Traffic Impact Study

Domus Hallandale

Hallandale Beach, Florida

Revised January 2007

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TABLE OF CONTENTS

INTRODUCTION 1

INVENTORY 3
Existing Land Use 3
Proposed Land Use and Access 3

EXISTING CONDITIONS 3
Mass Transit 3
Pedestrian Features 4
Existing Roadway Conditions 4
Intersections 5

TRAFFIC COUNTS 8

PROPOSED IMPROVEMENTS 8

TRIP GENERATION 9

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT 12
Driveway Assignment 12

TRAFFIC ANALYSES 16
Future Conditions Analysis Without Proposed Domus Hallandale Project 16
Future Conditions Analysis With Proposed Domus Hallandale Project 19
Intersection Analyses 21

CONCLUSIONS AND RECOMMENDATIONS 22

APPENDIX A – Site Plan
APPENDIX B – TRIPS Model Network File
APPENDIX C – Traffic Counts
APPENDIX D – Signal Timing
APPENDIX E – The Village at Gulfstream Park Development Order Conditions
APPENDIX F – ITE Trip Generation excerpts, Internalization spreadsheets
APPENDIX G – TRIPS Model Output
APPENDIX H – Committed Development - City of Hallandale Beach
APPENDIX I – FDOT Peak Season Factor Category Report
APPENDIX J - HCS Analyses

LIST OF FIGURES

FIGURE 1 – Site Location Map 2
FIGURE 2 – Traffic Assignment (New PM Peak Hour Trips) 13
FIGURE 3 – Pass-by Trips (PM Peak Hour) 14
FIGURE 4 – Driveway Assignment 15

LIST OF TABLES

TABLE 1 – Existing Conditions Analysis – PM Peak Hour 6
TABLE 2 – Trip Generation Summary 11
TABLE 3 – City of Hallandale Beach Projects Under-Construction/Approved/Proposed 16
TABLE 4 – Future Conditions Analysis Without Domus Hallandale Project 18
TABLE 5 – Future Conditions Analysis With Domus Hallandale Project 20
TABLE 6 – Intersection Analyses (PM Peak Hour) 21

INTRODUCTION

The Domus Hallandale project is a proposed mixed-use development to be located on the southwest corner of US 1 and SE 8th Street in the City of Hallandale Beach, Florida. The building will consist of 13,021 square feet of retail space on the ground floor, parking on the next 9 levels (floors 2 through 10) and 160,446 square feet of office space on the upper 9 levels (floors 11 through 19). Access to the site will be provided via one driveway on SE 8th Street. The location of the project is illustrated in Figure 1 on the following page. A site plan for the proposed development is included in Appendix A.

The purpose of this traffic impact report is to document the traffic impacts created by the proposed project on the nearby transportation network, access to the site, and any roadway improvements that may be required.

This traffic study is divided into eight (8) sections, as listed below:

1. Inventory
2. Existing Conditions
3. Traffic Counts
4. Proposed Improvements
5. Trip Generation
6. Trip Distribution and Traffic Assignment
7. Traffic Analyses
8. Conclusions and Recommendations

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Project Location

FIGURE 1
Domus Hallandale
Hallandale Beach, Florida

INVENTORY

Existing Land Use

The project site is currently occupied by a small motel. The motel consists of 13 rooms and approximately 1,000 square feet of commercial/restaurant space. The Gulfstream Park Race Track is located east of Federal Highway in the vicinity of the project. In general, residential land uses are located west and north of the site, and commercial land uses are located south of the site along Federal Highway.

Proposed Land Use and Access

As previously mentioned, the Domus Hallandale project is proposed to consist of primarily office space. A single building is proposed on-site with retail use on the first floor, parking on floors 2 through 10, and office use on floors 11 through 19. As shown on the site plan, there will be 13,021 square feet of retail space on the first floor and a total gross floor area of 160,446 square feet of usable office space on the upper nine levels. Access to the parking garage will be provided via one full-access driveway on SE 8th Street. For the purpose of this traffic study, the build-out for the subject project is the year 2009.

EXISTING CONDITIONS

This section addresses mass transit, pedestrian features, existing roadway conditions, and intersections.

Mass Transit

The immediate project area is served by Broward County Transit (BCt), Miami-Dade County Transit, and the City of Hallandale Beach Minibus. Broward County Transit Route 1 runs along US 1 adjacent to the project site. This route provides service to Aventura Mall, Young Circle, Fort Lauderdale/Hollywood International Airport, and Broward Central Transit Terminal. Route 1 runs at 15-minute headways on weekdays during the AM and PM peak hours and at 30-minute headways on Saturdays and

Sundays. Miami-Dade County Transit Route 3 also runs along US 1 adjacent to the project site. Route 3 provides service to Three Islands Boulevard (Broward County), Wal-Mart (Broward County), Diplomat Mall (Broward County), Aventura Mall, Turnberry Isle Country Club, the Mall at 163rd Street, Biscayne Boulevard, Omni Bus Terminal, the Government Center Metrorail Station, Stephen P. Clark Center, the Downtown Bus Terminal, the Main Library, the Miami Art Museum, and the Historical Museum. This route provides service on weekdays, Saturdays, and Sundays in both the northbound and southbound directions.

The City of Hallandale Beach Minibus Route 2 runs along US 1 adjacent to the project site. This route provides service to Golden Isles, Wal-Mart, Three Islands Boulevard, Diplomat Mall, Big Irv's, the Library/Post Office/City Hall, and Aventura Hospital. Route 2 provides service Mondays through Saturdays at 60-minute headways from 8:00 AM to 6:00 PM.

Pedestrian Features

The pedestrian facilities located near the project site include sidewalks on both sides of Hallandale Beach Boulevard. Pedestrian crosswalks with pedestrian signals, push buttons, and handicap ramps are provided on all approaches at the near-by signalized intersection of US 1 and SE 3rd Street.

Existing Roadway Conditions

The site is located on the southwest corner of US 1 – Federal Highway and SE 8th Street. The following major roadways located within the city limits of Hallandale Beach are analyzed in this report:

- Hallandale Beach Boulevard
- Dixie Highway
- Federal Highway (US 1)
- SR A-1-A

Hallandale Beach Boulevard is a major arterial located approximately one-half mile north of the project site. The arterial provides three lanes in the east and west directions from

Interstate 95 to SR A-1-A. Dixie Highway is located west of the project site. Within the vicinity of the project site, Dixie Highway and SE 1st Avenue operate as one-way pairs. Generally, Dixie Highway provides three lanes in the southbound direction and SE 1st Avenue provides two lanes in the northbound direction. Federal Highway (US 1) runs in the north and south directions adjacent to the project site. Federal Highway provides three lanes in each direction from Hallandale Beach Boulevard to the Miami-Dade County line. North of Hallandale Beach Boulevard, US 1 provides two through lanes in each direction (four-lane divided facility). SR A-1-A is a six-lane divided arterial within the City of Hallandale Beach limits. Table 1 summarizes the existing conditions of these major roadways as documented in the Broward County TRIPS model. The latest TRIPS roadway network file is included in Appendix B.

As shown in Table 1, seven roadway links are currently operating with a volume-to-capacity ratio greater than 1.0.

Intersections

For the purpose of this traffic study, the following intersections were analyzed:

- *Federal Highway (US 1) and SE 3rd Street:* This is a signalized four-legged intersection. The northbound approach provides one left-turn lane, three through lanes, and one exclusive right-turn lane. The southbound approach provides two left-turn lanes, two through lanes and one shared through/right-turn lane. The eastbound approach provides one shared left-turn/through lane and one shared tbrough/right-turn lane. The westbound approach provides one left-turn lane, one shared left-turn/through lane, and one exclusive right-turn lane.

- *Federal Highway (US 1) and SE 9th Street:* This is four-legged intersection controlled by two stop signs located on the eastbound and westbound approaches. This intersection is anticipated to be signalized as part of the improvements proposed upon the development of the Village at Gulfstream Park DRI. Currently, the northbound approach provides one left-turn lane, three through

Table 1
Existing Conditions Analysis - PM Peak Hour
Domus Hallandale
Hallandale Beach, Florida

Roadway Segment From:	To:	TRIPS Link	Roadway Type	LOS D Capacity	Existing Volume	Committed Volume	TRIPS Background	Existing V/C
Hallandale Beach Boulevard								
I-95	NW/SW 8th Avenue	921	A6LD	4,680	4,957	1,069	6,026	**1.29**
NW/SW 8th Avenue	Dixie Highway	922	A6LD	4,680	4,957	1,080	6,037	**1.29**
Dixie Highway	NE/SE 3rd Avenue	923	A6LD	4,680	3,440	1,188	4,628	0.99
NE/SE 3rd Avenue	Federal Highway	924	A6LD	4,680	3,440	1,198	4,638	0.99
Federal Highway	NE 10th Avenue	925	A6LD	4,240	4,481	1,600	6,081	**1.43**
NE 10th Avenue	Diplomat Parkway	926	A6LD	4,240	3,812	1,198	5,010	**1.18**
Diplomat Parkway	SR A-1-A	927	A6LD	4,240	3,142	1,122	4,264	**1.01**
Dixie Highway/SE 1st Avenue								
Pembroke Road	NW/NE 3rd Street	903	A4LD	2,484	853	44	897	0.36
NW/NE 3rd Street	Hallandale Beach Blvd	904	A4LD	2,484	853	177	1,030	0.41
Hallandale Beach Blvd	SW/SE 3rd Street	932	A4LD	2,484	849	208	1,057	0.43
SW/SE 3rd Street	Miami-Dade County line	933	A4LD	2,484	577	59	636	0.26
Federal Highway (US 1)								
NE 9th Street	NE 3rd Street	901	A4LD	3,110	3,049	608	3,657	**1.18**
NE 3rd Street	Hallandale Beach Blvd	902	A4LD	3,110	3,604	306	3,910	**1.26**
Hallandale Beach Blvd	SE 3rd Street	930	A6LD	4,680	4,158	196	4,354	0.93
SE 3rd Street	Miami-Dade County line	931	A6LD	4,680	4,158	362	4,520	0.97
SR A-1-A								
North of Hallandale Beach Blvd		860	A6LD	4,680	2,356	870	3,226	0.69
South of Hallandale Beach Blvd		928	A6LD	4,680	2,402	970	3,372	0.72
North of Miami-Dade County line		929	A6LD	4,680	2,125	661	2,786	0.60

Source: Broward County TRIPS Model Roadway Network File (January 4, 2007).
Compiled by: Carter & Burgess, Inc. (January 2007).

lanes, and one exclusive right-turn lane. The southbound approach provides one left-turn lane, two through lanes, and one shared through/right-turn lane. The eastbound approach provides one shared left-turn/through/right-turn lane. The westbound approach provides two lane-turn lanes, one shared left-turn/through lane, and one exclusive right-turn lane.

- *Dixie Highway/SE 1st Avenue and SE 3rd Street:* This is a signalized four-legged intersection. The northbound approach (on SE 1st Avenue) provides one shared left-turn/through lane and one shared through/right-turn lane. The southbound approach (on Dixie Highway) provides one exclusive left-turn lane, two through lanes, and one shared through/right-turn lane. The eastbound approach provides one shared through/right-turn lane (approaching Dixie Highway) and one shared left-turn/through lane (approaching SE 1st Avenue). The westbound approach provides one through lane and one exclusive right-turn lane (approaching SE 1st Avenue), and one left-turn lane and one through lane (approaching Dixie Highway).

- *Dixie Highway/SE 1st Avenue and SE 11th Street:* This is a signalized "T" intersection. The northbound approach on Dixie Highway provides one left-turn lane and one right-turn lane. The northbound approach on SE 1st Avenue provides one left-turn lane and one through lane. The southbound approach (on Dixie Highway) provides one exclusive left-turn lane, one through lane, and one exclusive right-turn lane. The eastbound approach provides one shared through/right-turn lane (approaching Dixie Highway) and one left-turn lane and one right-turn lane (approaching SE 1st Avenue).

- *SE 1st Avenue and SE 8th Street:* This intersection is controlled by a stop sign on the westbound approach (SE 8th Street). The northbound approach provides one through lane and one shared through/right-turn lane. The westhound approach provides one exclusive right-turn lane.

TRAFFIC COUNTS

Carter & Burgess, Inc., in association with Crossroads Engineering Data, Inc., collected 72-hour traffic counts on Tuesday, August 2, 2005 on SE 8th Street west of Federal Highway. Intersection turning movement counts were conducted on Monday, August 21, 2006 and Wednesday, August 23, 2006. The turning movement counts were undertaken from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM. The intersection turning movement counts were collected at the following intersections:

- Federal Highway/US 1 and SE 3rd Street (signalized)
- Federal Highway (US 1) and SE 9th Street (un-signalized)[1]
- Dixie Highway and SE 3rd Street (signalized)
- Dixie Highway and SW/SE 11th Street (signalized)
- SE 1st Avenue and SE 8th Street (un-signalized)

Appendix C contains the traffic counts conducted for this project. The signal-timing plans for the signalized intersections were obtained from Broward County and are included in Appendix D of this report.

PROPOSED IMPROVEMENTS

As previously mentioned, the Village of Gulfstream Park DRI is located on the east side of US 1 within the project study area. The South Florida Regional Planning Council (SFRPC) has recommended approval of the application and the City of Hallandale Beach has adopted the Development Order included in Appendix E. At the request of the City, the improvements proposed in this Development Order Conditions document have been implemented into the future condition analyses performed for this traffic study. The roadway improvements, as they relate to this traffic study, are as follows:

[1] This intersection is anticipated to be signalized as one of the improvements proposed for the Village at Gulfstream Park development.

- New traffic signal, dual southbound left-turn lanes and northbound right-turn lane at the intersection of US 1 and SE 9th Street
- Median access closure at US 1 and SE 7th Street.

The addition of transit and pedestrian facilities along US 1 within the study area are also proposed. These improvements include:

- A Transit Super Stop along the east side of US 1 near SE 5th Street
- Pedestrian crossings in all directions to serve the Super Stop
- New Limited Stop Service on US 1.

TRIP GENERATION

The trip generation for the proposed project was determined using the trip generation equations/rates contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (7th Edition). Based upon the information published by ITE, the weekday, AM peak hour, and PM peak hour trip generation equations/rates for the existing and proposed developments are as follows:

Existing

Motel (ITE Land Use #320)[2]:

- Weekday equation: $Ln(T) = 0.97\ Ln(X) + 2.30$
- AM peak hour equation: $Ln(T) = 0.90\ Ln(X) - 0.01$ (36% in / 64% out)
- PM peak hour equation: $T = 0.53\ (X) + 5.95$ (53% in / 47% out)

where T = number of trips and X = number of occupied rooms

[2] According to ITE, Land Use #320 (Motel) includes a restaurant component, and therefore the trip generation associated with the existing restaurant inside the motel was not calculated individually in order to present a conservative analysis.

Proposed

Shopping Center (ITE Land Use #820):

- Weekday equation: $Ln(T) = 0.65 Ln(X) + 5.83$
- AM peak hour equation: $Ln(T) = 0.60 Ln(X) + 2.29$ (61% in / 39% out)
- PM peak hour equation: $Ln(T) = 0.66 Ln(X) + 3.40$ (48% in / 52% out)

where T = number of trips and X = 1,000 SF of gross leasable area

General Office Building (ITE Land Use #710):

- Weekday equation: $Ln(T) = 0.77 Ln(X) + 3.65$
- AM peak hour equation: $Ln(T) = 0.80 Ln(X) + 1.55$ (88% in / 12% out)
- PM peak hour equation: $T = 1.12 (X) + 78.81$ (17% in / 83% out)

where T = number of trips and X = 1,000 SF of gross floor area

Using the above equations, the trip generation for the subject project was determined. Internalization and pass-by calculations based on data contained in the *ITE Trip Generation Handbook* (2nd Edition) were also performed. Table 2 summarizes the trip generation, internalization, and pass-by calculations associated with the existing and proposed developments. The internalization worksheets and the relevant excerpts published by ITE are included in Appendix F.

As indicated in Table 2, the proposed development is projected to generate 3,357 net external trips on a daily basis, 294 net external trips during the AM peak hour, and 345 net external trips during the PM peak hour. Since the project generates more trips during the PM peak hour, the afternoon peak period was selected for analysis purposes.

Table 2
Trip Generation Summary
Domus Hallandale
Hallandale Beach, Florida

Land Use	Size	Weekday Trips	AM Peak Hour Trips					PM Peak Hour Trips				
			In		Out		Total	In		Out		Total
			%	#	%	#		%	#	%	#	
Existing												
Motel - ITE Land Use #320	13 rooms	120	36%	4	64%	6	10	53%	7	47%	6	13
Proposed												
General Commercial - ITE Land Use #820	13,021 SF	1,805	*61%*	28	*39%*	18	46	*48%*	78	*52%*	85	163
General Office Building - ITE Land Use #710	160,446 SF	1,920	*88%*	241	*12%*	33	274	*17%*	44	*83%*	215	259
Sub-Total		3,725		269		51	320		122		300	422
Internalization		*-126*							*-5*		*-5*	*-10*
Pass-by (34% of External Retail)		*-122*		*-10*		*-6*	*-16*		*-26*		*-28*	*-54*
Proposed Total		3,477		259		45	304		91		267	358
Net Trips		***3,357***		***255***		***39***	***294***		***84***		***261***	***345***

Sources: ITE Trip Generation Manual (7th Edition) and ITE Trip Generation Handbook (2nd Edition).
Compiled by: Carter & Burgess, Inc. (January 2007).

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

In accordance with the traffic study requirements set forth for the City of Hallandale Beach, an informational TRIPS model run was performed to determine the trip distribution and traffic assignment for the Domus Hallandale project on a PM peak hour basis. This informational TRIPS model run was used as a base in performing the trip distribution and traffic assignment for the subject project. This run was performed in August 2005. While the type of land uses associated with the subject project have remained, the areas for each land use have been slightly modified. In addition, the TRIPS model network does not include any local roadways. As a result, the model did not assign trips to the residential streets located west of the project site. Furthermore, the model does not take into account internalization or pass-by deductions. Therefore, the traffic assignment used slightly differs from the traffic assignment obtained from the TRIPS run, in order to account for the existing local street system.

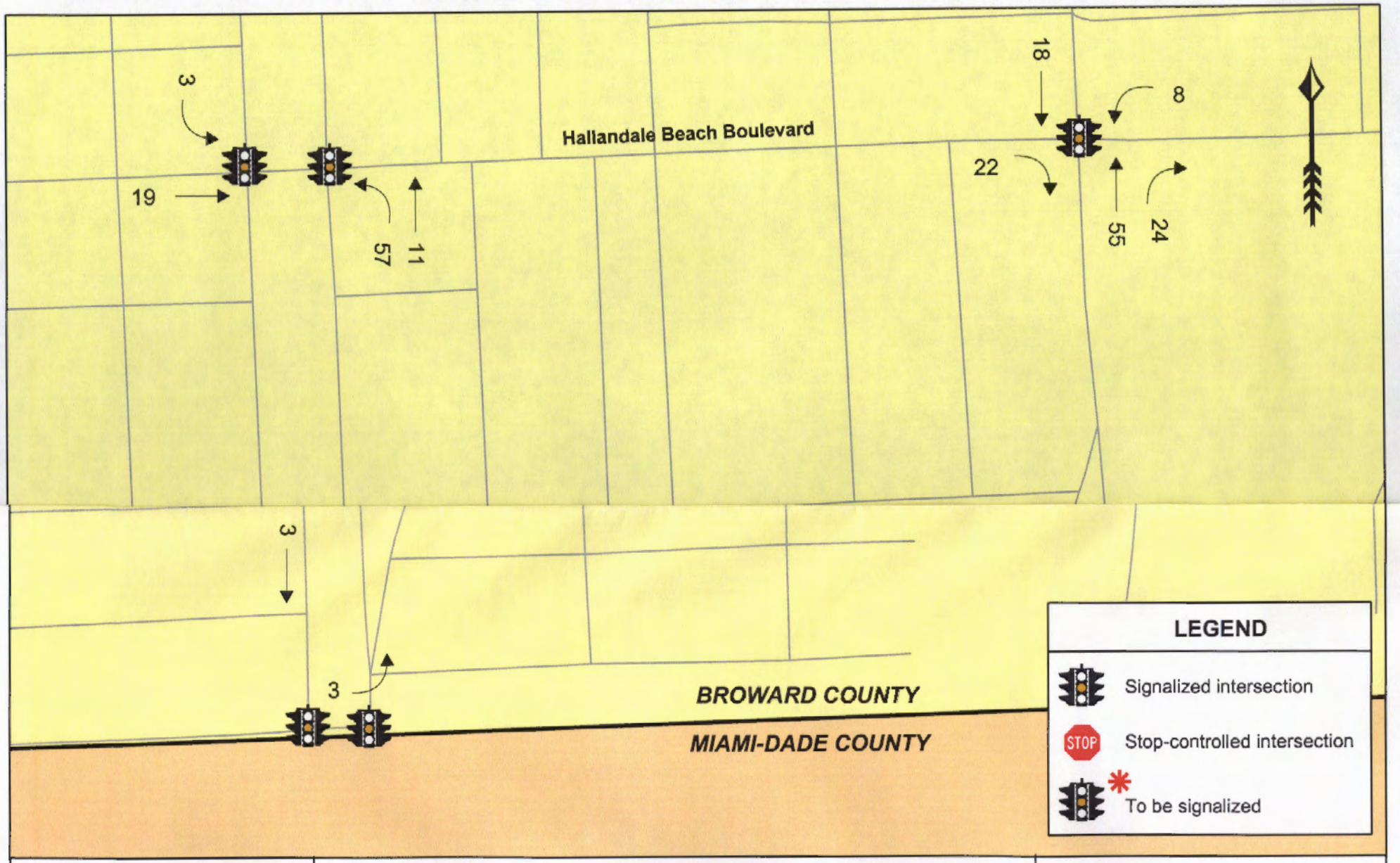
The following trip distribution was utilized for the Domus Hallandale project on a PM peak hour basis:

- 35% was assigned to Federal Highway south of the project site
- 37% was assigned to Federal Highway north of the project site
- 23% was assigned to Dixie Highway/SE 1st Avenue (22% north, 1% south)
- 5% was assigned to the Village at Gulfstream Park

Figure 2 displays the new PM peak hour trips assigned to the major intersections in the area, and Figure 3 shows the pass-by trips associated with the project on a PM peak hour basis. The output from the TRIPS model run is included in Appendix G.

Driveway Assignment

As previously mentioned, the driveway for the Domus Hallandale project will be located on SE 8th Street and the driveway will allow all movements to occur. The driveway assignment for the Domus Hallandale project is depicted in Figure 4.



