				
Volume	0	93	82	141	4	55	1536	49	0	296	120	81	65	122	1394	317	
Percent	0%	29%	26%	45%	0%	3%	93%	3%	0%	60%	24%	16%	3%	6%	73%	17%	
Pk total	316				1644				497				1898				
Highest	16:00				16:00				16:30				16:15				
Volume	0	32	24	42	1	10	416	11	0	89	33	17	14	37	373	79	
Hi total	98				438				139				503				
PHF	.81				.94				.89				.94				



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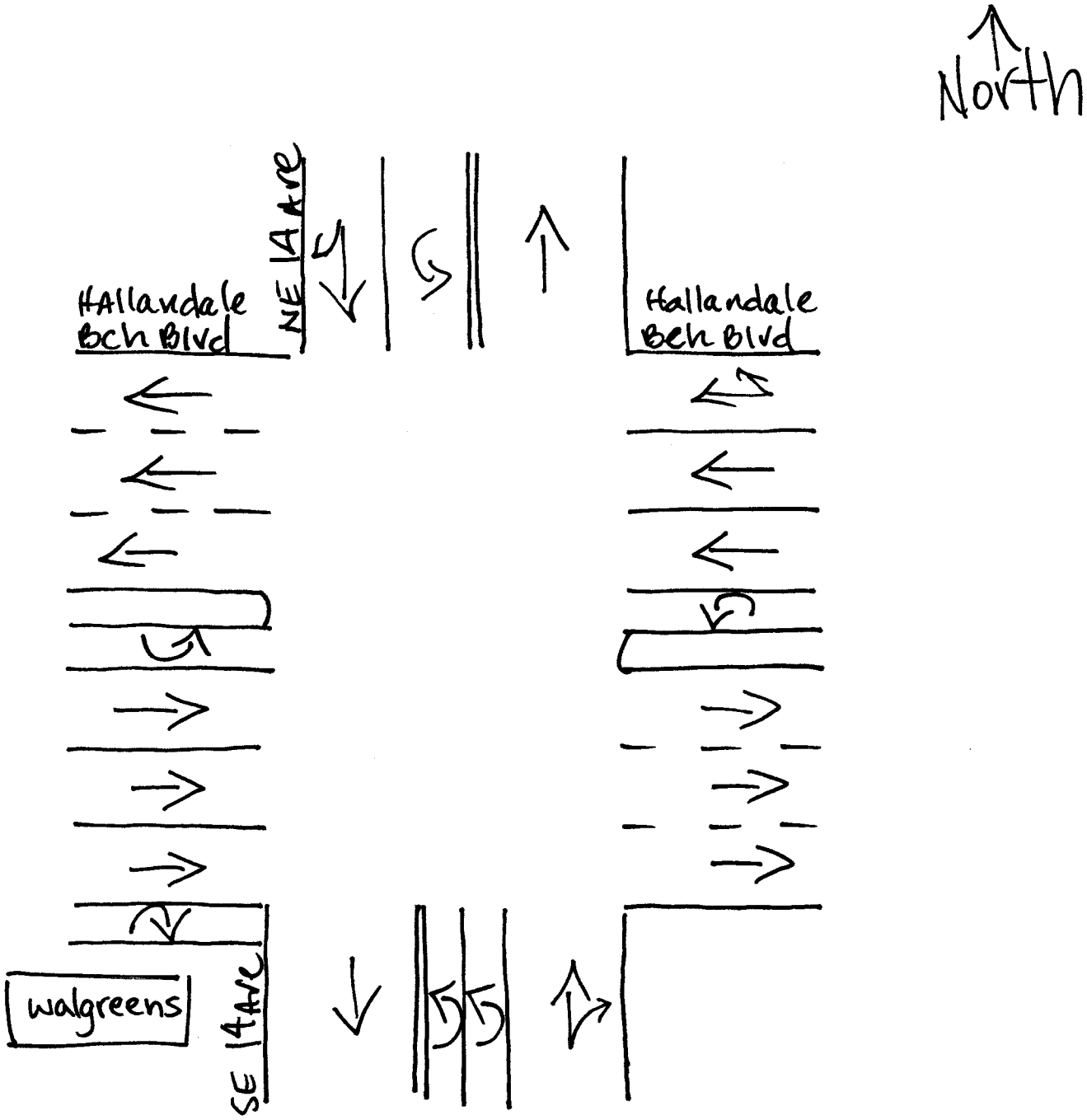
HALLANDALE BEACH BOULEVARD & NE/SE 14TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: W. ASSAM & R. ESPADA
SIGNALIZED

Site Code : 00150012
Start Date: 01/20/15
File I.D. : HBB14AVE
Page : 1

PEDESTRIANS & BIKES

	NE 14TH AVENUE From North				HALLANDALE BEACH BLVD From East				SE 14TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 01/20/15																	
07:00	0	1	0	7	0	1	0	1	0	1	0	3	0	0	0	0	14
07:15	0	1	0	3	0	0	0	1	0	2	0	3	0	0	0	0	10
07:30	0	1	0	3	0	0	0	2	0	2	0	0	0	0	0	2	10
07:45	0	2	0	3	0	1	0	2	0	5	0	4	0	1	0	1	19
Hr Total	0	5	0	16	0	2	0	6	0	10	0	10	0	1	0	3	53
08:00	0	5	0	3	0	2	0	1	0	3	0	4	0	2	0	1	21
08:15	0	3	0	6	0	1	0	3	0	2	0	9	0	2	0	0	26
08:30	0	5	0	5	0	2	0	2	0	4	0	2	0	1	0	3	24
08:45	0	1	0	2	0	0	0	1	0	3	0	5	0	0	0	2	14
Hr Total	0	14	0	16	0	5	0	7	0	12	0	20	0	5	0	6	85
---------- * BREAK * ----------																	
16:00	0	4	0	4	0	2	0	4	0	3	0	5	0	2	0	3	27
16:15	0	2	0	5	0	0	0	4	0	6	0	4	0	0	0	7	28
16:30	0	1	0	12	0	2	0	4	0	2	0	7	0	0	0	1	29
16:45	0	6	0	12	0	1	0	6	0	7	0	11	0	1	0	5	49
Hr Total	0	13	0	33	0	5	0	18	0	18	0	27	0	3	0	16	133
17:00	0	2	0	7	0	2	0	2	0	4	0	10	0	0	0	10	37
17:15	0	2	0	4	0	0	0	6	0	4	0	4	0	1	0	0	21
17:30	0	2	0	6	0	2	0	6	0	10	0	9	0	0	0	1	36
17:45	0	4	0	5	0	5	0	6	0	2	0	11	0	2	0	2	37
Hr Total	0	10	0	22	0	9	0	20	0	20	0	34	0	3	0	13	131
TOTAL	0	42	0	87	0	21	0	51	0	60	0	91	0	12	0	38	402



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

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

HALLANDALE BEACH BOULEVARD & LAYNE
BOULEVARD, HALLANDALE BEACH, FLORIDA
COUNTED BY: S. SALVO & J. ROBAIN
SIGNALIZED

Site Code : 00150012
Start Date: 03/11/15
File I.D. : HBB_LAYN
Page : 1

ALL VEHICLES

	DRIVEWAY From North				HALLANDALE BEACH BLVD From East				LAYNE BOULEVARD From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/11/15																	
07:00	0	3	0	1	0	5	249	1	0	8	1	7	1	3	147	7	433
07:15	0	4	0	7	0	3	228	3	0	11	3	4	0	4	165	5	437
07:30	0	5	1	5	0	3	204	5	0	13	2	10	0	3	228	11	490
07:45	0	6	2	5	0	9	272	5	1	14	2	11	0	4	232	10	573
Hr Total	0	18	3	18	0	20	953	14	1	46	8	32	1	14	772	33	1933
08:00	0	4	0	4	0	4	272	5	0	18	1	4	1	8	237	8	566
08:15	0	3	0	9	0	16	330	3	0	15	1	13	3	7	216	21	637
08:30	0	4	4	8	0	15	257	2	0	18	4	13	1	10	253	9	598
08:45	0	2	2	12	0	7	368	5	0	25	2	25	3	15	251	16	733
Hr Total	0	13	6	33	0	42	1227	15	0	76	8	55	8	40	957	54	2534
* BREAK *																	
16:00	0	25	6	16	0	25	322	2	3	30	8	20	3	25	304	10	799
16:15	0	20	13	22	0	14	325	12	1	21	3	22	7	19	343	17	839
16:30	0	22	15	18	0	11	339	10	1	27	10	32	3	22	297	9	816
16:45	0	18	4	13	0	16	340	6	1	25	5	20	8	12	351	17	836
Hr Total	0	85	38	69	0	66	1326	30	6	103	26	94	21	78	1295	53	3290
17:00	0	22	3	16	2	15	343	9	0	24	5	16	4	20	365	10	854
17:15	0	19	10	8	0	6	290	7	1	23	4	15	4	24	326	5	742
17:30	0	25	4	13	0	9	315	11	0	14	1	26	4	14	356	15	807
17:45	0	23	7	13	0	17	273	5	0	16	5	16	2	26	333	9	745
Hr Total	0	89	24	50	2	47	1221	32	1	77	15	73	14	84	1380	39	3148
TOTAL	0	205	71	170	2	175	4727	91	8	302	57	254	44	216	4404	179	10905

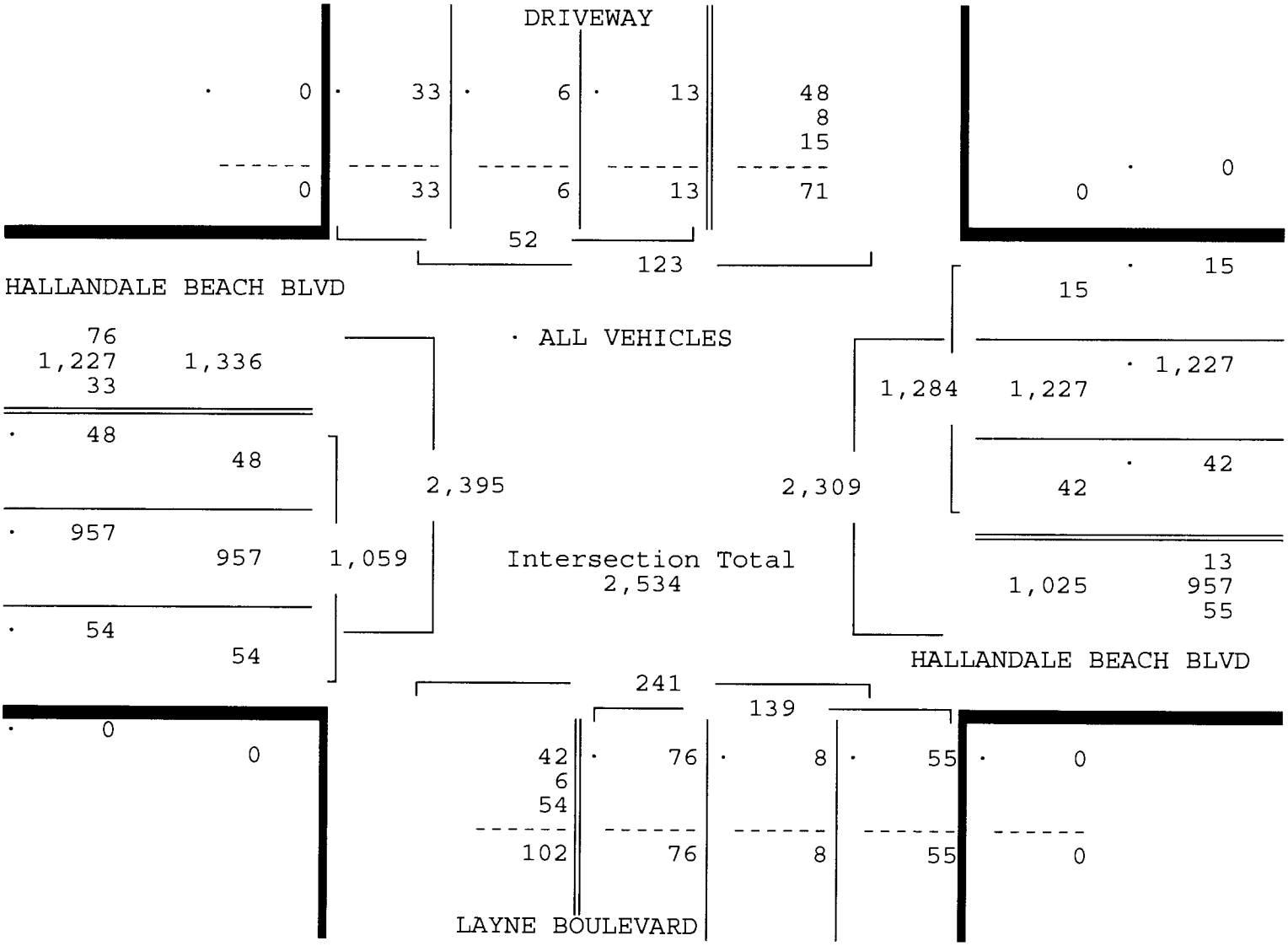
HALLANDALE BEACH BOULEVARD & LAYNE
BOULEVARD, HALLANDALE BEACH, FLORIDA
COUNTED BY: S. SALVO & J. ROBAIN
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150012
Start Date: 03/11/15
File I.D. : HBB_LAYN
Page : 2

ALL VEHICLES

	DRIVEWAY From North				HALLANDALE BEACH BLVD From East				LAYNE BOULEVARD From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/11/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/11/15																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	13	6	33	0	42	1227	15	0	76	8	55	8	40	957	54	
Percent	0%	25%	12%	63%	0%	3%	96%	1%	0%	55%	6%	40%	1%	4%	90%	5%	
Pk total	52				1284				139				1059				
Highest	08:30				08:45				08:45				08:45				
Volume	0	4	4	8	0	7	368	5	0	25	2	25	3	15	251	16	
Hi total	16				380				52				285				
PHF	.81				.84				.67				.93				



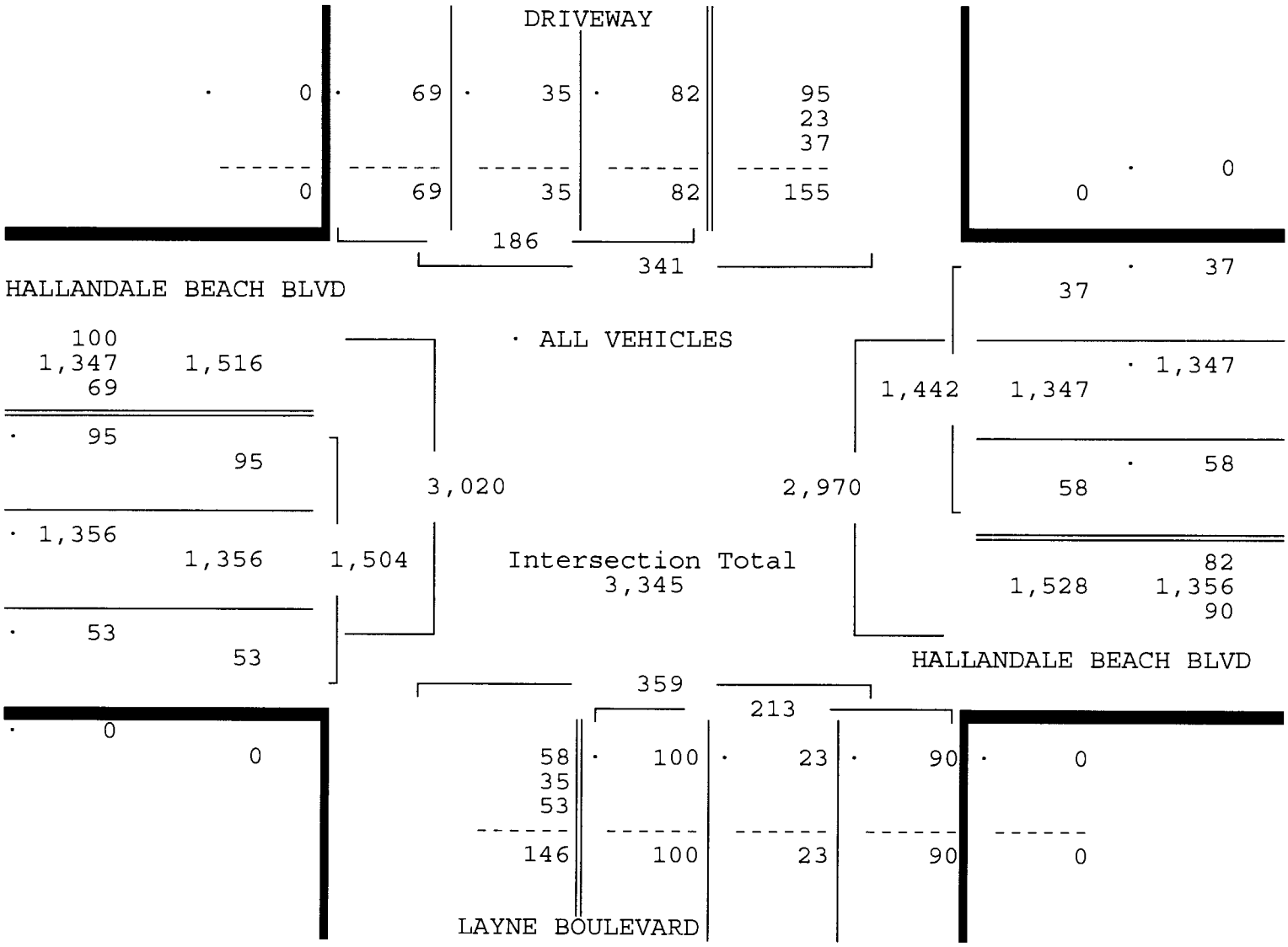
HALLANDALE BEACH BOULEVARD & LAYNE
BOULEVARD, HALLANDALE BEACH, FLORIDA
COUNTED BY: S. SALVO & J. ROBAIN
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150012
Start Date: 03/11/15
File I.D. : HBB_LAYN
Page : 3

ALL VEHICLES

	DRIVEWAY From North				HALLANDALE BEACH BLVD From East				LAYNE BOULEVARD From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/11/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/11/15																	
Peak start	16:15				16:15				16:15				16:15				
Volume	0	82	35	69	2	56	1347	37	3	97	23	90	22	73	1356	53	
Percent	0%	44%	19%	37%	0%	4%	93%	3%	1%	46%	11%	42%	1%	5%	90%	4%	
Pk total	186				1442				213				1504				
Highest	16:15				17:00				16:30				17:00				
Volume	0	20	13	22	2	15	343	9	1	27	10	32	4	20	365	10	
Hi total	55				369				70				399				
PHF	.85				.98				.76				.94				



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HALLANDALE BEACH BOULEVARD & LAYNE BOULEVARD, HALLANDALE BEACH, FLORIDA
COUNTED BY: S. SALVO & J. ROBAIN
SIGNALIZED

Site Code : 00150012
Start Date: 03/11/15
File I.D. : HBB_LAYN
Page : 1

PEDESTRIANS & BIKES

	DRIVEWAY From North				HALLANDALE BEACH BLVD From East				LAYNE BOULEVARD From South				HALLANDALE BEACH BLVD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 03/11/15																	
07:00	0	0	0	3	0	1	0	1	0	2	0	0	0	0	0	0	7
07:15	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	1	4
07:30	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
07:45	0	0	0	4	0	0	0	1	0	0	0	2	0	0	0	0	7
Hr Total	0	0	0	11	0	1	0	3	0	3	0	2	0	0	0	1	21
08:00	0	3	0	5	0	0	0	1	0	2	0	3	0	0	0	0	14
08:15	0	3	0	6	0	0	0	2	0	0	0	1	0	0	0	0	12
08:30	0	1	0	9	0	1	0	5	0	1	0	3	0	0	0	0	20
08:45	0	1	0	5	0	0	0	7	0	1	0	4	0	0	0	0	18
Hr Total	0	8	0	25	0	1	0	15	0	4	0	11	0	0	0	0	64
* BREAK *																	
16:00	0	2	0	2	0	1	0	6	0	0	0	1	0	0	0	0	12
16:15	0	4	0	0	0	0	0	2	0	1	0	5	0	0	0	0	12
16:30	0	3	0	4	0	0	0	2	0	0	0	4	0	0	0	0	13
16:45	0	3	0	3	0	0	0	0	0	5	0	0	0	1	0	0	12
Hr Total	0	12	0	9	0	1	0	10	0	6	0	10	0	1	0	0	49
17:00	0	1	0	3	0	0	0	1	0	0	0	4	0	0	0	0	9
17:15	0	4	0	4	0	0	0	3	0	1	0	0	0	0	0	0	12
17:30	0	3	0	5	0	0	0	0	0	3	0	3	0	0	0	0	14
17:45	0	5	0	2	0	1	0	5	0	2	0	4	0	1	0	1	21
Hr Total	0	13	0	14	0	1	0	9	0	6	0	11	0	1	0	1	56
TOTAL	0	33	0	59	0	4	0	37	0	19	0	34	0	2	0	2	190

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HALLANDALE BEACH BOULEVARD & GOLDEN
ISLES DRIVE, HALLANDALE BEACH, FLORIDA
COUNTED BY: M. CRUZ & A. PALOMINO
SIGNALIZED

Site Code : 00150012
Start Date: 03/11/15
File I.D. : HBB_GOLD
Page : 1

ALL VEHICLES

	DRIVEWAY From North				HALLANDALE BEACH BLVD From East				GOLDEN ISLES DRIVE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/11/15																	
07:00	0	1	1	9	2	1	217	4	0	19	2	6	1	0	153	6	422
07:15	0	5	0	7	0	0	209	7	0	22	3	9	0	0	168	6	436
07:30	0	1	0	4	2	3	186	4	0	23	1	10	1	0	228	11	474
07:45	0	2	1	9	0	2	248	5	1	23	4	16	0	0	239	15	565
Hr Total	0	9	2	29	4	6	860	20	1	87	10	41	2	0	788	38	1897
08:00	0	4	0	14	3	3	250	7	0	22	5	16	0	0	238	14	576
08:15	0	4	1	3	3	5	298	8	0	36	5	16	1	0	217	13	610
08:30	0	18	3	9	4	10	246	11	0	27	5	15	0	0	255	16	619
08:45	0	11	4	13	6	3	302	10	0	33	2	14	0	0	262	22	682
Hr Total	0	37	8	39	16	21	1096	36	0	118	17	61	1	0	972	65	2487
* BREAK *																	
16:00	0	11	4	5	6	13	305	15	0	36	10	22	0	0	347	22	796
16:15	0	9	4	9	4	13	301	15	0	34	5	19	0	0	339	24	776
16:30	0	16	3	14	0	17	318	12	0	35	9	13	0	0	332	22	791
16:45	0	7	2	9	0	12	324	13	0	30	9	21	0	0	397	15	839
Hr Total	0	43	13	37	10	55	1248	55	0	135	33	75	0	0	1415	83	3202
17:00	0	10	6	4	3	8	301	12	0	51	6	9	0	0	348	21	779
17:15	0	7	3	8	1	9	254	17	0	33	8	16	0	0	361	15	732
17:30	0	8	3	8	2	10	280	9	0	26	4	11	0	0	393	30	784
17:45	0	5	1	4	1	9	273	16	0	26	9	17	0	0	336	21	718
Hr Total	0	30	13	24	7	36	1108	54	0	136	27	53	0	0	1438	87	3013
TOTAL	0	119	36	129	37	118	4312	165	1	476	87	230	3	0	4613	273	10599

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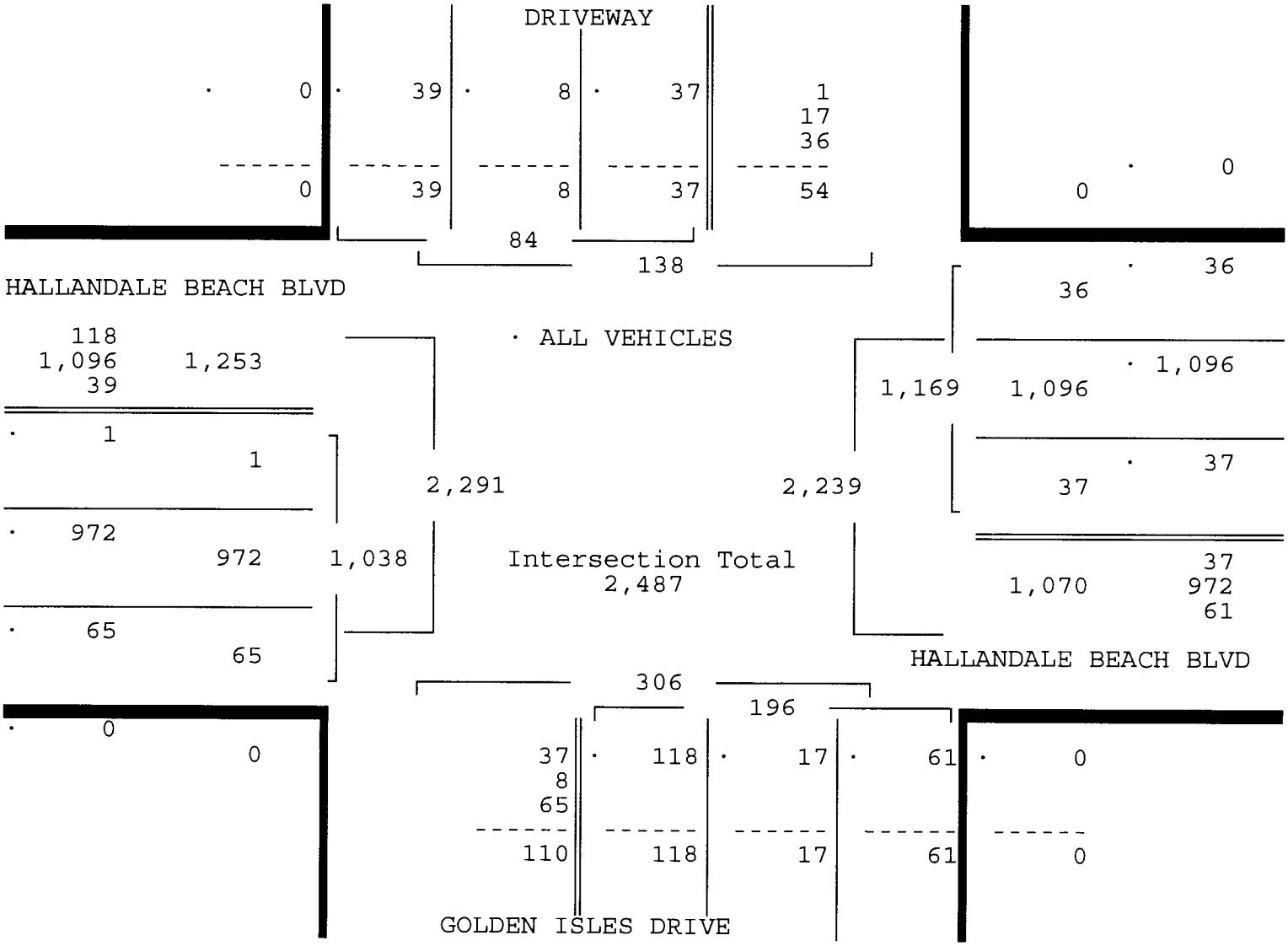
HALLANDALE BEACH BOULEVARD & GOLDEN ISLES DRIVE, HALLANDALE BEACH, FLORIDA
COUNTED BY: M. CRUZ & A. PALOMINO
SIGNALIZED

Site Code : 00150012
Start Date: 03/11/15
File I.D. : HBB_GOLD
Page : 2

ALL VEHICLES

	DRIVEWAY From North				HALLANDALE BEACH BLVD From East				GOLDEN ISLES DRIVE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/11/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/11/15																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	37	8	39	16	21	1096	36	0	118	17	61	1	0	972	65	
Percent	0%	44%	10%	46%	1%	2%	94%	3%	0%	60%	9%	31%	0%	0%	94%	6%	
Pk total	84				1169				196				1038				
Highest	08:30				08:45				08:15				08:45				
Volume	0	18	3	9	6	3	302	10	0	36	5	16	0	0	262	22	
Hi total	30				321				57				284				
PHF	.70				.91				.86				.91				



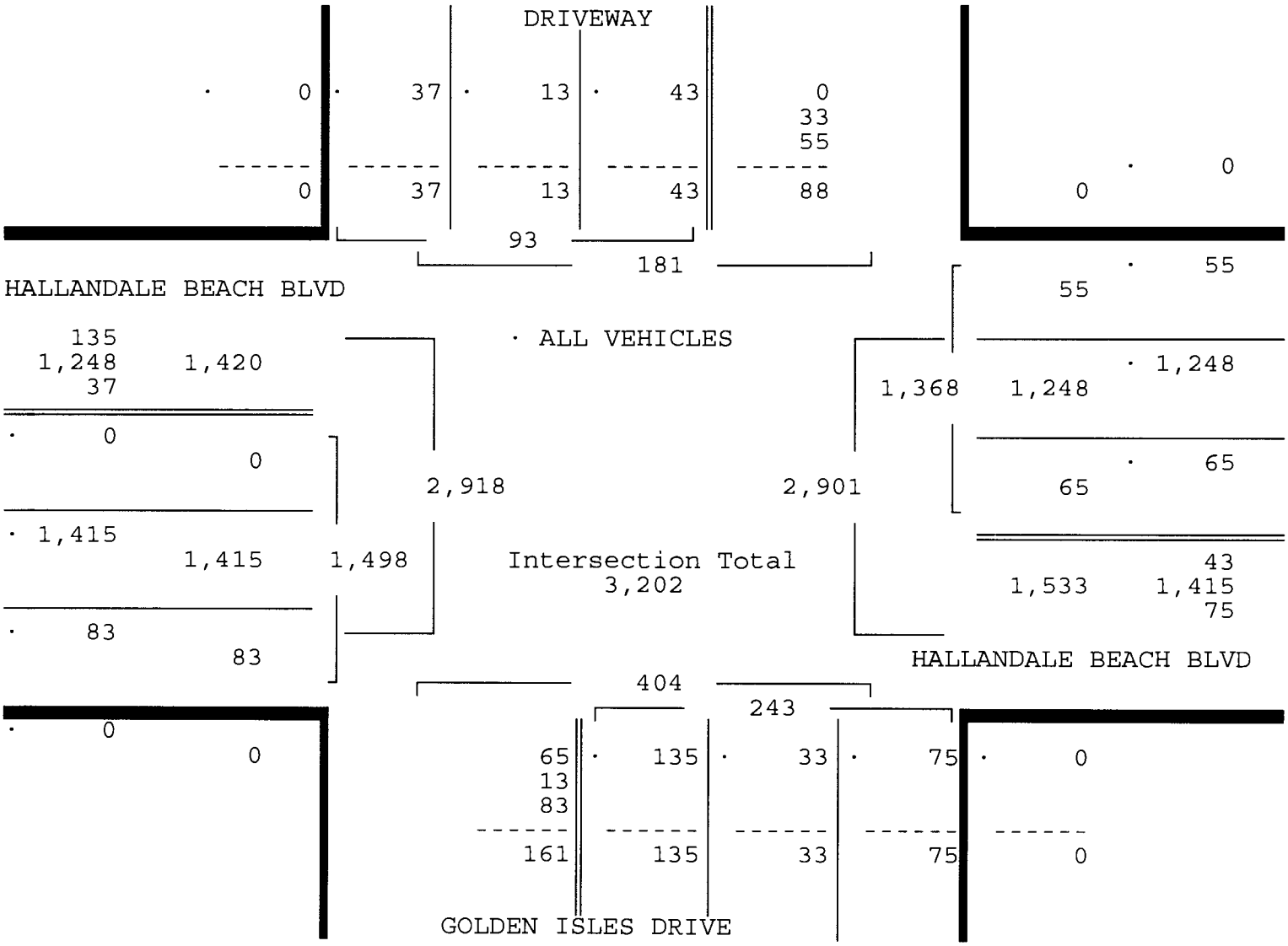
HALLANDALE BEACH BOULEVARD & GOLDEN
ISLES DRIVE, HALLANDALE BEACH, FLORIDA
COUNTED BY: M. CRUZ & A. PALOMINO
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150012
Start Date: 03/11/15
File I.D. : HBB_GOLD
Page : 3

ALL VEHICLES

	DRIVEWAY From North				HALLANDALE BEACH BLVD From East				GOLDEN ISLES DRIVE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/11/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/11/15																	
Peak start	16:00				16:00				16:00				16:00				
Volume	0	43	13	37	10	55	1248	55	0	135	33	75	0	0	1415	83	
Percent	0%	46%	14%	40%	1%	4%	91%	4%	0%	56%	14%	31%	0%	0%	94%	6%	
Pk total	93				1368				243				1498				
Highest	16:30				16:45				16:00				16:45				
Volume	0	16	3	14	0	12	324	13	0	36	10	22	0	0	397	15	
Hi total	33				349				68				412				
PHF	.70				.98				.89				.91				



Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

HALLANDALE BEACH BOULEVARD & GOLDEN
ISLES DRIVE, HALLANDALE BEACH, FLORIDA
COUNTED BY: M. CRUZ & A. PALOMINO
SIGNALIZED

Site Code : 00150012
Start Date: 03/11/15
File I.D. : HBB_GOLD
Page : 1

PEDESTRIANS & BIKES

	DRIVEWAY From North				HALLANDALE BEACH BLVD From East				GOLDEN ISLES DRIVE From South				HALLANDALE BEACH BLVD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 03/11/15																	
07:00	0	0	0	5	0	0	0	1	0	2	0	1	0	0	0	0	9
07:15	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
07:30	0	1	0	5	0	1	0	2	0	1	0	1	0	0	0	0	11
07:45	0	1	0	3	0	1	0	2	0	0	0	1	0	0	0	0	8
Hr Total	0	2	0	18	0	2	0	5	0	3	0	3	0	0	0	0	33
08:00	0	3	0	3	0	0	0	1	0	2	0	2	0	0	0	1	12
08:15	0	2	0	8	0	0	0	2	0	0	0	4	0	0	0	2	18
08:30	0	3	0	7	0	1	0	2	0	1	0	7	0	0	0	1	22
08:45	0	2	0	7	0	0	0	7	0	1	0	5	0	0	0	0	22
Hr Total	0	10	0	25	0	1	0	12	0	4	0	18	0	0	0	4	74
---------- * BREAK * ----------																	
16:00	0	4	0	3	0	0	0	3	0	1	0	0	0	0	0	1	12
16:15	0	3	0	2	0	1	0	9	0	2	0	5	0	0	0	2	24
16:30	0	4	0	6	0	0	0	6	0	0	0	5	0	0	0	0	21
16:45	0	4	0	4	0	1	0	0	0	5	0	4	0	0	0	0	18
Hr Total	0	15	0	15	0	2	0	18	0	8	0	14	0	0	0	3	75
17:00	0	1	0	5	0	0	0	4	0	1	0	6	0	0	0	0	17
17:15	0	2	0	5	0	0	0	7	0	1	0	6	0	0	0	0	21
17:30	0	2	0	3	0	1	0	5	0	1	0	4	0	0	0	0	16
17:45	0	2	0	4	0	0	0	4	0	3	0	3	0	0	0	1	17
Hr Total	0	7	0	17	0	1	0	20	0	6	0	19	0	0	0	1	71
TOTAL	0	34	0	75	0	6	0	55	0	21	0	54	0	0	0	8	253

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

HALLANDALE BEACH BOULEVARD & DIPLOMAT
PARKWAY, HALLANDALE BEACH, FLORIDA
COUNTED BY: AMBER PALOMINO
SIGNALIZED, TURNS ONLY

Site Code : 00150012
Start Date: 01/21/15
File I.D. : HBB_DIPL
Page : 1

TURNS ONLY

	DIPLOMAT PARKWAY From North				HALLANDALE BEACH BLVD From East				DRIVEWAY From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/21/15																	
07:00	0	6	0	7	0	2	0	5	0	0	0	1	0	0	0	1	22
07:15	0	8	0	6	0	1	0	4	0	0	0	0	0	1	0	3	23
07:30	0	17	0	7	0	0	0	9	0	0	0	0	0	6	0	5	44
07:45	0	11	0	5	1	3	0	7	0	0	0	0	2	10	0	2	41
Hr Total	0	42	0	25	1	6	0	25	0	0	0	1	2	17	0	11	130
08:00	0	14	0	10	0	2	0	12	0	0	0	4	2	7	0	7	58
08:15	0	8	0	11	0	3	0	13	0	1	0	6	1	5	0	2	50
08:30	0	16	0	16	0	4	0	12	0	1	0	3	2	14	0	1	69
08:45	0	14	0	12	0	3	0	19	0	1	0	0	8	7	0	2	66
Hr Total	0	52	0	49	0	12	0	56	0	3	0	13	13	33	0	12	243
* BREAK *																	
16:00	0	17	0	11	0	1	0	20	0	7	0	4	3	10	0	3	76
16:15	0	16	0	9	0	1	0	12	0	2	0	1	4	16	0	1	62
16:30	0	21	0	9	2	3	0	8	0	8	0	0	4	11	0	3	69
16:45	0	17	0	9	2	2	0	14	0	2	0	4	9	18	0	2	79
Hr Total	0	71	0	38	4	7	0	54	0	19	0	9	20	55	0	9	286
17:00	0	13	0	15	1	1	0	12	0	4	0	4	11	7	0	1	69
17:15	0	17	0	8	0	1	0	9	0	2	0	1	4	8	0	2	52
17:30	0	7	0	18	0	2	0	12	0	1	0	1	11	14	0	0	66
17:45	0	16	0	7	0	0	0	8	0	2	0	1	6	20	0	0	60
Hr Total	0	53	0	48	1	4	0	41	0	9	0	7	32	49	0	3	247
TOTAL	0	218	0	160	6	29	0	176	0	31	0	30	67	154	0	35	906

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
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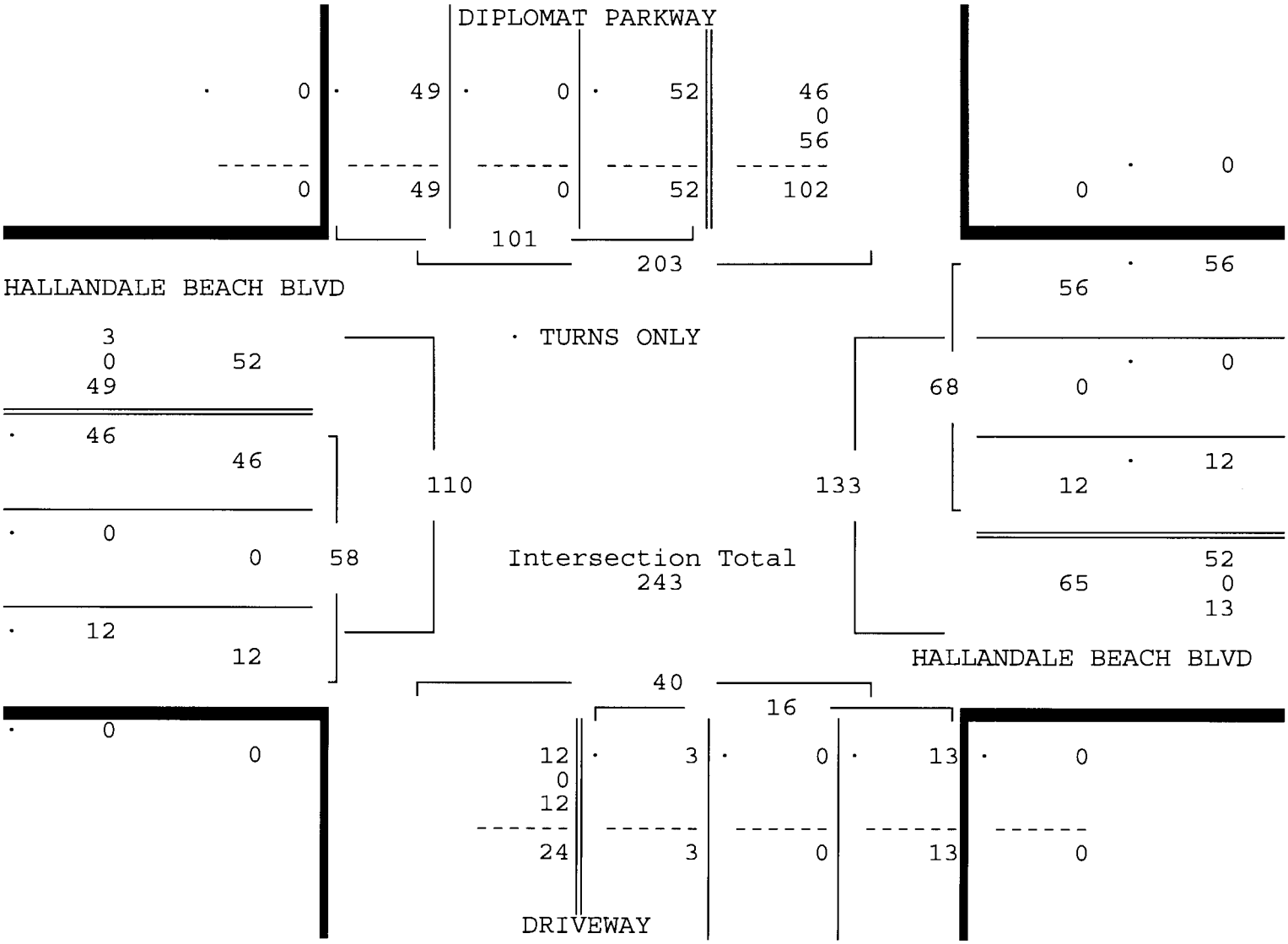
HALLANDALE BEACH BOULEVARD & DIPLOMAT PARKWAY, HALLANDALE BEACH, FLORIDA
COUNTED BY: AMBER PALOMINO
SIGNALIZED, TURNS ONLY

Site Code : 00150012
Start Date: 01/21/15
File I.D. : HBB_DIPL
Page : 2

TURNS ONLY

	DIPLOMAT PARKWAY From North				HALLANDALE BEACH BLVD From East				DRIVEWAY From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/21/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 01/21/15																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	52	0	49	0	12	0	56	0	3	0	13	13	33	0	12	
Percent	0%	51%	0%	49%	0%	18%	0%	82%	0%	19%	0%	81%	22%	57%	0%	21%	
Pk total	101				68				16				58				
Highest	08:30				08:45				08:15				08:30				
Volume	0	16	0	16	0	3	0	19	0	1	0	6	2	14	0	1	
Hi total	32				22				7				17				
PHF	.79				.77				.57				.85				



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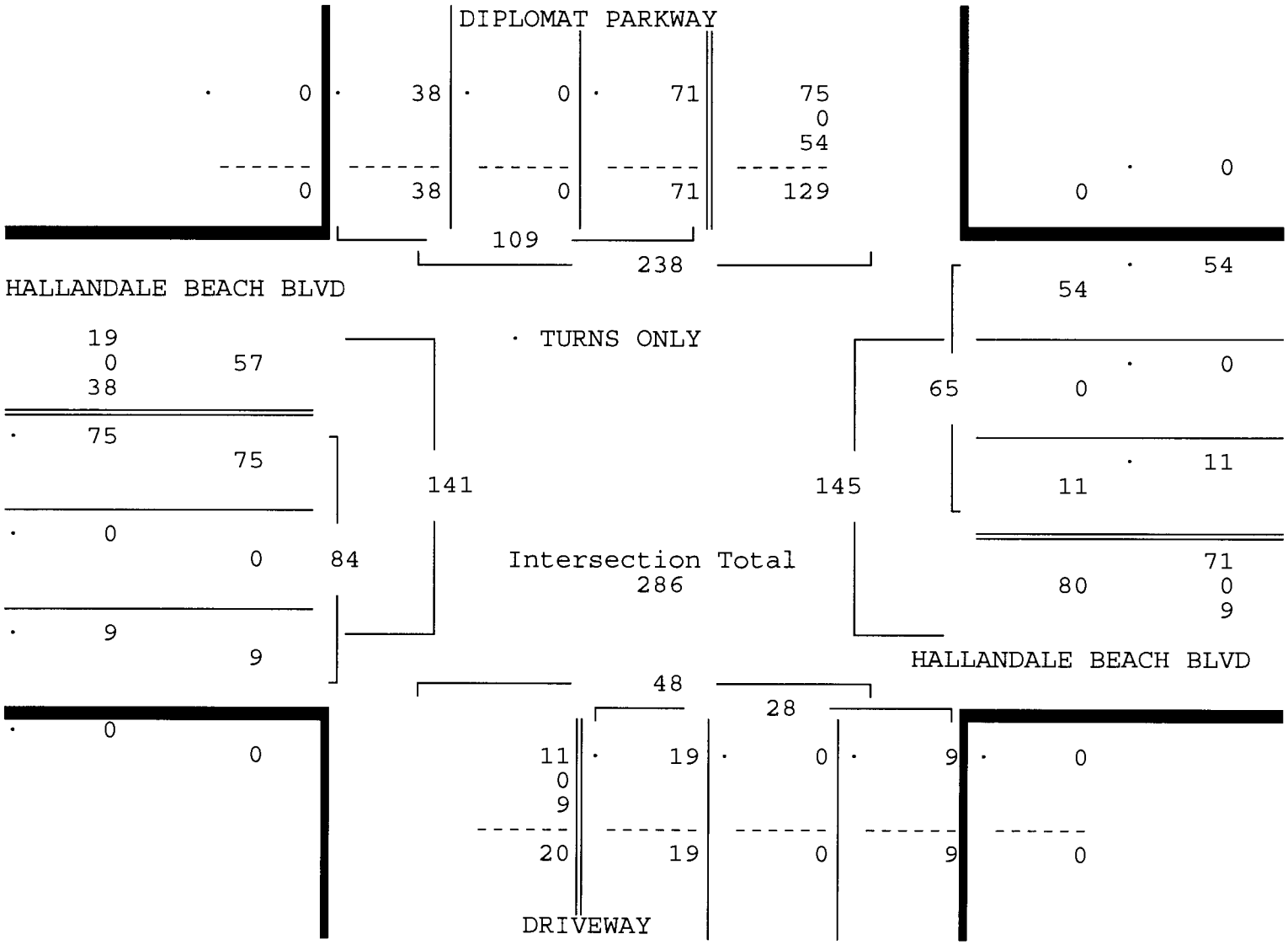
HALLANDALE BEACH BOULEVARD & DIPLOMAT PARKWAY, HALLANDALE BEACH, FLORIDA
COUNTED BY: AMBER PALOMINO
SIGNALIZED, TURNS ONLY

Site Code : 00150012
Start Date: 01/21/15
File I.D. : HBB_DIPL
Page : 3

TURNS ONLY

	DIPLOMAT PARKWAY From North				HALLANDALE BEACH BLVD From East				DRIVEWAY From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/21/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/21/15																	
Peak start	16:00				16:00				16:00				16:00				
Volume	0	71	0	38	4	7	0	54	0	19	0	9	20	55	0	9	
Percent	0%	65%	0%	35%	6%	11%	0%	83%	0%	68%	0%	32%	24%	65%	0%	11%	
Pk total	109				65				28				84				
Highest	16:30				16:00				16:00				16:45				
Volume	0	21	0	9	0	1	0	20	0	7	0	4	9	18	0	2	
Hi total	30				21				11				29				
PHF	.91				.77				.64				.72				



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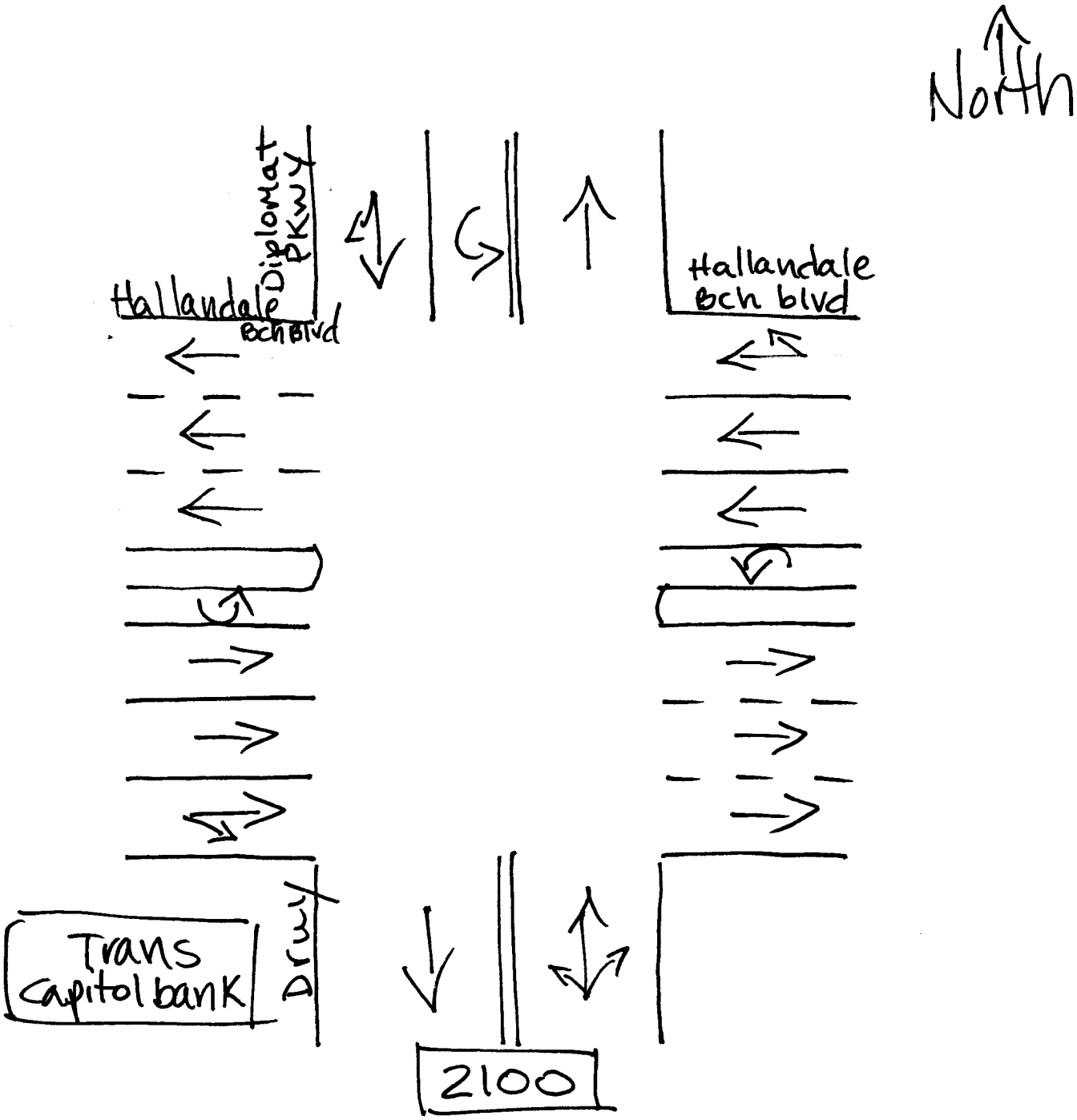
HALLANDALE BEACH BOULEVARD & DIPLOMAT
PARKWAY, HALLANDALE BEACH, FLORIDA
COUNTED BY: AMBER PALOMINO
SIGNALIZED, TURNS ONLY

Site Code : 00150012
Start Date: 01/21/15
File I.D. : HBB_DIPL
Page : 1

PEDESTRIANS & BIKES

	DIPLOMAT PARKWAY From North				HALLANDALE BEACH BLVD From East				DRIVEWAY From South				HALLANDALE BEACH BLVD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 01/21/15																	
07:00	0	0	0	1	0	0	0	0	0	1	0	3	0	0	0	0	5
07:15	0	1	0	2	0	0	0	0	0	0	0	1	0	0	0	0	4
07:30	0	2	0	5	0	0	0	1	0	1	0	3	0	0	0	0	12
07:45	0	0	0	9	0	0	0	0	0	0	0	3	0	0	0	0	12
Hr Total	0	3	0	17	0	0	0	1	0	2	0	10	0	0	0	0	33
08:00	0	0	0	5	0	0	0	2	0	0	0	1	0	0	0	0	8
08:15	0	1	0	12	0	0	0	0	0	0	0	5	0	0	0	0	18
08:30	0	1	0	13	0	1	0	0	0	0	0	9	0	0	0	1	25
08:45	0	3	0	16	0	1	0	1	0	1	0	5	0	0	0	1	28
Hr Total	0	5	0	46	0	2	0	3	0	1	0	20	0	0	0	2	79
* BREAK *																	
16:00	0	6	0	6	0	0	0	0	0	1	0	0	0	0	0	0	13
16:15	0	0	0	9	0	1	0	0	0	3	0	2	0	0	0	0	15
16:30	0	2	0	4	0	0	0	0	0	1	0	5	0	0	0	0	12
16:45	0	2	0	5	0	0	0	1	0	2	0	1	0	0	0	0	11
Hr Total	0	10	0	24	0	1	0	1	0	7	0	8	0	0	0	0	51
17:00	0	8	0	13	0	0	0	3	0	2	0	8	0	1	0	0	35
17:15	0	0	0	5	0	0	0	1	0	0	0	2	0	1	0	0	9
17:30	0	1	0	14	0	1	0	2	0	1	0	3	0	0	0	0	22
17:45	0	1	0	9	0	0	0	2	0	1	0	3	0	0	0	4	20
Hr Total	0	10	0	41	0	1	0	8	0	4	0	16	0	2	0	4	86
TOTAL	0	28	0	128	0	4	0	13	0	14	0	54	0	2	0	6	249



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

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

HALLANDALE BEACH BOULEVARD & THREE
ISLAND BOULEVARD, HALLANDALE BEACH, FL
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

Site Code : 00150012
Start Date: 01/21/15
File I.D. : HBBTHREE
Page : 1

ALL VEHICLES

	THREE ISLAND BLVD From North				HALLANDALE BEACH BLVD From East				DRIVEWAY From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/21/15																	
07:00	0	30	0	74	2	0	162	11	0	0	0	0	0	45	112	0	436
07:15	0	43	2	75	2	0	179	10	0	0	0	0	0	34	132	0	477
07:30	0	48	1	75	3	0	160	19	0	0	0	1	0	40	187	0	534
07:45	0	46	2	78	8	0	198	20	0	0	0	1	1	35	191	2	582
Hr Total	0	167	5	302	15	0	699	60	0	0	0	2	1	154	622	2	2029
08:00	0	66	1	91	10	0	237	19	0	0	0	0	0	51	199	0	674
08:15	0	69	0	83	3	0	191	29	0	1	0	1	0	63	202	3	645
08:30	0	59	0	97	8	0	261	34	0	0	0	0	0	69	240	1	769
08:45	0	99	3	80	11	2	221	45	0	1	0	3	1	70	246	1	783
Hr Total	0	293	4	351	32	2	910	127	0	2	0	4	1	253	887	5	2871
* BREAK *																	
16:00	0	53	1	62	15	0	310	63	0	1	0	1	1	94	272	1	874
16:15	0	68	6	67	17	1	257	62	0	1	1	2	3	105	267	1	858
16:30	1	74	2	68	16	0	329	82	0	0	2	1	1	111	238	0	925
16:45	0	59	1	74	15	0	357	62	0	0	1	0	0	96	310	5	980
Hr Total	1	254	10	271	63	1	1253	269	0	2	4	4	5	406	1087	7	3637
17:00	0	72	1	75	18	0	267	68	0	0	3	2	0	93	250	2	851
17:15	0	70	1	55	16	2	306	71	0	1	1	0	2	109	299	1	934
17:30	0	59	2	78	12	0	289	79	0	0	3	1	0	111	278	0	912
17:45	2	71	1	72	14	1	241	61	0	1	1	1	2	115	263	2	848
Hr Total	2	272	5	280	60	3	1103	279	0	2	8	4	4	428	1090	5	3545
TOTAL	3	986	24	1204	170	6	3965	735	0	6	12	14	11	1241	3686	19	12082

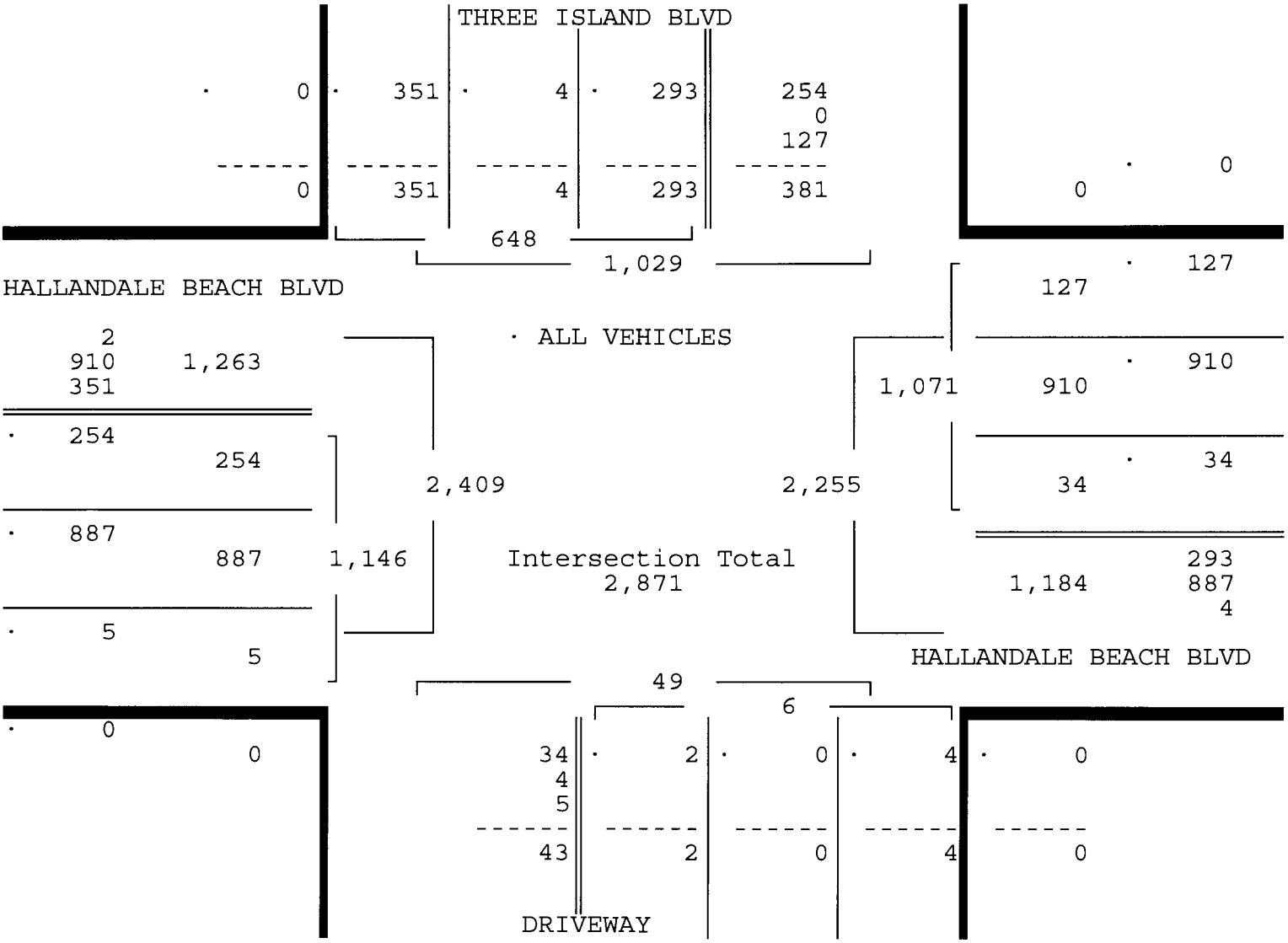
HALLANDALE BEACH BOULEVARD & THREE
ISLAND BOULEVARD, HALLANDALE BEACH, FL
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150012
Start Date: 01/21/15
File I.D. : HBBTHREE
Page : 2

ALL VEHICLES

	THREE ISLAND BLVD From North				HALLANDALE BEACH BLVD From East				DRIVEWAY From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/21/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 01/21/15																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	293	4	351	32	2	910	127	0	2	0	4	1	253	887	5	
Percent	0%	45%	1%	54%	3%	0%	85%	12%	0%	33%	0%	67%	0%	22%	77%	0%	
Pk total	648				1071				6				1146				
Highest	08:45				08:30				08:45				08:45				
Volume	0	99	3	80	8	0	261	34	0	1	0	3	1	70	246	1	
Hi total	182				303				4				318				
PHF	.89				.88				.38				.90				



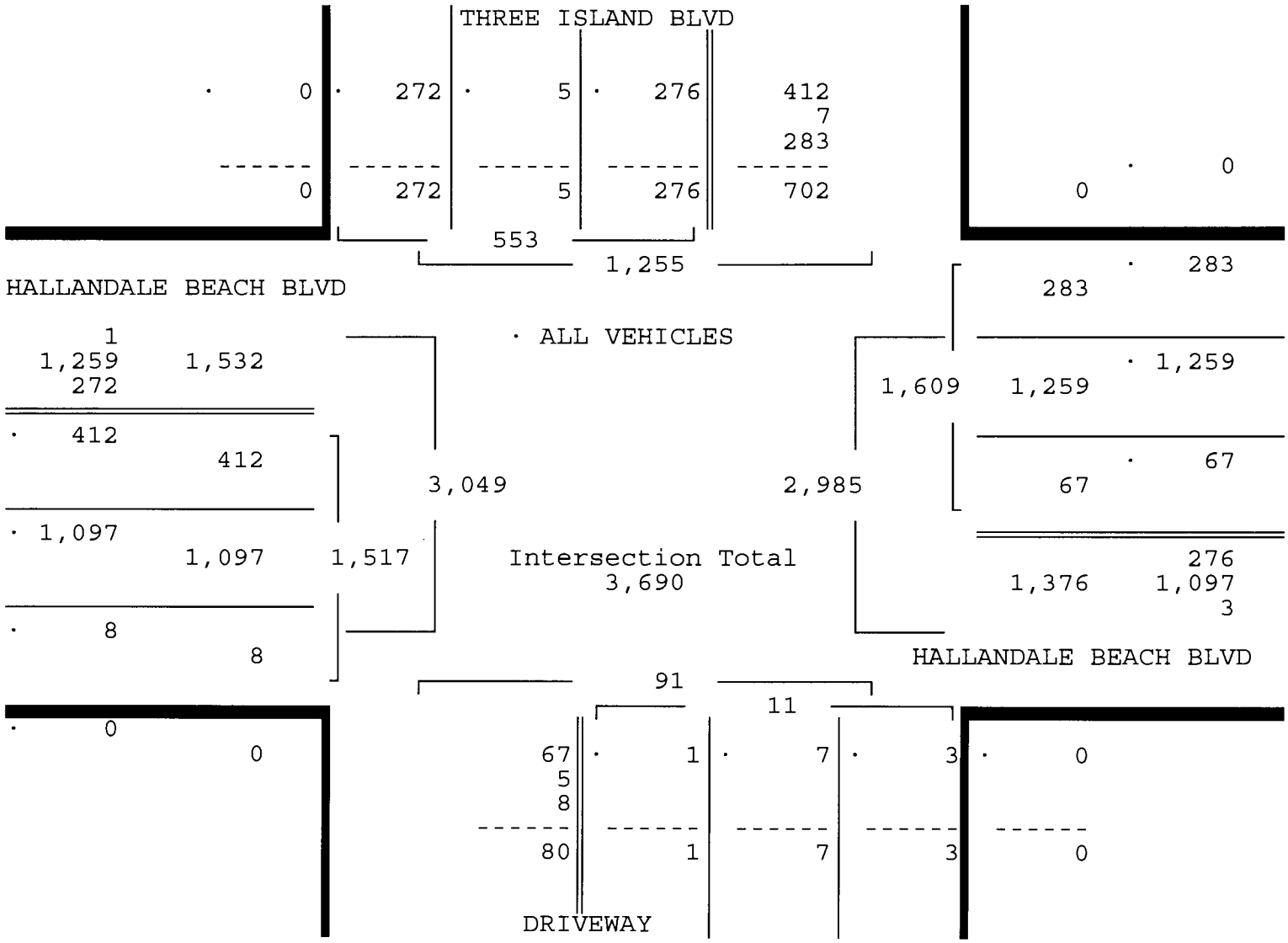
HALLANDALE BEACH BOULEVARD & THREE
ISLAND BOULEVARD, HALLANDALE BEACH, FL
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150012
Start Date: 01/21/15
File I.D. : HBBTHREE
Page : 3

ALL VEHICLES

	THREE ISLAND BLVD From North				HALLANDALE BEACH BLVD From East				DRIVEWAY From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/21/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/21/15																	
Peak start	16:30				16:30				16:30				16:30				
Volume	1	275	5	272	65	2	1259	283	0	1	7	3	3	409	1097	8	
Percent	0%	50%	1%	49%	4%	0%	78%	18%	0%	9%	64%	27%	0%	27%	72%	1%	
Pk total	553				1609				11				1517				
Highest	17:00				16:45				17:00				16:45				
Volume	0	72	1	75	15	0	357	62	0	0	3	2	0	96	310	5	
Hi total	148				434				5				411				
PHF	.93				.93				.55				.92				



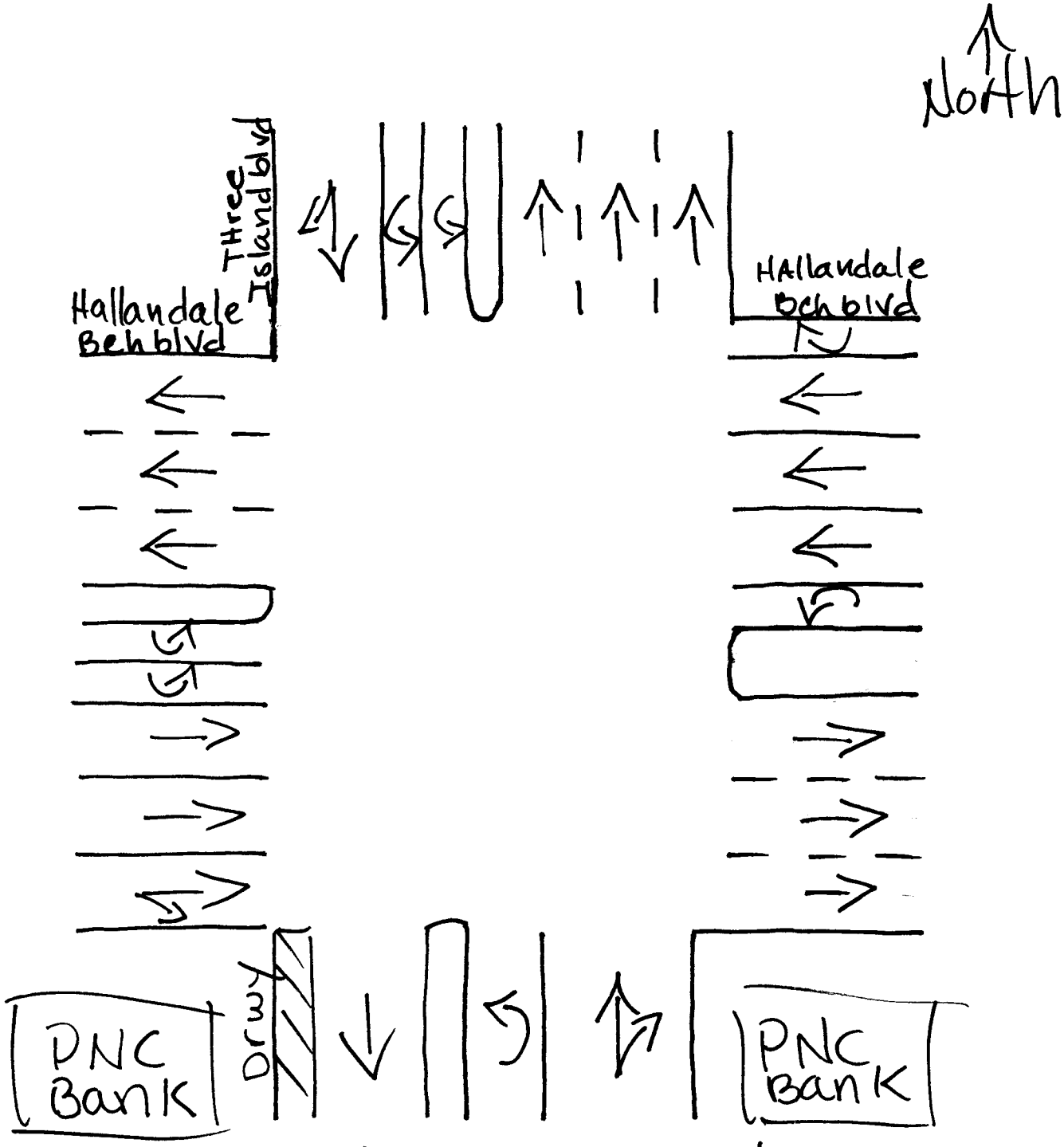
HALLANDALE BEACH BOULEVARD & THREE
ISLAND BOULEVARD, HALLANDALE BEACH, FL
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150012
Start Date: 01/21/15
File I.D. : HBBTHREE
Page : 1

PEDESTRIANS & BIKES

	THREE ISLAND BLVD From North				HALLANDALE BEACH BLVD From East				DRIVEWAY From South				HALLANDALE BEACH BLVD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 01/21/15																	
07:00	0	0	0	5	0	0	0	0	0	0	0	2	0	0	0	2	9
07:15	0	2	0	4	0	1	0	2	0	1	0	3	0	1	0	2	16
07:30	0	2	0	11	0	1	0	0	0	2	0	5	0	0	0	2	23
07:45	0	1	0	22	0	0	0	0	0	0	0	3	0	0	0	1	27
Hr Total	0	5	0	42	0	2	0	2	0	3	0	13	0	1	0	7	75
08:00	0	3	0	10	0	0	0	1	0	3	0	1	0	0	0	1	19
08:15	0	3	0	15	0	0	0	3	0	0	0	7	0	0	0	0	28
08:30	0	2	0	17	0	1	0	3	0	1	0	8	0	0	0	0	32
08:45	0	5	0	28	0	0	0	7	0	3	0	15	0	0	0	4	62
Hr Total	0	13	0	70	0	1	0	14	0	7	0	31	0	0	0	5	141
* BREAK *																	
16:00	0	8	0	15	0	1	0	6	0	2	0	1	0	0	0	4	37
16:15	0	0	0	12	0	1	0	3	0	2	0	8	0	0	0	2	28
16:30	0	3	0	18	0	3	0	3	0	2	0	3	0	1	0	6	39
16:45	0	2	0	6	0	1	0	4	0	0	0	3	0	0	0	0	16
Hr Total	0	13	0	51	0	6	0	16	0	6	0	15	0	1	0	12	120
17:00	0	14	0	13	0	0	0	1	0	2	0	6	0	0	0	1	37
17:15	0	2	0	26	0	1	0	1	0	1	0	3	0	0	0	2	36
17:30	0	11	0	18	0	1	0	6	0	0	0	7	0	0	0	1	44
17:45	0	5	0	15	0	0	0	6	0	1	0	7	0	0	0	0	34
Hr Total	0	32	0	72	0	2	0	14	0	4	0	23	0	0	0	4	151
TOTAL	0	63	0	235	0	11	0	46	0	20	0	82	0	2	0	28	487



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

HALLANDALE BEACH BOULEVARD & A1A
HALLANDALE BEACH, FLORIDA
COUNTED BY: R. MARTINEZ & R. ESPADA
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150012
Start Date: 01/21/15
File I.D. : HBB__A1A
Page : 1

ALL VEHICLES

	A1A From North				DRIVEWAY From East				A1A From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/21/15																	
07:00	8	3	91	79	0	0	18	8	0	1	59	0	0	53	14	89	423
07:15	4	1	108	84	0	0	13	6	0	3	81	0	0	67	14	94	475
07:30	5	3	129	74	0	1	12	12	0	3	86	1	0	77	13	141	557
07:45	6	3	154	90	0	2	14	7	0	5	128	1	0	100	8	115	633
Hr Total	23	10	482	327	0	3	57	33	0	12	354	2	0	297	49	439	2088
08:00	3	5	153	107	0	1	22	8	1	1	83	4	0	93	11	163	655
08:15	5	4	163	100	0	3	18	6	1	1	112	0	0	98	26	156	693
08:30	4	6	180	115	0	4	25	11	0	3	104	5	0	112	23	158	750
08:45	8	8	203	117	0	2	22	10	2	1	88	4	0	133	14	195	807
Hr Total	20	23	699	439	0	10	87	35	4	6	387	13	0	436	74	672	2905
* BREAK *																	
16:00	5	6	129	165	0	5	24	11	0	9	161	9	1	110	17	192	844
16:15	4	8	146	159	0	2	12	8	0	13	171	6	0	126	21	211	887
16:30	7	4	142	158	0	3	32	12	0	8	195	3	0	144	25	231	964
16:45	2	4	212	172	0	4	23	2	1	12	215	4	1	138	18	187	995
Hr Total	18	22	629	654	0	14	91	33	1	42	742	22	2	518	81	821	3690
17:00	5	9	142	156	0	5	31	7	0	7	183	4	1	158	19	201	928
17:15	4	8	173	154	0	5	23	6	2	7	181	0	5	117	23	239	947
17:30	8	7	146	163	0	4	14	11	0	7	193	4	0	176	24	172	929
17:45	8	8	168	142	0	6	15	6	0	6	179	6	1	139	24	207	915
Hr Total	25	32	629	615	0	20	83	30	2	27	736	14	7	590	90	819	3719
TOTAL	86	87	2439	2035	0	47	318	131	7	87	2219	51	9	1841	294	2751	12402

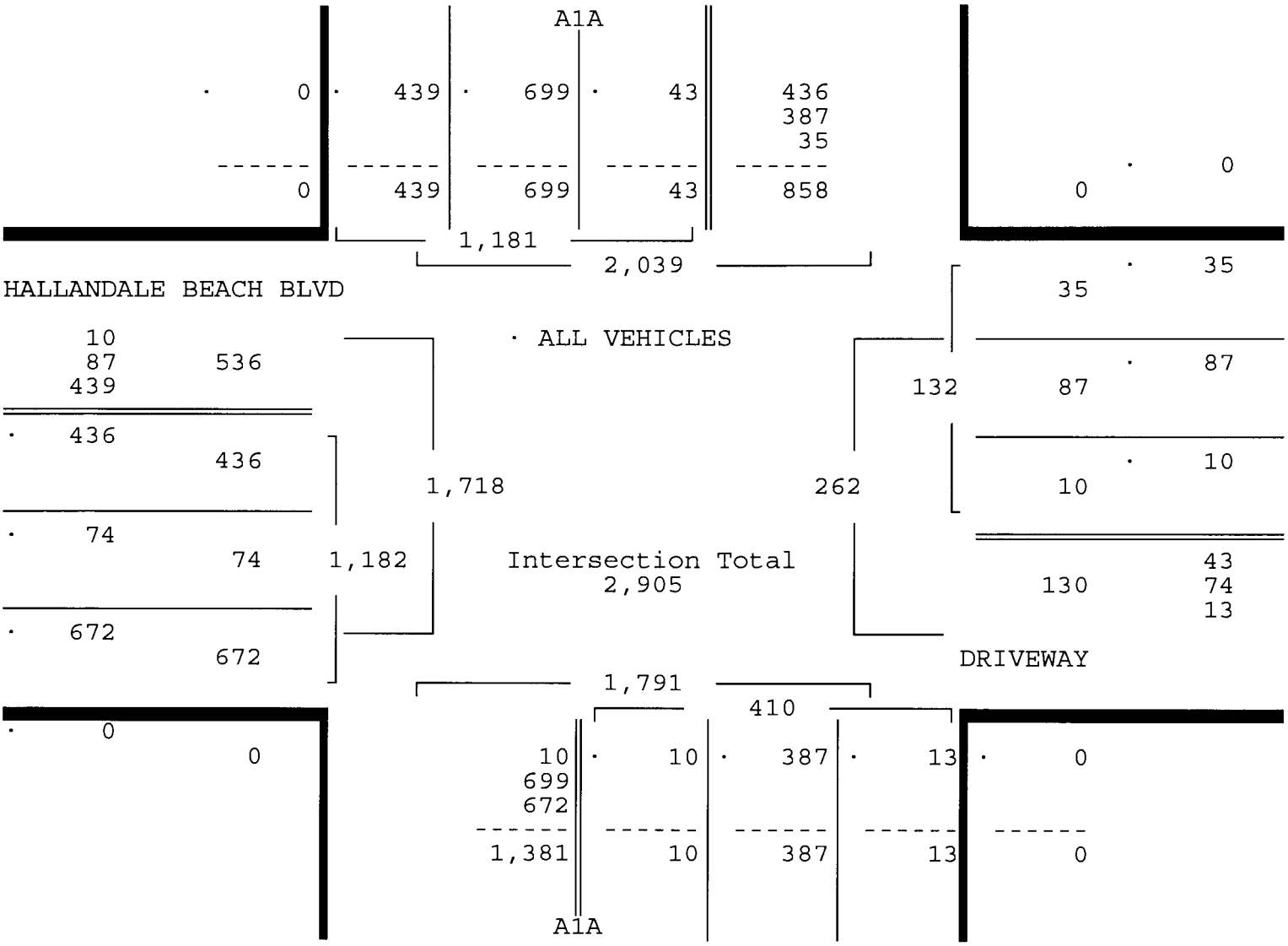
HALLANDALE BEACH BOULEVARD & A1A
HALLANDALE BEACH, FLORIDA
COUNTED BY: R. MARTINEZ & R. ESPADA
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150012
Start Date: 01/21/15
File I.D. : HBB__A1A
Page : 2

ALL VEHICLES

	A1A From North				DRIVEWAY From East				A1A From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/21/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 01/21/15																	
Peak start	08:00				08:00				08:00				08:00				
Volume	20	23	699	439	0	10	87	35	4	6	387	13	0	436	74	672	
Percent	2%	2%	59%	37%	0%	8%	66%	27%	1%	1%	94%	3%	0%	37%	6%	57%	
Pk total	1181				132				410				1182				
Highest	08:45				08:30				08:15				08:45				
Volume	8	8	203	117	0	4	25	11	1	1	112	0	0	133	14	195	
Hi total	336				40				114				342				
PHF	.88				.82				.90				.86				



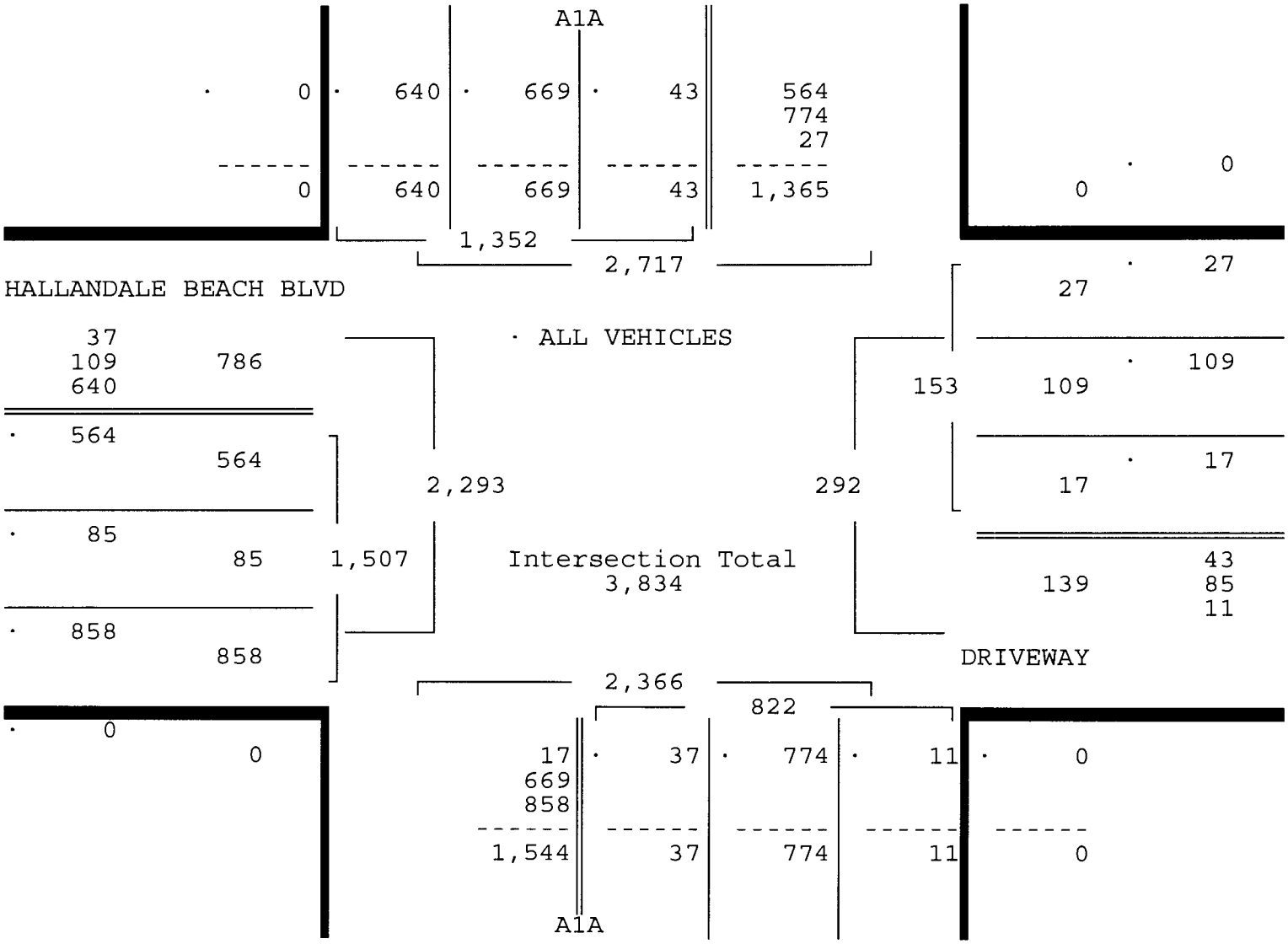
HALLANDALE BEACH BOULEVARD & A1A
HALLANDALE BEACH, FLORIDA
COUNTED BY: R. MARTINEZ & R. ESPADA
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150012
Start Date: 01/21/15
File I.D. : HBB__A1A
Page : 3

ALL VEHICLES

	A1A From North				DRIVEWAY From East				A1A From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/21/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/21/15																	
Peak start 16:30					16:30				16:30				16:30				
Volume	18	25	669	640	0	17	109	27	3	34	774	11	7	557	85	858	
Percent	1%	2%	49%	47%	0%	11%	71%	18%	0%	4%	94%	1%	0%	37%	6%	57%	
Pk total	1352				153				822				1507				
Highest	16:45				16:30				16:45				16:30				
Volume	2	4	212	172	0	3	32	12	1	12	215	4	0	144	25	231	
Hi total	390				47				232				400				
PHF	.87				.81				.89				.94				



Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
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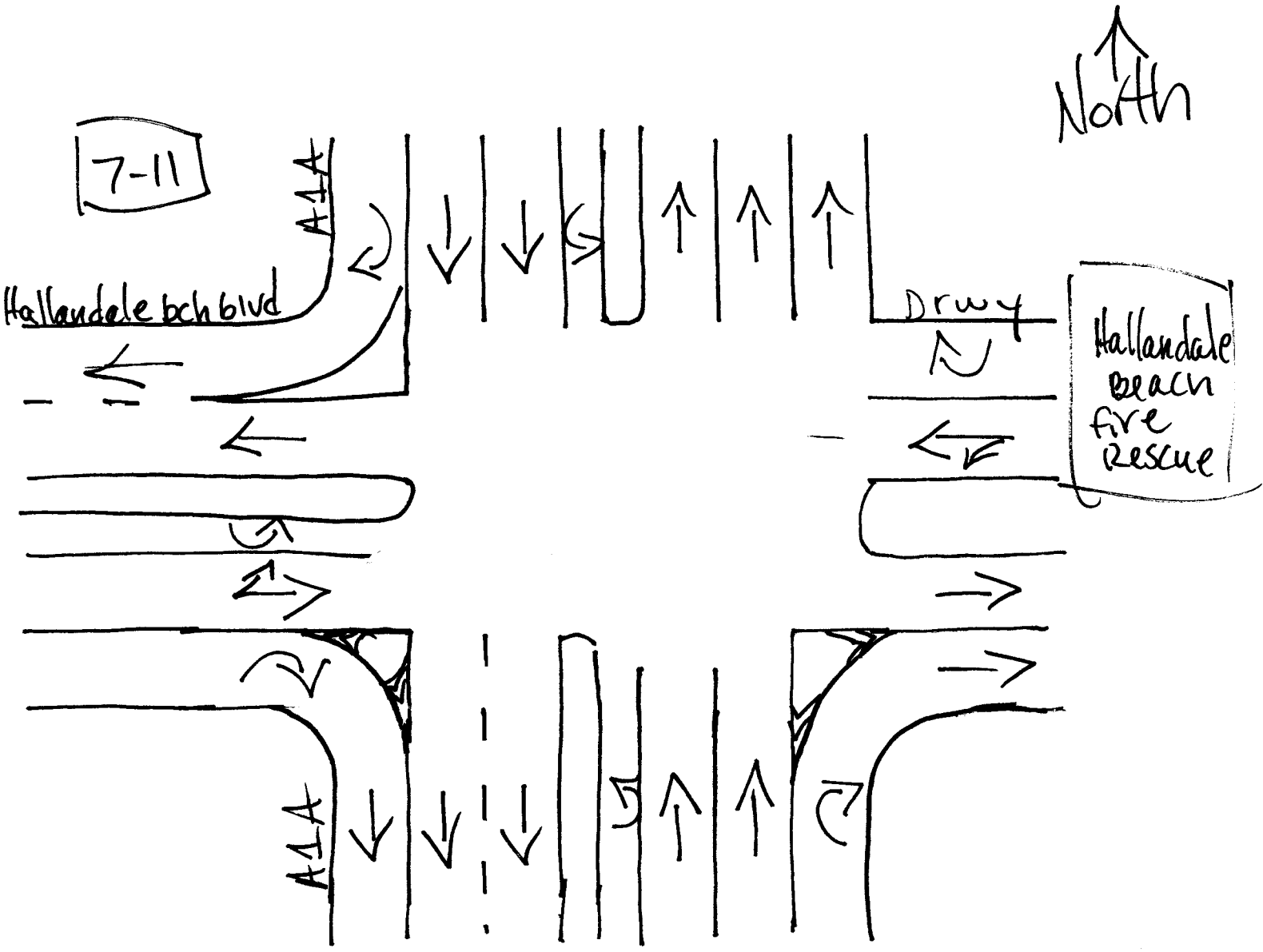
HALLANDALE BEACH BOULEVARD & A1A
HALLANDALE BEACH, FLORIDA
COUNTED BY: R. MARTINEZ & R. ESPADA
SIGNALIZED

Site Code : 00150012
Start Date: 01/21/15
File I.D. : HBB__A1A
Page : 1

PEDESTRIANS & BIKES

	A1A From North				DRIVEWAY From East				A1A From South				HALLANDALE BEACH BLVD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 01/21/15																	
07:00	0	0	0	2	0	0	0	4	0	0	0	1	0	0	0	0	7
07:15	0	0	0	0	0	2	0	14	0	1	0	3	0	3	0	8	31
07:30	0	0	0	1	0	2	0	7	0	1	0	8	0	2	0	7	28
07:45	0	0	0	1	0	0	0	5	0	0	0	2	0	10	0	6	24
Hr Total	0	0	0	4	0	4	0	30	0	2	0	14	0	15	0	21	90
08:00	0	0	0	0	0	1	0	13	0	0	0	4	0	1	0	12	31
08:15	0	0	0	0	0	0	0	15	0	0	0	10	0	3	0	24	52
08:30	0	0	0	0	0	13	0	10	0	2	0	1	0	10	0	12	48
08:45	0	0	0	0	0	2	0	18	0	1	0	17	0	3	0	17	58
Hr Total	0	0	0	0	0	16	0	56	0	3	0	32	0	17	0	65	189
* BREAK *																	
16:00	0	0	0	1	0	1	0	11	0	0	0	18	0	2	0	10	43
16:15	0	0	0	2	0	1	0	9	0	4	0	12	0	0	0	5	33
16:30	0	1	0	0	0	3	0	1	0	0	0	16	0	1	0	11	33
16:45	0	0	0	11	0	4	0	15	0	1	0	38	0	4	0	22	95
Hr Total	0	1	0	14	0	9	0	36	0	5	0	84	0	7	0	48	204
17:00	0	0	0	2	0	0	0	0	0	1	0	10	0	0	0	10	23
17:15	0	0	0	1	0	0	0	4	0	0	0	12	0	0	0	17	34
17:30	0	0	0	1	0	4	0	2	0	1	0	7	0	2	0	2	19
17:45	0	1	0	3	0	0	0	4	0	0	0	13	0	4	0	11	36
Hr Total	0	1	0	7	0	4	0	10	0	2	0	42	0	6	0	40	112
TOTAL	0	2	0	25	0	33	0	132	0	12	0	172	0	45	0	174	595



Hallandale Beach, Florida
January 21, 2014
drawn by: Luis Palomino
signalized

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NE 4TH STREET & NE 14TH AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Site Code : 00150012
Start Date: 01/22/15
File I.D. : 4ST_14AV
Page : 1

ALL VEHICLES

	NE 14TH AVENUE From North				------ From East				NE 14TH AVENUE From South				NE 4TH ST From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/22/15																	
07:00	0	0	16	0	0	0	0	0	0	2	5	0	0	2	0	4	29
07:15	0	0	18	4	0	0	0	0	0	1	12	0	0	1	0	2	38
07:30	0	0	27	7	0	0	0	0	0	5	20	0	0	0	0	9	68
07:45	0	0	24	2	0	0	0	0	0	10	31	0	0	3	0	15	85
Hr Total	0	0	85	13	0	0	0	0	0	18	68	0	0	6	0	30	220
08:00	0	0	37	7	0	0	0	0	0	7	34	0	0	2	0	22	109
08:15	0	0	52	4	0	0	0	0	0	6	21	0	0	1	0	11	95
08:30	0	0	56	3	0	0	0	0	0	3	31	0	0	2	0	8	103
08:45	0	0	54	4	0	0	0	0	0	2	23	0	0	2	0	10	95
Hr Total	0	0	199	18	0	0	0	0	0	18	109	0	0	7	0	51	402
---------- * BREAK * ----------																	
16:00	0	0	43	2	0	0	0	0	0	17	59	0	0	3	0	18	142
16:15	0	0	59	2	0	0	0	0	0	7	61	0	0	1	0	22	152
16:30	0	0	46	0	0	0	0	0	0	11	44	0	0	4	0	17	122
16:45	0	0	37	3	0	0	0	0	0	19	58	0	0	10	0	19	146
Hr Total	0	0	185	7	0	0	0	0	0	54	222	0	0	18	0	76	562
17:00	0	0	56	6	0	0	0	0	0	18	65	0	0	8	0	21	174
17:15	0	0	53	3	0	0	0	0	0	16	60	0	0	5	0	19	156
17:30	0	0	49	5	0	0	0	0	0	23	70	0	0	5	0	19	171
17:45	0	0	48	4	0	0	0	0	0	16	74	0	0	10	0	19	171
Hr Total	0	0	206	18	0	0	0	0	0	73	269	0	0	28	0	78	672
TOTAL	0	0	675	56	0	0	0	0	0	163	668	0	0	59	0	235	1856

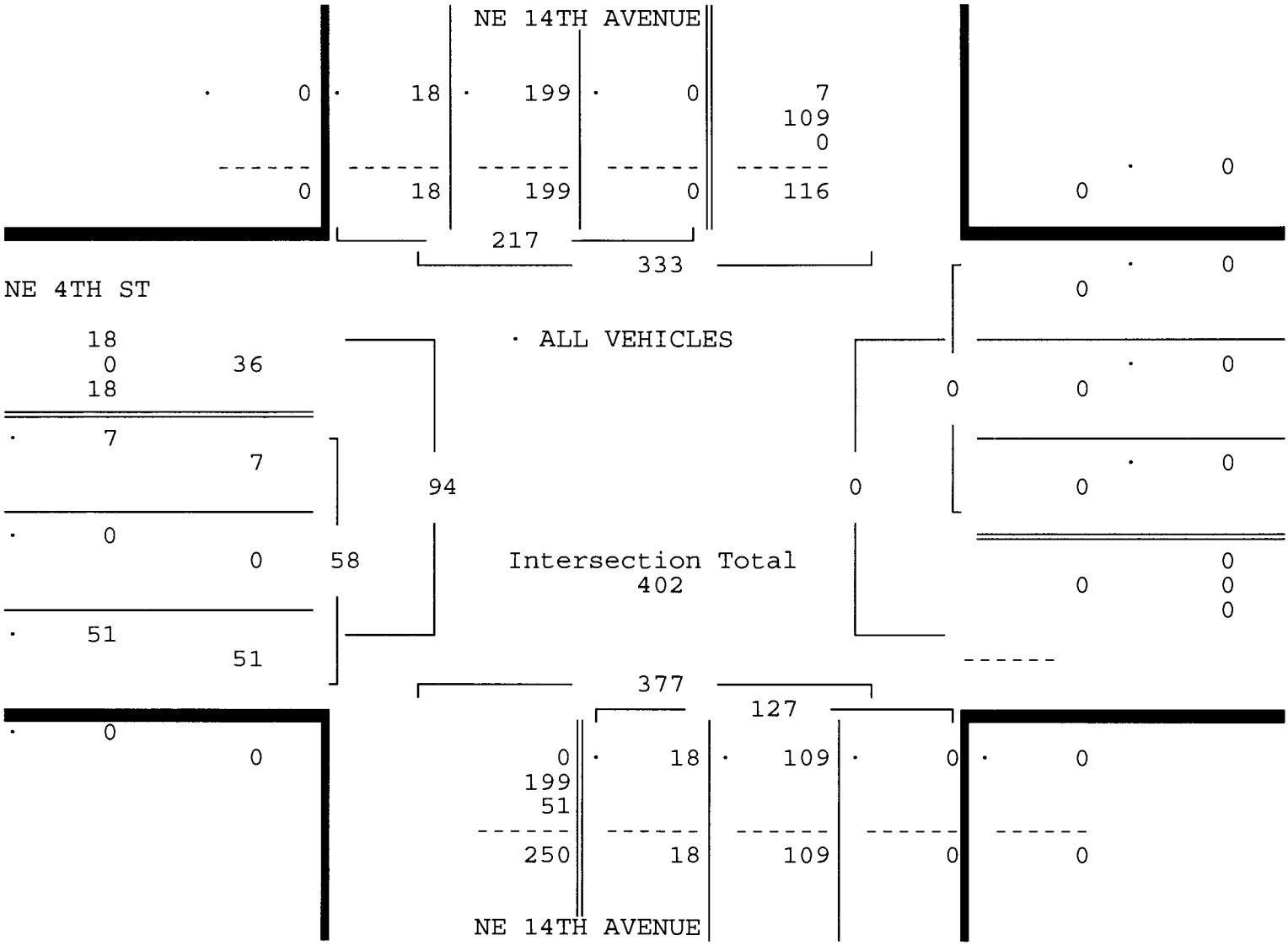
NE 4TH STREET & NE 14TH AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150012
Start Date: 01/22/15
File I.D. : 4ST_14AV
Page : 2

ALL VEHICLES

	NE 14TH AVENUE From North				------ From East				NE 14TH AVENUE From South				NE 4TH ST From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/22/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 01/22/15																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	0	199	18	0	0	0	0	0	18	109	0	0	7	0	51	
Percent	0%	0%	92%	8%	0%	0%	0%	0%	0%	14%	86%	0%	0%	12%	0%	88%	
Pk total	217				0				127				58				
Highest	08:30				07:00				08:00				08:00				
Volume	0	0	56	3	0	0	0	0	0	7	34	0	0	2	0	22	
Hi total	59				0				41				24				
PHF	.92				.0				.77				.60				



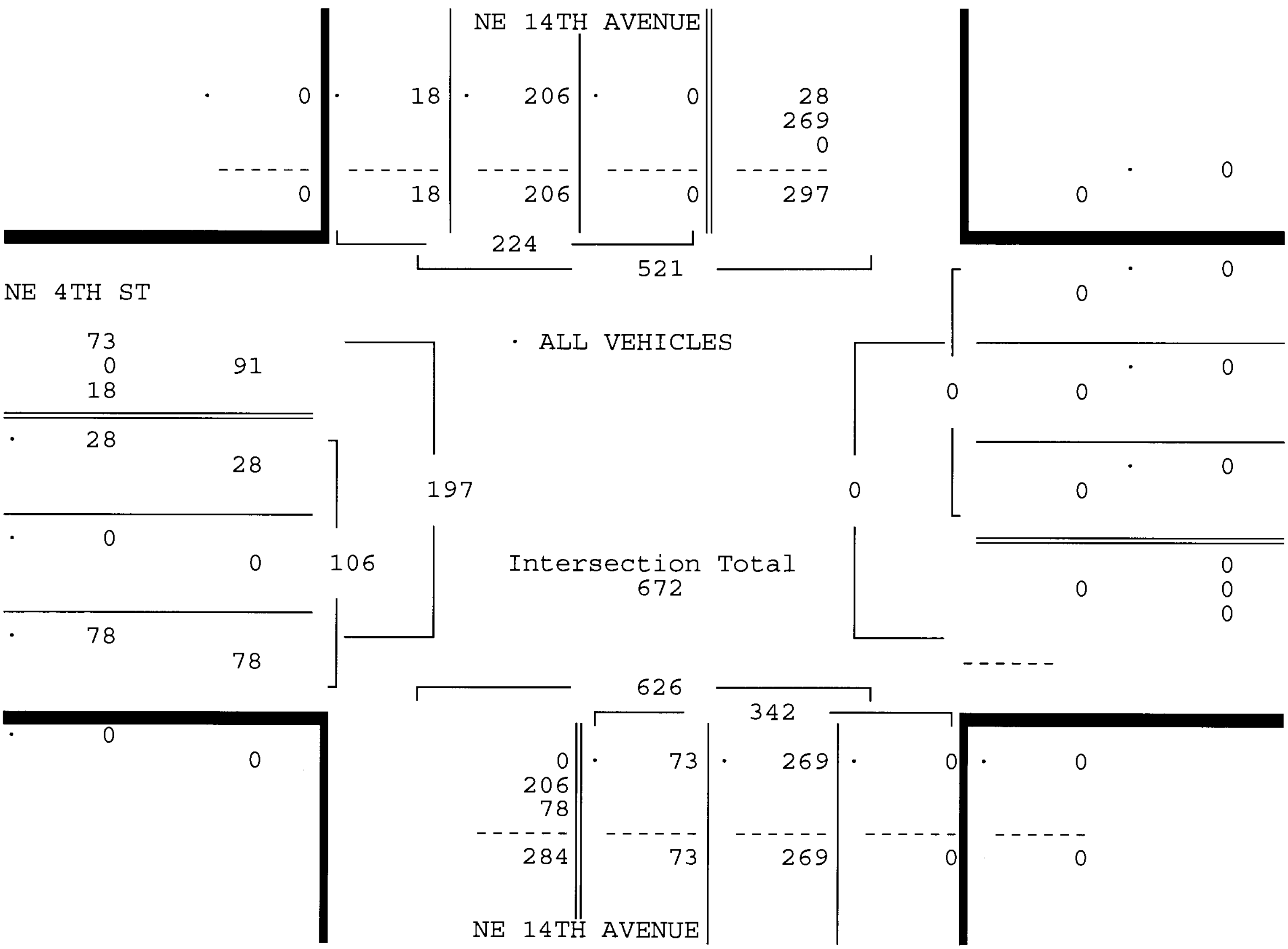
NE 4TH STREET & NE 14TH AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150012
Start Date: 01/22/15
File I.D. : 4ST_14AV
Page : 3

ALL VEHICLES

	NE 14TH AVENUE From North				------ From East				NE 14TH AVENUE From South				NE 4TH ST From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/22/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/22/15																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	0	206	18	0	0	0	0	0	73	269	0	0	28	0	78	
Percent	0%	0%	92%	8%	0%	0%	0%	0%	0%	21%	79%	0%	0%	26%	0%	74%	
Pk total	224				0				342				106				
Highest	17:00				07:00				17:30				17:00				
Volume	0	0	56	6	0	0	0	0	0	23	70	0	0	8	0	21	
Hi total	62				0				93				29				
PHF	.90				.0				.92				.91				



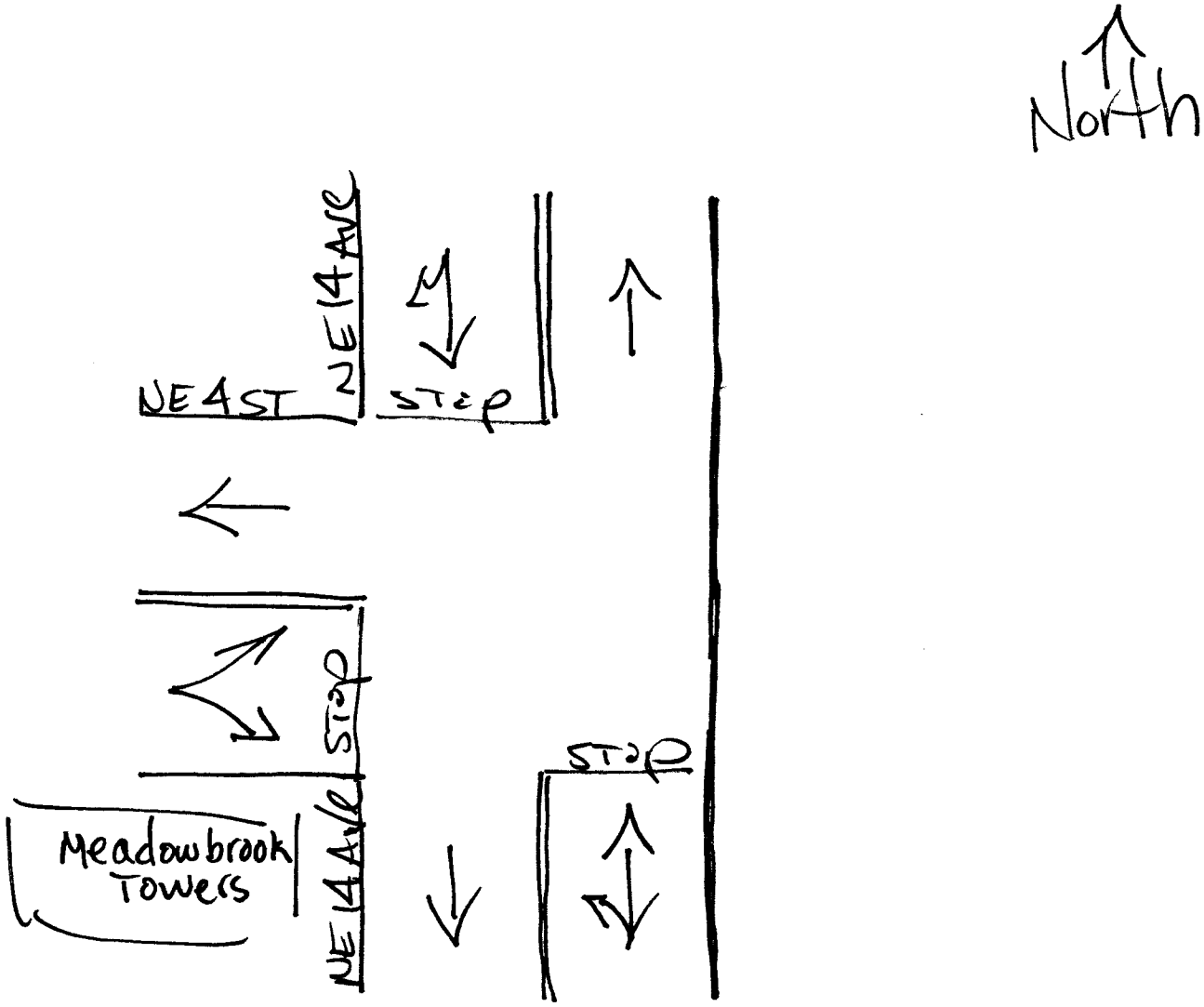
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NE 4TH STREET & NE 14TH AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Site Code : 00150012
Start Date: 01/22/15
File I.D. : 4ST_14AV
Page : 1

PEDESTRIANS & BIKES

	NE 14TH AVENUE From North				------ From East				NE 14TH AVENUE From South				NE 4TH ST From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 01/22/15																	
07:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:30	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	10	14
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	5	7
Hr Total	0	0	0	1	0	0	0	0	0	0	0	5	0	2	0	19	27
08:00	0	0	0	0	0	1	0	10	0	0	0	1	0	1	0	2	15
08:15	0	0	0	0	0	1	0	4	0	0	0	1	0	2	0	5	13
08:30	0	0	0	0	0	0	0	6	0	1	0	0	0	2	0	8	17
08:45	0	0	0	0	0	0	0	13	0	0	0	3	0	1	0	10	27
Hr Total	0	0	0	0	0	2	0	33	0	1	0	5	0	6	0	25	72
---------- * BREAK * ----------																	
16:00	0	0	0	1	0	3	0	1	0	0	0	1	0	3	0	7	16
16:15	0	0	0	0	0	0	0	3	0	0	0	2	0	2	0	6	13
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
16:45	0	0	0	0	0	0	0	4	0	2	0	1	0	1	0	3	11
Hr Total	0	0	0	1	0	3	0	8	0	2	0	4	0	6	0	18	42
17:00	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	4	8
17:15	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	2	5
17:30	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	8	10
17:45	0	0	0	0	0	4	0	2	0	0	0	0	0	2	0	7	15
Hr Total	0	0	0	0	0	7	0	3	0	0	0	0	0	7	0	21	38
TOTAL	0	0	0	2	0	12	0	44	0	3	0	14	0	21	0	83	179



Hallandale Beach, Florida
January 22, 2015
drawn by: Luis Palomino
not signalized

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

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

Site Code : 00150012
Start Date: 01/20/15
File I.D. : ATLA_US1
Page : 1

TURNS ONLY

	US 1 From North				ATLANTIC SHORES BOULEVARD From East				US 1 From South				DRIVEWAY From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/20/15																	
07:00	1	5	0	0	1	28	0	44	1	0	0	13	0	0	0	0	93
07:15	0	17	0	0	0	25	0	41	0	0	0	9	0	0	0	0	92
07:30	0	10	0	0	0	37	0	54	0	2	0	6	0	0	0	3	112
07:45	1	18	0	0	0	26	0	46	1	3	0	13	0	0	0	2	110
Hr Total	2	50	0	0	1	116	0	185	2	5	0	41	0	0	0	5	407
08:00	0	37	0	1	0	51	0	42	1	1	0	16	0	1	0	2	152
08:15	0	23	0	0	0	43	0	51	0	3	0	6	0	0	0	2	128
08:30	0	40	0	1	0	26	0	56	0	3	0	18	0	1	0	2	147
08:45	0	33	0	0	0	36	0	40	0	3	0	16	0	0	0	1	129
Hr Total	0	133	0	2	0	156	0	189	1	10	0	56	0	2	0	7	556
* BREAK *																	
16:00	0	50	0	5	0	42	0	59	0	11	0	22	0	1	0	13	203
16:15	0	51	0	3	0	33	0	62	1	4	0	22	0	0	0	10	186
16:30	0	64	0	1	0	34	0	53	0	5	0	21	0	1	0	3	182
16:45	0	58	0	1	0	38	0	53	0	9	0	24	0	0	0	6	189
Hr Total	0	223	0	10	0	147	0	227	1	29	0	89	0	2	0	32	760
17:00	0	38	0	1	0	22	0	48	0	6	0	18	0	3	0	6	142
17:15	0	38	0	2	0	30	0	42	0	10	0	23	0	1	0	9	155
17:30	0	42	0	3	0	49	0	57	0	8	0	29	0	2	0	7	197
17:45	0	54	0	7	0	20	0	38	0	10	0	21	0	1	0	9	160
Hr Total	0	172	0	13	0	121	0	185	0	34	0	91	0	7	0	31	654
TOTAL	2	578	0	25	1	540	0	786	4	78	0	277	0	11	0	75	2377

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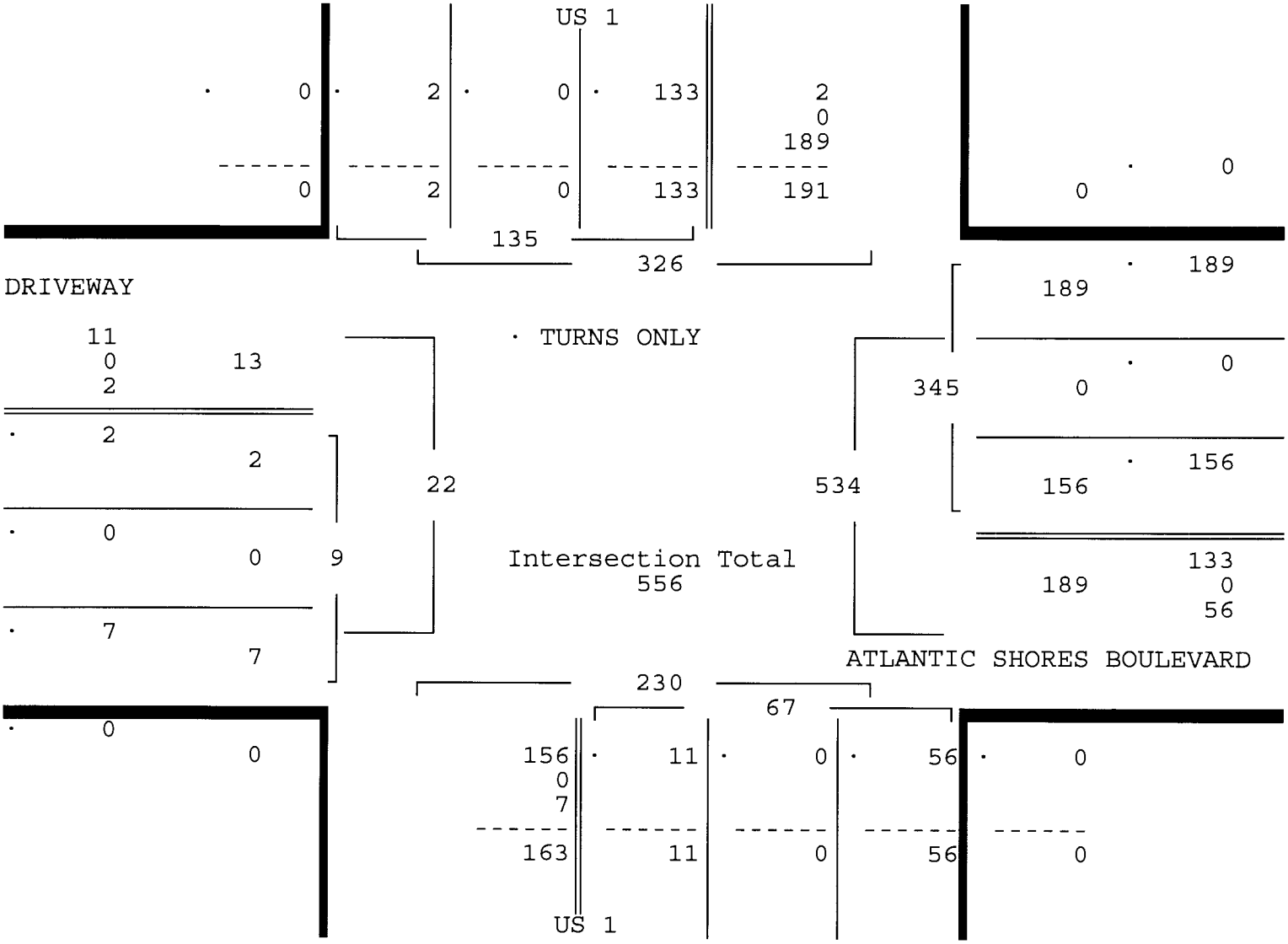
ATLANTIC SHORES BOULEVARD & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: AMBER PALOMINO
SIGNALIZED, TURNS ONLY

Site Code : 00150012
Start Date: 01/20/15
File I.D. : ATLA_US1
Page : 2

TURNS ONLY

	US 1 From North				ATLANTIC SHORES BOULEVARD From East				US 1 From South				DRIVEWAY From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/20/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 01/20/15																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	133	0	2	0	156	0	189	1	10	0	56	0	2	0	7	
Percent	0%	99%	0%	1%	0%	45%	0%	55%	1%	15%	0%	84%	0%	22%	0%	78%	
Pk total	135				345				67				9				
Highest	08:30				08:15				08:30				08:00				
Volume	0	40	0	1	0	43	0	51	0	3	0	18	0	1	0	2	
Hi total	41				94				21				3				
PHF	.82				.92				.80				.75				



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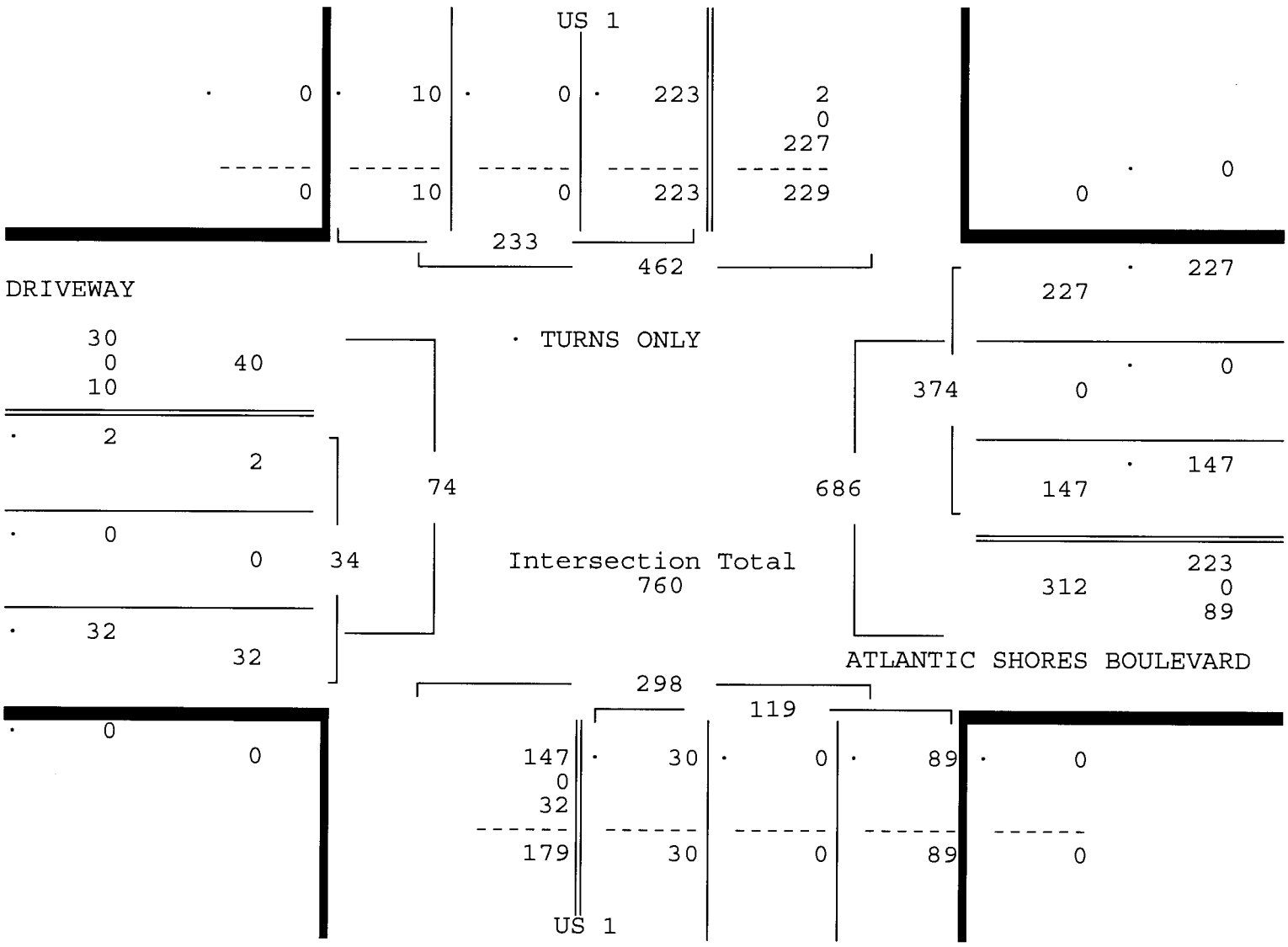
ATLANTIC SHORES BOULEVARD & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: AMBER PALOMINO
SIGNALIZED, TURNS ONLY

Site Code : 00150012
Start Date: 01/20/15
File I.D. : ATLA_US1

TURNS ONLY

	US 1 From North				ATLANTIC SHORES BOULEVARD From East				US 1 From South				DRIVEWAY From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/20/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/20/15																	
Peak start 16:00					16:00				16:00				16:00				
Volume	0	223	0	10	0	147	0	227	1	29	0	89	0	2	0	32	
Percent	0%	96%	0%	4%	0%	39%	0%	61%	1%	24%	0%	75%	0%	6%	0%	94%	
Pk total	233				374				119				34				
Highest	16:30				16:00				16:00				16:00				
Volume	0	64	0	1	0	42	0	59	0	11	0	22	0	1	0	13	
Hi total	65				101				33				14				
PHF	.90				.93				.90				.61				



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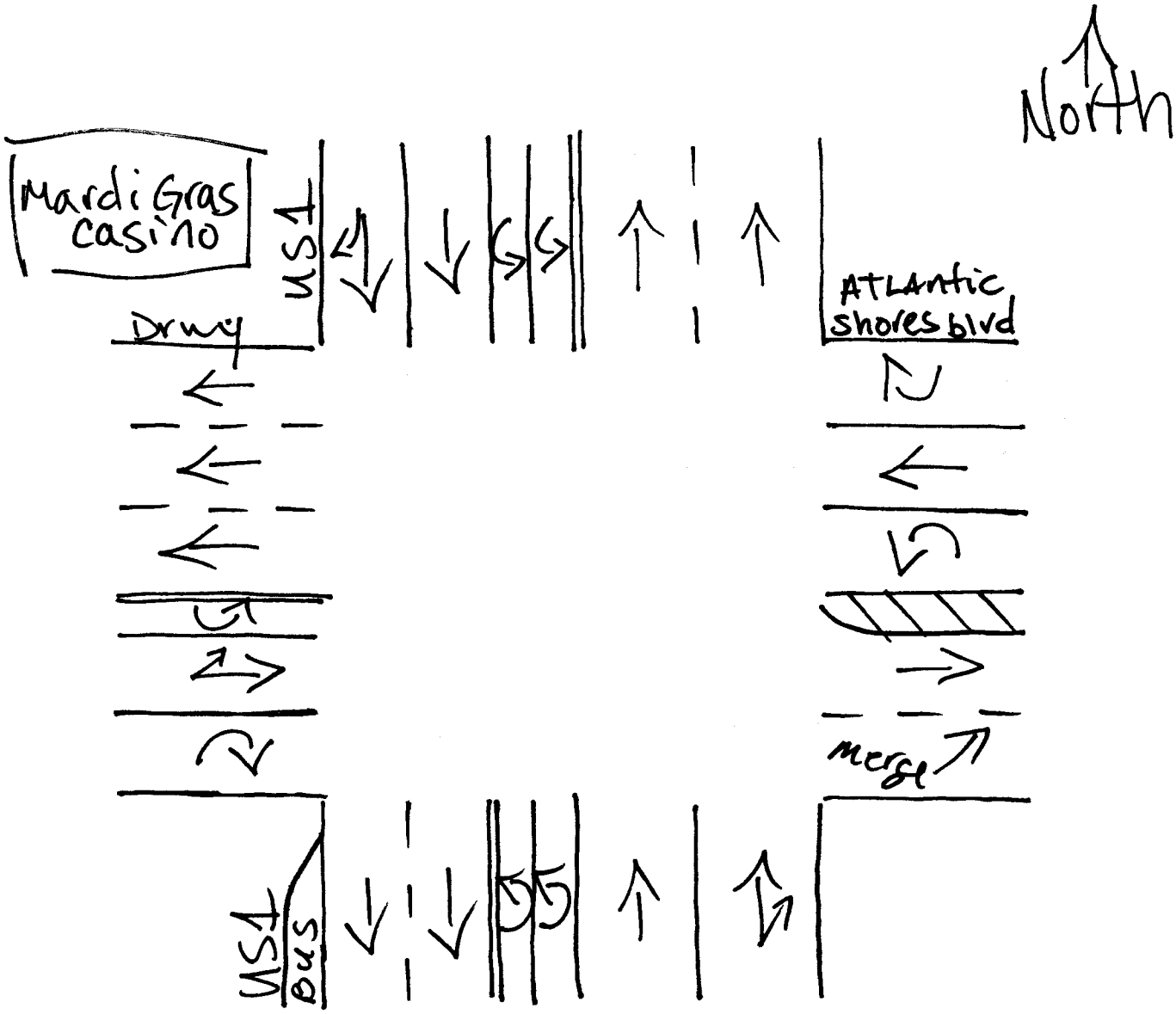
ATLANTIC SHORES BOULEVARD & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: AMBER PALOMINO
SIGNALIZED, TURNS ONLY

Site Code : 00150012
Start Date: 01/20/15
File I.D. : ATLA_US1
Page : 1

PEDESTRIANS & BIKES

	US 1 From North				ATLANTIC SHORES BOULEVARD From East				US 1 From South				DRIVEWAY From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 01/20/15																	
07:00	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	1	4
07:15	0	0	0	1	0	2	0	0	0	0	0	2	0	1	0	1	7
07:30	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	3
07:45	0	0	0	0	0	2	0	2	0	1	0	0	0	1	0	0	6
Hr Total	0	0	0	3	0	7	0	3	0	1	0	2	0	2	0	2	20
08:00	0	1	0	1	0	2	0	2	0	0	0	0	0	2	0	1	9
08:15	0	0	0	1	0	1	0	3	0	0	0	3	0	0	0	3	11
08:30	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	5	11
08:45	0	0	0	0	0	0	0	2	0	0	0	3	0	1	0	1	7
Hr Total	0	1	0	2	0	3	0	11	0	0	0	8	0	3	0	10	38
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	4	0	1	0	1	0	6	0	5	17
16:15	0	0	0	3	0	0	0	1	0	0	0	0	0	1	0	1	6
16:30	0	0	0	2	0	0	0	5	0	0	0	0	0	0	0	4	11
16:45	0	0	0	0	0	3	0	3	0	0	0	2	0	0	0	4	12
Hr Total	0	0	0	5	0	3	0	13	0	1	0	3	0	7	0	14	46
17:00	0	0	0	0	0	1	0	2	0	1	0	0	0	3	0	1	8
17:15	0	0	0	2	0	4	0	2	0	0	0	3	0	1	0	0	12
17:30	0	0	0	0	0	4	0	1	0	2	0	1	0	0	0	4	12
17:45	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	0	5
Hr Total	0	0	0	2	0	10	0	6	0	3	0	4	0	7	0	5	37
TOTAL	0	1	0	12	0	23	0	33	0	5	0	17	0	19	0	31	141



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

ATLANTIC SHORES BOULEVARD & NE 14TH
AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: LUIS PALOMINO
SIGNALIZED

Traffic Survey Specialists, Inc.
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Phone (561) 272-3255

Site Code : 00150012
Start Date: 01/22/15
File I.D. : ATLA14AV
Page : 1

ALL VEHICLES

	NE 14TH AVENUE From North				ATLANTIC SHORES BOULEVARD From East				NE 14TH AVENUE From South				ATLANTIC SHORES BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/22/15																	
07:00	0	18	11	5	0	3	69	26	0	2	8	1	0	0	26	1	170
07:15	0	9	12	8	0	3	62	20	0	4	9	3	0	0	27	2	159
07:30	0	10	20	9	0	2	73	37	0	5	22	2	0	1	26	5	212
07:45	0	21	17	7	0	4	61	32	0	6	20	4	0	6	43	1	222
Hr Total	0	58	60	29	0	12	265	115	0	17	59	10	0	7	122	9	763
08:00	0	28	19	8	0	8	86	33	0	4	28	8	0	6	49	9	286
08:15	0	30	31	6	0	6	74	34	0	4	21	7	0	2	40	17	272
08:30	1	29	25	11	0	4	71	40	0	7	13	3	0	4	69	10	287
08:45	0	31	33	14	0	6	92	32	0	7	16	8	0	7	70	9	325
Hr Total	1	118	108	39	0	24	323	139	0	22	78	26	0	19	228	45	1170
* BREAK *																	
16:00	0	33	29	11	0	4	77	25	0	16	33	12	0	3	82	10	335
16:15	0	36	36	7	0	10	90	46	0	14	34	8	0	2	76	18	377
16:30	0	33	34	6	0	10	88	37	0	14	27	11	0	3	74	5	342
16:45	0	43	22	5	0	5	75	36	0	14	39	16	0	3	74	16	348
Hr Total	0	145	121	29	0	29	330	144	0	58	133	47	0	11	306	49	1402
17:00	0	36	34	8	0	11	83	42	0	14	47	12	0	2	85	20	394
17:15	0	37	27	8	0	8	79	43	0	10	42	5	0	4	86	13	362
17:30	0	43	35	3	0	5	93	39	0	28	37	11	0	5	81	12	392
17:45	0	34	26	7	0	7	85	35	0	17	46	8	0	9	86	9	369
Hr Total	0	150	122	26	0	31	340	159	0	69	172	36	0	20	338	54	1517
TOTAL	1	471	411	123	0	96	1258	557	0	166	442	119	0	57	994	157	4852

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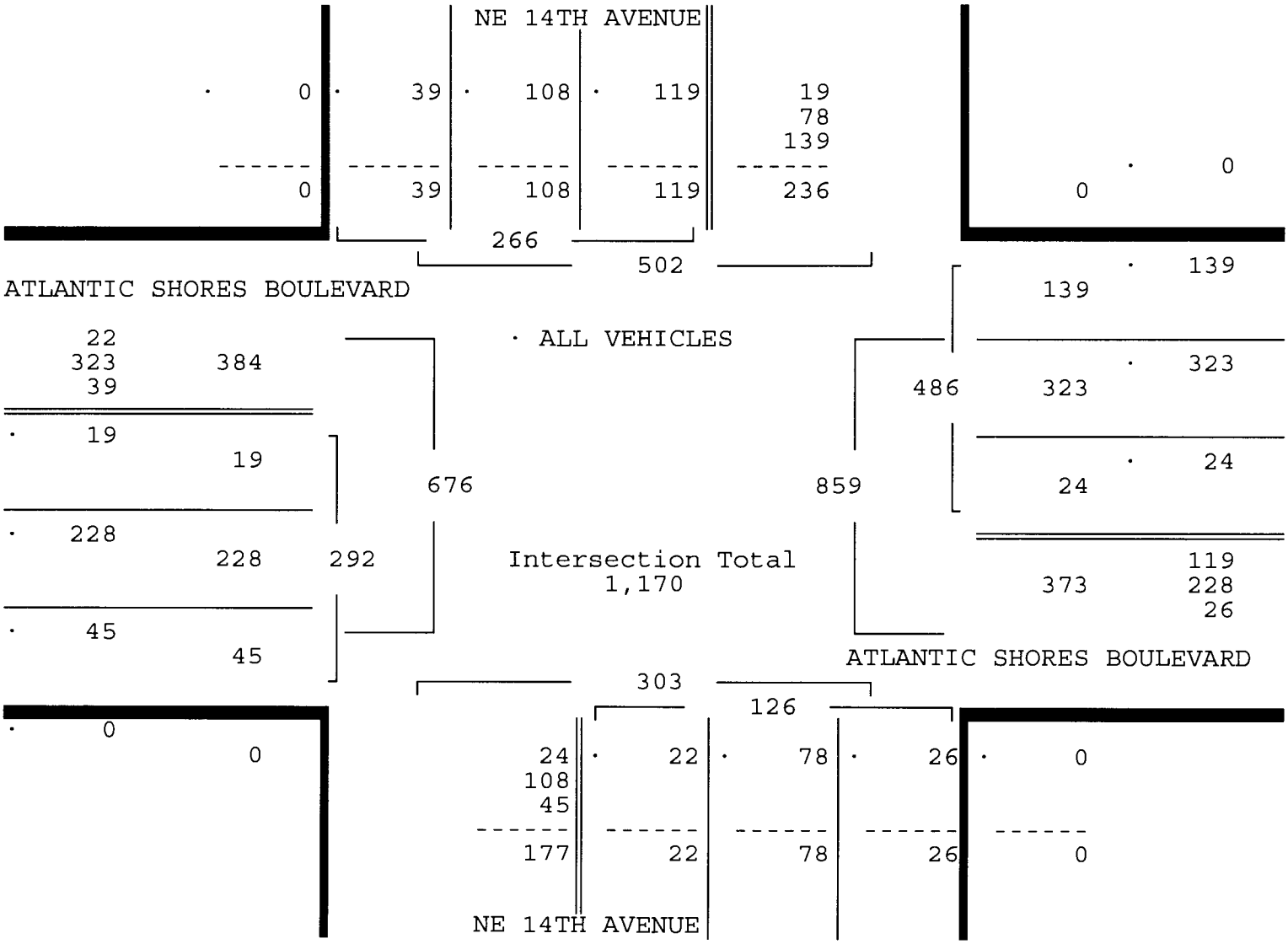
ATLANTIC SHORES BOULEVARD & NE 14TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: LUIS PALOMINO
SIGNALIZED

Site Code : 00150012
Start Date: 01/22/15
File I.D. : ATLA14AV
Page : 2

ALL VEHICLES

	NE 14TH AVENUE From North				ATLANTIC SHORES BOULEVARD From East				NE 14TH AVENUE From South				ATLANTIC SHORES BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/22/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 01/22/15																	
Peak start 08:00					08:00				08:00				08:00				
Volume	1	118	108	39	0	24	323	139	0	22	78	26	0	19	228	45	
Percent	0%	44%	41%	15%	0%	5%	66%	29%	0%	17%	62%	21%	0%	7%	78%	15%	
Pk total	266				486				126				292				
Highest	08:45				08:45				08:00				08:45				
Volume	0	31	33	14	0	6	92	32	0	4	28	8	0	7	70	9	
Hi total	78				130				40				86				
PHF	.85				.93				.79				.85				



ATLANTIC SHORES BOULEVARD & NE 14TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: LUIS PALOMINO
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
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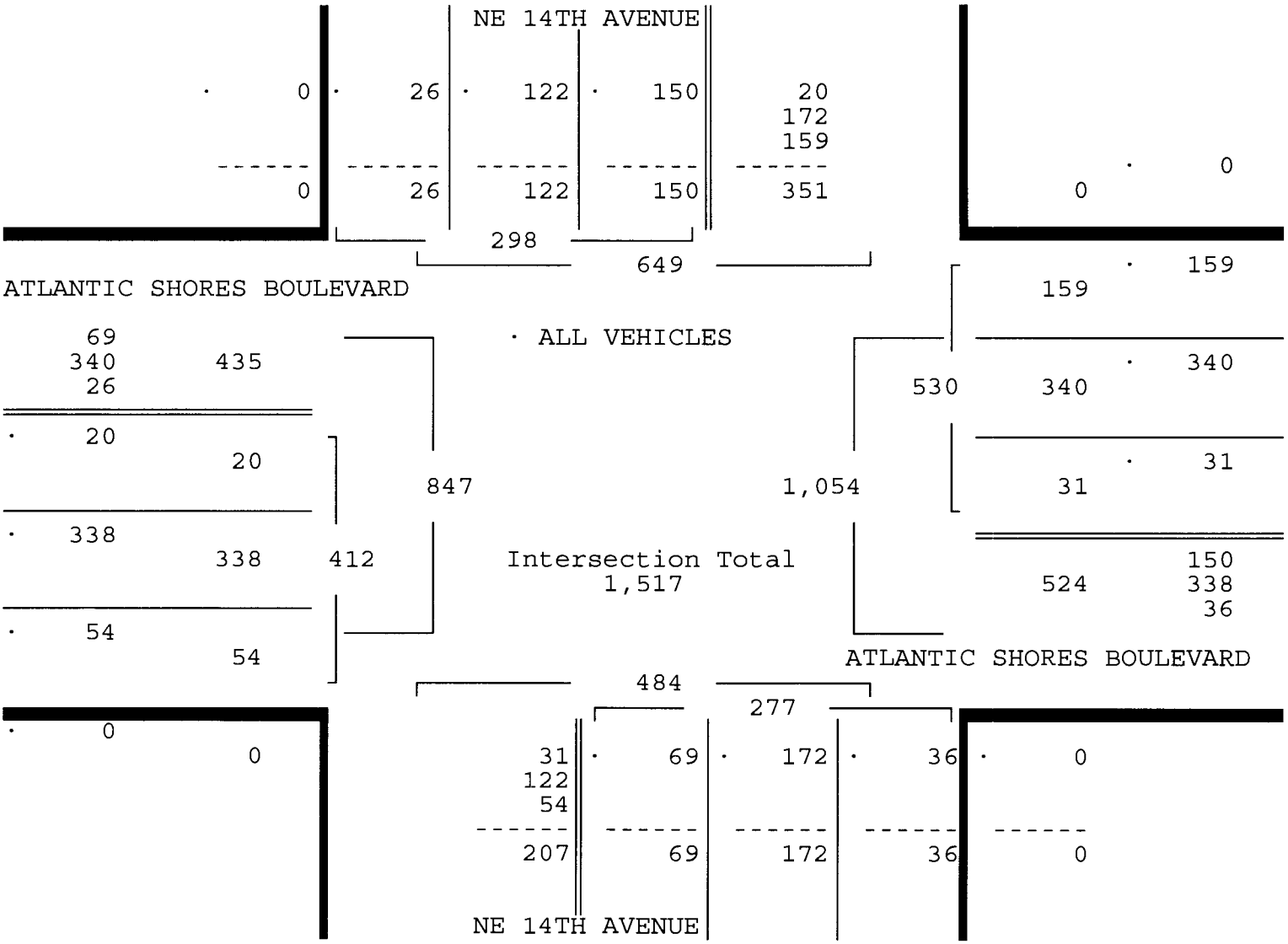
Site Code : 00150012
Start Date: 01/22/15
File I.D. : ATLA14AV
Page : 3

ALL VEHICLES

	NE 14TH AVENUE From North				ATLANTIC SHORES BOULEVARD From East				NE 14TH AVENUE From South				ATLANTIC SHORES BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/22/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/22/15																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	150	122	26	0	31	340	159	0	69	172	36	0	20	338	54	
Percent	0%	50%	41%	9%	0%	6%	64%	30%	0%	25%	62%	13%	0%	5%	82%	13%	
Pk total	298				530				277				412				
Highest	17:30				17:30				17:30				17:00				
Volume	0	43	35	3	0	5	93	39	0	28	37	11	0	2	85	20	
Hi total	81				137				76				107				
PHF	.92				.97				.91				.96				



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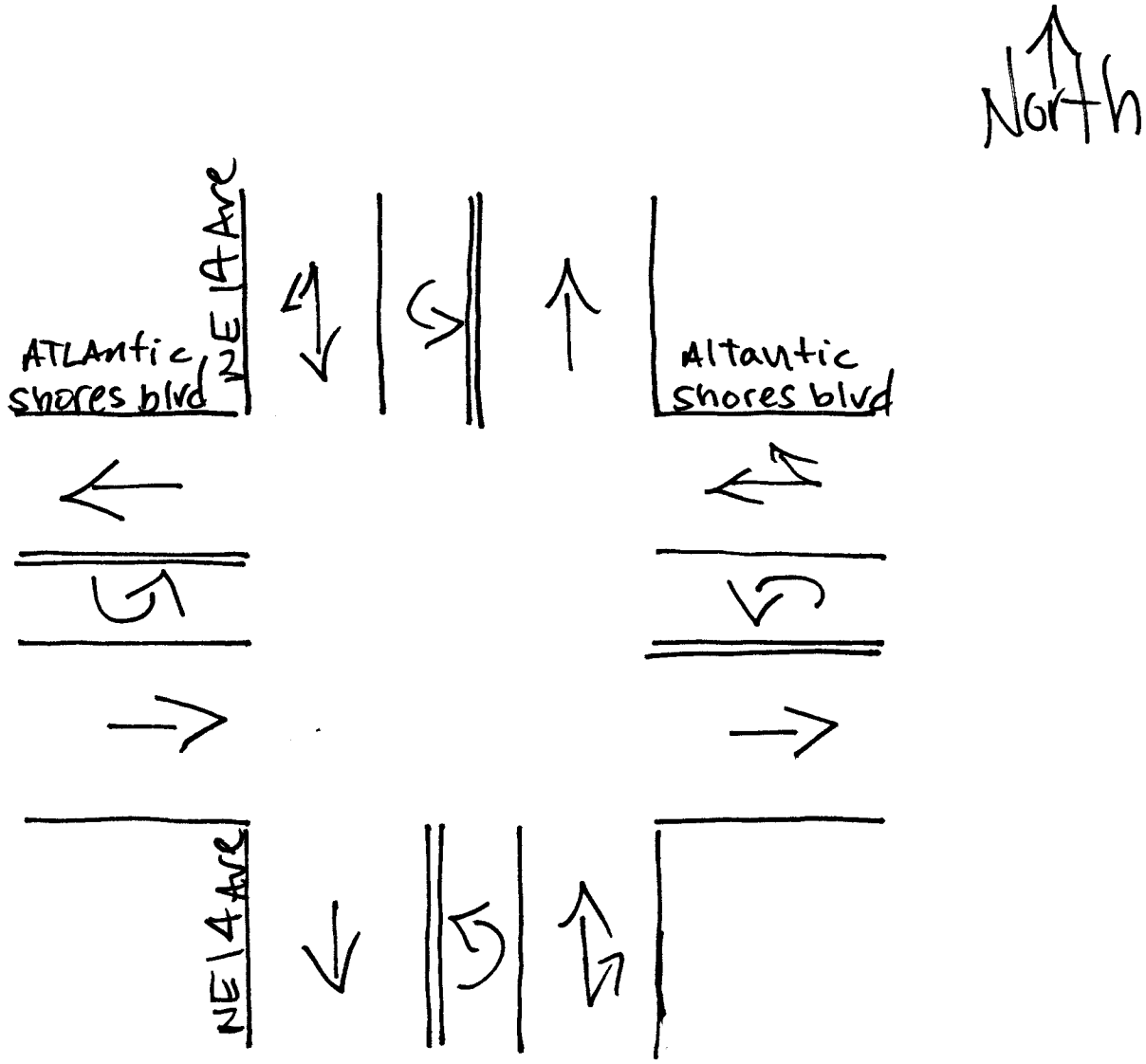
ATLANTIC SHORES BOULEVARD & NE 14TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: LUIS PALOMINO
SIGNALIZED

