TRAFFIC IMPACT ANALYSIS

BEACON HALLANDALE
HALLANDALE BEACH, FL

PREPARED FOR:
H&M DEVELOPMENT, LLC

Kimley»Horn

Project #140213000
November 9, 2015
Updated February 9, 2016
Updated March 16, 2016
CA 00000696
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TRAFFIC IMPACT STATEMENT

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INTRODUCTION

Beacon Hallandale is a proposed office site located on the west side of SE 4th Avenue between SE 8th Street and SE 9th Street in Hallandale Beach, Florida. *Figure 1* illustrates the location of the proposed development. A proposed site plan is included in *Appendix A.*

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

Methodology for the study was based upon the City of Hallandale Beach's Development Review Procedures for a traffic impact analysis and criteria defined in the City's Comprehensive Plan.

NORTH

LEGEND

SITE

FIGURE 1
SITE LOCATION
BEACON HALLANDALE

Kimley»Horn

DATA COLLECTION

To determine traffic conditions on the surrounding network, intersection turning movement counts were performed at the following major intersections listed below.

Intersection Volume Data

Turning movement counts were collected during the AM peak (7:00 a.m. to 9:00 a.m.) and PM peak (4:00 p.m. to 6:00 p.m.) periods at the following intersections:

- SE 7th Street & Federal Highway
- SE 8th Street & Federal Highway
- Old Federal Highway & SE 8th Street
- Old Federal Highway & SE 9th Street
- SE 8th Street & SE 4th Avenue
- SE 9th Street & SE 4th Avenue
- SE 9th Street & SE 1st Avenue
- County Line Road & SE 1st Avenue/Dixie Highway

* *Baseline turning movement count data was used from data reported in the Chateau Square Study conducted by Traf Tech, Inc (August 2015)*

The above turning movement counts were conducted during typical weekday conditions on October 28, 2015 and March 14, 2016. The volumes were collected in 15-minute intervals and the peak hour was determined for each intersection. The FDOT peak season conversion factor was applied to the traffic counts obtained on October 28, 2015 to adjust the traffic to peak season volumes. The turning movement counts and FDOT peak season factor category report are included in *Appendix C*.

Roadway Link Data

Roadway link analyses were undertaken using peak hour roadway link counts published by the Broward County Metropolitan Planning Organization (MPO) for the most recent year available (2013). Excerpts of the relevant link tables are included in *Appendix B*.

PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the project, and the distribution and assignment of that traffic over the study roadway network.

Existing and Proposed Land Uses

The project site currently previously contained mobile home units. No credit was applied for the existing use, which provided for a more conservative analysis of overall impacts. The proposed use is a 75,860 square foot office building.

Trip Generation

The trip generation potential of this facility has been calculated using rates and equations published for Land Use 710 (General Office) by the Institute of Transportation Engineers (ITE) in the *Trip Generation Handbook, Ninth Edition*.

Table 1 summarizes the trip generation potential in the weekday AM and PM peak hours.

Table 1
Beacon Hallandale – Trip Generation Determination

			AM Peak Hour Trips			PM Peak Hour Trips		
Land Use	Intensity	Daily Trips	Total	Inbound	Outbound	Total	Inbound	Outbound
GROSS TRIPS								
Office	75,860 square ft	1064	153	135	18	163	28	135
TOTAL (NET NEW TRAFFIC)		1064	153	135	18	163	28	135

Trip generation rates used are published by the Institute of Transportation Engineers (ITE) in *Trip Generation, 9th Edition*

Office Daily: Ln(T) =0.76 * Ln(ksf) + 3.68
AM Peak Hour: Ln(T) =0.80 * Ln(ksf) + 1.57 (88% inbound, 12% outbound)
PM Peak Hour: T =1.12 * (ksf) + 78.45 (17% inbound, 83% outbound)

Trip Distribution

The Year 2035 Southeast Florida Regional Planning Model (SERPM 6.5.4) was used to determine generalized project traffic distribution at project buildout. The SERPM projections are included in this report in *Appendix D*.

Traffic Assignment

The site traffic was assigned to the surrounding roadway network based upon the general distribution of the 2035 SERPM model distribution described above with localized assignment to roadways based upon the actual roadway network configuration and characteristics. *Figure 2* illustrates the project traffic assignment percentages to the surrounding roadway network.

NORTH

LEGEND

XX% TRIP ASSIGNMENT

FIGURE 2
2035 TRIP DISTRIBUTION
BEACON HALLANDALE

Kimley»Horn

ROADWAY LINK ANALYSIS

A roadway link analysis has been conducted for year 2020 traffic conditions on major roadway links in the City of Hallandale Beach within one mile of the site. For the baseline count information, peak hour and daily roadway link data published for year 2013 by the Broward County MPO was used. Future growth was calculated using an historical growth rate was calculated based on counts provided by FDOT for comparison purposes; this growth rate was calculated to be 1.53%. Growth rate calculations are included in *Appendix E*. The roadway link analysis indicates that the segments of Federal Highway and Hallandale Beach Boulevard within the one-mile radius currently operate at Level of Service (LOS) F. The project is not projected to have greater than a 3% impact on any of the roadway segments. Furthermore, project traffic will not result in a change in level of service on any roadway segment. Tables 2-A and 2-B found below represent PM two-way peak hour LOS and Daily LOS respectively.

TABLE 2-A
BEACON HALLANDALE
PM TWO-WAY PEAK HOUR LOS CALCULATIONS (2020)

Roadway From	To	Roadway Class	Existing Lanes	Existing LOS D* Service Volume	Committed Lanes	Committed LOS D* Service Volume	Existing Base Peak Hour Volume/LOS		Growth Rate	2020 Background Growth (growth rate)	2020 Background Traffic	PM Peak Hour Project Traffic % Assignment	Project Trips	% Impact	2020 Peak Hour Volume with Project Traffic	
PM TWO-WAY PEAK HOUR																
South Federal Highway (US 1)																
Miami-Dade County line	Hallandale Beach Blvd	Class I	6LD	5,390	6LD	5,390	4,845	F	0.50%	172	5,017	50%	82	1.52%	5,099	D
Dixie Highway																
Miami-Dade County line	Hallandale Beach Boulevard	Class II	3L (OW)	3,154	3L (OW)	3,154	798	C	0.50%	28	826	30%	49	1.55%	875	C
Hallandale Beach Boulevard																
East of I-95	US 1	Class II	6LD	4,500	6LD	4,500	6,275	F	0.50%	223	6,498	20%	33	0.73%	6,531	F
US 1	East of US 1	Class II	6LD	4,500	6LD	4,500	6,275	F	0.50%	223	6,498	5%	8	0.18%	6,506	F
SE 8th Street																
SE 1st Avenue	US 1	Class II	2UN	958	2UN	958	47	A	0.50%	2	49	40%	65	6.78%	114	A
SE 9th Street																
SE 1st Avenue	US 1	Class II	2UN	958	2UN	958	184	B	0.50%	7	191	50%	82	8.56%	273	B

* Roadway capacity and 2013 volumes provided by Broward County MPO
* LOS for SE 8th and SE 9th Street was calculated using FDOT two-way urbanized volumes and adjustments were made for non-state signalized roadway and no exclusive turn lanes.

TABLE 2-B
BEACON HALLANDALE
DAILY LOS CALCULATIONS (2020)

Roadway From	To	Roadway Class	Existing Lanes	Existing LOS D* Service Volume	Committed Lanes	Committed LOS D* Service Volume	Existing Base Daily Volume/LOS		Growth Rate	2020 Background Growth (growth rate)	2020 Background Traffic	Daily Project Traffic % Assignment	Project Trips	% Impact	2020 Peak Hour Volume with Project Traffic	
PM TWO-WAY PEAK HOUR																
South Federal Highway (US 1)																
Miami-Dade County line	Hallandale Beach Blvd	Class I	6LD	59,900	6LD	59,900	51,000	D	0.50%	1,812	52,812	50%	532	0.89%	53,344	C
Dixie Highway																
Miami-Dade County line	Hallandale Beach Boulevard	Class II	3L (OW)	34,992	3L (OW)	34,992	8,400	C	0.50%	298	8,698	30%	319	0.91%	9,017	C
Hallandale Beach Boulevard																
East of I-95	US 1	Class II	6LD	50,000	6LD	50,000	66,053	F	0.50%	2,347	68,400	20%	213	0.43%	68,613	F
US 1	East of US 1	Class II	6LD	50,000	6LD	50,000	39,500	D	0.50%	1,403	40,903	5%	53	0.11%	40,956	D

* Roadway capacity and 2013 volumes provided by Broward County MPO

INTERSECTION ANALYSIS

The operating conditions for three conditions (existing, background and future total) were analyzed at the signalized and unsignalized study intersections during the AM peak hour and PM peak hour using Trafficware's Synchro 9.0 Software. These analyses use the methodologies outlined in the *Highway Capacity Manual, 2000 Edition* in order to determine overall intersection level of service and delay.

Existing intersection analyses were based upon existing year (year 2015) turning movement counts conducted at the study intersections. To determine future background volumes, traffic from the following specific approved committed developments was added to the existing volumes:

- 7th Avenue Village
- CVS
- Hallandale Oasis
- Domus Office
- Hallandale Square
- Hallandale Artsquare
- Gulfstream Point

In addition, a 0.5% nominal growth rate, compounded annually, was included in order to determine total Year 2020 background traffic volumes. Year 2020 Total volumes were then determined by adding project traffic to the Year 2020 background traffic volumes.

Tables 3, 4 and 5 summarize the existing, Year 2020 background, and Year 2020 total level of service (LOS) at the study intersections.

As shown in these tables, the intersections of Hallandale Beach Boulevard & Federal Highway, SE 3rd Street & Federal Highway, SE 9th Street & Federal Highway and SE 3rd Street & Dixie Highway are projected to operate at LOS E or F during future background conditions without the project. No change in LOS is anticipated at any of these intersections with the inclusion of project traffic, and all other intersections are projected to operate at LOS D or better. It is also noted that the project will be required to contribute to a transportation mitigation payment to the City per the City's transportation mitigation payment schedule. The turning movement count data is included in *Appendix C*. Existing signal timing worksheets are included in *Appendix F*. Synchro output worksheets are included in *Appendix G*.

Table 3
Beacon Hallandale – Existing Intersection Operations

Table 3 2015 Existing Conditions							
Intersection	Traffic Control	Overall Delay / LOS		Approach LOS			
				NB	SB	EB	WB
AM Peak Hour							
SE 9th Street & Federal Highway	Signalized	16.7	B	B	B	E	E
SE 7th Street & Federal Highway	Unsignalized	15.6	C	-	-	C	-
SE 8th Street & Federal Highway	Unsignalized	16.2	C	-	-	C	-
Old Federal Highway & SE 8th Street	Unsignalized	-	B	-	-	B	B
Old Federal Highway & SE 9th Street	Unsignalized	11.1	B	A	A	-	B
SE 8th Street & SE 4th Avenue	Unsignalized	-	A	-	-	-	A
SE 9th Street & SE 4th Avenue	Unsignalized	-	-	-	-	A	-
SE 9th Street & SE 1st Avenue	Unsignalized	9	-	-	-	-	A
County Line Road & Dixie Highway	Signalized	27.3	C	C	C	D	B
County Line Road & SE 1st Avenue	Signalized	25.3	C	C	C	C	-
PM Peak Hour							
SE 9th Street & Federal Highway	Signalized	19.1	B	B	B	E	E
SE 7th Street & Federal Highway	Unsignalized	14.4	B	-	-	B	-
SE 8th Street & Federal Highway	Unsignalized	14.6	B	-	-	B	-
Old Federal Highway & SE 8th Street	Unsignalized	-	B	-	-	B	B
Old Federal Highway & SE 9th Street	Unsignalized	14.9	B	A	A	-	B
SE 8th Street & SE 4th Avenue	Unsignalized	8.8	A	A	-	-	A
SE 9th Street & SE 4th Avenue	Unsignalized	10.2	B	-	B	A	-
SE 9th Street & SE 1st Avenue	Unsignalized	8.9	A	-	-	-	A
County Line Road & Dixie Highway	Signalized	25.9	C	C	B	D	C
County Line Road & SE 1st Avenue	Signalized	20.1	C	D	C	A	-

Table 4
Beacon Hallandale – Future Background Intersection Operations

Table 4 2020 Future Background Conditions							
Intersection	Traffic Control	Overall Delay / LOS		Approach LOS			
				NB	SB	EB	WB
AM Peak Hour							
SE 9th Street & Federal Highway	Signalized	22.7	C	B	C	E	E
SE 7th Street & Federal Highway	Unsignalized	18.3	C	-	-	C	-
SE 8th Street & Federal Highway	Unsignalized	20.1	C	-	-	C	-
Old Federal Highway & SE 8th Street	Unsignalized	-	B	-	-	B	B
Old Federal Highway & SE 9th Street	Unsignalized	12.2	B	A	A	-	B
SE 8th Street & SE 4th Avenue	Unsignalized	10.1	B	-	-	-	A
SE 9th Street & SE 4th Avenue	Unsignalized	8.7	A	-	-	A	-
SE 9th Street & SE 1st Avenue	Unsignalized	11.7	-	-	-	-	B
County Line Road & Dixie highway	Signalized	28.3	C	C	C	D	B
County Line Road & SE 1st Avenue	Signalized	21.8	C	C	C	B	-
PM Peak Hour							
SE 9th Street & Federal Highway	Signalized	25.0	C	C	C	E	E
SE 7th Street & Federal Highway	Unsignalized	16.5	C	-	-	C	-
SE 8th Street & Federal Highway	Unsignalized	23.2	C	-	-	C	-
Old Federal Highway & SE 8th Street	Unsignalized	-	B	-	-	B	B
Old Federal Highway & SE 9th Street	Unsignalized	24	C	A	A	-	C
SE 8th Street & SE 4th Avenue	Unsignalized	10.4	B	B	-	-	A
SE 9th Street & SE 4th Avenue	Unsignalized	12.4	B	-	B	A	-
SE 9th Street & SE 1st Avenue	Unsignalized	13.3	B	-	B	B	
County Line Road & Dixie Highway	Signalized	30.4	C	C	B	D	D
County Line Road & SE 1st Avenue	Signalized	23.6	C	D	C	A	-

Table 5
Beacon Hallandale –Future Total Intersection Operations

Table 5 2020 Future Total Conditions							
Intersection	Traffic Control	Overall Delay / LOS		Approach LOS			
				NB	SB	EB	WB
AM Peak Hour							
SE 9th Street & Federal Highway	Signalized	69.5	E	B	F	E	E
SE 7th Street & Federal Highway	Unsignalized	18.8	C	-	-	C	-
SE 8th Street & Federal Highway	Unsignalized	21.1	C	-	-	C	-
Old Federal Highway & SE 8th Street	Unsignalized	-	B	-	-	B	B
Old Federal Highway & SE 9th Street	Unsignalized	12.2	B	A	A	-	-
SE 8th Street & SE 4th Avenue	Unsignalized	11.3	B	B	-	-	A
SE 9th Street & SE 4th Avenue	Unsignalized	9.8	-	-	A	A	-
SE 9th Street & SE 1st Avenue	Unsignalized	11.7	B	-	-	-	B
County Line Road & Dixie highway	Signalized	28.3	C	C	C	D	B
County Line Road & SE 1st Avenue	Signalized	24.1	C	D	C	B	-
PM Peak Hour							
SE 9th Street & Federal Highway	Signalized	39.7	D	C	D	F	E
SE 7th Street & Federal Highway	Unsignalized	16.6	C	-	-	C	-
SE 8th Street & Federal Highway	Unsignalized	29.8	D	-	-	D	-
Old Federal Highway & SE 8th Street	Unsignalized	-	B	-	-	B	B
Old Federal Highway & SE 9th Street	Unsignalized	24.8	C	A	A	-	C
SE 8th Street & SE 4th Avenue	Unsignalized	11.4	B	B	-	-	A
SE 9th Street & SE 4th Avenue	Unsignalized	13.8	B	-	B	A	-
SE 9th Street & SE 1st Avenue	Unsignalized	13.8	B	-	B	B	
County Line Road & Dixie Highway	Signalized	33.1	C	C	B	D	E
County Line Road & SE 1st Avenue	Signalized	26.7	C	D	C	A	-

The analysis of SE 9th Street & Federal Highway assumed the modification of the eastbound approach of SE 9th Street to be a two-lane approach (one left-turn lane and one through/right lane), which would be implemented as a part of the Domus Office development. Future volumes associated with the Domus office development were also included as committed traffic in the future year analysis. It is noted that the project will be subject to the City's transportation mitigation fees, which are applied towards improvements on the City's overall transportation network.

MASS TRANSIT SUMMARY

A review was conducted of regional mass transit service provided by the following agencies:

- Broward County Transit (BCT)
- South Florida Regional Transportation Authority (SFRTA)
- City of Hallandale Beach

Following is a summary of transit service currently provided and to be provided in the future by these agencies. Route and service information has been included in *Appendix I*.

Broward County Transit

Three BCT routes currently operate in the vicinity of the site:

Route 6, between Hallandale Beach and Downtown Ft. Lauderdale. This service utilizes Dixie Highway and SE 1st Avenue with a southern limit of SW 11th Street, just west of the subject site.

Route 5, between Pembroke Pines and Hallandale Beach. This route operates in a loop at the vicinity of Hallandale Beach City Hall, just north and east of the subject site

Route 1 and Route 1 Breeze, between Aventura Mall and downtown Ft. Lauderdale. This route runs on Federal Highway, just east of the subject site. The Broward County Transit Development Plan (TDP) lists a couple of projects that are anticipated to improve service on this corridor. The first is the design phase of the South US 1 Transit Improvements Study, which is anticipated to begin in late Fiscal Year 2016. The second is implementation of an enhanced bus corridor on US 1 in Fiscal Year 2016.

South Florida Regional Transportation Authority

SFRTA operates Tri-Rail service on the CSX tracks west of I-95, just west of the City limits. Currently, the closest stations are the Golden Glades station and the Hollywood station. In its Transit Development Plan, the SFRTA has included plans for start-up and implementation of the proposed Coastal Link service, which is currently under study. This service would run along the FEC railroad tracks and one possibility identified would include a station in Hallandale Beach south of Hallandale Beach Boulevard, a few blocks from the proposed project. Further feasibility and implementation studies will be underway.

City of Hallandale Beach

The City operates three bus routes, which all operate in the vicinity of the site between the hours of 7:00 AM and 7:00 PM.

CONCLUSION

Beacon Hallandale is a proposed office site located on the west side of SE 4th Avenue between SE 8th Street & SE 9th Street in Hallandale Beach, Florida. The site formerly included mobile home units and is proposed to be developed with 75,860 square feet of office use.

The roadway link analysis indicates that the segments o Hallandale Beach Boulevard east and West of Federal Highway will operate at LOS F during future conditions. It is noted that the project traffic represents less than 3% impact in comparison to the overall roadway capacity on all of these segments. The intersection analysis of SE 9th Street & Federal Highway assumed the modification of the eastbound approach of SE 9th Street to be a two-lane approach (one left-turn lane and one through/right lane), which would be implemented as a part of the Domus Office development. Future volumes associated with the Domus office development were also included as committed traffic in the future year analysis. It is noted that the project will be subject to the City's transportation mitigation fees, which are applied towards improvements on the City's overall transportation network.

Also included is a review of mass transit service in the vicinity of the project. As noted, the site has access to service provided by Broward County Transit (BCT) and the City of Hallandale Beach, and those transit routes provide linkage to Tri-Rail (SFRTA) and Miami-Dade Transit. Additionally, the SFTRA study for the Coastal Link also includes a station that may be located less than ½ mile from this site.

APPENDIX A: SITE PLAN

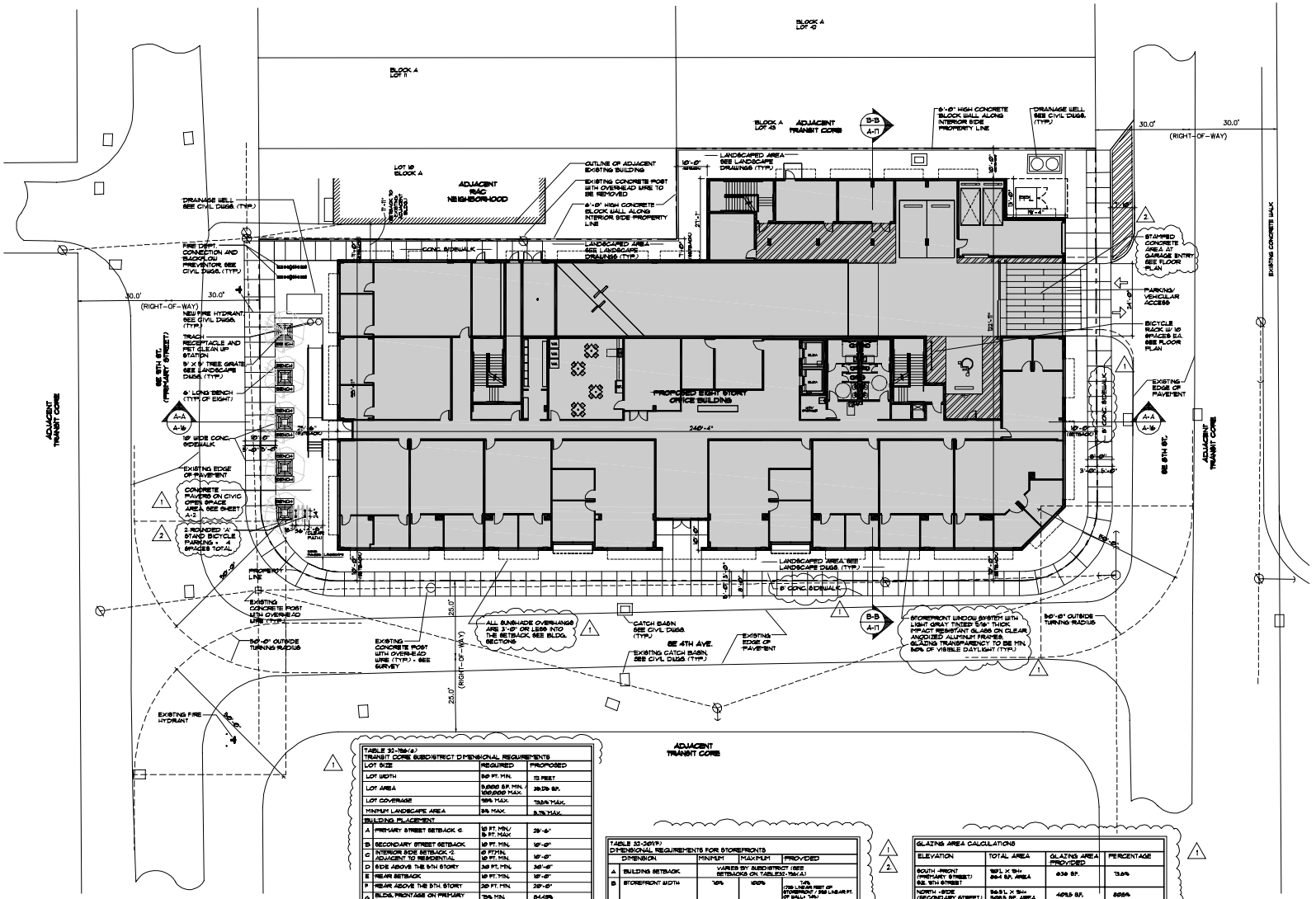

TABLE 32-786(a) TRANSIT CORE SUBDISTRICT DIMENSIONAL REQUIREMENTS		
LOT SIZE		
LOT WIDTH	50 FT. MIN.	112 FEET
LOT AREA	9,000 SF. MIN. / 100,000 MAX.	39,125 SF.
LOT COVERAGE	75% MAX.	73.5% MAX.
MINIMUM LANDSCAPE AREA	5% MAX.	8.7% MAX.
BUILDING PLACEMENT		
A PRIMARY STREET SETBACK ①	10 FT. MIN./ 15 FT. MAX	25'-6"
B SECONDARY STREET SETBACK	10 FT. MIN.	10'-0"
C INTERIOR SIDE SETBACK ② ADJACENT TO RESIDENTIAL	15 FT. MIN. / 10 FT. MIN.	10'-0"
D SIDE ABOVE THE 5TH STORY	30 FT. MIN.	30'-0"
E REAR SETBACK	10 FT. MIN.	10'-0"
F REAR ABOVE THE 5TH STORY	30 FT. MIN.	30'-0"
G BLDG. FRONTAGE ON PRIMARY STREETS	75% MIN.	84.49%
BUILDING SIZE AND HEIGHT		
MIN. HEIGHT PRIMARY STREET	2 STORIES OR 1 STORY 30 FT. HIGH	8 STORIES (SE-5 BLDG. LENGTH / 19 PROPERTY LENGTH AT PRIMARY ST.= 84.49%)
BASE BUILDING HEIGHT LIMIT	5 STORIES	8 STORIES
MAXIMUM HEIGHT LIMIT	8 STORIES	8 STORIES
DENSITY		
BASE DENSITY	18 DU/AC	N/A
MAX DENSITY	50 DU/AC	N/A
CIVIC OPEN SPACE REQUIREMENTS		
SITES GREATER THAN 40,000 SQFT.	5%	7.5%
ALL SITES EXCEEDING BASE DENSITY OR BASE HEIGHT LIMIT	7.5%	7.5%

① SIDE LOT LINES FACING STREETS ARE REGULATED BY FRONT SETBACK REQUIREMENTS.
② ALL LIGHT AND AIR SHAFTS SHALL BE PROVIDED WITHIN THE LOT.

TABLE 32-369(f) DIMENSIONAL REQUIREMENTS FOR STOREFRONTS				
	DIMENSION	MINIMUM	MAXIMUM	PROVIDED
A	BUILDING SETBACK	VARIES BY SUBDISTRICT (SEE SETBACKS ON TABLE 32-786(a))		
B	STOREFRONT WIDTH	70%	100%	74% (205 LINEAR FEET OF STOREFRONT / 268 LINEAR FT. OF WALL TYP.)
C	STOREFRONT BASE	1 FOOT	3 FEET	1'-0"
D	GLAZING HEIGHT	8 FOOT	NO MAX.	11'-0"
E	GLAZING AREA	(SEE GLAZING AREA CALCULATIONS TABLE ON THIS SHEET)		
ALLOWABLE SETBACK ENCROACHMENT OF ELEMENTS				
F	AWNING PROJECTION	3 FEET	2 FEET FROM CURB	3'-0"
G	PEDESTRIAN BLADE SIGN PROJECTION	N/A	4 FEET	N/A

TABLE 32-369(h) DIMENSIONAL REQUIREMENTS FOR PEDESTRIAN WALKWAYS			
SUBDISTRICT		REQUIRED	PROVIDED
TRANSIT CORE	PRIMARY STREET	10 FEET	10 FEET
TRANSIT CORE	SECONDARY STREET	8 FEET	8 FEET

GLAZING AREA CALCULATIONS				
ELEVATION	TOTAL AREA	GLAZING AREA PROVIDED	PERCENTAGE
SOUTH -FRONT (PRIMARY STREET) SE 5TH STREET	1071 L X 14H = 8,847 SF. AREA	6,638 SF.	75.0%
NORTH -SIDE (SECONDARY STREET) SE 5TH STREET	363.1 L X 14H = 5,083 SF. AREA	4,073 SF.	80.0%
EAST -SIDE (SECONDARY STREET) SE 5TH STREET	246.1 L X 14H = 3,214 SF. AREA	1,673.8 SF.	73.0%
WEST -SIDE (REAR) ADJACENT PROPERTY	42.1 L X 14H = 591 SF. AREA	234 SF.	40.0%
GROUND FLOOR GLAZING TO BE TRANSPARENT. TRANSPARENT GLAZING TRANSMITS AT LEAST 50% OF VISIBLE DAYLIGHT.			

SITE STATISTICS:

ZONING:
CENTRAL RAC, TRANSIT CORE SUB-DISTRICT

SITE AREA:
SITE AREA: +/- 39,125 SF. (0.9 ACRES)

BUILDING HEIGHT:
MAXIMUM HEIGHT LIMIT ALLOWED = 8 STORIES
HEIGHT PROVIDED = 8 STORIES
(99'-8" TO TOP OF ROOF)

LOT COVERAGE:
PERMITTED: 75% MAX.
PROVIDED: 73.5% OF LOT AREA
(28,841 SF. FOOTPRINT/39,125 SF. SITE= .735 = 73.5%)

BUILDING FRONTAGE ON PRIMARY STREETS:
REQUIRED: 75% MIN.
PROVIDED: 100%

FUTURE ANTICIPATED OCCUPANT LOAD:
793 OCCUPANTS
(79,860 GROSS SF./100 SF. PER OCCUPANT= 793)

BUILDING AREAS:

	GROSS AREAS:	NET AREAS:
GROUND FLOOR:	19,073 SF.	16,793 SF.
SECOND FLOOR:	346 SF.	N/A (PARKING ONLY)
THIRD FLOOR:	346 SF.	N/A (PARKING ONLY)
FOURTH FLOOR:	346 SF.	N/A (PARKING ONLY)
FIFTH FLOOR:	9,504 SF.	7,540 SF.
SIXTH FLOOR:	9,415 SF.	7,595 SF.
SEVENTH FLOOR:	9,415 SF.	7,134 SF.
EIGHTH FLOOR:	9,415 SF.	7,134 SF.
TOTALS:	79,860 SF.	56,400 SF. (EXCLUDES ELEVATOR, STAIRS, COMMON AREAS, MECHANICAL AND ELECTRICAL ROOMS)

PARKING:

OFFICE PARKING REQUIRED 1 SPACE PER 300 SQFT.

TOTAL PARKING REQUIRED = 188 SPACES
(56,400 SF. NET / 300 = 188 REQUIRED SPACES)

TOTAL PARKING PROVIDED = 191 SPACES (INCLUDING 3 HANDICAP SPACES)

BICYCLE PARKING:

BICYCLE PARKING PROVIDED = 1 SPACE PER EVERY 20 VEHICULAR PARKING SPACES = 10 SPACES

LANDSCAPE AREA:

REQUIRED: 5% OF SITE AREA = 1,951 SQFT.
PROVIDED: 17% OF SITE AREA = 6,843 SQFT.

CIVIC SPACE:
REQUIRED: 7.5% OF SITE = 2,935 SQFT.
PROVIDED: 7.8% OF SITE = 3,155 SQFT.

4 STREET FURNITURE ELEMENTS REQUIRED AND PROVIDED: ONE BENCH PER 300 SQFT. OF AREA (8 BENCHES), ONE BICYCLE RACK WITH NO LESS THAN FOUR SPACES, ONE TRASH RECEPTACLE AND ONE PET CLEAN UP STATION.

SETBACKS:
PRIMARY STREET SETBACK:
REQUIRED: 10' MIN./15' MAX.
PROVIDED: 25'-6" (DUE TO GREEN CIVIC SPACE)

SECONDARY SIDE SETBACK:
REQUIRED: 10' MIN.
PROVIDED: 10'-0"

INTERIOR SIDE SETBACK:
REQUIRED: 0' MIN. OR 10' MIN. TO AN EXISTING BLDG.
PROVIDED: 10'-0" TO AN EXISTING BLDG.

SIDE ABOVE THE 5TH STORY:
REQUIRED: 10' MIN.
PROVIDED: 10'-0"

REAR SETBACK:
REQUIRED: 10' MIN.
PROVIDED: 10'-0"

REAR ABOVE THE 5TH STORY:
REQUIRED: 30' MIN.
PROVIDED: 30'-0"

STREET TREES:
REQUIRED/PROVIDED: UNIFORMLY SPACED AT NO GREATER THAN 25' ON CENTER AND PLANTED IN THE PUBLIC RIGHT-OF-WAY

* SPACE RESERVED FOR REVIEWING AUTHORITY

Drawn by: M.U. | Proj. Mgr.: M.U.
File: FRIDAY/HALANDALE | Job. Capt.: M.U.