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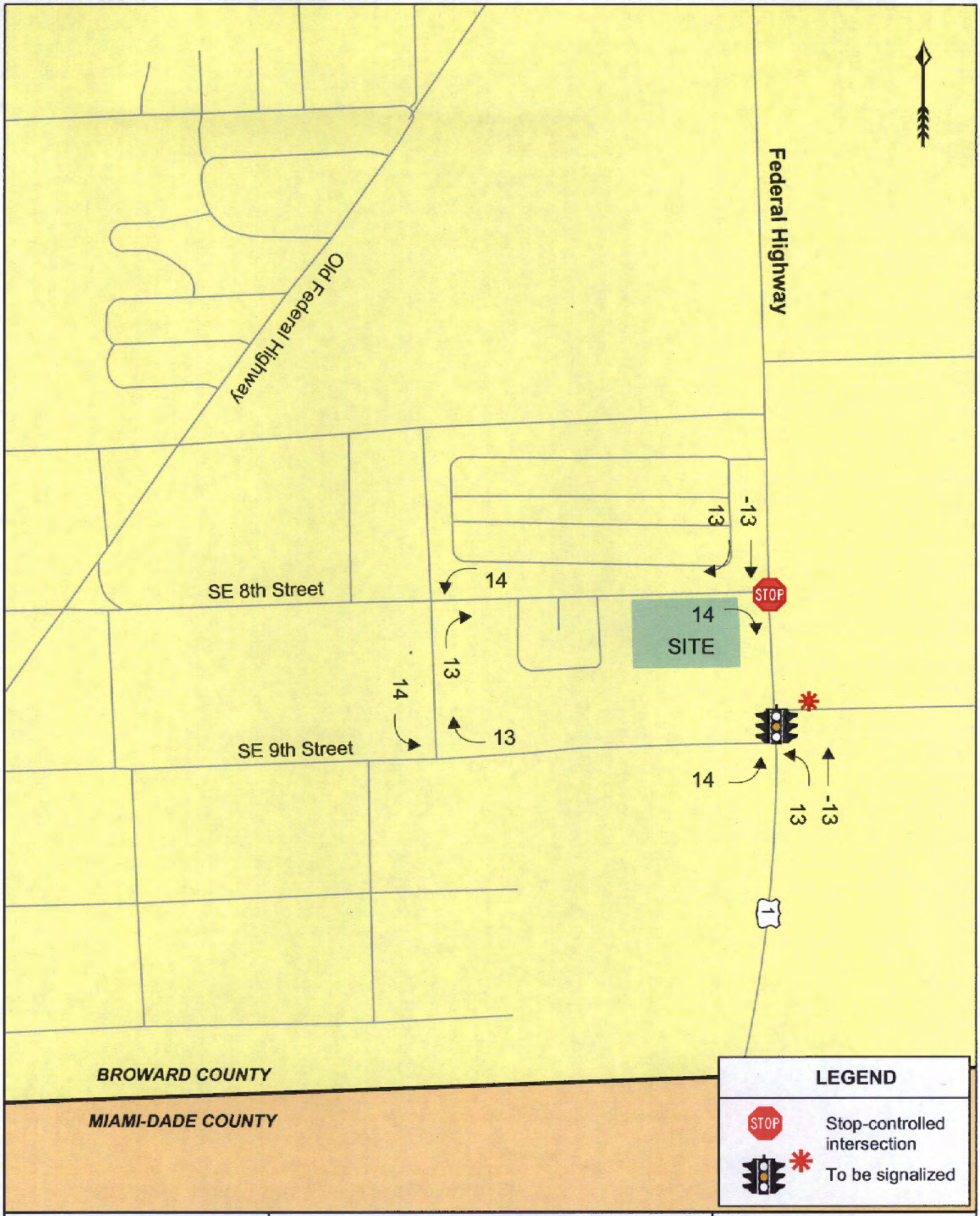
New PM Peak Hour Trips

FIGURE 2
Domus Hallandale
Hallandale Beach, Florida



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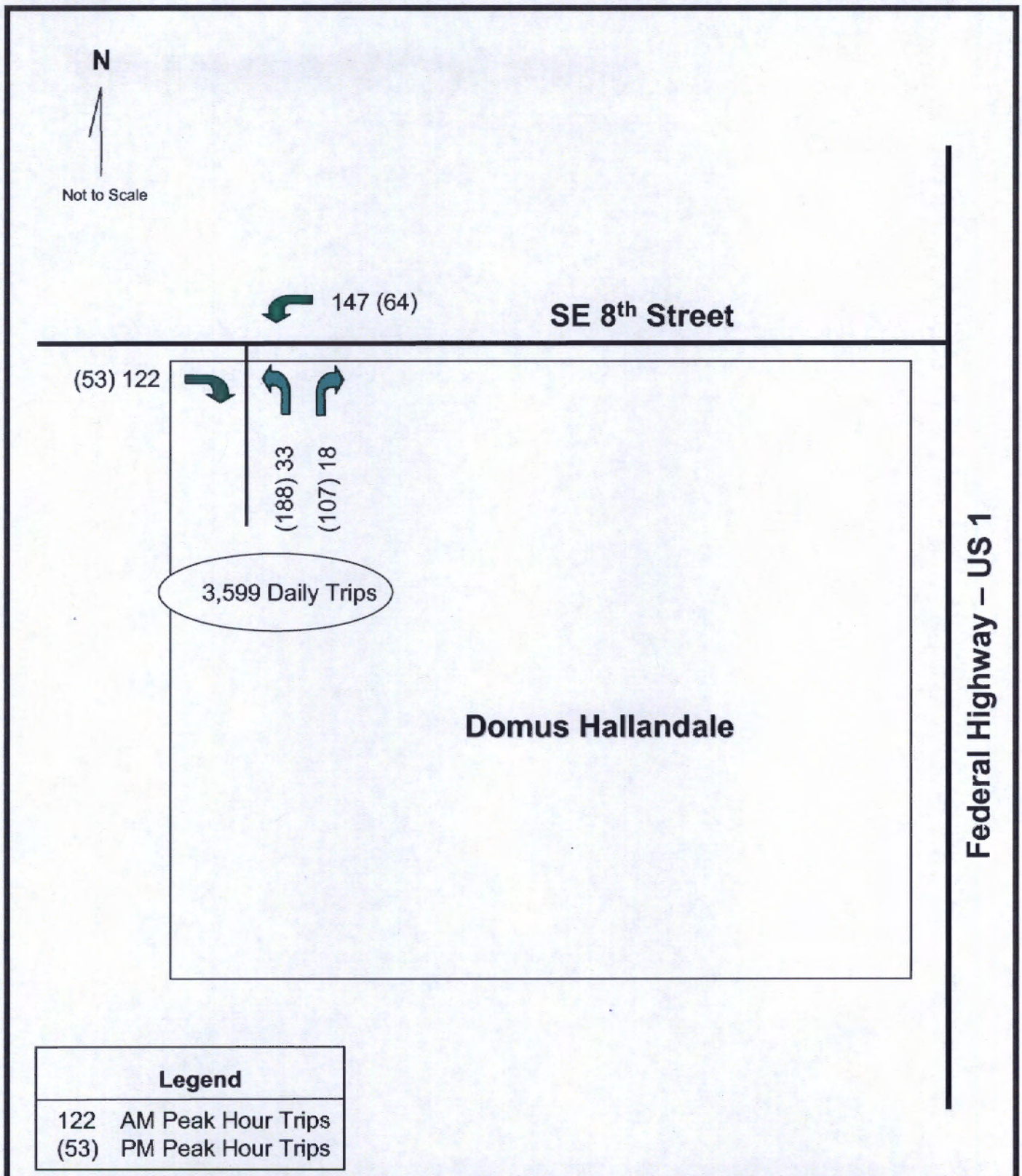
Pass-by Trips (PM Peak Hour)

FIGURE 3
Domus Hallandale
Hallandale Beach, Florida



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Driveway Assignment

FIGURE 4
Domus Hallandale
Hallandale Beach, Florida

TRAFFIC ANALYSES

Future Conditions Analysis Without Proposed Domus Hallandale Project

Traffic associated with approved developments that are not yet built/or fully occupied by the project's built-out year (2009) were used to analyze the future traffic conditions without the Domus Hallandale project in place. The approved developments included in the future conditions analysis are summarized in Table 3.

Table 3
City of Hallandale Beach Projects Under-Construction/Approved /Proposed
Domus Hallandale
Hallandale Beach, Florida

Project Name	Address	Number of DU Non-Res. Sq.Ft.	Trip Generation
Beach Club	1800 – 1850 Ocean Drive	1,220	4,965 ADT / 446 PH
Duo	1745-1755 E. Hallandale Beach Boulevard	398	2,332 ADT / 210 PH
Harbour Cove	100 NW 9th Terrace	212	1405ADT / 131 PH
Ocean Marine	1945 Ocean Drive	283	2,975 ADT / 304 PH
Curci Village	324 SW 2nd Avenue	15	88 ADT / 8 PH
Bella Villagio	101 -105 SE 3rd Avenue	24	162 ADT / 16 PH
Halls Village	723-733 SW 6th Street	10	59 ADT / 5 PH
Hallandale Oaks	212 NE 3rd Street	12	70 ADT / 11 PH
European Club	2101 E . Hallandale Beach Boulevard	118 DU 155 Hotel 123K Comm.	2463 ADT / 485 PH
Village at Gulfstream Park	901 S. Federal Highway	1,500 DU 750K Comm. 140K Office 2500 Movie	2000 ADT / 1800 PH

Source: City of Hallandale Beach – Project Under-Construction/Approved/Proposed As of Dec. 8th, 2006.

Table 3 (Continued) City of Hallandale Beach Projects Under-Construction/Approved /Proposed Domus Hallandale Hallandale Beach, Florida			
Project Name	**Address**	**Number of DU Non-Res. Sq.Ft.**	**Trip Generation**
Millennium Hallandale	2500 E. Hallandale Beach Boulevard	179	305 ADT/ 89 PH
Hallandale Crossing	130 SE 7th Street	29	170 ADT / 22 PH
Hallandale Commons Office	SW 10th Street/S. Dixie Hwy	10K Office	110 ADT / 15 PH
Jehovah Witness	SW 2nd Street/SW 10th Ave	7.2K	336 / 130 PH (Sunday)
Regency Spa	2000 S. A1A	130 Rooms/Spa	536 ADT / 39 PH
Hallandale Outpatient Office	300 E. Hallandale Beach Boulevard	6.1 K	192 ADT / 32 PH
Oasis Mixed-Use	1100 E. Hallandale Beach Boulevard	250 DU 193K Comm.	3,470 ADT / 360 PH
Park Central	300 N. Federal Hwy	349 DU 18 K Comm.	1,647 ADT / 95 PH

Source: City of Hallandale Beach – Project Under-Construction/Approved/Proposed as of Dec. 8th, 2006.

Table 4 documents the future conditions analysis without the proposed project, and the detailed traffic assignment for each committed development listed above is included in Appendix H.

Table 4
Future Conditions Analysis Without Domus Hallanadale Project -PM Peak Hour
Domus Hallandale
Hallandale Beach, Florida

Roadway Segment From:	To:	TRIPS Link	Roadway Type	LOS D Capacity	TRIPS Background	Committed Volume	Total Background	V/C Ratio
Hallandale Beach Boulevard								
I-95	NW/SW 8th Avenue	921	A6LD	4,680	6,026	882	6,908	**1.48**
NW/SW 8th Avenue	Dixie Highway	922	A6LD	4,680	6,037	825	6,862	**1.47**
Dixie Highway	NE/SE 3rd Avenue	923	A6LD	4,680	4,628	931	5,559	**1.19**
NE/SE 3rd Avenue	Federal Highway	924	A6LD	4,680	4,638	931	5,569	**1.19**
Federal Highway	NE 10th Avenue	925	A6LD	4,240	6,081	849	6,930	**1.63**
NE 10th Avenue	Diplomat Parkway	926	A6LD	4,240	5,010	805	5,815	**1.37**
Diplomat Parkway	SR A-1-A	927	A6LD	4,240	4,264	797	5,061	**1.19**
Dixie Highway/SE 1st Avenue								
Pembroke Road	NW/NE 3rd Street	903	A4LD	2,484	897	76	973	0.39
NW/NE 3rd Street	Hallandale Beach Blvd	904	A4LD	2,484	1,030	91	1,121	0.45
Hallandale Beach Blvd	SW/SE 3rd Street	932	A4LD	2,484	1,057	100	1,157	0.47
SW/SE 3rd Street	Miami-Dade County line	933	A4LD	2,484	636	77	713	0.29
Federal Highway (US 1)								
NE 9th Street	NE 3rd Street	901	A4LD	3,110	3,657	391	4,048	**1.30**
NE 3rd Street	Hallandale Beach Blvd	902	A4LD	3,110	3,910	441	4,351	**1.40**
Hallandale Beach Blvd	SE 3rd Street	930	A6LD	4,680	4,354	501	4,855	**1.04**
SE 3rd Street	Miami-Dade County line	931	A6LD	4,680	4,520	632	5,152	**1.10**
SR A-1-A								
North of Hallandale Beach Blvd		860	A6LD	4,680	3,226	270	3,496	0.75
South of Hallandale Beach Blvd		928	A6LD	4,680	3,372	707	4,079	0.87
North of Miami-Dade County line		929	A6LD	4,680	2,786	323	3,109	0.66

Source: Broward County TRIPS Model Roadway Network File, City of Hallandale Beach, and Carter and Burgess, Inc. (January 2007).

As shown in Table 4, the following roadway segments are anticipated to be deficient in the future without the proposed Domus Hallandale project in place:

Hallandale Beach Boulevard:

From:	To:
I-95	NW/SW 8th Avenue
NW/SW 8th Avenue	Dixie Highway
Dixie Highway	NE/SE 3rd Avenue
NE/SE 3rd Avenue	Federal Highway
Federal Highway	NE 10th Avenue
NE 10th Avenue	Diplomat Parkway
Diplomat Parkway	SR A-1-A

Federal Highway (US1):

From:	To:
NE 9th Street	NE 3rd Street
NE 3rd Street	Hallandale Beach Blvd
Hallandale Beach Blvd	SE 3rd Street
SE 3rd Street	Miami-Dade County line

Future Conditions Analysis With Proposed Domus Hallandale Project

The project traffic was assigned to the major roadway links within the City according to the trip distribution developed for the Domus Hallandale project (see Figure 2). As previously mentioned, the trip distribution was based upon an informational TRIPS run conducted for this project. The traffic assignment was modified to include local roadways, as well as to account for the existing development on-site, internalization and pass-by deductions. Table 5 documents the total future traffic witb the proposed Domus Hallandale project.

Table 5
Future Conditions Analysis With Domus Hallandale Project - PM Peak Hour
Domus Hallandale
Hallandale Beach, Florida

Roadway Segment From:	To:	TRIPS Link	Roadway Type	LOS D Capacity	Total Background	Domus Hallandale #	Domus Hallandale % Capacity	Total Traffic	Total V/C
Hallandale Beach Boulevard									
I-95	NW/SW 8th Avenue	921	A6LD	4,680	6,908	16	0.3%	6,924	**1.48**
NW/SW 8th Avenue	Dixie Highway	922	A6LD	4,680	6,862	19	0.4%	6,881	**1.47**
Dixie Highway	NE/SE 3rd Avenue	923	A6LD	4,680	5,559	22	0.5%	5,581	**1.19**
NE/SE 3rd Avenue	Federal Highway	924	A6LD	4,680	5,569	22	0.5%	5,591	**1.19**
Federal Highway	NE 10th Avenue	925	A6LD	4,240	6,930	32	0.8%	6,962	**1.64**
NE 10th Avenue	Diplomat Parkway	926	A6LD	4,240	5,815	24	0.6%	5,839	**1.38**
Diplomat Parkway	SR A-1-A	927	A6LD	4,240	5,061	15	0.4%	5,076	**1.20**
Dixie Highway/SE 1st Avenue									
Pembroke Road	NW/NE 3rd Street	903	A4LD	2,484	973	8	0.3%	981	0.40
NW/NE 3rd Street	Hallandale Beach Blvd	904	A4LD	2,484	1,121	14	0.6%	1,135	0.46
Hallandale Beach Blvd	SW/SE 3rd Street	932	A4LD	2,484	1,157	68	2.7%	1,225	0.49
SW/SE 3rd Street	Miami-Dade County line	933	A4LD	2,484	713	78	3.1%	791	0.32
Federal Highway (US 1)									
NE 9th Street	NE 3rd Street	901	A4LD	3,110	4,048	65	2.1%	4,113	**1.32**
NE 3rd Street	Hallandale Beach Blvd	902	A4LD	3,110	4,351	73	2.3%	4,424	**1.42**
Hallandale Beach Blvd	SE 3rd Street	930	A6LD	4,680	4,855	127	2.7%	4,982	**1.06**
SE 3rd Street	Miami-Dade County line	931	A6LD	4,680	5,152	120	2.6%	5,272	**1.13**
SR A-1-A									
North of Hallandale Beach Blvd		860	A6LD	4,680	3,496	5	0.1%	3,501	0.75
South of Hallandale Beach Blvd		928	A6LD	4,680	4,079	9	0.2%	4,088	0.87
North of Miami-Dade County line		929	A6LD	4,680	3,109	4	0.1%	3,113	0.67

Source: Broward County TRIPS Model Roadway Network File, City of Hallandale Beach, and Carter and Burgess, Inc. (January 2007).

As shown in Table 5, no additional roadway segments are anticipated to be deficient due to the proposed Domus Hallandale project.

Intersection Analyses

Intersection analyses were performed at the six study intersections under existing (2006) peak season conditions, future (2009) peak season conditions without project traffic, and future (2009) peak season conditions with project traffic. All analyses were performed on a PM peak hour basis using the Highway Capacity Software (HCS). In order to reflect peak season conditions, the counts conducted for this project were adjusted using the appropriate weekly peak season conversion factor (1.10) as published annually by the Florida Department of Transportation (see Appendix I). Table 6 contains the results of the intersection analyses and the HCS output is included in Appendix J.

Table 6
Intersection Analyses (PM Peak Hour)
Domus Hallandale
Hallandale Beach, Florida

Intersection	2006 Peak Season Conditions	2009 Peak Season Conditions	
		Without Project	With Project
US 1 and SE 3rd Street	C	D	D
US 1 and SE 8th Street (un-signalized)	B	B	C
US 1 and SE 9th Street	C (Un-signalized)	D (Sig)	D (Sig)
Dixie Highway and SE 3rd Street	C	C	C
Dixie Highway and SE 11th Street	B	B	B
SE 1st Avenue and SE 8th Street (un-signalized)	A	B	B

Sources: Highway Capacity Software (Version 4.1f) and Carter & Burgess, Inc. (January 2007).

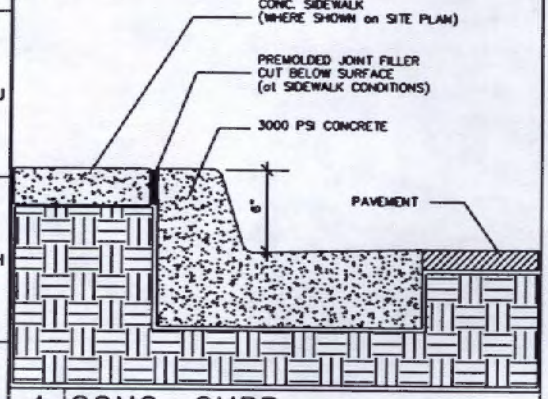
As shown in Table 6, the study intersections are projected to operate at an adequate level of service in the future with the proposed project in place.

CONCLUSIONS AND RECOMMENDATIONS

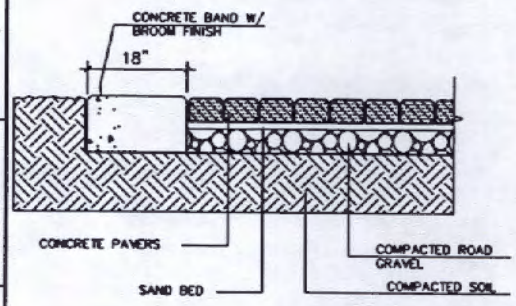
The Domus Hallandale project is projected to generate 3,357 net external trips on a daily basis, 294 net external trips during the AM peak hour, and 345 net external trips during the PM peak hour. The results of the existing conditions analysis show there are currently seven (7) failing links on the major roadways located within the project study area. In the future, eleven (11) roadway links are anticipated to operate deficiently without the proposed project in place. The results of these analyses show the traffic impacts from the proposed project will not cause any additional links to operate over capacity. Furthermore, the study intersections are proposed to operate at an adequate level of service in the future with the proposed project in place.

APPENDIX A

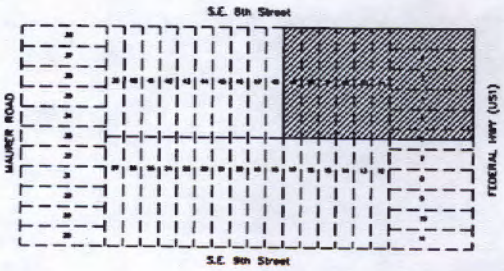
SITE PLAN



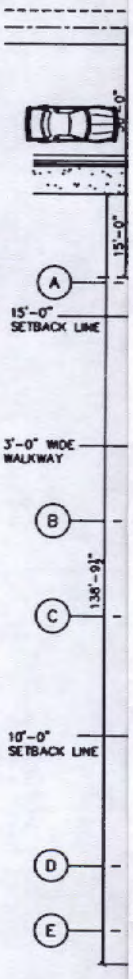
4 CONC. CURB
AS1.00 SCALE: 1 1/2" = 1'-0" 02-1



3 CONCRETE BAND @PAVERS
AS1.00 SCALE: 3/4"=1'-0"



2 LOCATION & BLOCK PLAN
AS1.00 SCALE: N.T.S.



1 SITE
AS1.00 SCALE: 1/16"

DOMUS HALLANDALE

804 SOUTH FEDERAL HIGHWAY
HALLANDALE, FLORIDA 33009
OFFICE BUILDING
HALLANDALE BEACH, FLORIDA

H DEVELOPMENT LLC
540 NW 165TH STREET ROAD MIAMI , FLORIDA 33169

SITE PLAN DATA

PROPOSED OFFICE BUILDING

ZONING	B-Lifestyle Limited District/Planned Development Overlay District ; Planned Redevelopment Overlay District

AREA

SITE AREA: 33,680.85 SQ.FT. (0.773 ACRES)

PERVIOUS AREA	= 15% REQ.	PROVIDED 5,139 SQ.FT. (15.26%)
RETAIL AREA PROVIDED	= 13,021 S.F.	
OFFICE AREA PROVIDED	= 160,446 S.F.	

BLDG SETBACKS:	REQUIRED	PROPOSED
FRONT	15' MAX	15'
REAR	10' MIN (WAIVER)	11'
SIDE	0'	0'
SIDE	15'	15'
BUILDING HEIGHT	350'-0" MAX ALLOWED	264'-8"

PARKING REQUIREMENTS:

RETAIL	= 1/300 S.F.	
OFFICE	= 1/250 S.F.	
RETAIL PARKING REQ.	= 44 REQ.	
OFFICE PARKING REQ.	= 642 REQ.	
TOTAL PARKING	686 REQ.	
PARKING REQ. W/10% WAIVER	617 REQ.	PROVIDED: 611 SPACES
H.C. PARKING REQ. (2%):	13 REQ.	H.C.: 13 SPACES
		TOTAL PROVIDED: 624 SPACES

GROSS BUILDING AREA

1st FLOOR	= 24,532 S.F.
2nd FLOOR	= 26,512 S.F.
3rd FLOOR	= 26,512 S.F.
4th FLOOR	= 26,512 S.F.
5th FLOOR	= 26,512 S.F.
6th FLOOR	= 26,512 S.F.
7th FLOOR	= 26,512 S.F.
8th FLOOR	= 26,512 S.F.
9th FLOOR	= 26,512 S.F.
10th FLOOR	= 26,512 S.F.
11th FLOOR	= 21,736 S.F.
12th FLOOR	= 21,625 S.F.
13th FLOOR	= 21,625 S.F.
14th FLOOR	= 21,625 S.F.
15th FLOOR	= 21,625 S.F.
16th FLOOR	= 21,625 S.F.
17th FLOOR	= 21,625 S.F.
18th FLOOR	= 21,625 S.F.
19th FLOOR	= 17,993 S.F.
TOTAL	= 454,244 S.F.

NUMBER OF FLOORS:

RETAIL	= 1 LEVEL
OFFICE	= 9 LEVELS
PARKING	= 9 LEVELS
TOTAL FLOORS	= 19 LEVELS

GENERAL NOTES-
-SEE CIVIL DRAWINGS FOR SIZE OF UTILITY LINES, SUCH AS WATER, SEWER, AND GAS.
-BUILDINGS FOLLOW CPTED GUIDELINES. ALL ENTRY AND PARKING AREAS ARE WELL LIT ACCORDING TO CODE REQUIREMENTS.
-ALL ROOF AND GROUND-MOUNTED EQUIPMENT WILL BE SCREENED WITH LANDSCAPE AND FENCING MATERIAL.
-NO STRUCTURAL SUPPORTS OR BALCONY PROJECTIONS ARE TO BE LOCATED IN THE SETBACKS.
-NO LIGHT POLES ON PLAN.