Site Code : 00150012
Start Date: 01/22/15
File I.D. : ATLA14AV
Page : 1

PEDESTRIANS & BIKES

	NE 14TH AVENUE From North				ATLANTIC SHORES BOULEVARD From East				NE 14TH AVENUE From South				ATLANTIC SHORES BOULEVARD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 01/22/15																	
07:00	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	3
07:15	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0	0	5
07:30	0	0	0	5	0	0	0	0	0	0	0	5	0	0	0	1	11
07:45	0	0	0	6	0	0	0	1	0	1	0	1	0	1	0	0	10
Hr Total	0	0	0	13	0	0	0	3	0	1	0	10	0	1	0	1	29
08:00	0	1	0	1	0	0	0	2	0	0	0	3	0	0	0	2	9
08:15	0	1	0	7	0	0	0	0	0	0	0	6	0	1	0	0	15
08:30	0	0	0	0	0	1	0	0	0	1	0	3	0	1	0	0	6
08:45	0	0	0	2	0	0	0	0	0	1	0	4	0	0	0	0	7
Hr Total	0	2	0	10	0	1	0	2	0	2	0	16	0	2	0	2	37
* BREAK *																	
16:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	4
16:15	0	0	0	0	0	0	0	4	0	3	0	3	0	3	0	1	14
16:30	0	0	0	1	0	0	0	4	0	0	0	2	0	0	0	1	8
16:45	0	0	0	0	0	2	0	4	0	0	0	2	0	1	0	3	12
Hr Total	0	0	0	1	0	2	0	13	0	3	0	8	0	4	0	7	38
17:00	0	3	0	1	0	0	0	0	0	1	0	0	0	2	0	0	7
17:15	0	2	0	0	0	1	0	1	0	1	0	0	0	0	0	0	5
17:30	0	0	0	1	0	0	0	1	0	0	0	3	0	1	0	2	8
17:45	0	1	0	0	0	2	0	1	0	1	0	5	0	0	0	1	11
Hr Total	0	6	0	2	0	3	0	3	0	3	0	8	0	3	0	3	31
TOTAL	0	8	0	26	0	6	0	21	0	9	0	42	0	10	0	13	135



Hallandale Beach, Florida
January 22, 2015
drawn by: Luis Palomino
signalized

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ATLANTIC SHORES BOULEVARD & DIPLOMAT
PARKWAY, HALLANDALE BEACH, FLORIDA
COUNTED BY: AMBER PALOMINO
SIGNALIZED

Site Code : 00150012
Start Date: 01/22/15
File I.D. : ATLADIPL
Page : 1

ALL VEHICLES

	DIPLOMAT PARKWAY From North				ATLANTIC SHORES BLVD From East				DIPLOMAT PARKWAY From South				ATLANTIC SHORES BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/22/15																	
07:00	0	7	4	0	1	2	82	6	0	6	6	1	0	1	39	7	162
07:15	0	8	8	2	1	3	92	26	0	5	7	0	0	1	28	8	189
07:30	0	8	9	3	0	6	102	19	0	1	8	3	0	1	38	5	203
07:45	0	14	18	1	0	9	114	36	0	7	11	1	0	1	65	10	287
Hr Total	0	37	39	6	2	20	390	87	0	19	32	5	0	4	170	30	841
08:00	0	19	27	3	2	4	108	27	0	4	9	2	0	1	75	11	292
08:15	0	14	8	7	0	5	101	14	0	5	5	3	0	2	56	13	233
08:30	0	6	12	5	2	8	105	26	0	7	4	5	0	1	80	23	284
08:45	0	13	23	3	0	8	130	18	0	6	8	5	0	2	100	15	331
Hr Total	0	52	70	18	4	25	444	85	0	22	26	15	0	6	311	62	1140
---------- * BREAK *																	
16:00	0	16	5	5	1	7	94	26	0	10	19	9	0	2	102	14	310
16:15	0	21	7	4	2	9	113	15	0	17	9	16	0	0	106	10	329
16:30	0	19	9	5	0	10	112	26	0	16	18	9	0	5	96	13	338
16:45	0	18	17	0	0	8	92	20	0	12	16	12	0	1	96	13	305
Hr Total	0	74	38	14	3	34	411	87	0	55	62	46	0	8	400	50	1282
17:00	0	14	11	2	0	7	124	25	0	22	22	13	0	2	114	12	368
17:15	0	18	14	2	1	6	102	24	0	21	26	14	0	10	107	15	360
17:30	0	18	14	1	0	5	115	32	0	19	18	12	0	3	110	10	357
17:45	0	13	10	2	0	7	114	20	0	6	20	17	0	4	117	8	338
Hr Total	0	63	49	7	1	25	455	101	0	68	86	56	0	19	448	45	1423
TOTAL	0	226	196	45	10	104	1700	360	0	164	206	122	0	37	1329	187	4686

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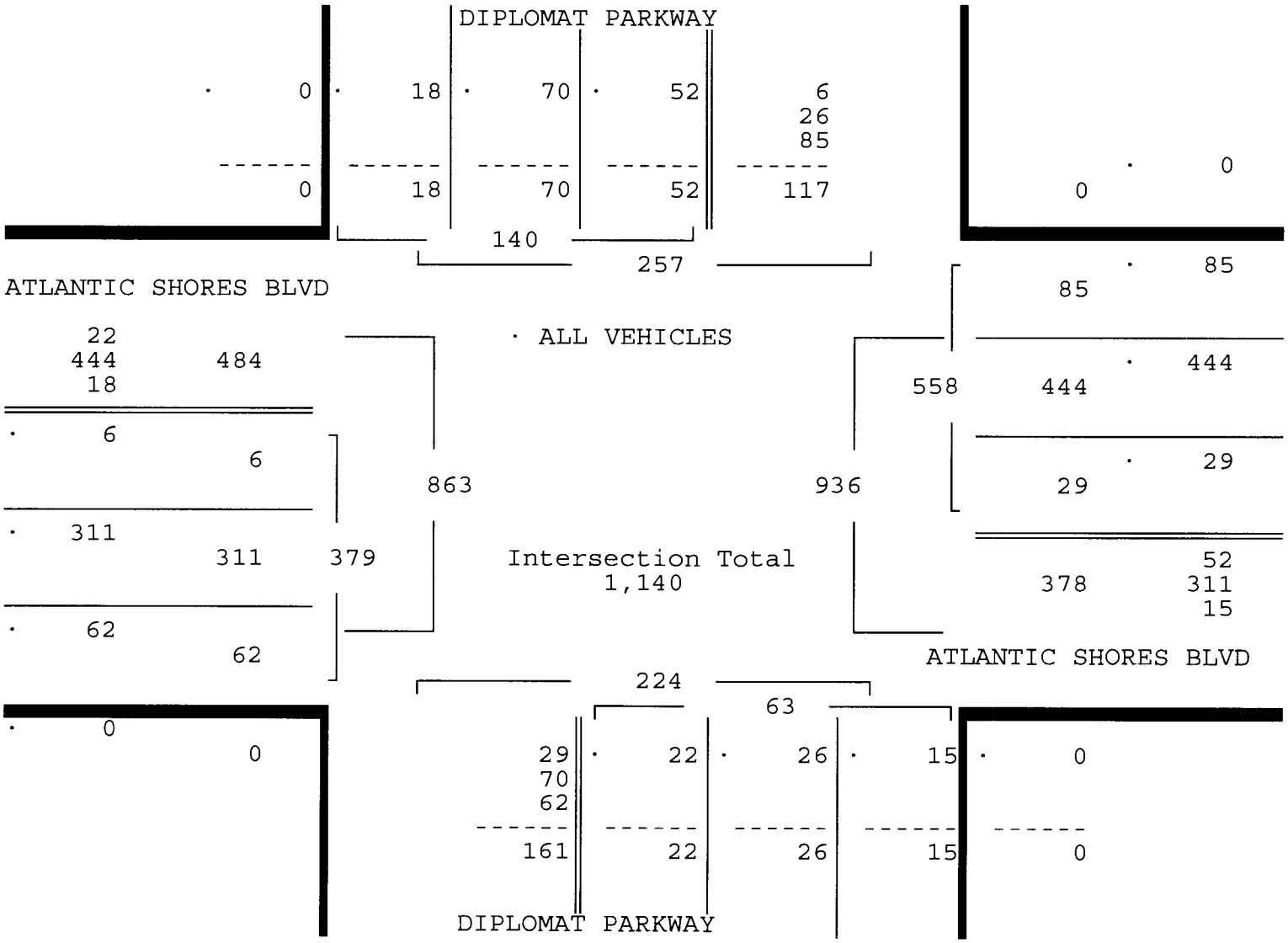
ATLANTIC SHORES BOULEVARD & DIPLOMAT PARKWAY, HALLANDALE BEACH, FLORIDA
COUNTED BY: AMBER PALOMINO
SIGNALIZED

Site Code : 00150012
Start Date: 01/22/15
File I.D. : ATLADIPL
Page : 2

ALL VEHICLES

	DIPLOMAT PARKWAY From North				ATLANTIC SHORES BLVD From East				DIPLOMAT PARKWAY From South				ATLANTIC SHORES BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/22/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 01/22/15																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	52	70	18	4	25	444	85	0	22	26	15	0	6	311	62	
Percent	0%	37%	50%	13%	1%	4%	80%	15%	0%	35%	41%	24%	0%	2%	82%	16%	
Pk total	140				558				63				379				
Highest	08:00				08:45				08:45				08:45				
Volume	0	19	27	3	0	8	130	18	0	6	8	5	0	2	100	15	
Hi total	49				156				19				117				
PHF	.71				.89				.83				.81				



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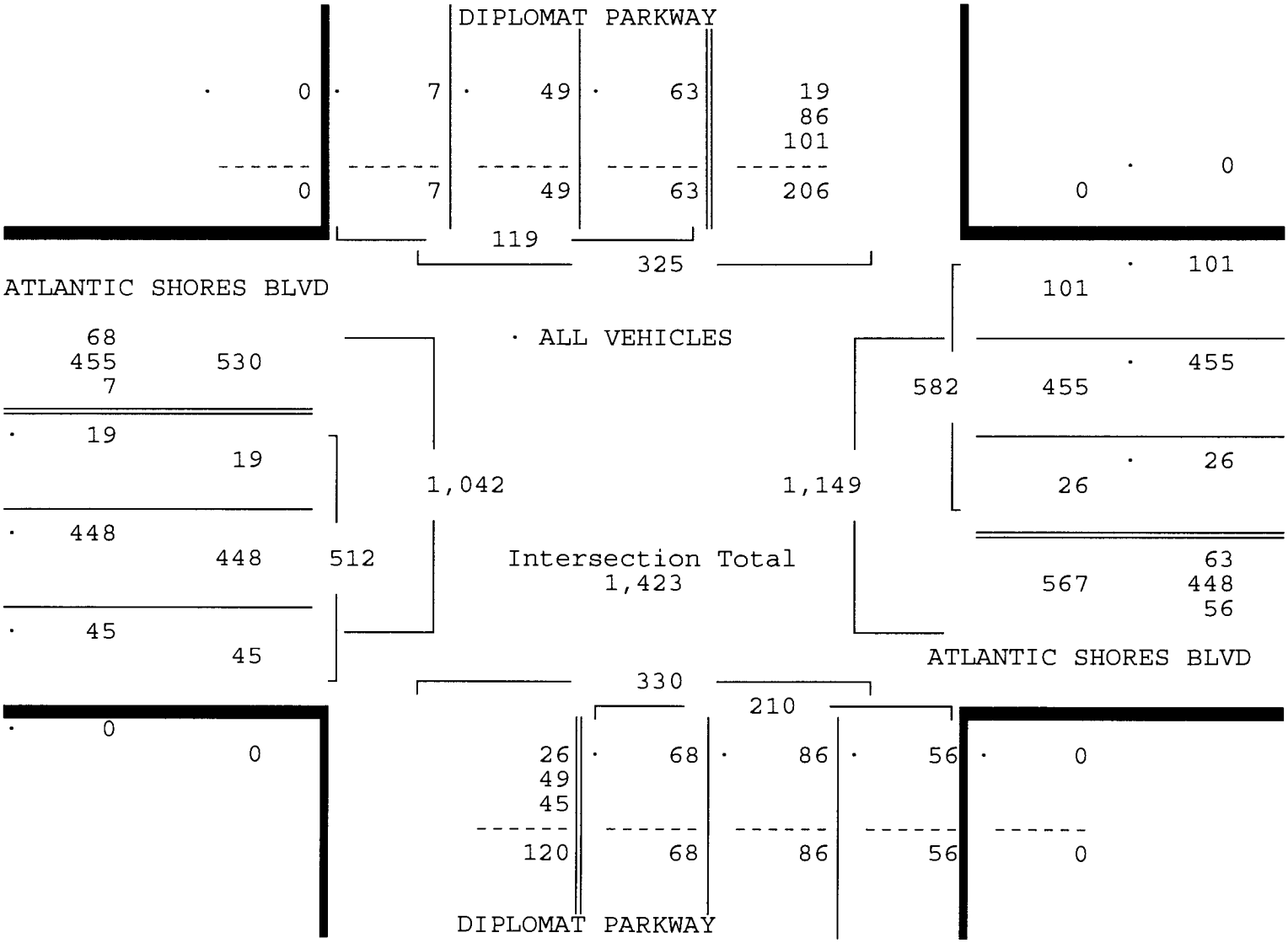
ATLANTIC SHORES BOULEVARD & DIPLOMAT PARKWAY, HALLANDALE BEACH, FLORIDA
COUNTED BY: AMBER PALOMINO
SIGNALIZED

Site Code : 00150012
Start Date: 01/22/15
File I.D. : ATLADIPL
Page : 3

ALL VEHICLES

	DIPLOMAT PARKWAY From North				ATLANTIC SHORES BLVD From East				DIPLOMAT PARKWAY From South				ATLANTIC SHORES BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/22/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/22/15																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	63	49	7	1	25	455	101	0	68	86	56	0	19	448	45	
Percent	0%	53%	41%	6%	0%	4%	78%	17%	0%	32%	41%	27%	0%	4%	88%	9%	
Pk total	119				582				210				512				
Highest	17:15				17:00				17:15				17:15				
Volume	0	18	14	2	0	7	124	25	0	21	26	14	0	10	107	15	
Hi total	34				156				61				132				
PHF	.88				.93				.86				.97				



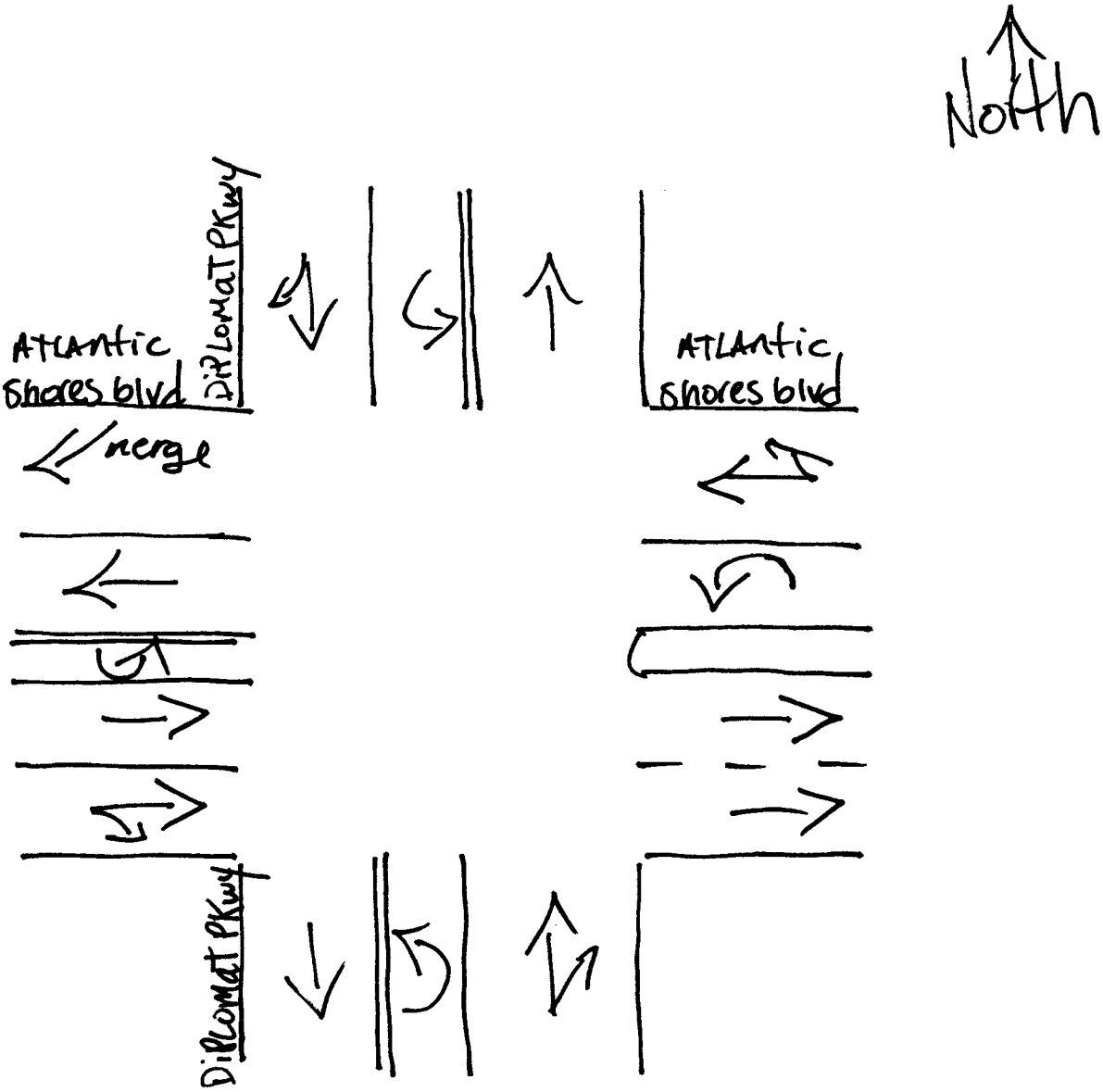
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

ATLANTIC SHORES BOULEVARD & DIPLOMAT
PARKWAY, HALLANDALE BEACH, FLORIDA
COUNTED BY: AMBER PALOMINO
SIGNALIZED

Site Code : 00150012
Start Date: 01/22/15
File I.D. : ATLADIPL
Page : 1

PEDESTRIANS & BIKES

	DIPLOMAT PARKWAY From North				ATLANTIC SHORES BLVD From East				DIPLOMAT PARKWAY From South				ATLANTIC SHORES BLVD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 01/22/15																	
07:00	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	6
07:15	0	0	0	3	0	0	0	2	0	1	0	6	0	2	0	0	14
07:30	0	0	0	5	0	2	0	0	0	0	0	8	0	0	0	0	15
07:45	0	1	0	4	0	1	0	3	0	0	0	6	0	0	0	0	15
Hr Total	0	1	0	14	0	3	0	5	0	1	0	24	0	2	0	0	50
08:00	0	0	0	1	0	0	0	1	0	2	0	6	0	0	0	1	11
08:15	0	1	0	5	0	1	0	1	0	0	0	1	0	1	0	0	10
08:30	0	1	0	8	0	1	0	0	0	0	0	10	0	2	0	0	22
08:45	0	0	0	2	0	2	0	1	0	3	0	5	0	0	0	0	13
Hr Total	0	2	0	16	0	4	0	3	0	5	0	22	0	3	0	1	56
* BREAK *																	
16:00	0	0	0	1	0	0	0	2	0	1	0	0	0	0	0	1	5
16:15	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	1	5
16:30	0	0	0	0	0	0	0	2	0	1	0	2	0	1	0	0	6
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hr Total	0	0	0	1	0	1	0	4	0	5	0	3	0	1	0	2	17
17:00	0	3	0	1	0	1	0	0	0	1	0	1	0	1	0	0	8
17:15	0	2	0	0	0	1	0	0	0	1	0	4	0	1	0	0	9
17:30	0	0	0	2	0	0	0	0	0	1	0	6	0	1	0	1	11
17:45	0	0	0	1	0	0	0	3	0	0	0	2	0	0	0	0	6
Hr Total	0	5	0	4	0	2	0	3	0	3	0	13	0	3	0	1	34
TOTAL	0	8	0	35	0	10	0	15	0	14	0	62	0	9	0	4	157



Hallandale Beach, Florida
January 22, 2015
drawn by: Luis Palomino
signalized

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

PEMBROKE ROAD/MOFFETT STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: MARISA CRUZ
SIGNALIZED

Site Code : 00150012
Start Date: 01/20/15
File I.D. : MOFF_US1
Page : 1

ALL VEHICLES

	US 1 From North				MOFFETT STREET From East				US 1 From South				PEMBROKE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/20/15																	
07:00	1	2	80	27	0	1	70	2	0	45	111	0	0	19	29	50	437
07:15	3	2	137	30	0	3	51	6	0	66	149	1	0	27	33	59	567
07:30	3	6	154	27	0	3	70	5	0	89	147	3	0	23	39	104	673
07:45	4	5	182	37	0	5	75	3	0	45	184	3	0	22	60	126	751
Hr Total	11	15	553	121	0	12	266	16	0	245	591	7	0	91	161	339	2428
08:00	2	8	217	38	0	1	68	2	0	76	157	4	0	32	55	118	778
08:15	3	8	188	25	0	6	75	6	0	75	173	0	0	24	62	125	770
08:30	5	14	245	28	0	3	46	4	0	66	168	3	1	24	44	118	769
08:45	4	13	204	31	0	5	60	4	0	72	159	6	0	21	71	93	743
Hr Total	14	43	854	122	0	15	249	16	0	289	657	13	1	101	232	454	3060
* BREAK *																	
16:00	3	9	168	27	0	2	68	7	0	81	218	5	0	38	93	94	813
16:15	6	21	214	25	0	2	59	4	0	100	275	2	0	46	61	92	907
16:30	3	9	197	30	0	7	63	9	0	105	235	2	0	41	78	96	875
16:45	3	18	236	25	0	2	65	7	0	92	258	5	0	37	85	79	912
Hr Total	15	57	815	107	0	13	255	27	0	378	986	14	0	162	317	361	3507
17:00	7	15	219	30	0	1	56	3	0	88	247	4	0	44	83	99	896
17:15	2	22	196	25	0	3	68	9	0	87	207	2	0	43	96	93	853
17:30	2	17	206	32	0	2	45	3	0	89	300	1	0	37	72	87	893
17:45	2	22	222	27	0	3	51	6	0	85	264	4	0	36	78	93	893
Hr Total	13	76	843	114	0	9	220	21	0	349	1018	11	0	160	329	372	3535
TOTAL	53	191	3065	464	0	49	990	80	0	1261	3252	45	1	514	1039	1526	12530

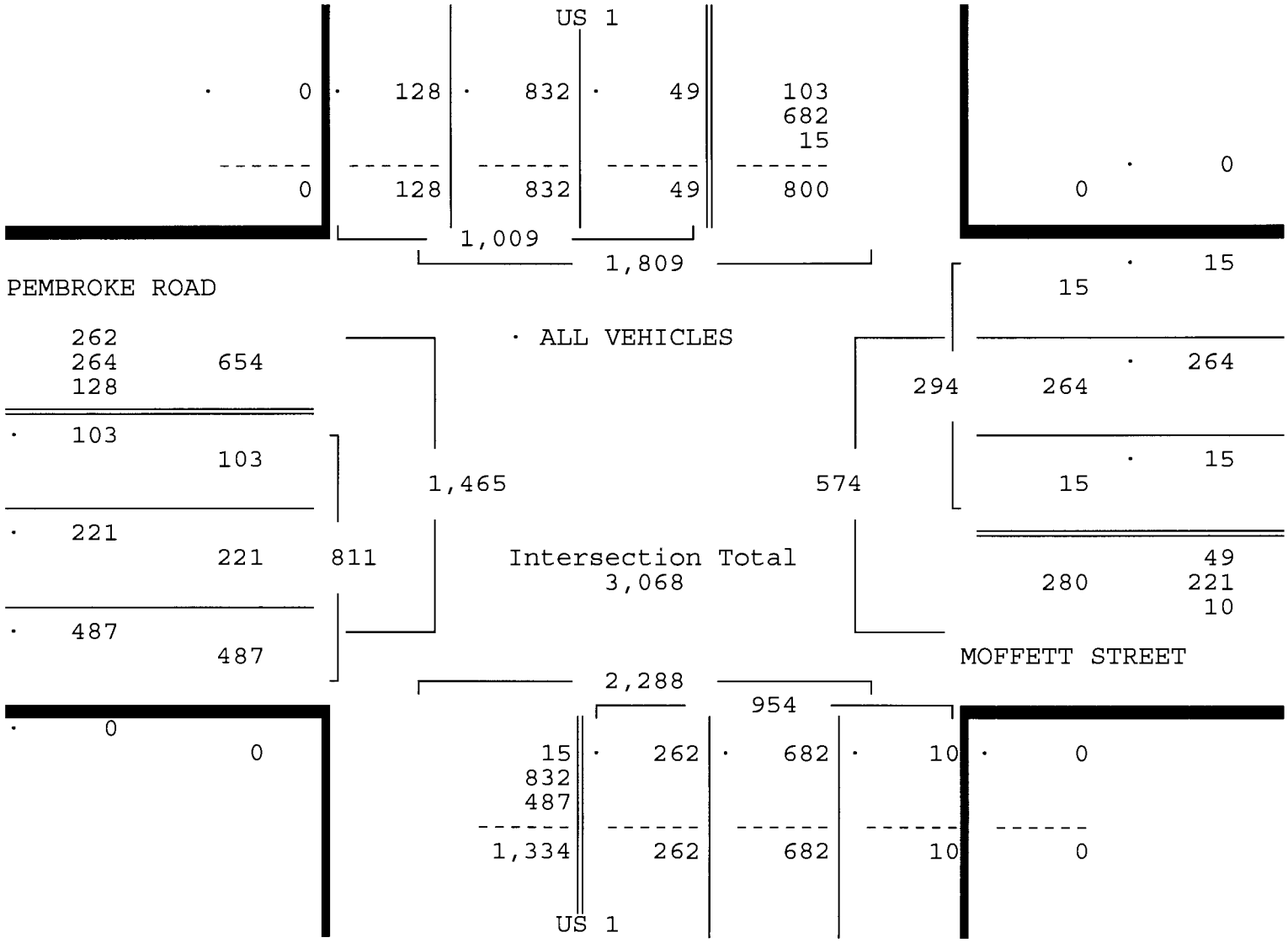
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

PEMBROKE ROAD/MOFFETT STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: MARISA CRUZ
SIGNALIZED

Site Code : 00150012
Start Date: 01/20/15
File I.D. : MOFF_US1
Page : 2

ALL VEHICLES

	US 1 From North				MOFFETT STREET From East				US 1 From South				PEMBROKE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/20/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 01/20/15																	
Peak start	07:45				07:45				07:45				07:45				
Volume	14	35	832	128	0	15	264	15	0	262	682	10	1	102	221	487	
Percent	1%	3%	82%	13%	0%	5%	90%	5%	0%	27%	71%	1%	0%	13%	27%	60%	
Pk total	1009				294				954				811				
Highest	08:30				08:15				08:15				08:15				
Volume	5	14	245	28	0	6	75	6	0	75	173	0	0	24	62	125	
Hi total	292				87				248				211				
PHF	.86				.84				.96				.96				



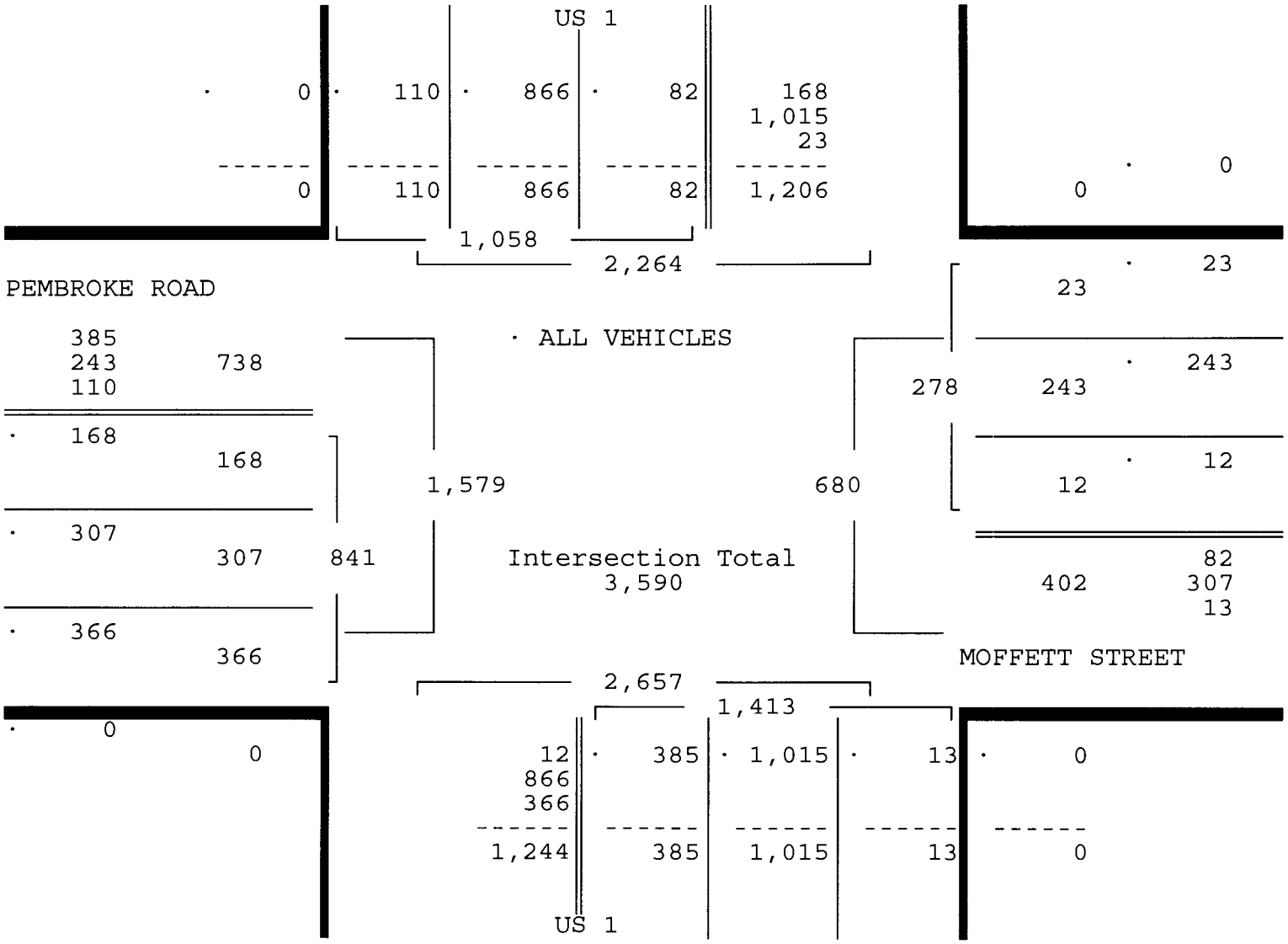
PEMBROKE ROAD/MOFFETT STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: MARISA CRUZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150012
Start Date: 01/20/15
File I.D. : MOFF_US1
Page : 3

ALL VEHICLES

	US 1 From North				MOFFETT STREET From East				US 1 From South				PEMBROKE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/20/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/20/15																	
Peak start	16:15				16:15				16:15				16:15				
Volume	19	63	866	110	0	12	243	23	0	385	1015	13	0	168	307	366	
Percent	2%	6%	82%	10%	0%	4%	87%	8%	0%	27%	72%	1%	0%	20%	37%	44%	
Pk total	1058				278				1413				841				
Highest	16:45				16:30				16:15				17:00				
Volume	3	18	236	25	0	7	63	9	0	100	275	2	0	44	83	99	
Hi total	282				79				377				226				
PHF	.94				.88				.94				.93				



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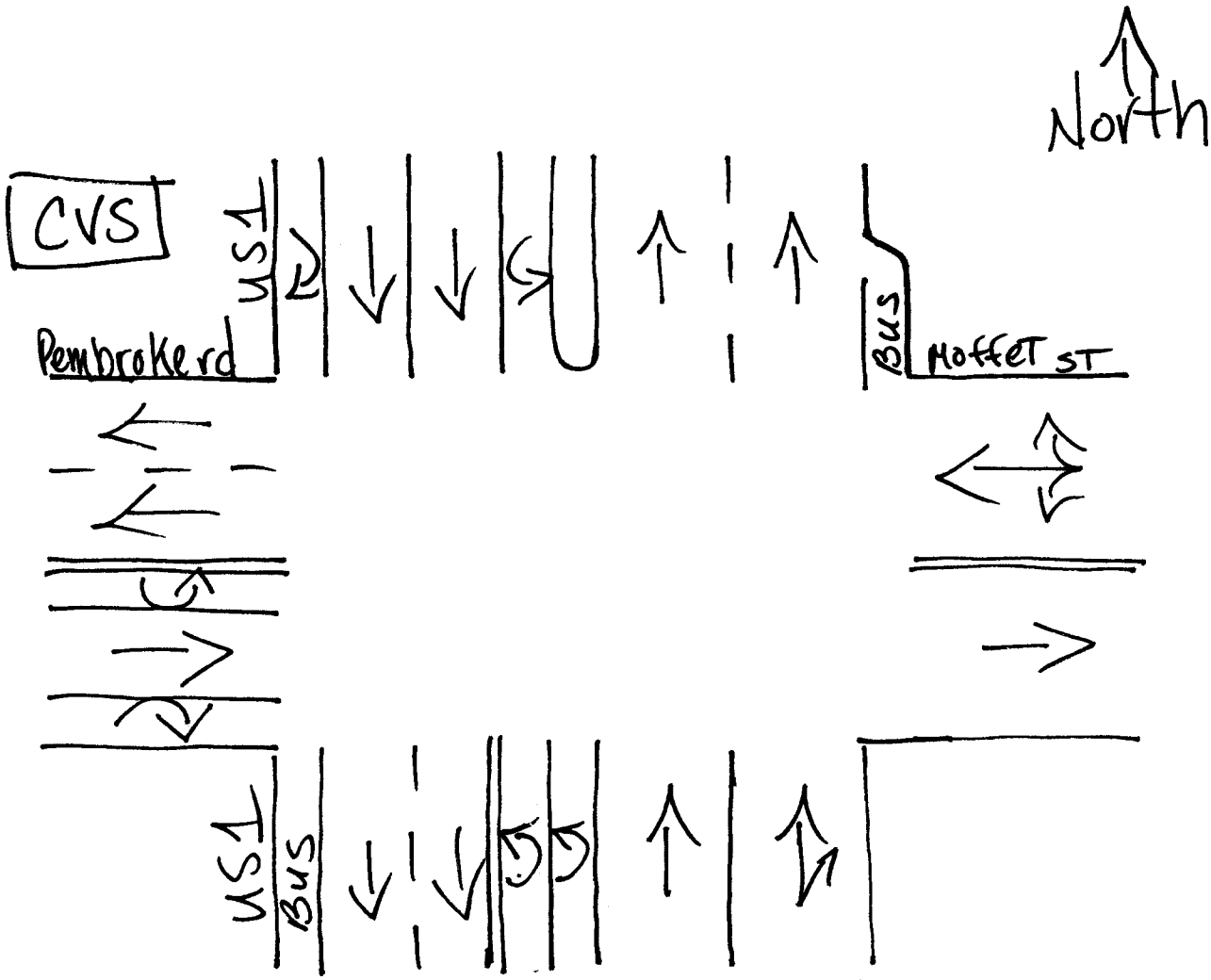
PEMBROKE ROAD/MOFFETT STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: MARISA CRUZ
SIGNALIZED

Site Code : 00150012
Start Date: 01/20/15
File I.D. : MOFF_US1
Page : 1

PEDESTRIANS & BIKES

	US 1 From North				MOFFETT STREET From East				US 1 From South				PEMBROKE ROAD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 01/20/15																	
07:00	0	0	0	9	0	1	0	2	0	0	0	3	0	2	0	7	24
07:15	0	0	0	1	0	2	0	1	0	0	0	0	0	1	0	3	8
07:30	0	1	0	8	0	2	0	1	0	1	0	1	0	5	0	1	20
07:45	0	2	0	11	0	0	0	2	0	0	0	1	0	2	0	4	22
Hr Total	0	3	0	29	0	5	0	6	0	1	0	5	0	10	0	15	74
08:00	0	0	0	0	0	4	0	1	0	0	0	0	0	3	0	1	9
08:15	0	0	0	2	0	0	0	3	0	0	0	1	0	1	0	3	10
08:30	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	5	8
08:45	0	0	0	4	0	1	0	6	0	1	0	0	0	3	0	1	16
Hr Total	0	0	0	9	0	5	0	10	0	1	0	1	0	7	0	10	43
* BREAK *																	
16:00	0	0	0	8	0	0	0	8	0	0	0	0	0	3	0	7	26
16:15	0	0	0	5	0	0	0	5	0	0	0	7	0	3	0	8	28
16:30	0	1	0	7	0	1	0	4	0	0	0	5	0	1	0	7	26
16:45	0	1	0	7	0	3	0	0	0	1	0	0	0	4	0	5	21
Hr Total	0	2	0	27	0	4	0	17	0	1	0	12	0	11	0	27	101
17:00	0	0	0	2	0	2	0	6	0	1	0	1	0	2	0	3	17
17:15	0	0	0	2	0	4	0	5	0	0	0	0	0	4	0	8	23
17:30	0	0	0	7	0	4	0	7	0	0	0	1	0	3	0	5	27
17:45	0	1	0	6	0	0	0	0	0	0	0	0	0	2	0	10	19
Hr Total	0	1	0	17	0	10	0	18	0	1	0	2	0	11	0	26	86
TOTAL	0	6	0	82	0	24	0	51	0	4	0	20	0	39	0	78	304



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

Peak Season Factor

2013 Peak Season Factor Category Report - Report Type: ALL
Category: 8600 EAST-A1A TO US1

MOCF: 0.92

Week	Dates	SF	PSCF
1	01/01/2013 - 01/05/2013	0.98	1.07
2	01/06/2013 - 01/12/2013	0.96	1.04
* 3	01/13/2013 - 01/19/2013	0.94	1.02
* 4	01/20/2013 - 01/26/2013	0.93	1.01
* 5	01/27/2013 - 02/02/2013	0.93	1.01
* 6	02/03/2013 - 02/09/2013	0.92	1.00
* 7	02/10/2013 - 02/16/2013	0.91	0.99
* 8	02/17/2013 - 02/23/2013	0.91	0.99
* 9	02/24/2013 - 03/02/2013	0.91	0.99
*10	03/03/2013 - 03/09/2013	0.91	0.99
*11	03/10/2013 - 03/16/2013	0.91	0.99
*12	03/17/2013 - 03/23/2013	0.91	0.99
*13	03/24/2013 - 03/30/2013	0.92	1.00
*14	03/31/2013 - 04/06/2013	0.94	1.02
*15	04/07/2013 - 04/13/2013	0.95	1.03
16	04/14/2013 - 04/20/2013	0.96	1.04
17	04/21/2013 - 04/27/2013	0.98	1.07
18	04/28/2013 - 05/04/2013	0.99	1.08
19	05/05/2013 - 05/11/2013	1.01	1.10
20	05/12/2013 - 05/18/2013	1.02	1.11
21	05/19/2013 - 05/25/2013	1.03	1.12
22	05/26/2013 - 06/01/2013	1.03	1.12
23	06/02/2013 - 06/08/2013	1.04	1.13
24	06/09/2013 - 06/15/2013	1.05	1.14
25	06/16/2013 - 06/22/2013	1.05	1.14
26	06/23/2013 - 06/29/2013	1.05	1.14
27	06/30/2013 - 07/06/2013	1.05	1.14
28	07/07/2013 - 07/13/2013	1.05	1.14
29	07/14/2013 - 07/20/2013	1.05	1.14
30	07/21/2013 - 07/27/2013	1.05	1.14
31	07/28/2013 - 08/03/2013	1.05	1.14
32	08/04/2013 - 08/10/2013	1.06	1.15
33	08/11/2013 - 08/17/2013	1.06	1.15
34	08/18/2013 - 08/24/2013	1.06	1.15
35	08/25/2013 - 08/31/2013	1.08	1.17
36	09/01/2013 - 09/07/2013	1.09	1.18
37	09/08/2013 - 09/14/2013	1.11	1.21
38	09/15/2013 - 09/21/2013	1.13	1.23
39	09/22/2013 - 09/28/2013	1.11	1.21
40	09/29/2013 - 10/05/2013	1.09	1.18
41	10/06/2013 - 10/12/2013	1.07	1.16
42	10/13/2013 - 10/19/2013	1.06	1.15
43	10/20/2013 - 10/26/2013	1.05	1.14
44	10/27/2013 - 11/02/2013	1.05	1.14
45	11/03/2013 - 11/09/2013	1.04	1.13
46	11/10/2013 - 11/16/2013	1.04	1.13
47	11/17/2013 - 11/23/2013	1.04	1.13
48	11/24/2013 - 11/30/2013	1.02	1.11
49	12/01/2013 - 12/07/2013	1.01	1.10
50	12/08/2013 - 12/14/2013	0.99	1.08
51	12/15/2013 - 12/21/2013	0.98	1.07
52	12/22/2013 - 12/28/2013	0.96	1.04
53	12/29/2013 - 12/31/2013	0.94	1.02

* Peak Season

2013 Peak Season Factor Category Report - Report Type: ALL
Category: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.96

Week	Dates	SF	PSCF
1	01/01/2013 - 01/05/2013	0.99	1.03
2	01/06/2013 - 01/12/2013	0.99	1.03
3	01/13/2013 - 01/19/2013	0.99	1.03
* 4	01/20/2013 - 01/26/2013	0.98	1.02
* 5	01/27/2013 - 02/02/2013	0.98	1.02
* 6	02/03/2013 - 02/09/2013	0.97	1.01
* 7	02/10/2013 - 02/16/2013	0.96	1.00
* 8	02/17/2013 - 02/23/2013	0.95	0.99
* 9	02/24/2013 - 03/02/2013	0.95	0.99
*10	03/03/2013 - 03/09/2013	0.95	0.99
*11	03/10/2013 - 03/16/2013	0.95	0.99
*12	03/17/2013 - 03/23/2013	0.95	0.99
*13	03/24/2013 - 03/30/2013	0.96	1.00
*14	03/31/2013 - 04/06/2013	0.96	1.00
*15	04/07/2013 - 04/13/2013	0.97	1.01
*16	04/14/2013 - 04/20/2013	0.98	1.02
17	04/21/2013 - 04/27/2013	0.99	1.03
18	04/28/2013 - 05/04/2013	1.00	1.04
19	05/05/2013 - 05/11/2013	1.01	1.05
20	05/12/2013 - 05/18/2013	1.02	1.06
21	05/19/2013 - 05/25/2013	1.02	1.06
22	05/26/2013 - 06/01/2013	1.02	1.06
23	06/02/2013 - 06/08/2013	1.02	1.06
24	06/09/2013 - 06/15/2013	1.03	1.07
25	06/16/2013 - 06/22/2013	1.03	1.07
26	06/23/2013 - 06/29/2013	1.04	1.08
27	06/30/2013 - 07/06/2013	1.04	1.08
28	07/07/2013 - 07/13/2013	1.05	1.09
29	07/14/2013 - 07/20/2013	1.06	1.10
30	07/21/2013 - 07/27/2013	1.05	1.09
31	07/28/2013 - 08/03/2013	1.04	1.08
32	08/04/2013 - 08/10/2013	1.03	1.07
33	08/11/2013 - 08/17/2013	1.03	1.07
34	08/18/2013 - 08/24/2013	1.02	1.06
35	08/25/2013 - 08/31/2013	1.02	1.06
36	09/01/2013 - 09/07/2013	1.03	1.07
37	09/08/2013 - 09/14/2013	1.03	1.07
38	09/15/2013 - 09/21/2013	1.04	1.08
39	09/22/2013 - 09/28/2013	1.03	1.07
40	09/29/2013 - 10/05/2013	1.03	1.07
41	10/06/2013 - 10/12/2013	1.02	1.06
42	10/13/2013 - 10/19/2013	1.01	1.05
43	10/20/2013 - 10/26/2013	1.01	1.05
44	10/27/2013 - 11/02/2013	1.01	1.05
45	11/03/2013 - 11/09/2013	1.01	1.05
46	11/10/2013 - 11/16/2013	1.01	1.05
47	11/17/2013 - 11/23/2013	1.02	1.06
48	11/24/2013 - 11/30/2013	1.01	1.05
49	12/01/2013 - 12/07/2013	1.00	1.04
50	12/08/2013 - 12/14/2013	1.00	1.04
51	12/15/2013 - 12/21/2013	0.99	1.03
52	12/22/2013 - 12/28/2013	0.99	1.03
53	12/29/2013 - 12/31/2013	0.99	1.03

* Peak Season

Signal Timings

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3395	**Initial Operation Date**	1/24/90
Controller Type	2070	**System Number**	3395
Modification Number	8	**Modification Date**	07/23/2014
Drawing/Project No	86010	**FPL Grid Number**	87669298900
Intersection	FEDERAL HWY. (US 1/SR 5) and SE 3 STREET		
Municipality	HALLANDALE BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1,8R	2			5	6	4,7	3,8
Direction	SBL	NB			NBL	SB	EB	WB
Initial Green(MIN)	5	12			5	12	6	6
Vehicle Ext.(GAP)	1.5	3.0			1.5	3.0	2.0	2.0
Maximum Green I	20	60			18	60	35	35
Maximum Green II								
Yellow Clearance	5.0	5.0			5.0	5.0	4.0	4.0
All Red Clearance	2.0	2.0			2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN			OFF	MIN	OFF	OFF
Detector Delay								
Walk		7				7	7	7
Pedestrian Clearance		25				25	32	29
Permissive	DUAL				NO			
Flash Operation	RED	YELLOW			RED	YELLOW	RED	RED
Green Return								

Attachment

Cbannel/Drop /

IP Address

NOTES:

1. IP: 192.168.000.010, MASK: 255.255.255.000, GWAY: 192.168.000.001, PORT: 5024
2. HEADS 8R (WBR) OVERLAPPED WITH SBL (PHASE 1) AND WB (PHASE 8).
3. 8R OMITTED WHEN P8 ACTIVE.
4. FLASH OPERATION: 0000-0600, 7 DAYS.
5. MOD. 8 UPDATES YELLOW CLEARANCE VALUES PER FDOT STANDARDS.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 3/10/2015 5:16:57 PM

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

Phase	1 (SL)	2 (NT)	3	4	5 (NL)	6 (ST)	7 (ET)	8 (WT)	9	10	11	12	13	14	15	16
Walk		7				7	7	7								
Ped Clearance		25				25	32	29								
Min Green	5	12			5	12	6	6								
Passage	1.5	3			1.5	3	2	2								
Max1	20	60			18	60	35	35								
Max2																
Yellow	5	5			5	5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2	2			2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON			ON	ON	ON	ON								
Auto Entry								ON								
Auto Exit		ON				ON										
Non Act1																
Non Act2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable	ON	ON	ON		ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash		ON				
Override Higher		ON				
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green	6		6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8		8	8	8	8
Max Presence	180		180	180	180	180
Track R1						
Track R2						
Track R3						
Track R4						
Dwell Ped1						
Exit R1	7		2	1	2	8
Exit R2			6	5	6	
Exit R3						
Exit R4						

Preempt LP

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County | Timing Sheet | 3/10/2015 5:16:57 PM

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

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		25	255																							
6		2	2	160	113	2	1	10	50		16	53		91	16	53	47	44								
9		3	3	160	133	3	1	10	50		27	57		76	27	57	28	48								
15		4	4	160	156	4	1	10	50		24	46		90	24	46	46	44								
20		3	3	160	133	3	1	10	50		27	57		76	27	57	28	48								
Day Plan 2											**Easy**															
		25	255																							
6		100	254																							
6	30	3	3	160	133	3	1	10	50		27	57		76	27	57	28	48								
Day Plan 3											**Easy**															
		25	255																							
6		100	254																							
6	30	3	3	160	133	3	1	10	50		27	57		76	27	57	28	48								
23		100	254																							

Broward County | Timing Sheet | 3/10/2015 5:16:57 PM

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

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Sequc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month												Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																																2
5	1													1							1																															2
6					1									1																																	1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																													2
10									1					1						1	1	1	1	1	1	1																											2
11											1						1																								1	1	1	1	1	1	1					2
12											1							1																									1	1	1	1	1	1	1				2
13												1		1				1																										1									2
14												1		1	1	1	1	1																											1								2
15												1		1																																1							2
16												1		1				1																																		1	2
17																																																					1
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30																																																					1
31																																																					1
32																																																					1

User Comments:

BROWARD COUNTY TRAFFIC ENGINEERING DIVISION

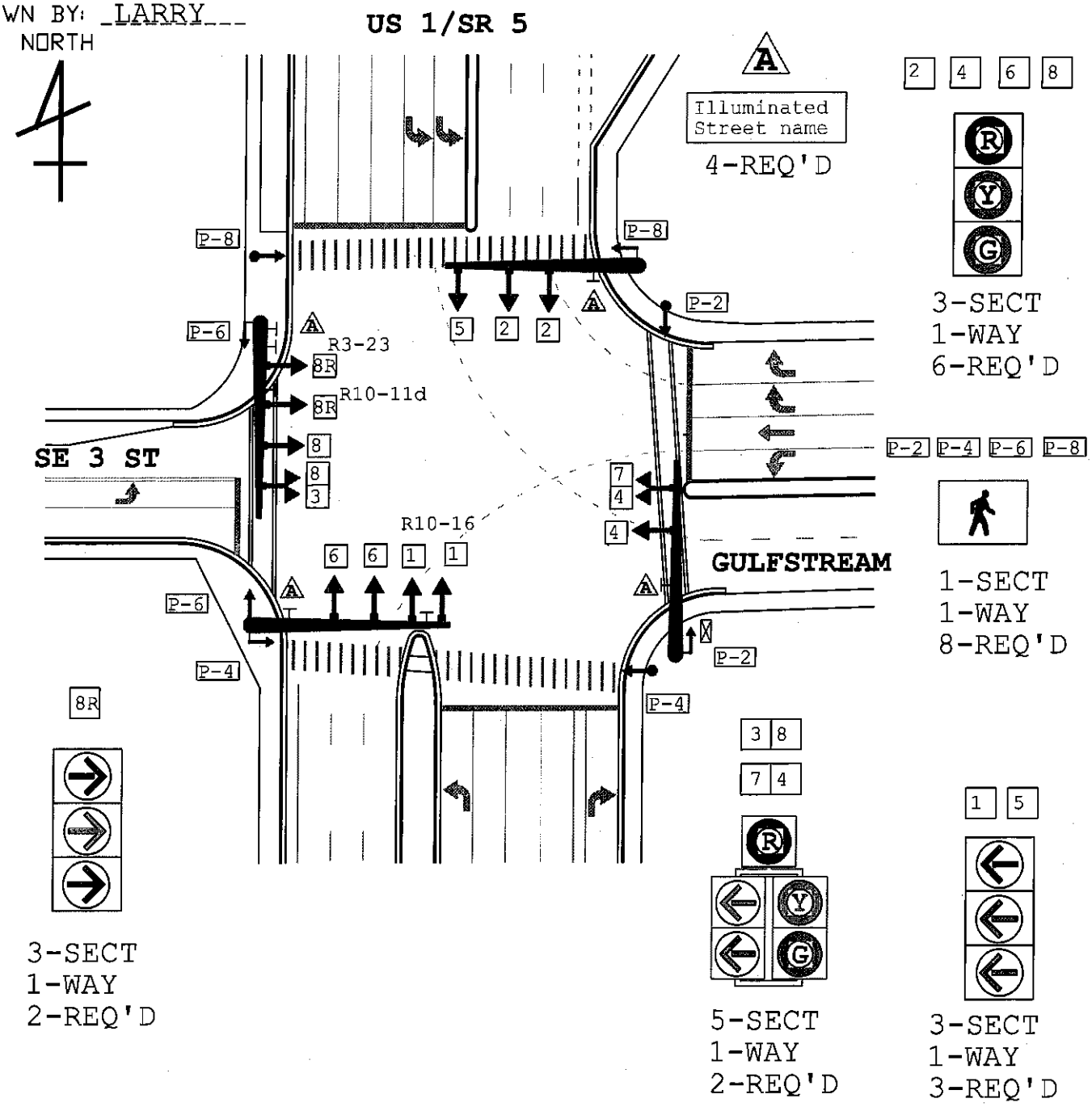
TRAFFIC SIGNAL LOCATION

LOCATION **FEDERAL HWY (US 1) & SE 3 STREET**

ORDER NO **111162** ISSUE DATE **11-18-10** REV NO. **4** COMPLETION DATE **11-19-10**

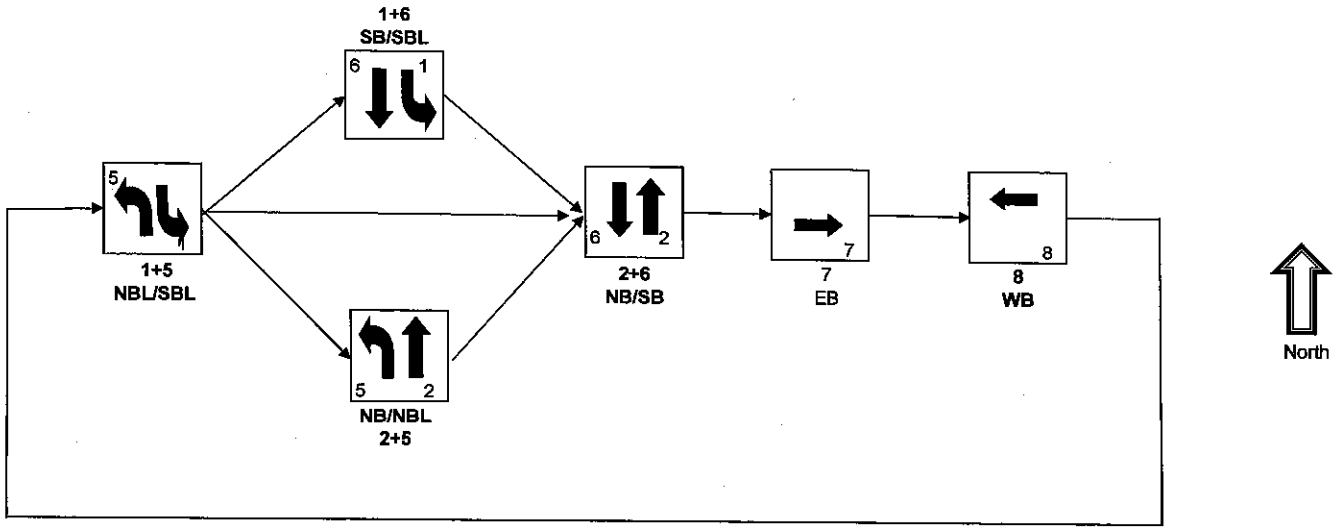
DWG. NO. **10-01-04-01** FILE NO. **3395** CITY **HALLANDALE BEACH** SCALE: 1" = 50'

DWN BY: LARRY



1. VIDEO DETECTION
2. THIS REVISION TO EB LANE ASSIGNMENTS, REMOVES EB LANE CONTROL SIGNS.

Sequence of Operation for (3395) Federal Hwy (US 1 / SR 5) and SE 3 Street, Hallandale Beach



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3085	**Initial Operation Date**	UNKNOWN
Controller Type	2070 LN	**System Number**	3085
Modification Number	13	**Modification Date**	11/25/2013
Drawing/Project No	413791-1-52-01	**FPL Grid Number**	87570901301
Intersection	HALLANDALE BEACH BLVD. and DIXIE HWY./E 1 AVENUE		
Municipality	HALLANDALE BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number								
Direction	WBL	E/W	EBL	SB	NB			
Initial Green(MIN)	5	10	5	6	6			
Vehicle Ext.(GAP)	0.0	3.0	0.0	0.0	0.0			
Maximum Green I	15	50	15	20	20			
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.5	4.0			
All Red Clearance	*.	*.	*.	2.0	2.0			
Phase Recall	OFF	MIN	OFF	OFF	OFF			
Detector Delay				20-RT	20-RT			
Walk		7		5	5			
Pedestrian Clearance		13		24	23			
Permissive	NO		NO					
Flash Operation	RED	YELLOW	RED	RED	RED			
Green Return								

Attachment **HBB and Dixie Mod 11 SOP.pdf**

Channel/Drop / **IP Address**

NOTES:

1. IP: 192.168.000.010, MASK: 255.255.255.000, GWAY: 192.168.000.001, PORT: 5049
2. * DOUBLE CLEARANCE EAST/WEST FARSIDE: 5 GREEN, 4 YELLOW, 1 ALL RED.
3. RAILROAD PRE-EMPTION (PHASES 9 +):
   (A) TIME BEFORE: 0.0 SECONDS.
   (B) TRACK CLEAR: 8 GREEN, 4 YELLOW, 1 ALL RED.
   (C) DWELL: NORTH/SOUTH.
   (D) RETURN PHASE: 2 (EAST/WEST).
4. PHOTO ENFORCEMENT, CITY OF HALLANDALE BEACH.
5. MOD. 13 UPDATES CLEARANCES PER FDOT ENFORCEMENT GUIDELINES.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 3/10/2015 5:18:13 PM

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

Phase	1 (WL)	2 (WT)	3 (EL)	4 (ST)	5 (NT)	6	7	8	9	10	11	12	13	14	15	16
Walk		7		5	5											
Ped Clearance		13		24	23											
Min Green	5	10	5	6	6											
Passage		3														
Max1	15	50	15	20	20											
Max2																
Yellow	4	4	4	4.5	4	3.5	3.5	3.5	4	4	3.5	3.5	3.5	3.5	3.5	3.5
Red	1		1	2	2						1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON											
Auto Entry					ON											
Auto Exit		ON														
Non Act1																
Non Act2																
Lock Call					ON						ON	ON	ON	ON	ON	ON
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County | Timing Sheet | 3/10/2015 5:18:13 PM

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

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Sequc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	31	2	1	10	50		16	61	20	32	31											
9		3	3	160	27	3	1	10	50		17	50	20	38	35											
15		4	4	160	8	4	1	10	50		15	50	20	38	37											
20		3	3	160	27	3	1	10	50		17	50	20	38	35											
Day Plan 2											**Easy**															
		3	3	160	27	3	1	10	50		17	50	20	38	35											
1		100	254																							
6	30	3	3	160	27	3	1	10	50		17	50	20	38	35											
Day Plan 3											**Easy**															
		3	3	160	27	3	1	10	50		17	50	20	38	35											
1		100	254																							
6	30	3	3	160	27	3	1	10	50		17	50	20	38	35											
23		100	254																							

Broward County | Timing Sheet | 3/10/2015 5:18:13 PM

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

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month											Day of Week							Day of Month									1									2									3			
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																																2
5	1													1							1																															2
6					1									1																																1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																													2
10									1					1						1	1	1	1	1	1	1	1																										2
11											1						1																								1	1	1	1	1	1	1					2
12											1							1																									1	1	1	1	1	1	1				2
13												1		1				1																											1							2
14												1		1	1	1	1	1																												1						2
15												1		1																																	1						2
16												1		1				1																																		1	2
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31																																																					1
32																																																					1

User Comments:

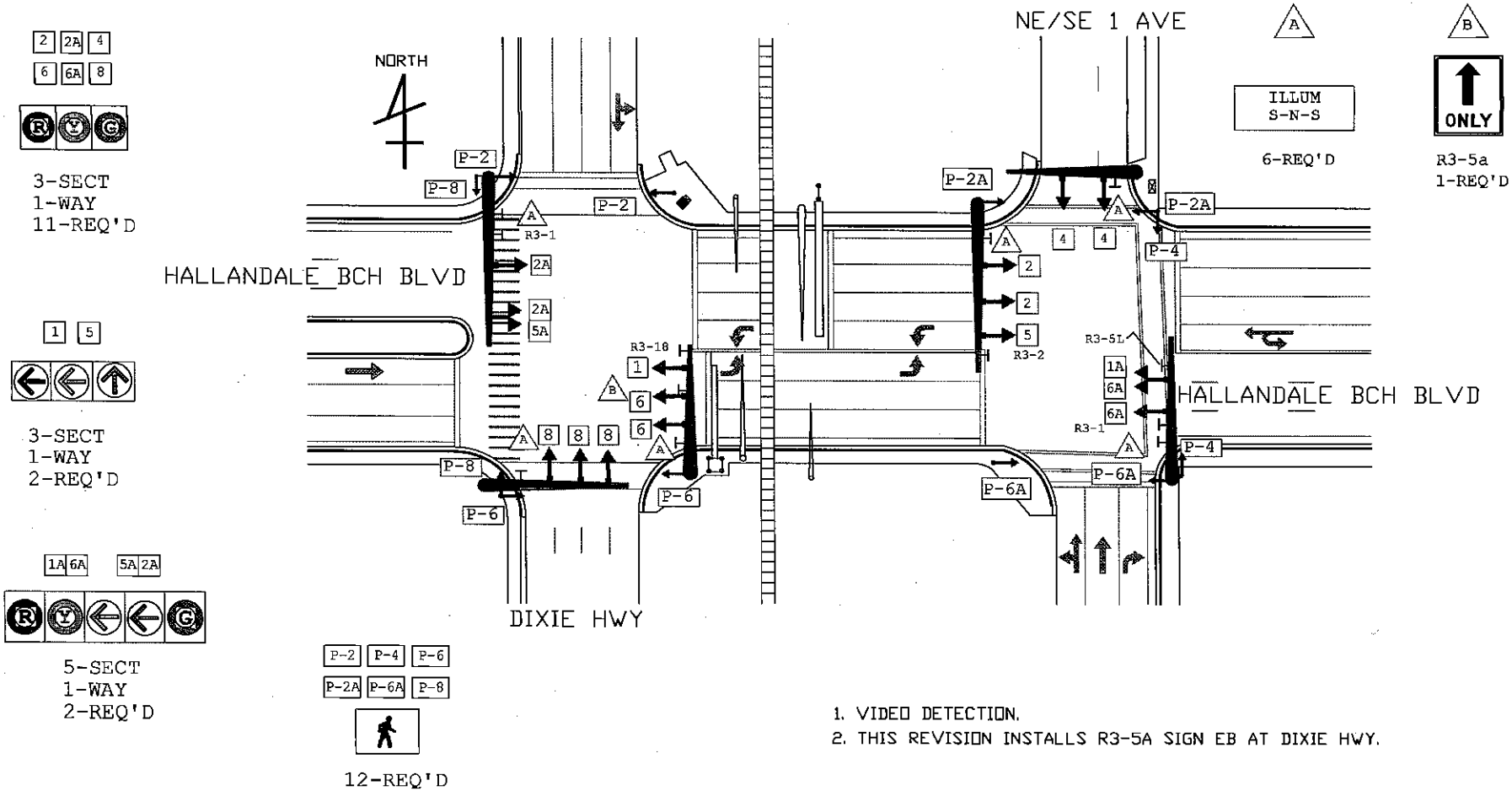
TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION

LOCATION **HALLANDALE BEACH BLVD & DIXIE HWY/SE 1 AVE**

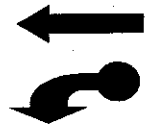
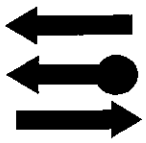
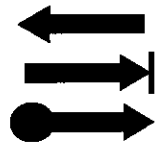
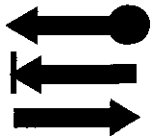
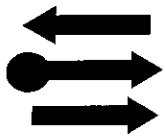
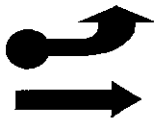
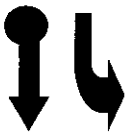
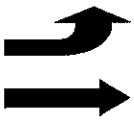
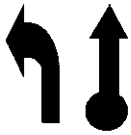
ORDER NO FDOT ISSUE DATE ---- REV NO. 6 COMPLETION DATE _____

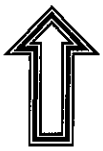
DWG. NO. 09-04-02-01 FILE NO. 3085 CITY HALLANDALE BEACH SCALE: 1" = 40'

DWN BY: LARRY



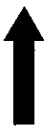
1. VIDEO DETECTION.
2. THIS REVISION INSTALLS R3-5A SIGN EB AT DIXIE HWY.

Sequence of Operation (Mod 11)		
HALLANDALE BEACH BLVD and DIXIE HWY/NE1 AVE 3085		
NORMAL OPERATION		
WEST side	Phase	EAST side
	Phase 1 WBL	
	Phase 2 EW*	
	Phase 3 EBL	
	Phase 4 SB	
	Phase 5 NB	



NORTH

* Double Clearance E/W Farside: 5 sec-Green, 4 sec-Yellow, 1 sec-All Red

	PREEMPTION	
	TRACK CLEARANCE	
	DWELL	
	AFTER PREEMPTION RETURN TO PHASE 2	

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3084	**Initial Operation Date**	UNKNOWN
Controller Type	2070 LN	**System Number**	3084
Modification Number	20	**Modification Date**	07/23/2014
Drawing/Project No	86010	**FPL Grid Number**	87670291609
Intersection	FEDERAL HWY. (US 1/SR 5) and HALLANDALE BEACH BLVD.		
Municipality	HALLANDALE BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)	5	6	5	7	5	6	5	7
Vehicle Ext.(GAP)	1.5	2.5	1.5	2.5	1.5	2.5	1.5	2.5
Maximum Green I	20	40	20	40	20	40	20	40
Maximum Green II								
Yellow Clearance	5.0	5.0	4.5	4.5	5.0	5.0	4.5	4.5
All Red Clearance	2.0	3.0	2.0	2.0	2.0	3.0	2.0	2.0
Phase Recall	OFF	OFF	OFF	MIN	OFF	OFF	OFF	MIN
Detector Delay								
Walk		7+A		7+A		7+A		7+A
Pedestrian Clearance		32		33		32		33
Permissive	DUAL		DUAL		DUAL		NO	
Flash Operation	RED	RED	RED	RED	RED	RED	RED	RED
Green Return								

Attachment

Channel/Drop /

IP Address

NOTES:

1. IP: 192.168.000.001, MASK: 255.255.255.000, GWAY: 192.168.000.001, PORT: 5049
2. DUAL ENTRY HARDWIRED NORTH/SOUTH.
3. AUDIBLE PEDESTRIAN SIGNALS: E/W BEEP, N/S TONE.
4. PHOTO ENFORCEMENT, CITY OF HALLANDALE.
5. MOD. 20 UPDATES YELLOW CLEARANCE VALUES PER FDOT STANDARDS.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 3/10/2015 5:18:42 PM

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

Phase	1 (SL)	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		32		33		32		33								
Min Green	5	6	5	7	5	6	5	7								
Passage	1.5	2.5	1.5	2.5	1.5	2.5	1.5	2.5								
Max1	20	40	20	40	20	40	20	40								
Max2																
Yellow	5	5	4.5	4.5	5	5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2	3	2	2	2	3	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Entry		ON				ON										
Auto Exit				ON				ON								
Non Act1																
Non Act2																
Lock Call	ON		ON		ON		ON		ON	ON	ON	ON	ON	ON	ON	ON
Min Recall				ON				ON								
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable		ON		ON		ON		ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk				ON				ON								
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash						
Override Higher						
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track R1						
Track R2						
Track R3						
Track R4						
Dwell Ped1						
Exit R1	3	1	2	4	2	4
Exit R2	7	5	6	8	6	8
Exit R3						
Exit R4						

Preempt LP

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County | Timing Sheet | 3/10/2015 5:18:42 PM

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

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Sequnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	25	2	1		25		28	49	33	50	28	49	28	55								
9		3	3	160	49	3	1		25		29	48	31	52	29	48	31	52								
15		4	4	160	58	4	1		25		30	50	28	52	30	50	28	52								
20		3	3	160	49	3	1		25		29	48	31	52	29	48	31	52								
Day Plan 2											**Easy**															
		3	3	160	49	3	1		25		29	48	31	52	29	48	31	52								
1		100	254																							
6	30	3	3	160	49	3	1		25		29	48	31	52	29	48	31	52								
Day Plan 3											**Easy**															
		3	3	160	49	3	1		25		29	48	31	52	29	48	31	52								
1		100	254																							
6	30	3	3	160	49	3	1		25		29	48	31	52	29	48	31	52								
23		100	254																							

Broward County | Timing Sheet | 3/10/2015 5:18:42 PM

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

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Sequnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																																2
5	1													1							1																															2
6					1									1																																1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																													2
10									1					1						1	1	1	1	1	1	1																											2
11											1						1																									1	1	1	1	1	1	1				2
12											1							1																										1	1	1	1	1	1	1			2
13												1		1				1																											1							2
14												1		1	1	1	1	1																												1						2
15												1		1																																	1						2
16												1		1				1																																	1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1
23																																																				1
24																																																				1
25																																																				1
26																																																				1
27																																																				1
28																																																				1
29																																																				1
30																																																				1
31																																																				1
32																																																				1

User Comments:

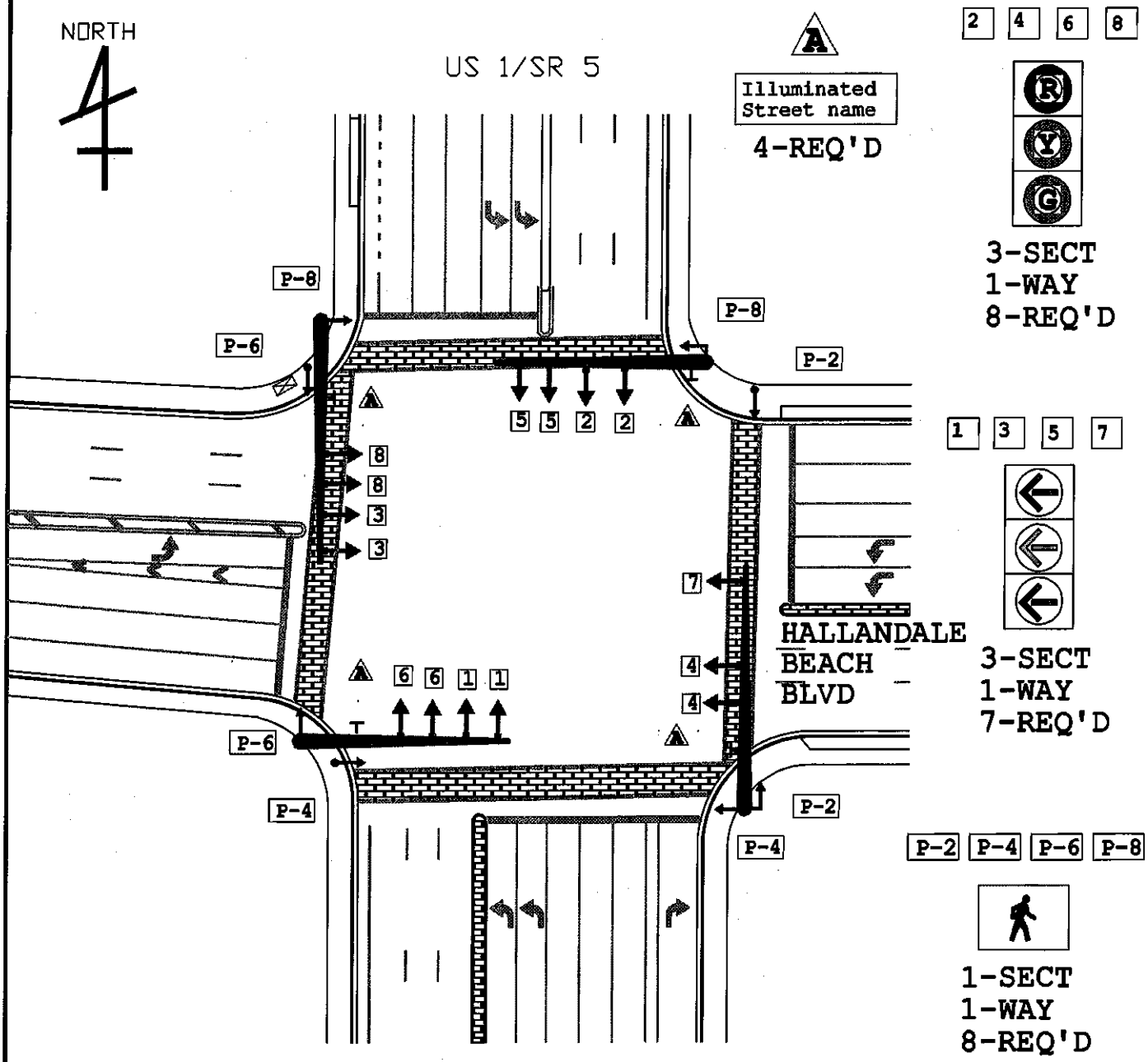
TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION

LOCATION **US 1 & HALLANDALE BEACH BLVD**

ORDER NO **FDOT** ISSUE DATE ---- REV NO. **3** COMPL DATE **1/21/04**

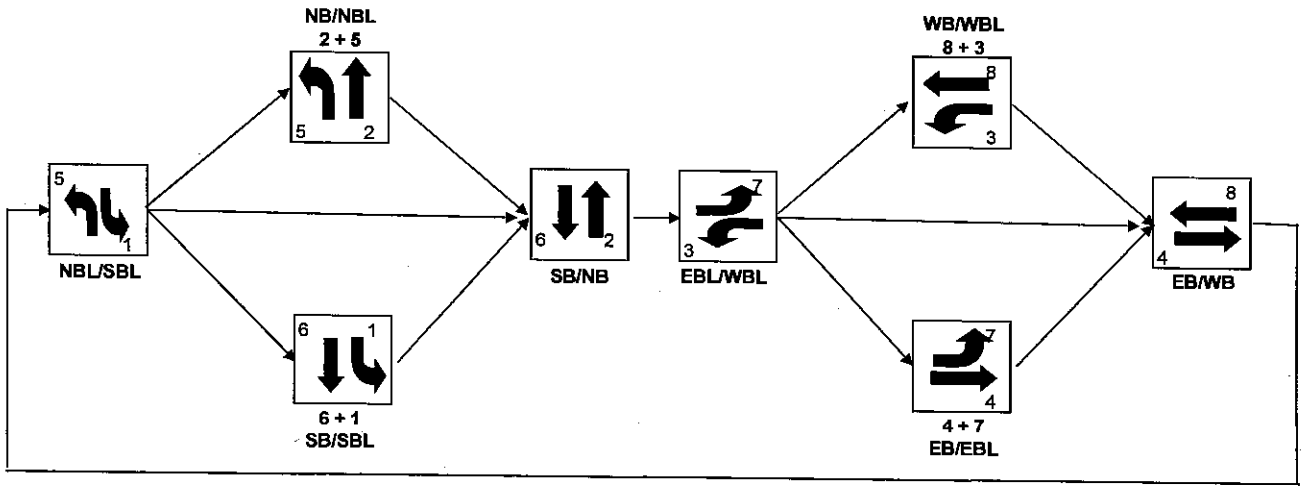
DWG. NO. **05-01-04-01** FILE NO. **C-84** CITY **HALLANDALE** SCALE: 1" = 50'

DWN BY: **LARRY**



1. REBUILT UNDER FDOT PROJ NO 86010-3519
2. VIDEO DETECTION

Sequence of Operation for (C-084) Federal Hwy (US 1/SR 5) and Hallandale Beach Blvd
Hallandale Beach



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3282	**Initial Operation Date**	5/79
Controller Type	2070	**System Number**	3282
Modification Number	13	**Modification Date**	12/19/2012
Drawing/Project No	228169-1-52-01	**FPL Grid Number**	87670431702
Intersection	HALLANDALE BEACH BLVD. and NE 8 AVENUE		
Municipality	HALLANDALE BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2	3,8	4,7	5	6		
Direction		WB	SB	NB	WBL	EB		
Initial Green(MIN)		10	6	6	4	10		
Vehicle Ext.(GAP)		3.0	2.0	2.0	1.5	3.0		
Maximum Green I		50	18	20	12	50		
Maximum Green II								
Yellow Clearance		4.0	4.0	4.0	4.0	4.0		
All Red Clearance		2.0	2.0	2.0	2.0	2.0		
Phase Recall		MIN	OFF	OFF	OFF	MIN		
Detector Delay								
Walk		7		7		7		
Pedestrian Clearance		17		30		17		
Permissive					5-SECT			
Flash Operation		YELLOW	RED	RED	RED	YELLOW		
Green Return								

Attachment

Channel/Drop /

IP Address

NOTES:

1. IP: 192.168.000.010, MASK: 255.255.255.000, GWAY: 192.168.000.001, PORT: 5015
2. ANTI-BACKDOWN WB: PHASE 2+6 ON ---> OMIT PHASE 5.
3. MOD. 13 DEPLOYS SIGNAL ONTO ATMS.NOW.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 3/10/2015 5:18:59 PM

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

Phase	1	2 (WT)	3 (ST)	4 (NT)	5 (WL)	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7										
Ped Clearance		17		30		17										
Min Green		10	6	6	4	10										
Passage		3	2	2	1.5	3										
Max1		50	18	20	12	50										
Max2																
Yellow	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red		2	2	2	2	2			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON	ON	ON	ON	ON										
Auto Entry				ON												
Auto Exit		ON				ON										
Non Act1																
Non Act2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County | Timing Sheet | 3/10/2015 5:18:59 PM

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

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	40	2	1	10	50		18	76	41	25	18	76		66								
9		3	3	160	71	3	1	10	50		20	72	42	26	20	72		68								
15		4	4	160	100	4	1	10	50		18	76	41	25	18	76		66								
20		3	3	160	71	3	1	10	50		20	72	42	26	20	72		68								
22		100	254																							
Day Plan 2											**Easy**															
		3	3	160	71	3	1	10	50		20	72	42	26	20	72		68								
1		100	254																							
6	30	3	3	160	71	3	1	10	50		20	72	42	26	20	72		68								
Day Plan 3											**Easy**															
		3	3	160	71	3	1	10	50		20	72	42	26	20	72		68								
1		100	254																							
6	30	3	3	160	71	3	1	10	50		20	72	42	26	20	72		68								
23		100	254																							

Broward County | Timing Sheet | 3/10/2015 5:18:59 PM

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

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month											Day of Week							Day of Month									1									2									3			
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																																2
5	1													1							1																															2
6					1									1																																	1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																														2
9							1							1										1																													2
10									1					1						1	1	1	1	1	1	1																											2
11											1						1																								1	1	1	1	1	1	1					2
12											1							1																									1	1	1	1	1	1	1				2
13												1		1				1																											1							2
14												1		1	1	1	1	1																												1						2
15												1		1																																		1					2
16												1		1				1																																		1	2
17																																																					1
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29																																																					1
30																																																					1
31																																																					1
32																																																					1

User Comments:

TRAFFIC ENGINEERING DIVISION

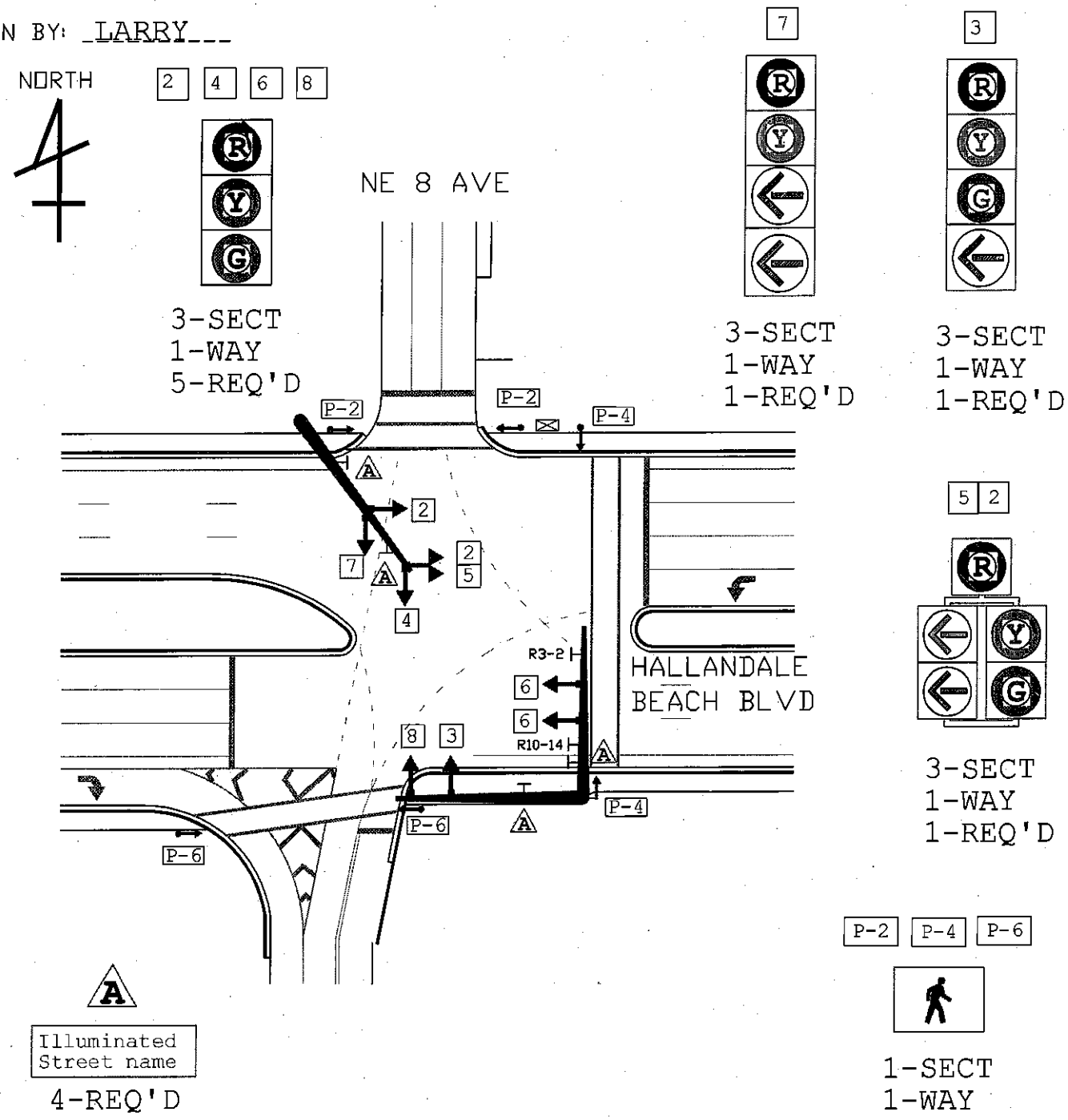
SIGNALIZED INTERSECTION

LOCATION **HALLANDALE BEACH BLVD & NE 8 AVENUE**

ORDER NO **FDOT** ISSUE DATE --- REV NO. **2** COMPLETION DATE **3/20/07**

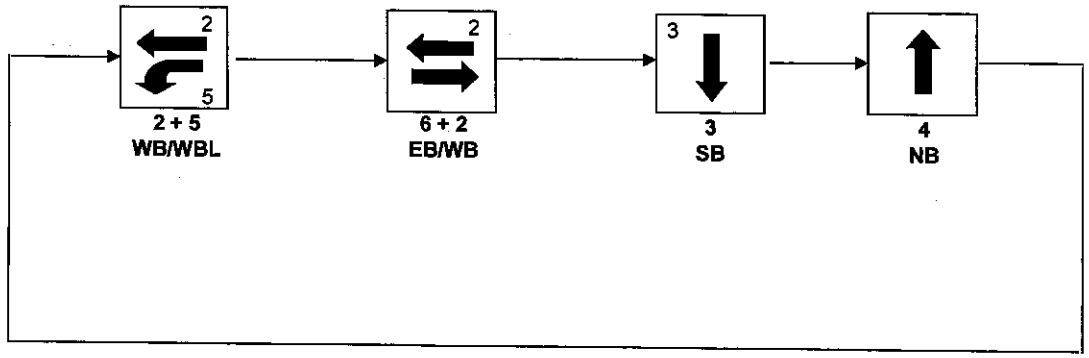
DWG. NO. **09-12-06-01** FILE NO. **3282** CITY **HALLANDALE BEACH** SCALE: 1" = 50'

DWN BY: LARRY



1. VIDEO DETECTION
2. REBUILT UNDER FDOT PROJ NO 2281691

Sequence of Operation for (3282) Hallandale Beach Blvd and NE 8 Avenue
Hallandale Beach Blvd



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3283	**Initial Operation Date**	5/79
Controller Type	2070	**System Number**	3283
Modification Number	16	**Modification Date**	12/19/2012
Drawing/Project No	228169-1-52-01	**FPL Grid Number**	87670561703
Intersection	HALLANDALE BEACH BLVD. and NE 10 AVENUE		
Municipality	HALLANDALE BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		
Direction	EBL	WB		NB	WBL	EB		
Initial Green(MIN)	5	10		6	5	10		
Vehicle Ext.(GAP)	2.0	3.0		2.0	2.0	3.0		
Maximum Green I	18	50		25	18	50		
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0	4.0	4.0		
All Red Clearance	2.0	2.0		2.0	2.0	2.0		
Phase Recall	OFF	MIN		OFF	OFF	MIN		
Detector Delay								
Walk		7		5		7		
Pedestrian Clearance		21		33		21		
Permissive	NO				DUAL			
Flash Operation	RED	YELLOW		RED	RED	YELLOW		
Green Return								

Attachment

Channel/Drop /

IP Address

NOTES:

1. IP: 192.168.000.010, MASK: 255.255.255.000, GWAY: 192.168.000.001, PORT: 5016
2. MOD. 16 DEPLOYS SIGNAL ONTO ATMS.NOW.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 3/10/2015 5:19:13 PM

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

Phase	1 (EL)	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk		7		5		7										
Ped Clearance		21		33		21										
Min Green	5	10		6	5	10										
Passage	2	3		2	2	3										
Max1	18	50		25	18	50										
Max2																
Yellow	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2	2		2	2	2			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON										
Auto Entry				ON												
Auto Exit		ON				ON										
Non Act1																
Non Act2																
Lock Call	ON				ON				ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County | Timing Sheet | 3/10/2015 5:19:13 PM

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

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Sequc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	44	2	1	10	50		30	84		46	22	92		46								
9		3	3	160	75	3	1	10	50		22	92		46	40	74		46								
15		4	4	160	98	4	1	10	50		36	78		46	22	92		46								
20		3	3	160	75	3	1	10	50		22	92		46	40	74		46								
22		100	254																							
Day Plan 2											**Easy**															
		3	3	160	75	3	1	10	50		22	92		46	40	74		46								
1		100	254																							
6	30	3	3	160	75	3	1	10	50		22	92		46	40	74		46								
Day Plan 3											**Easy**															
		3	3	160	75	3	1	10	50		22	92		46	40	74		46								
1		100	254																							
6	30	3	3	160	75	3	1	10	50		22	92		46	40	74		46								
23		100	254																							

Broward County | Timing Sheet | 3/10/2015 5:19:13 PM

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

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Sequc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																																2
5	1													1							1																															2
6					1									1																																	1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																													2
10									1					1						1	1	1	1	1	1	1																											2
11											1						1																								1	1	1	1	1	1	1					2
12											1							1																								1	1	1	1	1	1	1					2
13												1		1				1																										1									2
14												1		1	1	1	1	1																											1								2
15												1		1																																1							2
16												1		1				1																																		1	2
17																																																					1
18																																																					1
19																																																					1
20																																																					1
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28																																																					1
29																																																					1
30																																																					1
31																																																					1
32																																																					1

User Comments:

TRAFFIC ENGINEERING DIVISION

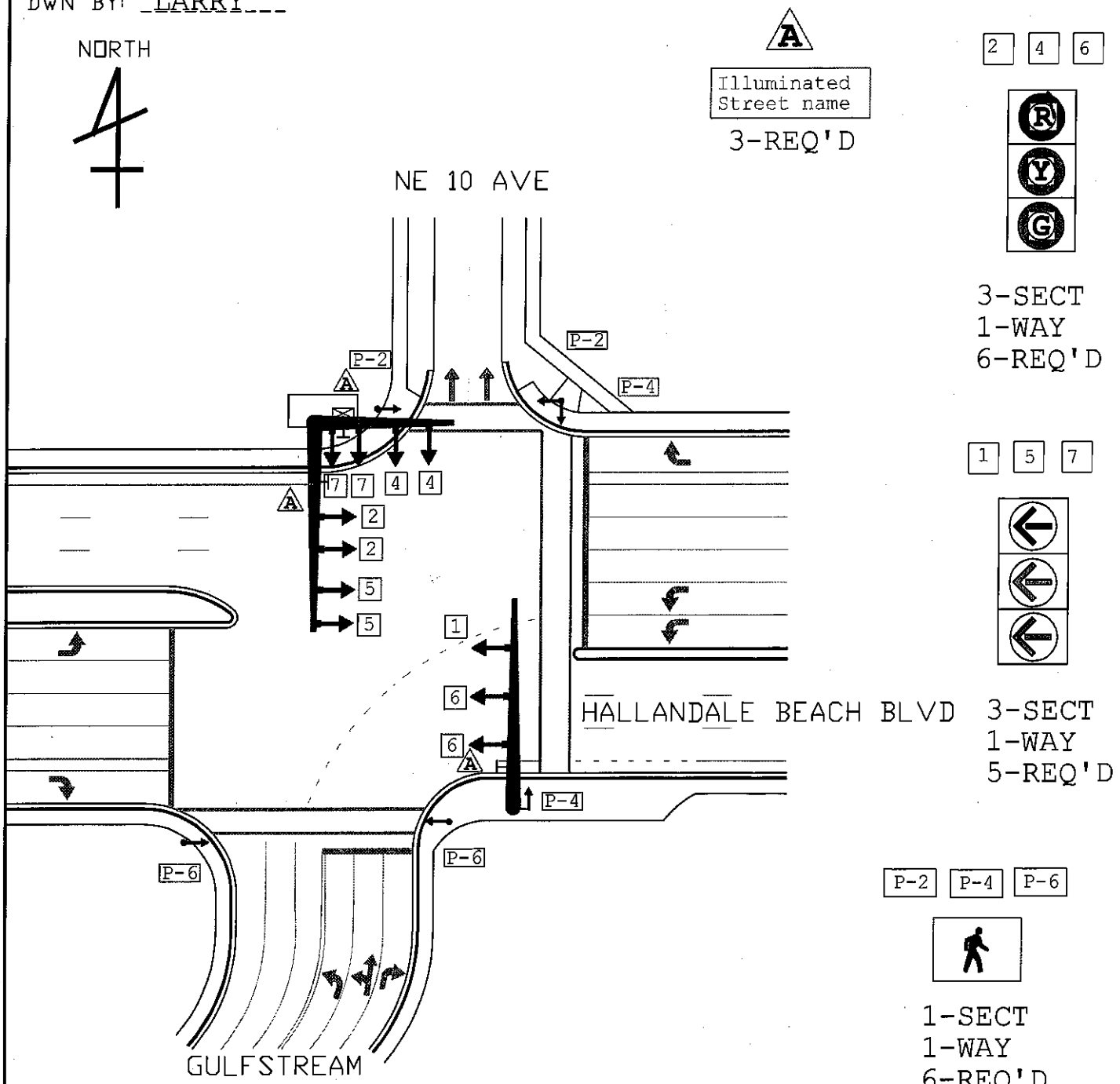
SIGNALIZED INTERSECTION

LOCATION **HALLANDALE BEACH BLVD & NE 10 AVENUE**

ORDER NO **FDOT** ISSUE DATE --- REV NO. **3** COMPLETION DATE **3/20/07**

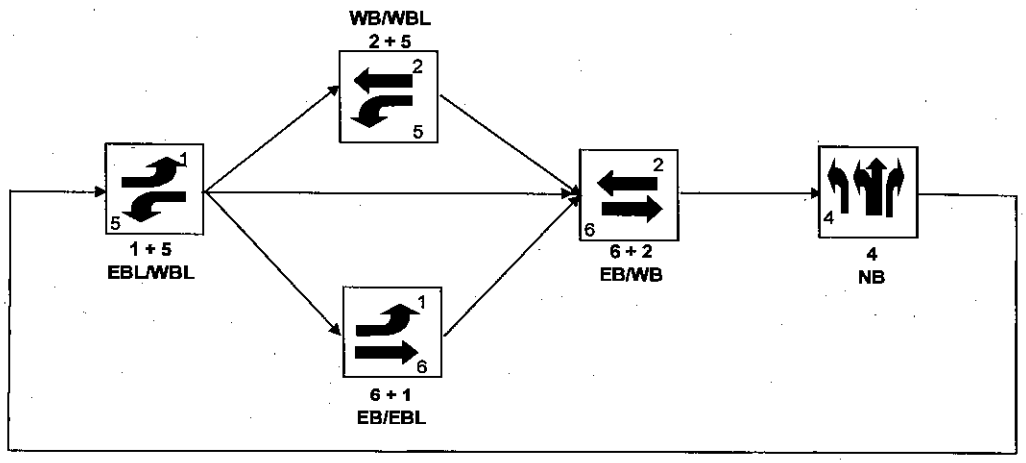
DWG. NO. **09-12-04-01** FILE NO. **3283** CITY **HALLANDALE BEACH** SCALE: 1" = 50'

DWN BY: LARRY



1. VIDEO DETECTION
2. REBUILT UNDER FDOT PROJ NO 2281691

Sequence of Operation for (3283) Hallandale Beach Blvd. and NE 10 Ave
Hallandale Beach



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3083	**Initial Operation Date**	UNKNOWN
Controller Type	2070	**System Number**	3083
Modification Number	20	**Modification Date**	11/25/2013
Drawing/Project No	228169-1-52-01	**FPL Grid Number**	87670841803
Intersection	HALLANDALE BEACH BLVD. and NE 14 AVENUE		
Municipality	HALLANDALE BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	10	5	6	5	10	5	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	18	50	18	25	18	50	18	25
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7+A		7+A		7+A		7+A
Pedestrian Clearance		22		32		22		40
Permissive	NO		NO		NO		DUAL	
Flash Operation	RED	YELLOW	RED	RED	RED	YELLOW	RED	RED
Green Return								

Attachment

Channel/Drop / **IP Address**

NOTES:

1. IP: 192.168.000.010,MASK: 255.255.255.000,GWAY: 192.168.000.001, PORT: 5016.
2. DUAL ENTRY HARDWIRED NORTH/SOUTH.
3. AUDIBLE PEDESTRIAN SIGNALS: E/W BEEP, N/S TONE.
4. MOD. 20 UPDATES ALL RED VALUES.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 3/10/2015 5:19:38 PM

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

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		22		32		22		40								
Min Green	5	10	5	6	5	10	5	6								
Passage	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	18	50	18	25	18	50	18	25								
Max2																
Yellow	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Entry				ON				ON								
Auto Exit		ON				ON										
Non Act1																
Non Act2																
Lock Call					ON		ON		ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash						
Override Higher						
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track R1						
Track R2						
Track R3						
Track R4						
Dwell Ped1						
Exit R1	1	3	4	2	4	2
Exit R2	5	7	8	6	8	6
Exit R3						
Exit R4						

Preempt LP

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County | Timing Sheet | 3/10/2015 5:19:38 PM

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

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Sequc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	131	2	1	10	50		19	62	24	55	19	62	24	55								
9		3	3	160	153	3	1	10	50		23	62	27	48	23	62	27	48								
15		4	4	160	121	4	1	10	50		21	60	24	55	21	60	24	55								
20		3	3	160	153	3	1	10	50		23	62	27	48	23	62	27	48								
22		100	254																							
Day Plan 2											**Easy**															
		3	3	160	153	3	1	10	50		23	62	27	48	23	62	27	48								
1		100	254																							
6	30	3	3	160	153	3	1	10	50		23	62	27	48	23	62	27	48								
Day Plan 3											**Easy**															
		3	3	160	153	3	1	10	50		23	62	27	48	23	62	27	48								
1		100	254																							
6	30	3	3	160	153	3	1	10	50		23	62	27	48	23	62	27	48								
23		100	254																							

Broward County | Timing Sheet | 3/10/2015 5:19:38 PM

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

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Sequc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																																2
5	1													1							1																																2
6					1									1																																1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																													2
10									1					1						1	1	1	1	1	1	1																											2
11										1							1																								1	1	1	1	1	1	1					2
12										1								1																									1	1	1	1	1	1	1				2
13												1		1				1																											1								2
14												1		1	1	1	1	1																												1							2
15												1		1																																	1						2
16												1		1				1																																		1	2
17																																																					1
18																																																					1
19																																																					1
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28																																																					1
29																																																					1
30																																																					1
31																																																					1
32																																																					1

User Comments:

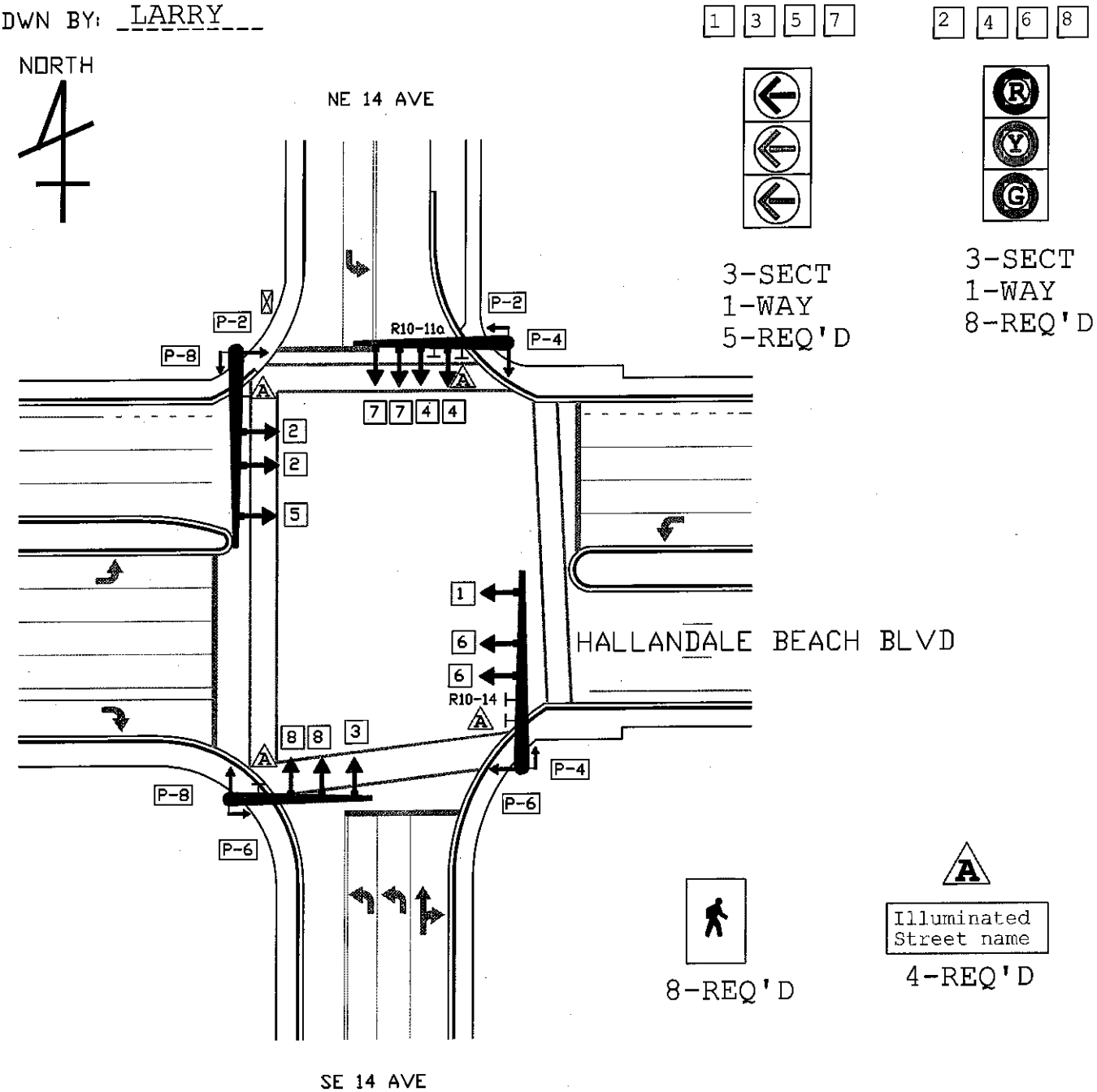
TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION

LOCATION **HALLANDALE BEACH BLVD & NE/SE 14 AVENUE**

ORDER NO **FDOT** ISSUE DATE **--** REV NO. **6** COMPL DATE **3/20/07**

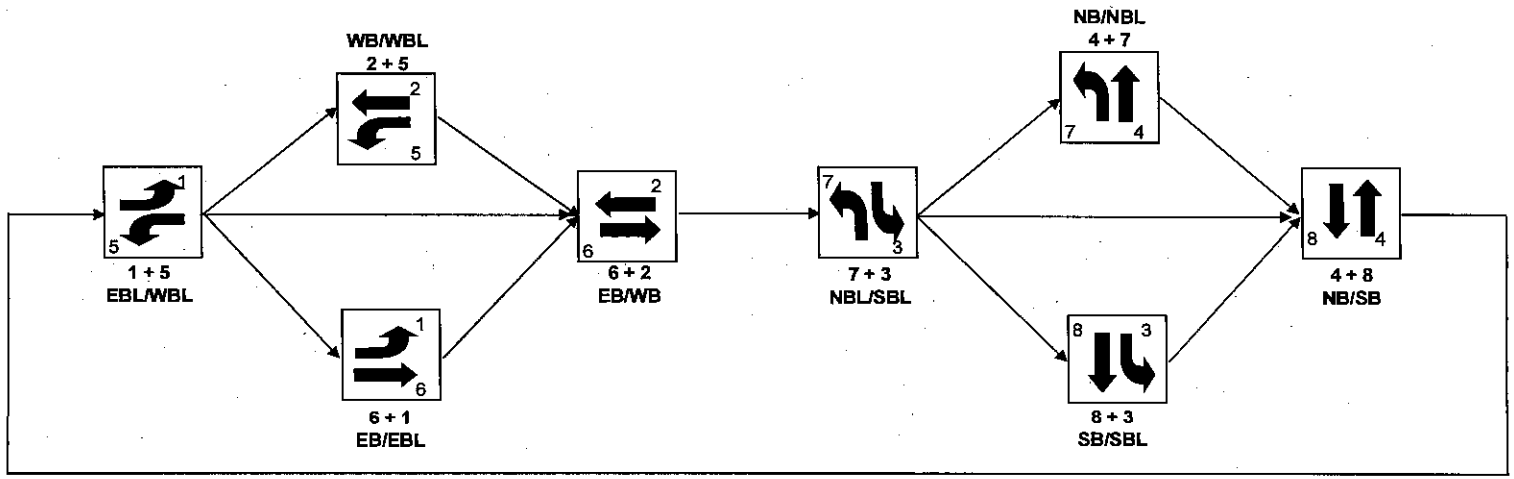
DWG. NO. **10-01-01-01** FILE NO. **3083** CITY **HALLANDALE BEACH** SCALE: 1' = 50'

DWN BY: LARRY



1. VIDEO DETECTION INSTALLED UNDER FDOT PROJ NO 2281691

Sequence of Operation for (3083), Hallandale Beach Blvd and NE 14 Avenue
Hallandale Beach



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3082	**Initial Operation Date**	UNKNOWN
Controller Type	2070	**System Number**	3082
Modification Number	14	**Modification Date**	03/11/2013
Drawing/Project No	228169-1-52-01	**FPL Grid Number**	87770091608
Intersection	HALLANDALE BEACH BLVD. and LAYNE BOULEVARD		
Municipality	HALLANDALE BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	10	5	6	5	10	5	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	18	50	25	35	18	50	25	35
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay				10				
Walk				5		7		
Pedestrian Clearance				27		28		
Permissive	NO		NO		NO		NO	
Flash Operation	RED	YELLOW	RED	RED	RED	YELLOW	RED	RED
Green Return								

Attachment

Channel/Drop /

IP Address

NOTES:

1. IP: 192.168.000.010, MASK: 255.255.255.000, GWAY: 192.168.000.001, PORT: 5017
2. WITH WOIT2013030631, REPHASES SIGNAL

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 3/10/2015 5:20:03 PM

Station : 3082 - Hallandale Beach Blvd & Layne Blvd (Standard File)

Phase	1 (EL)	2 (WT)	3 (ST)	4 (NT)	5 (WL)	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk				5		7										
Ped Clearance				27		28										
Min Green	5	10	5	6	5	10	5	6								
Passage	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	18	50	25	35	18	50	25	35								
Max2																
Yellow	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Entry				ON				ON								
Auto Exit		ON				ON										
Non Act1																
Non Act2																
Lock Call	ON				ON				ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash						
Override Higher						
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track R1						
Track R2						
Track R3						
Track R4						
Dwell Ped1						
Exit R1	1	3	4	2	4	2
Exit R2	5	7	8	6	8	6
Exit R3						
Exit R4						

Preempt LP

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County | Timing Sheet | 3/10/2015 5:20:03 PM

Station : 3082 - Hallandale Beach Blvd & Layne Blvd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Sequc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	120	2	1	10	50		20	71	28	41	20	71	41	28								
9		3	3	160	9	3	1	10	50		20	71	28	41	20	71	41	28								
15		4	4	160	134	4	1	10	50		20	71	28	41	20	71	41	28								
20		3	3	160	9	3	1	10	50		20	71	28	41	20	71	41	28								
22		100	254																							
Day Plan 2											**Easy**															
		3	3	160	9	3	1	10	50		20	71	28	41	20	71	41	28								
1		100	254																							
6	30	3	3	160	9	3	1	10	50		20	71	28	41	20	71	41	28								
Day Plan 3											**Easy**															
		3	3	160	9	3	1	10	50		20	71	28	41	20	71	41	28								
1		100	254																							
6	30	3	3	160	9	3	1	10	50		20	71	28	41	20	71	41	28								
23		100	254																							

Broward County | Timing Sheet | 3/10/2015 5:20:03 PM

Station : 3082 - Hallandale Beach Blvd & Layne Blvd (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Sequc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																																2
5	1													1							1																															2
6					1									1																																1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																													2
10									1					1						1	1	1	1	1	1	1																											2
11											1						1																									1	1	1	1	1	1	1				2
12											1							1																									1	1	1	1	1	1	1			2
13												1		1				1																											1							2
14												1		1	1	1	1	1																												1						2
15												1		1																																	1					2
16												1		1				1																																	1	2
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31																																																					1
32																																																					1

User Comments:

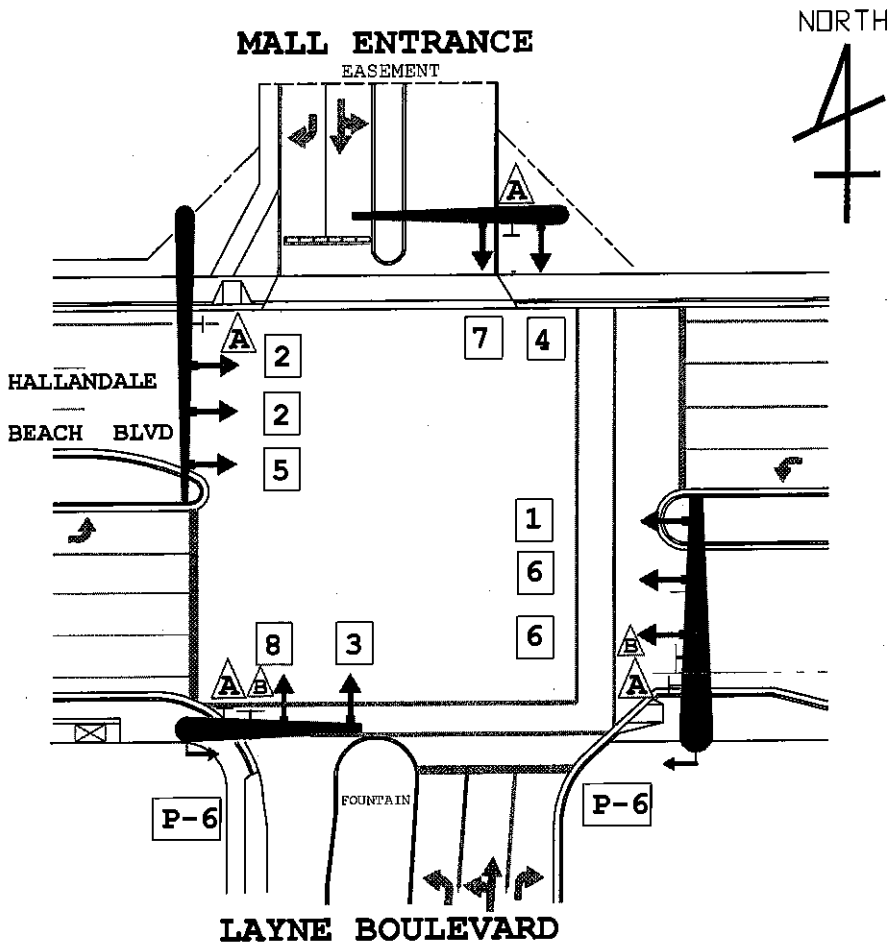
TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION

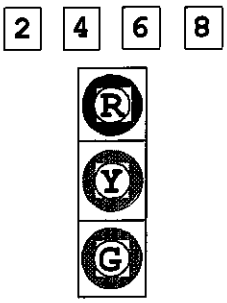
LOCATION (SR 858) **HALLANDALE BEACH BLVD AND LAYNE BLVD**

ORDER NO FDOT ISSUE DATE ----- REV NO. 5 COMPLETION DATE 3/20/07

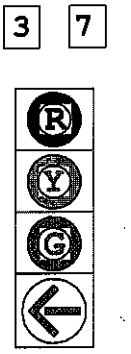
DWG. NO. 09-12-07-01 FILE NO. 3082 CITY HALLANDALE BEACH SCALE: 1" = 50'

DWN BY: LARRY

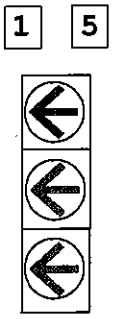




3-SECT
1-WAY
6-REQ'D

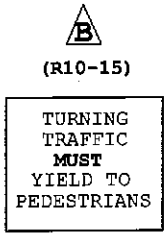


4-SECT
1-WAY
2-REQ'D

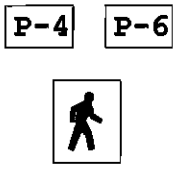


3-SECT
1-WAY
2-REQ'D

4-REQ'D



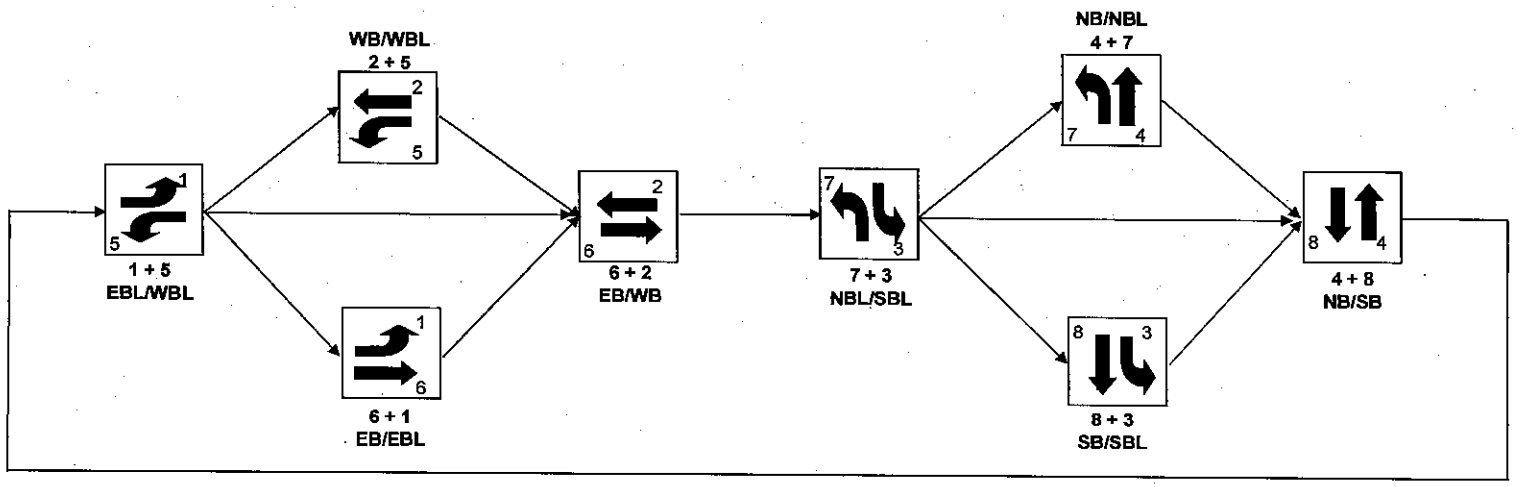
2 REQ'D



4-REQ'D

1. VIDEO DETECTION
2. REBUILT UNDER FDOT PROJ NO 2281691

Sequence of Operation for (3082), Hallandale Beach Blvd and Layne Blvd
Hallandale Beach



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3081	**Initial Operation Date**	UNKNOWN
Controller Type	2070	**System Number**	3081
Modification Number	17	**Modification Date**	03/19/2013
Drawing/Project No	228169-1-52-01	**FPL Grid Number**	87770161606
Intersection	HALLANDALE BEACH BLVD. and GOLDEN ISLES DRIVE		
Municipality	HALLANDALE BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2	3	4	5	6	7	8
Direction		WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)		10	4	6	5	10	4	6
Vehicle Ext.(GAP)		3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I		50	20	35	18	50	20	35
Maximum Green II								
Yellow Clearance		4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall		MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay				10				
Walk				7		7		
Pedestrian Clearance				27		19		
Permissive			5 SECT		NO		5 SECT	
Flash Operation		YELLOW	RED	RED	RED	YELLOW	RED	RED
Green Return								

Attachment

Channel/Drop / **IP Address**

NOTES:

1. IP: 192.168.000.010, MASK: 255.255.255.000, GWAY: 192.168.000.001, PORT: 5017
2. WITH WOIT2013031254, REPHASES SIGNAL.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 3/10/2015 5:20:19 PM

Station : 3081 - Hallandale Beach Blvd & Golden Isles Dr (Standard File)

Phase	1	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk				7		7										
Ped Clearance				27		19										
Min Green		10	4	6	5	10	4	6								
Passage		3	1.5	2	1.5	3	1.5	2								
Max1		50	20	35	18	50	20	35								
Max2																
Yellow	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red		2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON	ON	ON	ON	ON	ON	ON								
Auto Entry				ON				ON								
Auto Exit		ON				ON										
Non Act1																
Non Act2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash	ON					ON
Override Higher	ON					ON
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green	6	6	6	6	6	
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	
Max Presence	180	180	180	180	180	
Track R1						
Track R2						
Track R3						
Track R4						
Dwell Ped1						
Exit R1	2	3	4	2	4	
Exit R2	5	7	8	6	8	
Exit R3						
Exit R4						

Preempt LP

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County | Timing Sheet | 3/10/2015 5:20:19 PM

Station : 3081 - Hallandale Beach Blvd & Golden Isles Dr (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	115	2	1	10	50			90	43	27	16	74	27	43								
9		3	3	160	3	3	1	10	50			83	44	33	20	63	33	44								
15		4	4	160	140	4	1	10	50			90	43	27	18	72	27	43								
20		3	3	160	3	3	1	10	50			83	44	33	20	63	33	44								
22		100	254																							
Day Plan 2											**Easy**															
		3	3	160	3	3	1	10	50			83	44	33	20	63	33	44								
1		100	254																							
6	30	3	3	160	3	3	1	10	50			83	44	33	20	63	33	44								
Day Plan 3											**Easy**															
		3	3	160	3	3	1	10	50			83	44	33	20	63	33	44								
1		100	254																							
6	30	3	3	160	3	3	1	10	50			83	44	33	20	63	33	44								
23		100	254																							

Broward County | Timing Sheet | 3/10/2015 5:20:19 PM

Station : 3081 - Hallandale Beach Blvd & Golden Isles Dr (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Sequc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																																2
5	1													1							1																															2
6					1									1																																	1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																												2
10									1					1						1	1	1	1	1	1	1																										2
11											1						1																								1	1	1	1	1	1	1	1				2
12											1							1																								1	1	1	1	1	1	1	1			2
13												1		1				1																										1								2
14												1		1	1	1	1	1																											1							2
15												1		1																																1						2
16												1		1				1																																	1	2
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30																																																				1
31																																																				1
32																																																				1

User Comments:

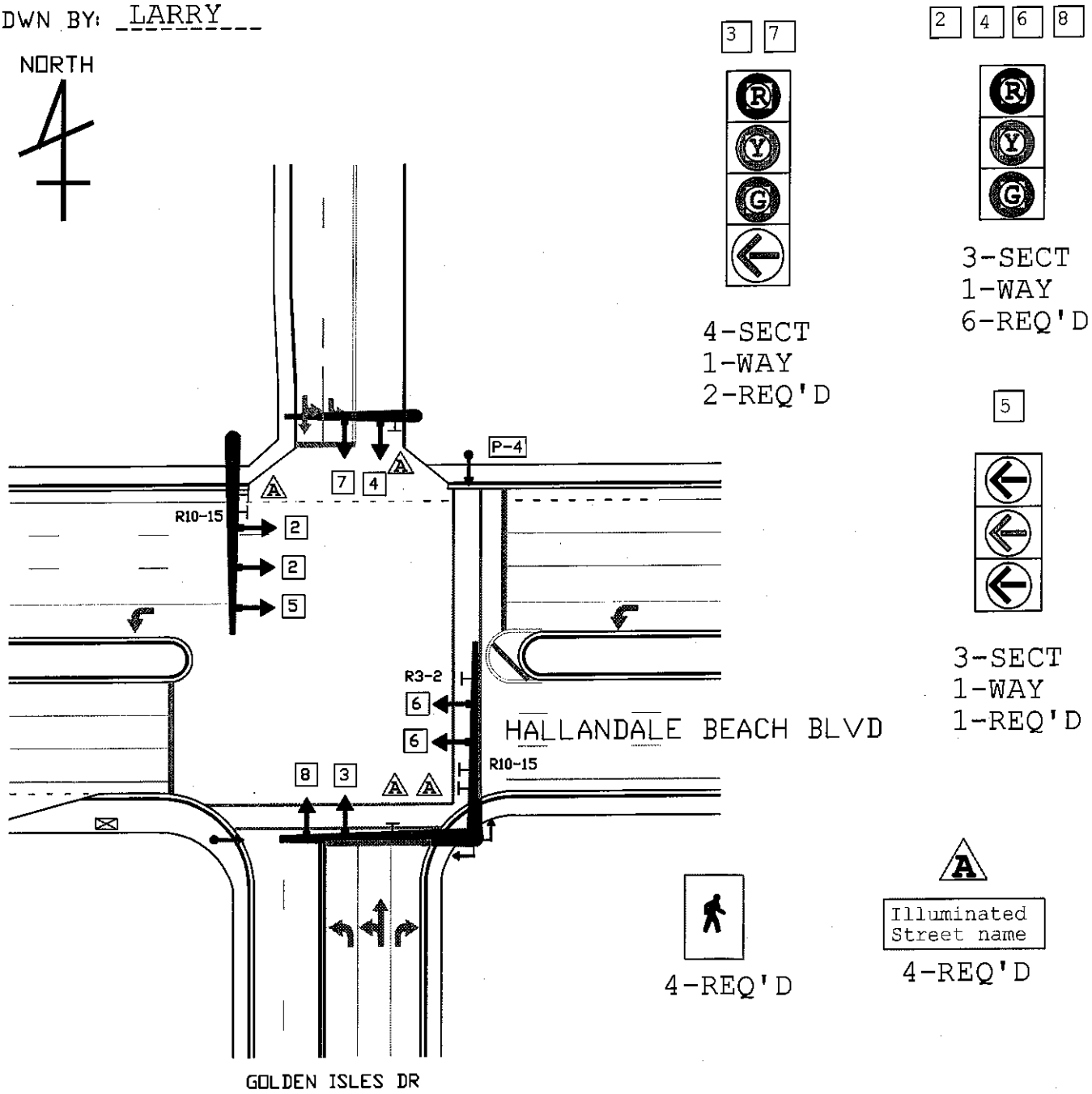
TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION

LOCATION **HALLANDALE BEACH BLVD & GOLDEN ISLES DR**

ORDER NO **FDOT** ISSUE DATE **--** REV NO. **3** COMPL DATE **3/20/07**

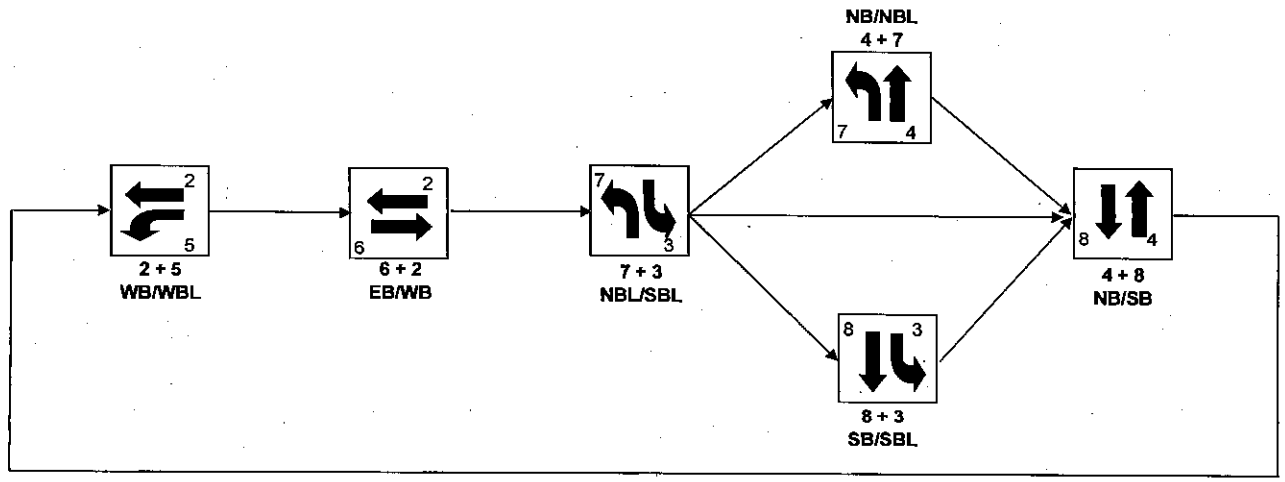
DWG. NO. **09-12-13-01** FILE NO. **3081** CITY **HALLANDALE BEACH** SCALE: 1' = 50'

DWN BY: LARRY



1. VIDEO DETECTION
2. REBUILT UNDER FDOT PROJ NO 2281691

Sequence of Operation for (3081), Hallandale Beach Blvd and Golden Isles Drive
Hallandale Beach



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3080	**Initial Operation Date**	UNKNOWN
Controller Type	2070	**System Number**	3080
Modification Number	13	**Modification Date**	12/19/2012
Drawing/Project No	228169-1-52-01	**FPL Grid Number**	87770251907
Intersection	HALLANDALE BEACH BLVD. and DIPLOMAT PARKWAY		
Municipality	HALLANDALE BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2,6	5	4,8				
Direction	EBL	E/W	WBL	N/S				
Initial Green(MIN)	5	10	5	6				
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0				
Maximum Green I	18	50	18	25				
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0				
All Red Clearance	2.0	2.0	2.0	2.0				
Phase Recall	OFF	MIN	OFF	OFF				
Detector Delay								
Walk		7		7				
Pedestrian Clearance		18		27				
Permissive	NO		NO					
Flash Operation	RED	YELLOW	RED	RED				
Green Return								

Attachment

Channel/Drop /

IP Address

NOTES:

1. IP: 192.168.000.010, MASK: 255.255.255.000, GWAY: 192.168.000.001, PORT: 5017
2. LEAD/LAG LEFTS: EBL>EW>WBL.
3. MOD. 13 DEPLOYS SIGNAL ONTO ATMS.NOW.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 3/10/2015 5:20:32 PM

Station : 3080 - Hallandale Beach Blvd & Diplomat Pkwy (Standard File)

Phase	1 (EL)	2 (WT)	3 (WL)	4 (ST)	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7												
Ped Clearance		18		27												
Min Green	5	10	5	6												
Passage	1.5	3	1.5	2												
Max1	18	50	18	25												
Max2																
Yellow	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2	2	2	2	1	1	1	1	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON												
Auto Entry				ON												
Auto Exit		ON														
Non Act1																
Non Act2																
Lock Call	ON			ON					ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County | Timing Sheet | 3/10/2015 5:20:32 PM

Station : 3080 - Hallandale Beach Blvd & Diplomat Pkwy (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Sequc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	118	2	1	10	50		25	68	25	42		93		67								
9		3	3	160	15	3	1	10	50		26	62	26	46		88		72								
15		4	4	160	144	4	1	10	50		25	68	25	42		93		67								
20		3	3	160	15	3	1	10	50		26	62	26	46		88		72								
22		100	254																							
Day Plan 2											**Easy**															
		3	3	160	15	3	1	10	50		26	62	26	46		88		72								
1		100	254																							
6	30	3	3	160	15	3	1	10	50		26	62	26	46		88		72								
Day Plan 3											**Easy**															
		3	3	160	15	3	1	10	50		26	62	26	46		88		72								
1		100	254																							
6	30	3	3	160	15	3	1	10	50		26	62	26	46		88		72								
23		100	254																							

Broward County | Timing Sheet | 3/10/2015 5:20:32 PM

Station : 3080 - Hallandale Beach Blvd & Diplomat Pkwy (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Sequc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																																2
5	1													1							1																															2
6					1									1																																	1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																													2
10									1					1						1	1	1	1	1	1	1																											2
11										1							1																								1	1	1	1	1	1	1					2
12										1								1																									1	1	1	1	1	1	1				2
13												1		1				1																											1								2
14												1		1	1	1	1	1																												1							2
15												1		1																																		1						2
16												1		1				1																																		1	2
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32																																																					1

User Comments:

CONTROLLER TIMINGS

TIMING FUNCTION								
MOVEMENT NUMBER	1	2		4	5	6		8
MINIMUM GREEN	5	5		5	5	5		5
EXTENSION	1.5	2.5		2.5	1.5	2.5		2.5
MAXIMUM GREEN 1	33	49		33	33	49		33
MAXIMUM GREEN 2	31	58		36	31	58		36
YELLOW CLEARANCE	4	4		4	4	4		4
ALL RED	1	1		1	1	1		1
PEDESTRIAN WALK		7		7				
PED. CLEARANCE		13		27				
RECALL	OFF	MIN		OFF	OFF	MIN		OFF

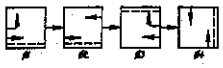
TIMING FUNCTION

TIMINGS ARE INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY PROJECT ENGINEER. INSTALL SEQUENTIAL TIMING OF INITIAL AND EXTENSION INTERVALS.

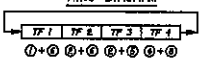
VIDEO DETECTOR CHART

DETECTOR No.	MOVEMENTS
V-1	2, 5
V-2	4
V-3	1, 6
V-4	8

SPECIAL S.O.P.

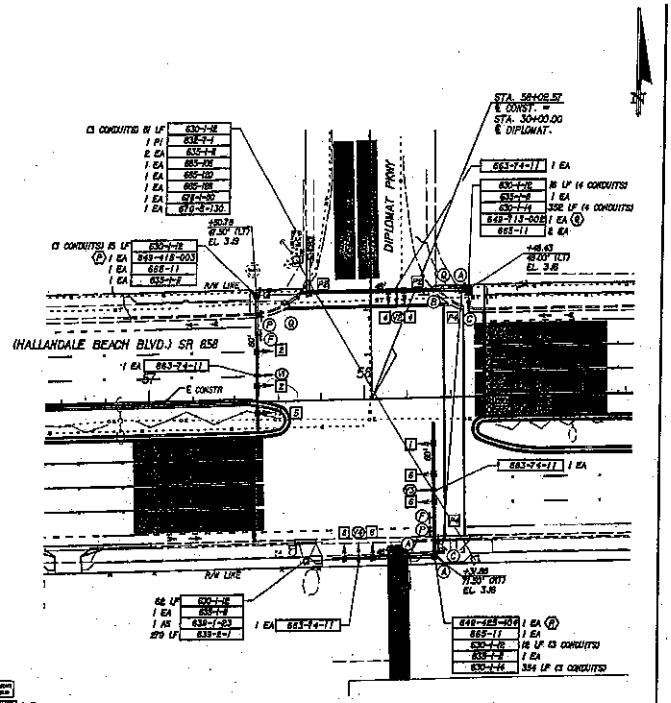


RING DIAGRAM

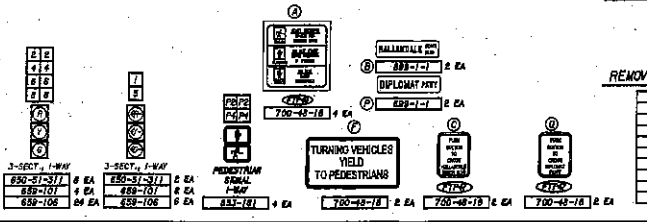


NOTES:

1. THE MAJOR STREET IS S.R. 858 (HALLANDALE BEACH BLVD). THE MINOR STREET IS DIPLOMAT PKWY.
2. TYPE OF CONTROLLER: D-4-4 OPERATING AS A SPECIAL S.O.P. AS SHOWN AND THE FOLLOWING:
   A.) PEDESTRIAN MOVEMENTS ON TF2 & 4 (TO BE DISPLAYED UPON ACTUATION ONLY)
   B.) S.R. 858 TO FLASH YELLOW. DIPLOMAT PKWY TO FLASH RED.
   C.) INTERNAL TIME BASED COORDINATION.
3. DELAY DETECTOR ON MOVEMENT 8R SHALL BE 10 (TEN) SECONDS.
4. ALL SYSTEMS AUXILIARY EQUIPMENT MUST BE COMPATIBLE WITH THE BROWARD COUNTY CENTRAL COMPUTER SYSTEM.