PETER CORRALES
LICENSE NO. AA-0002519

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REVISIONS:
1 DRC COMMENTS 09-09-15
2 DRC COMMENTS 09-28-15

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2320 ravenna blvd. 33432
ft. lauderdale, fl. 954.367.1848 / 954.395.8700
corporation no. AA-0002519
license no. AR-0009229

Project: BEACON HALLANDALE
OFFICE BUILDING
SE 4TH AVENUE AND SE 9TH STREET
IN
CITY OF HALLANDALE BEACH, FL.
PREPARED FOR
HAMPTON COMPANY

SHEET TITLE: SITE PLAN
Sheet No.: A-1
Project No.: 16023
Date: 11.10.2015

APPENDIX B: LINK DATA (BROWARD COUNTY MPO)

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

			2013					2013				2035					2035			
			Design	Daily Conditions				Peak Hour Conditions				Design	Daily Conditions				Peak Hour Conditions			
ID	N/S Roadway	Segment	Code	AADT	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS	Code	Volume	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS
795	NE 6 Ave	N of Dixie Hwy	264	8300	13320	0.62	D	789	1197	0.66	D	264	11940	13320	0.90	D	1134	1197	0.95	D
797	NE 6 Ave	N of Prospect Rd	264	7300	13320	0.55	D	694	1197	0.58	D	264	12015	13320	0.90	D	1141	1197	0.95	D
799	NE 6 Ave	N of Commercial Blvd	464	11000	29160	0.38	C	1045	2628	0.40	C	464	13957	29160	0.48	D	1326	2628	0.50	D
801	NE 6 Ave	N of NE 56 St	264	3600	13320	0.27	C	342	1197	0.28	C	264	5682	13320	0.43	C	540	1197	0.45	C
1101	NW 6 Ave	N of Atlantic Blvd	264	8000	13320	0.60	D	760	1197	0.63	D	264	10272	13320	0.77	D	976	1197	0.81	D
803	NE 3 Ave	N of Copans Rd	264	9500	13320	0.71	D	903	1197	0.75	D	464	29568	29160	1.01	E	2809	2628	1.07	F
805	NE 3 Ave	N of Sample Rd	264	10500	13320	0.79	D	998	1197	0.83	D	464	25073	29160	0.86	D	2382	2628	0.91	D
807	NE 3 Ave	N of NE 48 St	264	8400	13320	0.63	D	798	1197	0.67	D	464	19476	29160	0.67	D	1850	2628	0.70	D
1057	NE 3 Ave	N of NE 54 St / SW 15 St	264	8400	13320	0.63	D	798	1197	0.67	D	464	18600	29160	0.64	D	1767	2628	0.67	D
809	Natura Blvd	N of SE 10 St	464	7200	29160	0.25	C	684	2628	0.26	C	464	11240	29160	0.39	C	1068	2628	0.41	C
811	Dixie Hwy/ 21 Ave	N of Dade C L	463	8400	34992	0.24	C	798	3154	0.25	C	463	14012	34992	0.40	C	1331	3154	0.42	C
813	Dixie Hwy/ 21 Ave	N of Hndle Bch Blvd	463	9700	34992	0.28	C	922	3154	0.29	C	463	16576	34992	0.47	D	1575	3154	0.50	D
815	Dixie Hwy/ 21 Ave	N of Pembroke Rd	463	10900	34992	0.31	C	1036	3154	0.33	C	463	18329	34992	0.52	D	1741	3154	0.55	D
817	Dixie Hwy/ 21 Ave	N of Hollywood Blvd	463	10100	34992	0.29	C	960	3154	0.30	C	463	15753	34992	0.45	D	1497	3154	0.47	D
819	Dixie Hwy/ 21 Ave	N of Sheridan St	464	5000	29160	0.17	C	475	2628	0.18	C	464	6883	29160	0.24	C	654	2628	0.25	C
1049	Dixie Hwy/ 21 Ave	N of Phippen Rd	264	3200	13320	0.24	C	304	1197	0.25	C	264	4986	13320	0.37	C	474	1197	0.40	C
821	SE 3 Ave	N of SE 17 St	432	7100	32400	0.22	C	675	2920	0.23	C	432	15877	32400	0.49	D	1508	2920	0.52	D
823	SE 3 Ave	N of Davie Blvd	432	12000	32400	0.37	C	1140	2920	0.39	C	432	22048	32400	0.68	D	2095	2920	0.72	D
825	SE 3 Ave	N of SE 7 St-CBD	432	21000	32400	0.65	D	1995	2920	0.68	D	432	29020	32400	0.90	D	2757	2920	0.94	D
827	NE 3 Ave	N of Broward Blvd-CBD	432	21000	32400	0.65	D	1995	2920	0.68	D	432	23194	32400	0.72	D	2203	2920	0.75	D
829	NE 3 Ave	N of NE 6 St	432	11900	32400	0.37	C	1131	2920	0.39	C	432	25110	32400	0.77	D	2385	2920	0.82	D
831	NE 4 Ave/Wilton Dr	N of Sunrise Blvd	432	17900	32400	0.55	D	1701	2920	0.58	D	432	28216	32400	0.87	D	2681	2920	0.92	D
833	Dixie Hwy	N of Oakland Pk Blvd	432	21500	32400	0.66	D	2043	2920	0.70	D	432	28500	32400	0.88	D	2708	2920	0.93	D
835	Dixie Hwy	N of NE 38 St	422	23500	39800	0.59	C	2233	3580	0.62	C	422	32998	39800	0.83	C	3135	3580	0.88	C
837	Dixie Hwy	N of Commercial Blvd	422	19300	39800	0.48	C	1834	3580	0.51	C	422	25751	39800	0.65	C	2446	3580	0.68	C
839	Dixie Hwy	N of McNab Rd	633	20800	60000	0.35	B	1976	5400	0.37	B	633	29555	60000	0.49	C	2808	5400	0.52	C
841	Dixie Hwy	N of Pompano Park Pl	432	24000	32400	0.74	D	2280	2920	0.78	D	432	29049	32400	0.90	D	2760	2920	0.94	D
843	Dixie Hwy	N of Atlantic Blvd	432	24000	32400	0.74	D	2280	2920	0.78	D	432	30723	32400	0.95	D	2919	2920	1.00	D
845	Dixie Hwy	N of NW 15 St	422	24000	39800	0.60	C	2280	3580	0.64	C	422	33485	39800	0.84	C	3181	3580	0.89	C
847	Dixie Hwy	N of Copans Rd	422	19900	39800	0.50	C	1891	3580	0.53	C	422	26116	39800	0.66	C	2481	3580	0.69	C
849	Dixie Hwy	N of Sample Rd	422	22000	39800	0.55	C	2090	3580	0.58	C	422	18075	39800	0.45	C	1717	3580	0.48	C
851	Dixie Hwy	N of NE 48 St	422	17800	39800	0.45	C	1691	3580	0.47	C	422	25804	39800	0.65	C	2451	3580	0.68	C
853	Dixie Hwy	N of SW 10 St	422	11100	39800	0.28	C	1055	3580	0.29	C	422	14146	39800	0.36	C	1344	3580	0.38	C
855	Dixie Hwy	N of Hillsboro Blvd	422	15000	37810 r	0.40	C	1425	3401 r	0.42	C	422	35754	37810 r	0.95	C	3397	3401 r	1.00	D
857	NE 15 Ave	N of Las Olas Blvd	264	12500	13320	0.94	D	1188	1197	0.99	D	264	12789	13320	0.96	D	1215	1197	1.01	E
859	NE 15 Ave	N of Broward Blvd	264	4700	13320	0.35	C	447	1197	0.37	C	264	6095	13320	0.46	C	579	1197	0.48	C
861	NE 15 Ave	N of NE 6 St	264	9900	13320	0.74	D	941	1197	0.79	D	264	11465	13320	0.86	D	1089	1197	0.91	D
863	NE 15 Ave	N of Sunrise Blvd	464	13000	29160	0.45	C	1235	2628	0.47	D	464	24214	29160	0.83	D	2300	2628	0.87	D
865	NE 15 Ave	N of NE 13 St	464	12200	29160	0.42	C	1159	2628	0.44	C	464	15937	29160	0.55	D	1514	2628	0.58	D
1045	NE 15 Ave	N of NE 18 St	264	12200	13320	0.92	D	1159	1197	0.97	D	264	13899	13320	1.04	E	1320	1197	1.10	F
1105	NE 16 Ave	N of Oakland Pk Blvd	264	4300	13320	0.32	C	409	1197	0.34	C	264	6188	13320	0.46	C	588	1197	0.49	C
867	Cypress Rd /18 Av	N of Floranada Rd	264	13500	13320	1.01	E	1283	1197	1.07	F	264	17137	13320	1.29	F	1628	1197	1.36	F
869	Cypress Rd /18 Av	N of Commercial Blvd	464	13500	29160	0.46	D	1283	2628	0.49	D	464	23502	29160	0.81	D	2233	2628	0.85	D
871	Cypress Rd /18 Av	N of NE 62 St	464	17000	29160	0.58	D	1615	2628	0.61	D	464	30377	29160	1.04	E	2886	2628	1.10	F
873	NE 5 Ave / 1 St / 2 Ave	N of Atlantic Blvd	264	3300	13320	0.25	C	314	1197	0.26	C	264	5779	13320	0.43	C	549	1197	0.46	C
875	NE 11 Ave	N of Atlantic Blvd	264	4700	13320	0.35	C	447	1197	0.37	C	264	6197	13320	0.47	C	589	1197	0.49	C
1107	SW 3 Ave (Deerfield Bc	N of SW 10 St	464	5800	29160	0.20	C	551	2628	0.21	C	464	10108	29160	0.35	C	960	2628	0.36	C
1167	SE 2 Ave (Deerfield Bch	N of SE 10 St	264	5100	13320	0.38	C	485	1197	0.40	C	264	9382	13320	0.70	D	891	1197	0.74	D

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

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

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

			2013					2013				2035					2035			
			Design	Daily Conditions				Peak Hour Conditions					Daily Conditions				Peak Hour Conditions			
ID	E/W Roadway	Segment	Code	AADT	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS	Code	Volume	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS
1118	Honey Hill Rd	E of SW 148 Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	474	17131	35820	0.48	C	1627	3222	0.50	C
1120	Honey Hill Rd	E of Flamingo Rd	264	10500	13320	0.79	D	998	1197	0.83	D	264	15839	13320	1.19	F	1505	1197	1.26	F
2	Bass Crk Rd	E of SW 184 Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	464	1803	29160	0.06	C	171	2628	0.06	C
1152	Bass Crk Rd	E of SW 172 Ave	264	7200	13320	0.54	D	684	1197	0.57	D	464	3234	29160	0.11	C	307	2628	0.12	C
4	Bass Crk Rd	E of Dykes Rd	264	5700	13320	0.43	C	542	1197	0.45	C	464	10696	29160	0.37	C	1016	2628	0.39	C
6	County Line Rd	E of University Dr	422	25700	37810 r	0.68	C	2442	3401 r	0.72	C	422	25762	37810 r	0.68	C	2447	3401 r	0.72	C
8	County Line Rd	E of FTPK	422	32000	37810 r	0.85	C	3040	3401 r	0.89	C	422	23326	37810 r	0.62	C	2216	3401 r	0.65	C
10	County Line Rd	E of SR 7	264	16000	13320	1.20	F	1520	1197	1.27	F	264	15966	13320	1.20	F	1517	1197	1.27	F
1046	County Line Rd	E of SW 48 Ave	464	7600	29160	0.26	C	722	2628	0.27	C	464	13793	29160	0.47	D	1310	2628	0.50	D
12	County Line Rd	E of SW 40 Ave	264	7600	13320	0.57	D	722	1197	0.60	D	264	10019	13320	0.75	D	952	1197	0.79	D
1124	SW 11 St	E of I-95	264	800	13320	0.06	C	76	1197	0.06	C	264	3331	13320	0.25	C	316	1197	0.26	C
14	Miramar Pkwy	E of SW 196 Ave	474	3400	35820	0.09	C	323	3222	0.10	C	474	7006	35820	0.20	C	666	3222	0.21	C
18	Miramar Pkwy	E of SW 184 Ave	422	18000	37810 r	0.48	C	1710	3401 r	0.50	C	422	36737	37810 r	0.97	D	3490	3401 r	1.03	F
20	Miramar Pkwy	E of SW 172 Ave	622	44000	56905 r	0.77	C	4180	5121 r	0.82	C	622	44652	56905 r	0.78	C	4242	5121 r	0.83	C
22	Miramar Pkwy	E of SW 160 Ave	622	65000	56905 r	1.14	F	6175	5121 r	1.21	F	622	41440	56905 r	0.73	C	3937	5121 r	0.77	C
24	Miramar Pkwy	E of I-75	622	83500	59900	1.39	F	7933	5390	1.47	F	622	55918	59900	0.93	C	5312	5390	0.99	D
26	Miramar Pkwy	E of SW 148 Ave	622	50500	59900	0.84	C	4798	5390	0.89	C	622	51948	59900	0.87	C	4935	5390	0.92	C
28	Miramar Pkwy	E of SW 136 Ave	622	50500	59900	0.84	C	4798	5390	0.89	C	622	50947	59900	0.85	C	4840	5390	0.90	C
30	Miramar Pkwy	E of Flamingo Rd	622	32000	59900	0.53	C	3040	5390	0.56	C	622	56660	59900	0.95	C	5383	5390	1.00	D
32	Miramar Pkwy	E of Red Rd	622	36000	59900	0.60	C	3420	5390	0.63	C	622	48488	59900	0.81	C	4606	5390	0.85	C
34	Miramar Pkwy	E of Palm Ave	422	37500	39800	0.94	C	3563	3580	0.99	D	422	37880	39800	0.95	C	3599	3580	1.01	F
36	Miramar Pkwy	E of Douglas Rd	422	34500	39800	0.87	C	3278	3580	0.92	C	422	43278	39800	1.09	F	4111	3580	1.15	F
38	Miramar Pkwy	E of University Dr	422	29000	39800	0.73	C	2755	3580	0.77	C	422	43416	39800	1.09	F	4125	3580	1.15	F
40	Hndle Bch Blvd	E of SR 7	422	25000	39800	0.63	C	2375	3580	0.66	C	422	49929	39800	1.25	F	4743	3580	1.32	F
42	Hndle Bch Blvd	E of I-95	622	66053	59900	1.10	F	6275	5390	1.16	F	622	74948	59900	1.25	F	7120	5390	1.32	F
44	Hndle Bch Blvd	E of US 1	622	39500	59900	0.66	C	3753	5390	0.70	C	622	48788	49300	0.99	D	4635	5390	0.86	C
46	Hndle Bch Blvd	E of Diplomat Pkwy	622	35000	59900	0.58	C	3325	5390	0.62	C	622	38146	59900	0.64	C	3624	5390	0.67	C
1000	Monarch Lakes Blvd	N of Miramar Pkwy	464	5300	29160	0.18	C	504	2628	0.19	C	464	17766	29160	0.61	D	1688	2628	0.64	D
1002	Miramar Blvd	E of Flamingo Rd	264	5400	13320	0.41	C	513	1197	0.43	C	264	5482	13320	0.41	C	521	1197	0.43	C
1004	Miramar Blvd	E of Red Rd	264	5400	13320	0.41	C	513	1197	0.43	C	264	4276	13320	0.32	C	406	1197	0.34	C
1006	Miramar Blvd	E of Hiatus Rd	264	6000	13320	0.45	C	570	1197	0.48	C	464	16385	29160	0.56	D	1557	2628	0.59	D
50	Miramar Blvd	E of Palm Ave	464	33000	29160	1.13	F	3135	2628	1.19	F	464	22869	29160	0.78	D	2173	2628	0.83	D
52	Miramar Blvd	E of Douglas Rd	264	9000	13320	0.68	D	855	1197	0.71	D	264	11212	13320	0.84	D	1065	1197	0.89	D
56	Pembroke Rd	E of US 27	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
58	Pembroke Rd	E of SW 196 Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
60	Pembroke Rd	E of SW 184 Ave	264	7800	13320	0.59	D	741	1197	0.62	D	422	20444	37810 r	0.54	C	1942	3401 r	0.57	C
966	Pembroke Rd	E of SW 172 Ave	264	8800	13320	0.66	D	836	1197	0.70	D	422	27370	37810 r	0.72	C	2600	3401 r	0.76	C
1154	Pembroke Rd	E of SW 160 Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	422	34625	37810 r	0.92	C	3289	3401 r	0.97	D
968	Pembroke Rd	E of SW 145 Ave	422	25500	37810 r	0.67	C	2423	3401 r	0.71	C	422	43149	37810 r	1.14	F	4099	3401 r	1.20	F
62	Pembroke Rd	E of SW 136 Ave	422	25500	37810 r	0.67	C	2423	3401 r	0.71	C	422	43932	37810 r	1.16	F	4174	3401 r	1.23	F
64	Pembroke Rd	E of Flamingo Rd	422	26500	39800	0.67	C	2518	3580	0.70	C	422	39550	39800	0.99	D	3757	3580	1.05	F
66	Pembroke Rd	E of Hiatus Rd	422	32500	39800	0.82	C	3088	3580	0.86	C	422	31208	39800	0.78	C	2965	3580	0.83	C
68	Pembroke Rd	E of Palm Ave	422	28500	39800	0.72	C	2708	3580	0.76	C	422	33142	39800	0.83	C	3148	3580	0.88	C
70	Pembroke Rd	E of Douglas Rd	422	33000	39800	0.83	C	3135	3580	0.88	C	622	54407	59900	0.91	C	5169	5390	0.96	C
72	Pembroke Rd	E of University Dr	622	40000	59900	0.67	C	3800	5390	0.70	C	622	51290	59900	0.86	C	4873	5390	0.90	C
74	Pembroke Rd	E of SW 68 Ave	422	43500	39800	1.09	F	4133	3580	1.15	F	622	49235	59900	0.82	C	4677	5390	0.87	C
1050	Pembroke Rd	E of SW 62 Ave	622	41500	59900	0.69	C	3943	5390	0.73	C	622	51220	59900	0.86	C	4866	5390	0.90	C
76	Pembroke Rd	E of SR 7	622	40500	59900	0.68	C	3848	5390	0.71	C	622	55694	59900	0.93	C	5291	5390	0.98	D
78	Pembroke Rd	E of I-95	432	37000	32400	1.14	F	3515	2920	1.20	F	432	49205	32400	1.52	F	4674	2920	1.60	F
80	NE 9 St	E of US 1	264	9300	13320	0.70	D	884	1197	0.74	D	264	9957	13320	0.75	D	946	1197	0.79	D
1048	NE 9 St	E of Atlantic Shores	264	9300	13320	0.70	D	884	1197	0.74	D	264	9803	13320	0.74	D	931	1197	0.78	D

APPENDIX C: INTERSECTION TURNING MOVEMENT VOLUME DATA

SE 7TH STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: MARCELLO MINO-WILZEK
NOT SIGNALIZED

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

Site Code : 00160060
Start Date: 03/14/16
File I.D. : 7STR_US1
Page : 1

ALL VEHICLES

	US 1 From North				----- From East				US 1 From South				SE 7TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/14/16																	
07:00	0	0	235	0	0	0	0	0	0	0	0	0	0	0	0	0	235
07:15	0	0	241	0	0	0	0	0	0	0	0	0	0	0	0	5	246
07:30	0	0	335	0	0	0	0	0	0	0	0	0	0	0	0	0	335
07:45	0	0	381	1	0	0	0	0	0	0	0	0	0	0	0	4	386
Hr Total	0	0	1192	1	0	0	0	0	0	0	0	0	0	0	0	9	1202
08:00	0	0	356	4	0	0	0	0	0	0	0	0	0	0	0	2	362
08:15	0	0	436	2	0	0	0	0	0	0	0	0	0	0	0	4	442
08:30	0	0	450	1	0	0	0	0	0	0	0	0	0	0	0	4	455
08:45	0	0	487	2	0	0	0	0	0	0	0	0	0	0	0	4	493
Hr Total	0	0	1729	9	0	0	0	0	0	0	0	0	0	0	0	14	1752
* BREAK *																	
16:00	0	0	387	1	0	0	0	0	0	0	0	0	0	0	0	4	392
16:15	0	0	401	2	0	0	0	0	0	0	0	0	0	0	0	5	408
16:30	0	0	378	1	0	0	0	0	0	0	0	0	0	0	0	4	383
16:45	0	0	371	3	0	0	0	0	0	0	0	0	0	0	0	4	378
Hr Total	0	0	1537	7	0	0	0	0	0	0	0	0	0	0	0	17	1561
17:00	0	0	327	0	0	0	0	0	0	0	0	0	0	0	0	9	336
17:15	0	0	403	3	0	0	0	0	0	0	0	0	0	0	0	5	411
17:30	0	0	331	2	0	0	0	0	0	0	0	0	0	0	0	3	336
17:45	0	0	342	0	0	0	0	0	0	0	0	0	0	0	0	4	346
Hr Total	0	0	1403	5	0	0	0	0	0	0	0	0	0	0	0	21	1429
TOTAL	0	0	5861	22	0	0	0	0	0	0	0	0	0	0	0	61	5944

SE 7TH STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: MARCELLO MINO-WILZEK
NOT SIGNALIZED

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

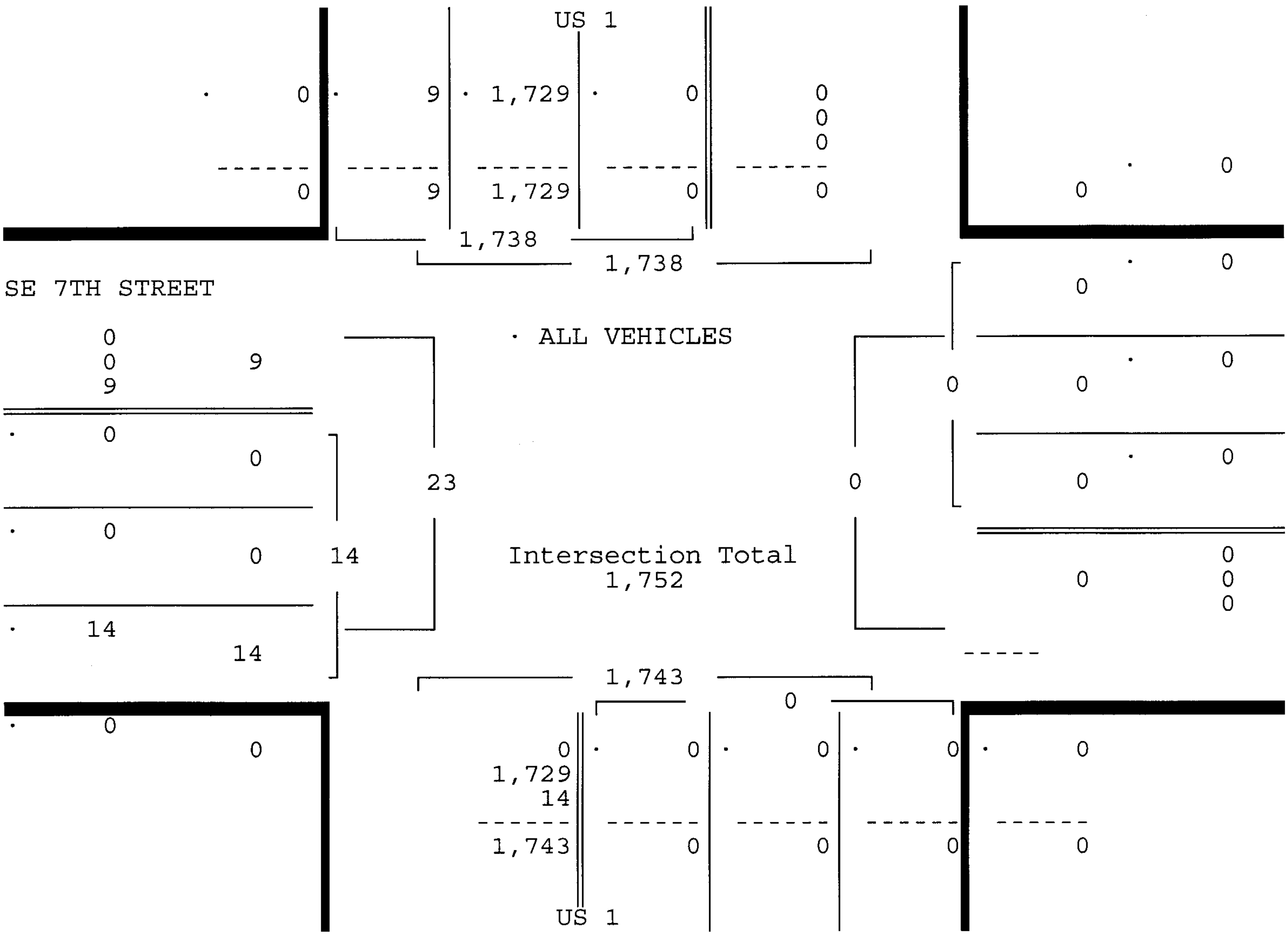
Site Code : 00160060
Start Date: 03/14/16
File I.D. : 7STR_US1

ALL VEHICLES

Date 03/14/16

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/14/16

	US 1 From North				----- From East				US 1 From South				SE 7TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Peak start	08:00				08:00				08:00				08:00				
Volume	0	0	1729	9	0	0	0	0	0	0	0	0	0	0	0	14	
Percent	0%	0%	99%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	
Pk total	1738				0				0				14				
Highest	08:45				07:00				07:00				08:15				
Volume	0	0	487	2	0	0	0	0	0	0	0	0	0	0	0	4	
Hi total	489				0				0				4				
PHF	.89				.0				.0				.88				



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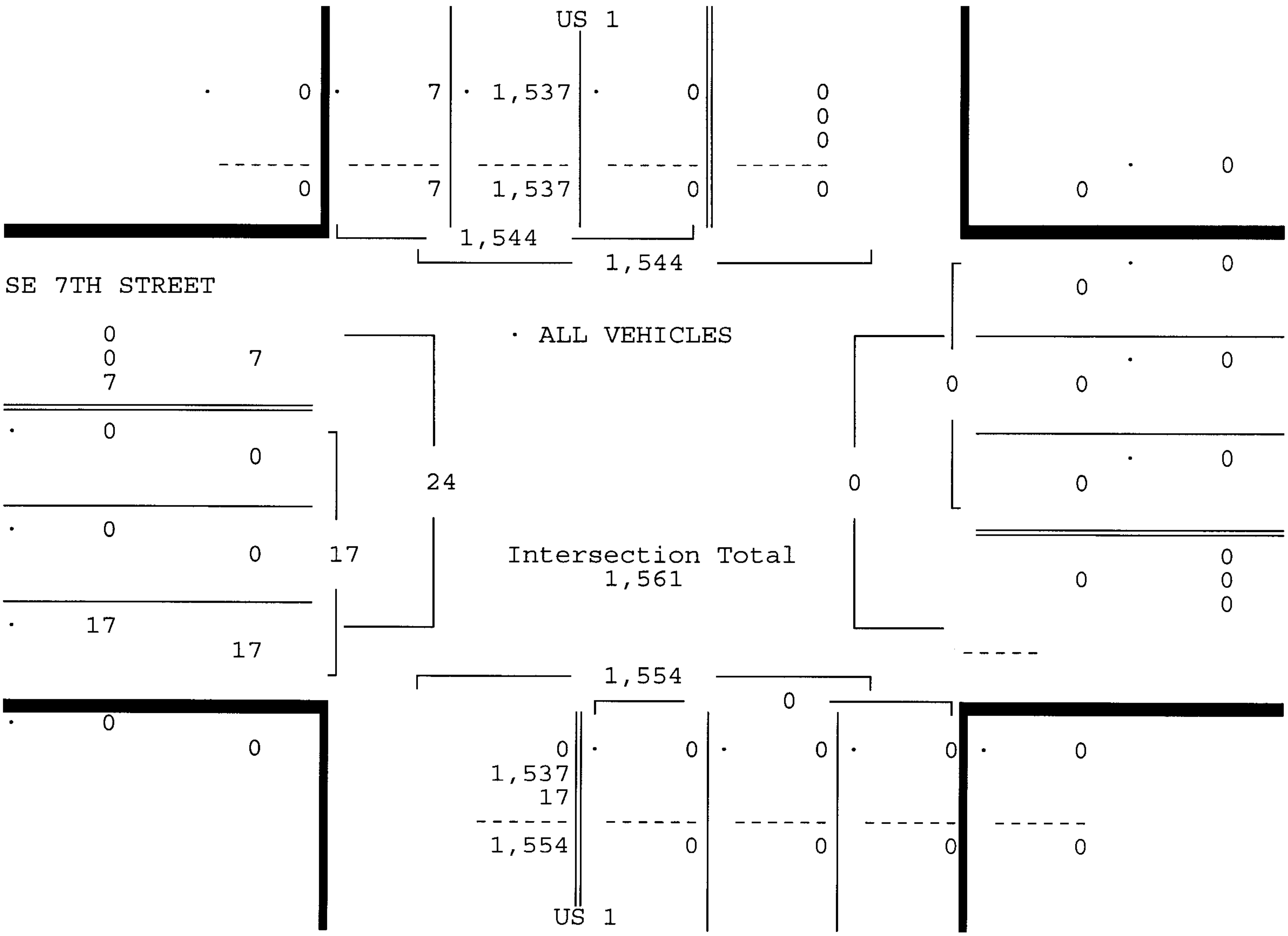
Phone (561) 272-3255

SE 7TH STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: MARCELLO MINO-WILZEK
NOT SIGNALIZED

Site Code : 00160060
Start Date: 03/14/16
File I.D. : 7STR_US1

ALL VEHICLES

	US 1 From North				----- From East				US 1 From South				SE 7TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/14/16																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/14/16																	
Peak start	16:00				16:00				16:00				16:00				
Volume	0	0	1537	7	0	0	0	0	0	0	0	0	0	0	0	17	
Percent	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	
Pk total	1544				0				0				17				
Highest	16:15				07:00				07:00				16:15				
Volume	0	0	401	2	0	0	0	0	0	0	0	0	0	0	0	5	
Hi total	403				0				0				5				
PHF	.96				.0				.0				.85				



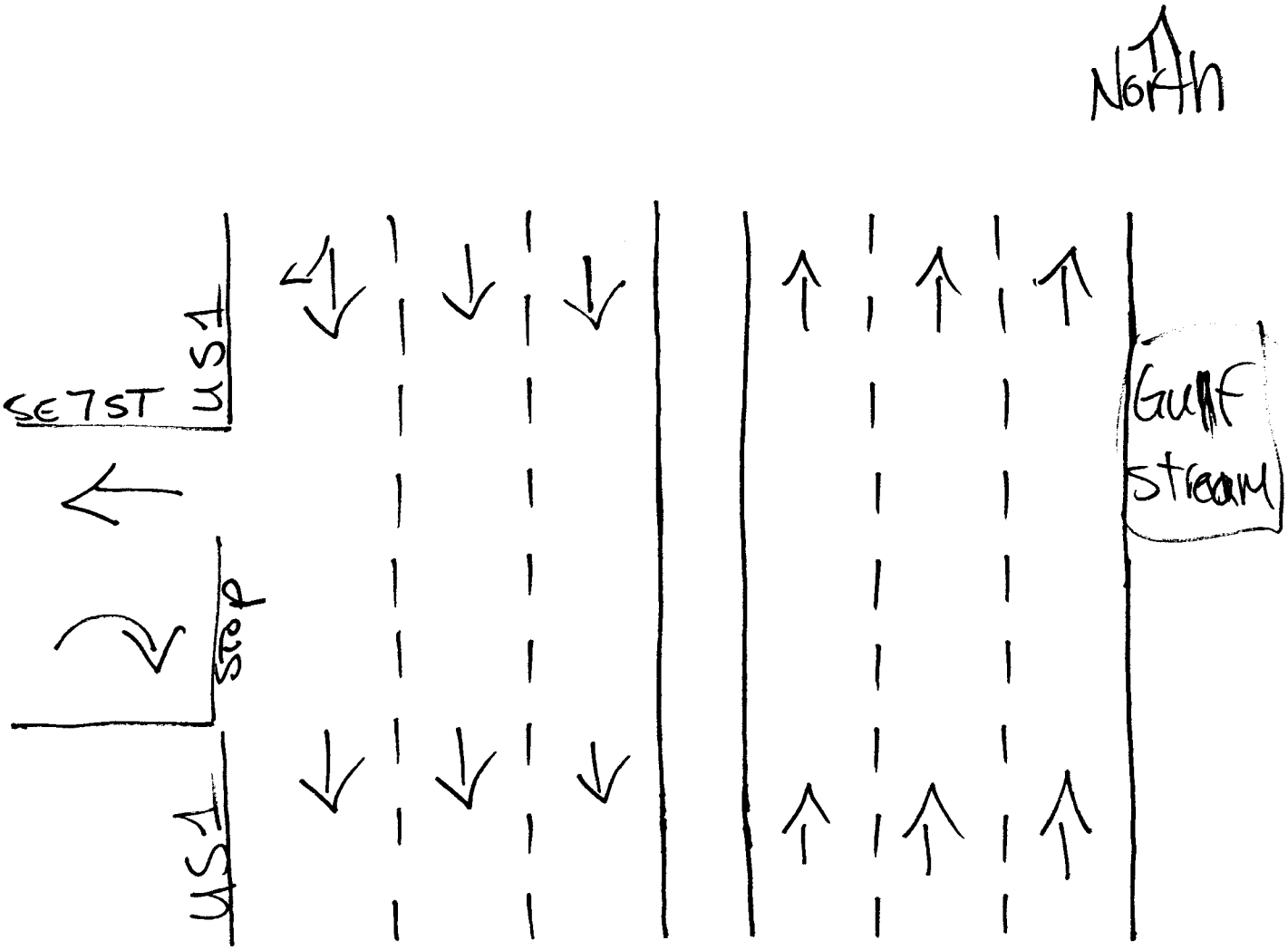
SE 7TH STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: MARCELLO MINO-WILZEK
NOT SIGNALIZED

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

Site Code : 00160060
Start Date: 03/14/16
File I.D. : 7STR_US1
Page : 1

PEDESTRIANS & BIKES

	US 1 From North				----- From East				US 1 From South				SE 7TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 03/14/16																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	4
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	5
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	7	8
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	6
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	15	19



Hallandale Beach, Florida
March 14, 2016
drawn by: Luis Palomino
not signalized

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

SE 8TH STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: R. MARTINEZ & I. GONZALEZ
NOT SIGNALIZED

Site Code : 00160060
Start Date: 03/14/16
File I.D. : 8STR_US1
Page : 1

ALL VEHICLES

	US 1 From North				----- From East				US 1 From South				SE 8TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/14/16																	
07:00	0	0	238	5	0	0	0	0	0	0	0	0	0	0	0	1	244
07:15	0	0	251	4	0	0	0	0	0	0	0	0	0	0	0	3	258
07:30	0	0	343	0	0	0	0	0	0	0	0	0	0	0	0	3	346
07:45	0	0	379	2	0	0	0	0	0	0	0	0	0	0	0	3	384
Hr Total	0	0	1211	11	0	0	0	0	0	0	0	0	0	0	0	10	1232
08:00	0	0	457	2	0	0	0	0	0	0	0	0	0	0	0	2	461
08:15	0	0	431	1	0	0	0	0	0	0	0	0	0	0	0	2	434
08:30	0	0	453	4	0	0	0	0	0	0	0	0	0	0	0	1	458
08:45	0	0	491	4	0	0	0	0	0	0	0	0	0	0	0	3	498
Hr Total	0	0	1832	11	0	0	0	0	0	0	0	0	0	0	0	8	1851
* BREAK *																	
16:00	0	0	391	5	0	0	0	0	0	0	0	0	0	0	0	3	399
16:15	0	0	416	7	0	0	0	0	0	0	0	0	0	0	0	4	427
16:30	0	0	386	8	0	0	0	0	0	0	0	0	0	0	0	3	397
16:45	0	0	377	4	0	0	0	0	0	0	0	0	0	0	0	4	385
Hr Total	0	0	1570	24	0	0	0	0	0	0	0	0	0	0	0	14	1608
17:00	0	0	400	7	0	0	0	0	0	0	0	0	0	0	0	5	412
17:15	0	0	382	9	0	0	0	0	0	0	0	0	0	0	0	5	396
17:30	0	0	408	6	0	0	0	0	0	0	0	0	0	0	0	7	421
17:45	0	0	378	4	0	0	0	0	0	0	0	0	0	0	0	3	385
Hr Total	0	0	1568	26	0	0	0	0	0	0	0	0	0	0	0	20	1614
TOTAL	0	0	6181	72	0	0	0	0	0	0	0	0	0	0	0	52	6305

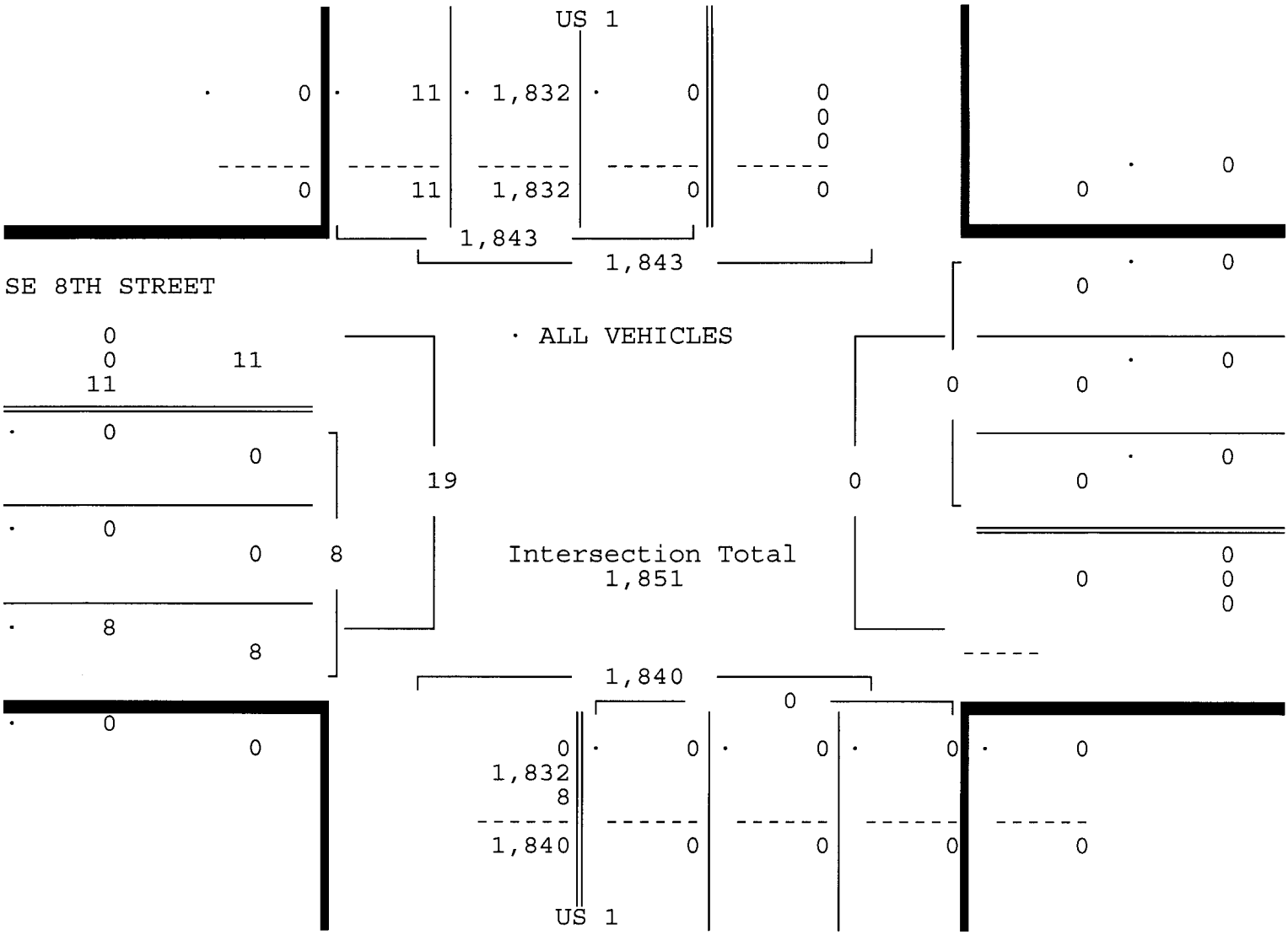
SE 8TH STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: R. MARTINEZ & I. GONZALEZ
NOT SIGNALIZED

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

Site Code : 00160060
Start Date: 03/14/16
File I.D. : 8STR_US1

ALL VEHICLES

	US 1 From North				----- From East				US 1 From South				SE 8TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/14/16																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/14/16																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	0	1832	11	0	0	0	0	0	0	0	0	0	0	0	8	
Percent	0%	0%	99%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	
Pk total	1843				0				0				8				
Highest	08:45				07:00				07:00				08:45				
Volume	0	0	491	4	0	0	0	0	0	0	0	0	0	0	0	3	
Hi total	495				0				0				3				
PHF	.93				.0				.0				.67				