PLAN NORTH

T.A.C. PACKAGE
09.11.06

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Tel 561 393 6448 Fax 561 393 0697 Web www.rlcarchitects.com

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JUAN C. CAYCEDO AIA

DOMUS HALLANDALE
804 SOUTH FEDERAL HWY.
HALLANDALE, FLORIDA 33009

REVISIONS
1 DRC COMMENTS - 01.08.2007
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3
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9

Drawing Title
SITE PLAN

Scale	AS NOTED
Project No.	05027.00
Date	06.14.06

Principal:	JCC
Project Director:	MV
Project Manager:	MHA
Drafted by:	KJM
Checked by:	

Sheet No.
AS1.00

APPENDIX B

TRIPS MODEL NETWORK FILE

1	2	24	887	47	0.55	4	A2LD	1390	0
2	4	22	2818	25	0.52	3	A6LD	4680	0
3	22	28	2818	30	0.18	3	A6LD	4680	0
4	6	20	1454	418	0.36	3	A2LU	1460	0
5	20	32	1454	534	0.15	4	A2LU	1460	0
6	8	36	15773	586	0.70	4	FRWY	13420	0
7	10	18	2723	324	0.24	3	A4LD	3110	1757
8	18	44	2723	528	0.47	3	A4LD	3110	3397
9	14	16	4171	447	0.38	3	A6LD	4680	0
10	16	52	4171	1074	0.38	3	A6LD	4680	0
11	50	52	1935	1915	0.99	3	A6LD	5080	0
12	46	49	3333	926	1.04	3	A6LD	5080	0
13	44	46	3526	779	0.48	3	A6LD	5080	0
14	42	44	4042	750	1.03	3	A6LD	4680	0
15	40	42	4042	777	0.48	4	A6LD	4680	0
16	38	40	4472	723	0.15	4	A6LD	4680	0
17	36	38	4472	752	0.59	4	A6LD	4680	0
18	34	36	5418	599	0.54	3	A6LD	4680	0
19	32	34	4279	549	0.39	3	A6LD	4680	0
20	30	32	3139	472	0.36	3	A6LD	4680	0
21	28	30	3139	457	0.31	3	A6LD	4680	0
22	26	28	2264	457	0.24	4	A4LD	3110	0
23	24	26	2264	499	0.63	3	A4LU	3110	0
24	24	70	1247	539	0.25	3	A2LU	1390	0
25	70	185	1173	121	3.54	3	A2LU	1390	0
26	28	66	3650	74	0.41	4	A6LD	4680	0
27	66	68	3673	118	0.26	4	A6LD	4680	0
28	68	72	3673	455	0.23	4	A6LD	4680	0
29	32	64	963	28	0.44	4	A4LD	3110	0
30	64	76	963	55	0.54	3	A4LD	3110	0
31	36	1621	16006	609	0.97	4	FRWY	13420	0
32	40	62	2331	79	0.52	3	COL4	3221	0
33	62	80	2331	167	0.46	3	COL4	3221	0
34	44	60	2709	569	0.64	3	A4LD	3110	4569
35	60	82	2709	671	0.28	3	A4LD	3110	1991
36	12	83	9366	441	1.58	3	FRWY	10050	0
37	52	58	4644	1487	0.38	3	A6LD	4680	0
38	58	56	1534	608	0.96	3	COL2	1390	0
39	56	54	1534	602	0.49	3	COL2	1390	0
40	59	84	4859	1248	0.50	3	A6LD	4680	0
41	80	82	3440	555	1.43	3	A4LD	3110	7017
42	1621	80	4343	734	0.60	3	A6LD	4680	0
43	76	77	2496	467	0.40	3	COL6	4680	0
44	74	76	1930	479	0.35	3	COL4	4680	0
45	72	74	1364	503	0.42	3	COL4	4680	0
46	72	90	3696	215	0.51	4	A6LD	4680	0
47	90	92	3696	444	0.42	4	A6LD	4680	0
48	92	124	3543	434	0.46	4	A6LD	4680	0
49	128	124	3390	595	0.67	4	A6LD	4680	0
50	92	94	822	51	0.13	3	COL2	950	0
51	94	96	1035	47	0.42	3	COL2	950	0
52	96	98	1247	60	0.38	3	COL2	950	0
53	98	100	1404	80	0.22	3	COL4	3221	0
54	100	102	1404	74	0.40	3	COL4	3221	0
55	102	104	1587	439	0.44	3	COL4	3221	0
56	76	88	1634	169	0.52	3	A4LD	3110	0
57	88	98	1634	347	0.53	3	A4LD	3110	0
58	98	122	1790	393	0.29	3	A4LD	3110	0
59	399	80	2401	385	0.73	3	COL4	3221	0
60	399	106	2401	374	0.39	3	COL4	3221	0
61	385	144	2385	502	0.72	3	COL4	3221	0
62	82	387	2623	693	0.49	3	A6LD	5080	0
63	108	148	2645	1116	1.02	3	A6LD	5080	0

65	109	160	3741	414	0.54	3	A6LD	4680	0
66	161	112	3605	819	0.83	3	A4LD	3110	0
67	112	113	3683	693	0.93	3	A4LD	3110	5919
68	114	116	2754	840	0.56	3	A4LD	3110	3564
69	118	17	2283	641	0.37	3	A4LD	3221	0
70	172	173	2553	687	0.38	3	A6LD	4680	0
71	170	172	2754	739	0.75	3	A6LD	4680	0
72	168	170	2955	1049	0.25	4	A6LD	4680	0
73	166	168	3300	1144	0.65	4	A6LD	4680	0
74	165	166	3942	1188	0.31	3	A6LD	4680	0
75	163	162	4528	1788	0.63	3	A6LD	4680	0
76	158	160	5031	593	0.45	3	A6LD	4680	0
77	156	158	5031	1030	0.51	3	A6LD	4680	0
78	154	157	4300	844	0.99	3	A6LD	4680	0
79	153	154	5504	658	0.40	3	A6LD	4680	0
80	153	148	5504	651	0.49	3	A6LD	4680	0
82	146	148	5246	567	0.55	3	A6LD	4680	0
83	144	146	5246	563	0.46	3	A6LD	4680	0
84	142	144	4988	832	0.33	4	A6LD	4680	0
85	140	142	4988	575	0.33	4	A6LD	4680	0
87	140	136	4171	622	0.35	4	A6LD	4680	0
88	134	136	3565	594	0.35	4	A6LD	4680	0
89	132	134	3354	446	0.41	4	A6LD	4680	0
90	130	132	3139	440	0.25	4	A6LD	4680	0
91	128	130	2924	433	0.35	4	A6LD	4680	0
93	128	184	3744	401	0.56	4	A6LD	4680	0
94	184	186	4066	680	0.57	4	A6LD	4680	0
95	186	188	4158	154	0.32	4	A6LD	4680	0
96	188	233	4158	735	0.31	4	A6LD	4680	0
97	234	308	3280	432	0.41	4	A6LD	4680	0
98	308	314	3280	388	0.38	4	A6LD	4680	0
99	186	190	1903	617	0.11	4	A6LD	4680	0
100	190	192	1903	1313	0.29	3	A6LD	4680	0
101	192	194	3117	1280	0.77	4	A6LD	4680	0
104	134	182	1651	445	0.26	3	A4LD	3110	0
105	182	194	1651	49	0.79	3	A4LD	3110	0
106	194	230	2322	75	1.03	3	A4LD	3110	0
107	230	238	2322	95	0.36	3	A4LD	3110	0
108	238	306	2322	430	0.29	4	A4LD	3110	0
109	306	304	2322	507	0.20	4	A4LD	3110	0
110	304	320	2215	630	0.19	4	A4LD	3110	0
111	195	196	3429	959	0.25	3	A6LD	4680	0
112	196	198	4204	914	0.61	3	A6LD	4680	0
113	198	199	4945	459	0.48	3	A6LD	4680	0
114	200	202	3243	416	0.51	3	A6LD	4680	0
115	140	198	17716	698	1.15	4	FRWY	13420	0
116	198	324	18881	1192	2.07	4	FRWY	13420	0
117	202	201	3116	282	0.76	3	A6LD	3221	0
118	201	203	2943	245	1.14	3	A4LD	3221	0
119	203	204	2770	410	0.25	3	A4LD	3221	0
120	304	302	1362	539	0.32	4	COL4	3221	0
121	302	300	1695	358	0.61	4	COL4	3221	0
122	298	242	2027	417	0.32	4	COL4	3221	0
123	242	244	2158	407	0.32	4	COL4	3221	0
124	244	246	2288	376	0.52	3	COL4	3110	0
125	180	202	2666	843	0.55	4	A6LD	5080	0
126	202	226	3124	635	0.51	4	A6LD	5080	0
127	244	226	3124	863	0.64	4	A6LD	5080	0
128	244	296	3225	572	0.30	3	A6LD	5080	0
129	296	294	3225	475	0.35	3	A6LD	5080	0
130	294	329	3225	527	0.31	3	A6LD	5080	0
131	250	248	2496	693	0.44	3	RAMP	1478	0
132	248	292	1496	374	0.44	3	COL4	2950	0

133	292	332	1496	420	0.53	3	COL4	2950	0
134	155	250	8899	975	1.37	3	FRWY	10050	0
135	248	252	2702	580	0.46	3	A4LD	3110	0
136	252	254	2702	517	0.26	3	A4LD	3110	0
137	254	256	2702	542	0.33	3	A4LD	3110	0
138	256	258	2702	466	0.29	3	A4LD	3110	0
139	258	260	2549	285	0.51	3	A4LD	3110	0
140	260	262	2396	509	0.41	4	A4LD	3110	0
141	257	204	3034	431	0.63	3	A4LD	3110	4704
142	627	258	2786	460	0.44	3	A4LD	3110	3339
143	258	290	2923	427	0.92	3	A4LD	3110	0
144	160	25	3698	1509	0.60	3	A6LD	4680	0
145	206	224	4472	1522	0.50	4	A6LD	4680	0
146	29	262	4515	909	0.29	4	A6LD	4680	0
147	262	286	4711	808	0.68	4	A6LD	4680	0
148	224	222	3114	641	0.69	3	A4LD	3221	0
149	222	220	3034	679	0.56	3	A4LD	3221	0
150	220	208	2954	456	1.00	3	A4LD	3221	0
151	208	141	2876	200	0.55	3	A4LD	3221	0
152	210	212	2452	237	0.51	3	COL4	3221	0
153	212	214	2452	283	0.49	3	COL4	3221	0
154	214	215	1992	281	0.60	3	COL4	3221	0
155	220	264	2460	435	0.54	3	COL4	3110	3912
156	264	282	2460	346	0.69	3	COL4	3110	5062
157	168	178	3506	973	0.50	4	A6LD	4680	0
158	178	210	3506	1181	0.40	3	A6LD	4680	0
159	210	219	4455	842	0.62	3	A6LD	4680	0
160	219	221	4455	707	0.45	3	A6LD	4680	0
161	172	176	2474	731	0.39	3	A4LD	3221	0
162	176	214	2474	506	0.55	3	A4LD	3221	0
163	223	218	2612	557	0.31	3	A4LD	3110	0
164	218	270	2488	570	0.59	3	A4LD	3110	0
165	270	272	2346	561	0.58	3	A4LD	3390	2846
166	268	270	2787	477	0.31	3	A6LD	5080	0
167	266	268	2787	414	0.59	3	A6LD	5080	0
168	278	266	2518	348	0.61	3	A6LD	4680	0
169	279	278	3191	443	0.48	3	A6LD	4680	0
170	282	280	3404	446	0.32	3	A6LD	4680	0
171	284	282	3607	522	0.51	3	A6LD	4680	0
172	286	284	3810	591	0.54	4	A6LD	4680	0
173	288	286	4343	708	0.65	4	A6LD	4680	0
174	290	288	4581	497	0.60	3	A6LD	4680	0
175	332	290	4819	376	1.28	3	A6LD	4680	0
176	330	332	4915	573	0.35	3	A6LD	4680	0
177	329	330	4915	650	0.16	4	A6LD	4680	0
178	328	329	4730	616	0.34	4	A6LD	4680	0
179	326	328	4601	675	0.63	4	A6LD	4680	0
180	324	326	4472	615	0.29	4	A6LD	4680	0
181	322	324	4709	674	0.37	4	A6LD	4680	0
182	320	322	4945	624	0.27	4	A6LD	4680	0
183	318	320	3827	736	0.19	4	A6LD	4680	0
184	316	318	3827	715	0.66	4	A4LD	3110	334
185	314	316	2799	719	0.60	4	A4LD	3110	303
186	312	314	2726	715	0.30	4	A4LD	2750	0
187	310	312	2726	686	0.44	4	A4LD	2750	0
188	231	232	1439	103	0.26	3	A2LU	1560	0
189	232	310	1439	406	1.05	4	A2LU	1560	0
190	310	418	1759	381	1.75	3	A2LU	1560	0
191	314	358	3115	825	0.12	4	A6LD	4680	0
192	358	416	3835	546	1.04	4	A6LD	4680	0
193	416	505	3835	742	0.26	4	A6LD	4680	0
194	361	362	1999	249	0.60	4	COL4	2950	0
196	362	503	1622	401	0.51	3	COL4	2950	0

197	359	364	1849	177	0.57	4	A6LD	5616	0
198	364	414	1849	358	0.56	4	A6LD	5616	0
199	414	428	1806	343	0.50	4	A4LD	3110	0
200	324	432	19114	1259	2.13	3	FRWY	13420	0
201	412	414	1048	68	0.54	3	COL6	4826	0
202	408	412	2098	6	0.38	3	COL6	4826	0
203	406	408	2098	87	0.52	3	COL6	4826	0
204	406	402	2468	71	0.99	3	COL4	3221	0
205	407	398	2471	128	0.43	3	COL4	3221	0
206	357	366	1564	136	0.51	4	A4LD	3221	0
207	366	412	1564	382	0.63	4	A4LD	3221	0
208	412	410	2557	479	0.18	4	A6LD	4826	0
209	410	434	2557	472	0.52	4	A6LD	4826	0
210	329	356	4386	526	0.33	4	A6LD	4680	0
211	356	368	4386	858	0.64	3	A6LD	4680	0
212	368	406	4386	819	0.44	3	A6LD	4680	0
213	406	404	2967	943	0.29	4	A6LD	4680	0
214	404	436	2967	920	0.23	4	A6LD	4680	0
216	290	398	3244	251	1.67	3	A4LD	3221	9189
217	398	400	3440	377	0.36	3	A6LD	4826	0
218	400	442	3635	552	0.13	3	A6LD	4826	0
219	250	470	9777	760	4.75	3	FRWY	10050	0
220	286	336	4373	1070	0.51	4	A6LD	4680	0
222	336	354	4257	948	0.39	4	A6LD	4680	0
223	354	353	4257	929	0.46	4	A6LD	4680	0
224	372	396	4021	796	0.14	4	A6LD	4680	0
225	336	338	1751	128	0.57	3	COL4	2950	0
226	338	340	2103	150	0.45	3	COL4	2950	0
227	340	342	2454	109	0.60	3	COL4	2950	0
228	343	344	2322	197	1.00	3	COL4	2950	0
229	344	346	1394	83	1.05	3	COL4	2950	0
230	346	348	1003	202	0.74	3	COL4	2950	0
231	282	340	3221	523	0.51	3	COL4	3110	3912
232	340	350	3009	386	0.39	3	COL4	3110	2991
233	350	349	3009	484	0.26	3	COL4	3110	1841
234	374	392	2796	481	0.43	3	COL4	3110	3222
235	344	376	3919	811	0.72	3	A6LD	4680	0
236	376	388	3919	701	0.70	3	A6LD	4680	0
237	378	307	2566	179	0.65	3	A4LD	3110	0
238	378	384	2983	263	0.70	3	A4LD	3110	0
239	382	380	1806	327	0.42	3	COL4	3221	0
240	384	382	1806	462	0.58	3	COL4	3221	0
241	386	384	2367	734	0.66	3	A6LD	4826	0
242	388	386	2927	874	0.34	3	A6LD	4826	0
243	390	388	3977	769	0.46	3	A6LD	4680	0
244	391	390	3703	873	0.54	3	A6LD	4680	0
245	394	392	4511	523	0.40	3	A6LD	4680	0
246	396	394	4299	537	0.63	3	A6LD	4680	0
247	444	396	4086	286	0.68	3	A6LD	4680	0
248	442	444	4086	303	0.47	3	A6LD	4680	0
249	440	442	3734	276	1.01	4	A6LD	4680	0
250	438	440	4391	341	0.86	4	A6LD	4680	0
251	436	438	4391	411	0.13	4	A6LD	4680	0
252	434	436	4343	458	0.42	4	A8LD	6060	0
253	432	434	3784	551	0.24	4	A8LD	6060	0
254	430	432	3225	540	0.46	4	A6LD	4680	0
255	428	430	2645	496	0.31	4	A6LD	4680	0
256	426	428	2065	513	0.37	3	A3LD	1533	0
257	422	424	1229	506	0.40	3	COL2	1390	0
258	420	422	1229	537	0.50	3	COL2	1390	0
259	418	494	2056	432	1.18	3	A2LU	1560	0
260	420	492	4019	475	0.23	4	A6LD	4680	0
261	492	490	4019	580	0.31	4	A6LD	4680	0

262	490	500	4019	489	0.54	4	A6LD	4680	0
263	424	488	1729	24	0.50	3	COL4	2950	0
264	488	504	1522	20	0.51	3	COL4	2950	0
265	428	486	2000	43	0.51	4	A4LD	3110	0
266	486	508	2000	37	0.52	3	A4LD	3110	0
268	432	516	20202	1165	1.14	3	FRWY	13420	0
269	434	482	1273	94	0.54	3	A4LD	3110	0
270	482	514	1273	100	0.51	3	A4LD	3110	0
271	436	480	2752	604	0.50	4	A6LD	5080	0
272	480	520	2752	787	0.51	4	A6LD	5080	0
273	442	478	3074	381	0.52	4	A6LD	4680	0
274	478	528	3063	273	0.59	3	A6LD	4680	0
275	478	476	1831	177	0.31	3	COL4	2070	0
276	476	474	2016	104	0.69	4	COL4	2070	0
277	396	446	3784	918	0.44	4	A6LD	4680	0
278	446	474	4644	910	0.40	4	A6LD	4680	0
279	474	534	4128	998	0.60	4	A6LD	4680	0
281	470	471	4739	557	0.31	4	RAMP	1478	0
282	392	448	2890	433	0.50	3	COL4	3221	0
283	448	466	2983	526	0.50	3	COL4	3221	0
284	388	450	4373	485	0.60	3	A6LD	4680	0
285	450	460	4373	601	0.40	3	A6LD	4680	0
286	384	452	2711	453	0.51	3	A4LD	4680	0
287	452	456	2731	633	0.49	3	A4LD	4680	0
288	456	454	3282	1600	0.49	3	A6LD	4680	0
289	458	456	3273	1459	0.49	3	A6LD	4680	0
290	460	458	3264	1378	0.51	3	A6LD	4680	0
291	462	460	4125	1219	0.49	4	A6LD	4680	0
292	463	462	4170	1174	0.51	4	A6LD	4680	0
293	466	464	4747	765	0.26	4	A6LD	4680	0
294	468	466	5280	754	0.31	4	A6LD	4680	0
295	471	468	5280	706	0.41	4	A6LD	4680	0
296	536	471	4602	631	0.10	4	A6LD	4680	0
297	534	536	4602	616	0.40	4	A6LD	4680	0
298	532	534	5117	482	0.77	4	A6LD	4680	0
300	528	532	5117	600	0.24	4	A6LD	4680	0
301	526	528	4134	465	0.77	4	A6LD	4680	0
302	522	524	4553	312	0.74	4	A6LD	4680	0
303	526	527	1228	529	0.50	3	COL2	950	6361
304	520	522	4553	522	0.26	4	A6LD	4680	0
305	516	520	5332	636	0.20	4	A6LD	4680	0
306	514	516	5203	449	0.31	4	A6LD	4680	0
307	512	514	4655	429	0.50	4	A6LD	4680	0
308	508	512	4107	428	0.33	4	A6LD	4680	0
310	506	508	4558	481	0.46	4	A6LD	4680	0
311	504	506	4279	471	0.22	4	A6LD	4680	0
312	502	504	3999	473	0.27	4	A6LD	4680	0
313	500	502	3999	456	0.21	4	A6LD	4680	0
314	498	500	3478	579	0.22	4	A6LD	4680	0
315	496	498	3478	594	0.28	4	A6LD	4680	0
316	494	496	2957	731	0.64	4	A4LU	3110	0
317	494	570	2356	251	0.75	4	A2LU	1200	0
318	570	626	3049	410	0.81	3	A6LD	4240	0
319	496	569	1040	3	0.61	3	COL2	950	0
320	569	572	1105	15	0.75	3	COL2	950	0
321	572	624	1170	13	0.22	3	COL2	950	0
322	500	501	4204	294	0.48	4	A6LD	4680	0
323	611	574	4412	118	0.33	4	A6LD	4680	0
324	574	620	4620	188	0.21	4	A6LD	4680	0
325	508	509	2193	81	0.41	4	A4LD	3110	0
326	609	616	2021	117	0.51	4	A4LD	3110	0
327	514	563	1725	324	0.51	4	A4LD	3110	0
328	605	612	2266	393	0.51	4	A4LD	3110	0

329	516	608	20124	1140	1.65	3	FRWY	16980	0
330	520	518	2344	194	0.25	4	A6LD	5080	0
331	518	562	2344	210	0.26	4	A6LD	5080	0
332	562	576	1935	426	0.51	4	A6LD	5080	0
333	576	610	2236	562	0.51	4	A6LD	5080	0
334	528	560	2811	419	0.59	3	A6LD	4680	0
335	560	601	3121	364	0.30	3	A6LD	4680	0
336	590	593	3960	591	0.74	4	A6LD	4680	0
337	534	558	4515	970	0.71	4	A6LD	4680	0
338	558	578	4515	951	0.52	4	A6LD	4680	0
339	578	598	4515	1158	0.27	4	A6LD	4680	0
340	470	744	10510	755	3.91	3	FRWY	10050	0
341	460	538	5033	525	0.40	3	A6LD	4680	0
342	538	556	4676	328	0.61	3	A6LD	4680	0
343	556	580	4319	377	0.65	3	A6LD	4680	0
344	580	590	4319	518	0.27	4	A6LD	4680	0
345	557	595	1906	204	1.06	3	COL4	3221	0
346	550	551	1580	137	0.50	3	COL4	2950	0
347	550	545	1439	889	0.50	3	COL4	2950	0
348	545	544	1439	1074	0.50	3	COL4	2950	0
349	544	403	1142	534	0.42	3	COL4	2950	0
350	456	540	2765	626	0.50	3	A6LD	4680	0
351	540	542	3134	232	0.31	3	A6LD	4680	0
352	542	550	3503	287	0.19	3	A6LD	4680	0
353	550	586	3470	659	0.75	3	A6LD	4680	0
354	584	582	3553	632	0.57	3	A6LD	4680	0
355	586	584	3553	1131	0.50	3	A6LD	4680	0
356	588	586	3847	590	0.35	3	A6LD	4680	0
357	590	588	3847	448	0.35	4	A6LD	4680	0
358	593	592	4453	630	0.59	4	A6LD	4680	0
359	594	592	4945	659	0.52	4	A6LD	4680	0
360	595	594	5610	758	0.28	4	A6LD	4680	0
361	598	596	5363	482	0.75	4	A6LD	4680	0
362	600	598	4945	265	0.57	4	A6LD	4680	0
363	602	600	4945	522	0.43	4	A6LD	4680	0
364	604	602	4902	633	0.50	4	A6LD	4680	0
365	606	604	4902	805	0.50	4	A6LD	4680	0
366	608	606	5504	934	0.67	4	A6LD	4680	0
367	610	608	5977	632	0.35	4	A6LD	4680	0
368	612	610	4945	537	0.51	4	A6LD	4680	0
369	614	612	4472	447	0.50	4	A6LD	4680	0
370	616	614	3784	461	0.42	4	A6LD	4680	0
371	618	616	3569	499	0.34	4	A6LD	4680	0
372	620	618	3354	444	0.58	4	A6LD	4680	0
373	622	620	3003	451	0.11	4	A6LD	4680	0
374	624	622	3003	421	0.39	4	A6LD	4680	0
375	626	624	3049	448	0.52	4	A4LU	3110	0
376	626	652	2402	233	0.83	3	A4LD	3390	0
377	652	706	3234	304	1.22	3	A4LU	3390	0
378	624	650	1104	25	0.52	3	COL2	950	0
379	650	708	1013	2	1.64	3	COL2	950	0
380	616	630	1694	16	0.50	4	COL4	3110	0
381	630	615	1187	16	0.43	4	COL4	3110	0
382	702	718	1694	196	0.37	4	COL4	3110	0
383	612	632	2712	720	0.51	4	A4LD	3110	0
384	632	700	2115	487	1.19	3	A4LD	3110	0
385	700	720	2111	656	0.37	3	A4LD	3110	0
386	610	634	2322	681	0.25	3	A6LD	4680	0
387	634	654	2322	431	0.76	3	A6LD	4680	0
388	654	698	2150	409	0.66	3	A6LD	4680	0
389	698	726	2150	274	0.36	3	A6LD	4680	0
390	608	730	21601	1273	2.15	3	FRWY	16980	0
391	654	656	1791	154	0.50	3	COL4	2950	0