DETAIL OF SIGNAL HEADS



REMOVAL PAY ITEMS

690-10	6 EA
690-80	6 EA
690-31	3 EA
690-32-1	2 EA
690-50	1 EA
690-60	4 EA
690-72	8 EA
690-80	1 EA
690-90	1 PI
690-100	1 PI

0 10 40
Feet

Patricia Marie Barr 2/9/04
E.G.N. PATRICIA MARIE BARR, P.E.
P.E. No. 39945

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

McM MCMAHON ASSOCIATES INC.
EXPERTISE TRANSPORTATION SOLUTIONS
7144 NORTH TAMPA, SUITE 5
TAMPA, FLORIDA 33614
(813) 840-0200 / FAX (813) 840-0550
CERTIFICATE OF AUTHORIZATION NO. 4828

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

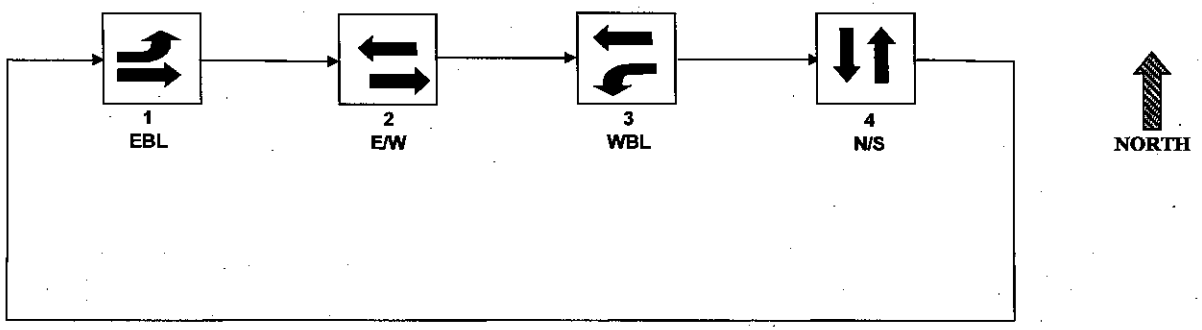
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 858	BROWARD	228659-1-52-01

SIGNALIZATION PLAN

SHEET NO. T-17

3080

Sequence of Operation for (3080) Hallandale Beach Blvd and Diplomat Parkway
Hallandale Beach



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3079	**Initial Operation Date**	1977
Controller Type	2070	**System Number**	3079
Modification Number	19	**Modification Date**	04/23/2014
Drawing/Project No	2012-A-491-0030	**FPL Grid Number**	87770352207
Intersection	HALLANDALE BEACH BLVD. and THREE ISLANDS DRIVE		
Municipality	HALLANDALE BEACH		

Controller Phase	1	2	3	4	5	7	8
Face Number	1,6	2,6	3	4	1,5	7	8
Direction	EB/EBL	E/W	SBL	NB	EWL	NBL	SB
Initial Green(MIN)	5	10	5	6	5	5	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	1.5	2.0
Maximum Green I	25	50	15	25	15	15	25
Maximum Green II							
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	3.0	2.0	2.0	2.0	3.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	OFF	OFF
Detector Delay							
Walk		7		7			7
Pedestrian Clearance		29		33			31
Permissive	DUAL		DUAL		NO	NO	
Flash Operation	RED	YELLOW	RED	RED	RED	RED	RED
Green Return							

Attachment **SOP MOD 19.pdf**

Channel/Drop / **IP Address**

NOTES:

1. IP: 192.168.000.010, MASK: 255.255.255.000, GWAY: 192.168.000.001, PORT: 5018
2. BRIDGE PREEMPTION: NOT USED.
3. FIREHOUSE PREEMPTION SEQUENCE (IN SECONDS):
   (1)TIME BEFORE PREEMPTION = 5
   (2)YELLOW CLEARANCE=4.0, ALL RED CLEARANCE=2.0.
   (3)FIRE HOUSE CLEARANCE (SB) = 30
   (4)YELLOW CLEARANCE=4.0
   (5)RETURN TO EAST/WEST (PHASES 2).
4. EBLT DETECTION CALLS PHASE 1 AND PHASE 5.
5. MOD. 19 REFLECTS INTERSECTION REPHASE: SOP AND RING/BARRIER DIAGRAM ATTACHED

1 2 5 3 4
6 7 8

Submitted By _____ **Approved By** _____

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

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7				7								
Ped Clearance		29		33				31								
Min Green	5	10	5	6	5		5	6								
Passage	1.5	3	1.5	2	1.5		1.5	2								
Max1	25	50	15	25	15		15	25								
Max2																
Yellow	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	3	2	2	2	3	1.5	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON		ON	ON								
Auto Entry				ON				ON								
Auto Exit		ON														
Non Act1																
Non Act2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash						
Override Higher	ON	ON	ON	ON	ON	ON
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	15	15	15	15	15	15
Max Presence	360	360	360	360	360	360
Track R1						
Track R2						
Track R3						
Track R4						
Dwell Ped1						
Exit R1	5	2	1	2	1	2
Exit R2						
Exit R3						
Exit R4						

Preempt LP

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

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

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Sequc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	76	2	1	5	50		25	45	28	42	20		24	46								
9		3	3	160	7	3	1	5	50		25	45	28	42	20		24	46								
15		4	4	160	146	4	1	5	50		25	45	28	42	20		24	46								
20		3	3	160	7	3	1	5	50		25	45	28	42	20		24	46								
22		100	254																							
Day Plan 2											**Easy**															
Day Plan 3											**Easy**															

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

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Sequc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

Plan	Month J	F	M	A	M	J	J	A	S	O	N	D	Day of Week S	M	T	W	T	F	S	Day of Month 1	2	3	4	5	6	7	8	9	1 0	1	2	3	4	5	6	7	8	9	2 0	1	2	3	4	5	6	7	8	9	3 0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																																2
5	1													1							1																															2
6					1									1																																1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																													2
10									1					1						1	1	1	1	1	1	1																											2
11											1						1																								1	1	1	1	1	1	1					2
12											1							1																								1	1	1	1	1	1	1				2
13												1		1				1																										1								2
14												1		1	1	1	1	1																												1						2
15												1		1																																	1						2
16												1		1				1																																		1	2
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31																																																					1
32																																																					1

User Comments:

TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION

LOCATION : **HALLANDALE BEACH BLVD & THREE ISLANDS BLVD**

ORDER NO --- ISSUE DATE --- REVISION NO. --- COMPLETION DATE **06/30/14**

DWG. NO. **14-06-02-01** FILE NO. **3079** CITY **HALLANDALE** SCALE: 1" = 50'

DWN BY: SRAMOUTAR

2 4 6 8

3-SECT
1-WAY
8-REQ'D

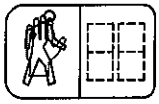
1 3 5 7

3-SECT
1-WAY
6-REQ'D

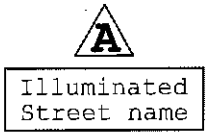
R10-7

R10-15

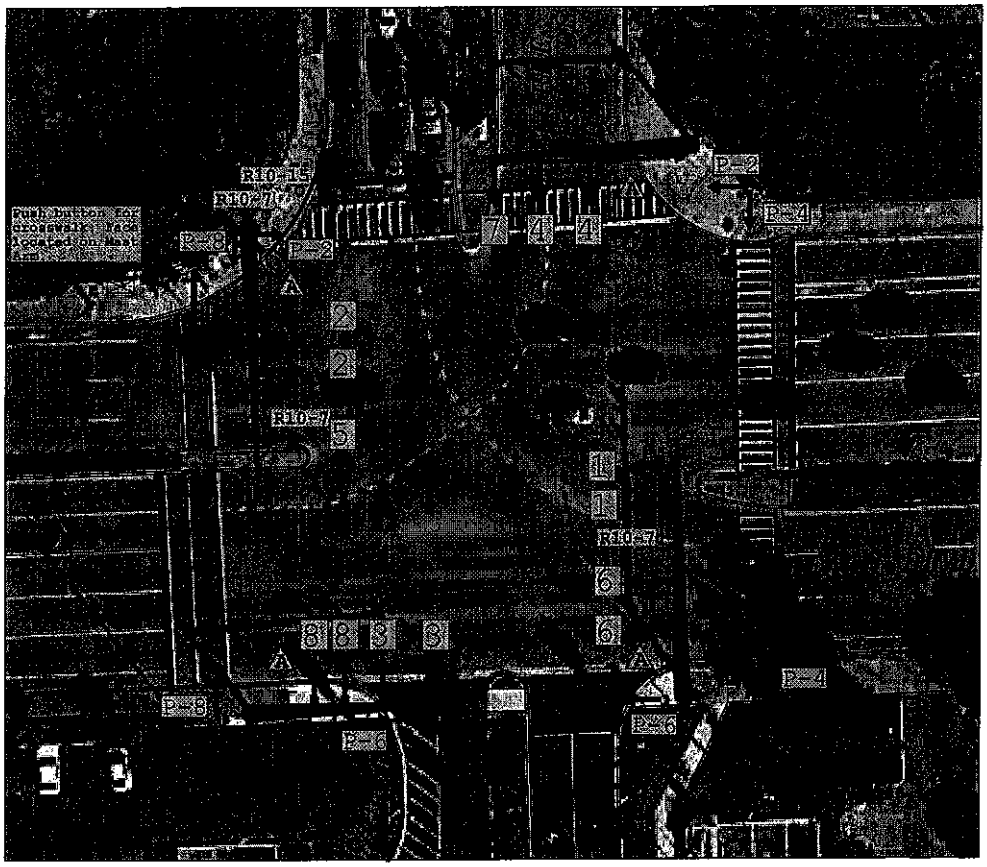
P-2 P-4 P-6 P-8



8-REQ'D



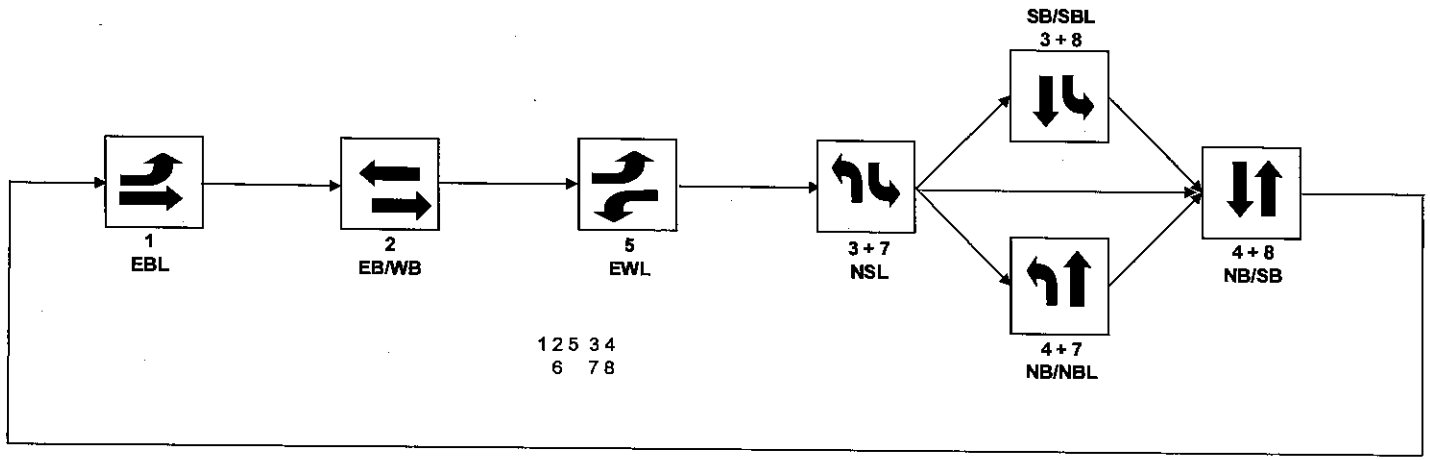
4-REQ'D

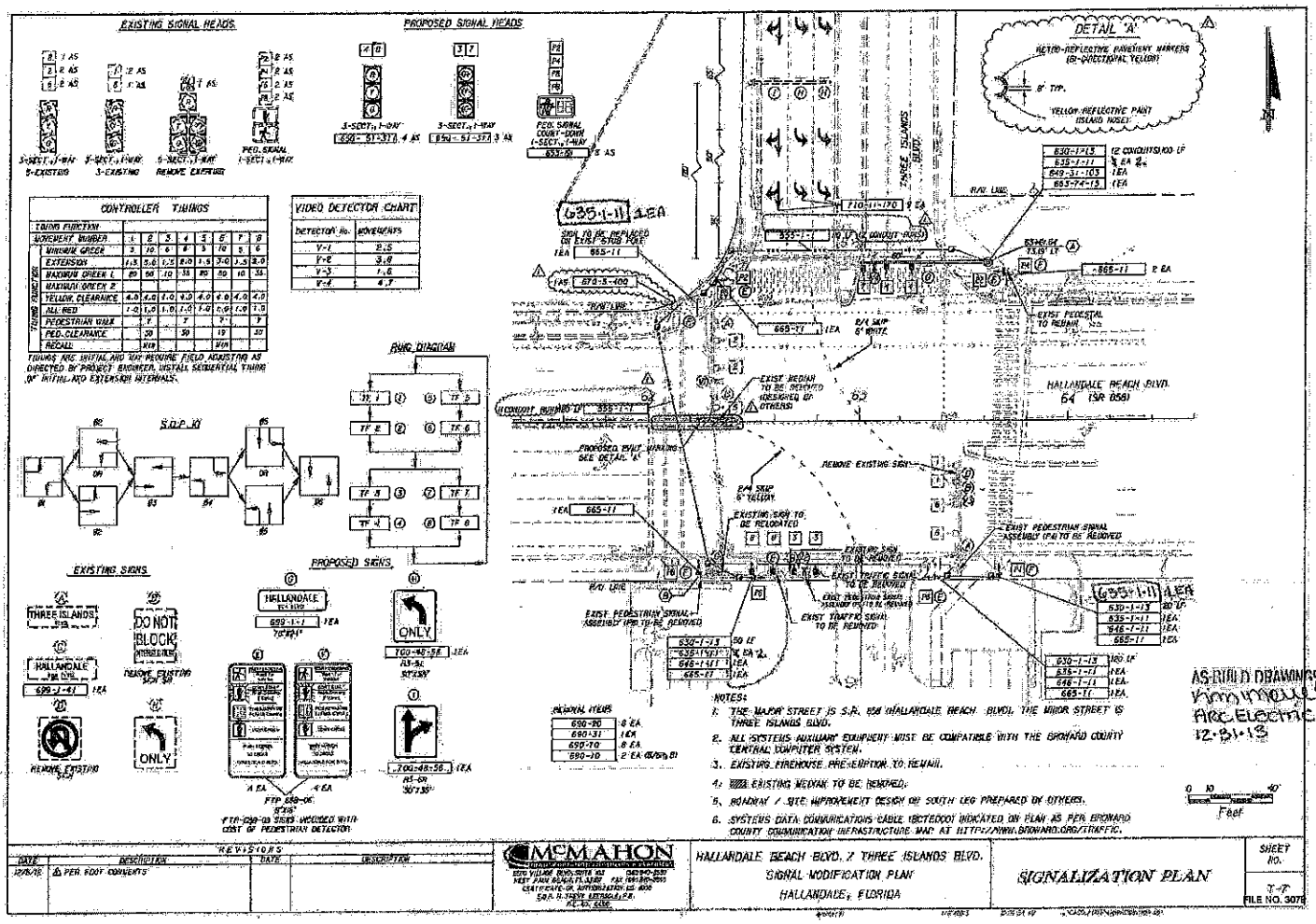


N

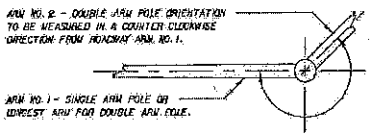
VIDEO DETECTION

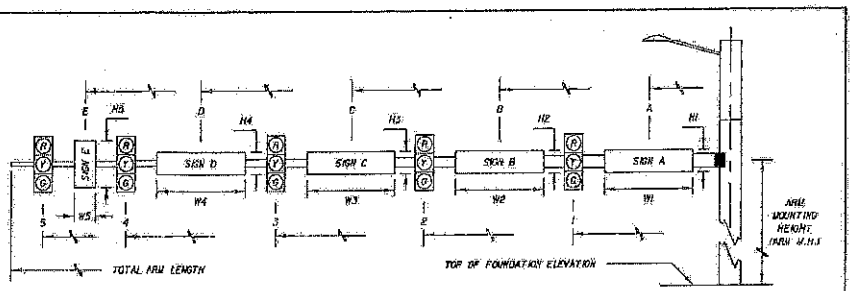
Sequence of Operation for (3079) Hallandale Beach Blvd and Three Islands Drive
Hallandale Beach




EXISTING SIGNAL HEADS
PROPOSED SIGNAL HEADS
DETAIL 'A'
HEATED-REFLECTIVE PAVEMENT MARKERS (BI-DIRECTIONAL YELLOW)
YELLOW REFLECTIVE PAINT ISLAND NOSE
CONTROLLER TIMINGS
VIDEO DETECTOR CHART
RING DIAGRAM
S.O.P. 10
EXISTING SIGNS
PROPOSED SIGNS
HALLANDALE BEACH BLVD.
THREE ISLANDS BLVD.
NOTES:
1. THE MAJOR STREET IS S.R. 858 (HALLANDALE BEACH BLVD). THE MINOR STREET IS THREE ISLANDS BLVD.
2. ALL SYSTEMS AUXILIARY EQUIPMENT MUST BE COMPATIBLE WITH THE BROWARD COUNTY CENTRAL COMPUTER SYSTEM.
3. EXISTING FIREHOUSE PRE-EMPTION TO REMAIN.
4. EXISTING MEDIAN TO BE REMOVED.
5. ROADWAY / SITE IMPROVEMENT DESIGN OF SOUTH LEG PREPARED BY OTHERS.
6. SYSTEMS DATA COMMUNICATIONS CABLE (BCTEDCOT INDICATED ON PLAN AS PER BROWARD COUNTY COMMUNICATION INFRASTRUCTURE MAP AT HTTP://WWW.BROWARD.ORG/TRAFFIC.
AS BUILT DRAWINGS
Kimmowell
ARC ELECTRIC
12-31-13
McMAHON
HALLANDALE BEACH BLVD. & THREE ISLANDS BLVD.
SIGNAL MODIFICATION PLAN
HALLANDALE, FLORIDA
SIGNALIZATION PLAN
SHEET NO.
FILE NO. 3079

3079





* DENOTES NUMBER OF SECTIONS IN SIGNAL HEAD ASSEMBLY.

						SIGNAL DATA																			SIGN DATA												
									DISTANCE FROM POLE																DISTANCE FROM POLE & HEIGHT AND WIDTH OF SIGN												
NO.	SHEET NO.	LOCATION BY STA.	TOP OF FOUNDATION ELEVATION	MOUNTING HEIGHT	CROWN ELEV.	SIGNAL Y/N	BACK PLATES Y/N	PED. SIGNAL Y/N	1	@	2	@	3	@	4	@	5	@	6	@	7	@	TOTAL ARM LENGTH	ARM M.H.	℄ BETWEEN DUAL ARMS 90/270	A	H1	W1	B	H2	W2	C	H3	W3	E	H5	W5	CAMERA DIST.
A	T-5	63+6.54 (73.6' LT)	3.39	1	3.49	Y	Y	N	34	3	48	3	58	3									60'	(22)		25	2.0'	(6.5)										52'
B	T-5	EXISTING	NC	1	NC	Y	Y	Y	29	3	33	3	43	3	53	3							NC	NC		9	2.0'	(6.5)										48'

NOTE:
NC DENOTES NO CHANGE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
1/14/13	1 PER FDOT 2nd REVIEW COMMENTS		

McMAHON
ENGINEERS ARCHITECTS QUALITY SOLUTIONS
1900 VILLAGE BLVD. SUITE 101 (561)640-5555
WEST PALM BEACH, FL 33445 FAX (561)640-6991
CERTIFICATE OF AUTHORIZATION No. 4563
E.A.R.S. TRUST FEDERAL I.N.C.
F.E.I. NO. 65-0318

HALLANDALE BEACH BLVD. & THREE ISLANDS BLVD.
SIGNAL MODIFICATION PLAN
HALLANDALE, FLORIDA

MAST ARM TABULATION

SHEET NO. T-9
FILE NO. 3079

STANDARD MAST ARM ASSEMBLIES DATA TABLE

STRUCTURE ID NUMBERS	(1) ASSEMBLY NUMBERS	FIRST ARM			SECOND ARM			UF (deg)	LL (deg)	POLE				SPECIAL DRILLED SHAFT (4)			
		ARM TYPE	FAA (ft.)	FBA (in.)	ARM TYPE	(2) FAA (ft.)	(2) FBA (in.)			POLE TYPE	(3) UAA (ft.)	UB (ft.)	(3) UCA (in.)	DA (ft.)	DB (ft.)	RA	RB
A	05-53	05								53		22		23.5			

TABLE NOTES:

1. ASSEMBLY NUMBER LEGEND

   SINGLE ARM:
   ARM TYPE - POLE TYPE = D# - S#
   = E# - T#
   = F# - W#

   DOUBLE ARM:
   FIRST ARM TYPE - SECOND ARM TYPE - POLE TYPE = D# - D# - S#
   = E# - E# - T#
   = F# - F# - W#

2. IF AN ENTRY APPEARS IN COLUMNS "FAA" AND "FBA", A SHORTER ARM IS REQUIRED. THIS IS OBTAINED BY REMOVING LENGTH FROM THE ARM TIP. FOR THESE CASES THE MAST ARM LENGTH SHALL BE SHORTENED FROM "FA" TO "FAA" AND THE TIP DIAMETER SHALL BE INCREASED FROM "FB" TO "FBA".

3. IF AN ENTRY APPEARS IN COLUMNS "UAA" AND "UCA", A SHORTER POLE IS REQUIRED. THIS IS OBTAINED BY REMOVING LENGTH FROM THE POLE TIP. FOR THESE CASES THE POLE HEIGHT SHALL BE SHORTENED FROM "UA" TO "UAA" AND THE POLE TIP DIAMETER SHALL BE INCREASED FROM "UC" TO "UCA".

4. THE FOUNDATIONS FOR STANDARD MAST ARM ASSEMBLIES ARE PRE-DESIGNED AND ARE BASED UPON THE FOLLOWING CONSERVATIVE SOIL CRITERIA WHICH COVERS THE GREAT MAJORITY OF SOIL TYPES FOUND IN FLORIDA. ONLY COMPLETE THE "SPECIAL DRILLED SHAFT" DATA INFORMATION IF SITE CONDITIONS DICTATE DRILLED SHAFTS WITH ADDITIONAL FOUNDATION CAPACITY:

   CLASSIFICATION = COHESIONLESS (FINE SAND)
   FRICTION ANGLE = 30 DEGREES (30°)
   UNIT WEIGHT = 50 LBS. / CU. FT. (ASSUMED SATURATED)

GENERAL NOTES:

1. WORK THIS SHEET WITH THE SIGNAL DESIGNER'S "MAST ARM TABULATION". SEE "MAST ARM TABULATION" FOR SPECIAL INSTRUCTIONS THAT INCLUDE NON-STANDARD HANDHOLE LOCATION, PAINT COLOR, TERMINAL COMPARTMENT REQUIREMENT, AND PEDESTRIAN FEATURES.

2. WORK WITH INDEX NOS. 17743 AND 17745.

THE GEOTECHNICAL REPORT PREPARED BY GCME, INC., DATED SEPTEMBER 30, 2011 WAS USED TO DETERMINE THAT THE SOIL PROPERTIES WITHIN THE LIMITS OF THIS PROJECT MEET THE SOIL CRITERIA FOR THE PRE-DESIGNED FOUNDATIONS FOR STANDARD MAST ARM ASSEMBLIES AS STATED IN NOTE #4 ON THIS SHEET, EXCEPT FOR AT DEPTHS 4.5 TO 13.0 FT. TO COMPENSATE, SPECIAL DRILLED SHAFT DEPTH (DA) OF 23.5 FT. IS PROPOSED.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
1/2/15	1. PER FDOT 2nd REVIEW COMMENTS		

McMAHON
CONSULTING ENGINEERS & PLANNERS
5600 VILLAGE BLVD. SUITE 201 (561) 640-0820
WEST PALM BEACH, FL 33407 FAX (561) 640-1855
CERTIFICATE OF AUTHORIZATION No. 4938
E.B. & S. PERM. ENGINEERS L.B.C.
F.E.C. 6556

HALLANDALE BEACH BLVD. / THREE ISLANDS BLVD.
SIGNAL MODIFICATION PLAN
HALLANDALE, FLORIDA

STANDARD MAST ARM ASSEMBLIES DATA TABLE

SHEET NO. T-10

FILE NO. 3079

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3051	**Initial Operation Date**	UNKNOWN
Controller Type	2070 LN	**System Number**	3051
Modification Number	16	**Modification Date**	06/05/2014
Drawing/Project No	DES. GRP. 1	**FPL Grid Number**	87770821703
Intersection	SR A1A and HALLANDALE BEACH BLVD.		
Municipality	HALLANDALE BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3,8	4,7	5	6		
Direction	SBL	NB	WB	EB	NBL	SB		
Initial Green(MIN)	5	7	15	6	5	7		
Vehicle Ext.(GAP)	1.5	0.0	5.0	2.0	1.5	0.0		
Maximum Green I	15	50	25	35	15	50		
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0		
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0		
Phase Recall	OFF	MAX	OFF	OFF	OFF	MAX		
Detector Delay								
Walk		7		7		7		
Pedestrian Clearance		30		26		30		
Permissive	NO				NO			
Flash Operation	RED	YELLOW	RED	RED	RED	YELLOW		
Green Return								

Attachment

Channel/Drop / **IP Address**

NOTES:

1. IP: 192.168.000.010, MASK: 255.255.255.000, GWAY: 192.168.000.001, PORT: 5018
2. DUAL MODE PREEMPTION, FIREHOUSE & BRIDGE. BRIDGE HAS PRIORITY.
   BRIDGE:
   (A) TIME BEFORE PRE-EMPTION: 0 SECONDS.
   (B) BRIDGE CLEARANCE: 15 SECONDS, PHASE 4 (EASTBOUND).
   (C) DWELL PHASES: 1,2,3,6 (SBL, NB, WB, SB).
   (D) RETURN PHASES: 2+5 (NB + NBL).
   FIREHOUSE:
   (A) TIME BEFORE PRE-EMPTION: 4 SECONDS.
   (B) BRIDGE CLEARANCE: 4 SECONDS, PHASE 4 (EASTBOUND).
   (C) DWELL: PHASE 3 (WESTBOUND).
   (D) RETURN PHASES: 1+5 (NORTH/SOUTH LEFTS).
3. DETECTION NOT USED NORTH/SOUTH, SIGNAL OPERATES SEMI-ACTUATED.
4. MOD. 16 UPDATES ALL RED CLEARANCES.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 3/10/2015 5:21:01 PM

Station : 3051 - SR A1A & Hallandale Beach Blvd (Standard File)

Phase	1 (SL)	2 (NT)	3 (WT)	4 (ET)	5 (NL)	6 (ST)	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7										
Ped Clearance		30		26		30										
Min Green	5	7	15	6	5	7		7								
Passage	1.5		5	2	1.5											
Max1	15	50	25	35	15	50										
Max2																
Yellow	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2	2	2	2	2	2			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON										
Auto Entry				ON												
Auto Exit		ON				ON										
Non Act1																
Non Act2																
Lock Call			ON	ON					ON	ON	ON	ON	ON	ON	ON	ON
Min Recall																
Max Recall		ON				ON										
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash						
Override Higher	ON					
Flash Dwell						
Link						
Delay	4					
Min Duration						
Min Green	6	2	6	8	6	6
Min Walk	6					
Ped Clear						
Track Green		25				
Min Dwell	6		8	8	8	8
Max Presence	180		180	180	180	180
Track R1		4				
Track R2						
Track R3						
Track R4						
Dwell Ped1						
Exit R1	4	9	2	4	2	1
Exit R2		10	6		6	5
Exit R3		11				
Exit R4						

Preempt LP

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County | Timing Sheet | 3/10/2015 5:21:01 PM

Station : 3051 - SR A1A & Hallandale Beach Blvd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Sequc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
6																										
Day Plan 2											**Easy**															
6		100	254																							
Day Plan 3											**Easy**															
6		100	254																							

Broward County | Timing Sheet | 3/10/2015 5:21:01 PM

Station : 3051 - SR A1A & Hallandale Beach Blvd (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month											Day of Week							Day of Month									1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																																2
5	1													1							1																															2
6					1									1																																	1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																													2
10									1					1						1	1	1	1	1	1	1																											2
11											1						1																													1	1	1	1	1	1	1	2
12											1							1																													1	1	1	1	1	1	1	2
13												1		1				1																														1					2
14												1		1	1	1	1	1																															1				2
15												1		1																																			1				2
16												1		1				1																																		1	2
17																																																					1
18																																																					1
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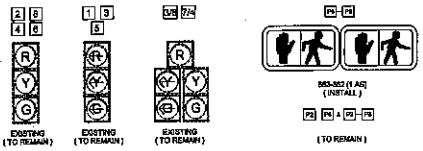
29																																																					1
30																																																					1
31																																																					1
32																																																					1

User Comments:

SIGNAL HEAD DETAILS



SIGNAL OPERATING PLAN

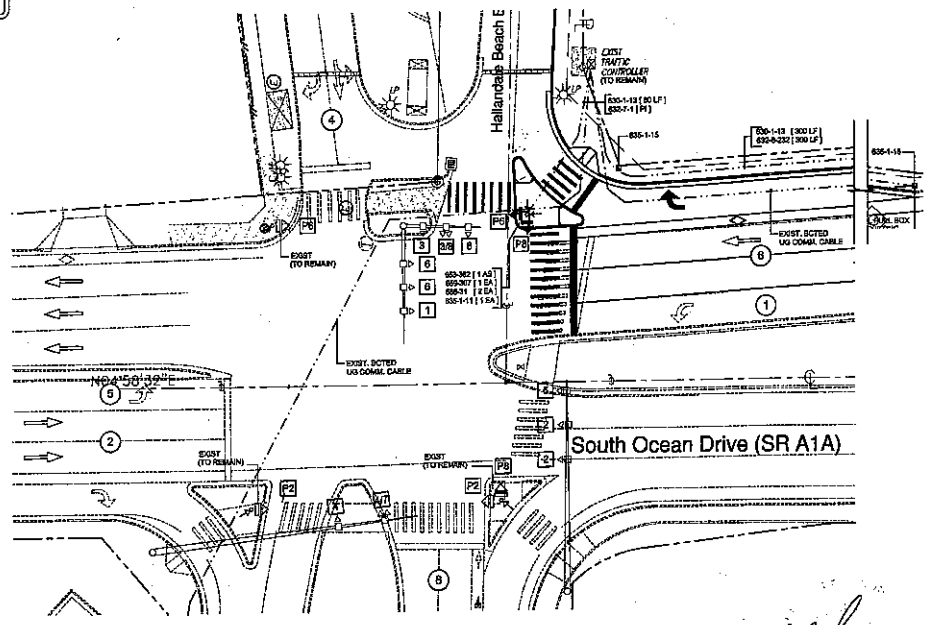
(TO BE RETAINED)

REMOVAL ITEMS

690-29	REMOVE PEDESTRIAN SIGNAL HEAD ASSEMBLY	[1 EA]
690-35	REMOVE SIGNAL PEDESTAL	[1 EA]
690-70	REMOVE PEDESTRIAN DETECTOR	[2 EA]

SIGNAL NOTES

1. CONTRACTOR SHALL CAREFULLY REMOVE THE EXISTING PEDESTRIAN SIGNAL ASSEMBLY ON THE S.E. CORNER OF HALLANDALE BEACH BLVD. AND SOUTH OCEAN DRIVE (A1A). CONTRACTOR SHALL STORE THE PEDESTRIAN SIGNAL ASSEMBLY WHERE NO DAMAGE TO THIS ASSEMBLY WILL BE ALLOWED TO TAKE PLACE.
2. PRIOR TO THE CONSTRUCTION OF THE RIGHT - TURN LANE THE SIGNAL CONTRACTOR SHALL RELOCATE THE EXISTING INTERCONNECT CABLE FROM THE EXISTING UNDERGROUND CONDUIT TO THE NEW UNDERGROUND CONDUIT AND INSTALL INTO NEW CONDUIT AND WIRE INTO THE EXISTING CONTROLLER. ALL WORK SHALL COMPLY TO THE BROWARD COUNTY TRAFFIC DIVISIONS SPECIFICATIONS. CONTRACTOR SHALL IDENTIFY THE LOCATION OF THE NEW CONDUIT/CABLE RUN AS THE ROADWAY CONTRACTOR SHALL NOT DAMAGE THE INTERCONNECT CONDUIT AND CABLE. IF THE CONDUIT/CABLE IS DAMAGED THE CONTRACTOR WHO DAMAGED THE INTERCONNECT RUN SHALL REPAIR OR REPLACE DAMAGED INTERCONNECT, AS DIRECTED BY BROWARD COUNTY TRAFFIC DIVISION ENGINEER, AT CONTRACTOR'S OWN EXPENSE.
3. PRIOR TO THE COMMENCING ON THE RIGHT - TURN LANE THE SIGNAL CONTRACTOR SHALL LOCATE AND IDENTIFY THE EXISTING TRAFFIC CONDUITS LOCATION FOR BRIDGE PRE-EMPTION, SYSTEM COMMUNICATION, INTERCONNECT AND SIGNAL. THESE LOCATIONS SHALL BE MARKED AND DETAILED INFORMATION SHALL BE GIVEN TO ROADWAY CONTRACTOR SO NO CONDUITS OR CABLES WILL BE DAMAGED. IF DAMAGED IS DONE TO THE THE EXISTING SIGNAL / COMMUNICATION BRIDGE PRE-EMPTION CABLES /CONDUIT THE CONTRACTOR WHO DAMAGED THE CONDUITS / CABLES SHALL REPAIR OR REPLACE AS DIRECTED BY BROWARD COUNTY TRAFFIC DIVISION ENGINEER, AT CONTRACTOR'S OWN EXPENSE.
4. SIGNAL CONTRACTOR SHALL RE - INSTALL THE PEDESTRIAN SIGNAL ASSEMBLY IN LOCATION SHOWN IN SIGNAL PLAN. CONTRACTOR SHALL COMPLY WITH THE LATEST BROWARD COUNTY TRAFFIC DIVISIONS SPECIFICATION FOR INSTALLATION.
5. CONTRACTOR SHALL INSTALL THE PEDESTRIAN PUSH-BUTTON SO THAT THEY ARE FACING A SOUTH EASTERLY DIRECTION, COMPLETE WITH SIGN SO THE PEDESTRIAN IS STANDING ON THE TRAFFIC ISLAND AND NOT ADJACENT TO THE TRAVEL WAY OF THE ROAD.



8/21/05

SOUTH OCEAN DRIVE (SR A1A) AND HALLANDALE BEACH BLVD.

DAVID PLUMMER & ASSOCIATES, INC.
TRANSPORTATION • CIVIL • STRUCTURAL • ENVIRONMENTAL
CORAL GABLES · FORT MYERS · FORT LAUDERDALE
CERTIFICATE OF AUTHORIZATION EB 2690

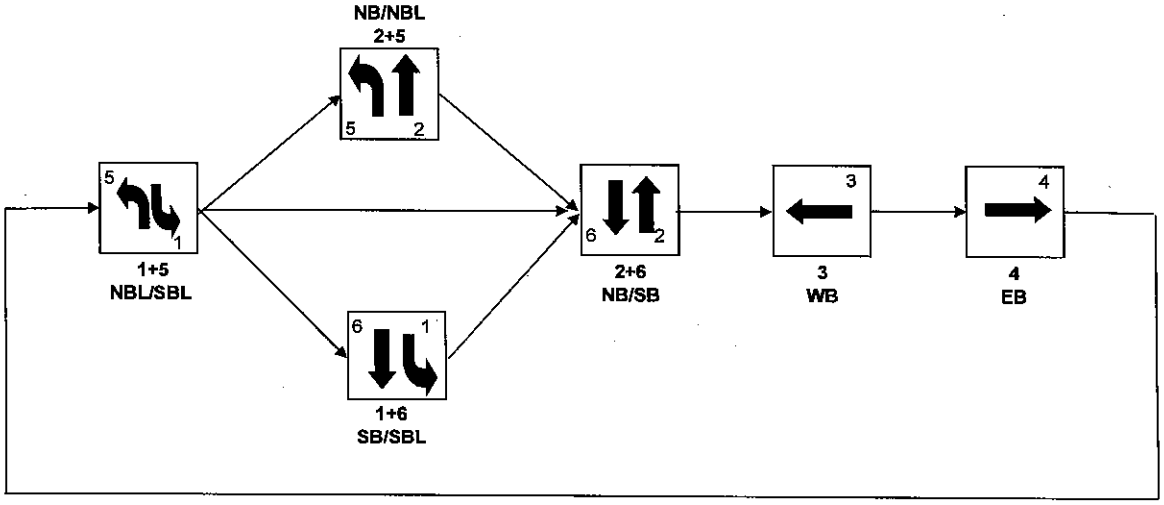
PROJECT: THE BEACH CLUB

TITLE: SIGNAL MODIFICATION PLAN 3651

DATE: 8/19/05 · DRAWN: C.A. · CHECKED: J.L.C. · APPROVED: V.A. · PROJECT NO. 0633 · SHEET NO. 4

Sequence of Operation for (3051) SR A1A and Hallandal Beach Blvd

Hallandale



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3121	**Initial Operation Date**	9/9/77
Controller Type	2070 LN	**System Number**	3121
Modification Number	12	**Modification Date**	12/19/2012
Drawing/Project No	228034-1-52-01	**FPL Grid Number**	87670308200
Intersection	FEDERAL HWY. (US 1/SR 5) and NE 9 STREET (ATL. SHORES)		
Municipality	HALLANDALE BEACH		

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

Attachment

Channel/Drop /

IP Address

NOTES:

1. IP: 192.168.000.010, MASK: 255.255.255.000, GWAY: 192.168.000.001, PORT: 5022
2. WBR HARDWIRED TO SBL PHASE 1, EBR HARDWIRED TO NBL PHASE 5.
3. MOD. 12 DEPLOYS SIGNAL ONTO ATMS.NOW.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 3/10/2015 5:21:25 PM

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

Phase	1 (SL)	2 (NT)	3 (WT)	4 (ET)	5 (NL)	6 (ST)	7	8	9	10	11	12	13	14	15	16
Walk		7	5	5		7										
Ped Clearance		22	28	28		22										
Min Green	4	10	6	6	4	10										
Passage	1.5	3	2	2	1.5	3										
Max1	18	50	25	30	18	50										
Max2																
Yellow	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1.5	1.5	2	2	1.5	1.5			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON										
Auto Entry				ON												
Auto Exit		ON				ON										
Non Act1																
Non Act2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County | Timing Sheet | 3/10/2015 5:21:25 PM

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

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	59	2	1	10	50		20	60	40	40	20	60		80								
9		3	3	160	76	3	1	10	50		18	58	42	42	18	58		84								
15		4	4	160	84	4	1	10	50		20	60	40	40	20	60		80								
20		3	3	160	76	3	1	10	50		18	58	42	42	18	58		84								
Day Plan 2											**Easy**															
		3	3	160	76	3	1	10	50		18	58	42	42	18	58		84								
1		100	254																							
6	30	3	3	160	76	3	1	10	50		18	58	42	42	18	58		84								
Day Plan 3											**Easy**															
		3	3	160	76	3	1	10	50		18	58	42	42	18	58		84								
1		100	254																							
6	30	3	3	160	76	3	1	10	50		18	58	42	42	18	58		84								
23		100	254																							

Broward County | Timing Sheet | 3/10/2015 5:21:25 PM

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

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Sequc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month											Day of Week							Day of Month									1									2									3			
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																																2
5	1													1							1																															2
6					1									1																																1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																													2
10									1					1						1	1	1	1	1	1	1																											2
11											1						1																								1	1	1	1	1	1	1					2
12											1							1																									1	1	1	1	1	1	1				2
13												1		1				1																											1							2
14												1		1	1	1	1	1																												1						2
15												1		1																																	1						2
16												1		1				1																																		1	2
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30																																																					1
31																																																					1
32																																																					1

User Comments:

V:\Cadd Drawings\BCLDGD4C.jpg

TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION

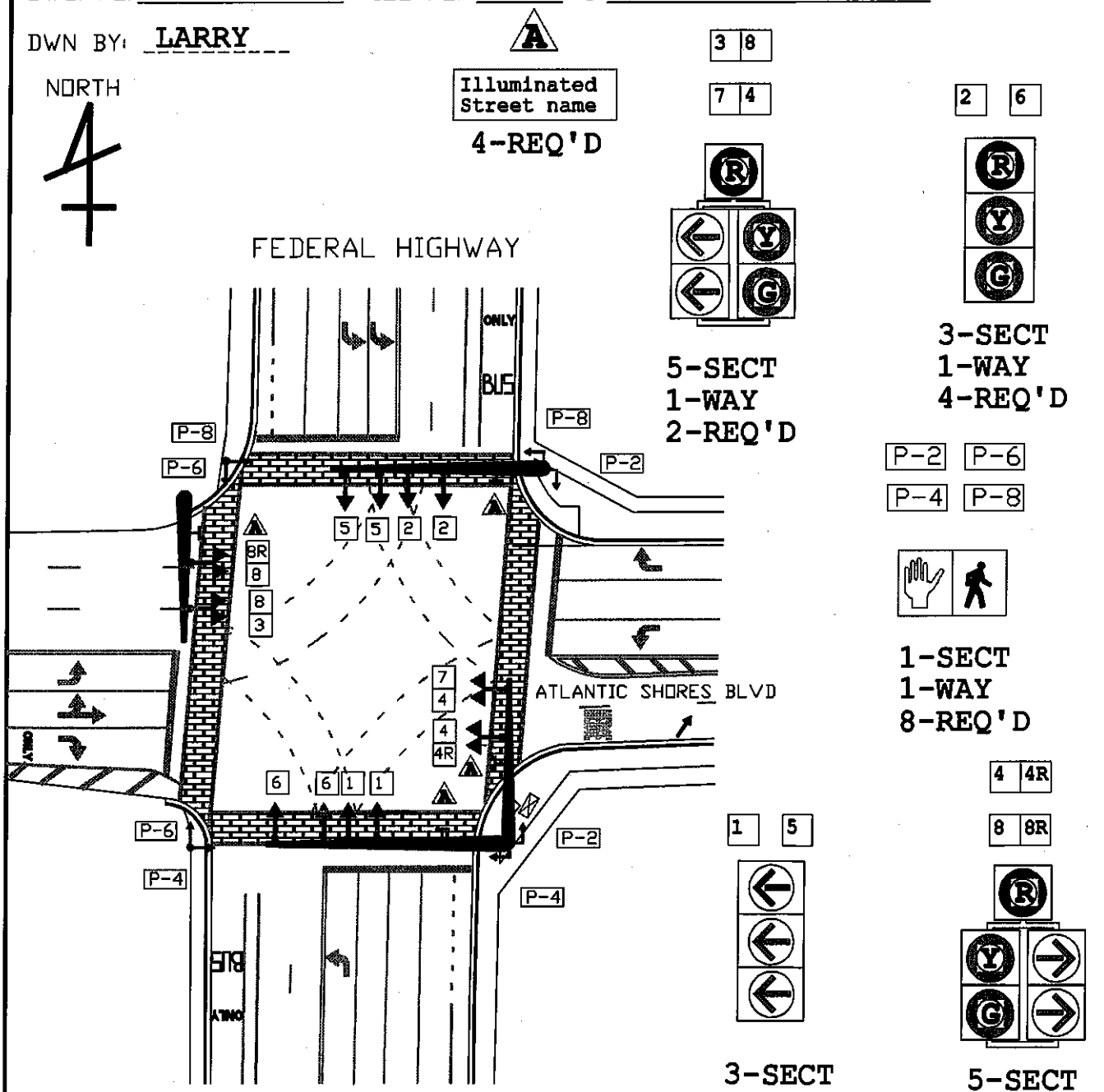
LOCATION FEDERAL HWY (US 1) & ATLANTIC SHORES

ORDER NO FDOT ISSUE DATE --- REVISION NO. 4 COMPLETION DATE 8/4/04

DWG. NO. 04-10-08-01 FILE NO. C-121 CITY HALLANDALE SCALE: 1" = 50'

DWN BY: LARRY

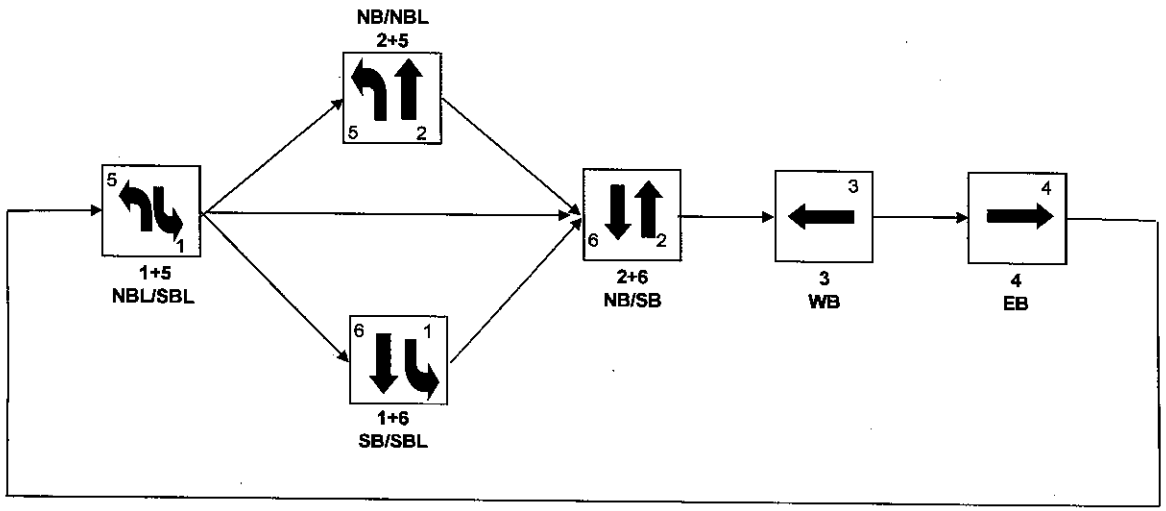
NORTH



1. VIDEO DETECTION
2. REBUILT UNDER FDOT PROJ. NO. 228034-1-52-01

Sequence of Operation for (3121) Federal Hwy (US 1/SR 5) and NE 8 Street (Atl Shores)

Hallandale Beach



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3289	**Initial Operation Date**	1/7/82
Controller Type	2070 LN	**System Number**	3289
Modification Number	9	**Modification Date**	07/23/2014
Drawing/Project No	GRP 4	**FPL Grid Number**	87670818500
Intersection	ATLANTIC SHORES BLVD. and NE 14 AVENUE		
Municipality	HALLANDALE BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2,6		4,8				
Direction		E/W		N/S				
Initial Green(MIN)		10		6				
Vehicle Ext.(GAP)		3.0		2.0				
Maximum Green I		26		26				
Maximum Green II								
Yellow Clearance		4.0		4.0				
All Red Clearance		2.0		2.0				
Phase Recall		MIN		OFF				
Detector Delay								
Walk		7		7				
Pedestrian Clearance		11		11				
Permissive								
Flash Operation		YELLOW		RED				
Green Return								

Attachment

Channel/Drop / **IP Address**

NOTES:

1. IP: 192.168.000.010, MASK: 255.255.255.000, GWAY: 192.168.000.001, PORT: 5055
2. MOD. 9 UPDATES ALL RED CLEARANCE VALUES PER FDOT STANDARDS.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 3/10/2015 5:21:39 PM

Station : 3289 - Atlantic Shores Blvd & NE 14 Ave (Standard File)

Phase	1	2 (WT)	3	4 (ST)	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7												
Ped Clearance		11		11												
Min Green		10		6												
Passage		3		2												
Max1		26		26												
Max2																
Yellow	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red		2		2					1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON												
Auto Entry				ON												
Auto Exit		ON														
Non Act1																
Non Act2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County | Timing Sheet | 3/10/2015 5:21:39 PM

Station : 3289 - Atlantic Shores Blvd & NE 14 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Sequnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	55	30	2	1	10	50			30		25												
9		3	3	55	30	3	1	10	50			30		25												
15		4	4	55	30	4	1	10	50			30		25												
20		3	3	55	30	3	1	10	50			30		25												
Day Plan 2											**Easy**															
		3	3	55	30	3	1	10	50			30		25												
1		100	254																							
6	30	3	3	55	30	3	1	10	50			30		25												
Day Plan 3											**Easy**															
		3	3	55	30	3	1	10	50			30		25												
1		100	254																							
6	30	3	3	55	30	3	1	10	50			30		25												
23		100	254																							

Broward County | Timing Sheet | 3/10/2015 5:21:39 PM

Station : 3289 - Atlantic Shores Blvd & NE 14 Ave (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Sequc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																																2
5	1													1							1																															2
6					1									1																																	1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																													2
10									1					1						1	1	1	1	1	1	1																											2
11											1						1																								1	1	1	1	1	1	1					2
12											1							1																								1	1	1	1	1	1	1				2
13												1		1				1																										1								2
14												1		1	1	1	1	1																											1							2
15												1		1																																		1					2
16												1		1				1																																		1	2
17																																																					1
18																																																					1
19																																																					1
20																																																					1
21																																																					1
22																																																					1
23																																																					1
24																																																					1
25																																																					1
26																																																					1
27																																																					1
28																																																					1
29																																																					1
30																																																					1
31																																																					1
32																																																					1

User Comments:

BROWARD COUNTY TRAFFIC ENGINEERING DIVISION
TRAFFIC SIGNAL LOCATION SKETCH

LOCATION **ATLANTIC SHORES BLVD & NE 14 AVENUE**

ORDER NO -- ISSUE DATE --- REVISION NO. -- COMPLETION DATE ----

DWG. NO. **14-01-07-01** FILE NO. **3289** CITY **HALLANDALE BEACH** SCALE: 1" = 50'

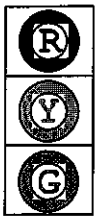
DWN BY: LARRY

NORTH

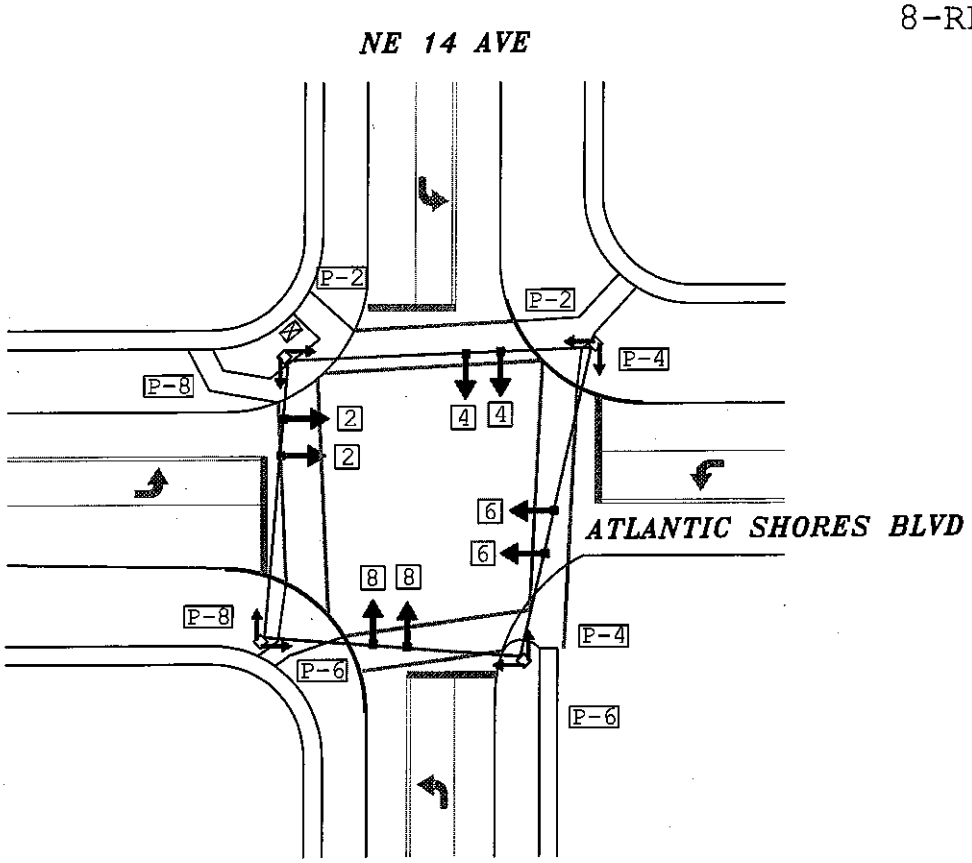
P-2 P-4 P-6 P-8

8-REQ'D

2 4 6 8



3-SECT
8-REQ'D

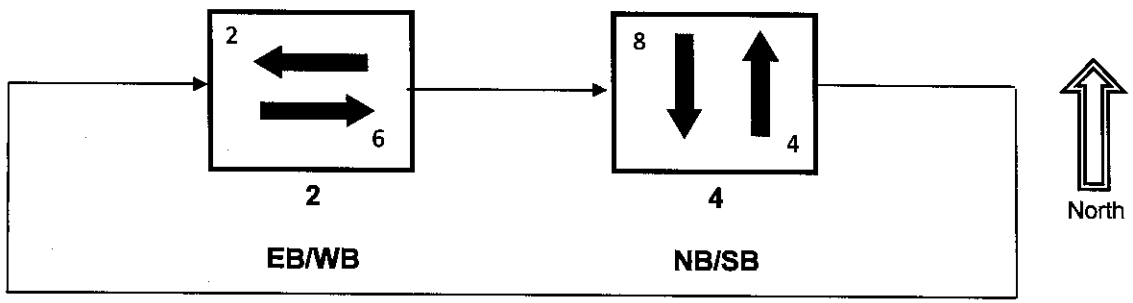


VIDEO DETECTION

Sequence of Operation

Atlantic Shores Blvd and NE 14 Avenue

Intersection Number (3289), Hallandale Beach



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3292	**Initial Operation Date**	1/7/82
Controller Type	2070 LN	**System Number**	3292
Modification Number	8	**Modification Date**	09/17/2014
Drawing/Project No	GRP 4	**FPL Grid Number**	87770108608
Intersection	ATLANTIC SHORES BLVD. and DIPLOMAT PARKWAY		
Municipality	HALLANDALE BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2,6		4,8				
Direction		E/W		N/S				
Initial Green(MIN)		10		6				
Vehicle Ext.(GAP)		3.0		2.0				
Maximum Green I		26		26				
Maximum Green II								
Yellow Clearance		4.0		4.0				
All Red Clearance		2.0		2.0				
Phase Recall		MIN		OFF				
Detector Delay								
Walk		7		7				
Pedestrian Clearance		7		11				
Permissive								
Flash Operation		YELLOW		RED				
Green Return								

Attachment

Channel/Drop / **IP Address**

NOTES:

1. IP: 192.168.000.010, MASK: 255.255.255.000, GWAY: 192.168.000.001, PORT: 5054
2. FLASH OPERATION: 2100-0600, 7 DAYS.
3. MOD. 8 UPDATES ALL RED CLEARANCES.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 3/10/2015 5:22:03 PM

Station : 3292 - Atlantic Shores Blvd & Diplomat Pkwy (Standard File)

Phase	1	2 (WT)	3	4 (ST)	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7												
Ped Clearance		7		11												
Min Green		10		6												
Passage		3		2												
Max1		26		26												
Max2																
Yellow	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red		2		2					1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON												
Auto Entry				ON												
Auto Exit		ON														
Non Act1																
Non Act2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County | Timing Sheet | 3/10/2015 5:22:03 PM

Station : 3292 - Atlantic Shores Blvd & Diplomat Pkwy (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		25	255																							
6		2	2	55	24	2	1	10	50			30		25												
9		3	3	55	24	3	1	10	50			30		25												
15		4	4	55	24	4	1	10	50			30		25												
20		3	3	55	24	3	1	10	50			30		25												
21		25	255																							
Day Plan 2											**Easy**															
		25	255																							
6		100	254																							
6	30	3	3	55	24	3	1	10	50			30		25												
21		25	255																							
Day Plan 3											**Easy**															
		25	255																							
6		100	254																							
6	30	3	3	55	24	3	1	10	50			30		25												
21		25	255																							

Broward County | Timing Sheet | 3/10/2015 5:22:03 PM

Station : 3292 - Atlantic Shores Blvd & Diplomat Pkwy (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month											Day of Week						Day of Month									1									2									3			
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																																2
5	1													1							1																															2
6					1									1																																	1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																													2
10									1					1						1	1	1	1	1	1	1	1																										2
11											1						1																								1	1	1	1	1	1	1					2
12											1							1																								1	1	1	1	1	1	1					2
13												1		1				1																										1									2
14												1		1	1	1	1	1																												1							2
15												1		1																																		1						2
16												1		1				1																																		1	2
17																																																					1
18																																																					1
19																																																					1
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28																																																					1
29																																																					1
30																																																					1
31																																																					1
32																																																					1

User Comments:

BROWARD COUNTY TRAFFIC ENGINEERING DIVISION
TRAFFIC SIGNAL LOCATION SKETCH

LOCATION **ATLANTIC SHORES BLVD & DIPLOMAT PKWY**

ORDER NO -- ISSUE DATE --- REVISION NO. -- COMPLETION DATE ----

DWG. NO. **14-02-02-01** FILE NO. **3292** CITY **HALLANDALE BEACH** SCALE: 1" = 50'

DWN BY: LARRY

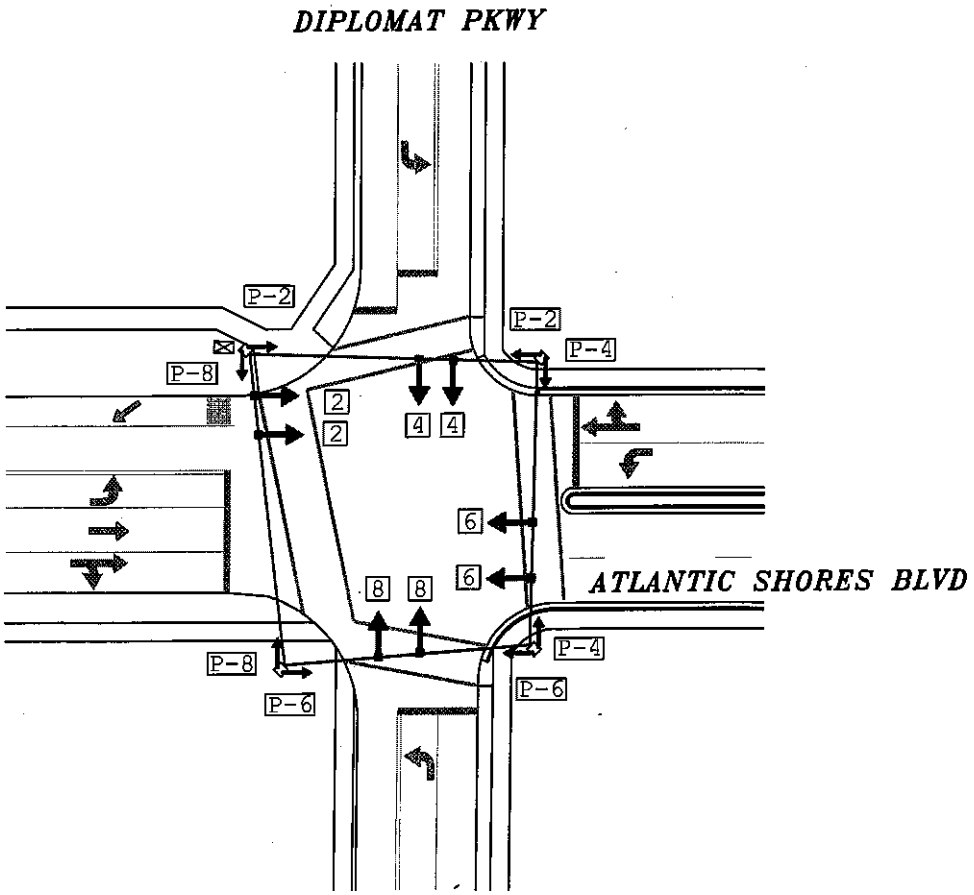
NORTH

P-2 P-4 P-6 P-8

8-REQ'D

2 4 6 8

3-SECT
8-REQ'D

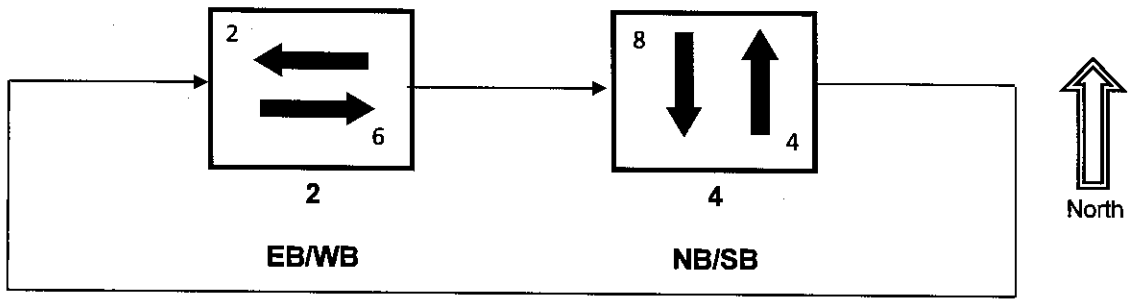


VIDEO DETECTION

Sequence of Operation

Atlantic Shores Blvd and Diplomat Parkway

Intersection Number (3292), Hallandale Beach



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3166	**Initial Operation Date**	9/9/77
Controller Type	2070 LN	**System Number**	3166
Modification Number	11	**Modification Date**	12/19/2012
Drawing/Project No	228034-1-52-01	**FPL Grid Number**	87670309605
Intersection	FEDERAL HWY. (US 1/SR 5) and PEMBROKE ROAD (SR 824)		
Municipality	HALLANDALE BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5,4R	6	7,6R	8
Direction	SBL	NB		EB	NBL	SB	EBL	WB
Initial Green(MIN)	5	10		6	5	10	4	6
Vehicle Ext.(GAP)	1.5	3.0		2.0	1.5	3.0	1.5	2.0
Maximum Green I	18	50		20	20	50	20	20
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0		2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN		OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		5		7		5
Pedestrian Clearance		26		28		26		28
Permissive	NO				DUAL		5 SECT	
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED
Green Return								

Attachment

Channel/Drop /

IP Address

NOTES:

1. IP: 192.168.000.010, MASK: 255.255.255.000, GWAY: 192.168.000.001, PORT: 5022
2. DUAL ENTRY HARDWIRED EAST/WEST.
3. EBR HARDWIRED TO NBL PHASE 5, SBR HARDWIRED TO EBL PHASE 7.
4. MOD. 11 DEPLOYS SIGNAL ONTO ATMS.NOW.

Submitted By _____ **Approved By** _____

Station : 3166 - US 1 & Pembroke Rd (Standard File)

Phase	1 (SL)	2 (NT)	3	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		5		7		5								
Ped Clearance		26		28		26		28								
Min Green	5	10	5	6	5	10	4	6								
Passage	1.5	3	1	2	1.5	3	1.5	2								
Max1	18	50	15	20	20	50	20	20								
Max2																
Yellow	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON	ON	ON								
Auto Entry				ON				ON								
Auto Exit		ON				ON										
Non Act1																
Non Act2																
Lock Call	ON				ON				ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Station : 3166 - US 1 & Pembroke Rd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Sequc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	37	2	1	10	50		28	73		59	28	73	19	40								
9		3	3	160	83	3	1	10	50		22	76		62	22	76	20	42								
15		4	4	160	111	4	1	10	50		28	73		59	28	73	19	40								
20		3	3	160	83	3	1	10	50		22	76		62	22	76	20	42								
Day Plan 2											**Easy**															
		3	3	160	83	3	1	10	50		22	76		62	22	76	20	42								
1		100	254																							
6	30	3	3	160	83	3	1	10	50		22	76		62	22	76	20	42								
Day Plan 3											**Easy**															
		3	3	160	83	3	1	10	50		22	76		62	22	76	20	42								
1		100	254																							
6	30	3	3	160	83	3	1	10	50		22	76		62	22	76	20	42								
23		100	254																							

Station : 3166 - US 1 & Pembroke Rd (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month												Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																																2
5	1													1							1																															2
6					1									1																															1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																												2
10									1					1						1	1	1	1	1	1	1																										2
11											1						1																								1	1	1	1	1	1	1					2
12											1							1																								1	1	1	1	1	1					2
13												1		1				1																										1								2
14												1		1	1	1	1	1																											1							2
15												1		1																																1							2
16												1		1				1																																	1		2
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29																																																					1
30																																																					1
31																																																					1
32																																																					1

User Comments:

TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION

LOCATION FEDERAL HWY (US 1) & PEMBROKE RD/MOFFET ST

ORDER NO FDOT ISSUE DATE --- REVISION NO. 2 COMPLETION DATE 8/3/04

DWG. NO. 04-11-01-01 FILE NO. C-166 CITY HALLANDALE BCH SCALE: 1' = 50'

DWN BY: LARRY

NORTH

A

Illuminated Street name

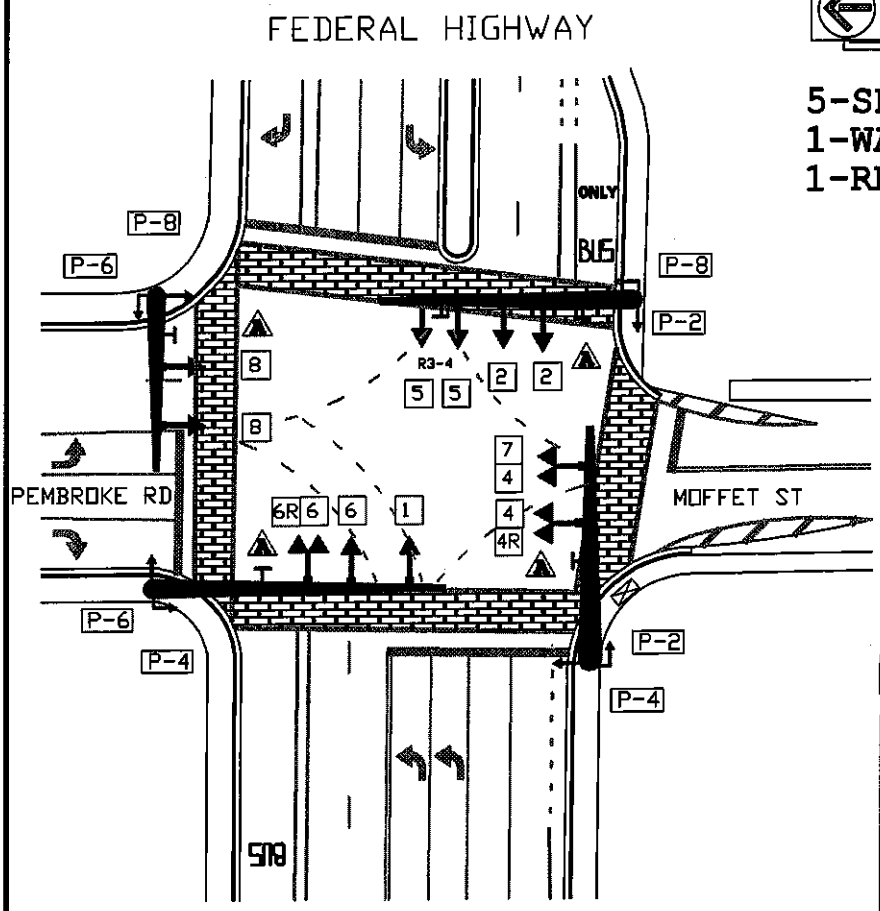
4-REQ'D

7 4

5-SECT
1-WAY
1-REQ'D

2 6 8

3-SECT
1-WAY
5-REQ'D



P-2 P-4 P-6 P-8

1-SECT
1-WAY
8-REQ'D

4 4R

6 6R

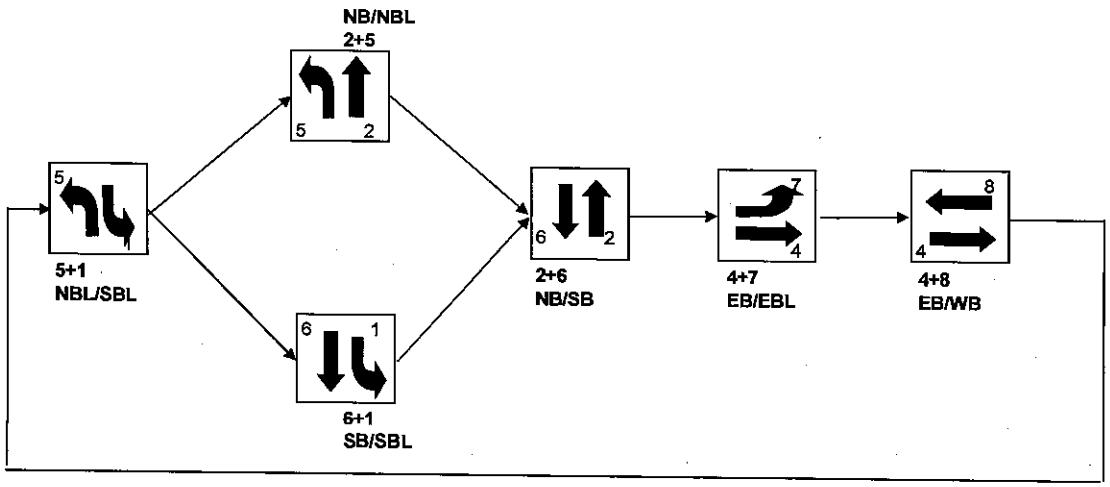
1 5

3-SECT
1-WAY
3-REQ'D

5-SECT
1-WAY
2-REQ'D

1. VIDEO DETECTION
2. REBUILT UNDER FDOT PROJ. NO. 228034-1-52-01
3. NB R3-4 ADDED 12/4, FDOT JPA

Sequence of Operation for (C-166) FEDERAL HWY. (US 1/SR 5) and PEMBROKE ROAD (SR 824)



NOTE: EBR HARDWIRED TO NBL PHASE 5, SBR HARDWIRED TO EBL PHASE 7.

APPENDIX D:

Volume Development Worksheets

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 3rd St at US 1/Federal Hwy
COUNT DATE: January 20, 2015
AM PEAK HOUR FACTOR: 0.93
PM PEAK HOUR FACTOR: 0.949

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		104	93	434		9	7	8		49	1,096	15		31	1,836	1
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING CONDITIONS		**105**	**94**	**438**		**9**	**7**	**8**		**49**	**1,107**	**15**		**31**	**1,854**	**1**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		193	74	160		69	64	82		75	1,804	36		39	1,297	13
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING CONDITIONS		**195**	**75**	**162**		**70**	**65**	**83**		**76**	**1,822**	**36**		**39**	**1,310**	**13**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park			4			181	5	185				138		142		
Beachwalk											18				42	
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square		5				85	4				112					
Gulfstream Point				5		1				1	35	1			36	
TOTAL "VESTED" TRAFFIC		5	4	5		267	9	185		1	165	139		142	78	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
AM BACKGROUND TRAFFIC GROWTH		4	4	17		0	0	0		2	43	1		1	73	0
AM NON-PROJECT TRAFFIC		**114**	**102**	**460**		**276**	**16**	**193**		**52**	**1,315**	**155**		**174**	**2,005**	**1**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park			5			147	4	150				195		200		
Beachwalk											27				33	
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square		4				130	5				100					
Gulfstream Point				5		2				2	34	1			45	
TOTAL "VESTED" TRAFFIC		4	5	5		279	9	150		2	161	196		200	78	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
PM BACKGROUND TRAFFIC GROWTH		8	3	6		3	3	3		3	71	1		2	51	1
PM NON-PROJECT TRAFFIC		**207**	**83**	**173**		**352**	**77**	**236**		**81**	**2,054**	**233**		**241**	**1,439**	**14**

"AM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Pass-By	Entering																
Distribution	Exiting																
AM Net New	Entering		1.0%									17.0%					
Distribution	Exiting															17.0%	1.0%

"PM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Pass-By	Entering																
Distribution	Exiting																
PM Net New	Entering		1.0%									17.0%					
Distribution	Exiting															17.0%	1.0%

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		3									48				32	2
AM TOTAL PROJECT TRAFFIC			**3**	**0**	**0**		**0**	**0**	**0**		**0**	**48**	**0**		**0**	**32**	**2**
AM TOTAL TRAFFIC			**117**	**102**	**460**		**276**	**16**	**193**		**52**	**1,363**	**155**		**174**	**2,037**	**3**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		3									44				46	3
PM TOTAL PROJECT TRAFFIC			**3**									**44**				**46**	**3**
PM TOTAL TRAFFIC			**210**	**83**	**173**		**352**	**77**	**236**		**81**	**2,098**	**233**		**241**	**1,485**	**17**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Hallandale Beach Blvd at Dixie Hwy
COUNT DATE: January 21, 2015
AM PEAK HOUR FACTOR: 0.954
PM PEAK HOUR FACTOR: 0.932

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	1,228	34		105	1,353	0		0	0	0		218	570	38
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS		**0**	**1,253**	**35**		**107**	**1,380**	**0**		**0**	**0**	**0**		**222**	**581**	**39**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	1,028	49		89	1,832	0		0	0	0		151	292	73
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS		**0**	**1,049**	**50**		**91**	**1,869**	**0**		**0**	**0**	**0**		**154**	**298**	**74**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park			96			14	125							11		
Beachwalk			22				20									
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square			177			4	135							52		
Gulfstream Point																
TOTAL "VESTED" TRAFFIC		0	295	0		18	280	0		0	0	0		63	0	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
AM BACKGROUND TRAFFIC GROWTH		0	49	1		4	54	0		0	0	0		9	23	2
AM NON-PROJECT TRAFFIC		**0**	**1,597**	**36**		**129**	**1,714**	**0**		**0**	**0**	**0**		**294**	**604**	**41**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park			135			11	102							15		
Beachwalk			17				21									
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square			158			6	205							51		
Gulfstream Point																
TOTAL "VESTED" TRAFFIC		0	310	0		17	328	0		0	0	0		66	0	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
PM BACKGROUND TRAFFIC GROWTH		0	41	2		4	73	0		0	0	0		6	12	3
PM NON-PROJECT TRAFFIC		**0**	**1,400**	**52**		**112**	**2,270**	**0**		**0**	**0**	**0**		**226**	**310**	**77**

"AM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Pass-By	Entering																
Distribution	Exiting																
AM Net New	Entering			17.0%													
Distribution	Exiting						1.0%	17.0%									

"PM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Pass-By	Entering																
Distribution	Exiting																
PM Net New	Entering			17.0%													
Distribution	Exiting						1.0%	17.0%									

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			48			2	32									
AM TOTAL PROJECT TRAFFIC			**0**	**48**	**0**		**2**	**32**	**0**		**0**	**0**	**0**		**0**	**0**	**0**
AM TOTAL TRAFFIC			**0**	**1,645**	**36**		**131**	**1,746**	**0**		**0**	**0**	**0**		**294**	**604**	**41**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			44			3	47									
PM TOTAL PROJECT TRAFFIC				**44**			**3**	**47**									
PM TOTAL TRAFFIC			**0**	**1,444**	**52**		**115**	**2,317**	**0**		**0**	**0**	**0**		**226**	**310**	**77**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Hallandale Beach Blvd at NE 1st Ave
COUNT DATE: January 21, 2015
AM PEAK HOUR FACTOR: 0.949
PM PEAK HOUR FACTOR: 0.946

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		30	1,402	0		0	1,280	22		174	132	66		0	0	0
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS		**31**	**1,430**	**0**		**0**	**1,306**	**22**		**177**	**135**	**67**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		46	1,121	0		0	1,609	35		310	329	93		0	0	0
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS		**47**	**1,143**	**0**		**0**	**1,641**	**36**		**316**	**336**	**95**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park			106				139	14				11				
Beachwalk			22				20									
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square			229				139	43				5				
Gulfstream Point																
TOTAL "VESTED" TRAFFIC		0	357	0		0	298	57		0	0	16		0	0	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
AM BACKGROUND TRAFFIC GROWTH		1	56	0		0	51	1		7	5	3		0	0	0
AM NON-PROJECT TRAFFIC		**32**	**1,843**	**0**		**0**	**1,655**	**80**		**184**	**140**	**86**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park			150				113	11				15				
Beachwalk			17				21									
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square			209				211	65				4				
Gulfstream Point																
TOTAL "VESTED" TRAFFIC		0	376	0		0	345	76		0	0	19		0	0	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
PM BACKGROUND TRAFFIC GROWTH		2	45	0		0	64	1		12	13	4		0	0	0
PM NON-PROJECT TRAFFIC		**49**	**1,564**	**0**		**0**	**2,050**	**113**		**328**	**349**	**118**		**0**	**0**	**0**

"AM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Pass-By	Entering																
Distribution	Exiting																
AM Net New	Entering			17.0%									1.0%				
Distribution	Exiting							18.0%									

"PM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Pass-By	Entering																
Distribution	Exiting																
PM Net New	Entering			17.0%									1.0%				
Distribution	Exiting							18.0%									

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			48				34					3				
AM TOTAL PROJECT TRAFFIC			**0**	**48**	**0**		**0**	**34**	**0**		**0**	**0**	**3**		**0**	**0**	**0**
AM TOTAL TRAFFIC			**32**	**1,891**	**0**		**0**	**1,689**	**80**		**184**	**140**	**89**		**0**	**0**	**0**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			44				50					3				
PM TOTAL PROJECT TRAFFIC				**44**				**50**					**3**				
PM TOTAL TRAFFIC			**49**	**1,608**	**0**		**0**	**2,100**	**113**		**328**	**349**	**121**		**0**	**0**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Hallandale Beach Blvd at US 1
COUNT DATE: January 20, 2015
AM PEAK HOUR FACTOR: 0.947
PM PEAK HOUR FACTOR: 0.978

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		84	924	336		509	943	127	10	243	578	378	5	220	998	48
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING CONDITIONS		**85**	**933**	**339**		**514**	**952**	**128**	**10**	**245**	**584**	**382**	**5**	**222**	**1,008**	**48**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		129	835	229		458	1,153	177	23	452	1,065	514	33	305	752	92
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING CONDITIONS		**130**	**843**	**231**		**463**	**1,165**	**179**	**23**	**457**	**1,076**	**519**	**33**	**308**	**760**	**93**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park			11	106			14	14		139	46			11	35	
Beachwalk			22			42	20	10						21		
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square			234				164			18	39			52		
Gulfstream Point																
TOTAL "VESTED" TRAFFIC		0	267	106		42	198	24	0	157	85	0	0	84	35	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
AM BACKGROUND TRAFFIC GROWTH		3	37	13		20	37	5	0	10	23	15	0	9	39	2
AM NON-PROJECT TRAFFIC		**88**	**1,237**	**458**		**576**	**1,187**	**157**	**10**	**412**	**692**	**397**	**5**	**315**	**1,082**	**50**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park			15	150			11	11		113	38			15	50	
Beachwalk			17			33	21	17						15		
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square			213				249			27	59			46		
Gulfstream Point																
TOTAL "VESTED" TRAFFIC		0	245	150		33	281	28	0	140	97	0	0	76	50	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
PM BACKGROUND TRAFFIC GROWTH		5	33	9		18	46	7	1	18	42	20	1	12	30	4
PM NON-PROJECT TRAFFIC		**135**	**1,121**	**390**		**514**	**1,492**	**214**	**24**	**615**	**1,215**	**539**	**34**	**396**	**840**	**97**

"AM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Pass-By	Entering																
Distribution	Exiting																
AM Net New	Entering			18.0%									18.0%				
Distribution	Exiting						18.0%	18.0%									

"PM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Pass-By	Entering																
Distribution	Exiting																
PM Net New	Entering			18.0%									18.0%				
Distribution	Exiting						18.0%	18.0%									

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			51			34	34					51				
AM TOTAL PROJECT TRAFFIC			**0**	**51**	**0**		**34**	**34**	**0**	**0**	**0**	**0**	**51**	**0**	**0**	**0**	**0**
AM TOTAL TRAFFIC			**88**	**1,288**	**458**		**610**	**1,221**	**157**	**10**	**412**	**692**	**448**	**5**	**315**	**1,082**	**50**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			47			49	50					47				
PM TOTAL PROJECT TRAFFIC				**47**			**49**	**50**					**47**				
PM TOTAL TRAFFIC			**135**	**1,168**	**390**		**563**	**1,542**	**214**	**24**	**615**	**1,215**	**586**	**34**	**396**	**840**	**97**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Hallandale Beach Blvd at NE 8th Ave
COUNT DATE: March 11, 2015
AM PEAK HOUR FACTOR: 0.932
PM PEAK HOUR FACTOR: 0.93

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	1,377	47	1	34	1,466	0		25	0	33		148	19	174
Peak Season Correction Factor	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990
AM EXISTING CONDITIONS		**0**	**1,363**	**47**	**1**	**34**	**1,451**	**0**		**25**	**0**	**33**		**147**	**19**	**172**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	1,649	27	19	7	1,703	0		22	0	49		139	3	100
Peak Season Correction Factor	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990
PM EXISTING CONDITIONS		**0**	**1,633**	**27**	**19**	**7**	**1,686**	**0**		**22**	**0**	**49**		**138**	**3**	**99**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park			21				28									
Beachwalk			61				71							4		
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square				286		57	82			82		46			5	
Gulfstream Point																
TOTAL "VESTED" TRAFFIC		0	82	286	0	57	181	0		82	0	46		4	5	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
AM BACKGROUND TRAFFIC GROWTH		0	53	2	0	1	57	0		1	0	1		6	1	7
AM NON-PROJECT TRAFFIC		**0**	**1,498**	**335**	**1**	**92**	**1,689**	**0**		**108**	**0**	**80**		**157**	**25**	**179**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park			30				23									
Beachwalk			60				72							3		
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square				259		50	124			125		70			4	
Gulfstream Point																
TOTAL "VESTED" TRAFFIC		0	90	259	0	50	219	0		125	0	70		3	4	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
PM BACKGROUND TRAFFIC GROWTH		0	64	1	1	0	66	0		1	0	2		5	0	4
PM NON-PROJECT TRAFFIC		**0**	**1,787**	**287**	**20**	**57**	**1,971**	**0**		**148**	**0**	**121**		**146**	**7**	**103**

"AM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Pass-By	Entering																
Distribution	Exiting																
AM Net New	Entering			36.0%													
Distribution	Exiting							36.0%									

"PM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Pass-By	Entering																
Distribution	Exiting																
PM Net New	Entering			36.0%													
Distribution	Exiting							36.0%									

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			102				68									
AM TOTAL PROJECT TRAFFIC			**0**	**102**	**0**	**0**	**0**	**68**	**0**		**0**	**0**	**0**		**0**	**0**	**0**
AM TOTAL TRAFFIC			**0**	**1,600**	**335**	**1**	**92**	**1,757**	**0**		**108**	**0**	**80**		**157**	**25**	**179**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			94				99									
PM TOTAL PROJECT TRAFFIC				**94**				**99**									
PM TOTAL TRAFFIC			**0**	**1,881**	**287**	**20**	**57**	**2,070**	**0**		**148**	**0**	**121**		**146**	**7**	**103**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Hallandale Beach Blvd at NE 10th Ave
COUNT DATE: March 11, 2015
AM PEAK HOUR FACTOR: 0.926
PM PEAK HOUR FACTOR: 0.939

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	28	31	1,473	62	22	59	1,522	42		44	13	86		0	0	0
Peak Season Correction Factor	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990
AM EXISTING CONDITIONS	**28**	**31**	**1,458**	**61**	**22**	**58**	**1,507**	**42**		**44**	**13**	**85**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	47	51	1,680	71	45	159	1,706	94		84	103	273		0	0	0
Peak Season Correction Factor	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990
PM EXISTING CONDITIONS	**47**	**50**	**1,663**	**70**	**45**	**157**	**1,689**	**93**		**83**	**102**	**270**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park				21		46				28	5	60				
Beachwalk			65			2	71	2				1				
CVS																
2000 Ocean Drive																
Hallandale Oasis			2			3	27	2								
Chateau Square		4	42				57			82						
Gulfstream Point																
TOTAL "VESTED" TRAFFIC	0	4	109	21	0	51	155	4		110	5	61		0	0	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
AM BACKGROUND TRAFFIC GROWTH	1	1	57	2	1	2	59	2		2	1	3		0	0	0
AM NON-PROJECT TRAFFIC	**29**	**36**	**1,624**	**84**	**23**	**111**	**1,721**	**48**		**156**	**19**	**149**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park				30		65				23	4	49				
Beachwalk			63			1	72	1				1				
CVS																
2000 Ocean Drive																
Hallandale Oasis			76			5	39	2				10				
Chateau Square		5	65				50			124						
Gulfstream Point																
TOTAL "VESTED" TRAFFIC	0	5	204	30	0	71	161	3		147	4	60		0	0	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
PM BACKGROUND TRAFFIC GROWTH	2	2	65	3	2	6	66	4		3	4	11		0	0	0
PM NON-PROJECT TRAFFIC	**49**	**57**	**1,932**	**103**	**47**	**234**	**1,916**	**100**		**233**	**110**	**341**		**0**	**0**	**0**

"AM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Pass-By	Entering																
Distribution	Exiting																
AM Net New	Entering			36.0%									1.0%				
Distribution	Exiting						1.0%	36.0%									

"PM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Pass-By	Entering																
Distribution	Exiting																
PM Net New	Entering			36.0%									1.0%				
Distribution	Exiting						1.0%	36.0%									

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			102			2	68					3				
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**102**	**0**	**0**	**2**	**68**	**0**		**0**	**0**	**3**		**0**	**0**	**0**
AM TOTAL TRAFFIC		**29**	**36**	**1,726**	**84**	**23**	**113**	**1,789**	**48**		**156**	**19**	**152**		**0**	**0**	**0**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			94			3	99					3				
PM TOTAL PROJECT TRAFFIC				**94**			**3**	**99**					**3**				
PM TOTAL TRAFFIC		**49**	**57**	**2,026**	**103**	**47**	**237**	**2,015**	**100**		**233**	**110**	**344**		**0**	**0**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Hallandale Beach Blvd at NE 14th Ave
COUNT DATE: January 20, 2015
AM PEAK HOUR FACTOR: 0.915
PM PEAK HOUR FACTOR: 0.947

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	44	38	1,166	205		42	1,208	30		225	45	23		79	70	129
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING CONDITIONS	**44**	**38**	**1,178**	**207**		**42**	**1,220**	**30**		**227**	**45**	**23**		**80**	**71**	**130**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	65	122	1,394	317		59	1,536	49		296	120	81		93	82	141
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING CONDITIONS	**66**	**123**	**1,408**	**320**		**60**	**1,551**	**49**		**299**	**121**	**82**		**94**	**83**	**142**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park		19	42				32									14
Beachwalk			66			4	76	2				5		5		
CVS																
2000 Ocean Drive																
Hallandale Oasis	16	5	17	1			2									
Chateau Square		3	39				52									5
Gulfstream Point																
TOTAL "VESTED" TRAFFIC	16	27	164	1		4	162	2		0	0	5		5	0	19
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
AM BACKGROUND TRAFFIC GROWTH	2	1	46	8		2	48	1		9	2	1		3	3	5
AM NON-PROJECT TRAFFIC	**62**	**66**	**1,388**	**216**		**48**	**1,430**	**33**		**236**	**47**	**29**		**88**	**74**	**154**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park		15	34				45									20
Beachwalk			63			5	75	5				6		4		
CVS																
2000 Ocean Drive																
Hallandale Oasis	23	6	23	2			43			3						11
Chateau Square		5	60				46									4
Gulfstream Point																
TOTAL "VESTED" TRAFFIC	23	26	180	2		5	209	5		3	0	6		4	0	35
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
PM BACKGROUND TRAFFIC GROWTH	3	5	55	13		2	61	2		12	5	3		4	3	6
PM NON-PROJECT TRAFFIC	**92**	**154**	**1,643**	**335**		**67**	**1,821**	**56**		**314**	**126**	**91**		**102**	**86**	**183**

"AM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Pass-By	Entering																
Distribution	Exiting																
AM Net New	Entering			37.0%													
Distribution	Exiting							37.0%									

"PM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Pass-By	Entering																
Distribution	Exiting																
PM Net New	Entering			37.0%													
Distribution	Exiting							37.0%									

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			105				70									
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**105**	**0**		**0**	**70**	**0**		**0**	**0**	**0**		**0**	**0**	**0**
AM TOTAL TRAFFIC		**62**	**66**	**1,493**	**216**		**48**	**1,500**	**33**		**236**	**47**	**29**		**88**	**74**	**154**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			97				102									
PM TOTAL PROJECT TRAFFIC				**97**				**102**									
PM TOTAL TRAFFIC		**92**	**154**	**1,740**	**335**		**67**	**1,923**	**56**		**314**	**126**	**91**		**102**	**86**	**183**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Hallandale Beach Blvd at Layne Blvd
COUNT DATE: March 11, 2015
AM PEAK HOUR FACTOR: 0.864
PM PEAK HOUR FACTOR: 0.979

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	8	40	957	54		42	1,227	15		76	8	55		13	6	33
Peak Season Correction Factor	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990
AM EXISTING CONDITIONS	**8**	**40**	**947**	**53**		**42**	**1,215**	**15**		**75**	**8**	**54**		**13**	**6**	**33**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	22	73	1,356	53		58	1,347	37		100	23	90		82	35	69
Peak Season Correction Factor	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990
PM EXISTING CONDITIONS	**22**	**72**	**1,342**	**52**		**57**	**1,334**	**37**		**99**	**23**	**89**		**81**	**35**	**68**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park			42				32									
Beachwalk			76			1	82	1				2		1		
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square																
Gulfstream Point																
TOTAL "VESTED" TRAFFIC	0	0	118	0		1	114	1		0	0	2		1	0	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
AM BACKGROUND TRAFFIC GROWTH	0	2	37	2		2	48	1		3	0	2		1	0	1
AM NON-PROJECT TRAFFIC	**8**	**42**	**1,102**	**55**		**45**	**1,377**	**17**		**78**	**8**	**58**		**15**	**6**	**34**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park			34				45									
Beachwalk			72			1	85	1				2		2		
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square																
Gulfstream Point																
TOTAL "VESTED" TRAFFIC	0	0	106	0		1	130	1		0	0	2		2	0	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
PM BACKGROUND TRAFFIC GROWTH	1	3	53	2		2	52	1		4	1	3		3	1	3
PM NON-PROJECT TRAFFIC	**23**	**75**	**1,501**	**54**		**60**	**1,516**	**39**		**103**	**24**	**94**		**86**	**36**	**71**

"AM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Pass-By	Entering																
Distribution	Exiting																
AM Net New	Entering			37.0%													
Distribution	Exiting							37.0%									

"PM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Pass-By	Entering																
Distribution	Exiting																
PM Net New	Entering			37.0%													
Distribution	Exiting							37.0%									

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			105				70									
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**105**	**0**		**0**	**70**	**0**		**0**	**0**	**0**		**0**	**0**	**0**
AM TOTAL TRAFFIC		**8**	**42**	**1,207**	**55**		**45**	**1,447**	**17**		**78**	**8**	**58**		**15**	**6**	**34**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			97				102									
PM TOTAL PROJECT TRAFFIC				**97**				**102**									
PM TOTAL TRAFFIC		**23**	**75**	**1,598**	**54**		**60**	**1,618**	**39**		**103**	**24**	**94**		**86**	**36**	**71**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Hallandale Beach Blvd at Golden Isles Dr
COUNT DATE: March 11, 2015
AM PEAK HOUR FACTOR: 0.912
PM PEAK HOUR FACTOR: 0.954

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			972	65	16	21	1,096	36		118	17	61		37	8	39
Peak Season Correction Factor	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990
AM EXISTING CONDITIONS			**962**	**64**	**16**	**21**	**1,085**	**36**		**117**	**17**	**60**		**37**	**8**	**39**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	1,415	83	10	55	1,248	55		135	33	75		43	13	37
Peak Season Correction Factor	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990
PM EXISTING CONDITIONS		**0**	**1,401**	**82**	**10**	**54**	**1,236**	**54**		**134**	**33**	**74**		**43**	**13**	**37**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park			42				32									
Beachwalk			80							84		7		1		
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square																
Gulfstream Point																
TOTAL "VESTED" TRAFFIC			122	0	0	0	32	0		84	0	7		1	0	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
AM BACKGROUND TRAFFIC GROWTH			38	3	1	1	42	1		5	1	2		1	0	2
AM NON-PROJECT TRAFFIC			**1,122**	**67**	**17**	**22**	**1,159**	**37**		**206**	**18**	**69**		**39**	**8**	**41**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park			34				45									
Beachwalk			76							88	1	10		1		
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square																
Gulfstream Point																
TOTAL "VESTED" TRAFFIC			110	0	0	0	45	0		88	1	10		1	0	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
PM BACKGROUND TRAFFIC GROWTH		0	55	3	0	2	48	2		5	1	3		2	1	1
PM NON-PROJECT TRAFFIC		**0**	**1,566**	**85**	**10**	**56**	**1,329**	**56**		**227**	**35**	**87**		**46**	**14**	**38**

"AM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Pass-By	Entering																
Distribution	Exiting																
AM Net New	Entering			37.0%									2.0%				
Distribution	Exiting						2.0%	37.0%									

"PM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Pass-By	Entering																
Distribution	Exiting																
PM Net New	Entering			37.0%									2.0%				
Distribution	Exiting						2.0%	37.0%									

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			105			4	70					5				
AM TOTAL PROJECT TRAFFIC				**105**	**0**	**0**	**4**	**70**	**0**		**0**	**0**	**5**		**0**	**0**	**0**
AM TOTAL TRAFFIC				**1,227**	**67**	**17**	**26**	**1,229**	**37**		**206**	**18**	**74**		**39**	**8**	**41**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			97			6	102					5				
PM TOTAL PROJECT TRAFFIC				**97**			**6**	**102**					**5**				
PM TOTAL TRAFFIC			**0**	**1,663**	**85**	**10**	**62**	**1,431**	**56**		**227**	**35**	**92**		**46**	**14**	**38**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Hallandale Beach Blvd at Diplomat Pkwy
COUNT DATE: January 21, 2015
AM PEAK HOUR FACTOR: 0.88
PM PEAK HOUR FACTOR: 0.905

"AM EXISTING TRAFFIC"	EBU	EBL	EBT[1]	EBR	WBU	WBL	WBT[1]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT[1]	SBR
AM Raw Turning Movements	13	33	1,025	12		12	1,195	56		3	0	13		52	56	49
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING CONDITIONS	**13**	**33**	**1,035**	**12**		**12**	**1,207**	**57**		**3**	**0**	**13**		**53**	**57**	**49**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	20	55	1,469	9		11	1,467	54		19	101	9		71	11	38
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING CONDITIONS	**20**	**56**	**1,484**	**9**		**11**	**1,482**	**55**		**19**	**102**	**9**		**72**	**11**	**38**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park		5	37				28									4
Beachwalk		1	86	1										2		
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square																
Gulfstream Point																
TOTAL "VESTED" TRAFFIC	0	6	123	1		0	28	0		0	0	0		2	0	4
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
AM BACKGROUND TRAFFIC GROWTH	1	1	41	0		0	47	2		0	0	1		2	2	2
AM NON-PROJECT TRAFFIC	**14**	**40**	**1,199**	**13**		**12**	**1,282**	**59**		**3**	**0**	**14**		**57**	**59**	**55**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park		4	30				40									5
Beachwalk		2	86											1		
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square																
Gulfstream Point																
TOTAL "VESTED" TRAFFIC	0	6	116	0		0	40	0		0	0	0		1	0	5
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
PM BACKGROUND TRAFFIC GROWTH	1	2	58	0		0	58	2		1	4	0		3	0	1
PM NON-PROJECT TRAFFIC	**21**	**64**	**1,658**	**9**		**11**	**1,580**	**57**		**20**	**106**	**9**		**76**	**11**	**44**

"AM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Pass-By Distribution	Entering																
	Exiting																
AM Net New Distribution	Entering		39.0%						11.0%								
	Exiting														11.0%		39.0%

"PM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Pass-By Distribution	Entering																
	Exiting																
PM Net New Distribution	Entering		39.0%						11.0%								
	Exiting														11.0%		39.0%

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New		110						31						20		74
AM TOTAL PROJECT TRAFFIC		**0**	**110**	**0**	**0**		**0**	**0**	**31**		**0**	**0**	**0**		**20**	**0**	**74**
AM TOTAL TRAFFIC		**14**	**150**	**1,199**	**13**		**12**	**1,282**	**90**		**3**	**0**	**14**		**77**	**59**	**129**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New		102						29						30		108
PM TOTAL PROJECT TRAFFIC			**102**						**29**						**30**		**108**
PM TOTAL TRAFFIC		**21**	**166**	**1,658**	**9**		**11**	**1,580**	**86**		**20**	**106**	**9**		**106**	**11**	**152**

Note:
[1]Existing thru movement estimated based on departure volumes from adjacent intersection and left and right turning volumes at this approach.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Hallandale Beach Blvd at Three Island Blvd
COUNT DATE: January 21, 2015
AM PEAK HOUR FACTOR: 0.917
PM PEAK HOUR FACTOR: 0.941

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		254	887	5	32	2	910	127		2	0	4		293	4	351
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING CONDITIONS		**257**	**896**	**5**	**32**	**2**	**919**	**128**		**2**	**0**	**4**		**296**	**4**	**355**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		412	1,097	8	65	2	1,259	283		1	7	3		276	5	272
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING CONDITIONS		**416**	**1,108**	**8**	**66**	**2**	**1,272**	**286**		**1**	**7**	**3**		**279**	**5**	**275**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park		5	32				25									4
Beachwalk		3	85											8		
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square																
Gulfstream Point																
TOTAL "VESTED" TRAFFIC		8	117	0	0	0	25	0		0	0	0		8	0	4
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
AM BACKGROUND TRAFFIC GROWTH		10	35	0	1	0	36	5		0	0	0		12	0	14
AM NON-PROJECT TRAFFIC		**275**	**1,048**	**5**	**33**	**2**	**980**	**133**		**2**	**0**	**4**		**316**	**4**	**373**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park		4	26				35									5
Beachwalk		7	80											5		
CVS		18					12	2						22		
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square																
Gulfstream Point																
TOTAL "VESTED" TRAFFIC		29	106	0	0	0	47	2		0	0	0		27	0	5
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
PM BACKGROUND TRAFFIC GROWTH		16	43	0	3	0	50	11		0	0	0		11	0	11
PM NON-PROJECT TRAFFIC		**461**	**1,257**	**8**	**69**	**2**	**1,369**	**299**		**1**	**7**	**3**		**317**	**5**	**291**

"AM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Pass-By	Entering																
Distribution	Exiting																
AM Net New	Entering							11.0%									
Distribution	Exiting			11.0%													

"PM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Pass-By	Entering																
Distribution	Exiting																
PM Net New	Entering							11.0%									
Distribution	Exiting			11.0%													

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			20				31									
AM TOTAL PROJECT TRAFFIC			**0**	**20**	**0**	**0**	**0**	**31**	**0**		**0**	**0**	**0**		**0**	**0**	**0**
AM TOTAL TRAFFIC			**275**	**1,068**	**5**	**33**	**2**	**1,011**	**133**		**2**	**0**	**4**		**316**	**4**	**373**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			30				29									
PM TOTAL PROJECT TRAFFIC				**30**				**29**									
PM TOTAL TRAFFIC			**461**	**1,287**	**8**	**69**	**2**	**1,398**	**299**		**1**	**7**	**3**		**317**	**5**	**291**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Hallandale Beach Blvd at SR A1A
COUNT DATE: January 21, 2015
AM PEAK HOUR FACTOR: 0.9
PM PEAK HOUR FACTOR: 0.963

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		436	74	672		10	87	35		10	387	13	20	23	699	439
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING CONDITIONS		**440**	**75**	**679**		**10**	**88**	**35**		**10**	**391**	**13**	**20**	**23**	**706**	**443**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		564	85	858		17	109	27		37	774	11	18	25	669	640
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING CONDITIONS		**570**	**86**	**867**		**17**	**110**	**27**		**37**	**782**	**11**	**18**	**25**	**676**	**646**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park		9		23						18						7
Beachwalk		11	1	12			3			6						8
CVS																
2000 Ocean Drive				-4		-3				-3	-4	-3			-4	
Hallandale Oasis																
Chateau Square																
Gulfstream Point																
TOTAL "VESTED" TRAFFIC		20	1	31		-3	3	0		21	-4	-3	0	0	-4	15
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
AM BACKGROUND TRAFFIC GROWTH		17	3	27		0	3	1		0	15	1	1	1	28	17
AM NON-PROJECT TRAFFIC		**477**	**79**	**737**		**7**	**94**	**36**		**31**	**402**	**11**	**21**	**24**	**730**	**475**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park		8		19						25						10
Beachwalk		13	1	16			1			7						14
CVS																
2000 Ocean Drive				-4		-3				-3	-4	-3			-4	
Hallandale Oasis																
Chateau Square																
Gulfstream Point																
TOTAL "VESTED" TRAFFIC		21	1	31		-3	1	0		29	-4	-3	0	0	-4	24
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
PM BACKGROUND TRAFFIC GROWTH		22	3	34		1	4	1		1	31	0	1	1	26	25
PM NON-PROJECT TRAFFIC		**613**	**90**	**932**		**15**	**115**	**28**		**67**	**809**	**8**	**19**	**26**	**698**	**695**

"AM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Pass-By	Entering																
Distribution	Exiting																
AM Net New	Entering										8.0%						3.0%
Distribution	Exiting		3.0%		8.0%												

"PM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Pass-By	Entering																
Distribution	Exiting																
PM Net New	Entering										8.0%						3.0%
Distribution	Exiting		3.0%		8.0%												

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		5		15						23						8
AM TOTAL PROJECT TRAFFIC			**5**	**0**	**15**		**0**	**0**	**0**		**23**	**0**	**0**	**0**	**0**	**0**	**8**
AM TOTAL TRAFFIC			**482**	**79**	**752**		**7**	**94**	**36**		**54**	**402**	**11**	**21**	**24**	**730**	**483**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		8		22						21						8
PM TOTAL PROJECT TRAFFIC			**8**		**22**		**0**				**21**	**0**	**0**			**0**	**8**
PM TOTAL TRAFFIC			**621**	**90**	**954**		**15**	**115**	**28**		**88**	**809**	**8**	**19**	**26**	**698**	**703**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 4th St at NE 14th St
COUNT DATE: January 22, 2015
AM PEAK HOUR FACTOR: 0.922
PM PEAK HOUR FACTOR: 0.966

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		7	0	51		0	0	0		18	109	0		0	199	18
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING CONDITIONS		**7**	**0**	**52**		**0**	**0**	**0**		**18**	**110**	**0**		**0**	**201**	**18**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		28	0	78		0	0	0		73	269	0		0	206	18
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING CONDITIONS		**28**	**0**	**79**		**0**	**0**	**0**		**74**	**272**	**0**		**0**	**208**	**18**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park											19				14	
Beachwalk											2				5	
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square																
Gulfstream Point																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	21	0		0	19	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
AM BACKGROUND TRAFFIC GROWTH		0	0	2		0	0	0		1	4	0		0	8	1
AM NON-PROJECT TRAFFIC		**7**	**0**	**54**		**0**	**0**	**0**		**19**	**135**	**0**		**0**	**228**	**19**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park											15				20	
Beachwalk											5				4	
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square																
Gulfstream Point																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	20	0		0	24	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
PM BACKGROUND TRAFFIC GROWTH		1	0	3		0	0	0		3	11	0		0	8	1
PM NON-PROJECT TRAFFIC		**29**	**0**	**82**		**0**	**0**	**0**		**77**	**303**	**0**		**0**	**240**	**19**

"AM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Pass-By Distribution	Entering																
	Exiting																
AM Net New Distribution	Entering		1.0%														
	Exiting																1.0%

"PM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Pass-By Distribution	Entering																
	Exiting																
PM Net New Distribution	Entering		1.0%														
	Exiting																1.0%

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New		3														2
AM TOTAL PROJECT TRAFFIC			**3**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**2**
AM TOTAL TRAFFIC			**10**	**0**	**54**		**0**	**0**	**0**		**19**	**135**	**0**		**0**	**228**	**21**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New		3														3
PM TOTAL PROJECT TRAFFIC			**3**														**3**
PM TOTAL TRAFFIC			**32**	**0**	**82**		**0**	**0**	**0**		**77**	**303**	**0**		**0**	**240**	**22**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Atlantic Shores Blvd at US 1
COUNT DATE: January 20, 2015
AM PEAK HOUR FACTOR: 0.914
PM PEAK HOUR FACTOR: 0.936

"AM EXISTING TRAFFIC"	EBU	EBL	EBT[1]	EBR	WBU	WBL	WBT[1]	WBR	NBU	NBL	NBT[1]	NBR	SBU	SBL	SBT[1]	SBR
AM Raw Turning Movements		2	103	7		156	39	189		11	722	56		133	1,199	2
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING CONDITIONS		**2**	**104**	**7**		**158**	**39**	**191**		**11**	**729**	**57**		**134**	**1,211**	**2**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		2	100	32		147	61	227		30	1,252	89		223	1,011	10
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING CONDITIONS		**2**	**101**	**32**		**148**	**62**	**229**		**30**	**1,265**	**90**		**225**	**1,021**	**10**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park											56				42	
Beachwalk											10				21	
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square											36				47	
Gulfstream Point																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	102	0		0	110	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
AM BACKGROUND TRAFFIC GROWTH		0	4	0		6	2	7		0	29	2		5	47	0
AM NON-PROJECT TRAFFIC		**2**	**108**	**7**		**164**	**41**	**198**		**11**	**860**	**59**		**139**	**1,368**	**2**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park											45				60	
Beachwalk											17				15	
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square											55				42	
Gulfstream Point																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	117	0		0	117	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
PM BACKGROUND TRAFFIC GROWTH		0	4	1		6	2	9		1	50	4		9	40	0
PM NON-PROJECT TRAFFIC		**2**	**105**	**33**		**154**	**64**	**238**		**31**	**1,432**	**94**		**234**	**1,178**	**10**

"AM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Pass-By Distribution	Entering																
	Exiting																
AM Net New Distribution	Entering												1.0%		20.0%		
	Exiting						1.0%		20.0%								

"PM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Pass-By Distribution	Entering																
	Exiting																
PM Net New Distribution	Entering												1.0%		20.0%		
	Exiting						1.0%		20.0%								

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New						2		38				3		56		
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**2**	**0**	**38**		**0**	**0**	**3**		**56**	**0**	**0**
AM TOTAL TRAFFIC			**2**	**108**	**7**		**166**	**41**	**236**		**11**	**860**	**62**		**195**	**1,368**	**2**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New						3		55				3		51		
PM TOTAL PROJECT TRAFFIC							**3**		**55**				**3**		**51**		
PM TOTAL TRAFFIC			**2**	**105**	**33**		**157**	**64**	**293**		**31**	**1,432**	**97**		**285**	**1,178**	**10**

Note:
[1]Existing thru movement estimated based on departure volumes from adjacent intersection and left and right turning volumes at this approach.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Atlantic Shores Blvd at NE 14th Ave
COUNT DATE: January 22, 2015
AM PEAK HOUR FACTOR: 0.9
PM PEAK HOUR FACTOR: 0.963

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		19	228	45		24	323	139		22	78	26		119	108	39
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING CONDITIONS		**19**	**230**	**45**		**24**	**326**	**140**		**22**	**79**	**26**		**120**	**109**	**39**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		20	338	54		31	340	159		69	172	36		150	122	26
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING CONDITIONS		**20**	**341**	**55**		**31**	**343**	**161**		**70**	**174**	**36**		**152**	**123**	**26**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park											19				14	
Beachwalk											2				5	
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square																
Gulfstream Point																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	21	0		0	19	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
AM BACKGROUND TRAFFIC GROWTH		1	9	2		1	13	5		1	3	1		5	4	2
AM NON-PROJECT TRAFFIC		**20**	**239**	**47**		**25**	**339**	**145**		**23**	**103**	**27**		**125**	**132**	**41**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park											15				20	
Beachwalk											5				4	
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square																
Gulfstream Point																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	20	0		0	24	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
PM BACKGROUND TRAFFIC GROWTH		1	13	2		1	13	6		3	7	1		6	5	1
PM NON-PROJECT TRAFFIC		**21**	**354**	**57**		**32**	**356**	**167**		**73**	**201**	**37**		**158**	**152**	**27**

"AM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Pass-By	Entering																
Distribution	Exiting																
AM Net New	Entering			21.0%									1.0%				
Distribution	Exiting						1.0%	21.0%									

"PM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Pass-By	Entering																
Distribution	Exiting																
PM Net New	Entering			21.0%									1.0%				
Distribution	Exiting						1.0%	21.0%									

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			59			2	40					3				
AM TOTAL PROJECT TRAFFIC			**0**	**59**	**0**		**2**	**40**	**0**		**0**	**0**	**3**		**0**	**0**	**0**
AM TOTAL TRAFFIC			**20**	**298**	**47**		**27**	**379**	**145**		**23**	**103**	**30**		**125**	**132**	**41**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			54			3	58					3				
PM TOTAL PROJECT TRAFFIC				**54**			**3**	**58**					**3**				
PM TOTAL TRAFFIC			**21**	**408**	**57**		**35**	**414**	**167**		**73**	**201**	**40**		**158**	**152**	**27**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Atlantic Shores Blvd at Diplomat Pkwy
COUNT DATE: January 22, 2015
AM PEAK HOUR FACTOR: 0.861
PM PEAK HOUR FACTOR: 0.967

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		6	311	62		25	444	85		22	26	15		52	70	18
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING CONDITIONS		**6**	**314**	**63**		**25**	**448**	**86**		**22**	**26**	**15**		**53**	**71**	**18**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		19	448	45		26	455	101		68	86	56		63	49	7
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING CONDITIONS		**19**	**452**	**45**		**26**	**460**	**102**		**69**	**87**	**57**		**64**	**49**	**7**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park											5				4	
Beachwalk															2	
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square																
Gulfstream Point																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	5	0		0	6	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
AM BACKGROUND TRAFFIC GROWTH		0	12	2		1	18	3		1	1	1		2	3	1
AM NON-PROJECT TRAFFIC		**6**	**326**	**65**		**26**	**466**	**89**		**23**	**32**	**16**		**55**	**80**	**19**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park											4				5	
Beachwalk															1	
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square																
Gulfstream Point																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	4	0		0	6	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
PM BACKGROUND TRAFFIC GROWTH		1	18	2		1	18	4		3	3	2		3	2	0
PM NON-PROJECT TRAFFIC		**20**	**470**	**47**		**27**	**478**	**106**		**72**	**94**	**59**		**67**	**57**	**7**

"AM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Pass-By	Entering																
Distribution	Exiting																
AM Net New	Entering				22.0%		2.0%									26.0%	
Distribution	Exiting										22.0%	26.0%	2.0%				

"PM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Pass-By	Entering																
Distribution	Exiting																
PM Net New	Entering				22.0%		2.0%									26.0%	
Distribution	Exiting										22.0%	26.0%	2.0%				

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New				62		6				42	49	4			74	
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**62**		**6**	**0**	**0**		**42**	**49**	**4**		**0**	**74**	**0**
AM TOTAL TRAFFIC			**6**	**326**	**127**		**32**	**466**	**89**		**65**	**81**	**20**		**55**	**154**	**19**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New				57		5				61	71	6			68	
PM TOTAL PROJECT TRAFFIC					**57**		**5**				**61**	**71**	**6**			**68**	
PM TOTAL TRAFFIC			**20**	**470**	**104**		**32**	**478**	**106**		**133**	**165**	**65**		**67**	**125**	**7**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Pembroke Road/Moffett St at US 1
COUNT DATE: January 20, 2015
AM PEAK HOUR FACTOR: 0.986
PM PEAK HOUR FACTOR: 0.984

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		103	221	487		15	264	15		262	682	10	14	35	832	128
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING CONDITIONS		**104**	**223**	**492**		**15**	**267**	**15**		**265**	**689**	**10**	**14**	**35**	**840**	**129**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		168	307	366		12	243	23		385	1,015	13	19	63	866	110
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING CONDITIONS		**170**	**310**	**370**		**12**	**245**	**23**		**389**	**1,025**	**13**	**19**	**64**	**875**	**111**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park				18						23	32				25	
Beachwalk											10				21	
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square																
Gulfstream Point																
TOTAL "VESTED" TRAFFIC		0	0	18		0	0	0		23	42	0	0	0	46	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
AM BACKGROUND TRAFFIC GROWTH		4	9	19		1	10	1		10	27	0	1	1	33	5
AM NON-PROJECT TRAFFIC		**108**	**232**	**529**		**16**	**277**	**16**		**298**	**758**	**10**	**15**	**36**	**919**	**134**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park				25						19	26				35	
Beachwalk											17				15	
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square																
Gulfstream Point																
TOTAL "VESTED" TRAFFIC		0	0	25		0	0	0		19	43	0	0	0	50	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
PM BACKGROUND TRAFFIC GROWTH		7	12	14		0	10	1		15	40	1	1	3	34	4
PM NON-PROJECT TRAFFIC		**177**	**322**	**409**		**12**	**255**	**24**		**423**	**1,108**	**14**	**20**	**67**	**959**	**115**

"AM PROJECT DISTRUBUTION"

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

"PM PROJECT DISTRUBUTION"

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

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New				56						38						
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**56**		**0**	**0**	**0**		**38**	**0**	**0**	**0**	**0**	**0**	**0**
AM TOTAL TRAFFIC			**108**	**232**	**585**		**16**	**277**	**16**		**336**	**758**	**10**	**15**	**36**	**919**	**134**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New				51						55						
PM TOTAL PROJECT TRAFFIC					**51**						**55**						
PM TOTAL TRAFFIC			**177**	**322**	**460**		**12**	**255**	**24**		**478**	**1,108**	**14**	**20**	**67**	**959**	**115**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Condo Driveway
COUNT DATE: January 21, 2015
AM PEAK HOUR FACTOR: 0.871
PM PEAK HOUR FACTOR: 0.936

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT[1]	NBR	SBU	SBL	SBT[2]	SBR
AM Raw Turning Movements											89				157	
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING CONDITIONS											**90**				**159**	

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements											210				120	
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING CONDITIONS											**212**				**121**	

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park											5				4	
Beachwalk															2	
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square																
Gulfstream Point																
TOTAL "VESTED" TRAFFIC											5				6	
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
AM BACKGROUND TRAFFIC GROWTH											4				6	
AM NON-PROJECT TRAFFIC											**99**				**171**	

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park											4				5	
Beachwalk															1	
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square																
Gulfstream Point																
TOTAL "VESTED" TRAFFIC											4				6	
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
PM BACKGROUND TRAFFIC GROWTH											8				5	
PM NON-PROJECT TRAFFIC											**224**				**132**	

"AM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Pass-By	Entering																
Distribution	Exiting																
AM Net New	Entering										7.0%	43.0%					7.0%
Distribution	Exiting		7.0%		7.0%											43.0%	

"PM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Pass-By	Entering																
Distribution	Exiting																
PM Net New	Entering										7.0%	43.0%					7.0%
Distribution	Exiting		7.0%		7.0%											43.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		13		13						20	122				81	20
AM TOTAL PROJECT TRAFFIC			**13**		**13**						**20**	**122**				**81**	**20**
AM TOTAL TRAFFIC			**13**		**13**						**20**	**221**				**252**	**20**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		19		19						18	112				119	18
PM TOTAL PROJECT TRAFFIC			**19**		**19**						**18**	**112**				**119**	**18**
PM TOTAL TRAFFIC			**19**		**19**						**18**	**336**				**251**	**18**

Notes:
[1]Existing northbound thru volume estimated based on northbound departure volumes at the intersection of Hallandale Beach Blvd and Diplomat Parkway
[2]Existing southbound thru volume estimated based on southbound departure volumes at the intersection of Atlantic Shores Blvd and Diplomat Parkway

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: South Driveway
COUNT DATE: January 21, 2015
AM PEAK HOUR FACTOR: 0.871
PM PEAK HOUR FACTOR: 0.936

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT[1]	NBR	SBU	SBL	SBT[2]	SBR
AM Raw Turning Movements											89				157	
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING CONDITIONS											**90**				**159**	

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements											210				120	
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING CONDITIONS											**212**				**121**	

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park											5				4	
Beachwalk															2	
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square																
Gulfstream Point																
TOTAL "VESTED" TRAFFIC											5				6	
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
AM BACKGROUND TRAFFIC GROWTH											4				6	
AM NON-PROJECT TRAFFIC											**99**				**171**	

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park											4				5	
Beachwalk															1	
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square																
Gulfstream Point																
TOTAL "VESTED" TRAFFIC											4				6	
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
PM BACKGROUND TRAFFIC GROWTH											8				5	
PM NON-PROJECT TRAFFIC											**224**				**132**	

"AM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Pass-By	Entering																
Distribution	Exiting																
AM Net New	Entering										29.0%	14.0%				7.0%	14.0%
Distribution	Exiting		14.0%		29.0%							7.0%				14.0%	

"PM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Pass-By	Entering										52.0%	-52.0%				-48.0%	48.0%
Distribution	Exiting		52.0%		48.0%												
PM Net New	Entering										29.0%	14.0%				7.0%	14.0%
Distribution	Exiting		14.0%		29.0%							7.0%				14.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		26		55						82	53				46	40
AM TOTAL PROJECT TRAFFIC			**26**		**55**						**82**	**53**				**46**	**40**
AM TOTAL TRAFFIC			**26**		**55**						**82**	**152**				**217**	**40**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By		6		5						11	-11				-10	10
Trips	Net New		39		80						76	56				57	37
PM TOTAL PROJECT TRAFFIC			**45**		**85**						**87**	**45**				**47**	**47**
PM TOTAL TRAFFIC			**45**		**85**						**87**	**269**				**179**	**47**

Notes:
[1]Existing northbound thru volume estimated based on northbound departure volumes at the intersection of Hallandale Beach Blvd and Diplomat Parkway
[2]Existing southbound thru volume estimated based on southbound departure volumes at the intersection of Atlantic Shores Blvd and Diplomat Parkway

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: North Driveway
COUNT DATE: January 21, 2015
AM PEAK HOUR FACTOR: 0.871
PM PEAK HOUR FACTOR: 0.936

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT[1]	NBR	SBU	SBL	SBT[2]	SBR
AM Raw Turning Movements											89				157	
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING CONDITIONS											**90**				**159**	

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements											210				120	
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING CONDITIONS											**212**				**121**	

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park											5				4	
Beachwalk															2	
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square																
Gulfstream Point																
TOTAL "VESTED" TRAFFIC											5				6	
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
AM BACKGROUND TRAFFIC GROWTH											4				6	
AM NON-PROJECT TRAFFIC											**99**				**171**	

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Gulfstream Park											4				5	
Beachwalk															1	
CVS																
2000 Ocean Drive																
Hallandale Oasis																
Chateau Square																
Gulfstream Point																
TOTAL "VESTED" TRAFFIC											4				6	
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%	0.55%
PM BACKGROUND TRAFFIC GROWTH											8				5	
PM NON-PROJECT TRAFFIC											**224**				**132**	

"AM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Pass-By	Entering																
Distribution	Exiting																
AM Net New	Entering										14.0%					21.0%	29.0%
Distribution	Exiting		29.0%		14.0%							21.0%					

"PM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Pass-By	Entering																
Distribution	Exiting																
PM Net New	Entering										14.0%					21.0%	29.0%
Distribution	Exiting		29.0%		14.0%							21.0%					

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		55		26						40	40				59	82
AM TOTAL PROJECT TRAFFIC			**55**		**26**						**40**	**40**				**59**	**82**
AM TOTAL TRAFFIC			**55**		**26**						**40**	**139**				**230**	**82**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		80		39						37	58				55	76
PM TOTAL PROJECT TRAFFIC			**80**		**39**						**37**	**58**				**55**	**76**
PM TOTAL TRAFFIC			**80**		**39**						**37**	**282**				**187**	**76**

Notes:
[1]Existing northbound thru volume estimated based on northbound departure volumes at the intersection of Hallandale Beach Blvd and Diplomat Parkway
[2]Existing southbound thru volume estimated based on southbound departure volumes at the intersection of Atlantic Shores Blvd and Diplomat Parkway

APPENDIX E:

Background Conditions Development Data

FDOT Count Stations
Historical Growth Calculations

Historical AADT Growth Rates

Station Number	Location	Historic Growth	
		5-year	10-year
0349	SR 858/Hallandale Beach Blvd W of ICWW BR	4.86%	1.55%
0418	SR A1A N of Hallandale Beach Blvd	-0.47%	1.57%
0590	SR 858/Hallandale Beach Blvd W of SR 5/US 1	-0.60%	0.30%
5028	SR 5/US 1 S of SR 824/Pembroke Rd	0.91%	-1.03%
5029	SR 858/Hallandale Beach Blvd E of SR 5/US 1	-2.53%	-1.51%
7039	S 14 Ave N of Hallandale Beach Blvd	0.30%	
9634	NE 1 Ave S of Pembroke Rd	-5.49%	
9757	Atlantic Shores Blvd E of Federal Highway	7.43%	
	Total	0.55%	0.18%

Florida Department of Transportation
Transportation Statistics Office
2013 Historical AADT Report

County: 86 - BROWARD

Site: 0349 - SR 858 / HALLANDALE BCH BLVD - W OF ICWW BR

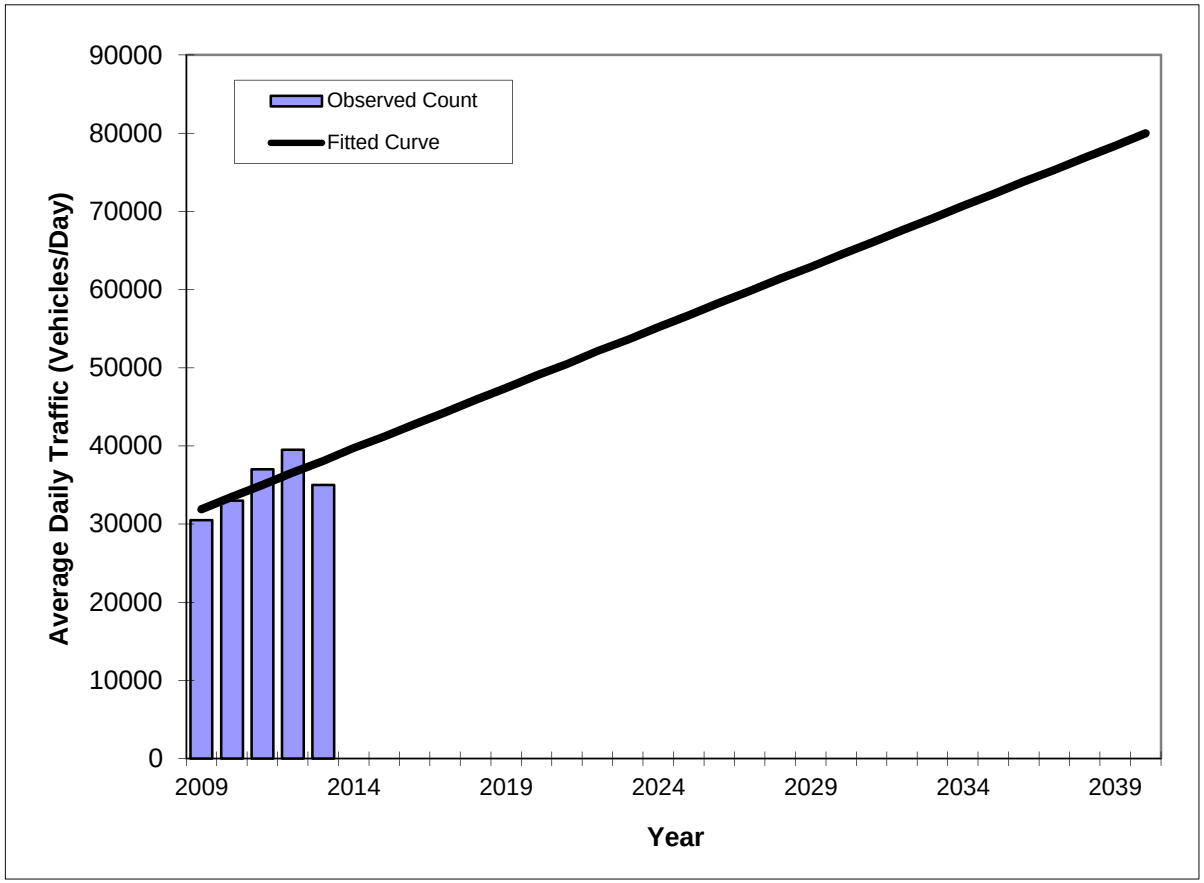
Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	35000 C	E 19500	W 15500	9.00	54.60	6.30
2012	39500 C	E 21500	W 18000	9.00	55.00	3.50
2011	37000 C	E 18500	W 18500	9.00	54.50	3.00
2010	33000 C	E 17500	W 15500	9.37	54.06	5.10
2009	30500 C	E 15500	W 15000	9.31	53.74	2.20
2008	31500 C	E 16000	W 15500	9.70	54.48	3.60
2007	31000 C	E 16500	W 14500	9.10	53.47	3.60
2006	30500 C	E 16000	W 14500	9.48	53.59	3.60
2005	35500 C	E 18000	W 17500	10.60	58.90	2.00
2004	33500 C	E 17000	W 16500	10.40	56.30	2.00
2003	34000 C	E 17000	W 17000	9.20	55.90	1.40
2002	35500 C	E 17500	W 18000	9.50	55.00	1.40
2001	35500 C	E 19000	W 16500	9.70	55.60	1.90
2000	30500 C	E 15000	W 15500	9.40	56.30	2.30
1999	31500 C	E 16500	W 15000	9.40	56.40	2.20
1998	29500 C	E 15500	W 14000	9.60	53.90	0.80

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

TRAFFIC TRENDS

SR 858/HALLANDALE BCH BLVD -- W OF ICWW BR

County:	Broward
Station #:	349
Highway:	SR 858/HALLANDALE BCH BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2009	30500	31900
2010	33000	33500
2011	37000	35000
2012	39500	36600
2013	35000	38100
2021 Opening Year Trend		
2021	N/A	50500
2031 Mid-Year Trend		
2031	N/A	66000
2040 Design Year Trend		
2040	N/A	80000
TRANPLAN Forecasts/Trends		

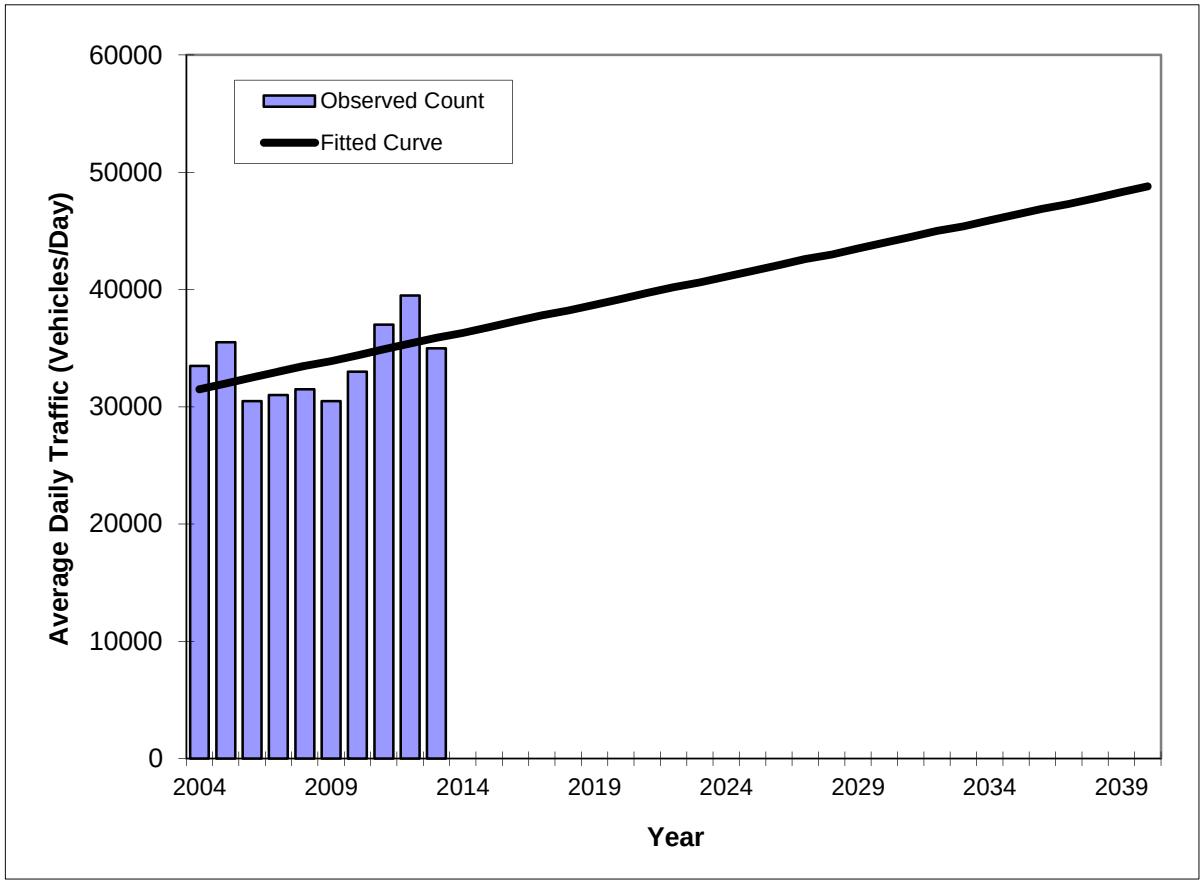
*Axle-Adjusted

** Annual Trend Increase:	1,550
Trend R-squared:	49.5%
Trend Annual Historic Growth Rate:	4.86%
Trend Growth Rate (2013 to Design Year):	4.07%
Printed:	16-Mar-15
Straight Line Growth Option	

TRAFFIC TRENDS

SR 858/HALLANDALE BCH BLVD -- W OF ICWW BR

County:	Broward
Station #:	349
Highway:	SR 858/HALLANDALE BCH BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2004	33500	31500
2005	35500	32000
2006	30500	32500
2007	31000	33000
2008	31500	33500
2009	30500	33900
2010	33000	34400
2011	37000	34900
2012	39500	35400
2013	35000	35900
2021 Opening Year Trend		
2021	N/A	39700
2031 Mid-Year Trend		
2031	N/A	44500
2040 Design Year Trend		
2040	N/A	48800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	479
Trend R-squared:	22.9%
Trend Annual Historic Growth Rate:	1.55%
Trend Growth Rate (2013 to Design Year):	1.33%
Printed:	16-Mar-15

Straight Line Growth Option

Florida Department of Transportation
Transportation Statistics Office
2013 Historical AADT Report

County: 86 - BROWARD

Site: 0418 - SR A1A / N OF HALLANDALE BCH BLVD

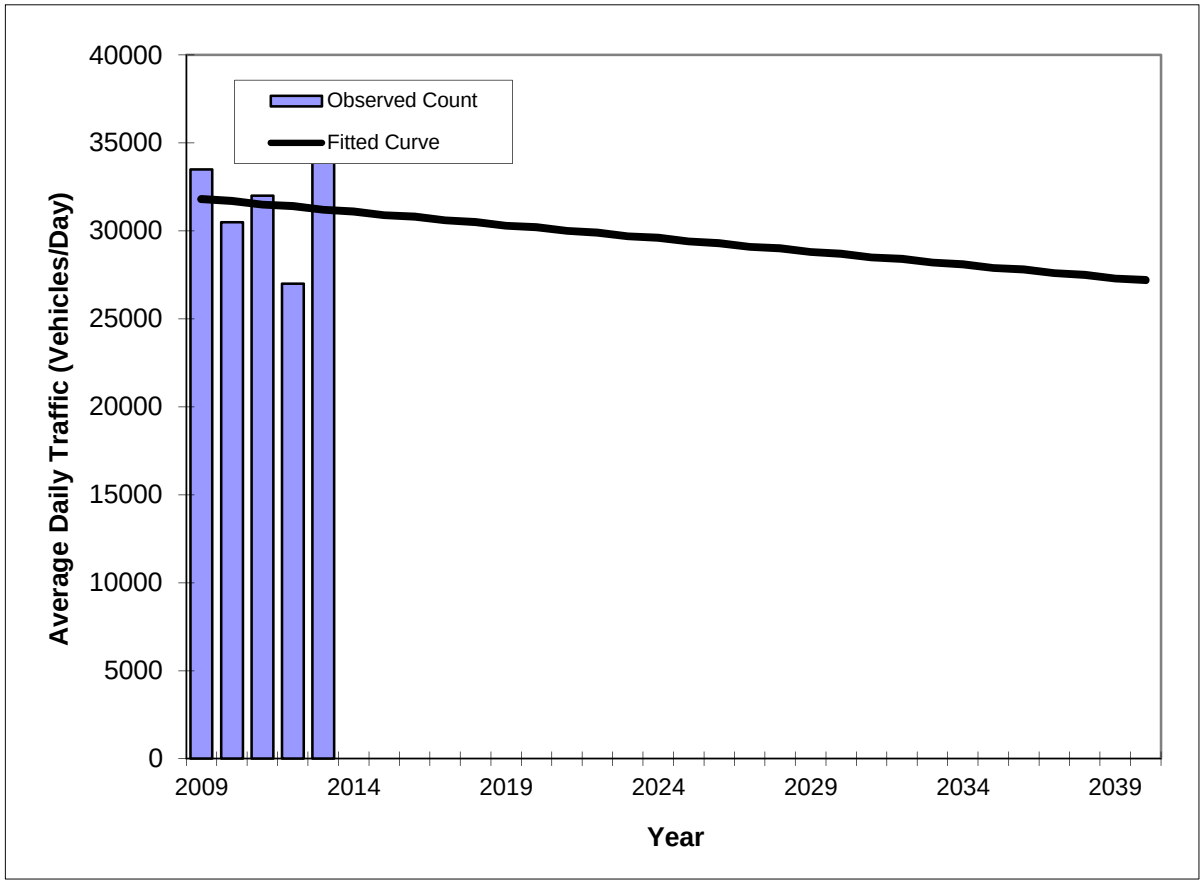
Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	34500 C	N 17500	S 17000	9.00	54.60	3.30
2012	27000 C	N 13500	S 13500	9.00	55.00	4.20
2011	32000 C	N 16000	S 16000	9.00	54.50	4.20
2010	30500 C	N 15000	S 15500	9.37	54.06	4.20
2009	33500 C	N 17000	S 16500	9.31	53.74	6.40
2008	31500 C	N 16500	S 15000	9.70	54.48	6.40
2007	29500 C	N 15000	S 14500	9.10	53.47	2.80
2006	28500 C	N 14500	S 14000	9.48	53.59	3.50
2005	28000 C	N 14500	S 13500	10.60	58.90	2.30
2004	28000 C	N 14500	S 13500	10.40	56.30	2.30
2003	25500 C	N 13000	S 12500	9.20	55.90	2.30
2002	27500 C	N 14500	S 13000	9.50	55.00	2.50
2001	31643 E	N 15868	S 15775	9.70	55.60	3.60
2000	29500 C	N 15000	S 14500	9.40	56.30	2.60
1999	31000 C	N 15000	S 16000	9.40	56.40	2.10
1998	32000 C	N 16000	S 16000	9.60	53.90	2.20

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

TRAFFIC TRENDS

SR A1A -- N OF HALLANDALE BCH BLVD

County:	Broward
Station #:	418
Highway:	SR A1A



Year	Traffic (ADT/AADT) Count*	Trend**
2009	33500	31800
2010	30500	31700
2011	32000	31500
2012	27000	31400
2013	34500	31200
2021 Opening Year Trend		
2021	N/A	30000
2031 Mid-Year Trend		
2031	N/A	28500
2040 Design Year Trend		
2040	N/A	27200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

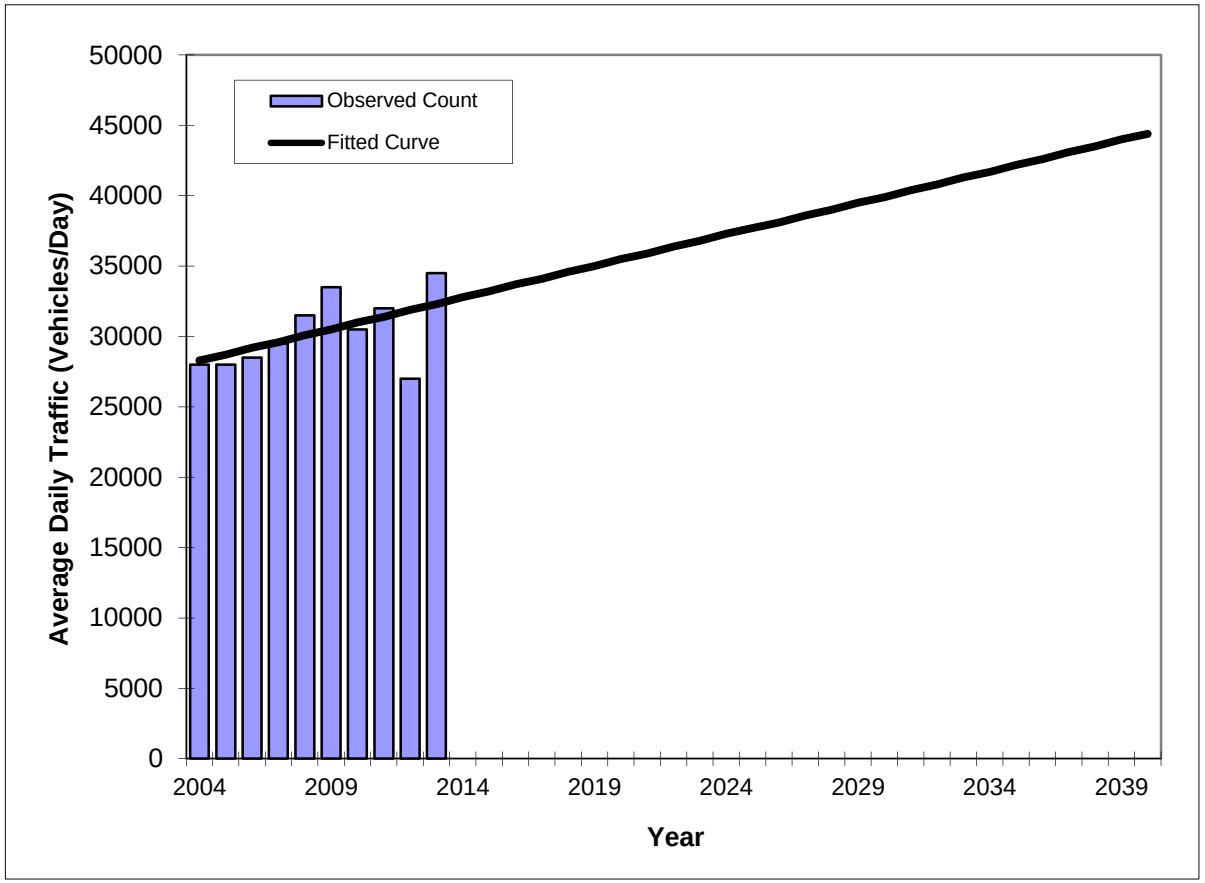
** Annual Trend Increase:	-150
Trend R-squared:	0.7%
Trend Annual Historic Growth Rate:	-0.47%
Trend Growth Rate (2013 to Design Year):	-0.47%
Printed:	16-Mar-15

Straight Line Growth Option

TRAFFIC TRENDS

SR A1A -- N OF HALLANDALE BCH BLVD

County:	Broward
Station #:	418
Highway:	SR A1A



Year	Traffic (ADT/AADT) Count*	Trend**
2004	28000	28300
2005	28000	28700
2006	28500	29200
2007	29500	29600
2008	31500	30100
2009	33500	30500
2010	30500	31000
2011	32000	31400
2012	27000	31900
2013	34500	32300
2021 Opening Year Trend		
2021	N/A	35900
2031 Mid-Year Trend		
2031	N/A	40400
2040 Design Year Trend		
2040	N/A	44400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	448
Trend R-squared:	28.8%
Trend Annual Historic Growth Rate:	1.57%
Trend Growth Rate (2013 to Design Year):	1.39%
Printed:	16-Mar-15

Straight Line Growth Option

Florida Department of Transportation
Transportation Statistics Office
2013 Historical AADT Report

County: 86 - BROWARD

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

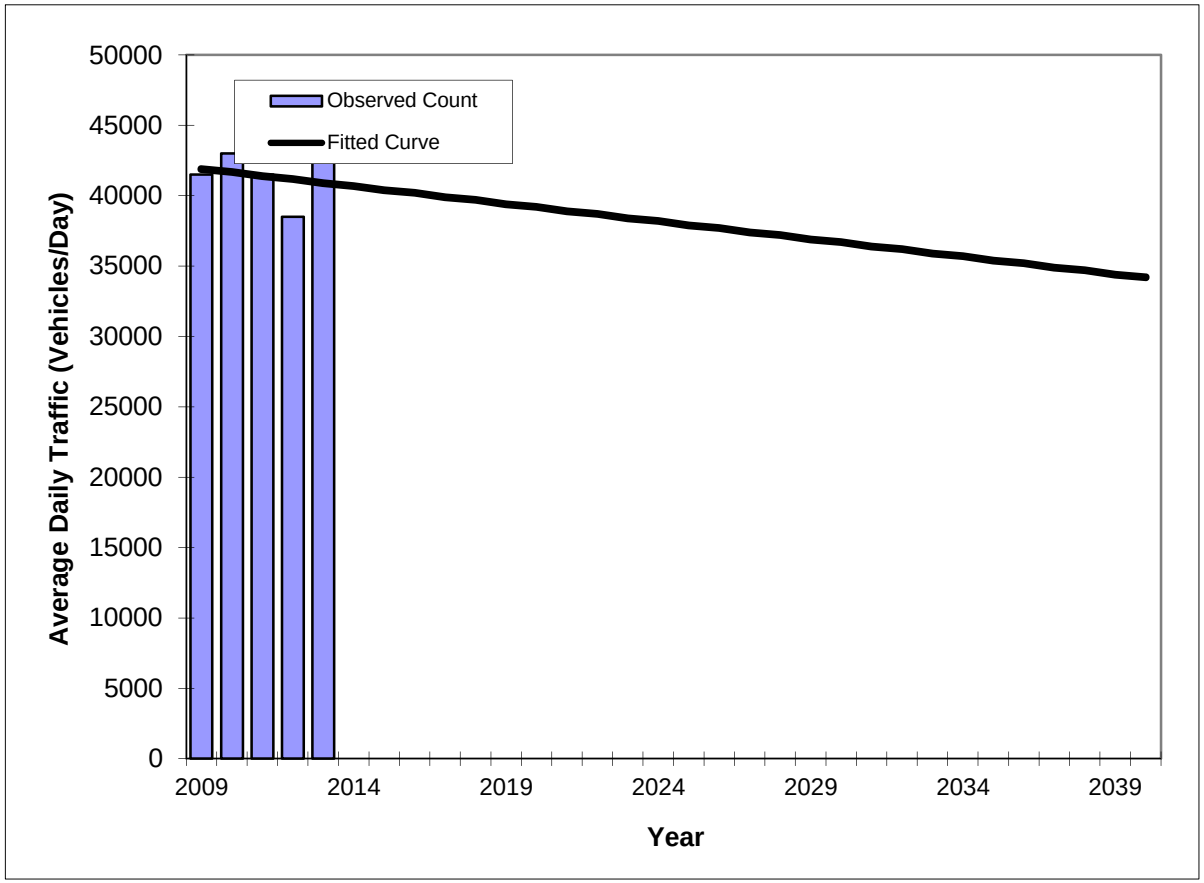
Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	42500 C	E 19500	W 23000	9.00	53.60	10.10
2012	38500 C	E 18500	W 20000	9.00	52.20	10.10
2011	41500 C	E 18500	W 23000	9.00	52.50	2.50
2010	43000 C	E 21500	W 21500	8.35	52.69	4.10
2009	41500 C	E 20500	W 21000	8.53	53.89	2.90
2008	38500 C	E 20000	W 18500	8.81	54.16	2.90
2007	40500 C	E 20000	W 20500	8.63	55.75	2.90
2006	44000 C	E 21500	W 22500	8.40	55.34	6.90
2005	38000 C	E 19000	W 19000	8.20	51.70	6.90
2004	40500 C	E 20000	W 20500	9.10	55.30	6.90
2003	40000 C	E 20500	W 19500	8.60	57.50	4.30
2002	43000 C	E 20500	W 22500	8.70	56.40	3.50
2001	40500 C	E 19500	W 21000	9.00	60.20	5.20
2000	40500 C	E 19500	W 21000	8.90	57.80	3.90
1999	40500 C	E 20000	W 20500	9.60	62.50	4.10
1998	39500 C	E 19000	W 20500	8.70	56.10	3.50