SE 8TH STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: R. MARTINEZ & I. GONZALEZ
NOT SIGNALIZED

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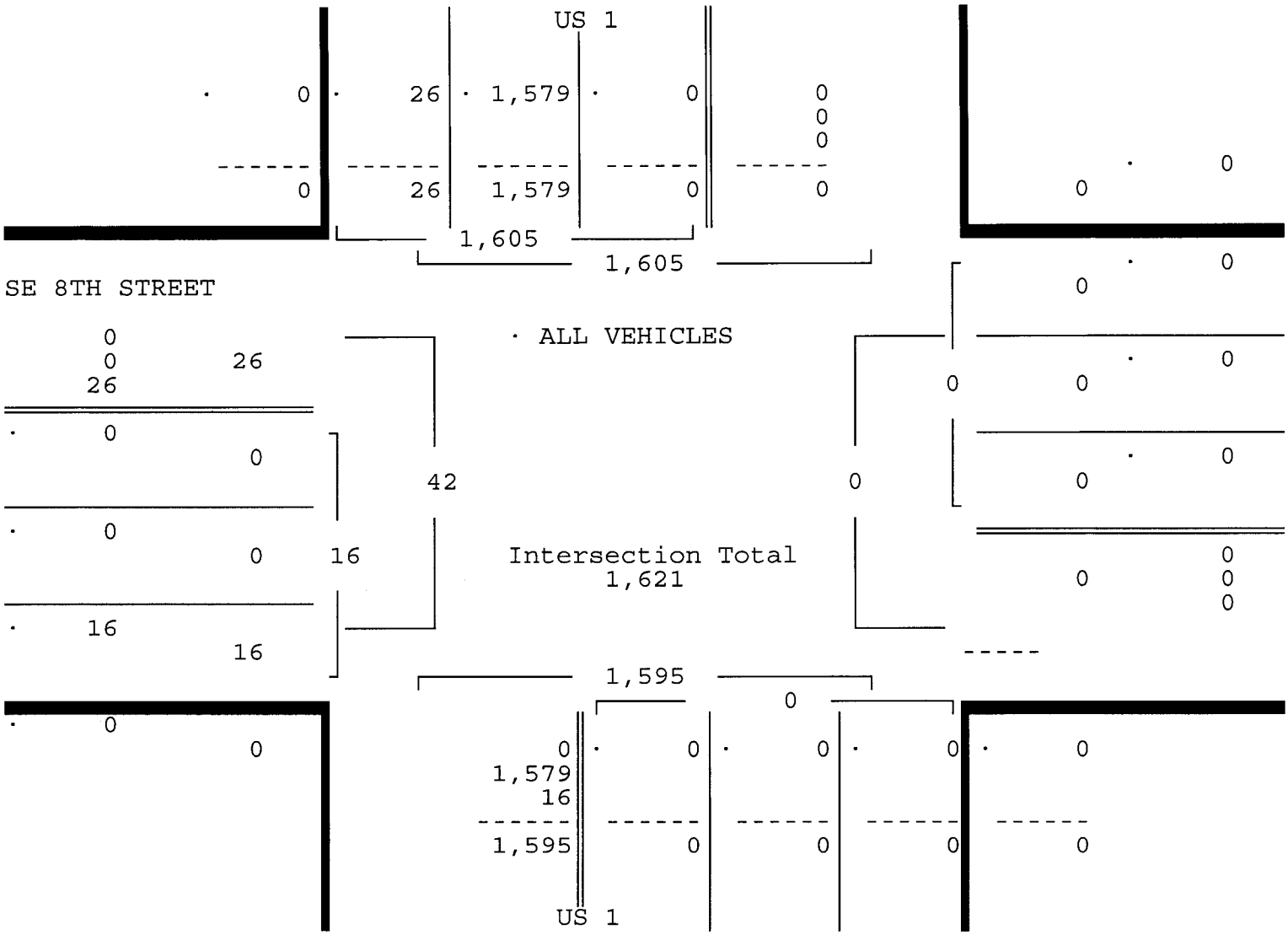
Start Date: 03/14/16
File I.D. : 8STR_US1

ALL VEHICLES

	US 1 From North				----- From East				US 1 From South				SE 8TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/14/16																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/14/16																	
Peak start 16:15					16:15				16:15				16:15				
Volume	0	0	1579	26	0	0	0	0	0	0	0	0	0	0	0	16	
Percent	0%	0%	98%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	
Pk total	1605				0				0				16				
Highest	16:15				07:00				07:00				17:00				
Volume	0	0	416	7	0	0	0	0	0	0	0	0	0	0	0	5	
Hi total	423				0				0				5				
PHF	.95				.0				.0				.80				



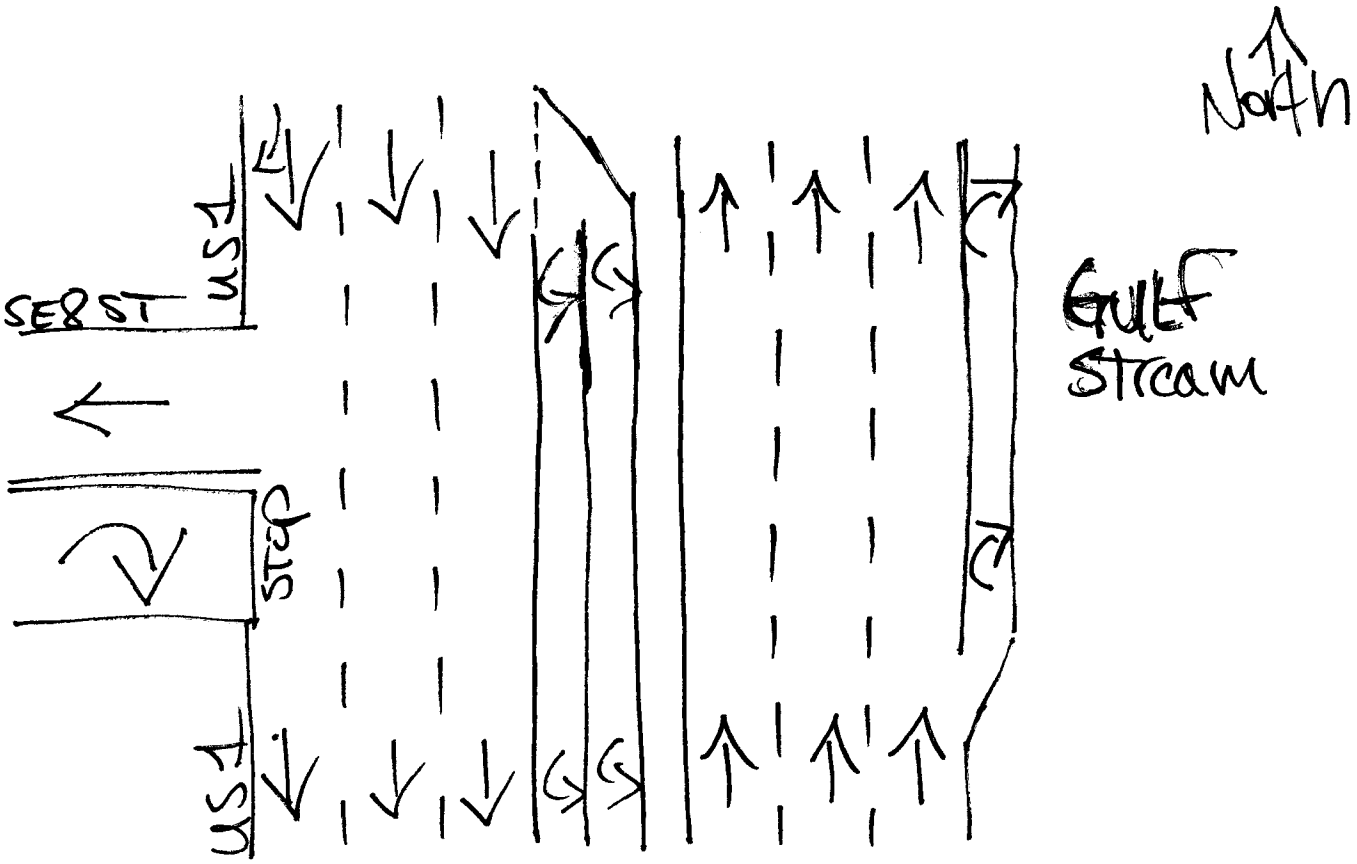
SE 8TH STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: R. MARTINEZ & I. GONZALEZ
NOT SIGNALIZED

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

Site Code : 00160060
Start Date: 03/14/16
File I.D. : 8STR_US1
Page : 1

PEDESTRIANS & BIKES

	US 1 From North				----- From East				US 1 From South				SE 8TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 03/14/16																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2	7
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	4
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	10
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	6
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	11	13
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4	6
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	10	15
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	28	45



Hallandale Beach, Florida
March 14, 2016
drawn by: Luis Palomino
not signalized

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

SE 8TH STREET & SE 4TH AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Site Code : 00160060
Start Date: 03/14/16
File I.D. : 8ST_4AVE
Page : 1

ALL VEHICLES

	----- From North				SE 8TH STREET From East				SE 4TH AVENUE From South				SE 8TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/14/16																	
07:00	0	0	0	0	0	0	4	0	0	0	0	1	0	0	0	0	5
07:15	0	0	0	0	0	0	5	0	0	0	0	0	0	0	3	0	8
07:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	1	5
07:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	1	6
Hr Total	0	0	0	0	0	0	11	0	0	1	0	1	0	0	9	2	24
08:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2	0	6
08:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	1	4
08:30	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
08:45	0	0	0	0	0	1	4	0	0	0	0	0	0	0	2	0	7
Hr Total	0	0	0	0	0	1	10	0	0	2	0	0	0	0	6	1	20
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	4	0	0	1	0	1	0	0	2	0	8
16:15	0	0	0	0	0	1	6	0	0	1	0	0	0	0	2	0	10
16:30	0	0	0	0	0	1	8	0	0	0	0	0	0	0	3	0	12
16:45	0	0	0	0	0	2	3	0	0	3	0	0	0	0	6	0	14
Hr Total	0	0	0	0	0	4	21	0	0	5	0	1	0	0	13	0	44
17:00	0	0	0	0	0	0	6	0	0	1	0	0	0	0	5	1	13
17:15	0	0	0	0	0	0	10	0	0	4	0	1	0	0	5	1	21
17:30	0	0	0	0	0	1	4	0	0	4	0	2	0	0	5	1	17
17:45	0	0	0	0	0	1	2	0	0	2	0	0	0	0	2	1	8
Hr Total	0	0	0	0	0	2	22	0	0	11	0	3	0	0	17	4	59
TOTAL	0	0	0	0	0	7	64	0	0	19	0	5	0	0	45	7	147

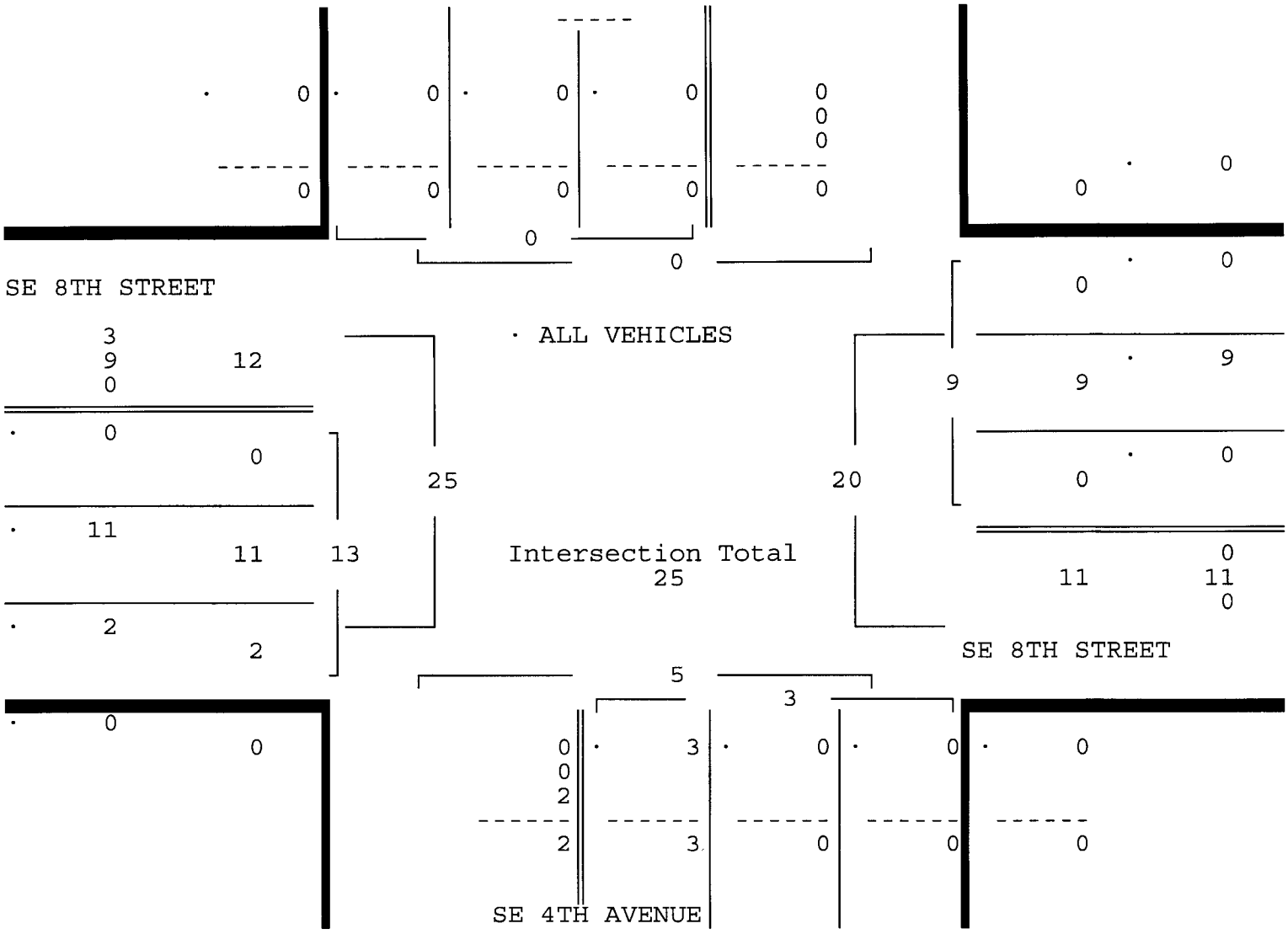
SE 8TH STREET & SE 4TH AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

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

Site Code : 00160060
Start Date: 03/14/16
File I.D. : 8ST_4AVE
Page : 2

ALL VEHICLES

	From North				SE 8TH STREET From East				SE 4TH AVENUE From South				SE 8TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/14/16																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/14/16																	
Peak start 07:15					07:15				07:15				07:15				
Volume	0	0	0	0	0	0	9	0	0	3	0	0	0	0	11	2	
Percent	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%	0%	85%	15%	
Pk total	0				9				3				13				
Highest	07:00				07:15				08:00				07:30				
Volume	0	0	0	0	0	0	5	0	0	2	0	0	0	0	3	1	
Hi total	0				5				2				4				
PHF	.0				.45				.38				.81				

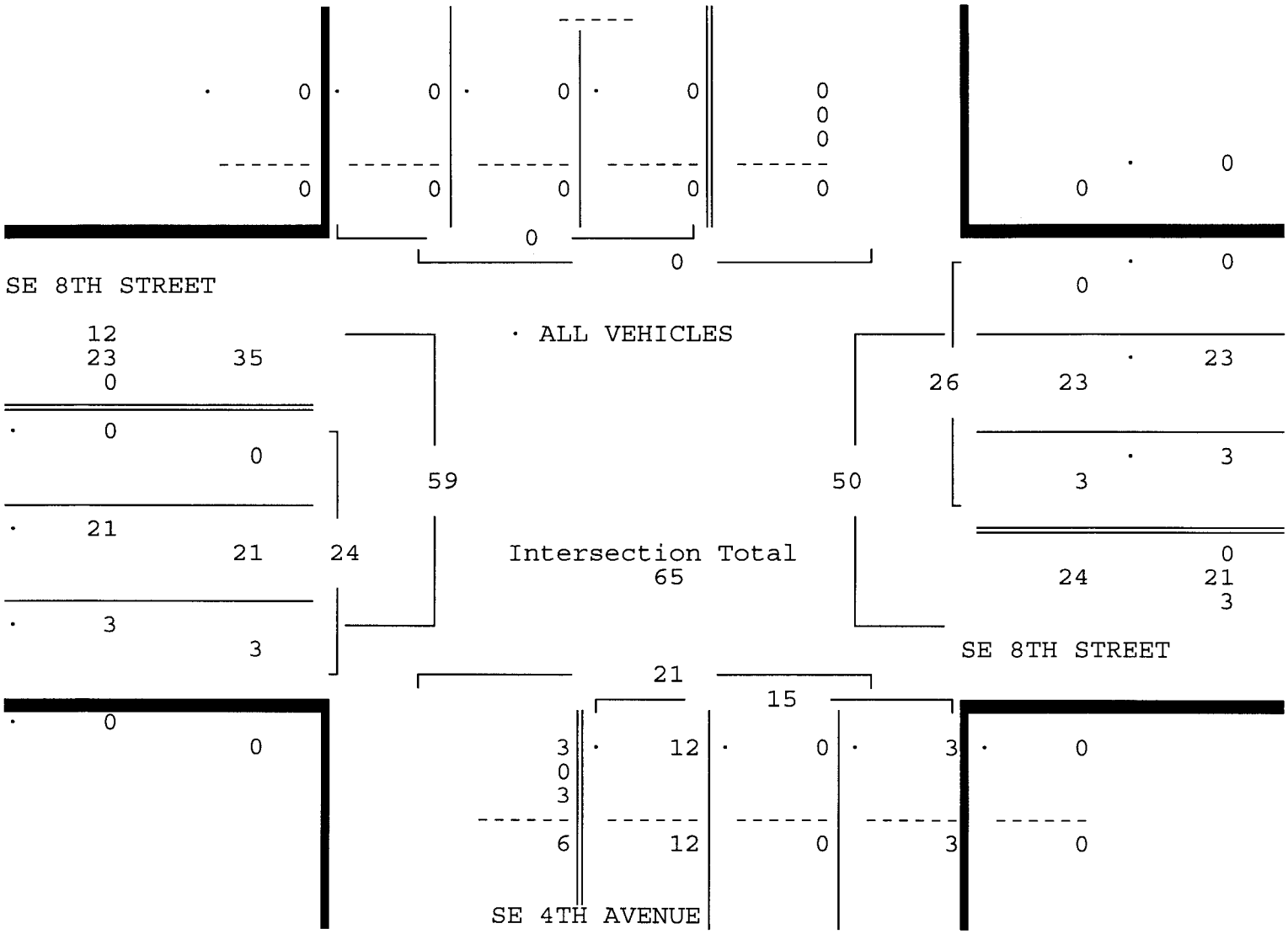


SE 8TH STREET & SE 4TH AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

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

ALL VEHICLES

	From North				SE 8TH STREET From East				SE 4TH AVENUE From South				SE 8TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/14/16																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/14/16																	
Peak start 16:45					16:45				16:45				16:45				
Volume	0	0	0	0	0	3	23	0	0	12	0	3	0	0	21	3	
Percent	0%	0%	0%	0%	0%	12%	88%	0%	0%	80%	0%	20%	0%	0%	88%	12%	
Pk total	0				26				15				24				
Highest	07:00				17:15				17:30				16:45				
Volume	0	0	0	0	0	0	10	0	0	4	0	2	0	0	6	0	
Hi total	0				10				6				6				
PHF	.0				.65				.62				1.00				



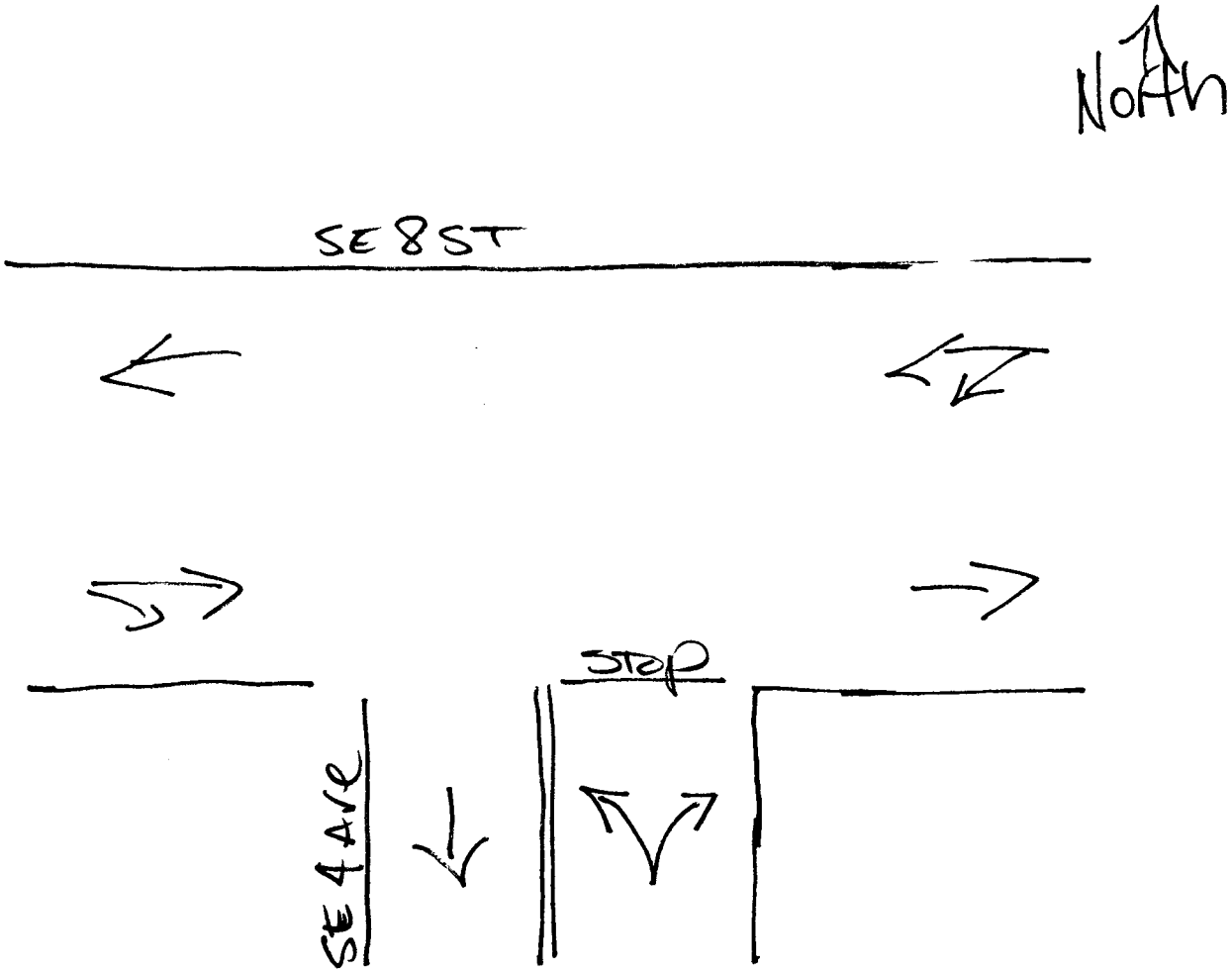
SE 8TH STREET & SE 4TH AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

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

Site Code : 00160060
Start Date: 03/14/16
File I.D. : 8ST_4AVE
Page : 1

PEDESTRIANS & BIKES

	----- From North				SE 8TH STREET From East				SE 4TH AVENUE From South				SE 8TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 03/14/16																	
07:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
Hr Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
---------- * BREAK * ----------																	
16:00	0	0	0	1	0	0	0	0	0	1	0	10	0	0	0	0	12
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hr Total	0	2	0	2	0	0	0	0	0	1	0	10	0	0	0	0	15
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Hr Total	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
TOTAL	0	2	0	2	0	0	0	0	0	4	0	15	0	0	0	0	23



Hallandale Beach, Florida
March 14, 2016
drawn by: Luis Palomino
not signalized

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

SE 9TH STREET & SE 4TH AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: A. PALOMINO & A. GUTIERREZ
NOT SIGNALIZED

Site Code : 00160060
Start Date: 03/14/16
File I.D. : 9ST_4AVE
Page : 1

ALL VEHICLES

	SE 4TH AVENUE From North				SE 9TH STREET From East				----- From South				SE 9TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/14/16																	
07:00	0	0	0	0	0	0	3	0	0	0	0	0	0	1	6	0	10
07:15	0	0	0	0	0	0	8	0	0	0	0	0	0	0	17	0	25
07:30	0	1	0	0	0	0	10	1	0	0	0	0	0	0	14	0	26
07:45	0	1	0	0	0	0	17	0	0	0	0	0	0	0	19	0	37
Hr Total	0	2	0	0	0	0	38	1	0	0	0	0	0	1	56	0	98
08:00	0	0	0	0	0	0	41	2	0	0	0	0	0	0	27	0	70
08:15	0	0	0	0	0	0	26	0	0	0	0	0	0	0	39	0	65
08:30	0	0	0	0	0	0	12	0	0	0	0	0	0	0	45	0	57
08:45	0	0	0	1	0	0	7	0	0	0	0	0	0	0	46	0	54
Hr Total	0	0	0	1	0	0	86	2	0	0	0	0	0	0	157	0	246
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	37	2	0	0	0	0	0	0	36	0	75
16:15	0	0	0	1	0	0	50	1	0	0	0	0	0	0	25	0	77
16:30	0	0	0	1	0	0	36	0	0	0	0	0	0	0	19	0	56
16:45	0	0	0	2	0	0	44	3	0	0	0	0	0	0	25	0	74
Hr Total	0	0	0	4	0	0	167	6	0	0	0	0	0	0	105	0	282
17:00	0	1	0	0	0	0	45	1	0	0	0	0	0	0	25	0	72
17:15	0	1	0	0	0	0	61	4	0	0	0	0	0	2	20	0	88
17:30	0	1	0	1	0	0	59	5	0	0	0	0	0	2	30	0	98
17:45	0	3	0	1	0	0	53	3	0	0	0	0	0	0	27	0	87
Hr Total	0	6	0	2	0	0	218	13	0	0	0	0	0	4	102	0	345
TOTAL	0	8	0	7	0	0	509	22	0	0	0	0	0	5	420	0	971

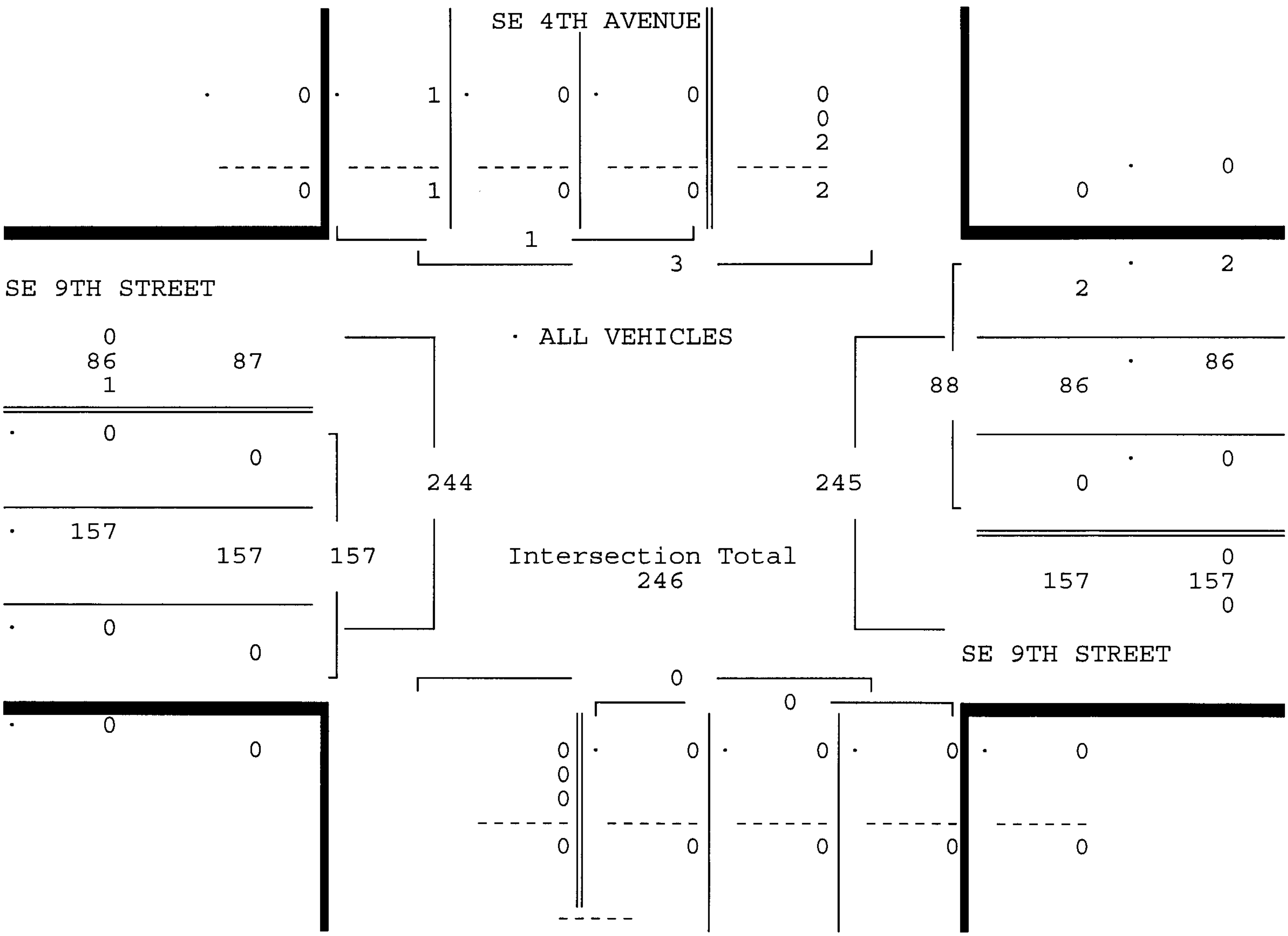
SE 9TH STREET & SE 4TH AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: A. PALOMINO & A. GUTIERREZ
NOT SIGNALIZED

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

Site Code : 00160060
Start Date: 03/14/16
File I.D. : 9ST_4AVE
Page : 2

ALL VEHICLES

	SE 4TH AVENUE From North				SE 9TH STREET From East				----- From South				SE 9TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/14/16																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/14/16																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	0	0	1	0	0	86	2	0	0	0	0	0	0	157	0	
Percent	0%	0%	0%	100%	0%	0%	98%	2%	0%	0%	0%	0%	0%	0%	100%	0%	
Pk total	1				88				0				157				
Highest	08:45				08:00				07:00				08:45				
Volume	0	0	0	1	0	0	41	2	0	0	0	0	0	0	46	0	
Hi total	1				43				0				46				
PHF	.25				.51				.0				.85				



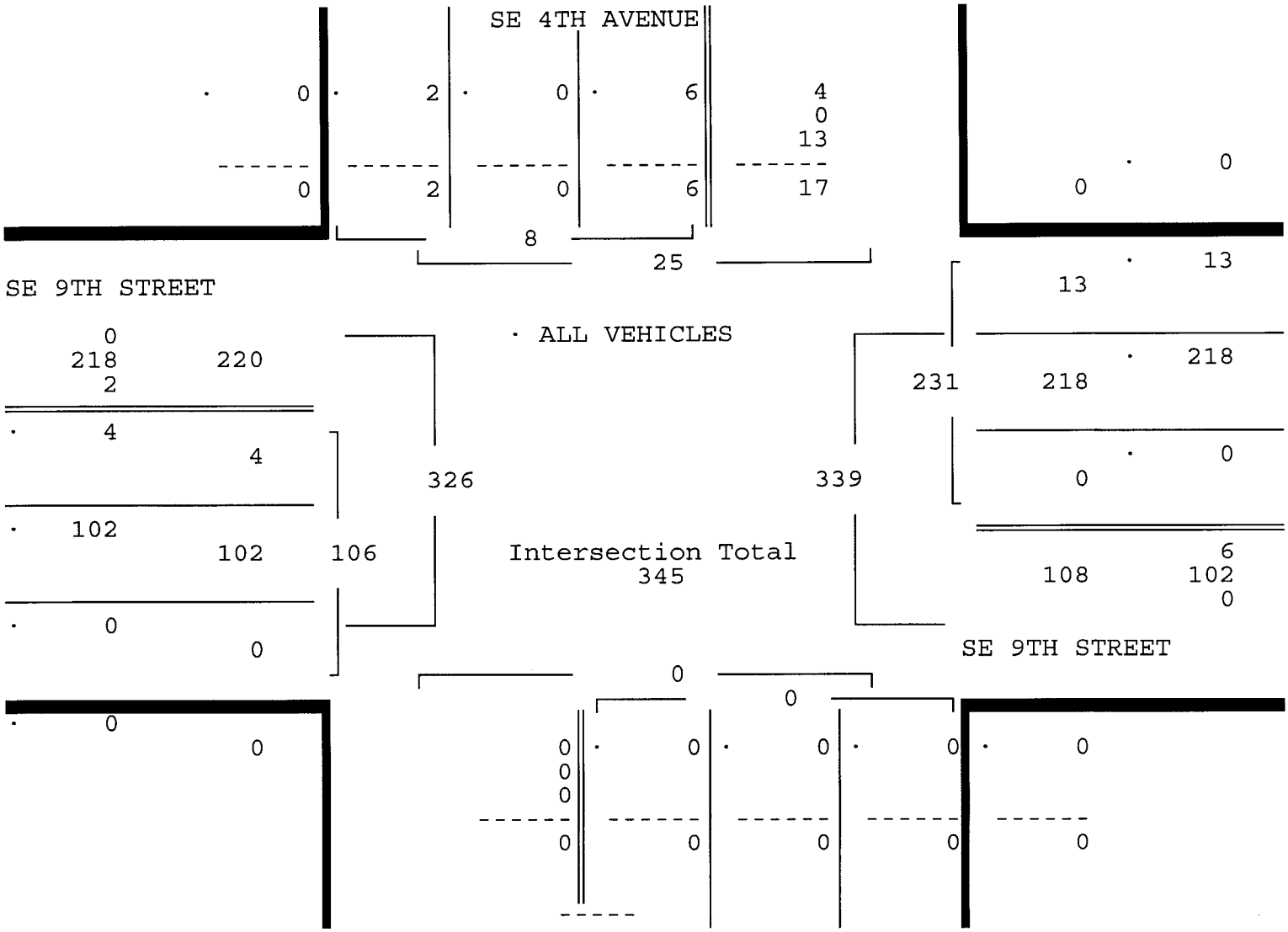
SE 9TH STREET & SE 4TH AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: A. PALOMINO & A. GUTIERREZ
NOT SIGNALIZED

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

Site Code : 00160060
Start Date: 03/14/16
File I.D. : 9ST_4AVE
Page : 3

ALL VEHICLES

	SE 4TH AVENUE From North				SE 9TH STREET From East				----- From South				SE 9TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/14/16																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/14/16																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	6	0	2	0	0	218	13	0	0	0	0	0	4	102	0	
Percent	0%	75%	0%	25%	0%	0%	94%	6%	0%	0%	0%	0%	0%	4%	96%	0%	
Pk total	8				231				0				106				
Highest	17:45				17:15				07:00				17:30				
Volume	0	3	0	1	0	0	61	4	0	0	0	0	0	2	30	0	
Hi total	4				65				0				32				
PHF	.50				.89				.0				.83				