392	656	657	1791	68	0.50	3	COL4	2950	0
393	658	660	2116	5	0.50	3	COL4	2950	0
394	660	662	2065	117	0.52	3	COL4	2950	0
395	662	664	2065	138	0.47	4	COL4	2950	0
396	602	636	3578	324	0.50	3	A6LD	4826	0
397	636	660	3578	215	0.50	3	A6LD	4826	0
398	660	696	3544	393	0.55	3	A6LD	4826	0
399	696	736	3544	355	0.45	4	A6LD	4826	0
400	598	638	4816	870	0.22	4	A6LD	4680	0
401	638	664	4816	698	0.76	4	A6LD	4680	0
402	664	694	4386	816	0.31	4	A6LD	4680	0
403	694	740	4386	807	0.70	4	A6LD	4680	0
404	744	743	3974	533	0.37	3	RAMP	1478	0
405	594	666	1849	264	1.04	3	COL2	1390	0
406	666	746	1619	338	0.99	3	COL2	1390	0
407	590	640	5280	450	0.55	3	A6LD	4680	0
408	640	648	5280	306	0.42	4	A6LD	4680	0
409	648	672	5053	405	0.30	4	A6LD	4680	0
410	586	642	3572	621	0.42	3	A6LD	4680	0
411	642	646	3501	505	0.64	3	A6LD	4680	0
412	646	676	3686	305	0.43	3	A6LD	4680	0
413	649	648	1323	95	1.40	3	COL4	2070	0
414	674	676	2884	395	0.35	3	A6LD	5080	0
415	672	674	2884	338	0.38	3	A6LD	5080	0
416	670	672	3135	339	0.20	4	A6LD	4680	0
417	668	670	3135	394	0.54	3	A6LD	4680	0
418	692	668	3135	281	1.23	3	A6LD	4680	0
419	748	692	4763	355	0.26	3	A6LD	4680	0
420	746	748	4720	389	0.45	3	A6LD	4680	0
421	743	746	5676	452	0.45	3	A6LD	4680	0
422	742	743	5086	649	0.27	3	A6LD	4680	0
423	740	742	4496	649	0.63	4	A6LD	4680	0
424	738	740	4945	649	0.61	4	A6LD	4680	0
425	736	738	4945	612	0.38	4	A6LD	4680	0
426	734	736	4859	528	0.50	4	A6LD	4680	0
427	732	734	4773	696	0.25	4	A6LD	4680	0
428	730	731	4773	833	0.22	4	A6LD	4680	0
429	728	730	5375	568	0.45	4	A6LD	4680	0
430	726	728	5203	495	0.51	4	A6LD	4680	0
431	724	726	5031	511	0.18	4	A6LD	4680	0
433	724	720	3569	531	0.42	4	A6LD	4680	0
434	718	720	3569	503	0.24	4	A6LD	4680	0
435	716	718	3569	508	0.27	4	A6LD	4680	0
436	716	714	5405	524	0.46	4	A6LD	4680	0
438	714	710	5267	473	0.42	4	A6LD	4680	0
439	620	628	4386	563	0.53	4	A6LD	4680	0
440	628	653	4112	408	0.58	4	A6LD	4680	0
441	653	704	4112	491	0.61	4	A6LD	4680	0
442	704	710	4690	518	0.43	4	A6LD	4680	0
443	708	709	2125	455	0.27	4	A6LD	4680	0
444	706	708	2610	504	0.74	4	A6LD	4680	0
445	706	776	3234	425	0.69	3	A4LD	3110	0
446	776	894	3326	419	0.60	3	A4LD	3732	0
447	716	774	4066	298	0.54	4	A6LD	4350	0
448	774	780	3352	789	0.51	4	A6LD	4350	0
449	718	772	1722	521	0.50	4	COL4	2880	0
450	772	782	1722	813	0.51	1	COL4	2880	0
451	720	770	1647	759	0.49	4	A4LU	3110	0
452	770	784	1634	726	0.51	1	A4LU	3110	0
453	724	768	1486	287	0.49	4	COL4	3110	0
454	768	788	1310	264	0.51	2	COL4	3110	0
455	730	794	22378	1335	1.02	4	FRWY	16980	0
456	766	833	1372	141	0.25	4	COL4	2950	0

457	764	823	1803	405	0.25	4	A4LU	3221	1767
458	740	762	4085	788	0.53	4	A6LD	4680	0
459	762	806	4085	786	0.50	4	A6LD	4680	0
460	744	992	10921	861	3.46	3	FRWY	10050	0
461	672	690	4826	370	0.20	3	A6LD	4680	0
462	690	688	4826	414	0.39	3	A6LD	4680	0
463	688	685	4826	385	0.40	3	A6LD	4680	0
464	750	816	4229	224	0.58	3	A6LD	4680	0
465	676	686	3579	252	0.44	3	A6LD	4680	0
466	683	686	3579	270	0.87	4	A6LD	4680	0
467	760	822	3961	484	0.42	4	A6LD	4680	0
468	649	748	2170	144	1.35	3	COL4	2070	0
471	830	832	2089	302	0.51	3	A4LD	3110	0
472	828	830	2089	344	0.50	3	A4LD	3110	0
473	826	828	2428	329	0.80	3	A4LD	3110	0
474	824	826	3059	494	0.89	3	A6LD	4680	0
475	822	824	3994	611	0.40	3	A6LD	4680	0
476	820	822	4053	303	0.39	4	A6LD	4680	0
477	818	820	3390	459	0.08	4	A6LD	4680	0
478	816	818	3390	526	0.29	4	A6LD	4680	0
479	814	816	4084	635	0.70	3	A6LD	4680	0
480	812	814	3878	472	0.87	3	A6LD	4680	0
481	810	812	3671	426	1.07	3	A6LD	4680	0
483	810	806	3300	403	0.50	4	A6LD	4680	0
484	804	806	3499	614	0.49	4	A6LD	4680	0
485	802	804	3698	457	0.48	4	A6LD	4680	0
486	800	802	3849	561	0.19	4	A6LD	4680	0
487	798	800	3849	516	0.31	4	A6LD	4680	0
488	796	798	3999	731	0.26	4	A6LD	4680	0
489	794	796	3999	802	0.31	4	A6LD	4680	0
490	792	794	6149	663	0.20	4	A6LD	4240	0
491	790	792	5590	711	0.59	4	A6LD	4240	0
492	788	790	5031	732	0.35	4	A6LD	4240	0
493	788	784	3150	846	0.43	2	A6LD	4350	0
495	782	784	2585	1002	0.19	1	A6LD	4350	0
496	780	782	3182	453	0.20	1	A6LD	4350	0
497	778	780	1622	456	0.54	4	A4LU	2950	0
498	894	980	3557	277	1.59	3	A4LU	3110	0
499	978	979	3650	600	0.40	4	A6LD	4680	0
500	978	976	3973	573	0.36	4	A6LD	4680	0
501	894	892	1497	81	0.52	3	A4LD	3110	0
502	892	890	2541	543	0.99	3	A4LU	3110	0
503	890	884	1237	428	0.54	4	COL4	2950	0
504	884	886	1298	248	0.20	1	COL4	2950	0
505	780	882	4202	633	0.12	2	A6LD	4680	0
506	882	884	4202	587	0.10	2	A4LD	3110	0
507	884	896	4620	635	0.42	2	A4LD	3110	0
508	896	904	4620	543	0.38	4	A6LD	4680	0
509	904	974	4574	615	0.19	4	A6LD	4680	0
510	974	976	4574	569	0.32	4	A6LD	4680	0
511	976	1048	6191	445	0.51	4	A6LD	4680	0
513	782	880	2197	719	0.12	1	COL4	2880	0
514	880	886	2197	483	0.10	1	COL4	2880	0
515	886	898	1244	263	0.42	1	COL4	2880	0
516	898	906	1244	684	0.38	4	COL4	2880	0
517	906	972	746	146	0.46	4	COL4	3110	0
518	904	906	1625	577	0.19	3	A4LD	3110	0
519	906	908	1953	484	0.18	3	A4LD	3110	0
520	908	910	2281	506	0.26	3	A4LD	3110	0
521	910	912	2709	577	0.38	3	A4LD	3110	0
522	912	914	3015	604	0.51	3	A4LD	3110	0
523	914	916	3015	649	0.40	4	A4LD	3110	0
524	784	874	1620	1061	0.12	1	A4LU	2880	0

525	876	900	1582	835	0.44	2	A4LU	2880	0
526	900	908	1582	1150	0.38	4	A4LD	2880	0
527	908	970	1702	445	0.48	4	A4LD	3221	0
528	970	1046	1864	317	0.55	4	A4LD	3221	0
530	788	872	1547	646	0.12	2	COL4	2880	0
531	872	902	1129	289	0.60	2	COL4	2880	0
532	902	910	1129	757	0.38	3	A5LD	2880	0
533	910	968	1153	386	0.51	3	A5LD	2880	0
534	968	1042	1431	511	0.51	3	A5LD	2880	0
535	753	840	616	2	0.91	3	COL4	2070	0
536	752	950	1753	70	0.77	3	COL4	3110	0
537	1009	1010	2679	879	0.45	3	COL4	3221	0
538	794	916	23543	1307	1.02	4	FRWY	16980	0
539	916	1034	23388	2313	1.28	4	FRWY	16980	0
540	798	870	1101	170	0.54	4	COL4	2950	0
541	870	920	1101	176	0.51	4	COL4	2950	0
543	920	964	721	3	0.45	3	COL2	1390	0
544	964	988	617	2	0.99	3	COL2	1390	0
545	988	960	1168	148	1.16	3	COL2	1390	0
546	802	868	1147	45	0.50	4	COL2	1390	0
547	868	924	864	72	0.58	4	COL2	1390	0
548	916	918	3182	582	0.33	4	A4LD	3390	0
549	918	920	3182	241	0.29	4	A4LD	3390	0
550	920	922	2795	360	0.23	4	A4LD	3390	0
551	922	924	2795	531	0.28	4	A4LD	3390	0
552	924	926	2537	564	0.47	4	A4LD	3390	0
553	926	928	2537	561	0.51	4	A4LD	3390	0
554	928	930	1980	324	0.58	4	A4LD	2950	0
555	309	911	937	147	1.49	3	COL2	950	0
556	930	932	1944	456	1.54	3	A4LD	2950	0
557	932	934	2327	667	0.96	3	A4LD	2950	0
558	806	866	3827	907	0.51	4	A6LD	4680	0
559	866	928	3827	818	0.63	4	A6LD	4680	0
560	928	960	4064	1053	0.64	4	A6LD	4680	0
561	960	1027	4300	1391	0.66	4	A6LD	4680	0
563	816	862	4920	308	0.42	4	A6LD	4680	0
564	862	864	5657	585	0.35	4	A6LD	4680	0
565	864	934	5657	778	0.30	4	A6LD	4680	0
566	934	956	6394	1287	0.43	4	A6LD	4680	0
567	822	860	4078	693	0.66	4	A6LD	4680	0
568	935	938	4331	894	0.44	3	A6LD	4680	0
569	589	591	1893	307	0.62	3	A6LD	4680	0
570	754	755	5809	1679	0.77	3	FRWY	13908	0
571	681	661	4496	1033	1.22	3	FRWY	13908	0
572	681	754	6576	1716	1.28	3	FRWY	13908	0
573	755	756	6089	1987	0.53	3	FRWY	13908	0
575	838	756	10199	2111	1.01	3	FRWY	13908	0
576	842	838	14308	1801	0.24	3	FRWY	13908	0
577	844	842	14308	1374	0.76	3	FRWY	13908	0
578	836	844	15876	2502	0.36	3	FRWY	13908	0
579	852	836	13936	2416	0.67	3	FRWY	13908	0
582	854	852	15800	2899	0.58	3	FRWY	13908	0
583	591	677	2386	707	0.98	3	A6LD	4680	0
584	855	854	14059	2923	0.45	3	FRWY	13908	0
585	938	940	17490	2687	1.06	3	FRWY	13908	0
586	936	938	17855	2301	0.13	3	FRWY	13908	0
587	956	936	17855	2284	0.83	3	FRWY	13908	0
590	956	996	19305	2352	1.54	3	FRWY	13908	0
591	996	992	13176	2632	0.66	3	FRWY	13420	0
592	1027	992	14618	2515	0.94	3	FRWY	13420	0
594	1028	1027	13897	2732	0.21	4	FRWY	13420	0
595	1028	71	3096	415	1.19	4	A4LD	3390	0
596	1034	1030	3225	681	0.50	4	A6LD	5080	0

598	1036	1034	5031	1093	0.50	4	A8LD	6060	0
599	1036	917	5031	508	0.52	4	A8LD	6060	0
600	677	745	2904	2204	0.30	3	A6LD	4680	0
601	1046	1042	2623	220	0.39	4	A6LD	4680	0
602	1048	1046	1565	364	0.24	4	A6LD	4680	0
603	1048	1050	6145	410	0.39	4	A6LD	5080	0
604	1050	1052	5821	887	0.43	4	A6LD	5080	0
605	1052	1082	4528	755	0.72	4	A6LD	5080	0
606	1082	1084	5175	790	0.75	2	A6LD	5080	0
607	1084	1170	3742	501	0.28	2	A4LD	3110	0
609	1046	1044	1116	336	0.39	4	COL4	2070	0
611	1042	1054	798	24	0.80	4	COL2	2950	0
612	919	911	1117	888	0.84	3	COL4	950	0
613	1082	1080	2333	798	0.08	4	RAMP	2484	0
614	1054	1080	414	51	1.12	4	COL2	950	0
615	587	589	3911	328	0.53	3	A6LD	5080	0
616	1054	1078	394	17	2.33	4	COL2	950	0
618	1063	1078	636	72	0.39	4	COL2	950	0
620	1078	1085	182	41	1.41	4	COL2	950	0
621	1084	1086	1281	770	0.18	4	A6LD	4680	0
622	1088	1029	21368	2576	1.39	4	FRWY	16980	0
624	1064	1062	111	37	0.32	4	COL2	950	0
625	1062	1063	725	462	0.52	4	COL2	1390	3866
626	1027	1066	4042	1209	0.60	4	A6LD	4680	0
627	1066	1100	3784	858	0.77	4	A6LD	4680	0
628	1100	1164	4042	691	0.26	4	A6LD	4680	0
631	996	1024	3589	1040	0.55	4	COL4	3310	4140
632	1024	1068	2982	470	0.49	4	COL4	3310	0
633	1076	1104	2123	1185	0.51	4	COL4	3310	0
634	1104	1158	2123	1219	0.04	3	COL4	3310	0
635	1024	1022	1703	699	0.45	4	COL2	950	0
636	1022	1020	1681	383	0.45	3	COL2	950	0
637	1020	1000	1658	326	0.52	3	COL2	950	0
638	956	998	5074	2463	0.34	4	A6LD	4680	0
639	998	1000	5074	2550	0.26	4	A6LD	4680	0
640	1000	1018	4331	2698	0.50	4	A6LD	4680	0
641	1018	1074	4105	966	0.71	4	A6LD	4680	0
642	1074	1154	3878	1635	0.60	4	A6LD	4680	0
644	1000	1002	916	164	0.20	3	COL2	950	0
645	1002	1004	916	25	0.21	3	COL2	950	0
646	1004	1006	916	25	0.13	3	COL2	950	0
647	1006	1008	916	7	0.34	3	COL2	950	0
648	941	1008	2764	839	0.61	3	A4LD	3221	0
649	1008	1016	2025	778	0.49	3	A4LD	3221	0
650	1016	1110	2159	675	1.35	3	A4LD	3221	0
651	755	753	743	704	1.00	3	COL4	3221	0
653	752	751	1410	183	0.88	3	COL4	3221	0
654	1195	1139	539	506	0.30	3	COL4	2070	0
655	852	946	2764	1565	0.36	3	A6LD	5080	0
656	946	1072	2414	1437	2.37	3	A6LD	5080	0
657	1072	1144	2723	1479	0.79	3	A6LD	5080	0
659	838	1012	10836	1671	2.46	3	FRWY	16980	0
660	1012	1138	10300	2056	1.84	3	FRWY	13420	0
661	1012	1010	4703	936	0.51	3	COL6	4826	0
662	756	840	1568	494	0.72	3	COL4	3110	0
663	840	950	1640	41	0.86	3	COL4	3110	0
664	950	981	2163	28	0.49	3	COL4	3110	0
665	65	699	2256	606	0.60	3	COL4	3110	0
666	678	952	792	327	2.80	3	A4LD	3390	0
667	952	1126	1089	274	3.12	3	A4LD	3390	0
668	1128	1126	334	89	1.46	3	A2LU	1482	4030
669	1130	1128	628	1191	1.07	3	A2LU	1482	2919
670	1130	1131	921	1173	0.53	3	A4LD	3221	0

671	1132	1129	1874	1222	0.50	3	A4LD	3221	0
674	1138	1135	2970	1523	0.40	3	A6LD	4826	0
675	1140	1138	1939	997	0.51	3	A6LD	4826	0
676	1142	1140	1840	618	1.05	3	A4LD	3221	4333
678	319	1142	1840	624	0.73	3	A4LD	3221	3025
680	1143	1146	1502	752	0.58	3	A6LD	5080	0
682	1115	321	664	245	0.79	3	COL2	950	0
683	1148	1146	1564	828	0.51	3	A6LD	5080	0
684	1112	1148	1716	765	0.04	3	A4LD	3221	0
685	1110	1112	170	343	1.25	3	COL2	950	0
686	1150	1148	1625	1103	0.59	3	A6LD	5080	0
687	1151	1150	1988	978	0.66	3	A6LD	5080	0
689	1154	1152	2351	1377	0.25	4	A6LD	5080	0
690	1106	1108	289	149	0.72	3	COL2	950	0
691	1155	1154	1980	1113	0.25	3	A6LD	4680	0
692	1158	1156	1980	1433	0.50	4	A6LD	4680	0
693	1104	1106	289	187	0.28	3	COL2	950	0
694	1102	1104	650	339	0.25	4	COL2	950	0
695	1160	1158	2145	1622	0.25	4	A6LD	4680	0
696	1101	1102	876	482	0.78	4	COL2	950	0
697	1161	1160	2145	1662	0.78	3	A6LD	4680	0
698	1164	1162	1939	1269	0.19	3	A6LD	4680	0
699	1098	1164	2752	1443	0.52	4	A6LD	4680	0
700	1098	75	3290	1559	1.06	3	A6LD	4680	0
702	75	1092	3827	1062	0.87	4	A6LD	4680	0
704	1092	1088	3827	2160	0.28	4	A6LD	4680	0
705	1089	1088	2408	2179	0.23	3	A6LD	4680	0
708	1174	1178	1146	642	1.51	4	A4LD	3390	0
709	1178	1180	2171	628	0.31	4	A4LD	3390	0
710	1170	1172	3742	357	0.36	2	A4LD	3110	0
711	1172	1180	3742	783	0.12	2	A4LD	3110	0
712	1180	1236	3234	818	0.25	2	A4LD	3110	0
713	1088	1230	21678	1900	1.03	4	FRWY	16980	0
714	1092	1093	973	972	0.44	4	COL4	1390	0
715	1093	1226	973	408	0.57	4	COL4	1390	0
716	1164	1182	3870	869	0.25	4	A6LD	3110	0
717	1182	1216	3698	759	0.87	4	A6LD	3110	0
718	992	1101	10827	1298	1.71	4	FRWY	10050	0
719	1158	1184	1885	769	0.65	3	COL4	3221	0
720	1184	1210	1885	659	0.66	3	COL4	3221	0
721	1154	1206	3630	2083	1.33	3	A6LD	5080	0
722	1148	1186	1807	570	0.68	3	A3LU	1482	0
723	1186	1200	1807	510	0.69	3	A3LU	1482	0
724	1144	1149	3176	1538	1.02	3	A6LD	5080	0
726	1138	1256	9600	2443	2.29	3	FRWY	13420	0
727	1252	1277	522	135	0.75	3	COL2	950	0
728	1277	1324	753	250	0.50	3	COL2	950	0
729	1278	1277	2888	414	0.50	3	A6LD	4680	0
730	1198	1194	2027	760	1.00	3	A4LD	3221	0
731	1200	1199	2747	886	0.41	3	A4LD	3221	0
732	1202	1200	3033	385	0.75	3	A4LD	3221	0
733	1204	1202	2928	643	0.58	3	A4LD	3221	0
734	1206	1204	2822	709	0.50	3	A4LD	3221	0
735	1208	1206	2640	614	0.76	3	A6LD	5080	0
736	1210	1208	2991	676	0.50	3	A6LD	5080	0
737	1212	1210	3341	490	0.50	4	A6LD	5080	0
738	1216	1212	3417	584	0.90	4	A6LD	5080	0
740	1218	1216	3010	564	0.25	4	A6LD	4680	0
741	1220	1218	3010	604	0.25	4	A6LD	4680	0
742	1222	1220	3752	629	0.64	3	A6LD	4680	0
743	1224	1222	3311	398	0.70	3	A6LD	4680	0
744	79	1226	3612	580	0.51	3	A6LD	4680	0
745	1228	1226	3677	794	0.12	4	A6LD	4680	0

746	1230	1228	3677	1093	0.24	4	A6LD	4680	0
747	1232	1230	3741	1420	0.65	4	A6LD	4680	0
748	1234	1232	3032	912	0.32	4	A6LD	4680	0
749	1236	1234	2322	849	0.19	4	A6LD	4680	0
751	1174	1308	961	146	1.31	3	A2LU	1390	0
753	1236	1242	2977	481	0.53	2	A4LD	3110	0
754	1242	1302	3142	323	0.51	2	A4LD	3110	0
755	1242	1298	293	78	0.55	3	COL2	950	0
756	1298	1300	293	201	0.16	3	COL4	2070	0
757	1230	1294	21911	1940	1.03	2	FRWY	16980	0
758	1220	1248	1242	29	0.66	3	COL2	1390	0
759	1248	1284	1242	11	0.34	3	COL2	1390	0
760	1216	1250	3096	673	0.49	4	A4LD	3110	9999
761	1250	1280	3290	637	0.51	4	A4LD	3110	9999
762	1210	1252	1836	219	0.27	4	COL4	1482	0
763	1252	1275	1053	81	1.24	3	COL4	1482	0
764	1206	1275	3589	1460	0.94	3	A6LD	5080	0
765	1275	1276	3775	1371	0.09	4	A6LD	5080	0
766	1194	1254	3135	1013	0.50	3	A6LD	5080	0
767	1254	1262	3135	1094	0.50	3	A6LD	5080	0
768	1258	1256	3383	1707	0.42	3	A6LD	4680	0
769	1260	1258	3480	1207	1.02	3	A4LD	3390	3964
770	1262	1260	3576	367	1.01	3	A4LD	3390	3964
771	1268	1262	2795	759	1.00	3	A4LD	3390	3964
773	1270	1268	2957	565	0.50	3	A4LD	3390	1982
774	1272	1270	3119	547	0.51	3	A4LD	3390	1982
775	1272	1273	2934	738	0.99	3	A4LD	3390	3964
776	1273	1276	2725	363	0.99	3	A4LD	3390	0
777	1277	1276	3517	573	1.00	3	A6LD	4680	0
778	1280	1281	3055	558	0.51	3	A6LD	4680	0
779	1282	1280	3698	274	0.28	3	A6LD	4680	0
780	1284	1282	3698	268	0.22	3	A6LD	4680	0
781	1286	1284	3806	317	0.63	3	A6LD	4680	0
782	1288	1286	3913	298	0.38	3	A6LD	4680	0
783	1290	1288	3913	304	0.53	3	A6LD	4680	0
784	1292	1290	4343	435	0.60	3	A6LD	4680	0
785	1294	1292	4343	452	0.07	4	A6LD	4680	0
786	1300	1296	3440	615	0.34	3	A6LD	4680	0
787	1302	1300	2322	432	0.42	3	A6LD	4680	0
788	1304	1302	2818	439	0.52	2	A4LU	3390	0
789	1306	1304	2061	445	0.50	2	A4LU	3390	0
790	1308	1306	1303	371	0.72	2	A4LU	3390	0
791	1308	1310	1894	524	1.02	3	A4LD	3390	0
792	1310	1360	1987	262	0.50	3	A4LD	3390	0
793	1302	1312	3234	269	0.50	1	A4LD	3110	0
794	1359	1364	2946	246	0.51	1	A4LD	3110	0
795	1300	1314	1108	806	0.50	1	A4LD	2484	0
796	1314	1357	848	284	0.50	1	A4LD	2484	0
797	1294	1370	21134	1701	1.56	2	FRWY	16980	0
798	1290	1316	1257	389	0.51	3	COL2	1390	2971
799	1316	1358	1386	152	0.50	3	COL4	2950	0
800	1358	1374	1812	293	0.52	3	COL4	2950	0
801	1286	1318	1157	71	0.51	3	COL4	2070	0
802	1318	1356	1157	43	0.54	3	COL4	2070	0
803	1356	1376	946	95	0.52	3	COL4	2070	0
804	1280	1320	3483	475	0.50	4	A4LD	3390	9999
805	1320	1354	3569	283	0.50	4	A4LD	3390	9999
806	1354	1382	3655	205	0.52	4	A4LD	3390	9999
807	1320	1322	1666	168	1.01	3	COL4	2950	0
808	1322	1324	1732	202	0.50	3	COL4	2950	0
809	1326	1328	1366	307	0.51	3	COL4	2950	0
810	1328	1330	1370	420	0.99	3	COL4	2950	0
811	1330	1332	2279	668	1.00	3	COL4	2950	0