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

TRAFFIC TRENDS

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

County:	Broward
Station #:	590
Highway:	SR 858/HALLANDALE BCH BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2009	41500	41900
2010	43000	41700
2011	41500	41400
2012	38500	41200
2013	42500	40900
2021 Opening Year Trend		
2021	N/A	38900
2031 Mid-Year Trend		
2031	N/A	36400
2040 Design Year Trend		
2040	N/A	34200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

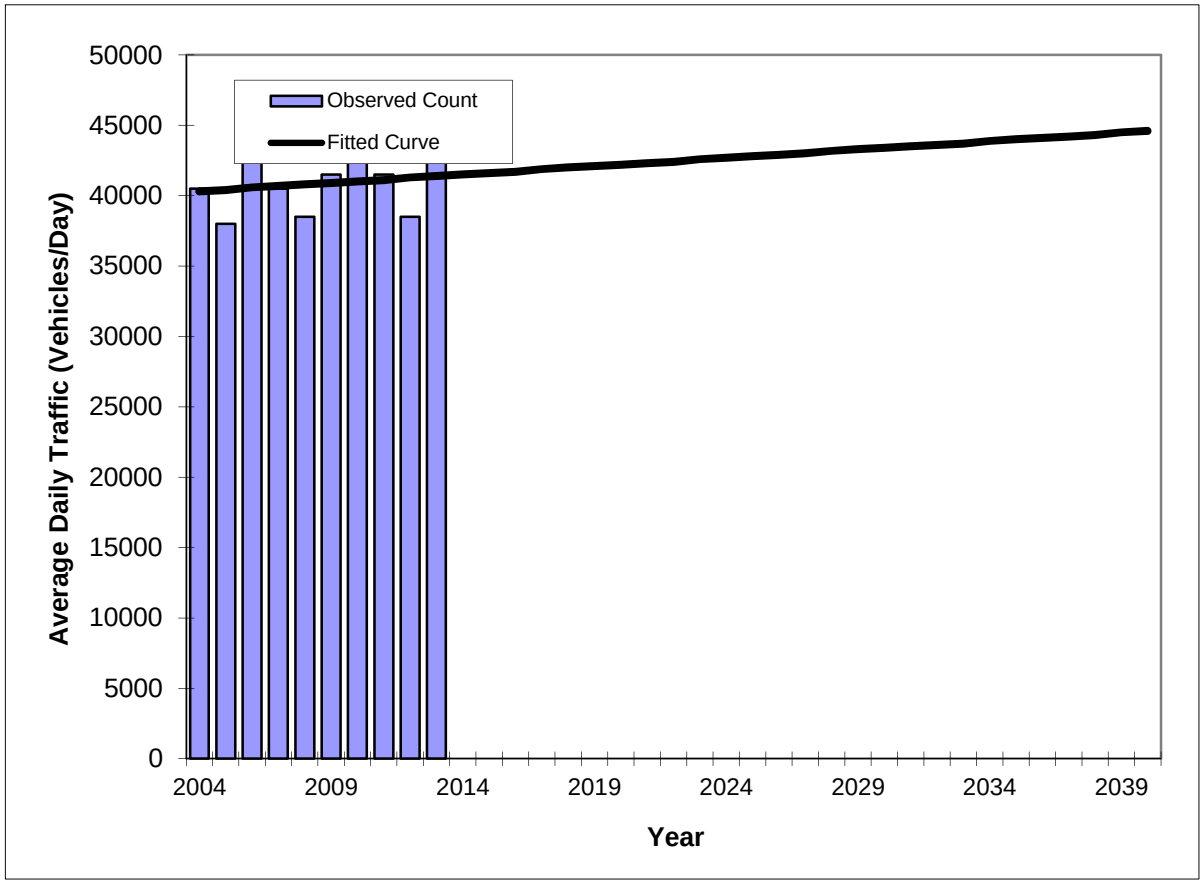
** Annual Trend Increase:	-250
Trend R-squared:	5.1%
Trend Annual Historic Growth Rate:	-0.60%
Trend Growth Rate (2013 to Design Year):	-0.61%
Printed:	16-Mar-15

Straight Line Growth Option

TRAFFIC TRENDS

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

County:	Broward
Station #:	590
Highway:	SR 858/HALLANDALE BCH BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2004	40500	40300
2005	38000	40400
2006	44000	40600
2007	40500	40700
2008	38500	40800
2009	41500	40900
2010	43000	41000
2011	41500	41100
2012	38500	41300
2013	42500	41400
2021 Opening Year Trend		
2021	N/A	42300
2031 Mid-Year Trend		
2031	N/A	43500
2040 Design Year Trend		
2040	N/A	44600
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	118
Trend R-squared:	3.1%
Trend Annual Historic Growth Rate:	0.30%
Trend Growth Rate (2013 to Design Year):	0.29%
Printed:	16-Mar-15

Straight Line Growth Option

Florida Department of Transportation
Transportation Statistics Office
2013 Historical AADT Report

County: 86 - BROWARD

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

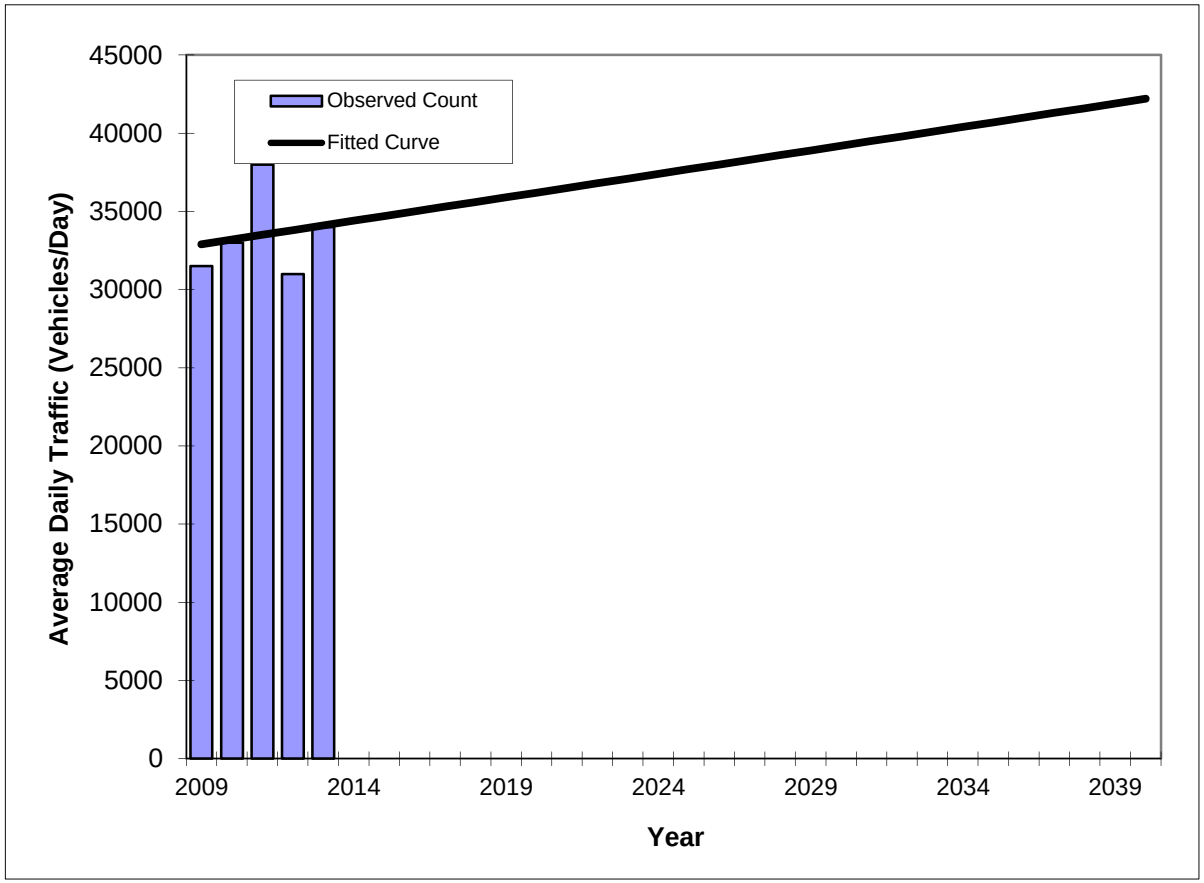
Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	34000 C	N 17000	S 17000	9.00	54.60	4.00
2012	31000 C	N 15500	S 15500	9.00	55.00	4.20
2011	38000 C	N 18000	S 20000	9.00	54.50	4.20
2010	33000 C	N 15500	S 17500	9.37	54.06	4.20
2009	31500 C	N 15500	S 16000	9.31	53.74	2.20
2008	38000 C	N 20500	S 17500	9.70	54.48	2.20
2007	36500 C	N 19000	S 17500	9.10	53.47	1.80
2006	38000 C	N 19500	S 18500	9.48	53.59	1.80
2005	35500 C	N 18500	S 17000	10.60	58.90	1.80
2004	35500 C	N 18000	S 17500	10.40	56.30	1.80
2003	33000 C	N 16500	S 16500	9.20	55.90	4.10
2002	34500 C	N 17500	S 17000	9.50	55.00	4.10
2001	35000 C	N 17500	S 17500	9.70	55.60	3.50
2000	31000 C	N 16000	S 15000	9.40	56.30	3.80
1999	31000 C	N 16500	S 14500	9.40	56.40	2.50
1998	37000 C	N 19000	S 18000	9.60	53.90	2.10

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

TRAFFIC TRENDS

SR 5 / US 1 -- S OF SR 824 / PEMBROKE RD

County:	Broward
Station #:	5028
Highway:	SR 5 / US 1



Year	Traffic (ADT/AADT) Count*	Trend**
2009	31500	32900
2010	33000	33200
2011	38000	33500
2012	31000	33800
2013	34000	34100
2021 Opening Year Trend		
2021	N/A	36500
2031 Mid-Year Trend		
2031	N/A	39500
2040 Design Year Trend		
2040	N/A	42200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

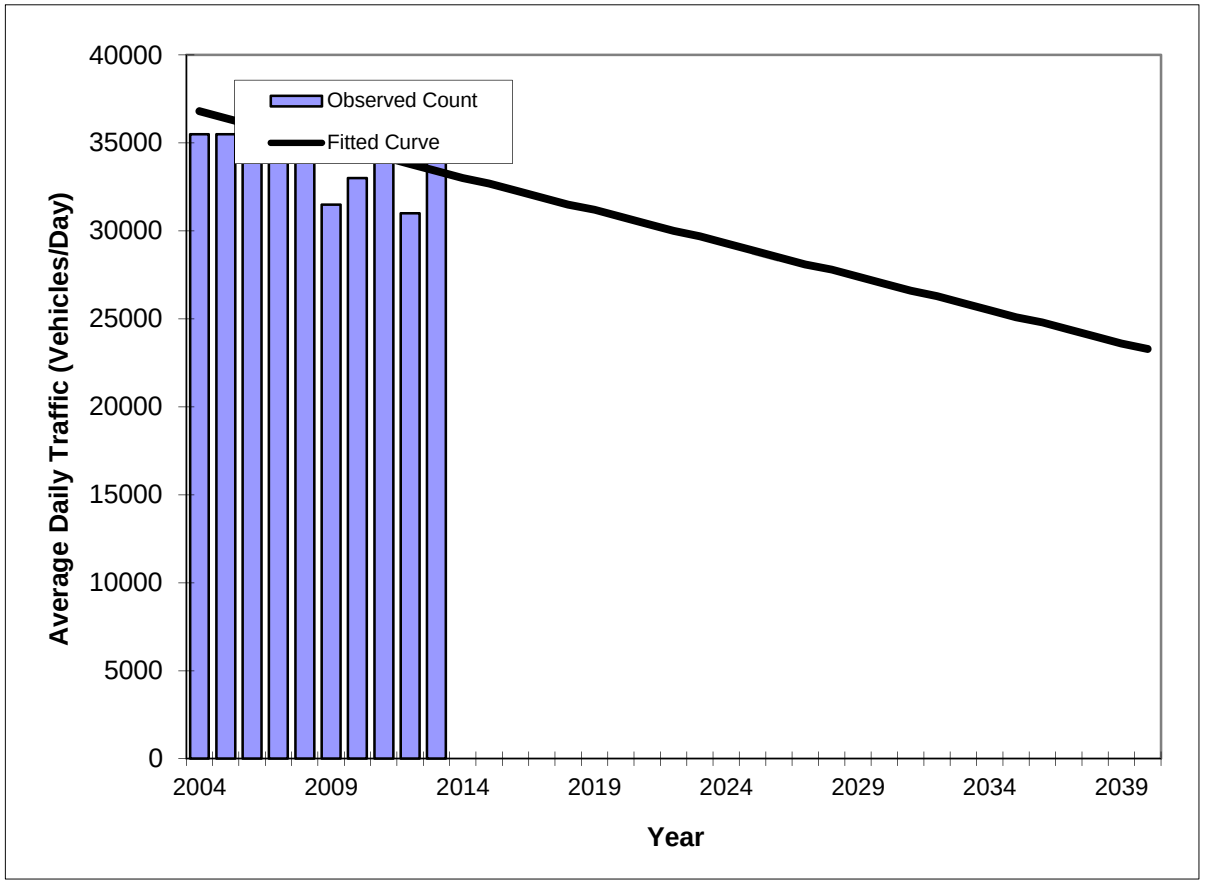
** Annual Trend Increase:	300
Trend R-squared:	2.9%
Trend Annual Historic Growth Rate:	0.91%
Trend Growth Rate (2013 to Design Year):	0.88%
Printed:	16-Mar-15

Straight Line Growth Option

TRAFFIC TRENDS

SR 5 / US 1 -- S OF SR 824 / PEMBROKE RD

County:	Broward
Station #:	5028
Highway:	SR 5 / US 1



Year	Traffic (ADT/AADT) Count*	Trend**
2004	35500	36800
2005	35500	36400
2006	38000	36000
2007	36500	35700
2008	38000	35300
2009	31500	34900
2010	33000	34500
2011	38000	34200
2012	31000	33800
2013	34000	33400
2021 Opening Year Trend		
2021	N/A	30400
2031 Mid-Year Trend		
2031	N/A	26600
2040 Design Year Trend		
2040	N/A	23300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-376
Trend R-squared:	18.5%
Trend Annual Historic Growth Rate:	-1.03%
Trend Growth Rate (2013 to Design Year):	-1.12%
Printed:	16-Mar-15

Straight Line Growth Option

Florida Department of Transportation
Transportation Statistics Office
2013 Historical AADT Report

County: 86 - BROWARD

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

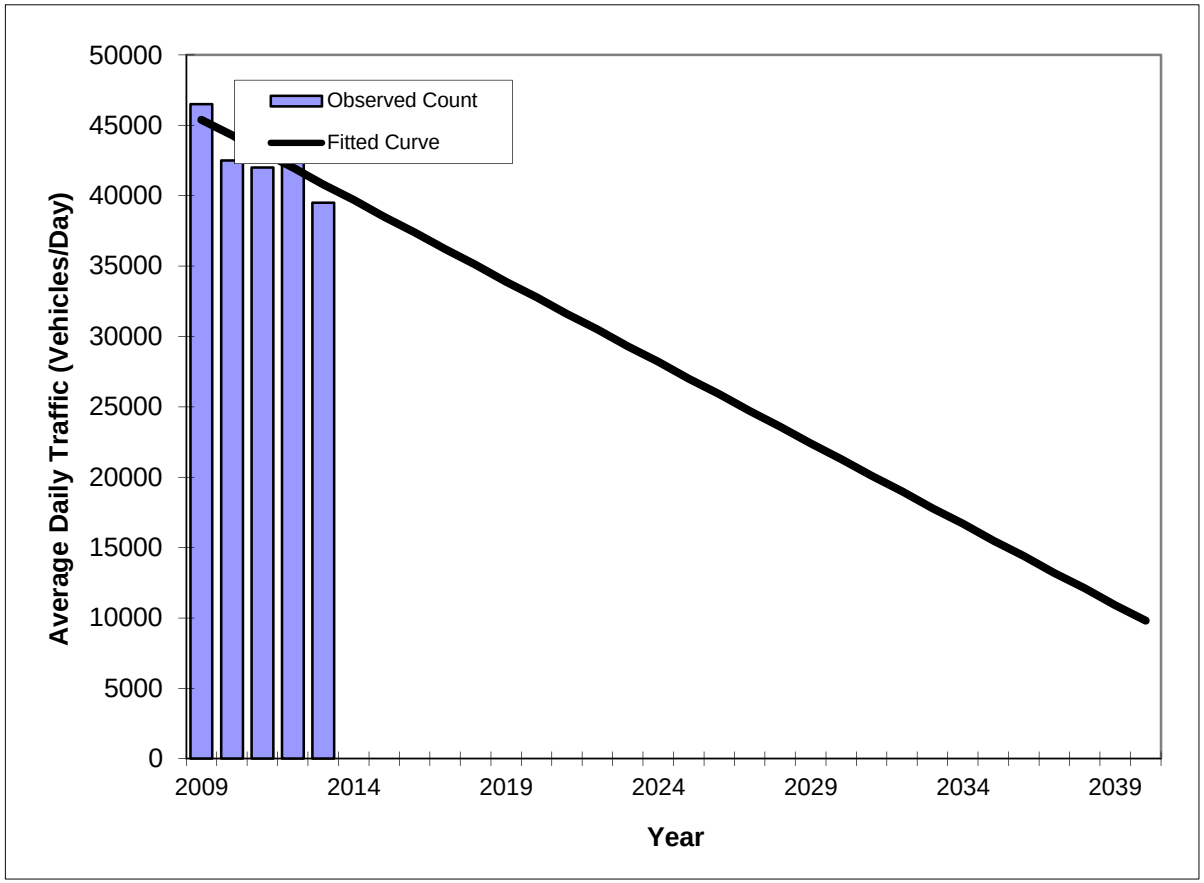
Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	39500 C	E 22000	W 17500	9.00	54.60	3.50
2012	45000 C	E 23000	W 22000	9.00	55.00	2.70
2011	42000 C	E 21000	W 21000	9.00	54.50	2.70
2010	42500 C	E 21000	W 21500	9.37	54.06	2.70
2009	46500 C	E 23000	W 23500	9.31	53.74	2.20
2008	55000 C	E 27000	W 28000	9.70	54.48	2.20
2007	39500 C	E 19500	W 20000	9.10	53.47	2.50
2006	45500 C	E 24000	W 21500	9.48	53.59	3.80
2005	47000 C	E 24500	W 22500	10.60	58.90	4.70
2004	49500 C	E 25500	W 24000	10.40	56.30	5.00
2003	48500 C	E 24500	W 24000	9.20	55.90	5.90
2002	48000 C	E 23500	W 24500	9.50	55.00	3.50
2001	44500 C	E 22000	W 22500	9.70	55.60	5.90
2000	46000 C	E 23000	W 23000	9.40	56.30	3.90
1999	45000 C	E 23000	W 22000	9.40	56.40	4.10
1998	46500 C	E 23500	W 23000	9.60	53.90	6.40

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

TRAFFIC TRENDS

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

County:	Broward
Station #:	5029
Highway:	SR 858/HALLANDALE BCH BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2009	46500	45400
2010	42500	44300
2011	42000	43100
2012	45000	42000
2013	39500	40800
2021 Opening Year Trend		
2021	N/A	31600
2031 Mid-Year Trend		
2031	N/A	20100
2040 Design Year Trend		
2040	N/A	9800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

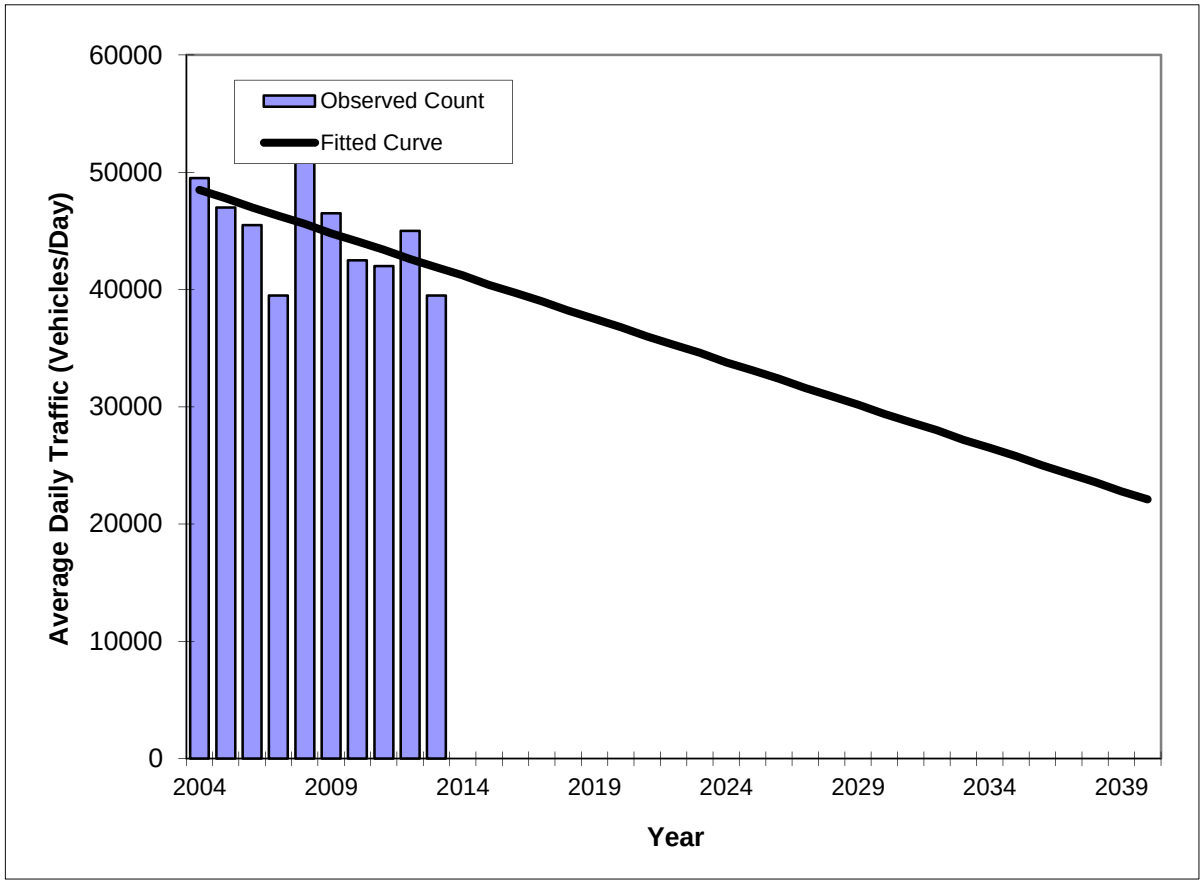
** Annual Trend Increase:	-1,150
Trend R-squared:	44.5%
Trend Annual Historic Growth Rate:	-2.53%
Trend Growth Rate (2013 to Design Year):	-2.81%
Printed:	16-Mar-15

Straight Line Growth Option

TRAFFIC TRENDS

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

County:	Broward
Station #:	5029
Highway:	SR 858/HALLANDALE BCH BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2004	49500	48500
2005	47000	47800
2006	45500	47000
2007	39500	46300
2008	55000	45600
2009	46500	44800
2010	42500	44100
2011	42000	43400
2012	45000	42600
2013	39500	41900
2021 Opening Year Trend		
2021	N/A	36000
2031 Mid-Year Trend		
2031	N/A	28700
2040 Design Year Trend		
2040	N/A	22100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-733
Trend R-squared:	22.0%
Trend Annual Historic Growth Rate:	-1.51%
Trend Growth Rate (2013 to Design Year):	-1.75%
Printed:	16-Mar-15

Straight Line Growth Option

Florida Department of Transportation
Transportation Statistics Office
2013 Historical AADT Report

County: 86 - BROWARD

Site: 7309 - S 14 AVE, N OF HALLANDALE BEACH BLVD

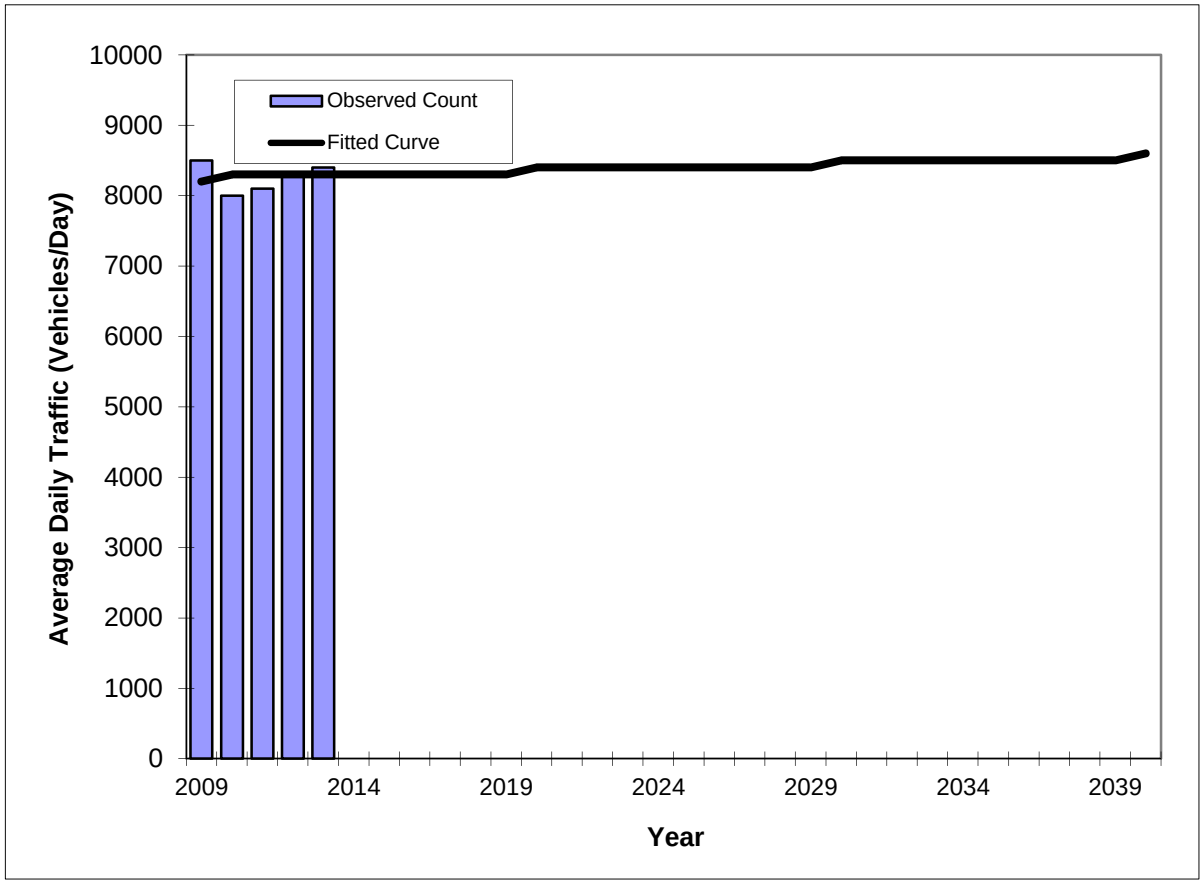
Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	8400 T	0	0	9.00	54.60	7.60
2012	8300 S	0	0	9.00	55.00	5.90
2011	8100 F	0	0	9.00	54.50	6.30
2010	8000 C	N 0	S 0	9.37	54.06	9.30
2009	8500 F	0	0	9.31	53.74	5.30
2008	8700 C	N 0	S 0	9.70	54.48	6.50
2007	10000 C	N 0	S 0	9.10	53.47	4.80
2006	7300 C	N 0	S 0	9.48	53.59	2.90
2005	6600 C	N	S	10.60	58.90	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

TRAFFIC TRENDS

S 14 AVE -- N OF HALLENDALE BEACH BLVD

County:	Broward
Station #:	7039
Highway:	S 14 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2009	8500	8200
2010	8000	8300
2011	8100	8300
2012	8300	8300
2013	8400	8300
2021 Opening Year Trend		
2021	N/A	8400
2031 Mid-Year Trend		
2031	N/A	8500
2040 Design Year Trend		
2040	N/A	8600
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	10
Trend R-squared:	0.6%
Trend Annual Historic Growth Rate:	0.30%
Trend Growth Rate (2013 to Design Year):	0.13%
Printed:	16-Mar-15

Straight Line Growth Option

Florida Department of Transportation
Transportation Statistics Office
2013 Historical AADT Report

County: 86 - BROWARD

Site: 9634 - NE 1 AVE, S OF PEMBROKE RD

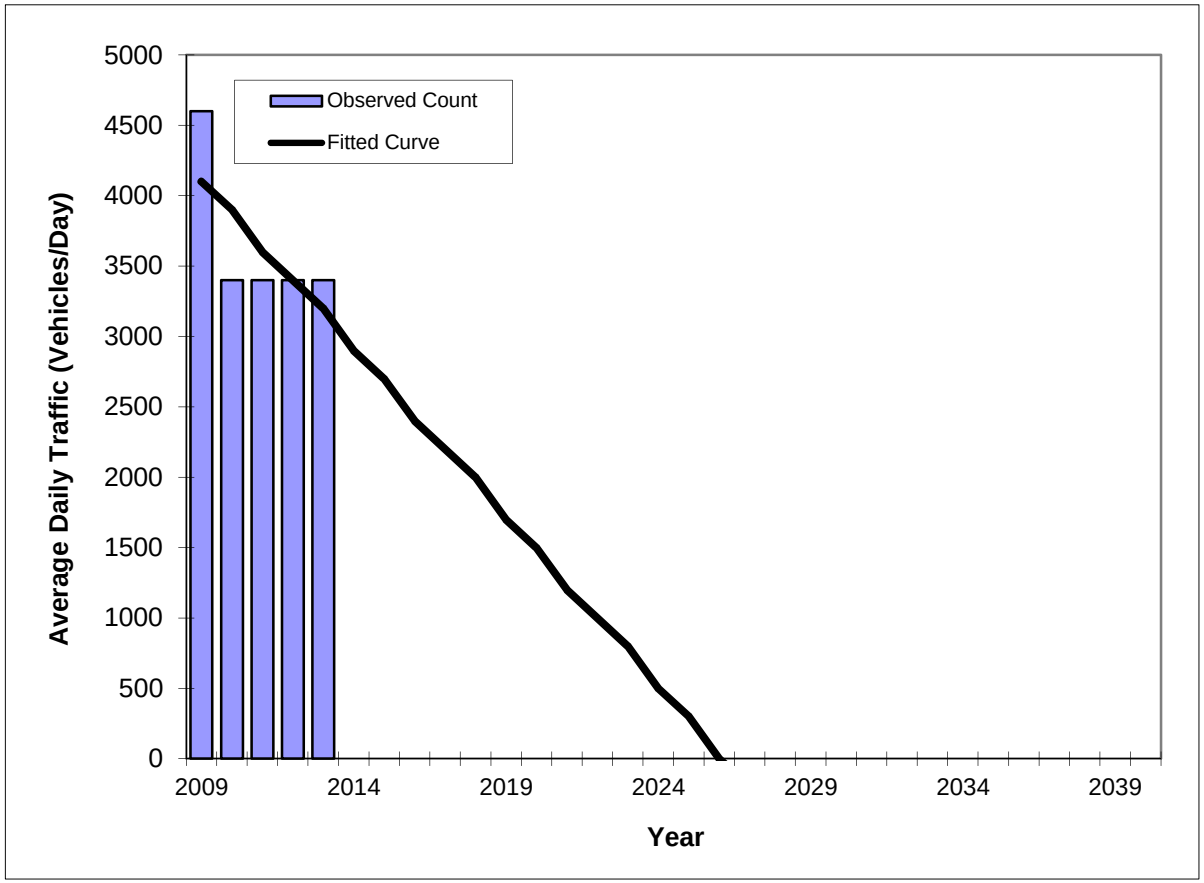
Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	3400 T	0	0	9.00	99.90	7.60
2012	3400 S	0	0	9.00	99.90	5.90
2011	3400 F	0	0	9.00	99.90	6.30
2010	3400 C	N 3400	0	8.35	52.69	9.30
2009	4600 F	0	0	8.53	99.99	5.30
2008	4700 C	N 4700	0	8.81	99.99	6.50
2007	4300 C	N 4300	0	8.63	99.99	4.80
2006	4300 C	N 4300	0	8.40	99.99	2.90
2005	3900 C	N		8.20	99.90	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

TRAFFIC TRENDS

NE 1 AVE -- S OF PEMBROKE RD

County:	Broward
Station #:	9634
Highway:	NE 1 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2009	4600	4100
2010	3400	3900
2011	3400	3600
2012	3400	3400
2013	3400	3200
2021 Opening Year Trend		
2021	N/A	1200
2031 Mid-Year Trend		
2031	N/A	-1200
2040 Design Year Trend		
2040	N/A	-3300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-240
Trend R-squared:	50.0%
Trend Annual Historic Growth Rate:	-5.49%
Trend Growth Rate (2013 to Design Year):	-7.52%
Printed:	16-Mar-15

Straight Line Growth Option

Florida Department of Transportation
Transportation Statistics Office
2013 Historical AADT Report

County: 86 - BROWARD

Site: 9757 - ATLANTIC SHORES BLVD, E OF FEDERAL HIGHWAY

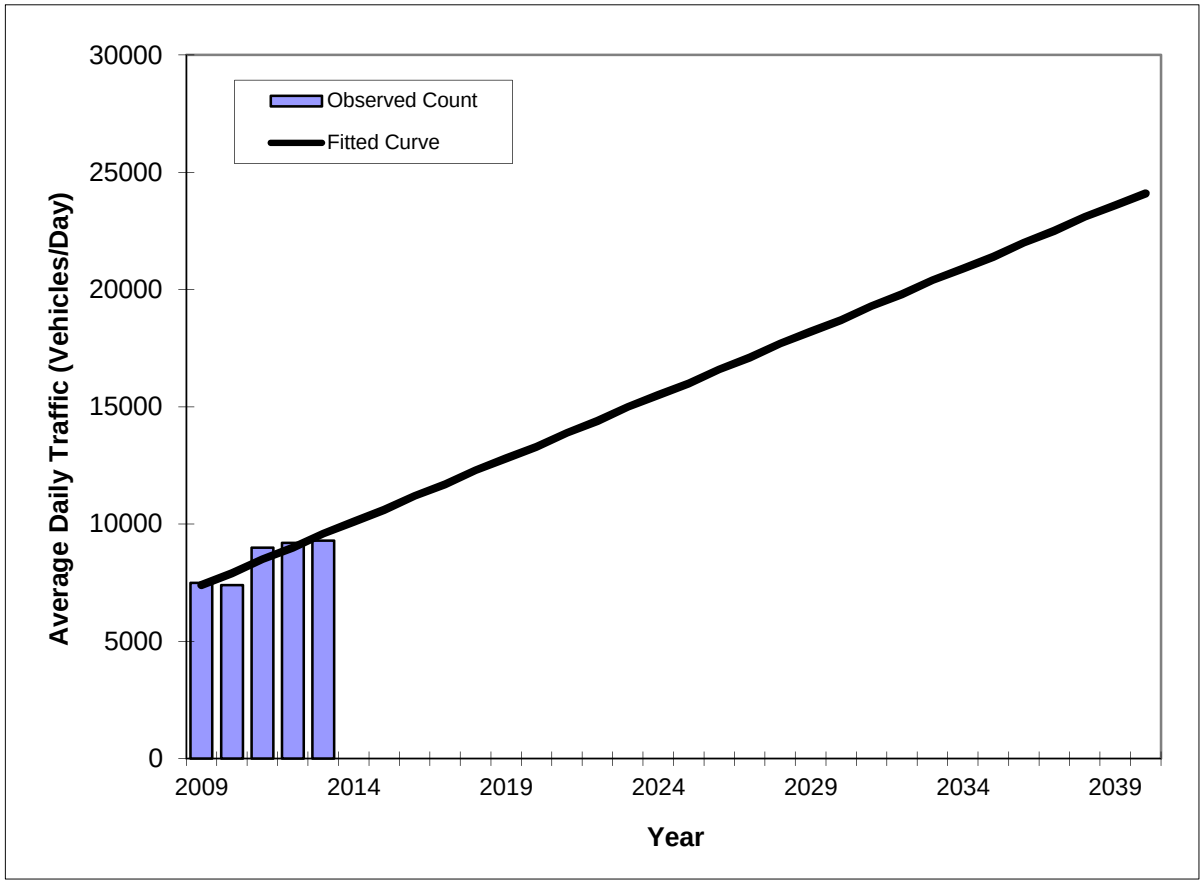
Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	9300 S	0	0	9.00	54.60	7.60
2012	9200 F	0	0	9.00	55.00	5.90
2011	9000 C	E 0	W 0	9.00	54.50	6.30
2010	7400 F	0	0	9.37	54.06	9.30
2009	7500 C	E 0	W 0	9.31	53.74	5.30
2008	10000 C	E 0	W 0	9.70	54.48	6.50
2007	9300 C	E 0	W 0	9.10	53.47	4.80
2006	8800 C	E 0	W 0	9.48	53.59	2.90
2005	8500 C	E	W	10.60	58.90	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

TRAFFIC TRENDS

ATLANTIC SHORES BLVD -- E OF FEDERAL HIGHWAY

County:	Broward
Station #:	9757
Highway:	ATLANTIC SHORES BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2009	7500	7400
2010	7400	7900
2011	9000	8500
2012	9200	9000
2013	9300	9600
2021 Opening Year Trend		
2021	N/A	13900
2031 Mid-Year Trend		
2031	N/A	19300
2040 Design Year Trend		
2040	N/A	24100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	540
Trend R-squared:	81.3%
Trend Annual Historic Growth Rate:	7.43%
Trend Growth Rate (2013 to Design Year):	5.59%
Printed:	16-Mar-15

Straight Line Growth Option

Committed Development Data

2.0 Project Trip Generation

The trip generation potential for the proposed project was determined based upon *the Institute of Transportation Engineers (ITE) Trip Generation, 8th Edition.* ITE land use code 881, Pharmacy/Drugstore with Drive-Through Window was used for the proposed project. A pass-by rate of 49% was applied based upon *ITE Trip Generation Handbook, 2nd Edition.* Table 2-1, shows a summary of ITE Trip Generation. Please see Appendix A for ITE Trip Generation worksheets.

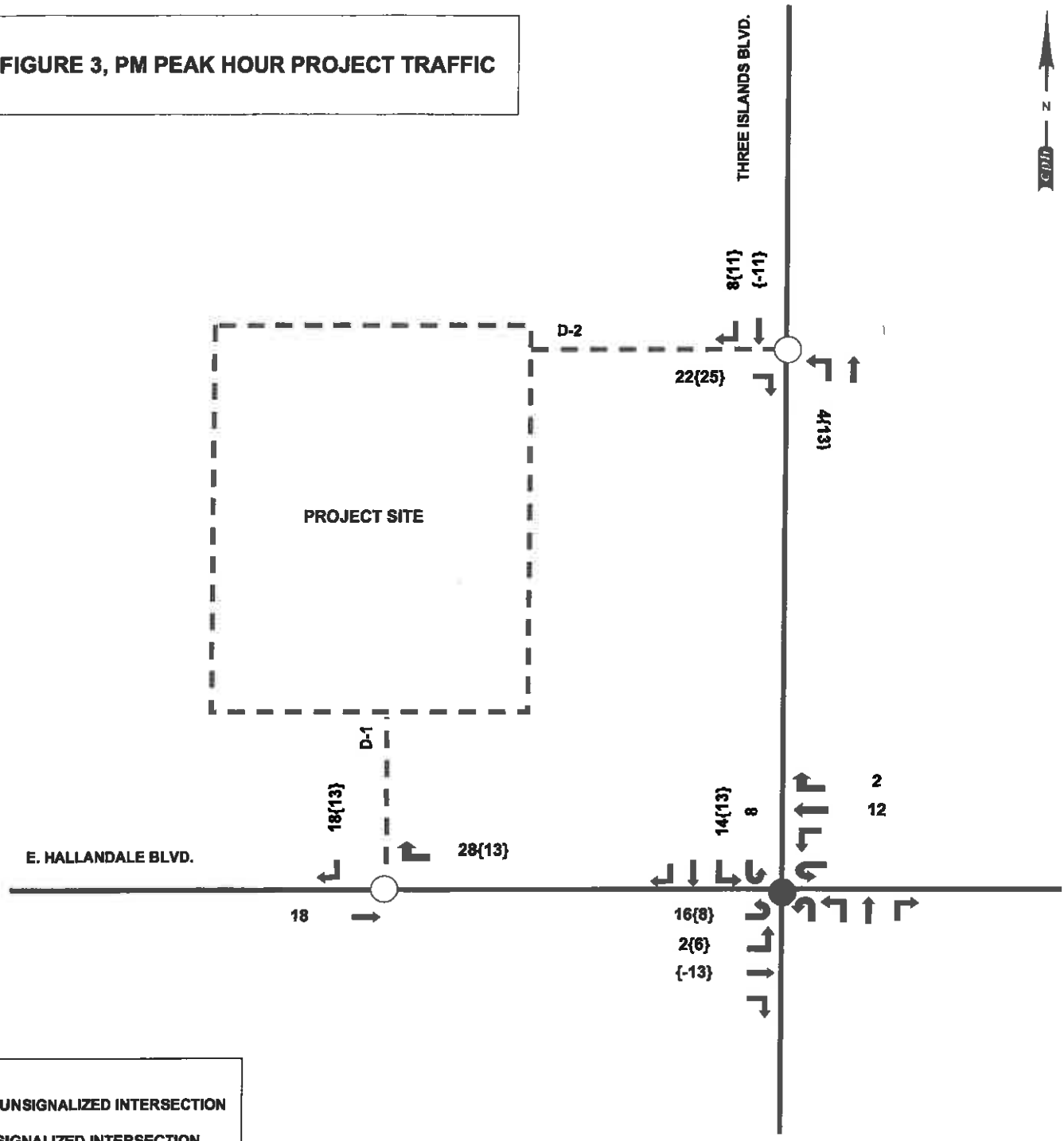
Table 2-1 ITE Trip Generation

Land Use	ITE Land Use Code	Size (ksf)	Gross Daily	Net-New PM Peak Hour Trips
Pharmacy/Drugstore with Drive-Through Window	881	150.032	1,325	80

Note: ksf = thousand square feet

Based upon preliminary trip generation projection, it is anticipated that the proposed project will generate 1,325 gross daily trips and 80 net-new pm peak hour trips. Please see the attached trip generation worksheets in Appendix A for reference.

FIGURE 3, PM PEAK HOUR PROJECT TRAFFIC



LEGEND

- ○ UNSIGNALIZED INTERSECTION
- ● SIGNALIZED INTERSECTION
- XX NET-NEW PROJECT TRAFFIC
- {XX} PASS-BY PROJECT TRAFFIC

Salman Rathore

From: Jankristof Devastey <jdevastey@calvin-giordano.com>
Sent: Monday, August 19, 2013 5:04 PM
To: Salman Rathore
Cc: Jeffery Maxwell; orshefskyd@gtlaw.com; cdominguez@hallandalebeachfl.gov; Joseph M Corradino
Subject: RE: Response to Comments (2000 Ocean Drive Traffic Impact Analysis)
Attachments: HAL-OCE.pdf; Signal Timing.pdf; AM Existing.pdf; AM Proposed.pdf; PM Existing.pdf; PM Proposed.pdf; Response Memo Revised.pdf

Good afternoon Salman,
Please find below the responses to your additional comments/questions.

1. Table 1 – Source for the existing peak hour volumes i.e AM Peak (1177) and PM Peak (1421).
   Response: The volumes were taken from the synopsis report for count station 865044 (SR A1A south of Hallandale Bch Blvd). The memo has been updated to reflect this information.

2. Analysis that was done as part of a previous study (year 2011) i.e turning movement counts , Synchro analysis etc.
   Response: Turning movement counts for the year 2011 were forecasted to present year to perform the analysis. Attached are the TMC sheets.

3. Synchro analysis (Table 2) for the existing and proposed conditions (AM & PM) along with any signal timings obtained from Miami Dade County.
   Response: The table used in the previous memo was not the correct table. The memo was revised to include the correct table. The revised memo, Synchro analysis sheets for existing and proposed conditions and the signal timing info are also attached. The differences (from a LOS standpoint) between the previous table and this one were minor; however, in the interest of accuracy, the analysis was revised to reflect these changes. In addition, please find below the table used to develop the existing and proposed volumes used in the analysis.

Growth Rate	0.50%
Analysis Year	2013
Years	2

AM PEAK

	NB			SB			EB			WB		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2011 Volume	10	338	3	7	346	331	356	48	437	8	132	5
Existing Volume	11	342	4	8	350	335	360	49	442	9	134	6
Project Traffic	-3	-4	-3		-4				-4	-3		
Total Traffic	**8**	**338**	**1**	**8**	**346**	**335**	**360**	**49**	**438**	**6**	**134**	**6**

PM PEAK

	NB			SB			EB			WB		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2011 Volume	18	546	5	14	592	513	535	70	730	10	74	25
Existing Volume	19	552	6	15	598	519	541	71	738	11	75	26
Project Traffic	-3	-4	-3		-4				-4	-3		
Total Traffic	**16**	**548**	**3**	**15**	**594**	**519**	**541**	**71**	**734**	**8**	**75**	**26**

Please let me know if you have any additional questions.

Regards,

Jankristof Devastey E.I.
Traffic Engineer | Traffic Engineering Department (Broward)

Calvin, Giordano & Associates, Inc. | 1800 Eller Drive | Suite 600 | Fort Lauderdale, FL 33316
Office: 954.921.7781 | Direct: 954.766.2709 | Fax: 954.921.8807
Fort Lauderdale | West Palm Beach | Port St. Lucie | Homestead | Clearwater |Jacksonville | Atlanta

#4 South Florida BUSINESS JOURNAL

CGA Ranks **4th** in South Florida Business Journal **Top Engineering Firm 2012**

2012 HOTFIRM list WINNER

The Fastest Growing A/E/P and Environmental Consulting Firms

From: Salman Rathore [mailto:srathore@CORRADINO.com]
Sent: Monday, August 19, 2013 2:34 PM
To: Jankristof Devastey
Cc: Jeffery Maxwell; orshefskyd@gtlaw.com; cdominguez@hallandalebeachfl.gov; Joseph M Corradino
Subject: RE: Response to Comments (2000 Ocean Drive Traffic Impact Analysis)

Jankristof,

just want to make sure that you had received my email below. Please feel free to contact me if you have any questions.

ITE Land Use #222 – High-Rise Apartment

- Weekday: Ln (T) = 0.83 Ln (X) + 2.50
  where T = number of trips and X = number of dwelling units
- AM Peak: Ln(T) = 0.99 Ln (X) - 1.14 (25% in / 75% out)
- PM Peak: T = 0.32 (X) + 12.30 (61% in / 39% out)

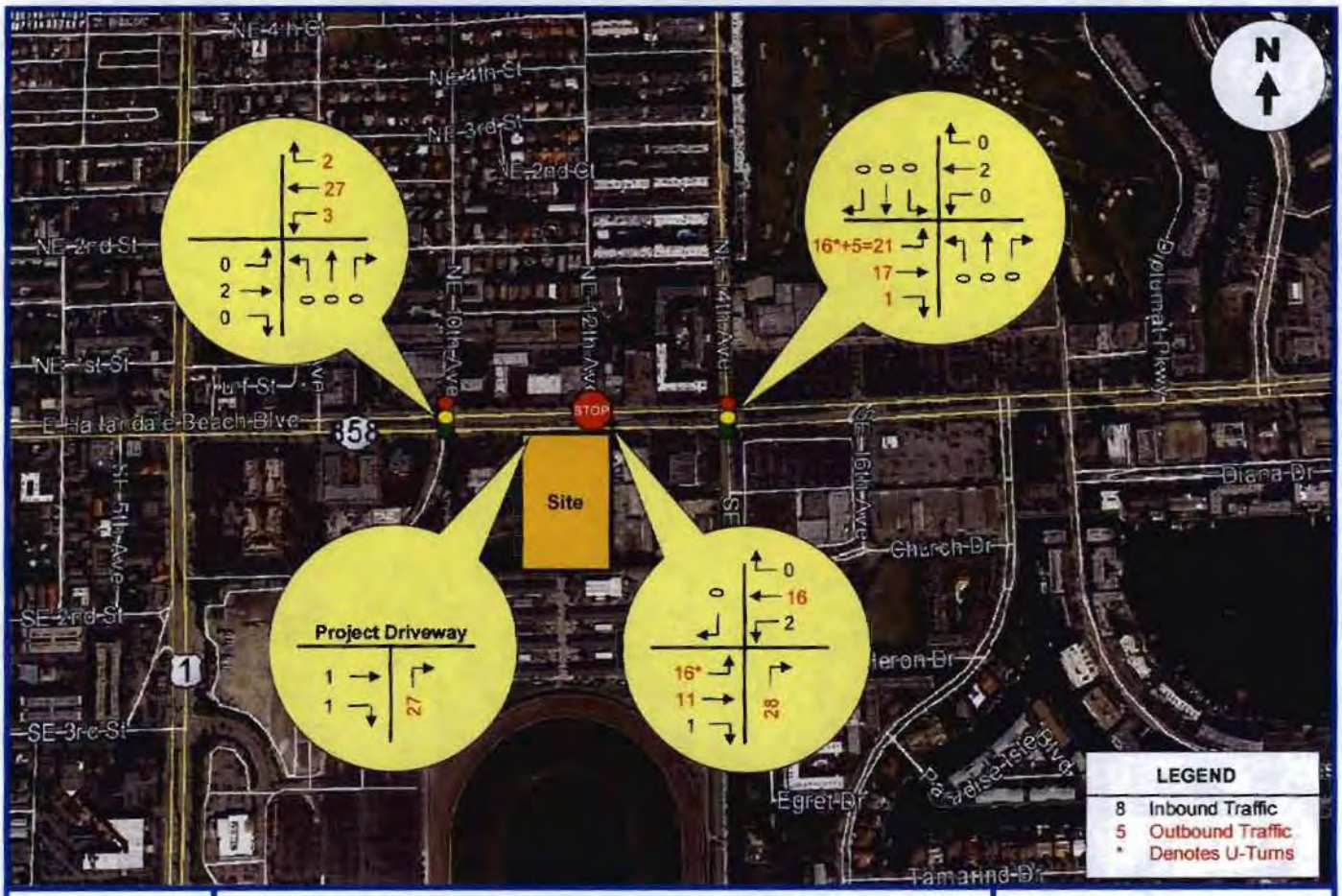
Table 1 below summarizes the vehicle trips associated with the proposed Hallandale Oasis project in the City of Hallandale Beach. (Internalization analyses in accordance with ITE procedures have also been included in this analysis. The details of the internalization are presented in Appendix C.)

Table 1
Trip Generation Summary
Hallandale Oasis - Hallandale Beach, Florida

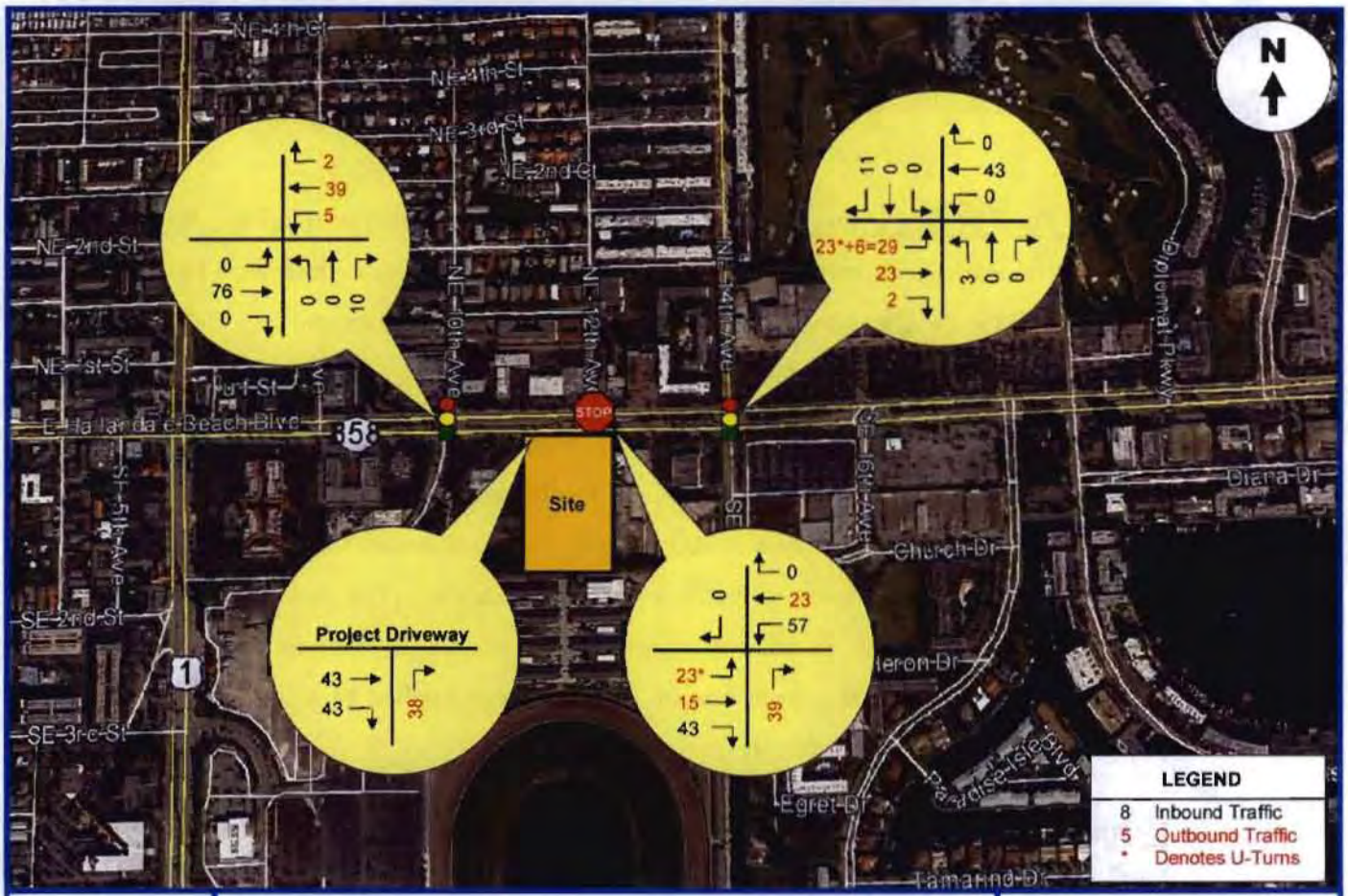
Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Existing Development								
Office	44,395 SF	708	88	12	100	22	106	128
Fitness Center	6,250 SF	206	5	4	9	14	10	24
Total		**914**	**93**	**16**	**109**	**36**	**116**	**152**
Proposed Development								
Office	39,060 SF	643	79	11	90	21	101	122
Retail	8,615 SF	406	0	0	0	18	24	42
Restaurant	18,015 SF	1,620	8	7	15	90	45	135
Fitness Center	8,500 SF	280	6	6	12	18	14	32
Residential	250 DU	1,191	19	57	76	56	36	92
Sub-Total		4,140	112	81	193	203	220	423
Deductions								
Internalization (13%)		-538	-15	-10	-25	-24	-27	-51
Total		**3,602**	**97**	**71**	**168**	**179**	**193**	**372**
Difference (Proposed - Existing)		**2,688**	**4**	**55**	**59**	**143**	**77**	**220**

Source: KBP Consulting, Inc., August 2014.
Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition).

As indicated in Table 1 above, the net new external vehicle trips anticipated to be generated by the proposed Hallandale Oasis project consists of approximately 2,688 vehicle trips during a typical weekday, 59 vehicle trips during the weekday AM peak hour (4 inbound and 55 outbound), and 220 vehicle trips during the weekday PM peak hour (143 inbound and 77 outbound).



KBP CONSULTING, INC.	New Project Traffic Assignment AM Peak Hour	FIGURE 6 Hallandale Oasis Hallandale Beach, Florida



KBP CONSULTING, INC.	New Project Traffic Assignment PM Peak Hour	FIGURE 7 Hallandale Oasis Hallandale Beach, Florida

TABLE 1 Trip Generation Summary (Existing Use) 600 East Hallandale								
			AM Peak Hour			PM Peak Hour		
Land Use	**Size**	**Daily Trips**	**Total Trips**	**Inbound**	**Outbound**	**Total Trips**	**Inbound**	**Outbound**
Retail (includes Rest)	60,609	4,904	115	71	44	428	206	223
Pass-by (Retail-25%)		-1,226	0	0	0	-107	-51	-56
External Trips		**3,678**	**115**	**71**	**44**	**321**	**155**	**167**

Source: ITE Trip Generation Manual (9th Edition)

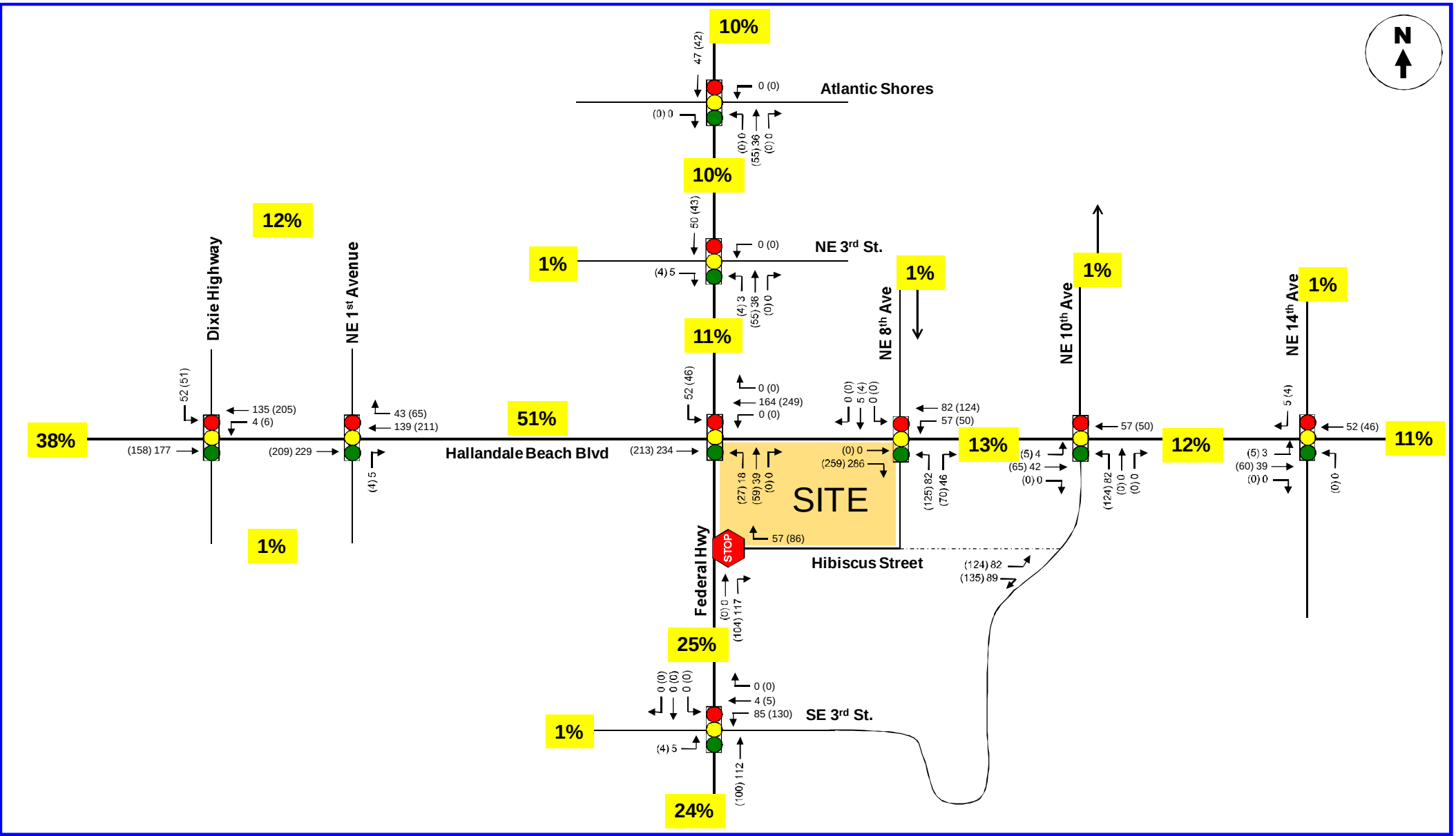
TABLE 2 Trip Generation Summary (Proposed Uses) Chateau Square								
			AM Peak Hour			PM Peak Hour		
Land Use	**Size**	**Daily Trips**	**Total Trips**	**Inbound**	**Outbound**	**Total Trips**	**Inbound**	**Outbound**
Retail LUC 820	140,554	8,473	192	119	73	753	361	391
Office LUC 710	152,792	1,812	269	236	32	250	43	208
Hotel LUC 310	280	2,288	148	87	61	168	86	82
High Rise LUC 232	727	3,039	247	47	200	276	171	105
Live/Work	73	305	25	5	20	28	17	11
Subtotal		**15,917**	**880**	**494**	**386**	**1,475**	**678**	**797**
Internal (7%/25%)		-2,547	-59	-30	-30	-373	-187	-187
Driveway Volumes		**13,370**	**821**	**465**	**356**	**1,101**	**491**	**610**
Pass-by (Retail-25%)		-1,621	0	0	0	-144	-74	-70
External Trips		**11,749**	**821**	**465**	**356**	**957**	**417**	**540**

Source: ITE Trip Generation Manual (9th Edition)

NOTE: Pass-by reduction is associated with external trips (gross minus internal) for the retail land use (retail external is 578 total trips; 296 ins and 282 out, based on internal capture calculatios for Land Use B)

Difference in Trips		**8,070**	**706**	**393**	**313**	**636**	**263**	**373**

Traf Tech
ENGINEERING, INC.

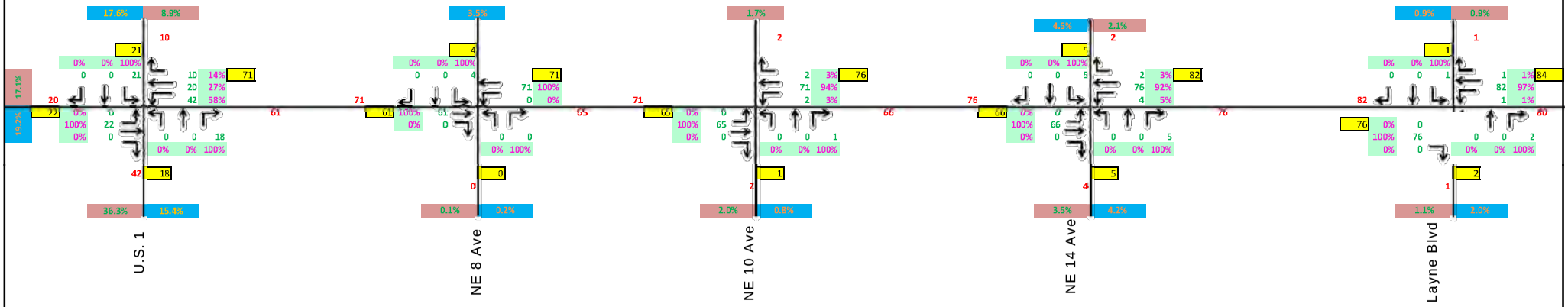


Traf Tech
ENGINEERING, INC.

PROJECT TRAFFIC ASSIGNMENT – External Trips

FIGURE 4a
Chateau Square
Hallandale Beach, Florida

Beachwalk Development - Trip Distribution AM (1 of 2)



Beachwalk Development

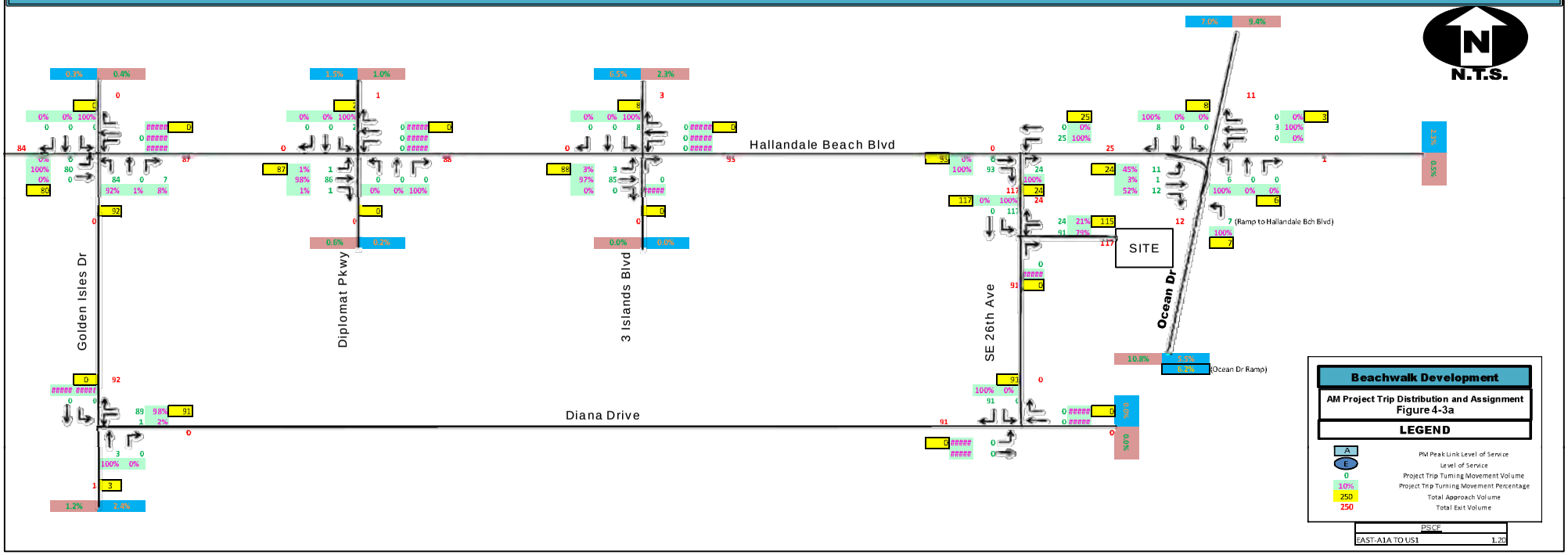
AM Project Trip Distribution and Assignment
Figure 4-3a

LEGEND

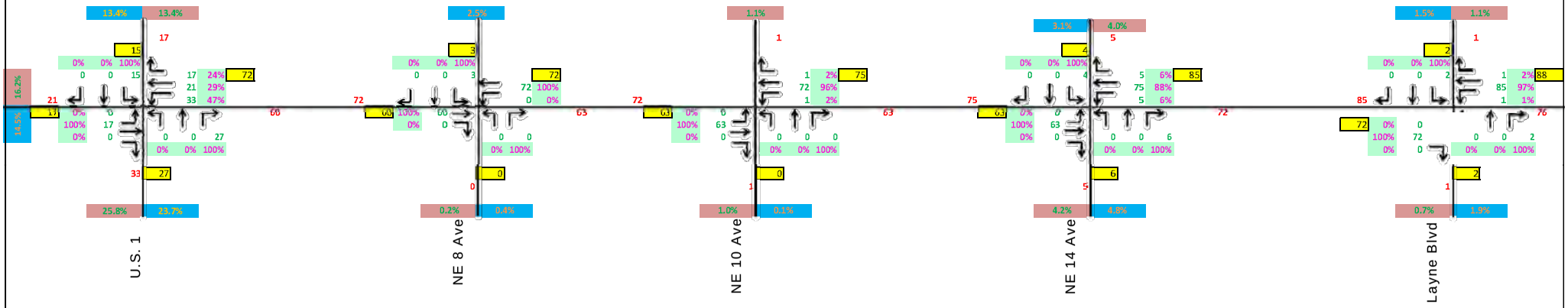
A	PM Peak Link Level of Service
E	Level of Service
0	Project Trip Turning Movement Volume
10%	Project Trip Turning Movement Percentage
250	Total Approach Volume
250	Total Exit Volume

PSCF	
EAST-A1A TO US1	1.20

Beachwalk Development - Trip Distribution AM (2 of 2)



Beachwalk Development - Trip Distribution PM (1 of 2)



Beachwalk Development

PM Project Trip Distribution and Assignment
Figure 4-3b

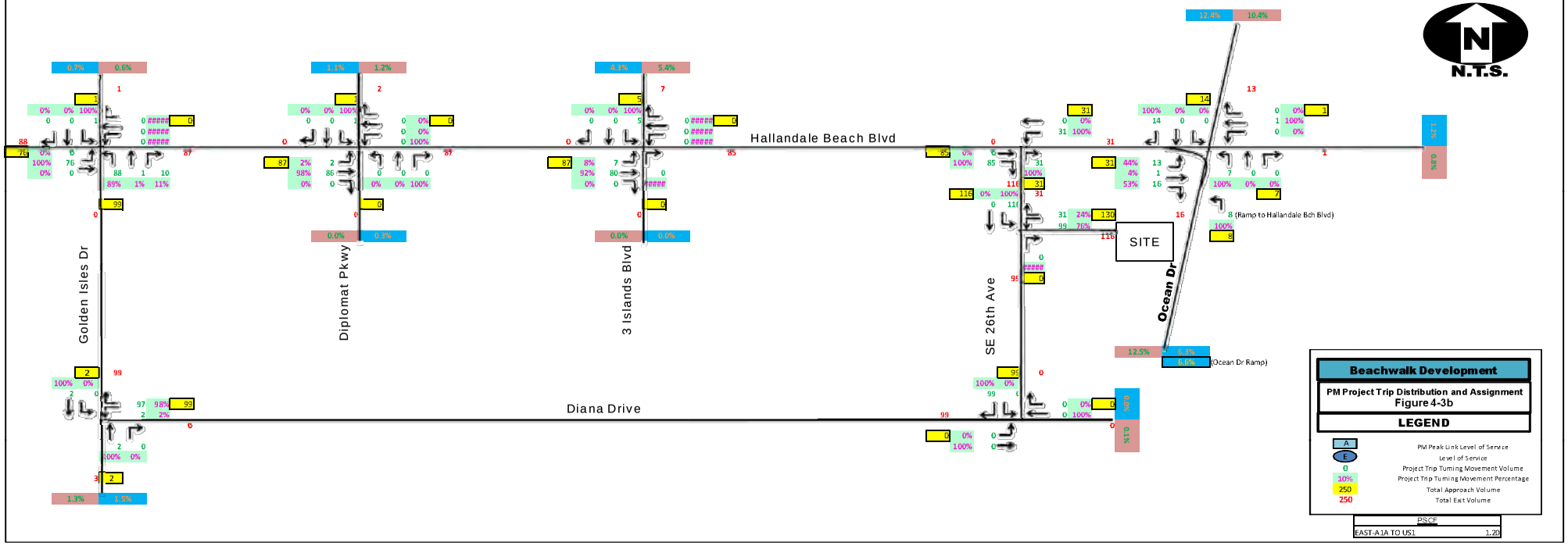
LEGEND

A	PM Peak Link Level of Service
E	Level of Service
0	Project Trip Turning Movement Volume
10%	Project Trip Turning Movement Percentage
250	Total Approach Volume
250	Total Exit Volume

PSCF

EAST-A1A TO US1 1.20

Beachwalk Development - Trip Distribution PM (2 of 2)



Pass-By Capture Volumes

Pass-by capture volumes were calculated for site using rates outlined in the ITE's *Trip Generation Handbook*, 2nd Edition. The average pass-by capture rate of 43 percent (43%) was used for the restaurant. The applied pass-by percentage is presented in Table 1.

Net New Project Trips

Table 1 summarizes the project's trip generation potential for the daily weekday, weekday A.M. (7:00 to 9:00 A.M.), and P.M. (4:00 to 6:00 P.M.) peak hours. As shown in Table 1, this project is expected to generate 2,522 new daily trips, 191 new trips during the A.M. peak hour, and 215 new trips during the P.M. peak hour. Detailed trip generation information is included in Appendix C.

Table 1: Trip Generation

Proposed Land Use	ITE Code	Scale	External Trips			Internal Capture		Pass-By Capture		New Project Trips		
			Enter	Exit	Total	Percent	IC Trips	Percent	PB Trips	Enter	Exit	Total
Daily(A.M. Peak Hour)[P.M. Peak Hour]												
High-Rise Apartment	222	391 dwelling units	840 (28) [82]	840 (86) [51]	1,680 (114) [133]	2.7% (3.4%) [2.9%]	46 (4) [4]	0.0%	0 (0) [0]	840 28 (82)	840 86 (51)	1,680 (114) [133]
Hotel	310	117 rooms	314 (35) [34]	314 (23) [32]	628 (58) [66]	7.0% (6.5%) [5.7%]	46 (4) [4]	0.0%	0 (0) [0]	314 (35) [34]	314 (23) [32]	628 (58) [66]
High-Turnover (Sit-Down) Restaurant	932	3,700 square feet	188 (18) [18]	188 (14) [10]	376 (32) [28]	20.0% (20.0%) [22.2%]	94 (8) [8]	43.0%	162 (14) [12]	107 (11) [12]	107 (7) [4]	214 (18) [16]
TOTAL	**-**	**-**	**1,342 (81) [134]**	**1,342 (124) [93]**	**2,684 (205) [227]**	**6.5% (7.3%) [6.6%]**	**186 (16) [16]**	**-**	**162 (14) [12]**	**1,261 (74) [128]**	**1,261 (117) [87]**	**2,522 (191) [215]**

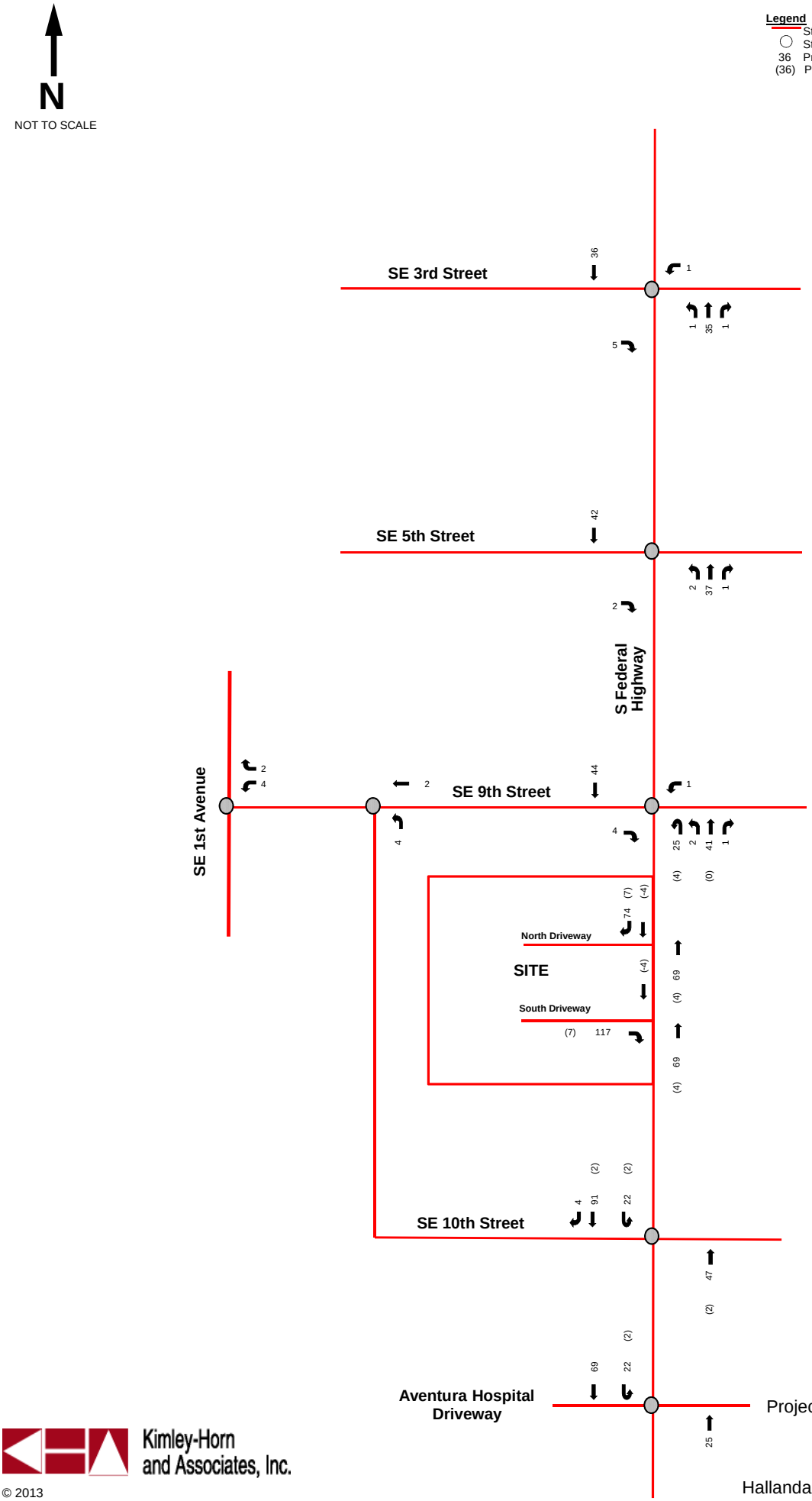


Figure 5
Project Trip & Pass-By Assignment
A.M. Peak Hour
Gulfstream Point
Hallandale Beach, Florida

Kimley-Horn and Associates, Inc.

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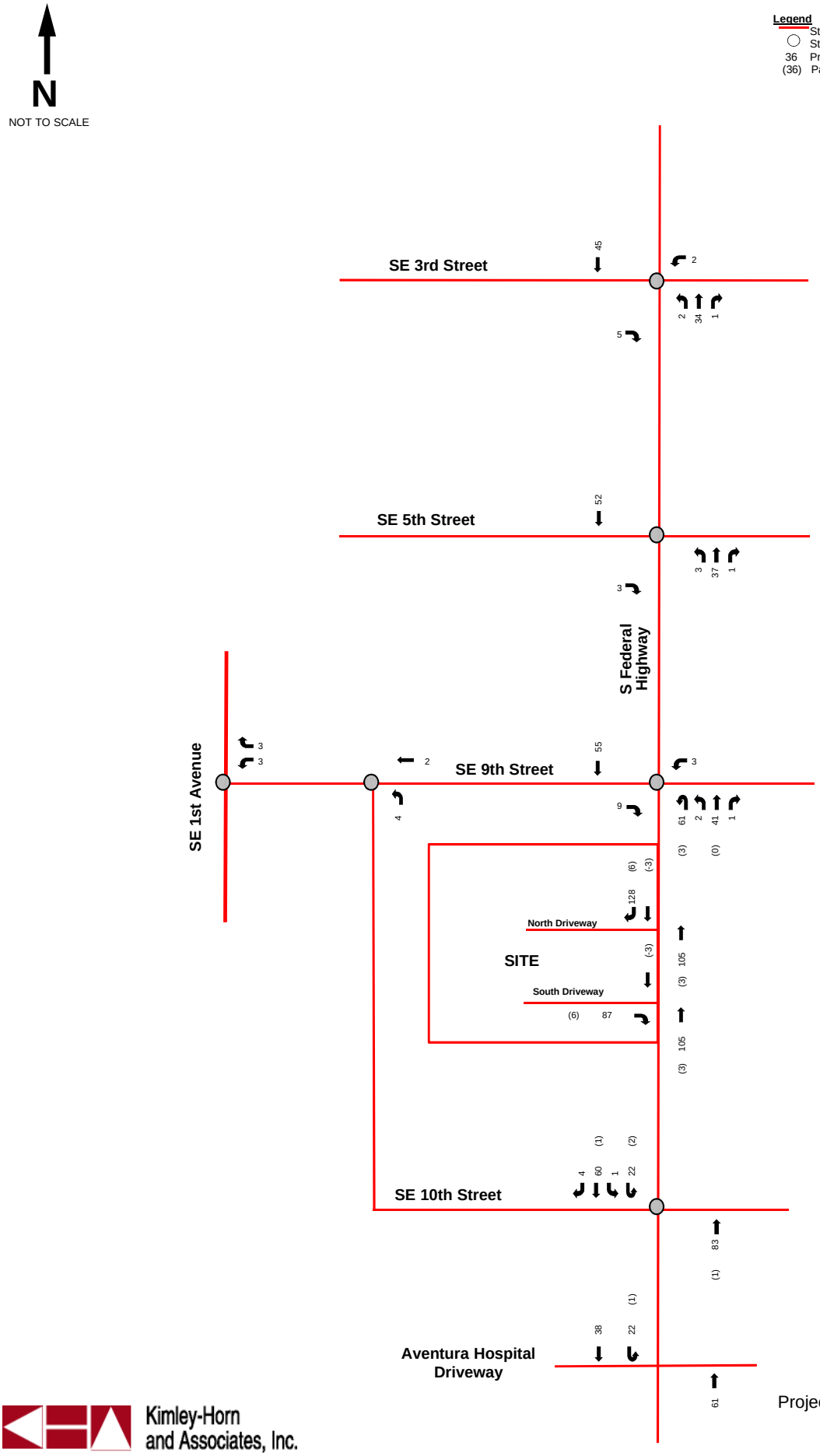

Kimley-Horn and Associates, Inc.

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Figure 6
Project Trip & Pass-By Assignment
P.M. Peak Hour
Gulfstream Point
Hallandale Beach, Florida

Exhibit C

Village at Gulfstream Park DRI
Summary of Development Activity

Tenant improvements have occurred within various leasable bays within the building shells that were constructed on site prior to 2012; however, no new building area was constructed during the reporting period. The portion of development that was completed prior to March 1, 2014 includes building area and outdoor seating area that can accommodate approximately 399,685 square feet of retail/restaurant/nightclub use, 81,524 square feet of office use, as well as one parking garage. The parking garage and the on-grade surface parking combined provide 6,726 total parking spaces.

Table C1 provides a summary of the total approved entitlements, currently built development, the proposed change with the development of the proposed Commercial Recreational uses (including the recently approved Pegasus facility that is currently under construction), and remaining entitlements.

Table C1
Village at Gulfstream Park DRI
Summary of Development Status

Use	Approved Entitlement	Currently Built/Occupied	Under Construction	Most Recently Proposed	Remaining Entitlements
Retail	750,000 square ft GLA	399,685 square ft GLA*	0 square ft GLA	0 square ft GLA	350,315 square ft
Office	140,000 square feet GFA	81,524 square ft GFA	0 square ft GFA	0 square ft	58,476 square ft GFA
Residential	1,500 units	0 units	0 rooms	182 units	1,318 units
Hotel	500 rooms	0 rooms	0 dwelling units	0 rooms	500 rooms
Movie Theater	2,500 seats	0 seats	0 seats	0 seats	2,500 seats
Park / Attraction	**	0 acres	5.32 acres ***		**

Notes:
*Total commercial retail building area of 399,685 square feet of gross leasable area (excluding outdoor seating and other areas included in Broward County's tabulation of square footage) has been constructed.
** No specific allocation provided for this use; Land Use Plan allows for a tradeoff of the equivalent of 580 PM peak hour trips for other uses to an equivalent number of trips for commercial recreation uses.
*** Pegasus statue within 5.32 acre park previously approved and currently under construction; proposed application includes the addition of a flume ride to this area.

TABLE 1
VILLAGE AT GULFSTREAM PARK
TRIP GENERATION - UN-BUILT DRI ENTITLEMENTS

Land Use	Intensity			Daily	AM Peak Hour			PM Peak Hour		
				Trips	Total	In	Out	Total	In	Out
Not Built Yet										
Cinema	-	seats		538	22	14	8	130	62	68
Office	81,524	s.f.		589	87	76	11	66	11	55
Hotel		rooms		4,102	301	184	117	295	156	139
Residential/ Condos		d.u.		6,414	451	77	374	554	371	183
Commercial Retail	399,685	s.f.		8,448	165	101	64	805	386	419
Commercial Recreation										
Regional Park (Statue)	0.00	acres						-	-	-
	Subtotal			*20,091*	*1,026*	*452*	*574*	*1,850*	*986*	*864*
Internal Capture										
Cinema	-	seats		237	8	5	3	40	18	22
Office	81,524	s.f.		152	4	2	2	15	3	12
Hotel	-	rooms		1,355	13	6	7	118	74	44
Residential/ Condos	-	d.u.		2,118	19	9	10	222	139	83
Commercial Retail	399,685	s.f.		2,781	40	20	20	364	201	163
Regional Park (Statue)	-	acres		-	-	-	-	-	-	-
Racetrack				887	89	37	52	149	19	130
	Subtotal			*7,530*	*173*	*79*	*94*	*908*	*454*	*454*
Credit for Transit/Non-Vehicular Trips			3.00%	*377*	*26*	*11*	*14*	*28*	*16*	*12*
Pass-by										
Cinema	-	seats	0%	-	-	-	-	-	-	-
Office	81,524	s.f.	0%	-	-	-	-	-	-	-
Hotel	-	rooms	0%	-	-	-	-	-	-	-
Residential/ Condos	-	d.u.	0%	-	-	-	-	-	-	-
Commercial Retail	399,685	s.f.	26.1%	542	12	8	4	38	15	22
Regional Park	-	acres	0%					-	-	-
Commercial Recreation			0%					-		
	Subtotal			*542*	*12*	*8*	*4*	*38*	*15*	*22*
	Driveway Volume			12,184	827	362	466	914	516	398
	Net External Trips			**11,642**	**815**	**354**	**463**	**876**	**501**	**376**

Note:
Trip generation was calculated using the following data:
(ITE Trip Generation, 7th Edition rates, as defined in the DRI DO, except for Regional Park, which is based on 9th Edition):

PM Peak Hour Traffic

Racetrack	*	=	Trips based on the turning movement counts collected at racetrack.
Cinema	*	=	T = 0.052 trips per seat (48% in, 52% out)
Office	[ITE 710]	=	T = 1.12(X) + 78.81 (17% in, 83% out)
Hotel	[ITE 310]	=	T = 0.59 * (X) (53% in, 47% out)
Residential/ Condos	[ITE 230]	=	Ln(T) = 0.82*Ln(X) +0.32 (67% in, 33% out)
Commercial Retail	[ITE 820]	=	Ln(T) = 0.66*Ln(x)+3.4 (48% in, 52% out)
Regional Park	[ITE 417]	=	T = 0.20 trips per acre (45% in, 55% out)
Amusement Park	[ITE 480]	=	T = 3.95 trips per acre (61% in, 39% out)

Pass By Rate

Commercial Retail	[ITE 820]	=	Ln(T) = -0.29*Ln(X) + 5.00 (48% in, 52% out)

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Gulfstream Park
A.M. Peak Hour
Trip Generation

Type	Project Traffic
In	354
Out	463
Total	644

Trip Distribution

Entering (In) Trip Distributions

Inter No	Intersection	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND			
		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
1	SE 3rd St at US 1/Federal Hwy			1.0%									39.0%		40.0%		
2	Hallandale Beach Blvd at Dixie Hwy			27.0%											3.0%		
3	Hallandale Beach Blvd at NE 1st Ave			30.0%									3.0%				
4	Hallandale Beach Blvd at US 1			3.0%	30.0%										3.0%	10.0%	
5	Hallandale Beach Blvd at NE 8th Ave			6.0%													
6	Hallandale Beach Blvd at NE 10th Ave				6.0%		13.0%									1.0%	
7	Hallandale Beach Blvd at NE 14th Ave							9.0%									4.0%
8	Hallandale Beach Blvd at Layne Blvd							9.0%									
9	Hallandale Beach Blvd at Golden Isles Dr							9.0%									
10	Hallandale Beach Blvd at Diplomat Pkwy							8.0%									1.0%
11	Hallandale Beach Blvd at Three Island Blvd							7.0%									1.0%
12	Hallandale Beach Blvd at SR A1A										5.0%						2.0%
13	NE 4th St at NE 14th St															4.0%	
14	Atlantic Shores Blvd at US 1															12.0%	
15	Atlantic Shores Blvd at NE 14th Ave															4.0%	
16	Atlantic Shores Blvd at Diplomat Pkwy															1.0%	
17	Pembroke Road/Moffett St at US 1				5.0%											7.0%	
18	Condo Driveway															1.0%	
19	Main Resort Driveway															1.0%	
20	Service Driveway															1.0%	
21	Northern Driveway															1.0%	
22																	
23																	
24																	
25																	
26																	
27																	
28																	
29																	
30																	

Exiting (Out) Trip Distributions

Inter No	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
1						39.0%	1.0%	40.0%								
2						3.0%	27.0%									
3							30.0%	3.0%								
4							3.0%	3.0%		30.0%	10.0%					
5							6.0%									
6										6.0%	1.0%	13.0%				
7		4.0%	9.0%													
8			9.0%													
9			9.0%													
10		1.0%	8.0%													
11		1.0%	7.0%													
12		2.0%		5.0%												
13											4.0%					
14											12.0%					
15											4.0%					
16											1.0%					
17										5.0%	7.0%					
18											1.0%					
19											1.0%					
20											1.0%					
21											1.0%					
22																
23																
24																
25																
26																
27																
28																
29																
30																

Entering Trip Matrix

Inter No	Intersection	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	Total
1	SE 3rd St at US 1/Federal Hwy			4.0									138.0		142.0			284.0
2	Hallandale Beach Blvd at Dixie Hwy			96.0											11.0			107.0
3	Hallandale Beach Blvd at NE 1st Ave			106.0									11.0					117.0
4	Hallandale Beach Blvd at US 1			11.0	106.0										11.0	35.0		163.0
5	Hallandale Beach Blvd at NE 8th Ave			21.0														21.0
6	Hallandale Beach Blvd at NE 10th Ave				21.0		46.0									4.0		71.0
7	Hallandale Beach Blvd at NE 14th Ave							32.0									14.0	46.0
8	Hallandale Beach Blvd at Layne Blvd							32.0										32.0
9	Hallandale Beach Blvd at Golden Isles Dr							32.0										32.0
10	Hallandale Beach Blvd at Diplomat Pkwy							28.0									4.0	32.0
11	Hallandale Beach Blvd at Three Island Blvd							25.0									4.0	29.0
12	Hallandale Beach Blvd at SR A1A										18.0						7.0	25.0
13	NE 4th St at NE 14th St															14.0		14.0
14	Atlantic Shores Blvd at US 1															42.0		42.0
15	Atlantic Shores Blvd at NE 14th Ave															14.0		14.0
16	Atlantic Shores Blvd at Diplomat Pkwy															4.0		4.0
17	Pembroke Road/Moffett St at US 1				18.0											25.0		43.0
18	Condo Driveway															4.0		4.0
19	Main Resort Driveway															4.0		4.0
20	Service Driveway															4.0		4.0
21	Northern Driveway															4.0		4.0
22																		0.0
23																		0.0
24																		0.0
25																		0.0
26																		0.0
27																		0.0
28																		0.0
29																		0.0
30																		0.0
																	CHECK	**1092.0**

Exiting Trip Matrix

Inter No	Intersection	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	Total
1	SE 3rd St at US 1/Federal Hwy						181.0	5.0	185.0									371.0
2	Hallandale Beach Blvd at Dixie Hwy						14.0	125.0										139.0
3	Hallandale Beach Blvd at NE 1st Ave							139.0	14.0									153.0
4	Hallandale Beach Blvd at US 1							14.0	14.0		139.0	46.0						213.0
5	Hallandale Beach Blvd at NE 8th Ave							28.0										28.0
6	Hallandale Beach Blvd at NE 10th Ave										28.0	5.0	60.0					93.0
7	Hallandale Beach Blvd at NE 14th Ave		19.0	42.0														61.0
8	Hallandale Beach Blvd at Layne Blvd			42.0														42.0
9	Hallandale Beach Blvd at Golden Isles Dr			42.0														42.0
10	Hallandale Beach Blvd at Diplomat Pkwy		5.0	37.0														42.0
11	Hallandale Beach Blvd at Three Island Blvd		5.0	32.0														37.0
12	Hallandale Beach Blvd at SR A1A		9.0		23.0													32.0
13	NE 4th St at NE 14th St											19.0						19.0
14	Atlantic Shores Blvd at US 1											56.0						56.0
15	Atlantic Shores Blvd at NE 14th Ave											19.0						19.0
16	Atlantic Shores Blvd at Diplomat Pkwy											5.0						5.0
17	Pembroke Road/Moffett St at US 1										23.0	32.0						55.0
18	Condo Driveway											5.0						5.0
19	Main Resort Driveway											5.0						5.0
20	Service Driveway											5.0						5.0
21	Northern Driveway											5.0						5.0
22																		0.0
23																		0.0
24																		0.0
25																		0.0
26																		0.0
27																		0.0
28																		0.0
29																		0.0
30																		0.0
																	CHECK	**1427.0**

Total Trip Matrix

Inter No	Intersection	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	Total
1	SE 3rd St at US 1/Federal Hwy			4.0			181.0	5.0	####				138.0		142.0			655.0
2	Hallandale Beach Blvd at Dixie Hwy			96.0			14.0	125.0							11.0			246.0
3	Hallandale Beach Blvd at NE 1st Ave			106.0				139.0	14.0				11.0					270.0
4	Hallandale Beach Blvd at US 1			11.0	106.0			14.0	14.0		139.0	46.0			11.0	35.0		376.0
5	Hallandale Beach Blvd at NE 8th Ave			21.0				28.0										49.0
6	Hallandale Beach Blvd at NE 10th Ave				21.0		46.0				28.0	5.0	60.0			4.0		164.0
7	Hallandale Beach Blvd at NE 14th Ave		19.0	42.0				32.0									14.0	107.0
8	Hallandale Beach Blvd at Layne Blvd			42.0				32.0										74.0
9	Hallandale Beach Blvd at Golden Isles Dr			42.0				32.0										74.0
10	Hallandale Beach Blvd at Diplomat Pkwy		5.0	37.0				28.0									4.0	74.0
11	Hallandale Beach Blvd at Three Island Blvd		5.0	32.0				25.0									4.0	66.0
12	Hallandale Beach Blvd at SR A1A		9.0		23.0						18.0						7.0	57.0
13	NE 4th St at NE 14th St											19.0				14.0		33.0
14	Atlantic Shores Blvd at US 1											56.0				42.0		98.0
15	Atlantic Shores Blvd at NE 14th Ave											19.0				14.0		33.0
16	Atlantic Shores Blvd at Diplomat Pkwy											5.0				4.0		9.0
17	Pembroke Road/Moffett St at US 1				18.0						23.0	32.0				25.0		98.0
18	Condo Driveway											5.0				4.0		9.0
19	Main Resort Driveway											5.0				4.0		9.0
20	Service Driveway											5.0				4.0		9.0
21	Northern Driveway											5.0				4.0		9.0
22																		0.0
23																		0.0
24																		0.0
25																		0.0
26																		0.0
27																		0.0
28																		0.0
29																		0.0
30																		0.0

Gulfstream Park
P.M. Peak Hour
Trip Generation

Type	Project Traffic
In	501
Out	376
Total	644

Trip Distribution

Entering (In) Trip Distributions

Inter No	Intersection	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND			
		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
1	SE 3rd St at US 1/Federal Hwy			1.0%									39.0%		40.0%		
2	Hallandale Beach Blvd at Dixie Hwy			27.0%											3.0%		
3	Hallandale Beach Blvd at NE 1st Ave			30.0%									3.0%				
4	Hallandale Beach Blvd at US 1			3.0%	30.0%										3.0%	10.0%	
5	Hallandale Beach Blvd at NE 8th Ave			6.0%													
6	Hallandale Beach Blvd at NE 10th Ave				6.0%		13.0%									1.0%	
7	Hallandale Beach Blvd at NE 14th Ave							9.0%									4.0%
8	Hallandale Beach Blvd at Layne Blvd							9.0%									
9	Hallandale Beach Blvd at Golden Isles Dr							9.0%									
10	Hallandale Beach Blvd at Diplomat Pkwy							8.0%									1.0%
11	Hallandale Beach Blvd at Three Island Blvd							7.0%									1.0%
12	Hallandale Beach Blvd at SR A1A										5.0%						2.0%
13	NE 4th St at NE 14th St															4.0%	
14	Atlantic Shores Blvd at US 1															12.0%	
15	Atlantic Shores Blvd at NE 14th Ave															4.0%	
16	Atlantic Shores Blvd at Diplomat Pkwy															1.0%	
17	Pembroke Road/Moffett St at US 1				5.0%											7.0%	
18	Condo Driveway															1.0%	
19	Main Resort Driveway															1.0%	
20	Service Driveway															1.0%	
21	Northern Driveway															1.0%	
22																	
23																	
24																	
25																	
26																	
27																	
28																	
29																	
30																	

Exiting (Out) Trip Distributions

Inter No	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
1						39.0%	1.0%	40.0%								
2						3.0%	27.0%									
3							30.0%	3.0%								
4							3.0%	3.0%		30.0%	10.0%					
5							6.0%									
6										6.0%	1.0%	13.0%				
7		4.0%	9.0%													
8			9.0%													
9			9.0%													
10		1.0%	8.0%													
11		1.0%	7.0%													
12		2.0%		5.0%												
13											4.0%					
14											12.0%					
15											4.0%					
16											1.0%					
17										5.0%	7.0%					
18											1.0%					
19											1.0%					
20											1.0%					
21											1.0%					
22																
23																
24																
25																
26																
27																
28																
29																
30																

Entering Trip Matrix

Inter No	Intersection	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	Total
1	SE 3rd St at US 1/Federal Hwy			5.0									195.0		200.0			400.0
2	Hallandale Beach Blvd at Dixie Hwy			135.0											15.0			150.0
3	Hallandale Beach Blvd at NE 1st Ave			150.0									15.0					165.0
4	Hallandale Beach Blvd at US 1			15.0	150.0										15.0	50.0		230.0
5	Hallandale Beach Blvd at NE 8th Ave			30.0														30.0
6	Hallandale Beach Blvd at NE 10th Ave				30.0		65.0									5.0		100.0
7	Hallandale Beach Blvd at NE 14th Ave							45.0									20.0	65.0
8	Hallandale Beach Blvd at Layne Blvd							45.0										45.0
9	Hallandale Beach Blvd at Golden Isles Dr							45.0										45.0
10	Hallandale Beach Blvd at Diplomat Pkwy							40.0									5.0	45.0
11	Hallandale Beach Blvd at Three Island Blvd							35.0									5.0	40.0
12	Hallandale Beach Blvd at SR A1A										25.0						10.0	35.0
13	NE 4th St at NE 14th St															20.0		20.0
14	Atlantic Shores Blvd at US 1															60.0		60.0
15	Atlantic Shores Blvd at NE 14th Ave															20.0		20.0
16	Atlantic Shores Blvd at Diplomat Pkwy															5.0		5.0
17	Pembroke Road/Moffett St at US 1				25.0											35.0		60.0
18	Condo Driveway															5.0		5.0
19	Main Resort Driveway															5.0		5.0
20	Service Driveway															5.0		5.0
21	Northern Driveway															5.0		5.0
22																		0.0
23																		0.0
24																		0.0
25																		0.0
26																		0.0
27																		0.0
28																		0.0
29																		0.0
30																		0.0
																	CHECK	1535.0

Exiting Trip Matrix

Inter No	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	Total
1						147.0	4.0	150.0									301.0
2						11.0	102.0										113.0
3							113.0	11.0									124.0
4							11.0	11.0		113.0	38.0						173.0
5							23.0										23.0
6										23.0	4.0	49.0					76.0
7		15.0	34.0														49.0
8			34.0														34.0
9			34.0														34.0
10		4.0	30.0														34.0
11		4.0	26.0														30.0
12		8.0		19.0													27.0
13											15.0						15.0
14											45.0						45.0
15											15.0						15.0
16											4.0						4.0
17										19.0	26.0						45.0
18											4.0						4.0
19											4.0						4.0
20											4.0						4.0
21											4.0						4.0
22																	0.0
23																	0.0
24																	0.0
25																	0.0
26																	0.0
27																	0.0
28																	0.0
29																	0.0
30																	0.0
																CHECK	1158.0

Total Trip Matrix

Inter No	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	Total
1			5.0			147.0	4.0	150.0				195.0		200.0			701.0
2			135.0			11.0	102.0							15.0			263.0
3			150.0				113.0	11.0				15.0					289.0
4			15.0	150.0			11.0	11.0		113.0	38.0			15.0	50.0		403.0
5			30.0				23.0										53.0
6				30.0		65.0				23.0	4.0	49.0			5.0		176.0
7		15.0	34.0				45.0									20.0	114.0
8			34.0				45.0										79.0
9			34.0				45.0										79.0
10		4.0	30.0				40.0									5.0	79.0
11		4.0	26.0				35.0									5.0	70.0
12		8.0		19.0							25.0					10.0	62.0
13												15.0			20.0		35.0
14												45.0			60.0		105.0
15												15.0			20.0		35.0
16												4.0			5.0		9.0
17				25.0							19.0	26.0			35.0		105.0
18												4.0			5.0		9.0
19												4.0			5.0		9.0
20												4.0			5.0		9.0
21												4.0			5.0		9.0
22																	0.0
23																	0.0
24																	0.0
25																	0.0
26																	0.0
27																	0.0
28																	0.0
29																	0.0
30																	0.0

APPENDIX F:

Roadway Segment Capacity Analyses

AM PEAK HOUR LOS SUMMARY

Roadway	Segment	Existing LOS	2022 Background LOS	2022 Total Traffic LOS
Hallandale Beach Boulevard	Dixie Highway to Federal Highway	C	C	C
Hallandale Beach Boulevard	Federal Highway to 14th Avenue	D	D	D
Hallandale Beach Boulevard	14th Avenue to Diplomat Parkway	D	D	D
Hallandale Beach Boulevard	Diplomat Parkway to Three Island Boulevard	D	D	D
Hallandale Beach Boulevard	Three Island Boulevard to SR A1A	D	D	D
Atlantic Shores Boulevard	Federal Highway to 14th Avenue	D	D	D
Atlantic Shores Boulevard	14th Avenue to Diplomat Parkway	D	D	D
Pembroke Road/Moffett Street	Dixie Highway to Federal Highway	D	D	D
Pembroke Road/Moffett Street	Federal Highway to 14th Avenue	C	C	C
Dixie Highway	North of Hallandale Beach Boulevard	C	C	C
Dixie Highway	South of Hallandale Beach Boulevard	C	C	C
Federal Highway	North of Pembroke Road/Moffett Street	D	D	D
Federal Highway	Pembroke Road/Moffett Street to Atlantic Shores Boulevard	D	D	D
Federal Highway	Atlantic Shores Boulevard to Hallandale Beach Boulevard	D	D	D
Federal Highway	South of Hallandale Beach Boulevard	C	C	C
14th Avenue	Atlantic Shores Boulevard to 4th Street	C	C	C
14th Avenue	4th Street to Hallandale Beach Boulevard	C	C	C
Diplomat Parkway	Atlantic Shores Boulevard to Hallandale Beach Boulevard	C	C	C
SR A1A	North of Hallandale Beach Boulevard	C	C	D
SR A1A	South of Hallandale Beach Boulevard	C	C	C

EXISTING CONDITIONS - TWO-WAY AM PEAK HOUR CAPACITY ANALYSIS

Roadway	Segment	Existing Laneage	Adopted LOS	Maximum Two-Way Service Volume [A]	Count Year	Existing Peak Hour Volume [B]	Current LOS
Hallandale Beach Boulevard	Dixie Highway to Federal Highway	6LD	D	5,390	2015	2,844	C
Hallandale Beach Boulevard	Federal Highway to 14th Avenue	6LD	D	4,725	2015	3,096	D
Hallandale Beach Boulevard	14th Avenue to Diplomat Parkway	6LD	D	4,500	2015	2,251	D
Hallandale Beach Boulevard	Diplomat Parkway to Three Island Boulevard	6LD	D	4,500	2015	2,434	D
Hallandale Beach Boulevard	Three Island Boulevard to SR A1A	6LD	D	4,725	2015	2,275	D
Atlantic Shores Boulevard	Federal Highway to 14th Avenue	2LU	D	1,197	2015	682	D
Atlantic Shores Boulevard	14th Avenue to Diplomat Parkway	2LU	D	1,197	2015	873	D
Pembroke Road/Moffett Street	Dixie Highway to Federal Highway	4LD	D	2,920	2015	1,480	D
Pembroke Road/Moffett Street	Federal Highway to 14th Avenue	2LU	D	1,330	2015	565	C
Dixie Highway	North of Hallandale Beach Boulevard	4LOW	D	3,272	2015	1,030	C
Dixie Highway	South of Hallandale Beach Boulevard	4LOW	D	3,272	2015	723	C
Federal Highway	North of Pembroke Road/Moffett Street	4LD	D	2,920	2015	1,840	D
Federal Highway	Pembroke Road/Moffett Street to Atlantic Shores Boulevard	4LD	D	2,920	2015	2,311	D
Federal Highway	Atlantic Shores Boulevard to Hallandale Beach Boulevard	4LD	D	2,920	2015	2,080	D
Federal Highway	South of Hallandale Beach Boulevard	6LD	D	5,660	2015	3,092	C
14th Avenue	Atlantic Shores Boulevard to 4th Street	2LU	D	1,197	2015	346	C
14th Avenue	4th Street to Hallandale Beach Boulevard	2LU	D	1,197	2015	409	C
Diplomat Parkway	Atlantic Shores Boulevard to Hallandale Beach Boulevard	2LU	D	1,197	2015	222	C
SR A1A	North of Hallandale Beach Boulevard	6LD	D	4,725	2015	2,078	C
SR A1A	South of Hallandale Beach Boulevard	6LD	D	4,725	2015	1,809	C

[A] Maximum service volumes obtained from FDOT's *Quality/Level of Service Handbook*

[B] Calculated from intersection approach and departure volumes

2022 BACKGROUND (WITHOUT PROJECT) CONDITIONS - TWO-WAY AM PEAK HOUR CAPACITY ANALYSIS

Roadway	Segment	Existing Laneage	Adopted LOS	Maximum Two-Way Service Volume [A]	Existing Peak Hour Volume [B]	Annual Growth Rate	2022 Background Growth	Committed Trips	2022 Background Traffic Volumes	2022 Background LOS
Hallandale Beach Boulevard	Dixie Highway to Federal Highway	6LD	D	5,390	2,844	0.55%	111	671	3,626	C
Hallandale Beach Boulevard	Federal Highway to 14th Avenue	6LD	D	4,725	3,096	0.55%	121	418	3,635	D
Hallandale Beach Boulevard	14th Avenue to Diplomat Parkway	6LD	D	4,500	2,251	0.55%	88	162	2,501	D
Hallandale Beach Boulevard	Diplomat Parkway to Three Island Boulevard	6LD	D	4,500	2,434	0.55%	95	153	2,682	D
Hallandale Beach Boulevard	Three Island Boulevard to SR A1A	6LD	D	4,725	2,275	0.55%	89	77	2,441	D
Atlantic Shores Boulevard	Federal Highway to 14th Avenue	2LU	D	1,197	682	0.55%	27	0	709	D
Atlantic Shores Boulevard	14th Avenue to Diplomat Parkway	2LU	D	1,197	873	0.55%	34	0	907	D
Pembroke Road/Moffett Street	Dixie Highway to Federal Highway	4LD	D	2,920	1,480	0.55%	58	41	1,579	D
Pembroke Road/Moffett Street	Federal Highway to 14th Avenue	2LU	D	1,330	565	0.55%	22	0	587	C
Dixie Highway	North of Hallandale Beach Boulevard	4LOW	D	3,272	1,030	0.55%	40	120	1,190	C
Dixie Highway	South of Hallandale Beach Boulevard	4LOW	D	3,272	723	0.55%	28	18	769	C
Federal Highway	North of Pembroke Road/Moffett Street	4LD	D	2,920	1,840	0.55%	72	88	2,000	D
Federal Highway	Pembroke Road/Moffett Street to Atlantic Shores Boulevard	4LD	D	2,920	2,311	0.55%	90	129	2,530	D
Federal Highway	Atlantic Shores Boulevard to Hallandale Beach Boulevard	4LD	D	2,920	2,080	0.55%	81	221	2,382	D
Federal Highway	South of Hallandale Beach Boulevard	6LD	D	5,660	3,092	0.55%	121	425	3,638	C
14th Avenue	Atlantic Shores Boulevard to 4th Street	2LU	D	1,197	346	0.55%	14	40	400	C
14th Avenue	4th Street to Hallandale Beach Boulevard	2LU	D	1,197	409	0.55%	16	45	470	C
Diplomat Parkway	Atlantic Shores Boulevard to Hallandale Beach Boulevard	2LU	D	1,197	222	0.55%	9	11	242	C
SR A1A	North of Hallandale Beach Boulevard	6LD	D	4,725	2,078	0.55%	81	27	2,186	C
SR A1A	South of Hallandale Beach Boulevard	6LD	D	4,725	1,809	0.55%	71	38	1,918	C

[A] Maximum service volumes obtained from FDOT's *Quality/Level of Service Handbook*
[B] Calculated from intersection approach and departure volumes

2022 TOTAL TRAFFIC (WITH PROJECT) CONDITIONS - TWO-WAY AM PEAK HOUR CAPACITY ANALYSIS

Roadway	Segment	Existing Laneage	Adopted LOS	Maximum Two-Way Service Volume [A]	Existing Peak Hour Volume [B]	Annual Growth Rate	2022 Background Growth	Committed Trips	2022 Background Traffic Volumes	Two-Way Project Traffic	Project % Impact	2022 Total Traffic	2022 Total Traffic LOS
Hallandale Beach Boulevard	Dixie Highway to Federal Highway	6LD	D	5,390	2,844	0.55%	111	671	3,626	85	1.58%	3,711	C
Hallandale Beach Boulevard	Federal Highway to 14th Avenue	6LD	D	4,725	3,096	0.55%	121	418	3,635	175	3.70%	3,810	D
Hallandale Beach Boulevard	14th Avenue to Diplomat Parkway	6LD	D	4,500	2,251	0.55%	88	162	2,501	184	4.09%	2,685	D
Hallandale Beach Boulevard	Diplomat Parkway to Three Island Boulevard	6LD	D	4,500	2,434	0.55%	95	153	2,682	51	1.13%	2,733	D
Hallandale Beach Boulevard	Three Island Boulevard to SR A1A	6LD	D	4,725	2,275	0.55%	89	77	2,441	51	1.08%	2,492	D
Atlantic Shores Boulevard	Federal Highway to 14th Avenue	2LU	D	1,197	682	0.55%	27	0	709	99	8.27%	808	D
Atlantic Shores Boulevard	14th Avenue to Diplomat Parkway	2LU	D	1,197	873	0.55%	34	0	907	104	8.69%	1,011	D
Pembroke Road/Moffett Street	Dixie Highway to Federal Highway	4LD	D	2,920	1,480	0.55%	58	41	1,579	94	3.22%	1,673	D
Pembroke Road/Moffett Street	Federal Highway to 14th Avenue	2LU	D	1,330	565	0.55%	22	0	587	0	0.00%	587	C
Dixie Highway	North of Hallandale Beach Boulevard	4LOW	D	3,272	1,030	0.55%	40	120	1,190	0	0.00%	1,190	C
Dixie Highway	South of Hallandale Beach Boulevard	4LOW	D	3,272	723	0.55%	28	18	769	2	0.06%	771	C
Federal Highway	North of Pembroke Road/Moffett Street	4LD	D	2,920	1,840	0.55%	72	88	2,000	0	0.00%	2,000	D
Federal Highway	Pembroke Road/Moffett Street to Atlantic Shores Boulevard	4LD	D	2,920	2,311	0.55%	90	129	2,530	94	3.22%	2,624	D
Federal Highway	Atlantic Shores Boulevard to Hallandale Beach Boulevard	4LD	D	2,920	2,080	0.55%	81	221	2,382	3	0.10%	2,385	D
Federal Highway	South of Hallandale Beach Boulevard	6LD	D	5,660	3,092	0.55%	121	425	3,638	85	1.50%	3,723	C
14th Avenue	Atlantic Shores Boulevard to 4th Street	2LU	D	1,197	346	0.55%	14	40	400	5	0.42%	405	C
14th Avenue	4th Street to Hallandale Beach Boulevard	2LU	D	1,197	409	0.55%	16	45	470	0	0.00%	470	C
Diplomat Parkway	Atlantic Shores Boulevard to Hallandale Beach Boulevard	2LU	D	1,197	222	0.55%	9	11	242	237	19.80%	479	C
SR A1A	North of Hallandale Beach Boulevard	6LD	D	4,725	2,078	0.55%	81	27	2,186	13	0.28%	2,199	D
SR A1A	South of Hallandale Beach Boulevard	6LD	D	4,725	1,809	0.55%	71	38	1,918	38	0.80%	1,956	C

[A] Maximum service volumes obtained from FDOT's *Quality/Level of Service Handbook*
[B] Calculated from intersection approach and departure volumes

PM PEAK HOUR LOS SUMMARY

Roadway	Segment	Existing LOS	2022 Background LOS	2022 Total Traffic LOS
Hallandale Beach Boulevard	Dixie Highway to Federal Highway	C	C	C
Hallandale Beach Boulevard	Federal Highway to 14th Avenue	D	D	D
Hallandale Beach Boulevard	14th Avenue to Diplomat Parkway	D	D	D
Hallandale Beach Boulevard	Diplomat Parkway to Three Island Boulevard	D	D	D
Hallandale Beach Boulevard	Three Island Boulevard to SR A1A	D	D	D
Atlantic Shores Boulevard	Federal Highway to 14th Avenue	D	D	D
Atlantic Shores Boulevard	14th Avenue to Diplomat Parkway	D	D	E
Pembroke Road/Moffett Street	Dixie Highway to Federal Highway	D	D	D
Pembroke Road/Moffett Street	Federal Highway to 14th Avenue	D	D	D
Dixie Highway	North of Hallandale Beach Boulevard	C	C	C
Dixie Highway	South of Hallandale Beach Boulevard	C	C	C
Federal Highway	North of Pembroke Road/Moffett Street	D	D	D
Federal Highway	Pembroke Road/Moffett Street to Atlantic Shores Boulevard	D	E	E
Federal Highway	Atlantic Shores Boulevard to Hallandale Beach Boulevard	D	E	E
Federal Highway	South of Hallandale Beach Boulevard	C	C	C
14th Avenue	Atlantic Shores Boulevard to 4th Street	C	C	C
14th Avenue	4th Street to Hallandale Beach Boulevard	D	D	D
Diplomat Parkway	Atlantic Shores Boulevard to Hallandale Beach Boulevard	C	C	D
SR A1A	North of Hallandale Beach Boulevard	D	D	D
SR A1A	South of Hallandale Beach Boulevard	D	D	D

EXISTING CONDITIONS - TWO-WAY PM PEAK HOUR CAPACITY ANALYSIS

Roadway	Segment	Existing Laneage	Adopted LOS	Maximum Two-Way Service Volume [A]	Count Year	Existing Peak Hour Volume [B]	Current LOS
Hallandale Beach Boulevard	Dixie Highway to Federal Highway	6LD	D	5,390	2015	3,164	C
Hallandale Beach Boulevard	Federal Highway to 14th Avenue	6LD	D	4,725	2015	3,901	D
Hallandale Beach Boulevard	14th Avenue to Diplomat Parkway	6LD	D	4,500	2015	2,923	D
Hallandale Beach Boulevard	Diplomat Parkway to Three Island Boulevard	6LD	D	4,500	2015	3,080	D
Hallandale Beach Boulevard	Three Island Boulevard to SR A1A	6LD	D	4,725	2015	3,149	D
Atlantic Shores Boulevard	Federal Highway to 14th Avenue	2LU	D	1,197	2015	855	D
Atlantic Shores Boulevard	14th Avenue to Diplomat Parkway	2LU	D	1,197	2015	1,051	D
Pembroke Road/Moffett Street	Dixie Highway to Federal Highway	4LD	D	2,920	2015	1,595	D
Pembroke Road/Moffett Street	Federal Highway to 14th Avenue	2LU	D	1,330	2015	667	D
Dixie Highway	North of Hallandale Beach Boulevard	4LOW	D	3,272	2015	945	C
Dixie Highway	South of Hallandale Beach Boulevard	4LOW	D	3,272	2015	439	C
Federal Highway	North of Pembroke Road/Moffett Street	4LD	D	2,920	2015	2,306	D
Federal Highway	Pembroke Road/Moffett Street to Atlantic Shores Boulevard	4LD	D	2,920	2015	2,683	D
Federal Highway	Atlantic Shores Boulevard to Hallandale Beach Boulevard	4LD	D	2,920	2015	2,579	D
Federal Highway	South of Hallandale Beach Boulevard	6LD	D	5,660	2015	3,552	C
14th Avenue	Atlantic Shores Boulevard to 4th Street	2LU	D	1,197	2015	506	C
14th Avenue	4th Street to Hallandale Beach Boulevard	2LU	D	1,197	2015	665	D
Diplomat Parkway	Atlantic Shores Boulevard to Hallandale Beach Boulevard	2LU	D	1,197	2015	333	C
SR A1A	North of Hallandale Beach Boulevard	6LD	D	4,725	2015	2,762	D
SR A1A	South of Hallandale Beach Boulevard	6LD	D	4,725	2015	2,390	D

[A] Maximum service volumes obtained from FDOT's *Quality/Level of Service Handbook*

[B] Calculated from intersection approach and departure volumes

2022 BACKGROUND (WITHOUT PROJECT) CONDITIONS - TWO-WAY PM PEAK HOUR CAPACITY ANALYSIS

Roadway	Segment	Existing Laneage	Adopted LOS	Maximum Two-Way Service Volume [A]	Existing Peak Hour Volume [B]	Annual Growth Rate	2022 Background Growth	Committed Trips	Total 2022 Background Traffic Volumes	2022 Background LOS
Hallandale Beach Boulevard	Dixie Highway to Federal Highway	6LD	D	5,390	3,164	0.55%	124	740	4,028	C
Hallandale Beach Boulevard	Federal Highway to 14th Avenue	6LD	D	4,725	3,901	0.55%	153	466	4,520	D
Hallandale Beach Boulevard	14th Avenue to Diplomat Parkway	6LD	D	4,500	2,923	0.55%	114	167	3,204	D
Hallandale Beach Boulevard	Diplomat Parkway to Three Island Boulevard	6LD	D	4,500	3,080	0.55%	121	159	3,360	D
Hallandale Beach Boulevard	Three Island Boulevard to SR A1A	6LD	D	4,725	3,149	0.55%	123	106	3,378	D
Atlantic Shores Boulevard	Federal Highway to 14th Avenue	2LU	D	1,197	855	0.55%	33	0	888	D
Atlantic Shores Boulevard	14th Avenue to Diplomat Parkway	2LU	D	1,197	1,051	0.55%	41	0	1,092	D
Pembroke Road/Moffett Street	Dixie Highway to Federal Highway	4LD	D	2,920	1,595	0.55%	62	44	1,701	D
Pembroke Road/Moffett Street	Federal Highway to 14th Avenue	2LU	D	1,330	667	0.55%	26	0	693	D
Dixie Highway	North of Hallandale Beach Boulevard	4LOW	D	3,272	945	0.55%	37	142	1,124	C
Dixie Highway	South of Hallandale Beach Boulevard	4LOW	D	3,272	439	0.55%	17	17	473	C
Federal Highway	North of Pembroke Road/Moffett Street	4LD	D	2,920	2,306	0.55%	90	93	2,489	D
Federal Highway	Pembroke Road/Moffett Street to Atlantic Shores Boulevard	4LD	D	2,920	2,683	0.55%	105	137	2,925	E
Federal Highway	Atlantic Shores Boulevard to Hallandale Beach Boulevard	4LD	D	2,920	2,579	0.55%	101	243	2,923	E
Federal Highway	South of Hallandale Beach Boulevard	6LD	D	5,660	3,552	0.55%	139	470	4,161	C
14th Avenue	Atlantic Shores Boulevard to 4th Street	2LU	D	1,197	506	0.55%	20	40	566	C
14th Avenue	4th Street to Hallandale Beach Boulevard	2LU	D	1,197	665	0.55%	26	49	740	D
Diplomat Parkway	Atlantic Shores Boulevard to Hallandale Beach Boulevard	2LU	D	1,197	333	0.55%	13	10	356	C
SR A1A	North of Hallandale Beach Boulevard	6LD	D	4,725	2,762	0.55%	108	45	2,915	D
SR A1A	South of Hallandale Beach Boulevard	6LD	D	4,725	2,390	0.55%	94	67	2,551	D

[A] Maximum service volumes obtained from FDOT's *Quality/Level of Service Handbook*
[B] Calculated from intersection approach and departure volumes

2022 TOTAL TRAFFIC (WITH PROJECT) CONDITIONS - TWO-WAY PM PEAK HOUR CAPACITY ANALYSIS

Roadway	Segment	Existing Laneage	Adopted LOS	Maximum Two-Way Service Volume [A]	Existing Peak Hour Volume [B]	Annual Growth Rate	2022 Background Growth	Committed Trips	2022 Background Traffic Volumes	Two-Way Project Traffic	Project % Impact	2022 Total Traffic	2022 Total Traffic LOS
Hallandale Beach Boulevard	Dixie Highway to Federal Highway	6LD	D	5,390	3,164	0.55%	124	740	4,028	97	1.80%	4,125	C
Hallandale Beach Boulevard	Federal Highway to 14th Avenue	6LD	D	4,725	3,901	0.55%	153	466	4,520	199	4.21%	4,719	D
Hallandale Beach Boulevard	14th Avenue to Diplomat Parkway	6LD	D	4,500	2,923	0.55%	114	167	3,204	210	4.67%	3,414	D
Hallandale Beach Boulevard	Diplomat Parkway to Three Island Boulevard	6LD	D	4,500	3,080	0.55%	121	159	3,360	59	1.31%	3,419	D
Hallandale Beach Boulevard	Three Island Boulevard to SR A1A	6LD	D	4,725	3,149	0.55%	123	106	3,378	59	1.25%	3,437	D
Atlantic Shores Boulevard	Federal Highway to 14th Avenue	2LU	D	1,197	855	0.55%	33	0	888	112	9.36%	1,000	D
Atlantic Shores Boulevard	14th Avenue to Diplomat Parkway	2LU	D	1,197	1,051	0.55%	41	0	1,092	118	9.86%	1,210	E
Pembroke Road/Moffett Street	Dixie Highway to Federal Highway	4LD	D	2,920	1,595	0.55%	62	44	1,701	106	3.63%	1,807	D
Pembroke Road/Moffett Street	Federal Highway to 14th Avenue	2LU	D	1,330	667	0.55%	26	0	693	0	0.00%	693	D
Dixie Highway	North of Hallandale Beach Boulevard	4LOW	D	3,272	945	0.55%	37	142	1,124	0	0.00%	1,124	C
Dixie Highway	South of Hallandale Beach Boulevard	4LOW	D	3,272	439	0.55%	17	17	473	3	0.09%	476	C
Federal Highway	North of Pembroke Road/Moffett Street	4LD	D	2,920	2,306	0.55%	90	93	2,489	0	0.00%	2,489	D
Federal Highway	Pembroke Road/Moffett Street to Atlantic Shores Boulevard	4LD	D	2,920	2,683	0.55%	105	137	2,925	106	3.63%	3,031	E
Federal Highway	Atlantic Shores Boulevard to Hallandale Beach Boulevard	4LD	D	2,920	2,579	0.55%	101	243	2,923	3	0.10%	2,926	E
Federal Highway	South of Hallandale Beach Boulevard	6LD	D	5,660	3,552	0.55%	139	470	4,161	96	1.70%	4,257	C
14th Avenue	Atlantic Shores Boulevard to 4th Street	2LU	D	1,197	506	0.55%	20	40	566	6	0.50%	572	C
14th Avenue	4th Street to Hallandale Beach Boulevard	2LU	D	1,197	665	0.55%	26	49	740	0	0.00%	740	D
Diplomat Parkway	Atlantic Shores Boulevard to Hallandale Beach Boulevard	2LU	D	1,197	333	0.55%	13	10	356	268	22.39%	624	D
SR A1A	North of Hallandale Beach Boulevard	6LD	D	4,725	2,762	0.55%	108	45	2,915	16	0.34%	2,931	D
SR A1A	South of Hallandale Beach Boulevard	6LD	D	4,725	2,390	0.55%	94	67	2,551	43	0.91%	2,594	D

[A] Maximum service volumes obtained from FDOT's *Quality/Level of Service Handbook*

[B] Calculated from intersection approach and departure volumes

APPENDIX G:

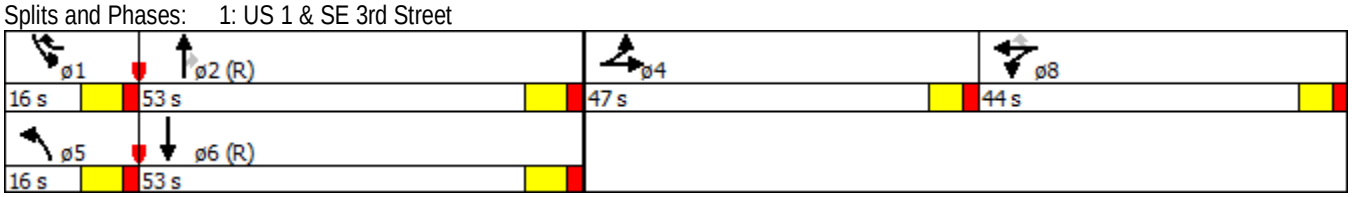
Intersection Capacity Analyses

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	105	94	9	7	8	49	1107	15	31	1854
Future Volume (vph)	105	94	9	7	8	49	1107	15	31	1854
Turn Type	Split	NA	Split	NA	pm+ov	Prot	NA	Perm	Prot	NA
Protected Phases	4	4	8	8	1	5	2		1	6
Permitted Phases					8			2		
Detector Phase	4	4	8	8	1	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	5.0	5.0	12.0	12.0	5.0	12.0
Minimum Split (s)	45.0	45.0	42.0	42.0	12.0	12.0	39.0	39.0	12.0	39.0
Total Split (s)	47.0	47.0	44.0	44.0	16.0	16.0	53.0	53.0	16.0	53.0
Total Split (%)	29.4%	29.4%	27.5%	27.5%	10.0%	10.0%	33.1%	33.1%	10.0%	33.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag					Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 113 (71%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	94	438	9	7	8	49	1107	15	31	1854	1
Future Volume (veh/h)	105	94	438	9	7	8	49	1107	15	31	1854	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	113	101	372	10	8	0	53	1190	0	33	1994	0
Adj No. of Lanes	1	1	0	1	1	2	1	3	1	2	3	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	455	89	328	68	71	174	68	2638	822	83	2567	0
Arrive On Green	0.26	0.26	0.26	0.04	0.04	0.00	0.04	0.52	0.00	0.02	0.50	0.00
Sat Flow, veh/h	1774	348	1282	1774	1863	2787	1774	5085	1583	3442	5253	0
Grp Volume(v), veh/h	113	0	473	10	8	0	53	1190	0	33	1994	0
Grp Sat Flow(s),veh/h/ln	1774	0	1629	1774	1863	1393	1774	1695	1583	1721	1695	0
Q Serve(g_s), s	8.1	0.0	41.0	0.9	0.7	0.0	4.7	23.5	0.0	1.5	51.1	0.0
Cycle Q Clear(g_c), s	8.1	0.0	41.0	0.9	0.7	0.0	4.7	23.5	0.0	1.5	51.1	0.0
Prop In Lane	1.00		0.79	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	455	0	418	68	71	174	68	2638	822	83	2567	0
V/C Ratio(X)	0.25	0.00	1.13	0.15	0.11	0.00	0.78	0.45	0.00	0.40	0.78	0.00
Avail Cap(c_a), veh/h	455	0	418	421	442	729	100	2638	822	194	2567	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.29	0.29	0.00
Uniform Delay (d), s/veh	47.3	0.0	59.5	74.4	74.3	0.0	76.3	24.2	0.0	76.9	32.3	0.0
Incr Delay (d2), s/veh	0.1	0.0	85.5	0.4	0.3	0.0	11.7	0.6	0.0	0.3	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.2	0.0	51.0	0.8	0.6	0.0	4.6	16.6	0.0	1.3	28.3	0.0
LnGrp Delay(d),s/veh	47.4	0.0	145.0	74.8	74.6	0.0	88.0	24.7	0.0	77.3	33.0	0.0
LnGrp LOS	D		F	E	E		F	C		E	C	
Approach Vol, veh/h		586			18			1243			2027	
Approach Delay, s/veh		126.1			74.7			27.4			33.7	
Approach LOS		F			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.8	90.0		47.0	13.1	87.8		12.1
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0
Max Green Setting (Gmax), s	9.0	46.0		41.0	9.0	46.0		38.0
Max Q Clear Time (g_c+I1), s	3.5	25.5		43.0	6.7	53.1		2.9
Green Ext Time (p_c), s	0.0	16.9		0.0	0.0	0.0		0.0

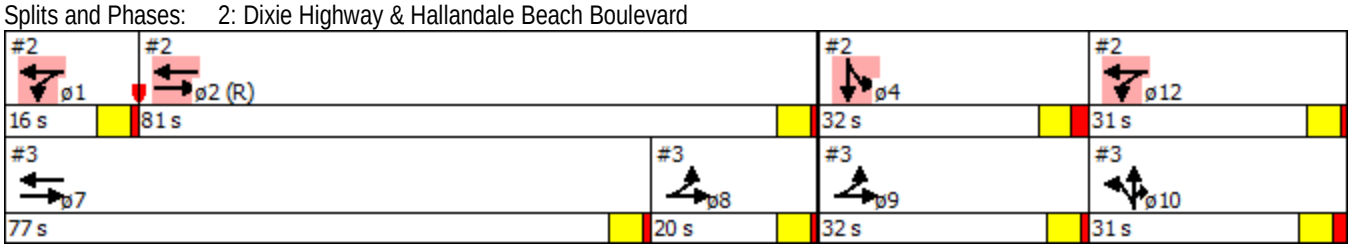
Intersection Summary	
HCM 2010 Ctrl Delay	45.9
HCM 2010 LOS	D

Lane Group	EBT	WBL	WBT	SBT	ø1	ø7	ø8	ø9	ø10	ø12
Lane Configurations										
Traffic Volume (vph)	1253	107	1380	581						
Future Volume (vph)	1253	107	1380	581						
Turn Type	NA	Prot	NA	NA						
Protected Phases	2	1 12	1 2 12	4	1	7	8	9	10	12
Permitted Phases										
Detector Phase	2	1 12	1 2 12	4						
Switch Phase										
Minimum Initial (s)	10.0			6.0	5.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	25.0			35.0	13.0	15.0	11.0	25.0	11.0	10.0
Total Split (s)	81.0			32.0	16.0	77.0	20.0	32.0	31.0	31.0
Total Split (%)	50.6%			20.0%	10%	48%	13%	20%	19%	19%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0			2.0	1.0	1.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0			0.0						
Total Lost Time (s)	5.0			6.0						
Lead/Lag	Lag				Lead			Lead	Lag	
Lead-Lag Optimize?	Yes				Yes			Yes	Yes	
Recall Mode	C-Max			None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 27 (17%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 2: Dixie Highway & Hallandale Beach Boulevard



Lane Group	EBT	WBL	WBT	SBT
Lane Group Flow (vph)	1356	113	1453	887
v/c Ratio	0.62	0.37	0.37	0.92
Control Delay	24.6	89.6	0.6	81.8
Queue Delay	0.0	6.5	0.2	0.0
Total Delay	24.6	96.1	0.8	81.8
Queue Length 50th (ft)	449	112	10	266
Queue Length 95th (ft)	553	179	1	308
Internal Link Dist (ft)	1589		116	869
Turn Bay Length (ft)		375		
Base Capacity (vph)	2175	372	3960	1024
Starvation Cap Reductn	0	209	1346	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.62	0.69	0.56	0.87

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1253	35	107	1380	0	0	0	0	222	581	39
Future Volume (vph)	0	1253	35	107	1380	0	0	0	0	222	581	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						6.0	
Lane Util. Factor		*0.68		1.00	0.91						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		1.00		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		3782		1770	5085						6281	
Flt Permitted		1.00		0.95	1.00						0.99	
Satd. Flow (perm)		3782		1770	5085						6281	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1319	37	113	1453	0	0	0	0	234	612	41
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	1355	0	113	1453	0	0	0	0	0	883	0
Confl. Peds. (#/hr)	8		4	4		8						
Turn Type		NA		Prot	NA					Split	NA	
Protected Phases		2		1 12	1 2 12					4	4	
Permitted Phases												
Actuated Green, G (s)		92.0		27.6	124.6						24.4	
Effective Green, g (s)		92.0		27.6	124.6						24.4	
Actuated g/C Ratio		0.58		0.17	0.78						0.15	
Clearance Time (s)		5.0									6.0	
Vehicle Extension (s)		3.0									0.2	
Lane Grp Cap (vph)		2174		305	3959						957	
v/s Ratio Prot		c0.36		c0.06	c0.29						c0.14	
v/s Ratio Perm												
v/c Ratio		0.62		0.37	0.37						0.92	
Uniform Delay, d1		22.5		58.5	5.5						66.9	
Progression Factor		1.00		1.48	0.07						1.00	
Incremental Delay, d2		1.4		0.2	0.0						13.7	
Delay (s)		23.9		87.1	0.4						80.6	
Level of Service		C		F	A						F	
Approach Delay (s)		23.9			6.6			0.0			80.6	
Approach LOS		C			A			A			F	

Intersection Summary

HCM 2000 Control Delay	30.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	79.9%	ICU Level of Service	D
Analysis Period (min)	15		

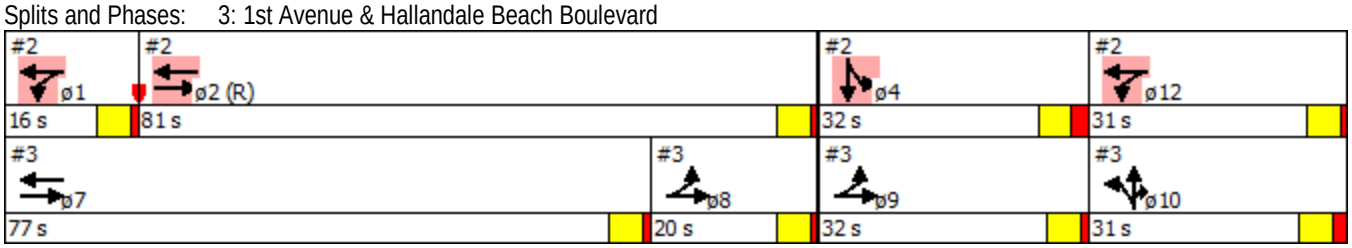
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	ø1	ø2	ø4	ø8	ø9	ø12
Lane Configurations												
Traffic Volume (vph)	31	1430	1306	177	135	67						
Future Volume (vph)	31	1430	1306	177	135	67						
Turn Type	Prot	NA	NA	Split	NA	Prot						
Protected Phases	8 9	7 8 9	7	10	10	10	1	2	4	8	9	12
Permitted Phases												
Detector Phase	8 9	7 8 9	7	10	10	10						
Switch Phase												
Minimum Initial (s)			10.0	5.0	5.0	5.0	5.0	10.0	6.0	5.0	10.0	5.0
Minimum Split (s)			15.0	11.0	11.0	11.0	13.0	25.0	35.0	11.0	25.0	10.0
Total Split (s)			77.0	31.0	31.0	31.0	16.0	81.0	32.0	20.0	32.0	31.0
Total Split (%)			48.1%	19.4%	19.4%	19.4%	10%	51%	20%	13%	20%	19%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			1.0	2.0	2.0	2.0	1.0	1.0	2.0	1.0	1.0	1.0
Lost Time Adjust (s)			0.0	0.0	0.0	0.0						
Total Lost Time (s)			5.0	6.0	6.0	6.0						
Lead/Lag				Lag	Lag	Lag	Lead	Lag			Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes			Yes	
Recall Mode			None	None	None	None	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 27 (17%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 3: 1st Avenue & Hallandale Beach Boulevard