Traffic Survey Specialists, Inc.
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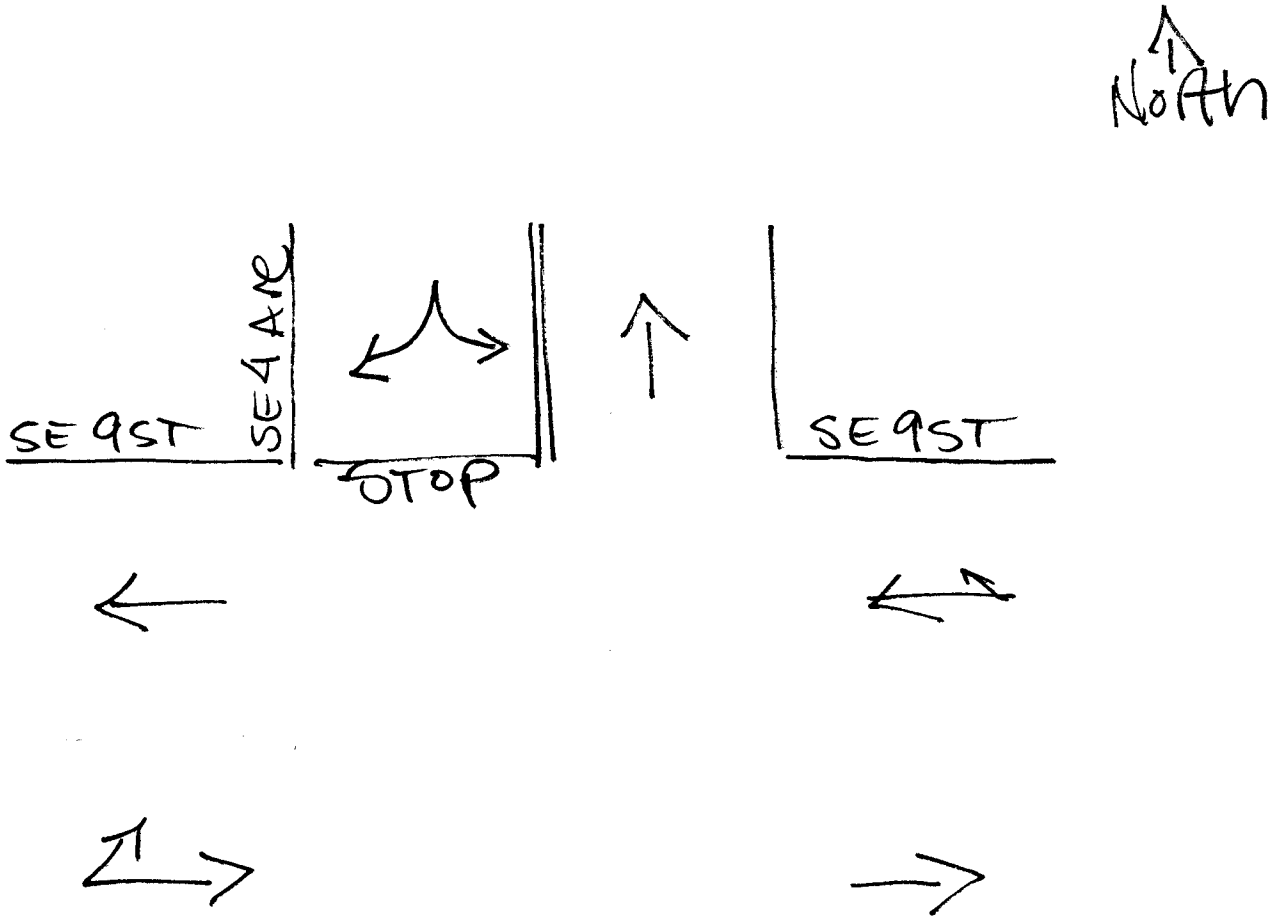
SE 9TH STREET & SE 4TH AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: A. PALOMINO & A. GUTIERREZ
NOT SIGNALIZED

Site Code : 00160060
Start Date: 03/14/16
File I.D. : 9ST_4AVE
Page : 1

PEDESTRIANS & BIKES

	SE 4TH AVENUE From North				SE 9TH STREET From East				----- From South				SE 9TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 03/14/16																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	0	9
08:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Hr Total	0	3	0	10	0	0	0	0	0	0	0	0	0	0	0	0	13
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Hr Total	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
17:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL	0	4	0	16	0	0	0	0	0	0	0	0	0	0	0	0	20



Hallandale Beach, Florida
March 14, 2016
drawn by: Luis Palomino
not signalized

SE 8TH STREET & OLD FEDERAL HIGHWAY
HALLANDALE BEACH, FLORIDA
COUNTED BY: SEBASTIAN SALVO
NOT SIGNALIZED

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

Site Code : 00160060
Start Date: 03/14/16
File I.D. : 8ST_OLDF
Page : 1

ALL VEHICLES

	OLD FEDERAL HIGHWAY From North				SE 8TH STREET From East				OLD FEDERAL HIGHWAY From South				SE 8TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/14/16																	
07:00	0	0	7	1	0	1	4	0	0	0	6	1	0	0	0	0	20
07:15	0	0	10	0	0	1	6	0	0	0	18	1	0	0	1	1	38
07:30	0	1	16	0	0	2	2	0	0	2	18	4	0	0	0	0	45
07:45	0	4	13	0	0	2	3	0	0	0	42	2	0	0	1	0	67
Hr Total	0	5	46	1	0	6	15	0	0	2	84	8	0	0	2	1	170
08:00	0	0	24	7	0	2	2	0	0	0	37	1	0	1	0	1	75
08:15	0	3	18	1	0	2	0	0	0	0	32	1	0	1	0	1	59
08:30	0	4	21	2	0	0	3	0	0	0	46	1	0	0	0	0	77
08:45	0	2	26	4	0	2	4	0	0	0	37	1	0	1	0	0	77
Hr Total	0	9	89	14	0	6	9	0	0	0	152	4	0	3	0	2	288
* BREAK *																	
16:00	0	0	58	1	0	3	0	0	0	0	59	4	0	0	0	0	125
16:15	0	1	40	0	0	2	2	3	0	2	64	3	0	0	1	0	118
16:30	0	2	54	2	0	4	2	0	0	2	62	3	0	0	1	0	132
16:45	0	1	51	3	0	2	2	1	0	0	60	4	0	1	0	0	125
Hr Total	0	4	203	6	0	11	6	4	0	4	245	14	0	1	2	0	500
17:00	0	2	63	2	0	0	6	0	0	1	54	2	0	1	4	0	135
17:15	0	2	61	5	0	5	5	2	0	1	87	5	0	4	1	1	179
17:30	0	3	47	0	0	5	1	0	0	0	71	5	0	2	1	0	135
17:45	0	5	64	1	0	4	3	1	0	1	68	4	0	1	0	0	152
Hr Total	0	12	235	8	0	14	15	3	0	3	280	16	0	8	6	1	601
TOTAL	0	30	573	29	0	37	45	7	0	9	761	42	0	12	10	4	1559

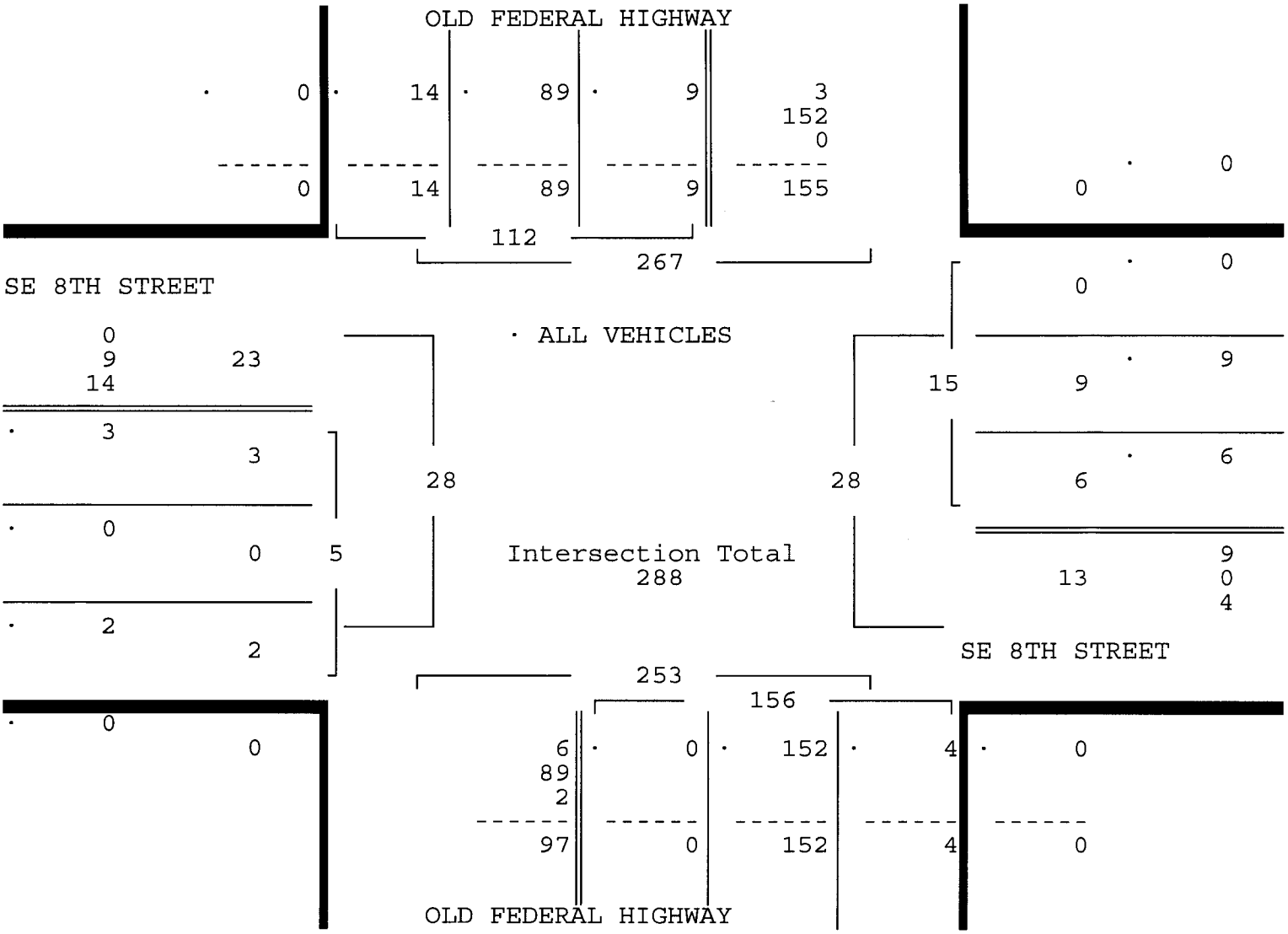
SE 8TH STREET & OLD FEDERAL HIGHWAY
HALLANDALE BEACH, FLORIDA
COUNTED BY: SEBASTIAN SALVO
NOT SIGNALIZED

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

Site Code : 00160060
Start Date: 03/14/16
File I.D. : 8ST_OLDF
Page : 2

ALL VEHICLES

	OLD FEDERAL HIGHWAY From North				SE 8TH STREET From East				OLD FEDERAL HIGHWAY From South				SE 8TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/14/16																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/14/16																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	9	89	14	0	6	9	0	0	0	152	4	0	3	0	2	
Percent	0%	8%	79%	12%	0%	40%	60%	0%	0%	0%	97%	3%	0%	60%	0%	40%	
Pk total	112				15				156				5				
Highest	08:45				08:45				08:30				08:00				
Volume	0	2	26	4	0	2	4	0	0	0	46	1	0	1	0	1	
Hi total	32				6				47				2				
PHF	.88				.62				.83				.62				



SE 8TH STREET & OLD FEDERAL HIGHWAY
HALLANDALE BEACH, FLORIDA
COUNTED BY: SEBASTIAN SALVO
NOT SIGNALIZED

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

Site Code : 00160060
Start Date: 03/14/16
File I.D. : 8ST_OLDF
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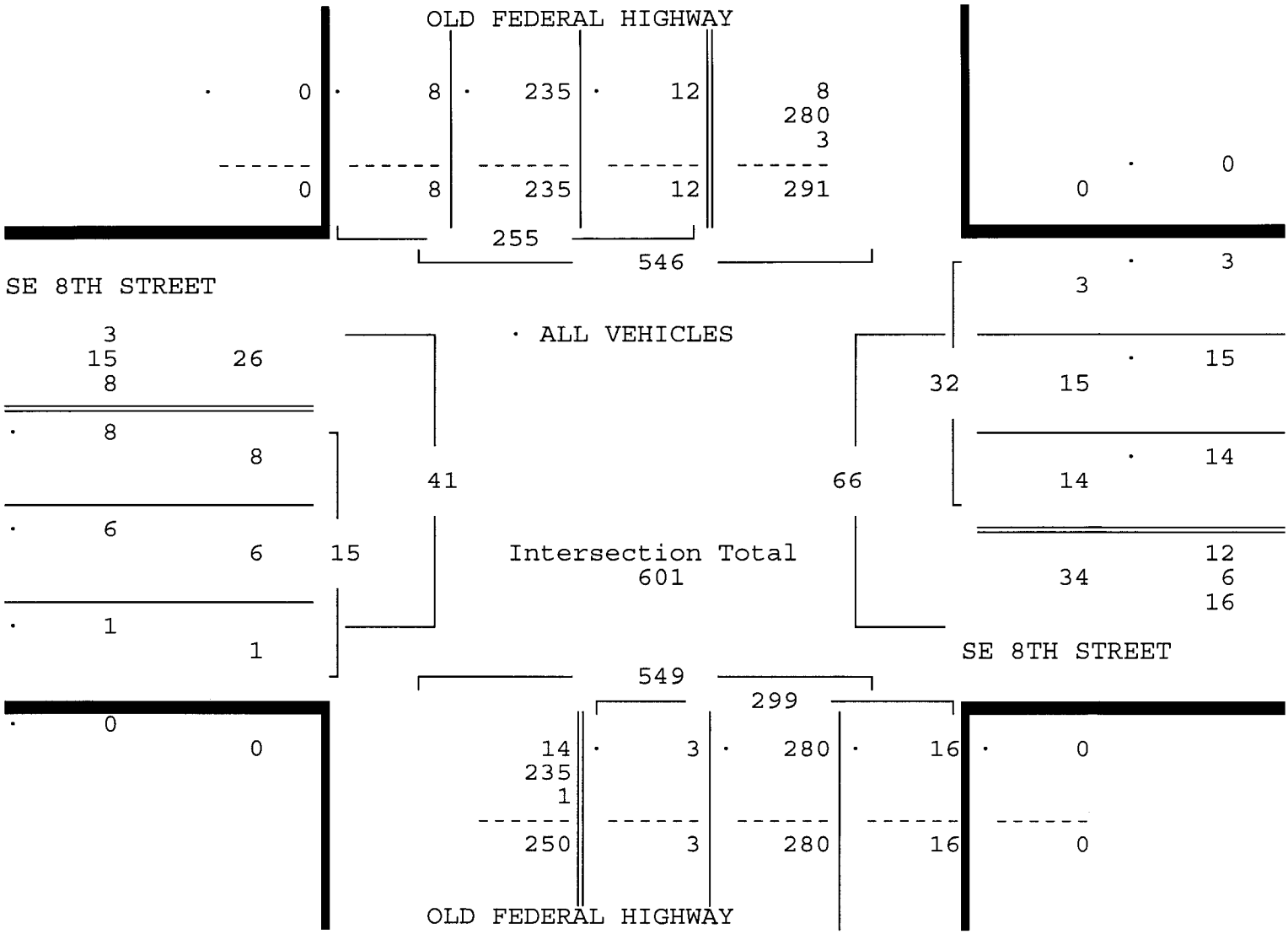
ALL VEHICLES

	OLD FEDERAL HIGHWAY From North				SE 8TH STREET From East				OLD FEDERAL HIGHWAY From South				SE 8TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/14/16																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/14/16																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	12	235	8	0	14	15	3	0	3	280	16	0	8	6	1	
Percent	0%	5%	92%	3%	0%	44%	47%	9%	0%	1%	94%	5%	0%	53%	40%	7%	
Pk total	255				32				299				15				
Highest	17:45				17:15				17:15				17:15				
Volume	0	5	64	1	0	5	5	2	0	1	87	5	0	4	1	1	
Hi total	70				12				93				6				
PHF	.91				.67				.80				.62				



SE 8TH STREET & OLD FEDERAL HIGHWAY
HALLANDALE BEACH, FLORIDA
COUNTED BY: SEBASTIAN SALVO
NOT SIGNALIZED

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

Site Code : 00160060
Start Date: 03/14/16
File I.D. : 8ST_OLDF
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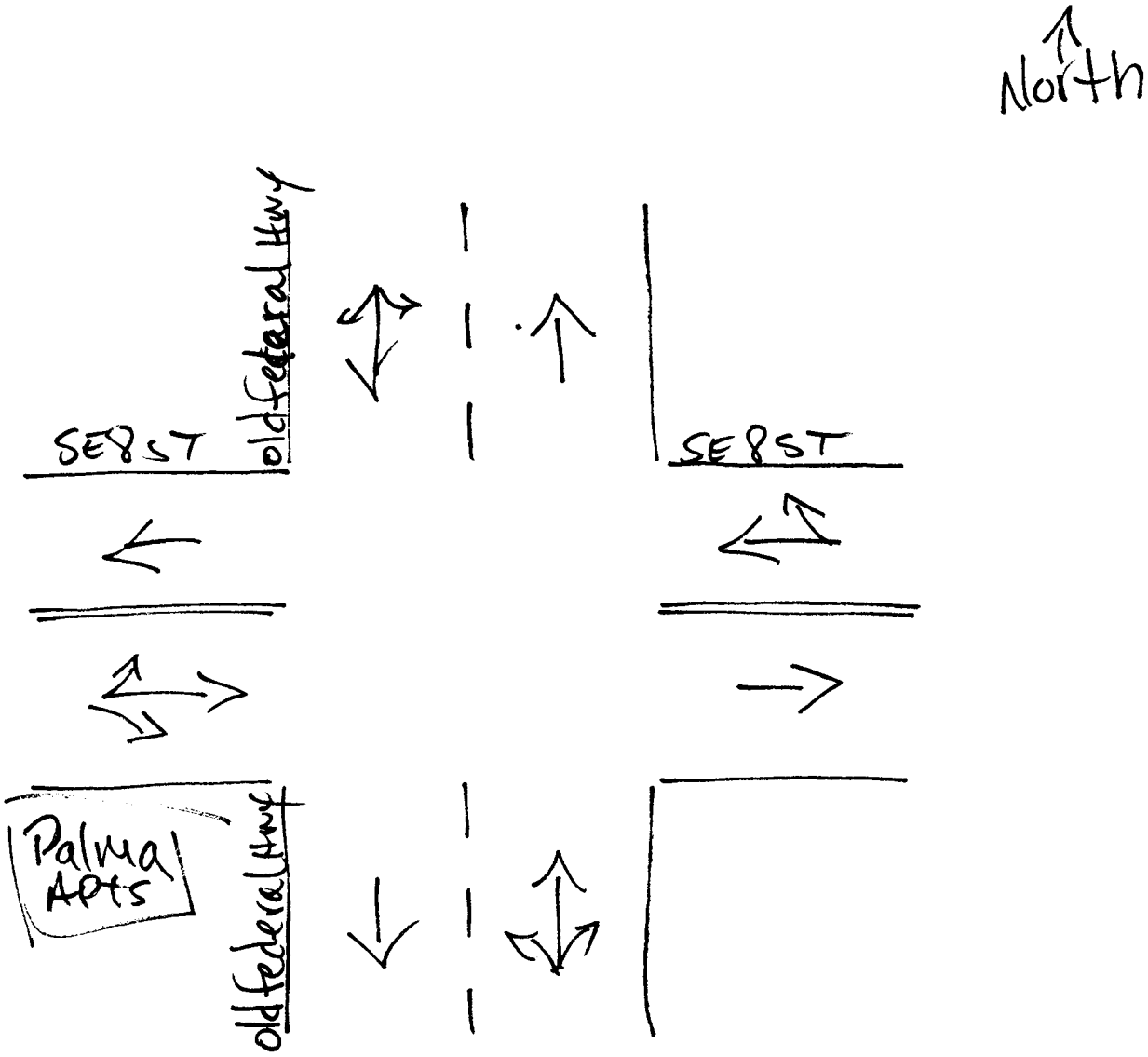
PEDESTRIANS & BIKES

	OLD FEDERAL HIGHWAY From North				SE 8TH STREET From East				OLD FEDERAL HIGHWAY From South				SE 8TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 03/14/16																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
08:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hr Total	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	5
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	3
16:45	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Hr Total	0	0	0	1	0	3	0	0	0	3	0	0	0	0	0	0	7
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
17:30	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
17:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	1	0	0	0	2	0	0	0	0	0	0	0	2	0	0	5
TOTAL	0	1	0	1	0	5	0	1	0	3	0	4	0	2	0	2	19



Hallandale Beach, Florida
March 14, 2016
drawn by: Luis Palomino
not signalized

SE 9TH STREET & OLD FEDERAL HIGHWAY
HALLANDALE BEACH, FLORIDA
COUNTED BY: DREW GONZALEZ
NOT SIGNALIZED

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

Site Code : 00160060
Start Date: 03/14/16
File I.D. : 9ST_OLDF
Page : 1

ALL VEHICLES

	OLD FEDERAL HIGHWAY From North				SE 9TH STREET From East				OLD FEDERAL HIGHWAY From South				SE 9TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/14/16																	
07:00	0	0	0	7	0	0	2	0	0	2	7	4	0	0	0	0	22
07:15	0	1	0	10	0	1	10	0	0	0	18	10	0	0	0	0	50
07:30	1	0	0	16	0	1	10	2	0	0	19	7	0	0	0	0	56
07:45	0	0	1	14	0	0	18	0	0	0	42	9	0	0	0	0	84
Hr Total	1	1	1	47	0	2	40	2	0	2	86	30	0	0	0	0	212
08:00	0	0	1	26	0	0	38	0	0	0	39	22	0	0	0	0	126
08:15	0	0	1	20	0	1	24	2	0	0	32	13	0	0	0	0	93
08:30	0	4	3	15	1	1	11	0	0	1	49	27	0	0	0	0	112
08:45	0	1	2	27	0	0	7	0	0	1	44	27	0	0	0	0	109
Hr Total	0	5	7	88	1	2	80	2	0	2	164	89	0	0	0	0	440
* BREAK *																	
16:00	0	3	4	46	0	0	31	2	0	9	64	14	0	0	0	0	173
16:15	0	0	2	35	0	0	33	4	0	4	63	10	0	0	0	0	151
16:30	0	2	5	47	0	0	33	2	0	4	69	10	0	0	0	0	172
16:45	0	1	2	51	0	0	39	0	0	4	64	15	0	0	0	0	176
Hr Total	0	6	13	179	0	0	136	8	0	21	260	49	0	0	0	0	672
17:00	0	2	4	52	0	0	37	4	0	4	56	8	0	0	0	0	167
17:15	0	3	1	60	0	0	43	3	0	5	94	14	0	0	0	0	223
17:30	0	0	7	41	0	0	47	6	0	4	70	13	0	0	0	0	188
17:45	0	2	8	62	0	0	58	2	0	3	76	12	0	0	0	0	223
Hr Total	0	7	20	215	0	0	185	15	0	16	296	47	0	0	0	0	801
TOTAL	1	19	41	529	1	4	441	27	0	41	806	215	0	0	0	0	2125

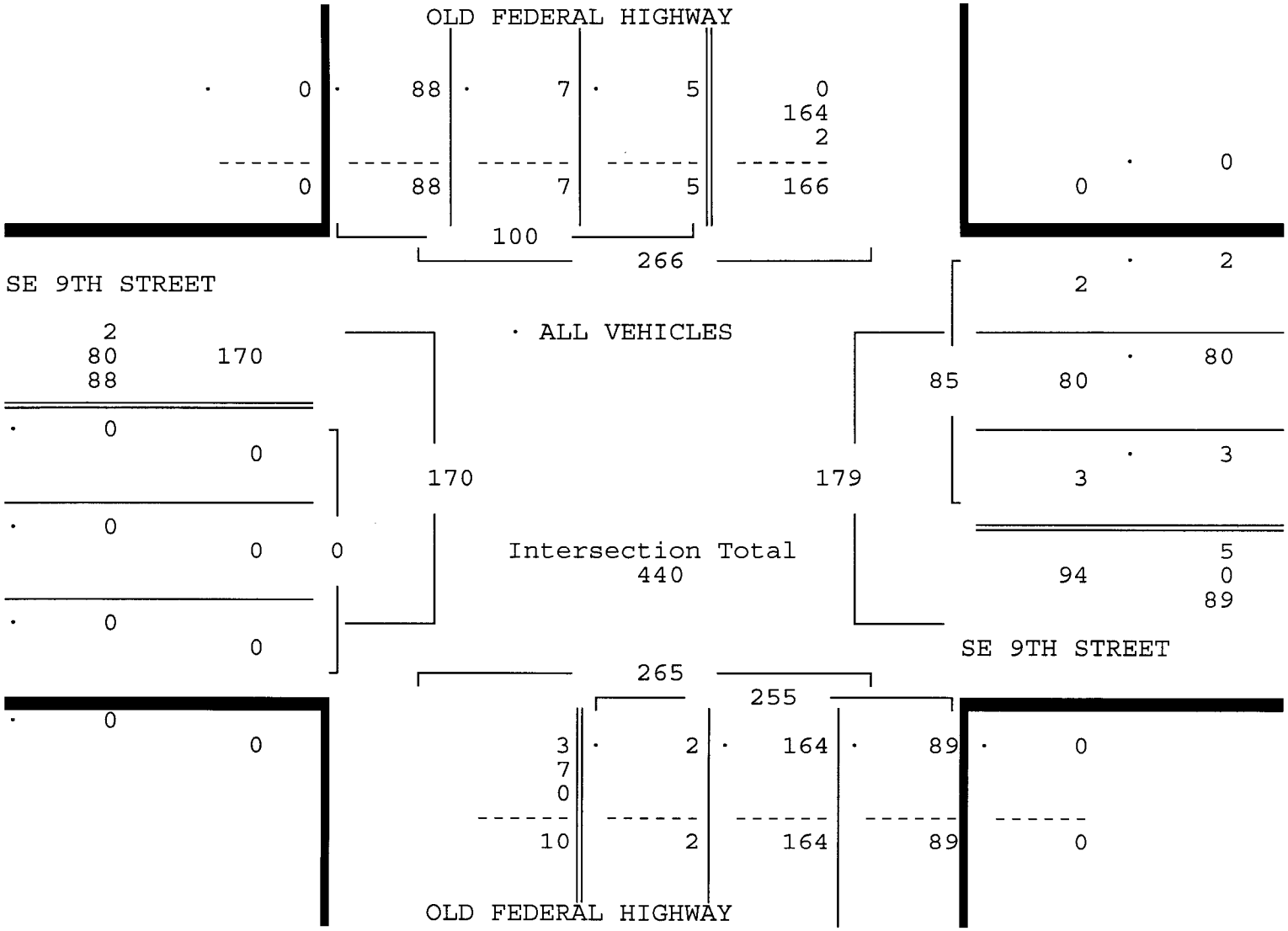
SE 9TH STREET & OLD FEDERAL HIGHWAY
HALLANDALE BEACH, FLORIDA
COUNTED BY: DREW GONZALEZ
NOT SIGNALIZED

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

Site Code : 00160060
Start Date: 03/14/16
File I.D. : 9ST_OLDF
Page : 2

ALL VEHICLES

	OLD FEDERAL HIGHWAY From North				SE 9TH STREET From East				OLD FEDERAL HIGHWAY From South				SE 9TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/14/16																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/14/16																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	5	7	88	1	2	80	2	0	2	164	89	0	0	0	0	
Percent	0%	5%	7%	88%	1%	2%	94%	2%	0%	1%	64%	35%	0%	0%	0%	0%	
Pk total	100				85				255				0				
Highest	08:45				08:00				08:30				07:00				
Volume	0	1	2	27	0	0	38	0	0	1	49	27	0	0	0	0	
Hi total	30				38				77				0				
PHF	.83				.56				.83				.0				



SE 9TH STREET & OLD FEDERAL HIGHWAY
HALLANDALE BEACH, FLORIDA
COUNTED BY: DREW GONZALEZ
NOT SIGNALIZED

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

Site Code : 00160060
Start Date: 03/14/16
File I.D. : 9ST_OLDF
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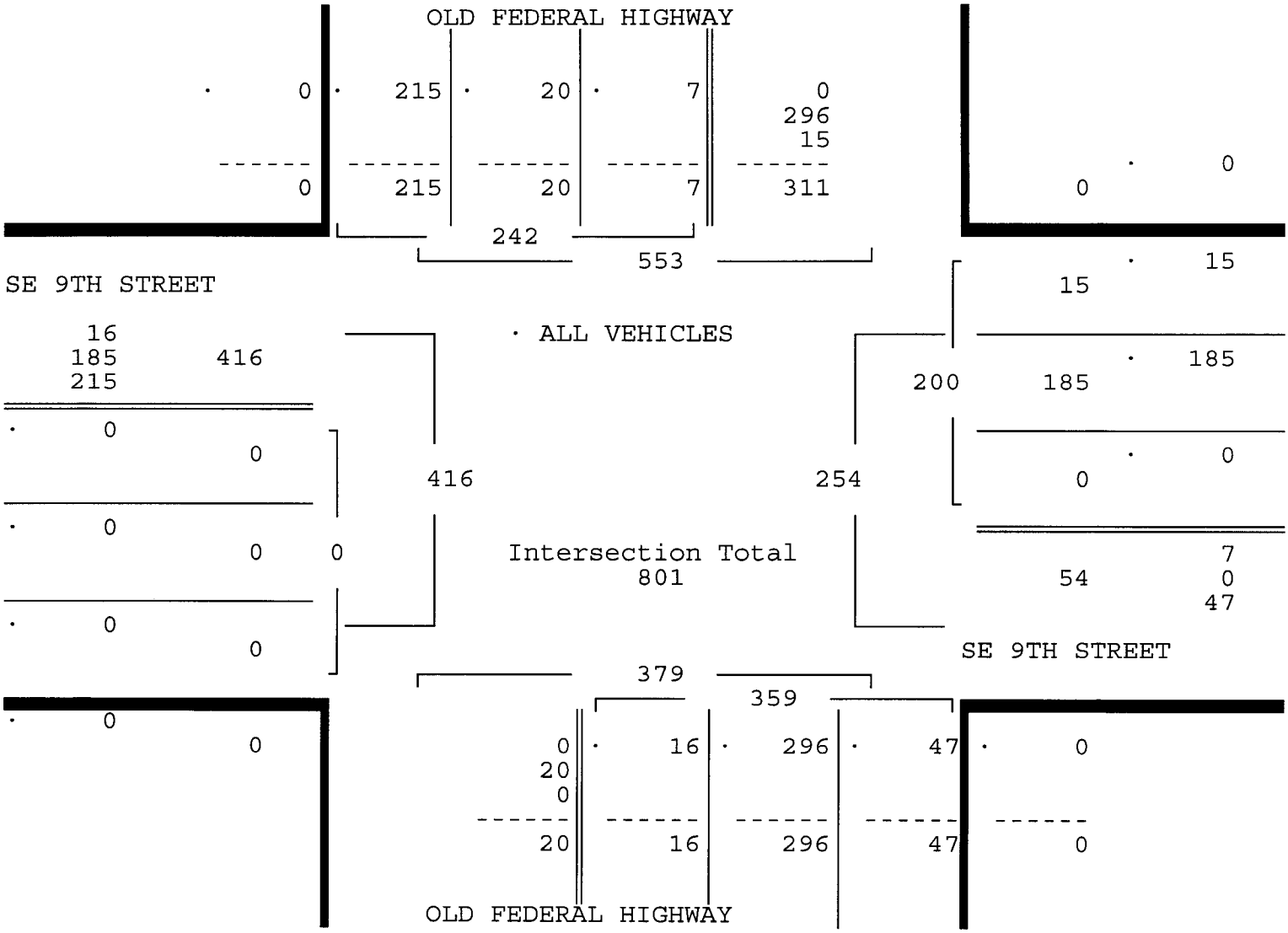
ALL VEHICLES

	OLD FEDERAL HIGHWAY From North				SE 9TH STREET From East				OLD FEDERAL HIGHWAY From South				SE 9TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/14/16																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/14/16																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	7	20	215	0	0	185	15	0	16	296	47	0	0	0	0	
Percent	0%	3%	8%	89%	0%	0%	92%	8%	0%	4%	82%	13%	0%	0%	0%	0%	
Pk total	242				200				359				0				
Highest	17:45				17:45				17:15				07:00				
Volume	0	2	8	62	0	0	58	2	0	5	94	14	0	0	0	0	
Hi total	72				60				113				0				
PHF	.84				.83				.79				.0				



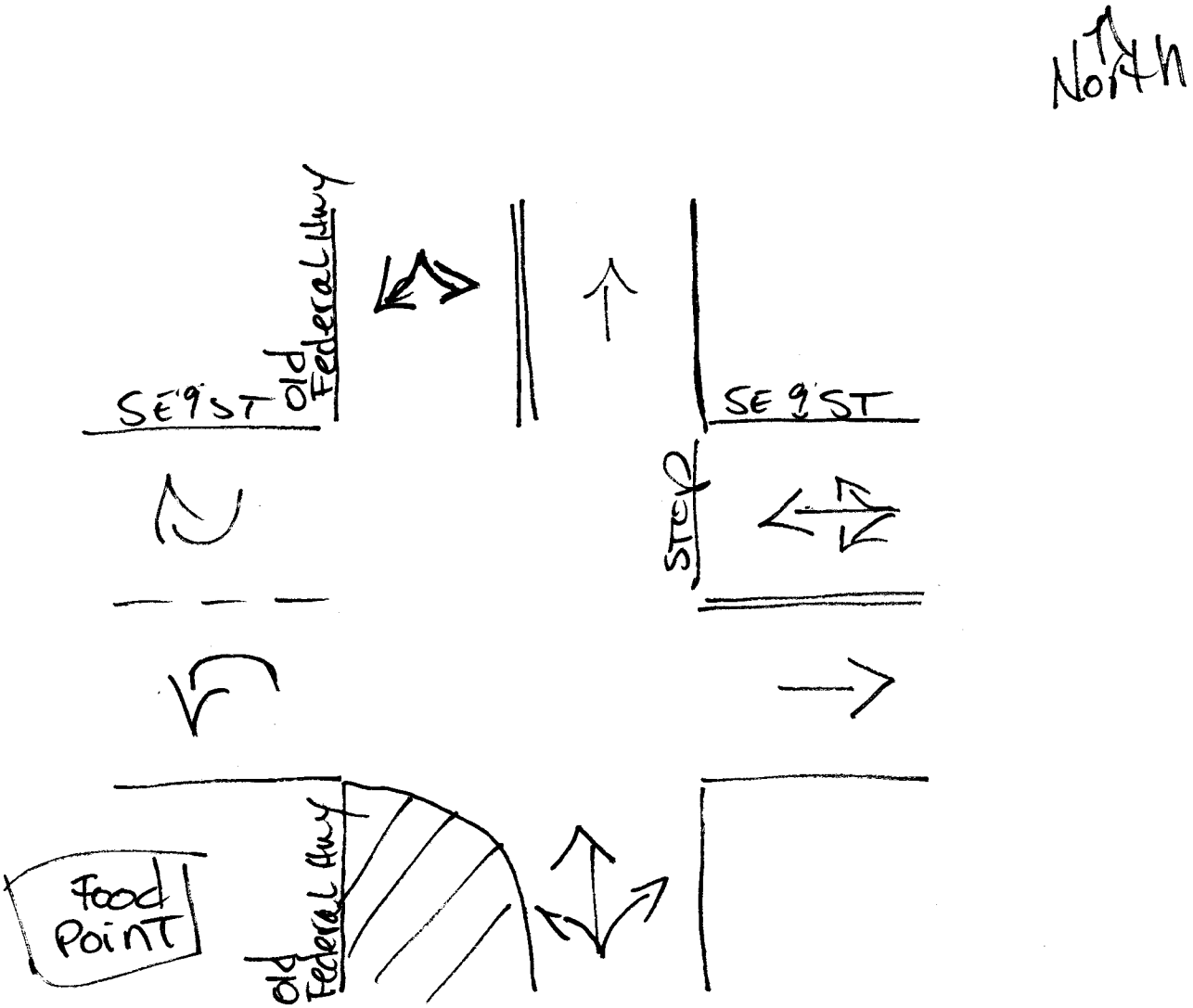
SE 9TH STREET & OLD FEDERAL HIGHWAY
HALLANDALE BEACH, FLORIDA
COUNTED BY: DREW GONZALEZ
NOT SIGNALIZED

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

Site Code : 00160060
Start Date: 03/14/16
File I.D. : 9ST_OLDF
Page : 1

PEDESTRIANS & BIKES

	OLD FEDERAL HIGHWAY From North				SE 9TH STREET From East				OLD FEDERAL HIGHWAY From South				SE 9TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 03/14/16																	
07:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	2	6
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
08:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
08:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hr Total	0	0	0	0	0	0	0	2	0	0	0	5	0	0	0	3	10
---------- * BREAK * ----------																	
TOTAL	0	0	0	3	0	1	0	2	0	0	0	5	0	0	0	5	16



Hallandale Beach, Florida
March 14, 2016
drawn by: Luis Palomino
not signalized

NE 215TH STREET & SE 1ST AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: ADAM JOHNSON
SIGNALIZED

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

Site Code : 00150215
Start Date: 10/28/15
File I.D. : 215S_1AV
Page : 1

PEDESTRIANS & BIKES

	SE 1ST AVENUE From North				NE 215TH STREET From East				SE 1ST AVENUE From South				NE 215TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 10/28/15																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
* BREAK *																	
16:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
* BREAK *																	
TOTAL	0	2	0	5	0	0	0	0	0	0	0	1	0	0	0	0	8