812	1332	1334	2055	550	0.55	3	COL4	2950	0
813	1334	1336	2055	323	0.69	3	COL4	2950	0
814	1336	1338	1637	754	0.40	3	COL4	2950	0
815	1338	1340	1637	691	0.49	3	COL4	2950	0
816	1324	1352	983	95	0.50	3	COL2	950	0
817	1352	1390	1256	39	0.51	3	COL2	950	0
818	1276	1274	3960	1259	0.19	4	A6LD	4680	0
819	1274	1328	3960	811	0.32	4	A6LD	4680	0
820	1328	1350	4084	792	0.49	4	A6LD	4680	0
821	1350	1396	4208	747	0.51	4	A6LD	4680	0
822	1332	1348	2131	505	0.50	3	A4LD	3110	0
823	1348	1402	2274	450	0.48	3	A4LD	3110	0
824	1262	1340	3403	1381	0.50	3	A6LD	4680	0
825	1340	1344	3403	1740	0.50	3	A6LD	4680	0
826	1344	1406	3671	1755	0.50	3	A6LD	4680	0
827	1256	1410	9352	2828	1.68	3	FRWY	13420	0
828	1125	1127	1097	319	2.07	3	A4LD	3390	0
829	1342	1418	1246	426	1.01	3	A4LD	3390	0
830	943	945	2640	1229	0.52	3	A6LD	4680	0
831	1413	1416	3878	1260	0.31	3	A6LD	4680	0
832	1412	1414	4529	1638	0.55	3	A6LD	4680	0
833	1410	1412	5280	2695	0.76	3	A6LD	4680	0
834	1408	1410	5198	2196	1.17	3	A8LD	6060	0
835	1406	1408	4909	1521	0.54	3	A8LD	6060	0
836	1405	1406	4785	977	0.72	3	A6LD	4680	1783
837	1402	1403	4331	909	0.67	3	A6LD	4680	1635
838	1400	1402	4785	1082	0.68	3	A6LD	4680	3318
839	1398	1400	4785	999	0.32	3	A6LD	4680	1562
840	1396	1398	4744	634	0.98	3	A6LD	4680	4880
841	1394	1396	4331	843	0.52	3	A6LD	4680	0
842	1392	1394	4331	821	0.25	3	A6LD	4680	0
843	1392	1390	3900	859	0.25	3	A6LD	4680	0
844	1388	1390	3469	723	0.53	3	A6LD	4680	0
845	1386	1388	3469	564	0.67	3	A6LD	4680	0
846	1385	1386	4166	623	0.06	4	A6LD	4680	0
847	1382	1385	4166	469	0.25	4	A6LD	4680	0
848	1380	1382	3483	512	0.25	4	A6LD	4680	0
849	1378	1380	3483	466	0.25	4	A6LD	4680	0
850	1376	1378	3462	334	0.61	4	A6LD	4680	0
851	1374	1376	3440	378	0.87	4	A6LD	4680	0
852	1372	1374	4343	651	0.13	4	A6LD	4680	0
853	1370	1372	4343	605	0.40	3	A6LD	4680	0
854	1368	1370	3870	504	0.78	4	A4LU	2750	953
855	1366	1368	1511	468	0.32	4	A4LU	2750	389
856	1364	1366	991	513	0.39	1	A4LD	4240	0
857	1362	1364	1275	993	0.65	1	A4LU	3390	0
858	1360	1362	1578	682	0.95	3	A4LU	3390	0
859	1360	1434	2079	766	0.89	3	A6LD	4680	0
860	1434	1496	2356	870	0.89	3	A6LD	4680	0
861	1458	1516	839	33	0.76	3	COL2	1390	0
862	1516	1554	607	409	0.75	3	COL2	1390	0
863	1364	1432	2566	98	0.51	1	A4LD	3110	0
864	1432	1442	2566	538	0.51	4	A4LD	3110	0
865	1442	1440	3049	747	0.12	4	A4LD	3110	0
866	1366	1430	1127	558	0.51	1	A4LD	2484	0
867	1430	1446	1127	74	0.51	1	A4LD	2484	0
868	1370	1450	20124	1266	1.02	2	FRWY	16980	0
869	1384	1428	3913	445	0.16	4	A4LD	3390	0
870	1428	1426	3849	334	0.25	4	A4LD	3390	0
871	1426	1460	3849	235	0.26	4	A4LD	3390	0
872	1386	1387	5029	822	0.41	4	RAMP	1478	0
873	1387	1560	10155	1488	2.16	3	FRWY	10050	0
874	1390	1424	1529	182	0.51	3	COL2	950	0

875	1424	1468	875	171	0.50	3	COL2	950	0
876	1396	1422	4001	960	0.52	4	A6LD	4680	0
877	1422	1472	4001	538	0.48	4	A6LD	4680	0
878	1398	1420	2592	523	0.53	3	COL4	3110	0
879	1420	1478	2592	461	0.47	3	COL4	3110	0
880	1407	1482	4208	2615	0.57	3	A6LD	5080	0
881	1481	1482	1321	602	1.00	3	COL4	3390	0
882	1478	1480	1944	279	0.99	3	COL4	3390	0
883	1476	1478	2693	246	0.39	3	COL4	3390	592
884	1476	1472	2693	168	0.59	3	COL4	3390	887
886	1470	1472	2558	425	0.57	3	A6LD	4680	0
887	1468	1470	2558	393	0.45	3	A6LD	4680	0
888	1466	1468	3483	227	0.33	3	A6LD	4680	0
889	1464	1466	3483	175	0.66	3	A4LD	3110	363
890	1462	1464	3483	346	0.25	3	A4LD	3110	134
891	1460	1462	3600	167	0.26	3	A6LD	4680	140
892	1458	1460	3268	345	0.51	4	A6LD	4680	0
893	1433	1458	1020	36	0.52	3	COL2	1390	0
894	1454	1458	3354	228	1.38	3	A6LD	4680	0
895	1452	1454	4085	214	0.34	3	A6LD	4680	0
896	1450	1452	4085	423	0.32	3	A6LD	4680	0
897	1448	1450	3612	684	0.45	3	A4LU	3110	0
898	1446	1448	3612	725	0.62	4	A4LU	3110	0
899	1444	1446	2279	733	0.13	4	A4LU	3110	0
900	1442	1444	2279	722	0.25	4	A4LU	3110	0
901	1440	1494	3049	608	0.39	4	A4LD	3110	0
902	1494	1502	3604	306	0.25	4	A4LD	3110	0
903	1446	1492	853	44	0.51	4	A4LD	2484	0
904	1492	1506	853	177	0.25	4	A4LD	2484	0
905	1450	1510	17739	1072	0.77	2	FRWY	16980	0
906	1460	1490	3784	196	0.37	4	A4LD	3390	0
907	1490	1518	3784	214	0.36	4	A4LD	3390	0
908	1472	1488	3795	598	0.50	4	A6LD	4680	0
909	1488	1524	3795	844	0.41	4	A6LD	4680	0
910	1478	1486	2460	480	0.50	3	COL4	3110	0
911	1486	1528	2460	866	0.41	3	COL4	3110	0
912	1526	1528	2737	620	0.48	3	A4LD	3390	2917
913	1524	1526	2737	745	0.51	3	A4LD	3390	2917
914	1522	1524	2802	696	0.55	3	A4LD	3110	3183
915	1520	1522	3266	188	0.93	3	A4LD	3110	5305
916	1518	1499	3277	266	0.26	4	A4LD	3110	1591
917	1516	1518	2451	590	0.51	4	A4LD	3110	3613
918	1514	1516	2924	501	0.96	4	A4LD	3110	6864
919	1512	1514	3247	484	0.76	4	A4LD	3110	5419
920	1510	1512	3569	590	0.31	4	A4LD	3110	2168
921	1508	1510	4957	1069	0.45	4	A6LD	4680	0
922	1506	1508	4957	1080	0.63	4	A6LD	4680	0
923	1504	1506	3440	1188	0.19	4	A6LD	4680	0
924	1502	1504	3440	1198	0.19	4	A6LD	4680	0
925	1500	1502	4481	1600	0.25	4	A6LD	4240	0
926	1498	1500	3812	1198	0.65	2	A6LD	4240	0
927	1496	1498	3142	1122	0.52	2	A4LD	4240	0
928	1496	1542	2402	970	0.30	3	A6LD	4680	0
929	1542	1544	2125	661	0.48	3	A6LD	4680	0
930	1502	1540	4158	196	0.26	3	A6LD	4680	0
931	1540	1546	4158	362	0.51	3	A6LD	4680	0
932	1506	1538	849	208	0.25	4	A4LD	2484	0
933	1538	1548	577	59	0.52	4	A4LD	2484	0
934	1510	1550	16472	639	0.76	2	FRWY	16980	0
935	1518	1536	3999	136	0.41	4	A4LD	3390	0
936	1536	1556	3999	136	0.40	4	A4LD	3390	0
937	1552	1554	683	0	0.95	3	COL2	950	0
938	1554	1556	1544	25	0.50	3	COL2	950	0

939	1556	1568	2141	136	0.25	3	COL4	3221	0
940	564	605	2424	441	0.25	4	A4LD	3110	0
941	1560	1570	7466	1205	0.52	3	FRWY	10050	0
942	1560	1562	2586	1133	1.30	3	FRWY	6250	0
943	1558	1566	2404	347	1.47	3	COL4	3221	0
944	1524	1562	4290	649	0.60	4	A6LD	4680	0
945	1562	1566	4290	716	0.04	4	A6LD	4680	0
948	1562	1620	3845	1686	3.00	3	FRWY	6250	0
949	1483	1484	1888	651	0.54	3	A4LD	2950	0
950	1484	1532	1888	2023	0.35	3	A4LD	2950	0
951	1532	1574	1770	2324	0.98	3	A4LD	2950	0
952	1574	1576	1652	1350	0.53	3	A4LD	2950	0
953	1410	1445	9352	2335	2.25	3	FRWY	13420	0
954	1418	1530	1650	4	1.80	3	A4LD	3390	0
955	1530	1582	1543	4	1.70	3	A4LD	3390	0
956	84	110	4859	1127	0.47	3	A6LD	4680	0
957	270	274	2158	101	0.58	3	A4LD	3110	0
958	274	346	2362	466	0.27	3	A4LD	3110	0
959	266	276	3465	563	0.39	3	A6LD	4680	0
960	276	344	3692	831	0.40	3	A6LD	4680	0
961	187	231	1358	369	0.61	3	COL4	3110	0
962	233	234	3719	428	0.47	4	A6LD	4680	0
963	185	231	952	144	0.82	3	A2LU	1390	0
964	601	602	3121	334	0.56	3	A6LD	4680	0
965	1268	1266	1415	455	0.27	3	COL4	3110	0
966	1266	1336	1415	453	0.21	3	COL4	3110	0
967	1336	1346	1676	489	0.28	3	COL4	3110	0
968	1347	1404	1940	580	0.47	3	COL4	3110	0
969	420	493	783	72	0.69	3	COL2	950	0
970	493	496	764	95	0.47	3	COL2	950	0
971	122	134	1790	706	0.75	3	A4LD	3110	0
972	300	298	2027	423	0.27	4	COL4	3221	0
974	148	180	2666	740	0.43	3	A6LD	5080	0
976	424	426	2065	502	0.23	3	A3LD	1533	0
977	734	831	1419	87	0.20	4	COL4	2950	0
978	736	764	2115	527	0.53	4	A6LD	4826	0
979	1089	1086	1281	1316	0.92	4	A6LD	4680	0
982	1068	1076	2374	1343	0.41	3	COL4	3310	0
984	1296	1294	3698	851	0.55	3	A6LD	4680	0
985	1324	1326	1366	229	0.50	3	COL4	2950	0
986	246	248	2495	476	0.33	3	COL4	3110	0
987	527	478	1645	227	0.71	3	COL2	950	9154
988	525	526	1557	239	0.46	3	A4LU	3110	0
989	562	561	2299	234	0.48	3	A4LU	3310	0
990	563	562	2270	74	0.50	4	A6LD	4680	0
991	563	567	2231	95	0.50	4	A6LD	4680	0
992	565	566	2193	149	0.22	4	A4LD	3110	0
993	563	564	2424	314	0.25	4	A4LD	3110	0
994	1382	1384	3913	422	0.36	4	A4LD	3390	0
995	1200	1272	1606	445	1.00	3	A4LD	3221	0
996	1272	1332	1869	858	0.50	3	A4LD	3110	0
997	860	935	4205	800	0.28	3	A6LD	4680	0
998	934	933	2089	1059	0.51	3	A4LD	2950	0
999	565	567	1648	95	0.26	4	A6LD	4680	0
1000	116	120	2549	731	0.50	3	A4LD	3110	3580
1001	120	168	2913	716	0.50	4	A6LD	4680	0
1002	1528	1529	2388	658	0.99	3	A4LD	3390	5835
1003	1477	1619	2421	731	0.86	3	A6LD	5080	0
1004	1134	1529	2531	810	0.40	3	A4LD	3221	0
1005	1529	1573	1692	59	0.69	3	A2LU	1482	0
1006	1528	1572	1459	86	0.67	3	COL4	3110	0
1007	204	205	2781	148	0.65	3	A4LD	3221	0
1008	628	629	1241	15	0.60	3	COL4	2950	0

1009	629	630	1499	9	0.35	3	COL4	2950	0
1011	768	770	1343	219	0.43	2	COL4	2950	0
1012	768	767	1695	239	0.69	4	COL4	2950	0
1013	767	765	1944	184	0.64	4	COL4	2950	0
1014	765	766	2192	181	0.38	4	COL4	2950	0
1015	164	165	4584	1638	0.32	3	A6LD	4680	0
1016	165	208	1970	367	1.01	3	A4LD	3221	0
1017	208	265	2429	394	0.86	3	A4LD	3221	0
1018	265	227	2429	553	0.25	3	A4LD	3221	0
1019	320	359	2107	160	0.38	4	A4LD	3110	0
1020	359	357	1056	182	0.65	3	COL6	4450	0
1021	357	355	1245	86	0.85	4	COL4	2950	0
1022	355	356	0	389	0.24	4	COL4	2950	0
1023	326	357	1006	142	0.43	4	A2LU	1482	9999
1024	555	557	2220	282	0.55	3	COL4	3221	0
1025	596	595	5487	587	0.46	4	A6LD	4680	0
1026	1284	1319	1157	193	0.51	3	COL2	1390	0
1027	1319	1355	1033	18	0.49	3	COL2	1390	0
1028	1378	1429	1200	275	0.27	3	COL2	1390	0
1029	136	181	1085	186	0.57	3	COL2	950	5092
1030	181	195	739	86	0.42	3	COL2	950	3688
1031	194	195	2654	1074	0.08	3	A6LD	4680	0
1032	1312	1314	678	180	0.41	4	COL2	950	0
1033	1314	1316	1033	109	1.59	3	COL2	950	0
1034	1316	1318	943	5	0.93	3	COL2	950	0
1035	1318	1319	817	16	0.64	3	COL2	950	0
1036	1319	1320	983	8	0.50	4	COL2	950	0
1037	1359	1357	875	20	0.39	4	COL2	950	0
1038	1357	1358	1375	20	1.63	3	COL2	950	0
1039	1358	1356	1104	3	0.87	3	COL2	1390	0
1040	1356	1355	1209	1	0.62	3	COL2	1390	0
1041	1355	1354	1313	1	0.51	4	COL2	1390	0
1042	1355	1378	909	27	0.52	3	COL2	1390	0
1043	1357	1366	988	188	0.51	1	A4LD	2484	0
1044	1312	1359	3326	141	0.50	1	A4LD	3110	0
1045	1222	1286	1368	16	1.00	3	COL4	2070	0
1046	1374	1431	1579	651	0.58	4	COL4	2950	0
1047	1431	1454	1345	290	0.50	3	COL4	2950	0
1049	278	276	1632	473	0.60	3	A4LD	3221	0
1050	78	87	944	112	0.67	3	COL2	950	0
1051	87	102	867	257	0.51	3	COL2	950	3650
1052	102	121	1209	326	0.35	3	COL2	950	2469
1053	121	136	1209	440	0.66	3	COL2	950	4616
1054	77	78	2565	751	0.25	3	COL6	4680	0
1055	490	489	693	0	0.42	3	COL2	950	0
1056	489	488	693	0	0.29	3	COL2	950	0
1057	488	487	1195	0	0.28	3	COL2	950	0
1058	487	486	1195	0	0.31	3	COL2	950	0
1059	486	483	772	0	0.41	3	COL2	950	0
1060	483	482	575	34	0.51	3	COL2	950	0
1061	501	568	4412	193	0.20	4	A6LD	4680	0
1062	501	509	819	0	0.99	3	COL2	950	0
1063	509	565	2193	81	0.11	4	A4LD	3110	0
1064	353	372	4021	766	0.43	4	A6LD	4680	0
1065	353	351	745	72	0.61	3	COL4	2070	0
1066	351	349	965	192	0.51	3	COL4	2070	0
1067	349	389	1184	1	1.02	3	COL4	2070	0
1068	343	389	1106	187	0.74	3	COL4	2070	0
1069	389	391	1607	441	0.63	3	COL4	2070	0
1070	391	451	1575	526	0.50	3	COL4	2070	0
1071	451	463	1575	695	0.50	3	COL4	2070	0
1072	449	451	1282	304	0.48	3	COL4	2950	0
1073	448	449	1282	188	0.52	3	COL4	2950	0

1074	447	448	1562	338	0.57	3	COL4	2950	0
1075	446	447	1562	403	0.43	3	COL4	2950	0
1076	97	117	1788	518	0.59	3	A4LD	3221	0
1077	117	119	2330	926	0.60	3	A4LD	3221	2682
1078	119	174	2771	1000	0.41	3	A4LD	3221	1857
1079	174	175	2204	820	0.61	3	A4LD	3221	0
1080	175	216	2204	316	0.33	3	A4LD	3221	0
1081	216	217	3067	332	0.63	3	A4LD	3110	0
1082	217	272	2704	438	0.76	3	A4LD	3110	0
1083	173	174	2553	580	0.62	3	A6LD	4680	0
1084	215	216	1992	121	0.41	3	COL4	3221	0
1085	118	171	1686	632	0.65	3	A4LD	3221	0
1086	171	172	1686	843	0.35	3	A4LD	3221	0
1087	583	165	1458	149	0.52	3	A4LD	3110	0
1088	454	453	2915	2007	0.51	3	A6LD	4680	0
1089	453	541	2768	1719	0.71	3	A4LD	3221	0
1090	541	544	2768	1436	0.30	3	A4LD	3221	0
1091	544	582	2598	1061	0.67	3	A4LD	3221	0
1092	644	645	2462	832	0.53	3	A4LD	3110	0
1095	648	646	986	182	0.67	3	COL4	2070	0
1096	646	645	883	41	0.92	3	COL4	2070	0
1098	692	761	1247	201	0.76	3	COL2	950	0
1099	750	761	1491	70	1.00	3	COL2	950	0
1100	761	813	1154	372	0.32	3	COL4	2070	0
1101	1098	1181	892	288	0.40	3	COL2	1390	0
1102	1181	1220	892	204	0.72	3	COL2	1390	0
1103	702	747	1369	15	0.73	3	COL4	2950	0
1104	702	700	1548	416	0.24	3	COL4	2950	0
1105	700	698	1378	21	0.60	3	COL4	2950	0
1107	524	526	4344	296	0.25	4	A6LD	4680	0
1108	561	525	2299	166	0.54	3	A4LD	3110	0
1109	524	525	731	0	0.32	3	COL2	1390	2060
1110	603	606	1447	60	0.59	3	COL2	1390	3727
1111	606	663	1762	147	0.50	3	COL3	1390	4239
1112	731	667	845	286	0.56	3	COL3	998	5077
1113	657	658	1954	14	0.52	3	COL4	2950	0
1114	731	732	4773	728	0.09	4	A6LD	4680	0
1115	630	613	1115	1	0.38	3	COL2	1390	0
1116	342	343	2388	153	0.40	3	COL4	2950	0
1117	392	347	3970	679	0.54	3	A6LD	4680	0
1118	464	463	4214	789	0.74	4	A6LD	4680	0
1119	113	114	3219	620	0.44	3	A4LD	3110	2801
1120	349	374	2796	451	0.28	3	COL4	3110	2071
1121	676	671	2957	407	0.56	3	A6LD	5080	0
1122	671	680	2957	511	0.60	3	A6LD	5080	0
1123	673	675	3008	892	0.49	3	A6LD	5080	0
1124	675	679	2985	1237	0.50	3	A6LD	5080	0
1125	677	913	2094	977	1.01	3	A6LD	4680	0
1126	825	828	327	185	0.74	3	COL4	3221	0
1127	1198	1267	1148	335	0.76	3	COL2	1390	3999
1128	154	155	3614	523	0.33	4	RAMP	1478	0
1129	1479	1481	1576	1701	0.53	3	COL4	3221	0
1130	1475	1481	1617	205	0.84	3	COL4	3390	0
1131	886	876	947	892	0.19	1	COL4	2950	0
1132	874	876	1620	987	0.08	2	A4LU	2880	0
1133	144	199	1762	100	1.07	4	COL4	3221	0
1134	199	200	4094	474	0.19	3	A6LD	4680	0
1135	82	67	3268	1251	0.26	3	A6LD	4680	0
1136	83	51	6199	2033	1.12	5	FRWY	9840	0
1137	51	59	6199	2455	0.99	5	FRWY	9840	0
1138	59	111	6424	2519	3.01	5	FRWY	9840	0
1139	111	179	5063	2128	1.75	5	FRWY	9840	0
1140	179	177	4331	1408	2.92	5	FRWY	9840	0

1141	177	273	5704	2100	2.73	5	FRWY	9840	0
1142	273	455	6863	2530	2.75	5	FRWY	9840	0
1143	455	585	7684	3220	2.17	5	FRWY	9840	0
1144	585	841	7301	3992	2.27	5	FRWY	9840	0
1145	745	841	2904	2184	0.47	3	A6LD	4680	0
1146	548	547	3933	1153	0.23	3	A6LD	4680	0
1147	453	395	2548	1918	0.20	4	A6LD	4680	0
1148	41	43	2570	618	0.67	3	A4LD	3390	3304
1149	174	177	1733	825	0.88	3	A6LD	4680	0
1150	116	115	2399	1005	0.81	3	A4LD	3110	5800
1151	50	47	3843	2099	0.38	3	A6LD	4826	0
1152	51	85	4185	2081	0.36	3	A6LD	4826	0
1153	85	86	4185	1618	0.68	3	A6LD	4826	0
1154	405	582	3437	403	0.76	3	A6LD	4680	0
1155	83	155	7688	932	2.35	3	FRWY	10050	0
1156	48	59	4752	1885	0.55	3	A6LD	4680	0
1157	1402	1480	2416	1020	1.01	3	A4LD	3221	0
1161	238	235	946	429	0.31	3	COL2	940	0
1162	235	234	759	93	1.09	3	COL2	950	0
1164	115	111	2399	1076	0.26	3	A4LD	3110	1862
1165	1447	1445	3300	2523	0.49	3	A6LD	5080	0
1166	1445	1580	11824	827	1.53	3	FRWY	13420	0
1168	221	266	4001	857	0.30	3	A6LD	4680	0
1169	141	210	2797	277	0.31	3	A4LD	3221	0
1170	205	224	2792	106	0.42	3	A4LD	3221	0
1171	1028	1029	14618	2343	1.92	4	FRWY	13420	0
1172	1029	1034	22378	1936	0.42	4	FRWY	16980	0
1173	1029	1052	7810	2500	2.13	4	FRWY	13420	0
1174	1080	1085	434	46	0.83	4	COL2	950	0
1175	117	11	2382	551	0.93	3	A4LD	3221	4230
1176	1166	3	3318	581	0.33	3	A6LD	4826	0
1177	3	50	3318	649	0.39	3	A6LD	4826	0
1178	766	764	1109	138	0.51	4	COL4	2950	0
1180	106	385	2385	219	0.41	3	COL4	3221	0
1181	387	108	2623	801	0.55	3	A6LD	5080	0
1182	381	108	956	488	0.67	3	COL4	3221	0
1183	106	381	956	313	0.38	3	COL4	3221	0
1184	104	106	1769	478	0.60	3	COL4	3221	0
1185	272	383	1979	477	0.44	3	A4LD	3110	0
1186	383	348	2642	568	0.39	3	A4LD	3110	0
1187	348	401	2285	833	0.85	3	A4LD	3110	0
1188	401	380	2258	1086	0.73	3	A4LD	3110	0
1189	380	453	2428	1561	1.00	3	A4LD	3221	0
1191	823	802	1803	347	0.25	4	A4LU	3221	1767
1192	831	766	1419	69	0.32	4	COL4	2950	0
1193	833	798	1372	417	0.25	4	COL4	2950	0
1194	1092	1063	1308	527	0.50	4	COL2	1390	3714
1195	1354	1353	1411	0	0.98	3	COL2	1390	0
1196	1353	1352	1411	42	0.53	3	COL2	1390	0
1197	1352	1351	1084	35	0.50	3	COL2	1390	0
1198	1351	1350	1084	55	0.51	3	COL2	1390	0
1199	1350	1349	1294	36	0.98	3	COL2	1390	0
1200	1349	1348	1278	17	1.00	3	COL2	1390	0
1201	1345	1347	1545	442	0.83	3	COL4	2950	0
1202	1347	1344	909	473	1.07	3	COL4	2950	0
1203	1398	1349	2334	263	0.49	3	COL4	3110	0
1204	1349	1330	2075	387	0.50	3	COL4	3110	0
1205	1346	1347	1676	445	0.35	3	COL4	3110	0
1206	832	835	381	146	0.72	3	COL2	950	0
1207	835	836	381	634	0.12	3	COL2	950	0
1211	841	838	8978	3993	1.96	5	FRWY	9840	0
1212	1482	1483	3405	997	0.11	3	A6LD	5080	0
1213	1483	1485	2601	1027	1.00	3	A6LD	5080	0