3: 1st Avenue & Hallandale Beach Boulevard

A.M. Peak

Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	33	1505	1398	186	142	71
v/c Ratio	0.05	0.54	0.57	0.76	0.55	0.22
Control Delay	35.2	2.1	33.9	84.7	71.0	1.5
Queue Delay	0.2	0.1	0.0	2.3	0.0	0.0
Total Delay	35.4	2.3	33.9	86.9	71.0	1.5
Queue Length 50th (ft)	26	47	254	186	138	0
Queue Length 95th (ft)	m46	59	m175	269	208	0
Internal Link Dist (ft)		116	1665		922	
Turn Bay Length (ft)						115
Base Capacity (vph)	705	2963	2768	294	310	365
Starvation Cap Reductn	433	399	0	0	0	0
Spillback Cap Reductn	0	0	84	38	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.59	0.52	0.73	0.46	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	1430	0	0	1306	22	177	135	67	0	0	0
Future Volume (vph)	31	1430	0	0	1306	22	177	135	67	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		6.0	6.0	6.0			
Lane Util. Factor	1.00	0.95			*0.81		1.00	1.00	1.00			
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			1.00		1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1770	3539			6018		1770	1863	1583			
Flt Permitted	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)	1770	3539			6018		1770	1863	1583			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	33	1505	0	0	1375	23	186	142	71	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	61	0	0	0
Lane Group Flow (vph)	33	1505	0	0	1397	0	186	142	10	0	0	0
Confl. Peds. (#/hr)	4		3	3		4	4					4
Turn Type	Prot	NA			NA		Split	NA	Prot			
Protected Phases	8 9	7 8 9			7		10	10	10			
Permitted Phases												
Actuated Green, G (s)	56.6	126.8			65.2		22.2	22.2	22.2			
Effective Green, g (s)	56.6	126.8			65.2		22.2	22.2	22.2			
Actuated g/C Ratio	0.35	0.79			0.41		0.14	0.14	0.14			
Clearance Time (s)					5.0		6.0	6.0	6.0			
Vehicle Extension (s)					3.0		0.2	0.2	0.2			
Lane Grp Cap (vph)	626	2804			2452		245	258	219			
v/s Ratio Prot	0.02	c0.43			c0.23		c0.11	0.08	0.01			
v/s Ratio Perm												
v/c Ratio	0.05	0.54			0.57		0.76	0.55	0.04			
Uniform Delay, d1	34.0	6.0			36.6		66.3	64.2	59.7			
Progression Factor	0.82	0.24			0.94		1.00	1.00	1.00			
Incremental Delay, d2	0.0	0.1			0.0		11.3	1.4	0.0			
Delay (s)	28.0	1.6			34.4		77.7	65.7	59.7			
Level of Service	C	A			C		E	E	E			
Approach Delay (s)		2.1			34.4			70.2			0.0	
Approach LOS		A			C			E			A	

Intersection Summary

HCM 2000 Control Delay	23.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	79.9%	ICU Level of Service	D
Analysis Period (min)	15		

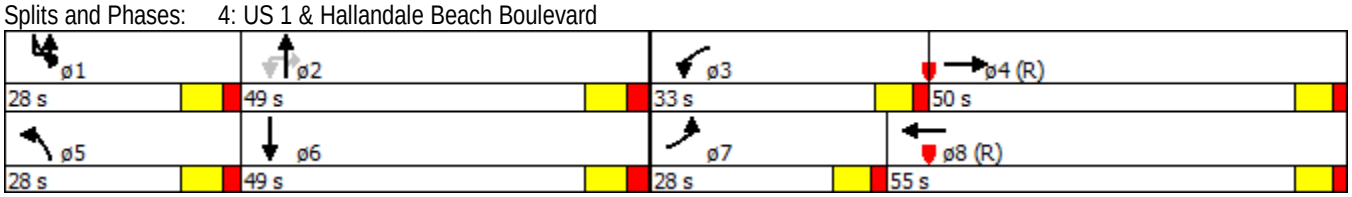
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	85	933	514	952	10	245	584	382	222	1008
Future Volume (vph)	85	933	514	952	10	245	584	382	222	1008
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases					2			2		
Detector Phase	7	4	3	8	2	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	6.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	11.5	46.5	11.5	46.5	47.0	12.0	47.0	47.0	12.0	47.0
Total Split (s)	28.0	50.0	33.0	55.0	49.0	28.0	49.0	49.0	28.0	49.0
Total Split (%)	17.5%	31.3%	20.6%	34.4%	30.6%	17.5%	30.6%	30.6%	17.5%	30.6%
Yellow Time (s)	4.5	4.5	4.5	4.5	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	2.0	3.0	3.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		7.0	8.0	8.0	7.0	8.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 25 (16%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1 & Hallandale Beach Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	85	933	339	514	952	128	10	245	584	382	5	222
Future Volume (veh/h)	85	933	339	514	952	128	10	245	584	382	5	222
Number	7	4	14	3	8	18		5	2	12		1
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99		1.00		0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900		1863	1863	1863		1863
Adj Flow Rate, veh/h	89	982	357	541	1002	135		258	615	402		234
Adj No. of Lanes	1	3	0	2	3	0		2	3	1		2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95		0.95
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	109	1180	429	570	1930	259		301	1303	402		280
Arrive On Green	0.06	0.32	0.32	0.33	0.85	0.85		0.15	0.43	0.43		0.08
Sat Flow, veh/h	1774	3668	1332	3442	4530	609		3442	5085	1570		3442
Grp Volume(v), veh/h	89	908	431	541	749	388		258	615	402		234
Grp Sat Flow(s),veh/h/ln	1774	1695	1610	1721	1695	1749		1721	1695	1570		1721
Q Serve(g_s), s	7.9	39.7	39.7	24.5	9.4	9.4		11.7	13.9	40.9		10.7
Cycle Q Clear(g_c), s	7.9	39.7	39.7	24.5	9.4	9.4		11.7	13.9	40.9		10.7
Prop In Lane	1.00		0.83	1.00		0.35		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	109	1091	518	570	1444	745		301	1303	402		280
V/C Ratio(X)	0.82	0.83	0.83	0.95	0.52	0.52		0.86	0.47	1.00		0.84
Avail Cap(c_a), veh/h	238	1091	518	570	1444	745		452	1303	402		452
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00		1.67	1.67	1.67		1.00
Upstream Filter(I)	0.84	0.84	0.84	0.91	0.91	0.91		0.92	0.92	0.92		0.75
Uniform Delay (d), s/veh	74.2	50.3	50.3	52.8	7.5	7.5		67.3	38.0	45.7		72.4
Incr Delay (d2), s/veh	4.7	6.3	12.5	23.8	1.2	2.4		6.3	0.2	42.7		2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(95%),veh/ln	7.1	26.1	26.0	19.2	7.7	8.2		9.6	10.5	29.9		8.5
LnGrp Delay(d),s/veh	78.9	56.6	62.7	76.7	8.7	9.8		73.6	38.2	88.5		75.1
LnGrp LOS	E	E	E	E	A	A		E	D	F		E
Approach Vol, veh/h		1428			1678				1275			
Approach Delay, s/veh		59.8			30.9				61.2			
Approach LOS		E			C				E			

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	49.0	33.0	58.0	21.0	48.0	16.3	74.7
Change Period (Y+Rc), s	7.0	8.0	6.5	6.5	7.0	8.0	6.5	6.5
Max Green Setting (Gmax), s	21.0	41.0	26.5	43.5	21.0	41.0	21.5	48.5
Max Q Clear Time (g_c+I1), s	12.7	42.9	26.5	41.7	13.7	34.6	9.9	11.4
Green Ext Time (p_c), s	0.3	0.0	0.0	1.5	0.3	4.3	0.1	13.9

Intersection Summary	
HCM 2010 Ctrl Delay	53.3
HCM 2010 LOS	D

Notes

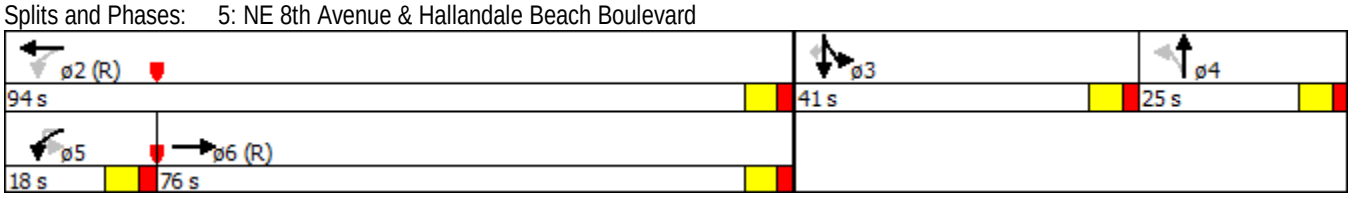
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1008	48
Future Volume (veh/h)	1008	48
Number	6	16
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.99
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900
Adj Flow Rate, veh/h	1061	51
Adj No. of Lanes	3	0
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	2	2
Cap, veh/h	1242	60
Arrive On Green	0.25	0.25
Sat Flow, veh/h	4970	239
Grp Volume(v), veh/h	723	389
Grp Sat Flow(s),veh/h/ln	1695	1818
Q Serve(g_s), s	32.6	32.6
Cycle Q Clear(g_c), s	32.6	32.6
Prop In Lane		0.13
Lane Grp Cap(c), veh/h	848	455
V/C Ratio(X)	0.85	0.85
Avail Cap(c_a), veh/h	869	466
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.75	0.75
Uniform Delay (d), s/veh	57.2	57.2
Incr Delay (d2), s/veh	6.1	10.9
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(95%),veh/ln	21.7	23.8
LnGrp Delay(d),s/veh	63.4	68.1
LnGrp LOS	E	E
Approach Vol, veh/h	1346	
Approach Delay, s/veh	66.8	
Approach LOS	E	
Timer		

Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	1363	47	1	34	1451	25	0	147	19	172
Future Volume (vph)	1363	47	1	34	1451	25	0	147	19	172
Turn Type	NA	Free	custom	pm+pt	NA	Perm	NA	Split	NA	Perm
Protected Phases	6			5	2		4	3	3	
Permitted Phases		Free	5	2		4				3
Detector Phase	6		5	5	2	4	4	3	3	3
Switch Phase										
Minimum Initial (s)	10.0		4.0	4.0	10.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	30.0		10.0	10.0	30.0	25.0	25.0	12.0	12.0	12.0
Total Split (s)	76.0		18.0	18.0	94.0	25.0	25.0	41.0	41.0	41.0
Total Split (%)	47.5%		11.3%	11.3%	58.8%	15.6%	15.6%	25.6%	25.6%	25.6%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0	6.0		6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead	Lead		Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max		None	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 40 (25%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 5: NE 8th Avenue & Hallandale Beach Boulevard



Lane Group	EBT	EBR	WBL	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	1466	51	38	1560	62	88	90	185
v/c Ratio	0.40	0.03	0.15	0.39	0.41	0.65	0.66	0.66
Control Delay	4.4	0.0	2.6	1.7	10.1	92.7	93.0	23.2
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.5	0.0	2.6	1.7	10.1	92.7	93.0	23.2
Queue Length 50th (ft)	102	0	2	34	0	95	97	14
Queue Length 95th (ft)	m109	m0	5	44	9	157	161	95
Internal Link Dist (ft)	530			580	224		217	
Turn Bay Length (ft)		125	110			100		100
Base Capacity (vph)	3708	1562	319	3989	254	367	372	470
Starvation Cap Reductn	914	0	0	526	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.03	0.12	0.45	0.24	0.24	0.24	0.39

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	1363	47	1	34	1451	0	25	0	33	147	19
Future Volume (vph)	0	1363	47	1	34	1451	0	25	0	33	147	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	4.0		6.0	6.0			6.0		6.0	6.0
Lane Util. Factor		0.91	1.00		1.00	0.91			1.00		0.95	0.95
Frpb, ped/bikes		1.00	0.99		1.00	1.00			1.00		1.00	1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00			0.99		1.00	1.00
Frt		1.00	0.85		1.00	1.00			0.92		1.00	1.00
Flt Protected		1.00	1.00		0.95	1.00			0.98		0.95	0.96
Satd. Flow (prot)		5085	1562		1769	5085			1666		1681	1703
Flt Permitted		1.00	1.00		0.14	1.00			0.81		0.95	0.96
Satd. Flow (perm)		5085	1562		263	5085			1387		1681	1703
Peak-hour factor, PHF	0.93	0.93	0.93	0.92	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	1466	51	1	37	1560	0	27	0	35	158	20
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	60	0	0	0
Lane Group Flow (vph)	0	1466	51	0	38	1560	0	0	2	0	88	90
Confl. Peds. (#/hr)	11		6		6		11	11				
Turn Type		NA	Free	custom	pm+pt	NA		Perm	NA		Split	NA
Protected Phases		6			5	2			4		3	3
Permitted Phases			Free	5	2			4				
Actuated Green, G (s)		114.3	160.0		124.3	124.3			4.8		12.9	12.9
Effective Green, g (s)		114.3	160.0		124.3	124.3			4.8		12.9	12.9
Actuated g/C Ratio		0.71	1.00		0.78	0.78			0.03		0.08	0.08
Clearance Time (s)		6.0			6.0	6.0			6.0		6.0	6.0
Vehicle Extension (s)		3.0			1.5	3.0			2.0		2.0	2.0
Lane Grp Cap (vph)		3632	1562		241	3950			41		135	137
v/s Ratio Prot		c0.29			0.00	c0.31					0.05	c0.05
v/s Ratio Perm			c0.03		0.12				0.00			
v/c Ratio		0.40	0.03		0.16	0.39			0.05		0.65	0.66
Uniform Delay, d1		9.2	0.0		5.4	5.7			75.4		71.4	71.4
Progression Factor		0.44	1.00		0.29	0.23			1.00		1.00	1.00
Incremental Delay, d2		0.2	0.0		0.1	0.3			0.2		8.3	8.4
Delay (s)		4.3	0.0		1.7	1.6			75.5		79.7	79.8
Level of Service		A	A		A	A			E		E	E
Approach Delay (s)		4.1				1.6			75.5			74.4
Approach LOS		A				A			E			E

Intersection Summary

HCM 2000 Control Delay	11.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	59.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	172
Future Volume (vph)	172
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.0
Lane Util. Factor	1.00
Frpb, ped/bikes	0.95
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1501
Flt Permitted	1.00
Satd. Flow (perm)	1501
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	185
RTOR Reduction (vph)	157
Lane Group Flow (vph)	28
Confl. Peds. (#/hr)	11
Turn Type	Perm
Protected Phases	
Permitted Phases	3
Actuated Green, G (s)	12.9
Effective Green, g (s)	12.9
Actuated g/C Ratio	0.08
Clearance Time (s)	6.0
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	121
v/s Ratio Prot	
v/s Ratio Perm	0.02
v/c Ratio	0.23
Uniform Delay, d1	68.9
Progression Factor	1.00
Incremental Delay, d2	0.4
Delay (s)	69.3
Level of Service	E
Approach Delay (s)	
Approach LOS	

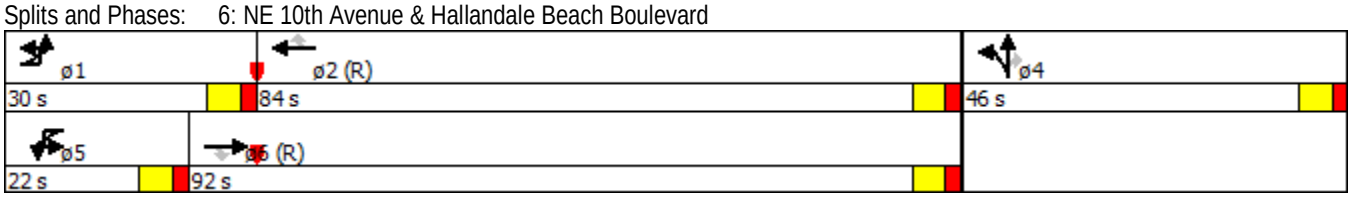
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Lane Configurations									
Traffic Volume (vph)	31	1458	61	58	1507	42	44	13	85
Future Volume (vph)	31	1458	61	58	1507	42	44	13	85
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4	
Permitted Phases			6			2			4
Detector Phase	1	6	6	5	2	2	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	6.0	6.0	6.0
Minimum Split (s)	11.0	34.0	34.0	11.0	34.0	34.0	44.0	44.0	44.0
Total Split (s)	30.0	92.0	92.0	22.0	84.0	84.0	46.0	46.0	46.0
Total Split (%)	18.8%	57.5%	57.5%	13.8%	52.5%	52.5%	28.8%	28.8%	28.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes			
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 44 (28%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 6: NE 10th Avenue & Hallandale Beach Boulevard



6: NE 10th Avenue & Hallandale Beach Boulevard

A.M. Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	63	1568	66	86	1620	45	30	31	91
v/c Ratio	0.57	0.39	0.05	0.48	0.40	0.04	0.38	0.38	0.53
Control Delay	88.8	3.0	0.6	98.0	6.3	0.5	86.1	86.1	20.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.8	3.1	0.6	98.0	6.3	0.5	86.1	86.1	20.6
Queue Length 50th (ft)	69	65	1	49	313	1	32	33	0
Queue Length 95th (ft)	126	72	4	m69	172	m4	72	73	48
Internal Link Dist (ft)		580			1236			328	
Turn Bay Length (ft)	150		50	390		85	170		
Base Capacity (vph)	265	4001	1214	343	4022	1234	420	430	472
Starvation Cap Reductn	0	511	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.45	0.05	0.25	0.40	0.04	0.07	0.07	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	28	31	1458	61	22	58	1507	42	44	13	85	0
Future Volume (vph)	28	31	1458	61	22	58	1507	42	44	13	85	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00	0.91	1.00		0.97	0.91	1.00	0.95	0.95	1.00	
Frpb, ped/bikes		1.00	1.00	0.96		1.00	1.00	0.97	1.00	1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	0.97	1.00	
Satd. Flow (prot)		1770	5085	1527		3433	5085	1534	1681	1722	1583	
Flt Permitted		0.95	1.00	1.00		0.95	1.00	1.00	0.95	0.97	1.00	
Satd. Flow (perm)		1770	5085	1527		3433	5085	1534	1681	1722	1583	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	30	33	1568	66	24	62	1620	45	47	14	91	0
RTOR Reduction (vph)	0	0	0	13	0	0	0	10	0	0	87	0
Lane Group Flow (vph)	0	63	1568	53	0	86	1620	35	30	31	4	0
Confl. Peds. (#/hr)		4		14		14		4	2			
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Split	NA	Perm	
Protected Phases	1	1	6		5	5	2		4	4		
Permitted Phases				6				2			4	
Actuated Green, G (s)		8.9	125.9	125.9		8.4	125.4	125.4	7.7	7.7	7.7	
Effective Green, g (s)		8.9	125.9	125.9		8.4	125.4	125.4	7.7	7.7	7.7	
Actuated g/C Ratio		0.06	0.79	0.79		0.05	0.78	0.78	0.05	0.05	0.05	
Clearance Time (s)		6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)		2.0	3.0	3.0		2.0	3.0	3.0	2.0	2.0	2.0	
Lane Grp Cap (vph)		98	4001	1201		180	3985	1202	80	82	76	
v/s Ratio Prot		c0.04	0.31			0.03	c0.32		0.02	c0.02		
v/s Ratio Perm				0.03				0.02			0.00	
v/c Ratio		0.64	0.39	0.04		0.48	0.41	0.03	0.38	0.38	0.06	
Uniform Delay, d1		74.0	5.3	3.8		73.7	5.5	3.8	73.8	73.8	72.7	
Progression Factor		0.98	0.50	0.45		1.23	1.04	1.00	1.00	1.00	1.00	
Incremental Delay, d2		9.8	0.3	0.1		0.6	0.3	0.0	1.1	1.1	0.1	
Delay (s)		82.3	2.9	1.8		91.5	6.0	3.9	74.9	74.9	72.8	
Level of Service		F	A	A		F	A	A	E	E	E	
Approach Delay (s)			5.8				10.1			73.6		
Approach LOS			A				B			E		

Intersection Summary

HCM 2000 Control Delay	10.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	0
Future Volume (vph)	0	0
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)		
Lane Util. Factor		
Frpb, ped/bikes		
Flpb, ped/bikes		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Peak-hour factor, PHF	0.93	0.93
Adj. Flow (vph)	0	0
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	0	0
Confl. Peds. (#/hr)		2
Turn Type		
Protected Phases		
Permitted Phases		
Actuated Green, G (s)		
Effective Green, g (s)		
Actuated g/C Ratio		
Clearance Time (s)		
Vehicle Extension (s)		
Lane Grp Cap (vph)		
v/s Ratio Prot		
v/s Ratio Perm		
v/c Ratio		
Uniform Delay, d1		
Progression Factor		
Incremental Delay, d2		
Delay (s)		
Level of Service		
Approach Delay (s)	0.0	
Approach LOS	A	

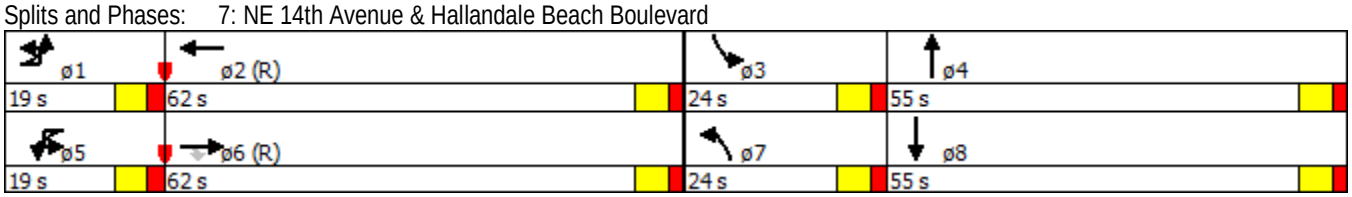
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	38	1178	207	42	1220	227	45	80	71
Future Volume (vph)	38	1178	207	42	1220	227	45	80	71
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	1	6		5	2	7	4	3	8
Permitted Phases			6						
Detector Phase	1	6	6	5	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	6.0	5.0	6.0
Minimum Split (s)	11.0	35.0	35.0	11.0	35.0	11.0	45.0	11.0	53.0
Total Split (s)	19.0	62.0	62.0	19.0	62.0	24.0	55.0	24.0	55.0
Total Split (%)	11.9%	38.8%	38.8%	11.9%	38.8%	15.0%	34.4%	15.0%	34.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 131 (82%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 7: NE 14th Avenue & Hallandale Beach Boulevard



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	44	38	1178	207	42	1220	30	227	45	23	80	71
Future Volume (veh/h)	44	38	1178	207	42	1220	30	227	45	23	80	71
Number		1	6	16	5	2	12	7	4	14	3	8
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.98	1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h		42	1295	89	46	1341	0	249	49	0	88	78
Adj No. of Lanes		1	3	1	1	3	0	2	1	0	1	1
Peak Hour Factor		0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		54	3069	940	59	3082	0	293	284	0	108	178
Arrive On Green		0.01	0.20	0.20	0.07	1.00	0.00	0.09	0.15	0.00	0.06	0.13
Sat Flow, veh/h		1774	5085	1557	1774	5253	0	3442	1863	0	1774	1393
Grp Volume(v), veh/h		42	1295	89	46	1341	0	249	49	0	88	0
Grp Sat Flow(s),veh/h/ln		1774	1695	1557	1774	1695	0	1721	1863	0	1774	0
Q Serve(g_s), s		3.8	35.6	7.5	4.1	0.0	0.0	11.4	3.7	0.0	7.8	0.0
Cycle Q Clear(g_c), s		3.8	35.6	7.5	4.1	0.0	0.0	11.4	3.7	0.0	7.8	0.0
Prop In Lane		1.00		1.00	1.00		0.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h		54	3069	940	59	3082	0	293	284	0	108	0
V/C Ratio(X)		0.77	0.42	0.09	0.78	0.44	0.00	0.85	0.17	0.00	0.82	0.00
Avail Cap(c_a), veh/h		144	3069	940	144	3082	0	387	570	0	200	0
HCM Platoon Ratio		0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.92	0.92	0.92	0.84	0.84	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh		78.6	39.7	28.4	74.1	0.0	0.0	72.2	59.0	0.0	74.3	0.0
Incr Delay (d2), s/veh		7.7	0.4	0.2	6.9	0.4	0.0	10.3	0.1	0.0	5.6	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		3.6	23.4	5.9	3.8	0.2	0.0	9.8	3.4	0.0	7.3	0.0
LnGrp Delay(d),s/veh		86.4	40.1	28.6	81.0	0.4	0.0	82.5	59.1	0.0	79.9	0.0
LnGrp LOS		F	D	C	F	A		F	E		E	
Approach Vol, veh/h			1426			1387			298			188
Approach Delay, s/veh			40.7			3.1			78.6			71.9
Approach LOS			D			A			E			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	103.0	15.7	30.4	11.3	102.6	19.6	26.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	56.0	18.0	49.0	13.0	56.0	18.0	49.0
Max Q Clear Time (g_c+I1), s	5.8	2.0	9.8	5.7	6.1	37.6	13.4	10.3
Green Ext Time (p_c), s	0.0	26.5	0.1	0.3	0.0	13.6	0.2	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	30.1
HCM 2010 LOS	C

Notes

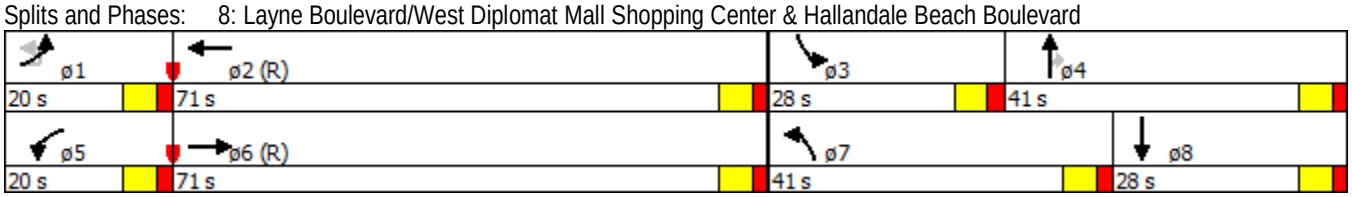
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	130
Future Volume (veh/h)	130
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.98
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	22
Adj No. of Lanes	0
Peak Hour Factor	0.91
Percent Heavy Veh, %	2
Cap, veh/h	50
Arrive On Green	0.13
Sat Flow, veh/h	393
Grp Volume(v), veh/h	100
Grp Sat Flow(s),veh/h/ln	1786
Q Serve(g_s), s	8.3
Cycle Q Clear(g_c), s	8.3
Prop In Lane	0.22
Lane Grp Cap(c), veh/h	229
V/C Ratio(X)	0.44
Avail Cap(c_a), veh/h	547
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	64.4
Incr Delay (d2), s/veh	0.5
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	7.4
LnGrp Delay(d),s/veh	64.9
LnGrp LOS	E
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lane Group	EBU	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	8	40	947	42	1215	75	8	54	13	6
Future Volume (vph)	8	40	947	42	1215	75	8	54	13	6
Turn Type	custom	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases		1	6	5	2	7	4		3	8
Permitted Phases	1							4		
Detector Phase	1	1	6	5	2	7	4	4	3	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	10.0	5.0	10.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	11.0	11.0	41.0	11.0	22.0	11.0	38.0	38.0	11.0	22.0
Total Split (s)	20.0	20.0	71.0	20.0	71.0	41.0	41.0	41.0	28.0	28.0
Total Split (%)	12.5%	12.5%	44.4%	12.5%	44.4%	25.6%	25.6%	25.6%	17.5%	17.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 120 (75%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 8: Layne Boulevard/West Diplomat Mall Shopping Center & Hallandale Beach Boulevard



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	8	40	947	53	42	1215	15	75	8	54	13	6
Future Volume (veh/h)	8	40	947	53	42	1215	15	75	8	54	13	6
Number		1	6	16	5	2	12	7	4	14	3	8
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h		47	1101	0	49	1413	0	87	9	0	15	7
Adj No. of Lanes		1	3	0	1	3	0	1	1	1	1	1
Peak Hour Factor		0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		60	3468	0	63	3476	0	107	219	186	27	135
Arrive On Green		0.07	1.00	0.00	0.07	1.00	0.00	0.06	0.12	0.00	0.02	0.07
Sat Flow, veh/h		1774	5253	0	1774	5253	0	1774	1863	1583	1774	1863
Grp Volume(v), veh/h		47	1101	0	49	1413	0	87	9	0	15	7
Grp Sat Flow(s),veh/h/ln		1774	1695	0	1774	1695	0	1774	1863	1583	1774	1863
Q Serve(g_s), s		4.2	0.0	0.0	4.3	0.0	0.0	7.8	0.7	0.0	1.3	0.6
Cycle Q Clear(g_c), s		4.2	0.0	0.0	4.3	0.0	0.0	7.8	0.7	0.0	1.3	0.6
Prop In Lane		1.00		0.00	1.00		0.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h		60	3468	0	63	3476	0	107	219	186	27	135
V/C Ratio(X)		0.78	0.32	0.00	0.78	0.41	0.00	0.82	0.04	0.00	0.56	0.05
Avail Cap(c_a), veh/h		155	3468	0	155	3476	0	388	407	346	244	256
HCM Platoon Ratio		2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.89	0.89	0.00	0.95	0.95	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		74.0	0.0	0.0	73.8	0.0	0.0	74.3	62.6	0.0	78.2	69.1
Incr Delay (d2), s/veh		7.2	0.2	0.0	7.3	0.3	0.0	5.6	0.0	0.0	6.5	0.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		3.9	0.1	0.0	4.1	0.2	0.0	7.2	0.6	0.0	1.3	0.5
LnGrp Delay(d),s/veh		81.2	0.2	0.0	81.1	0.3	0.0	79.9	62.6	0.0	84.7	69.1
LnGrp LOS		F	A		F	A		E	E		F	E
Approach Vol, veh/h			1148			1462			96			22
Approach Delay, s/veh			3.5			3.0			78.3			79.8
Approach LOS			A			A			E			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	115.4	8.4	24.8	11.6	115.1	15.6	17.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	14.0	65.0	22.0	35.0	14.0	65.0	35.0	22.0
Max Q Clear Time (g_c+I1), s	6.2	2.0	3.3	2.7	6.3	2.0	9.8	2.6
Green Ext Time (p_c), s	0.0	38.1	0.0	0.0	0.0	38.1	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	6.5
HCM 2010 LOS	A

Notes

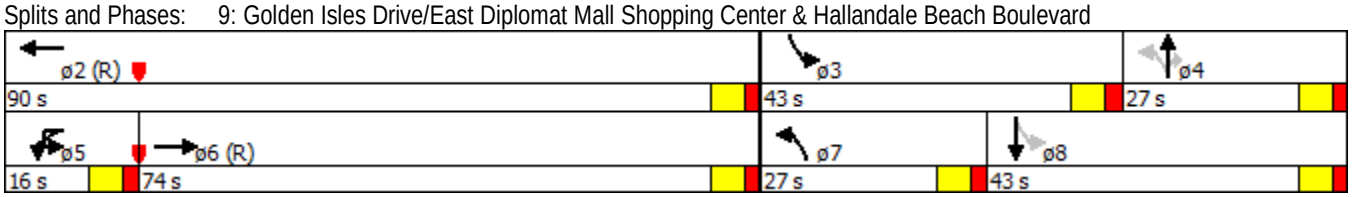
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	33
Future Volume (veh/h)	33
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Adj No. of Lanes	0
Peak Hour Factor	0.86
Percent Heavy Veh, %	2
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	962	21	1085	117	17	60	37	8
Future Volume (vph)	962	21	1085	117	17	60	37	8
Turn Type	NA	Prot	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	6	5	2	7	4		3	8
Permitted Phases				4		4	8	
Detector Phase	6	5	2	7	4	4	3	8
Switch Phase								
Minimum Initial (s)	10.0	5.0	10.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	32.0	11.0	22.0	10.0	27.0	27.0	10.0	22.0
Total Split (s)	74.0	16.0	90.0	27.0	27.0	27.0	43.0	43.0
Total Split (%)	46.3%	10.0%	56.3%	16.9%	16.9%	16.9%	26.9%	26.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 115 (72%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 9: Golden Isles Drive/East Diplomat Mall Shopping Center & Hallandale Beach Boulevard



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	962	64	16	21	1085	36	117	17	60	37	8
Future Volume (veh/h)	0	962	64	16	21	1085	36	117	17	60	37	8
Number	1	6	16		5	2	12	7	4	14	3	8
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		1.00	0.94		0.96	0.91	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900		1863	1863	1900	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	0	1057	0		23	1192	0	129	19	14	41	9
Adj No. of Lanes	0	3	0		1	3	0	1	1	1	1	1
Peak Hour Factor	0.91	0.91	0.91		0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	2	2		2	2	2	2	2	2	2	2
Cap, veh/h	0	3624	0		35	3916	0	230	164	134	142	68
Arrive On Green	0.00	1.00	0.00		0.04	1.00	0.00	0.08	0.09	0.09	0.03	0.04
Sat Flow, veh/h	0	5421	0		1774	5253	0	1774	1863	1519	1774	1863
Grp Volume(v), veh/h	0	1057	0		23	1192	0	129	19	14	41	9
Grp Sat Flow(s),veh/h/ln	0	1695	0		1774	1695	0	1774	1863	1519	1774	1863
Q Serve(g_s), s	0.0	0.0	0.0		2.0	0.0	0.0	10.9	1.5	1.4	3.5	0.7
Cycle Q Clear(g_c), s	0.0	0.0	0.0		2.0	0.0	0.0	10.9	1.5	1.4	3.5	0.7
Prop In Lane	0.00		0.00		1.00		0.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	0	3624	0		35	3916	0	230	164	134	142	68
V/C Ratio(X)	0.00	0.29	0.00		0.65	0.30	0.00	0.56	0.12	0.10	0.29	0.13
Avail Cap(c_a), veh/h	0	3624	0		111	3916	0	320	244	199	501	431
HCM Platoon Ratio	1.00	2.00	2.00		2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.96	0.00		0.93	0.93	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0		76.2	0.0	0.0	65.3	67.2	67.1	71.5	74.6
Incr Delay (d2), s/veh	0.0	0.2	0.0		6.7	0.2	0.0	0.8	0.1	0.1	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.1	0.0		1.9	0.1	0.0	9.2	1.4	1.0	3.1	0.7
LnGrp Delay(d),s/veh	0.0	0.2	0.0		82.9	0.2	0.0	66.1	67.3	67.2	71.9	74.9
LnGrp LOS		A			F	A		E	E	E	E	E
Approach Vol, veh/h		1057				1215			162			50
Approach Delay, s/veh		0.2				1.8			66.4			72.4
Approach LOS		A				A			E			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s		129.2	10.7	20.1	9.2	120.0	18.9	11.9
Change Period (Y+Rc), s		6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s		84.0	37.0	21.0	10.0	68.0	21.0	37.0
Max Q Clear Time (g_c+I1), s		2.0	5.5	3.5	4.0	2.0	12.9	2.7
Green Ext Time (p_c), s		35.6	0.0	0.1	0.0	32.7	0.1	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	6.7
HCM 2010 LOS	A

Notes

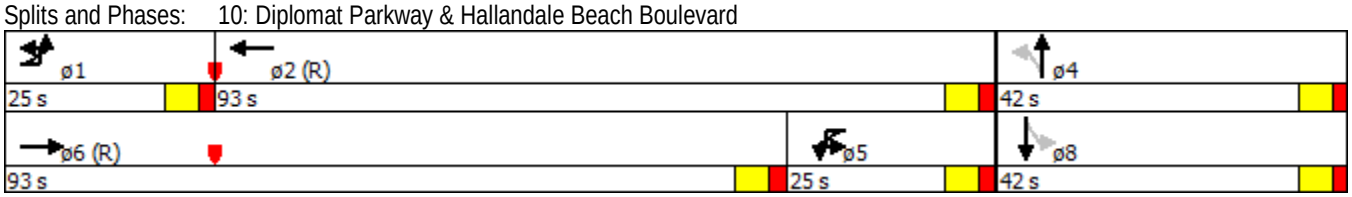
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	39
Future Volume (veh/h)	39
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Adj No. of Lanes	0
Peak Hour Factor	0.91
Percent Heavy Veh, %	2
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	33	1035	12	1207	3	0	53	57
Future Volume (vph)	33	1035	12	1207	3	0	53	57
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	1	6	5	2		4		8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	31.0	11.0	31.0	40.0	40.0	40.0	40.0
Total Split (s)	25.0	93.0	25.0	93.0	42.0	42.0	42.0	42.0
Total Split (%)	15.6%	58.1%	15.6%	58.1%	26.3%	26.3%	26.3%	26.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 118 (74%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 10: Diplomat Parkway & Hallandale Beach Boulevard



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	13	33	1035	12	12	1207	57	3	0	13	53	57
Future Volume (veh/h)	13	33	1035	12	12	1207	57	3	0	13	53	57
Number		1	6	16	5	2	12	7	4	14	3	8
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863
Adj Flow Rate, veh/h		38	1176	0	14	1372	0	3	0	0	60	65
Adj No. of Lanes		1	3	0	1	3	0	0	1	0	1	1
Peak Hour Factor		0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		49	2765	0	485	4015	0	93	0	0	156	131
Arrive On Green		0.06	1.00	0.00	0.09	0.26	0.00	0.07	0.00	0.00	0.07	0.07
Sat Flow, veh/h		1774	5253	0	1774	5253	0	689	0	0	1398	1863
Grp Volume(v), veh/h		38	1176	0	14	1372	0	3	0	0	60	65
Grp Sat Flow(s),veh/h/ln		1774	1695	0	1774	1695	0	689	0	0	1398	1863
Q Serve(g_s), s		3.4	0.0	0.0	1.2	35.0	0.0	0.4	0.0	0.0	0.0	5.4
Cycle Q Clear(g_c), s		3.4	0.0	0.0	1.2	35.0	0.0	5.7	0.0	0.0	5.3	5.4
Prop In Lane		1.00		0.00	1.00		0.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h		49	2765	0	485	4015	0	93	0	0	156	131
V/C Ratio(X)		0.78	0.43	0.00	0.03	0.34	0.00	0.03	0.00	0.00	0.38	0.50
Avail Cap(c_a), veh/h		211	2765	0	485	4015	0	298	0	0	372	419
HCM Platoon Ratio		2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.96	0.96	0.00	0.95	0.95	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		75.1	0.0	0.0	53.4	25.4	0.0	74.4	0.0	0.0	71.6	71.6
Incr Delay (d2), s/veh		9.0	0.5	0.0	0.0	0.2	0.0	0.1	0.0	0.0	0.6	1.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		3.2	0.2	0.0	1.0	23.1	0.0	0.2	0.0	0.0	4.7	5.1
LnGrp Delay(d),s/veh		84.1	0.5	0.0	53.4	25.6	0.0	74.4	0.0	0.0	72.2	72.7
LnGrp LOS		F	A		D	C		E			E	E
Approach Vol, veh/h			1214			1386			3			125
Approach Delay, s/veh			3.1			25.9			74.4			72.4
Approach LOS			A			C			E			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.4	132.3		17.3	49.7	93.0		17.3
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	19.0	87.0		36.0	19.0	87.0		36.0
Max Q Clear Time (g_c+I1), s	5.4	37.0		7.7	3.2	2.0		7.4
Green Ext Time (p_c), s	0.0	9.2		0.2	6.5	7.4		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	17.9
HCM 2010 LOS	B

Notes

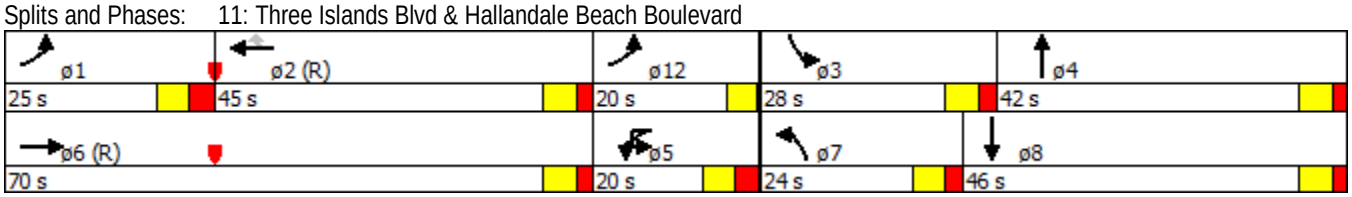
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	49
Future Volume (veh/h)	49
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Adj No. of Lanes	0
Peak Hour Factor	0.88
Percent Heavy Veh, %	2
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	ø1	ø12
Lane Configurations											
Traffic Volume (vph)	257	896	2	919	128	2	0	296	4		
Future Volume (vph)	257	896	2	919	128	2	0	296	4		
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA		
Protected Phases	1 12	6	5	2		7	4	3	8	1	12
Permitted Phases					2						
Detector Phase	1 12	6	5	2	2	7	4	3	8		
Switch Phase											
Minimum Initial (s)		10.0	5.0	10.0	10.0	5.0	6.0	5.0	6.0	5.0	4.0
Minimum Split (s)		42.0	12.0	42.0	42.0	11.0	42.0	11.0	44.0	12.0	20.0
Total Split (s)		70.0	20.0	45.0	45.0	24.0	42.0	28.0	46.0	25.0	20.0
Total Split (%)		43.8%	12.5%	28.1%	28.1%	15.0%	26.3%	17.5%	28.8%	16%	13%
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.5
All-Red Time (s)		2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0	0.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)		6.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag		Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode		C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 76 (48%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 11: Three Islands Blvd & Hallandale Beach Boulevard



11: Three Islands Blvd & Hallandale Beach Boulevard

A.M. Peak

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	279	979	37	999	139	2	4	322	390
v/c Ratio	0.68	0.28	0.31	0.35	0.16	0.04	0.02	0.81	0.72
Control Delay	43.6	11.5	73.1	19.1	2.0	76.5	0.2	84.2	13.2
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	43.6	11.6	73.1	19.1	2.0	76.5	0.2	84.2	13.3
Queue Length 50th (ft)	106	105	37	165	0	2	0	172	4
Queue Length 95th (ft)	118	267	m79	304	23	13	0	222	100
Internal Link Dist (ft)		445		2125			478		932
Turn Bay Length (ft)	170		220		700			440	
Base Capacity (vph)	665	3451	143	2892	875	199	471	476	674
Starvation Cap Reductn	0	1334	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	147	0	0	0	0	15
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.46	0.26	0.36	0.16	0.01	0.01	0.68	0.59

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	257	896	5	32	2	919	128	2	0	4	296	4
Future Volume (vph)	257	896	5	32	2	919	128	2	0	4	296	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.0			7.0	6.0	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	0.97	0.91			1.00	0.91	1.00	1.00	1.00		0.97	1.00
Frpb, ped/bikes	1.00	1.00			1.00	1.00	0.90	1.00	0.98		1.00	0.97
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00			1.00	1.00	0.85	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00			0.95	1.00	1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)	3433	5079			1770	5085	1420	1770	1554		3433	1540
Flt Permitted	0.95	1.00			0.95	1.00	1.00	0.95	1.00		0.95	1.00
Satd. Flow (perm)	3433	5079			1770	5085	1420	1770	1554		3433	1540
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	279	974	5	35	2	999	139	2	0	4	322	4
RTOR Reduction (vph)	0	0	0	0	0	0	65	0	4	0	0	334
Lane Group Flow (vph)	279	979	0	0	37	999	74	2	0	0	322	56
Confl. Peds. (#/hr)	70		31		31		70	14		5	5	
Turn Type	Prot	NA		Prot	Prot	NA	Perm	Prot	NA		Prot	NA
Protected Phases	1 12	6		5	5	2		7	4		3	8
Permitted Phases							2					
Actuated Green, G (s)	23.5	102.5			9.8	84.8	84.8	1.0	4.0		18.7	21.7
Effective Green, g (s)	23.5	102.5			9.8	84.8	84.8	1.0	4.0		18.7	21.7
Actuated g/C Ratio	0.15	0.64			0.06	0.53	0.53	0.01	0.02		0.12	0.14
Clearance Time (s)		6.0			7.0	6.0	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)		3.0			1.5	3.0	3.0	1.5	2.0		1.5	2.0
Lane Grp Cap (vph)	504	3253			108	2695	752	11	38		401	208
v/s Ratio Prot	c0.08	0.19			0.02	c0.20		0.00	0.00		c0.09	c0.04
v/s Ratio Perm							0.05					
v/c Ratio	0.55	0.30			0.34	0.37	0.10	0.18	0.00		0.80	0.27
Uniform Delay, d1	63.4	12.8			72.0	22.0	18.6	79.1	76.1		68.9	62.1
Progression Factor	0.85	0.90			0.95	0.90	0.61	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.7	0.2			0.7	0.4	0.3	2.9	0.0		10.5	0.3
Delay (s)	54.3	11.8			68.8	20.1	11.6	82.0	76.1		79.3	62.3
Level of Service	D	B			E	C	B	F	E		E	E
Approach Delay (s)		21.2				20.7			78.0			70.0
Approach LOS		C				C			E			E

Intersection Summary

HCM 2000 Control Delay	32.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	29.0
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

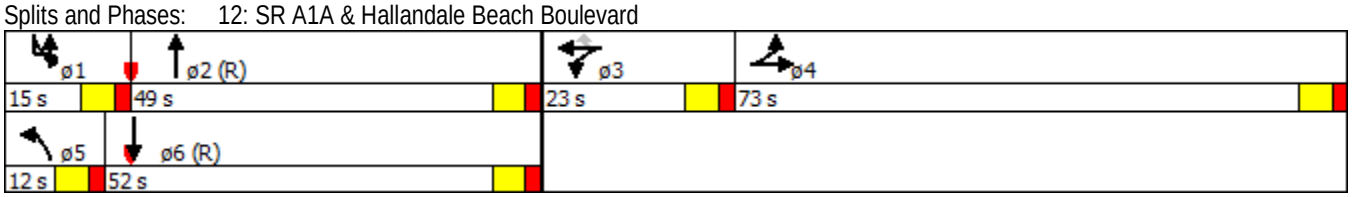
Movement	SBR
Lane Configurations	
Traffic Volume (vph)	355
Future Volume (vph)	355
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	386
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	14
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	440	75	679	88	35	10	391	13	23	706	443
Future Volume (vph)	440	75	679	88	35	10	391	13	23	706	443
Turn Type	Split	NA	Free	NA	Perm	Prot	NA	Free	Prot	NA	Free
Protected Phases	4	4		3		5	2		1	6	
Permitted Phases			Free		3			Free			Free
Detector Phase	4	4		3	3	5	2		1	6	
Switch Phase											
Minimum Initial (s)	15.0	15.0		7.0	7.0	6.0	7.0		5.0	5.0	
Minimum Split (s)	39.0	39.0		22.0	22.0	12.0	43.0		11.0	43.0	
Total Split (s)	73.0	73.0		23.0	23.0	12.0	49.0		15.0	52.0	
Total Split (%)	45.6%	45.6%		14.4%	14.4%	7.5%	30.6%		9.4%	32.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	C-Max		None	C-Max	

Intersection Summary

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

Splits and Phases: 12: SR A1A & Hallandale Beach Boulevard



Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	254	318	754	109	39	11	434	14	48	784	492
v/c Ratio	0.62	0.76	0.49	0.78	0.18	0.16	0.25	0.01	0.52	0.41	0.32
Control Delay	47.9	55.8	4.9	106.7	1.9	79.4	27.3	0.0	92.7	26.1	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.9	55.8	4.9	106.7	1.9	79.4	27.3	0.0	92.7	26.1	0.5
Queue Length 50th (ft)	274	352	146	114	0	11	140	0	50	232	0
Queue Length 95th (ft)	172	209	263	179	0	34	227	0	96	413	0
Internal Link Dist (ft)		2125		300			718			465	
Turn Bay Length (ft)						450		175	200		190
Base Capacity (vph)	703	714	1549	196	259	69	1740	1501	107	1897	1538
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.45	0.49	0.56	0.15	0.16	0.25	0.01	0.45	0.41	0.32

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	440	75	679	10	88	35	10	391	13	20	23	706
Future Volume (vph)	440	75	679	10	88	35	10	391	13	20	23	706
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0		6.0	6.0	6.0	6.0	4.0		6.0	6.0
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00	1.00	0.95	1.00		1.00	0.95
Frpb, ped/bikes	1.00	1.00	0.98		1.00	1.00	1.00	1.00	0.95		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85		1.00	1.00
Flt Protected	0.95	0.96	1.00		0.99	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1681	1707	1549		1853	1583	1770	3539	1501		1770	3539
Flt Permitted	0.95	0.96	1.00		0.99	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1681	1707	1549		1853	1583	1770	3539	1501		1770	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	489	83	754	11	98	39	11	434	14	22	26	784
RTOR Reduction (vph)	0	0	0	0	0	36	0	0	0	0	0	0
Lane Group Flow (vph)	254	318	754	0	109	3	11	434	14	0	48	784
Confl. Peds. (#/hr)			32	32			56		65		65	
Turn Type	Split	NA	Free	Split	NA	Perm	Prot	NA	Free	Prot	Prot	NA
Protected Phases	4	4		3	3		5	2		1	1	6
Permitted Phases			Free			3			Free			
Actuated Green, G (s)	39.1	39.1	160.0		12.0	12.0	2.7	77.5	160.0		7.4	82.2
Effective Green, g (s)	39.1	39.1	160.0		12.0	12.0	2.7	77.5	160.0		7.4	82.2
Actuated g/C Ratio	0.24	0.24	1.00		0.08	0.08	0.02	0.48	1.00		0.05	0.51
Clearance Time (s)	6.0	6.0			6.0	6.0	6.0	6.0			6.0	6.0
Vehicle Extension (s)	5.0	5.0			0.2	0.2	2.0	0.2			1.5	1.5
Lane Grp Cap (vph)	410	417	1549		138	118	29	1714	1501		81	1818
v/s Ratio Prot	0.15	c0.19			c0.06		0.01	0.12			0.03	0.22
v/s Ratio Perm			c0.49			0.00			0.01			
v/c Ratio	0.62	0.76	0.49		0.79	0.02	0.38	0.25	0.01		0.59	0.43
Uniform Delay, d1	53.8	56.1	0.0		72.8	68.6	77.8	24.2	0.0		74.8	24.3
Progression Factor	0.79	0.80	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	3.8	8.9	1.0		23.6	0.0	3.0	0.4	0.0		7.5	0.7
Delay (s)	46.2	53.8	1.0		96.3	68.6	80.8	24.6	0.0		82.3	25.0
Level of Service	D	D	A		F	E	F	C	A		F	C
Approach Delay (s)		22.3			89.0			25.2				18.0
Approach LOS		C			F			C				B

Intersection Summary

HCM 2000 Control Delay	24.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	79.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	443
Future Volume (vph)	443
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frpb, ped/bikes	0.97
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1538
Flt Permitted	1.00
Satd. Flow (perm)	1538
Peak-hour factor, PHF	0.90
Adj. Flow (vph)	492
RTOR Reduction (vph)	0
Lane Group Flow (vph)	492
Confl. Peds. (#/hr)	56
Turn Type	Free
Protected Phases	
Permitted Phases	Free
Actuated Green, G (s)	160.0
Effective Green, g (s)	160.0
Actuated g/C Ratio	1.00
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	1538
v/s Ratio Prot	
v/s Ratio Perm	0.32
v/c Ratio	0.32
Uniform Delay, d1	0.0
Progression Factor	1.00
Incremental Delay, d2	0.5
Delay (s)	0.5
Level of Service	A
Approach Delay (s)	
Approach LOS	

Intersection Summary

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	7	0	52	0	0	0	0	0	18	110	0
Future Vol, veh/h	0	7	0	52	0	0	0	0	0	18	110	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	0	57	0	0	0	0	0	20	120	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.6	0	8.2
HCM LOS	A	-	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	12%	0%	0%
Vol Thru, %	86%	0%	100%	92%
Vol Right, %	0%	88%	0%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	128	59	0	219
LT Vol	18	7	0	0
Through Vol	110	0	0	201
RT Vol	0	52	0	18
Lane Flow Rate	139	64	0	238
Geometry Grp	1	1	1	1
Degree of Util (X)	0.164	0.076	0	0.271
Departure Headway (Hd)	4.256	4.245	4.833	4.103
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	831	849	0	866
Service Time	2.347	2.245	2.837	2.176
HCM Lane V/C Ratio	0.167	0.075	0	0.275
HCM Control Delay	8.2	7.6	7.8	8.7
HCM Lane LOS	A	A	N	A
HCM 95th-tile Q	0.6	0.2	0	1.1

Intersection

Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	201	18
Future Vol, veh/h	0	0	201	18
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	218	20
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.7
HCM LOS	A

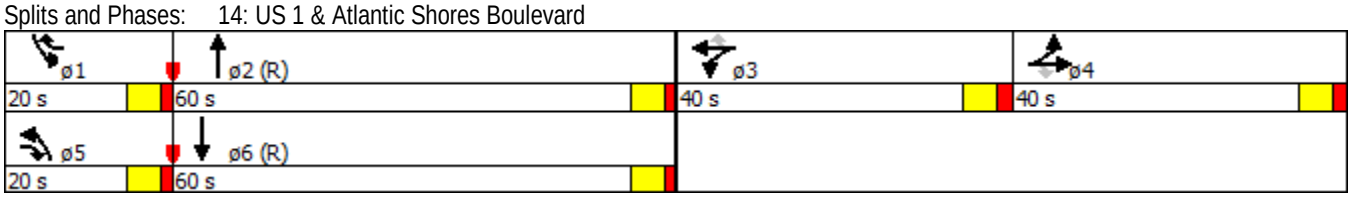
Lane

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	2	104	7	158	39	191	11	729	134	1211
Future Volume (vph)	2	104	7	158	39	191	11	729	134	1211
Turn Type	Split	NA	pm+ov	Split	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	4	4	5	3	3	1	5	2	1	6
Permitted Phases			4			3				
Detector Phase	4	4	5	3	3	1	5	2	1	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	4.0	6.0	6.0	4.0	4.0	10.0	4.0	10.0
Minimum Split (s)	39.0	39.0	11.0	39.0	39.0	11.0	11.0	34.5	11.0	34.5
Total Split (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	60.0	20.0	60.0
Total Split (%)	25.0%	25.0%	12.5%	25.0%	25.0%	12.5%	12.5%	37.5%	12.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.5	6.0	6.0	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 59 (37%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 14: US 1 & Atlantic Shores Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	2	114	8	174	43	210	12	864	147	1333
v/c Ratio	0.01	0.70	0.03	0.78	0.18	0.44	0.12	0.43	0.64	0.59
Control Delay	62.5	92.1	0.3	90.6	62.1	6.4	106.9	15.0	91.1	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.5	92.1	0.3	90.6	62.1	6.4	106.9	15.0	91.1	15.3
Queue Length 50th (ft)	2	124	0	180	41	0	7	341	81	290
Queue Length 95th (ft)	11	191	0	255	78	47	m11	476	m119	341
Internal Link Dist (ft)		215			2534			3214		591
Turn Bay Length (ft)				210		200	190		190	
Base Capacity (vph)	357	376	337	376	395	508	311	1995	311	2242
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	59
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.30	0.02	0.46	0.11	0.41	0.04	0.43	0.47	0.61

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	104	7	158	39	191	11	729	57	134	1211	2
Future Volume (vph)	2	104	7	158	39	191	11	729	57	134	1211	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	5.5	6.0	6.0	5.5	5.5	5.5		5.5	5.5	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95		0.97	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1770	1553	1770	1863	1568	3433	3489		3433	3538	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1770	1553	1770	1863	1568	3433	3489		3433	3538	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2	114	8	174	43	210	12	801	63	147	1331	2
RTOR Reduction (vph)	0	0	7	0	0	170	0	2	0	0	0	0
Lane Group Flow (vph)	2	114	1	174	43	40	12	862	0	147	1333	0
Confl. Peds. (#/hr)	2		8	8		2	11		10	10		11
Turn Type	Split	NA	pm+ov	Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	4	4	5	3	3	1	5	2		1	6	
Permitted Phases			4			3						
Actuated Green, G (s)	14.7	14.7	17.7	20.1	20.1	30.8	3.0	91.5		10.7	99.2	
Effective Green, g (s)	14.7	14.7	17.7	20.1	20.1	30.8	3.0	91.5		10.7	99.2	
Actuated g/C Ratio	0.09	0.09	0.11	0.13	0.13	0.19	0.02	0.57		0.07	0.62	
Clearance Time (s)	6.0	6.0	5.5	6.0	6.0	5.5	5.5	5.5		5.5	5.5	
Vehicle Extension (s)	2.0	2.0	1.5	2.0	2.0	1.5	1.5	3.0		1.5	3.0	
Lane Grp Cap (vph)	154	162	171	222	234	301	64	1995		229	2193	
v/s Ratio Prot	0.00	c0.06	0.00	c0.10	0.02	0.01	0.00	0.25		c0.04	c0.38	
v/s Ratio Perm			0.00			0.02						
v/c Ratio	0.01	0.70	0.01	0.78	0.18	0.13	0.19	0.43		0.64	0.61	
Uniform Delay, d1	66.1	70.5	63.3	67.8	62.6	53.5	77.3	19.5		72.8	18.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.38	0.67		1.10	0.72	
Incremental Delay, d2	0.0	10.7	0.0	15.2	0.1	0.1	0.5	0.6		3.9	1.1	
Delay (s)	66.1	81.3	63.3	83.1	62.7	53.6	107.5	13.7		84.3	14.4	
Level of Service	E	F	E	F	E	D	F	B		F	B	
Approach Delay (s)		79.9			66.5			15.0			21.4	
Approach LOS		E			E			B			C	

Intersection Summary

HCM 2000 Control Delay	28.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)	15		

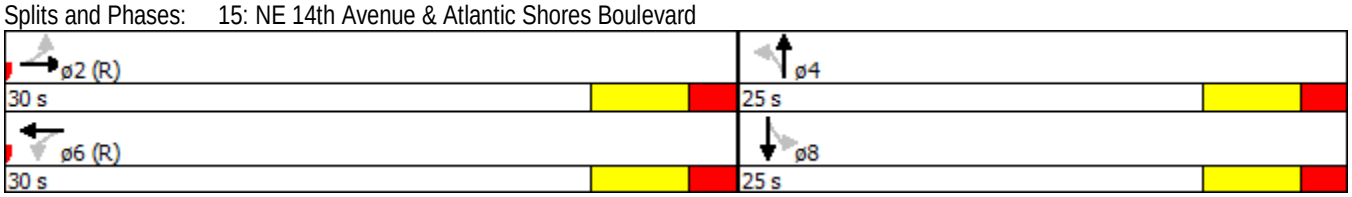
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	19	230	24	326	22	79	120	109
Future Volume (vph)	19	230	24	326	22	79	120	109
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		4		8
Permitted Phases	2		6		4		8	
Detector Phase	2	2	6	6	4	4	8	8
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	25.0	25.0	25.0	25.0
Total Split (%)	54.5%	54.5%	54.5%	54.5%	45.5%	45.5%	45.5%	45.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 55
Actuated Cycle Length: 55
Offset: 30 (55%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 15: NE 14th Avenue & Atlantic Shores Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	230	45	24	326	140	22	79	26	120	109	39
Future Volume (veh/h)	19	230	45	24	326	140	22	79	26	120	109	39
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	0.99		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	21	256	0	27	362	0	24	88	0	133	121	0
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	728	1105	0	718	1105	0	298	351	0	324	351	0
Arrive On Green	0.59	0.59	0.00	1.00	1.00	0.00	0.19	0.19	0.00	0.19	0.19	0.00
Sat Flow, veh/h	1007	1863	0	1110	1863	0	1262	1863	0	1298	1863	0
Grp Volume(v), veh/h	21	256	0	27	362	0	24	88	0	133	121	0
Grp Sat Flow(s),veh/h/ln	1007	1863	0	1110	1863	0	1262	1863	0	1298	1863	0
Q Serve(g_s), s	0.5	3.6	0.0	0.2	0.0	0.0	0.9	2.2	0.0	5.3	3.1	0.0
Cycle Q Clear(g_c), s	0.5	3.6	0.0	3.7	0.0	0.0	4.0	2.2	0.0	7.6	3.1	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	728	1105	0	718	1105	0	298	351	0	324	351	0
V/C Ratio(X)	0.03	0.23	0.00	0.04	0.33	0.00	0.08	0.25	0.00	0.41	0.34	0.00
Avail Cap(c_a), veh/h	728	1105	0	718	1105	0	496	643	0	527	643	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.00	0.88	0.88	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.6	5.3	0.0	0.2	0.0	0.0	21.1	19.0	0.0	22.2	19.4	0.0
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.1	0.7	0.0	0.0	0.1	0.0	0.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	3.4	0.0	0.1	0.4	0.0	0.6	2.0	0.0	3.5	2.9	0.0
LnGrp Delay(d),s/veh	4.7	5.6	0.0	0.3	0.7	0.0	21.2	19.1	0.0	22.5	19.6	0.0
LnGrp LOS	A	A		A	A		C	B		C	B	
Approach Vol, veh/h		277			389			112			254	
Approach Delay, s/veh		5.5			0.7			19.6			21.1	
Approach LOS		A			A			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		38.6		16.4		38.6		16.4
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		24.0		19.0		24.0		19.0
Max Q Clear Time (g_c+I1), s		5.6		6.0		5.7		9.6
Green Ext Time (p_c), s		2.7		0.7		2.7		0.6

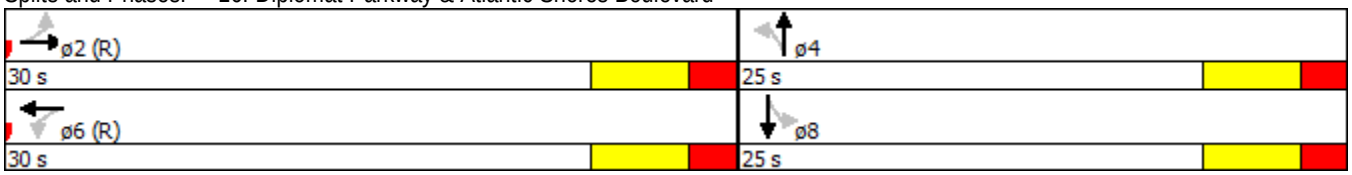
Intersection Summary	
HCM 2010 Ctrl Delay	9.1
HCM 2010 LOS	A

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	6	314	25	448	22	26	53	71
Future Volume (vph)	6	314	25	448	22	26	53	71
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		4		8
Permitted Phases	2		6		4		8	
Detector Phase	2	2	6	6	4	4	8	8
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	25.0	25.0	25.0	25.0
Total Split (%)	54.5%	54.5%	54.5%	54.5%	45.5%	45.5%	45.5%	45.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 55
Actuated Cycle Length: 55
Offset: 24 (44%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 16: Diplomat Parkway & Atlantic Shores Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	314	63	25	448	86	22	26	15	53	71	18
Future Volume (veh/h)	6	314	63	25	448	86	22	26	15	53	71	18
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.99		1.00	0.99		1.00	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	7	365	0	29	521	0	26	30	0	62	83	0
Adj No. of Lanes	1	2	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	602	2363	0	800	1244	0	226	213	0	266	213	0
Arrive On Green	1.00	1.00	0.00	0.67	0.67	0.00	0.11	0.11	0.00	0.11	0.11	0.00
Sat Flow, veh/h	874	3632	0	1003	1863	0	1302	1863	0	1358	1863	0
Grp Volume(v), veh/h	7	365	0	29	521	0	26	30	0	62	83	0
Grp Sat Flow(s),veh/h/ln	874	1770	0	1003	1863	0	1302	1863	0	1358	1863	0
Q Serve(g_s), s	0.1	0.0	0.0	0.5	7.1	0.0	1.0	0.8	0.0	2.4	2.3	0.0
Cycle Q Clear(g_c), s	7.2	0.0	0.0	0.5	7.1	0.0	3.3	0.8	0.0	3.2	2.3	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	602	2363	0	800	1244	0	226	213	0	266	213	0
V/C Ratio(X)	0.01	0.15	0.00	0.04	0.42	0.00	0.12	0.14	0.00	0.23	0.39	0.00
Avail Cap(c_a), veh/h	602	2363	0	800	1244	0	527	643	0	580	643	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.7	0.0	0.0	3.1	4.2	0.0	24.1	21.9	0.0	23.4	22.6	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.1	1.0	0.0	0.1	0.1	0.0	0.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.1	0.0	0.3	7.2	0.0	0.7	0.7	0.0	1.6	2.2	0.0
LnGrp Delay(d),s/veh	0.7	0.1	0.0	3.2	5.3	0.0	24.2	22.0	0.0	23.5	23.0	0.0
LnGrp LOS	A	A		A	A		C	C		C	C	
Approach Vol, veh/h		372			550			56			145	
Approach Delay, s/veh		0.1			5.2			23.0			23.2	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		42.7		12.3		42.7		12.3
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		24.0		19.0		24.0		19.0
Max Q Clear Time (g_c+I1), s		9.2		5.3		9.1		5.2
Green Ext Time (p_c), s		3.8		0.3		3.8		0.3

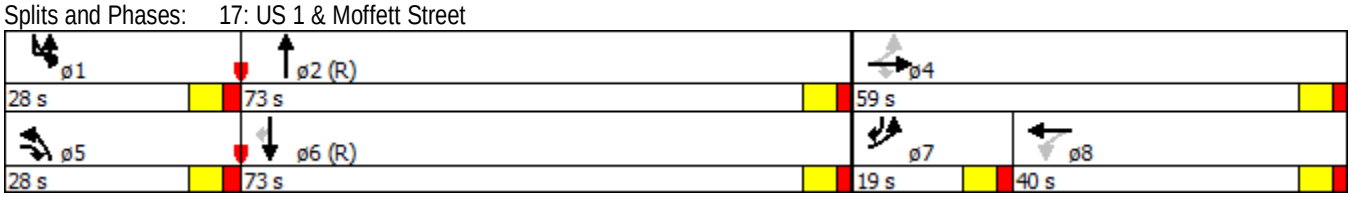
Intersection Summary	
HCM 2010 Ctrl Delay	6.7
HCM 2010 LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	104	223	492	15	267	265	689	35	840	129
Future Volume (vph)	104	223	492	15	267	265	689	35	840	129
Turn Type	pm+pt	NA	pm+ov	Perm	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	5		8	5	2	1	6	7
Permitted Phases	4		4	8						6
Detector Phase	7	4	5	8	8	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	4.0	6.0	5.0	6.0	6.0	5.0	10.0	5.0	10.0	4.0
Minimum Split (s)	10.0	39.0	11.0	39.0	39.0	11.0	39.0	11.0	39.0	10.0
Total Split (s)	19.0	59.0	28.0	40.0	40.0	28.0	73.0	28.0	73.0	19.0
Total Split (%)	11.9%	36.9%	17.5%	25.0%	25.0%	17.5%	45.6%	17.5%	45.6%	11.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 37 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 17: US 1 & Moffett Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	104	223	492	15	267	15	265	689	10	14	35	840
Future Volume (veh/h)	104	223	492	15	267	15	265	689	10	14	35	840
Number	7	4	14	3	8	18	5	2	12		1	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		1.00	1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1863	1863	1900		1863	1863
Adj Flow Rate, veh/h	105	225	377	15	270	0	268	696	0		35	848
Adj No. of Lanes	1	1	1	0	1	0	2	2	0		1	2
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99		0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2		2	2
Cap, veh/h	241	534	589	33	333	0	310	2036	0		45	1807
Arrive On Green	0.06	0.29	0.29	0.19	0.19	0.00	0.18	1.00	0.00		0.05	1.00
Sat Flow, veh/h	1774	1863	1557	51	1746	0	3442	3632	0		1774	3539
Grp Volume(v), veh/h	105	225	377	285	0	0	268	696	0		35	848
Grp Sat Flow(s),veh/h/ln	1774	1863	1557	1796	0	0	1721	1770	0		1774	1770
Q Serve(g_s), s	7.4	15.7	31.9	10.5	0.0	0.0	12.1	0.0	0.0		3.1	0.0
Cycle Q Clear(g_c), s	7.4	15.7	31.9	24.2	0.0	0.0	12.1	0.0	0.0		3.1	0.0
Prop In Lane	1.00		1.00	0.05		0.00	1.00		0.00		1.00	
Lane Grp Cap(c), veh/h	241	534	589	366	0	0	310	2036	0		45	1807
V/C Ratio(X)	0.44	0.42	0.64	0.78	0.00	0.00	0.86	0.34	0.00		0.78	0.47
Avail Cap(c_a), veh/h	281	617	659	404	0	0	473	2036	0		244	1807
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00		2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.90	0.90	0.00		1.00	1.00
Uniform Delay (d), s/veh	46.3	46.3	41.0	62.0	0.0	0.0	64.6	0.0	0.0		75.5	0.0
Incr Delay (d2), s/veh	0.5	0.2	1.1	7.4	0.0	0.0	6.1	0.4	0.0		10.2	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(95%),veh/ln	6.6	12.8	20.0	18.7	0.0	0.0	9.8	0.2	0.0		3.0	0.4
LnGrp Delay(d),s/veh	46.8	46.5	42.1	69.4	0.0	0.0	70.7	0.4	0.0		85.7	0.9
LnGrp LOS	D	D	D	E			E	A			F	A
Approach Vol, veh/h		707			285			964				883
Approach Delay, s/veh		44.2			69.4			19.9				4.2
Approach LOS		D			E			B				A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	98.1		51.9	20.4	87.7	15.4	36.5
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	22.0	67.0		53.0	22.0	67.0	13.0	34.0
Max Q Clear Time (g_c+I1), s	5.1	2.0		33.9	14.1	2.0	9.4	26.2
Green Ext Time (p_c), s	0.0	10.2		2.2	0.3	10.2	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	26.1
HCM 2010 LOS	C

Notes

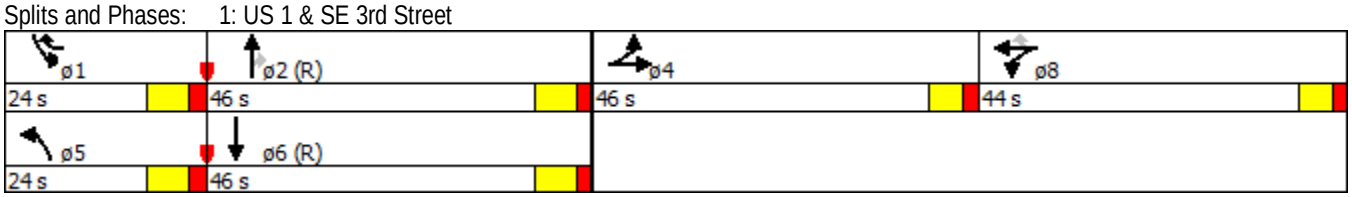
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	129
Future Volume (veh/h)	129
Number	16
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	0
Adj No. of Lanes	1
Peak Hour Factor	0.99
Percent Heavy Veh, %	2
Cap, veh/h	901
Arrive On Green	0.00
Sat Flow, veh/h	1583
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1583
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	901
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	901
HCM Platoon Ratio	2.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	195	75	70	65	83	76	1822	36	39	1310
Future Volume (vph)	195	75	70	65	83	76	1822	36	39	1310
Turn Type	Split	NA	Split	NA	pm+ov	Prot	NA	Perm	Prot	NA
Protected Phases	4	4	8	8	1	5	2		1	6
Permitted Phases					8			2		
Detector Phase	4	4	8	8	1	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	5.0	5.0	12.0	12.0	5.0	12.0
Minimum Split (s)	45.0	45.0	42.0	42.0	12.0	12.0	39.0	39.0	12.0	39.0
Total Split (s)	46.0	46.0	44.0	44.0	24.0	24.0	46.0	46.0	24.0	46.0
Total Split (%)	28.8%	28.8%	27.5%	27.5%	15.0%	15.0%	28.8%	28.8%	15.0%	28.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag					Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 156 (98%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	75	162	70	65	83	76	1822	36	39	1310	13
Future Volume (veh/h)	195	75	162	70	65	83	76	1822	36	39	1310	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	205	79	76	74	68	0	80	1918	0	41	1379	0
Adj No. of Lanes	1	1	0	1	1	2	1	3	1	2	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	272	133	128	162	170	328	99	2880	897	90	2729	0
Arrive On Green	0.15	0.15	0.15	0.09	0.09	0.00	0.06	0.57	0.00	0.03	0.54	0.00
Sat Flow, veh/h	1774	864	831	1774	1863	2787	1774	5085	1583	3442	5253	0
Grp Volume(v), veh/h	205	0	155	74	68	0	80	1918	0	41	1379	0
Grp Sat Flow(s),veh/h/ln	1774	0	1695	1774	1863	1393	1774	1695	1583	1721	1695	0
Q Serve(g_s), s	17.7	0.0	13.6	6.3	5.5	0.0	7.1	42.0	0.0	1.9	27.6	0.0
Cycle Q Clear(g_c), s	17.7	0.0	13.6	6.3	5.5	0.0	7.1	42.0	0.0	1.9	27.6	0.0
Prop In Lane	1.00		0.49	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	272	0	260	162	170	328	99	2880	897	90	2729	0
V/C Ratio(X)	0.75	0.00	0.60	0.46	0.40	0.00	0.81	0.67	0.00	0.45	0.51	0.00
Avail Cap(c_a), veh/h	444	0	424	421	442	735	188	2880	897	366	2729	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.50	0.50	0.00
Uniform Delay (d), s/veh	64.8	0.0	63.1	68.9	68.5	0.0	74.7	24.2	0.0	76.8	23.6	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.8	0.7	0.6	0.0	5.8	1.2	0.0	0.7	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.7	0.0	10.6	5.6	5.1	0.0	6.6	27.2	0.0	1.6	17.2	0.0
LnGrp Delay(d),s/veh	66.4	0.0	63.9	69.6	69.1	0.0	80.5	25.4	0.0	77.4	23.9	0.0
LnGrp LOS	E		E	E	E		F	C		E	C	
Approach Vol, veh/h		360			142			1998			1420	
Approach Delay, s/veh		65.3			69.4			27.6			25.4	
Approach LOS		E			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.2	97.6		30.6	15.9	92.9		20.6
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0
Max Green Setting (Gmax), s	17.0	39.0		40.0	17.0	39.0		38.0
Max Q Clear Time (g_c+I1), s	3.9	44.0		19.7	9.1	29.6		8.3
Green Ext Time (p_c), s	0.0	0.0		0.8	0.0	8.6		0.3

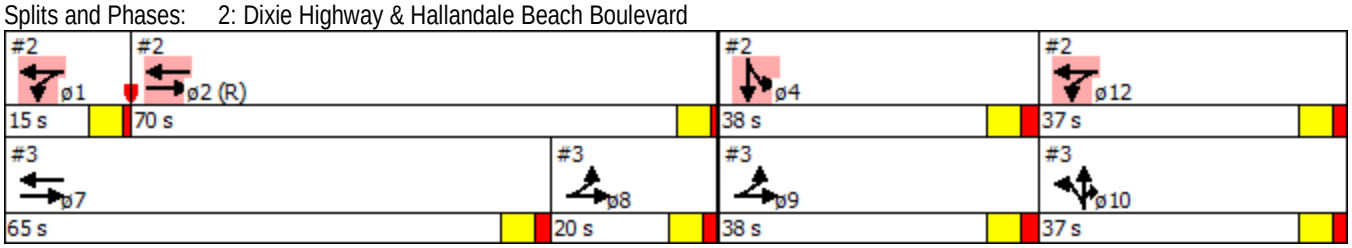
Intersection Summary	
HCM 2010 Ctrl Delay	31.8
HCM 2010 LOS	C

Lane Group	EBT	WBL	WBT	SBT	ø1	ø7	ø8	ø9	ø10	ø12
Lane Configurations										
Traffic Volume (vph)	1049	91	1869	298						
Future Volume (vph)	1049	91	1869	298						
Turn Type	NA	Prot	NA	NA						
Protected Phases	2	1 12	1 2 12	4	1	7	8	9	10	12
Permitted Phases										
Detector Phase	2	1 12	1 2 12	4						
Switch Phase										
Minimum Initial (s)	10.0			6.0	5.0	10.0	5.0	10.0	6.0	4.0
Minimum Split (s)	25.0			35.0	13.0	16.0	11.0	26.0	34.0	22.0
Total Split (s)	70.0			38.0	15.0	65.0	20.0	38.0	37.0	37.0
Total Split (%)	43.8%			23.8%	9%	41%	13%	24%	23%	23%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0			2.0	1.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0						
Total Lost Time (s)	5.0			6.0						
Lead/Lag	Lag				Lead			Lead	Lag	
Lead-Lag Optimize?	Yes				Yes			Yes	Yes	
Recall Mode	C-Max			None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 8 (5%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 2: Dixie Highway & Hallandale Beach Boulevard



Lane Group	EBT	WBL	WBT	SBT
Lane Group Flow (vph)	1182	98	2010	566
v/c Ratio	0.62	0.19	0.48	0.84
Control Delay	31.9	72.2	2.1	79.2
Queue Delay	0.0	11.7	0.4	0.0
Total Delay	31.9	83.9	2.5	79.2
Queue Length 50th (ft)	420	88	49	165
Queue Length 95th (ft)	567	m121	12	197
Internal Link Dist (ft)	1589		116	869
Turn Bay Length (ft)		375		
Base Capacity (vph)	1916	560	4157	1255
Starvation Cap Reductn	0	431	1438	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.62	0.76	0.74	0.45

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1049	50	91	1869	0	0	0	0	154	298	74
Future Volume (vph)	0	1049	50	91	1869	0	0	0	0	154	298	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						6.0	
Lane Util. Factor		*0.69		1.00	0.91						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.99		1.00	1.00						0.98	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		3824		1770	5085						6181	
Flt Permitted		1.00		0.95	1.00						0.99	
Satd. Flow (perm)		3824		1770	5085						6181	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	1128	54	98	2010	0	0	0	0	166	320	80
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	21	0
Lane Group Flow (vph)	0	1180	0	98	2010	0	0	0	0	0	545	0
Confl. Peds. (#/hr)	25		7	7		25			4	4		
Turn Type		NA		Prot	NA					Split	NA	
Protected Phases		2		1 12	1 2 12					4	4	
Permitted Phases												
Actuated Green, G (s)		80.1		47.0	132.1						16.9	
Effective Green, g (s)		80.1		41.0	126.1						16.9	
Actuated g/C Ratio		0.50		0.26	0.79						0.11	
Clearance Time (s)		5.0									6.0	
Vehicle Extension (s)		3.0									0.2	
Lane Grp Cap (vph)		1914		453	4007						652	
v/s Ratio Prot		c0.31		0.06	c0.40						c0.09	
v/s Ratio Perm												
v/c Ratio		0.62		0.22	0.50						0.84	
Uniform Delay, d1		28.9		46.9	5.9						70.2	
Progression Factor		1.00		1.75	0.43						1.00	
Incremental Delay, d2		1.5		0.1	0.0						8.8	
Delay (s)		30.4		82.2	2.6						79.0	
Level of Service		C		F	A						E	
Approach Delay (s)		30.4			6.3			0.0			79.0	
Approach LOS		C			A			A			E	

Intersection Summary

HCM 2000 Control Delay	24.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	85.6%	ICU Level of Service	E
Analysis Period (min)	15		

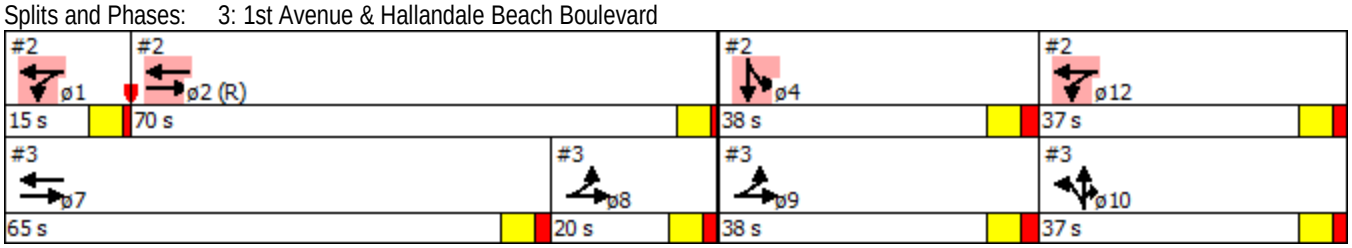
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	ø1	ø2	ø4	ø8	ø9	ø12
Lane Configurations												
Traffic Volume (vph)	47	1143	1641	316	336	95						
Future Volume (vph)	47	1143	1641	316	336	95						
Turn Type	Prot	NA	NA	Split	NA	Prot						
Protected Phases	8 9	7 8 9	7	10	10	10	1	2	4	8	9	12
Permitted Phases												
Detector Phase	8 9	7 8 9	7	10	10	10						
Switch Phase												
Minimum Initial (s)			10.0	6.0	6.0	6.0	5.0	10.0	6.0	5.0	10.0	4.0
Minimum Split (s)			16.0	34.0	34.0	34.0	13.0	25.0	35.0	11.0	26.0	22.0
Total Split (s)			65.0	37.0	37.0	37.0	15.0	70.0	38.0	20.0	38.0	37.0
Total Split (%)			40.6%	23.1%	23.1%	23.1%	9%	44%	24%	13%	24%	23%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			2.0	2.0	2.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0	0.0						
Total Lost Time (s)			6.0	6.0	6.0	6.0						
Lead/Lag				Lag	Lag	Lag	Lead	Lag			Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes			Yes	
Recall Mode			None	None	None	None	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 8 (5%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 3: 1st Avenue & Hallandale Beach Boulevard



3: 1st Avenue & Hallandale Beach Boulevard

P.M. Peak

Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	49	1203	1765	333	354	100
v/c Ratio	0.12	0.51	0.75	0.72	0.73	0.19
Control Delay	35.6	4.1	51.0	61.9	61.8	2.7
Queue Delay	0.1	0.1	0.1	0.4	0.0	0.0
Total Delay	35.7	4.1	51.1	62.3	61.8	2.7
Queue Length 50th (ft)	45	45	604	320	341	0
Queue Length 95th (ft)	m75	60	m648	396	417	17
Internal Link Dist (ft)		116	1665		922	
Turn Bay Length (ft)						115
Base Capacity (vph)	644	2831	2340	464	488	515
Starvation Cap Reductn	228	394	0	0	0	0
Spillback Cap Reductn	0	0	53	14	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.49	0.77	0.74	0.73	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	1143	0	0	1641	36	316	336	95	0	0	0
Future Volume (vph)	47	1143	0	0	1641	36	316	336	95	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0		6.0	6.0	6.0			
Lane Util. Factor	1.00	0.95			*0.79		1.00	1.00	1.00			
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			1.00		1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1770	3539			5861		1770	1863	1583			
Flt Permitted	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)	1770	3539			5861		1770	1863	1583			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	49	1203	0	0	1727	38	333	354	100	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	74	0	0	0
Lane Group Flow (vph)	49	1203	0	0	1763	0	333	354	26	0	0	0
Confl. Peds. (#/hr)	21		4	4		21	1					1
Turn Type	Prot	NA			NA		Split	NA	Prot			
Protected Phases	8 9	7 8 9			7		10	10	10			
Permitted Phases												
Actuated Green, G (s)	36.2	106.0			63.8		42.0	42.0	42.0			
Effective Green, g (s)	36.2	106.0			63.8		42.0	42.0	42.0			
Actuated g/C Ratio	0.23	0.66			0.40		0.26	0.26	0.26			
Clearance Time (s)					6.0		6.0	6.0	6.0			
Vehicle Extension (s)					3.0		0.2	0.2	0.2			
Lane Grp Cap (vph)	400	2344			2337		464	489	415			
v/s Ratio Prot	0.03	c0.34			c0.30		0.19	c0.19	0.02			
v/s Ratio Perm												
v/c Ratio	0.12	0.51			0.75		0.72	0.72	0.06			
Uniform Delay, d1	49.3	13.8			41.4		53.6	53.7	44.2			
Progression Factor	0.66	0.23			1.19		1.00	1.00	1.00			
Incremental Delay, d2	0.0	0.2			0.8		4.4	4.5	0.0			
Delay (s)	32.4	3.3			50.2		58.0	58.2	44.3			
Level of Service	C	A			D		E	E	D			
Approach Delay (s)		4.4			50.2			56.3			0.0	
Approach LOS		A			D			E			A	

Intersection Summary

HCM 2000 Control Delay	36.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	85.6%	ICU Level of Service	E
Analysis Period (min)	15		

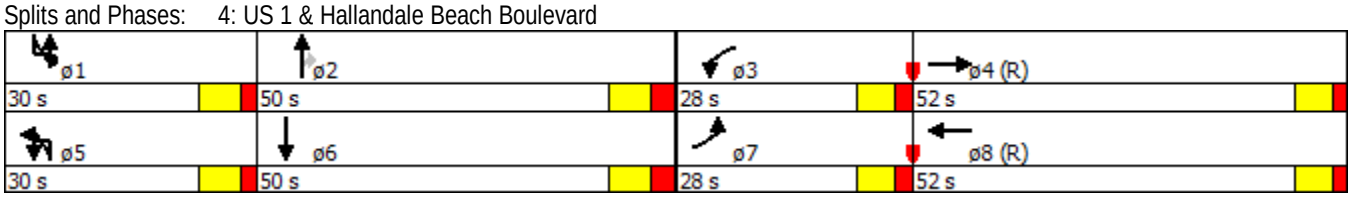
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	130	843	463	1165	457	1076	519	308	760
Future Volume (vph)	130	843	463	1165	457	1076	519	308	760
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	11.5	46.5	11.5	46.5	12.0	47.0	47.0	12.0	47.0
Total Split (s)	28.0	52.0	28.0	52.0	30.0	50.0	50.0	30.0	50.0
Total Split (%)	17.5%	32.5%	17.5%	32.5%	18.8%	31.3%	31.3%	18.8%	31.3%
Yellow Time (s)	4.5	4.5	4.5	4.5	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	7.0	8.0	8.0	7.0	8.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 58 (36%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1 & Hallandale Beach Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	130	843	231	463	1165	179	23	457	1076	519	33	308
Future Volume (veh/h)	130	843	231	463	1165	179	23	457	1076	519	33	308
Number	7	4	14	3	8	18		5	2	12		1
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99		1.00		0.98		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900		1863	1863	1863		1863
Adj Flow Rate, veh/h	133	860	132	472	1189	79		466	1098	433		314
Adj No. of Lanes	1	3	0	2	3	0		2	3	1		2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98		0.98	0.98	0.98		0.98
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	154	1430	218	462	1798	119		495	1343	411		360
Arrive On Green	0.09	0.32	0.32	0.04	0.12	0.12		0.05	0.09	0.09		0.10
Sat Flow, veh/h	1774	4445	679	3442	4868	323		3442	5085	1555		3442
Grp Volume(v), veh/h	133	655	337	472	828	440		466	1098	433		314
Grp Sat Flow(s),veh/h/ln	1774	1695	1733	1721	1695	1802		1721	1695	1555		1721
Q Serve(g_s), s	11.8	26.0	26.2	21.5	37.3	37.3		21.6	34.0	42.3		14.4
Cycle Q Clear(g_c), s	11.8	26.0	26.2	21.5	37.3	37.3		21.6	34.0	42.3		14.4
Prop In Lane	1.00		0.39	1.00		0.18		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	154	1091	558	462	1252	665		495	1343	411		360
V/C Ratio(X)	0.86	0.60	0.60	1.02	0.66	0.66		0.94	0.82	1.05		0.87
Avail Cap(c_a), veh/h	238	1091	558	462	1252	665		495	1343	411		495
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33		0.33	0.33	0.33		1.00
Upstream Filter(I)	0.87	0.87	0.87	0.88	0.88	0.88		0.71	0.71	0.71		0.84
Uniform Delay (d), s/veh	72.1	45.6	45.7	76.5	60.7	60.7		75.5	69.2	73.0		70.6
Incr Delay (d2), s/veh	10.2	2.1	4.2	44.7	2.4	4.5		20.9	2.9	52.7		8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(95%),veh/ln	10.0	17.9	18.7	23.6	24.5	26.3		16.5	21.9	43.7		11.3
LnGrp Delay(d),s/veh	82.3	47.7	49.9	121.1	63.1	65.3		96.5	72.1	125.8		78.7
LnGrp LOS	F	D	D	F	E	E		F	E	F		E
Approach Vol, veh/h		1125			1740				1997			
Approach Delay, s/veh		52.5			79.4				89.4			
Approach LOS		D			E				F			

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.8	50.3	28.0	58.0	30.0	44.0	20.4	65.6
Change Period (Y+Rc), s	7.0	8.0	6.5	6.5	7.0	8.0	6.5	6.5
Max Green Setting (Gmax), s	23.0	42.0	21.5	45.5	23.0	42.0	21.5	45.5
Max Q Clear Time (g_c+I1), s	16.4	44.3	23.5	28.2	23.6	24.3	13.8	39.3
Green Ext Time (p_c), s	0.4	0.0	0.0	8.7	0.0	9.1	0.1	4.3

Intersection Summary	
HCM 2010 Ctrl Delay	74.8
HCM 2010 LOS	E

Notes

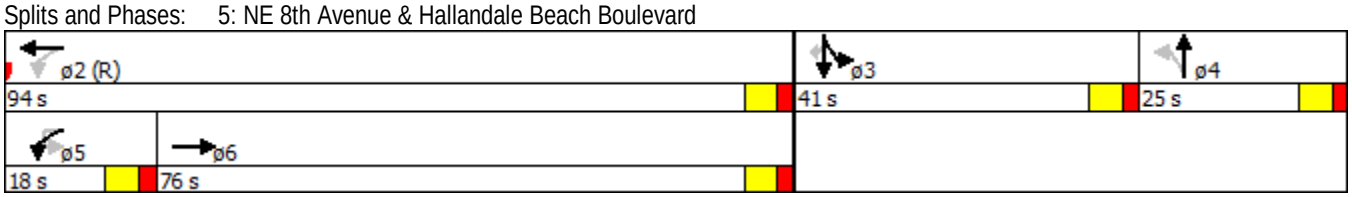
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	760	93
Future Volume (veh/h)	760	93
Number	6	16
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900
Adj Flow Rate, veh/h	776	0
Adj No. of Lanes	3	0
Peak Hour Factor	0.98	0.98
Percent Heavy Veh, %	2	2
Cap, veh/h	1145	0
Arrive On Green	0.23	0.00
Sat Flow, veh/h	5253	0
Grp Volume(v), veh/h	776	0
Grp Sat Flow(s),veh/h/ln	1695	0
Q Serve(g_s), s	22.3	0.0
Cycle Q Clear(g_c), s	22.3	0.0
Prop In Lane		0.00
Lane Grp Cap(c), veh/h	1145	0
V/C Ratio(X)	0.68	0.00
Avail Cap(c_a), veh/h	1335	0
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.84	0.00
Uniform Delay (d), s/veh	56.7	0.0
Incr Delay (d2), s/veh	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.5	0.0
LnGrp Delay(d),s/veh	57.5	0.0
LnGrp LOS	E	
Approach Vol, veh/h	1090	
Approach Delay, s/veh	63.6	
Approach LOS	E	
Timer		

Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	1633	27	19	7	1686	22	0	138	3	99
Future Volume (vph)	1633	27	19	7	1686	22	0	138	3	99
Turn Type	NA	Free	custom	pm+pt	NA	Perm	NA	Split	NA	Perm
Protected Phases	6			5	2		4	3	3	
Permitted Phases		Free	5	2		4				3
Detector Phase	6		5	5	2	4	4	3	3	3
Switch Phase										
Minimum Initial (s)	10.0		4.0	4.0	10.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	30.0		10.0	10.0	30.0	25.0	25.0	12.0	12.0	12.0
Total Split (s)	76.0		18.0	18.0	94.0	25.0	25.0	41.0	41.0	41.0
Total Split (%)	47.5%		11.3%	11.3%	58.8%	15.6%	15.6%	25.6%	25.6%	25.6%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0	6.0		6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead	Lead		Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None		None	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 100 (63%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 5: NE 8th Avenue & Hallandale Beach Boulevard



Lane Group	EBT	EBR	WBL	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	1756	29	28	1813	77	75	76	106
v/c Ratio	0.47	0.02	0.15	0.46	0.50	0.62	0.62	0.50
Control Delay	4.5	0.0	2.7	1.6	16.4	92.5	92.7	19.7
Queue Delay	0.5	0.0	0.0	0.0	0.9	0.0	0.0	0.5
Total Delay	5.0	0.0	2.7	1.7	17.3	92.5	92.7	20.2
Queue Length 50th (ft)	46	0	1	31	0	82	83	0
Queue Length 95th (ft)	387	m0	m2	32	30	140	141	61
Internal Link Dist (ft)	530			580	224		217	
Turn Bay Length (ft)		125	110			100		100
Base Capacity (vph)	3734	1559	260	3942	260	367	369	422
Starvation Cap Reductn	1317	0	0	232	0	0	0	0
Spillback Cap Reductn	0	0	0	250	66	0	0	116
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.02	0.11	0.49	0.40	0.20	0.21	0.35

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	1633	27	19	7	1686	0	22	0	49	138	3
Future Volume (vph)	0	1633	27	19	7	1686	0	22	0	49	138	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	4.0		6.0	6.0			6.0		6.0	6.0
Lane Util. Factor		0.91	1.00		1.00	0.91			1.00		0.95	0.95
Frpb, ped/bikes		1.00	0.98		1.00	1.00			0.99		1.00	1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00			1.00		1.00	1.00
Frt		1.00	0.85		1.00	1.00			0.91		1.00	1.00
Flt Protected		1.00	1.00		0.95	1.00			0.98		0.95	0.95
Satd. Flow (prot)		5085	1559		1770	5085			1637		1681	1689
Flt Permitted		1.00	1.00		0.10	1.00			0.87		0.95	0.95
Satd. Flow (perm)		5085	1559		182	5085			1439		1681	1689
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	1756	29	20	8	1813	0	24	0	53	148	3
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	74	0	0	0
Lane Group Flow (vph)	0	1756	29	0	28	1813	0	0	3	0	75	76
Confl. Peds. (#/hr)	25		12		12		25	6		2	2	
Turn Type		NA	Free	custom	pm+pt	NA		Perm	NA		Split	NA
Protected Phases		6			5	2			4		3	3
Permitted Phases			Free	5	2			4				
Actuated Green, G (s)		115.2	160.0		124.1	124.1			6.3		11.6	11.6
Effective Green, g (s)		115.2	160.0		124.1	124.1			6.3		11.6	11.6
Actuated g/C Ratio		0.72	1.00		0.78	0.78			0.04		0.07	0.07
Clearance Time (s)		6.0			6.0	6.0			6.0		6.0	6.0
Vehicle Extension (s)		3.0			1.5	3.0			2.0		2.0	2.0
Lane Grp Cap (vph)		3661	1559		169	3944			56		121	122
v/s Ratio Prot		c0.35			0.00	c0.36					0.04	c0.05
v/s Ratio Perm			0.02		0.12				c0.00			
v/c Ratio		0.48	0.02		0.17	0.46			0.05		0.62	0.62
Uniform Delay, d1		9.6	0.0		6.3	6.3			74.0		72.1	72.1
Progression Factor		0.44	1.00		0.25	0.20			1.00		1.00	1.00
Incremental Delay, d2		0.1	0.0		0.1	0.3			0.1		6.5	6.9
Delay (s)		4.3	0.0		1.7	1.6			74.1		78.6	79.0
Level of Service		A	A		A	A			E		E	E
Approach Delay (s)		4.2				1.6			74.1			74.9
Approach LOS		A				A			E			E

Intersection Summary

HCM 2000 Control Delay	8.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	99
Future Volume (vph)	99
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.0
Lane Util. Factor	1.00
Frpb, ped/bikes	0.96
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1526
Flt Permitted	1.00
Satd. Flow (perm)	1526
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	106
RTOR Reduction (vph)	98
Lane Group Flow (vph)	8
Confl. Peds. (#/hr)	6
Turn Type	Perm
Protected Phases	
Permitted Phases	3
Actuated Green, G (s)	11.6
Effective Green, g (s)	11.6
Actuated g/C Ratio	0.07
Clearance Time (s)	6.0
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	110
v/s Ratio Prot	
v/s Ratio Perm	0.01
v/c Ratio	0.07
Uniform Delay, d1	69.2
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	69.3
Level of Service	E
Approach Delay (s)	
Approach LOS	

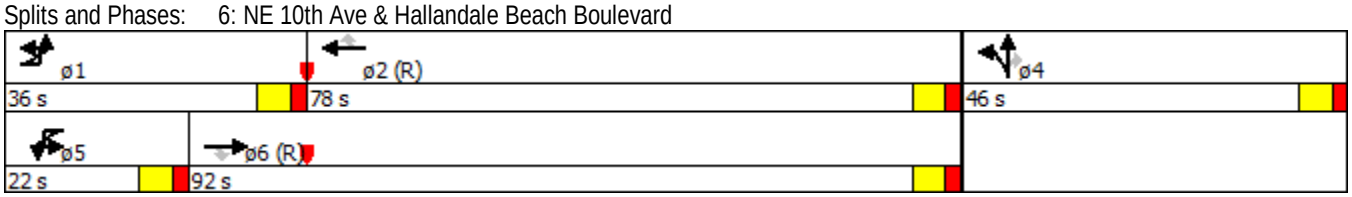
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Lane Configurations									
Traffic Volume (vph)	50	1663	70	157	1689	93	83	102	270
Future Volume (vph)	50	1663	70	157	1689	93	83	102	270
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4	
Permitted Phases			6			2			4
Detector Phase	1	6	6	5	2	2	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	6.0	6.0	6.0
Minimum Split (s)	11.0	34.0	34.0	11.0	34.0	34.0	44.0	44.0	44.0
Total Split (s)	36.0	92.0	92.0	22.0	78.0	78.0	46.0	46.0	46.0
Total Split (%)	22.5%	57.5%	57.5%	13.8%	48.8%	48.8%	28.8%	28.8%	28.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes			
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 98 (61%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 6: NE 10th Ave & Hallandale Beach Boulevard



6: NE 10th Ave & Hallandale Beach Boulevard

P.M. Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	103	1769	74	215	1797	99	79	118	287
v/c Ratio	0.68	0.54	0.09	0.70	0.55	0.10	0.30	0.43	0.87
Control Delay	99.9	9.7	1.6	49.5	33.5	13.6	60.3	64.0	67.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.9	9.7	1.6	49.5	33.5	13.6	60.3	64.0	67.1
Queue Length 50th (ft)	107	168	0	110	501	22	77	120	198
Queue Length 95th (ft)	181	187	7	m123	m518	m30	124	174	290
Internal Link Dist (ft)		580			1236			328	
Turn Bay Length (ft)	150		50	390		85	170		
Base Capacity (vph)	331	3265	787	353	3286	1018	420	440	467
Starvation Cap Reductn	0	167	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.57	0.09	0.61	0.55	0.10	0.19	0.27	0.61

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	47	50	1663	70	45	157	1689	93	83	102	270	0
Future Volume (vph)	47	50	1663	70	45	157	1689	93	83	102	270	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00	0.91	1.00		0.97	0.91	1.00	0.95	0.95	1.00	
Frpb, ped/bikes		1.00	1.00	0.75		1.00	1.00	0.96	1.00	1.00	0.99	
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1770	5085	1192		3433	5085	1521	1681	1763	1562	
Flt Permitted		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (perm)		1770	5085	1192		3433	5085	1521	1681	1763	1562	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	50	53	1769	74	48	167	1797	99	88	109	287	0
RTOR Reduction (vph)	0	0	0	22	0	0	0	35	0	0	86	0
Lane Group Flow (vph)	0	103	1769	52	0	215	1797	64	79	118	201	0
Confl. Peds. (#/hr)		7		140		14		7	11		1	1
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Split	NA	Perm	
Protected Phases	1	1	6		5	5	2		4	4		
Permitted Phases				6				2			4	
Actuated Green, G (s)		13.7	102.7	102.7		14.4	103.4	103.4	24.9	24.9	24.9	
Effective Green, g (s)		13.7	102.7	102.7		14.4	103.4	103.4	24.9	24.9	24.9	
Actuated g/C Ratio		0.09	0.64	0.64		0.09	0.65	0.65	0.16	0.16	0.16	
Clearance Time (s)		6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)		2.0	3.0	3.0		2.0	3.0	3.0	2.0	2.0	2.0	
Lane Grp Cap (vph)		151	3263	765		308	3286	982	261	274	243	
v/s Ratio Prot		0.06	0.35			c0.06	c0.35		0.05	0.07		
v/s Ratio Perm				0.04				0.04			c0.13	
v/c Ratio		0.68	0.54	0.07		0.70	0.55	0.07	0.30	0.43	0.83	
Uniform Delay, d1		71.0	15.7	10.7		70.7	15.5	10.5	59.9	61.1	65.5	
Progression Factor		1.14	0.53	0.30		0.64	1.93	5.12	1.00	1.00	1.00	
Incremental Delay, d2		8.9	0.6	0.2		2.0	0.2	0.0	0.2	0.4	19.2	
Delay (s)		89.5	8.9	3.3		47.1	30.1	53.6	60.1	61.5	84.6	
Level of Service		F	A	A		D	C	D	E	E	F	
Approach Delay (s)			12.9				32.9			75.0		
Approach LOS			B				C			E		

Intersection Summary

HCM 2000 Control Delay	28.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	70.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	0
Future Volume (vph)	0	0
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)		
Lane Util. Factor		
Frpb, ped/bikes		
Flpb, ped/bikes		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	0	0
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	0	0
Confl. Peds. (#/hr)		11
Turn Type		
Protected Phases		
Permitted Phases		
Actuated Green, G (s)		
Effective Green, g (s)		
Actuated g/C Ratio		
Clearance Time (s)		
Vehicle Extension (s)		
Lane Grp Cap (vph)		
v/s Ratio Prot		
v/s Ratio Perm		
v/c Ratio		
Uniform Delay, d1		
Progression Factor		
Incremental Delay, d2		
Delay (s)		
Level of Service		
Approach Delay (s)	0.0	
Approach LOS	A	

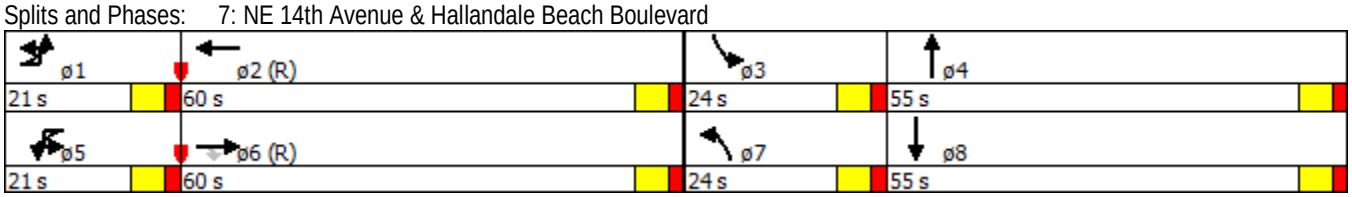
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	123	1408	320	60	1551	299	121	94	83
Future Volume (vph)	123	1408	320	60	1551	299	121	94	83
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	1	6		5	2	7	4	3	8
Permitted Phases			6						
Detector Phase	1	6	6	5	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	6.0	5.0	6.0
Minimum Split (s)	11.0	35.0	35.0	11.0	35.0	11.0	45.0	11.0	53.0
Total Split (s)	21.0	60.0	60.0	21.0	60.0	24.0	55.0	24.0	55.0
Total Split (%)	13.1%	37.5%	37.5%	13.1%	37.5%	15.0%	34.4%	15.0%	34.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 121 (76%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 7: NE 14th Avenue & Hallandale Beach Boulevard



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	66	123	1408	320	60	1551	49	299	121	82	94	83
Future Volume (veh/h)	66	123	1408	320	60	1551	49	299	121	82	94	83
Number		1	6	16	5	2	12	7	4	14	3	8
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.96	1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h		129	1482	209	63	1633	0	315	127	0	99	87
Adj No. of Lanes		1	3	1	1	3	0	2	1	0	1	1
Peak Hour Factor		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		148	2010	600	80	1815	0	356	638	0	119	392
Arrive On Green		0.17	0.79	0.79	0.04	0.36	0.00	0.10	0.34	0.00	0.07	0.31
Sat Flow, veh/h		1774	5085	1517	1774	5253	0	3442	1863	0	1774	1281
Grp Volume(v), veh/h		129	1482	209	63	1633	0	315	127	0	99	0
Grp Sat Flow(s),veh/h/ln		1774	1695	1517	1774	1695	0	1721	1863	0	1774	0
Q Serve(g_s), s		11.3	23.4	6.4	5.6	48.7	0.0	14.5	7.7	0.0	8.8	0.0
Cycle Q Clear(g_c), s		11.3	23.4	6.4	5.6	48.7	0.0	14.5	7.7	0.0	8.8	0.0
Prop In Lane		1.00		1.00	1.00		0.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h		148	2010	600	80	1815	0	356	638	0	119	0
V/C Ratio(X)		0.87	0.74	0.35	0.79	0.90	0.00	0.88	0.20	0.00	0.83	0.00
Avail Cap(c_a), veh/h		166	2010	600	166	1815	0	387	638	0	200	0
HCM Platoon Ratio		2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.78	0.78	0.78	0.67	0.67	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh		65.8	12.6	10.8	75.7	48.7	0.0	70.8	37.1	0.0	73.7	0.0
Incr Delay (d2), s/veh		26.3	1.9	1.2	4.4	5.4	0.0	18.6	0.1	0.0	5.5	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		10.3	15.5	4.9	5.1	30.3	0.0	12.4	7.1	0.0	8.0	0.0
LnGrp Delay(d),s/veh		92.1	14.5	12.1	80.0	54.1	0.0	89.4	37.2	0.0	79.3	0.0
LnGrp LOS		F	B	B	F	D		F	D		E	
Approach Vol, veh/h			1820			1696			442			219
Approach Delay, s/veh			19.7			55.1			74.4			59.0
Approach LOS			B			E			E			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.3	63.1	16.7	60.8	13.2	69.2	22.6	55.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	54.0	18.0	49.0	15.0	54.0	18.0	49.0
Max Q Clear Time (g_c+I1), s	13.3	50.7	10.8	9.7	7.6	25.4	16.5	10.1
Green Ext Time (p_c), s	0.0	3.2	0.1	0.5	0.0	22.6	0.1	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	41.9
HCM 2010 LOS	D

Notes

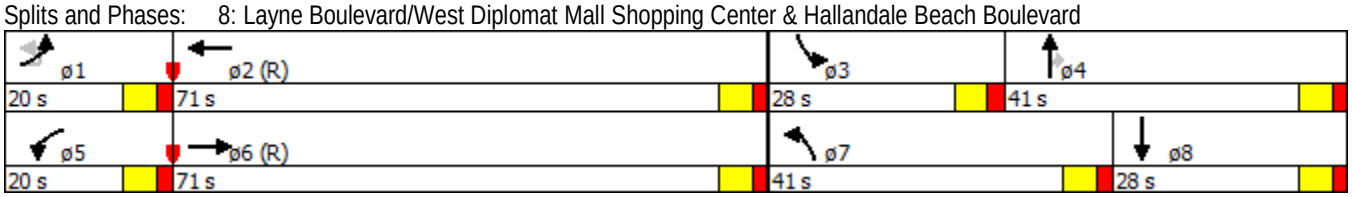
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	142
Future Volume (veh/h)	142
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.98
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	33
Adj No. of Lanes	0
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	149
Arrive On Green	0.31
Sat Flow, veh/h	486
Grp Volume(v), veh/h	120
Grp Sat Flow(s),veh/h/ln	1767
Q Serve(g_s), s	8.1
Cycle Q Clear(g_c), s	8.1
Prop In Lane	0.28
Lane Grp Cap(c), veh/h	541
V/C Ratio(X)	0.22
Avail Cap(c_a), veh/h	541
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	41.3
Incr Delay (d2), s/veh	0.9
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	7.4
LnGrp Delay(d),s/veh	42.3
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lane Group	EBU	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	22	72	1342	57	1334	99	23	89	81	35
Future Volume (vph)	22	72	1342	57	1334	99	23	89	81	35
Turn Type	custom	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases		1	6	5	2	7	4		3	8
Permitted Phases	1							4		
Detector Phase	1	1	6	5	2	7	4	4	3	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	10.0	5.0	10.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	11.0	11.0	41.0	11.0	22.0	11.0	38.0	38.0	11.0	22.0
Total Split (s)	20.0	20.0	71.0	20.0	71.0	41.0	41.0	41.0	28.0	28.0
Total Split (%)	12.5%	12.5%	44.4%	12.5%	44.4%	25.6%	25.6%	25.6%	17.5%	17.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 134 (84%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 8: Layne Boulevard/West Diplomat Mall Shopping Center & Hallandale Beach Boulevard



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	22	72	1342	52	57	1334	37	99	23	89	81	35
Future Volume (veh/h)	22	72	1342	52	57	1334	37	99	23	89	81	35
Number		1	6	16	5	2	12	7	4	14	3	8
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		0.98	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h		73	1369	0	58	1361	0	101	23	10	83	36
Adj No. of Lanes		1	3	0	1	3	0	1	1	1	1	1
Peak Hour Factor		0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		90	3462	0	73	3413	0	121	131	109	102	69
Arrive On Green		0.10	1.00	0.00	0.08	1.00	0.00	0.07	0.07	0.07	0.06	0.06
Sat Flow, veh/h		1774	5253	0	1774	5253	0	1774	1863	1550	1774	1162
Grp Volume(v), veh/h		73	1369	0	58	1361	0	101	23	10	83	0
Grp Sat Flow(s),veh/h/ln		1774	1695	0	1774	1695	0	1774	1863	1550	1774	0
Q Serve(g_s), s		6.4	0.0	0.0	5.1	0.0	0.0	9.0	1.9	1.0	7.4	0.0
Cycle Q Clear(g_c), s		6.4	0.0	0.0	5.1	0.0	0.0	9.0	1.9	1.0	7.4	0.0
Prop In Lane		1.00		0.00	1.00		0.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h		90	3462	0	73	3413	0	121	131	109	102	0
V/C Ratio(X)		0.81	0.40	0.00	0.79	0.40	0.00	0.83	0.18	0.09	0.81	0.00
Avail Cap(c_a), veh/h		155	3462	0	155	3413	0	388	407	339	244	0
HCM Platoon Ratio		2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.57	0.57	0.00	0.93	0.93	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		71.1	0.0	0.0	72.7	0.0	0.0	73.6	70.0	69.6	74.5	0.0
Incr Delay (d2), s/veh		3.7	0.2	0.0	6.5	0.3	0.0	5.5	0.2	0.1	5.7	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		5.5	0.1	0.0	4.8	0.2	0.0	8.1	1.7	0.8	6.9	0.0
LnGrp Delay(d),s/veh		74.8	0.2	0.0	79.2	0.3	0.0	79.1	70.2	69.7	80.3	0.0
LnGrp LOS		E	A		E	A		E	E	E	F	
Approach Vol, veh/h			1442			1419			134			137
Approach Delay, s/veh			4.0			3.5			76.9			78.0
Approach LOS			A			A			E			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	113.4	15.2	17.3	12.6	114.9	16.9	15.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	14.0	65.0	22.0	35.0	14.0	65.0	35.0	22.0
Max Q Clear Time (g_c+I1), s	8.4	2.0	9.4	3.9	7.1	2.0	11.0	6.8
Green Ext Time (p_c), s	0.0	42.6	0.0	0.3	0.0	42.6	0.1	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	10.1
HCM 2010 LOS	B

Notes

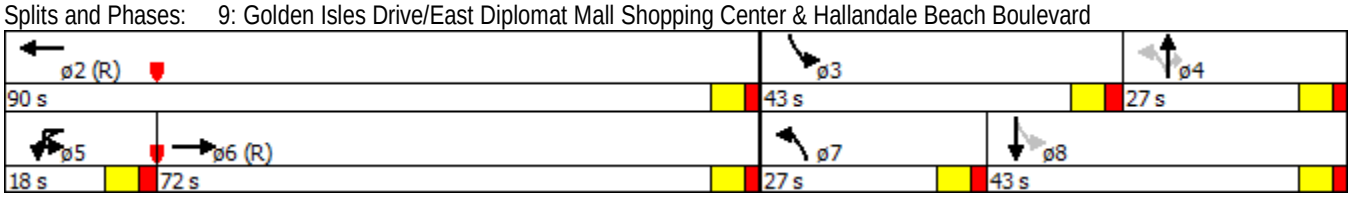
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	68
Future Volume (veh/h)	68
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.97
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	18
Adj No. of Lanes	0
Peak Hour Factor	0.98
Percent Heavy Veh, %	2
Cap, veh/h	35
Arrive On Green	0.06
Sat Flow, veh/h	581
Grp Volume(v), veh/h	54
Grp Sat Flow(s),veh/h/ln	1743
Q Serve(g_s), s	4.8
Cycle Q Clear(g_c), s	4.8
Prop In Lane	0.33
Lane Grp Cap(c), veh/h	104
V/C Ratio(X)	0.52
Avail Cap(c_a), veh/h	240
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	73.0
Incr Delay (d2), s/veh	1.5
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	4.3
LnGrp Delay(d),s/veh	74.5
LnGrp LOS	E
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	1401	54	1236	134	33	74	43	13
Future Volume (vph)	1401	54	1236	134	33	74	43	13
Turn Type	NA	Prot	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	6	5	2	7	4		3	8
Permitted Phases				4		4	8	
Detector Phase	6	5	2	7	4	4	3	8
Switch Phase								
Minimum Initial (s)	10.0	5.0	10.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	32.0	11.0	22.0	10.0	27.0	27.0	10.0	26.5
Total Split (s)	72.0	18.0	90.0	27.0	27.0	27.0	43.0	43.0
Total Split (%)	45.0%	11.3%	56.3%	16.9%	16.9%	16.9%	26.9%	26.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 140 (88%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 9: Golden Isles Drive/East Diplomat Mall Shopping Center & Hallandale Beach Boulevard



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	1401	82	10	54	1236	54	134	33	74	43	13
Future Volume (veh/h)	0	1401	82	10	54	1236	54	134	33	74	43	13
Number	1	6	16		5	2	12	7	4	14	3	8
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		1.00	0.91		0.94	0.87	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900		1863	1863	1900	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	0	1475	0		57	1301	0	141	35	29	45	14
Adj No. of Lanes	0	3	0		1	3	0	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2		2	2	2	2	2	2	2	2
Cap, veh/h	0	3482	0		72	3880	0	238	173	138	145	70
Arrive On Green	0.00	1.00	0.00		0.08	1.00	0.00	0.09	0.09	0.09	0.03	0.04
Sat Flow, veh/h	0	5421	0		1774	5253	0	1774	1863	1491	1774	1863
Grp Volume(v), veh/h	0	1475	0		57	1301	0	141	35	29	45	14
Grp Sat Flow(s),veh/h/ln	0	1695	0		1774	1695	0	1774	1863	1491	1774	1863
Q Serve(g_s), s	0.0	0.0	0.0		5.0	0.0	0.0	11.9	2.8	2.9	3.9	1.2
Cycle Q Clear(g_c), s	0.0	0.0	0.0		5.0	0.0	0.0	11.9	2.8	2.9	3.9	1.2
Prop In Lane	0.00		0.00		1.00		0.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	0	3482	0		72	3880	0	238	173	138	145	70
V/C Ratio(X)	0.00	0.42	0.00		0.79	0.34	0.00	0.59	0.20	0.21	0.31	0.20
Avail Cap(c_a), veh/h	0	3482	0		133	3880	0	316	244	196	498	431
HCM Platoon Ratio	1.00	2.00	2.00		2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.90	0.00		0.88	0.88	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0		72.8	0.0	0.0	64.8	67.1	67.2	71.1	74.7
Incr Delay (d2), s/veh	0.0	0.3	0.0		6.2	0.2	0.0	0.9	0.2	0.3	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.2	0.0		4.7	0.1	0.0	9.8	2.6	2.2	3.4	1.1
LnGrp Delay(d),s/veh	0.0	0.3	0.0		79.1	0.2	0.0	65.6	67.3	67.4	71.6	75.2
LnGrp LOS		A			E	A		E	E	E	E	E
Approach Vol, veh/h		1475				1358			205			59
Approach Delay, s/veh		0.3				3.5			66.2			72.4
Approach LOS		A				A			E			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s		128.1	11.1	20.8	12.5	115.6	20.0	12.0
Change Period (Y+Rc), s		6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s		84.0	37.0	21.0	12.0	66.0	21.0	37.0
Max Q Clear Time (g_c+I1), s		2.0	5.9	4.9	7.0	2.0	13.9	3.2
Green Ext Time (p_c), s		51.4	0.0	0.1	0.0	44.0	0.1	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	7.5
HCM 2010 LOS	A

Notes

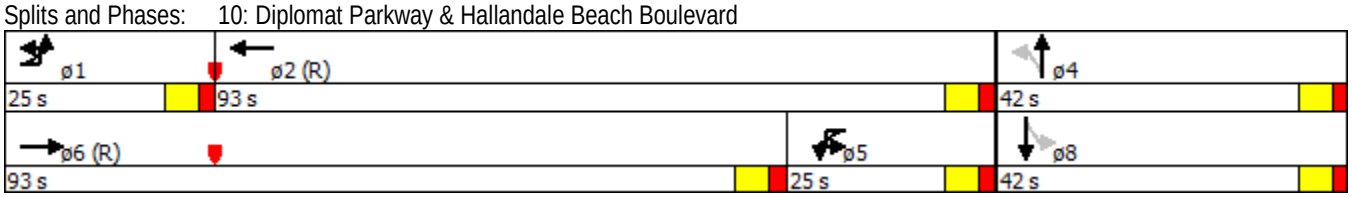
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	37
Future Volume (veh/h)	37
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Adj No. of Lanes	0
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	56	1484	11	1482	19	102	72	11
Future Volume (vph)	56	1484	11	1482	19	102	72	11
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	1	6	5	2		4		8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	31.0	11.0	31.0	40.0	40.0	40.0	40.0
Total Split (s)	25.0	93.0	25.0	93.0	42.0	42.0	42.0	42.0
Total Split (%)	15.6%	58.1%	15.6%	58.1%	26.3%	26.3%	26.3%	26.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 144 (90%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 10: Diplomat Parkway & Hallandale Beach Boulevard



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	20	56	1484	9	11	1482	55	19	102	9	72	11
Future Volume (veh/h)	20	56	1484	9	11	1482	55	19	102	9	72	11
Number		1	6	16	5	2	12	7	4	14	3	8
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863
Adj Flow Rate, veh/h		62	1631	0	12	1629	0	21	112	0	79	12
Adj No. of Lanes		1	3	0	1	3	0	0	1	0	1	1
Peak Hour Factor		0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		78	2765	0	391	3662	0	49	199	0	163	230
Arrive On Green		0.09	1.00	0.00	0.44	1.00	0.00	0.12	0.12	0.00	0.12	0.12
Sat Flow, veh/h		1774	5253	0	1774	5253	0	185	1614	0	1268	1863
Grp Volume(v), veh/h		62	1631	0	12	1629	0	133	0	0	79	12
Grp Sat Flow(s),veh/h/ln		1774	1695	0	1774	1695	0	1799	0	0	1268	1863
Q Serve(g_s), s		5.5	0.0	0.0	0.6	0.0	0.0	4.4	0.0	0.0	3.4	0.9
Cycle Q Clear(g_c), s		5.5	0.0	0.0	0.6	0.0	0.0	11.0	0.0	0.0	14.5	0.9
Prop In Lane		1.00		0.00	1.00		0.00	0.16		0.00	1.00	
Lane Grp Cap(c), veh/h		78	2765	0	391	3662	0	248	0	0	163	230
V/C Ratio(X)		0.79	0.59	0.00	0.03	0.44	0.00	0.54	0.00	0.00	0.48	0.05
Avail Cap(c_a), veh/h		211	2765	0	391	3662	0	427	0	0	292	419
HCM Platoon Ratio		2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.89	0.89	0.00	0.85	0.85	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		72.2	0.0	0.0	35.1	0.0	0.0	66.2	0.0	0.0	68.6	61.9
Incr Delay (d2), s/veh		5.9	0.8	0.0	0.0	0.3	0.0	0.7	0.0	0.0	0.8	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		5.1	0.4	0.0	0.5	0.2	0.0	9.5	0.0	0.0	6.2	0.8
LnGrp Delay(d),s/veh		78.1	0.8	0.0	35.1	0.3	0.0	66.9	0.0	0.0	69.5	61.9
LnGrp LOS		E	A		D	A		E			E	E
Approach Vol, veh/h			1693			1641			133			91
Approach Delay, s/veh			3.7			0.6			66.9			68.5
Approach LOS			A			A			E			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.0	121.2		25.7	41.3	93.0		25.7
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	19.0	87.0		36.0	19.0	87.0		36.0
Max Q Clear Time (g_c+I1), s	7.5	2.0		13.0	2.6	2.0		16.5
Green Ext Time (p_c), s	0.0	12.7		0.5	8.2	12.6		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	6.3
HCM 2010 LOS	A

Notes

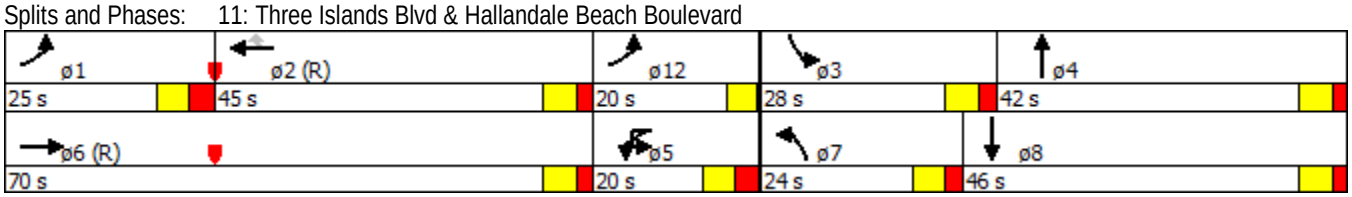
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	38
Future Volume (veh/h)	38
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Adj No. of Lanes	0
Peak Hour Factor	0.91
Percent Heavy Veh, %	2
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	ø1	ø12
Lane Configurations											
Traffic Volume (vph)	416	1108	2	1272	286	1	7	279	5		
Future Volume (vph)	416	1108	2	1272	286	1	7	279	5		
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA		
Protected Phases	1 12	6	5	2		7	4	3	8	1	12
Permitted Phases					2						
Detector Phase	1 12	6	5	2	2	7	4	3	8		
Switch Phase											
Minimum Initial (s)		10.0	5.0	10.0	10.0	5.0	6.0	5.0	6.0	5.0	4.0
Minimum Split (s)		42.0	12.0	42.0	42.0	11.0	42.0	22.0	44.0	23.0	20.0
Total Split (s)		70.0	20.0	45.0	45.0	24.0	42.0	28.0	46.0	25.0	20.0
Total Split (%)		43.8%	12.5%	28.1%	28.1%	15.0%	26.3%	17.5%	28.8%	16%	13%
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.5
All-Red Time (s)		2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0	0.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)		6.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag		Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode		C-Min	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 146 (91%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 11: Three Islands Blvd & Hallandale Beach Boulevard



11: Three Islands Blvd & Hallandale Beach Boulevard

P.M. Peak

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	443	1188	72	1353	304	1	10	297	298
v/c Ratio	0.79	0.44	0.19	0.51	0.34	0.02	0.13	0.74	0.64
Control Delay	53.9	31.8	49.7	26.3	3.4	75.0	63.7	79.7	13.3
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.9	31.9	49.7	26.4	3.4	75.0	63.7	79.7	13.4
Queue Length 50th (ft)	161	363	58	316	0	1	7	157	5
Queue Length 95th (ft)	248	290	m110	472	77	8	30	206	101
Internal Link Dist (ft)		445		2125			478		932
Turn Bay Length (ft)	170		220		700			440	
Base Capacity (vph)	667	2687	401	2667	896	199	399	472	608
Starvation Cap Reductn	0	504	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	115	0	0	0	0	6
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.54	0.18	0.53	0.34	0.01	0.03	0.63	0.50

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	416	1108	8	66	2	1272	286	1	7	3	279	5
Future Volume (vph)	416	1108	8	66	2	1272	286	1	7	3	279	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.0			7.0	6.0	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	0.97	0.91			1.00	0.91	1.00	1.00	1.00		0.97	1.00
Frpb, ped/bikes	1.00	1.00			1.00	1.00	0.91	1.00	0.99		1.00	0.98
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00			1.00	1.00	0.85	1.00	0.95		1.00	0.85
Flt Protected	0.95	1.00			0.95	1.00	1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)	3433	5077			1770	5085	1434	1770	1766		3433	1552
Flt Permitted	0.95	1.00			0.95	1.00	1.00	0.95	1.00		0.95	1.00
Satd. Flow (perm)	3433	5077			1770	5085	1434	1770	1766		3433	1552
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	443	1179	9	70	2	1353	304	1	7	3	297	5
RTOR Reduction (vph)	0	1	0	0	0	0	156	0	3	0	0	253
Lane Group Flow (vph)	443	1187	0	0	72	1353	148	1	7	0	297	45
Confl. Peds. (#/hr)	63		15		15		63	9		9	9	
Turn Type	Prot	NA		Prot	Prot	NA	Perm	Prot	NA		Prot	NA
Protected Phases	1 12	6		5	5	2		7	4		3	8
Permitted Phases							2					
Actuated Green, G (s)	30.5	78.5			33.7	77.7	77.7	1.2	4.1		18.7	21.6
Effective Green, g (s)	30.5	78.5			33.7	77.7	77.7	1.2	4.1		18.7	21.6
Actuated g/C Ratio	0.19	0.49			0.21	0.49	0.49	0.01	0.03		0.12	0.14
Clearance Time (s)		6.0			7.0	6.0	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	654	2490			372	2469	696	13	45		401	209
v/s Ratio Prot	c0.13	0.23			0.04	c0.27		0.00	0.00		c0.09	c0.03
v/s Ratio Perm							0.10					
v/c Ratio	0.68	0.48			0.19	0.55	0.21	0.08	0.16		0.74	0.21
Uniform Delay, d1	60.2	27.1			52.0	28.8	23.6	78.8	76.3		68.3	61.6
Progression Factor	1.06	1.15			1.00	0.96	0.86	1.00	1.00		1.00	1.00
Incremental Delay, d2	2.6	0.6			0.3	0.9	0.7	2.5	1.6		7.2	0.5
Delay (s)	66.3	31.7			52.2	28.6	20.9	81.4	77.9		75.5	62.1
Level of Service	E	C			D	C	C	F	E		E	E
Approach Delay (s)		41.1				28.3			78.2			68.8
Approach LOS		D				C			E			E

Intersection Summary

HCM 2000 Control Delay	39.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	29.0
Intersection Capacity Utilization	79.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

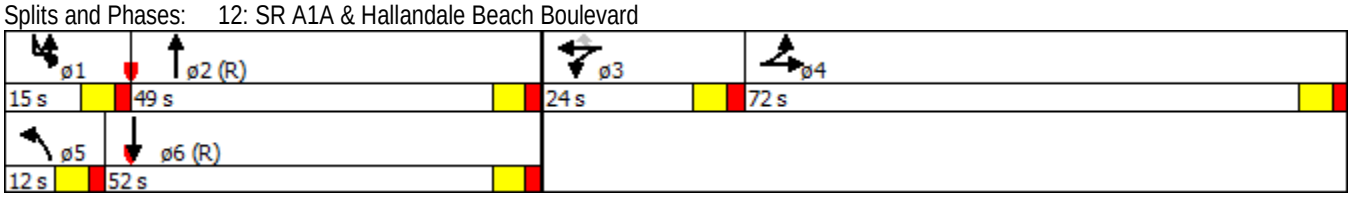
Movement	SBR
Lane Configurations	
Traffic Volume (vph)	275
Future Volume (vph)	275
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	293
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	9
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	570	86	867	110	27	37	782	11	25	676	646
Future Volume (vph)	570	86	867	110	27	37	782	11	25	676	646
Turn Type	Split	NA	Free	NA	Perm	Prot	NA	Free	Prot	NA	Free
Protected Phases	4	4		3		5	2		1	6	
Permitted Phases			Free		3			Free			Free
Detector Phase	4	4		3	3	5	2		1	6	
Switch Phase											
Minimum Initial (s)	6.0	6.0		15.0	15.0	5.0	7.0		5.0	7.0	
Minimum Split (s)	39.0	39.0		24.0	24.0	11.0	43.0		11.0	43.0	
Total Split (s)	72.0	72.0		24.0	24.0	12.0	49.0		15.0	52.0	
Total Split (%)	45.0%	45.0%		15.0%	15.0%	7.5%	30.6%		9.4%	32.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	C-Max		None	C-Max	

Intersection Summary

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

Splits and Phases: 12: SR A1A & Hallandale Beach Boulevard



Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	309	375	903	133	28	39	815	11	45	704	673
v/c Ratio	0.71	0.84	0.59	0.68	0.11	0.45	0.52	0.01	0.51	0.44	0.43
Control Delay	73.5	83.8	7.1	86.2	0.9	89.9	36.1	0.0	92.1	34.1	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.5	83.8	7.1	86.2	0.9	89.9	36.1	0.0	92.1	34.1	0.9
Queue Length 50th (ft)	296	361	190	135	0	41	328	0	47	272	0
Queue Length 95th (ft)	378	466	703	213	0	82	468	0	90	391	0
Internal Link Dist (ft)		2125		300			718			465	
Turn Bay Length (ft)						450		175	200		200
Base Capacity (vph)	693	702	1529	208	259	88	1577	1505	106	1584	1555
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.53	0.59	0.64	0.11	0.44	0.52	0.01	0.42	0.44	0.43

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	570	86	867	17	110	27	37	782	11	18	25	676
Future Volume (vph)	570	86	867	17	110	27	37	782	11	18	25	676
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0		6.0	6.0	6.0	6.0	4.0		6.0	6.0
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00	1.00	0.95	1.00		1.00	0.95
Frpb, ped/bikes	1.00	1.00	0.97		1.00	0.95	1.00	1.00	0.95		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85		1.00	1.00
Flt Protected	0.95	0.96	1.00		0.99	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1681	1705	1529		1850	1503	1770	3539	1505		1770	3539
Flt Permitted	0.95	0.96	1.00		0.99	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1681	1705	1529		1850	1503	1770	3539	1505		1770	3539
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	594	90	903	18	115	28	39	815	11	19	26	704
RTOR Reduction (vph)	0	0	0	0	0	25	0	0	0	0	0	0
Lane Group Flow (vph)	309	375	903	0	133	3	39	815	11	0	45	704
Confl. Peds. (#/hr)	14		76	76		14	20		60		60	
Turn Type	Split	NA	Free	Split	NA	Perm	Prot	NA	Free	Prot	Prot	NA
Protected Phases	4	4		3	3		5	2		1	1	6
Permitted Phases			Free			3			Free			
Actuated Green, G (s)	41.7	41.7	160.0		17.0	17.0	6.8	70.2	160.0		7.1	70.5
Effective Green, g (s)	41.7	41.7	160.0		17.0	17.0	6.8	70.2	160.0		7.1	70.5
Actuated g/C Ratio	0.26	0.26	1.00		0.11	0.11	0.04	0.44	1.00		0.04	0.44
Clearance Time (s)	6.0	6.0			6.0	6.0	6.0	6.0			6.0	6.0
Vehicle Extension (s)	2.0	2.0			5.0	5.0	1.5	0.2			1.5	0.2
Lane Grp Cap (vph)	438	444	1529		196	159	75	1552	1505		78	1559
v/s Ratio Prot	0.18	c0.22			0.07		0.02	0.23			0.03	0.20
v/s Ratio Perm			c0.59			0.00			0.01			
v/c Ratio	0.71	0.84	0.59		0.68	0.02	0.52	0.53	0.01		0.58	0.45
Uniform Delay, d1	53.6	56.1	0.0		68.9	64.0	75.0	32.7	0.0		75.0	31.2
Progression Factor	1.24	1.22	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	3.8	12.1	1.5		11.6	0.1	3.0	1.3	0.0		6.3	0.9
Delay (s)	70.1	80.7	1.5		80.4	64.1	78.0	34.0	0.0		81.3	32.2
Level of Service	E	F	A		F	E	E	C	A		F	C
Approach Delay (s)		33.6			77.6			35.6				18.9
Approach LOS		C			E			D				B

Intersection Summary

HCM 2000 Control Delay	30.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	90.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	646
Future Volume (vph)	646
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frpb, ped/bikes	0.98
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1555
Flt Permitted	1.00
Satd. Flow (perm)	1555
Peak-hour factor, PHF	0.96
Adj. Flow (vph)	673
RTOR Reduction (vph)	0
Lane Group Flow (vph)	673
Confl. Peds. (#/hr)	20
Turn Type	Free
Protected Phases	
Permitted Phases	Free
Actuated Green, G (s)	160.0
Effective Green, g (s)	160.0
Actuated g/C Ratio	1.00
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	1555
v/s Ratio Prot	
v/s Ratio Perm	0.43
v/c Ratio	0.43
Uniform Delay, d1	0.0
Progression Factor	1.00
Incremental Delay, d2	0.9
Delay (s)	0.9
Level of Service	A
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	28	0	79	0	0	0	74	272	0	0	208	18
Future Volume (vph)	28	0	79	0	0	0	74	272	0	0	208	18
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	29	0	81	0	0	0	76	280	0	0	214	19

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	110	0	356	233
Volume Left (vph)	29	0	76	0
Volume Right (vph)	81	0	0	19
Hadj (s)	-0.36	0.00	0.08	-0.01
Departure Headway (s)	4.9	5.4	4.5	4.6
Degree Utilization, x	0.15	0.00	0.45	0.30
Capacity (veh/h)	660	900	773	754
Control Delay (s)	8.7	8.4	11.1	9.5
Approach Delay (s)	8.7	0.0	11.1	9.5
Approach LOS	A	A	B	A

Intersection Summary			
Delay	10.2		
Level of Service	B		
Intersection Capacity Utilization	47.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	28	0	79	0	0	0	0	0	74	272	0
Future Vol, veh/h	0	28	0	79	0	0	0	0	0	74	272	0
Peak Hour Factor	0.92	0.97	0.97	0.97	0.92	0.97	0.97	0.97	0.92	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	29	0	81	0	0	0	0	0	76	280	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.8	0	11.1
HCM LOS	A	-	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	26%	0%	0%
Vol Thru, %	79%	0%	100%	92%
Vol Right, %	0%	74%	0%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	346	107	0	226
LT Vol	74	28	0	0
Through Vol	272	0	0	208
RT Vol	0	79	0	18
Lane Flow Rate	357	110	0	233
Geometry Grp	1	1	1	1
Degree of Util (X)	0.446	0.149	0	0.294
Departure Headway (Hd)	4.501	4.849	5.422	4.542
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	799	737	0	790
Service Time	2.534	2.895	3.485	2.58
HCM Lane V/C Ratio	0.447	0.149	0	0.295
HCM Control Delay	11.1	8.8	8.5	9.5
HCM Lane LOS	B	A	N	A
HCM 95th-tile Q	2.3	0.5	0	1.2

Intersection

Intersection Delay, s/veh
Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	208	18
Future Vol, veh/h	0	0	208	18
Peak Hour Factor	0.92	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	214	19
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.5
HCM LOS	A

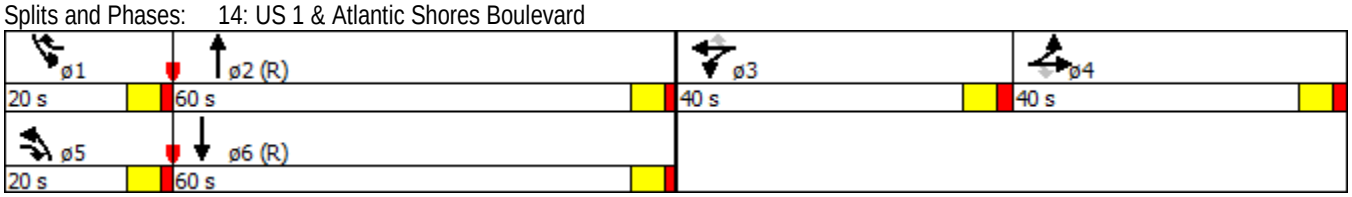
Lane

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	2	101	32	148	62	229	30	1265	225	1021
Future Volume (vph)	2	101	32	148	62	229	30	1265	225	1021
Turn Type	Split	NA	pm+ov	Split	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	4	4	5	3	3	1	5	2	1	6
Permitted Phases			4			3				
Detector Phase	4	4	5	3	3	1	5	2	1	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	4.0	6.0	6.0	4.0	4.0	10.0	4.0	10.0
Minimum Split (s)	39.0	39.0	11.0	39.0	39.0	11.0	11.0	34.5	11.0	34.5
Total Split (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	60.0	20.0	60.0
Total Split (%)	25.0%	25.0%	12.5%	25.0%	25.0%	12.5%	12.5%	37.5%	12.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.5	6.0	6.0	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 84 (53%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 14: US 1 & Atlantic Shores Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	2	107	34	157	66	244	32	1442	239	1097
v/c Ratio	0.01	0.69	0.14	0.77	0.31	0.46	0.28	0.74	0.74	0.49
Control Delay	63.5	92.2	4.4	91.1	66.8	6.0	111.9	19.9	75.7	28.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.5
Total Delay	63.5	92.2	4.4	91.1	66.8	6.0	111.9	20.1	75.7	28.5
Queue Length 50th (ft)	2	116	0	162	64	0	18	731	131	432
Queue Length 95th (ft)	11	183	11	236	110	48	m23	898	174	541
Internal Link Dist (ft)		194			2534			3214		591
Turn Bay Length (ft)				210		200	190		190	
Base Capacity (vph)	357	376	332	376	395	535	311	1946	345	2223
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	600
Spillback Cap Reductn	0	0	0	0	0	4	0	67	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.28	0.10	0.42	0.17	0.46	0.10	0.77	0.69	0.68