NE 215TH STREET & SE 1ST AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: ADAM JOHNSON
SIGNALIZED

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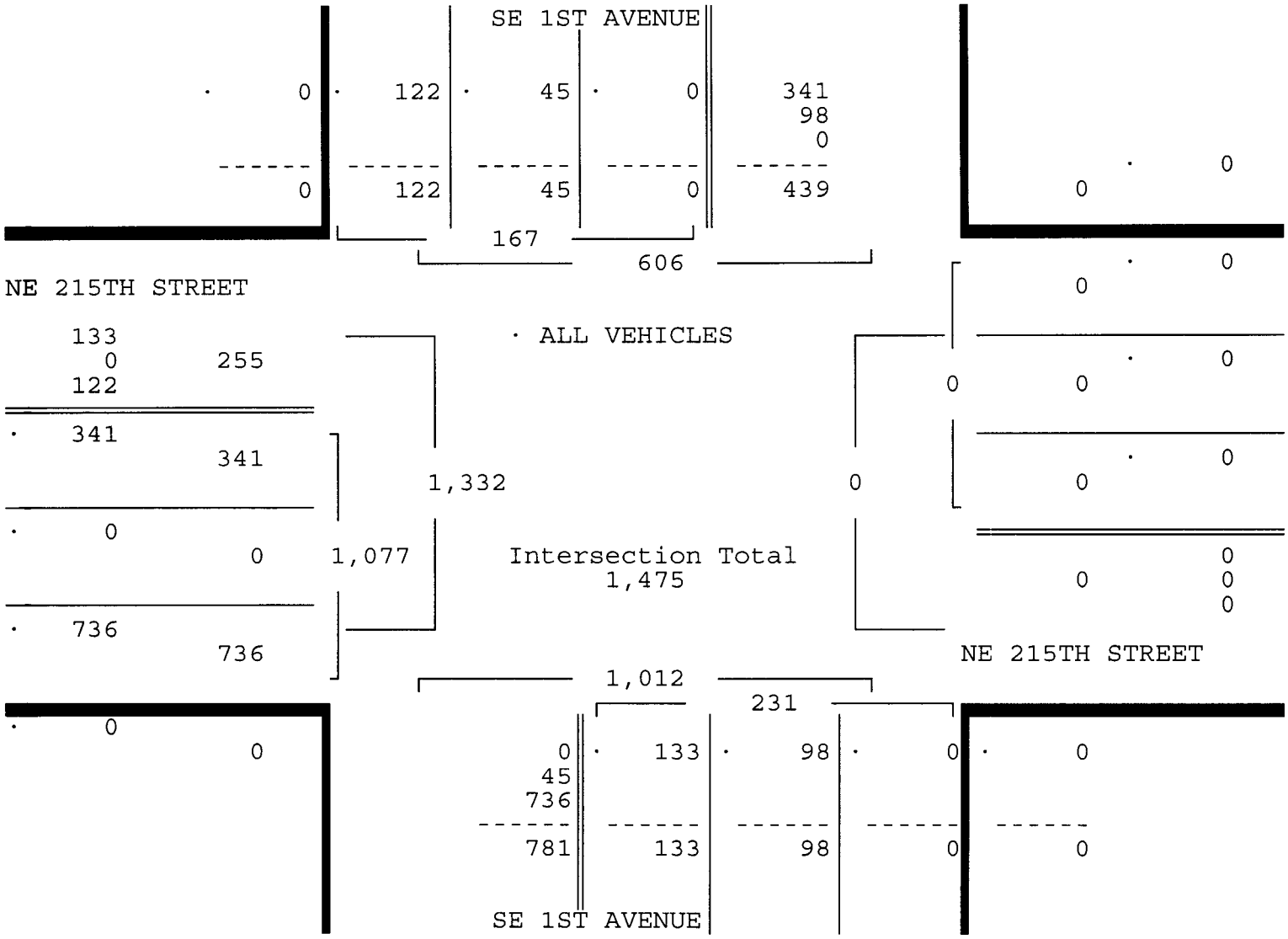
Phone (561) 272-3255

Site Code : 00150215
Start Date: 10/28/15
File I.D. : 215S_1AV
Page : 2

ALL VEHICLES

	SE 1ST AVENUE From North				NE 215TH STREET From East				SE 1ST AVENUE From South				NE 215TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 10/28/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 10/28/15																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	0	45	122	0	0	0	0	0	133	98	0	0	341	0	736	
Percent	0%	0%	27%	73%	0%	0%	0%	0%	0%	58%	42%	0%	0%	32%	0%	68%	
Pk total	167				0				231				1077				
Highest	08:00				07:00				08:15				08:45				
Volume	0	0	10	50	0	0	0	0	0	47	36	0	0	78	0	213	
Hi total	60				0				83				291				
PHF	.70				.0				.70				.93				



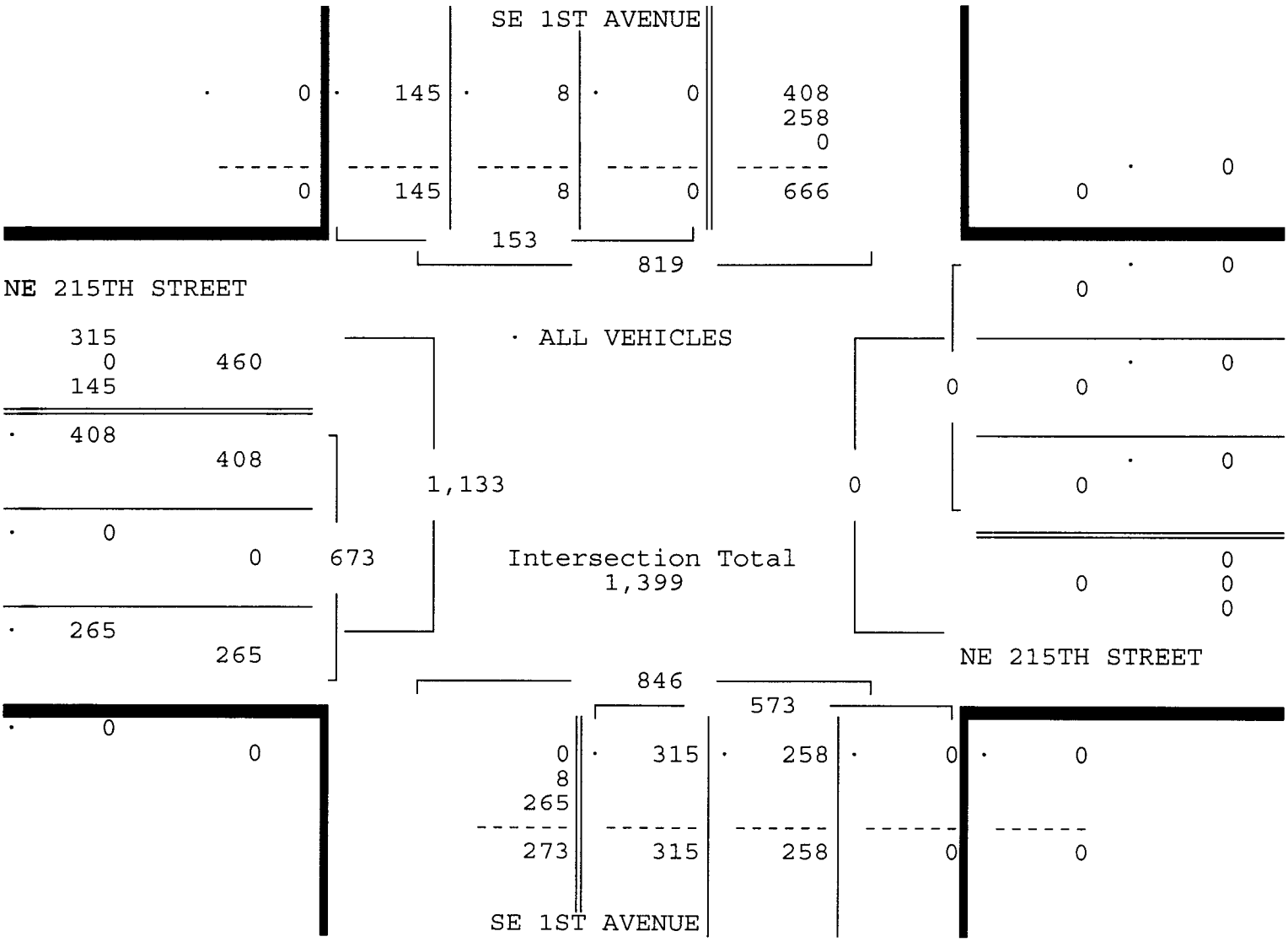
NE 215TH STREET & SE 1ST AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: ADAM JOHNSON
SIGNALIZED

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

Site Code : 00150215
Start Date: 10/28/15
File I.D. : 215S_1AV
Page : 3

ALL VEHICLES

	SE 1ST AVENUE From North				NE 215TH STREET From East				SE 1ST AVENUE From South				NE 215TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 10/28/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 10/28/15																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	0	8	145	0	0	0	0	0	315	258	0	0	408	0	265	
Percent	0%	0%	5%	95%	0%	0%	0%	0%	0%	55%	45%	0%	0%	61%	0%	39%	
Pk total	153				0				573				673				
Highest	17:30				07:00				17:00				17:45				
Volume	0	0	3	40	0	0	0	0	0	67	89	0	0	110	0	69	
Hi total	43				0				156				179				
PHF	.89				.0				.92				.94				



NE 215TH STREET & SE 1ST AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: ADAM JOHNSON
SIGNALIZED

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

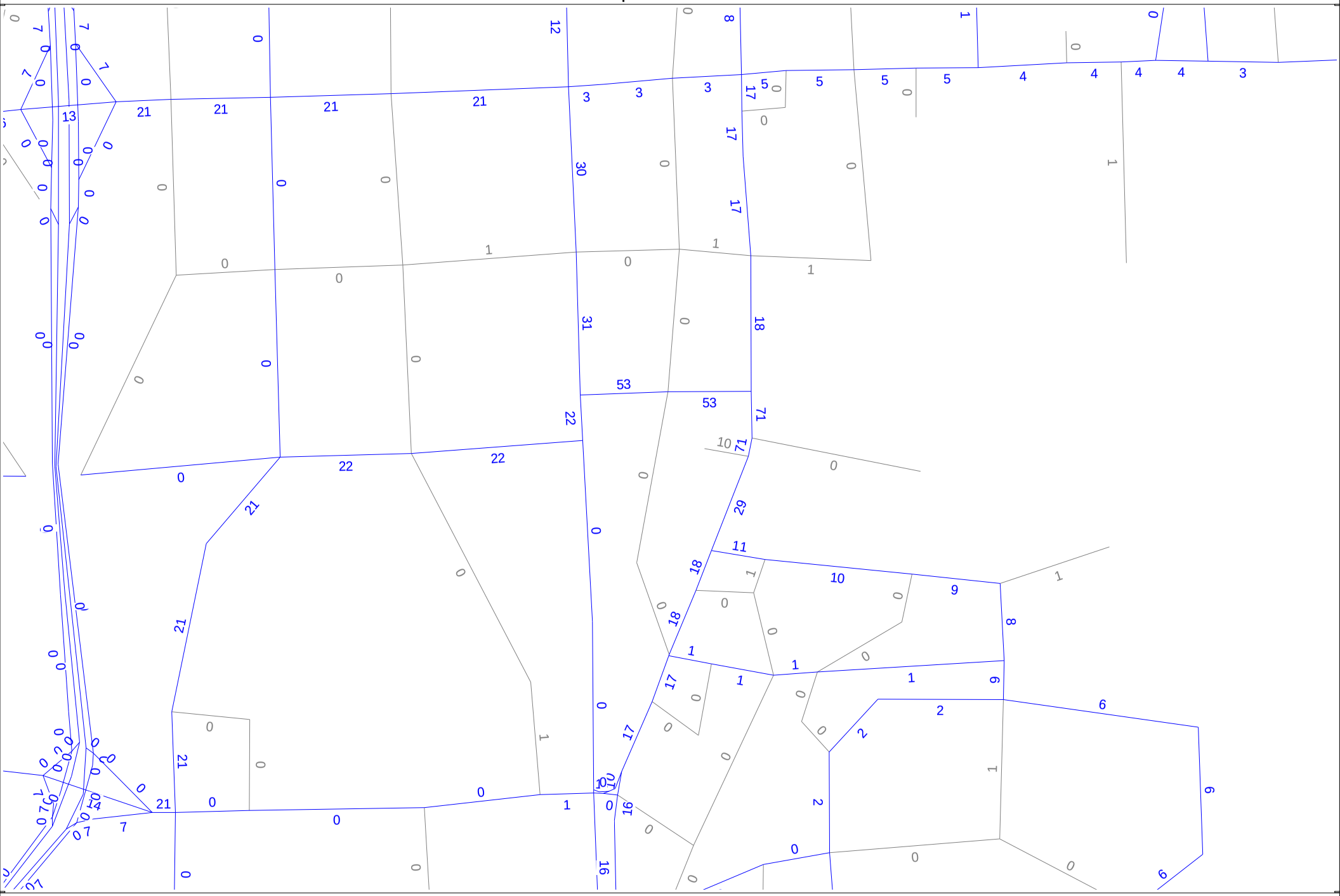
Site Code : 00150215
Start Date: 10/28/15
File I.D. : 215S_1AV
Page : 1

PEDESTRIANS & BIKES

	SE 1ST AVENUE From North				NE 215TH STREET From East				SE 1ST AVENUE From South				NE 215TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 10/28/15																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
* BREAK *																	
16:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
* BREAK *																	
TOTAL	0	2	0	5	0	0	0	0	0	0	0	1	0	0	0	0	8

APPENDIX D: SERPM MODEL OUTPUT

SERPM 6.5.4
2035
Trip Distribution



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APPENDIX E: GROWTH RATE CALCULATIONS

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0176 - SR 5 / US 1 - 0.1 MI N OF PEMBROKE RD,BROWARD CO

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	28180 C	N 14309	S 13871	9.00	53.30	2.10
2013	27593 C	N 14209	S 13384	9.00	53.40	2.00
2012	27167 C	N 13986	S 13181	9.00	53.70	2.00
2011	26893 C	N 13852	S 13041	9.00	53.30	2.00
2010	26513 C	N 13628	S 12885	8.28	52.80	2.10
2009	25616 C	N 13177	S 12439	8.48	54.02	2.20
2008	25717 C	N 13221	S 12496	8.72	53.65	2.30
2007	27079 C	N 13993	S 13086	8.58	53.34	2.20
2006	26851 C	N 13884	S 12967	8.50	55.12	2.00
2005	33500 F	N	S	8.20	57.30	2.00
2004	32244 C	N 16442	S 15802	8.20	57.30	2.00
2003	31336 C	N 16022	S 15314	8.20	57.30	2.00
2002	31310 C	N 16029	S 15281	8.20	56.00	2.00
2001	30113 C	N 15336	S 14777	8.30	55.30	1.80
2000	29298 C	N 15000	S 14298	8.20	55.10	1.90
1999	28720 C	N 14791	S 13929	8.20	56.80	1.30

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

APPENDIX F: EXISTING SIGNAL TIMING WORKSHEETS

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3540	**Initial Operation Date**	3/4/2009
Controller Type	2070	**System Number**	3540
Modification Number	3	**Modification Date**	09/17/2014
Drawing/Project No		**FPL Grid Number**	99999999999
Intersection	FEDERAL HIGHWAY (US 1/SR 5) and SE 9 STREET		
Municipality	HALLANDALE BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1,8R	2			5	6	4,7	3,8,2R
Direction	SBL	NB			NBL	SB	EB	WB
Initial Green(MIN)	5	10			5	10	6	6
Vehicle Ext.(GAP)	1.5	3.0			1.5	3.0	2.0	2.0
Maximum Green I	30	60			20	60	15	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	2.5	2.5
Phase Recall	OFF	MIN			OFF	MIN	OFF	OFF
Detector Delay								
Walk		7				7	7	7
Pedestrian Clearance		26				26	35	34
Permissive	DUAL				NO			
Flash Operation	RED	YELLOW			RED	YELLOW	RED	RED
Green Return								

Attachment

Channel/Drop /

IP Address

NOTES:

1. HEAD 8R IS OMITTED WHEN P8 IS ACTIVE & HEAD 2R IS OMITTED WHEN P2 IS ACTIVE.
2. HEAD 8R [WBR] HARDWIRED WITH PH.1 [SBL] AND HEAD 2R [NBR] OVERLAPPED WITH PH.3 [WBL].
3. MOD. 3 UPDATES YELLOW CLEARANCE VALUES PER FDOT STANDARDS.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 11/3/2015 8:31:06 AM

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

Phase	1 (SL)	2 (NT)	3	4	5 (NL)	6 (ST)	7 (ET)	8 (WT)	9	10	11	12	13	14	15	16
Walk		7				7	7	7		7				7	7	7
Ped Clearance		26				26	35	34		26				26	35	34
Min Green	5	10			5	10	6	6								
Gap Ext	1.5	3			1.5	3	2	2								
Max1	30	60			20	60	15	35								
Max2																
Yellow Clr	5	5	4	4	5	5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2			2	2	2.5	2.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON			ON	ON	ON	ON								
Auto Flash Entry								ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call	ON				ON			ON	ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash		ON				
Override Higher Preempt		ON				
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6		6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8		8	8	8	8
Max Presence	180		180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2		1		2	7
Dwell Cyc Veh 2	6		6		5	
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	7		2		2	8
Exit 2			6		6	
Exit 3						
Exit 4						

Preempt LP

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

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Broward County | Timing Sheet | 11/3/2015 8:31:06 AM

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

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	40	2	1	10	50		20	80		60	20	80	24	36								
9		3	3	160	70	3	1	10	50		24	59		77	24	59	32	45								
15		4	4	160	158	4	1	10	50		24	85		51	24	85	21	30								
20		3	3	160	70	3	1	10	50		24	59		77	24	59	32	45								
Day Plan 2											**Easy**															
		3	3	160	70	3	1	10	50		24	59		77	24	59	32	45								
1		100	254																							
6	30	3	3	160	70	3	1	10	50		24	59		77	24	59	32	45								
Day Plan 3											**Easy**															
		3	3	160	70	3	1	10	50		24	59		77	24	59	32	45								
1		100	254																							
6	30	3	3	160	70	3	1	10	50		24	59		77	24	59	32	45								
23		100	254																							

Broward County | Timing Sheet | 11/3/2015 8:31:06 AM

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

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

Scheduler

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

User Comments:

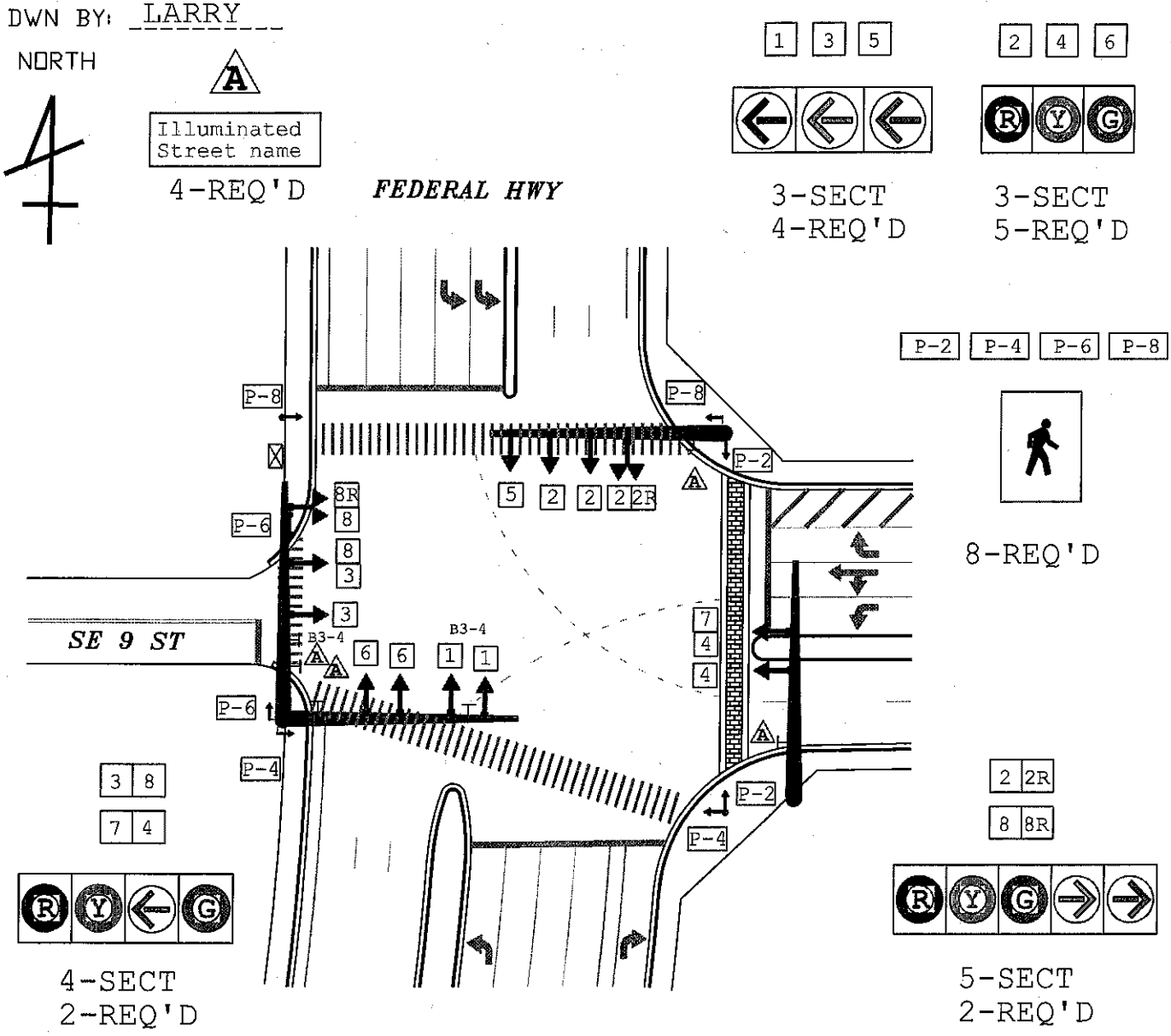
BROWARD COUNTY TRAFFIC ENGINEERING DIVISION
TRAFFIC SIGNAL LOCATION SKETCH

LOCATION **FEDERAL HIGHWAY & SE 9 STREET**

ORDER NO FDOT ISSUE DATE --- REVISION NO. 0 COMPLETION DATE 3-4-09

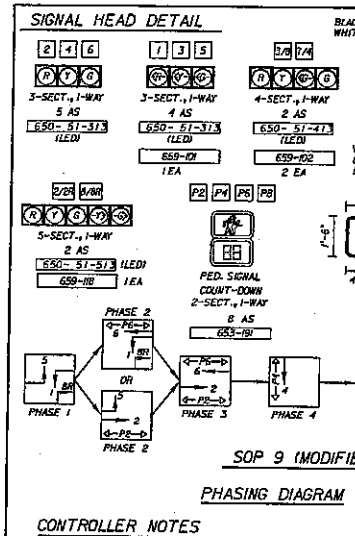
DWG. NO. 12-08-06-01 FILE NO. 3540 CITY HALLANDALE BEACH SCALE: 1" = 50'

DWN BY: LARRY

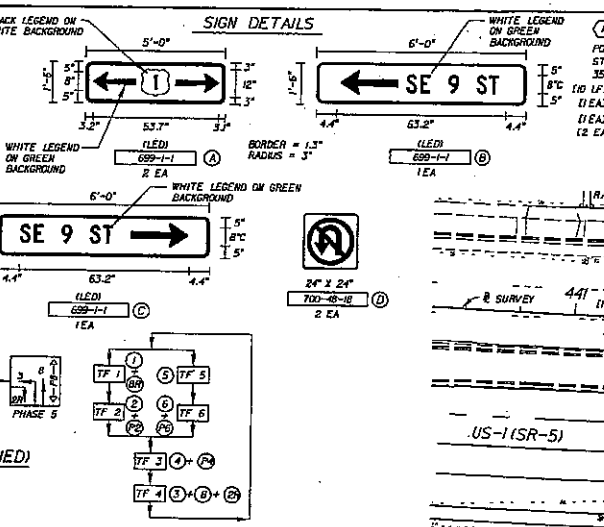


1. *VIDEO DETECTION*
2. *THIS REVISION INSTALLS TRAFFIC SIGNAL*

SIGNAL HEAD DETAIL



SIGN DETAILS



SOP 9 (MODIFIED)

PHASING DIAGRAM

RING DIAGRAM

CONTROLLER NOTES

1. TIMINGS SHOWN ARE INITIAL. BROWARD COUNTY TRAFFIC ENGINEERING DIVISION (BCTED) TO PROVIDE FINAL SIGNAL TIMINGS AFTER ACCEPTANCE.
2. US 1 IS MAJOR STREET AND SE 9th STREET IS MINOR STREET.
3. CONFLICT: HEADS 2 & 6 TO FLASH YELLOW, ALL OTHER HEADS TO FLASH RED.
4. SIGNAL CONTROLLER SHALL OPERATE AS SOP 9 AS SHOWN ABOVE. THIS SHALL BE PAID FOR UNDER PAY ITEM NO. 670-5-131.
5. VIDEO DETECTION SHALL BE COMPATIBLE WITH BROWARD COUNTY TRAFFIC ENGINEERING REQUIREMENTS.
6. CONTRACTOR SHALL COORDINATE WITH FPL PRIOR TO THE INSTALLATION OF SIGNAL MAST ARM IN THE SW CORNER (US 1 AND SE 9 ST). APPROPRIATE SAFETY MEASURES SHALL BE TAKEN TO COMPLETE THIS INSTALLATION.
7. CONTRACTOR SHALL COORDINATE WITH FPL FOR POWER SERVICE CONNECTION TO SIGNAL CONTROLLER.
8. PRIOR TO ORDERING MAST ARM SIGNAL POLES, CONTRACTOR SHALL VERIFY ALL ELEVATIONS RELATED TO THE MAST ARM SIGNAL POLES.
9. ALL PEDESTRIAN PEDESTALS SHALL INCLUDE TRANSFORMER BASE.
10. MAST ARM (A) SHALL REQUIRE USE OF LOW PROFILE EQUIPMENT TO INSTALL DUE TO THE CLOSE PROXIMITY OF ARM 2 WITH RESPECT TO OVERHEAD ELECTRIC (1).

CONTROLLER TIMINGS

TIMING FUNCTION									
MOVEMENT NUMBER		1	2	3	4	5	6	7	8
TIMING FUNCTION	MINIMUM GREEN	6	30	6	6	6	30	-	6
	EXTENSION	3	3	3	3	3	3	-	3
	MAXIMUM GREEN 1	10	40	10	16	10	40	-	10
	MAXIMUM GREEN 2	-	-	-	-	-	-	-	-
	YELLOW CLEARANCE	4	4	4	4	4	4	-	4
	ALL RED	2	2	2	2	2	2	-	2
	PEDESTRIAN WALK	-	7	7	7	-	7	-	7
	PED. CLEARANCE	-	17	23	23	-	17	-	23
	RECALL	-	MIN	-	-	-	MIN	-	-

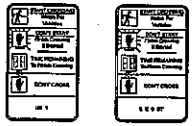
VIDEO DETECTOR ASSIGNMENT

DETECTOR NO.	DETECTOR FOR MOVEMENT
V2	5, 2, 2R
V4	4
V6	1, 6,
V8	3, 8, 8R

REMOVAL ITEMS

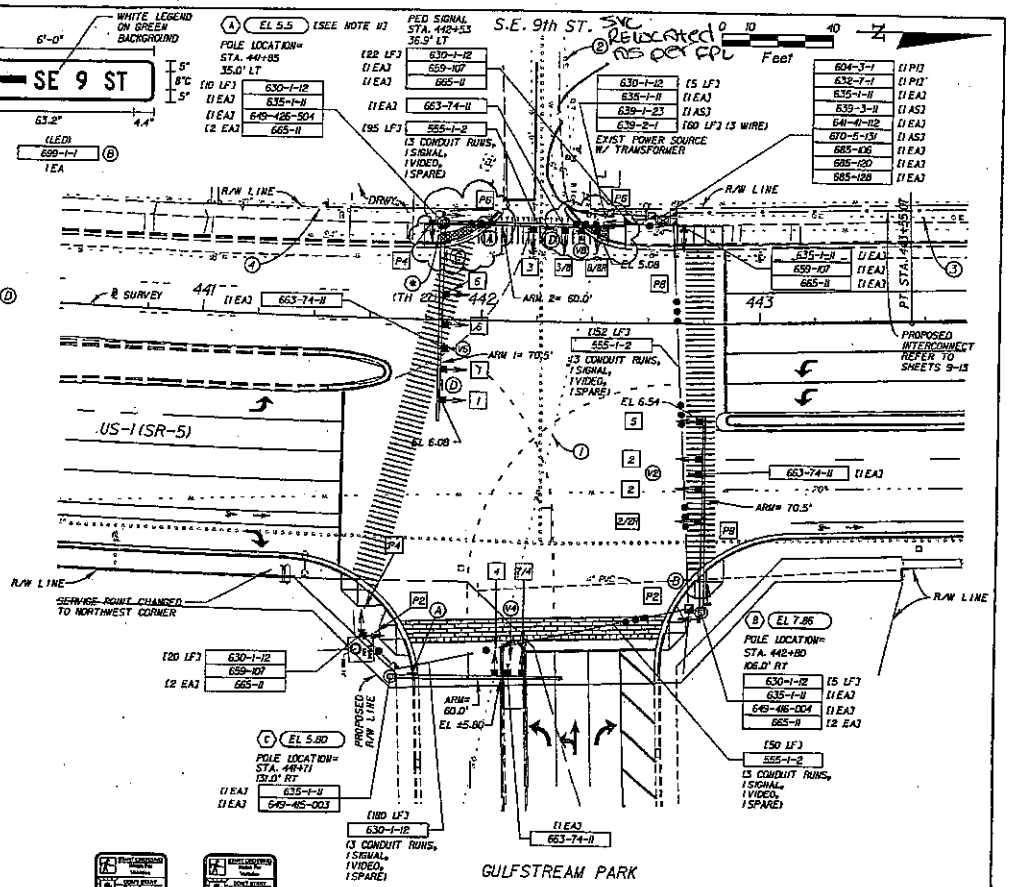
700-48-11 (2 AS)

CONTRACTOR SHALL REMOVE STOP SIGNS ONLY AFTER TRAFFIC SIGNAL IS FULLY OPERATIONAL.



4 EA MODIFIED R10-3e — 4 EA MODIFIED R10-3e

PAID FOR UNDER 665-11



UTILITY NOTES

- (6) TH (TEST HOLE) 27 STA 441+85 WATER MAIN AT 5.7' DEPTH.
- (1) VERTICAL MEASUREMENTS PER FPL FROM PAVT SURFACE (24' TO NEUTRAL) (33' TO PRIMARY).
- (2) VERTICAL MEASUREMENTS PER FPL FROM PAVT SURFACE (31' TO NEUTRAL) (37' TO PRIMARY).
- (3) VERTICAL MEASUREMENTS PER FPL FROM PAVT SURFACE (28' TO TRIPLEX) (17' TO BELL SOUTH)
- (4) VERTICAL MEASUREMENT PER FPL FROM PAVT SURFACE (28' TO SPAN GUY, NEUTRAL LINE, NO POWER)

US-1 (SR-5) / S.E. 9th STREET

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

Kimley-Horn and Associates, Inc.
Certificate Of Authorization No. 696
Mohan Gopalakrishna, P.E.
P.E. License No. 60720
4431 Embarcadero Drive
West Palm Beach, Florida 33407

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 5	BROWARD	

3540

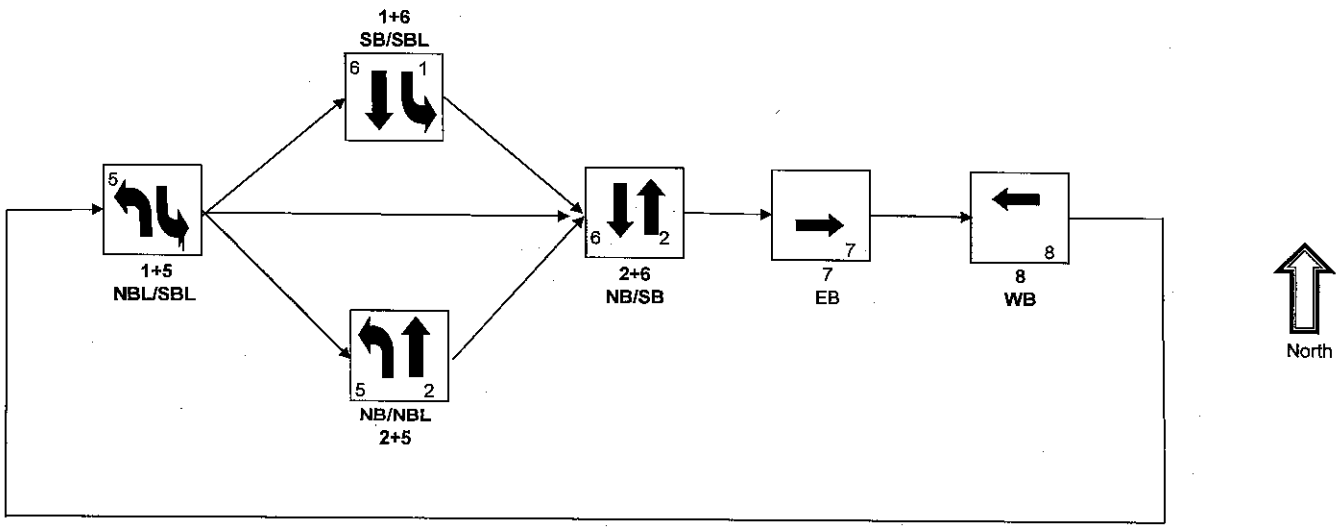
SIGNALIZATION PLAN

SHEET NO. T-4

rob.conlin 2/23/2006 3:44:40 PM K:\BCD_Roadway\04187300.US-1_Suite\04187300\signals\pssmp02_1del.dgn

3540

Sequence of Operation for (3540) Federal Hwy (US 1 / SR 5) and SE 9 Street, Hallandale Beach



APPENDIX G: INTERSECTION VOLUME DEVELOPMENT WORKSHEETS

VOLUME DEVELOPMENT SHEET
SE 7th Street & Federal Highway

Growth Rate =	1.53%	1.53%
Peak Season =	1	1
Buildout Year =	2020	2020
Years =	4	4

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 3/14/2016	0	0	0	0	1,729	9	0	0	14	0	0	0	
Peak Season Volume	0	0	0	0	1,729	9	0	0	14	0	0	0	
Traffic Volume Growth	0	0	0	0	1,837	10	0	0	15	0	0	0	
7th Avenue Village Committed													
Inbound Traffic Assignment													
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	5
Outbound Traffic Assignment					5%								
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	-5
Total 7th Avenue Village	0	0	0	0	0	0	0	0	0	0	0	0	
CVS Committed													
Inbound Traffic Assignment													
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	10
Outbound Traffic Assignment													
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	10
Total CVS	0	0	0	0	0	0	0	0	0	0	0	0	
Hallandale Oasis Committed													
Inbound Traffic Assignment													
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	38
Outbound Traffic Assignment					10%								
Outbound Traffic Volumes	0	0	0	0	11	0	0	0	0	0	0	0	113
Total Hallandale Oasis	0	0	0	0	11	0	0	0	0	0	0	0	
Domus Office Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	102	0	0	0	0	0	0	0	255
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	39
Total Domus Office	0	0	0	0	102	0	0	0	0	0	0	0	
Hallandale Square Committed													
Inbound Traffic Assignment													
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	52
Outbound Traffic Assignment					5%								
Outbound Traffic Volumes	0	0	0	0	6	0	0	0	0	0	0	0	119
Total Hallandale Square	0	0	0	0	6	0	0	0	0	0	0	0	
Hallandale Artsquare Committed													
Inbound Traffic Assignment													
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	68
Outbound Traffic Assignment					69%								
Outbound Traffic Volumes	0	0	0	0	85	0	0	0	0	0	0	0	123
Total Hallandale Artsquare	0	0	0	0	85	0	0	0	0	0	0	0	
Gulfstream Point Committed													
Inbound Traffic Assignment													
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	74
Outbound Traffic Assignment													
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	117
Total Gulfstream Point	0	0	0	0	0	0	0	0	0	0	0	0	
2020 Background Traffic	0	0	0	0	2,041	10	0	0	15	0	0	0	
Project Traffic													
Inbound Traffic Assignment					40.0%								
Inbound Traffic Volumes	0	0	0	0	54	0	0	0	0	0	0	0	135
Outbound Traffic Assignment													
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	18
Project Traffic	0	0	0	0	54	0	0	0	0	0	0	0	
TOTAL TRAFFIC	0	0	0	0	2,095	10	0	0	15	0	0	0	