1214	1485	1619	2601	1560	0.46	3	A6LD	5080	0
1215	1619	1532	3194	1441	1.01	3	A4LD	3390	0
1216	1449	1620	4156	1998	0.32	3	A6LD	5080	0
1217	1620	1515	2516	508	0.93	3	A6LD	5080	0
1218	1621	78	2633	936	0.25	3	COL6	4680	0
1219	1621	140	15576	516	2.08	4	FRWY	13420	0
1220	57	54	1578	610	0.55	3	COL2	1390	0
1221	55	57	918	473	1.26	3	COL2	950	0
1222	19	57	737	231	1.29	3	COL4	2070	0
1223	55	111	994	934	0.65	3	A4LD	2070	2800
1224	112	162	904	788	1.05	3	COL4	3221	0
1225	162	220	1868	609	1.34	3	COL4	3221	0
1226	164	162	4584	1744	0.42	3	A6LD	4680	0
1227	274	276	877	252	1.05	3	A2LU	1482	0
1228	685	683	1438	313	0.56	3	COL4	2950	0
1229	682	927	1207	152	0.96	3	COL4	2950	0
1230	683	760	3961	523	0.29	3	A6LD	4680	0
1231	826	925	2908	692	0.54	3	A4LD	3110	0
1232	827	682	2619	589	0.41	3	A4LD	3110	0
1233	659	673	2958	877	0.51	3	A6LD	5080	0
1234	750	685	4229	265	0.41	3	A6LD	4680	0
1235	852	832	3341	938	0.46	3	A6LD	5080	0
1236	832	687	3048	1257	0.68	3	A6LD	5080	0
1237	589	571	2716	109	0.76	3	A6LD	5080	0
1238	684	679	2962	876	0.49	3	A6LD	4680	0
1239	585	587	1087	605	0.31	3	A6LD	4680	0
1240	1238	853	697	555	1.02	3	COL2	1390	0
1241	1115	1112	664	224	1.09	3	COL2	950	0
1242	855	940	13639	2585	1.03	3	FRWY	13908	0
1243	1136	1137	975	270	0.97	3	COL2	950	0
1244	763	1194	534	895	1.98	3	COL2	950	0
1245	1273	1330	2106	567	0.50	3	COL4	3110	0
1246	1101	1161	3405	1805	0.05	4	FRWY	10050	0
1247	1161	1387	11050	1716	4.17	4	FRWY	10050	0
1248	1100	1101	1101	206	0.48	4	COL2	950	0
1249	1162	1161	1939	1428	0.38	3	A6LD	4680	0
1250	645	680	3106	907	0.58	3	A4LD	3110	0
1251	1568	1558	2323	241	0.80	3	COL4	3221	0
1252	1568	1539	666	0	0.58	3	COL2	950	0
1253	1539	1499	666	322	0.24	3	COL2	950	0
1254	1499	1520	3272	133	0.84	3	A4LD	3110	4774
1255	1499	1491	552	166	0.24	3	COL2	950	0
1256	1491	1462	552	166	0.50	3	COL2	950	0
1257	1462	1427	741	213	0.50	3	COL2	950	0
1258	1427	1385	929	310	0.51	3	COL2	950	0
1259	937	940	2929	905	0.81	3	A4LD	3110	0
1260	359	361	653	53	0.35	3	COL4	2950	0
1261	361	318	2375	205	0.30	4	COL4	2950	0
1262	540	539	674	99	0.50	3	COL2	950	0
1263	539	538	674	11	0.52	3	COL2	950	0
1264	538	537	1146	178	0.41	3	COL4	2950	0
1265	552	553	1678	208	0.80	3	COL4	2950	0
1266	551	556	1580	157	0.50	3	COL4	2950	0
1267	556	552	1288	41	0.80	3	COL3	998	0
1268	552	557	1326	72	1.24	3	COL3	998	0
1275	566	609	2021	221	0.35	4	A4LD	3110	0
1276	568	611	4412	186	0.44	4	A6LD	4680	0
1277	430	483	442	130	0.61	4	COL2	950	0
1278	483	512	820	18	0.51	4	COL4	2070	0
1279	512	567	866	1	0.51	4	COL2	950	0
1280	567	607	911	0	0.51	4	COL2	950	0
1281	607	614	717	36	0.50	4	COL2	950	0
1282	614	613	795	8	0.50	4	COL2	950	0

1283	613	615	795	8	0.20	4	COL2	950	0
1284	615	702	1441	35	1.03	4	COL4	3110	0
1285	613	632	730	3	0.51	3	COL2	1390	0
1286	503	424	1935	373	0.51	3	COL4	2950	0
1287	505	420	3927	763	0.53	4	A6LD	4680	0
1288	503	505	1235	71	1.02	3	COL2	950	0
1289	618	629	859	421	0.51	3	COL2	950	0
1290	629	747	1159	15	1.24	3	COL2	950	0
1291	747	714	1328	28	0.36	3	COL4	2070	0
1292	747	704	1114	12	0.54	3	COL4	2950	0
1293	709	775	777	23	0.56	3	COL2	950	0
1294	775	777	666	10	0.67	3	COL2	950	0
1295	777	778	730	10	0.23	4	A2LU	950	0
1296	709	710	2125	432	0.17	4	A6LD	4680	0
1297	976	972	1261	73	0.22	4	COL4	2750	0
1298	972	970	1261	443	0.14	4	COL4	2750	0
1299	970	968	850	258	0.31	3	COL4	2750	0
1300	1613	2	1105	19	1.10	3	A2LU	950	0
1301	1628	1626	2190	39	0.67	3	A4LD	2750	0
1302	1601	4	2870	56	0.28	3	A6LD	4240	0
1303	1603	6	1596	1403	0.61	3	A4LD	2750	0
1304	1636	1634	17115	1379	2.35	3	FRWY	13420	0
1305	1634	1632	17994	1572	1.27	3	FRWY	13420	0
1306	1632	8	18843	1870	1.53	3	FRWY	13420	0
1307	1634	1635	6246	1302	0.13	3	A6LD	4680	0
1308	1635	1640	5736	608	1.56	3	A6LD	4680	0
1309	1640	1644	5248	952	1.52	3	A6LD	4680	0
1310	1607	10	3162	1104	0.26	3	A4LD	2750	0
1311	1644	12	7840	1513	2.80	3	FRWY	10050	0
1312	1627	1644	4611	1390	0.95	3	A6LD	4680	0
1313	1650	1648	3717	37	1.32	3	A6LD	4680	0
1314	1648	1646	4812	37	1.30	3	A6LD	4680	0
1315	1611	14	4456	1434	0.19	3	A6LD	4680	0
1316	1544	1584	2400	1406	1.00	3	A4LD	3110	0
1317	1546	1545	5664	346	0.38	3	A6LD	4680	0
1318	1586	1588	7776	1267	1.31	3	A6LD	4680	0
1319	1588	1547	6960	10	0.97	3	A4LD	3110	0
1320	1550	1592	21504	2149	0.69	3	FRWY	16980	0
1321	1592	1594	19104	1649	2.24	3	FRWY	16980	0
1322	1594	1598	20064	2287	1.66	3	FRWY	16980	0
1323	1556	1549	5336	688	0.48	3	A6LD	5080	0
1324	1521	1598	6048	756	1.19	3	A6LD	5080	0
1325	1507	1598	6720	3079	1.23	3	FRWY	9840	0
1326	1566	1553	4512	2384	0.51	3	A6LD	5080	0
1327	1527	1604	5712	2	1.03	3	A6LD	5080	0
1328	1572	1555	1459	382	0.51	3	A2LU	1390	0
1329	1559	1608	1887	932	0.51	3	A2LU	1390	0
1330	1573	1610	1507	440	1.01	3	A2LU	1390	0
1331	1610	1561	1949	516	0.51	3	A2LU	1390	0
1332	1563	1614	1949	55	0.38	3	A2LU	1390	0
1333	1576	1616	2738	341	1.14	3	A2LU	950	0
1334	1616	1571	3594	219	1.07	3	A6LD	5080	0
1335	1637	1639	2931	1351	4.17	3	FRWY	6250	0
1336	1580	1637	14064	4333	0.40	3	FRWY	16980	0
1337	1579	1591	11376	647	3.17	3	FRWY	16980	0
1338	1582	1583	2208	0	5.02	3	A4LD	3390	0
1339	1609	1166	2575	2051	0.20	3	A4LD	3390	0
1340	1625	1627	2387	51	1.32	3	A4LD	3390	0
1341	1627	1633	2781	1440	1.32	3	A4LD	3390	0
1342	1648	1627	3824	22	1.00	3	A6LD	4680	0
1343	1586	1501	4616	1299	0.65	3	A6LD	4680	0
1344	1501	1592	4616	1746	0.55	3	A4LD	3110	0
1345	1592	1503	4764	44	2.27	3	A4LD	3110	0

1346	1503	1600	4764	199	0.52	3	A6LD	4680	0
1347	1600	1505	2356	198	0.55	3	A4LD	3110	0
1348	1505	1507	2356	1018	1.00	3	A4LD	3110	0
1349	1507	1602	2250	129	1.00	3	A6LD	4680	0
1350	1602	1509	1998	1463	0.45	3	A4LD	3110	0
1351	1509	1606	1998	1131	0.52	3	A4LD	2950	0
1352	1606	1511	1435	1275	0.52	3	A4LD	3110	0
1353	1511	1610	1435	1249	0.52	3	A4LD	3110	0
1354	1610	1513	1415	683	0.55	3	A4LD	3110	0
1355	1513	1515	1415	1851	0.62	3	A4LD	3110	0
1356	1588	1517	3600	1099	0.66	3	A4LD	3110	0
1357	1517	1594	4608	833	2.24	3	A4LD	3110	0
1358	1594	1519	4416	1429	0.62	3	A6LD	4680	0
1359	1519	1521	4416	573	0.52	3	A6LD	4680	0
1360	1521	1523	3648	560	0.52	3	A4LD	3110	0
1361	1523	1525	3576	475	1.58	3	A4LD	3110	0
1362	1525	1527	3504	1079	0.52	3	A4LD	3110	0
1363	1527	1531	2544	1554	0.45	3	A4LD	3110	0
1364	1531	1533	2544	1054	0.52	3	A4LD	3110	0
1365	1533	1535	2078	112	0.51	3	A4LD	3110	0
1366	1535	1612	2078	116	0.51	3	A4LD	3110	0
1367	1612	1537	2832	494	0.51	3	A4LD	3110	0
1368	1537	1541	2832	1517	0.51	3	A4LD	3110	0
1369	1541	1616	4320	461	0.89	3	A4LD	3110	0
1370	1616	1543	3984	336	1.24	3	A4LD	3110	0
1371	1543	1579	3744	1765	1.44	3	A4LD	3110	0
1372	1548	1545	849	16	0.48	4	A2LU	950	0
1373	1545	1586	6720	299	0.41	3	A6LD	4680	0
1374	1547	1590	6960	10	0.62	3	A4LD	3110	0
1375	1549	1600	6672	101	0.59	3	A6LD	4680	0
1376	1600	1551	6624	65	0.51	3	A6LD	4680	0
1377	1551	1521	6624	64	0.51	3	A6LD	4680	0
1378	1553	1602	4512	1890	0.65	3	A6LD	4680	0
1379	1602	1527	5112	1791	1.03	3	A6LD	4680	0
1380	1555	1606	1459	1109	0.65	3	A2LU	1390	0
1381	1606	1557	1887	71	0.48	3	A2LU	1390	0
1382	1557	1533	1887	72	0.51	3	A2LU	1390	0
1383	1533	1559	1887	1023	0.51	3	A2LU	1390	0
1384	1561	1612	1949	140	0.51	3	A2LU	1390	0
1385	1612	1563	1949	447	0.62	3	A2LU	1390	0
1386	1515	1565	4032	1427	0.72	3	A6LD	4680	0
1387	1565	1541	4608	1434	0.51	3	A6LD	4680	0
1388	1541	1567	6048	1563	0.62	3	A4LD	3110	0
1389	1567	1569	6048	1563	0.34	3	A4LD	3110	0
1390	1571	1618	3594	109	0.21	3	A6LD	4680	0
1391	1624	1613	1104	960	1.00	3	A2LU	1390	0
1392	1626	1601	2616	1312	0.84	3	A6LD	4680	0
1393	1629	1628	2569	1224	0.80	3	A4LD	2950	0
1394	1630	1603	1808	1372	0.79	3	A4LD	2950	0
1395	1622	1630	2010	32	0.67	3	A4LD	2950	0
1396	1631	1622	1666	153	0.78	3	A4LD	2950	0
1397	1617	1607	2979	961	0.84	3	A4LD	2950	0
1398	1642	1617	3552	962	0.43	3	A4LD	2950	0
1399	1640	1642	2496	34	1.44	3	A4LD	2950	0
1400	1625	1609	2592	89	1.36	3	A4LD	2950	0
1401	1646	1611	4587	1384	1.34	3	A6LD	4680	0
1402	1601	1603	1084	1406	0.08	3	A2LU	1390	0
1403	1603	1605	1126	11	2.25	3	A2LU	1390	0
1404	1605	1607	2750	12	1.54	3	A4LD	2950	0
1405	1607	1609	2452	90	2.13	3	A4LD	2950	0
1406	1609	1611	1774	93	1.00	3	A4LD	2950	0
1407	1613	1626	981	7	0.85	3	A4LD	2950	0
1408	1626	1630	1693	3	0.18	3	A4LD	2950	0

1409	1630	1615	1590	0	2.50	3	A4LD	2950	0
1410	1615	1617	1007	1	1.56	3	A4LD	2950	0
1411	1624	1628	1437	1338	1.00	3	A4LD	2950	0
1412	1628	1622	1853	1340	0.08	3	A4LD	2950	0
1413	1622	1632	3640	1315	1.83	3	A4LD	2950	0
1414	1632	1623	5704	533	0.70	3	A6LD	4680	0
1415	1623	1642	4835	533	1.58	3	A6LD	4680	0
1416	1642	1625	3977	105	2.02	3	A6LD	4680	0
1417	1625	1646	3168	90	1.06	3	A6LD	4680	0
1418	1629	1631	1917	0	0.44	3	A4LD	2950	0
1419	1631	1634	4714	0	2.22	3	A6LD	4680	0
1420	1637	1579	11184	2141	0.60	3	FRWY	16980	0
1421	1578	1637	2931	3613	0.52	3	FRWY	6250	0
1422	7	1605	2742	1	0.32	3	A4LD	2950	0
1423	1605	1615	2811	1	0.87	3	A4LD	2950	0
1424	1615	1623	3301	0	0.48	3	A6LD	4680	0
1425	1623	1635	3407	0	1.46	3	A6LD	4680	0
1426	1570	1507	7199	3280	2.37	3	FRWY	10050	0
1500	968	915	439	56	0.38	3	COL2	950	0
1501	912	915	469	242	0.51	3	COL2	950	0
1502	915	917	644	357	0.51	3	COL2	950	0
1503	917	1042	3569	504	0.38	4	A6LD	4680	0
1504	1431	1433	700	0	1.39	3	COL2	950	0
1505	1433	1428	903	3	0.50	3	COL4	2070	0
1506	1429	1433	1200	18	0.25	3	COL2	1390	0
1509	979	980	3188	471	0.61	4	A6LD	3110	0
1512	1578	1620	2931	659	3.27	3	FRWY	6250	0
1513	525	603	1565	29	0.65	3	COL2	1390	4021
1514	1147	1256	3225	1777	0.45	3	A6LD	4680	0
1515	913	844	2186	844	0.94	3	A6LD	4680	0
1516	1141	1145	993	1199	0.47	3	COL2	950	0
1517	1110	1151	1929	940	0.05	3	A4LD	3221	0
1518	1151	1152	2351	1361	0.25	3	A6LD	5080	0
1519	1417	1418	1214	622	1.49	3	A4LD	3390	0
1520	40	37	2614	35	0.49	3	COL4	3221	0
1521	940	1112	1843	814	3.00	3	A4LD	3221	0
1523	11	179	2294	1149	0.34	3	A4LD	3221	1548
1524	118	15	1625	503	0.85	3	COL4	3221	0
1525	15	13	564	844	0.54	3	COL4	2070	0
1526	13	55	1046	579	0.92	3	COL4	2070	0
1527	17	116	2519	785	0.63	3	A4LD	3221	0
1528	113	19	1295	124	0.42	3	COL4	3110	0
1529	158	27	677	1172	0.71	3	COL4	2950	0
1530	27	205	677	906	0.59	3	COL4	2950	0
1531	205	31	1658	740	0.49	3	COL4	2950	0
1532	31	260	1658	952	0.28	3	COL4	2950	0
1533	260	288	1234	379	0.70	3	COL4	2950	0
1534	25	206	4085	1351	0.27	3	A6LD	4680	0
1535	224	29	4515	963	0.40	4	A6LD	4680	0
1536	273	41	2570	768	0.20	3	A4LD	3390	1010
1537	43	272	2570	477	0.40	3	A4LD	3390	2020
1538	43	383	440	386	0.26	3	A2LD	1482	0
1539	383	274	580	402	0.64	3	A2LD	1482	0
1540	751	701	813	448	0.85	3	COL4	3221	0
1542	63	61	519	61	1.30	3	COL2	1390	0
1543	1010	53	1753	645	0.42	3	COL4	3110	0
1544	71	1030	3225	454	0.25	4	A4LD	3390	0
1545	71	73	907	668	1.12	4	COL4	2070	0
1546	73	75	825	432	0.50	4	COL2	950	3103
1548	1224	79	3462	391	0.19	3	A6LD	4680	0
1549	79	1290	1077	138	1.01	3	COL2	1390	0
1550	81	1030	389	601	0.32	4	COL2	950	0
1551	81	1064	250	5	0.34	4	COL2	950	0

1552	402	407	2471	29	0.59	3	COL4	3221	0
1553	307	346	2566	267	0.26	3	A4LD	3110	0
1554	950	309	1234	124	0.77	3	COL2	950	0
1555	313	311	1502	722	0.29	3	A6LD	5080	0
1556	753	752	752	516	0.75	3	COL4	3221	0
1557	880	874	792	212	0.19	1	COL2	950	0
1558	874	873	627	95	0.25	1	COL2	950	0
1559	873	872	627	600	0.19	1	COL2	950	0
1561	628	650	720	427	0.45	3	COL2	1390	0
1562	204	627	2786	385	0.60	3	A4LD	3110	4552
1563	1199	1198	2747	901	0.60	3	A4LD	3221	0
1564	1267	1268	1148	250	0.24	3	COL2	1390	1263
1565	1156	1155	1980	1065	0.50	3	A6LD	4680	0
1566	1155	1108	289	105	0.04	3	COL2	950	0
1567	1044	1050	1116	240	0.21	4	COL2	950	0
1568	1151	1204	1699	478	1.34	3	A4LD	3221	0
1569	37	7	2614	6	0.23	3	COL4	3221	0
1570	49	50	3139	1328	0.58	3	A6LD	5080	0
1571	47	51	3574	2307	0.74	3	A6LD	4826	0
1572	110	161	3527	1056	0.24	3	A4LD	3110	0
1573	160	163	4472	1730	0.70	3	A6LD	4680	0
1574	118	97	2036	904	0.41	3	A4LD	3221	0
1575	157	156	4666	998	0.24	3	A6LD	4680	0
1576	257	156	3034	445	0.34	3	A4LD	3110	2580
1577	233	187	1682	549	0.30	3	COL4	3110	0
1578	663	657	1588	397	0.49	3	COL3	1390	4072
1579	667	657	845	305	0.52	3	COL3	998	3989
1580	466	555	2220	302	0.45	3	COL4	3221	0
1581	582	644	2462	1132	0.65	3	A4LD	3110	0
1583	680	659	2958	961	0.17	3	A6LD	5080	0
1584	680	827	2619	620	0.52	3	A4LD	3110	0
1585	927	683	1323	285	0.55	3	COL4	2950	0
1586	925	682	2908	592	0.31	3	A4LD	3110	0
1587	933	935	1851	791	0.31	3	A4LD	2950	0
1588	1238	1115	437	205	1.61	3	COL2	950	0
1589	941	938	2764	928	0.26	3	A4LD	3221	0
1590	61	65	679	29	0.64	3	COL2	1390	0
1591	1480	1134	2531	982	0.50	3	A4LD	3221	0
1592	1404	1405	4785	1190	0.27	3	A6LD	4680	644
1593	1406	1407	4208	2244	0.48	3	A6LD	5080	0
1594	1404	1479	1576	1544	0.49	3	COL4	3221	0
1595	583	113	1527	126	0.51	3	A4LD	3110	0
1596	1085	1086	434	97	0.04	4	COL2	950	0
1597	73	1063	337	99	0.86	4	COL2	950	0
1598	929	931	2172	1423	1.00	3	A4LD	3110	3015
1599	931	939	1827	1008	1.00	3	A4LD	3110	0
1600	1127	1342	1246	734	1.01	3	A4LD	3390	0
1601	1022	1023	1521	198	0.45	4	COL3	998	0
1602	1023	1025	1521	620	0.59	4	COL3	998	0
1603	1023	1018	1144	62	0.85	4	COL2	950	0
1604	1018	1026	845	270	0.38	3	COL2	950	0
1605	1026	1016	845	163	0.50	3	COL2	950	0
1606	1076	1025	924	473	0.50	4	COL2	950	0
1607	1025	1074	707	972	0.76	3	COL2	950	0
1608	753	951	616	76	1.26	3	COL4	2070	0
1609	752	951	1009	50	1.58	3	COL4	3110	0
1610	669	681	1518	579	0.67	3	COL4	3110	0
1611	1532	1534	2900	1075	0.99	3	A6LD	5080	0
1612	1534	1587	3100	1342	0.77	3	A6LD	5080	0
1613	939	944	937	1317	0.99	3	A4LD	3110	0
1614	939	942	945	510	1.00	3	COL2	1482	2242
1615	942	943	1008	302	0.51	3	COL4	3221	0
1616	943	1417	1815	1320	0.99	3	A6LD	5080	0

1619	311	1143	1502	711	0.50	3	A6LD	5080	0
1620	931	1415	1607	792	1.10	3	COL2	1390	3393
1621	1415	1416	920	480	0.41	3	COL2	1390	1255
1622	214	223	2612	589	0.43	3	A4LD	3110	0
1623	223	225	844	373	0.36	3	COL4	2070	0
1624	225	221	1010	266	0.62	3	COL4	2070	0
1625	221	227	1176	0	0.65	3	COL4	2070	0
1626	227	279	513	0	0.77	3	COL2	950	0
1627	280	279	3298	430	0.68	3	A6LD	4680	0
1628	227	278	2122	586	0.44	3	A4LD	3221	0
1629	929	1411	1185	1035	0.91	3	COL4	3221	0
1630	1411	1414	1226	794	0.78	3	COL4	3221	0
1631	86	101	3744	767	0.68	3	A6LD	4826	0
1632	110	86	1663	89	0.97	3	COL4	3221	0
1633	109	110	3741	1225	0.27	3	A6LD	4680	0
1634	1132	1133	425	122	1.26	3	COL2	1390	0
1635	1133	931	466	148	1.01	3	COL2	1390	0
1636	669	951	1186	351	0.77	3	COL4	3110	0
1637	951	665	1219	376	0.58	3	COL4	2950	0
1638	678	661	3522	352	1.45	3	FRWY	13908	0
1639	1049	665	948	0	1.38	3	COL4	3221	0
1640	947	751	1869	367	1.77	3	COL4	3221	0
1641	701	63	813	448	0.76	3	COL4	3221	0
1642	63	1130	656	394	0.87	3	COL4	3221	0
1643	699	1136	2256	1171	0.27	3	COL4	3110	0
1644	380	393	742	140	0.40	3	COL4	2070	0
1645	393	395	1007	1323	1.05	3	COL4	3221	0
1646	395	397	1514	930	0.57	3	COL4	3221	0
1647	397	403	1514	536	0.50	3	COL4	3221	0
1648	403	405	1708	538	0.88	3	COL4	3221	0
1649	395	455	1972	1889	0.45	4	A6LD	4680	0
1650	403	543	997	354	0.68	3	COL2	950	0
1651	405	581	3954	909	0.35	3	A6LD	4680	0
1652	945	1416	3259	1250	0.48	3	A6LD	4680	0
1653	1416	1419	1293	405	1.00	3	COL2	1390	2324
1654	1419	1421	962	358	1.00	3	COL2	1390	929
1655	1423	1445	3135	2295	0.48	3	COL4	4680	0
1656	853	855	957	804	0.56	3	COL4	1390	0
1657	86	105	599	631	0.64	3	COL4	3221	0
1658	105	107	0	484	0.67	3	COL4	3221	0
1659	107	108	0	682	0.85	3	COL4	3221	0
1660	67	83	3038	1741	0.80	3	A6LD	4680	0
1661	101	156	3744	628	0.17	3	A6LD	4826	0
1662	1051	948	742	60	0.85	3	COL4	2950	0
1663	1007	63	466	668	0.48	3	COL2	1390	0
1664	665	947	1059	622	0.47	3	COL4	3221	0
1665	1135	1136	2970	1487	0.09	3	A4LD	3221	0
1666	1137	1195	975	409	0.29	3	COL2	950	0
1667	1141	1195	993	873	0.41	3	COL2	950	0
1668	1145	929	993	1465	0.13	3	COL2	950	0
1669	1139	763	539	537	0.70	3	COL4	2070	0
1670	1147	929	3754	1149	0.13	3	A4LD	3110	0
1671	391	347	3428	792	0.46	3	A6LD	4680	0
1672	552	537	1146	174	0.77	3	COL4	2950	0
1673	594	553	1678	763	0.60	3	COL4	2950	0
1674	679	571	2716	1250	0.28	3	A6LD	5080	0
1675	684	677	2933	1218	0.53	3	A6LD	4680	0
1676	679	687	2940	919	1.00	3	A6LD	5080	0
1677	814	813	1154	548	0.20	3	COL4	2070	0
1680	587	547	3933	1307	0.23	3	A6LD	4680	0
1681	405	409	264	230	0.55	3	COL4	3221	0
1682	409	673	264	193	1.02	3	COL4	3221	0
1683	825	673	327	132	1.00	3	COL4	3221	0