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	101	32	148	62	229	30	1265	90	225	1021	10
Future Volume (vph)	2	101	32	148	62	229	30	1265	90	225	1021	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	5.5	6.0	6.0	5.5	5.5	5.5		5.5	5.5	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95		0.97	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1770	1564	1770	1863	1567	3433	3490		3433	3533	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1770	1564	1770	1863	1567	3433	3490		3433	3533	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	2	107	34	157	66	244	32	1346	96	239	1086	11
RTOR Reduction (vph)	0	0	30	0	0	192	0	2	0	0	0	0
Lane Group Flow (vph)	2	107	4	157	66	52	32	1440	0	239	1097	0
Confl. Peds. (#/hr)	5		3	3		5	13		14	14		13
Turn Type	Split	NA	pm+ov	Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	4	4	5	3	3	1	5	2		1	6	
Permitted Phases			4			3						
Actuated Green, G (s)	14.1	14.1	18.8	18.6	18.6	33.8	4.7	89.1		15.2	99.6	
Effective Green, g (s)	14.1	14.1	18.8	18.6	18.6	33.8	4.7	89.1		15.2	99.6	
Actuated g/C Ratio	0.09	0.09	0.12	0.12	0.12	0.21	0.03	0.56		0.09	0.62	
Clearance Time (s)	6.0	6.0	5.5	6.0	6.0	5.5	5.5	5.5		5.5	5.5	
Vehicle Extension (s)	2.0	2.0	1.5	2.0	2.0	1.5	1.5	3.0		1.5	3.0	
Lane Grp Cap (vph)	148	155	183	205	216	331	100	1943		326	2199	
v/s Ratio Prot	0.00	c0.06	0.00	c0.09	0.04	0.01	0.01	c0.41		c0.07	0.31	
v/s Ratio Perm			0.00			0.02						
v/c Ratio	0.01	0.69	0.02	0.77	0.31	0.16	0.32	0.74		0.73	0.50	
Uniform Delay, d1	66.6	70.8	62.5	68.6	64.8	51.5	76.1	26.7		70.4	16.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.45	0.62		0.91	1.52	
Incremental Delay, d2	0.0	10.2	0.0	14.2	0.3	0.1	0.4	1.6		6.2	0.7	
Delay (s)	66.6	81.0	62.5	82.8	65.1	51.5	110.4	18.2		70.2	25.9	
Level of Service	E	F	E	F	E	D	F	B		E	C	
Approach Delay (s)		76.4			64.0			20.2			33.8	
Approach LOS		E			E			C			C	

Intersection Summary

HCM 2000 Control Delay	33.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	75.3%	ICU Level of Service	D
Analysis Period (min)	15		

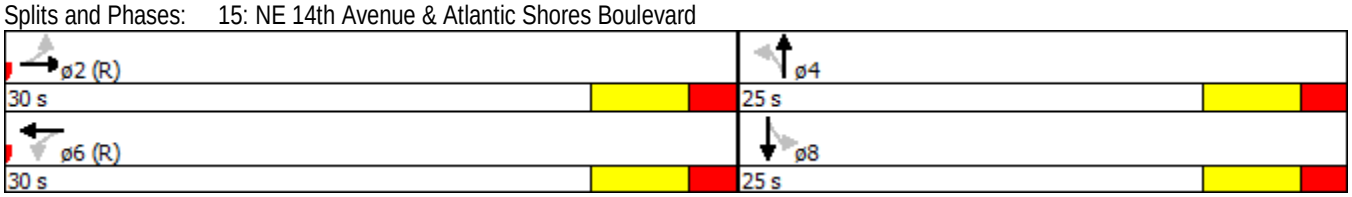
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	20	341	31	343	70	174	152	123
Future Volume (vph)	20	341	31	343	70	174	152	123
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		4		8
Permitted Phases	2		6		4		8	
Detector Phase	2	2	6	6	4	4	8	8
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	25.0	25.0	25.0	25.0
Total Split (%)	54.5%	54.5%	54.5%	54.5%	45.5%	45.5%	45.5%	45.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 55
Actuated Cycle Length: 55
Offset: 30 (55%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 15: NE 14th Avenue & Atlantic Shores Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	341	55	31	343	161	70	174	36	152	123	26
Future Volume (veh/h)	20	341	55	31	343	161	70	174	36	152	123	26
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	21	355	0	32	357	4	73	181	1	158	128	0
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	660	973	0	549	961	11	388	480	3	344	483	0
Arrive On Green	0.52	0.52	0.00	1.00	1.00	1.00	0.26	0.26	0.26	0.26	0.26	0.00
Sat Flow, veh/h	1012	1863	0	1019	1838	21	1254	1851	10	1193	1863	0
Grp Volume(v), veh/h	21	355	0	32	0	361	73	0	182	158	128	0
Grp Sat Flow(s),veh/h/ln	1012	1863	0	1019	0	1859	1254	0	1861	1193	1863	0
Q Serve(g_s), s	0.6	6.2	0.0	0.4	0.0	0.0	2.7	0.0	4.4	6.9	3.0	0.0
Cycle Q Clear(g_c), s	0.6	6.2	0.0	6.6	0.0	0.0	5.7	0.0	4.4	11.3	3.0	0.0
Prop In Lane	1.00		0.00	1.00		0.01	1.00		0.01	1.00		0.00
Lane Grp Cap(c), veh/h	660	973	0	549	0	971	388	0	483	344	483	0
V/C Ratio(X)	0.03	0.36	0.00	0.06	0.00	0.37	0.19	0.00	0.38	0.46	0.27	0.00
Avail Cap(c_a), veh/h	660	973	0	549	0	971	496	0	643	447	643	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.00	0.90	0.00	0.90	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	6.4	7.7	0.0	0.7	0.0	0.0	18.5	0.0	16.7	21.4	16.2	0.0
Incr Delay (d2), s/veh	0.1	0.7	0.0	0.2	0.0	1.0	0.1	0.0	0.2	0.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	5.7	0.0	0.2	0.0	0.5	1.7	0.0	4.1	4.1	2.8	0.0
LnGrp Delay(d),s/veh	6.5	8.4	0.0	0.9	0.0	1.0	18.6	0.0	16.9	21.7	16.3	0.0
LnGrp LOS	A	A		A		A	B		B	C	B	
Approach Vol, veh/h		376			393			255			286	
Approach Delay, s/veh		8.3			1.0			17.4			19.3	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		34.7		20.3		34.7		20.3
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		24.0		19.0		24.0		19.0
Max Q Clear Time (g_c+I1), s		8.2		7.7		8.6		13.3
Green Ext Time (p_c), s		3.0		1.1		3.0		0.8

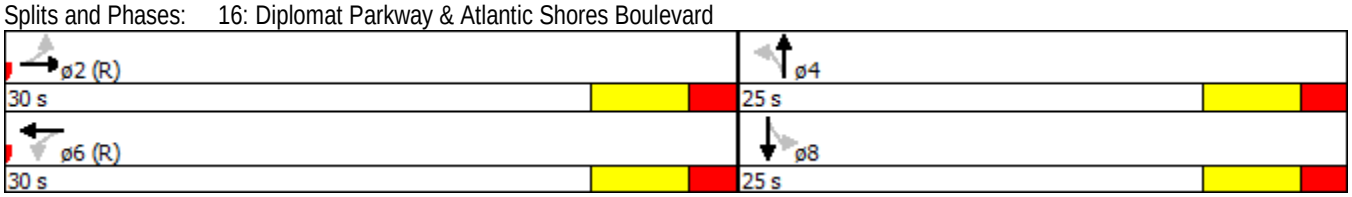
Intersection Summary	
HCM 2010 Ctrl Delay	10.3
HCM 2010 LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	19	452	26	460	69	87	64	49
Future Volume (vph)	19	452	26	460	69	87	64	49
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		4		8
Permitted Phases	2		6		4		8	
Detector Phase	2	2	6	6	4	4	8	8
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	30.0	30.0	30.0	30.0	25.0	25.0	25.0	25.0
Total Split (%)	54.5%	54.5%	54.5%	54.5%	45.5%	45.5%	45.5%	45.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 55
Actuated Cycle Length: 55
Offset: 24 (44%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 16: Diplomat Parkway & Atlantic Shores Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	452	45	26	460	102	69	87	57	64	49	7
Future Volume (veh/h)	19	452	45	26	460	102	69	87	57	64	49	7
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.99		1.00	0.99		1.00	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	20	466	0	27	474	0	71	90	0	66	51	0
Adj No. of Lanes	1	2	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	603	2263	0	718	1191	0	289	265	0	258	265	0
Arrive On Green	1.00	1.00	0.00	0.64	0.64	0.00	0.14	0.14	0.00	0.14	0.14	0.00
Sat Flow, veh/h	913	3632	0	918	1863	0	1341	1863	0	1291	1863	0
Grp Volume(v), veh/h	20	466	0	27	474	0	71	90	0	66	51	0
Grp Sat Flow(s),veh/h/ln	913	1770	0	918	1863	0	1341	1863	0	1291	1863	0
Q Serve(g_s), s	0.2	0.0	0.0	0.6	6.8	0.0	2.7	2.4	0.0	2.7	1.3	0.0
Cycle Q Clear(g_c), s	7.0	0.0	0.0	0.6	6.8	0.0	4.0	2.4	0.0	5.1	1.3	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	603	2263	0	718	1191	0	289	265	0	258	265	0
V/C Ratio(X)	0.03	0.21	0.00	0.04	0.40	0.00	0.25	0.34	0.00	0.26	0.19	0.00
Avail Cap(c_a), veh/h	603	2263	0	718	1191	0	562	643	0	521	643	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.7	0.0	0.0	3.7	4.8	0.0	22.6	21.3	0.0	23.5	20.8	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.1	1.0	0.0	0.2	0.3	0.0	0.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.1	0.0	0.3	6.8	0.0	1.8	2.2	0.0	1.7	1.2	0.0
LnGrp Delay(d),s/veh	0.8	0.2	0.0	3.8	5.8	0.0	22.7	21.5	0.0	23.7	20.9	0.0
LnGrp LOS	A	A		A	A		C	C		C	C	
Approach Vol, veh/h		486			501			161			117	
Approach Delay, s/veh		0.2			5.7			22.1			22.5	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		41.2		13.8		41.2		13.8
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		24.0		19.0		24.0		19.0
Max Q Clear Time (g_c+I1), s		9.0		6.0		8.8		7.1
Green Ext Time (p_c), s		4.1		0.5		4.2		0.5

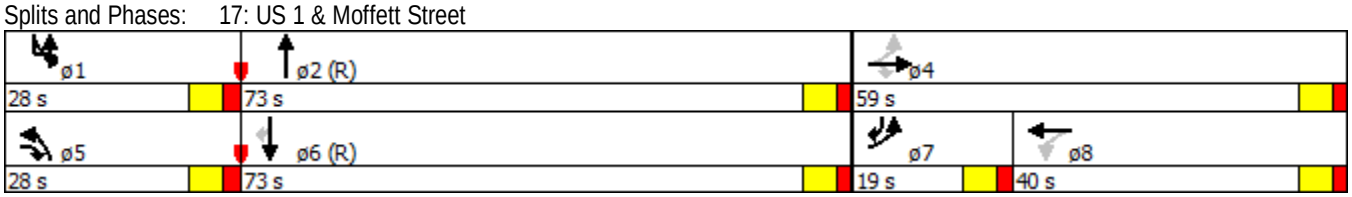
Intersection Summary	
HCM 2010 Ctrl Delay	7.2
HCM 2010 LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	170	310	370	12	245	389	1025	64	875	111
Future Volume (vph)	170	310	370	12	245	389	1025	64	875	111
Turn Type	pm+pt	NA	pm+ov	Perm	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	5		8	5	2	1	6	7
Permitted Phases	4		4	8						6
Detector Phase	7	4	5	8	8	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	4.0	6.0	5.0	6.0	6.0	5.0	10.0	5.0	10.0	4.0
Minimum Split (s)	10.0	39.0	11.0	39.0	39.0	11.0	39.0	11.0	39.0	10.0
Total Split (s)	19.0	59.0	28.0	40.0	40.0	28.0	73.0	28.0	73.0	19.0
Total Split (%)	11.9%	36.9%	17.5%	25.0%	25.0%	17.5%	45.6%	17.5%	45.6%	11.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 111 (69%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 17: US 1 & Moffett Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	170	310	370	12	245	23	389	1025	13	19	64	875
Future Volume (veh/h)	170	310	370	12	245	23	389	1025	13	19	64	875
Number	7	4	14	3	8	18	5	2	12		1	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		1.00	1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1863	1863	1900		1863	1863
Adj Flow Rate, veh/h	173	316	257	12	250	0	397	1046	0		65	893
Adj No. of Lanes	1	1	1	0	1	0	2	2	0		1	2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98		0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2		2	2
Cap, veh/h	294	571	675	31	333	0	434	1891	0		83	1610
Arrive On Green	0.08	0.31	0.31	0.19	0.19	0.00	0.25	1.00	0.00		0.02	0.15
Sat Flow, veh/h	1774	1863	1551	41	1770	0	3442	3632	0		1774	3539
Grp Volume(v), veh/h	173	316	257	262	0	0	397	1046	0		65	893
Grp Sat Flow(s),veh/h/ln	1774	1863	1551	1811	0	0	1721	1770	0		1774	1770
Q Serve(g_s), s	12.4	22.7	18.0	6.9	0.0	0.0	17.9	0.0	0.0		5.8	37.4
Cycle Q Clear(g_c), s	12.4	22.7	18.0	21.7	0.0	0.0	17.9	0.0	0.0		5.8	37.4
Prop In Lane	1.00		1.00	0.05		0.00	1.00		0.00		1.00	
Lane Grp Cap(c), veh/h	294	571	675	364	0	0	434	1891	0		83	1610
V/C Ratio(X)	0.59	0.55	0.38	0.72	0.00	0.00	0.92	0.55	0.00		0.79	0.55
Avail Cap(c_a), veh/h	294	617	713	407	0	0	473	1891	0		244	1610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00		0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.65	0.65	0.00		1.00	1.00
Uniform Delay (d), s/veh	45.7	46.3	30.9	61.4	0.0	0.0	59.0	0.0	0.0		78.0	53.0
Incr Delay (d2), s/veh	2.1	0.4	0.1	4.2	0.0	0.0	14.8	0.8	0.0		6.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(95%),veh/ln	10.3	17.4	12.3	17.0	0.0	0.0	13.4	0.4	0.0		5.4	25.8
LnGrp Delay(d),s/veh	47.8	46.7	31.0	65.7	0.0	0.0	73.8	0.8	0.0		84.0	54.4
LnGrp LOS	D	D	C	E			E	A			F	D
Approach Vol, veh/h		746			262			1443				958
Approach Delay, s/veh		41.6			65.7			20.9				56.4
Approach LOS		D			E			C				E

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	91.5		55.1	26.2	78.8	19.0	36.1
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	22.0	67.0		53.0	22.0	67.0	13.0	34.0
Max Q Clear Time (g_c+I1), s	7.8	2.0		24.7	19.9	39.4	14.4	23.7
Green Ext Time (p_c), s	0.1	15.3		2.1	0.2	12.2	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	38.8
HCM 2010 LOS	D

Notes

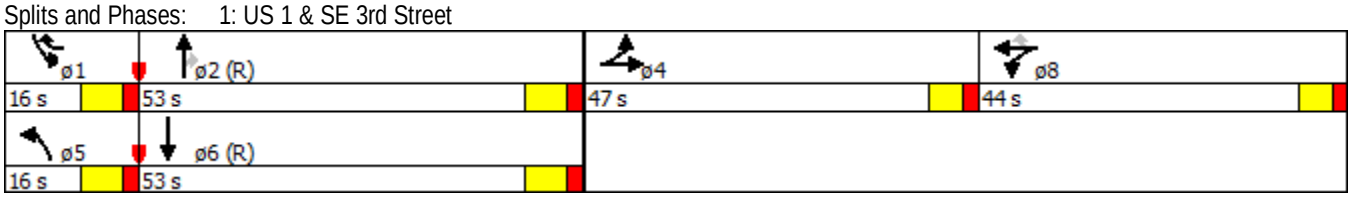
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	111
Future Volume (veh/h)	111
Number	16
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	0
Adj No. of Lanes	1
Peak Hour Factor	0.98
Percent Heavy Veh, %	2
Cap, veh/h	849
Arrive On Green	0.00
Sat Flow, veh/h	1583
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1583
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	849
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	849
HCM Platoon Ratio	0.33
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	114	102	276	16	193	52	1315	155	174	2005
Future Volume (vph)	114	102	276	16	193	52	1315	155	174	2005
Turn Type	Split	NA	Split	NA	pm+ov	Prot	NA	Perm	Prot	NA
Protected Phases	4	4	8	8	1	5	2		1	6
Permitted Phases					8			2		
Detector Phase	4	4	8	8	1	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	5.0	5.0	12.0	12.0	5.0	12.0
Minimum Split (s)	45.0	45.0	42.0	42.0	12.0	12.0	39.0	39.0	12.0	39.0
Total Split (s)	47.0	47.0	44.0	44.0	16.0	16.0	53.0	53.0	16.0	53.0
Total Split (%)	29.4%	29.4%	27.5%	27.5%	10.0%	10.0%	33.1%	33.1%	10.0%	33.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag					Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 113 (71%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	102	460	276	16	193	52	1315	155	174	2005	1
Future Volume (veh/h)	114	102	460	276	16	193	52	1315	155	174	2005	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	123	110	396	297	17	116	56	1414	55	187	2156	0
Adj No. of Lanes	1	1	0	1	1	2	1	3	1	2	3	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	455	91	327	329	345	670	71	1728	536	194	1809	0
Arrive On Green	0.26	0.26	0.26	0.19	0.19	0.19	0.04	0.34	0.34	0.06	0.36	0.00
Sat Flow, veh/h	1774	354	1276	1774	1863	2769	1774	5085	1579	3442	5253	0
Grp Volume(v), veh/h	123	0	506	297	17	116	56	1414	55	187	2156	0
Grp Sat Flow(s),veh/h/ln	1774	0	1630	1774	1863	1384	1774	1695	1579	1721	1695	0
Q Serve(g_s), s	8.9	0.0	41.0	26.2	1.2	5.3	5.0	40.7	3.8	8.7	56.9	0.0
Cycle Q Clear(g_c), s	8.9	0.0	41.0	26.2	1.2	5.3	5.0	40.7	3.8	8.7	56.9	0.0
Prop In Lane	1.00		0.78	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	455	0	418	329	345	670	71	1728	536	194	1809	0
V/C Ratio(X)	0.27	0.00	1.21	0.90	0.05	0.17	0.79	0.82	0.10	0.97	1.19	0.00
Avail Cap(c_a), veh/h	455	0	418	421	442	814	100	1728	536	194	1809	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.16	0.16	0.00
Uniform Delay (d), s/veh	47.5	0.0	59.5	63.8	53.6	48.0	76.1	48.3	36.1	75.3	51.5	0.0
Incr Delay (d2), s/veh	0.1	0.0	115.3	16.9	0.0	0.0	15.3	4.5	0.4	18.1	87.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.8	0.0	57.3	20.6	1.1	3.7	5.0	27.1	3.1	6.0	73.0	0.0
LnGrp Delay(d),s/veh	47.7	0.0	174.8	80.7	53.6	48.1	91.4	52.8	36.5	93.5	138.8	0.0
LnGrp LOS	D		F	F	D	D	F	D	D	F	F	
Approach Vol, veh/h		629			430			1525			2343	
Approach Delay, s/veh		150.0			70.8			53.6			135.2	
Approach LOS		F			E			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.0	61.4		47.0	13.4	63.9		35.6
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0
Max Green Setting (Gmax), s	9.0	46.0		41.0	9.0	46.0		38.0
Max Q Clear Time (g_c+I1), s	10.7	42.7		43.0	7.0	58.9		28.2
Green Ext Time (p_c), s	0.0	3.2		0.0	0.0	0.0		0.8

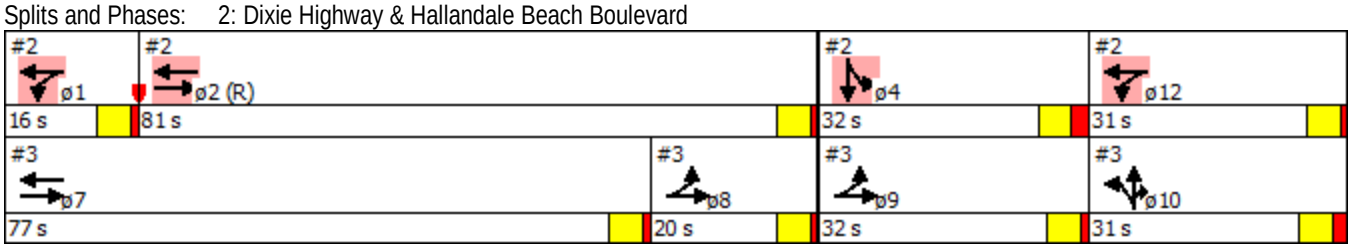
Intersection Summary	
HCM 2010 Ctrl Delay	106.2
HCM 2010 LOS	F

Lane Group	EBT	WBL	WBT	SBT	ø1	ø7	ø8	ø9	ø10	ø12
Lane Configurations										
Traffic Volume (vph)	1597	129	1714	604						
Future Volume (vph)	1597	129	1714	604						
Turn Type	NA	Prot	NA	NA						
Protected Phases	2	1 12	1 2 12	4	1	7	8	9	10	12
Permitted Phases										
Detector Phase	2	1 12	1 2 12	4						
Switch Phase										
Minimum Initial (s)	10.0			6.0	5.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	25.0			35.0	13.0	15.0	11.0	25.0	11.0	10.0
Total Split (s)	81.0			32.0	16.0	77.0	20.0	32.0	31.0	31.0
Total Split (%)	50.6%			20.0%	10%	48%	13%	20%	19%	19%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0			2.0	1.0	1.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0			0.0						
Total Lost Time (s)	5.0			6.0						
Lead/Lag	Lag				Lead			Lead	Lag	
Lead-Lag Optimize?	Yes				Yes			Yes	Yes	
Recall Mode	C-Max			None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 27 (17%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 2: Dixie Highway & Hallandale Beach Boulevard



Lane Group	EBT	WBL	WBT	SBT
Lane Group Flow (vph)	1719	136	1804	988
v/c Ratio	0.85	0.37	0.46	1.07dl
Control Delay	37.9	86.5	0.6	88.4
Queue Delay	0.0	30.0	0.2	0.0
Total Delay	37.9	116.5	0.8	88.4
Queue Length 50th (ft)	743	135	6	301
Queue Length 95th (ft)	888	198	1	#376
Internal Link Dist (ft)	1589		116	869
Turn Bay Length (ft)		375		
Base Capacity (vph)	2013	414	3875	1022
Starvation Cap Reductn	0	271	1118	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.85	0.95	0.65	0.97

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1597	36	129	1714	0	0	0	0	294	604	41
Future Volume (vph)	0	1597	36	129	1714	0	0	0	0	294	604	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						6.0	
Lane Util. Factor		*0.68		1.00	0.91						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		1.00		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						0.98	
Satd. Flow (prot)		3786		1770	5085						6268	
Flt Permitted		1.00		0.95	1.00						0.98	
Satd. Flow (perm)		3786		1770	5085						6268	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1681	38	136	1804	0	0	0	0	309	636	43
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	1718	0	136	1804	0	0	0	0	0	984	0
Confl. Peds. (#/hr)	8		4	4		8						
Turn Type		NA		Prot	NA					Split	NA	
Protected Phases		2		1 12	1 2 12					4	4	
Permitted Phases												
Actuated Green, G (s)		85.0		33.2	123.2						25.8	
Effective Green, g (s)		85.0		33.2	123.2						25.8	
Actuated g/C Ratio		0.53		0.21	0.77						0.16	
Clearance Time (s)		5.0									6.0	
Vehicle Extension (s)		3.0									0.2	
Lane Grp Cap (vph)		2011		367	3915						1010	
v/s Ratio Prot		c0.45		0.08	c0.35						c0.16	
v/s Ratio Perm												
v/c Ratio		0.85		0.37	0.46						1.07dl	
Uniform Delay, d1		32.2		54.4	6.6						66.8	
Progression Factor		1.00		1.56	0.04						1.00	
Incremental Delay, d2		4.9		0.2	0.0						22.0	
Delay (s)		37.1		85.0	0.3						88.7	
Level of Service		D		F	A						F	
Approach Delay (s)		37.1			6.2			0.0			88.7	
Approach LOS		D			A			A			F	

Intersection Summary

HCM 2000 Control Delay	35.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	94.4%	ICU Level of Service	F
Analysis Period (min)	15		

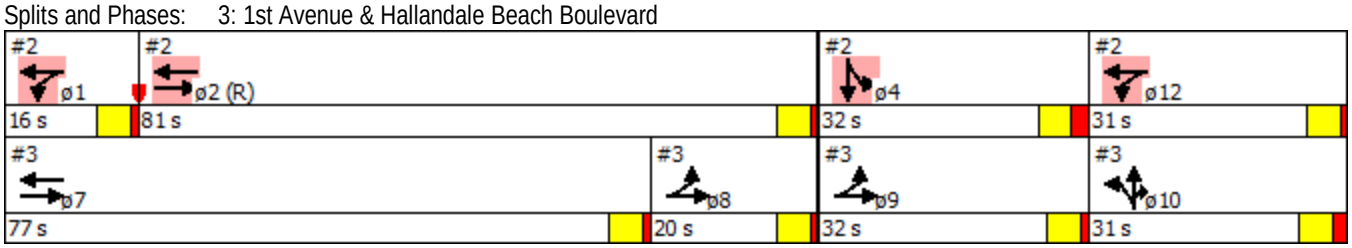
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	ø1	ø2	ø4	ø8	ø9	ø12
Lane Configurations												
Traffic Volume (vph)	32	1843	1655	184	140	86						
Future Volume (vph)	32	1843	1655	184	140	86						
Turn Type	Prot	NA	NA	Split	NA	Prot						
Protected Phases	8 9	7 8 9	7	10	10	10	1	2	4	8	9	12
Permitted Phases												
Detector Phase	8 9	7 8 9	7	10	10	10						
Switch Phase												
Minimum Initial (s)			10.0	5.0	5.0	5.0	5.0	10.0	6.0	5.0	10.0	5.0
Minimum Split (s)			15.0	11.0	11.0	11.0	13.0	25.0	35.0	11.0	25.0	10.0
Total Split (s)			77.0	31.0	31.0	31.0	16.0	81.0	32.0	20.0	32.0	31.0
Total Split (%)			48.1%	19.4%	19.4%	19.4%	10%	51%	20%	13%	20%	19%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			1.0	2.0	2.0	2.0	1.0	1.0	2.0	1.0	1.0	1.0
Lost Time Adjust (s)			0.0	0.0	0.0	0.0						
Total Lost Time (s)			5.0	6.0	6.0	6.0						
Lead/Lag				Lag	Lag	Lag	Lead	Lag			Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes			Yes	
Recall Mode			None	None	None	None	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 27 (17%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 3: 1st Avenue & Hallandale Beach Boulevard



3: 1st Avenue & Hallandale Beach Boulevard

A.M. Peak

Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	34	1940	1826	194	147	91
v/c Ratio	0.07	0.72	0.65	0.64	0.47	0.25
Control Delay	28.2	2.9	27.6	73.1	65.6	4.9
Queue Delay	1.2	0.6	0.1	1.2	0.0	0.0
Total Delay	29.3	3.4	27.8	74.3	65.6	4.9
Queue Length 50th (ft)	29	46	258	192	140	0
Queue Length 95th (ft)	m27	m14	m243	289	221	24
Internal Link Dist (ft)		116	1665		922	
Turn Bay Length (ft)						115
Base Capacity (vph)	519	2820	2828	301	316	371
Starvation Cap Reductn	379	444	0	0	0	0
Spillback Cap Reductn	0	0	217	24	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.82	0.70	0.70	0.47	0.25

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	1843	0	0	1655	80	184	140	86	0	0	0
Future Volume (vph)	32	1843	0	0	1655	80	184	140	86	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		6.0	6.0	6.0			
Lane Util. Factor	1.00	0.95			*0.81		1.00	1.00	1.00			
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			0.99		1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1770	3539			5987		1770	1863	1583			
Flt Permitted	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)	1770	3539			5987		1770	1863	1583			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	34	1940	0	0	1742	84	194	147	91	0	0	0
RTOR Reduction (vph)	0	0	0	0	4	0	0	0	76	0	0	0
Lane Group Flow (vph)	34	1940	0	0	1822	0	194	147	15	0	0	0
Confl. Peds. (#/hr)	4		3	3		4	4					4
Turn Type	Prot	NA			NA		Split	NA	Prot			
Protected Phases	8 9	7 8 9			7		10	10	10			
Permitted Phases												
Actuated Green, G (s)	41.3	121.8			75.5		27.2	27.2	27.2			
Effective Green, g (s)	41.3	121.8			75.5		27.2	27.2	27.2			
Actuated g/C Ratio	0.26	0.76			0.47		0.17	0.17	0.17			
Clearance Time (s)					5.0		6.0	6.0	6.0			
Vehicle Extension (s)					3.0		0.2	0.2	0.2			
Lane Grp Cap (vph)	456	2694			2825		300	316	269			
v/s Ratio Prot	0.02	c0.55			0.30		c0.11	0.08	0.01			
v/s Ratio Perm												
v/c Ratio	0.07	0.72			0.65		0.65	0.47	0.06			
Uniform Delay, d1	44.9	10.1			32.1		61.9	59.8	55.7			
Progression Factor	0.65	0.20			0.85		1.00	1.00	1.00			
Incremental Delay, d2	0.0	0.5			0.0		3.6	0.4	0.0			
Delay (s)	29.1	2.5			27.2		65.5	60.2	55.7			
Level of Service	C	A			C		E	E	E			
Approach Delay (s)		3.0			27.2			61.6			0.0	
Approach LOS		A			C			E			A	

Intersection Summary

HCM 2000 Control Delay	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	94.4%	ICU Level of Service	F
Analysis Period (min)	15		

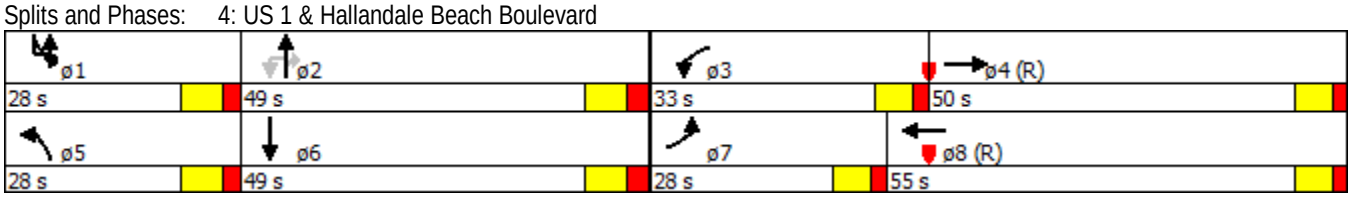
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	88	1237	576	1187	10	412	692	397	315	1082
Future Volume (vph)	88	1237	576	1187	10	412	692	397	315	1082
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases					2			2		
Detector Phase	7	4	3	8	2	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	6.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	11.5	46.5	11.5	46.5	47.0	12.0	47.0	47.0	12.0	47.0
Total Split (s)	28.0	50.0	33.0	55.0	49.0	28.0	49.0	49.0	28.0	49.0
Total Split (%)	17.5%	31.3%	20.6%	34.4%	30.6%	17.5%	30.6%	30.6%	17.5%	30.6%
Yellow Time (s)	4.5	4.5	4.5	4.5	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	2.0	3.0	3.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		7.0	8.0	8.0	7.0	8.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 25 (16%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1 & Hallandale Beach Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	88	1237	458	576	1187	157	10	412	692	397	5	315
Future Volume (veh/h)	88	1237	458	576	1187	157	10	412	692	397	5	315
Number	7	4	14	3	8	18		5	2	12		1
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99		1.00		0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900		1863	1863	1863		1863
Adj Flow Rate, veh/h	93	1302	379	606	1249	50		434	728	321		332
Adj No. of Lanes	1	3	0	2	3	0		2	3	1		2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95		0.95
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	113	1114	324	570	1943	78		452	1345	415		376
Arrive On Green	0.06	0.29	0.29	0.33	0.77	0.77		0.13	0.26	0.26		0.11
Sat Flow, veh/h	1774	3903	1133	3442	5015	201		3442	5085	1571		3442
Grp Volume(v), veh/h	93	1131	550	606	844	455		434	728	321		332
Grp Sat Flow(s),veh/h/ln	1774	1695	1646	1721	1695	1825		1721	1695	1571		1721
Q Serve(g_s), s	8.3	45.7	45.7	26.5	17.9	17.9		20.1	19.7	30.2		15.2
Cycle Q Clear(g_c), s	8.3	45.7	45.7	26.5	17.9	17.9		20.1	19.7	30.2		15.2
Prop In Lane	1.00		0.69	1.00		0.11		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	113	968	470	570	1314	707		452	1345	415		376
V/C Ratio(X)	0.82	1.17	1.17	1.06	0.64	0.64		0.96	0.54	0.77		0.88
Avail Cap(c_a), veh/h	238	968	470	570	1314	707		452	1345	415		452
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	0.65	0.65	0.65	0.81	0.81	0.81		0.56	0.56	0.56		0.67
Uniform Delay (d), s/veh	74.0	57.2	57.2	53.5	13.0	13.0		69.1	50.5	54.4		70.2
Incr Delay (d2), s/veh	3.7	83.2	91.3	52.0	2.0	3.6		22.3	0.2	4.8		10.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(95%),veh/ln	6.9	58.6	58.8	29.9	12.6	14.1		15.0	13.0	18.2		11.5
LnGrp Delay(d),s/veh	77.7	140.3	148.5	105.5	15.0	16.7		91.4	50.7	59.2		80.5
LnGrp LOS	E	F	F	F	B	B		F	D	E		F
Approach Vol, veh/h		1774			1905				1483			
Approach Delay, s/veh		139.6			44.2				64.5			
Approach LOS		F			D				E			

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.5	50.3	33.0	52.2	28.0	46.8	16.7	68.5
Change Period (Y+Rc), s	7.0	8.0	6.5	6.5	7.0	8.0	6.5	6.5
Max Green Setting (Gmax), s	21.0	41.0	26.5	43.5	21.0	41.0	21.5	48.5
Max Q Clear Time (g_c+I1), s	17.2	32.2	28.5	47.7	22.1	37.0	10.3	19.9
Green Ext Time (p_c), s	0.3	5.7	0.0	0.0	0.0	1.8	0.1	16.3

Intersection Summary	
HCM 2010 Ctrl Delay	79.9
HCM 2010 LOS	E

Notes

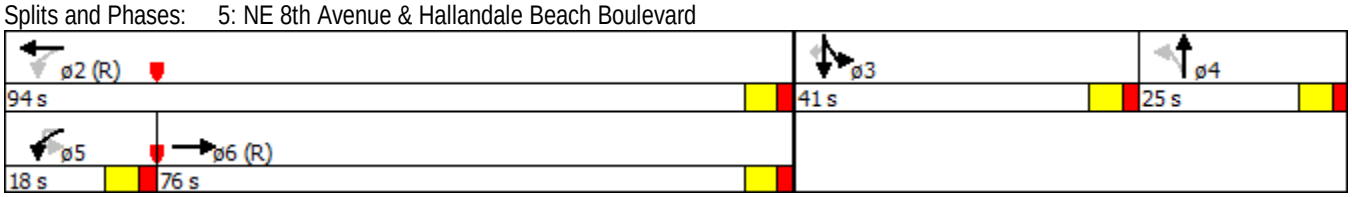
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1082	50
Future Volume (veh/h)	1082	50
Number	6	16
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900
Adj Flow Rate, veh/h	1139	0
Adj No. of Lanes	3	0
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	2	2
Cap, veh/h	1233	0
Arrive On Green	0.24	0.00
Sat Flow, veh/h	5253	0
Grp Volume(v), veh/h	1139	0
Grp Sat Flow(s),veh/h/ln	1695	0
Q Serve(g_s), s	35.0	0.0
Cycle Q Clear(g_c), s	35.0	0.0
Prop In Lane		0.00
Lane Grp Cap(c), veh/h	1233	0
V/C Ratio(X)	0.92	0.00
Avail Cap(c_a), veh/h	1303	0
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.67	0.00
Uniform Delay (d), s/veh	59.1	0.0
Incr Delay (d2), s/veh	7.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(95%),veh/ln	22.8	0.0
LnGrp Delay(d),s/veh	66.7	0.0
LnGrp LOS	E	
Approach Vol, veh/h	1471	
Approach Delay, s/veh	69.8	
Approach LOS	E	
Timer		

Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	1498	335	1	92	1689	108	0	157	25	179
Future Volume (vph)	1498	335	1	92	1689	108	0	157	25	179
Turn Type	NA	Free	custom	pm+pt	NA	Perm	NA	Split	NA	Perm
Protected Phases	6			5	2		4	3	3	
Permitted Phases		Free	5	2		4				3
Detector Phase	6		5	5	2	4	4	3	3	3
Switch Phase										
Minimum Initial (s)	10.0		4.0	4.0	10.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	30.0		10.0	10.0	30.0	25.0	25.0	12.0	12.0	12.0
Total Split (s)	76.0		18.0	18.0	94.0	25.0	25.0	41.0	41.0	41.0
Total Split (%)	47.5%		11.3%	11.3%	58.8%	15.6%	15.6%	25.6%	25.6%	25.6%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0	6.0		6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead	Lead		Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max		None	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 40 (25%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 5: NE 8th Avenue & Hallandale Beach Boulevard



Lane Group	EBT	EBR	WBL	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	1611	360	100	1816	202	98	98	192
v/c Ratio	0.54	0.23	0.50	0.53	0.83	0.61	0.60	0.80
Control Delay	7.4	0.0	28.4	4.3	60.3	83.9	83.1	55.9
Queue Delay	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.8	0.0	28.4	4.3	60.3	83.9	83.1	55.9
Queue Length 50th (ft)	87	0	18	95	106	106	106	95
Queue Length 95th (ft)	m167	m0	69	115	194	165	165	178
Internal Link Dist (ft)	530			580	224		217	
Turn Bay Length (ft)		125	110			100		100
Base Capacity (vph)	2997	1562	245	3441	267	367	373	416
Starvation Cap Reductn	702	0	0	207	0	0	0	0
Spillback Cap Reductn	0	0	0	43	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.23	0.41	0.56	0.76	0.27	0.26	0.46

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	1498	335	1	92	1689	0	108	0	80	157	25
Future Volume (vph)	0	1498	335	1	92	1689	0	108	0	80	157	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	4.0		6.0	6.0			6.0		6.0	6.0
Lane Util. Factor		0.91	1.00		1.00	0.91			1.00		0.95	0.95
Frpb, ped/bikes		1.00	0.99		1.00	1.00			1.00		1.00	1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00			0.99		1.00	1.00
Frt		1.00	0.85		1.00	1.00			0.94		1.00	1.00
Flt Protected		1.00	1.00		0.95	1.00			0.97		0.95	0.97
Satd. Flow (prot)		5085	1562		1770	5085			1683		1681	1708
Flt Permitted		1.00	1.00		0.10	1.00			0.77		0.95	0.97
Satd. Flow (perm)		5085	1562		183	5085			1324		1681	1708
Peak-hour factor, PHF	0.93	0.93	0.93	0.92	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	1611	360	1	99	1816	0	116	0	86	169	27
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	90	0	0	0
Lane Group Flow (vph)	0	1611	360	0	100	1816	0	0	112	0	98	98
Confl. Peds. (#/hr)	11		6		6		11	11				
Turn Type		NA	Free	custom	pm+pt	NA		Perm	NA		Split	NA
Protected Phases		6			5	2			4		3	3
Permitted Phases			Free	5	2			4				
Actuated Green, G (s)		94.3	160.0		108.3	108.3			18.4		15.3	15.3
Effective Green, g (s)		94.3	160.0		108.3	108.3			18.4		15.3	15.3
Actuated g/C Ratio		0.59	1.00		0.68	0.68			0.11		0.10	0.10
Clearance Time (s)		6.0			6.0	6.0			6.0		6.0	6.0
Vehicle Extension (s)		3.0			1.5	3.0			2.0		2.0	2.0
Lane Grp Cap (vph)		2996	1562		203	3441			152		160	163
v/s Ratio Prot		0.32			0.02	c0.36					0.06	0.06
v/s Ratio Perm			0.23		0.31				c0.08			
v/c Ratio		0.54	0.23		0.49	0.53			0.74		0.61	0.60
Uniform Delay, d1		19.7	0.0		14.0	13.0			68.4		69.5	69.4
Progression Factor		0.33	1.00		1.82	0.25			1.00		1.00	1.00
Incremental Delay, d2		0.1	0.0		0.6	0.5			14.6		4.8	4.2
Delay (s)		6.5	0.0		26.0	3.8			83.1		74.3	73.7
Level of Service		A	A		C	A			F		E	E
Approach Delay (s)		5.4				5.0			83.1			77.5
Approach LOS		A				A			F			E

Intersection Summary

HCM 2000 Control Delay	14.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

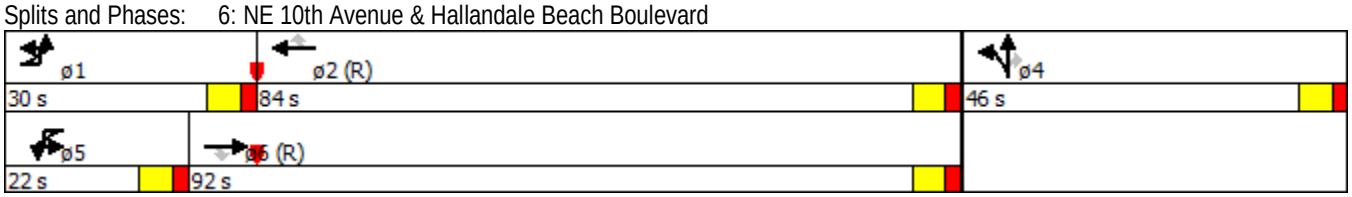
Movement	SBR
Lane Configurations	
Traffic Volume (vph)	179
Future Volume (vph)	179
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.0
Lane Util. Factor	1.00
Frpb, ped/bikes	0.95
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1511
Flt Permitted	1.00
Satd. Flow (perm)	1511
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	192
RTOR Reduction (vph)	92
Lane Group Flow (vph)	100
Confl. Peds. (#/hr)	11
Turn Type	Perm
Protected Phases	
Permitted Phases	3
Actuated Green, G (s)	15.3
Effective Green, g (s)	15.3
Actuated g/C Ratio	0.10
Clearance Time (s)	6.0
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	144
v/s Ratio Prot	
v/s Ratio Perm	c0.07
v/c Ratio	0.69
Uniform Delay, d1	70.1
Progression Factor	1.00
Incremental Delay, d2	11.0
Delay (s)	81.1
Level of Service	F
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Lane Configurations									
Traffic Volume (vph)	36	1624	84	111	1721	48	156	19	149
Future Volume (vph)	36	1624	84	111	1721	48	156	19	149
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4	
Permitted Phases			6			2			4
Detector Phase	1	6	6	5	2	2	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	6.0	6.0	6.0
Minimum Split (s)	11.0	34.0	34.0	11.0	34.0	34.0	44.0	44.0	44.0
Total Split (s)	30.0	92.0	92.0	22.0	84.0	84.0	46.0	46.0	46.0
Total Split (%)	18.8%	57.5%	57.5%	13.8%	52.5%	52.5%	28.8%	28.8%	28.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes			
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 44 (28%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 6: NE 10th Avenue & Hallandale Beach Boulevard



6: NE 10th Avenue & Hallandale Beach Boulevard

A.M. Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	70	1746	90	141	1851	52	94	94	160
v/c Ratio	0.59	0.47	0.08	0.60	0.49	0.04	0.67	0.66	0.70
Control Delay	87.2	4.1	0.9	101.9	12.2	0.7	93.1	91.9	41.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.2	4.1	0.9	101.9	12.2	0.7	93.1	91.9	41.4
Queue Length 50th (ft)	77	90	2	74	543	1	102	102	55
Queue Length 95th (ft)	m134	105	m5	m103	640	m6	166	166	135
Internal Link Dist (ft)		580			1236			328	
Turn Bay Length (ft)	150		50	390		85	170		
Base Capacity (vph)	265	3738	1138	343	3747	1157	420	425	475
Starvation Cap Reductn	0	147	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.49	0.08	0.41	0.49	0.04	0.22	0.22	0.34

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	29	36	1624	84	20	111	1721	48	156	19	149	0
Future Volume (vph)	29	36	1624	84	20	111	1721	48	156	19	149	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00	0.91	1.00		0.97	0.91	1.00	0.95	0.95	1.00	
Frpb, ped/bikes		1.00	1.00	0.96		1.00	1.00	0.97	1.00	1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	0.96	1.00	
Satd. Flow (prot)		1770	5085	1527		3433	5085	1534	1681	1703	1583	
Flt Permitted		0.95	1.00	1.00		0.95	1.00	1.00	0.95	0.96	1.00	
Satd. Flow (perm)		1770	5085	1527		3433	5085	1534	1681	1703	1583	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	31	39	1746	90	22	119	1851	52	168	20	160	0
RTOR Reduction (vph)	0	0	0	16	0	0	0	14	0	0	97	0
Lane Group Flow (vph)	0	70	1746	74	0	141	1851	38	94	94	63	0
Confl. Peds. (#/hr)		4		14		14		4	2			
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Split	NA	Perm	
Protected Phases	1	1	6		5	5	2		4	4		
Permitted Phases				6				2			4	
Actuated Green, G (s)		10.7	117.6	117.6		11.0	117.9	117.9	13.4	13.4	13.4	
Effective Green, g (s)		10.7	117.6	117.6		11.0	117.9	117.9	13.4	13.4	13.4	
Actuated g/C Ratio		0.07	0.73	0.73		0.07	0.74	0.74	0.08	0.08	0.08	
Clearance Time (s)		6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)		2.0	3.0	3.0		2.0	3.0	3.0	2.0	2.0	2.0	
Lane Grp Cap (vph)		118	3737	1122		236	3747	1130	140	142	132	
v/s Ratio Prot		0.04	0.34			c0.04	c0.36		c0.06	0.06		
v/s Ratio Perm				0.05				0.02			0.04	
v/c Ratio		0.59	0.47	0.07		0.60	0.49	0.03	0.67	0.66	0.48	
Uniform Delay, d1		72.5	8.6	5.9		72.3	8.7	5.7	71.2	71.1	70.0	
Progression Factor		0.97	0.41	0.26		1.30	1.25	1.00	1.00	1.00	1.00	
Incremental Delay, d2		4.6	0.4	0.1		2.0	0.4	0.0	9.5	8.6	1.0	
Delay (s)		74.9	3.9	1.6		96.2	11.2	5.7	80.7	79.7	70.9	
Level of Service		E	A	A		F	B	A	F	E	E	
Approach Delay (s)			6.4				17.0			76.0		
Approach LOS			A				B			E		

Intersection Summary

HCM 2000 Control Delay	17.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	63.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	0
Future Volume (vph)	0	0
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)		
Lane Util. Factor		
Frpb, ped/bikes		
Flpb, ped/bikes		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Peak-hour factor, PHF	0.93	0.93
Adj. Flow (vph)	0	0
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	0	0
Confl. Peds. (#/hr)		2
Turn Type		
Protected Phases		
Permitted Phases		
Actuated Green, G (s)		
Effective Green, g (s)		
Actuated g/C Ratio		
Clearance Time (s)		
Vehicle Extension (s)		
Lane Grp Cap (vph)		
v/s Ratio Prot		
v/s Ratio Perm		
v/c Ratio		
Uniform Delay, d1		
Progression Factor		
Incremental Delay, d2		
Delay (s)		
Level of Service		
Approach Delay (s)	0.0	
Approach LOS	A	

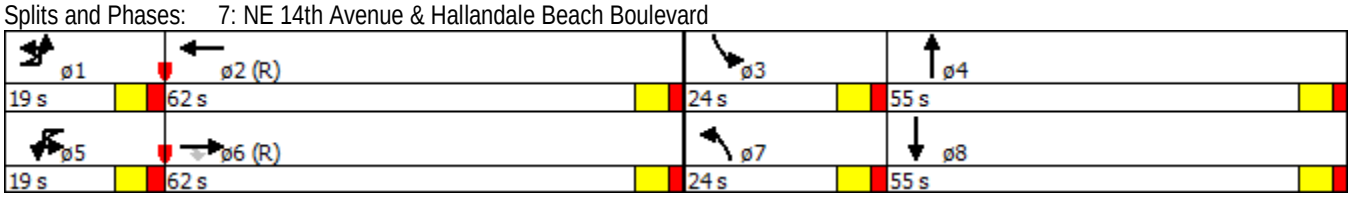
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	66	1388	216	48	1430	236	47	88	74
Future Volume (vph)	66	1388	216	48	1430	236	47	88	74
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	1	6		5	2	7	4	3	8
Permitted Phases			6						
Detector Phase	1	6	6	5	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	6.0	5.0	6.0
Minimum Split (s)	11.0	35.0	35.0	11.0	35.0	11.0	45.0	11.0	53.0
Total Split (s)	19.0	62.0	62.0	19.0	62.0	24.0	55.0	24.0	55.0
Total Split (%)	11.9%	38.8%	38.8%	11.9%	38.8%	15.0%	34.4%	15.0%	34.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 131 (82%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 7: NE 14th Avenue & Hallandale Beach Boulevard



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	62	66	1388	216	48	1430	33	236	47	29	88	74
Future Volume (veh/h)	62	66	1388	216	48	1430	33	236	47	29	88	74
Number		1	6	16	5	2	12	7	4	14	3	8
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.98	1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h		73	1525	99	53	1571	0	259	52	0	97	81
Adj No. of Lanes		1	3	1	1	3	0	2	1	0	1	1
Peak Hour Factor		0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		91	2965	907	67	2896	0	303	304	0	117	154
Arrive On Green		0.02	0.19	0.19	0.08	1.00	0.00	0.09	0.16	0.00	0.07	0.14
Sat Flow, veh/h		1774	5085	1556	1774	5253	0	3442	1863	0	1774	1091
Grp Volume(v), veh/h		73	1525	99	53	1571	0	259	52	0	97	0
Grp Sat Flow(s),veh/h/ln		1774	1695	1556	1774	1695	0	1721	1863	0	1774	0
Q Serve(g_s), s		6.6	43.0	8.4	4.7	0.0	0.0	11.9	3.8	0.0	8.6	0.0
Cycle Q Clear(g_c), s		6.6	43.0	8.4	4.7	0.0	0.0	11.9	3.8	0.0	8.6	0.0
Prop In Lane		1.00		1.00	1.00		0.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h		91	2965	907	67	2896	0	303	304	0	117	0
V/C Ratio(X)		0.80	0.51	0.11	0.79	0.54	0.00	0.85	0.17	0.00	0.83	0.00
Avail Cap(c_a), veh/h		144	2965	907	144	2896	0	387	570	0	200	0
HCM Platoon Ratio		0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.87	0.87	0.87	0.78	0.78	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh		77.8	44.3	30.3	73.3	0.0	0.0	72.0	57.7	0.0	73.8	0.0
Incr Delay (d2), s/veh		5.8	0.6	0.2	5.7	0.6	0.0	11.6	0.1	0.0	5.5	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		6.1	27.3	6.6	4.3	0.3	0.0	10.2	3.6	0.0	7.9	0.0
LnGrp Delay(d),s/veh		83.6	44.9	30.5	79.0	0.6	0.0	83.6	57.8	0.0	79.4	0.0
LnGrp LOS		F	D	C	E	A		F	E		E	
Approach Vol, veh/h			1697			1624			311			226
Approach Delay, s/veh			45.7			3.1			79.3			70.8
Approach LOS			D			A			E			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	97.1	16.6	32.1	12.1	99.3	20.1	28.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	56.0	18.0	49.0	13.0	56.0	18.0	49.0
Max Q Clear Time (g_c+I1), s	8.6	2.0	10.6	5.8	6.7	45.0	13.9	13.0
Green Ext Time (p_c), s	0.0	34.1	0.1	0.4	0.0	9.7	0.2	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	32.0
HCM 2010 LOS	C

Notes

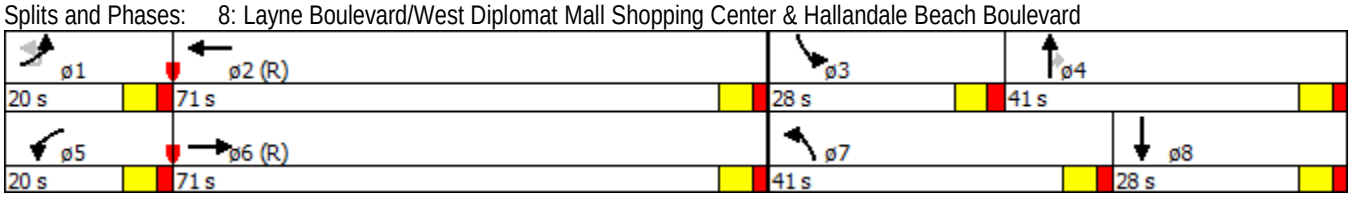
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	154
Future Volume (veh/h)	154
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.99
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	48
Adj No. of Lanes	0
Peak Hour Factor	0.91
Percent Heavy Veh, %	2
Cap, veh/h	91
Arrive On Green	0.14
Sat Flow, veh/h	646
Grp Volume(v), veh/h	129
Grp Sat Flow(s),veh/h/ln	1737
Q Serve(g_s), s	11.0
Cycle Q Clear(g_c), s	11.0
Prop In Lane	0.37
Lane Grp Cap(c), veh/h	245
V/C Ratio(X)	0.53
Avail Cap(c_a), veh/h	532
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	63.8
Incr Delay (d2), s/veh	0.7
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	9.1
LnGrp Delay(d),s/veh	64.4
LnGrp LOS	E
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lane Group	EBU	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	8	42	1102	45	1377	78	8	58	15	6
Future Volume (vph)	8	42	1102	45	1377	78	8	58	15	6
Turn Type	custom	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases		1	6	5	2	7	4		3	8
Permitted Phases	1							4		
Detector Phase	1	1	6	5	2	7	4	4	3	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	10.0	5.0	10.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	11.0	11.0	41.0	11.0	22.0	11.0	38.0	38.0	11.0	22.0
Total Split (s)	20.0	20.0	71.0	20.0	71.0	41.0	41.0	41.0	28.0	28.0
Total Split (%)	12.5%	12.5%	44.4%	12.5%	44.4%	25.6%	25.6%	25.6%	17.5%	17.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 120 (75%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 8: Layne Boulevard/West Diplomat Mall Shopping Center & Hallandale Beach Boulevard



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	8	42	1102	55	45	1377	17	78	8	58	15	6
Future Volume (veh/h)	8	42	1102	55	45	1377	17	78	8	58	15	6
Number		1	6	16	5	2	12	7	4	14	3	8
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h		49	1281	0	52	1601	0	91	9	0	17	7
Adj No. of Lanes		1	3	0	1	3	0	1	1	1	1	1
Peak Hour Factor		0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		63	3451	0	66	3461	0	111	219	186	29	133
Arrive On Green		0.07	1.00	0.00	0.07	1.00	0.00	0.06	0.12	0.00	0.02	0.07
Sat Flow, veh/h		1774	5253	0	1774	5253	0	1774	1863	1583	1774	1863
Grp Volume(v), veh/h		49	1281	0	52	1601	0	91	9	0	17	7
Grp Sat Flow(s),veh/h/ln		1774	1695	0	1774	1695	0	1774	1863	1583	1774	1863
Q Serve(g_s), s		4.3	0.0	0.0	4.6	0.0	0.0	8.1	0.7	0.0	1.5	0.6
Cycle Q Clear(g_c), s		4.3	0.0	0.0	4.6	0.0	0.0	8.1	0.7	0.0	1.5	0.6
Prop In Lane		1.00		0.00	1.00		0.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h		63	3451	0	66	3461	0	111	219	186	29	133
V/C Ratio(X)		0.78	0.37	0.00	0.79	0.46	0.00	0.82	0.04	0.00	0.58	0.05
Avail Cap(c_a), veh/h		155	3451	0	155	3461	0	388	407	346	244	256
HCM Platoon Ratio		2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.82	0.82	0.00	0.91	0.91	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		73.8	0.0	0.0	73.4	0.0	0.0	74.1	62.6	0.0	78.1	69.2
Incr Delay (d2), s/veh		6.4	0.3	0.0	6.8	0.4	0.0	5.6	0.0	0.0	6.5	0.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		4.0	0.1	0.0	4.3	0.2	0.0	7.5	0.6	0.0	1.4	0.5
LnGrp Delay(d),s/veh		80.2	0.3	0.0	80.2	0.4	0.0	79.7	62.6	0.0	84.6	69.3
LnGrp LOS		F	A		F	A		E	E		F	E
Approach Vol, veh/h			1330			1653			100			24
Approach Delay, s/veh			3.2			2.9			78.2			80.1
Approach LOS			A			A			E			F

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	114.9	8.7	24.8	12.0	114.6	16.0	17.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	14.0	65.0	22.0	35.0	14.0	65.0	35.0	22.0
Max Q Clear Time (g_c+I1), s	6.3	2.0	3.5	2.7	6.6	2.0	10.1	2.6
Green Ext Time (p_c), s	0.0	45.6	0.0	0.0	0.0	45.6	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	6.1
HCM 2010 LOS	A

Notes

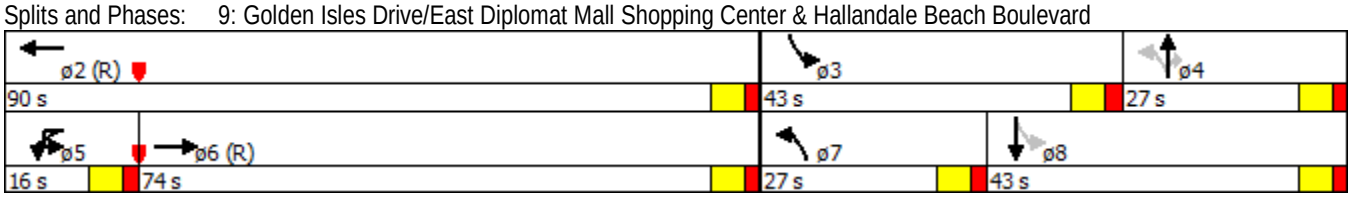
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	34
Future Volume (veh/h)	34
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Adj No. of Lanes	0
Peak Hour Factor	0.86
Percent Heavy Veh, %	2
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	1122	22	1159	206	18	69	39	8
Future Volume (vph)	1122	22	1159	206	18	69	39	8
Turn Type	NA	Prot	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	6	5	2	7	4		3	8
Permitted Phases				4		4	8	
Detector Phase	6	5	2	7	4	4	3	8
Switch Phase								
Minimum Initial (s)	10.0	5.0	10.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	32.0	11.0	22.0	10.0	27.0	27.0	10.0	22.0
Total Split (s)	74.0	16.0	90.0	27.0	27.0	27.0	43.0	43.0
Total Split (%)	46.3%	10.0%	56.3%	16.9%	16.9%	16.9%	26.9%	26.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 115 (72%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 9: Golden Isles Drive/East Diplomat Mall Shopping Center & Hallandale Beach Boulevard



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	1122	67	17	22	1159	37	206	18	69	39	8
Future Volume (veh/h)	0	1122	67	17	22	1159	37	206	18	69	39	8
Number	1	6	16		5	2	12	7	4	14	3	8
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99		1.00		1.00	0.94		0.97	0.91	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900		1863	1863	1900	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	0	1233	1		24	1274	0	226	20	24	43	9
Adj No. of Lanes	0	3	0		1	3	0	1	1	1	1	1
Peak Hour Factor	0.91	0.91	0.91		0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	2	2		2	2	2	2	2	2	2	2
Cap, veh/h	0	3473	3		36	3661	0	319	255	211	144	59
Arrive On Green	0.00	1.00	1.00		0.04	1.00	0.00	0.13	0.14	0.14	0.03	0.04
Sat Flow, veh/h	0	5416	4		1774	5253	0	1774	1863	1542	1774	1627
Grp Volume(v), veh/h	0	797	437		24	1274	0	226	20	24	43	0
Grp Sat Flow(s),veh/h/ln	0	1695	1862		1774	1695	0	1774	1863	1542	1774	0
Q Serve(g_s), s	0.0	0.0	0.0		2.1	0.0	0.0	19.2	1.5	2.2	3.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0		2.1	0.0	0.0	19.2	1.5	2.2	3.7	0.0
Prop In Lane	0.00		0.00		1.00		0.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	0	2244	1232		36	3661	0	319	255	211	144	0
V/C Ratio(X)	0.00	0.35	0.35		0.66	0.35	0.00	0.71	0.08	0.11	0.30	0.00
Avail Cap(c_a), veh/h	0	2244	1232		111	3661	0	319	255	211	500	0
HCM Platoon Ratio	1.00	2.00	2.00		2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.94	0.94		0.92	0.92	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0		76.2	0.0	0.0	61.7	60.2	60.5	71.4	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.8		6.8	0.2	0.0	6.1	0.0	0.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.2	0.5		2.0	0.1	0.0	15.1	1.4	1.7	3.3	0.0
LnGrp Delay(d),s/veh	0.0	0.4	0.8		82.9	0.2	0.0	67.8	60.3	60.6	71.8	0.0
LnGrp LOS		A	A		F	A		E	E	E	E	
Approach Vol, veh/h		1234				1298			270			53
Approach Delay, s/veh		0.5				1.8			66.6			72.4
Approach LOS		A				A			E			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s		121.2	10.9	27.9	9.3	111.9	27.0	11.8
Change Period (Y+Rc), s		6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s		84.0	37.0	21.0	10.0	68.0	21.0	37.0
Max Q Clear Time (g_c+I1), s		2.0	5.7	4.2	4.1	2.0	21.2	2.9
Green Ext Time (p_c), s		41.7	0.0	0.1	0.0	37.6	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	8.7
HCM 2010 LOS	A

Notes

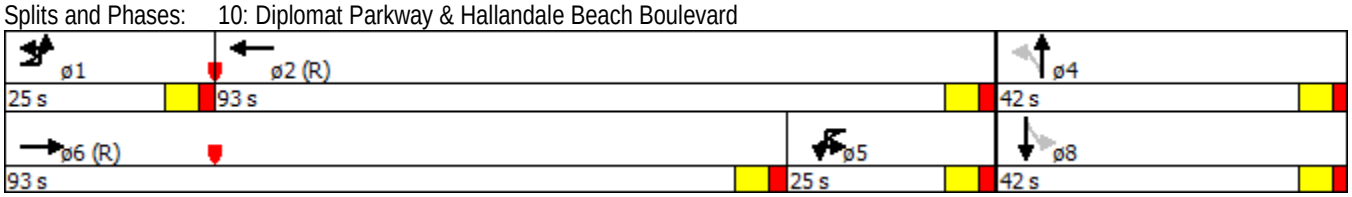
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	41
Future Volume (veh/h)	41
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.90
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	1
Adj No. of Lanes	0
Peak Hour Factor	0.91
Percent Heavy Veh, %	2
Cap, veh/h	7
Arrive On Green	0.04
Sat Flow, veh/h	181
Grp Volume(v), veh/h	10
Grp Sat Flow(s),veh/h/ln	1808
Q Serve(g_s), s	0.9
Cycle Q Clear(g_c), s	0.9
Prop In Lane	0.10
Lane Grp Cap(c), veh/h	66
V/C Ratio(X)	0.15
Avail Cap(c_a), veh/h	418
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	74.7
Incr Delay (d2), s/veh	0.4
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	0.8
LnGrp Delay(d),s/veh	75.1
LnGrp LOS	E
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	40	1199	12	1282	3	0	57	59
Future Volume (vph)	40	1199	12	1282	3	0	57	59
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	1	6	5	2		4		8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	31.0	11.0	31.0	40.0	40.0	40.0	40.0
Total Split (s)	25.0	93.0	25.0	93.0	42.0	42.0	42.0	42.0
Total Split (%)	15.6%	58.1%	15.6%	58.1%	26.3%	26.3%	26.3%	26.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 118 (74%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 10: Diplomat Parkway & Hallandale Beach Boulevard



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	14	40	1199	13	12	1282	59	3	0	14	57	59
Future Volume (veh/h)	14	40	1199	13	12	1282	59	3	0	14	57	59
Number		1	6	16	5	2	12	7	4	14	3	8
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	0.99		0.99	0.99	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863
Adj Flow Rate, veh/h		45	1362	0	14	1457	0	3	0	1	65	67
Adj No. of Lanes		1	3	0	1	3	0	0	1	0	1	1
Peak Hour Factor		0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		58	2765	0	477	3968	0	81	6	16	155	139
Arrive On Green		0.07	1.00	0.00	0.09	0.26	0.00	0.07	0.00	0.07	0.07	0.07
Sat Flow, veh/h		1774	5253	0	1774	5253	0	553	74	209	1397	1863
Grp Volume(v), veh/h		45	1362	0	14	1457	0	4	0	0	65	67
Grp Sat Flow(s),veh/h/ln		1774	1695	0	1774	1695	0	837	0	0	1397	1863
Q Serve(g_s), s		4.0	0.0	0.0	1.2	37.6	0.0	0.0	0.0	0.0	1.0	5.5
Cycle Q Clear(g_c), s		4.0	0.0	0.0	1.2	37.6	0.0	5.5	0.0	0.0	6.5	5.5
Prop In Lane		1.00		0.00	1.00		0.00	0.75		0.25	1.00	
Lane Grp Cap(c), veh/h		58	2765	0	477	3968	0	102	0	0	155	139
V/C Ratio(X)		0.78	0.49	0.00	0.03	0.37	0.00	0.04	0.00	0.00	0.42	0.48
Avail Cap(c_a), veh/h		211	2765	0	477	3968	0	308	0	0	365	419
HCM Platoon Ratio		2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.93	0.93	0.00	0.93	0.93	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		74.2	0.0	0.0	53.8	27.0	0.0	68.7	0.0	0.0	71.5	71.0
Incr Delay (d2), s/veh		7.6	0.6	0.0	0.0	0.2	0.0	0.1	0.0	0.0	0.7	1.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		3.7	0.3	0.0	1.0	24.5	0.0	0.3	0.0	0.0	5.1	5.2
LnGrp Delay(d),s/veh		81.8	0.6	0.0	53.8	27.3	0.0	68.8	0.0	0.0	72.1	72.0
LnGrp LOS		F	A		D	C		E			E	E
Approach Vol, veh/h			1407			1471			4			132
Approach Delay, s/veh			3.2			27.5			68.8			72.1
Approach LOS			A			C			E			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.2	130.8		18.0	49.0	93.0		18.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	19.0	87.0		36.0	19.0	87.0		36.0
Max Q Clear Time (g_c+I1), s	6.0	39.6		7.5	3.2	2.0		8.5
Green Ext Time (p_c), s	0.0	10.1		0.3	7.1	9.2		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	18.2
HCM 2010 LOS	B

Notes

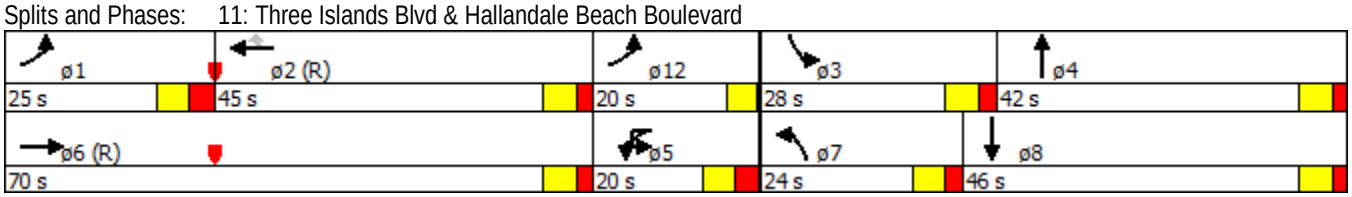
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	55
Future Volume (veh/h)	55
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Adj No. of Lanes	0
Peak Hour Factor	0.88
Percent Heavy Veh, %	2
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	ø1	ø12
Lane Configurations											
Traffic Volume (vph)	275	1048	2	980	133	2	0	316	4		
Future Volume (vph)	275	1048	2	980	133	2	0	316	4		
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA		
Protected Phases	1 12	6	5	2		7	4	3	8	1	12
Permitted Phases					2						
Detector Phase	1 12	6	5	2	2	7	4	3	8		
Switch Phase											
Minimum Initial (s)		10.0	5.0	10.0	10.0	5.0	6.0	5.0	6.0	5.0	4.0
Minimum Split (s)		42.0	12.0	42.0	42.0	11.0	42.0	11.0	44.0	12.0	20.0
Total Split (s)		70.0	20.0	45.0	45.0	24.0	42.0	28.0	46.0	25.0	20.0
Total Split (%)		43.8%	12.5%	28.1%	28.1%	15.0%	26.3%	17.5%	28.8%	16%	13%
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.5
All-Red Time (s)		2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0	0.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)		6.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag		Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode		C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 76 (48%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 11: Three Islands Blvd & Hallandale Beach Boulevard



11: Three Islands Blvd & Hallandale Beach Boulevard

A.M. Peak

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	299	1144	38	1065	145	2	4	343	409
v/c Ratio	0.70	0.33	0.31	0.37	0.17	0.04	0.02	0.83	0.73
Control Delay	47.2	14.6	73.9	20.3	2.5	76.5	0.2	85.8	13.0
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	47.2	14.8	73.9	20.3	2.5	76.5	0.2	85.8	13.1
Queue Length 50th (ft)	129	112	39	191	0	2	0	182	4
Queue Length 95th (ft)	120	327	m80	334	30	13	0	237	102
Internal Link Dist (ft)		445		2125			478		932
Turn Bay Length (ft)	170		220		700			440	
Base Capacity (vph)	665	3418	143	2845	863	199	471	474	688
Starvation Cap Reductn	0	1214	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	212	0	0	0	0	22
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.52	0.27	0.40	0.17	0.01	0.01	0.72	0.61

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	275	1048	5	33	2	980	133	2	0	4	316	4
Future Volume (vph)	275	1048	5	33	2	980	133	2	0	4	316	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.0			7.0	6.0	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	0.97	0.91			1.00	0.91	1.00	1.00	1.00		0.97	1.00
Frpb, ped/bikes	1.00	1.00			1.00	1.00	0.90	1.00	0.98		1.00	0.97
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00			1.00	1.00	0.85	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00			0.95	1.00	1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)	3433	5080			1770	5085	1420	1770	1554		3433	1540
Flt Permitted	0.95	1.00			0.95	1.00	1.00	0.95	1.00		0.95	1.00
Satd. Flow (perm)	3433	5080			1770	5085	1420	1770	1554		3433	1540
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	299	1139	5	36	2	1065	145	2	0	4	343	4
RTOR Reduction (vph)	0	0	0	0	0	0	70	0	4	0	0	348
Lane Group Flow (vph)	299	1144	0	0	38	1065	75	2	0	0	343	61
Confl. Peds. (#/hr)	70		31		31		70	14		5	5	
Turn Type	Prot	NA		Prot	Prot	NA	Perm	Prot	NA		Prot	NA
Protected Phases	1 12	6		5	5	2		7	4		3	8
Permitted Phases							2					
Actuated Green, G (s)	24.3	101.5			10.1	83.3	83.3	1.0	4.1		19.3	22.4
Effective Green, g (s)	24.3	101.5			10.1	83.3	83.3	1.0	4.1		19.3	22.4
Actuated g/C Ratio	0.15	0.63			0.06	0.52	0.52	0.01	0.03		0.12	0.14
Clearance Time (s)		6.0			7.0	6.0	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)		3.0			1.5	3.0	3.0	1.5	2.0		1.5	2.0
Lane Grp Cap (vph)	521	3222			111	2647	739	11	39		414	215
v/s Ratio Prot	c0.09	0.23			0.02	c0.21		0.00	0.00		c0.10	c0.04
v/s Ratio Perm							0.05					
v/c Ratio	0.57	0.36			0.34	0.40	0.10	0.18	0.00		0.83	0.28
Uniform Delay, d1	63.0	13.8			71.8	23.3	19.4	79.1	76.0		68.7	61.6
Progression Factor	0.94	1.07			0.96	0.90	0.66	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.9	0.3			0.7	0.5	0.3	2.9	0.0		12.3	0.3
Delay (s)	59.9	15.1			69.8	21.5	13.0	82.0	76.0		81.0	61.9
Level of Service	E	B			E	C	B	F	E		F	E
Approach Delay (s)		24.4				22.0			78.0			70.6
Approach LOS		C				C			E			E

Intersection Summary

HCM 2000 Control Delay	33.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	29.0
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

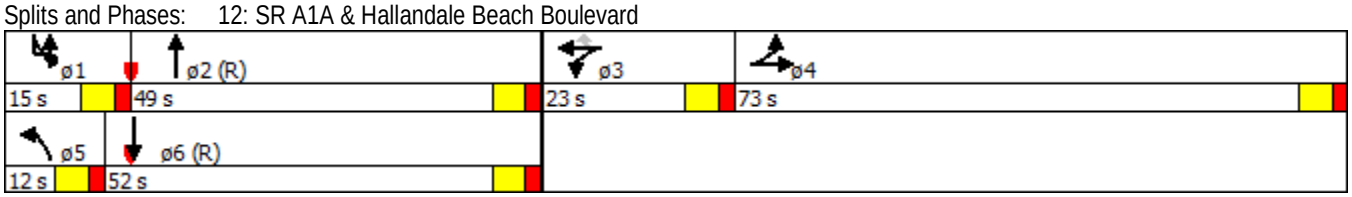
Movement	SBR
Lane Configurations	
Traffic Volume (vph)	373
Future Volume (vph)	373
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	405
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	14
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	477	79	737	94	36	31	402	11	24	730	475
Future Volume (vph)	477	79	737	94	36	31	402	11	24	730	475
Turn Type	Split	NA	Free	NA	Perm	Prot	NA	Free	Prot	NA	Free
Protected Phases	4	4		3		5	2		1	6	
Permitted Phases			Free		3			Free			Free
Detector Phase	4	4		3	3	5	2		1	6	
Switch Phase											
Minimum Initial (s)	15.0	15.0		7.0	7.0	6.0	7.0		5.0	5.0	
Minimum Split (s)	39.0	39.0		22.0	22.0	12.0	43.0		11.0	43.0	
Total Split (s)	73.0	73.0		23.0	23.0	12.0	49.0		15.0	52.0	
Total Split (%)	45.6%	45.6%		14.4%	14.4%	7.5%	30.6%		9.4%	32.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	C-Max		None	C-Max	

Intersection Summary

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

Splits and Phases: 12: SR A1A & Hallandale Beach Boulevard



12: SR A1A & Hallandale Beach Boulevard

A.M. Peak

Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	276	342	819	112	40	34	447	12	50	811	528
v/c Ratio	0.63	0.77	0.53	0.79	0.19	0.39	0.27	0.01	0.53	0.48	0.34
Control Delay	43.8	51.3	6.3	107.4	1.9	86.1	29.3	0.0	93.2	32.7	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.8	51.3	6.3	107.4	1.9	86.1	29.3	0.0	93.2	32.7	0.6
Queue Length 50th (ft)	302	385	220	117	0	35	150	0	52	306	0
Queue Length 95th (ft)	172	206	382	185	0	74	241	0	99	457	0
Internal Link Dist (ft)		2125		300			718			465	
Turn Bay Length (ft)						450		175	200		190
Base Capacity (vph)	703	714	1549	197	259	87	1677	1501	109	1695	1538
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.48	0.53	0.57	0.15	0.39	0.27	0.01	0.46	0.48	0.34

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	477	79	737	7	94	36	31	402	11	21	24	730
Future Volume (vph)	477	79	737	7	94	36	31	402	11	21	24	730
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0		6.0	6.0	6.0	6.0	4.0		6.0	6.0
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00	1.00	0.95	1.00		1.00	0.95
Frpb, ped/bikes	1.00	1.00	0.98		1.00	1.00	1.00	1.00	0.95		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85		1.00	1.00
Flt Protected	0.95	0.96	1.00		1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1681	1706	1549		1856	1583	1770	3539	1501		1770	3539
Flt Permitted	0.95	0.96	1.00		1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1681	1706	1549		1856	1583	1770	3539	1501		1770	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	530	88	819	8	104	40	34	447	12	23	27	811
RTOR Reduction (vph)	0	0	0	0	0	37	0	0	0	0	0	0
Lane Group Flow (vph)	276	342	819	0	112	3	34	447	12	0	50	811
Confl. Peds. (#/hr)			32	32			56		65		65	
Turn Type	Split	NA	Free	Split	NA	Perm	Prot	NA	Free	Prot	Prot	NA
Protected Phases	4	4		3	3		5	2		1	1	6
Permitted Phases			Free			3			Free			
Actuated Green, G (s)	41.7	41.7	160.0		12.2	12.2	6.7	74.6	160.0		7.5	75.4
Effective Green, g (s)	41.7	41.7	160.0		12.2	12.2	6.7	74.6	160.0		7.5	75.4
Actuated g/C Ratio	0.26	0.26	1.00		0.08	0.08	0.04	0.47	1.00		0.05	0.47
Clearance Time (s)	6.0	6.0			6.0	6.0	6.0	6.0			6.0	6.0
Vehicle Extension (s)	5.0	5.0			0.2	0.2	2.0	0.2			1.5	1.5
Lane Grp Cap (vph)	438	444	1549		141	120	74	1650	1501		82	1667
v/s Ratio Prot	0.16	c0.20			c0.06		0.02	0.13			0.03	0.23
v/s Ratio Perm			c0.53			0.00			0.01			
v/c Ratio	0.63	0.77	0.53		0.79	0.03	0.46	0.27	0.01		0.61	0.49
Uniform Delay, d1	52.3	54.7	0.0		72.7	68.4	74.9	26.1	0.0		74.8	29.0
Progression Factor	0.73	0.74	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	3.8	8.7	1.2		24.2	0.0	1.6	0.4	0.0		8.5	1.0
Delay (s)	42.1	49.4	1.2		96.9	68.4	76.5	26.5	0.0		83.3	30.0
Level of Service	D	D	A		F	E	E	C	A		F	C
Approach Delay (s)		20.5			89.4			29.3				20.8
Approach LOS		C			F			C				C

Intersection Summary

HCM 2000 Control Delay	24.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	81.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	475
Future Volume (vph)	475
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frpb, ped/bikes	0.97
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1538
Flt Permitted	1.00
Satd. Flow (perm)	1538
Peak-hour factor, PHF	0.90
Adj. Flow (vph)	528
RTOR Reduction (vph)	0
Lane Group Flow (vph)	528
Confl. Peds. (#/hr)	56
Turn Type	Free
Protected Phases	
Permitted Phases	Free
Actuated Green, G (s)	160.0
Effective Green, g (s)	160.0
Actuated g/C Ratio	1.00
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	1538
v/s Ratio Prot	
v/s Ratio Perm	0.34
v/c Ratio	0.34
Uniform Delay, d1	0.0
Progression Factor	1.00
Incremental Delay, d2	0.6
Delay (s)	0.6
Level of Service	A
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	7	0	54	0	0	0	0	0	19	135	0
Future Vol, veh/h	0	7	0	54	0	0	0	0	0	19	135	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	0	59	0	0	0	0	0	21	147	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.7	0	8.5
HCM LOS	A	-	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	11%	0%	0%
Vol Thru, %	88%	0%	100%	92%
Vol Right, %	0%	89%	0%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	154	61	0	247
LT Vol	19	7	0	0
Through Vol	135	0	0	228
RT Vol	0	54	0	19
Lane Flow Rate	167	66	0	268
Geometry Grp	1	1	1	1
Degree of Util (X)	0.199	0.08	0	0.308
Departure Headway (Hd)	4.384	4.37	4.971	4.132
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	824	825	0	856
Service Time	2.384	2.37	2.975	2.218
HCM Lane V/C Ratio	0.203	0.08	0	0.313
HCM Control Delay	8.5	7.7	8	9.1
HCM Lane LOS	A	A	N	A
HCM 95th-tile Q	0.7	0.3	0	1.3

Intersection

Intersection Delay, s/veh
Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	228	19
Future Vol, veh/h	0	0	228	19
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	248	21
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.1
HCM LOS	A

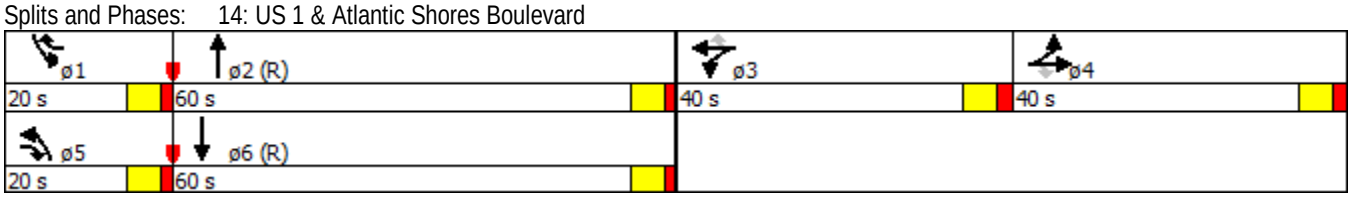
Lane

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	2	108	7	164	41	198	11	880	139	1368
Future Volume (vph)	2	108	7	164	41	198	11	880	139	1368
Turn Type	Split	NA	pm+ov	Split	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	4	4	5	3	3	1	5	2	1	6
Permitted Phases			4			3				
Detector Phase	4	4	5	3	3	1	5	2	1	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	4.0	6.0	6.0	4.0	4.0	10.0	4.0	10.0
Minimum Split (s)	39.0	39.0	11.0	39.0	39.0	11.0	11.0	34.5	11.0	34.5
Total Split (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	60.0	20.0	60.0
Total Split (%)	25.0%	25.0%	12.5%	25.0%	25.0%	12.5%	12.5%	37.5%	12.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.5	6.0	6.0	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 59 (37%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 14: US 1 & Atlantic Shores Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	2	119	8	180	45	218	12	1032	153	1505
v/c Ratio	0.01	0.71	0.03	0.79	0.19	0.45	0.12	0.52	0.65	0.68
Control Delay	62.0	92.0	0.3	90.3	61.7	6.2	114.6	19.2	90.3	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.0	92.0	0.3	90.3	61.7	6.2	114.6	19.2	90.3	16.9
Queue Length 50th (ft)	2	129	0	185	43	0	7	457	85	335
Queue Length 95th (ft)	11	198	0	263	80	47	m10	620	m119	665
Internal Link Dist (ft)		215			2534			3214		591
Turn Bay Length (ft)				210		200	190		190	
Base Capacity (vph)	357	376	342	376	395	519	311	1971	311	2219
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	34
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.32	0.02	0.48	0.11	0.42	0.04	0.52	0.49	0.69

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	108	7	164	41	198	11	880	59	139	1368	2
Future Volume (vph)	2	108	7	164	41	198	11	880	59	139	1368	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	5.5	6.0	6.0	5.5	5.5	5.5		5.5	5.5	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95		0.97	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1770	1552	1770	1863	1568	3433	3495		3433	3538	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1770	1552	1770	1863	1568	3433	3495		3433	3538	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2	119	8	180	45	218	12	967	65	153	1503	2
RTOR Reduction (vph)	0	0	7	0	0	175	0	2	0	0	0	0
Lane Group Flow (vph)	2	119	1	180	45	43	12	1030	0	153	1505	0
Confl. Peds. (#/hr)	2		8	8		2	11		10	10		11
Turn Type	Split	NA	pm+ov	Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	4	4	5	3	3	1	5	2		1	6	
Permitted Phases			4			3						
Actuated Green, G (s)	15.2	15.2	18.2	20.7	20.7	31.7	3.0	90.1		11.0	98.1	
Effective Green, g (s)	15.2	15.2	18.2	20.7	20.7	31.7	3.0	90.1		11.0	98.1	
Actuated g/C Ratio	0.09	0.09	0.11	0.13	0.13	0.20	0.02	0.56		0.07	0.61	
Clearance Time (s)	6.0	6.0	5.5	6.0	6.0	5.5	5.5	5.5		5.5	5.5	
Vehicle Extension (s)	2.0	2.0	1.5	2.0	2.0	1.5	1.5	3.0		1.5	3.0	
Lane Grp Cap (vph)	159	168	176	228	241	310	64	1968		236	2169	
v/s Ratio Prot	0.00	c0.07	0.00	c0.10	0.02	0.01	0.00	0.29		c0.04	c0.43	
v/s Ratio Perm			0.00			0.02						
v/c Ratio	0.01	0.71	0.01	0.79	0.19	0.14	0.19	0.52		0.65	0.69	
Uniform Delay, d1	65.6	70.2	62.9	67.5	62.1	52.9	77.3	21.6		72.6	20.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.49	0.77		1.10	0.69	
Incremental Delay, d2	0.0	10.6	0.0	15.3	0.1	0.1	0.4	0.9		3.8	1.6	
Delay (s)	65.6	80.8	62.9	82.8	62.3	53.0	115.5	17.6		83.7	16.0	
Level of Service	E	F	E	F	E	D	F	B		F	B	
Approach Delay (s)		79.5			66.1			18.8			22.3	
Approach LOS		E			E			B			C	

Intersection Summary

HCM 2000 Control Delay	29.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	71.9%	ICU Level of Service	C
Analysis Period (min)	15		

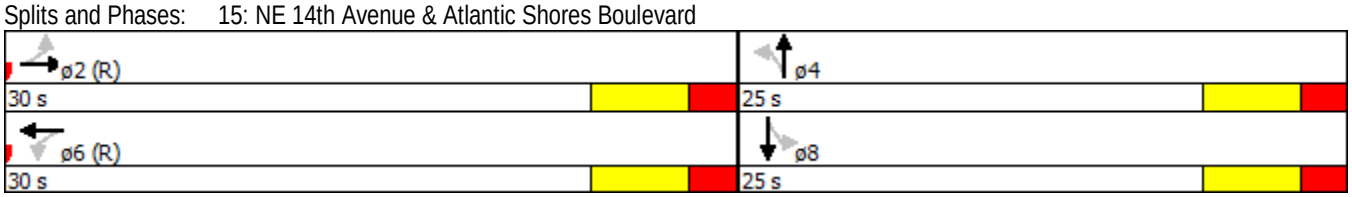
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	20	239	25	339	23	103	125	132
Future Volume (vph)	20	239	25	339	23	103	125	132
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		4		8
Permitted Phases	2		6		4		8	
Detector Phase	2	2	6	6	4	4	8	8
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	25.0	25.0	25.0	25.0
Total Split (%)	54.5%	54.5%	54.5%	54.5%	45.5%	45.5%	45.5%	45.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 55
Actuated Cycle Length: 55
Offset: 30 (55%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 15: NE 14th Avenue & Atlantic Shores Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	239	47	25	339	145	23	103	27	125	132	41
Future Volume (veh/h)	20	239	47	25	339	145	23	103	27	125	132	41
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	0.99		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	22	266	0	28	377	0	26	114	0	139	147	2
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	701	1069	0	684	1069	0	302	388	0	329	381	5
Arrive On Green	0.57	0.57	0.00	1.00	1.00	0.00	0.21	0.21	0.00	0.21	0.21	0.21
Sat Flow, veh/h	993	1863	0	1100	1863	0	1231	1863	0	1269	1833	25
Grp Volume(v), veh/h	22	266	0	28	377	0	26	114	0	139	0	149
Grp Sat Flow(s),veh/h/ln	993	1863	0	1100	1863	0	1231	1863	0	1269	0	1858
Q Serve(g_s), s	0.5	3.9	0.0	0.2	0.0	0.0	1.0	2.8	0.0	5.7	0.0	3.8
Cycle Q Clear(g_c), s	0.5	3.9	0.0	4.1	0.0	0.0	4.8	2.8	0.0	8.5	0.0	3.8
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	701	1069	0	684	1069	0	302	388	0	329	0	387
V/C Ratio(X)	0.03	0.25	0.00	0.04	0.35	0.00	0.09	0.29	0.00	0.42	0.00	0.39
Avail Cap(c_a), veh/h	701	1069	0	684	1069	0	471	643	0	504	0	642
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.00	0.87	0.87	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.1	5.8	0.0	0.3	0.0	0.0	20.8	18.4	0.0	22.0	0.0	18.8
Incr Delay (d2), s/veh	0.1	0.4	0.0	0.1	0.8	0.0	0.0	0.2	0.0	0.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	3.8	0.0	0.1	0.4	0.0	0.6	2.7	0.0	3.6	0.0	3.5
LnGrp Delay(d),s/veh	5.2	6.2	0.0	0.4	0.8	0.0	20.9	18.5	0.0	22.3	0.0	19.0
LnGrp LOS	A	A		A	A		C	B		C		B
Approach Vol, veh/h		288			405			140			288	
Approach Delay, s/veh		6.1			0.8			19.0			20.6	
Approach LOS		A			A			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		37.6		17.4		37.6		17.4
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		24.0		19.0		24.0		19.0
Max Q Clear Time (g_c+I1), s		5.9		6.8		6.1		10.5
Green Ext Time (p_c), s		2.8		0.8		2.8		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	9.5
HCM 2010 LOS	A

16: Diplomat Parkway & Atlantic Shores Boulevard

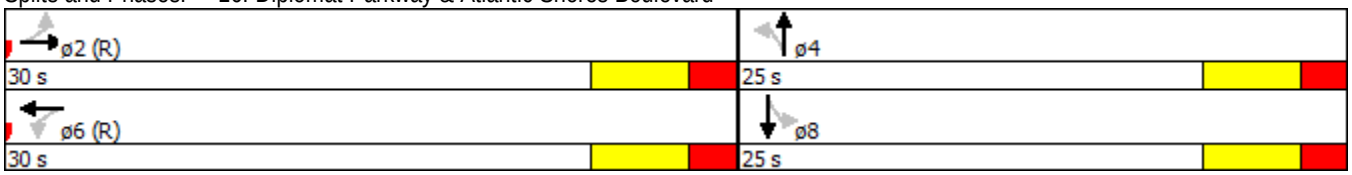
A.M. Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	6	326	26	466	23	32	55	80
Future Volume (vph)	6	326	26	466	23	32	55	80
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		4		8
Permitted Phases	2		6		4		8	
Detector Phase	2	2	6	6	4	4	8	8
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	25.0	25.0	25.0	25.0
Total Split (%)	54.5%	54.5%	54.5%	54.5%	45.5%	45.5%	45.5%	45.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 55
Actuated Cycle Length: 55
Offset: 24 (44%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 16: Diplomat Parkway & Atlantic Shores Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	326	65	26	466	89	23	32	16	55	80	19
Future Volume (veh/h)	6	326	65	26	466	89	23	32	16	55	80	19
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.99		1.00	0.99		1.00	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	7	379	0	30	542	0	27	37	0	64	93	0
Adj No. of Lanes	1	2	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	584	2357	0	790	1240	0	221	216	0	263	216	0
Arrive On Green	1.00	1.00	0.00	0.67	0.67	0.00	0.12	0.12	0.00	0.12	0.12	0.00
Sat Flow, veh/h	858	3632	0	990	1863	0	1291	1863	0	1350	1863	0
Grp Volume(v), veh/h	7	379	0	30	542	0	27	37	0	64	93	0
Grp Sat Flow(s),veh/h/ln	858	1770	0	990	1863	0	1291	1863	0	1350	1863	0
Q Serve(g_s), s	0.1	0.0	0.0	0.6	7.5	0.0	1.1	1.0	0.0	2.5	2.6	0.0
Cycle Q Clear(g_c), s	7.6	0.0	0.0	0.6	7.5	0.0	3.6	1.0	0.0	3.5	2.6	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	584	2357	0	790	1240	0	221	216	0	263	216	0
V/C Ratio(X)	0.01	0.16	0.00	0.04	0.44	0.00	0.12	0.17	0.00	0.24	0.43	0.00
Avail Cap(c_a), veh/h	584	2357	0	790	1240	0	517	643	0	573	643	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.8	0.0	0.0	3.2	4.3	0.0	24.3	21.9	0.0	23.5	22.6	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.1	1.1	0.0	0.1	0.1	0.0	0.2	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.1	0.0	0.3	7.5	0.0	0.7	0.9	0.0	1.7	2.4	0.0
LnGrp Delay(d),s/veh	0.8	0.1	0.0	3.3	5.4	0.0	24.4	22.1	0.0	23.7	23.1	0.0
LnGrp LOS	A	A		A	A		C	C		C	C	
Approach Vol, veh/h		386			572			64			157	
Approach Delay, s/veh		0.1			5.3			23.1			23.3	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		42.6		12.4		42.6		12.4
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		24.0		19.0		24.0		19.0
Max Q Clear Time (g_c+I1), s		9.6		5.6		9.5		5.5
Green Ext Time (p_c), s		3.9		0.4		3.9		0.4

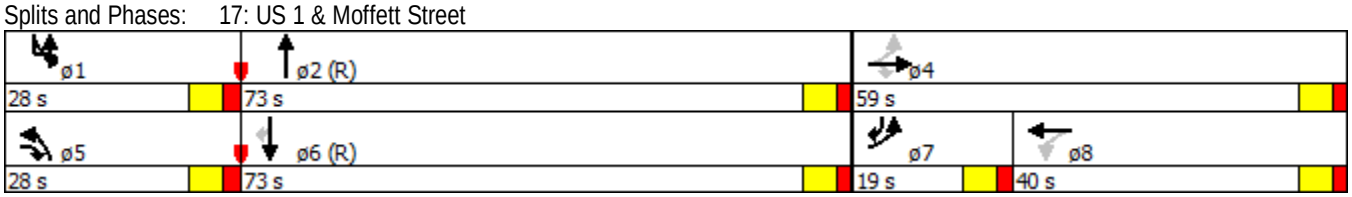
Intersection Summary	
HCM 2010 Ctrl Delay	7.0
HCM 2010 LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	108	232	529	16	277	298	758	36	919	134
Future Volume (vph)	108	232	529	16	277	298	758	36	919	134
Turn Type	pm+pt	NA	pm+ov	Perm	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	5		8	5	2	1	6	7
Permitted Phases	4		4	8						6
Detector Phase	7	4	5	8	8	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	4.0	6.0	5.0	6.0	6.0	5.0	10.0	5.0	10.0	4.0
Minimum Split (s)	10.0	39.0	11.0	39.0	39.0	11.0	39.0	11.0	39.0	10.0
Total Split (s)	19.0	59.0	28.0	40.0	40.0	28.0	73.0	28.0	73.0	19.0
Total Split (%)	11.9%	36.9%	17.5%	25.0%	25.0%	17.5%	45.6%	17.5%	45.6%	11.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 37 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 17: US 1 & Moffett Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	108	232	529	16	277	16	298	758	10	15	36	919
Future Volume (veh/h)	108	232	529	16	277	16	298	758	10	15	36	919
Number	7	4	14	3	8	18	5	2	12		1	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		1.00	1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1863	1863	1900		1863	1863
Adj Flow Rate, veh/h	109	234	414	16	280	0	301	766	0		36	928
Adj No. of Lanes	1	1	1	0	1	0	2	2	0		1	2
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99		0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2		2	2
Cap, veh/h	240	544	612	34	337	0	343	2016	0		46	1756
Arrive On Green	0.06	0.29	0.29	0.19	0.19	0.00	0.20	1.00	0.00		0.05	0.99
Sat Flow, veh/h	1774	1863	1557	53	1735	0	3442	3632	0		1774	3539
Grp Volume(v), veh/h	109	234	414	296	0	0	301	766	0		36	928
Grp Sat Flow(s),veh/h/ln	1774	1863	1557	1788	0	0	1721	1770	0		1774	1770
Q Serve(g_s), s	7.7	16.3	35.3	11.8	0.0	0.0	13.6	0.0	0.0		3.2	0.7
Cycle Q Clear(g_c), s	7.7	16.3	35.3	25.4	0.0	0.0	13.6	0.0	0.0		3.2	0.7
Prop In Lane	1.00		1.00	0.05		0.00	1.00		0.00		1.00	
Lane Grp Cap(c), veh/h	240	544	612	371	0	0	343	2016	0		46	1756
V/C Ratio(X)	0.45	0.43	0.68	0.80	0.00	0.00	0.88	0.38	0.00		0.78	0.53
Avail Cap(c_a), veh/h	277	617	674	403	0	0	473	2016	0		244	1756
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00		2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.85	0.85	0.00		1.00	1.00
Uniform Delay (d), s/veh	45.8	45.9	40.4	61.9	0.0	0.0	63.1	0.0	0.0		75.4	0.3
Incr Delay (d2), s/veh	0.5	0.2	1.8	9.0	0.0	0.0	9.1	0.5	0.0		9.9	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(95%),veh/ln	6.8	13.2	21.8	19.6	0.0	0.0	10.8	0.2	0.0		3.1	0.9
LnGrp Delay(d),s/veh	46.3	46.1	42.1	70.9	0.0	0.0	72.3	0.5	0.0		85.3	1.5
LnGrp LOS	D	D	D	E			E	A			F	A
Approach Vol, veh/h		757			296			1067				965
Approach Delay, s/veh		43.9			70.9			20.7				4.6
Approach LOS		D			E			C				A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	97.1		52.7	21.9	85.4	15.6	37.1
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	22.0	67.0		53.0	22.0	67.0	13.0	34.0
Max Q Clear Time (g_c+I1), s	5.2	2.0		37.3	15.6	2.7	9.7	27.4
Green Ext Time (p_c), s	0.0	12.0		2.3	0.3	11.9	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	26.2
HCM 2010 LOS	C

Notes

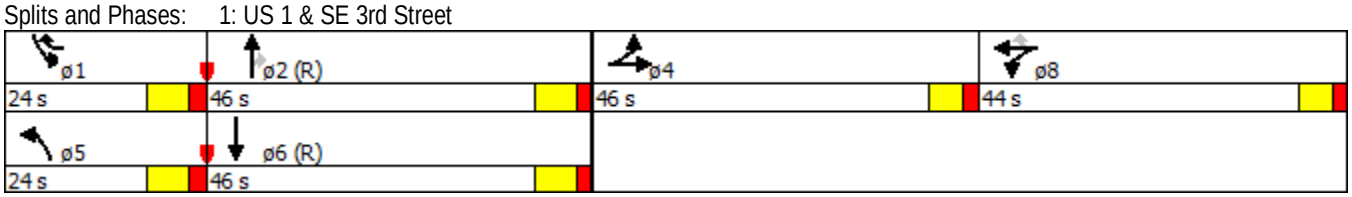
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	134
Future Volume (veh/h)	134
Number	16
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.99
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	1
Adj No. of Lanes	1
Peak Hour Factor	0.99
Percent Heavy Veh, %	2
Cap, veh/h	875
Arrive On Green	0.99
Sat Flow, veh/h	1571
Grp Volume(v), veh/h	1
Grp Sat Flow(s),veh/h/ln	1571
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	875
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	875
HCM Platoon Ratio	2.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	0.2
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.3
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	207	83	352	77	236	81	2054	233	241	1439
Future Volume (vph)	207	83	352	77	236	81	2054	233	241	1439
Turn Type	Split	NA	Split	NA	pm+ov	Prot	NA	Perm	Prot	NA
Protected Phases	4	4	8	8	1	5	2		1	6
Permitted Phases					8			2		
Detector Phase	4	4	8	8	1	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	5.0	5.0	12.0	12.0	5.0	12.0
Minimum Split (s)	45.0	45.0	42.0	42.0	12.0	12.0	39.0	39.0	12.0	39.0
Total Split (s)	46.0	46.0	44.0	44.0	24.0	24.0	46.0	46.0	24.0	46.0
Total Split (%)	28.8%	28.8%	27.5%	27.5%	15.0%	15.0%	28.8%	28.8%	15.0%	28.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag					Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 156 (98%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	83	173	352	77	236	81	2054	233	241	1439	14
Future Volume (veh/h)	207	83	173	352	77	236	81	2054	233	241	1439	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	218	87	87	371	81	157	85	2162	152	254	1515	1
Adj No. of Lanes	1	1	0	1	1	2	1	3	1	2	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	283	135	135	395	415	852	104	1877	579	297	2082	1
Arrive On Green	0.16	0.16	0.16	0.22	0.22	0.22	0.06	0.37	0.37	0.09	0.40	0.40
Sat Flow, veh/h	1774	846	846	1774	1863	2745	1774	5085	1568	3442	5249	3
Grp Volume(v), veh/h	218	0	174	371	81	157	85	2162	152	254	979	537
Grp Sat Flow(s),veh/h/ln	1774	0	1692	1774	1863	1373	1774	1695	1568	1721	1695	1862
Q Serve(g_s), s	18.8	0.0	15.4	32.9	5.7	6.7	7.6	59.1	10.8	11.6	39.2	39.2
Cycle Q Clear(g_c), s	18.8	0.0	15.4	32.9	5.7	6.7	7.6	59.1	10.8	11.6	39.2	39.2
Prop In Lane	1.00		0.50	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	283	0	270	395	415	852	104	1877	579	297	1345	739
V/C Ratio(X)	0.77	0.00	0.64	0.94	0.20	0.18	0.81	1.15	0.26	0.85	0.73	0.73
Avail Cap(c_a), veh/h	444	0	423	421	442	893	188	1877	579	366	1345	739
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.38	0.38	0.38
Uniform Delay (d), s/veh	64.4	0.0	63.0	61.1	50.6	40.5	74.4	50.5	35.3	72.1	40.9	40.9
Incr Delay (d2), s/veh	1.7	0.0	1.0	27.5	0.1	0.0	5.7	75.0	1.1	5.5	1.4	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.4	0.0	11.7	26.4	5.3	4.6	7.0	73.2	8.5	8.2	23.0	25.3
LnGrp Delay(d),s/veh	66.1	0.0	64.0	88.7	50.6	40.6	80.1	125.5	36.4	77.6	42.3	43.4
LnGrp LOS	E		E	F	D	D	F	F	D	E	D	D
Approach Vol, veh/h		392			609			2399			1770	
Approach Delay, s/veh		65.2			71.2			118.2			47.7	
Approach LOS		E			E			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	20.8	66.1		31.5	16.4	70.5		41.6
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0
Max Green Setting (Gmax), s	17.0	39.0		40.0	17.0	39.0		38.0
Max Q Clear Time (g_c+I1), s	13.6	61.1		20.8	9.6	41.2		34.9
Green Ext Time (p_c), s	0.2	0.0		0.9	0.1	0.0		0.6

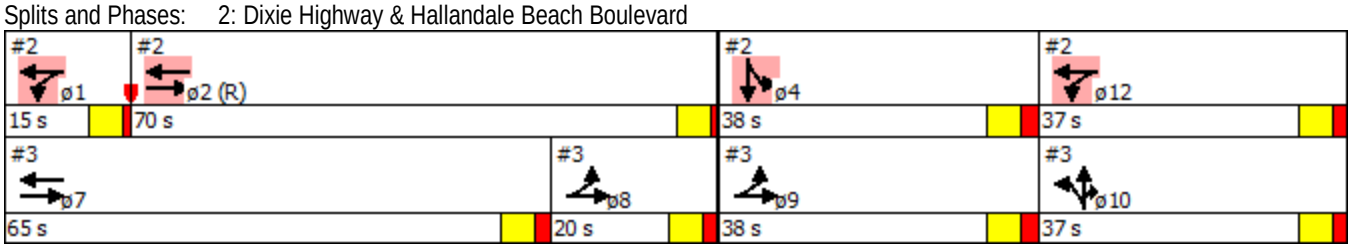
Intersection Summary	
HCM 2010 Ctrl Delay	84.5
HCM 2010 LOS	F

Lane Group	EBT	WBL	WBT	SBT	ø1	ø7	ø8	ø9	ø10	ø12
Lane Configurations										
Traffic Volume (vph)	1400	112	2270	310						
Future Volume (vph)	1400	112	2270	310						
Turn Type	NA	Prot	NA	NA						
Protected Phases	2	1 12	1 2 12	4	1	7	8	9	10	12
Permitted Phases										
Detector Phase	2	1 12	1 2 12	4						
Switch Phase										
Minimum Initial (s)	10.0			6.0	5.0	10.0	5.0	10.0	6.0	4.0
Minimum Split (s)	25.0			35.0	13.0	16.0	11.0	26.0	34.0	22.0
Total Split (s)	70.0			38.0	15.0	65.0	20.0	38.0	37.0	37.0
Total Split (%)	43.8%			23.8%	9%	41%	13%	24%	23%	23%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0			2.0	1.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0						
Total Lost Time (s)	5.0			6.0						
Lead/Lag	Lag				Lead			Lead	Lag	
Lead-Lag Optimize?	Yes				Yes			Yes	Yes	
Recall Mode	C-Max			None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 8 (5%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 2: Dixie Highway & Hallandale Beach Boulevard



2: Dixie Highway & Hallandale Beach Boulevard

P.M. Peak

Lane Group	EBT	WBL	WBT	SBT
Lane Group Flow (vph)	1561	120	2441	659
v/c Ratio	0.94	0.20	0.59	1.08dl
Control Delay	56.2	64.8	3.7	79.6
Queue Delay	0.0	28.8	6.4	0.1
Total Delay	56.2	93.7	10.1	79.6
Queue Length 50th (ft)	769	110	80	196
Queue Length 95th (ft)	#942	m115	m68	229
Internal Link Dist (ft)	1589		116	869
Turn Bay Length (ft)		375		
Base Capacity (vph)	1653	635	4015	1242
Starvation Cap Reductn	0	506	1531	0
Spillback Cap Reductn	1	0	0	43
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.94	0.93	0.98	0.55

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1400	52	112	2270	0	0	0	0	226	310	77
Future Volume (vph)	0	1400	52	112	2270	0	0	0	0	226	310	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						6.0	
Lane Util. Factor		*0.69		1.00	0.91						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.99		1.00	1.00						0.98	
Flt Protected		1.00		0.95	1.00						0.98	
Satd. Flow (prot)		3831		1770	5085						6173	
Flt Permitted		1.00		0.95	1.00						0.98	
Satd. Flow (perm)		3831		1770	5085						6173	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	1505	56	120	2441	0	0	0	0	243	333	83
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	9	0
Lane Group Flow (vph)	0	1559	0	120	2441	0	0	0	0	0	650	0
Confl. Peds. (#/hr)	25		7	7		25			4	4		
Turn Type		NA		Prot	NA					Split	NA	
Protected Phases		2		1 12	1 2 12					4	4	
Permitted Phases												
Actuated Green, G (s)		68.9		55.4	129.3						19.7	
Effective Green, g (s)		68.9		49.4	123.3						19.7	
Actuated g/C Ratio		0.43		0.31	0.77						0.12	
Clearance Time (s)		5.0									6.0	
Vehicle Extension (s)		3.0									0.2	
Lane Grp Cap (vph)		1649		546	3918						760	
v/s Ratio Prot		c0.41		0.07	c0.48						c0.11	
v/s Ratio Perm												
v/c Ratio		0.95		0.22	0.62						1.08dl	
Uniform Delay, d1		43.7		41.0	8.1						68.8	
Progression Factor		1.00		1.76	0.58						1.00	
Incremental Delay, d2		12.5		0.0	0.1						9.0	
Delay (s)		56.3		72.2	4.8						77.8	
Level of Service		E		E	A						E	
Approach Delay (s)		56.3			7.9			0.0			77.8	
Approach LOS		E			A			A			E	

Intersection Summary

HCM 2000 Control Delay	33.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	101.7%	ICU Level of Service	G
Analysis Period (min)	15		

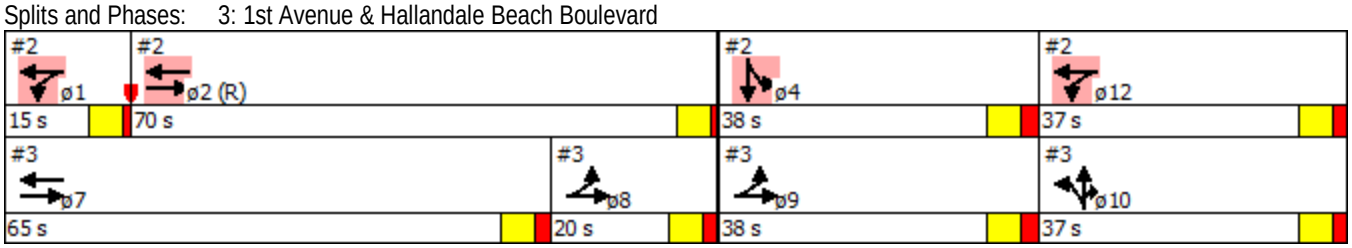
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	ø1	ø2	ø4	ø8	ø9	ø12
Lane Configurations												
Traffic Volume (vph)	49	1564	2050	328	349	118						
Future Volume (vph)	49	1564	2050	328	349	118						
Turn Type	Prot	NA	NA	Split	NA	Prot						
Protected Phases	8 9	7 8 9	7	10	10	10	1	2	4	8	9	12
Permitted Phases												
Detector Phase	8 9	7 8 9	7	10	10	10						
Switch Phase												
Minimum Initial (s)			10.0	6.0	6.0	6.0	5.0	10.0	6.0	5.0	10.0	4.0
Minimum Split (s)			16.0	34.0	34.0	34.0	13.0	25.0	35.0	11.0	26.0	22.0
Total Split (s)			65.0	37.0	37.0	37.0	15.0	70.0	38.0	20.0	38.0	37.0
Total Split (%)			40.6%	23.1%	23.1%	23.1%	9%	44%	24%	13%	24%	23%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			2.0	2.0	2.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0	0.0						
Total Lost Time (s)			6.0	6.0	6.0	6.0						
Lead/Lag				Lag	Lag	Lag	Lead	Lag			Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes			Yes	
Recall Mode			None	None	None	None	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 8 (5%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 3: 1st Avenue & Hallandale Beach Boulevard



3: 1st Avenue & Hallandale Beach Boulevard

P.M. Peak

Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	52	1646	2277	345	367	124
v/c Ratio	0.16	0.77	1.02	0.61	0.62	0.21
Control Delay	28.9	7.3	73.1	51.0	51.0	5.1
Queue Delay	0.2	0.3	12.0	0.5	0.0	0.0
Total Delay	29.1	7.6	85.1	51.5	51.0	5.1
Queue Length 50th (ft)	40	78	~842	301	321	0
Queue Length 95th (ft)	m46	m94	m707	412	433	39
Internal Link Dist (ft)		116	1665		922	
Turn Bay Length (ft)						115
Base Capacity (vph)	575	2630	2222	565	595	598
Starvation Cap Reductn	231	390	0	0	0	0
Spillback Cap Reductn	0	0	67	43	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.73	1.06	0.66	0.62	0.21

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	1564	0	0	2050	113	328	349	118	0	0	0
Future Volume (vph)	49	1564	0	0	2050	113	328	349	118	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0		6.0	6.0	6.0			
Lane Util. Factor	1.00	0.95			*0.79		1.00	1.00	1.00			
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			0.99		1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1770	3539			5826		1770	1863	1583			
Flt Permitted	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)	1770	3539			5826		1770	1863	1583			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	52	1646	0	0	2158	119	345	367	124	0	0	0
RTOR Reduction (vph)	0	0	0	0	4	0	0	0	84	0	0	0
Lane Group Flow (vph)	52	1646	0	0	2273	0	345	367	40	0	0	0
Confl. Peds. (#/hr)	21		4	4		21	1					1
Turn Type	Prot	NA			NA		Split	NA	Prot			
Protected Phases	8 9	7 8 9			7		10	10	10			
Permitted Phases												
Actuated Green, G (s)	30.0	96.9			60.9		51.1	51.1	51.1			
Effective Green, g (s)	30.0	96.9			60.9		51.1	51.1	51.1			
Actuated g/C Ratio	0.19	0.61			0.38		0.32	0.32	0.32			
Clearance Time (s)					6.0		6.0	6.0	6.0			
Vehicle Extension (s)					3.0		0.2	0.2	0.2			
Lane Grp Cap (vph)	331	2143			2217		565	594	505			
v/s Ratio Prot	0.03	c0.47			c0.39		0.19	c0.20	0.03			
v/s Ratio Perm												
v/c Ratio	0.16	0.77			1.03		0.61	0.62	0.08			
Uniform Delay, d1	54.4	23.3			49.5		46.0	46.2	38.0			
Progression Factor	0.52	0.25			1.26		1.00	1.00	1.00			
Incremental Delay, d2	0.0	0.8			13.8		1.4	1.4	0.0			
Delay (s)	28.2	6.6			76.4		47.4	47.5	38.0			
Level of Service	C	A			E		D	D	D			
Approach Delay (s)		7.3			76.4			46.1			0.0	
Approach LOS		A			E			D			A	

Intersection Summary

HCM 2000 Control Delay	46.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	101.7%	ICU Level of Service	G
Analysis Period (min)	15		

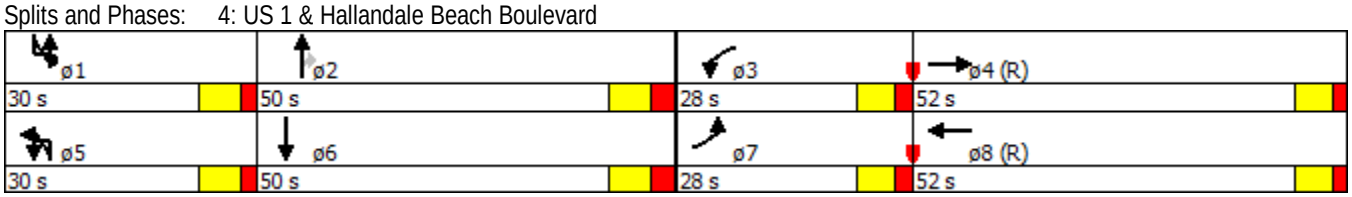
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	135	1121	514	1492	615	1215	539	396	840
Future Volume (vph)	135	1121	514	1492	615	1215	539	396	840
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	11.5	46.5	11.5	46.5	12.0	47.0	47.0	12.0	47.0
Total Split (s)	28.0	52.0	28.0	52.0	30.0	50.0	50.0	30.0	50.0
Total Split (%)	17.5%	32.5%	17.5%	32.5%	18.8%	31.3%	31.3%	18.8%	31.3%
Yellow Time (s)	4.5	4.5	4.5	4.5	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	7.0	8.0	8.0	7.0	8.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 58 (36%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1 & Hallandale Beach Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	135	1121	390	514	1492	214	24	615	1215	539	34	396
Future Volume (veh/h)	135	1121	390	514	1492	214	24	615	1215	539	34	396
Number	7	4	14	3	8	18		5	2	12		1
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99		1.00		0.98		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900		1863	1863	1863		1863
Adj Flow Rate, veh/h	138	1144	294	524	1522	114		628	1240	453		404
Adj No. of Lanes	1	3	0	2	3	0		2	3	1		2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98		0.98	0.98	0.98		0.98
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	159	1199	308	462	1654	124		495	1335	408		447
Arrive On Green	0.09	0.30	0.30	0.04	0.11	0.11		0.05	0.09	0.09		0.13
Sat Flow, veh/h	1774	4021	1033	3442	4823	361		3442	5085	1554		3442
Grp Volume(v), veh/h	138	965	473	524	1070	566		628	1240	453		404
Grp Sat Flow(s),veh/h/ln	1774	1695	1664	1721	1695	1794		1721	1695	1554		1721
Q Serve(g_s), s	12.3	44.6	44.6	21.5	50.0	50.0		23.0	38.8	42.0		18.5
Cycle Q Clear(g_c), s	12.3	44.6	44.6	21.5	50.0	50.0		23.0	38.8	42.0		18.5
Prop In Lane	1.00		0.62	1.00		0.20		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	159	1011	496	462	1163	615		495	1335	408		447
V/C Ratio(X)	0.87	0.95	0.95	1.13	0.92	0.92		1.27	0.93	1.11		0.90
Avail Cap(c_a), veh/h	238	1011	496	462	1163	615		495	1335	408		495
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33		0.33	0.33	0.33		1.00
Upstream Filter(I)	0.61	0.61	0.61	0.61	0.61	0.61		0.09	0.09	0.09		0.78
Uniform Delay (d), s/veh	71.9	55.1	55.1	76.5	68.8	68.8		76.2	71.6	73.1		68.6
Incr Delay (d2), s/veh	8.8	13.6	22.1	75.8	8.7	14.7		122.7	1.3	53.3		14.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(95%),veh/ln	9.7	28.9	29.8	27.2	31.3	34.1		34.3	20.5	42.7		14.2
LnGrp Delay(d),s/veh	80.7	68.6	77.2	152.3	77.5	83.5		198.9	72.9	126.4		83.3
LnGrp LOS	F	E	E	F	E	F		F	E	F		F
Approach Vol, veh/h		1576			2160				2321			
Approach Delay, s/veh		72.3			97.2				117.5			
Approach LOS		E			F				F			

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.8	50.0	28.0	54.2	30.0	47.8	20.9	61.4
Change Period (Y+Rc), s	7.0	8.0	6.5	6.5	7.0	8.0	6.5	6.5
Max Green Setting (Gmax), s	23.0	42.0	21.5	45.5	23.0	42.0	21.5	45.5
Max Q Clear Time (g_c+I1), s	20.5	44.0	23.5	46.6	25.0	25.5	14.3	52.0
Green Ext Time (p_c), s	0.3	0.0	0.0	0.0	0.0	10.0	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	92.6
HCM 2010 LOS	F

Notes

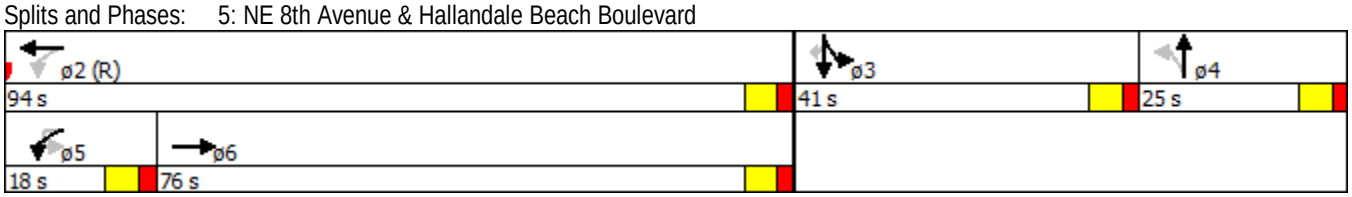
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	840	97
Future Volume (veh/h)	840	97
Number	6	16
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.98
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900
Adj Flow Rate, veh/h	857	2
Adj No. of Lanes	3	0
Peak Hour Factor	0.98	0.98
Percent Heavy Veh, %	2	2
Cap, veh/h	1302	3
Arrive On Green	0.25	0.25
Sat Flow, veh/h	5238	12
Grp Volume(v), veh/h	555	304
Grp Sat Flow(s),veh/h/ln	1695	1860
Q Serve(g_s), s	23.5	23.5
Cycle Q Clear(g_c), s	23.5	23.5
Prop In Lane		0.01
Lane Grp Cap(c), veh/h	843	462
V/C Ratio(X)	0.66	0.66
Avail Cap(c_a), veh/h	890	488
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.78	0.78
Uniform Delay (d), s/veh	54.0	54.0
Incr Delay (d2), s/veh	1.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.0	17.5
LnGrp Delay(d),s/veh	55.2	56.1
LnGrp LOS	E	E
Approach Vol, veh/h	1263	
Approach Delay, s/veh	64.4	
Approach LOS	E	
Timer		

Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	1787	287	20	57	1971	148	0	146	7	103
Future Volume (vph)	1787	287	20	57	1971	148	0	146	7	103
Turn Type	NA	Free	custom	pm+pt	NA	Perm	NA	Split	NA	Perm
Protected Phases	6			5	2		4	3	3	
Permitted Phases		Free	5	2		4				3
Detector Phase	6		5	5	2	4	4	3	3	3
Switch Phase										
Minimum Initial (s)	10.0		4.0	4.0	10.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	30.0		10.0	10.0	30.0	25.0	25.0	12.0	12.0	12.0
Total Split (s)	76.0		18.0	18.0	94.0	25.0	25.0	41.0	41.0	41.0
Total Split (%)	47.5%		11.3%	11.3%	58.8%	15.6%	15.6%	25.6%	25.6%	25.6%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0	6.0		6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead	Lead		Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None		None	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 100 (63%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 5: NE 8th Avenue & Hallandale Beach Boulevard



Lane Group	EBT	EBR	WBL	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	1922	309	83	2119	289	82	83	111
v/c Ratio	0.79	0.20	0.62	0.74	0.71	0.64	0.64	0.52
Control Delay	33.7	0.1	56.8	16.3	46.1	92.6	92.7	23.0
Queue Delay	47.4	0.0	0.0	1.2	74.0	0.0	0.0	92.0
Total Delay	81.1	0.1	56.8	17.5	120.1	92.6	92.7	115.0
Queue Length 50th (ft)	675	0	24	631	188	89	90	9
Queue Length 95th (ft)	m696	m0	m77	116	310	150	151	72
Internal Link Dist (ft)	530			580	224		217	
Turn Bay Length (ft)		125	110			100		100
Base Capacity (vph)	2424	1559	177	2865	409	367	370	419
Starvation Cap Reductn	715	0	0	212	0	0	0	0
Spillback Cap Reductn	0	0	0	478	301	0	0	358
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.12	0.20	0.47	0.89	2.68	0.22	0.22	1.82

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	1787	287	20	57	1971	0	148	0	121	146	7
Future Volume (vph)	0	1787	287	20	57	1971	0	148	0	121	146	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	4.0		6.0	6.0			6.0		6.0	6.0
Lane Util. Factor		0.91	1.00		1.00	0.91			1.00		0.95	0.95
Frpb, ped/bikes		1.00	0.98		1.00	1.00			0.99		1.00	1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00			0.99		1.00	1.00
Frt		1.00	0.85		1.00	1.00			0.94		1.00	1.00
Flt Protected		1.00	1.00		0.95	1.00			0.97		0.95	0.96
Satd. Flow (prot)		5085	1559		1770	5085			1677		1681	1693
Flt Permitted		1.00	1.00		0.05	1.00			0.78		0.95	0.96
Satd. Flow (perm)		5085	1559		91	5085			1346		1681	1693
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	1922	309	22	61	2119	0	159	0	130	157	8
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	77	0	0	0
Lane Group Flow (vph)	0	1922	309	0	83	2119	0	0	212	0	82	83
Confl. Peds. (#/hr)	25		12		12		25	6		2	2	
Turn Type		NA	Free	custom	pm+pt	NA		Perm	NA		Split	NA
Protected Phases		6			5	2			4		3	3
Permitted Phases			Free	5	2			4				
Actuated Green, G (s)		76.3	160.0		90.2	90.2			39.5		12.3	12.3
Effective Green, g (s)		76.3	160.0		90.2	90.2			39.5		12.3	12.3
Actuated g/C Ratio		0.48	1.00		0.56	0.56			0.25		0.08	0.08
Clearance Time (s)		6.0			6.0	6.0			6.0		6.0	6.0
Vehicle Extension (s)		3.0			1.5	3.0			2.0		2.0	2.0
Lane Grp Cap (vph)		2424	1559		134	2866			332		129	130
v/s Ratio Prot		c0.38			0.03	c0.42					0.05	c0.05
v/s Ratio Perm			0.20		0.32				c0.16			
v/c Ratio		0.79	0.20		0.62	0.74			0.64		0.64	0.64
Uniform Delay, d1		35.2	0.0		29.2	26.1			53.9		71.7	71.7
Progression Factor		0.91	1.00		1.68	0.57			1.00		1.00	1.00
Incremental Delay, d2		0.6	0.1		4.5	1.3			3.0		7.3	7.3
Delay (s)		32.7	0.1		53.5	16.2			56.8		79.0	79.0
Level of Service		C	A		D	B			E		E	E
Approach Delay (s)		28.2				17.6			56.8			75.0
Approach LOS		C				B			E			E

Intersection Summary

HCM 2000 Control Delay	27.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	76.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	103
Future Volume (vph)	103
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.0
Lane Util. Factor	1.00
Frpb, ped/bikes	0.97
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1528
Flt Permitted	1.00
Satd. Flow (perm)	1528
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	111
RTOR Reduction (vph)	94
Lane Group Flow (vph)	17
Confl. Peds. (#/hr)	6
Turn Type	Perm
Protected Phases	
Permitted Phases	3
Actuated Green, G (s)	12.3
Effective Green, g (s)	12.3
Actuated g/C Ratio	0.08
Clearance Time (s)	6.0
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	117
v/s Ratio Prot	
v/s Ratio Perm	0.01
v/c Ratio	0.14
Uniform Delay, d1	68.9
Progression Factor	1.00
Incremental Delay, d2	0.2
Delay (s)	69.1
Level of Service	E
Approach Delay (s)	
Approach LOS	

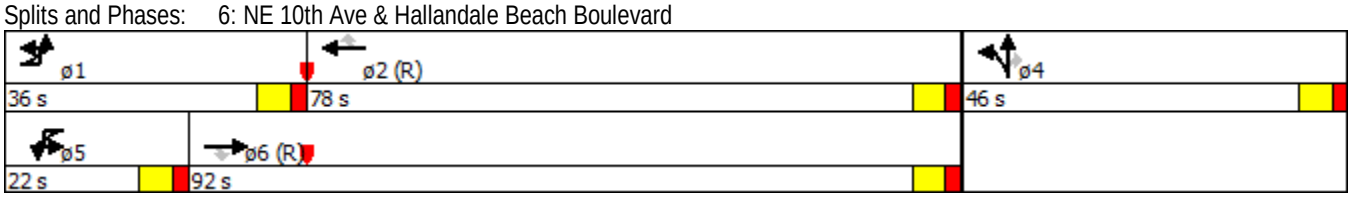
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Lane Configurations									
Traffic Volume (vph)	57	1932	103	234	1916	100	233	110	341
Future Volume (vph)	57	1932	103	234	1916	100	233	110	341
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4	
Permitted Phases			6			2			4
Detector Phase	1	6	6	5	2	2	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	6.0	6.0	6.0
Minimum Split (s)	11.0	34.0	34.0	11.0	34.0	34.0	44.0	44.0	44.0
Total Split (s)	36.0	92.0	92.0	22.0	78.0	78.0	46.0	46.0	46.0
Total Split (%)	22.5%	57.5%	57.5%	13.8%	48.8%	48.8%	28.8%	28.8%	28.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes			
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 98 (61%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 6: NE 10th Ave & Hallandale Beach Boulevard



6: NE 10th Ave & Hallandale Beach Boulevard

P.M. Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	113	2055	110	299	2038	106	179	186	363
v/c Ratio	0.70	0.70	0.15	0.84	0.68	0.11	0.52	0.52	0.91
Control Delay	77.8	22.0	11.7	51.3	41.2	16.0	61.0	60.9	70.4
Queue Delay	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	77.8	22.1	11.7	51.3	41.3	16.0	61.0	60.9	70.4
Queue Length 50th (ft)	124	278	13	167	571	30	175	182	278
Queue Length 95th (ft)	m159	467	m53	m157	m513	m27	250	257	397
Internal Link Dist (ft)		580			1236			328	
Turn Bay Length (ft)	150		50	390		85	170		
Base Capacity (vph)	331	2946	716	363	3007	941	420	434	467
Starvation Cap Reductn	0	98	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	143	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.72	0.15	0.82	0.71	0.11	0.43	0.43	0.78

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	49	57	1932	103	47	234	1916	100	233	110	341	0
Future Volume (vph)	49	57	1932	103	47	234	1916	100	233	110	341	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00	0.91	1.00		0.97	0.91	1.00	0.95	0.95	1.00	
Frpb, ped/bikes		1.00	1.00	0.75		1.00	1.00	0.96	1.00	1.00	0.99	
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	0.98	1.00	
Satd. Flow (prot)		1770	5085	1192		3433	5085	1521	1681	1737	1562	
Flt Permitted		0.95	1.00	1.00		0.95	1.00	1.00	0.95	0.98	1.00	
Satd. Flow (perm)		1770	5085	1192		3433	5085	1521	1681	1737	1562	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	52	61	2055	110	50	249	2038	106	248	117	363	0
RTOR Reduction (vph)	0	0	0	26	0	0	0	42	0	0	81	0
Lane Group Flow (vph)	0	113	2055	84	0	299	2038	64	179	186	282	0
Confl. Peds. (#/hr)		7		140		14		7	11		1	1
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Split	NA	Perm	
Protected Phases	1	1	6		5	5	2		4	4		
Permitted Phases				6				2			4	
Actuated Green, G (s)		14.6	92.7	92.7		16.6	94.7	94.7	32.7	32.7	32.7	
Effective Green, g (s)		14.6	92.7	92.7		16.6	94.7	94.7	32.7	32.7	32.7	
Actuated g/C Ratio		0.09	0.58	0.58		0.10	0.59	0.59	0.20	0.20	0.20	
Clearance Time (s)		6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)		2.0	3.0	3.0		2.0	3.0	3.0	2.0	2.0	2.0	
Lane Grp Cap (vph)		161	2946	690		356	3009	900	343	354	319	
v/s Ratio Prot		0.06	c0.40			c0.09	0.40		0.11	0.11		
v/s Ratio Perm				0.07				0.04			c0.18	
v/c Ratio		0.70	0.70	0.12		0.84	0.68	0.07	0.52	0.53	0.88	
Uniform Delay, d1		70.6	23.8	15.2		70.4	22.2	13.9	56.7	56.7	61.8	
Progression Factor		0.89	0.84	1.35		0.69	1.69	4.37	1.00	1.00	1.00	
Incremental Delay, d2		7.4	0.9	0.2		1.6	0.1	0.0	0.7	0.7	23.2	
Delay (s)		70.4	20.9	20.8		50.2	37.8	60.8	57.4	57.4	85.0	
Level of Service		E	C	C		D	D	E	E	E	F	
Approach Delay (s)			23.4				40.3			71.2		
Approach LOS			C				D			E		

Intersection Summary

HCM 2000 Control Delay	37.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	81.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	0
Future Volume (vph)	0	0
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)		
Lane Util. Factor		
Frpb, ped/bikes		
Flpb, ped/bikes		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	0	0
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	0	0
Confl. Peds. (#/hr)		11
Turn Type		
Protected Phases		
Permitted Phases		
Actuated Green, G (s)		
Effective Green, g (s)		
Actuated g/C Ratio		
Clearance Time (s)		
Vehicle Extension (s)		
Lane Grp Cap (vph)		
v/s Ratio Prot		
v/s Ratio Perm		
v/c Ratio		
Uniform Delay, d1		
Progression Factor		
Incremental Delay, d2		
Delay (s)		
Level of Service		
Approach Delay (s)	0.0	
Approach LOS	A	

Intersection Summary

7: NE 14th Avenue & Hallandale Beach Boulevard

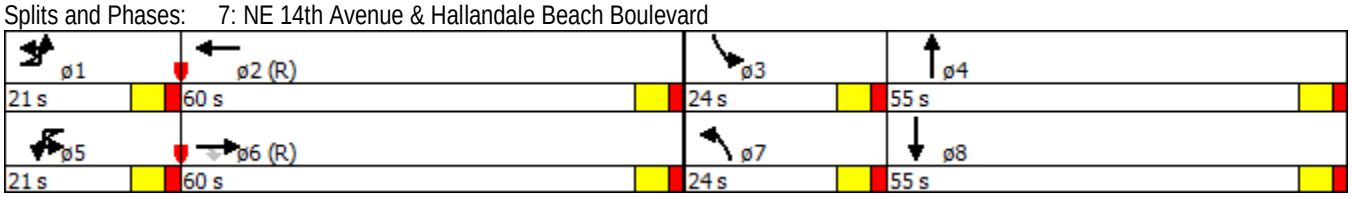
P.M. Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	154	1643	335	67	1821	314	126	102	86
Future Volume (vph)	154	1643	335	67	1821	314	126	102	86
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	1	6		5	2	7	4	3	8
Permitted Phases			6						
Detector Phase	1	6	6	5	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	6.0	5.0	6.0
Minimum Split (s)	11.0	35.0	35.0	11.0	35.0	11.0	45.0	11.0	53.0
Total Split (s)	21.0	60.0	60.0	21.0	60.0	24.0	55.0	24.0	55.0
Total Split (%)	13.1%	37.5%	37.5%	13.1%	37.5%	15.0%	34.4%	15.0%	34.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 121 (76%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 7: NE 14th Avenue & Hallandale Beach Boulevard



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	92	154	1643	335	67	1821	56	314	126	91	102	86
Future Volume (veh/h)	92	154	1643	335	67	1821	56	314	126	91	102	86
Number		1	6	16	5	2	12	7	4	14	3	8
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.96	1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h		162	1729	225	71	1917	0	331	133	0	107	91
Adj No. of Lanes		1	3	1	1	3	0	2	1	0	1	1
Peak Hour Factor		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		166	1962	585	89	1740	0	371	638	0	127	283
Arrive On Green		0.19	0.77	0.77	0.05	0.34	0.00	0.11	0.34	0.00	0.07	0.31
Sat Flow, veh/h		1774	5085	1516	1774	5253	0	3442	1863	0	1774	925
Grp Volume(v), veh/h		162	1729	225	71	1917	0	331	133	0	107	0
Grp Sat Flow(s),veh/h/ln		1774	1695	1516	1774	1695	0	1721	1863	0	1774	0
Q Serve(g_s), s		14.5	38.8	7.7	6.3	54.7	0.0	15.2	8.1	0.0	9.5	0.0
Cycle Q Clear(g_c), s		14.5	38.8	7.7	6.3	54.7	0.0	15.2	8.1	0.0	9.5	0.0
Prop In Lane		1.00		1.00	1.00		0.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h		166	1962	585	89	1740	0	371	638	0	127	0
V/C Ratio(X)		0.97	0.88	0.38	0.80	1.10	0.00	0.89	0.21	0.00	0.84	0.00
Avail Cap(c_a), veh/h		166	1962	585	166	1740	0	387	638	0	200	0
HCM Platoon Ratio		2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.61	0.61	0.61	0.55	0.55	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh		64.8	15.7	12.1	75.2	52.6	0.0	70.4	37.3	0.0	73.3	0.0
Incr Delay (d2), s/veh		47.0	3.9	1.2	3.4	51.4	0.0	20.6	0.1	0.0	9.5	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		13.2	23.8	5.7	5.4	61.0	0.0	13.0	7.5	0.0	8.7	0.0
LnGrp Delay(d),s/veh		111.8	19.5	13.3	78.6	104.0	0.0	91.0	37.3	0.0	82.9	0.0
LnGrp LOS		F	B	B	E	F		F	D		F	
Approach Vol, veh/h			2116			1988			464			275
Approach Delay, s/veh			25.9			103.1			75.6			59.3
Approach LOS			C			F			E			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	60.7	17.5	60.8	14.0	67.7	23.3	55.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	54.0	18.0	49.0	15.0	54.0	18.0	49.0
Max Q Clear Time (g_c+I1), s	16.5	56.7	11.5	10.1	8.3	40.8	17.2	14.1
Green Ext Time (p_c), s	0.0	0.0	0.1	0.7	0.0	12.3	0.1	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	64.3
HCM 2010 LOS	E

Notes

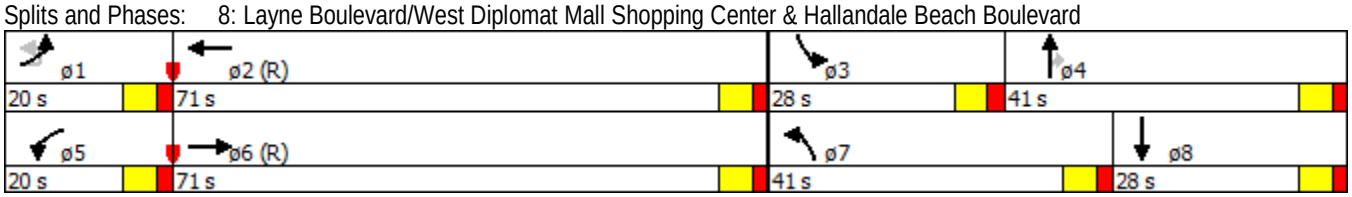
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	183
Future Volume (veh/h)	183
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.98
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	77
Adj No. of Lanes	0
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	240
Arrive On Green	0.31
Sat Flow, veh/h	783
Grp Volume(v), veh/h	168
Grp Sat Flow(s),veh/h/ln	1708
Q Serve(g_s), s	12.1
Cycle Q Clear(g_c), s	12.1
Prop In Lane	0.46
Lane Grp Cap(c), veh/h	523
V/C Ratio(X)	0.32
Avail Cap(c_a), veh/h	523
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	42.7
Incr Delay (d2), s/veh	1.6
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	9.9
LnGrp Delay(d),s/veh	44.3
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lane Group	EBU	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	23	75	1501	60	1516	103	24	94	86	36
Future Volume (vph)	23	75	1501	60	1516	103	24	94	86	36
Turn Type	custom	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases		1	6	5	2	7	4		3	8
Permitted Phases	1							4		
Detector Phase	1	1	6	5	2	7	4	4	3	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	10.0	5.0	10.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	11.0	11.0	41.0	11.0	22.0	11.0	38.0	38.0	11.0	22.0
Total Split (s)	20.0	20.0	71.0	20.0	71.0	41.0	41.0	41.0	28.0	28.0
Total Split (%)	12.5%	12.5%	44.4%	12.5%	44.4%	25.6%	25.6%	25.6%	17.5%	17.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 134 (84%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 8: Layne Boulevard/West Diplomat Mall Shopping Center & Hallandale Beach Boulevard