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 3/14/2016	0	0	0	0	1,537	7	0	0	17	0	0	0	
Peak Season Volume	0	0	0	0	1,537	7	0	0	17	0	0	0	
Traffic Volume Growth	0	0	0	0	1,633	7	0	0	18	0	0	0	
7th Avenue Village Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	31
Outbound Traffic Assignment	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	2	0	0	0	0	0	0	0	38
Total 7th Avenue Village	0	0	0	0	2	0	0	0	0	0	0	0	
CVS Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	40
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	40
Total CVS	0	0	0	0	0	0	0	0	0	0	0	0	
Hallandale Oasis Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	88
Outbound Traffic Assignment	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	21	0	0	0	0	0	0	0	208
Total Hallandale Oasis	0	0	0	0	21	0	0	0	0	0	0	0	
Domus Office Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	34	0	0	0	0	0	0	0	84
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	261
Total Domus Office	0	0	0	0	34	0	0	0	0	0	0	0	
Hallandale Square Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	350
Outbound Traffic Assignment	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	36	0	0	0	0	0	0	0	711
Total Hallandale Square	0	0	0	0	36	0	0	0	0	0	0	0	
Hallandale Artsquare Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	163
Outbound Traffic Assignment	0%	0%	0%	0%	69%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	92	0	0	0	0	0	0	0	134
Total Hallandale Artsquare	0	0	0	0	92	0	0	0	0	0	0	0	
Gulfstream Point Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	128
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	87
Total Gulfstream Point	0	0	0	0	0	0	0	0	0	0	0	0	
2020 Background Traffic	0	0	0	0	1,818	7	0	0	18	0	0	0	
Project Traffic													
Inbound Traffic Assignment	0%	0%	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	11	0	0	0	0	0	0	0	28
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	135
Project Traffic	0	0	0	0	11	0	0	0	0	0	0	0	
TOTAL TRAFFIC	0	0	0	0	1,829	7	0	0	18	0	0	0	

VOLUME DEVELOPMENT SHEET
SE 8th Street & Federal Highway

Growth Rate =	1.53%	1.53%
Peak Season =	1	1
Buildout Year =	2020	2020
Years =	4	4

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 3/14/2016	0	0	0	0	1,832	11	0	0	8	0	0	0	
Peak Season Volume	0	0	0	0	1,832	11	0	0	8	0	0	0	
Traffic Volume Growth	0	0	0	0	1,947	12	0	0	9	0	0	0	
7th Avenue Village Committed													
Inbound Traffic Assignment		0%											
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	5
Outbound Traffic Assignment					5%								
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	-5
Total 7th Avenue Village	0	0	0	0	0	0	0	0	0	0	0	0	
CVS Committed													
Inbound Traffic Assignment													
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	10
Outbound Traffic Assignment													
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	10
Total CVS	0	0	0	0	0	0	0	0	0	0	0	0	
Hallandale Oasis Committed													
Inbound Traffic Assignment		0%											
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	38
Outbound Traffic Assignment					10%								
Outbound Traffic Volumes	0	0	0	0	11	0	0	0	0	0	0	0	113
Total Hallandale Oasis	0	0	0	0	11	0	0	0	0	0	0	0	
Domus Office Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	40%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	102	0	0	0	0	0	0	255
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	16	0	0	0	39
Total Domus Office	0	0	0	0	0	102	0	0	16	0	0	0	
Hallandale Square Committed													
Inbound Traffic Assignment		0%											
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	52
Outbound Traffic Assignment					5%								
Outbound Traffic Volumes	0	0	0	0	6	0	0	0	0	0	0	0	119
Total Hallandale Square	0	0	0	0	6	0	0	0	0	0	0	0	
Hallandale Artsquare Committed													
Inbound Traffic Assignment		0%											
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	68
Outbound Traffic Assignment		0%			69%								
Outbound Traffic Volumes	0	0	0	0	85	0	0	0	0	0	0	0	123
Total Hallandale Artsquare	0	0	0	0	85	0	0	0	0	0	0	0	
Gulfstream Point Committed													
Inbound Traffic Assignment													
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	74
Outbound Traffic Assignment													
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	117
Total Gulfstream Point	0	0	0	0	0	0	0	0	0	0	0	0	
2020 Background Traffic	0	0	0	0	2,049	114	0	0	25	0	0	0	
Project Traffic													
Inbound Traffic Assignment						40.0%							
Inbound Traffic Volumes	0	0	0	0	0	54	0	0	0	0	0	0	135
Outbound Traffic Assignment									40.0%				
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	7	0	0	0	18
Project Traffic	0	0	0	0	0	54	0	0	7	0	0	0	
TOTAL TRAFFIC	0	0	0	0	2,049	168	0	0	32	0	0	0	

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 3/14/2016	0	0	0	0	1,579	26	0	0	16	0	0	0	
Peak Season Volume	0	0	0	0	1,579	26	0	0	16	0	0	0	
Traffic Volume Growth	0	0	0	0	1,678	28	0	0	17	0	0	0	
7th Avenue Village Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	31
Outbound Traffic Assignment	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	2	0	0	0	0	0	0	0	38
Total 7th Avenue Village	0	0	0	0	2	0	0	0	0	0	0	0	
CVS Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	40
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	40
Total CVS	0	0	0	0	0	0	0	0	0	0	0	0	
Hallandale Oasis Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	88
Outbound Traffic Assignment	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	21	0	0	0	0	0	0	0	208
Total Hallandale Oasis	0	0	0	0	21	0	0	0	0	0	0	0	
Domus Office Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	40%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	34	0	0	0	0	0	0	84
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	104	0	0	0	261
Total Domus Office	0	0	0	0	0	34	0	0	104	0	0	0	
Hallandale Square Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	350
Outbound Traffic Assignment	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	36	0	0	0	0	0	0	0	711
Total Hallandale Square	0	0	0	0	36	0	0	0	0	0	0	0	
Hallandale Artsquare Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	163
Outbound Traffic Assignment	0%	0%	0%	0%	69%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	92	0	0	0	0	0	0	0	134
Total Hallandale Artsquare	0	0	0	0	92	0	0	0	0	0	0	0	
Gulfstream Point Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	128
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	87
Total Gulfstream Point	0	0	0	0	0	0	0	0	0	0	0	0	
2020 Background Traffic	0	0	0	0	1,829	62	0	0	121	0	0	0	
Project Traffic													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	40%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	11	0	0	0	0	0	0	28
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	54	0	0	0	135
Project Traffic	0	0	0	0	0	11	0	0	54	0	0	0	
TOTAL TRAFFIC	0	0	0	0	1,829	73	0	0	175	0	0	0	

VOLUME DEVELOPMENT SHEET
SE 8th Street & Old Federal Highway

Growth Rate =	1.53%	1.53%
Peak Season =	1	1
Buildout Year =	2020	2020
Years =	4	4

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 3/14/2016	0	152	4	9	89	14	3	0	2	6	9	0	
Peak Season Volume	0	152	4	9	89	14	3	0	2	6	9	0	
Traffic Volume Growth	0	162	4	10	95	15	3	0	2	6	10	0	
7th Avenue Village Committed													
Inbound Traffic Assignment		0%											
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	5
Outbound Traffic Assignment					0%								
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	-5
Total 7th Avenue Village	0	0	0	0	0	0	0	0	0	0	0	0	
CVS Committed													
Inbound Traffic Assignment													
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	10
Outbound Traffic Assignment													
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	10
Total CVS	0	0	0	0	0	0	0	0	0	0	0	0	
Hallandale Oasis Committed													
Inbound Traffic Assignment		0%											
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	38
Outbound Traffic Assignment					0%								
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	113
Total Hallandale Oasis	0	0	0	0	0	0	0	0	0	0	0	0	
Domus Office Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	13	0	0	0	0	255
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	2	0	39
Total Domus Office	0	0	0	0	0	0	0	13	0	0	2	0	
Hallandale Square Committed													
Inbound Traffic Assignment		0%											
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	52
Outbound Traffic Assignment					0%								
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	119
Total Hallandale Square	0	0	0	0	0	0	0	0	0	0	0	0	
Hallandale Artsquare Committed													
Inbound Traffic Assignment		0%											
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	68
Outbound Traffic Assignment		0%			0%								
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	123
Total Hallandale Artsquare	0	0	0	0	0	0	0	0	0	0	0	0	
Gulfstream Point Committed													
Inbound Traffic Assignment													
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	74
Outbound Traffic Assignment													
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	117
Total Gulfstream Point	0	0	0	0	0	0	0	0	0	0	0	0	
2020 Background Traffic	0	162	4	10	95	15	3	13	2	6	12	0	
Project Traffic													
Inbound Traffic Assignment								5.0%					
Inbound Traffic Volumes	0	0	0	0	0	0	0	7	0	0	0	0	135
Outbound Traffic Assignment											5.0%		
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	1	0	18
Project Traffic	0	0	0	0	0	0	0	7	0	0	1	0	
TOTAL TRAFFIC	0	162	4	10	95	15	3	20	2	6	13	0	

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 3/14/2016	3	280	16	12	235	8	8	6	1	14	15	3	
Peak Season Volume	3	280	16	12	235	8	8	6	1	14	15	3	
Traffic Volume Growth	0	298	17	13	250	9	9	6	1	15	16	3	
7th Avenue Village Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	31
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	38
Total 7th Avenue Village	0	0	0	0	0	0	0	0	0	0	0	0	
CVS Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	40
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	40
Total CVS	0	0	0	0	0	0	0	0	0	0	0	0	
Hallandale Oasis Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	88
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	208
Total Hallandale Oasis	0	0	0	0	0	0	0	0	0	0	0	0	
Domus Office Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	4	0	0	0	0	84
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	13	0	261
Total Domus Office	0	0	0	0	0	0	0	4	0	0	13	0	
Hallandale Square Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	350
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	711
Total Hallandale Square	0	0	0	0	0	0	0	0	0	0	0	0	
Hallandale Artsquare Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	163
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	134
Total Hallandale Artsquare	0	0	0	0	0	0	0	0	0	0	0	0	
Gulfstream Point Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	128
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	87
Total Gulfstream Point	0	0	0	0	0	0	0	0	0	0	0	0	
2020 Background Traffic	3	298	17	13	250	9	9	10	1	15	29	3	
Project Traffic													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	1	0	0	0	0	28
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	7	0	135
Project Traffic	0	0	0	0	0	0	0	1	0	0	7	0	
TOTAL TRAFFIC	3	298	17	13	250	9	9	11	1	15	36	3	

VOLUME DEVELOPMENT SHEET
SE 9th Street & Old Federal Highway

Growth Rate =	1.53%	1.53%
Peak Season =	1	1
Buildout Year =	2020	2020
Years =	4	4

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 3/14/2016	2	164	89	5	0	88	0	0	0	0	80	2	
Peak Season Volume	2	164	89	5	0	88	0	0	0	0	80	2	
Traffic Volume Growth	0	174	95	5	0	94	0	0	0	0	85	2	
7th Avenue Village Committed													
Inbound Traffic Assignment		0%											
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	5
Outbound Traffic Assignment					0%								
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	-5
Total 7th Avenue Village	0	0	0	0	0	0	0	0	0	0	0	0	
CVS Committed													
Inbound Traffic Assignment													
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	10
Outbound Traffic Assignment													
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	10
Total CVS	0	0	0	0	0	0	0	0	0	0	0	0	
Hallandale Oasis Committed													
Inbound Traffic Assignment		0%											
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	38
Outbound Traffic Assignment					0%								
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	113
Total Hallandale Oasis	0	0	0	0	0	0	0	0	0	0	0	0	
Domus Office Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	255
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	2	0	39
Total Domus Office	0	0	0	0	0	0	0	0	0	0	2	0	
Hallandale Square Committed													
Inbound Traffic Assignment		0%											
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	52
Outbound Traffic Assignment					0%								
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	119
Total Hallandale Square	0	0	0	0	0	0	0	0	0	0	0	0	
Hallandale Artsquare Committed													
Inbound Traffic Assignment		0%											
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	68
Outbound Traffic Assignment		0%			0%								
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	123
Total Hallandale Artsquare	0	0	0	0	0	0	0	0	0	0	0	0	
Gulfstream Point Committed													
Inbound Traffic Assignment													
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	74
Outbound Traffic Assignment													
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	117
Total Gulfstream Point	0	0	0	0	0	0	0	0	0	0	0	0	
2020 Background Traffic	2	174	95	5	0	94	0	0	0	0	87	2	
Project Traffic													
Inbound Traffic Assignment													
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	135
Outbound Traffic Assignment											5.0%		
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	1	0	18
Project Traffic	0	0	0	0	0	0	0	0	0	0	1	0	
TOTAL TRAFFIC	2	174	95	5	0	94	0	0	0	0	88	2	

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 3/14/2016	16	296	47	7	0	215	0	0	0	0	185	15	
Peak Season Volume	16	296	47	7	0	215	0	0	0	0	185	15	
Traffic Volume Growth	1	315	50	7	0	228	0	0	0	0	197	16	
7th Avenue Village Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	31
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	38
Total 7th Avenue Village	0	0	0	0	0	0	0	0	0	0	0	0	
CVS Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	40
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	40
Total CVS	0	0	0	0	0	0	0	0	0	0	0	0	
Hallandale Oasis Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	88
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	208
Total Hallandale Oasis	0	0	0	0	0	0	0	0	0	0	0	0	
Domus Office Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	84
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	13	0	261
Total Domus Office	0	0	0	0	0	0	0	0	0	0	13	0	
Hallandale Square Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	350
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	711
Total Hallandale Square	0	0	0	0	0	0	0	0	0	0	0	0	
Hallandale Artsquare Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	163
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	134
Total Hallandale Artsquare	0	0	0	0	0	0	0	0	0	0	0	0	
Gulfstream Point Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	128
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	87
Total Gulfstream Point	0	0	0	0	0	0	0	0	0	0	0	0	
2020 Background Traffic	17	315	50	7	0	228	0	0	0	0	210	16	
Project Traffic													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	28
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	7	0	135
Project Traffic	0	0	0	0	0	0	0	0	0	0	7	0	
TOTAL TRAFFIC	17	315	50	7	0	228	0	0	0	0	217	16	

VOLUME DEVELOPMENT SHEET
SE 4th Avenue & SE 8th Street

Growth Rate =	1.53%	1.53%
Peak Season =	1	1
Buildout Year =	2020	2020
Years =	4	4

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 3/14/2016	3	0	0	0	0	0	0	11	2	0	9	0	
Peak Season Volume	3	0	0	0	0	0	0	11	2	0	9	0	
Traffic Volume Growth	0	0	0	0	0	0	0	12	2	0	10	0	
7th Avenue Village Committed													
Inbound Traffic Assignment		0%											
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	5
Outbound Traffic Assignment					0%								
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	-5
Total 7th Avenue Village	0	0	0	0	0	0	0	0	0	0	0	0	
CVS Committed													
Inbound Traffic Assignment													
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	10
Outbound Traffic Assignment													
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	10
Total CVS	0	0	0	0	0	0	0	0	0	0	0	0	
Hallandale Oasis Committed													
Inbound Traffic Assignment		0%											
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	38
Outbound Traffic Assignment					0%								
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	113
Total Hallandale Oasis	0	0	0	0	0	0	0	0	0	0	0	0	
Domus Office Committed													
Inbound Traffic Assignment	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	
Inbound Traffic Volumes	128	0	0	0	0	0	0	0	0	0	102	0	255
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	40%	55%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	16	21	0	0	0	39
Total Domus Office	128	0	0	0	0	0	0	16	21	0	102	0	
Hallandale Square Committed													
Inbound Traffic Assignment		0%											
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	52
Outbound Traffic Assignment					0%								
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	119
Total Hallandale Square	0	0	0	0	0	0	0	0	0	0	0	0	
Hallandale Artsquare Committed													
Inbound Traffic Assignment		0%											
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	68
Outbound Traffic Assignment		0%			0%								
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	123
Total Hallandale Artsquare	0	0	0	0	0	0	0	0	0	0	0	0	
Gulfstream Point Committed													
Inbound Traffic Assignment													
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	74
Outbound Traffic Assignment													
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	117
Total Gulfstream Point	0	0	0	0	0	0	0	0	0	0	0	0	
2020 Background Traffic	131	0	0	0	0	0	0	28	23	0	112	0	
Project Traffic													
Inbound Traffic Assignment	50.0%										40.0%		
Inbound Traffic Volumes	68	0	0	0	0	0	0	0	0	0	54	0	135
Outbound Traffic Assignment								40.0%	55.0%				
Outbound Traffic Volumes	0	0	0	0	0	0	0	7	10	0	0	0	18
Project Traffic	68	0	0	0	0	0	0	7	10	0	54	0	
TOTAL TRAFFIC	199	0	0	0	0	0	0	35	33	0	166	0	

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 3/14/2016	12	0	3	0	0	0	0	21	3	3	23	0	
Peak Season Volume	12	0	3	0	0	0	0	21	3	3	23	0	
Traffic Volume Growth	1	0	3	0	0	0	0	22	3	3	24	0	
7th Avenue Village Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	31
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	38
Total 7th Avenue Village	0	0	0	0	0	0	0	0	0	0	0	0	
CVS Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	40
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	40
Total CVS	0	0	0	0	0	0	0	0	0	0	0	0	
Hallandale Oasis Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	88
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	208
Total Hallandale Oasis	0	0	0	0	0	0	0	0	0	0	0	0	
Domus Office Committed													
Inbound Traffic Assignment	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	
Inbound Traffic Volumes	42	0	0	0	0	0	0	0	0	0	34	0	84
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	40%	55%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	104	144	0	0	0	261
Total Domus Office	42	0	0	0	0	0	0	104	144	0	34	0	
Hallandale Square Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	350
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	711
Total Hallandale Square	0	0	0	0	0	0	0	0	0	0	0	0	
Hallandale Artsquare Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	163
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	134
Total Hallandale Artsquare	0	0	0	0	0	0	0	0	0	0	0	0	
Gulfstream Point Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	128
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	87
Total Gulfstream Point	0	0	0	0	0	0	0	0	0	0	0	0	
2020 Background Traffic	55	0	3	0	0	0	0	126	147	3	58	0	
Project Traffic													
Inbound Traffic Assignment	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	
Inbound Traffic Volumes	14	0	0	0	0	0	0	0	0	0	11	0	28
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	40%	55%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	54	74	0	0	0	135
Project Traffic	14	0	0	0	0	0	0	54	74	0	11	0	
TOTAL TRAFFIC	69	0	3	0	0	0	0	180	221	3	69	0	

VOLUME DEVELOPMENT SHEET
SE 4th Avenue & SE 9th Street

Growth Rate =	1.53%	1.53%
Peak Season =	1	1
Buildout Year =	2020	2020
Years =	4	4

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 3/14/2016	0	0	0	0	0	1	0	157	0	0	86	2	
Peak Season Volume	0	0	0	0	0	1	0	157	0	0	86	2	
Traffic Volume Growth	0	0	0	0	0	1	0	167	0	0	91	2	
7th Avenue Village Committed													
Inbound Traffic Assignment		0%											
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	5
Outbound Traffic Assignment					0%								
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	-5
Total 7th Avenue Village	0	0	0	0	0	0	0	0	0	0	0	0	
CVS Committed													
Inbound Traffic Assignment													
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	10
Outbound Traffic Assignment													
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	10
Total CVS	0	0	0	0	0	0	0	0	0	0	0	0	
Hallandale Oasis Committed													
Inbound Traffic Assignment		0%											
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	38
Outbound Traffic Assignment					0%								
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	113
Total Hallandale Oasis	0	0	0	0	0	0	0	0	0	0	0	0	
Domus Office Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	255
Outbound Traffic Assignment	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	2	0	0	0	0	0	0	39
Total Domus Office	0	0	0	0	0	2	0	0	0	0	0	0	
Hallandale Square Committed													
Inbound Traffic Assignment		0%											
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	52
Outbound Traffic Assignment					0%								
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	119
Total Hallandale Square	0	0	0	0	0	0	0	0	0	0	0	0	
Hallandale Artsquare Committed													
Inbound Traffic Assignment		0%											
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	68
Outbound Traffic Assignment		0%			0%								
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	123
Total Hallandale Artsquare	0	0	0	0	0	0	0	0	0	0	0	0	
Gulfstream Point Committed													
Inbound Traffic Assignment													
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	74
Outbound Traffic Assignment													
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	117
Total Gulfstream Point	0	0	0	0	0	0	0	0	0	0	0	0	
2020 Background Traffic	0	0	0	0	0	3	0	167	0	0	91	2	
Project Traffic													
Inbound Traffic Assignment												50.0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	68	135
Outbound Traffic Assignment				50.0%		5.0%							
Outbound Traffic Volumes	0	0	0	9	0	1	0	0	0	0	0	0	18
Project Traffic	0	0	0	9	0	1	0	0	0	0	0	68	
TOTAL TRAFFIC	0	0	0	9	0	4	0	167	0	0	91	70	

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 3/14/2016	0	0	0	6	0	2	4	102	0	0	218	13	
Peak Season Volume	0	0	0	6	0	2	4	102	0	0	218	13	
Traffic Volume Growth	0	0	0	6	0	2	4	108	0	0	232	14	
7th Avenue Village Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	31
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	38
Total 7th Avenue Village	0	0	0	0	0	0	0	0	0	0	0	0	
CVS Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	40
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	40
Total CVS	0	0	0	0	0	0	0	0	0	0	0	0	
Hallandale Oasis Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	88
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	208
Total Hallandale Oasis	0	0	0	0	0	0	0	0	0	0	0	0	
Domus Office Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	42	84
Outbound Traffic Assignment	0%	0%	0%	50%	0%	5%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	131	0	13	0	0	0	0	0	0	261
Total Domus Office	0	0	0	131	0	13	0	0	0	0	0	42	
Hallandale Square Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	350
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	711
Total Hallandale Square	0	0	0	0	0	0	0	0	0	0	0	0	
Hallandale Artsquare Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	163
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	134
Total Hallandale Artsquare	0	0	0	0	0	0	0	0	0	0	0	0	
Gulfstream Point Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	128
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	87
Total Gulfstream Point	0	0	0	0	0	0	0	0	0	0	0	0	
2020 Background Traffic	0	0	0	137	0	15	4	108	0	0	232	56	
Project Traffic													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	14	28
Outbound Traffic Assignment	0%	0%	0%	50%	0%	5%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	68	0	7	0	0	0	0	0	0	135
Project Traffic	0	0	0	68	0	7	0	0	0	0	0	14	
TOTAL TRAFFIC	0	0	0	205	0	22	4	108	0	0	232	70	

VOLUME DEVELOPMENT SHEET
SE 9th Street & SE 1st Avenue

Growth Rate =	1.53%	1.53%
Peak Season =	1	1
Buildout Year =	2020	2020
Years =	4	4

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 3/14/2016	0	439	0	0	0	0	0	0	0	45	0	125	
Peak Season Volume	0	439	0	0	0	0	0	0	0	45	0	125	
Traffic Volume Growth	0	466	0	0	0	0	0	0	0	48	0	133	
7th Avenue Village Committed													
Inbound Traffic Assignment		0%											
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	5
Outbound Traffic Assignment					0%								
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	-5
Total 7th Avenue Village	0	0	0	0	0	0	0	0	0	0	0	0	
CVS Committed													
Inbound Traffic Assignment													
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	10
Outbound Traffic Assignment													
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	10
Total CVS	0	0	0	0	0	0	0	0	0	0	0	0	
Hallandale Oasis Committed													
Inbound Traffic Assignment		0%											
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	38
Outbound Traffic Assignment					0%								
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	113
Total Hallandale Oasis	0	0	0	0	0	0	0	0	0	0	0	0	
Domus Office Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	255
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	5%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	2	0	2	39
Total Domus Office	0	0	0	0	0	0	0	0	0	2	0	2	
Hallandale Square Committed													
Inbound Traffic Assignment		0%											
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	52
Outbound Traffic Assignment					0%								
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	119
Total Hallandale Square	0	0	0	0	0	0	0	0	0	0	0	0	
Hallandale Artsquare Committed													
Inbound Traffic Assignment		0%											
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	68
Outbound Traffic Assignment		0%			0%								
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	123
Total Hallandale Artsquare	0	0	0	0	0	0	0	0	0	0	0	0	
Gulfstream Point Committed													
Inbound Traffic Assignment													
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	74
Outbound Traffic Assignment													
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	117
Total Gulfstream Point	0	0	0	0	0	0	0	0	0	0	0	0	
2020 Background Traffic	0	466	0	0	0	0	0	0	0	50	0	135	
Project Traffic													
Inbound Traffic Assignment													
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	135
Outbound Traffic Assignment										5.0%		5.0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	1	0	1	18
Project Traffic	0	0	0	0	0	0	0	0	0	1	0	1	
TOTAL TRAFFIC	0	466	0	0	0	0	0	0	0	51	0	136	

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume on 3/14/2016	0	666	0	0	0	0	0	0	0	8	0	162	
Peak Season Volume	0	666	0	0	0	0	0	0	0	8	0	162	
Traffic Volume Growth	0	708	0	0	0	0	0	0	0	9	0	172	
7th Avenue Village Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	31
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	38
Total 7th Avenue Village	0	0	0	0	0	0	0	0	0	0	0	0	
CVS Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	40
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	40
Total CVS	0	0	0	0	0	0	0	0	0	0	0	0	
Hallandale Oasis Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	88
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	208
Total Hallandale Oasis	0	0	0	0	0	0	0	0	0	0	0	0	
Domus Office Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	84
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	5%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	13	0	13	261
Total Domus Office	0	0	0	0	0	0	0	0	0	13	0	13	
Hallandale Square Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	350
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	711
Total Hallandale Square	0	0	0	0	0	0	0	0	0	0	0	0	
Hallandale Artsquare Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	163
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	134
Total Hallandale Artsquare	0	0	0	0	0	0	0	0	0	0	0	0	
Gulfstream Point Committed													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	128
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	87
Total Gulfstream Point	0	0	0	0	0	0	0	0	0	0	0	0	
2020 Background Traffic	0	708	0	0	0	0	0	0	0	22	0	185	
Project Traffic													
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	28
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	5%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	7	0	7	135
Project Traffic	0	0	0	0	0	0	0	0	0	7	0	7	

APPENDIX H: SYNCHRO ANALYSIS OUTPUT WORKSHEETS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	5	34	139	13	40	45	2058	32	35	1772	12
Future Volume (vph)	12	5	34	139	13	40	45	2058	32	35	1772	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	4.5	
Lane Util. Factor		1.00		0.95	0.95	1.00	1.00	0.91	1.00	0.97	0.91	
Frt		0.91		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.99		0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1674		1681	1699	1583	1770	5085	1583	3433	5080	
Flt Permitted		0.99		0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1674		1681	1699	1583	1770	5085	1583	3433	5080	
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)	13	5	37	151	14	43	49	2237	35	38	1926	13
RTOR Reduction (vph)	0	36	0	0	0	40	0	0	11	0	0	0
Lane Group Flow (vph)	0	19	0	82	83	3	49	2237	24	38	1939	0
Turn Type	Split	NA		Split	NA	Prot	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8	8	5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		6.2		12.4	12.4	12.4	7.5	113.0	113.0	4.9	112.9	
Effective Green, g (s)		6.2		12.4	12.4	12.4	7.5	113.0	113.0	4.9	112.9	
Actuated g/C Ratio		0.04		0.08	0.08	0.08	0.05	0.69	0.69	0.03	0.69	
Clearance Time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	4.5	
Vehicle Extension (s)		2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)		63		127	128	120	81	3514	1094	102	3507	
v/s Ratio Prot		c0.01		0.05	c0.05	0.00	c0.03	c0.44		0.01	0.38	
v/s Ratio Perm									0.02			
v/c Ratio		0.31		0.65	0.65	0.03	0.60	0.64	0.02	0.37	0.55	
Uniform Delay, d1		76.6		73.4	73.4	70.0	76.5	13.9	7.9	77.8	12.7	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.0		8.2	8.2	0.0	8.4	0.9	0.0	0.8	0.6	
Delay (s)		77.6		81.6	81.6	70.0	85.0	14.8	8.0	78.6	13.3	
Level of Service		E		F	F	E	F	B	A	E	B	
Approach Delay (s)		77.6			79.2			16.2			14.6	
Approach LOS		E			E			B			B	

Intersection Summary			
HCM 2000 Control Delay	19.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	163.5	Sum of lost time (s)	27.0
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	7	119	24	1	4	287	1488	24	21	2503	164
Future Volume (vph)	50	7	119	24	1	4	287	1488	24	21	2503	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	4.5	
Lane Util. Factor		1.00		0.95	0.95	1.00	1.00	0.91	1.00	0.97	0.91	
Frt		0.91		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected		0.99		0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1669		1681	1692	1583	1770	5085	1583	3433	5038	
Flt Permitted		0.99		0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1669		1681	1692	1583	1770	5085	1583	3433	5038	
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)	54	8	129	26	1	4	312	1617	26	23	2721	178
RTOR Reduction (vph)	0	46	0	0	0	4	0	0	8	0	5	0
Lane Group Flow (vph)	0	145	0	14	13	0	312	1617	18	23	2894	0
Turn Type	Split	NA		Split	NA	Prot	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8	8	5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		16.4		4.1	4.1	4.1	40.6	112.6	112.6	3.4	77.9	
Effective Green, g (s)		16.4		4.1	4.1	4.1	40.6	112.6	112.6	3.4	77.9	
Actuated g/C Ratio		0.10		0.03	0.03	0.03	0.25	0.69	0.69	0.02	0.48	
Clearance Time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	4.5	
Vehicle Extension (s)		2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)		167		42	42	39	439	3501	1090	71	2400	
v/s Ratio Prot		c0.09		c0.01	0.01	0.00	c0.18	0.32		0.01	c0.57	
v/s Ratio Perm									0.01			
v/c Ratio		0.87		0.33	0.31	0.00	0.71	0.46	0.02	0.32	1.21	
Uniform Delay, d1		72.5		78.4	78.3	77.7	56.1	11.6	8.0	78.9	42.8	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		33.9		1.7	1.5	0.0	4.5	0.4	0.0	1.0	96.9	
Delay (s)		106.4		80.1	79.8	77.7	60.6	12.1	8.0	79.9	139.7	
Level of Service		F		F	E	E	E	B	A	E	F	
Approach Delay (s)		106.4			79.7			19.7			139.2	
Approach LOS		F			E			B			F	

Intersection Summary			
HCM 2000 Control Delay	91.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	163.5	Sum of lost time (s)	27.0
Intersection Capacity Utilization	100.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	5	243	146	13	41	178	2267	34	36	1931	68
Future Volume (vph)	171	5	243	146	13	41	178	2267	34	36	1931	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	4.5	
Lane Util. Factor	1.00	1.00		0.95	0.95	1.00	1.00	0.91	1.00	0.97	0.91	
Frt	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1589		1681	1698	1583	1770	5085	1583	3433	5059	
Flt Permitted	0.95	1.00		0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1589		1681	1698	1583	1770	5085	1583	3433	5059	
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)	186	5	264	159	14	45	193	2464	37	39	2099	74
RTOR Reduction (vph)	0	186	0	0	0	41	0	0	14	0	2	0
Lane Group Flow (vph)	186	83	0	86	87	4	193	2464	23	39	2171	0
Turn Type	Split	NA		Split	NA	Prot	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8	8	5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)	18.0	18.0		12.8	12.8	12.8	24.7	100.7	100.7	5.0	83.5	
Effective Green, g (s)	18.0	18.0		12.8	12.8	12.8	24.7	100.7	100.7	5.0	83.5	
Actuated g/C Ratio	0.11	0.11		0.08	0.08	0.08	0.15	0.62	0.62	0.03	0.51	
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	4.5	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	194	174		131	132	123	267	3131	974	104	2583	
v/s Ratio Prot	c0.11	0.05		0.05	c0.05	0.00	c0.11	c0.48		0.01	c0.43	
v/s Ratio Perm									0.01			
v/c Ratio	0.96	0.48		0.66	0.66	0.03	0.72	0.79	0.02	0.38	0.84	
Uniform Delay, d1	72.4	68.3		73.2	73.2	69.6	66.1	23.4	12.2	77.7	34.3	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	51.8	0.8		8.7	8.7	0.0	7.9	2.1	0.0	0.8	3.5	
Delay (s)	124.2	69.1		81.9	82.0	69.6	74.1	25.5	12.3	78.5	37.8	
Level of Service	F	E		F	F	E	E	C	B	E	D	
Approach Delay (s)		91.6			79.4			28.8			38.5	
Approach LOS		F			E			C			D	

Intersection Summary			
HCM 2000 Control Delay	39.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	163.5	Sum of lost time (s)	27.0
Intersection Capacity Utilization	90.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	7	78	22	1	4	56	1378	22	20	2394	11
Future Volume (vph)	23	7	78	22	1	4	56	1378	22	20	2394	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	4.5	
Lane Util. Factor		1.00		0.95	0.95	1.00	1.00	0.91	1.00	0.97	0.91	
Frt		0.90		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.99		0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1664		1681	1692	1583	1770	5085	1583	3433	5082	
Flt Permitted		0.99		0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1664		1681	1692	1583	1770	5085	1583	3433	5082	
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)	25	8	85	24	1	4	61	1498	24	22	2602	12
RTOR Reduction (vph)	0	60	0	0	0	4	0	0	7	0	0	0
Lane Group Flow (vph)	0	58	0	12	13	0	61	1498	17	22	2614	0
Turn Type	Split	NA		Split	NA	Prot	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8	8	5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		10.4		4.1	4.1	4.1	8.5	118.6	118.6	3.4	116.0	
Effective Green, g (s)		10.4		4.1	4.1	4.1	8.5	118.6	118.6	3.4	116.0	
Actuated g/C Ratio		0.06		0.03	0.03	0.03	0.05	0.73	0.73	0.02	0.71	
Clearance Time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	4.5	
Vehicle Extension (s)		2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)		105		42	42	39	92	3688	1148	71	3605	
v/s Ratio Prot		c0.03		0.01	c0.01	0.00	c0.03	c0.29		0.01	c0.51	
v/s Ratio Perm									0.01			
v/c Ratio		0.55		0.29	0.31	0.00	0.66	0.41	0.02	0.31	0.73	
Uniform Delay, d1		74.3		78.3	78.3	77.7	76.1	8.7	6.2	78.9	14.2	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		3.5		1.4	1.5	0.0	13.0	0.3	0.0	0.9	1.3	
Delay (s)		77.8		79.6	79.8	77.7	89.1	9.1	6.3	79.8	15.5	
Level of Service		E		E	E	E	F	A	A	E	B	
Approach Delay (s)		77.8			79.5			12.1			16.0	
Approach LOS		E			E			B			B	

Intersection Summary			
HCM 2000 Control Delay	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	163.5	Sum of lost time (s)	27.0
Intersection Capacity Utilization	70.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	5	44	146	13	41	109	2347	34	36	2011	12
Future Volume (vph)	12	5	44	146	13	41	109	2347	34	36	2011	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	4.5	
Lane Util. Factor		1.00		0.95	0.95	1.00	1.00	0.91	1.00	0.97	0.91	
Frt		0.90		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.99		0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1663		1681	1698	1583	1770	5085	1583	3433	5081	
Flt Permitted		0.99		0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1663		1681	1698	1583	1770	5085	1583	3433	5081	
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)	13	5	48	159	14	45	118	2551	37	39	2186	13
RTOR Reduction (vph)	0	46	0	0	0	41	0	0	12	0	0	0
Lane Group Flow (vph)	0	20	0	86	87	4	118	2551	25	39	2199	0
Turn Type	Split	NA		Split	NA	Prot	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8	8	5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		7.6		12.8	12.8	12.8	14.8	111.1	111.1	5.0	103.8	
Effective Green, g (s)		7.6		12.8	12.8	12.8	14.8	111.1	111.1	5.0	103.8	
Actuated g/C Ratio		0.05		0.08	0.08	0.08	0.09	0.68	0.68	0.03	0.63	
Clearance Time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	4.5	
Vehicle Extension (s)		2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)		77		131	132	123	160	3455	1075	104	3225	
v/s Ratio Prot		c0.01		0.05	c0.05	0.00	c0.07	c0.50		0.01	0.43	
v/s Ratio Perm									0.02			
v/c Ratio		0.26		0.66	0.66	0.03	0.74	0.74	0.02	0.38	0.68	
Uniform Delay, d1		75.2		73.2	73.2	69.6	72.5	16.9	8.5	77.7	19.2	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.7		8.7	8.7	0.0	14.1	1.5	0.0	0.8	1.2	
Delay (s)		75.9		81.9	82.0	69.6	86.6	18.3	8.6	78.5	20.4	
Level of Service		E		F	F	E	F	B	A	E	C	
Approach Delay (s)		75.9			79.4			21.1			21.4	
Approach LOS		E			E			C			C	

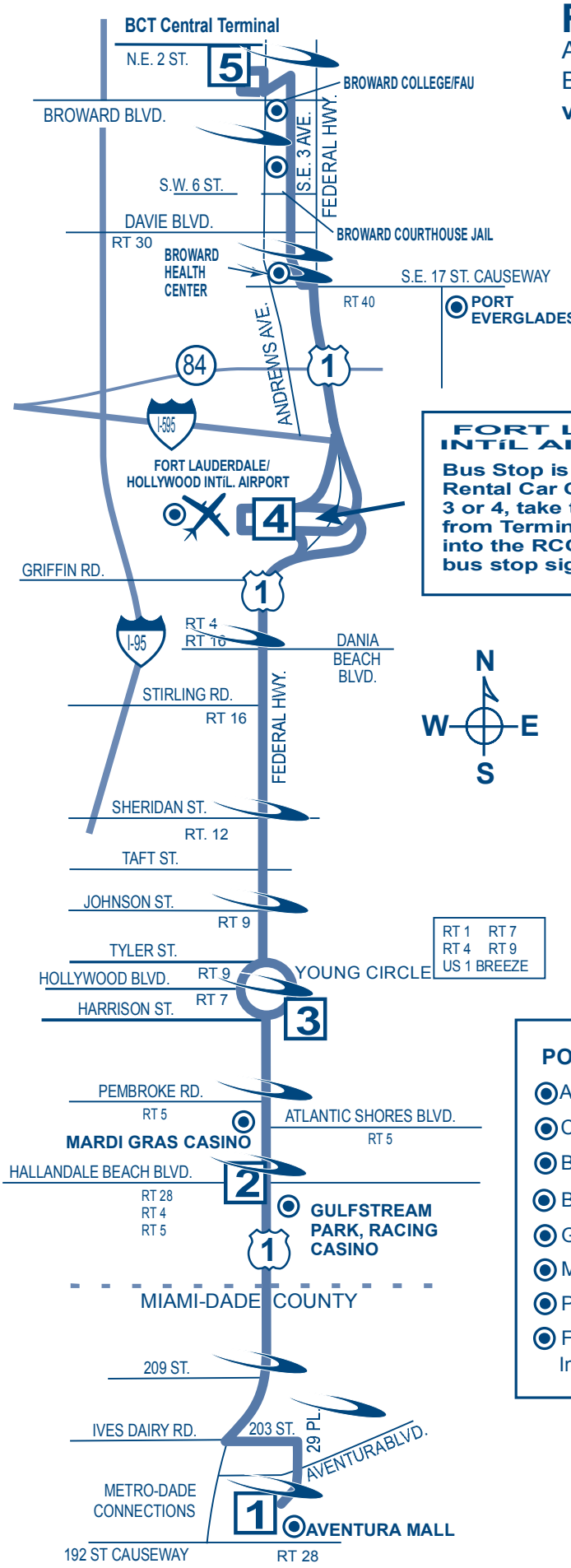
Intersection Summary			
HCM 2000 Control Delay	24.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	163.5	Sum of lost time (s)	27.0
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX I: MASS TRANSIT INFORMATION

ROUTE 1

Aventura Mall to
Broward Central Terminal
via Federal Highway/US 1



BROWARD CENTRAL TERMINAL			
RT 1	RT 11	RT 30	RT 60
RT 6	RT 14	RT 31	RT 81
RT 9	RT 20	RT 40	
RT 10	RT 22	RT 50	
U.S. 1 BREEZE			

FORT LAUDERDALE/HOLLYWOOD INTIL AIRPORT TERMINAL COMPLEX

Bus Stop is on upper departure level at the Rental Car Center (RCC). From Terminal 2, 3 or 4, take the shuttle bus to the RCC; from Terminal 1, access moving sidewalk into the RCC. Look for BCT and Stop 7 bus stop signs.