1684	828	829	1122	751	0.28	3	COL6	4826	0
1685	829	855	1122	850	0.40	3	COL6	4826	0
1686	937	826	2929	804	0.19	3	A4LD	3110	0
1687	1204	1273	1543	759	1.14	3	A4LD	3221	0
1688	1136	1129	1874	1251	0.50	3	A4LD	3221	0
1689	1132	1131	921	1189	0.47	3	A4LD	3221	0
1690	1127	944	303	1172	1.49	3	A2LU	1482	3891
1691	1423	1421	2651	1073	0.99	3	A6LD	4680	0
1692	1194	1149	3176	1500	0.31	3	A6LD	5080	0
1693	1345	1348	1545	540	0.23	3	COL2	2950	0
1694	1404	1403	3877	728	0.35	3	A6LD	4680	892
1695	1278	1281	2972	578	0.50	3	A6LD	4680	0
1696	1475	1480	0	362	0.20	3	COL4	3390	0
1697	1477	1529	2421	998	0.18	3	A4LD	5080	0
1698	1487	1485	887	1298	0.34	3	COL4	3221	0
1699	1619	1449	4156	2021	0.26	3	A6LD	5080	0
1700	943	963	1289	838	1.00	3	COL2	1482	1917
1701	1009	751	2679	799	0.33	3	COL4	3221	0
1702	65	53	1753	384	0.60	3	COL4	3110	0
1703	1007	948	534	171	2.15	3	COL2	1390	0
1704	1414	1413	3878	1299	0.61	3	A6LD	4680	0
1705	1414	1435	1370	1915	0.38	3	COL4	3221	0
1706	1436	1435	1370	1597	0.67	3	COL4	3221	0
1707	1436	1423	1418	1160	1.01	3	COL4	3221	0
1708	47	45	727	75	0.50	3	COL4	1390	0
1709	45	58	727	126	0.48	3	COL4	1390	0
1710	58	48	4752	1492	0.26	3	A6LD	4680	0
1711	543	546	532	354	0.16	3	COL2	950	0
1712	546	547	468	353	0.89	3	COL2	950	0
1713	548	581	3954	909	0.22	3	A6LD	4680	0
1714	309	305	521	41	1.89	3	COL2	950	0
1715	305	315	242	318	1.61	3	COL2	950	0
1716	315	317	242	597	1.29	3	COL2	1716	0
1717	317	319	242	507	0.04	3	COL4	2070	0
1718	319	1144	1741	1069	0.21	3	A4LD	3221	818
1719	1144	313	1502	691	0.21	3	A6LD	5080	0
1720	313	321	664	347	0.04	3	COL4	2070	0
1721	65	305	838	902	0.52	3	COL2	1390	0
1722	1421	1451	2167	1305	0.45	3	COL4	3110	0
1723	1451	1453	1488	1130	0.56	3	COL4	3110	0
1724	963	1453	1289	384	1.00	3	COL2	1482	1917
1725	1436	1651	0	1046	1.61	3	COL4	2950	0
1726	1651	1652	0	1592	1.10	3	COL4	2950	0
1727	1652	1482	1017	2201	0.41	3	COL4	2950	0
1729	179	9	1734	1717	0.28	3	COL4	2070	0
1730	9	21	832	903	0.94	3	COL4	2070	0
1731	13	23	564	230	1.02	3	COL4	2070	0
1732	21	23	0	314	0.45	3	COL4	2070	0
1733	9	13	544	226	0.75	3	COL2	950	0
1734	661	1049	1229	836	0.88	3	COL4	3221	0
1735	665	1051	742	382	0.39	3	COL4	2950	0
1736	981	1010	2163	55	0.61	3	COL4	3110	0
1737	844	919	1320	664	0.23	3	COL4	2070	0
1738	1126	1125	1015	274	1.06	3	A4LD	3390	0
1739	1436	1419	0	373	0.89	3	COL2	950	5854
1740	1419	1465	1000	183	0.63	3	COL2	950	4110
1741	1465	963	1000	403	0.37	3	COL2	950	2491
1742	1651	1587	2000	375	1.06	3	COL4	2070	0
1743	1447	1589	1644	653	0.24	3	COL2	950	3220
1744	1589	1593	1644	131	0.73	3	COL2	950	9666
1746	1593	1595	298	131	0.28	3	COL2	950	1234
1747	1595	1596	298	131	0.77	3	COL2	950	3513
1748	1596	1597	298	25	1.06	3	COL2	950	4748

1749	1421	1597	352	246	0.51	3	COL2	950	2589
1750	1481	1487	887	687	0.36	3	COL2	3221	0
1751	1587	1447	3100	1240	0.25	3	A6LD	5080	0
1752	1423	1596	782	1683	0.75	3	COL4	2950	0
1753	199	197	0	1	0.51	3	COL4	2950	0
1754	197	298	300	2	1.09	3	COL4	2950	0
1755	298	326	300	63	0.49	3	COL4	2950	0

APPENDIX C

TRAFFIC COUNTS

CLIENT : CARTER BURGESS
JOB NO : 2005-76
PROJECT: CITY OF HALLANDALE
COUNTY : BROWARD

CROSSROADS ENGINEERING DATA, INC
13284 SW 120TH ST, MIAMI, FL 33186
TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 860008321100
Start Date: 08/02/2005
File I.D. : 860008-1
Page : 1

Street name :SE 8TH STREET WEST OF Cross street:US-1 (FEDERAL HWY) EB/WB

Begin	<------ EB		------>		<------ WB		------>		<------Combined		------>		Tuesday
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		
12:00 08/02	*		*		*		*		*		*		
12:15	*		*		*		*		*		*		
12:30	*		*		*		*		*		*		
12:45	*	*	*	*	*	*	*	*	*	*	*	*	
01:00	*		*		*		*		*		*		
01:15	*		*		*		*		*		*		
01:30	*		*		*		*		*		*		
01:45	*	*	*	*	*	*	*	*	*	*	*	*	
02:00	*		0		*		3		*		3		
02:15	*		5		*		4		*		9		
02:30	*		4		*		6		*		10		
02:45	*	*	3	12	*	*	2	15	*	*	5	27	
03:00	*		3		*		0		*		3		
03:15	*		0		*		2		*		2		
03:30	*		4		*		1		*		5		
03:45	*	*	2	9	*	*	3	6	*	*	5	15	
04:00	*		0		*		2		*		2		
04:15	*		5		*		3		*		8		
04:30	*		3		*		3		*		6		
04:45	*	*	6	14	*	*	8	16	*	*	14	30	
05:00	*		1		*		1		*		2		
05:15	*		2		*		4		*		6		
05:30	*		5		*		8		*		13		
05:45	*	*	2	10	*	*	3	16	*	*	5	26	
06:00	*		4		*		4		*		8		
06:15	*		11		*		7		*		18		
06:30	*		8		*		8		*		16		
06:45	*	*	0	23	*	*	0	19	*	*	0	42	
07:00	*		6		*		5		*		11		
07:15	*		2		*		2		*		4		
07:30	*		6		*		1		*		7		
07:45	*	*	7	21	*	*	9	17	*	*	16	38	
08:00	*		9		*		5		*		14		
08:15	*		5		*		7		*		12		
08:30	*		11		*		10		*		21		
08:45	*	*	1	26	*	*	0	22	*	*	1	48	
09:00	*		2		*		2		*		4		
09:15	*		2		*		6		*		8		
09:30	*		1		*		1		*		2		
09:45	*	*	1	6	*	*	2	11	*	*	3	17	
10:00	*		3		*		1		*		4		
10:15	*		0		*		0		*		0		
10:30	*		2		*		3		*		5		
10:45	*	*	2	7	*	*	0	4	*	*	2	11	
11:00	*		0		*		0		*		0		
11:15	*		0		*		0		*		0		
11:30	*		0		*		0		*		0		
11:45	*	*	3	3	*	*	1	1	*	*	4	4	
Totals	0		131		0		127		0		258		
Day Totals		131				127				258			
Split %	*		50.7%		*		49.2%						

Peak Hour	07:45	07:45	07:45
Volume	32	31	63
P.H.F.	.72	.77	.75

CLIENT : CARTER BURGESS
JOB NO : 2005-76
PROJECT: CITY OF HALLANDALE
COUNTY : BROWARD

CROSSROADS ENGINEERING DATA, INC
13284 SW 120TH ST, MIAMI, FL 33186
TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 860008321100
Start Date: 08/02/2005
File I.D. : 860008-1
Page : 2

Street name :SE 8TH STREET WEST OF Cross street:US-1 (FEDERAL HWY) EB/WB

Wednesday

Begin	<------ EB		------><------ WB		------><------Combined		------>	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		
12:00 08/03	0	2	0	1	0	3		
12:15	2	5	2	4	4	9		
12:30	2	3	1	5	3	8		
12:45	0 4	5 15	0 3	5 15	0 7	10	30	
01:00	1	3	1	4	2	7		
01:15	0	0	0	0	0	0		
01:30	0	5	0	5	0	10		
01:45	0 1	9 17	0 1	7 16	0 2	16	33	
02:00	0	4	0	6	0	10		
02:15	0	6	0	5	0	11		
02:30	0	4	0	5	0	9		
02:45	0 *	2 16	0 *	2 18	0 *	4	34	
03:00	0	7	0	4	0	11		
03:15	1	9	2	4	3	13		
03:30	0	4	0	4	0	8		
03:45	0 1	2 22	0 2	3 15	0 3	5	37	
04:00	1	8	3	4	4	12		
04:15	0	1	0	5	0	6		
04:30	0	6	0	4	0	10		
04:45	0 1	5 20	0 3	3 16	0 4	8	36	
05:00	0	5	0	0	0	5		
05:15	0	3	0	2	0	5		
05:30	0	4	0	3	0	7		
05:45	0 *	3 15	0 *	3 8	0 *	6	23	
06:00	0	6	0	2	0	8		
06:15	0	5	0	4	0	9		
06:30	2	3	2	7	4	10		
06:45	1 3	2 16	0 2	1 14	1 5	3	30	
07:00	2	7	3	3	5	10		
07:15	3	3	6	2	9	5		
07:30	3	3	1	4	4	7		
07:45	3 11	4 17	0 10	1 10	3 21	5	27	
08:00	3	0	2	0	5	0		
08:15	4	4	4	1	8	5		
08:30	7	4	2	2	9	6		
08:45	0 14	3 11	4 12	3 6	4 26	6	17	
09:00	1	3	4	0	5	3		
09:15	2	1	1	0	3	1		
09:30	4	5	3	1	7	6		
09:45	1 8	3 12	0 8	0 1	1 16	3	13	
10:00	3	0	0	0	3	0		
10:15	0	3	0	2	0	5		
10:30	4	1	3	1	7	2		
10:45	0 7	4 8	0 3	1 4	0 10	5	12	
11:00	3	1	0	0	3	1		
11:15	2	0	8	0	10	0		
11:30	0	6	2	3	2	9		
11:45	8 13	2 9	2 12	1 4	10 25	3	13	
Totals	63	178	56	127	119	305		
Day Totals	241		183		424			
Split %	52.9%	58.3%	47.0%	41.6%				
Peak Hour	07:45	01:30	08:15	01:30	08:00	01:30		
Volume	17	24	14	23	26	47		
P.H.F.	.60	.66	.87	.82	.72	.73		

CLIENT : CARTER BURGESS
JOB NO : 2005-76
PROJECT: CITY OF HALLANDALE
COUNTY : BROWARD

CROSSROADS ENGINEERING DATA, INC
13284 SW 120TH ST, MIAMI, FL 33186
TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 860008321100
Start Date: 08/02/2005
File I.D. : 860008-1
Page : 3

Street name :SE 8TH STREET WEST OF Cross street:US-1 (FEDERAL HWY) EB/WB

Thursday

Begin	<------ EB		------>		<------ WB		------>		<------Combined		------>	
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.	
12:00 08/04	2		3		2		0		4		3	
12:15	0		5		0		2		0		7	
12:30	0		3		0		5		0		8	
12:45	0	2	3	14	0	2	2	9	0	4	5	23
01:00	2		4		3		0		5		4	
01:15	2		9		1		4		3		13	
01:30	0		3		0		0		0		3	
01:45	0	4	4	20	0	4	3	7	0	8	7	27
02:00	0		*		0		*		0		*	
02:15	0		*		0		*		0		*	
02:30	0		*		0		*		0		*	
02:45	0	*	*	*	0	*	*	*	0	*	*	*
03:00	0		*		0		*		0		*	
03:15	0		*		0		*		0		*	
03:30	0		*		0		*		0		*	
03:45	1	1	*	*	1	1	*	*	2	2	*	*
04:00	0		*		0		*		0		*	
04:15	1		*		0		*		1		*	
04:30	0		*		0		*		0		*	
04:45	0	1	*	*	0	*	*	*	0	1	*	*
05:00	1		*		0		*		1		*	
05:15	0		*		0		*		0		*	
05:30	0		*		0		*		0		*	
05:45	1	2	*	*	0	*	*	*	1	2	*	*
06:00	0		*		0		*		0		*	
06:15	0		*		0		*		0		*	
06:30	1		*		1		*		2		*	
06:45	2	3	*	*	1	2	*	*	3	5	*	*
07:00	2		*		0		*		2		*	
07:15	10		*		4		*		14		*	
07:30	3		*		5		*		8		*	
07:45	2	17	*	*	0	9	*	*	2	26	*	*
08:00	3		*		2		*		5		*	
08:15	5		*		2		*		7		*	
08:30	6		*		0		*		6		*	
08:45	3	17	*	*	0	4	*	*	3	21	*	*
09:00	7		*		2		*		9		*	
09:15	3		*		0		*		3		*	
09:30	9		*		1		*		10		*	
09:45	5	24	*	*	1	4	*	*	6	28	*	*
10:00	3		*		1		*		4		*	
10:15	7		*		2		*		9		*	
10:30	2		*		0		*		2		*	
10:45	5	17	*	*	2	5	*	*	7	22	*	*
11:00	4		*		2		*		6		*	
11:15	0		*		2		*		2		*	
11:30	5		*		0		*		5		*	
11:45	2	11	*	*	0	4	*	*	2	15	*	*
Totals	99		34		35		16		134		50	
Day Totals		133				51				184		
Split %	73.8%		68.0%		26.1%		32.0%					
Peak Hour	09:00		01:00		07:15		12:30		07:15		12:30	
Volume	24		20		11		11		29		30	
P.H.F.	.66		.55		.55		.55		.51		.57	

Crossroads Engineering

13284 SW 120th Street
Miami, FL 33186
Tel: 305-233-3997 Fax: 305-233-7720

CLIENT : CARTER BURGESS
JOB NO.: 2006-71
PROJECT: HALLDALE TMCS
COUNTY : BROWARD

File Name : US1@SE3ST
Site Code : 00000000
Start Date : 8/21/2006
Page No : 1

Groups Printed- AUTOS - HEAVY VEHICLES

	US1 From North				SE 3RD ST From East				US1 From South				SE 3RD ST From West				
Start Time	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Int. Total
07:00 AM	0	192	9	0	0	4	1	0	5	152	8	0	11	2	15	0	399
07:15 AM	1	206	4	0	0	0	0	0	0	236	5	0	12	1	14	0	479
07:30 AM	0	256	6	0	0	0	1	0	1	194	4	0	35	2	18	0	517
07:45 AM	0	282	3	0	0	1	1	0	3	206	11	0	30	2	24	0	563
Total	1	936	22	0	0	5	3	0	9	788	28	0	88	7	71	0	1958
08:00 AM	0	342	5	0	0	0	1	0	2	263	8	0	61	1	31	0	714
08:15 AM	0	363	3	0	1	0	1	0	1	269	13	0	83	2	30	1	767
08:30 AM	0	342	1	0	8	0	1	1	0	258	13	0	72	3	36	0	735
08:45 AM	0	420	6	0	1	0	0	0	0	294	13	0	52	3	38	0	827
Total	0	1467	15	0	10	0	3	1	3	1084	47	0	268	9	135	1	3043
*** BREAK ***																	
04:00 PM	1	313	5	0	1	4	2	0	0	495	24	0	14	1	32	0	892
04:15 PM	0	307	3	0	0	1	1	0	0	569	44	0	20	0	40	0	985
04:30 PM	0	345	7	0	0	0	2	0	1	542	26	0	15	0	36	0	974
04:45 PM	0	303	5	0	1	1	2	0	1	464	31	0	13	0	45	0	866
Total	1	1268	20	0	2	6	7	0	2	2070	125	0	62	1	153	0	3717
05:00 PM	0	338	1	0	1	6	7	0	1	468	25	0	16	1	43	0	907
05:15 PM	1	364	4	0	1	4	5	0	1	492	31	0	23	0	35	0	961
05:30 PM	0	337	2	0	2	2	3	0	0	496	25	0	16	0	24	0	907
05:45 PM	0	357	3	0	1	0	4	0	1	495	20	0	28	2	35	0	946
Total	1	1396	10	0	5	12	19	0	3	1951	101	0	83	3	137	0	3721
Grand Total	3	5067	67	0	17	23	32	1	17	5893	301	0	501	20	496	1	12439
Apprch %	0.1	98.6	1.3	0	23.3	31.5	43.8	1.4	0.3	94.9	4.8	0	49.2	2	48.7	0.1	
Total %	0	40.7	0.5	0	0.1	0.2	0.3	0	0.1	47.4	2.4	0	4	0.2	4	0	
AUTOS	3	5048	62	0	10	23	30	0	17	5878	301	0	500	20	494	1	12387
% AUTOS	100	99.6	92.5	0	58.8	100	93.8	0	100	99.7	100	0	99.8	100	99.6	100	99.6
HEAVY VEHICLES	0	19	5	0	7	0	2	1	0	15	0	0	1	0	2	0	52
% HEAVY VEHICLES	0	0.4	7.5	0	41.2	0	6.2	100	0	0.3	0	0	0.2	0	0.4	0	0.4

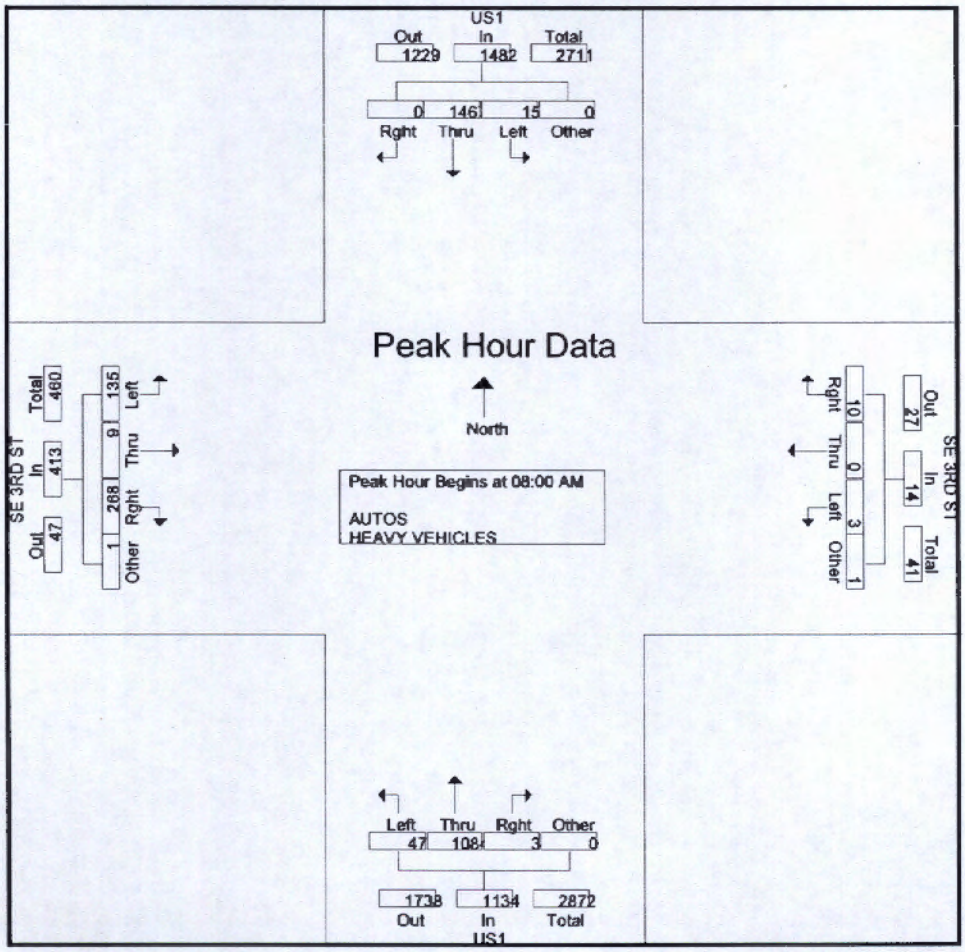
Crossroads Engineering

13284 SW 120th Street
Miami, FL 33186
Tel: 305-233-3997 Fax: 305-233-7720

CLIENT : CARTER BURGESS
JOB NO.: 2006-71
PROJECT: HALLDALE TMCS
COUNTY : BROWARD

File Name : US1@SE3ST
Site Code : 00000000
Start Date : 8/21/2006
Page No : 2

	US1 From North					SE 3RD ST From East					US1 From South					SE 3RD ST From West					
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	342	5	0	347	0	0	1	0	1	2	263	8	0	273	61	1	31	0	93	714
08:15 AM	0	363	3	0	366	1	0	1	0	2	1	269	13	0	283	83	2	30	1	116	767
08:30 AM	0	342	1	0	343	8	0	1	1	10	0	258	13	0	271	72	3	36	0	111	735
08:45 AM	0	420	6	0	426	1	0	0	0	1	0	294	13	0	307	52	3	38	0	93	827
Total Volume	0	1467	15	0	1482	10	0	3	1	14	3	1084	47	0	1134	268	9	135	1	413	3043
% App. Total	0	99	1	0		71.4	0	21.4	7.1		0.3	95.6	4.1	0		64.9	2.2	32.7	0.2		
PHF	.000	.873	.625	.000	.870	.313	.000	.750	.250	.350	.375	.922	.904	.000	.923	.807	.750	.888	.250	.890	.920



Crossroads Engineering

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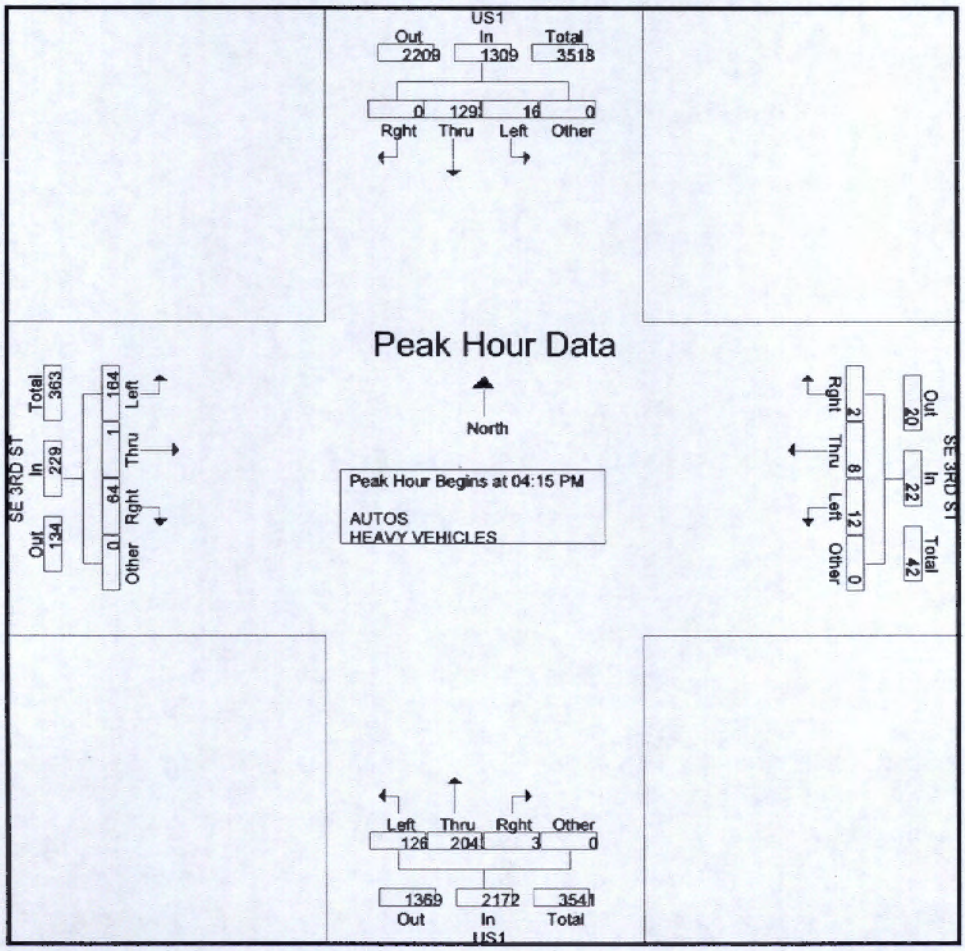
File Name : US1@SE3ST
Site Code : 00000000
Start Date : 8/21/2006
Page No : 3