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	23	75	1501	54	60	1516	39	103	24	94	86	36
Future Volume (veh/h)	23	75	1501	54	60	1516	39	103	24	94	86	36
Number		1	6	16	5	2	12	7	4	14	3	8
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		0.98	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h		77	1532	0	61	1547	0	105	24	15	88	37
Adj No. of Lanes		1	3	0	1	3	0	1	1	1	1	1
Peak Hour Factor		0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		95	3436	0	77	3385	0	126	131	109	107	67
Arrive On Green		0.11	1.00	0.00	0.09	1.00	0.00	0.07	0.07	0.07	0.06	0.06
Sat Flow, veh/h		1774	5253	0	1774	5253	0	1774	1863	1550	1774	1106
Grp Volume(v), veh/h		77	1532	0	61	1547	0	105	24	15	88	0
Grp Sat Flow(s),veh/h/ln		1774	1695	0	1774	1695	0	1774	1863	1550	1774	0
Q Serve(g_s), s		6.8	0.0	0.0	5.4	0.0	0.0	9.4	1.9	1.5	7.8	0.0
Cycle Q Clear(g_c), s		6.8	0.0	0.0	5.4	0.0	0.0	9.4	1.9	1.5	7.8	0.0
Prop In Lane		1.00		0.00	1.00		0.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h		95	3436	0	77	3385	0	126	131	109	107	0
V/C Ratio(X)		0.81	0.45	0.00	0.79	0.46	0.00	0.84	0.18	0.14	0.82	0.00
Avail Cap(c_a), veh/h		155	3436	0	155	3385	0	388	407	339	244	0
HCM Platoon Ratio		2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.28	0.28	0.00	0.88	0.88	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		70.7	0.0	0.0	72.4	0.0	0.0	73.4	70.0	69.8	74.3	0.0
Incr Delay (d2), s/veh		1.8	0.1	0.0	6.0	0.4	0.0	5.5	0.2	0.2	5.7	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		5.0	0.1	0.0	5.0	0.2	0.0	8.4	1.8	1.1	7.3	0.0
LnGrp Delay(d),s/veh		72.5	0.1	0.0	78.4	0.4	0.0	78.9	70.3	70.0	80.0	0.0
LnGrp LOS		E	A		E	A		E	E	E	E	
Approach Vol, veh/h			1609			1608			144			146
Approach Delay, s/veh			3.6			3.4			76.5			77.9
Approach LOS			A			A			E			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	112.5	15.7	17.3	12.9	114.1	17.3	15.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	14.0	65.0	22.0	35.0	14.0	65.0	35.0	22.0
Max Q Clear Time (g_c+I1), s	8.8	2.0	9.8	3.9	7.4	2.0	11.4	7.2
Green Ext Time (p_c), s	0.0	48.9	0.0	0.3	0.0	48.9	0.1	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	9.6
HCM 2010 LOS	A

Notes

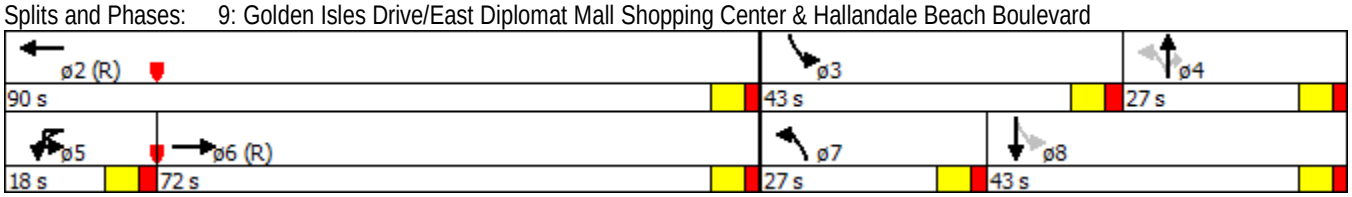
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	71
Future Volume (veh/h)	71
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.98
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	21
Adj No. of Lanes	0
Peak Hour Factor	0.98
Percent Heavy Veh, %	2
Cap, veh/h	38
Arrive On Green	0.06
Sat Flow, veh/h	628
Grp Volume(v), veh/h	58
Grp Sat Flow(s),veh/h/ln	1733
Q Serve(g_s), s	5.2
Cycle Q Clear(g_c), s	5.2
Prop In Lane	0.36
Lane Grp Cap(c), veh/h	104
V/C Ratio(X)	0.56
Avail Cap(c_a), veh/h	238
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	73.1
Incr Delay (d2), s/veh	1.7
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	4.6
LnGrp Delay(d),s/veh	74.8
LnGrp LOS	E
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	1566	56	1329	227	35	87	46	14
Future Volume (vph)	1566	56	1329	227	35	87	46	14
Turn Type	NA	Prot	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	6	5	2	7	4		3	8
Permitted Phases				4		4	8	
Detector Phase	6	5	2	7	4	4	3	8
Switch Phase								
Minimum Initial (s)	10.0	5.0	10.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	32.0	11.0	22.0	10.0	27.0	27.0	10.0	26.5
Total Split (s)	72.0	18.0	90.0	27.0	27.0	27.0	43.0	43.0
Total Split (%)	45.0%	11.3%	56.3%	16.9%	16.9%	16.9%	26.9%	26.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 140 (88%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 9: Golden Isles Drive/East Diplomat Mall Shopping Center & Hallandale Beach Boulevard



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	1566	85	10	56	1329	56	227	35	87	46	14
Future Volume (veh/h)	0	1566	85	10	56	1329	56	227	35	87	46	14
Number	1	6	16		5	2	12	7	4	14	3	8
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		1.00	0.91		0.96	0.87	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900		1863	1863	1900	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	0	1648	0		59	1399	0	239	37	43	48	15
Adj No. of Lanes	0	3	0		1	3	0	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2		2	2	2	2	2	2	2	2
Cap, veh/h	0	3258	0		74	3662	0	314	249	203	146	67
Arrive On Green	0.00	1.00	0.00		0.08	1.00	0.00	0.13	0.13	0.13	0.03	0.04
Sat Flow, veh/h	0	5421	0		1774	5253	0	1774	1863	1519	1774	1863
Grp Volume(v), veh/h	0	1648	0		59	1399	0	239	37	43	48	15
Grp Sat Flow(s),veh/h/ln	0	1695	0		1774	1695	0	1774	1863	1519	1774	1863
Q Serve(g_s), s	0.0	0.0	0.0		5.2	0.0	0.0	20.4	2.8	4.0	4.1	1.3
Cycle Q Clear(g_c), s	0.0	0.0	0.0		5.2	0.0	0.0	20.4	2.8	4.0	4.1	1.3
Prop In Lane	0.00		0.00		1.00		0.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	0	3258	0		74	3662	0	314	249	203	146	67
V/C Ratio(X)	0.00	0.51	0.00		0.79	0.38	0.00	0.76	0.15	0.21	0.33	0.22
Avail Cap(c_a), veh/h	0	3258	0		133	3662	0	314	249	203	496	431
HCM Platoon Ratio	1.00	2.00	2.00		2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.87	0.00		0.85	0.85	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0		72.6	0.0	0.0	62.2	61.3	61.8	71.1	74.9
Incr Delay (d2), s/veh	0.0	0.5	0.0		5.9	0.3	0.0	9.4	0.1	0.2	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.3	0.0		4.8	0.2	0.0	16.2	2.6	3.1	3.7	1.2
LnGrp Delay(d),s/veh	0.0	0.5	0.0		78.5	0.3	0.0	71.6	61.4	62.0	71.6	75.5
LnGrp LOS		A			E	A		E	E	E	E	E
Approach Vol, veh/h		1648				1458			319			63
Approach Delay, s/veh		0.5				3.4			69.2			72.5
Approach LOS		A				A			E			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s		121.2	11.4	27.4	12.7	108.5	27.0	11.8
Change Period (Y+Rc), s		6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s		84.0	37.0	21.0	12.0	66.0	21.0	37.0
Max Q Clear Time (g_c+I1), s		2.0	6.1	6.0	7.2	2.0	22.4	3.3
Green Ext Time (p_c), s		58.8	0.0	0.2	0.0	49.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.3
HCM 2010 LOS	A

Notes

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	38
Future Volume (veh/h)	38
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Adj No. of Lanes	0
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

10: Diplomat Parkway & Hallandale Beach Boulevard

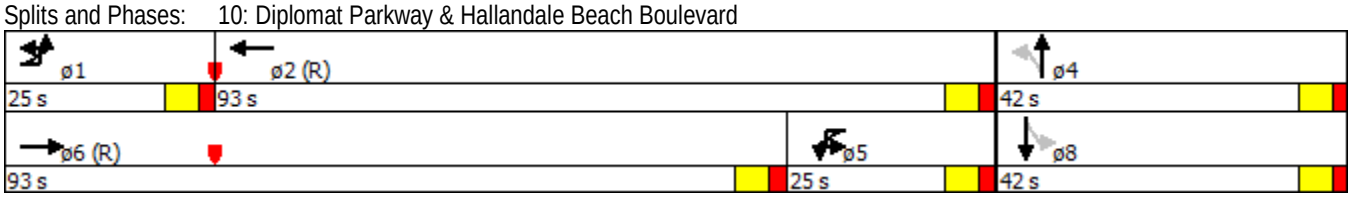
P.M. Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	64	1658	11	1580	20	106	76	11
Future Volume (vph)	64	1658	11	1580	20	106	76	11
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	1	6	5	2		4		8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	31.0	11.0	31.0	40.0	40.0	40.0	40.0
Total Split (s)	25.0	93.0	25.0	93.0	42.0	42.0	42.0	42.0
Total Split (%)	15.6%	58.1%	15.6%	58.1%	26.3%	26.3%	26.3%	26.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 144 (90%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 10: Diplomat Parkway & Hallandale Beach Boulevard



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	21	64	1658	9	11	1580	57	20	106	9	76	11
Future Volume (veh/h)	21	64	1658	9	11	1580	57	20	106	9	76	11
Number		1	6	16	5	2	12	7	4	14	3	8
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863
Adj Flow Rate, veh/h		70	1822	0	12	1736	0	22	116	0	84	12
Adj No. of Lanes		1	3	0	1	3	0	0	1	0	1	1
Peak Hour Factor		0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		87	2765	0	382	3610	0	50	207	0	167	239
Arrive On Green		0.10	1.00	0.00	0.43	1.00	0.00	0.13	0.13	0.00	0.13	0.13
Sat Flow, veh/h		1774	5253	0	1774	5253	0	188	1609	0	1264	1863
Grp Volume(v), veh/h		70	1822	0	12	1736	0	138	0	0	84	12
Grp Sat Flow(s),veh/h/ln		1774	1695	0	1774	1695	0	1798	0	0	1264	1863
Q Serve(g_s), s		6.2	0.0	0.0	0.6	0.0	0.0	4.6	0.0	0.0	4.0	0.9
Cycle Q Clear(g_c), s		6.2	0.0	0.0	0.6	0.0	0.0	11.4	0.0	0.0	15.4	0.9
Prop In Lane		1.00		0.00	1.00		0.00	0.16		0.00	1.00	
Lane Grp Cap(c), veh/h		87	2765	0	382	3610	0	257	0	0	167	239
V/C Ratio(X)		0.80	0.66	0.00	0.03	0.48	0.00	0.54	0.00	0.00	0.50	0.05
Avail Cap(c_a), veh/h		211	2765	0	382	3610	0	427	0	0	289	419
HCM Platoon Ratio		2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.83	0.83	0.00	0.80	0.80	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		71.4	0.0	0.0	35.9	0.0	0.0	65.7	0.0	0.0	68.4	61.2
Incr Delay (d2), s/veh		5.3	1.0	0.0	0.0	0.4	0.0	0.6	0.0	0.0	0.9	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		5.7	0.5	0.0	0.6	0.2	0.0	9.7	0.0	0.0	6.5	0.8
LnGrp Delay(d),s/veh		76.7	1.0	0.0	35.9	0.4	0.0	66.3	0.0	0.0	69.3	61.2
LnGrp LOS		E	A		D	A		E			E	E
Approach Vol, veh/h			1892			1748			138			96
Approach Delay, s/veh			3.8			0.6			66.3			68.3
Approach LOS			A			A			E			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.9	119.6		26.6	40.4	93.0		26.6
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	19.0	87.0		36.0	19.0	87.0		36.0
Max Q Clear Time (g_c+I1), s	8.2	2.0		13.4	2.6	2.0		17.4
Green Ext Time (p_c), s	0.0	14.3		0.5	8.8	15.7		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	6.2
HCM 2010 LOS	A

Notes

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	44
Future Volume (veh/h)	44
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Adj No. of Lanes	0
Peak Hour Factor	0.91
Percent Heavy Veh, %	2
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

11: Three Islands Blvd & Hallandale Beach Boulevard

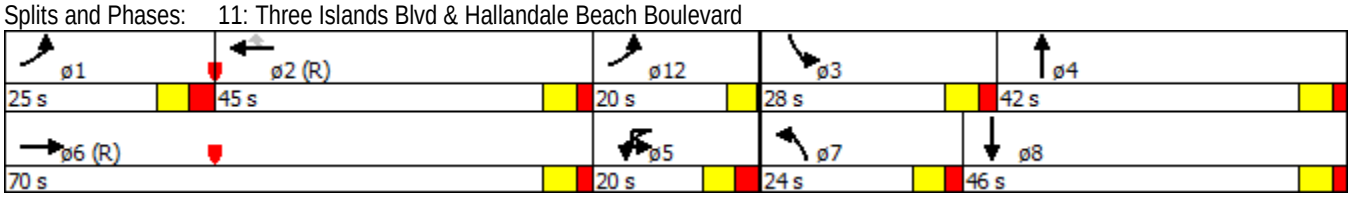
P.M. Peak

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	ø1	ø12
Lane Configurations											
Traffic Volume (vph)	461	1257	2	1369	299	1	7	317	5		
Future Volume (vph)	461	1257	2	1369	299	1	7	317	5		
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA		
Protected Phases	1 12	6	5	2		7	4	3	8	1	12
Permitted Phases					2						
Detector Phase	1 12	6	5	2	2	7	4	3	8		
Switch Phase											
Minimum Initial (s)		10.0	5.0	10.0	10.0	5.0	6.0	5.0	6.0	5.0	4.0
Minimum Split (s)		42.0	12.0	42.0	42.0	11.0	42.0	22.0	44.0	23.0	20.0
Total Split (s)		70.0	20.0	45.0	45.0	24.0	42.0	28.0	46.0	25.0	20.0
Total Split (%)		43.8%	12.5%	28.1%	28.1%	15.0%	26.3%	17.5%	28.8%	16%	13%
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.5
All-Red Time (s)		2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0	0.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)		6.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag		Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode		C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 146 (91%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 11: Three Islands Blvd & Hallandale Beach Boulevard



11: Three Islands Blvd & Hallandale Beach Boulevard

P.M. Peak

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	490	1346	75	1456	318	1	10	337	315
v/c Ratio	0.81	0.41	0.52	0.57	0.36	0.02	0.13	0.79	0.65
Control Delay	54.9	24.4	83.6	29.9	4.3	75.0	63.7	81.7	12.9
Queue Delay	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Total Delay	54.9	24.6	83.6	30.0	4.3	75.0	63.7	81.7	13.0
Queue Length 50th (ft)	159	335	77	360	0	1	7	178	5
Queue Length 95th (ft)	282	273	m136	543	89	8	30	233	103
Internal Link Dist (ft)		445		2125			478		932
Turn Bay Length (ft)	170		220		700			440	
Base Capacity (vph)	681	3262	143	2564	880	199	399	472	620
Starvation Cap Reductn	0	737	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	270	0	0	0	0	16
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.53	0.52	0.63	0.36	0.01	0.03	0.71	0.52

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	461	1257	8	69	2	1369	299	1	7	3	317	5
Future Volume (vph)	461	1257	8	69	2	1369	299	1	7	3	317	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.0			7.0	6.0	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	0.97	0.91			1.00	0.91	1.00	1.00	1.00		0.97	1.00
Frpb, ped/bikes	1.00	1.00			1.00	1.00	0.91	1.00	0.99		1.00	0.98
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00			1.00	1.00	0.85	1.00	0.95		1.00	0.85
Flt Protected	0.95	1.00			0.95	1.00	1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)	3433	5078			1770	5085	1434	1770	1766		3433	1552
Flt Permitted	0.95	1.00			0.95	1.00	1.00	0.95	1.00		0.95	1.00
Satd. Flow (perm)	3433	5078			1770	5085	1434	1770	1766		3433	1552
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	490	1337	9	73	2	1456	318	1	7	3	337	5
RTOR Reduction (vph)	0	0	0	0	0	0	167	0	3	0	0	266
Lane Group Flow (vph)	490	1346	0	0	75	1456	151	1	7	0	337	49
Confl. Peds. (#/hr)	63		15		15		63	9		9	9	
Turn Type	Prot	NA		Prot	Prot	NA	Perm	Prot	NA		Prot	NA
Protected Phases	1 12	6		5	5	2		7	4		3	8
Permitted Phases							2					
Actuated Green, G (s)	31.1	98.0			13.0	75.9	75.9	1.2	4.1		19.9	22.8
Effective Green, g (s)	31.1	98.0			13.0	75.9	75.9	1.2	4.1		19.9	22.8
Actuated g/C Ratio	0.19	0.61			0.08	0.47	0.47	0.01	0.03		0.12	0.14
Clearance Time (s)		6.0			7.0	6.0	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	667	3110			143	2412	680	13	45		426	221
v/s Ratio Prot	c0.14	0.26			0.04	c0.29		0.00	0.00		c0.10	c0.03
v/s Ratio Perm							0.11					
v/c Ratio	0.73	0.43			0.52	0.60	0.22	0.08	0.16		0.79	0.22
Uniform Delay, d1	60.6	16.3			70.5	31.0	24.7	78.8	76.3		68.0	60.8
Progression Factor	1.08	1.62			0.99	0.98	1.07	1.00	1.00		1.00	1.00
Incremental Delay, d2	3.8	0.4			3.4	1.1	0.7	2.5	1.6		9.7	0.5
Delay (s)	69.0	26.9			73.4	31.4	27.1	81.4	77.9		77.7	61.3
Level of Service	E	C			E	C	C	F	E		E	E
Approach Delay (s)		38.1				32.3			78.2			69.8
Approach LOS		D				C			E			E

Intersection Summary

HCM 2000 Control Delay	40.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	29.0
Intersection Capacity Utilization	81.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

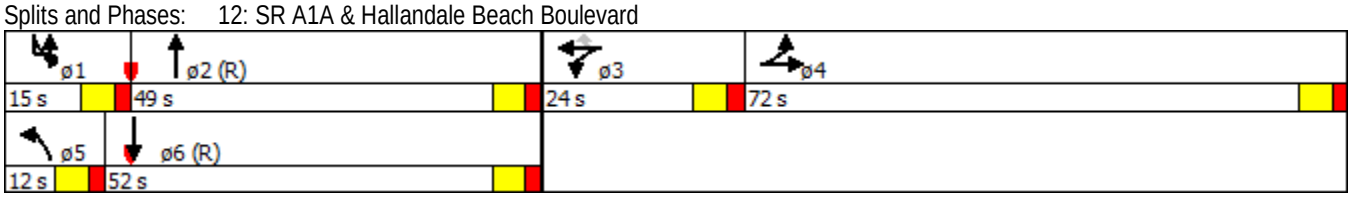
Movement	SBR
Lane Configurations	
Traffic Volume (vph)	291
Future Volume (vph)	291
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	310
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	9
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	613	90	932	115	28	67	809	8	26	698	695
Future Volume (vph)	613	90	932	115	28	67	809	8	26	698	695
Turn Type	Split	NA	Free	NA	Perm	Prot	NA	Free	Prot	NA	Free
Protected Phases	4	4		3		5	2		1	6	
Permitted Phases			Free		3			Free			Free
Detector Phase	4	4		3	3	5	2		1	6	
Switch Phase											
Minimum Initial (s)	6.0	6.0		15.0	15.0	5.0	7.0		5.0	7.0	
Minimum Split (s)	39.0	39.0		24.0	24.0	11.0	43.0		11.0	43.0	
Total Split (s)	72.0	72.0		24.0	24.0	12.0	49.0		15.0	52.0	
Total Split (%)	45.0%	45.0%		15.0%	15.0%	7.5%	30.6%		9.4%	32.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	C-Max		None	C-Max	

Intersection Summary

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

Splits and Phases: 12: SR A1A & Hallandale Beach Boulevard



12: SR A1A & Hallandale Beach Boulevard

P.M. Peak

Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	332	401	971	136	29	70	843	8	47	727	724
v/c Ratio	0.72	0.86	0.64	0.69	0.12	0.49	0.55	0.01	0.52	0.53	0.47
Control Delay	61.5	72.0	4.9	87.2	0.9	82.4	38.9	0.0	92.5	41.5	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.5	72.0	4.9	87.2	0.9	82.4	38.9	0.0	92.5	41.5	1.0
Queue Length 50th (ft)	315	382	112	139	0	72	356	0	49	309	0
Queue Length 95th (ft)	403	510	94	217	0	127	503	0	94	432	0
Internal Link Dist (ft)		2125		300			718			465	
Turn Bay Length (ft)						450		175	200		200
Base Capacity (vph)	693	702	1529	208	259	142	1519	1505	107	1369	1555
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.57	0.64	0.65	0.11	0.49	0.55	0.01	0.44	0.53	0.47

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	613	90	932	15	115	28	67	809	8	19	26	698
Future Volume (vph)	613	90	932	15	115	28	67	809	8	19	26	698
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0		6.0	6.0	6.0	6.0	4.0		6.0	6.0
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00	1.00	0.95	1.00		1.00	0.95
Frpb, ped/bikes	1.00	1.00	0.97		1.00	0.95	1.00	1.00	0.95		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85		1.00	1.00
Flt Protected	0.95	0.96	1.00		0.99	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1681	1704	1529		1852	1503	1770	3539	1505		1770	3539
Flt Permitted	0.95	0.96	1.00		0.99	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1681	1704	1529		1852	1503	1770	3539	1505		1770	3539
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	639	94	971	16	120	29	70	843	8	20	27	727
RTOR Reduction (vph)	0	0	0	0	0	26	0	0	0	0	0	0
Lane Group Flow (vph)	332	401	971	0	136	3	70	843	8	0	47	727
Confl. Peds. (#/hr)	14		76	76		14	20		60		60	
Turn Type	Split	NA	Free	Split	NA	Perm	Prot	NA	Free	Prot	Prot	NA
Protected Phases	4	4		3	3		5	2		1	1	6
Permitted Phases			Free			3			Free			
Actuated Green, G (s)	44.1	44.1	160.0		17.1	17.1	12.9	67.5	160.0		7.3	61.9
Effective Green, g (s)	44.1	44.1	160.0		17.1	17.1	12.9	67.5	160.0		7.3	61.9
Actuated g/C Ratio	0.28	0.28	1.00		0.11	0.11	0.08	0.42	1.00		0.05	0.39
Clearance Time (s)	6.0	6.0			6.0	6.0	6.0	6.0			6.0	6.0
Vehicle Extension (s)	2.0	2.0			5.0	5.0	1.5	0.2			1.5	0.2
Lane Grp Cap (vph)	463	469	1529		197	160	142	1493	1505		80	1369
v/s Ratio Prot	0.20	c0.24			0.07		0.04	0.24			0.03	0.21
v/s Ratio Perm			c0.64			0.00			0.01			
v/c Ratio	0.72	0.86	0.64		0.69	0.02	0.49	0.56	0.01		0.59	0.53
Uniform Delay, d1	52.3	54.9	0.0		68.9	63.9	70.4	35.1	0.0		74.9	37.8
Progression Factor	1.04	1.04	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	3.9	12.4	1.8		12.5	0.1	1.0	1.6	0.0		6.9	1.5
Delay (s)	58.2	69.3	1.8		81.4	64.0	71.4	36.7	0.0		81.8	39.3
Level of Service	E	E	A		F	E	E	D	A		F	D
Approach Delay (s)		28.7			78.3			39.0				22.1
Approach LOS		C			E			D				C

Intersection Summary

HCM 2000 Control Delay	30.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	94.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	695
Future Volume (vph)	695
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frpb, ped/bikes	0.98
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1555
Flt Permitted	1.00
Satd. Flow (perm)	1555
Peak-hour factor, PHF	0.96
Adj. Flow (vph)	724
RTOR Reduction (vph)	0
Lane Group Flow (vph)	724
Confl. Peds. (#/hr)	20
Turn Type	Free
Protected Phases	
Permitted Phases	Free
Actuated Green, G (s)	160.0
Effective Green, g (s)	160.0
Actuated g/C Ratio	1.00
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	1555
v/s Ratio Prot	
v/s Ratio Perm	0.47
v/c Ratio	0.47
Uniform Delay, d1	0.0
Progression Factor	1.00
Incremental Delay, d2	1.0
Delay (s)	1.0
Level of Service	A
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	29	0	82	0	0	0	0	0	77	303	0
Future Vol, veh/h	0	29	0	82	0	0	0	0	0	77	303	0
Peak Hour Factor	0.92	0.97	0.97	0.97	0.92	0.97	0.97	0.97	0.92	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	30	0	85	0	0	0	0	0	79	312	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	9	0	12
HCM LOS	A	-	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	26%	0%	0%
Vol Thru, %	80%	0%	100%	93%
Vol Right, %	0%	74%	0%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	380	111	0	259
LT Vol	77	29	0	0
Through Vol	303	0	0	240
RT Vol	0	82	0	19
Lane Flow Rate	392	114	0	267
Geometry Grp	1	1	1	1
Degree of Util (X)	0.496	0.159	0	0.342
Departure Headway (Hd)	4.557	5.001	5.597	4.607
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	787	713	0	777
Service Time	2.596	3.059	3.676	2.65
HCM Lane V/C Ratio	0.498	0.16	0	0.344
HCM Control Delay	12	9	8.7	10
HCM Lane LOS	B	A	N	A
HCM 95th-tile Q	2.8	0.6	0	1.5

Intersection

Intersection Delay, s/veh
Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	240	19
Future Vol, veh/h	0	0	240	19
Peak Hour Factor	0.92	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	247	20
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10
HCM LOS	A

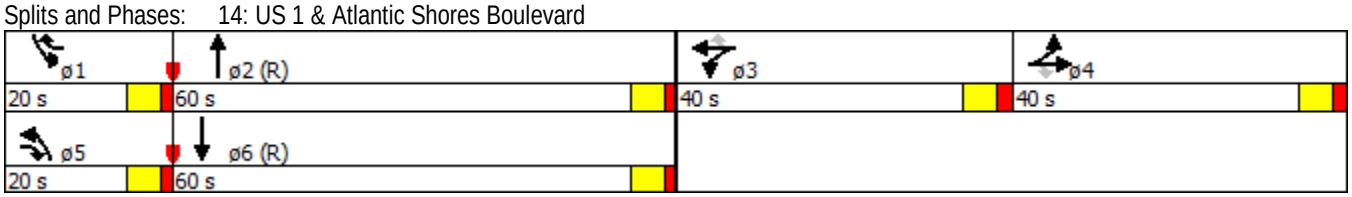
Lane

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	2	105	33	154	64	238	31	1432	234	1178
Future Volume (vph)	2	105	33	154	64	238	31	1432	234	1178
Turn Type	Split	NA	pm+ov	Split	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	4	4	5	3	3	1	5	2	1	6
Permitted Phases			4			3				
Detector Phase	4	4	5	3	3	1	5	2	1	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	4.0	6.0	6.0	4.0	4.0	10.0	4.0	10.0
Minimum Split (s)	39.0	39.0	11.0	39.0	39.0	11.0	11.0	34.5	11.0	34.5
Total Split (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	60.0	20.0	60.0
Total Split (%)	25.0%	25.0%	12.5%	25.0%	25.0%	12.5%	12.5%	37.5%	12.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.5	6.0	6.0	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 84 (53%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 14: US 1 & Atlantic Shores Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	2	112	35	164	68	253	33	1623	249	1264
v/c Ratio	0.01	0.70	0.14	0.77	0.30	0.47	0.28	0.85	0.74	0.57
Control Delay	63.0	92.2	4.9	90.9	66.1	5.8	109.9	23.5	75.1	31.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	7.9	0.0	0.8
Total Delay	63.0	92.2	4.9	90.9	66.1	5.9	109.9	31.4	75.1	32.5
Queue Length 50th (ft)	2	122	0	169	66	0	18	916	136	525
Queue Length 95th (ft)	11	190	13	244	113	48	m21	m#1087	180	633
Internal Link Dist (ft)		194			2534			3214		591
Turn Bay Length (ft)				210		200	190		190	
Base Capacity (vph)	357	376	337	376	395	549	311	1913	352	2201
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	569
Spillback Cap Reductn	0	0	0	0	0	18	0	268	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.30	0.10	0.44	0.17	0.48	0.11	0.99	0.71	0.77

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	105	33	154	64	238	31	1432	94	234	1178	10
Future Volume (vph)	2	105	33	154	64	238	31	1432	94	234	1178	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	5.5	6.0	6.0	5.5	5.5	5.5		5.5	5.5	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95		0.97	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1770	1564	1770	1863	1567	3433	3494		3433	3534	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1770	1564	1770	1863	1567	3433	3494		3433	3534	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	2	112	35	164	68	253	33	1523	100	249	1253	11
RTOR Reduction (vph)	0	0	31	0	0	198	0	2	0	0	0	0
Lane Group Flow (vph)	2	112	4	164	68	55	33	1621	0	249	1264	0
Confl. Peds. (#/hr)	5		3	3		5	13		14	14		13
Turn Type	Split	NA	pm+ov	Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	4	4	5	3	3	1	5	2		1	6	
Permitted Phases			4			3						
Actuated Green, G (s)	14.5	14.5	19.2	19.2	19.2	34.9	4.7	87.6		15.7	98.6	
Effective Green, g (s)	14.5	14.5	19.2	19.2	19.2	34.9	4.7	87.6		15.7	98.6	
Actuated g/C Ratio	0.09	0.09	0.12	0.12	0.12	0.22	0.03	0.55		0.10	0.62	
Clearance Time (s)	6.0	6.0	5.5	6.0	6.0	5.5	5.5	5.5		5.5	5.5	
Vehicle Extension (s)	2.0	2.0	1.5	2.0	2.0	1.5	1.5	3.0		1.5	3.0	
Lane Grp Cap (vph)	152	160	187	212	223	341	100	1912		336	2177	
v/s Ratio Prot	0.00	c0.06	0.00	c0.09	0.04	0.02	0.01	c0.46		c0.07	0.36	
v/s Ratio Perm			0.00			0.02						
v/c Ratio	0.01	0.70	0.02	0.77	0.30	0.16	0.33	0.85		0.74	0.58	
Uniform Delay, d1	66.2	70.6	62.1	68.3	64.3	50.7	76.1	30.6		70.2	18.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.43	0.64		0.91	1.54	
Incremental Delay, d2	0.0	10.3	0.0	14.7	0.3	0.1	0.3	2.1		6.3	0.9	
Delay (s)	66.2	80.9	62.1	83.0	64.6	50.8	109.5	21.5		70.3	29.2	
Level of Service	E	F	E	F	E	D	F	C		E	C	
Approach Delay (s)		76.3			63.6			23.3			36.0	
Approach LOS		E			E			C			D	

Intersection Summary

HCM 2000 Control Delay	35.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	80.6%	ICU Level of Service	D
Analysis Period (min)	15		

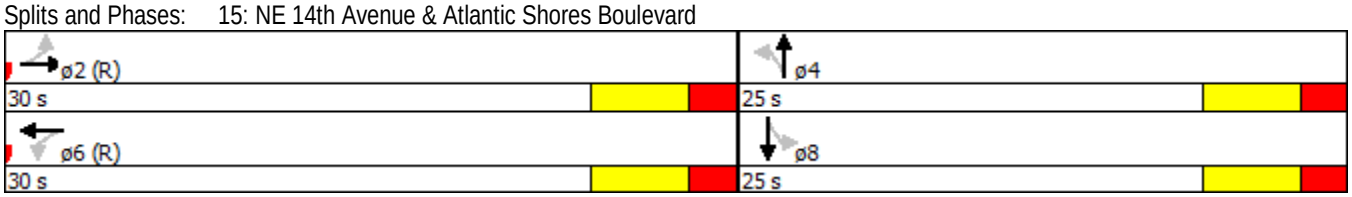
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	21	354	32	356	73	201	158	152
Future Volume (vph)	21	354	32	356	73	201	158	152
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		4		8
Permitted Phases	2		6		4		8	
Detector Phase	2	2	6	6	4	4	8	8
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	25.0	25.0	25.0	25.0
Total Split (%)	54.5%	54.5%	54.5%	54.5%	45.5%	45.5%	45.5%	45.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 55
Actuated Cycle Length: 55
Offset: 30 (55%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 15: NE 14th Avenue & Atlantic Shores Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	354	57	32	356	167	73	201	37	158	152	27
Future Volume (veh/h)	21	354	57	32	356	167	73	201	37	158	152	27
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	22	369	0	33	371	10	76	209	0	165	158	0
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	631	938	0	514	909	24	389	518	0	349	518	0
Arrive On Green	0.50	0.50	0.00	1.00	1.00	1.00	0.28	0.28	0.00	0.28	0.28	0.00
Sat Flow, veh/h	993	1863	0	1006	1805	49	1221	1863	0	1164	1863	0
Grp Volume(v), veh/h	22	369	0	33	0	381	76	209	0	165	158	0
Grp Sat Flow(s),veh/h/ln	993	1863	0	1006	0	1854	1221	1863	0	1164	1863	0
Q Serve(g_s), s	0.6	6.7	0.0	0.5	0.0	0.0	2.9	5.0	0.0	7.4	3.7	0.0
Cycle Q Clear(g_c), s	0.6	6.7	0.0	7.2	0.0	0.0	6.6	5.0	0.0	12.4	3.7	0.0
Prop In Lane	1.00		0.00	1.00		0.03	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	631	938	0	514	0	933	389	518	0	349	518	0
V/C Ratio(X)	0.03	0.39	0.00	0.06	0.00	0.41	0.20	0.40	0.00	0.47	0.30	0.00
Avail Cap(c_a), veh/h	631	938	0	514	0	933	471	643	0	427	643	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.00	0.88	0.00	0.88	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	6.9	8.5	0.0	0.9	0.0	0.0	18.2	16.1	0.0	21.2	15.6	0.0
Incr Delay (d2), s/veh	0.1	0.8	0.0	0.2	0.0	1.2	0.1	0.2	0.0	0.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	6.0	0.0	0.3	0.0	0.5	1.8	4.6	0.0	4.4	3.4	0.0
LnGrp Delay(d),s/veh	7.0	9.2	0.0	1.1	0.0	1.2	18.3	16.3	0.0	21.5	15.8	0.0
LnGrp LOS	A	A		A		A	B	B		C	B	
Approach Vol, veh/h		391			414			285			323	
Approach Delay, s/veh		9.1			1.2			16.9			18.7	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		33.7		21.3		33.7		21.3
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		24.0		19.0		24.0		19.0
Max Q Clear Time (g_c+I1), s		8.7		8.6		9.2		14.4
Green Ext Time (p_c), s		3.1		1.2		3.1		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	10.5
HCM 2010 LOS	B

16: Diplomat Parkway & Atlantic Shores Boulevard

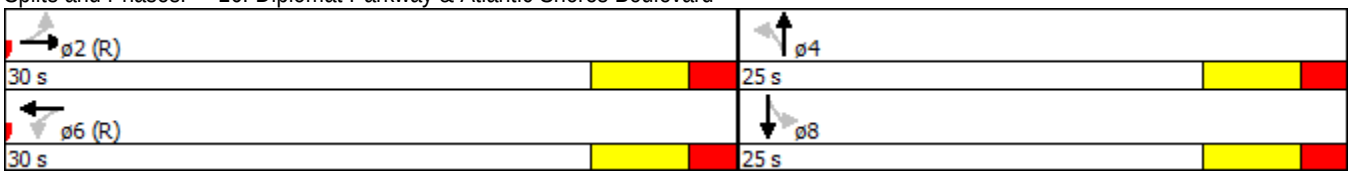
P.M. Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	20	470	27	478	72	94	67	57
Future Volume (vph)	20	470	27	478	72	94	67	57
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		4		8
Permitted Phases	2		6		4		8	
Detector Phase	2	2	6	6	4	4	8	8
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	30.0	30.0	30.0	30.0	25.0	25.0	25.0	25.0
Total Split (%)	54.5%	54.5%	54.5%	54.5%	45.5%	45.5%	45.5%	45.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 55
Actuated Cycle Length: 55
Offset: 24 (44%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 16: Diplomat Parkway & Atlantic Shores Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	470	47	27	478	106	72	94	59	67	57	7
Future Volume (veh/h)	20	470	47	27	478	106	72	94	59	67	57	7
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.99		0.99	0.99		1.00	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	21	485	0	28	493	1	74	97	0	69	59	0
Adj No. of Lanes	1	2	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	580	2240	0	702	1176	2	292	277	0	262	277	0
Arrive On Green	1.00	1.00	0.00	0.63	0.63	0.63	0.15	0.15	0.00	0.15	0.15	0.00
Sat Flow, veh/h	897	3632	0	902	1858	4	1332	1863	0	1284	1863	0
Grp Volume(v), veh/h	21	485	0	28	0	494	74	97	0	69	59	0
Grp Sat Flow(s),veh/h/ln	897	1770	0	902	0	1862	1332	1863	0	1284	1863	0
Q Serve(g_s), s	0.3	0.0	0.0	0.6	0.0	7.3	2.8	2.6	0.0	2.8	1.5	0.0
Cycle Q Clear(g_c), s	7.6	0.0	0.0	0.6	0.0	7.3	4.4	2.6	0.0	5.4	1.5	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	580	2240	0	702	0	1178	292	277	0	262	277	0
V/C Ratio(X)	0.04	0.22	0.00	0.04	0.00	0.42	0.25	0.35	0.00	0.26	0.21	0.00
Avail Cap(c_a), veh/h	580	2240	0	702	0	1178	554	643	0	514	643	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.8	0.0	0.0	3.8	0.0	5.0	22.5	21.0	0.0	23.4	20.6	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.1	0.0	1.1	0.2	0.3	0.0	0.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.1	0.0	0.3	0.0	7.3	1.9	2.4	0.0	1.8	1.4	0.0
LnGrp Delay(d),s/veh	0.9	0.2	0.0	3.9	0.0	6.1	22.7	21.3	0.0	23.6	20.7	0.0
LnGrp LOS	A	A		A		A	C	C		C	C	
Approach Vol, veh/h		506			522			171			128	
Approach Delay, s/veh		0.2			6.0			21.9			22.3	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.8		14.2		40.8		14.2
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		24.0		19.0		24.0		19.0
Max Q Clear Time (g_c+I1), s		9.6		6.4		9.3		7.4
Green Ext Time (p_c), s		4.3		0.5		4.3		0.5

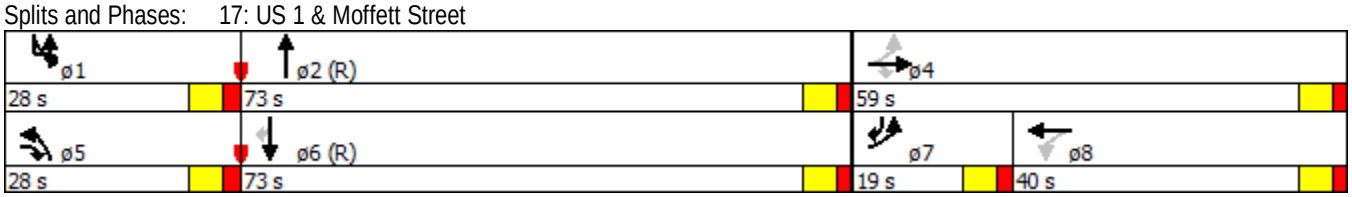
Intersection Summary	
HCM 2010 Ctrl Delay	7.4
HCM 2010 LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	177	322	409	12	255	423	1108	67	959	115
Future Volume (vph)	177	322	409	12	255	423	1108	67	959	115
Turn Type	pm+pt	NA	pm+ov	Perm	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	5		8	5	2	1	6	7
Permitted Phases	4		4	8						6
Detector Phase	7	4	5	8	8	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	4.0	6.0	5.0	6.0	6.0	5.0	10.0	5.0	10.0	4.0
Minimum Split (s)	10.0	39.0	11.0	39.0	39.0	11.0	39.0	11.0	39.0	10.0
Total Split (s)	19.0	59.0	28.0	40.0	40.0	28.0	73.0	28.0	73.0	19.0
Total Split (%)	11.9%	36.9%	17.5%	25.0%	25.0%	17.5%	45.6%	17.5%	45.6%	11.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 111 (69%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 17: US 1 & Moffett Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	177	322	409	12	255	24	423	1108	14	20	67	959
Future Volume (veh/h)	177	322	409	12	255	24	423	1108	14	20	67	959
Number	7	4	14	3	8	18	5	2	12		1	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		1.00	1.00		0.98		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1863	1863	1900		1863	1863
Adj Flow Rate, veh/h	181	329	296	12	260	0	432	1131	1		68	979
Adj No. of Lanes	1	1	1	0	1	0	2	2	0		1	2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98		0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2		2	2
Cap, veh/h	290	576	694	31	337	0	465	1923	2		86	1569
Arrive On Green	0.08	0.31	0.31	0.19	0.19	0.00	0.27	1.00	1.00		0.03	0.30
Sat Flow, veh/h	1774	1863	1551	39	1770	0	3442	3628	3		1774	3539
Grp Volume(v), veh/h	181	329	296	272	0	0	432	552	580		68	979
Grp Sat Flow(s),veh/h/ln	1774	1863	1551	1809	0	0	1721	1770	1862		1774	1770
Q Serve(g_s), s	13.0	23.7	21.0	7.6	0.0	0.0	19.6	0.0	0.0		6.1	38.2
Cycle Q Clear(g_c), s	13.0	23.7	21.0	22.7	0.0	0.0	19.6	0.0	0.0		6.1	38.2
Prop In Lane	1.00		1.00	0.04		0.00	1.00		0.00		1.00	
Lane Grp Cap(c), veh/h	290	576	694	368	0	0	465	938	987		86	1569
V/C Ratio(X)	0.62	0.57	0.43	0.74	0.00	0.00	0.93	0.59	0.59		0.79	0.62
Avail Cap(c_a), veh/h	290	617	728	407	0	0	473	938	987		244	1569
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00		0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.51	0.51	0.51		1.00	1.00
Uniform Delay (d), s/veh	45.7	46.4	30.5	61.5	0.0	0.0	57.6	0.0	0.0		76.6	44.7
Incr Delay (d2), s/veh	3.1	0.6	0.2	5.2	0.0	0.0	14.7	1.4	1.3		6.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(95%),veh/ln	10.8	18.1	13.9	17.7	0.0	0.0	13.9	0.6	0.6		5.7	26.3
LnGrp Delay(d),s/veh	48.8	47.0	30.7	66.7	0.0	0.0	72.3	1.4	1.3		82.6	46.6
LnGrp LOS	D	D	C	E			E	A	A		F	D
Approach Vol, veh/h		806			272			1564				1047
Approach Delay, s/veh		41.4			66.7			21.0				49.0
Approach LOS		D			E			C				D

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	90.8		55.5	27.6	76.9	19.0	36.5
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	22.0	67.0		53.0	22.0	67.0	13.0	34.0
Max Q Clear Time (g_c+I1), s	8.1	2.0		25.7	21.6	40.2	15.0	24.7
Green Ext Time (p_c), s	0.1	16.1		2.2	0.1	12.6	0.0	1.8

Intersection Summary	
HCM 2010 Ctrl Delay	36.7
HCM 2010 LOS	D

Notes

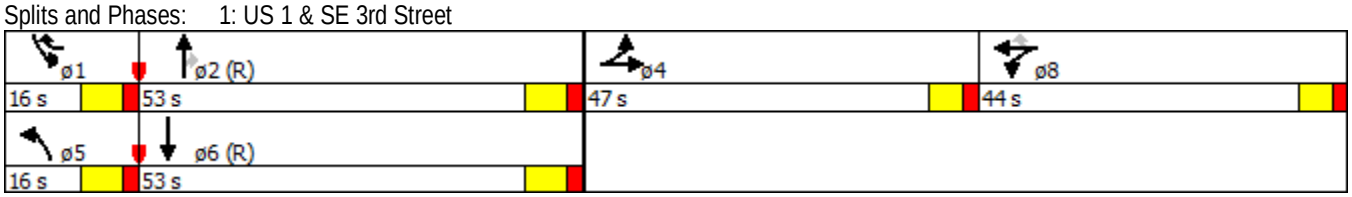
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	115
Future Volume (veh/h)	115
Number	16
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	0
Adj No. of Lanes	1
Peak Hour Factor	0.98
Percent Heavy Veh, %	2
Cap, veh/h	830
Arrive On Green	0.00
Sat Flow, veh/h	1583
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1583
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	830
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	830
HCM Platoon Ratio	0.67
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	117	102	276	16	193	52	1363	155	174	2037
Future Volume (vph)	117	102	276	16	193	52	1363	155	174	2037
Turn Type	Split	NA	Split	NA	pm+ov	Prot	NA	Perm	Prot	NA
Protected Phases	4	4	8	8	1	5	2		1	6
Permitted Phases					8			2		
Detector Phase	4	4	8	8	1	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	5.0	5.0	12.0	12.0	5.0	12.0
Minimum Split (s)	45.0	45.0	42.0	42.0	12.0	12.0	39.0	39.0	12.0	39.0
Total Split (s)	47.0	47.0	44.0	44.0	16.0	16.0	53.0	53.0	16.0	53.0
Total Split (%)	29.4%	29.4%	27.5%	27.5%	10.0%	10.0%	33.1%	33.1%	10.0%	33.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag					Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 113 (71%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	102	460	276	16	193	52	1363	155	174	2037	3
Future Volume (veh/h)	117	102	460	276	16	193	52	1363	155	174	2037	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	126	110	396	297	17	116	56	1466	55	187	2190	0
Adj No. of Lanes	1	1	0	1	1	2	1	3	1	2	3	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	455	91	327	329	345	670	71	1728	536	194	1809	0
Arrive On Green	0.26	0.26	0.26	0.19	0.19	0.19	0.04	0.34	0.34	0.06	0.36	0.00
Sat Flow, veh/h	1774	354	1276	1774	1863	2769	1774	5085	1579	3442	5253	0
Grp Volume(v), veh/h	126	0	506	297	17	116	56	1466	55	187	2190	0
Grp Sat Flow(s),veh/h/ln	1774	0	1630	1774	1863	1384	1774	1695	1579	1721	1695	0
Q Serve(g_s), s	9.1	0.0	41.0	26.2	1.2	5.3	5.0	42.8	3.8	8.7	56.9	0.0
Cycle Q Clear(g_c), s	9.1	0.0	41.0	26.2	1.2	5.3	5.0	42.8	3.8	8.7	56.9	0.0
Prop In Lane	1.00		0.78	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	455	0	418	329	345	670	71	1728	536	194	1809	0
V/C Ratio(X)	0.28	0.00	1.21	0.90	0.05	0.17	0.79	0.85	0.10	0.97	1.21	0.00
Avail Cap(c_a), veh/h	455	0	418	421	442	814	100	1728	536	194	1809	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.11	0.11	0.00
Uniform Delay (d), s/veh	47.6	0.0	59.5	63.8	53.6	48.0	76.1	49.0	36.1	75.3	51.5	0.0
Incr Delay (d2), s/veh	0.1	0.0	115.3	16.9	0.0	0.0	15.3	5.4	0.4	13.7	95.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	0.0	57.3	20.6	1.1	3.7	5.0	28.5	3.1	5.6	74.5	0.0
LnGrp Delay(d),s/veh	47.8	0.0	174.8	80.7	53.6	48.1	91.4	54.4	36.5	89.1	146.9	0.0
LnGrp LOS	D		F	F	D	D	F	D	D	F	F	
Approach Vol, veh/h		632			430			1577			2377	
Approach Delay, s/veh		149.5			70.8			55.1			142.3	
Approach LOS		F			E			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.0	61.4		47.0	13.4	63.9		35.6
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0
Max Green Setting (Gmax), s	9.0	46.0		41.0	9.0	46.0		38.0
Max Q Clear Time (g_c+I1), s	10.7	44.8		43.0	7.0	58.9		28.2
Green Ext Time (p_c), s	0.0	1.2		0.0	0.0	0.0		0.8

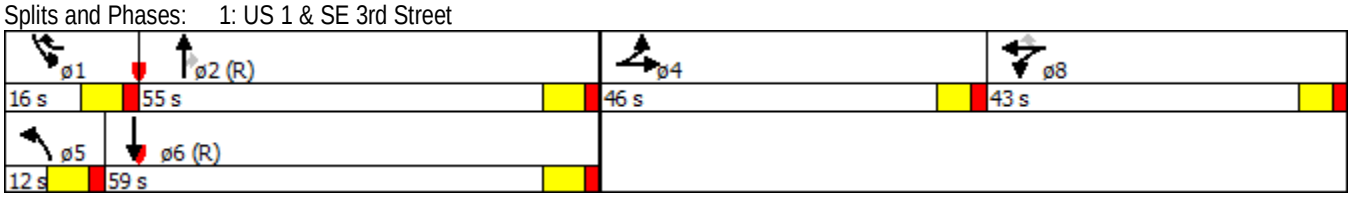
Intersection Summary	
HCM 2010 Ctrl Delay	109.7
HCM 2010 LOS	F

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	117	102	276	16	193	52	1363	155	174	2037
Future Volume (vph)	117	102	276	16	193	52	1363	155	174	2037
Turn Type	Split	NA	Split	NA	pm+ov	Prot	NA	Perm	Prot	NA
Protected Phases	4	4	8	8	1	5	2		1	6
Permitted Phases					8			2		
Detector Phase	4	4	8	8	1	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	5.0	5.0	12.0	12.0	5.0	12.0
Minimum Split (s)	45.0	45.0	42.0	42.0	12.0	12.0	39.0	39.0	12.0	39.0
Total Split (s)	46.0	46.0	43.0	43.0	16.0	12.0	55.0	55.0	16.0	59.0
Total Split (%)	28.8%	28.8%	26.9%	26.9%	10.0%	7.5%	34.4%	34.4%	10.0%	36.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag					Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 113 (71%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	102	460	276	16	193	52	1363	155	174	2037	3
Future Volume (veh/h)	117	102	460	276	16	193	52	1363	155	174	2037	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	126	110	396	297	17	116	56	1466	55	187	2190	0
Adj No. of Lanes	1	1	0	1	1	2	1	3	1	2	3	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	444	89	319	328	345	669	55	1760	547	194	1888	0
Arrive On Green	0.25	0.25	0.25	0.19	0.19	0.19	0.03	0.35	0.35	0.06	0.37	0.00
Sat Flow, veh/h	1774	354	1276	1774	1863	2769	1774	5085	1579	3442	5253	0
Grp Volume(v), veh/h	126	0	506	297	17	116	56	1466	55	187	2190	0
Grp Sat Flow(s),veh/h/ln	1774	0	1630	1774	1863	1384	1774	1695	1579	1721	1695	0
Q Serve(g_s), s	9.2	0.0	40.0	26.2	1.2	5.3	5.0	42.4	3.8	8.7	59.4	0.0
Cycle Q Clear(g_c), s	9.2	0.0	40.0	26.2	1.2	5.3	5.0	42.4	3.8	8.7	59.4	0.0
Prop In Lane	1.00		0.78	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	444	0	408	328	345	669	55	1760	547	194	1888	0
V/C Ratio(X)	0.28	0.00	1.24	0.90	0.05	0.17	1.01	0.83	0.10	0.97	1.16	0.00
Avail Cap(c_a), veh/h	444	0	408	410	431	797	55	1760	547	194	1888	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	48.4	0.0	60.0	63.8	53.6	48.1	77.5	48.1	35.4	75.3	50.3	0.0
Incr Delay (d2), s/veh	0.1	0.0	127.9	18.0	0.0	0.0	123.8	4.8	0.4	12.3	72.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	0.0	58.5	20.8	1.1	3.7	7.8	28.0	3.1	5.5	70.7	0.0
LnGrp Delay(d),s/veh	48.6	0.0	187.9	81.8	53.6	48.1	201.3	52.8	35.8	87.7	123.0	0.0
LnGrp LOS	D		F	F	D	D	F	D	D	F	F	
Approach Vol, veh/h		632			430			1577			2377	
Approach Delay, s/veh		160.2			71.6			57.5			120.3	
Approach LOS		F			E			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.0	62.4		46.0	12.0	66.4		35.6
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0
Max Green Setting (Gmax), s	9.0	48.0		40.0	5.0	52.0		37.0
Max Q Clear Time (g_c+I1), s	10.7	44.4		42.0	7.0	61.4		28.2
Green Ext Time (p_c), s	0.0	3.5		0.0	0.0	0.0		0.8

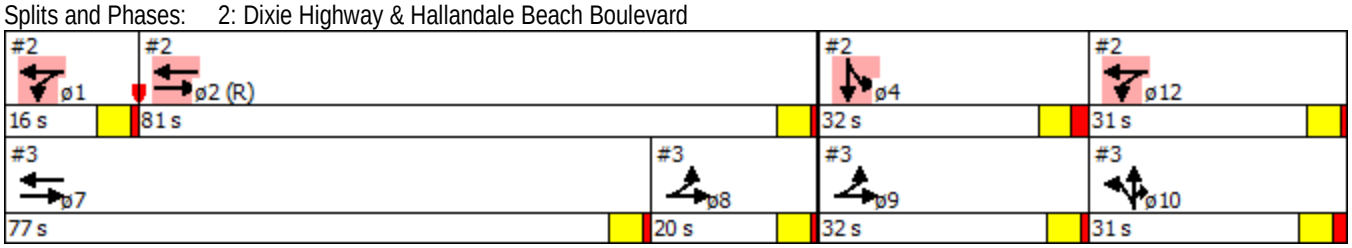
Intersection Summary	
HCM 2010 Ctrl Delay	101.4
HCM 2010 LOS	F

Lane Group	EBT	WBL	WBT	SBT	ø1	ø7	ø8	ø9	ø10	ø12
Lane Configurations										
Traffic Volume (vph)	1645	131	1746	604						
Future Volume (vph)	1645	131	1746	604						
Turn Type	NA	Prot	NA	NA						
Protected Phases	2	1 12	1 2 12	4	1	7	8	9	10	12
Permitted Phases										
Detector Phase	2	1 12	1 2 12	4						
Switch Phase										
Minimum Initial (s)	10.0			6.0	5.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	25.0			35.0	13.0	15.0	11.0	25.0	11.0	10.0
Total Split (s)	81.0			32.0	16.0	77.0	20.0	32.0	31.0	31.0
Total Split (%)	50.6%			20.0%	10%	48%	13%	20%	19%	19%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0			2.0	1.0	1.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0			0.0						
Total Lost Time (s)	5.0			6.0						
Lead/Lag	Lag				Lead			Lead	Lag	
Lead-Lag Optimize?	Yes				Yes			Yes	Yes	
Recall Mode	C-Max			None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 27 (17%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 2: Dixie Highway & Hallandale Beach Boulevard



Lane Group	EBT	WBL	WBT	SBT
Lane Group Flow (vph)	1770	138	1838	988
v/c Ratio	0.88	0.37	0.47	1.07dl
Control Delay	40.3	86.5	0.6	88.4
Queue Delay	0.0	41.3	0.3	0.0
Total Delay	40.3	127.8	0.8	88.4
Queue Length 50th (ft)	792	137	7	301
Queue Length 95th (ft)	937	201	1	#376
Internal Link Dist (ft)	1589		116	869
Turn Bay Length (ft)		375		
Base Capacity (vph)	2001	415	3863	1022
Starvation Cap Reductn	0	277	1126	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.88	1.00	0.67	0.97

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1645	36	131	1746	0	0	0	0	294	604	41
Future Volume (vph)	0	1645	36	131	1746	0	0	0	0	294	604	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						6.0	
Lane Util. Factor		*0.68		1.00	0.91						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		1.00		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						0.98	
Satd. Flow (prot)		3786		1770	5085						6268	
Flt Permitted		1.00		0.95	1.00						0.98	
Satd. Flow (perm)		3786		1770	5085						6268	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1732	38	138	1838	0	0	0	0	309	636	43
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	1769	0	138	1838	0	0	0	0	0	984	0
Confl. Peds. (#/hr)	8		4	4		8						
Turn Type		NA		Prot	NA					Split	NA	
Protected Phases		2		1 12	1 2 12					4	4	
Permitted Phases												
Actuated Green, G (s)		84.6		33.6	123.2						25.8	
Effective Green, g (s)		84.6		33.6	123.2						25.8	
Actuated g/C Ratio		0.53		0.21	0.77						0.16	
Clearance Time (s)		5.0									6.0	
Vehicle Extension (s)		3.0									0.2	
Lane Grp Cap (vph)		2001		371	3915						1010	
v/s Ratio Prot		c0.47		0.08	c0.36						c0.16	
v/s Ratio Perm												
v/c Ratio		0.88		0.37	0.47						1.07dl	
Uniform Delay, d1		33.4		54.2	6.6						66.8	
Progression Factor		1.00		1.57	0.04						1.00	
Incremental Delay, d2		6.1		0.2	0.0						22.0	
Delay (s)		39.5		85.2	0.3						88.7	
Level of Service		D		F	A						F	
Approach Delay (s)		39.5			6.2			0.0			88.7	
Approach LOS		D			A			A			F	

Intersection Summary

HCM 2000 Control Delay	35.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	95.9%	ICU Level of Service	F
Analysis Period (min)	15		

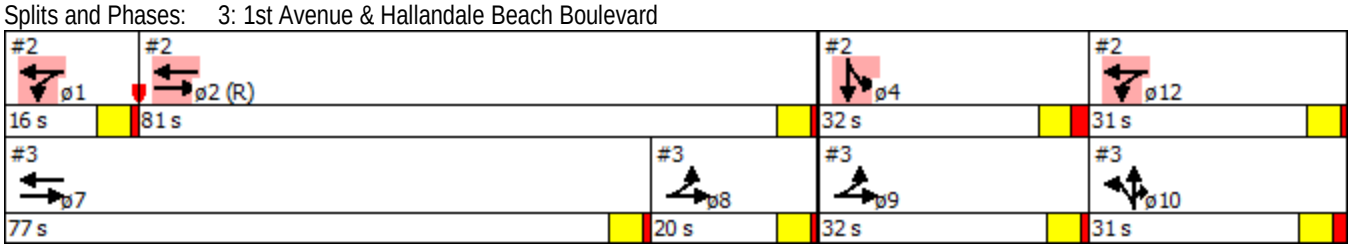
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	ø1	ø2	ø4	ø8	ø9	ø12
Lane Configurations												
Traffic Volume (vph)	32	1891	1689	184	140	89						
Future Volume (vph)	32	1891	1689	184	140	89						
Turn Type	Prot	NA	NA	Split	NA	Prot						
Protected Phases	8 9	7 8 9	7	10	10	10	1	2	4	8	9	12
Permitted Phases												
Detector Phase	8 9	7 8 9	7	10	10	10						
Switch Phase												
Minimum Initial (s)			10.0	5.0	5.0	5.0	5.0	10.0	6.0	5.0	10.0	5.0
Minimum Split (s)			15.0	11.0	11.0	11.0	13.0	25.0	35.0	11.0	25.0	10.0
Total Split (s)			77.0	31.0	31.0	31.0	16.0	81.0	32.0	20.0	32.0	31.0
Total Split (%)			48.1%	19.4%	19.4%	19.4%	10%	51%	20%	13%	20%	19%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			1.0	2.0	2.0	2.0	1.0	1.0	2.0	1.0	1.0	1.0
Lost Time Adjust (s)			0.0	0.0	0.0	0.0						
Total Lost Time (s)			5.0	6.0	6.0	6.0						
Lead/Lag				Lag	Lag	Lag	Lead	Lag			Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes			Yes	
Recall Mode			None	None	None	None	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 27 (17%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 3: 1st Avenue & Hallandale Beach Boulevard



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	34	1991	1862	194	147	94
v/c Ratio	0.07	0.74	0.66	0.66	0.47	0.26
Control Delay	26.9	2.9	27.8	74.1	66.2	5.4
Queue Delay	1.2	0.7	0.2	1.3	0.0	0.0
Total Delay	28.1	3.7	27.9	75.4	66.2	5.4
Queue Length 50th (ft)	28	43	258	191	140	0
Queue Length 95th (ft)	m27	m14	m247	289	221	27
Internal Link Dist (ft)		116	1665		922	
Turn Bay Length (ft)						115
Base Capacity (vph)	519	2810	2811	295	311	366
Starvation Cap Reductn	382	448	0	0	0	0
Spillback Cap Reductn	0	0	217	23	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.84	0.72	0.71	0.47	0.26

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	1891	0	0	1689	80	184	140	89	0	0	0
Future Volume (vph)	32	1891	0	0	1689	80	184	140	89	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		6.0	6.0	6.0			
Lane Util. Factor	1.00	0.95			*0.81		1.00	1.00	1.00			
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			0.99		1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1770	3539			5988		1770	1863	1583			
Flt Permitted	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)	1770	3539			5988		1770	1863	1583			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	34	1991	0	0	1778	84	194	147	94	0	0	0
RTOR Reduction (vph)	0	0	0	0	4	0	0	0	78	0	0	0
Lane Group Flow (vph)	34	1991	0	0	1858	0	194	147	16	0	0	0
Confl. Peds. (#/hr)	4		3	3		4	4					4
Turn Type	Prot	NA			NA		Split	NA	Prot			
Protected Phases	8 9	7 8 9			7		10	10	10			
Permitted Phases												
Actuated Green, G (s)	42.2	122.3			75.1		26.7	26.7	26.7			
Effective Green, g (s)	42.2	122.3			75.1		26.7	26.7	26.7			
Actuated g/C Ratio	0.26	0.76			0.47		0.17	0.17	0.17			
Clearance Time (s)					5.0		6.0	6.0	6.0			
Vehicle Extension (s)					3.0		0.2	0.2	0.2			
Lane Grp Cap (vph)	466	2705			2810		295	310	264			
v/s Ratio Prot	0.02	c0.56			0.31		c0.11	0.08	0.01			
v/s Ratio Perm												
v/c Ratio	0.07	0.74			0.66		0.66	0.47	0.06			
Uniform Delay, d1	44.2	10.2			32.7		62.4	60.3	56.1			
Progression Factor	0.62	0.21			0.84		1.00	1.00	1.00			
Incremental Delay, d2	0.0	0.5			0.1		4.0	0.4	0.0			
Delay (s)	27.6	2.5			27.3		66.4	60.7	56.1			
Level of Service	C	A			C		E	E	E			
Approach Delay (s)		3.0			27.3			62.2			0.0	
Approach LOS		A			C			E			A	

Intersection Summary

HCM 2000 Control Delay	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	95.9%	ICU Level of Service	F
Analysis Period (min)	15		

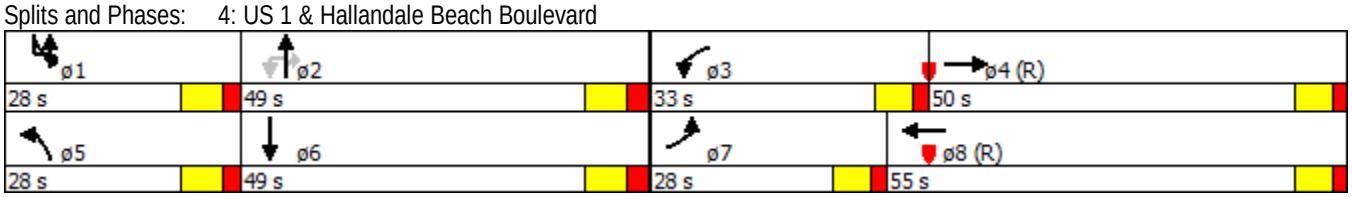
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	88	1288	610	1221	10	412	692	448	315	1082
Future Volume (vph)	88	1288	610	1221	10	412	692	448	315	1082
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases					2			2		
Detector Phase	7	4	3	8	2	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	6.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	11.5	46.5	11.5	46.5	47.0	12.0	47.0	47.0	12.0	47.0
Total Split (s)	28.0	50.0	33.0	55.0	49.0	28.0	49.0	49.0	28.0	49.0
Total Split (%)	17.5%	31.3%	20.6%	34.4%	30.6%	17.5%	30.6%	30.6%	17.5%	30.6%
Yellow Time (s)	4.5	4.5	4.5	4.5	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	2.0	3.0	3.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		7.0	8.0	8.0	7.0	8.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 25 (16%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1 & Hallandale Beach Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	88	1288	458	610	1221	157	10	412	692	448	5	315
Future Volume (veh/h)	88	1288	458	610	1221	157	10	412	692	448	5	315
Number	7	4	14	3	8	18		5	2	12		1
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99		1.00		0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900		1863	1863	1863		1863
Adj Flow Rate, veh/h	93	1356	379	642	1285	50		434	728	375		332
Adj No. of Lanes	1	3	0	2	3	0		2	3	1		2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95		0.95
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	113	1127	314	570	1946	76		452	1345	415		376
Arrive On Green	0.06	0.29	0.29	0.33	0.78	0.78		0.13	0.26	0.26		0.11
Sat Flow, veh/h	1774	3944	1099	3442	5021	195		3442	5085	1571		3442
Grp Volume(v), veh/h	93	1165	570	642	868	467		434	728	375		332
Grp Sat Flow(s),veh/h/ln	1774	1695	1652	1721	1695	1826		1721	1695	1571		1721
Q Serve(g_s), s	8.3	45.7	45.7	26.5	18.9	18.9		20.1	19.7	36.9		15.2
Cycle Q Clear(g_c), s	8.3	45.7	45.7	26.5	18.9	18.9		20.1	19.7	36.9		15.2
Prop In Lane	1.00		0.66	1.00		0.11		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	113	968	472	570	1314	708		452	1345	415		376
V/C Ratio(X)	0.82	1.20	1.21	1.13	0.66	0.66		0.96	0.54	0.90		0.88
Avail Cap(c_a), veh/h	238	968	472	570	1314	708		452	1345	415		452
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	0.63	0.63	0.63	0.80	0.80	0.80		0.51	0.51	0.51		0.67
Uniform Delay (d), s/veh	74.0	57.1	57.1	53.5	13.1	13.1		69.1	50.5	56.9		70.2
Incr Delay (d2), s/veh	3.6	97.8	105.8	74.0	2.1	3.8		21.1	0.2	13.2		10.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(95%),veh/ln	6.9	62.2	62.5	33.1	13.2	14.4		14.7	12.8	22.4		11.5
LnGrp Delay(d),s/veh	77.6	154.9	163.0	127.5	15.2	17.0		90.2	50.7	70.1		80.5
LnGrp LOS	E	F	F	F	B	B		F	D	E		F
Approach Vol, veh/h		1828			1977				1537			
Approach Delay, s/veh		153.5			52.1				66.6			
Approach LOS		F			D				E			

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.5	50.3	33.0	52.2	28.0	46.8	16.7	68.5
Change Period (Y+Rc), s	7.0	8.0	6.5	6.5	7.0	8.0	6.5	6.5
Max Green Setting (Gmax), s	21.0	41.0	26.5	43.5	21.0	41.0	21.5	48.5
Max Q Clear Time (g_c+I1), s	17.2	38.9	28.5	47.7	22.1	37.0	10.3	20.9
Green Ext Time (p_c), s	0.3	1.7	0.0	0.0	0.0	1.8	0.1	16.6

Intersection Summary	
HCM 2010 Ctrl Delay	86.4
HCM 2010 LOS	F

Notes

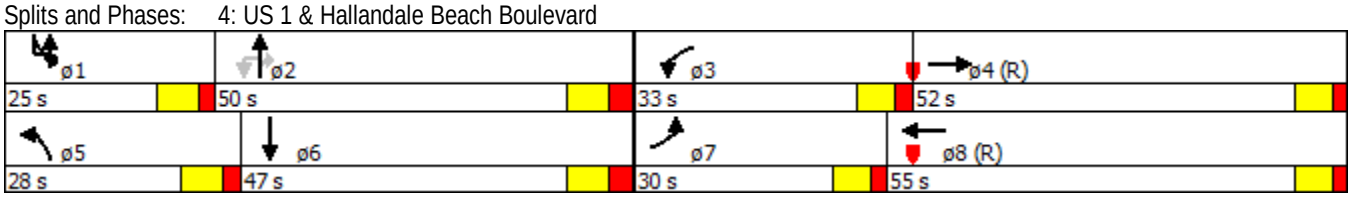
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1082	50
Future Volume (veh/h)	1082	50
Number	6	16
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900
Adj Flow Rate, veh/h	1139	0
Adj No. of Lanes	3	0
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	2	2
Cap, veh/h	1233	0
Arrive On Green	0.24	0.00
Sat Flow, veh/h	5253	0
Grp Volume(v), veh/h	1139	0
Grp Sat Flow(s),veh/h/ln	1695	0
Q Serve(g_s), s	35.0	0.0
Cycle Q Clear(g_c), s	35.0	0.0
Prop In Lane		0.00
Lane Grp Cap(c), veh/h	1233	0
V/C Ratio(X)	0.92	0.00
Avail Cap(c_a), veh/h	1303	0
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.67	0.00
Uniform Delay (d), s/veh	59.2	0.0
Incr Delay (d2), s/veh	7.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(95%),veh/ln	22.9	0.0
LnGrp Delay(d),s/veh	66.8	0.0
LnGrp LOS	E	
Approach Vol, veh/h	1471	
Approach Delay, s/veh	69.9	
Approach LOS	E	
Timer		

Lane Group	EBL	EBT	WBL	WBT	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	88	1288	610	1221	10	412	692	448	315	1082
Future Volume (vph)	88	1288	610	1221	10	412	692	448	315	1082
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases					2			2		
Detector Phase	7	4	3	8	2	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	6.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	11.5	46.5	11.5	46.5	47.0	12.0	47.0	47.0	12.0	47.0
Total Split (s)	30.0	52.0	33.0	55.0	50.0	28.0	50.0	50.0	25.0	47.0
Total Split (%)	18.8%	32.5%	20.6%	34.4%	31.3%	17.5%	31.3%	31.3%	15.6%	29.4%
Yellow Time (s)	4.5	4.5	4.5	4.5	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	2.0	3.0	3.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		7.0	8.0	8.0	7.0	8.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 25 (16%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1 & Hallandale Beach Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	88	1288	458	610	1221	157	10	412	692	448	5	315
Future Volume (veh/h)	88	1288	458	610	1221	157	10	412	692	448	5	315
Number	7	4	14	3	8	18		5	2	12		1
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99		1.00		0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900		1863	1863	1863		1863
Adj Flow Rate, veh/h	93	1356	379	642	1285	50		434	728	375		332
Adj No. of Lanes	1	3	0	2	3	0		2	3	1		2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95		0.95
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	113	1133	316	570	1954	76		452	1342	414		372
Arrive On Green	0.06	0.29	0.29	0.33	0.78	0.78		0.17	0.35	0.35		0.11
Sat Flow, veh/h	1774	3944	1099	3442	5021	195		3442	5085	1571		3442
Grp Volume(v), veh/h	93	1165	570	642	868	467		434	728	375		332
Grp Sat Flow(s),veh/h/ln	1774	1695	1652	1721	1695	1826		1721	1695	1571		1721
Q Serve(g_s), s	8.3	46.0	46.0	26.5	18.6	18.6		20.0	18.4	36.3		15.2
Cycle Q Clear(g_c), s	8.3	46.0	46.0	26.5	18.6	18.6		20.0	18.4	36.3		15.2
Prop In Lane	1.00		0.66	1.00		0.11		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	113	974	475	570	1319	711		452	1342	414		372
V/C Ratio(X)	0.82	1.20	1.20	1.13	0.66	0.66		0.96	0.54	0.90		0.89
Avail Cap(c_a), veh/h	261	974	475	570	1319	711		452	1342	414		387
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00		1.33	1.33	1.33		1.00
Upstream Filter(I)	0.63	0.63	0.63	0.80	0.80	0.80		0.54	0.54	0.54		0.67
Uniform Delay (d), s/veh	74.0	57.0	57.0	53.5	12.9	12.9		65.6	44.2	50.0		70.4
Incr Delay (d2), s/veh	3.5	94.7	102.8	74.0	2.1	3.8		21.9	0.2	14.1		15.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(95%),veh/ln	6.9	61.8	62.2	33.1	13.1	14.4		14.8	12.1	22.3		11.8
LnGrp Delay(d),s/veh	77.5	151.7	159.8	127.5	14.9	16.7		87.5	44.4	64.1		85.4
LnGrp LOS	E	F	F	F	B	B		F	D	E		F
Approach Vol, veh/h		1828			1977				1537			
Approach Delay, s/veh		150.5			51.9				61.4			
Approach LOS		F			D				E			

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.3	50.2	33.0	52.5	28.0	46.5	16.7	68.8
Change Period (Y+Rc), s	7.0	8.0	6.5	6.5	7.0	8.0	6.5	6.5
Max Green Setting (Gmax), s	18.0	42.0	26.5	45.5	21.0	39.0	23.5	48.5
Max Q Clear Time (g_c+I1), s	17.2	38.3	28.5	48.0	22.0	37.1	10.3	20.6
Green Ext Time (p_c), s	0.1	2.8	0.0	0.0	0.0	1.4	0.1	16.7

Intersection Summary	
HCM 2010 Ctrl Delay	84.9
HCM 2010 LOS	F

Notes

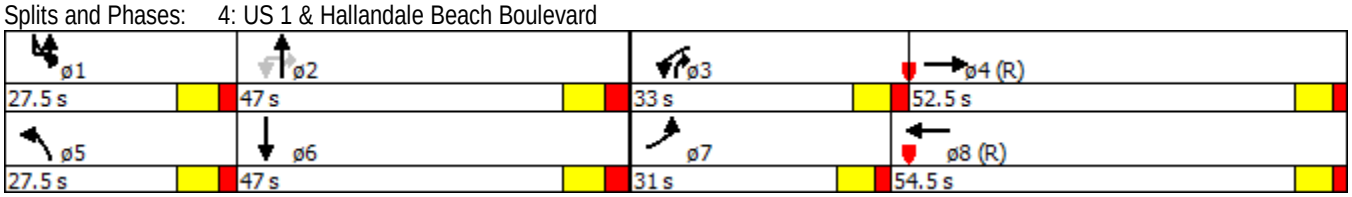
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1082	50
Future Volume (veh/h)	1082	50
Number	6	16
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900
Adj Flow Rate, veh/h	1139	0
Adj No. of Lanes	3	0
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	2	2
Cap, veh/h	1224	0
Arrive On Green	0.24	0.00
Sat Flow, veh/h	5253	0
Grp Volume(v), veh/h	1139	0
Grp Sat Flow(s),veh/h/ln	1695	0
Q Serve(g_s), s	35.1	0.0
Cycle Q Clear(g_c), s	35.1	0.0
Prop In Lane		0.00
Lane Grp Cap(c), veh/h	1224	0
V/C Ratio(X)	0.93	0.00
Avail Cap(c_a), veh/h	1240	0
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.67	0.00
Uniform Delay (d), s/veh	59.4	0.0
Incr Delay (d2), s/veh	8.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(95%),veh/ln	23.0	0.0
LnGrp Delay(d),s/veh	68.2	0.0
LnGrp LOS	E	
Approach Vol, veh/h	1471	
Approach Delay, s/veh	72.1	
Approach LOS	E	
Timer		

Lane Group	EBL	EBT	WBL	WBT	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	88	1288	610	1221	10	412	692	448	315	1082
Future Volume (vph)	88	1288	610	1221	10	412	692	448	315	1082
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4	3	8		5	2	3	1	6
Permitted Phases					2			2		
Detector Phase	7	4	3	8	2	5	2	3	1	6
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	6.0	5.0	6.0	5.0	5.0	6.0
Minimum Split (s)	11.5	46.5	11.5	46.5	47.0	12.0	47.0	11.5	12.0	47.0
Total Split (s)	31.0	52.5	33.0	54.5	47.0	27.5	47.0	33.0	27.5	47.0
Total Split (%)	19.4%	32.8%	20.6%	34.1%	29.4%	17.2%	29.4%	20.6%	17.2%	29.4%
Yellow Time (s)	4.5	4.5	4.5	4.5	5.0	5.0	5.0	4.5	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	2.0	3.0	2.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		7.0	8.0	6.5	7.0	8.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 25 (16%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1 & Hallandale Beach Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	88	1288	458	610	1221	157	10	412	692	448	5	315
Future Volume (veh/h)	88	1288	458	610	1221	157	10	412	692	448	5	315
Number	7	4	14	3	8	18		5	2	12		1
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99		1.00		0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900		1863	1863	1863		1863
Adj Flow Rate, veh/h	93	1356	379	642	1285	50		434	728	375		332
Adj No. of Lanes	1	3	0	2	3	0		2	3	1		2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95		0.95
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	113	1158	322	570	1986	77		441	1305	665		376
Arrive On Green	0.08	0.39	0.39	0.33	0.79	0.79		0.13	0.26	0.26		0.11
Sat Flow, veh/h	1774	3944	1099	3442	5021	195		3442	5085	1570		3442
Grp Volume(v), veh/h	93	1165	570	642	868	467		434	728	375		332
Grp Sat Flow(s),veh/h/ln	1774	1695	1653	1721	1695	1826		1721	1695	1570		1721
Q Serve(g_s), s	8.3	47.0	47.0	26.5	17.5	17.5		20.1	19.9	29.0		15.2
Cycle Q Clear(g_c), s	8.3	47.0	47.0	26.5	17.5	17.5		20.1	19.9	29.0		15.2
Prop In Lane	1.00		0.66	1.00		0.11		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	113	995	485	570	1341	722		441	1305	665		376
V/C Ratio(X)	0.82	1.17	1.18	1.13	0.65	0.65		0.98	0.56	0.56		0.88
Avail Cap(c_a), veh/h	272	995	485	570	1341	722		441	1305	665		441
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	0.63	0.63	0.63	0.80	0.80	0.80		0.53	0.53	0.53		0.67
Uniform Delay (d), s/veh	72.4	48.8	48.8	53.5	11.9	11.9		69.6	51.6	35.1		70.3
Incr Delay (d2), s/veh	3.6	83.9	92.3	74.0	1.9	3.6		27.1	0.2	0.5		10.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(95%),veh/ln	6.8	60.3	60.9	33.1	12.5	13.7		15.2	13.0	16.9		11.5
LnGrp Delay(d),s/veh	76.0	132.7	141.1	127.5	13.9	15.5		96.7	51.8	35.6		81.2
LnGrp LOS	E	F	F	F	B	B		F	D	D		F
Approach Vol, veh/h		1828			1977				1537			
Approach Delay, s/veh		132.4			51.2				60.5			
Approach LOS		F			D				E			

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.5	49.1	33.0	53.5	27.5	46.0	16.7	69.8
Change Period (Y+Rc), s	7.0	8.0	6.5	6.5	7.0	8.0	6.5	6.5
Max Green Setting (Gmax), s	20.5	39.0	26.5	46.0	20.5	39.0	24.5	48.0
Max Q Clear Time (g_c+I1), s	17.2	31.0	28.5	49.0	22.1	37.2	10.3	19.5
Green Ext Time (p_c), s	0.2	5.5	0.0	0.0	0.0	0.7	0.1	16.9

Intersection Summary	
HCM 2010 Ctrl Delay	79.7
HCM 2010 LOS	E

Notes

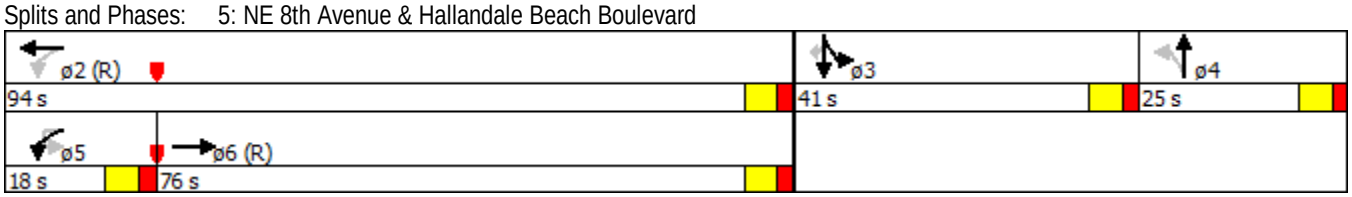
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1082	50
Future Volume (veh/h)	1082	50
Number	6	16
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900
Adj Flow Rate, veh/h	1139	0
Adj No. of Lanes	3	0
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	2	2
Cap, veh/h	1209	0
Arrive On Green	0.24	0.00
Sat Flow, veh/h	5253	0
Grp Volume(v), veh/h	1139	0
Grp Sat Flow(s),veh/h/ln	1695	0
Q Serve(g_s), s	35.2	0.0
Cycle Q Clear(g_c), s	35.2	0.0
Prop In Lane		0.00
Lane Grp Cap(c), veh/h	1209	0
V/C Ratio(X)	0.94	0.00
Avail Cap(c_a), veh/h	1240	0
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.67	0.00
Uniform Delay (d), s/veh	59.9	0.0
Incr Delay (d2), s/veh	10.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(95%),veh/ln	23.2	0.0
LnGrp Delay(d),s/veh	70.0	0.0
LnGrp LOS	E	
Approach Vol, veh/h	1471	
Approach Delay, s/veh	72.5	
Approach LOS	E	
Timer		

Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	1600	335	1	92	1757	108	0	157	25	179
Future Volume (vph)	1600	335	1	92	1757	108	0	157	25	179
Turn Type	NA	Free	custom	pm+pt	NA	Perm	NA	Split	NA	Perm
Protected Phases	6			5	2		4	3	3	
Permitted Phases		Free	5	2		4				3
Detector Phase	6		5	5	2	4	4	3	3	3
Switch Phase										
Minimum Initial (s)	10.0		4.0	4.0	10.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	30.0		10.0	10.0	30.0	25.0	25.0	12.0	12.0	12.0
Total Split (s)	76.0		18.0	18.0	94.0	25.0	25.0	41.0	41.0	41.0
Total Split (%)	47.5%		11.3%	11.3%	58.8%	15.6%	15.6%	25.6%	25.6%	25.6%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0	6.0		6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead	Lead		Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max		None	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 40 (25%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 5: NE 8th Avenue & Hallandale Beach Boulevard



Lane Group	EBT	EBR	WBL	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	1720	360	100	1889	202	98	98	192
v/c Ratio	0.58	0.23	0.53	0.55	0.83	0.61	0.60	0.80
Control Delay	8.8	0.0	38.1	4.2	60.3	83.9	83.1	55.9
Queue Delay	0.4	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay	9.2	0.0	38.1	4.2	60.4	83.9	83.1	55.9
Queue Length 50th (ft)	107	0	25	95	106	106	106	95
Queue Length 95th (ft)	m222	m0	86	115	194	165	165	178
Internal Link Dist (ft)	530			580	224		217	
Turn Bay Length (ft)		125	110			100		100
Base Capacity (vph)	2991	1562	228	3441	267	367	373	416
Starvation Cap Reductn	689	0	0	187	0	0	0	0
Spillback Cap Reductn	0	0	0	65	1	0	0	1
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.23	0.44	0.58	0.76	0.27	0.26	0.46

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	1600	335	1	92	1757	0	108	0	80	157	25
Future Volume (vph)	0	1600	335	1	92	1757	0	108	0	80	157	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	4.0		6.0	6.0			6.0		6.0	6.0
Lane Util. Factor		0.91	1.00		1.00	0.91			1.00		0.95	0.95
Frpb, ped/bikes		1.00	0.99		1.00	1.00			1.00		1.00	1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00			0.99		1.00	1.00
Frt		1.00	0.85		1.00	1.00			0.94		1.00	1.00
Flt Protected		1.00	1.00		0.95	1.00			0.97		0.95	0.97
Satd. Flow (prot)		5085	1562		1770	5085			1683		1681	1708
Flt Permitted		1.00	1.00		0.08	1.00			0.77		0.95	0.97
Satd. Flow (perm)		5085	1562		154	5085			1324		1681	1708
Peak-hour factor, PHF	0.93	0.93	0.93	0.92	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	1720	360	1	99	1889	0	116	0	86	169	27
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	90	0	0	0
Lane Group Flow (vph)	0	1720	360	0	100	1889	0	0	112	0	98	98
Confl. Peds. (#/hr)	11		6		6		11	11				
Turn Type		NA	Free	custom	pm+pt	NA		Perm	NA		Split	NA
Protected Phases		6			5	2			4		3	3
Permitted Phases			Free	5	2			4				
Actuated Green, G (s)		94.1	160.0		108.3	108.3			18.4		15.3	15.3
Effective Green, g (s)		94.1	160.0		108.3	108.3			18.4		15.3	15.3
Actuated g/C Ratio		0.59	1.00		0.68	0.68			0.11		0.10	0.10
Clearance Time (s)		6.0			6.0	6.0			6.0		6.0	6.0
Vehicle Extension (s)		3.0			1.5	3.0			2.0		2.0	2.0
Lane Grp Cap (vph)		2990	1562		187	3441			152		160	163
v/s Ratio Prot		c0.34			0.03	c0.37					0.06	0.06
v/s Ratio Perm			0.23		0.33				c0.08			
v/c Ratio		0.58	0.23		0.53	0.55			0.74		0.61	0.60
Uniform Delay, d1		20.5	0.0		15.6	13.3			68.4		69.5	69.4
Progression Factor		0.37	1.00		2.36	0.24			1.00		1.00	1.00
Incremental Delay, d2		0.1	0.0		1.3	0.6			14.6		4.8	4.2
Delay (s)		7.7	0.0		38.2	3.7			83.1		74.3	73.7
Level of Service		A	A		D	A			F		E	E
Approach Delay (s)		6.4				5.4			83.1			77.5
Approach LOS		A				A			F			E

Intersection Summary

HCM 2000 Control Delay	15.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	179
Future Volume (vph)	179
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.0
Lane Util. Factor	1.00
Frpb, ped/bikes	0.95
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1511
Flt Permitted	1.00
Satd. Flow (perm)	1511
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	192
RTOR Reduction (vph)	92
Lane Group Flow (vph)	100
Confl. Peds. (#/hr)	11
Turn Type	Perm
Protected Phases	
Permitted Phases	3
Actuated Green, G (s)	15.3
Effective Green, g (s)	15.3
Actuated g/C Ratio	0.10
Clearance Time (s)	6.0
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	144
v/s Ratio Prot	
v/s Ratio Perm	c0.07
v/c Ratio	0.69
Uniform Delay, d1	70.1
Progression Factor	1.00
Incremental Delay, d2	11.0
Delay (s)	81.1
Level of Service	F
Approach Delay (s)	
Approach LOS	

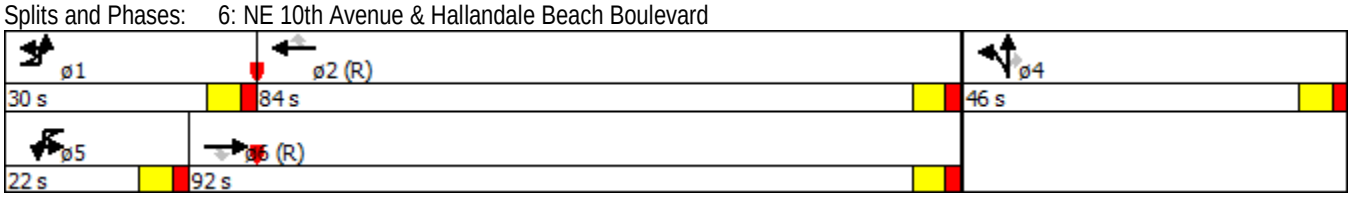
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Lane Configurations									
Traffic Volume (vph)	36	1726	84	113	1789	48	156	19	152
Future Volume (vph)	36	1726	84	113	1789	48	156	19	152
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4	
Permitted Phases			6			2			4
Detector Phase	1	6	6	5	2	2	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	6.0	6.0	6.0
Minimum Split (s)	11.0	34.0	34.0	11.0	34.0	34.0	44.0	44.0	44.0
Total Split (s)	30.0	92.0	92.0	22.0	84.0	84.0	46.0	46.0	46.0
Total Split (%)	18.8%	57.5%	57.5%	13.8%	52.5%	52.5%	28.8%	28.8%	28.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes			
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 44 (28%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 6: NE 10th Avenue & Hallandale Beach Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	70	1856	90	147	1924	52	94	94	163
v/c Ratio	0.59	0.50	0.08	0.61	0.51	0.04	0.67	0.66	0.72
Control Delay	87.2	4.0	0.8	100.6	12.1	0.7	92.4	91.2	45.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.2	4.0	0.8	100.6	12.1	0.7	92.4	91.2	45.1
Queue Length 50th (ft)	77	91	2	76	474	1	102	102	62
Queue Length 95th (ft)	m132	106	m4	m103	669	m5	165	165	143
Internal Link Dist (ft)		580			1236			328	
Turn Bay Length (ft)	150		50	390		85	170		
Base Capacity (vph)	265	3728	1135	343	3743	1156	420	425	472
Starvation Cap Reductn	0	136	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.52	0.08	0.43	0.51	0.04	0.22	0.22	0.35

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	29	36	1726	84	23	113	1789	48	156	19	152	0
Future Volume (vph)	29	36	1726	84	23	113	1789	48	156	19	152	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00	0.91	1.00		0.97	0.91	1.00	0.95	0.95	1.00	
Frpb, ped/bikes		1.00	1.00	0.96		1.00	1.00	0.97	1.00	1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	0.96	1.00	
Satd. Flow (prot)		1770	5085	1527		3433	5085	1534	1681	1703	1583	
Flt Permitted		0.95	1.00	1.00		0.95	1.00	1.00	0.95	0.96	1.00	
Satd. Flow (perm)		1770	5085	1527		3433	5085	1534	1681	1703	1583	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	31	39	1856	90	25	122	1924	52	168	20	163	0
RTOR Reduction (vph)	0	0	0	16	0	0	0	14	0	0	93	0
Lane Group Flow (vph)	0	70	1856	74	0	147	1924	38	94	94	70	0
Confl. Peds. (#/hr)		4		14		14		4	2			
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Split	NA	Perm	
Protected Phases	1	1	6		5	5	2		4	4		
Permitted Phases				6				2			4	
Actuated Green, G (s)		10.7	117.3	117.3		11.2	117.8	117.8	13.5	13.5	13.5	
Effective Green, g (s)		10.7	117.3	117.3		11.2	117.8	117.8	13.5	13.5	13.5	
Actuated g/C Ratio		0.07	0.73	0.73		0.07	0.74	0.74	0.08	0.08	0.08	
Clearance Time (s)		6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)		2.0	3.0	3.0		2.0	3.0	3.0	2.0	2.0	2.0	
Lane Grp Cap (vph)		118	3727	1119		240	3743	1129	141	143	133	
v/s Ratio Prot		0.04	0.36			c0.04	c0.38		c0.06	0.06		
v/s Ratio Perm				0.05				0.02			0.04	
v/c Ratio		0.59	0.50	0.07		0.61	0.51	0.03	0.67	0.66	0.52	
Uniform Delay, d1		72.5	9.0	6.0		72.3	9.0	5.7	71.1	71.0	70.2	
Progression Factor		0.98	0.37	0.21		1.29	1.20	1.00	1.00	1.00	1.00	
Incremental Delay, d2		4.5	0.4	0.1		2.4	0.4	0.0	8.9	8.0	1.7	
Delay (s)		75.2	3.8	1.4		95.3	11.2	5.7	79.9	79.0	71.9	
Level of Service		E	A	A		F	B	A	E	E	E	
Approach Delay (s)			6.1				16.8			76.0		
Approach LOS			A				B			E		

Intersection Summary

HCM 2000 Control Delay	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	0
Future Volume (vph)	0	0
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)		
Lane Util. Factor		
Frpb, ped/bikes		
Flpb, ped/bikes		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Peak-hour factor, PHF	0.93	0.93
Adj. Flow (vph)	0	0
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	0	0
Confl. Peds. (#/hr)		2
Turn Type		
Protected Phases		
Permitted Phases		
Actuated Green, G (s)		
Effective Green, g (s)		
Actuated g/C Ratio		
Clearance Time (s)		
Vehicle Extension (s)		
Lane Grp Cap (vph)		
v/s Ratio Prot		
v/s Ratio Perm		
v/c Ratio		
Uniform Delay, d1		
Progression Factor		
Incremental Delay, d2		
Delay (s)		
Level of Service		
Approach Delay (s)	0.0	
Approach LOS	A	

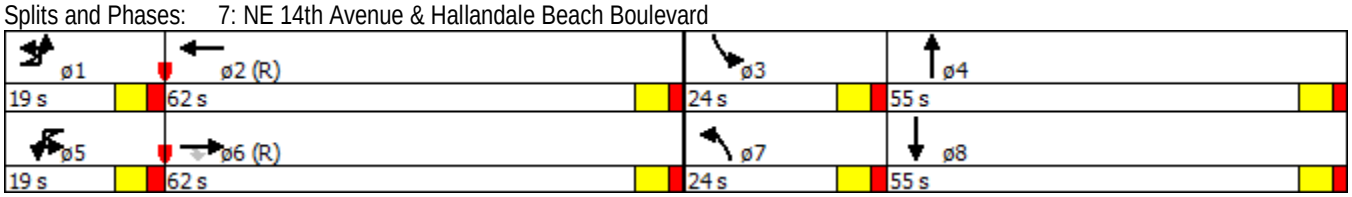
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	66	1493	216	48	1500	236	47	88	74
Future Volume (vph)	66	1493	216	48	1500	236	47	88	74
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	1	6		5	2	7	4	3	8
Permitted Phases			6						
Detector Phase	1	6	6	5	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	6.0	5.0	6.0
Minimum Split (s)	11.0	35.0	35.0	11.0	35.0	11.0	45.0	11.0	53.0
Total Split (s)	19.0	62.0	62.0	19.0	62.0	24.0	55.0	24.0	55.0
Total Split (%)	11.9%	38.8%	38.8%	11.9%	38.8%	15.0%	34.4%	15.0%	34.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 131 (82%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 7: NE 14th Avenue & Hallandale Beach Boulevard



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	62	66	1493	216	48	1500	33	236	47	29	88	74
Future Volume (veh/h)	62	66	1493	216	48	1500	33	236	47	29	88	74
Number		1	6	16	5	2	12	7	4	14	3	8
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.98	1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h		73	1641	99	53	1648	0	259	52	0	97	81
Adj No. of Lanes		1	3	1	1	3	0	2	1	0	1	1
Peak Hour Factor		0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		91	2965	907	67	2896	0	303	304	0	117	154
Arrive On Green		0.02	0.19	0.19	0.08	1.00	0.00	0.09	0.16	0.00	0.07	0.14
Sat Flow, veh/h		1774	5085	1556	1774	5253	0	3442	1863	0	1774	1091
Grp Volume(v), veh/h		73	1641	99	53	1648	0	259	52	0	97	0
Grp Sat Flow(s),veh/h/ln		1774	1695	1556	1774	1695	0	1721	1863	0	1774	0
Q Serve(g_s), s		6.6	46.7	8.4	4.7	0.0	0.0	11.9	3.8	0.0	8.6	0.0
Cycle Q Clear(g_c), s		6.6	46.7	8.4	4.7	0.0	0.0	11.9	3.8	0.0	8.6	0.0
Prop In Lane		1.00		1.00	1.00		0.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h		91	2965	907	67	2896	0	303	304	0	117	0
V/C Ratio(X)		0.80	0.55	0.11	0.79	0.57	0.00	0.85	0.17	0.00	0.83	0.00
Avail Cap(c_a), veh/h		144	2965	907	144	2896	0	387	570	0	200	0
HCM Platoon Ratio		0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.85	0.85	0.85	0.75	0.75	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh		77.8	45.8	30.3	73.3	0.0	0.0	72.0	57.7	0.0	73.8	0.0
Incr Delay (d2), s/veh		5.7	0.6	0.2	5.5	0.6	0.0	11.6	0.1	0.0	5.5	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		6.1	29.2	6.6	4.3	0.3	0.0	10.2	3.6	0.0	7.9	0.0
LnGrp Delay(d),s/veh		83.5	46.4	30.5	78.8	0.6	0.0	83.6	57.8	0.0	79.4	0.0
LnGrp LOS		F	D	C	E	A		F	E		E	
Approach Vol, veh/h			1813			1701			311			226
Approach Delay, s/veh			47.0			3.0			79.3			70.8
Approach LOS			D			A			E			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	97.1	16.6	32.1	12.1	99.3	20.1	28.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	56.0	18.0	49.0	13.0	56.0	18.0	49.0
Max Q Clear Time (g_c+I1), s	8.6	2.0	10.6	5.8	6.7	48.7	13.9	13.0
Green Ext Time (p_c), s	0.0	37.0	0.1	0.4	0.0	6.8	0.2	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	32.4
HCM 2010 LOS	C

Notes

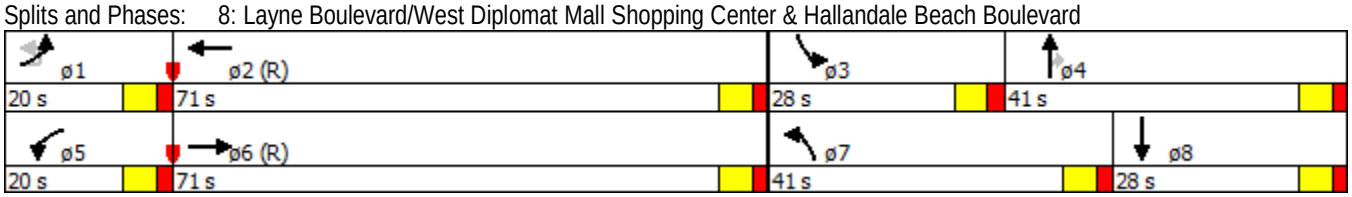
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	154
Future Volume (veh/h)	154
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.99
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	48
Adj No. of Lanes	0
Peak Hour Factor	0.91
Percent Heavy Veh, %	2
Cap, veh/h	91
Arrive On Green	0.14
Sat Flow, veh/h	646
Grp Volume(v), veh/h	129
Grp Sat Flow(s),veh/h/ln	1737
Q Serve(g_s), s	11.0
Cycle Q Clear(g_c), s	11.0
Prop In Lane	0.37
Lane Grp Cap(c), veh/h	245
V/C Ratio(X)	0.53
Avail Cap(c_a), veh/h	532
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	63.8
Incr Delay (d2), s/veh	0.7
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	9.1
LnGrp Delay(d),s/veh	64.4
LnGrp LOS	E
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lane Group	EBU	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	8	42	1207	45	1447	78	8	58	15	6
Future Volume (vph)	8	42	1207	45	1447	78	8	58	15	6
Turn Type	custom	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases		1	6	5	2	7	4		3	8
Permitted Phases	1							4		
Detector Phase	1	1	6	5	2	7	4	4	3	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	10.0	5.0	10.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	11.0	11.0	41.0	11.0	22.0	11.0	38.0	38.0	11.0	22.0
Total Split (s)	20.0	20.0	71.0	20.0	71.0	41.0	41.0	41.0	28.0	28.0
Total Split (%)	12.5%	12.5%	44.4%	12.5%	44.4%	25.6%	25.6%	25.6%	17.5%	17.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 120 (75%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 8: Layne Boulevard/West Diplomat Mall Shopping Center & Hallandale Beach Boulevard



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	8	42	1207	55	45	1447	17	78	8	58	15	6
Future Volume (veh/h)	8	42	1207	55	45	1447	17	78	8	58	15	6
Number		1	6	16	5	2	12	7	4	14	3	8
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h		49	1403	0	52	1683	0	91	9	0	17	7
Adj No. of Lanes		1	3	0	1	3	0	1	1	1	1	1
Peak Hour Factor		0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		63	3451	0	66	3461	0	111	219	186	29	133
Arrive On Green		0.07	1.00	0.00	0.07	1.00	0.00	0.06	0.12	0.00	0.02	0.07
Sat Flow, veh/h		1774	5253	0	1774	5253	0	1774	1863	1583	1774	1863
Grp Volume(v), veh/h		49	1403	0	52	1683	0	91	9	0	17	7
Grp Sat Flow(s),veh/h/ln		1774	1695	0	1774	1695	0	1774	1863	1583	1774	1863
Q Serve(g_s), s		4.3	0.0	0.0	4.6	0.0	0.0	8.1	0.7	0.0	1.5	0.6
Cycle Q Clear(g_c), s		4.3	0.0	0.0	4.6	0.0	0.0	8.1	0.7	0.0	1.5	0.6
Prop In Lane		1.00		0.00	1.00		0.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h		63	3451	0	66	3461	0	111	219	186	29	133
V/C Ratio(X)		0.78	0.41	0.00	0.79	0.49	0.00	0.82	0.04	0.00	0.58	0.05
Avail Cap(c_a), veh/h		155	3451	0	155	3461	0	388	407	346	244	256
HCM Platoon Ratio		2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.78	0.78	0.00	0.90	0.90	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		73.8	0.0	0.0	73.4	0.0	0.0	74.1	62.6	0.0	78.1	69.2
Incr Delay (d2), s/veh		6.1	0.3	0.0	6.7	0.4	0.0	5.6	0.0	0.0	6.5	0.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		4.0	0.2	0.0	4.3	0.3	0.0	7.5	0.6	0.0	1.4	0.5
LnGrp Delay(d),s/veh		79.9	0.3	0.0	80.1	0.4	0.0	79.7	62.6	0.0	84.6	69.3
LnGrp LOS		E	A		F	A		E	E		F	E
Approach Vol, veh/h			1452			1735			100			24
Approach Delay, s/veh			3.0			2.8			78.2			80.1
Approach LOS			A			A			E			F

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	114.9	8.7	24.8	12.0	114.6	16.0	17.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	14.0	65.0	22.0	35.0	14.0	65.0	35.0	22.0
Max Q Clear Time (g_c+I1), s	6.3	2.0	3.5	2.7	6.6	2.0	10.1	2.6
Green Ext Time (p_c), s	0.0	49.1	0.0	0.0	0.0	49.1	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.7
HCM 2010 LOS	A

Notes

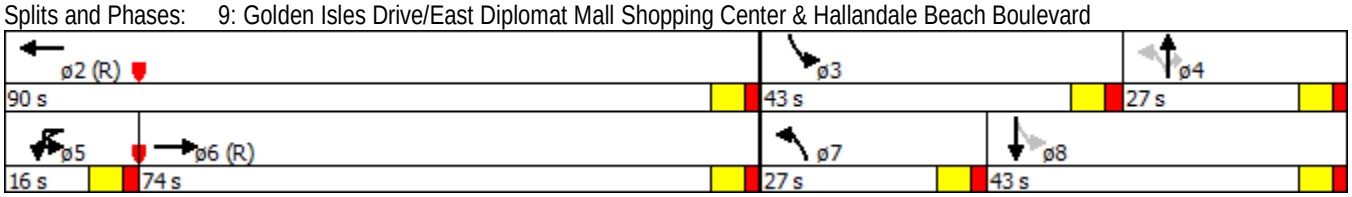
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	34
Future Volume (veh/h)	34
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Adj No. of Lanes	0
Peak Hour Factor	0.86
Percent Heavy Veh, %	2
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	1227	26	1229	206	18	74	39	8
Future Volume (vph)	1227	26	1229	206	18	74	39	8
Turn Type	NA	Prot	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	6	5	2	7	4		3	8
Permitted Phases				4		4	8	
Detector Phase	6	5	2	7	4	4	3	8
Switch Phase								
Minimum Initial (s)	10.0	5.0	10.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	32.0	11.0	22.0	10.0	27.0	27.0	10.0	22.0
Total Split (s)	74.0	16.0	90.0	27.0	27.0	27.0	43.0	43.0
Total Split (%)	46.3%	10.0%	56.3%	16.9%	16.9%	16.9%	26.9%	26.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 115 (72%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 9: Golden Isles Drive/East Diplomat Mall Shopping Center & Hallandale Beach Boulevard



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	1227	67	17	26	1229	37	206	18	74	39	8
Future Volume (veh/h)	0	1227	67	17	26	1229	37	206	18	74	39	8
Number	1	6	16		5	2	12	7	4	14	3	8
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99		1.00		1.00	0.94		0.97	0.91	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900		1863	1863	1900	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	0	1348	1		29	1351	0	226	20	29	43	9
Adj No. of Lanes	0	3	0		1	3	0	1	1	1	1	1
Peak Hour Factor	0.91	0.91	0.91		0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	2	2		2	2	2	2	2	2	2	2
Cap, veh/h	0	3462	3		40	3660	0	319	255	211	144	59
Arrive On Green	0.00	1.00	1.00		0.05	1.00	0.00	0.13	0.14	0.14	0.03	0.04
Sat Flow, veh/h	0	5416	4		1774	5253	0	1774	1863	1542	1774	1627
Grp Volume(v), veh/h	0	871	478		29	1351	0	226	20	29	43	0
Grp Sat Flow(s),veh/h/ln	0	1695	1862		1774	1695	0	1774	1863	1542	1774	0
Q Serve(g_s), s	0.0	0.0	0.0		2.6	0.0	0.0	19.1	1.5	2.6	3.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0		2.6	0.0	0.0	19.1	1.5	2.6	3.7	0.0
Prop In Lane	0.00		0.00		1.00		0.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	0	2236	1228		40	3660	0	319	255	211	144	0
V/C Ratio(X)	0.00	0.39	0.39		0.72	0.37	0.00	0.71	0.08	0.14	0.30	0.00
Avail Cap(c_a), veh/h	0	2236	1228		111	3660	0	319	255	211	500	0
HCM Platoon Ratio	1.00	2.00	2.00		2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.92	0.92		0.86	0.86	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0		75.9	0.0	0.0	61.6	60.2	60.7	71.4	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.9		7.6	0.2	0.0	6.1	0.0	0.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.3	0.5		2.4	0.2	0.0	15.1	1.4	2.0	3.3	0.0
LnGrp Delay(d),s/veh	0.0	0.5	0.9		83.4	0.2	0.0	67.8	60.3	60.8	71.8	0.0
LnGrp LOS		A	A		F	A		E	E	E	E	
Approach Vol, veh/h		1349				1380			275			53
Approach Delay, s/veh		0.6				2.0			66.5			72.4
Approach LOS		A				A			E			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s		121.2	10.9	27.9	9.6	111.5	27.0	11.8
Change Period (Y+Rc), s		6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s		84.0	37.0	21.0	10.0	68.0	21.0	37.0
Max Q Clear Time (g_c+I1), s		2.0	5.7	4.6	4.6	2.0	21.1	2.9
Green Ext Time (p_c), s		47.5	0.0	0.1	0.0	41.9	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	8.4
HCM 2010 LOS	A

Notes

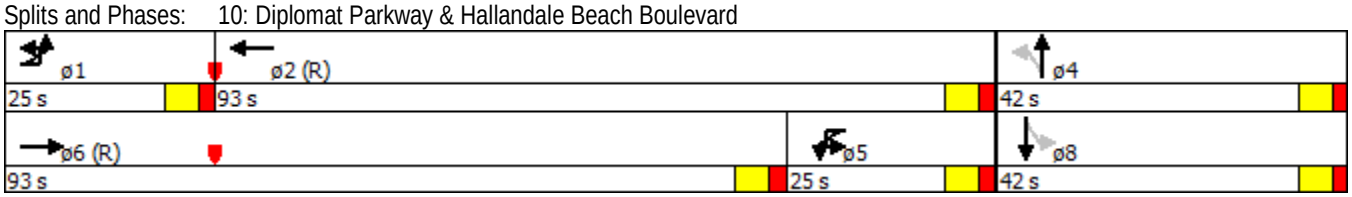
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	41
Future Volume (veh/h)	41
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.90
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	1
Adj No. of Lanes	0
Peak Hour Factor	0.91
Percent Heavy Veh, %	2
Cap, veh/h	7
Arrive On Green	0.04
Sat Flow, veh/h	181
Grp Volume(v), veh/h	10
Grp Sat Flow(s),veh/h/ln	1808
Q Serve(g_s), s	0.9
Cycle Q Clear(g_c), s	0.9
Prop In Lane	0.10
Lane Grp Cap(c), veh/h	66
V/C Ratio(X)	0.15
Avail Cap(c_a), veh/h	418
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	74.7
Incr Delay (d2), s/veh	0.4
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	0.8
LnGrp Delay(d),s/veh	75.1
LnGrp LOS	E
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	150	1199	12	1282	3	0	77	59
Future Volume (vph)	150	1199	12	1282	3	0	77	59
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	1	6	5	2		4		8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	31.0	11.0	31.0	40.0	40.0	40.0	40.0
Total Split (s)	25.0	93.0	25.0	93.0	42.0	42.0	42.0	42.0
Total Split (%)	15.6%	58.1%	15.6%	58.1%	26.3%	26.3%	26.3%	26.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 118 (74%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 10: Diplomat Parkway & Hallandale Beach Boulevard



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	14	150	1199	13	12	1282	90	3	0	14	77	59
Future Volume (veh/h)	14	150	1199	13	12	1282	90	3	0	14	77	59
Number		1	6	16	5	2	12	7	4	14	3	8
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		0.99	0.99	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863
Adj Flow Rate, veh/h		170	1362	0	14	1457	0	3	0	1	88	67
Adj No. of Lanes		1	3	0	1	3	0	0	1	0	1	1
Peak Hour Factor		0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		188	2765	0	431	3462	0	78	5	15	186	95
Arrive On Green		0.21	1.00	0.00	0.08	0.22	0.00	0.11	0.00	0.10	0.10	0.10
Sat Flow, veh/h		1774	5253	0	1774	5253	0	389	49	146	1402	943
Grp Volume(v), veh/h		170	1362	0	14	1457	0	4	0	0	88	0
Grp Sat Flow(s),veh/h/ln		1774	1695	0	1774	1695	0	584	0	0	1402	0
Q Serve(g_s), s		14.9	0.0	0.0	1.2	39.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s		14.9	0.0	0.0	1.2	39.3	0.0	11.0	0.0	0.0	9.6	0.0
Prop In Lane		1.00		0.00	1.00		0.00	0.75		0.25	1.00	
Lane Grp Cap(c), veh/h		188	2765	0	431	3462	0	105	0	0	186	0
V/C Ratio(X)		0.90	0.49	0.00	0.03	0.42	0.00	0.04	0.00	0.00	0.47	0.00
Avail Cap(c_a), veh/h		211	2765	0	431	3462	0	270	0	0	361	0
HCM Platoon Ratio		2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.91	0.91	0.00	0.93	0.93	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh		62.2	0.0	0.0	56.2	35.0	0.0	64.5	0.0	0.0	69.0	0.0
Incr Delay (d2), s/veh		30.7	0.6	0.0	0.0	0.4	0.0	0.1	0.0	0.0	0.7	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		13.5	0.3	0.0	1.0	25.4	0.0	0.3	0.0	0.0	6.8	0.0
LnGrp Delay(d),s/veh		92.9	0.6	0.0	56.2	35.4	0.0	64.6	0.0	0.0	69.7	0.0
LnGrp LOS		F	A		E	D		E			E	
Approach Vol, veh/h			1532			1471			4			210
Approach Delay, s/veh			10.8			35.6			64.6			70.8
Approach LOS			B			D			E			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	23.0	114.9		22.1	44.9	93.0		22.1
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	19.0	87.0		36.0	19.0	87.0		36.0
Max Q Clear Time (g_c+I1), s	16.9	41.3		13.0	3.2	2.0		13.0
Green Ext Time (p_c), s	0.1	10.0		0.4	7.1	9.2		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	26.1
HCM 2010 LOS	C

Notes

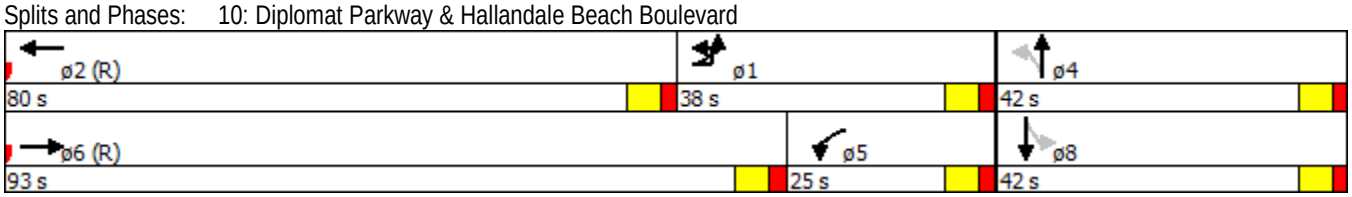
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	129
Future Volume (veh/h)	129
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.99
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	55
Adj No. of Lanes	0
Peak Hour Factor	0.88
Percent Heavy Veh, %	2
Cap, veh/h	78
Arrive On Green	0.10
Sat Flow, veh/h	774
Grp Volume(v), veh/h	122
Grp Sat Flow(s),veh/h/ln	1718
Q Serve(g_s), s	11.0
Cycle Q Clear(g_c), s	11.0
Prop In Lane	0.45
Lane Grp Cap(c), veh/h	173
V/C Ratio(X)	0.71
Avail Cap(c_a), veh/h	387
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	69.7
Incr Delay (d2), s/veh	2.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	9.1
LnGrp Delay(d),s/veh	71.7
LnGrp LOS	E
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	150	1199	12	1282	3	0	77	59
Future Volume (vph)	150	1199	12	1282	3	0	77	59
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	1	6	5	2		4		8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	31.0	11.0	31.0	40.0	40.0	40.0	40.0
Total Split (s)	38.0	93.0	25.0	80.0	42.0	42.0	42.0	42.0
Total Split (%)	23.8%	58.1%	15.6%	50.0%	26.3%	26.3%	26.3%	26.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 29 (18%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 10: Diplomat Parkway & Hallandale Beach Boulevard



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	14	150	1199	13	12	1282	90	3	0	14	77	59
Future Volume (veh/h)	14	150	1199	13	12	1282	90	3	0	14	77	59
Number		1	6	16	5	2	12	7	4	14	3	8
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		0.99	0.99	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863
Adj Flow Rate, veh/h		170	1362	0	14	1457	0	3	0	1	88	67
Adj No. of Lanes		1	3	0	1	3	0	0	1	0	1	1
Peak Hour Factor		0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		576	2765	0	431	2352	0	78	5	15	186	95
Arrive On Green		0.65	1.00	0.00	0.49	0.93	0.00	0.11	0.00	0.10	0.10	0.10
Sat Flow, veh/h		1774	5253	0	1774	5253	0	389	49	146	1402	943
Grp Volume(v), veh/h		170	1362	0	14	1457	0	4	0	0	88	0
Grp Sat Flow(s),veh/h/ln		1774	1695	0	1774	1695	0	584	0	0	1402	0
Q Serve(g_s), s		6.7	0.0	0.0	0.7	8.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s		6.7	0.0	0.0	0.7	8.1	0.0	11.0	0.0	0.0	9.6	0.0
Prop In Lane		1.00		0.00	1.00		0.00	0.75		0.25	1.00	
Lane Grp Cap(c), veh/h		576	2765	0	431	2352	0	105	0	0	186	0
V/C Ratio(X)		0.30	0.49	0.00	0.03	0.62	0.00	0.04	0.00	0.00	0.47	0.00
Avail Cap(c_a), veh/h		576	2765	0	431	2352	0	270	0	0	361	0
HCM Platoon Ratio		2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.91	0.91	0.00	0.93	0.93	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh		20.1	0.0	0.0	31.3	3.5	0.0	64.5	0.0	0.0	69.0	0.0
Incr Delay (d2), s/veh		0.1	0.6	0.0	0.0	1.2	0.0	0.1	0.0	0.0	0.7	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		5.8	0.3	0.0	0.6	6.3	0.0	0.3	0.0	0.0	6.8	0.0
LnGrp Delay(d),s/veh		20.2	0.6	0.0	31.3	4.7	0.0	64.6	0.0	0.0	69.7	0.0
LnGrp LOS		C	A		C	A		E			E	
Approach Vol, veh/h			1532			1471			4			210
Approach Delay, s/veh			2.8			4.9			64.6			70.8
Approach LOS			A			A			E			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	57.9	80.0		22.1	44.9	93.0		22.1
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	32.0	74.0		36.0	19.0	87.0		36.0
Max Q Clear Time (g_c+I1), s	8.7	10.1		13.0	2.7	2.0		13.0
Green Ext Time (p_c), s	0.3	10.3		0.4	0.2	9.2		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	8.3
HCM 2010 LOS	A

Notes

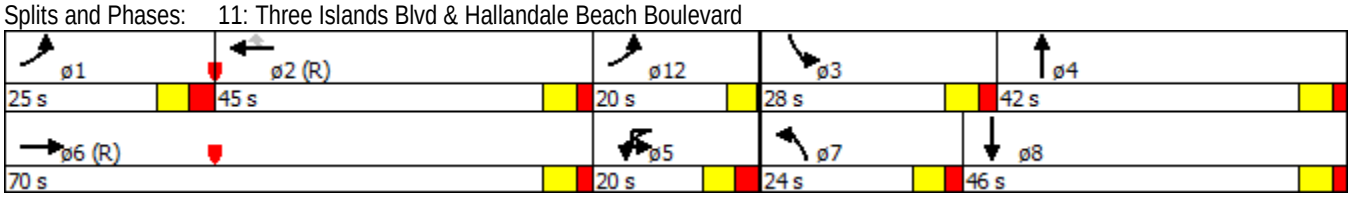
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	129
Future Volume (veh/h)	129
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.99
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	55
Adj No. of Lanes	0
Peak Hour Factor	0.88
Percent Heavy Veh, %	2
Cap, veh/h	78
Arrive On Green	0.10
Sat Flow, veh/h	774
Grp Volume(v), veh/h	122
Grp Sat Flow(s),veh/h/ln	1718
Q Serve(g_s), s	11.0
Cycle Q Clear(g_c), s	11.0
Prop In Lane	0.45
Lane Grp Cap(c), veh/h	173
V/C Ratio(X)	0.71
Avail Cap(c_a), veh/h	387
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	69.7
Incr Delay (d2), s/veh	2.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	9.1
LnGrp Delay(d),s/veh	71.7
LnGrp LOS	E
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	ø1	ø12
Lane Configurations											
Traffic Volume (vph)	275	1068	2	1011	133	2	0	316	4		
Future Volume (vph)	275	1068	2	1011	133	2	0	316	4		
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA		
Protected Phases	1 12	6	5	2		7	4	3	8	1	12
Permitted Phases					2						
Detector Phase	1 12	6	5	2	2	7	4	3	8		
Switch Phase											
Minimum Initial (s)		10.0	5.0	10.0	10.0	5.0	6.0	5.0	6.0	5.0	4.0
Minimum Split (s)		42.0	12.0	42.0	42.0	11.0	42.0	11.0	44.0	12.0	20.0
Total Split (s)		70.0	20.0	45.0	45.0	24.0	42.0	28.0	46.0	25.0	20.0
Total Split (%)		43.8%	12.5%	28.1%	28.1%	15.0%	26.3%	17.5%	28.8%	16%	13%
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.5
All-Red Time (s)		2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0	0.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)		6.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag		Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode		C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 76 (48%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 11: Three Islands Blvd & Hallandale Beach Boulevard



11: Three Islands Blvd & Hallandale Beach Boulevard

A.M. Peak

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	299	1166	38	1099	145	2	4	343	409
v/c Ratio	0.70	0.34	0.31	0.39	0.17	0.04	0.02	0.83	0.73
Control Delay	46.9	16.1	75.2	20.7	2.6	76.5	0.2	85.8	13.0
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Total Delay	46.9	16.3	75.2	20.8	2.6	76.5	0.2	85.8	13.3
Queue Length 50th (ft)	132	125	39	206	0	2	0	182	4
Queue Length 95th (ft)	110	341	m79	351	31	13	0	237	102
Internal Link Dist (ft)		445		2125			478		932
Turn Bay Length (ft)	170		220		700			440	
Base Capacity (vph)	665	3418	143	2845	863	199	471	474	688
Starvation Cap Reductn	0	1262	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	249	0	0	0	0	43
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.54	0.27	0.42	0.17	0.01	0.01	0.72	0.63

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	275	1068	5	33	2	1011	133	2	0	4	316	4
Future Volume (vph)	275	1068	5	33	2	1011	133	2	0	4	316	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.0			7.0	6.0	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	0.97	0.91			1.00	0.91	1.00	1.00	1.00		0.97	1.00
Frpb, ped/bikes	1.00	1.00			1.00	1.00	0.90	1.00	0.98		1.00	0.97
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00			1.00	1.00	0.85	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00			0.95	1.00	1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)	3433	5080			1770	5085	1420	1770	1554		3433	1540
Flt Permitted	0.95	1.00			0.95	1.00	1.00	0.95	1.00		0.95	1.00
Satd. Flow (perm)	3433	5080			1770	5085	1420	1770	1554		3433	1540
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	299	1161	5	36	2	1099	145	2	0	4	343	4
RTOR Reduction (vph)	0	0	0	0	0	0	70	0	4	0	0	348
Lane Group Flow (vph)	299	1166	0	0	38	1099	75	2	0	0	343	61
Confl. Peds. (#/hr)	70		31		31		70	14		5	5	
Turn Type	Prot	NA		Prot	Prot	NA	Perm	Prot	NA		Prot	NA
Protected Phases	1 12	6		5	5	2		7	4		3	8
Permitted Phases							2					
Actuated Green, G (s)	24.3	101.5			10.1	83.3	83.3	1.0	4.1		19.3	22.4
Effective Green, g (s)	24.3	101.5			10.1	83.3	83.3	1.0	4.1		19.3	22.4
Actuated g/C Ratio	0.15	0.63			0.06	0.52	0.52	0.01	0.03		0.12	0.14
Clearance Time (s)		6.0			7.0	6.0	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)		3.0			1.5	3.0	3.0	1.5	2.0		1.5	2.0
Lane Grp Cap (vph)	521	3222			111	2647	739	11	39		414	215
v/s Ratio Prot	c0.09	0.23			0.02	c0.22		0.00	0.00		c0.10	c0.04
v/s Ratio Perm							0.05					
v/c Ratio	0.57	0.36			0.34	0.42	0.10	0.18	0.00		0.83	0.28
Uniform Delay, d1	63.0	13.9			71.8	23.5	19.4	79.1	76.0		68.7	61.6
Progression Factor	0.93	1.17			0.98	0.92	0.69	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.9	0.3			0.7	0.5	0.3	2.9	0.0		12.3	0.3
Delay (s)	59.6	16.6			71.1	22.0	13.6	82.0	76.0		81.0	61.9
Level of Service	E	B			E	C	B	F	E		F	E
Approach Delay (s)		25.4				22.5			78.0			70.6
Approach LOS		C				C			E			E

Intersection Summary

HCM 2000 Control Delay	34.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	29.0
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

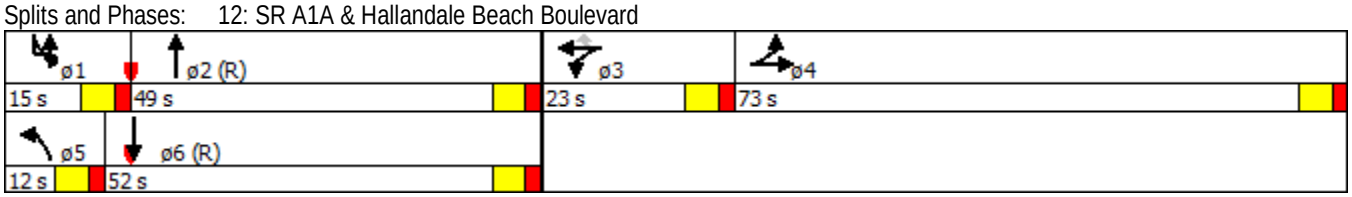
Movement	SBR
Lane Configurations	
Traffic Volume (vph)	373
Future Volume (vph)	373
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	405
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	14
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	482	79	752	94	36	54	402	11	24	730	483
Future Volume (vph)	482	79	752	94	36	54	402	11	24	730	483
Turn Type	Split	NA	Free	NA	Perm	Prot	NA	Free	Prot	NA	Free
Protected Phases	4	4		3		5	2		1	6	
Permitted Phases			Free		3			Free			Free
Detector Phase	4	4		3	3	5	2		1	6	
Switch Phase											
Minimum Initial (s)	15.0	15.0		7.0	7.0	6.0	7.0		5.0	5.0	
Minimum Split (s)	39.0	39.0		22.0	22.0	12.0	43.0		11.0	43.0	
Total Split (s)	73.0	73.0		23.0	23.0	12.0	49.0		15.0	52.0	
Total Split (%)	45.6%	45.6%		14.4%	14.4%	7.5%	30.6%		9.4%	32.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	C-Max		None	C-Max	

Intersection Summary

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

Splits and Phases: 12: SR A1A & Hallandale Beach Boulevard



Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	279	345	836	112	40	60	447	12	50	811	537
v/c Ratio	0.63	0.77	0.54	0.79	0.19	0.49	0.27	0.01	0.53	0.52	0.35
Control Delay	42.8	50.1	6.5	107.4	1.9	84.4	29.6	0.0	93.2	36.6	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.8	50.1	6.5	107.4	1.9	84.4	29.6	0.0	93.2	36.6	0.6
Queue Length 50th (ft)	306	389	242	117	0	62	151	0	52	322	0
Queue Length 95th (ft)	172	206	289	185	0	112	241	0	99	475	0
Internal Link Dist (ft)		2125		300			718			465	
Turn Bay Length (ft)						450		175	200		190
Base Capacity (vph)	703	714	1549	197	259	123	1667	1501	109	1559	1538
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.48	0.54	0.57	0.15	0.49	0.27	0.01	0.46	0.52	0.35

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	482	79	752	7	94	36	54	402	11	21	24	730
Future Volume (vph)	482	79	752	7	94	36	54	402	11	21	24	730
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0		6.0	6.0	6.0	6.0	4.0		6.0	6.0
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00	1.00	0.95	1.00		1.00	0.95
Frpb, ped/bikes	1.00	1.00	0.98		1.00	1.00	1.00	1.00	0.95		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85		1.00	1.00
Flt Protected	0.95	0.96	1.00		1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1681	1706	1549		1856	1583	1770	3539	1501		1770	3539
Flt Permitted	0.95	0.96	1.00		1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1681	1706	1549		1856	1583	1770	3539	1501		1770	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	536	88	836	8	104	40	60	447	12	23	27	811
RTOR Reduction (vph)	0	0	0	0	0	37	0	0	0	0	0	0
Lane Group Flow (vph)	279	345	836	0	112	3	60	447	12	0	50	811
Confl. Peds. (#/hr)			32	32			56		65		65	
Turn Type	Split	NA	Free	Split	NA	Perm	Prot	NA	Free	Prot	Prot	NA
Protected Phases	4	4		3	3		5	2		1	1	6
Permitted Phases			Free			3			Free			
Actuated Green, G (s)	42.1	42.1	160.0		12.2	12.2	11.2	74.2	160.0		7.5	70.5
Effective Green, g (s)	42.1	42.1	160.0		12.2	12.2	11.2	74.2	160.0		7.5	70.5
Actuated g/C Ratio	0.26	0.26	1.00		0.08	0.08	0.07	0.46	1.00		0.05	0.44
Clearance Time (s)	6.0	6.0			6.0	6.0	6.0	6.0			6.0	6.0
Vehicle Extension (s)	5.0	5.0			0.2	0.2	2.0	0.2			1.5	1.5
Lane Grp Cap (vph)	442	448	1549		141	120	123	1641	1501		82	1559
v/s Ratio Prot	0.17	c0.20			0.06		0.03	0.13			0.03	0.23
v/s Ratio Perm			c0.54			0.00			0.01			
v/c Ratio	0.63	0.77	0.54		0.79	0.03	0.49	0.27	0.01		0.61	0.52
Uniform Delay, d1	52.1	54.5	0.0		72.7	68.4	71.6	26.3	0.0		74.8	32.5
Progression Factor	0.72	0.73	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	3.7	8.6	1.2		24.2	0.0	1.1	0.4	0.0		8.5	1.2
Delay (s)	41.1	48.3	1.2		96.9	68.4	72.7	26.7	0.0		83.3	33.7
Level of Service	D	D	A		F	E	E	C	A		F	C
Approach Delay (s)		20.0			89.4			31.4				22.8
Approach LOS		B			F			C				C

Intersection Summary

HCM 2000 Control Delay	25.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	84.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	483
Future Volume (vph)	483
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frpb, ped/bikes	0.97
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1538
Flt Permitted	1.00
Satd. Flow (perm)	1538
Peak-hour factor, PHF	0.90
Adj. Flow (vph)	537
RTOR Reduction (vph)	0
Lane Group Flow (vph)	537
Confl. Peds. (#/hr)	56
Turn Type	Free
Protected Phases	
Permitted Phases	Free
Actuated Green, G (s)	160.0
Effective Green, g (s)	160.0
Actuated g/C Ratio	1.00
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	1538
v/s Ratio Prot	
v/s Ratio Perm	0.35
v/c Ratio	0.35
Uniform Delay, d1	0.0
Progression Factor	1.00
Incremental Delay, d2	0.6
Delay (s)	0.6
Level of Service	A
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	10	0	54	0	0	0	0	0	19	135	0
Future Vol, veh/h	0	10	0	54	0	0	0	0	0	19	135	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	0	59	0	0	0	0	0	21	147	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.8	0	8.5
HCM LOS	A	-	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	16%	0%	0%
Vol Thru, %	88%	0%	100%	92%
Vol Right, %	0%	84%	0%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	154	64	0	249
LT Vol	19	10	0	0
Through Vol	135	0	0	228
RT Vol	0	54	0	21
Lane Flow Rate	167	70	0	271
Geometry Grp	1	1	1	1
Degree of Util (X)	0.199	0.085	0	0.311
Departure Headway (Hd)	4.397	4.409	4.981	4.134
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	822	817	0	855
Service Time	2.397	2.409	2.986	2.224
HCM Lane V/C Ratio	0.203	0.086	0	0.317
HCM Control Delay	8.5	7.8	8	9.1
HCM Lane LOS	A	A	N	A
HCM 95th-tile Q	0.7	0.3	0	1.3

Intersection

Intersection Delay, s/veh
Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	228	21
Future Vol, veh/h	0	0	228	21
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	248	23
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.1
HCM LOS	A

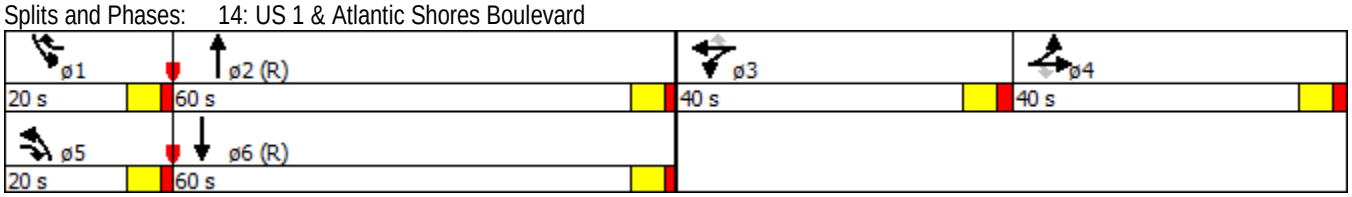
Lane

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	2	108	7	166	41	236	11	860	195	1368
Future Volume (vph)	2	108	7	166	41	236	11	860	195	1368
Turn Type	Split	NA	pm+ov	Split	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	4	4	5	3	3	1	5	2	1	6
Permitted Phases			4			3				
Detector Phase	4	4	5	3	3	1	5	2	1	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	4.0	6.0	6.0	4.0	4.0	10.0	4.0	10.0
Minimum Split (s)	39.0	39.0	11.0	39.0	39.0	11.0	11.0	34.5	11.0	34.5
Total Split (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	60.0	20.0	60.0
Total Split (%)	25.0%	25.0%	12.5%	25.0%	25.0%	12.5%	12.5%	37.5%	12.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.5	6.0	6.0	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 59 (37%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 14: US 1 & Atlantic Shores Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	2	119	8	182	45	259	12	1013	214	1505
v/c Ratio	0.01	0.71	0.03	0.79	0.19	0.47	0.12	0.53	0.72	0.68
Control Delay	62.0	92.0	0.3	90.3	61.5	5.8	115.7	21.2	88.5	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	62.0	92.0	0.3	90.3	61.5	5.8	115.7	21.2	88.5	17.1
Queue Length 50th (ft)	2	129	0	187	43	0	6	452	120	351
Queue Length 95th (ft)	11	198	0	264	80	48	m10	612	m154	744
Internal Link Dist (ft)		215			2534			3214		591
Turn Bay Length (ft)				210		200	190		190	
Base Capacity (vph)	357	376	342	376	395	559	311	1904	330	2215
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	67
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.32	0.02	0.48	0.11	0.46	0.04	0.53	0.65	0.70

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	108	7	166	41	236	11	860	62	195	1368	2
Future Volume (vph)	2	108	7	166	41	236	11	860	62	195	1368	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	5.5	6.0	6.0	5.5	5.5	5.5		5.5	5.5	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95		0.97	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1770	1552	1770	1863	1569	3433	3493		3433	3538	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1770	1552	1770	1863	1569	3433	3493		3433	3538	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2	119	8	182	45	259	12	945	68	214	1503	2
RTOR Reduction (vph)	0	0	7	0	0	203	0	2	0	0	0	0
Lane Group Flow (vph)	2	119	1	182	45	56	12	1011	0	214	1505	0
Confl. Peds. (#/hr)	2		8	8		2	11		10	10		11
Turn Type	Split	NA	pm+ov	Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	4	4	5	3	3	1	5	2		1	6	
Permitted Phases			4			3						
Actuated Green, G (s)	15.2	15.2	18.2	20.9	20.9	34.7	3.0	87.1		13.8	97.9	
Effective Green, g (s)	15.2	15.2	18.2	20.9	20.9	34.7	3.0	87.1		13.8	97.9	
Actuated g/C Ratio	0.09	0.09	0.11	0.13	0.13	0.22	0.02	0.54		0.09	0.61	
Clearance Time (s)	6.0	6.0	5.5	6.0	6.0	5.5	5.5	5.5		5.5	5.5	
Vehicle Extension (s)	2.0	2.0	1.5	2.0	2.0	1.5	1.5	3.0		1.5	3.0	
Lane Grp Cap (vph)	159	168	176	231	243	340	64	1901		296	2164	
v/s Ratio Prot	0.00	c0.07	0.00	c0.10	0.02	0.01	0.00	0.29		c0.06	c0.43	
v/s Ratio Perm			0.00			0.02						
v/c Ratio	0.01	0.71	0.01	0.79	0.19	0.17	0.19	0.53		0.72	0.70	
Uniform Delay, d1	65.6	70.2	62.9	67.4	62.0	50.9	77.3	23.4		71.2	21.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.50	0.80		1.08	0.70	
Incremental Delay, d2	0.0	10.6	0.0	15.0	0.1	0.1	0.4	0.9		5.9	1.5	
Delay (s)	65.6	80.8	62.9	82.4	62.1	51.0	116.7	19.6		83.2	16.1	
Level of Service	E	F	E	F	E	D	F	B		F	B	
Approach Delay (s)		79.5			63.8			20.7			24.5	
Approach LOS		E			E			C			C	

Intersection Summary

HCM 2000 Control Delay	31.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		

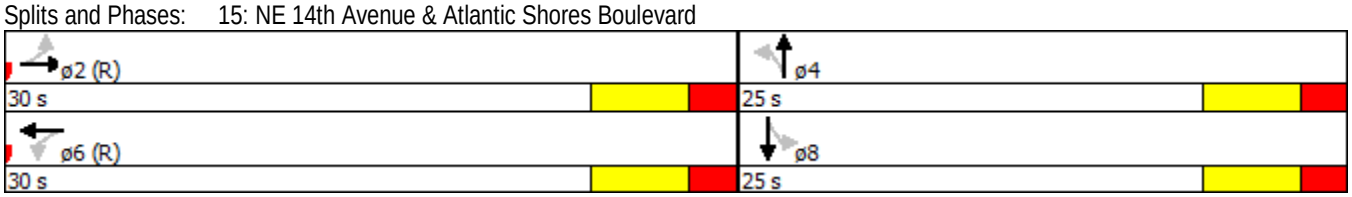
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	20	298	27	379	23	103	125	132
Future Volume (vph)	20	298	27	379	23	103	125	132
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		4		8
Permitted Phases	2		6		4		8	
Detector Phase	2	2	6	6	4	4	8	8
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	25.0	25.0	25.0	25.0
Total Split (%)	54.5%	54.5%	54.5%	54.5%	45.5%	45.5%	45.5%	45.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 55
Actuated Cycle Length: 55
Offset: 30 (55%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 15: NE 14th Avenue & Atlantic Shores Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	298	47	27	379	145	23	103	30	125	132	41
Future Volume (veh/h)	20	298	47	27	379	145	23	103	30	125	132	41
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	0.99		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	22	331	0	30	421	0	26	114	0	139	147	2
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	679	1069	0	631	1069	0	302	388	0	329	381	5
Arrive On Green	0.57	0.57	0.00	1.00	1.00	0.00	0.21	0.21	0.00	0.21	0.21	0.21
Sat Flow, veh/h	954	1863	0	1038	1863	0	1231	1863	0	1269	1833	25
Grp Volume(v), veh/h	22	331	0	30	421	0	26	114	0	139	0	149
Grp Sat Flow(s),veh/h/ln	954	1863	0	1038	1863	0	1231	1863	0	1269	0	1858
Q Serve(g_s), s	0.6	5.1	0.0	0.3	0.0	0.0	1.0	2.8	0.0	5.7	0.0	3.8
Cycle Q Clear(g_c), s	0.6	5.1	0.0	5.3	0.0	0.0	4.8	2.8	0.0	8.5	0.0	3.8
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	679	1069	0	631	1069	0	302	388	0	329	0	387
V/C Ratio(X)	0.03	0.31	0.00	0.05	0.39	0.00	0.09	0.29	0.00	0.42	0.00	0.39
Avail Cap(c_a), veh/h	679	1069	0	631	1069	0	471	643	0	504	0	642
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.00	0.80	0.80	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.1	6.1	0.0	0.4	0.0	0.0	20.8	18.4	0.0	22.0	0.0	18.8
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.1	0.9	0.0	0.0	0.2	0.0	0.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	4.8	0.0	0.2	0.5	0.0	0.6	2.7	0.0	3.6	0.0	3.5
LnGrp Delay(d),s/veh	5.2	6.5	0.0	0.5	0.9	0.0	20.9	18.5	0.0	22.3	0.0	19.0
LnGrp LOS	A	A		A	A		C	B		C		B
Approach Vol, veh/h		353			451			140			288	
Approach Delay, s/veh		6.5			0.9			19.0			20.6	
Approach LOS		A			A			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		37.6		17.4		37.6		17.4
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		24.0		19.0		24.0		19.0
Max Q Clear Time (g_c+I1), s		7.1		6.8		7.3		10.5
Green Ext Time (p_c), s		3.3		0.8		3.2		0.7