LEGEND
CONNECTING ROUTES — RT #
0 MAIN ROUTE
TIMEPOINTS
The Breeze stop location

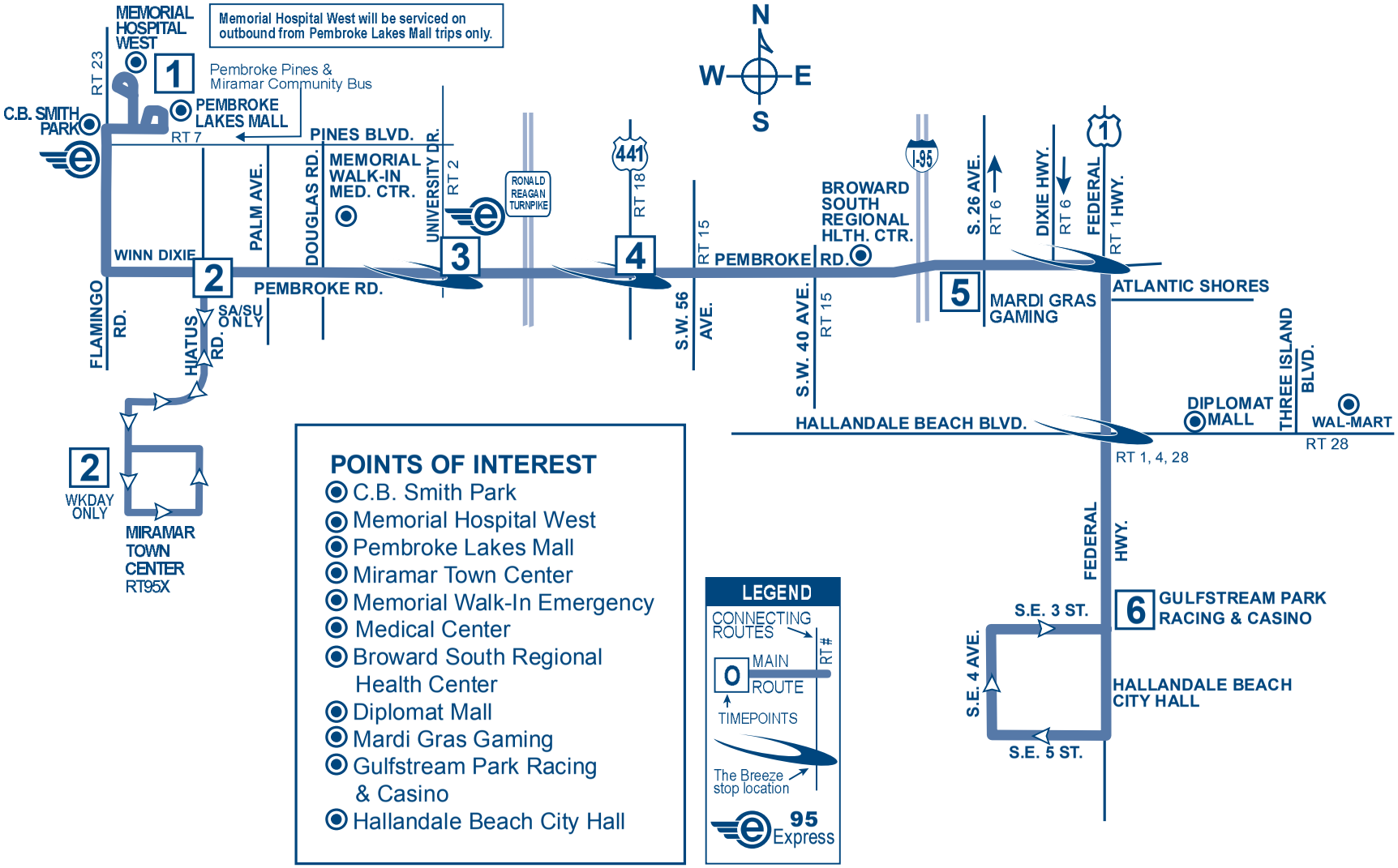
RT 1	RT 7
RT 4	RT 9
US 1 BREEZE	

POINTS OF INTEREST

- Aventura Mall
- Courthouse/Jail
- Broward Health Medical Center
- Broward College/FAU
- Gulfstream Park Racing Casino
- Mardi Gras Casino
- Port Everglades
- Fort Lauderdale/Hollywood International Airport

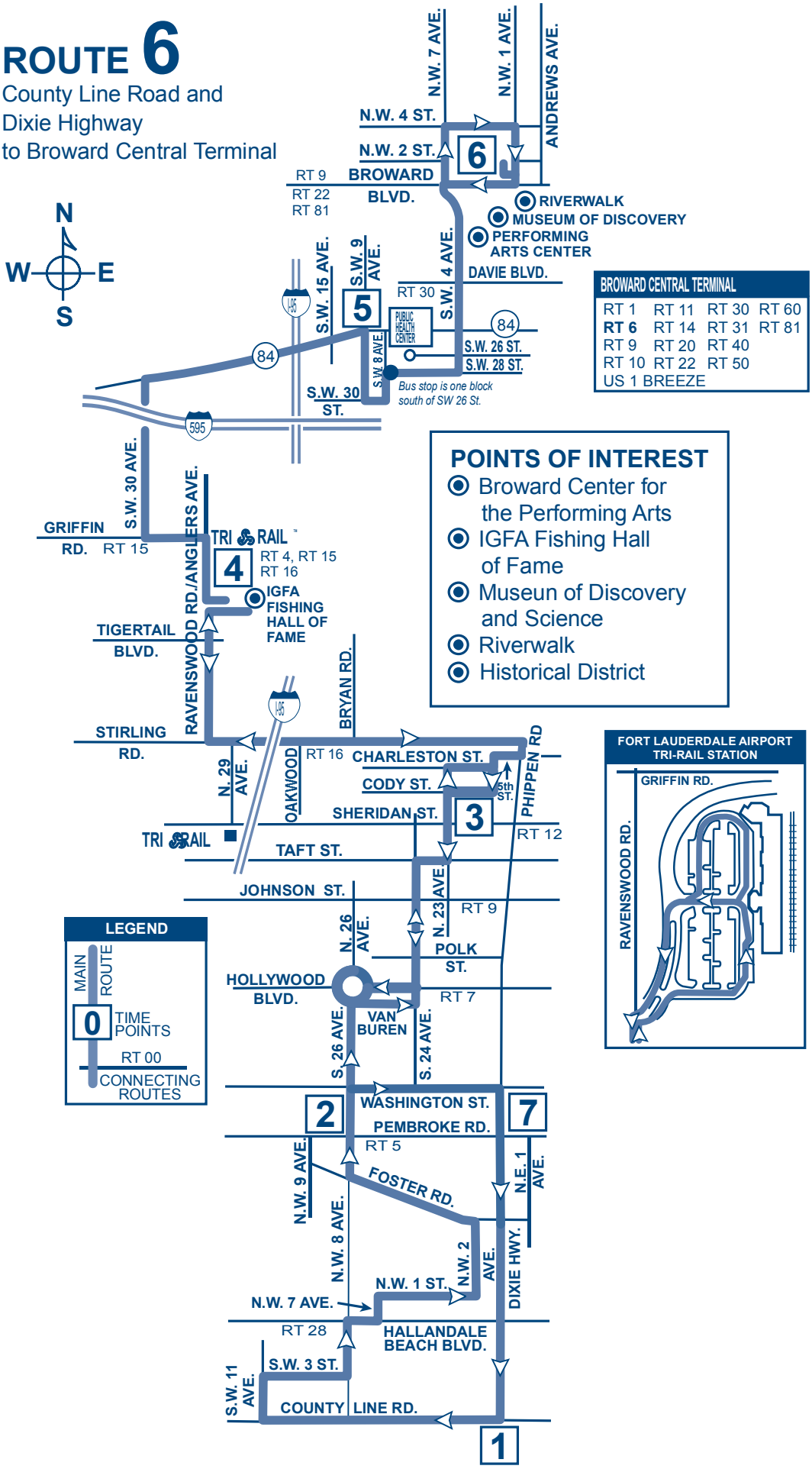
ROUTE 5

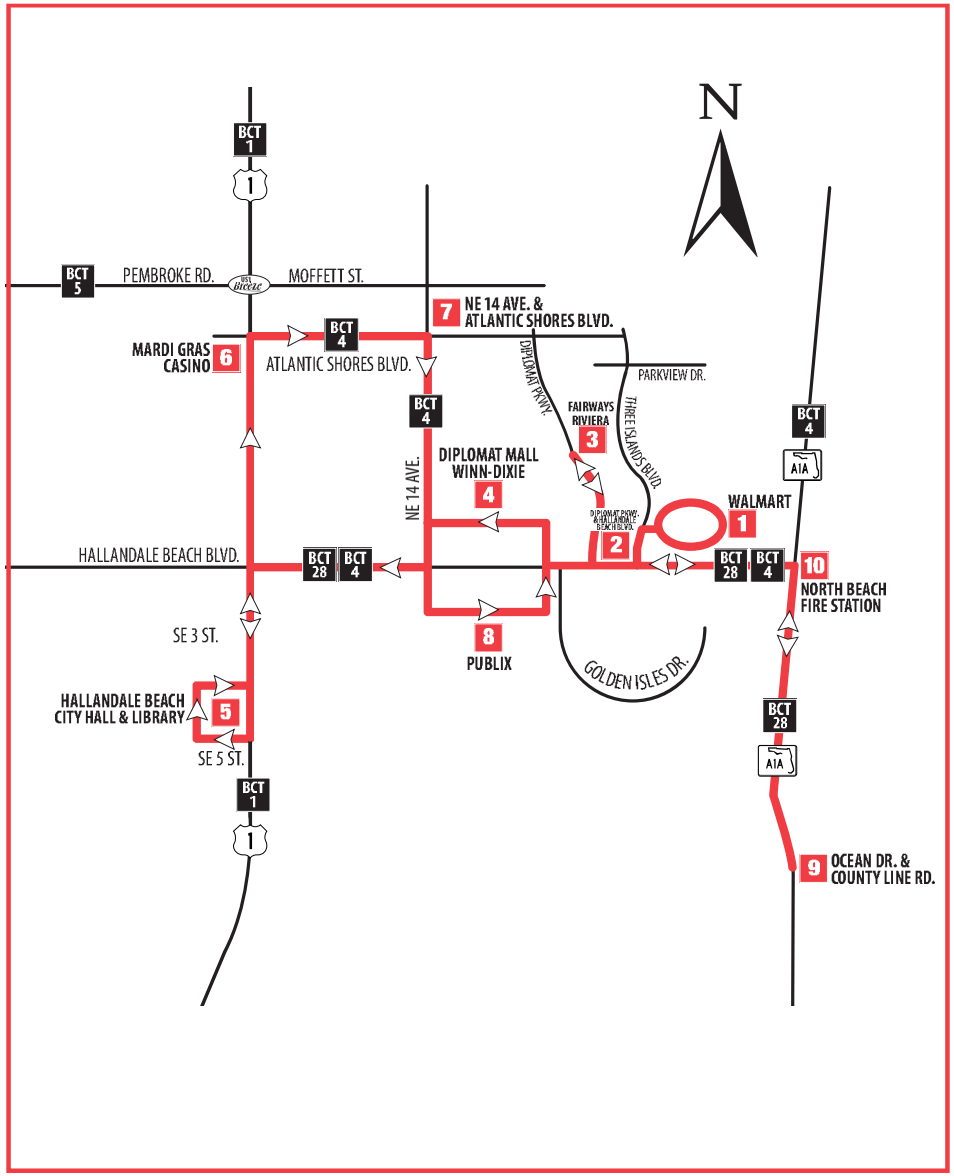
Pembroke Lakes Mall to
Hallandale Beach City Hall
via Pembroke Road



ROUTE 6

County Line Road and
Dixie Highway
to Broward Central Terminal





Route 1

HALLANDALE BEACH WALMART	DIPLOMAT PKWY HALLANDALE BEACH BLVD	FAIRWAYS RIVIERA	DIPLOMAT MALL WINN-DIXIE	HALLANDALE CITY HALL & LIBRARY	MARDI GRAS	NE 14 AVE ATLANTIC SHORES BLVD	GOLDEN ISLES SC PUBLIX SE 14 AVE	OCEAN DR COUNTY LINE RD	NORTH BEACH FIRE STATION	HALLANDALE BEACH WALMART
1	2	3	4	5	6	7	8	9	10	1
7:00a	7:05a	7:10a	7:15a	7:24a	7:33a	7:38a	7:43a	7:49a	7:54a	7:59a
8:00a	8:05a	8:10a	8:15a	8:24a	8:33a	8:38a	8:43a	8:49a	8:54a	8:59a
9:00a	9:05a	9:10a	9:15a	9:24a	9:33a	9:38a	9:43a	9:49a	9:54a	9:59a
10:00a	10:05a	10:10a	10:15a	10:24a	10:33a	10:38a	10:43a	10:49a	10:54a	10:59a
11:00a	11:05a	11:10a	11:15a	11:24a	11:33a	11:38a	11:43a	11:49a	11:54a	11:59a
12:01p	**12:07p**	**12:13p**	**12:19p**	**12:29p**	**12:39p**	**12:45p**	**12:50p**	**12:57p**	**1:03p**	**1:08p**
1:11p	**1:17p**	**1:23p**	**1:29p**	**1:39p**	**1:49p**	**1:55p**	**2:00p**	**2:07p**	**2:13p**	**2:18p**
2:21p	**2:27p**	**2:33p**	**2:39p**	**2:49p**	**2:59p**	**3:05p**	**3:10p**	**3:17p**	**3:23p**	**3:28p**
3:31p	**3:37p**	**3:43p**	**3:49p**	**3:59p**	**4:09p**	**4:15p**	**4:20p**	**4:27p**	**4:33p**	**4:38p**
4:41p	**4:47p**	**4:53p**	**4:59p**	**5:09p**	**5:19p**	**5:25p**	**5:30p**	**5:37p**	**5:43p**	**5:48p**
5:53p	**5:59p**	**6:05p**	**6:11p**	**6:21p**	**6:31p**	**6:37p**	**6:42p**	**6:49p**	**6:55p**	**7:00p**

Bold type indicates PM hours.

Hallandale Beach
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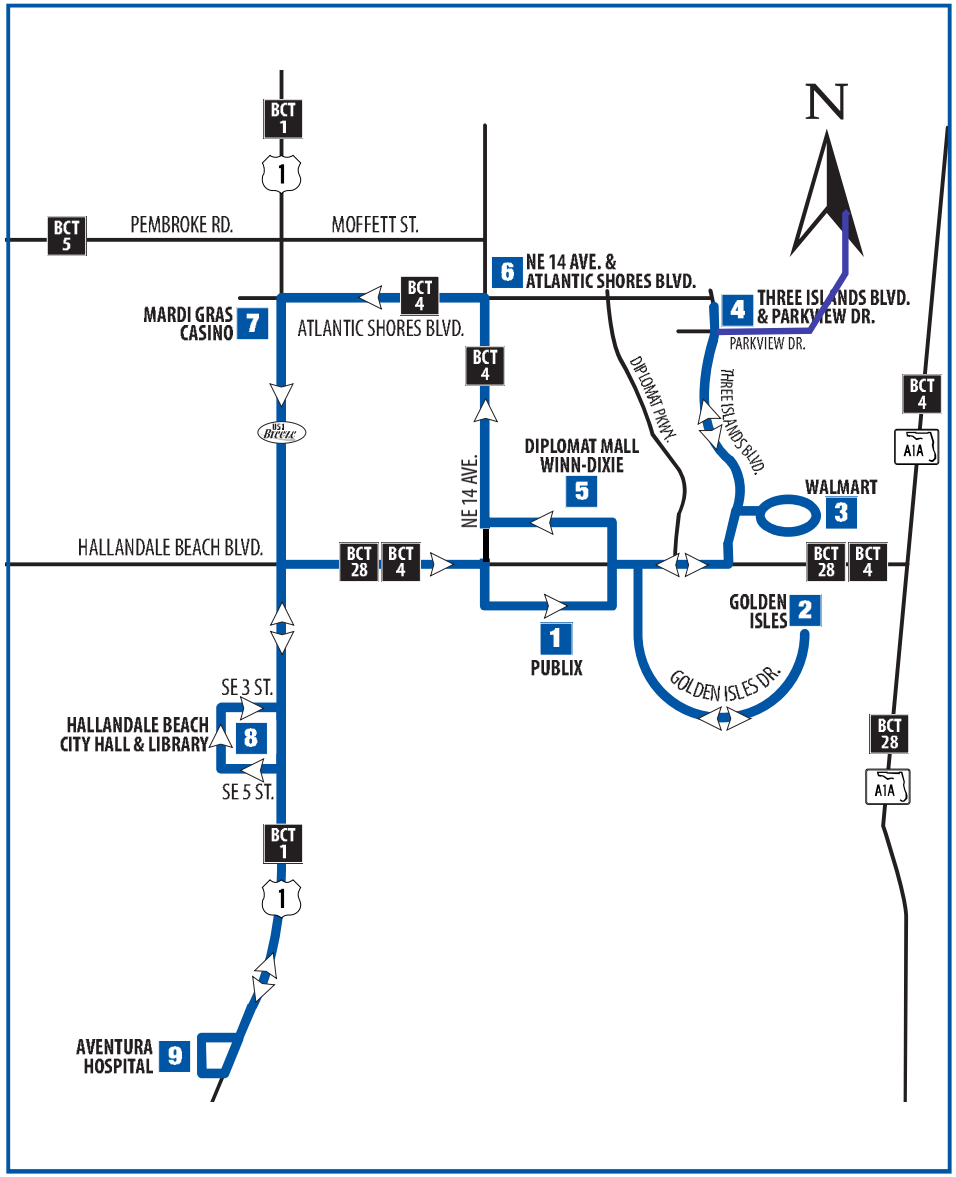

Route 2

GOLDEN ISLES SC PUBLIX SE 14 A	GOLDEN SLES	HALLANDALE BEACH WALMART	THREE ISLANDS BLVD PARKVIEW DR	DIPLOMAT MALL	NE 14 AVE ATLANTIC SHORES BLVD	MARDI GRAS	HALLANDALE CITY HALL & LIBRARY	AVENTURA HOSPITAL	GOLDEN ISLES SC PUBLIX SE 14 A
1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**1**
7:00a	7:05a	7:12a	7:18a	7:27a	7:35a	7:39a	7:47a	7:53a	8:03a
8:04a	8:09a	8:16a	8:22a	8:31a	8:39a	8:43a	8:51a	8:57a	9:07a
9:08a	9:13a	9:20a	9:26a	9:35a	9:43a	9:47a	9:55a	10:01a	10:11a
10:12a	10:17a	10:24a	10:30a	10:39a	10:47a	10:51a	10:59a	11:05a	11:15a
11:16a	11:21a	11:28a	11:34a	11:43a	11:51a	11:55a	**12:04p**	**12:11p**	**12:21p**
12:22p	**12:27p**	**12:34p**	**12:40p**	**12:49p**	**12:57p**	**1:01p**	**1:11p**	**1:18p**	**1:28p**
1:29p	**1:34p**	**1:41p**	**1:47p**	**1:56p**	**2:04p**	**2:08p**	**2:18p**	**2:25p**	**2:35p**
2:36p	**2:41p**	**2:48p**	**2:54p**	**3:03p**	**3:11p**	**3:15p**	**3:25p**	**3:32p**	**3:42p**
3:42p	**3:47p**	**3:54p**	**4:00p**	**4:09p**	**4:17p**	**4:21p**	**4:31p**	**4:38p**	**4:48p**
4:48p	**4:53p**	**5:00p**	**5:06p**	**5:15p**	**5:23p**	**5:27p**	**5:37p**	**5:44p**	**5:54p**
5:54p	**5:59p**	**6:06p**	**6:12p**	**6:21p**	**6:29p**	**6:33p**	**6:43p**	**6:50p**	**7:00p**

Bold type indicates PM hours.

Hallandale Beach
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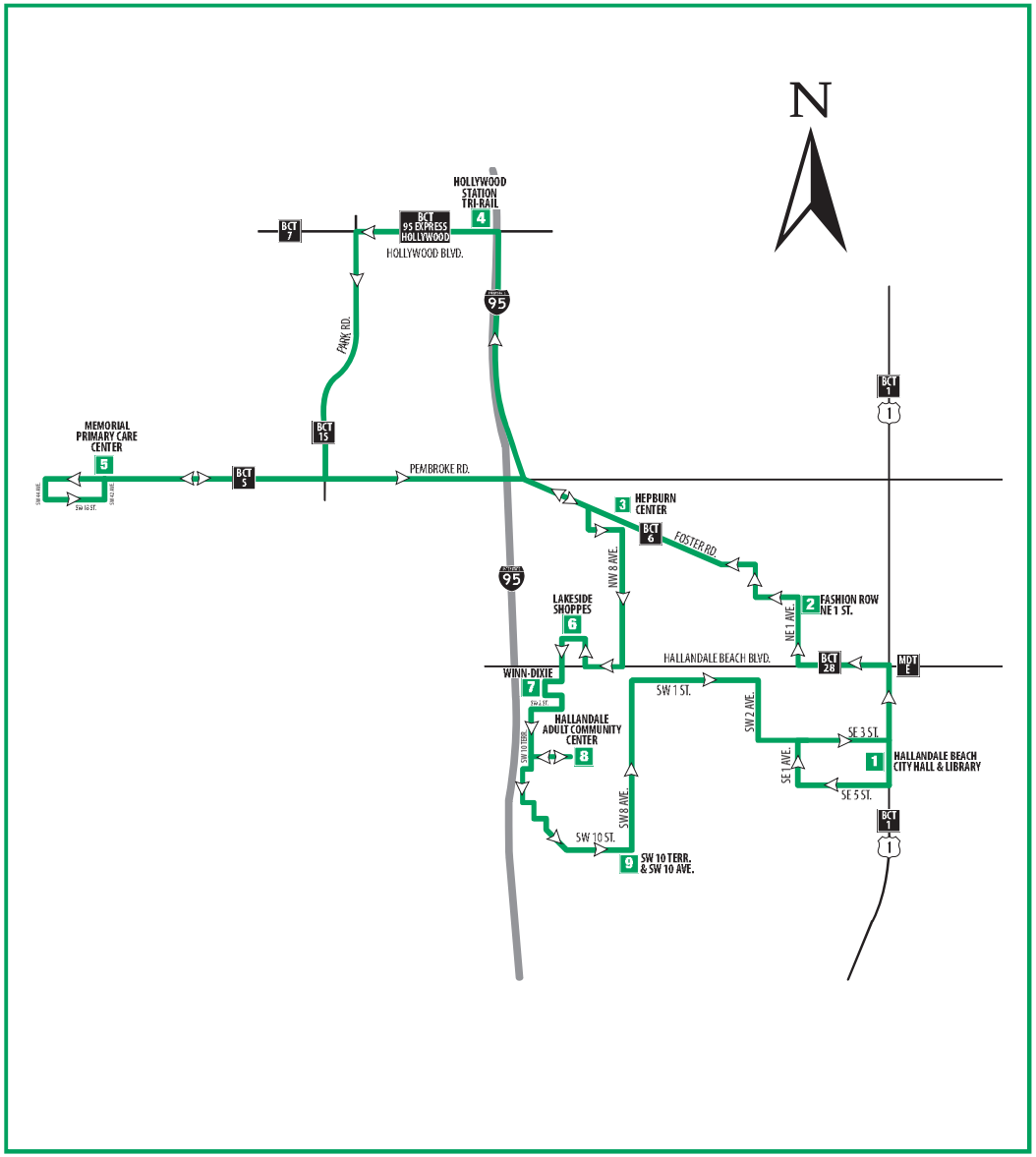

Route 3

HALLANDALE CITY HALL LIBRARY	FASHION ROW NW 1 AVE	HEPBURN CENTER NW 8 AVE	TCRA HOLLYWOOD TRI-RAIL	BROWARD SOUTH REGIONAL HEALTH CTR	LAKE SIDE SHOPS	WINN-DIXIE HALLANDALE BB & SW 10 T	HALLANDALE ADULT COMMUNITY CENTER	SW 10 T SW 10 A HALLANDALE	HALLANDALE CITY HALL LIBRARY
1	2	3	4	5	6	7	8	9	1
7:00a	7:07a	7:13a	7:23a	7:30a	7:36a	7:41a	7:45a	7:52a	8:02a
8:05a	8:12a	8:18a	8:28a	8:35a	8:41a	8:46a	8:50a	8:57a	9:07a
9:10a	9:17a	9:23a	9:33a	9:40a	9:46a	9:51a	9:55a	10:02a	10:12a
10:15a	10:22a	10:28a	10:38a	10:45a	10:51a	10:56a	11:00a	11:07a	11:17a
11:20a	11:27a	11:33a	11:43a	11:50a	11:56a	**12:01p**	**12:05p**	**12:13p**	**12:23p**
12:25p	**12:32p**	**12:39p**	**12:47p**	**12:56p**	**1:03p**	**1:08p**	**1:12p**	**1:20p**	**1:30p**
1:30p	**1:37p**	**1:44p**	**1:52p**	**2:01p**	**2:08p**	**2:13p**	**2:17p**	**2:25p**	**2:35p**
2:37p	**2:44p**	**2:51p**	**2:59p**	**3:08p**	**3:15p**	**3:20p**	**3:24p**	**3:32p**	**3:42p**
3:44p	**3:51p**	**3:58p**	**4:06p**	**4:15p**	**4:22p**	**4:27p**	**4:31p**	**4:39p**	**4:49p**
4:52p	**4:59p**	**5:06p**	**5:14p**	**5:23p**	**5:30p**	**5:35p**	**5:39p**	**5:47p**	**5:57p**
6:00p	**6:07p**	**6:14p**	**6:22p**		**6:33p**	**6:38p**	**6:42p**	**6:50p**	**7:00p**

Bold type indicates PM hours.

Hallandale Beach
PROGRESS. INNOVATION. OPPORTUNITY.

APPENDIX J: HCS REPORTS

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst:	*Josh Montefusco*
Agency/Co.:	*Kimley-Horn & Associates*
Date Performed:	*3/15/2016*
Analysis Time Period:	*AM Existing*

Site Information

Intersection:	
Jurisdiction:	
Analysis Year:	*2020*
Peak Hour Factor:	

Project Description: *140213000*

East/West Street: *SE 8th Street* | North/South Street: *SE 4th Avenue*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound				Westbound			
Movement	1U	1	2	3	4U	4	5	6
	U	L	T	R	U	L	T	R
Volume (veh/h)			*11*	*2*		*0*	*9*	
Percent Heavy Vehicles		*0*	*0*	*2*		*0*	*0*	*0*
Median Type	*Undivided*							
Storage	*1*							
RT Channelized				*0*				*0*
Lanes	*0*		*1*	*0*	*0*		*1*	*0*
Configuration				*TR*	*LT*			
Proportion Time Blocked								

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*		*0*			
Percent Heavy Vehicles	*2*	*0*	*2*	*0*	*0*	*0*
Left-Turn Lane Storage						
Percent Grade (%)	*0*			*0*		
Flared Approach			*N*			*N*
Storage			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				
Proportion Time Blocked						

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*0*		*0*				
C (m) (veh/h)		*1619*						
v/c Ratio		*0.00*						
95% Queue Length		*0.00*						
Control Delay (s/veh)		*7.2*						
Movement LOS		*A*						
Approach Delay (s/veh)								
Approach LOS								

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst:	*Josh Montefusco*	Intersection:	
Agency/Co.:	*Kimley-Horn & Associates*	Jurisdiction:	
Date Performed:	*3/15/2016*	Analysis Year:	*2020*
Analysis Time Period:	*PM Existing*	Peak Hour Factor:	

Project Description: *140213000*

East/West Street: *SE 8th Street*	North/South Street: *SE 4th Avenue*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound				Westbound			
Movement	1U	1	2	3	4U	4	5	6
	U	L	T	R	U	L	T	R
Volume (veh/h)			*21*	*3*		*3*	*23*	
Percent Heavy Vehicles		*0*	*0*	*2*		*0*	*0*	*0*
Median Type	*Undivided*							
Storage	*1*							
RT Channelized				*0*				*0*
Lanes	*0*		*1*	*0*	*0*		*1*	*0*
Configuration				*TR*	*LT*			
Proportion Time Blocked								

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*12*		*0*			
Percent Heavy Vehicles	*2*	*0*	*2*	*0*	*0*	*0*
Left-Turn Lane Storage						
Percent Grade (%)	*0*			*0*		
Flared Approach			*N*			*N*
Storage			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				
Proportion Time Blocked						

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*3*		*12*				
C (m) (veh/h)		*1604*		*956*				
v/c Ratio		*0.00*		*0.01*				
95% Queue Length		*0.01*		*0.04*				
Control Delay (s/veh)		*7.2*		*8.8*				
Movement LOS		*A*		*A*				
Approach Delay (s/veh)			*8.8*					
Approach LOS			*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst:	*Josh Montefusco*	Intersection:	
Agency/Co.:	*Kimley-Horn & Associates*	Jurisdiction:	
Date Performed:	*3/15/2016*	Analysis Year:	*2020*
Analysis Time Period:	*AM Existing*	Peak Hour Factor:	

Project Description: *140213000*

East/West Street: *SE 9th Street*	North/South Street: *SE 4th Avenue*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound				Westbound			
Movement	1U	1	2	3	4U	4	5	6
	U	L	T	R	U	L	T	R
Volume (veh/h)		*0*	*157*				*86*	*2*
Percent Heavy Vehicles		*2*	*0*	*2*		*0*	*0*	*0*
Median Type	*Undivided*							
Storage	*1*							
RT Channelized				*0*				*0*
Lanes	*0*		*1*	*0*	*0*		*1*	*0*
Configuration	*LT*							*TR*
Proportion Time Blocked								

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*0*		*0*
Percent Heavy Vehicles	*2*	*0*	*2*	*0*	*0*	*2*
Left-Turn Lane Storage						
Percent Grade (%)	*0*			*0*		
Flared Approach			*N*			*N*
Storage			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	
Proportion Time Blocked						

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*0*						*0*	
C (m) (veh/h)	*1508*							
v/c Ratio	*0.00*							
95% Queue Length	*0.00*							
Control Delay (s/veh)	*7.4*							
Movement LOS	*A*							
Approach Delay (s/veh)								
Approach LOS								

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst:	*Josh Montefusco*	Intersection:	
Agency/Co.:	*Kimley-Horn & Associates*	Jurisdiction:	
Date Performed:	*3/15/2016*	Analysis Year:	*2020*
Analysis Time Period:	*PM Existing*	Peak Hour Factor:	

Project Description: *140213000*

East/West Street: *SE 9th Street*	North/South Street: *SE 4th Avenue*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound				Westbound			
Movement	1U	1	2	3	4U	4	5	6
	U	L	T	R	U	L	T	R
Volume (veh/h)		*4*	*102*				*218*	*13*
Percent Heavy Vehicles		*2*	*0*	*2*		*0*	*0*	*0*
Median Type	*Undivided*							
Storage	*1*							
RT Channelized				*0*				*0*
Lanes	*0*		*1*	*0*	*0*		*1*	*0*
Configuration	*LT*							*TR*
Proportion Time Blocked								

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*6*		*2*
Percent Heavy Vehicles	*2*	*0*	*2*	*0*	*0*	*2*
Left-Turn Lane Storage						
Percent Grade (%)	*0*			*0*		
Flared Approach			*N*			*N*
Storage			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	
Proportion Time Blocked						

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*4*						*8*	
C (m) (veh/h)	*1337*						*695*	
v/c Ratio	*0.00*						*0.01*	
95% Queue Length	*0.01*						*0.03*	
Control Delay (s/veh)	*7.7*						*10.2*	
Movement LOS	*A*						*B*	
Approach Delay (s/veh)						*10.2*		
Approach LOS						*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst:	*Josh Montefusco*
Agency/Co.:	*Kimley-Horn & Associates*
Date Performed:	*3/15/2016*
Analysis Time Period:	*AM Existing*

Site Information

Intersection:	*SE 7th Street & Federal Highwa*
Jurisdiction:	
Analysis Year:	*2020*
Peak Hour Factor:	

Project Description: *140213000*

East/West Street: *SE 7th Street* | North/South Street: *Federal Highway*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound				Southbound			
Movement	1U	1	2	3	4U	4	5	6
	U	L	T	R	U	L	T	R
Volume (veh/h)							*1729*	*0*
Percent Heavy Vehicles		*0*	*0*	*0*		*0*	*0*	*0*
Median Type	*Undivided*							
Storage	*1*							
RT Channelized				*0*				*0*
Lanes	*0*		*0*	*0*	*0*		*2*	*0*
Configuration							*T*	*TR*
Proportion Time Blocked								

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*14*			
Percent Heavy Vehicles	*0*			*0*	*0*	*0*
Left-Turn Lane Storage						
Percent Grade (%)	*0*			*0*		
Flared Approach			*N*			*N*
Storage			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			
Proportion Time Blocked						

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								*R*
v (veh/h)								*14*
C (m) (veh/h)								*354*
v/c Ratio								*0.04*
95% Queue Length								*0.12*
Control Delay (s/veh)								*15.6*
Movement LOS								*C*
Approach Delay (s/veh)						*15.6*		
Approach LOS						*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst:		Intersection:	
Agency/Co.:	*Kimley-Horn & Associates*	Jurisdiction:	
Date Performed:	*3/15/2016*	Analysis Year:	*2020*
Analysis Time Period:	*PM Existing*	Peak Hour Factor:	

Project Description: *140213000*

East/West Street: *SE 7th Street* | North/South Street: *Federal Highway*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound				Southbound			
Movement	1U	1	2	3	4U	4	5	6
	U	L	T	R	U	L	T	R
Volume (veh/h)							*1537*	*0*
Percent Heavy Vehicles		*0*	*0*	*0*		*0*	*0*	*0*
Median Type	*Undivided*							
Storage	*1*							
RT Channelized				*0*				*0*
Lanes	*0*		*0*	*0*	*0*		*2*	*0*
Configuration							*T*	*TR*
Proportion Time Blocked								

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*17*			
Percent Heavy Vehicles	*0*			*0*	*0*	*0*
Left-Turn Lane Storage						
Percent Grade (%)	*0*			*0*		
Flared Approach			*N*			*N*
Storage			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			
Proportion Time Blocked						

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								*R*
v (veh/h)								*17*
C (m) (veh/h)								*402*
v/c Ratio								*0.04*
95% Queue Length								*0.13*
Control Delay (s/veh)								*14.4*
Movement LOS								*B*
Approach Delay (s/veh)						*14.4*		
Approach LOS						*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst:	*Josh Montefusco*	Intersection:	
Agency/Co.:	*Kimley-Horn & Associates*	Jurisdiction:	
Date Performed:	*3/15/2016*	Analysis Year:	*2020*
Analysis Time Period:		Peak Hour Factor:	

Project Description: *140213000*

East/West Street: *SE 8th Street*	North/South Street: *Federal Highway*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound				Southbound			
Movement	1U	1	2	3	4U	4	5	6
	U	L	T	R	U	L	T	R
Volume (veh/h)							*1832*	*0*
Percent Heavy Vehicles		*0*	*0*	*0*		*0*	*0*	*0*
Median Type	*Undivided*							
Storage	*1*							
RT Channelized				*0*				*0*
Lanes	*0*		*0*	*0*	*0*		*2*	*0*
Configuration							*T*	*TR*
Proportion Time Blocked								

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*8*			
Percent Heavy Vehicles	*0*			*0*	*0*	*0*
Left-Turn Lane Storage						
Percent Grade (%)	*0*			*0*		
Flared Approach			*N*			*N*
Storage			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			
Proportion Time Blocked						

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								*R*
v (veh/h)								*8*
C (m) (veh/h)								*330*
v/c Ratio								*0.02*
95% Queue Length								*0.07*
Control Delay (s/veh)								*16.2*
Movement LOS								*C*
Approach Delay (s/veh)						*16.2*		
Approach LOS						*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst:	*Josh Montefusco*	Intersection:	
Agency/Co.:	*Kimley-Horn & Associates*	Jurisdiction:	
Date Performed:	*3/15/2016*	Analysis Year:	*2020*
Analysis Time Period:		Peak Hour Factor:	

Project Description: *140213000*

East/West Street: *SE 8th Street*	North/South Street: *Federal Highway*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound				Southbound			
Movement	1U	1	2	3	4U	4	5	6
	U	L	T	R	U	L	T	R
Volume (veh/h)							*1579*	*0*
Percent Heavy Vehicles		*0*	*0*	*0*		*0*	*0*	*0*
Median Type	*Undivided*							
Storage	*1*							
RT Channelized				*0*				*0*
Lanes	*0*		*0*	*0*	*0*		*2*	*0*
Configuration							*T*	*TR*
Proportion Time Blocked								

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*16*			
Percent Heavy Vehicles	*0*			*0*	*0*	*0*
Left-Turn Lane Storage						
Percent Grade (%)	*0*			*0*		
Flared Approach			*N*			*N*
Storage			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			
Proportion Time Blocked						

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								*R*
v (veh/h)								*16*
C (m) (veh/h)								*390*
v/c Ratio								*0.04*
95% Queue Length								*0.13*
Control Delay (s/veh)								*14.6*
Movement LOS								*B*
Approach Delay (s/veh)						*14.6*		
Approach LOS						*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst:	*Josh Montefusco*	Intersection:	
Agency/Co.:	*Kimley-Horn & Associates*	Jurisdiction:	
Date Performed:	*3/15/2016*	Analysis Year:	*2020*
Analysis Time Period:	*AM Existing*	Peak Hour Factor:	

Project Description: *140213000*

East/West Street: *SE 8th Street* | North/South Street: *Old Federal Highway*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound				Southbound			
Movement	1U	1	2	3	4U	4	5	6
	U	L	T	R	U	L	T	R
Volume (veh/h)		*0*	*152*	*4*		*9*	*89*	*14*
Percent Heavy Vehicles		*2*	*0*	*2*		*2*	*0*	*2*
Median Type	*Undivided*							
Storage	*1*							
RT Channelized				*0*				*0*
Lanes	*0*		*1*	*0*	*0*		*1*	*0*
Configuration	*LTR*				*LTR*			
Proportion Time Blocked								

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*3*	*0*	*2*	*0*	*152*	*0*
Percent Heavy Vehicles	*2*			*2*	*2*	*2*
Left-Turn Lane Storage						
Percent Grade (%)	*0*			*0*		
Flared Approach			*N*			*N*
Storage			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	
Proportion Time Blocked						

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*0*	*9*		*152*			*5*	
C (m) (veh/h)	*1489*	*1424*		*628*			*613*	
v/c Ratio	*0.00*	*0.01*		*0.24*			*0.01*	
95% Queue Length	*0.00*	*0.02*		*0.94*			*0.02*	
Control Delay (s/veh)	*7.4*	*7.5*		*12.6*			*10.9*	
Movement LOS	*A*	*A*		*B*			*B*	
Approach Delay (s/veh)			*12.6*			*10.9*		
Approach LOS			*B*			*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst:	*Josh Montefusco*	Intersection:	
Agency/Co.:	*Kimley-Horn & Associates*	Jurisdiction:	
Date Performed:	*3/15/2016*	Analysis Year:	*2020*
Analysis Time Period:	*PM Existing*	Peak Hour Factor:	

Project Description: *140213000*

East/West Street: *SE 8th Street* | North/South Street: *Old Federal Highway*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound				Southbound			
Movement	1U	1	2	3	4U	4	5	6
	U	L	T	R	U	L	T	R
Volume (veh/h)		*3*	*280*	*16*		*12*	*235*	*0*
Percent Heavy Vehicles		*2*	*0*	*2*		*2*	*0*	*2*
Median Type	*Undivided*							
Storage	*1*							
RT Channelized				*0*				*0*
Lanes	*0*		*1*	*0*	*0*		*1*	*0*
Configuration	*LTR*				*LTR*			
Proportion Time Blocked								

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*8*	*6*	*1*	*14*	*15*	*3*
Percent Heavy Vehicles	*2*			*2*	*2*	*2*
Left-Turn Lane Storage						
Percent Grade (%)	*0*			*0*		
Flared Approach			*N*			*N*
Storage			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	
Proportion Time Blocked						

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*3*	*12*		*32*			*15*	
C (m) (veh/h)	*1332*	*1265*		*451*			*438*	
v/c Ratio	*0.00*	*0.01*		*0.07*			*0.03*	
95% Queue Length	*0.01*	*0.03*		*0.23*			*0.11*	
Control Delay (s/veh)	*7.7*	*7.9*		*13.6*			*13.5*	
Movement LOS	*A*	*A*		*B*			*B*	
Approach Delay (s/veh)			*13.6*			*13.5*		
Approach LOS			*B*			*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst:	*Josh Montefusco*	Intersection:	
Agency/Co.:	*Kimley-Horn & Associates*	Jurisdiction:	
Date Performed:	*3/15/2016*	Analysis Year:	*2020*
Analysis Time Period:	*AM Existing*	Peak Hour Factor:	

Project Description: *140213000*

East/West Street: *SE 9th Street* | North/South Street: *Old Federal Highway*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound				Southbound			
Movement	1U	1	2	3	4U	4	5	6
	U	L	T	R	U	L	T	R
Volume (veh/h)		*2*	*164*	*89*		*5*		*0*
Percent Heavy Vehicles		*2*	*0*	*2*		*2*	*0*	*2*
Median Type	*Undivided*							
Storage	*1*							
RT Channelized				*0*				*0*
Lanes	*0*		*1*	*0*	*0*		*0*	*0*
Configuration	*LTR*				*LTR*		*LR*	
Proportion Time Blocked								

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)					*80*	*2*
Percent Heavy Vehicles	*2*			*2*	*2*	*2*
Left-Turn Lane Storage						
Percent Grade (%)	*0*			*0*		
Flared Approach			*N*			*N*
Storage			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration						*TR*
Proportion Time Blocked						

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*			*TR*			
v (veh/h)	*2*	*5*			*82*			
C (m) (veh/h)	*1623*	*1312*			*676*			
v/c Ratio	*0.00*	*0.00*			*0.12*			
95% Queue Length	*0.00*	*0.01*			*0.41*			
Control Delay (s/veh)	*7.2*	*7.8*			*11.1*			
Movement LOS	*A*	*A*			*B*			
Approach Delay (s/veh)			*11.1*					
Approach LOS			*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst:	*Josh Montefusco*	Intersection:	
Agency/Co.:	*Kimley-Horn & Associates*	Jurisdiction:	
Date Performed:	*3/15/2016*	Analysis Year:	*2020*
Analysis Time Period:	*PM Existing*	Peak Hour Factor:	

Project Description: *140213000*

East/West Street: *SE 9th Street*	North/South Street: *Old Federal Highway*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound				Southbound			
Movement	1U	1	2	3	4U	4	5	6
	U	L	T	R	U	L	T	R
Volume (veh/h)		*16*	*296*	*47*		*7*		*0*
Percent Heavy Vehicles		*2*	*0*	*2*		*2*	*0*	*2*
Median Type	*Undivided*							
Storage	*1*							
RT Channelized				*0*				*0*
Lanes	*0*		*1*	*0*	*0*		*0*	*0*
Configuration	*LTR*				*LTR*		*LR*	
Proportion Time Blocked								

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)					*185*	*15*
Percent Heavy Vehicles	*2*			*2*	*2*	*2*
Left-Turn Lane Storage						
Percent Grade (%)	*0*			*0*		
Flared Approach			*N*			*N*
Storage			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration						*TR*
Proportion Time Blocked						

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*			*TR*			
v (veh/h)	*16*	*7*			*200*			
C (m) (veh/h)	*1623*	*1216*			*562*			
v/c Ratio	*0.01*	*0.01*			*0.36*			
95% Queue Length	*0.03*	*0.02*			*1.60*			
Control Delay (s/veh)	*7.2*	*8.0*			*14.9*			
Movement LOS	*A*	*A*			*B*			
Approach Delay (s/veh)			*14.9*					
Approach LOS			*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst:	*Josh Montefusco*	Intersection:	
Agency/Co.:	*Kimley-Horn & Associates*	Jurisdiction:	
Date Performed:	*3/15/2016*	Analysis Year:	*2020*
Analysis Time Period:	*AM Existing*	Peak Hour Factor:	

Project Description: *140213000*

East/West Street: *SE 9th Street*	North/South Street: *SE 1st Avenue*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound				Southbound			
Movement	1U	1	2	3	4U	4	5	6
	U	L	T	R	U	L	T	R
Volume (veh/h)			*0*					
Percent Heavy Vehicles		*0*	*0*	*0*		*0*	*0*	*0*
Median Type	*Undivided*							
Storage	*1*							
RT Channelized				*0*				*0*
Lanes	*0*		*2*	*0*	*0*		*0*	*0*
Configuration			*T*					
Proportion Time Blocked								

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*45*		*125*
Percent Heavy Vehicles	*0*			*2*	*0*	*0*
Left-Turn Lane Storage						
Percent Grade (%)	*0*			*0*		
Flared Approach			*N*			*N*
Storage			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	
Proportion Time Blocked						

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration				*LR*				
v (veh/h)				*170*				
C (m) (veh/h)				*1072*				
v/c Ratio				*0.16*				
95% Queue Length				*0.56*				
Control Delay (s/veh)				*9.0*				
Movement LOS				*A*				
Approach Delay (s/veh)			*9.0*					
Approach LOS			*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst:	*Josh Montefusco*	Intersection:	
Agency/Co.:	*Kimley-Horn & Associates*	Jurisdiction:	
Date Performed:	*3/15/2016*	Analysis Year:	*2020*
Analysis Time Period:	*PM Existing*	Peak Hour Factor:	

Project Description: *140213000*

East/West Street: *SE 9th Street*	North/South Street: *SE 1st Avenue*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound				Southbound			
Movement	1U	1	2	3	4U	4	5	6
	U	L	T	R	U	L	T	R
Volume (veh/h)			*0*					
Percent Heavy Vehicles		*0*	*0*	*0*		*0*	*0*	*0*
Median Type	*Undivided*							
Storage	*1*							
RT Channelized				*0*				*0*
Lanes	*0*		*2*	*0*	*0*		*0*	*0*
Configuration			*T*					
Proportion Time Blocked								

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*8*		*162*
Percent Heavy Vehicles	*0*			*2*	*0*	*2*
Left-Turn Lane Storage						
Percent Grade (%)	*0*			*0*		
Flared Approach			*N*			*N*
Storage			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	
Proportion Time Blocked						

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration				*LR*				
v (veh/h)				*170*				
C (m) (veh/h)				*1082*				
v/c Ratio				*0.16*				
95% Queue Length				*0.56*				
Control Delay (s/veh)				*8.9*				
Movement LOS				*A*				
Approach Delay (s/veh)			*8.9*					
Approach LOS			*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Josh Montefusco*	Intersection	
Agency/Co.	*Kimley-Horn & Associates*	Jurisdiction	
Date Performed	*3/15/2016*	Analysis Year	*2020*
Analysis Time Period	*AM Future Background*		

Project Description *140213000*

East/West Street: *SE 7th Street* | North/South Street: *Federal Highway*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)					*2041*	*10*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*2041*	*10*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*2*	*0*
Configuration					*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*15*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*15*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*2*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								*R*
v (veh/h)								*15*
C (m) (veh/h)								*285*
v/c								*0.05*
95% queue length								*0.17*
Control Delay (s/veh)								*18.3*
LOS								*C*
Approach Delay (s/veh)	--	--				*18.3*		
Approach LOS	--	--				*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Josh Montefusco*	Intersection	
Agency/Co.	*Kimley-Horn & Associates*	Jurisdiction	
Date Performed	*3/15/2016*	Analysis Year	*2020*
Analysis Time Period	*PM Future Background*		

Project Description *140213000*

East/West Street: *SE 7th Street* | North/South Street: *Federal Highway*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)					*1818*	*7*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*1818*	*7*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*2*	*0*
Configuration					*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*18*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*18*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*2*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								*R*
v (veh/h)								*18*
C (m) (veh/h)								*332*
v/c								*0.05*
95% queue length								*0.17*
Control Delay (s/veh)								*16.5*
LOS								*C*
Approach Delay (s/veh)	--	--				*16.5*		
Approach LOS	--	--				*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Josh Montefusco*	Intersection	
Agency/Co.	*Kimley-Horn & Associates*	Jurisdiction	
Date Performed	*3/15/2016*	Analysis Year	*2020*
Analysis Time Period	*AM Future Background*		

Project Description *140213000*

East/West Street: *SE 8th Street* | North/South Street: *Federal Highway*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)					*2049*	*114*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*2049*	*114*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*2*	*0*
Configuration					*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*25*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*25*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*2*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								*R*
v (veh/h)								*25*
C (m) (veh/h)								*264*
v/c								*0.09*
95% queue length								*0.31*
Control Delay (s/veh)								*20.1*
LOS								*C*
Approach Delay (s/veh)	--	--				*20.1*		
Approach LOS	--	--				*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Josh Montefusco*	Intersection	
Agency/Co.	*Kimley-Horn & Associates*	Jurisdiction	
Date Performed	*3/15/2016*	Analysis Year	*2020*
Analysis Time Period	*PM Future Background*		

Project Description *140213000*

East/West Street: *SE 8th Street* | North/South Street: *Federal Highway*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)					*1829*	*62*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*1829*	*62*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*2*	*0*
Configuration					*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*121*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*121*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*2*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								*R*
v (veh/h)								*121*
C (m) (veh/h)								*317*
v/c								*0.38*
95% queue length								*1.73*
Control Delay (s/veh)								*23.2*
LOS								*C*
Approach Delay (s/veh)	--	--				*23.2*		
Approach LOS	--	--				*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Josh Montefusco*	Intersection	
Agency/Co.	*Kimley-Horn & Associates*	Jurisdiction	
Date Performed	*3/15/2016*	Analysis Year	*2020*
Analysis Time Period	*AM Future Background*		

Project Description *140213000*

East/West Street: *SE 8th Street* | North/South Street: *Old Federal Highway*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*0*	*162*	*4*	*10*	*95*	*15*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*162*	*4*	*10*	*95*	*15*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*3*	*13*	*2*	*6*	*12*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*3*	*13*	*2*	*6*	*12*	*0*
Percent Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*0*	*10*		*18*			*18*	
C (m) (veh/h)	*1480*	*1412*		*622*			*647*	
v/c	*0.00*	*0.01*		*0.03*			*0.03*	
95% queue length	*0.00*	*0.02*		*0.09*			*0.09*	
Control Delay (s/veh)	*7.4*	*7.6*		*11.0*			*10.7*	
LOS	*A*	*A*		*B*			*B*	
Approach Delay (s/veh)	--	--	*11.0*			*10.7*		
Approach LOS	--	--	*B*			*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Josh Montefusco*	Intersection	
Agency/Co.	*Kimley-Horn & Associates*	Jurisdiction	
Date Performed	*3/15/2016*	Analysis Year	*2020*
Analysis Time Period	*PM Future Background*		

Project Description *140213000*

East/West Street: *SE 8th Street* | North/South Street: *Old Federal Highway*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*3*	*298*	*17*	*13*	*250*	*9*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*3*	*298*	*17*	*13*	*250*	*9*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*9*	*10*	*1*	*15*	*29*	*3*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*9*	*10*	*1*	*15*	*29*	*3*
Percent Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*3*	*13*		*47*			*20*	
C (m) (veh/h)	*1306*	*1245*		*419*			*404*	
v/c	*0.00*	*0.01*		*0.11*			*0.05*	
95% queue length	*0.01*	*0.03*		*0.38*			*0.16*	
Control Delay (s/veh)	*7.8*	*7.9*		*14.7*			*14.4*	
LOS	*A*	*A*		*B*			*B*	
Approach Delay (s/veh)	--	--	*14.7*			*14.4*		
Approach LOS	--	--	*B*			*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Josh Montefusco*	Intersection	
Agency/Co.	*Kimley-Horn & Associates*	Jurisdiction	
Date Performed	*3/15/2016*	Analysis Year	*2020*
Analysis Time Period	*AM Future Background*		

Project Description *140213000*

East/West Street: *SE 8th Street* | North/South Street: *SE 4th Avenue*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		28	23	0	112	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	28	23	0	112	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	131		0			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	131	0	0	0	0	0
Percent Heavy Vehicles	2	0	2	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		0		131				
C (m) (veh/h)		1568		840				
v/c		0.00		0.16				
95% queue length		0.00		0.55				
Control Delay (s/veh)		7.3		10.1				
LOS		A		B				
Approach Delay (s/veh)	--	--	10.1					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Josh Montefusco*	Intersection	
Agency/Co.	*Kimley-Horn & Associates*	Jurisdiction	
Date Performed	*3/15/2016*	Analysis Year	*2020*
Analysis Time Period	*PM Future Background*		

Project Description *140213000*

East/West Street: *SE 8th Street*	North/South Street: *SE 4th Avenue*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*126*	*147*	*3*	*58*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*126*	*147*	*3*	*58*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*55*		*3*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*55*	*0*	*3*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*0*	*2*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*3*		*58*				
C (m) (veh/h)		*1302*		*728*				
v/c		*0.00*		*0.08*				
95% queue length		*0.01*		*0.26*				
Control Delay (s/veh)		*7.8*		*10.4*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*10.4*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Josh Montefusco*	Intersection	
Agency/Co.	*Kimley-Horn & Associates*	Jurisdiction	
Date Performed	*3/15/2016*	Analysis Year	*2020*
Analysis Time Period	*AM Future Background*		

Project Description *140213000*

East/West Street: *SE 9th Street* | North/South Street: *Old Federal Highway*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*2*	*174*	*95*	*5*		*94*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*2*	*174*	*95*	*5*	*0*	*94*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration	*LTR*			*LTR*	*LR*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*	*0*			*87*	*2*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*87*	*2*
Percent Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*			*TR*	*LT*		
v (veh/h)	*2*	*5*			*89*	*0*		
C (m) (veh/h)	*1500*	*1295*			*590*			
v/c	*0.00*	*0.00*			*0.15*			
95% queue length	*0.00*	*0.01*			*0.53*			
Control Delay (s/veh)	*7.4*	*7.8*			*12.2*			
LOS	*A*	*A*			*B*			
Approach Delay (s/veh)	--	--	*12.2*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Josh Montefusco*	Intersection	
Agency/Co.	*Kimley-Horn & Associates*	Jurisdiction	
Date Performed	*3/15/2016*	Analysis Year	*2020*
Analysis Time Period	*PM Future Background*		

Project Description *140213000*

East/West Street: *SE 9th Street* | North/South Street: *Old Federal Highway*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*17*	*315*	*50*	*7*		*228*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*17*	*315*	*50*	*7*	*0*	*228*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration	*LTR*			*LTR*	*LR*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*	*0*			*210*	*16*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*210*	*16*
Percent Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*			*TR*	*LT*		
v (veh/h)	*17*	*7*			*226*	*0*		
C (m) (veh/h)	*1340*	*1194*			*410*			
v/c	*0.01*	*0.01*			*0.55*			
95% queue length	*0.04*	*0.02*			*3.23*			
Control Delay (s/veh)	*7.7*	*8.0*			*24.0*			
LOS	*A*	*A*			*C*			
Approach Delay (s/veh)	--	--	*24.0*					
Approach LOS	--	--	*C*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Josh Montefusco*	Intersection	
Agency/Co.	*Kimley-Horn & Associates*	Jurisdiction	
Date Performed	*3/15/2016*	Analysis Year	*2020*
Analysis Time Period	*AM Future Background*		

Project Description *140213000*

East/West Street: *SE 9th Street* | North/South Street: *SE 1st Avenue*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*466*				
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*466*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*0*	*0*
Configuration		*T*				
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*50*		*135*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*50*	*0*	*135*
Percent Heavy Vehicles	*0*	*0*	*2*	*2*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration				*LR*				
v (veh/h)				*185*				
C (m) (veh/h)				*721*				
v/c				*0.26*				
95% queue length				*1.02*				
Control Delay (s/veh)				*11.7*				
LOS				*B*				
Approach Delay (s/veh)	--	--	*11.7*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Josh Montefusco*	Intersection	
Agency/Co.	*Kimley-Horn & Associates*	Jurisdiction	
Date Performed	*3/15/2016*	Analysis Year	*2020*
Analysis Time Period	*PM Future Background*		

Project Description *140213000*

East/West Street: *SE 9th Street* | North/South Street: *SE 1st Avenue*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*708*				
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*708*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*0*	*0*
Configuration		*T*				
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*22*		*185*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*22*	*0*	*185*
Percent Heavy Vehicles	*0*	*0*	*2*	*2*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration				*LR*				
v (veh/h)				*207*				
C (m) (veh/h)				*641*				
v/c				*0.32*				
95% queue length				*1.40*				
Control Delay (s/veh)				*13.3*				
LOS				*B*				
Approach Delay (s/veh)	--	--	*13.3*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Josh Montefusco*	Intersection	
Agency/Co.	*Kimley-Horn & Associates*	Jurisdiction	
Date Performed	*3/15/2016*	Analysis Year	*2020*
Analysis Time Period	*AM Future Background*		

Project Description *140213000*

East/West Street: *SE 9th Street* | North/South Street: *SE 4th Avenue*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*0*	*167*			*91*	*2*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*167*	*0*	*0*	*91*	*2*
Percent Heavy Vehicles	*2*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*0*		*3*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*3*
Percent Heavy Vehicles	*2*	*0*	*2*	*0*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*0*						*3*	
C (m) (veh/h)	*1501*						*965*	
v/c	*0.00*						*0.00*	
95% queue length	*0.00*						*0.01*	
Control Delay (s/veh)	*7.4*						*8.7*	
LOS	*A*						*A*	
Approach Delay (s/veh)	--	--				*8.7*		
Approach LOS	--	--				*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Josh Montefusco*	Intersection	
Agency/Co.	*Kimley-Horn & Associates*	Jurisdiction	
Date Performed	*3/15/2016*	Analysis Year	*2020*
Analysis Time Period	*PM Future Background*		

Project Description *140213000*

East/West Street: *SE 9th Street* | North/South Street: *SE 4th Avenue*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*4*	*108*			*232*	*56*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*4*	*108*	*0*	*0*	*232*	*56*
Percent Heavy Vehicles	*2*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*137*		*15*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*137*	*0*	*15*
Percent Heavy Vehicles	*2*	*0*	*2*	*0*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*4*						*152*	
C (m) (veh/h)	*1274*						*639*	
v/c	*0.00*						*0.24*	
95% queue length	*0.01*						*0.92*	
Control Delay (s/veh)	*7.8*						*12.4*	
LOS	*A*						*B*	
Approach Delay (s/veh)	--	--				*12.4*		
Approach LOS	--	--				*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Josh Montefusco*	Intersection	
Agency/Co.	*Kimley-Horn & Associates*	Jurisdiction	
Date Performed	*3/15/2016*	Analysis Year	*2020*
Analysis Time Period	*AM Future Total*		

Project Description *140213000*

East/West Street: *SE 7th Street* | North/South Street: *Federal Highway*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)					*2095*	*10*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*2095*	*10*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*2*	*0*
Configuration					*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*15*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*15*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*2*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								*R*
v (veh/h)								*15*
C (m) (veh/h)								*275*
v/c								*0.05*
95% queue length								*0.17*
Control Delay (s/veh)								*18.8*
LOS								*C*
Approach Delay (s/veh)	--	--				*18.8*		
Approach LOS	--	--				*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Josh Montefusco*	Intersection	
Agency/Co.	*Kimley-Horn & Associates*	Jurisdiction	
Date Performed	*3/15/2016*	Analysis Year	*2020*
Analysis Time Period	*PM Future Total*		

Project Description *140213000*

East/West Street: *SE 7th Street* | North/South Street: *Federal Highway*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)					*1829*	*7*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*1829*	*7*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*2*	*0*
Configuration					*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*18*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*18*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*2*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								*R*
v (veh/h)								*18*
C (m) (veh/h)								*329*
v/c								*0.05*
95% queue length								*0.17*
Control Delay (s/veh)								*16.6*
LOS								*C*
Approach Delay (s/veh)	--	--				*16.6*		
Approach LOS	--	--				*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Josh Montefusco*	Intersection	
Agency/Co.	*Kimley-Horn & Associates*	Jurisdiction	
Date Performed	*3/15/2016*	Analysis Year	*2020*
Analysis Time Period	*AM Future Total*		

Project Description *140213000*

East/West Street: *SE 8th Street* | North/South Street: *Federal Highway*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)					*2049*	*168*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*2049*	*168*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*2*	*0*
Configuration					*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*32*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*32*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*2*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								*R*
v (veh/h)								*32*
C (m) (veh/h)								*255*
v/c								*0.13*
95% queue length								*0.42*
Control Delay (s/veh)								*21.1*
LOS								*C*
Approach Delay (s/veh)	--	--				*21.1*		
Approach LOS	--	--				*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Josh Montefusco*	Intersection	
Agency/Co.	*Kimley-Horn & Associates*	Jurisdiction	
Date Performed	*3/15/2016*	Analysis Year	*2020*
Analysis Time Period	*PM Future Total*		

Project Description *140213000*

East/West Street: *SE 8th Street* North/South Street: *Federal Highway*

Intersection Orientation: *North-South* Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)					*1829*	*73*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*1829*	*73*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*2*	*0*
Configuration					*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*175*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*175*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*2*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								*R*
v (veh/h)								*175*
C (m) (veh/h)								*315*
v/c								*0.56*
95% queue length								*3.17*
Control Delay (s/veh)								*29.8*
LOS								*D*
Approach Delay (s/veh)	--	--				*29.8*		
Approach LOS	--	--				*D*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Josh Montefusco*	Intersection	
Agency/Co.	*Kimley-Horn & Associates*	Jurisdiction	
Date Performed	*3/15/2016*	Analysis Year	*2020*
Analysis Time Period	*AM Future Total*		

Project Description *140213000*

East/West Street: *SE 8th Street* | North/South Street: *Old Federal Highway*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*0*	*162*	*4*	*10*	*95*	*15*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*162*	*4*	*10*	*95*	*15*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*3*	*20*	*2*	*6*	*13*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*3*	*20*	*2*	*6*	*13*	*0*
Percent Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*0*	*10*		*19*			*25*	
C (m) (veh/h)	*1480*	*1412*		*618*			*638*	
v/c	*0.00*	*0.01*		*0.03*			*0.04*	
95% queue length	*0.00*	*0.02*		*0.10*			*0.12*	
Control Delay (s/veh)	*7.4*	*7.6*		*11.0*			*10.9*	
LOS	*A*	*A*		*B*			*B*	
Approach Delay (s/veh)	--	--	*11.0*			*10.9*		
Approach LOS	--	--	*B*			*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Josh Montefusco*	Intersection	
Agency/Co.	*Kimley-Horn & Associates*	Jurisdiction	
Date Performed	*3/15/2016*	Analysis Year	*2020*
Analysis Time Period	*PM Future Total*		

Project Description *140213000*

East/West Street: *SE 8th Street* | North/South Street: *Old Federal Highway*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	3	298	17	13	250	9
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	3	298	17	13	250	9
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	9	11	1	15	36	3
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	9	11	1	15	36	3
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (veh/h)	3	13		54			21	
C (m) (veh/h)	1306	1245		417			401	
v/c	0.00	0.01		0.13			0.05	
95% queue length	0.01	0.03		0.44			0.17	
Control Delay (s/veh)	7.8	7.9		14.9			14.5	
LOS	A	A		B			B	
Approach Delay (s/veh)	--	--	14.9			14.5		
Approach LOS	--	--	B			B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Josh Montefusco*	Intersection	
Agency/Co.	*Kimley-Horn & Associates*	Jurisdiction	
Date Performed	*3/15/2016*	Analysis Year	*2020*
Analysis Time Period	*AM Future Total*		

Project Description *140213000*

East/West Street: *SE 8th Street* | North/South Street: *SE 4th Avenue*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*35*	*33*	*0*	*166*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*35*	*33*	*0*	*166*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*199*		*0*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*199*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*0*	*2*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*0*		*199*				
C (m) (veh/h)		*1546*		*770*				
v/c		*0.00*		*0.26*				
95% queue length		*0.00*		*1.03*				
Control Delay (s/veh)		*7.3*		*11.3*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*11.3*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Josh Montefusco*	Intersection	
Agency/Co.	*Kimley-Horn & Associates*	Jurisdiction	
Date Performed	*3/15/2016*	Analysis Year	*2020*
Analysis Time Period	*PM Future Total*		

Project Description *140213000*

East/West Street: *SE 8th Street* | North/South Street: *SE 4th Avenue*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*180*	*221*	*3*	*69*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*180*	*221*	*3*	*69*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*69*		*3*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*69*	*0*	*3*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*0*	*2*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*3*		*72*				
C (m) (veh/h)		*1169*		*637*				
v/c		*0.00*		*0.11*				
95% queue length		*0.01*		*0.38*				
Control Delay (s/veh)		*8.1*		*11.4*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*11.4*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Josh Montefusco*	Intersection	
Agency/Co.	*Kimley-Horn & Associates*	Jurisdiction	
Date Performed	*3/15/2016*	Analysis Year	*2020*
Analysis Time Period	*AM Future Total*		

Project Description *140213000*

East/West Street: *SE 9th Street* | North/South Street: *Old Federal Highway*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*2*	*174*	*95*	*5*		*94*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*2*	*174*	*95*	*5*	*0*	*94*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration	*LTR*			*LTR*	*LR*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)					*88*	*2*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*88*	*2*
Percent Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration						*TR*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*			*TR*			
v (veh/h)	*2*	*5*			*90*			
C (m) (veh/h)	*1500*	*1295*			*590*			
v/c	*0.00*	*0.00*			*0.15*			
95% queue length	*0.00*	*0.01*			*0.54*			
Control Delay (s/veh)	*7.4*	*7.8*			*12.2*			
LOS	*A*	*A*			*B*			
Approach Delay (s/veh)	--	--	*12.2*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Josh Montefusco*	Intersection	
Agency/Co.	*Kimley-Horn & Associates*	Jurisdiction	
Date Performed	*3/15/2016*	Analysis Year	*2020*
Analysis Time Period	*PM Future Total*		

Project Description *140213000*

East/West Street: *SE 9th Street* | North/South Street: *Old Federal Highway*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*17*	*315*	*50*	*7*		*228*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*17*	*315*	*50*	*7*	*0*	*228*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration	*LTR*			*LTR*	*LR*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)					*217*	*16*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*217*	*16*
Percent Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration						*TR*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*			*TR*			
v (veh/h)	*17*	*7*			*233*			
C (m) (veh/h)	*1340*	*1194*			*409*			
v/c	*0.01*	*0.01*			*0.57*			
95% queue length	*0.04*	*0.02*			*3.44*			
Control Delay (s/veh)	*7.7*	*8.0*			*24.8*			
LOS	*A*	*A*			*C*			
Approach Delay (s/veh)	--	--	*24.8*					
Approach LOS	--	--	*C*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Josh Montefusco*	Intersection	
Agency/Co.	*Kimley-Horn & Associates*	Jurisdiction	
Date Performed	*3/15/2016*	Analysis Year	*2020*
Analysis Time Period	*AM Future Total*		

Project Description *140213000*

East/West Street: *SE 9th Street* | North/South Street: *SE 1st Avenue*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*466*				
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*466*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*0*	*0*
Configuration		*T*				
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*51*		*136*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*51*	*0*	*136*
Percent Heavy Vehicles	*0*	*0*	*2*	*2*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration				*LR*				
v (veh/h)				*187*				
C (m) (veh/h)				*720*				
v/c				*0.26*				
95% queue length				*1.04*				
Control Delay (s/veh)				*11.7*				
LOS				*B*				
Approach Delay (s/veh)	--	--	*11.7*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Josh Montefusco*	Intersection	
Agency/Co.	*Kimley-Horn & Associates*	Jurisdiction	
Date Performed	*3/15/2016*	Analysis Year	*2020*
Analysis Time Period	*PM Future Total*		

Project Description *140213000*

East/West Street: *SE 9th Street* | North/South Street: *SE 1st Avenue*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*708*				
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*708*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*0*	*0*
Configuration		*T*				
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*29*		*192*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*29*	*0*	*192*
Percent Heavy Vehicles	*0*	*0*	*2*	*2*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration				*LR*				
v (veh/h)				*221*				
C (m) (veh/h)				*630*				
v/c				*0.35*				
95% queue length				*1.57*				
Control Delay (s/veh)				*13.8*				
LOS				*B*				
Approach Delay (s/veh)	--	--	*13.8*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Josh Montefusco*	Intersection	
Agency/Co.	*Kimley-Horn & Associates*	Jurisdiction	
Date Performed	*3/15/2016*	Analysis Year	*2020*
Analysis Time Period	*AM Future Total*		

Project Description *140213000*

East/West Street: *SE 9th Street* | North/South Street: *SE 4th Avenue*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*0*	*167*			*91*	*70*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*167*	*0*	*0*	*91*	*70*
Percent Heavy Vehicles	*2*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*9*		*4*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*9*	*0*	*4*
Percent Heavy Vehicles	*2*	*0*	*2*	*0*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*0*						*13*	
C (m) (veh/h)	*1418*						*758*	
v/c	*0.00*						*0.02*	
95% queue length	*0.00*						*0.05*	
Control Delay (s/veh)	*7.5*						*9.8*	
LOS	*A*						*A*	
Approach Delay (s/veh)	--	--				*9.8*		
Approach LOS	--	--				*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Josh Montefusco*	Intersection	
Agency/Co.	*Kimley-Horn & Associates*	Jurisdiction	
Date Performed	*3/15/2016*	Analysis Year	*2020*
Analysis Time Period	*PM Future Total*		

Project Description *140213000*

East/West Street: *SE 9th Street* | North/South Street: *SE 4th Avenue*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*4*	*108*			*232*	*70*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*4*	*108*	*0*	*0*	*232*	*70*
Percent Heavy Vehicles	*2*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*205*		*22*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*205*	*0*	*22*
Percent Heavy Vehicles	*2*	*0*	*2*	*0*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*4*						*227*	
C (m) (veh/h)	*1259*						*634*	
v/c	*0.00*						*0.36*	
95% queue length	*0.01*						*1.62*	
Control Delay (s/veh)	*7.9*						*13.8*	
LOS	*A*						*B*	
Approach Delay (s/veh)	--	--				*13.8*		
Approach LOS	--	--				*B*		

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