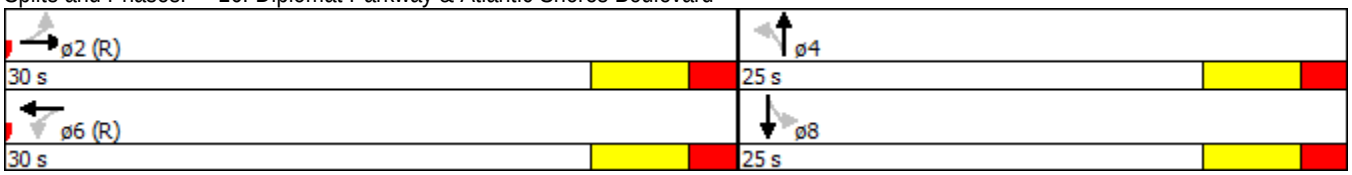
Intersection Summary	
HCM 2010 Ctrl Delay	9.1
HCM 2010 LOS	A

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	6	326	32	466	65	81	55	154
Future Volume (vph)	6	326	32	466	65	81	55	154
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		4		8
Permitted Phases	2		6		4		8	
Detector Phase	2	2	6	6	4	4	8	8
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	25.0	25.0	25.0	25.0
Total Split (%)	54.5%	54.5%	54.5%	54.5%	45.5%	45.5%	45.5%	45.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 55
Actuated Cycle Length: 55
Offset: 24 (44%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 16: Diplomat Parkway & Atlantic Shores Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	326	127	32	466	89	65	81	20	55	154	19
Future Volume (veh/h)	6	326	127	32	466	89	65	81	20	55	154	19
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.99		1.00	1.00		1.00	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	7	379	0	37	542	0	76	94	0	64	179	0
Adj No. of Lanes	1	2	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	483	2060	0	620	1084	0	268	372	0	334	372	0
Arrive On Green	0.19	0.19	0.00	0.58	0.58	0.00	0.20	0.20	0.00	0.20	0.20	0.00
Sat Flow, veh/h	858	3632	0	993	1863	0	1197	1863	0	1289	1863	0
Grp Volume(v), veh/h	7	379	0	37	542	0	76	94	0	64	179	0
Grp Sat Flow(s),veh/h/ln	858	1770	0	993	1863	0	1197	1863	0	1289	1863	0
Q Serve(g_s), s	0.4	4.9	0.0	1.1	9.4	0.0	3.3	2.3	0.0	2.4	4.7	0.0
Cycle Q Clear(g_c), s	9.8	4.9	0.0	6.0	9.4	0.0	8.0	2.3	0.0	4.8	4.7	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	483	2060	0	620	1084	0	268	372	0	334	372	0
V/C Ratio(X)	0.01	0.18	0.00	0.06	0.50	0.00	0.28	0.25	0.00	0.19	0.48	0.00
Avail Cap(c_a), veh/h	483	2060	0	620	1084	0	443	643	0	521	643	0
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.3	11.3	0.0	7.4	6.8	0.0	23.0	18.5	0.0	20.5	19.5	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.2	1.6	0.0	0.2	0.1	0.0	0.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	4.4	0.0	0.6	9.1	0.0	2.0	2.2	0.0	1.6	4.4	0.0
LnGrp Delay(d),s/veh	17.4	11.5	0.0	7.5	8.4	0.0	23.2	18.7	0.0	20.7	19.8	0.0
LnGrp LOS	B	B		A	A		C	B		C	B	
Approach Vol, veh/h		386			579			170			243	
Approach Delay, s/veh		11.6			8.4			20.7			20.1	
Approach LOS		B			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		38.0		17.0		38.0		17.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		24.0		19.0		24.0		19.0
Max Q Clear Time (g_c+I1), s		11.8		10.0		11.4		6.8
Green Ext Time (p_c), s		3.7		0.7		3.7		0.8

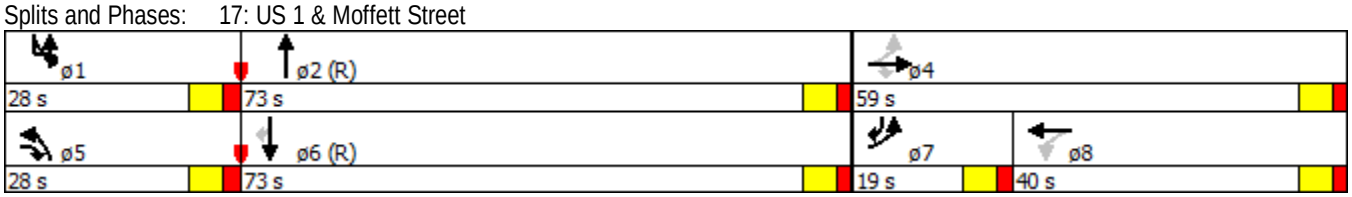
Intersection Summary	
HCM 2010 Ctrl Delay	12.8
HCM 2010 LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	108	232	585	16	277	336	758	36	919	134
Future Volume (vph)	108	232	585	16	277	336	758	36	919	134
Turn Type	pm+pt	NA	pm+ov	Perm	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	5		8	5	2	1	6	7
Permitted Phases	4		4	8						6
Detector Phase	7	4	5	8	8	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	4.0	6.0	5.0	6.0	6.0	5.0	10.0	5.0	10.0	4.0
Minimum Split (s)	10.0	39.0	11.0	39.0	39.0	11.0	39.0	11.0	39.0	10.0
Total Split (s)	19.0	59.0	28.0	40.0	40.0	28.0	73.0	28.0	73.0	19.0
Total Split (%)	11.9%	36.9%	17.5%	25.0%	25.0%	17.5%	45.6%	17.5%	45.6%	11.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 37 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 17: US 1 & Moffett Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	108	232	585	16	277	16	336	758	10	15	36	919
Future Volume (veh/h)	108	232	585	16	277	16	336	758	10	15	36	919
Number	7	4	14	3	8	18	5	2	12		1	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		1.00	1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1863	1863	1900		1863	1863
Adj Flow Rate, veh/h	109	234	471	16	280	0	339	766	0		36	928
Adj No. of Lanes	1	1	1	0	1	0	2	2	0		1	2
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99		0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2		2	2
Cap, veh/h	241	543	629	34	334	0	379	2016	0		46	1719
Arrive On Green	0.06	0.29	0.29	0.21	0.19	0.00	0.22	1.00	0.00		0.05	0.97
Sat Flow, veh/h	1774	1863	1557	55	1723	0	3442	3632	0		1774	3539
Grp Volume(v), veh/h	109	234	471	296	0	0	339	766	0		36	928
Grp Sat Flow(s),veh/h/ln	1774	1863	1557	1778	0	0	1721	1770	0		1774	1770
Q Serve(g_s), s	7.7	16.3	41.5	11.6	0.0	0.0	15.3	0.0	0.0		3.2	2.5
Cycle Q Clear(g_c), s	7.7	16.3	41.5	25.1	0.0	0.0	15.3	0.0	0.0		3.2	2.5
Prop In Lane	1.00		1.00	0.05		0.00	1.00		0.00		1.00	
Lane Grp Cap(c), veh/h	241	543	629	391	0	0	379	2016	0		46	1719
V/C Ratio(X)	0.45	0.43	0.75	0.76	0.00	0.00	0.89	0.38	0.00		0.78	0.54
Avail Cap(c_a), veh/h	279	617	690	423	0	0	473	2016	0		244	1719
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00		2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.84	0.84	0.00		1.00	1.00
Uniform Delay (d), s/veh	45.8	45.9	41.0	61.8	0.0	0.0	61.5	0.0	0.0		75.4	1.2
Incr Delay (d2), s/veh	0.5	0.2	3.4	6.1	0.0	0.0	12.7	0.5	0.0		9.9	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(95%),veh/ln	6.8	13.2	25.5	18.9	0.0	0.0	12.2	0.2	0.0		3.1	1.9
LnGrp Delay(d),s/veh	46.3	46.1	44.5	67.9	0.0	0.0	74.2	0.5	0.0		85.3	2.4
LnGrp LOS	D	D	D	E			E	A			F	A
Approach Vol, veh/h		814			296			1105				965
Approach Delay, s/veh		45.2			67.9			23.1				5.5
Approach LOS		D			E			C				A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	97.1		52.7	23.6	83.7	15.6	37.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	22.0	67.0		53.0	22.0	67.0	13.0	34.0
Max Q Clear Time (g_c+I1), s	5.2	2.0		43.5	17.3	4.5	9.7	27.1
Green Ext Time (p_c), s	0.0	12.0		2.1	0.3	11.9	0.0	1.8

Intersection Summary	
HCM 2010 Ctrl Delay	27.6
HCM 2010 LOS	C

Notes

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	134
Future Volume (veh/h)	134
Number	16
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.99
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	1
Adj No. of Lanes	1
Peak Hour Factor	0.99
Percent Heavy Veh, %	2
Cap, veh/h	858
Arrive On Green	0.97
Sat Flow, veh/h	1571
Grp Volume(v), veh/h	1
Grp Sat Flow(s),veh/h/ln	1571
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	858
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	858
HCM Platoon Ratio	2.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	0.9
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.9
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	20	234	252	20
Future Volume (Veh/h)	0	0	20	234	252	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	22	254	274	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				537		
pX, platoon unblocked						
vC, conflicting volume	583	285	296			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	583	285	296			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	98			
cM capacity (veh/h)	466	754	1265			

Direction, Lane #	NB 1	SB 1
Volume Total	276	296
Volume Left	22	0
Volume Right	0	22
cSH	1265	1700
Volume to Capacity	0.02	0.17
Queue Length 95th (ft)	1	0
Control Delay (s)	0.8	0.0
Lane LOS	A	
Approach Delay (s)	0.8	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	32.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	26	55	82	152	217	40
Future Vol, veh/h	26	55	82	152	217	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	59	88	163	233	43

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	595	255	276	0	-	0
Stage 1	255	-	-	-	-	-
Stage 2	340	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	467	784	1287	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	721	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	432	784	1287	-	-	-
Mov Cap-2 Maneuver	432	-	-	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	667	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	2.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1287	-	432	784	-	-
HCM Lane V/C Ratio	0.069	-	0.065	0.075	-	-
HCM Control Delay (s)	8	0	13.9	10	-	-
HCM Lane LOS	A	A	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	0.2	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	55	26	40	139	230	82
Future Vol, veh/h	55	26	40	139	230	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	29	45	156	258	92

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	550	304	351	0	-	0
Stage 1	304	-	-	-	-	-
Stage 2	246	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	496	736	1208	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	795	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	476	736	1208	-	-	-
Mov Cap-2 Maneuver	476	-	-	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	762	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	1.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1208	-	537	-	-
HCM Lane V/C Ratio	0.037	-	0.169	-	-
HCM Control Delay (s)	8.1	0	13.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	13	13	0	241	252	0
Future Vol, veh/h	13	13	0	241	252	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	14	0	262	274	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	536	274	274	0	-	0
Stage 1	274	-	-	-	-	-
Stage 2	262	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	505	765	1289	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	782	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	505	765	1289	-	-	-
Mov Cap-2 Maneuver	505	-	-	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	782	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0	0
HCM LOS	B		

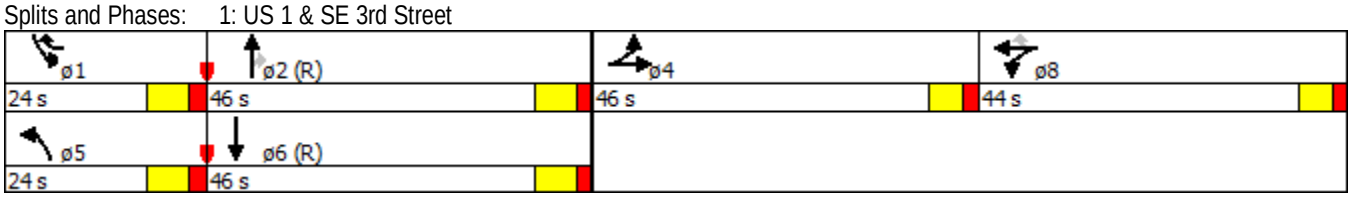
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1289	-	608	-	-
HCM Lane V/C Ratio	-	-	0.046	-	-
HCM Control Delay (s)	0	-	11.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	210	83	352	77	236	81	2099	233	241	1485
Future Volume (vph)	210	83	352	77	236	81	2099	233	241	1485
Turn Type	Split	NA	Split	NA	pm+ov	Prot	NA	Perm	Prot	NA
Protected Phases	4	4	8	8	1	5	2		1	6
Permitted Phases					8			2		
Detector Phase	4	4	8	8	1	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	5.0	5.0	12.0	12.0	5.0	12.0
Minimum Split (s)	45.0	45.0	42.0	42.0	12.0	12.0	39.0	39.0	12.0	39.0
Total Split (s)	46.0	46.0	44.0	44.0	24.0	24.0	46.0	46.0	24.0	46.0
Total Split (%)	28.8%	28.8%	27.5%	27.5%	15.0%	15.0%	28.8%	28.8%	15.0%	28.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag					Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 156 (98%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	83	173	352	77	236	81	2099	233	241	1485	17
Future Volume (veh/h)	210	83	173	352	77	236	81	2099	233	241	1485	17
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	221	87	87	371	81	157	85	2209	152	254	1563	1
Adj No. of Lanes	1	1	0	1	1	2	1	3	1	2	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	136	136	395	415	852	104	1870	577	297	2075	1
Arrive On Green	0.16	0.16	0.16	0.22	0.22	0.22	0.06	0.37	0.37	0.09	0.40	0.40
Sat Flow, veh/h	1774	846	846	1774	1863	2745	1774	5085	1568	3442	5249	3
Grp Volume(v), veh/h	221	0	174	371	81	157	85	2209	152	254	1010	554
Grp Sat Flow(s),veh/h/ln	1774	0	1693	1774	1863	1373	1774	1695	1568	1721	1695	1862
Q Serve(g_s), s	19.1	0.0	15.4	32.9	5.7	6.7	7.6	58.8	10.9	11.6	41.0	41.0
Cycle Q Clear(g_c), s	19.1	0.0	15.4	32.9	5.7	6.7	7.6	58.8	10.9	11.6	41.0	41.0
Prop In Lane	1.00		0.50	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	285	0	272	395	415	852	104	1870	577	297	1340	736
V/C Ratio(X)	0.77	0.00	0.64	0.94	0.20	0.18	0.81	1.18	0.26	0.85	0.75	0.75
Avail Cap(c_a), veh/h	444	0	423	421	442	893	188	1870	577	366	1340	736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.28	0.28	0.28
Uniform Delay (d), s/veh	64.4	0.0	62.8	61.1	50.6	40.5	74.4	50.6	35.4	72.1	41.7	41.7
Incr Delay (d2), s/veh	1.7	0.0	0.9	27.5	0.1	0.0	5.7	87.4	1.1	4.1	1.1	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.6	0.0	11.7	26.4	5.3	4.6	7.0	76.8	8.5	7.8	23.2	25.5
LnGrp Delay(d),s/veh	66.1	0.0	63.7	88.7	50.6	40.6	80.1	138.0	36.5	76.2	42.8	43.7
LnGrp LOS	E		E	F	D	D	F	F	D	E	D	D
Approach Vol, veh/h		395			609			2446			1818	
Approach Delay, s/veh		65.0			71.2			129.7			47.7	
Approach LOS		E			E			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	20.8	65.8		31.7	16.4	70.3		41.6
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0
Max Green Setting (Gmax), s	17.0	39.0		40.0	17.0	39.0		38.0
Max Q Clear Time (g_c+I1), s	13.6	60.8		21.1	9.6	43.0		34.9
Green Ext Time (p_c), s	0.2	0.0		0.9	0.1	0.0		0.6

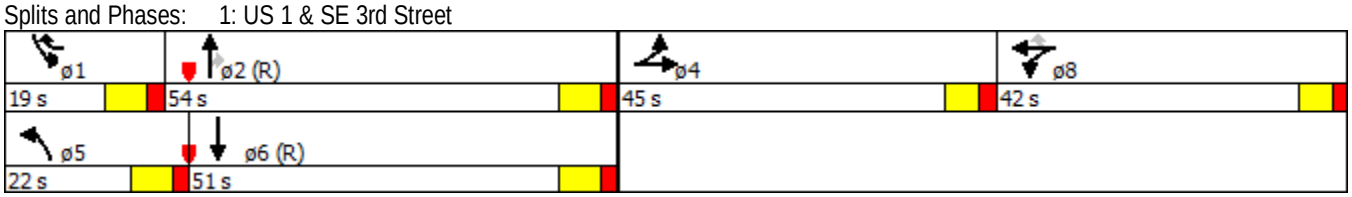
Intersection Summary	
HCM 2010 Ctrl Delay	89.8
HCM 2010 LOS	F

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	210	83	352	77	236	81	2099	233	241	1485
Future Volume (vph)	210	83	352	77	236	81	2099	233	241	1485
Turn Type	Split	NA	Split	NA	pm+ov	Prot	NA	Perm	Prot	NA
Protected Phases	4	4	8	8	1	5	2		1	6
Permitted Phases					8			2		
Detector Phase	4	4	8	8	1	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	5.0	5.0	12.0	12.0	5.0	12.0
Minimum Split (s)	45.0	45.0	42.0	42.0	12.0	12.0	39.0	39.0	12.0	39.0
Total Split (s)	45.0	45.0	42.0	42.0	19.0	22.0	54.0	54.0	19.0	51.0
Total Split (%)	28.1%	28.1%	26.3%	26.3%	11.9%	13.8%	33.8%	33.8%	11.9%	31.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag					Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 156 (98%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	83	173	352	77	236	81	2099	233	241	1485	17
Future Volume (veh/h)	210	83	173	352	77	236	81	2099	233	241	1485	17
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	221	87	87	371	81	157	85	2209	152	254	1563	1
Adj No. of Lanes	1	1	0	1	1	2	1	3	1	2	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	136	136	392	412	816	104	1936	597	258	2083	1
Arrive On Green	0.16	0.16	0.16	0.22	0.22	0.22	0.06	0.38	0.38	0.08	0.40	0.40
Sat Flow, veh/h	1774	846	846	1774	1863	2745	1774	5085	1568	3442	5249	3
Grp Volume(v), veh/h	221	0	174	371	81	157	85	2209	152	254	1010	554
Grp Sat Flow(s),veh/h/ln	1774	0	1693	1774	1863	1373	1774	1695	1568	1721	1695	1862
Q Serve(g_s), s	19.1	0.0	15.4	33.0	5.7	6.8	7.6	60.9	10.6	11.8	40.9	40.9
Cycle Q Clear(g_c), s	19.1	0.0	15.4	33.0	5.7	6.8	7.6	60.9	10.6	11.8	40.9	40.9
Prop In Lane	1.00		0.50	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	285	0	272	392	412	816	104	1936	597	258	1346	739
V/C Ratio(X)	0.77	0.00	0.64	0.95	0.20	0.19	0.82	1.14	0.25	0.98	0.75	0.75
Avail Cap(c_a), veh/h	432	0	413	399	419	827	166	1936	597	258	1346	739
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.22	0.22	0.22
Uniform Delay (d), s/veh	64.4	0.0	62.8	61.4	50.7	42.0	74.4	49.5	34.0	73.9	41.4	41.4
Incr Delay (d2), s/veh	2.1	0.0	0.9	30.8	0.1	0.0	7.1	70.3	1.0	22.5	0.9	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.6	0.0	11.7	26.8	5.3	4.7	7.1	74.0	8.4	8.4	22.6	24.9
LnGrp Delay(d),s/veh	66.5	0.0	63.7	92.2	50.8	42.1	81.5	119.8	35.0	96.4	42.3	43.0
LnGrp LOS	E		E	F	D	D	F	F	D	F	D	D
Approach Vol, veh/h		395			609			2446			1818	
Approach Delay, s/veh		65.3			73.8			113.2			50.1	
Approach LOS		E			E			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	19.0	67.9		31.7	16.4	70.5		41.4
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0
Max Green Setting (Gmax), s	12.0	47.0		39.0	15.0	44.0		36.0
Max Q Clear Time (g_c+I1), s	13.8	62.9		21.1	9.6	42.9		35.0
Green Ext Time (p_c), s	0.0	0.0		0.9	0.0	1.1		0.2

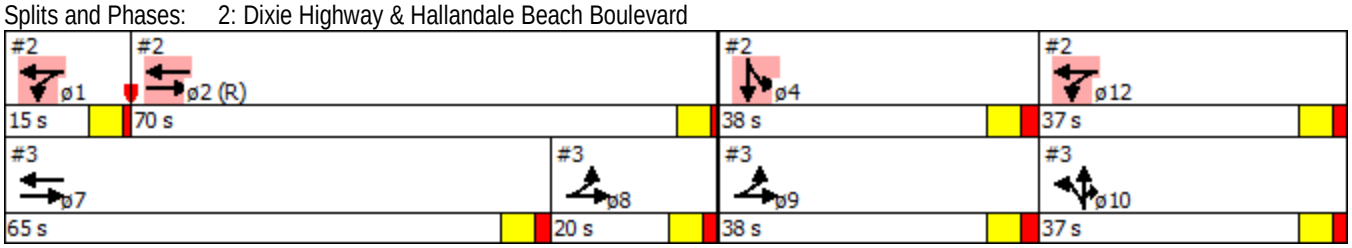
Intersection Summary	
HCM 2010 Ctrl Delay	83.3
HCM 2010 LOS	F

Lane Group	EBT	WBL	WBT	SBT	ø1	ø7	ø8	ø9	ø10	ø12
Lane Configurations										
Traffic Volume (vph)	1444	115	2317	310						
Future Volume (vph)	1444	115	2317	310						
Turn Type	NA	Prot	NA	NA						
Protected Phases	2	1 12	1 2 12	4	1	7	8	9	10	12
Permitted Phases										
Detector Phase	2	1 12	1 2 12	4						
Switch Phase										
Minimum Initial (s)	10.0			6.0	5.0	10.0	5.0	10.0	6.0	4.0
Minimum Split (s)	25.0			35.0	13.0	16.0	11.0	26.0	34.0	22.0
Total Split (s)	70.0			38.0	15.0	65.0	20.0	38.0	37.0	37.0
Total Split (%)	43.8%			23.8%	9%	41%	13%	24%	23%	23%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0			2.0	1.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0						
Total Lost Time (s)	5.0			6.0						
Lead/Lag	Lag				Lead			Lead	Lag	
Lead-Lag Optimize?	Yes				Yes			Yes	Yes	
Recall Mode	C-Max			None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 8 (5%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 2: Dixie Highway & Hallandale Beach Boulevard



Lane Group	EBT	WBL	WBT	SBT
Lane Group Flow (vph)	1609	124	2491	659
v/c Ratio	0.98	0.20	0.61	1.08dl
Control Delay	62.2	64.9	4.2	79.7
Queue Delay	1.2	36.2	8.0	0.0
Total Delay	63.4	101.1	12.2	79.7
Queue Length 50th (ft)	~825	113	102	197
Queue Length 95th (ft)	#996	m114	m70	229
Internal Link Dist (ft)	1589		116	869
Turn Bay Length (ft)		375		
Base Capacity (vph)	1645	636	4041	1241
Starvation Cap Reductn	0	508	1531	0
Spillback Cap Reductn	12	0	0	9
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.99	0.97	0.99	0.53

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1444	52	115	2317	0	0	0	0	226	310	77
Future Volume (vph)	0	1444	52	115	2317	0	0	0	0	226	310	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						6.0	
Lane Util. Factor		*0.69		1.00	0.91						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.99		1.00	1.00						0.98	
Flt Protected		1.00		0.95	1.00						0.98	
Satd. Flow (prot)		3832		1770	5085						6173	
Flt Permitted		1.00		0.95	1.00						0.98	
Satd. Flow (perm)		3832		1770	5085						6173	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	1553	56	124	2491	0	0	0	0	243	333	83
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	1607	0	124	2491	0	0	0	0	0	651	0
Confl. Peds. (#/hr)	25		7	7		25			4	4		
Turn Type		NA		Prot	NA					Split	NA	
Protected Phases		2		1 12	1 2 12					4	4	
Permitted Phases												
Actuated Green, G (s)		68.6		55.7	129.3						19.7	
Effective Green, g (s)		68.6		49.7	123.3						19.7	
Actuated g/C Ratio		0.43		0.31	0.77						0.12	
Clearance Time (s)		5.0									6.0	
Vehicle Extension (s)		3.0									0.2	
Lane Grp Cap (vph)		1642		549	3918						760	
v/s Ratio Prot		c0.42		0.07	c0.49						c0.11	
v/s Ratio Perm												
v/c Ratio		0.98		0.23	0.64						1.08dl	
Uniform Delay, d1		45.0		40.9	8.3						68.8	
Progression Factor		1.00		1.76	0.66						1.00	
Incremental Delay, d2		17.7		0.0	0.1						9.1	
Delay (s)		62.7		72.1	5.5						77.8	
Level of Service		E		E	A						E	
Approach Delay (s)		62.7			8.7			0.0			77.8	
Approach LOS		E			A			A			E	

Intersection Summary

HCM 2000 Control Delay	35.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	103.3%	ICU Level of Service	G
Analysis Period (min)	15		

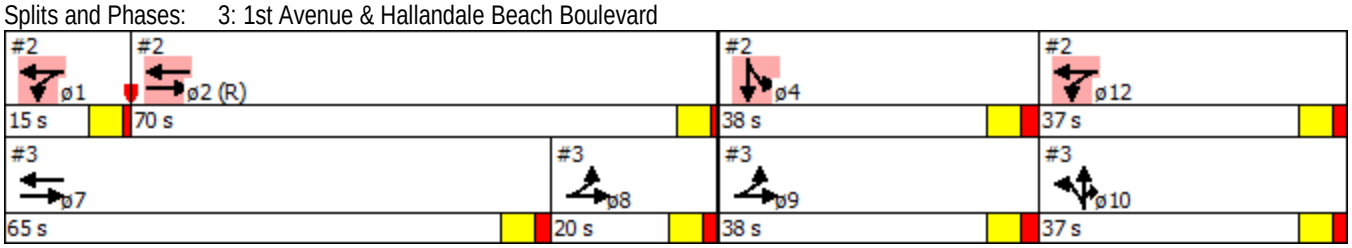
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	ø1	ø2	ø4	ø8	ø9	ø12
Lane Configurations												
Traffic Volume (vph)	49	1608	2100	328	349	121						
Future Volume (vph)	49	1608	2100	328	349	121						
Turn Type	Prot	NA	NA	Split	NA	Prot						
Protected Phases	8 9	7 8 9	7	10	10	10	1	2	4	8	9	12
Permitted Phases												
Detector Phase	8 9	7 8 9	7	10	10	10						
Switch Phase												
Minimum Initial (s)			10.0	6.0	6.0	6.0	5.0	10.0	6.0	5.0	10.0	4.0
Minimum Split (s)			16.0	34.0	34.0	34.0	13.0	25.0	35.0	11.0	26.0	22.0
Total Split (s)			65.0	37.0	37.0	37.0	15.0	70.0	38.0	20.0	38.0	37.0
Total Split (%)			40.6%	23.1%	23.1%	23.1%	9%	44%	24%	13%	24%	23%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			2.0	2.0	2.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0	0.0						
Total Lost Time (s)			6.0	6.0	6.0	6.0						
Lead/Lag				Lag	Lag	Lag	Lead	Lag			Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes			Yes	
Recall Mode			None	None	None	None	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 8 (5%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 3: 1st Avenue & Hallandale Beach Boulevard



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	52	1693	2330	345	367	127
v/c Ratio	0.15	0.79	1.05	0.62	0.62	0.21
Control Delay	27.3	7.5	82.4	51.8	51.8	5.6
Queue Delay	0.2	0.4	16.1	0.5	0.0	0.0
Total Delay	27.5	7.9	98.5	52.4	51.8	5.6
Queue Length 50th (ft)	39	78	~880	301	321	0
Queue Length 95th (ft)	m44	m72	m705	425	447	44
Internal Link Dist (ft)		116	1665		922	
Turn Bay Length (ft)						115
Base Capacity (vph)	575	2626	2217	559	589	593
Starvation Cap Reductn	242	401	0	0	0	0
Spillback Cap Reductn	0	0	79	41	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.76	1.09	0.67	0.62	0.21

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	1608	0	0	2100	113	328	349	121	0	0	0
Future Volume (vph)	49	1608	0	0	2100	113	328	349	121	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0		6.0	6.0	6.0			
Lane Util. Factor	1.00	0.95			*0.79		1.00	1.00	1.00			
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			0.99		1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1770	3539			5827		1770	1863	1583			
Flt Permitted	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)	1770	3539			5827		1770	1863	1583			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	52	1693	0	0	2211	119	345	367	127	0	0	0
RTOR Reduction (vph)	0	0	0	0	4	0	0	0	87	0	0	0
Lane Group Flow (vph)	52	1693	0	0	2326	0	345	367	40	0	0	0
Confl. Peds. (#/hr)	21		4	4		21	1					1
Turn Type	Prot	NA			NA		Split	NA	Prot			
Protected Phases	8 9	7 8 9			7		10	10	10			
Permitted Phases												
Actuated Green, G (s)	30.6	97.4			60.8		50.6	50.6	50.6			
Effective Green, g (s)	30.6	97.4			60.8		50.6	50.6	50.6			
Actuated g/C Ratio	0.19	0.61			0.38		0.32	0.32	0.32			
Clearance Time (s)					6.0		6.0	6.0	6.0			
Vehicle Extension (s)					3.0		0.2	0.2	0.2			
Lane Grp Cap (vph)	338	2154			2214		559	589	500			
v/s Ratio Prot	0.03	c0.48			c0.40		0.19	c0.20	0.03			
v/s Ratio Perm												
v/c Ratio	0.15	0.79			1.05		0.62	0.62	0.08			
Uniform Delay, d1	53.9	23.5			49.6		46.5	46.6	38.4			
Progression Factor	0.50	0.26			1.26		1.00	1.00	1.00			
Incremental Delay, d2	0.0	0.8			24.1		1.4	1.5	0.0			
Delay (s)	26.9	6.9			86.6		47.9	48.1	38.4			
Level of Service	C	A			F		D	D	D			
Approach Delay (s)		7.5			86.6			46.5			0.0	
Approach LOS		A			F			D			A	

Intersection Summary

HCM 2000 Control Delay	51.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	103.3%	ICU Level of Service	G
Analysis Period (min)	15		

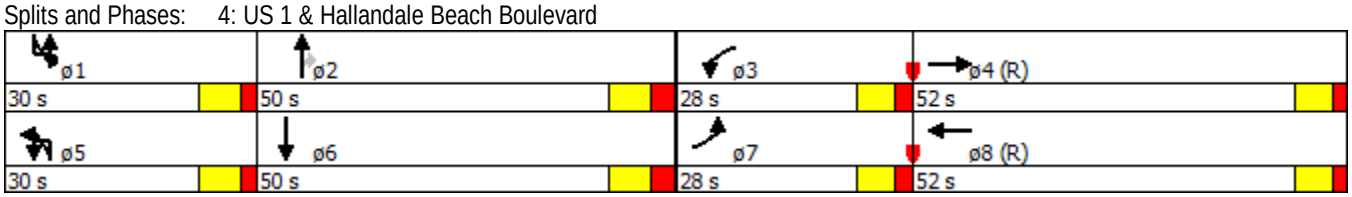
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	134	1168	563	1542	615	1215	586	396	840
Future Volume (vph)	134	1168	563	1542	615	1215	586	396	840
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	11.5	46.5	11.5	46.5	12.0	47.0	47.0	12.0	47.0
Total Split (s)	28.0	52.0	28.0	52.0	30.0	50.0	50.0	30.0	50.0
Total Split (%)	17.5%	32.5%	17.5%	32.5%	18.8%	31.3%	31.3%	18.8%	31.3%
Yellow Time (s)	4.5	4.5	4.5	4.5	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	7.0	8.0	8.0	7.0	8.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 58 (36%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1 & Hallandale Beach Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	134	1168	390	563	1542	214	24	615	1215	586	34	396
Future Volume (veh/h)	134	1168	390	563	1542	214	24	615	1215	586	34	396
Number	7	4	14	3	8	18		5	2	12		1
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99		1.00		0.98		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900		1863	1863	1863		1863
Adj Flow Rate, veh/h	137	1192	294	574	1573	114		628	1240	501		404
Adj No. of Lanes	1	3	0	2	3	0		2	3	1		2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98		0.98	0.98	0.98		0.98
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	158	1211	299	462	1661	120		495	1335	408		447
Arrive On Green	0.09	0.30	0.30	0.04	0.11	0.11		0.05	0.09	0.09		0.13
Sat Flow, veh/h	1774	4059	1001	3442	4836	350		3442	5085	1554		3442
Grp Volume(v), veh/h	137	995	491	574	1102	585		628	1240	501		404
Grp Sat Flow(s),veh/h/ln	1774	1695	1670	1721	1695	1796		1721	1695	1554		1721
Q Serve(g_s), s	12.2	46.7	46.7	21.5	51.7	51.7		23.0	38.8	42.0		18.5
Cycle Q Clear(g_c), s	12.2	46.7	46.7	21.5	51.7	51.7		23.0	38.8	42.0		18.5
Prop In Lane	1.00		0.60	1.00		0.20		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	158	1011	498	462	1165	617		495	1335	408		447
V/C Ratio(X)	0.87	0.98	0.98	1.24	0.95	0.95		1.27	0.93	1.23		0.90
Avail Cap(c_a), veh/h	238	1011	498	462	1165	617		495	1335	408		495
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33		0.33	0.33	0.33		1.00
Upstream Filter(I)	0.58	0.58	0.58	0.56	0.56	0.56		0.09	0.09	0.09		0.78
Uniform Delay (d), s/veh	71.9	55.8	55.8	76.5	69.5	69.5		76.2	71.6	73.1		68.6
Incr Delay (d2), s/veh	8.2	18.3	27.3	118.7	10.6	17.0		122.7	1.3	104.6		14.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(95%),veh/ln	9.5	30.6	31.6	32.2	32.3	35.2		34.3	20.5	52.5		14.2
LnGrp Delay(d),s/veh	80.2	74.0	83.1	195.2	80.1	86.5		198.9	72.9	177.7		83.3
LnGrp LOS	F	E	F	F	F	F		F	E	F		F
Approach Vol, veh/h		1623			2261				2369			
Approach Delay, s/veh		77.3			111.0				128.5			
Approach LOS		E			F				F			

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.8	50.0	28.0	54.2	30.0	47.8	20.8	61.5
Change Period (Y+Rc), s	7.0	8.0	6.5	6.5	7.0	8.0	6.5	6.5
Max Green Setting (Gmax), s	23.0	42.0	21.5	45.5	23.0	42.0	21.5	45.5
Max Q Clear Time (g_c+I1), s	20.5	44.0	23.5	48.7	25.0	25.5	14.2	53.7
Green Ext Time (p_c), s	0.3	0.0	0.0	0.0	0.0	10.2	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	101.4
HCM 2010 LOS	F

Notes

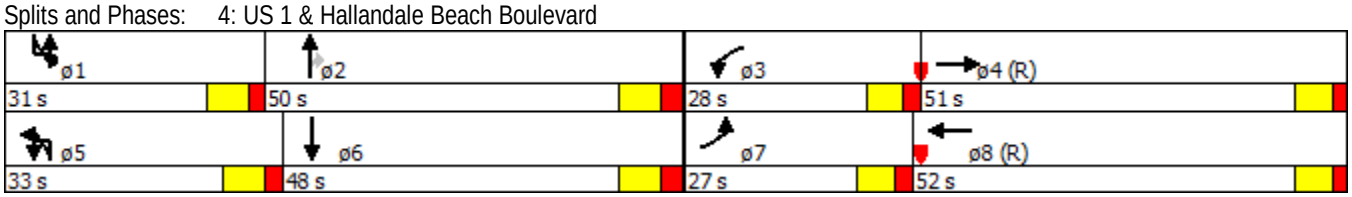
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	840	97
Future Volume (veh/h)	840	97
Number	6	16
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.98
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900
Adj Flow Rate, veh/h	857	2
Adj No. of Lanes	3	0
Peak Hour Factor	0.98	0.98
Percent Heavy Veh, %	2	2
Cap, veh/h	1302	3
Arrive On Green	0.25	0.25
Sat Flow, veh/h	5238	12
Grp Volume(v), veh/h	555	304
Grp Sat Flow(s),veh/h/ln	1695	1860
Q Serve(g_s), s	23.5	23.5
Cycle Q Clear(g_c), s	23.5	23.5
Prop In Lane		0.01
Lane Grp Cap(c), veh/h	843	462
V/C Ratio(X)	0.66	0.66
Avail Cap(c_a), veh/h	890	488
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.78	0.78
Uniform Delay (d), s/veh	54.0	54.0
Incr Delay (d2), s/veh	1.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.0	17.5
LnGrp Delay(d),s/veh	55.2	56.1
LnGrp LOS	E	E
Approach Vol, veh/h	1263	
Approach Delay, s/veh	64.4	
Approach LOS	E	
Timer		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	134	1168	563	1542	615	1215	586	396	840
Future Volume (vph)	134	1168	563	1542	615	1215	586	396	840
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	11.5	46.5	11.5	46.5	12.0	47.0	47.0	12.0	47.0
Total Split (s)	27.0	51.0	28.0	52.0	33.0	50.0	50.0	31.0	48.0
Total Split (%)	16.9%	31.9%	17.5%	32.5%	20.6%	31.3%	31.3%	19.4%	30.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	7.0	8.0	8.0	7.0	8.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 58 (36%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1 & Hallandale Beach Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	134	1168	390	563	1542	214	24	615	1215	586	34	396
Future Volume (veh/h)	134	1168	390	563	1542	214	24	615	1215	586	34	396
Number	7	4	14	3	8	18		5	2	12		1
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99		1.00		0.98		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900		1863	1863	1863		1863
Adj Flow Rate, veh/h	137	1192	294	574	1573	114		628	1240	501		404
Adj No. of Lanes	1	3	0	2	3	0		2	3	1		2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98		0.98	0.98	0.98		0.98
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	158	1207	298	462	1656	120		559	1338	409		448
Arrive On Green	0.09	0.30	0.30	0.04	0.11	0.11		0.05	0.09	0.09		0.13
Sat Flow, veh/h	1774	4059	1001	3442	4836	350		3442	5085	1554		3442
Grp Volume(v), veh/h	137	995	491	574	1102	585		628	1240	501		404
Grp Sat Flow(s),veh/h/ln	1774	1695	1670	1721	1695	1796		1721	1695	1554		1721
Q Serve(g_s), s	12.2	46.7	46.7	21.5	51.7	51.7		26.0	38.7	42.1		18.5
Cycle Q Clear(g_c), s	12.2	46.7	46.7	21.5	51.7	51.7		26.0	38.7	42.1		18.5
Prop In Lane	1.00		0.60	1.00		0.20		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	158	1008	497	462	1161	615		559	1338	409		448
V/C Ratio(X)	0.87	0.99	0.99	1.24	0.95	0.95		1.12	0.93	1.23		0.90
Avail Cap(c_a), veh/h	227	1008	497	462	1161	615		559	1338	409		516
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33		0.33	0.33	0.33		1.00
Upstream Filter(I)	0.58	0.58	0.58	0.56	0.56	0.56		0.09	0.09	0.09		0.78
Uniform Delay (d), s/veh	71.9	55.9	55.9	76.5	69.6	69.6		75.7	71.5	73.1		68.6
Incr Delay (d2), s/veh	10.0	19.0	28.1	118.7	10.9	17.5		57.8	1.3	103.4		13.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(95%),veh/ln	9.6	30.7	31.7	32.2	32.3	35.3		30.2	20.5	52.5		14.1
LnGrp Delay(d),s/veh	81.9	74.9	84.0	195.2	80.5	87.1		133.5	72.8	176.4		81.8
LnGrp LOS	F	E	F	F	F	F		F	E	F		F
Approach Vol, veh/h		1623			2261				2369			
Approach Delay, s/veh		78.3			111.3				110.8			
Approach LOS		E			F				F			

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.8	50.1	28.0	54.1	33.0	44.9	20.8	61.3
Change Period (Y+Rc), s	7.0	8.0	6.5	6.5	7.0	8.0	6.5	6.5
Max Green Setting (Gmax), s	24.0	42.0	21.5	44.5	26.0	40.0	20.5	45.5
Max Q Clear Time (g_c+I1), s	20.5	44.1	23.5	48.7	28.0	26.1	14.2	53.7
Green Ext Time (p_c), s	0.3	0.0	0.0	0.0	0.0	8.9	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	96.4
HCM 2010 LOS	F

Notes

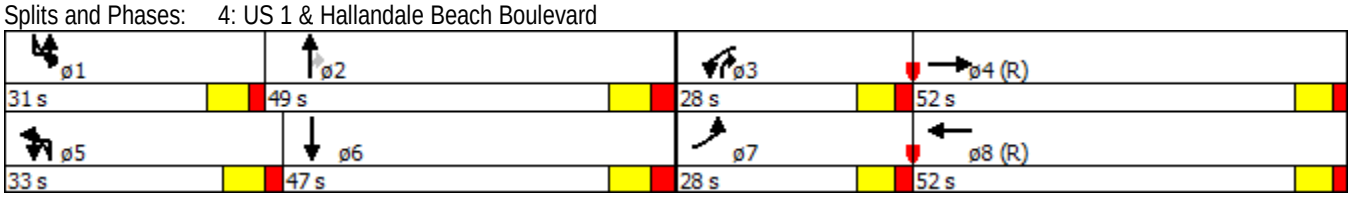
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	840	97
Future Volume (veh/h)	840	97
Number	6	16
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.98
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900
Adj Flow Rate, veh/h	857	2
Adj No. of Lanes	3	0
Peak Hour Factor	0.98	0.98
Percent Heavy Veh, %	2	2
Cap, veh/h	1209	3
Arrive On Green	0.23	0.23
Sat Flow, veh/h	5238	12
Grp Volume(v), veh/h	555	304
Grp Sat Flow(s),veh/h/ln	1695	1860
Q Serve(g_s), s	24.1	24.1
Cycle Q Clear(g_c), s	24.1	24.1
Prop In Lane		0.01
Lane Grp Cap(c), veh/h	783	430
V/C Ratio(X)	0.71	0.71
Avail Cap(c_a), veh/h	848	465
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.78	0.78
Uniform Delay (d), s/veh	56.6	56.6
Incr Delay (d2), s/veh	1.8	3.3
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.3	17.9
LnGrp Delay(d),s/veh	58.4	59.8
LnGrp LOS	E	E
Approach Vol, veh/h	1263	
Approach Delay, s/veh	66.2	
Approach LOS	E	
Timer		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	134	1168	563	1542	615	1215	586	396	840
Future Volume (vph)	134	1168	563	1542	615	1215	586	396	840
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4	3	8	5	2	3	1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	3	1	6
Switch Phase									
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	6.0	5.0	5.0	6.0
Minimum Split (s)	11.5	46.5	11.5	46.5	12.0	47.0	11.5	12.0	47.0
Total Split (s)	28.0	52.0	28.0	52.0	33.0	49.0	28.0	31.0	47.0
Total Split (%)	17.5%	32.5%	17.5%	32.5%	20.6%	30.6%	17.5%	19.4%	29.4%
Yellow Time (s)	4.5	4.5	4.5	4.5	5.0	5.0	4.5	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	2.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	7.0	8.0	6.5	7.0	8.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 58 (36%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1 & Hallandale Beach Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	134	1168	390	563	1542	214	24	615	1215	586	34	396
Future Volume (veh/h)	134	1168	390	563	1542	214	24	615	1215	586	34	396
Number	7	4	14	3	8	18		5	2	12		1
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99		1.00		0.98		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900		1863	1863	1863		1863
Adj Flow Rate, veh/h	137	1192	294	574	1573	114		628	1240	501		404
Adj No. of Lanes	1	3	0	2	3	0		2	3	1		2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98		0.98	0.98	0.98		0.98
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	158	1225	302	462	1678	122		559	1315	614		448
Arrive On Green	0.09	0.30	0.30	0.04	0.11	0.11		0.05	0.09	0.09		0.13
Sat Flow, veh/h	1774	4060	1001	3442	4836	350		3442	5085	1554		3442
Grp Volume(v), veh/h	137	995	491	574	1102	585		628	1240	501		404
Grp Sat Flow(s),veh/h/ln	1774	1695	1671	1721	1695	1796		1721	1695	1554		1721
Q Serve(g_s), s	12.2	46.4	46.4	21.5	51.6	51.7		26.0	38.8	41.4		18.5
Cycle Q Clear(g_c), s	12.2	46.4	46.4	21.5	51.6	51.7		26.0	38.8	41.4		18.5
Prop In Lane	1.00		0.60	1.00		0.20		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	158	1023	504	462	1177	623		559	1315	614		448
V/C Ratio(X)	0.87	0.97	0.97	1.24	0.94	0.94		1.12	0.94	0.82		0.90
Avail Cap(c_a), veh/h	238	1023	504	462	1177	623		559	1315	614		516
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33		0.33	0.33	0.33		1.00
Upstream Filter(I)	0.58	0.58	0.58	0.56	0.56	0.56		0.09	0.09	0.09		0.78
Uniform Delay (d), s/veh	71.9	55.2	55.2	76.5	69.1	69.1		75.7	72.0	52.6		68.6
Incr Delay (d2), s/veh	8.2	16.0	24.7	118.7	9.5	15.6		57.8	1.7	0.8		13.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(95%),veh/ln	9.5	30.1	31.1	32.2	32.1	35.0		30.2	20.6	21.1		14.1
LnGrp Delay(d),s/veh	80.2	71.2	79.9	195.2	78.6	84.7		133.5	73.7	53.4		81.8
LnGrp LOS	F	E	E	F	E	F		F	E	D		F
Approach Vol, veh/h		1623			2261				2369			
Approach Delay, s/veh		74.6			109.8				85.3			
Approach LOS		E			F				F			

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.8	49.4	28.0	54.8	33.0	44.2	20.8	62.0
Change Period (Y+Rc), s	7.0	8.0	6.5	6.5	7.0	8.0	6.5	6.5
Max Green Setting (Gmax), s	24.0	41.0	21.5	45.5	26.0	39.0	21.5	45.5
Max Q Clear Time (g_c+I1), s	20.5	43.4	23.5	48.4	28.0	26.2	14.2	53.7
Green Ext Time (p_c), s	0.3	0.0	0.0	0.0	0.0	7.8	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	87.3
HCM 2010 LOS	F

Notes

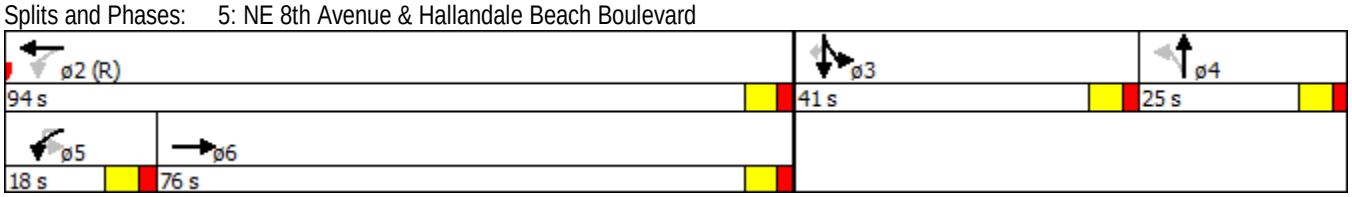
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	840	97
Future Volume (veh/h)	840	97
Number	6	16
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.98
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900
Adj Flow Rate, veh/h	857	2
Adj No. of Lanes	3	0
Peak Hour Factor	0.98	0.98
Percent Heavy Veh, %	2	2
Cap, veh/h	1185	3
Arrive On Green	0.23	0.23
Sat Flow, veh/h	5238	12
Grp Volume(v), veh/h	555	304
Grp Sat Flow(s),veh/h/ln	1695	1860
Q Serve(g_s), s	24.2	24.2
Cycle Q Clear(g_c), s	24.2	24.2
Prop In Lane		0.01
Lane Grp Cap(c), veh/h	767	421
V/C Ratio(X)	0.72	0.72
Avail Cap(c_a), veh/h	826	453
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.78	0.78
Uniform Delay (d), s/veh	57.3	57.3
Incr Delay (d2), s/veh	2.1	3.8
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.5	18.1
LnGrp Delay(d),s/veh	59.4	61.0
LnGrp LOS	E	E
Approach Vol, veh/h	1263	
Approach Delay, s/veh	66.9	
Approach LOS	E	
Timer		

Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	1881	287	20	57	2070	148	0	146	7	103
Future Volume (vph)	1881	287	20	57	2070	148	0	146	7	103
Turn Type	NA	Free	custom	pm+pt	NA	Perm	NA	Split	NA	Perm
Protected Phases	6			5	2		4	3	3	
Permitted Phases		Free	5	2		4				3
Detector Phase	6		5	5	2	4	4	3	3	3
Switch Phase										
Minimum Initial (s)	10.0		4.0	4.0	10.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	30.0		10.0	10.0	30.0	25.0	25.0	12.0	12.0	12.0
Total Split (s)	76.0		18.0	18.0	94.0	25.0	25.0	41.0	41.0	41.0
Total Split (%)	47.5%		11.3%	11.3%	58.8%	15.6%	15.6%	25.6%	25.6%	25.6%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0	6.0		6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead	Lead		Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None		None	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 100 (63%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 5: NE 8th Avenue & Hallandale Beach Boulevard



Lane Group	EBT	EBR	WBL	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	2023	309	83	2226	289	82	83	111
v/c Ratio	0.83	0.20	0.62	0.78	0.71	0.64	0.64	0.52
Control Delay	34.7	0.1	56.4	16.2	46.1	92.6	92.7	23.0
Queue Delay	47.1	0.0	0.0	5.6	74.2	0.0	0.0	93.0
Total Delay	81.9	0.1	56.4	21.7	120.3	92.6	92.7	116.0
Queue Length 50th (ft)	711	0	25	661	188	89	90	9
Queue Length 95th (ft)	m719	m0	m72	116	310	150	151	72
Internal Link Dist (ft)	530			580	224		217	
Turn Bay Length (ft)		125	110			100		100
Base Capacity (vph)	2424	1559	177	2865	409	367	370	419
Starvation Cap Reductn	711	0	0	206	0	0	0	0
Spillback Cap Reductn	0	0	0	586	302	0	0	360
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.18	0.20	0.47	0.98	2.70	0.22	0.22	1.88

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	1881	287	20	57	2070	0	148	0	121	146	7
Future Volume (vph)	0	1881	287	20	57	2070	0	148	0	121	146	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	4.0		6.0	6.0			6.0		6.0	6.0
Lane Util. Factor		0.91	1.00		1.00	0.91			1.00		0.95	0.95
Frpb, ped/bikes		1.00	0.98		1.00	1.00			0.99		1.00	1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00			0.99		1.00	1.00
Frt		1.00	0.85		1.00	1.00			0.94		1.00	1.00
Flt Protected		1.00	1.00		0.95	1.00			0.97		0.95	0.96
Satd. Flow (prot)		5085	1559		1770	5085			1677		1681	1693
Flt Permitted		1.00	1.00		0.05	1.00			0.78		0.95	0.96
Satd. Flow (perm)		5085	1559		91	5085			1346		1681	1693
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	2023	309	22	61	2226	0	159	0	130	157	8
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	77	0	0	0
Lane Group Flow (vph)	0	2023	309	0	83	2226	0	0	212	0	82	83
Confl. Peds. (#/hr)	25		12		12		25	6		2	2	
Turn Type		NA	Free	custom	pm+pt	NA		Perm	NA		Split	NA
Protected Phases		6			5	2			4		3	3
Permitted Phases			Free	5	2			4				
Actuated Green, G (s)		76.3	160.0		90.2	90.2			39.5		12.3	12.3
Effective Green, g (s)		76.3	160.0		90.2	90.2			39.5		12.3	12.3
Actuated g/C Ratio		0.48	1.00		0.56	0.56			0.25		0.08	0.08
Clearance Time (s)		6.0			6.0	6.0			6.0		6.0	6.0
Vehicle Extension (s)		3.0			1.5	3.0			2.0		2.0	2.0
Lane Grp Cap (vph)		2424	1559		134	2866			332		129	130
v/s Ratio Prot		c0.40			0.03	c0.44					0.05	c0.05
v/s Ratio Perm			0.20		0.32				c0.16			
v/c Ratio		0.83	0.20		0.62	0.78			0.64		0.64	0.64
Uniform Delay, d1		36.4	0.0		30.5	27.1			53.9		71.7	71.7
Progression Factor		0.91	1.00		1.69	0.53			1.00		1.00	1.00
Incremental Delay, d2		0.7	0.1		4.3	1.6			3.0		7.3	7.3
Delay (s)		33.9	0.1		55.8	16.0			56.8		79.0	79.0
Level of Service		C	A		E	B			E		E	E
Approach Delay (s)		29.4				17.4			56.8			75.0
Approach LOS		C				B			E			E

Intersection Summary

HCM 2000 Control Delay	28.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	78.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	103
Future Volume (vph)	103
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.0
Lane Util. Factor	1.00
Frpb, ped/bikes	0.97
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1528
Flt Permitted	1.00
Satd. Flow (perm)	1528
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	111
RTOR Reduction (vph)	94
Lane Group Flow (vph)	17
Confl. Peds. (#/hr)	6
Turn Type	Perm
Protected Phases	
Permitted Phases	3
Actuated Green, G (s)	12.3
Effective Green, g (s)	12.3
Actuated g/C Ratio	0.08
Clearance Time (s)	6.0
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	117
v/s Ratio Prot	
v/s Ratio Perm	0.01
v/c Ratio	0.14
Uniform Delay, d1	68.9
Progression Factor	1.00
Incremental Delay, d2	0.2
Delay (s)	69.1
Level of Service	E
Approach Delay (s)	
Approach LOS	

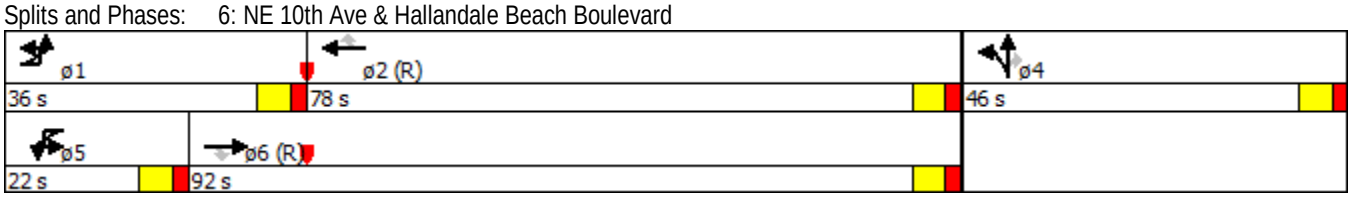
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Lane Configurations									
Traffic Volume (vph)	57	2026	103	237	2015	100	233	110	344
Future Volume (vph)	57	2026	103	237	2015	100	233	110	344
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4	
Permitted Phases			6			2			4
Detector Phase	1	6	6	5	2	2	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	6.0	6.0	6.0
Minimum Split (s)	11.0	34.0	34.0	11.0	34.0	34.0	44.0	44.0	44.0
Total Split (s)	36.0	92.0	92.0	22.0	78.0	78.0	46.0	46.0	46.0
Total Split (%)	22.5%	57.5%	57.5%	13.8%	48.8%	48.8%	28.8%	28.8%	28.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes			
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 98 (61%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 6: NE 10th Ave & Hallandale Beach Boulevard



6: NE 10th Ave & Hallandale Beach Boulevard

P.M. Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	113	2155	110	302	2144	106	179	186	366
v/c Ratio	0.70	0.73	0.15	0.85	0.72	0.11	0.52	0.52	0.91
Control Delay	76.1	24.4	12.8	51.3	42.9	16.3	60.6	60.5	70.6
Queue Delay	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay	76.1	24.5	12.8	51.3	43.1	16.3	60.6	60.5	70.6
Queue Length 50th (ft)	124	318	16	169	600	31	174	182	281
Queue Length 95th (ft)	m154	494	m51	m152	m517	m24	250	257	402
Internal Link Dist (ft)		580			1236			328	
Turn Bay Length (ft)	150		50	390		85	170		
Base Capacity (vph)	331	2934	713	364	2998	938	420	434	467
Starvation Cap Reductn	0	92	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	195	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.76	0.15	0.83	0.76	0.11	0.43	0.43	0.78

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	49	57	2026	103	47	237	2015	100	233	110	344	0
Future Volume (vph)	49	57	2026	103	47	237	2015	100	233	110	344	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00	0.91	1.00		0.97	0.91	1.00	0.95	0.95	1.00	
Frpb, ped/bikes		1.00	1.00	0.75		1.00	1.00	0.96	1.00	1.00	0.99	
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	0.98	1.00	
Satd. Flow (prot)		1770	5085	1192		3433	5085	1521	1681	1737	1562	
Flt Permitted		0.95	1.00	1.00		0.95	1.00	1.00	0.95	0.98	1.00	
Satd. Flow (perm)		1770	5085	1192		3433	5085	1521	1681	1737	1562	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	52	61	2155	110	50	252	2144	106	248	117	366	0
RTOR Reduction (vph)	0	0	0	26	0	0	0	42	0	0	81	0
Lane Group Flow (vph)	0	113	2155	84	0	302	2144	64	179	186	285	0
Confl. Peds. (#/hr)		7		140		14		7	11		1	1
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Split	NA	Perm	
Protected Phases	1	1	6		5	5	2		4	4		
Permitted Phases				6				2			4	
Actuated Green, G (s)		14.6	92.3	92.3		16.7	94.4	94.4	33.0	33.0	33.0	
Effective Green, g (s)		14.6	92.3	92.3		16.7	94.4	94.4	33.0	33.0	33.0	
Actuated g/C Ratio		0.09	0.58	0.58		0.10	0.59	0.59	0.21	0.21	0.21	
Clearance Time (s)		6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)		2.0	3.0	3.0		2.0	3.0	3.0	2.0	2.0	2.0	
Lane Grp Cap (vph)		161	2933	687		358	3000	897	346	358	322	
v/s Ratio Prot		0.06	c0.42			c0.09	0.42		0.11	0.11		
v/s Ratio Perm				0.07				0.04			c0.18	
v/c Ratio		0.70	0.73	0.12		0.84	0.71	0.07	0.52	0.52	0.89	
Uniform Delay, d1		70.6	24.9	15.4		70.4	23.3	14.0	56.4	56.5	61.7	
Progression Factor		0.88	0.89	1.47		0.69	1.69	4.42	1.00	1.00	1.00	
Incremental Delay, d2		6.9	1.1	0.2		1.7	0.1	0.0	0.5	0.5	23.3	
Delay (s)		69.1	23.2	23.0		50.2	39.4	62.1	57.0	57.0	85.0	
Level of Service		E	C	C		D	D	E	E	E	F	
Approach Delay (s)			25.4				41.6			71.0		
Approach LOS			C				D			E		

Intersection Summary

HCM 2000 Control Delay	38.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	84.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	0
Future Volume (vph)	0	0
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)		
Lane Util. Factor		
Frpb, ped/bikes		
Flpb, ped/bikes		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	0	0
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	0	0
Confl. Peds. (#/hr)		11
Turn Type		
Protected Phases		
Permitted Phases		
Actuated Green, G (s)		
Effective Green, g (s)		
Actuated g/C Ratio		
Clearance Time (s)		
Vehicle Extension (s)		
Lane Grp Cap (vph)		
v/s Ratio Prot		
v/s Ratio Perm		
v/c Ratio		
Uniform Delay, d1		
Progression Factor		
Incremental Delay, d2		
Delay (s)		
Level of Service		
Approach Delay (s)	0.0	
Approach LOS	A	

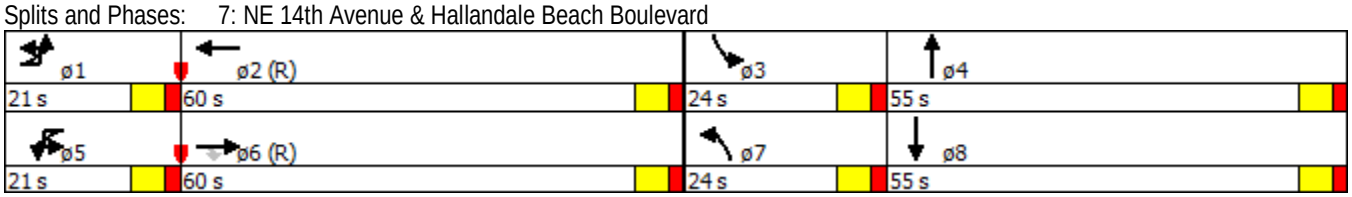
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	154	1740	335	67	1923	314	126	102	86
Future Volume (vph)	154	1740	335	67	1923	314	126	102	86
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	1	6		5	2	7	4	3	8
Permitted Phases			6						
Detector Phase	1	6	6	5	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	6.0	5.0	6.0
Minimum Split (s)	11.0	35.0	35.0	11.0	35.0	11.0	45.0	11.0	53.0
Total Split (s)	21.0	60.0	60.0	21.0	60.0	24.0	55.0	24.0	55.0
Total Split (%)	13.1%	37.5%	37.5%	13.1%	37.5%	15.0%	34.4%	15.0%	34.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 121 (76%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 7: NE 14th Avenue & Hallandale Beach Boulevard



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	92	154	1740	335	67	1923	56	314	126	91	102	86
Future Volume (veh/h)	92	154	1740	335	67	1923	56	314	126	91	102	86
Number		1	6	16	5	2	12	7	4	14	3	8
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.96	1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h		162	1832	225	71	2024	0	331	133	0	107	91
Adj No. of Lanes		1	3	1	1	3	0	2	1	0	1	1
Peak Hour Factor		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		166	1961	584	89	1740	0	371	638	0	127	283
Arrive On Green		0.19	0.77	0.77	0.03	0.23	0.00	0.11	0.34	0.00	0.07	0.31
Sat Flow, veh/h		1774	5085	1516	1774	5253	0	3442	1863	0	1774	925
Grp Volume(v), veh/h		162	1832	225	71	2024	0	331	133	0	107	0
Grp Sat Flow(s),veh/h/ln		1774	1695	1516	1774	1695	0	1721	1863	0	1774	0
Q Serve(g_s), s		14.5	47.2	7.7	6.4	54.7	0.0	15.2	8.1	0.0	9.5	0.0
Cycle Q Clear(g_c), s		14.5	47.2	7.7	6.4	54.7	0.0	15.2	8.1	0.0	9.5	0.0
Prop In Lane		1.00		1.00	1.00		0.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h		166	1961	584	89	1740	0	371	638	0	127	0
V/C Ratio(X)		0.97	0.93	0.38	0.80	1.16	0.00	0.89	0.21	0.00	0.84	0.00
Avail Cap(c_a), veh/h		166	1961	584	166	1740	0	387	638	0	200	0
HCM Platoon Ratio		2.00	2.00	2.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.56	0.56	0.56	0.47	0.47	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh		64.8	16.6	12.1	76.5	61.7	0.0	70.4	37.3	0.0	73.3	0.0
Incr Delay (d2), s/veh		45.0	6.1	1.1	2.9	76.8	0.0	20.6	0.1	0.0	9.5	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		12.9	27.9	5.6	5.2	68.5	0.0	13.0	7.5	0.0	8.7	0.0
LnGrp Delay(d),s/veh		109.8	22.7	13.2	79.4	138.5	0.0	91.0	37.3	0.0	82.9	0.0
LnGrp LOS		F	C	B	E	F		F	D		F	
Approach Vol, veh/h			2219			2095			464			275
Approach Delay, s/veh			28.1			136.5			75.6			59.3
Approach LOS			C			F			E			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	60.7	17.5	60.8	14.0	67.7	23.3	55.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	54.0	18.0	49.0	15.0	54.0	18.0	49.0
Max Q Clear Time (g_c+I1), s	16.5	56.7	11.5	10.1	8.4	49.2	17.2	14.1
Green Ext Time (p_c), s	0.0	0.0	0.1	0.7	0.0	4.7	0.1	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	79.1
HCM 2010 LOS	E

Notes

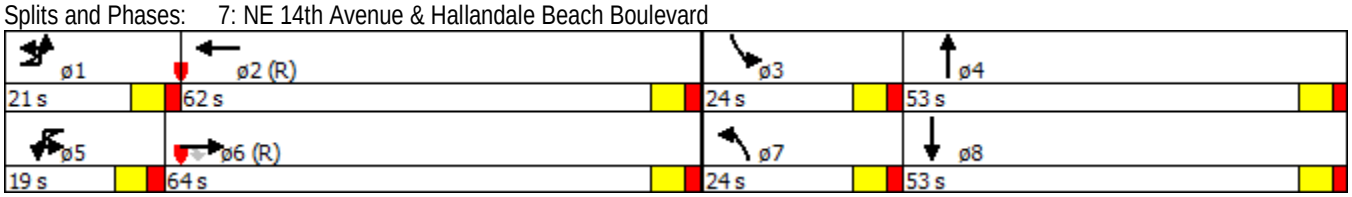
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	183
Future Volume (veh/h)	183
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.98
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	77
Adj No. of Lanes	0
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	240
Arrive On Green	0.31
Sat Flow, veh/h	783
Grp Volume(v), veh/h	168
Grp Sat Flow(s),veh/h/ln	1708
Q Serve(g_s), s	12.1
Cycle Q Clear(g_c), s	12.1
Prop In Lane	0.46
Lane Grp Cap(c), veh/h	523
V/C Ratio(X)	0.32
Avail Cap(c_a), veh/h	523
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	42.7
Incr Delay (d2), s/veh	1.6
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	9.9
LnGrp Delay(d),s/veh	44.3
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	154	1740	335	67	1923	314	126	102	86
Future Volume (vph)	154	1740	335	67	1923	314	126	102	86
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	1	6		5	2	7	4	3	8
Permitted Phases			6						
Detector Phase	1	6	6	5	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	6.0	5.0	6.0
Minimum Split (s)	11.0	35.0	35.0	11.0	35.0	11.0	45.0	11.0	53.0
Total Split (s)	21.0	64.0	64.0	19.0	62.0	24.0	53.0	24.0	53.0
Total Split (%)	13.1%	40.0%	40.0%	11.9%	38.8%	15.0%	33.1%	15.0%	33.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 121 (76%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 7: NE 14th Avenue & Hallandale Beach Boulevard



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	92	154	1740	335	67	1923	56	314	126	91	102	86
Future Volume (veh/h)	92	154	1740	335	67	1923	56	314	126	91	102	86
Number		1	6	16	5	2	12	7	4	14	3	8
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.96	1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h		162	1832	225	71	2024	0	331	133	0	107	91
Adj No. of Lanes		1	3	1	1	3	0	2	1	0	1	1
Peak Hour Factor		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		166	2026	605	89	1803	0	371	614	0	127	272
Arrive On Green		0.19	0.80	0.80	0.05	0.35	0.00	0.11	0.33	0.00	0.07	0.29
Sat Flow, veh/h		1774	5085	1518	1774	5253	0	3442	1863	0	1774	925
Grp Volume(v), veh/h		162	1832	225	71	2024	0	331	133	0	107	0
Grp Sat Flow(s),veh/h/ln		1774	1695	1518	1774	1695	0	1721	1863	0	1774	0
Q Serve(g_s), s		14.5	41.9	6.9	6.3	56.7	0.0	15.2	8.2	0.0	9.5	0.0
Cycle Q Clear(g_c), s		14.5	41.9	6.9	6.3	56.7	0.0	15.2	8.2	0.0	9.5	0.0
Prop In Lane		1.00		1.00	1.00		0.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h		166	2026	605	89	1803	0	371	614	0	127	0
V/C Ratio(X)		0.97	0.90	0.37	0.80	1.12	0.00	0.89	0.22	0.00	0.84	0.00
Avail Cap(c_a), veh/h		166	2026	605	144	1803	0	387	614	0	200	0
HCM Platoon Ratio		2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.56	0.56	0.56	0.47	0.47	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh		64.8	14.1	10.5	75.2	51.6	0.0	70.4	38.7	0.0	73.3	0.0
Incr Delay (d2), s/veh		45.0	4.3	1.0	3.0	59.1	0.0	20.6	0.1	0.0	9.5	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		12.9	24.9	5.1	5.2	65.6	0.0	13.0	7.6	0.0	8.7	0.0
LnGrp Delay(d),s/veh		109.8	18.4	11.5	78.2	110.7	0.0	91.0	38.8	0.0	82.9	0.0
LnGrp LOS		F	B	B	E	F		F	D		F	
Approach Vol, veh/h			2219			2095			464			275
Approach Delay, s/veh			24.3			109.6			76.0			60.4
Approach LOS			C			F			E			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	62.7	17.5	58.8	14.0	69.7	23.3	53.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	56.0	18.0	47.0	13.0	58.0	18.0	47.0
Max Q Clear Time (g_c+I1), s	16.5	58.7	11.5	10.2	8.3	43.9	17.2	14.3
Green Ext Time (p_c), s	0.0	0.0	0.1	0.7	0.0	13.3	0.1	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	66.4
HCM 2010 LOS	E

Notes

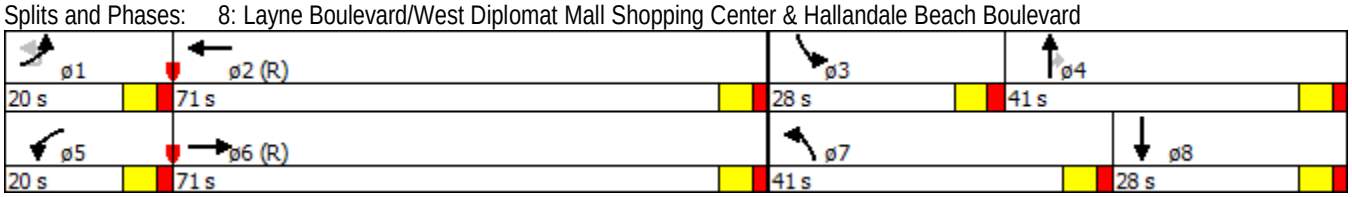
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	183
Future Volume (veh/h)	183
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.98
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	77
Adj No. of Lanes	0
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	230
Arrive On Green	0.29
Sat Flow, veh/h	783
Grp Volume(v), veh/h	168
Grp Sat Flow(s),veh/h/ln	1707
Q Serve(g_s), s	12.3
Cycle Q Clear(g_c), s	12.3
Prop In Lane	0.46
Lane Grp Cap(c), veh/h	502
V/C Ratio(X)	0.33
Avail Cap(c_a), veh/h	502
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	44.3
Incr Delay (d2), s/veh	1.8
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	10.1
LnGrp Delay(d),s/veh	46.1
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lane Group	EBU	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	23	75	1598	60	1618	103	24	94	86	36
Future Volume (vph)	23	75	1598	60	1618	103	24	94	86	36
Turn Type	custom	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases		1	6	5	2	7	4		3	8
Permitted Phases	1							4		
Detector Phase	1	1	6	5	2	7	4	4	3	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	10.0	5.0	10.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	11.0	11.0	41.0	11.0	22.0	11.0	38.0	38.0	11.0	22.0
Total Split (s)	20.0	20.0	71.0	20.0	71.0	41.0	41.0	41.0	28.0	28.0
Total Split (%)	12.5%	12.5%	44.4%	12.5%	44.4%	25.6%	25.6%	25.6%	17.5%	17.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 134 (84%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 8: Layne Boulevard/West Diplomat Mall Shopping Center & Hallandale Beach Boulevard



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	23	75	1598	54	60	1618	39	103	24	94	86	36
Future Volume (veh/h)	23	75	1598	54	60	1618	39	103	24	94	86	36
Number		1	6	16	5	2	12	7	4	14	3	8
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		0.98	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h		77	1631	0	61	1651	0	105	24	15	88	37
Adj No. of Lanes		1	3	0	1	3	0	1	1	1	1	1
Peak Hour Factor		0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		95	3436	0	77	3385	0	126	131	109	107	67
Arrive On Green		0.11	1.00	0.00	0.09	1.00	0.00	0.07	0.07	0.07	0.06	0.06
Sat Flow, veh/h		1774	5253	0	1774	5253	0	1774	1863	1550	1774	1106
Grp Volume(v), veh/h		77	1631	0	61	1651	0	105	24	15	88	0
Grp Sat Flow(s),veh/h/ln		1774	1695	0	1774	1695	0	1774	1863	1550	1774	0
Q Serve(g_s), s		6.8	0.0	0.0	5.4	0.0	0.0	9.4	1.9	1.5	7.8	0.0
Cycle Q Clear(g_c), s		6.8	0.0	0.0	5.4	0.0	0.0	9.4	1.9	1.5	7.8	0.0
Prop In Lane		1.00		0.00	1.00		0.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h		95	3436	0	77	3385	0	126	131	109	107	0
V/C Ratio(X)		0.81	0.47	0.00	0.79	0.49	0.00	0.84	0.18	0.14	0.82	0.00
Avail Cap(c_a), veh/h		155	3436	0	155	3385	0	388	407	339	244	0
HCM Platoon Ratio		2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.17	0.17	0.00	0.87	0.87	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		70.7	0.0	0.0	72.4	0.0	0.0	73.4	70.0	69.8	74.3	0.0
Incr Delay (d2), s/veh		1.1	0.1	0.0	5.9	0.4	0.0	5.5	0.2	0.2	5.7	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		4.6	0.0	0.0	5.0	0.2	0.0	8.4	1.8	1.1	7.3	0.0
LnGrp Delay(d),s/veh		71.8	0.1	0.0	78.3	0.4	0.0	78.9	70.3	70.0	80.0	0.0
LnGrp LOS		E	A		E	A		E	E	E	E	
Approach Vol, veh/h			1708			1712			144			146
Approach Delay, s/veh			3.3			3.2			76.5			77.9
Approach LOS			A			A			E			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	112.5	15.7	17.3	12.9	114.1	17.3	15.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	14.0	65.0	22.0	35.0	14.0	65.0	35.0	22.0
Max Q Clear Time (g_c+I1), s	8.8	2.0	9.8	3.9	7.4	2.0	11.4	7.2
Green Ext Time (p_c), s	0.0	52.0	0.0	0.3	0.0	52.0	0.1	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	9.0
HCM 2010 LOS	A

Notes

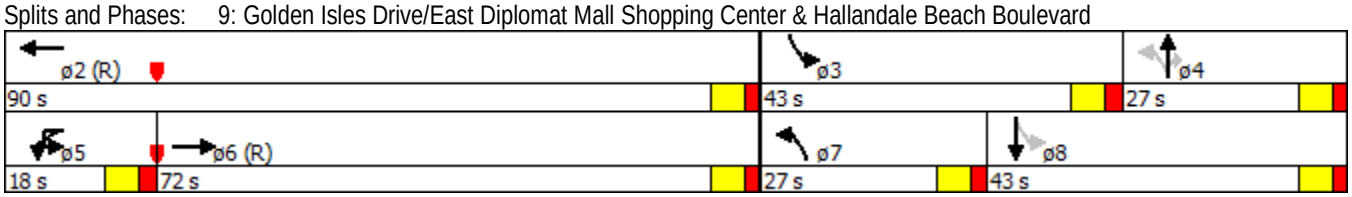
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	71
Future Volume (veh/h)	71
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.98
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	21
Adj No. of Lanes	0
Peak Hour Factor	0.98
Percent Heavy Veh, %	2
Cap, veh/h	38
Arrive On Green	0.06
Sat Flow, veh/h	628
Grp Volume(v), veh/h	58
Grp Sat Flow(s),veh/h/ln	1733
Q Serve(g_s), s	5.2
Cycle Q Clear(g_c), s	5.2
Prop In Lane	0.36
Lane Grp Cap(c), veh/h	104
V/C Ratio(X)	0.56
Avail Cap(c_a), veh/h	238
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	73.1
Incr Delay (d2), s/veh	1.7
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	4.6
LnGrp Delay(d),s/veh	74.8
LnGrp LOS	E
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	1663	62	1431	227	35	92	46	14
Future Volume (vph)	1663	62	1431	227	35	92	46	14
Turn Type	NA	Prot	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	6	5	2	7	4		3	8
Permitted Phases				4		4	8	
Detector Phase	6	5	2	7	4	4	3	8
Switch Phase								
Minimum Initial (s)	10.0	5.0	10.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	32.0	11.0	22.0	10.0	27.0	27.0	10.0	26.5
Total Split (s)	72.0	18.0	90.0	27.0	27.0	27.0	43.0	43.0
Total Split (%)	45.0%	11.3%	56.3%	16.9%	16.9%	16.9%	26.9%	26.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 140 (88%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 9: Golden Isles Drive/East Diplomat Mall Shopping Center & Hallandale Beach Boulevard



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	1663	85	10	62	1431	56	227	35	92	46	14
Future Volume (veh/h)	0	1663	85	10	62	1431	56	227	35	92	46	14
Number	1	6	16		5	2	12	7	4	14	3	8
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		1.00	0.91		0.96	0.87	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900		1863	1863	1900	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	0	1751	0		65	1506	0	239	37	48	48	15
Adj No. of Lanes	0	3	0		1	3	0	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2		2	2	2	2	2	2	2	2
Cap, veh/h	0	3238	0		81	3662	0	314	249	203	146	67
Arrive On Green	0.00	1.00	0.00		0.09	1.00	0.00	0.13	0.13	0.13	0.03	0.04
Sat Flow, veh/h	0	5421	0		1774	5253	0	1774	1863	1519	1774	1863
Grp Volume(v), veh/h	0	1751	0		65	1506	0	239	37	48	48	15
Grp Sat Flow(s),veh/h/ln	0	1695	0		1774	1695	0	1774	1863	1519	1774	1863
Q Serve(g_s), s	0.0	0.0	0.0		5.7	0.0	0.0	20.4	2.8	4.5	4.1	1.3
Cycle Q Clear(g_c), s	0.0	0.0	0.0		5.7	0.0	0.0	20.4	2.8	4.5	4.1	1.3
Prop In Lane	0.00		0.00		1.00		0.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	0	3238	0		81	3662	0	314	249	203	146	67
V/C Ratio(X)	0.00	0.54	0.00		0.80	0.41	0.00	0.76	0.15	0.24	0.33	0.22
Avail Cap(c_a), veh/h	0	3238	0		133	3662	0	314	249	203	496	431
HCM Platoon Ratio	1.00	2.00	2.00		2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.85	0.00		0.76	0.76	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0		72.0	0.0	0.0	62.2	61.3	62.0	71.1	74.9
Incr Delay (d2), s/veh	0.0	0.6	0.0		5.1	0.3	0.0	9.4	0.1	0.2	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.3	0.0		5.3	0.2	0.0	16.2	2.6	3.4	3.7	1.2
LnGrp Delay(d),s/veh	0.0	0.6	0.0		77.0	0.3	0.0	71.7	61.4	62.3	71.6	75.5
LnGrp LOS		A			E	A		E	E	E	E	E
Approach Vol, veh/h		1751				1571			324			63
Approach Delay, s/veh		0.6				3.4			69.1			72.5
Approach LOS		A				A			E			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s		121.2	11.4	27.3	13.3	107.9	27.0	11.8
Change Period (Y+Rc), s		6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s		84.0	37.0	21.0	12.0	66.0	21.0	37.0
Max Q Clear Time (g_c+I1), s		2.0	6.1	6.5	7.7	2.0	22.4	3.3
Green Ext Time (p_c), s		63.7	0.0	0.2	0.0	52.3	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.0
HCM 2010 LOS	A

Notes

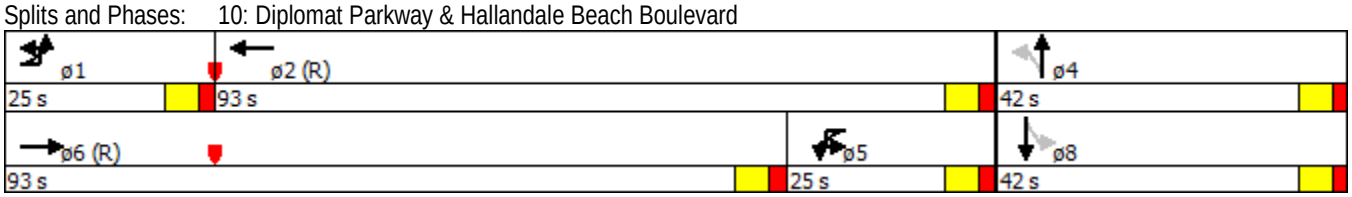
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	38
Future Volume (veh/h)	38
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Adj No. of Lanes	0
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	166	1658	11	1580	20	106	106	11
Future Volume (vph)	166	1658	11	1580	20	106	106	11
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	1	6	5	2		4		8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	31.0	11.0	31.0	40.0	40.0	40.0	40.0
Total Split (s)	25.0	93.0	25.0	93.0	42.0	42.0	42.0	42.0
Total Split (%)	15.6%	58.1%	15.6%	58.1%	26.3%	26.3%	26.3%	26.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 144 (90%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 10: Diplomat Parkway & Hallandale Beach Boulevard



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	21	166	1658	9	11	1580	86	20	106	9	106	11
Future Volume (veh/h)	21	166	1658	9	11	1580	86	20	106	9	106	11
Number		1	6	16	5	2	12	7	4	14	3	8
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863
Adj Flow Rate, veh/h		182	1822	0	12	1736	0	22	116	0	116	12
Adj No. of Lanes		1	3	0	1	3	0	0	1	0	1	1
Peak Hour Factor		0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		200	2765	0	346	3183	0	53	238	0	195	32
Arrive On Green		0.23	1.00	0.00	0.39	1.00	0.00	0.15	0.15	0.00	0.15	0.15
Sat Flow, veh/h		1774	5253	0	1774	5253	0	182	1601	0	1264	214
Grp Volume(v), veh/h		182	1822	0	12	1736	0	138	0	0	116	0
Grp Sat Flow(s),veh/h/ln		1774	1695	0	1774	1695	0	1783	0	0	1264	0
Q Serve(g_s), s		16.0	0.0	0.0	0.7	0.0	0.0	2.9	0.0	0.0	8.0	0.0
Cycle Q Clear(g_c), s		16.0	0.0	0.0	0.7	0.0	0.0	11.1	0.0	0.0	19.1	0.0
Prop In Lane		1.00		0.00	1.00		0.00	0.16		0.00	1.00	
Lane Grp Cap(c), veh/h		200	2765	0	346	3183	0	292	0	0	195	0
V/C Ratio(X)		0.91	0.66	0.00	0.03	0.55	0.00	0.47	0.00	0.00	0.59	0.00
Avail Cap(c_a), veh/h		211	2765	0	346	3183	0	424	0	0	291	0
HCM Platoon Ratio		2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.80	0.80	0.00	0.79	0.79	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh		61.2	0.0	0.0	39.5	0.0	0.0	62.6	0.0	0.0	67.4	0.0
Incr Delay (d2), s/veh		31.2	1.0	0.0	0.0	0.5	0.0	0.4	0.0	0.0	1.1	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		14.0	0.5	0.0	0.6	0.3	0.0	9.6	0.0	0.0	8.7	0.0
LnGrp Delay(d),s/veh		92.4	1.0	0.0	39.5	0.5	0.0	63.0	0.0	0.0	68.5	0.0
LnGrp LOS		F	A		D	A		E			E	
Approach Vol, veh/h			2004			1748			138			206
Approach Delay, s/veh			9.3			0.8			63.0			65.5
Approach LOS			A			A			E			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	24.0	106.1		29.8	37.2	93.0		29.8
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	19.0	87.0		36.0	19.0	87.0		36.0
Max Q Clear Time (g_c+I1), s	18.0	2.0		13.1	2.7	2.0		21.1
Green Ext Time (p_c), s	0.0	14.3		0.8	8.8	15.7		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	10.3
HCM 2010 LOS	B

Notes

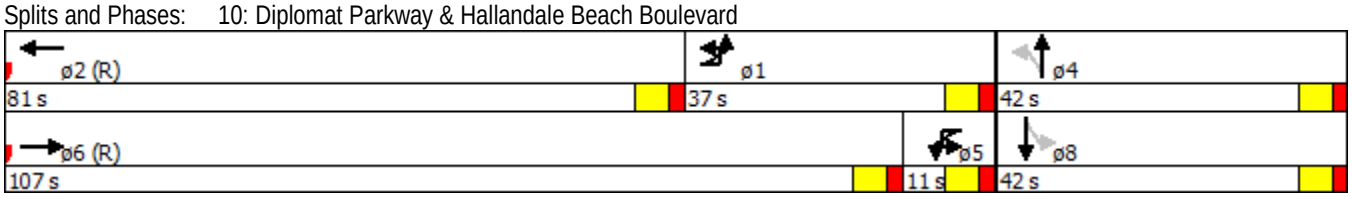
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	152
Future Volume (veh/h)	152
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.99
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	78
Adj No. of Lanes	0
Peak Hour Factor	0.91
Percent Heavy Veh, %	2
Cap, veh/h	207
Arrive On Green	0.15
Sat Flow, veh/h	1390
Grp Volume(v), veh/h	90
Grp Sat Flow(s),veh/h/ln	1604
Q Serve(g_s), s	8.1
Cycle Q Clear(g_c), s	8.1
Prop In Lane	0.87
Lane Grp Cap(c), veh/h	239
V/C Ratio(X)	0.38
Avail Cap(c_a), veh/h	361
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	61.4
Incr Delay (d2), s/veh	0.4
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	6.5
LnGrp Delay(d),s/veh	61.8
LnGrp LOS	E
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	166	1658	11	1580	20	106	106	11
Future Volume (vph)	166	1658	11	1580	20	106	106	11
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	1	6	5	2		4		8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	31.0	11.0	31.0	40.0	40.0	40.0	40.0
Total Split (s)	37.0	107.0	11.0	81.0	42.0	42.0	42.0	42.0
Total Split (%)	23.1%	66.9%	6.9%	50.6%	26.3%	26.3%	26.3%	26.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 107 (67%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 10: Diplomat Parkway & Hallandale Beach Boulevard



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	21	166	1658	9	11	1580	86	20	106	9	106	11
Future Volume (veh/h)	21	166	1658	9	11	1580	86	20	106	9	106	11
Number		1	6	16	5	2	12	7	4	14	3	8
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863
Adj Flow Rate, veh/h		182	1822	0	12	1736	0	22	116	0	116	12
Adj No. of Lanes		1	3	0	1	3	0	0	1	0	1	1
Peak Hour Factor		0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		479	3210	0	190	2384	0	53	238	0	195	32
Arrive On Green		0.54	1.00	0.00	0.21	0.94	0.00	0.15	0.15	0.00	0.15	0.15
Sat Flow, veh/h		1774	5253	0	1774	5253	0	182	1601	0	1264	214
Grp Volume(v), veh/h		182	1822	0	12	1736	0	138	0	0	116	0
Grp Sat Flow(s),veh/h/ln		1774	1695	0	1774	1695	0	1783	0	0	1264	0
Q Serve(g_s), s		9.5	0.0	0.0	0.9	10.8	0.0	2.9	0.0	0.0	8.0	0.0
Cycle Q Clear(g_c), s		9.5	0.0	0.0	0.9	10.8	0.0	11.1	0.0	0.0	19.1	0.0
Prop In Lane		1.00		0.00	1.00		0.00	0.16		0.00	1.00	
Lane Grp Cap(c), veh/h		479	3210	0	190	2384	0	292	0	0	195	0
V/C Ratio(X)		0.38	0.57	0.00	0.06	0.73	0.00	0.47	0.00	0.00	0.59	0.00
Avail Cap(c_a), veh/h		479	3210	0	190	2384	0	424	0	0	291	0
HCM Platoon Ratio		2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.80	0.80	0.00	0.79	0.79	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh		29.1	0.0	0.0	56.4	3.0	0.0	62.6	0.0	0.0	67.4	0.0
Incr Delay (d2), s/veh		0.1	0.6	0.0	0.0	1.6	0.0	0.4	0.0	0.0	1.1	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		7.8	0.3	0.0	0.8	7.6	0.0	9.6	0.0	0.0	8.7	0.0
LnGrp Delay(d),s/veh		29.2	0.6	0.0	56.5	4.6	0.0	63.0	0.0	0.0	68.5	0.0
LnGrp LOS		C	A		E	A		E			E	
Approach Vol, veh/h			2004			1748			138			206
Approach Delay, s/veh			3.2			4.9			63.0			65.5
Approach LOS			A			A			E			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	49.2	81.0		29.8	23.2	107.0		29.8
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	31.0	75.0		36.0	5.0	101.0		36.0
Max Q Clear Time (g_c+I1), s	11.5	12.8		13.1	2.9	2.0		21.1
Green Ext Time (p_c), s	0.3	14.0		0.8	0.1	15.8		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	9.1
HCM 2010 LOS	A

Notes

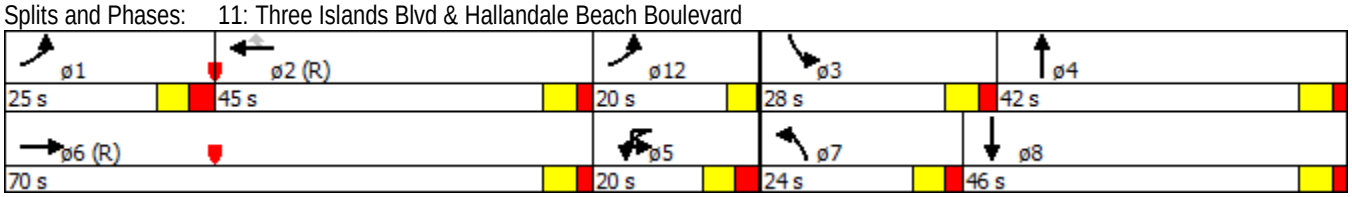
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	152
Future Volume (veh/h)	152
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.99
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	78
Adj No. of Lanes	0
Peak Hour Factor	0.91
Percent Heavy Veh, %	2
Cap, veh/h	207
Arrive On Green	0.15
Sat Flow, veh/h	1390
Grp Volume(v), veh/h	90
Grp Sat Flow(s),veh/h/ln	1604
Q Serve(g_s), s	8.1
Cycle Q Clear(g_c), s	8.1
Prop In Lane	0.87
Lane Grp Cap(c), veh/h	239
V/C Ratio(X)	0.38
Avail Cap(c_a), veh/h	361
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	61.4
Incr Delay (d2), s/veh	0.4
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	6.5
LnGrp Delay(d),s/veh	61.8
LnGrp LOS	E
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	ø1	ø12
Lane Configurations											
Traffic Volume (vph)	461	1287	2	1398	299	1	7	317	5		
Future Volume (vph)	461	1287	2	1398	299	1	7	317	5		
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA		
Protected Phases	1 12	6	5	2		7	4	3	8	1	12
Permitted Phases					2						
Detector Phase	1 12	6	5	2	2	7	4	3	8		
Switch Phase											
Minimum Initial (s)		10.0	5.0	10.0	10.0	5.0	6.0	5.0	6.0	5.0	4.0
Minimum Split (s)		42.0	12.0	42.0	42.0	11.0	42.0	22.0	44.0	23.0	20.0
Total Split (s)		70.0	20.0	45.0	45.0	24.0	42.0	28.0	46.0	25.0	20.0
Total Split (%)		43.8%	12.5%	28.1%	28.1%	15.0%	26.3%	17.5%	28.8%	16%	13%
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.5
All-Red Time (s)		2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0	0.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)		6.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag		Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode		C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 146 (91%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 11: Three Islands Blvd & Hallandale Beach Boulevard



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	490	1378	75	1487	318	1	10	337	315
v/c Ratio	0.81	0.42	0.52	0.58	0.36	0.02	0.13	0.79	0.65
Control Delay	54.6	24.0	82.8	30.5	4.6	75.0	63.7	81.7	12.9
Queue Delay	0.0	0.1	0.0	1.3	0.0	0.0	0.0	0.0	0.3
Total Delay	54.6	24.1	82.8	31.7	4.6	75.0	63.7	81.7	13.2
Queue Length 50th (ft)	166	327	77	365	0	1	7	178	5
Queue Length 95th (ft)	282	274	m132	559	91	8	30	233	103
Internal Link Dist (ft)		445		2125			478		932
Turn Bay Length (ft)	170		220		700			440	
Base Capacity (vph)	681	3262	143	2564	880	199	399	472	620
Starvation Cap Reductn	0	738	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	791	0	0	0	0	48
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.55	0.52	0.84	0.36	0.01	0.03	0.71	0.55

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	461	1287	8	69	2	1398	299	1	7	3	317	5
Future Volume (vph)	461	1287	8	69	2	1398	299	1	7	3	317	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.0			7.0	6.0	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	0.97	0.91			1.00	0.91	1.00	1.00	1.00		0.97	1.00
Frpb, ped/bikes	1.00	1.00			1.00	1.00	0.91	1.00	0.99		1.00	0.98
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00			1.00	1.00	0.85	1.00	0.95		1.00	0.85
Flt Protected	0.95	1.00			0.95	1.00	1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)	3433	5079			1770	5085	1434	1770	1766		3433	1552
Flt Permitted	0.95	1.00			0.95	1.00	1.00	0.95	1.00		0.95	1.00
Satd. Flow (perm)	3433	5079			1770	5085	1434	1770	1766		3433	1552
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	490	1369	9	73	2	1487	318	1	7	3	337	5
RTOR Reduction (vph)	0	0	0	0	0	0	167	0	3	0	0	266
Lane Group Flow (vph)	490	1378	0	0	75	1487	151	1	7	0	337	49
Confl. Peds. (#/hr)	63		15		15		63	9		9	9	
Turn Type	Prot	NA		Prot	Prot	NA	Perm	Prot	NA		Prot	NA
Protected Phases	1 12	6		5	5	2		7	4		3	8
Permitted Phases							2					
Actuated Green, G (s)	31.1	98.0			13.0	75.9	75.9	1.2	4.1		19.9	22.8
Effective Green, g (s)	31.1	98.0			13.0	75.9	75.9	1.2	4.1		19.9	22.8
Actuated g/C Ratio	0.19	0.61			0.08	0.47	0.47	0.01	0.03		0.12	0.14
Clearance Time (s)		6.0			7.0	6.0	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	667	3110			143	2412	680	13	45		426	221
v/s Ratio Prot	c0.14	0.27			0.04	c0.29		0.00	0.00		c0.10	c0.03
v/s Ratio Perm							0.11					
v/c Ratio	0.73	0.44			0.52	0.62	0.22	0.08	0.16		0.79	0.22
Uniform Delay, d1	60.6	16.5			70.5	31.2	24.7	78.8	76.3		68.0	60.8
Progression Factor	1.07	1.57			0.98	0.98	1.19	1.00	1.00		1.00	1.00
Incremental Delay, d2	3.7	0.4			3.4	1.2	0.7	2.5	1.6		9.7	0.5
Delay (s)	68.7	26.4			72.6	31.9	30.2	81.4	77.9		77.7	61.3
Level of Service	E	C			E	C	C	F	E		E	E
Approach Delay (s)		37.5				33.3			78.2			69.8
Approach LOS		D				C			E			E

Intersection Summary

HCM 2000 Control Delay	40.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	29.0
Intersection Capacity Utilization	81.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

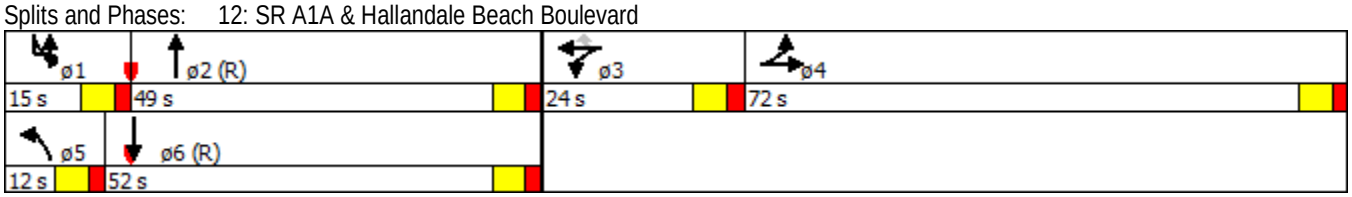
Movement	SBR
Lane Configurations	
Traffic Volume (vph)	291
Future Volume (vph)	291
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	310
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	9
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	621	90	954	115	28	88	809	8	26	698	703
Future Volume (vph)	621	90	954	115	28	88	809	8	26	698	703
Turn Type	Split	NA	Free	NA	Perm	Prot	NA	Free	Prot	NA	Free
Protected Phases	4	4		3		5	2		1	6	
Permitted Phases			Free		3			Free			Free
Detector Phase	4	4		3	3	5	2		1	6	
Switch Phase											
Minimum Initial (s)	6.0	6.0		15.0	15.0	5.0	7.0		5.0	7.0	
Minimum Split (s)	39.0	39.0		24.0	24.0	11.0	43.0		11.0	43.0	
Total Split (s)	72.0	72.0		24.0	24.0	12.0	49.0		15.0	52.0	
Total Split (%)	45.0%	45.0%		15.0%	15.0%	7.5%	30.6%		9.4%	32.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	C-Max		None	C-Max	

Intersection Summary

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

Splits and Phases: 12: SR A1A & Hallandale Beach Boulevard



Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	336	405	994	136	29	92	843	8	47	727	732
v/c Ratio	0.72	0.86	0.65	0.69	0.12	0.48	0.56	0.01	0.52	0.58	0.47
Control Delay	61.7	72.3	4.8	87.2	0.9	76.9	39.2	0.0	92.5	45.3	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.7	72.3	4.8	87.2	0.9	76.9	39.2	0.0	92.5	45.3	1.0
Queue Length 50th (ft)	321	387	117	139	0	93	358	0	49	323	0
Queue Length 95th (ft)	409	524	119	217	0	158	504	0	94	436	0
Internal Link Dist (ft)		2125		300			718			465	
Turn Bay Length (ft)						450		175	200		200
Base Capacity (vph)	693	702	1529	208	259	192	1512	1505	107	1262	1555
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.58	0.65	0.65	0.11	0.48	0.56	0.01	0.44	0.58	0.47

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	621	90	954	15	115	28	88	809	8	19	26	698
Future Volume (vph)	621	90	954	15	115	28	88	809	8	19	26	698
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0		6.0	6.0	6.0	6.0	4.0		6.0	6.0
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00	1.00	0.95	1.00		1.00	0.95
Frpb, ped/bikes	1.00	1.00	0.97		1.00	0.95	1.00	1.00	0.95		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85		1.00	1.00
Flt Protected	0.95	0.96	1.00		0.99	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1681	1704	1529		1852	1503	1770	3539	1505		1770	3539
Flt Permitted	0.95	0.96	1.00		0.99	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1681	1704	1529		1852	1503	1770	3539	1505		1770	3539
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	647	94	994	16	120	29	92	843	8	20	27	727
RTOR Reduction (vph)	0	0	0	0	0	26	0	0	0	0	0	0
Lane Group Flow (vph)	336	405	994	0	136	3	92	843	8	0	47	727
Confl. Peds. (#/hr)	14		76	76		14	20		60		60	
Turn Type	Split	NA	Free	Split	NA	Perm	Prot	NA	Free	Prot	Prot	NA
Protected Phases	4	4		3	3		5	2		1	1	6
Permitted Phases			Free			3			Free			
Actuated Green, G (s)	44.4	44.4	160.0		17.1	17.1	17.4	67.2	160.0		7.3	57.1
Effective Green, g (s)	44.4	44.4	160.0		17.1	17.1	17.4	67.2	160.0		7.3	57.1
Actuated g/C Ratio	0.28	0.28	1.00		0.11	0.11	0.11	0.42	1.00		0.05	0.36
Clearance Time (s)	6.0	6.0			6.0	6.0	6.0	6.0			6.0	6.0
Vehicle Extension (s)	2.0	2.0			5.0	5.0	1.5	0.2			1.5	0.2
Lane Grp Cap (vph)	466	472	1529		197	160	192	1486	1505		80	1262
v/s Ratio Prot	0.20	c0.24			0.07		0.05	0.24			0.03	0.21
v/s Ratio Perm			c0.65			0.00			0.01			
v/c Ratio	0.72	0.86	0.65		0.69	0.02	0.48	0.57	0.01		0.59	0.58
Uniform Delay, d1	52.2	54.8	0.0		68.9	63.9	67.0	35.3	0.0		74.9	41.7
Progression Factor	1.04	1.04	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	4.1	12.5	1.9		12.5	0.1	0.7	1.6	0.0		6.9	1.9
Delay (s)	58.7	69.7	1.9		81.4	64.0	67.7	36.9	0.0		81.8	43.6
Level of Service	E	E	A		F	E	E	D	A		F	D
Approach Delay (s)		28.7			78.3			39.6				24.1
Approach LOS		C			E			D				C

Intersection Summary

HCM 2000 Control Delay	31.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	94.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	703
Future Volume (vph)	703
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frpb, ped/bikes	0.98
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1555
Flt Permitted	1.00
Satd. Flow (perm)	1555
Peak-hour factor, PHF	0.96
Adj. Flow (vph)	732
RTOR Reduction (vph)	0
Lane Group Flow (vph)	732
Confl. Peds. (#/hr)	20
Turn Type	Free
Protected Phases	
Permitted Phases	Free
Actuated Green, G (s)	160.0
Effective Green, g (s)	160.0
Actuated g/C Ratio	1.00
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	1555
v/s Ratio Prot	
v/s Ratio Perm	0.47
v/c Ratio	0.47
Uniform Delay, d1	0.0
Progression Factor	1.00
Incremental Delay, d2	1.0
Delay (s)	1.0
Level of Service	A
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	32	0	82	0	0	0	0	0	77	303	0
Future Vol, veh/h	0	32	0	82	0	0	0	0	0	77	303	0
Peak Hour Factor	0.92	0.97	0.97	0.97	0.92	0.97	0.97	0.97	0.92	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	33	0	85	0	0	0	0	0	79	312	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	9.1	0	12.1
HCM LOS	A	-	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	28%	0%	0%
Vol Thru, %	80%	0%	100%	92%
Vol Right, %	0%	72%	0%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	380	114	0	262
LT Vol	77	32	0	0
Through Vol	303	0	0	240
RT Vol	0	82	0	22
Lane Flow Rate	392	118	0	270
Geometry Grp	1	1	1	1
Degree of Util (X)	0.497	0.164	0	0.346
Departure Headway (Hd)	4.571	5.025	5.612	4.612
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	787	710	0	778
Service Time	2.611	3.083	3.692	2.655
HCM Lane V/C Ratio	0.498	0.166	0	0.347
HCM Control Delay	12.1	9.1	8.7	10.1
HCM Lane LOS	B	A	N	B
HCM 95th-tile Q	2.8	0.6	0	1.5

Intersection

Intersection Delay, s/veh
Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	240	22
Future Vol, veh/h	0	0	240	22
Peak Hour Factor	0.92	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	247	23
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.1
HCM LOS	B

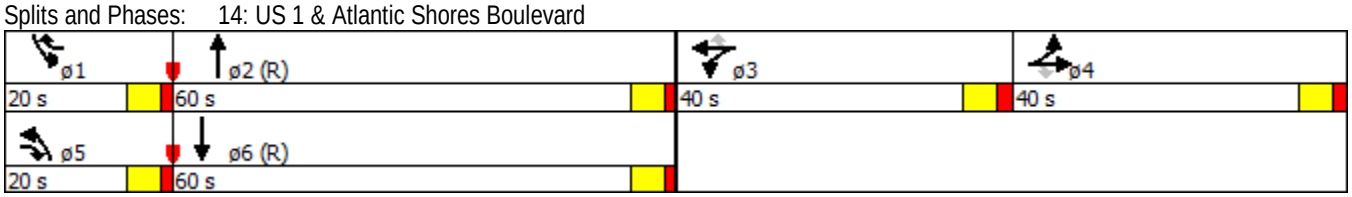
Lane

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	2	105	33	157	64	293	31	1432	285	1178
Future Volume (vph)	2	105	33	157	64	293	31	1432	285	1178
Turn Type	Split	NA	pm+ov	Split	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	4	4	5	3	3	1	5	2	1	6
Permitted Phases			4			3				
Detector Phase	4	4	5	3	3	1	5	2	1	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	4.0	6.0	6.0	4.0	4.0	10.0	4.0	10.0
Minimum Split (s)	39.0	39.0	11.0	39.0	39.0	11.0	11.0	34.5	11.0	34.5
Total Split (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	60.0	20.0	60.0
Total Split (%)	25.0%	25.0%	12.5%	25.0%	25.0%	12.5%	12.5%	37.5%	12.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.5	6.0	6.0	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 84 (53%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 14: US 1 & Atlantic Shores Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	2	112	35	167	68	312	33	1626	303	1264
v/c Ratio	0.01	0.70	0.14	0.78	0.30	0.50	0.28	0.90	0.71	0.58
Control Delay	63.0	92.2	4.9	90.8	65.8	5.3	109.9	27.6	70.0	32.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	10.4	0.0	0.9
Total Delay	63.0	92.2	4.9	90.8	65.8	5.4	109.9	38.0	70.0	33.7
Queue Length 50th (ft)	2	122	0	172	66	0	19	921	161	526
Queue Length 95th (ft)	11	190	13	247	113	50	m21	m#1125	212	636
Internal Link Dist (ft)		194			2534			3214		591
Turn Bay Length (ft)				210		200	190		190	
Base Capacity (vph)	357	376	337	376	395	624	311	1816	425	2195
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	579
Spillback Cap Reductn	0	0	0	0	0	16	0	194	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.30	0.10	0.44	0.17	0.51	0.11	1.00	0.71	0.78

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	105	33	157	64	293	31	1432	97	285	1178	10
Future Volume (vph)	2	105	33	157	64	293	31	1432	97	285	1178	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	5.5	6.0	6.0	5.5	5.5	5.5		5.5	5.5	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95		0.97	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1770	1564	1770	1863	1568	3433	3493		3433	3534	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1770	1564	1770	1863	1568	3433	3493		3433	3534	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	2	112	35	167	68	312	33	1523	103	303	1253	11
RTOR Reduction (vph)	0	0	31	0	0	235	0	2	0	0	0	0
Lane Group Flow (vph)	2	112	4	167	68	77	33	1624	0	303	1264	0
Confl. Peds. (#/hr)	5		3	3		5	13		14	14		13
Turn Type	Split	NA	pm+ov	Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	4	4	5	3	3	1	5	2		1	6	
Permitted Phases			4			3						
Actuated Green, G (s)	14.5	14.5	19.2	19.5	19.5	39.3	4.7	83.2		19.8	98.3	
Effective Green, g (s)	14.5	14.5	19.2	19.5	19.5	39.3	4.7	83.2		19.8	98.3	
Actuated g/C Ratio	0.09	0.09	0.12	0.12	0.12	0.25	0.03	0.52		0.12	0.61	
Clearance Time (s)	6.0	6.0	5.5	6.0	6.0	5.5	5.5	5.5		5.5	5.5	
Vehicle Extension (s)	2.0	2.0	1.5	2.0	2.0	1.5	1.5	3.0		1.5	3.0	
Lane Grp Cap (vph)	152	160	187	215	227	385	100	1816		424	2171	
v/s Ratio Prot	0.00	c0.06	0.00	c0.09	0.04	0.02	0.01	c0.46		c0.09	0.36	
v/s Ratio Perm			0.00			0.02						
v/c Ratio	0.01	0.70	0.02	0.78	0.30	0.20	0.33	0.89		0.71	0.58	
Uniform Delay, d1	66.2	70.6	62.1	68.1	64.0	47.9	76.1	34.4		67.4	18.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.43	0.65		0.92	1.58	
Incremental Delay, d2	0.0	10.3	0.0	14.7	0.3	0.1	0.3	3.3		3.8	0.9	
Delay (s)	66.2	80.9	62.1	82.9	64.3	48.0	109.4	25.7		66.0	30.2	
Level of Service	E	F	E	F	E	D	F	C		E	C	
Approach Delay (s)		76.3			60.6			27.4			37.1	
Approach LOS		E			E			C			D	

Intersection Summary

HCM 2000 Control Delay	37.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	82.7%	ICU Level of Service	E
Analysis Period (min)	15		

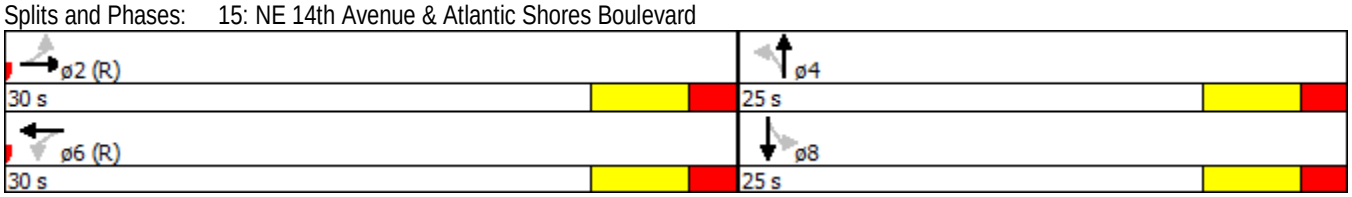
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	21	408	35	414	73	201	158	152
Future Volume (vph)	21	408	35	414	73	201	158	152
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		4		8
Permitted Phases	2		6		4		8	
Detector Phase	2	2	6	6	4	4	8	8
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	25.0	25.0	25.0	25.0
Total Split (%)	54.5%	54.5%	54.5%	54.5%	45.5%	45.5%	45.5%	45.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 55
Actuated Cycle Length: 55
Offset: 30 (55%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 15: NE 14th Avenue & Atlantic Shores Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	408	57	35	414	167	73	201	40	158	152	27
Future Volume (veh/h)	21	408	57	35	414	167	73	201	40	158	152	27
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	22	425	0	36	431	10	76	209	0	165	158	0
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	604	938	0	472	913	21	389	518	0	349	518	0
Arrive On Green	0.50	0.50	0.00	1.00	1.00	1.00	0.28	0.28	0.00	0.28	0.28	0.00
Sat Flow, veh/h	940	1863	0	956	1813	42	1221	1863	0	1164	1863	0
Grp Volume(v), veh/h	22	425	0	36	0	441	76	209	0	165	158	0
Grp Sat Flow(s),veh/h/ln	940	1863	0	956	0	1855	1221	1863	0	1164	1863	0
Q Serve(g_s), s	0.7	8.1	0.0	0.7	0.0	0.0	2.9	5.0	0.0	7.4	3.7	0.0
Cycle Q Clear(g_c), s	0.7	8.1	0.0	8.7	0.0	0.0	6.6	5.0	0.0	12.4	3.7	0.0
Prop In Lane	1.00		0.00	1.00		0.02	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	604	938	0	472	0	934	389	518	0	349	518	0
V/C Ratio(X)	0.04	0.45	0.00	0.08	0.00	0.47	0.20	0.40	0.00	0.47	0.30	0.00
Avail Cap(c_a), veh/h	604	938	0	472	0	934	471	643	0	427	643	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.00	0.80	0.00	0.80	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	6.9	8.8	0.0	1.3	0.0	0.0	18.2	16.1	0.0	21.2	15.6	0.0
Incr Delay (d2), s/veh	0.1	1.0	0.0	0.3	0.0	1.4	0.1	0.2	0.0	0.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	7.1	0.0	0.3	0.0	0.6	1.8	4.6	0.0	4.4	3.4	0.0
LnGrp Delay(d),s/veh	7.0	9.8	0.0	1.5	0.0	1.4	18.3	16.3	0.0	21.5	15.8	0.0
LnGrp LOS	A	A		A		A	B	B		C	B	
Approach Vol, veh/h		447			477			285			323	
Approach Delay, s/veh		9.7			1.4			16.9			18.7	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		33.7		21.3		33.7		21.3
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		24.0		19.0		24.0		19.0
Max Q Clear Time (g_c+I1), s		10.1		8.6		10.7		14.4
Green Ext Time (p_c), s		3.6		1.2		3.5		0.8

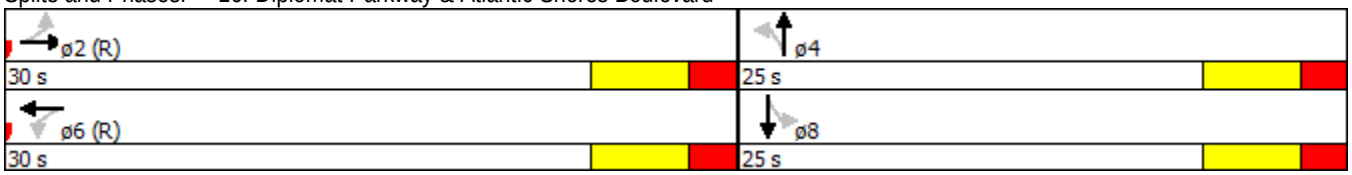
Intersection Summary	
HCM 2010 Ctrl Delay	10.3
HCM 2010 LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	20	470	32	478	133	165	67	125
Future Volume (vph)	20	470	32	478	133	165	67	125
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		4		8
Permitted Phases	2		6		4		8	
Detector Phase	2	2	6	6	4	4	8	8
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	30.0	30.0	30.0	30.0	25.0	25.0	25.0	25.0
Total Split (%)	54.5%	54.5%	54.5%	54.5%	45.5%	45.5%	45.5%	45.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 55
Actuated Cycle Length: 55
Offset: 24 (44%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 16: Diplomat Parkway & Atlantic Shores Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	470	104	32	478	106	133	165	65	67	125	7
Future Volume (veh/h)	20	470	104	32	478	106	133	165	65	67	125	7
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	21	485	0	33	493	1	137	170	0	69	129	0
Adj No. of Lanes	1	2	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	497	1999	0	536	1050	2	330	404	0	298	404	0
Arrive On Green	0.19	0.19	0.00	0.56	0.56	0.56	0.22	0.22	0.00	0.22	0.22	0.00
Sat Flow, veh/h	897	3632	0	904	1858	4	1252	1863	0	1205	1863	0
Grp Volume(v), veh/h	21	485	0	33	0	494	137	170	0	69	129	0
Grp Sat Flow(s),veh/h/ln	897	1770	0	904	0	1862	1252	1863	0	1205	1863	0
Q Serve(g_s), s	1.1	6.4	0.0	1.2	0.0	8.6	5.7	4.3	0.0	2.9	3.2	0.0
Cycle Q Clear(g_c), s	9.8	6.4	0.0	7.6	0.0	8.6	8.9	4.3	0.0	7.2	3.2	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	497	1999	0	536	0	1052	330	404	0	298	404	0
V/C Ratio(X)	0.04	0.24	0.00	0.06	0.00	0.47	0.42	0.42	0.00	0.23	0.32	0.00
Avail Cap(c_a), veh/h	497	1999	0	536	0	1052	491	643	0	452	643	0
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.5	12.3	0.0	8.7	0.0	7.1	21.9	18.6	0.0	21.7	18.1	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.2	0.0	1.5	0.3	0.3	0.0	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	5.8	0.0	0.6	0.0	8.4	3.5	4.0	0.0	1.7	3.0	0.0
LnGrp Delay(d),s/veh	17.6	12.6	0.0	8.9	0.0	8.6	22.2	18.8	0.0	21.8	18.3	0.0
LnGrp LOS	B	B		A		A	C	B		C	B	
Approach Vol, veh/h		506			527			307			198	
Approach Delay, s/veh		12.8			8.6			20.3			19.5	
Approach LOS		B			A			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		37.1		17.9		37.1		17.9
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		24.0		19.0		24.0		19.0
Max Q Clear Time (g_c+I1), s		11.8		10.9		10.6		9.2
Green Ext Time (p_c), s		4.0		0.9		4.2		0.9

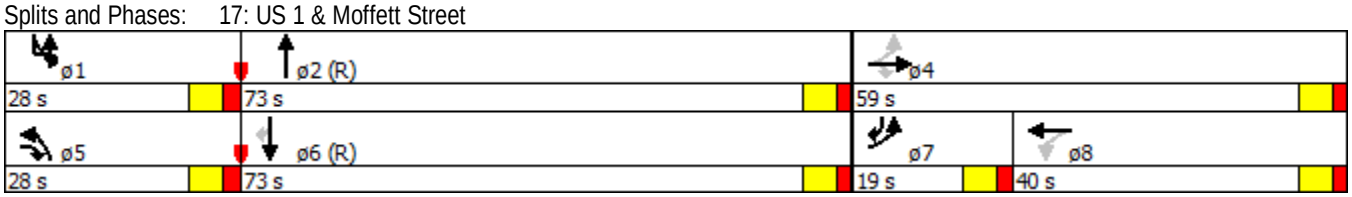
Intersection Summary	
HCM 2010 Ctrl Delay	13.7
HCM 2010 LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	177	322	460	12	255	478	1108	67	959	115
Future Volume (vph)	177	322	460	12	255	478	1108	67	959	115
Turn Type	pm+pt	NA	pm+ov	Perm	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	5		8	5	2	1	6	7
Permitted Phases	4		4	8						6
Detector Phase	7	4	5	8	8	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	4.0	6.0	5.0	6.0	6.0	5.0	10.0	5.0	10.0	4.0
Minimum Split (s)	10.0	39.0	11.0	39.0	39.0	11.0	39.0	11.0	39.0	10.0
Total Split (s)	19.0	59.0	28.0	40.0	40.0	28.0	73.0	28.0	73.0	19.0
Total Split (%)	11.9%	36.9%	17.5%	25.0%	25.0%	17.5%	45.6%	17.5%	45.6%	11.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 111 (69%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 17: US 1 & Moffett Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	177	322	460	12	255	24	478	1108	14	20	67	959
Future Volume (veh/h)	177	322	460	12	255	24	478	1108	14	20	67	959
Number	7	4	14	3	8	18	5	2	12		1	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		1.00	1.00		0.98		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1863	1863	1900		1863	1863
Adj Flow Rate, veh/h	181	329	348	12	260	0	488	1131	1		68	979
Adj No. of Lanes	1	1	1	0	1	0	2	2	0		1	2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98		0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2		2	2
Cap, veh/h	290	577	698	31	337	0	473	1921	2		86	1559
Arrive On Green	0.08	0.31	0.31	0.19	0.19	0.00	0.28	1.00	1.00		0.03	0.30
Sat Flow, veh/h	1774	1863	1551	39	1766	0	3442	3628	3		1774	3539
Grp Volume(v), veh/h	181	329	348	272	0	0	488	552	580		68	979
Grp Sat Flow(s),veh/h/ln	1774	1863	1551	1805	0	0	1721	1770	1862		1774	1770
Q Serve(g_s), s	13.0	23.7	25.6	7.6	0.0	0.0	22.0	0.0	0.0		6.1	38.3
Cycle Q Clear(g_c), s	13.0	23.7	25.6	22.7	0.0	0.0	22.0	0.0	0.0		6.1	38.3
Prop In Lane	1.00		1.00	0.04		0.00	1.00		0.00		1.00	
Lane Grp Cap(c), veh/h	290	577	698	368	0	0	473	937	986		86	1559
V/C Ratio(X)	0.62	0.57	0.50	0.74	0.00	0.00	1.03	0.59	0.59		0.79	0.63
Avail Cap(c_a), veh/h	290	617	732	406	0	0	473	937	986		244	1559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00		0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.45	0.45	0.45		1.00	1.00
Uniform Delay (d), s/veh	45.6	46.3	31.5	61.4	0.0	0.0	58.0	0.0	0.0		76.6	45.1
Incr Delay (d2), s/veh	3.1	0.6	0.2	5.2	0.0	0.0	36.0	1.2	1.2		6.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(95%),veh/ln	10.8	18.0	16.5	17.7	0.0	0.0	22.9	0.6	0.6		5.7	26.4
LnGrp Delay(d),s/veh	48.7	46.9	31.7	66.6	0.0	0.0	94.0	1.2	1.2		82.6	47.0
LnGrp LOS	D	D	C	E			F	A	A		F	D
Approach Vol, veh/h		858			272			1620				1047
Approach Delay, s/veh		41.1			66.6			29.1				49.3
Approach LOS		D			E			C				D

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	90.7		55.5	28.0	76.5	19.0	36.5
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	22.0	67.0		53.0	22.0	67.0	13.0	34.0
Max Q Clear Time (g_c+I1), s	8.1	2.0		27.6	24.0	40.3	15.0	24.7
Green Ext Time (p_c), s	0.1	16.1		2.4	0.0	12.6	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	40.1
HCM 2010 LOS	D

Notes

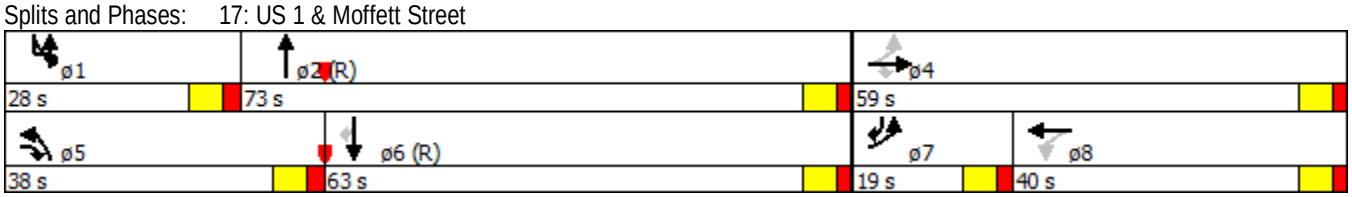
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	115
Future Volume (veh/h)	115
Number	16
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	0
Adj No. of Lanes	1
Peak Hour Factor	0.98
Percent Heavy Veh, %	2
Cap, veh/h	826
Arrive On Green	0.00
Sat Flow, veh/h	1583
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1583
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	826
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	826
HCM Platoon Ratio	0.67
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	177	322	460	12	255	478	1108	67	959	115
Future Volume (vph)	177	322	460	12	255	478	1108	67	959	115
Turn Type	pm+pt	NA	pm+ov	Perm	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	5		8	5	2	1	6	7
Permitted Phases	4		4	8						6
Detector Phase	7	4	5	8	8	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	4.0	6.0	5.0	6.0	6.0	5.0	10.0	5.0	10.0	4.0
Minimum Split (s)	10.0	39.0	11.0	39.0	39.0	11.0	39.0	11.0	39.0	10.0
Total Split (s)	19.0	59.0	38.0	40.0	40.0	38.0	73.0	28.0	63.0	19.0
Total Split (%)	11.9%	36.9%	23.8%	25.0%	25.0%	23.8%	45.6%	17.5%	39.4%	11.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 111 (69%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 17: US 1 & Moffett Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	177	322	460	12	255	24	478	1108	14	20	67	959
Future Volume (veh/h)	177	322	460	12	255	24	478	1108	14	20	67	959
Number	7	4	14	3	8	18	5	2	12		1	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		1.00	1.00		0.98		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1863	1863	1900		1863	1863
Adj Flow Rate, veh/h	181	329	348	12	260	0	488	1131	1		68	979
Adj No. of Lanes	1	1	1	0	1	0	2	2	0		1	2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98		0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2		2	2
Cap, veh/h	290	577	724	31	337	0	530	1921	2		86	1500
Arrive On Green	0.08	0.31	0.31	0.19	0.19	0.00	0.31	1.00	1.00		0.03	0.28
Sat Flow, veh/h	1774	1863	1551	39	1766	0	3442	3628	3		1774	3539
Grp Volume(v), veh/h	181	329	348	272	0	0	488	552	580		68	979
Grp Sat Flow(s),veh/h/ln	1774	1863	1551	1805	0	0	1721	1770	1862		1774	1770
Q Serve(g_s), s	13.0	23.7	24.8	7.6	0.0	0.0	21.9	0.0	0.0		6.1	38.9
Cycle Q Clear(g_c), s	13.0	23.7	24.8	22.7	0.0	0.0	21.9	0.0	0.0		6.1	38.9
Prop In Lane	1.00		1.00	0.04		0.00	1.00		0.00		1.00	
Lane Grp Cap(c), veh/h	290	577	724	368	0	0	530	937	986		86	1500
V/C Ratio(X)	0.62	0.57	0.48	0.74	0.00	0.00	0.92	0.59	0.59		0.79	0.65
Avail Cap(c_a), veh/h	290	617	758	406	0	0	688	937	986		244	1500
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00		0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.45	0.45	0.45		1.00	1.00
Uniform Delay (d), s/veh	45.6	46.3	29.7	61.4	0.0	0.0	54.4	0.0	0.0		76.6	46.9
Incr Delay (d2), s/veh	3.1	0.6	0.2	5.2	0.0	0.0	6.8	1.2	1.2		6.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(95%),veh/ln	10.8	18.0	16.0	17.7	0.0	0.0	14.4	0.6	0.6		5.7	26.7
LnGrp Delay(d),s/veh	48.7	46.9	29.9	66.6	0.0	0.0	61.2	1.2	1.2		82.6	49.1
LnGrp LOS	D	D	C	E			E	A	A		F	D
Approach Vol, veh/h		858			272			1620				1047
Approach Delay, s/veh		40.4			66.6			19.3				51.3
Approach LOS		D			E			B				D

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	90.7		55.5	30.6	73.8	19.0	36.5
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	22.0	67.0		53.0	32.0	57.0	13.0	34.0
Max Q Clear Time (g_c+I1), s	8.1	2.0		26.8	23.9	40.9	15.0	24.7
Green Ext Time (p_c), s	0.1	16.1		2.4	0.7	9.5	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	36.3
HCM 2010 LOS	D

Notes

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	115
Future Volume (veh/h)	115
Number	16
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	0
Adj No. of Lanes	1
Peak Hour Factor	0.98
Percent Heavy Veh, %	2
Cap, veh/h	800
Arrive On Green	0.00
Sat Flow, veh/h	1583
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1583
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	800
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	800
HCM Platoon Ratio	0.67
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	18	336	251	18
Future Volume (Veh/h)	0	0	18	336	251	18
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	20	365	273	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				500		
pX, platoon unblocked	0.95					
vC, conflicting volume	688	283	293			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	645	283	293			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	98			
cM capacity (veh/h)	408	756	1269			

Direction, Lane #	NB 1	SB 1
Volume Total	385	293
Volume Left	20	0
Volume Right	0	20
cSH	1269	1700
Volume to Capacity	0.02	0.17
Queue Length 95th (ft)	1	0
Control Delay (s)	0.6	0.0
Lane LOS	A	
Approach Delay (s)	0.6	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	35.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	45	85	87	269	179	47
Future Vol, veh/h	45	85	87	269	179	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	91	94	289	192	51

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	694	218	243	0	-	0
Stage 1	218	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	409	822	1323	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	374	822	1323	-	-	-
Mov Cap-2 Maneuver	374	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	572	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12	1.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1323	-	374	822	-	-
HCM Lane V/C Ratio	0.071	-	0.129	0.111	-	-
HCM Control Delay (s)	7.9	0	16.1	9.9	-	-
HCM Lane LOS	A	A	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	0.4	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	80	39	37	282	187	76
Future Vol, veh/h	80	39	37	282	187	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	44	42	317	210	85

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	653	253	296	0	-	0
Stage 1	253	-	-	-	-	-
Stage 2	400	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	432	786	1265	-	-	-
Stage 1	789	-	-	-	-	-
Stage 2	677	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	415	786	1265	-	-	-
Mov Cap-2 Maneuver	415	-	-	-	-	-
Stage 1	789	-	-	-	-	-
Stage 2	650	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.1	0.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1265	-	491	-	-
HCM Lane V/C Ratio	0.033	-	0.272	-	-
HCM Control Delay (s)	7.9	0	15.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.1	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	19	19	0	354	251	0
Future Vol, veh/h	19	19	0	354	251	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	21	0	385	273	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	658	273	273	0	-	0
Stage 1	273	-	-	-	-	-
Stage 2	385	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	429	766	1290	-	-	-
Stage 1	773	-	-	-	-	-
Stage 2	688	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	429	766	1290	-	-	-
Mov Cap-2 Maneuver	429	-	-	-	-	-
Stage 1	773	-	-	-	-	-
Stage 2	688	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1290	-	550	-	-
HCM Lane V/C Ratio	-	-	0.075	-	-
HCM Control Delay (s)	0	-	12.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

APPENDIX H:
Left Turn Warrant

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

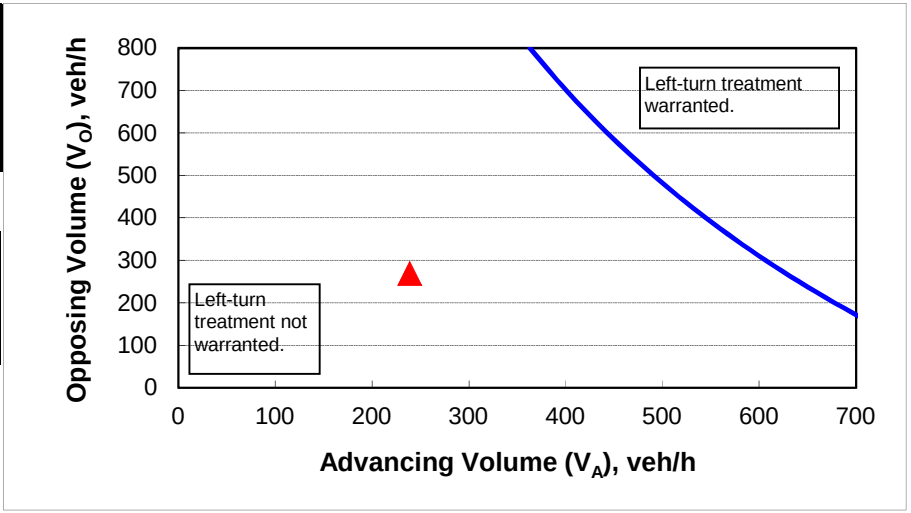
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	6%
Advancing volume (V_A), veh/h:	239
Opposing volume (V_O), veh/h:	269

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	628
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

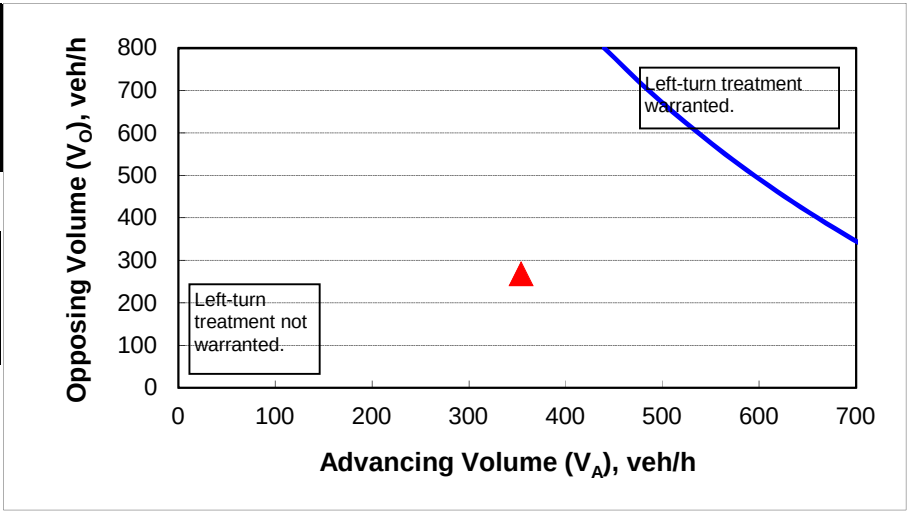
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	4%
Advancing volume (V_A), veh/h:	354
Opposing volume (V_O), veh/h:	268

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	762
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

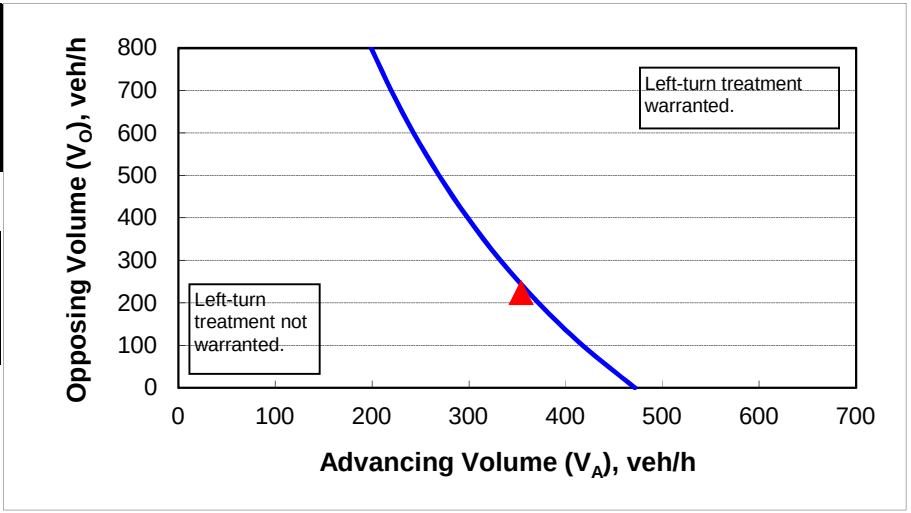
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	25%
Advancing volume (V_A), veh/h:	354
Opposing volume (V_O), veh/h:	224

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	362
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

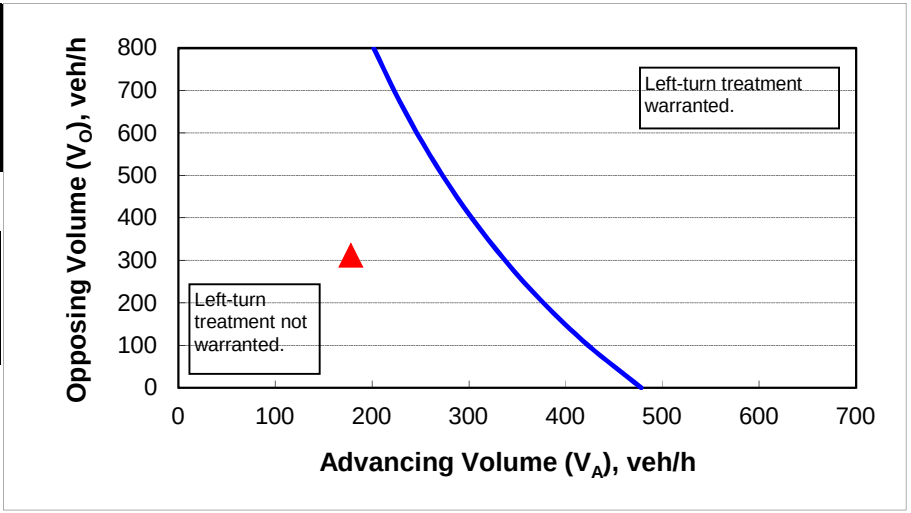
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	24%
Advancing volume (V_A), veh/h:	178
Opposing volume (V_O), veh/h:	312

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	333
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

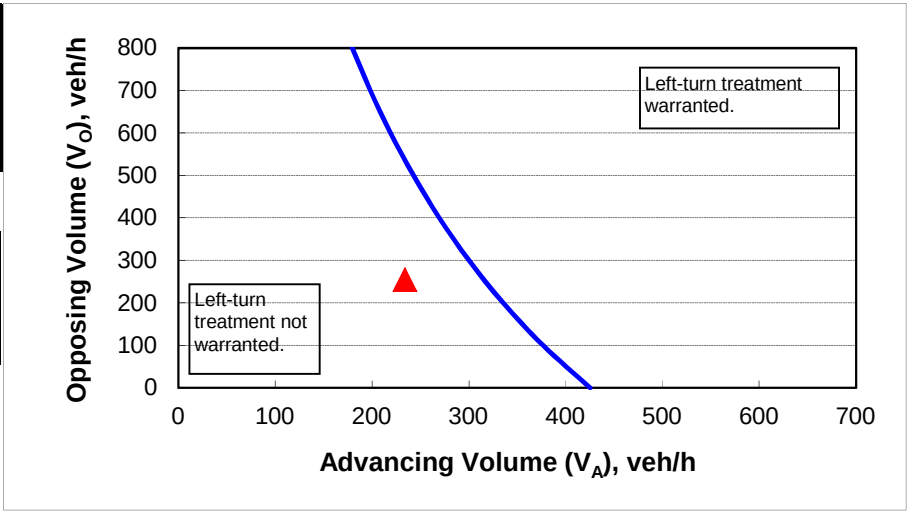
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	36%
Advancing volume (V_A), veh/h:	234
Opposing volume (V_O), veh/h:	255

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	315
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

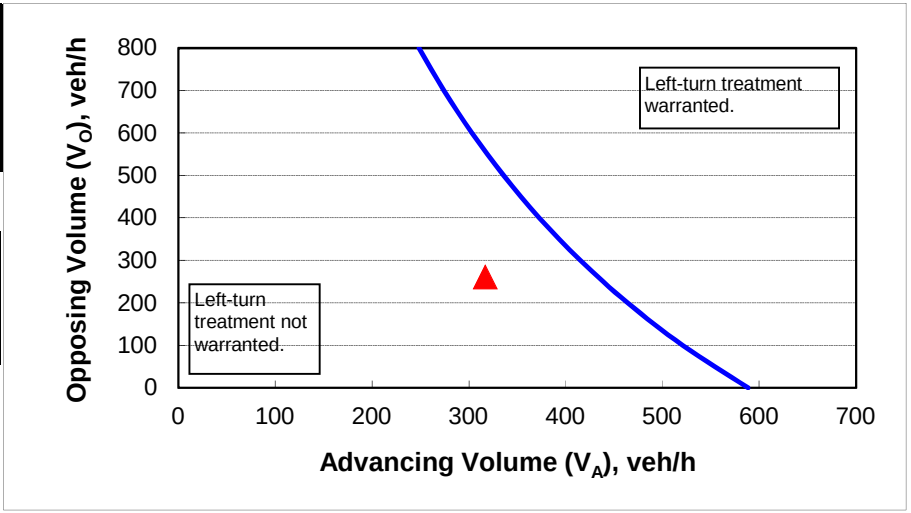
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	14%
Advancing volume (V_A), veh/h:	317
Opposing volume (V_O), veh/h:	261

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	433
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9