	US1 From North					SE 3RD ST From East					US1 From South					SE 3RD ST From West					
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	307	3	0	310	0	1	1	0	2	0	569	44	0	613	20	0	40	0	60	985
04:30 PM	0	345	7	0	352	0	0	2	0	2	1	542	26	0	569	15	0	36	0	51	974
04:45 PM	0	303	5	0	308	1	1	2	0	4	1	464	31	0	496	13	0	45	0	58	866
05:00 PM	0	338	1	0	339	1	6	7	0	14	1	468	25	0	494	16	1	43	0	60	907
Total Volume	0	1293	16	0	1309	2	8	12	0	22	3	2043	126	0	2172	64	1	164	0	229	3732
% App. Total	0	98.8	1.2	0		9.1	36.4	54.5	0		0.1	94.1	5.8	0		27.9	0.4	71.6	0		
PHF	.000	.937	.571	.000	.930	.500	.333	.429	.000	.393	.750	.898	.716	.000	.886	.800	.250	.911	.000	.954	.947



Crossroads Engineering

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PROJECT: HALLANDALE TMCS
COUNTY : BROWARD

File Name : US1@SE9ST
Site Code : 00000000
Start Date : 8/21/2006
Page No : 1

Groups Printed- AUTOS - HEAVY VEHICLES

	US 1 From North				SE 9TH ST From East				US 1 From South				SE 9TH ST From West				
Start Time	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Int. Total
07:00 AM	3	200	0	0	0	0	0	0	0	144	3	0	1	0	1	0	352
07:15 AM	10	234	1	0	0	0	0	0	0	245	1	0	1	0	4	0	496
07:30 AM	17	295	0	0	0	0	0	0	4	202	2	0	4	0	2	0	526
07:45 AM	4	372	0	0	0	0	0	0	6	224	4	0	6	0	1	0	617
Total	34	1101	1	0	0	0	0	0	10	815	10	0	12	0	8	0	1991
08:00 AM	4	411	1	0	0	0	0	0	5	303	12	0	4	0	1	0	741
08:15 AM	10	490	0	0	0	0	0	0	2	302	4	0	8	0	2	0	818
08:30 AM	15	437	0	0	0	0	0	0	5	301	11	0	9	0	3	0	781
08:45 AM	10	497	0	0	0	0	0	0	6	323	8	0	13	0	3	0	860
Total	39	1835	1	0	0	0	0	0	18	1229	35	0	34	0	9	0	3200
*** BREAK ***																	
04:00 PM	4	345	1	0	0	0	0	0	8	557	11	0	7	0	3	0	936
04:15 PM	8	341	0	0	0	0	0	0	7	629	13	0	11	0	2	0	1011
04:30 PM	7	379	0	0	0	0	0	0	8	527	7	0	7	0	2	0	937
04:45 PM	7	350	0	0	0	0	0	0	5	481	6	0	8	0	2	0	859
Total	26	1415	1	0	0	0	0	0	28	2194	37	0	33	0	9	0	3743
05:00 PM	2	401	0	0	0	0	0	0	3	499	10	0	10	0	2	0	927
05:15 PM	8	393	0	0	0	0	0	0	8	614	8	0	5	0	2	0	1038
05:30 PM	4	388	0	0	0	0	0	0	8	563	8	0	9	0	2	0	982
05:45 PM	11	391	0	0	0	0	0	0	6	542	11	0	11	0	1	0	973
Total	25	1573	0	0	0	0	0	0	25	2218	37	0	35	0	7	0	3920
Grand Total	124	5924	3	0	0	0	0	0	81	6456	119	0	114	0	33	0	12854
Apprch %	2	97.9	0	0	0	0	0	0	1.2	97	1.8	0	77.6	0	22.4	0	
Total %	1	46.1	0	0	0	0	0	0	0.6	50.2	0.9	0	0.9	0	0.3	0	
AUTOS	31	5924	3	0	0	0	0	0	0	6452	119	0	114	0	33	0	12676
% AUTOS	25	100	100	0	0	0	0	0	0	99.9	100	0	100	0	100	0	98.6
HEAVY VEHICLES	93	0	0	0	0	0	0	0	81	4	0	0	0	0	0	0	178
% HEAVY VEHICLES	75	0	0	0	0	0	0	0	100	0.1	0	0	0	0	0	0	1.4

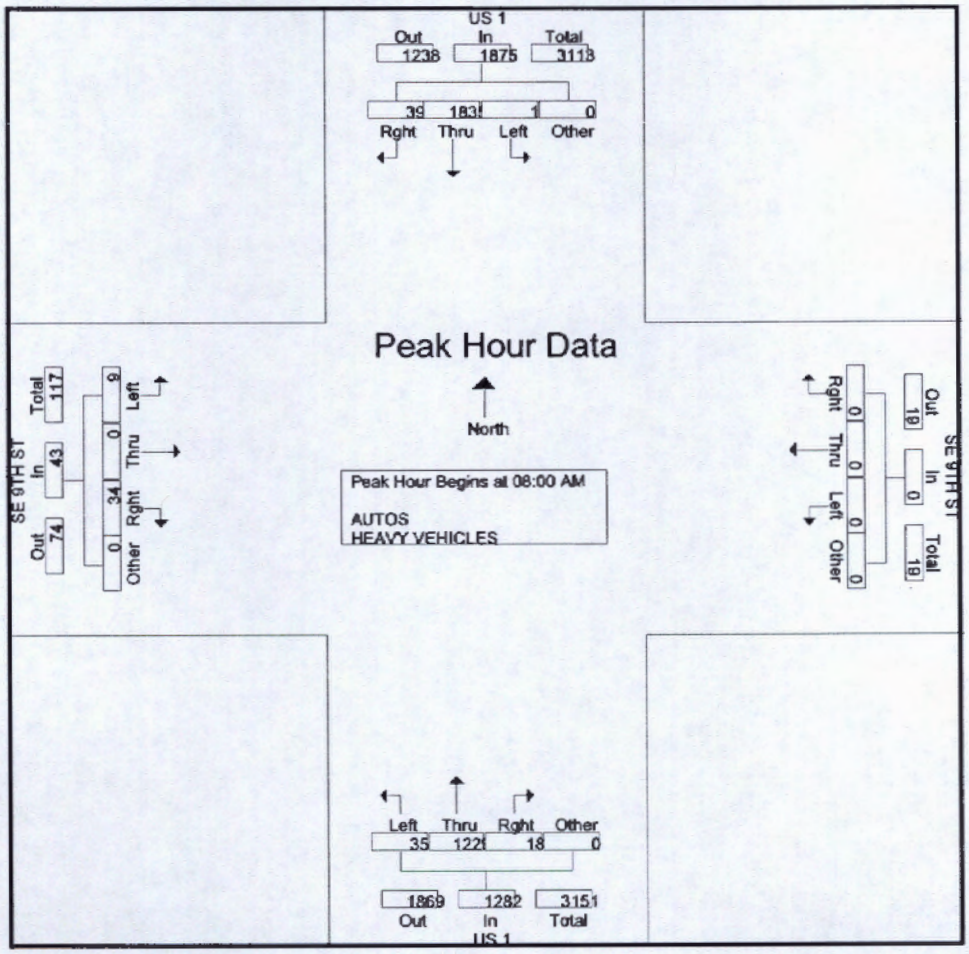
Crossroads Engineering

13284 SW 120th Street
Miami, FL 33186
Tel: 305-233-3997 Fax: 305-233-7720

CLIENT : CARTER BURGESS
JOB NO.: 2006-71
PROJECT: HALLANDALE TMCS
COUNTY : BROWARD

File Name : US1@SE9ST
Site Code : 00000000
Start Date : 8/21/2006
Page No : 2

	US 1 From North					SE 9TH ST From East					US 1 From South					SE 9TH ST From West					
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	4	411	1	0	416	0	0	0	0	0	5	303	12	0	320	4	0	1	0	5	741
08:15 AM	10	490	0	0	500	0	0	0	0	0	2	302	4	0	308	8	0	2	0	10	818
08:30 AM	15	437	0	0	452	0	0	0	0	0	5	301	11	0	317	9	0	3	0	12	781
08:45 AM	10	497	0	0	507	0	0	0	0	0	6	323	8	0	337	13	0	3	0	16	860
Total Volume	39	1835	1	0	1875	0	0	0	0	0	18	1229	35	0	1282	34	0	9	0	43	3200
% App. Total	2.1	97.9	0.1	0		0	0	0	0		1.4	95.9	2.7	0		79.1	0	20.9	0		
PHF	.650	.923	.250	.000	.925	.000	.000	.000	.000	.000	.750	.951	.729	.000	.951	.654	.000	.750	.000	.672	.930



Crossroads Engineering

13284 SW 120th Street
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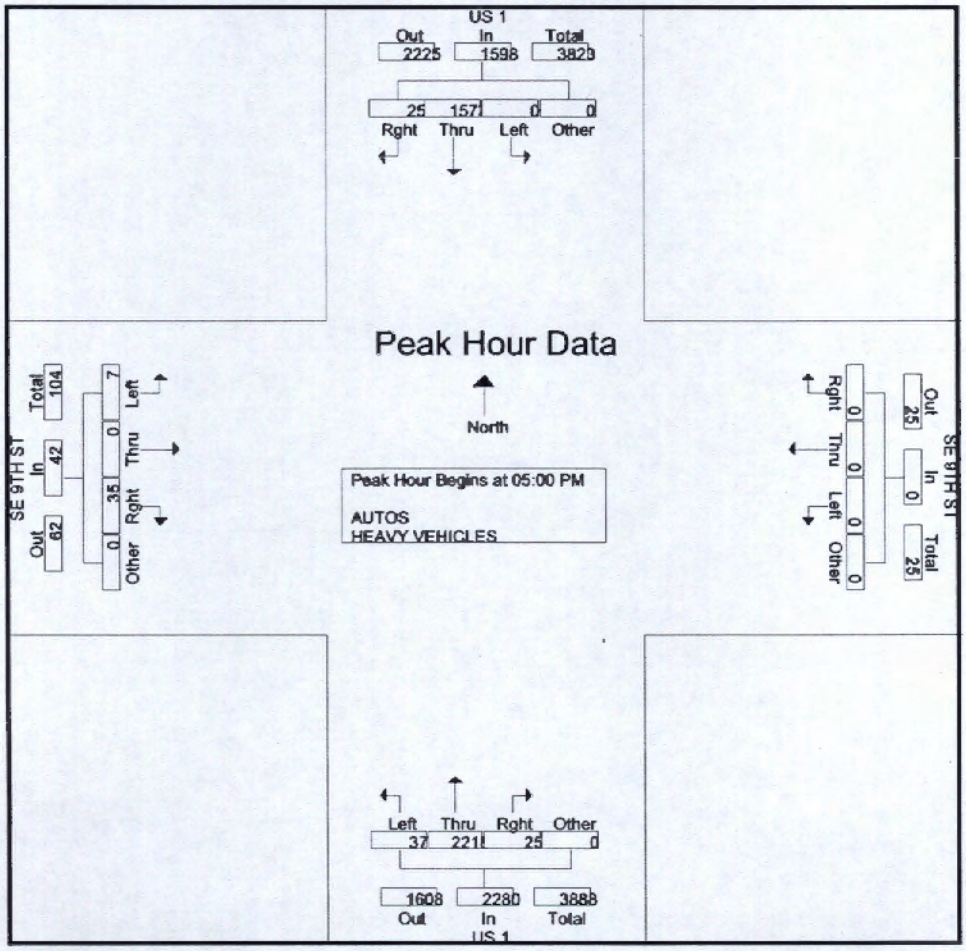
Tel: 305-233-3997 Fax: 305-233-7720

CLIENT : CARTER BURGESS
JOB NO.: 2006-71
PROJECT: HALLANDALE TMCS
COUNTY : BROWARD

File Name : US1@SE9ST
Site Code : 00000000
Start Date : 8/21/2006
Page No : 3

	US 1 From North					SE 9TH ST From East					US 1 From South					SE 9TH ST From West					
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	2	401	0	0	403	0	0	0	0	0	3	499	10	0	512	10	0	2	0	12	927
05:15 PM	8	393	0	0	401	0	0	0	0	0	8	614	8	0	630	5	0	2	0	7	1038
05:30 PM	4	388	0	0	392	0	0	0	0	0	8	563	8	0	579	9	0	2	0	11	982
05:45 PM	11	391	0	0	402	0	0	0	0	0	6	542	11	0	559	11	0	1	0	12	973
Total Volume	25	1573	0	0	1598	0	0	0	0	0	25	2218	37	0	2280	35	0	7	0	42	3920
% App. Total	1.6	98.4	0	0		0	0	0	0		1.1	97.3	1.6	0		83.3	0	16.7	0		
PHF	.568	.981	.000	.000	.991	.000	.000	.000	.000	.000	.781	.903	.841	.000	.905	.795	.000	.875	.000	.875	.944



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CLIENT : CARTER BURGESS
JOB NO.: 2006-71
PROJECT: HALLANDALE TMCS
COUNTY : BROWARD

File Name : DIXIE@SE3ST
Site Code : 00000000
Start Date : 8/21/2006
Page No : 1

Groups Printed- AUTOS - HEAVY VEHICLES

	DIXIE HIGHWAY From North				SE 3RD ST From East				DIXIE HIGHWAY From South				SE 3RD ST From West				
Start Time	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Int. Total
07:00 AM	0	23	15	0	3	17	2	0	1	34	11	0	0	11	7	0	124
07:15 AM	1	41	6	0	1	29	0	0	0	60	23	0	0	20	8	0	189
07:30 AM	1	48	17	0	3	28	4	0	0	75	30	0	0	18	9	0	233
07:45 AM	0	31	14	0	5	42	3	0	0	89	27	0	0	14	11	0	236
Total	2	143	52	0	12	116	9	0	1	258	91	0	0	63	35	0	782
08:00 AM	3	41	7	0	2	37	2	0	0	102	56	0	0	13	13	0	276
08:15 AM	6	34	10	0	2	40	0	0	0	131	52	0	0	17	8	0	300
08:30 AM	1	74	16	0	4	33	0	0	0	121	75	0	0	12	20	0	356
08:45 AM	2	31	11	0	5	31	2	0	0	140	47	0	0	14	12	0	295
Total	12	180	44	0	13	141	4	0	0	494	230	0	0	56	53	0	1227
*** BREAK ***																	
04:00 PM	3	78	30	0	4	19	0	0	0	59	41	0	1	35	17	0	287
04:15 PM	1	53	35	0	3	17	5	0	0	63	48	0	1	44	15	0	285
04:30 PM	2	81	19	0	4	17	1	0	0	66	31	0	0	39	21	0	281
04:45 PM	2	72	25	0	2	24	1	0	0	81	37	0	0	41	21	0	306
Total	8	284	109	0	13	77	7	0	0	269	157	0	2	159	74	0	1159
05:00 PM	1	95	45	0	1	17	2	0	0	79	39	0	0	55	26	0	360
05:15 PM	3	71	23	0	3	23	3	0	0	83	39	0	0	41	16	0	305
05:30 PM	2	84	26	0	4	15	7	0	0	88	48	0	0	53	14	0	341
05:45 PM	8	72	30	0	5	21	4	0	0	68	42	0	0	32	16	0	298
Total	14	322	124	0	13	76	16	0	0	318	168	0	0	181	72	0	1304
Grand Total	36	929	329	0	51	410	36	0	1	1339	646	0	2	459	234	0	4472
Apprch %	2.8	71.8	25.4	0	10.3	82.5	7.2	0	0.1	67.4	32.5	0	0.3	66	33.7	0	
Total %	0.8	20.8	7.4	0	1.1	9.2	0.8	0	0	29.9	14.4	0	0	10.3	5.2	0	
AUTOS	36	921	324	0	51	406	36	0	1	1317	636	0	2	455	232	0	4417
% AUTOS	100	99.1	98.5	0	100	99	100	0	100	98.4	98.5	0	100	99.1	99.1	0	98.8
HEAVY VEHICLES	0	8	5	0	0	4	0	0	0	22	10	0	0	4	2	0	55
% HEAVY VEHICLES	0	0.9	1.5	0	0	1	0	0	0	1.6	1.5	0	0	0.9	0.9	0	1.2

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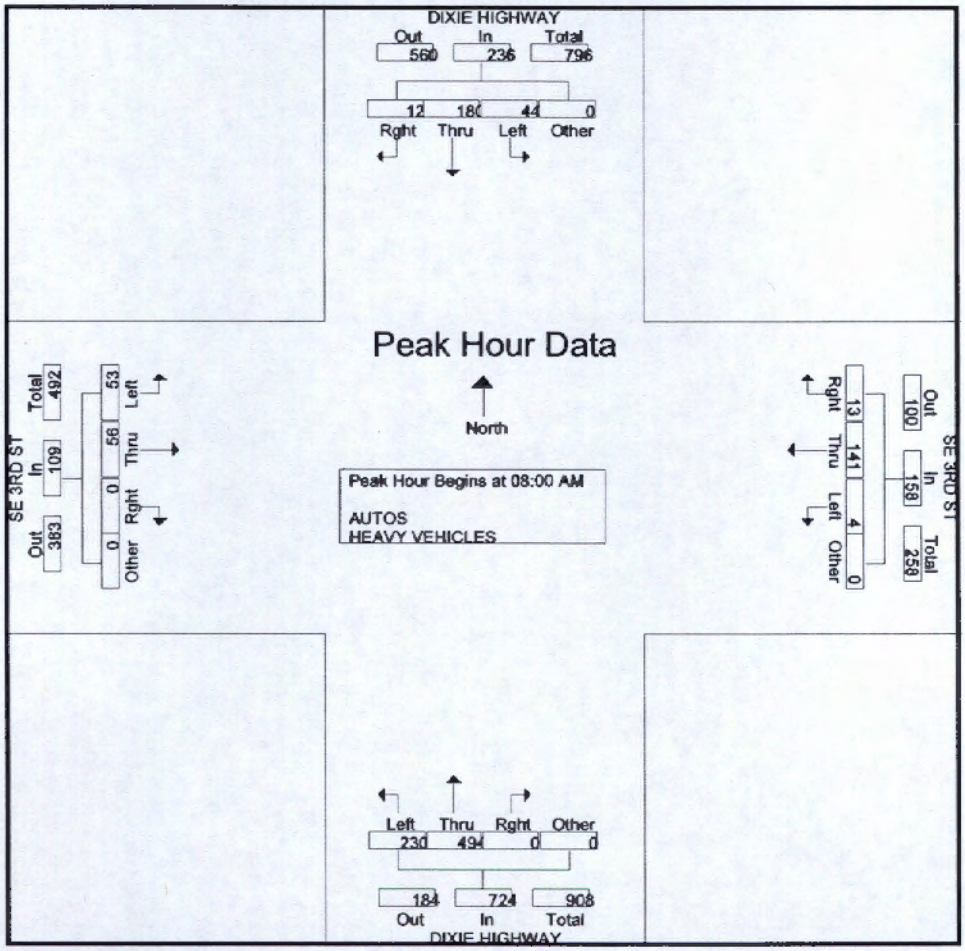
CLIENT : CARTER BURGESS
JOB NO.: 2006-71
PROJECT: HALLANDALE TMCS
COUNTY : BROWARD

File Name : DIXIE@SE3ST
Site Code : 00000000
Start Date : 8/21/2006
Page No : 2

	DIXIE HIGHWAY From North					SE 3RD ST From East					DIXIE HIGHWAY From South					SE 3RD ST From West					
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	3	41	7	0	51	2	37	2	0	41	0	102	56	0	158	0	13	13	0	26	276
08:15 AM	6	34	10	0	50	2	40	0	0	42	0	131	52	0	183	0	17	8	0	25	300
08:30 AM	1	74	16	0	91	4	33	0	0	37	0	121	75	0	196	0	12	20	0	32	356
08:45 AM	2	31	11	0	44	5	31	2	0	38	0	140	47	0	187	0	14	12	0	26	295
Total Volume	12	180	44	0	236	13	141	4	0	158	0	494	230	0	724	0	56	53	0	109	1227
% App. Total	5.1	76.3	18.6	0		8.2	89.2	2.5	0		0	68.2	31.8	0		0	51.4	48.6	0		
PHF	.500	.608	.688	.000	.648	.650	.881	.500	.000	.940	.000	.882	.767	.000	.923	.000	.824	.663	.000	.852	.862



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CLIENT : CARTER BURGESS
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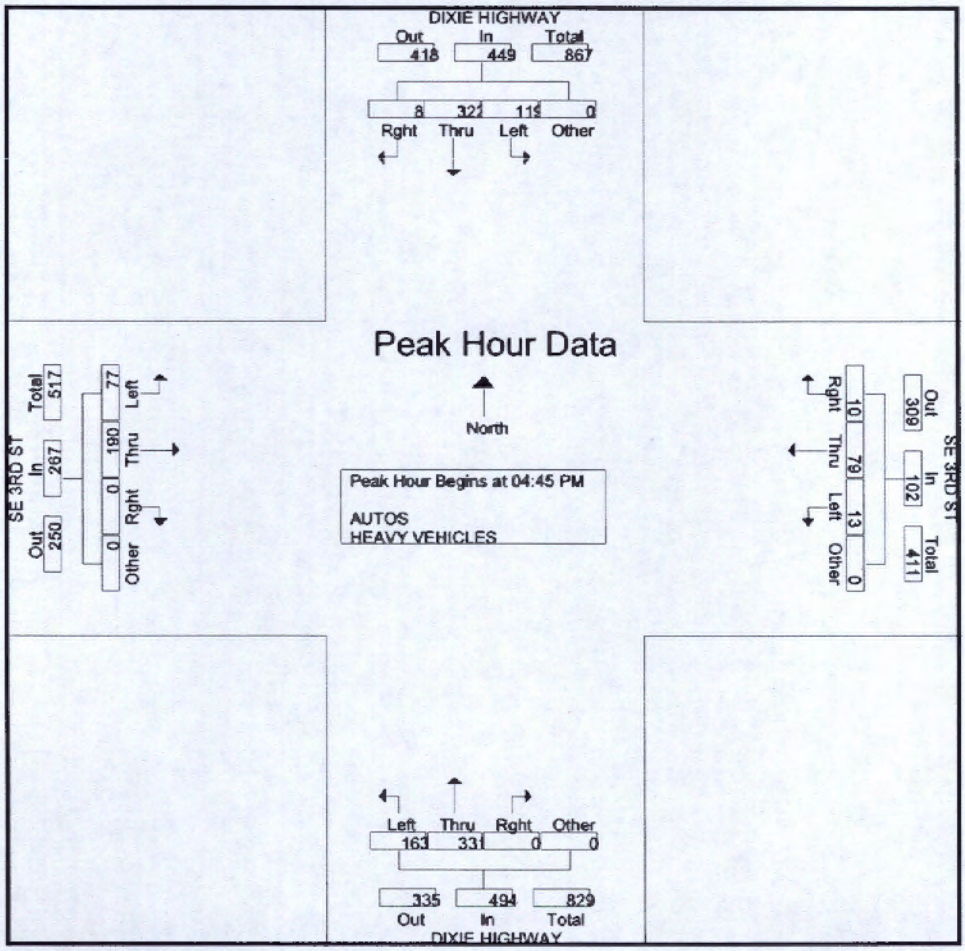
File Name : DIXIE@SE3ST
Site Code : 00000000
Start Date : 8/21/2006
Page No : 3

	DIXIE HIGHWAY From North					SE 3RD ST From East					DIXIE HIGHWAY From South					SE 3RD ST From West					
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	2	72	25	0	99	2	24	1	0	27	0	81	37	0	118	0	41	21	0	62	306
05:00 PM	1	95	45	0	141	1	17	2	0	20	0	79	39	0	118	0	55	26	0	81	360
05:15 PM	3	71	23	0	97	3	23	3	0	29	0	83	39	0	122	0	41	16	0	57	305
05:30 PM	2	84	26	0	112	4	15	7	0	26	0	88	48	0	136	0	53	14	0	67	341
Total Volume	8	322	119	0	449	10	79	13	0	102	0	331	163	0	494	0	190	77	0	267	1312
% App. Total	1.8	71.7	26.5	0		9.8	77.5	12.7	0		0	67	33	0		0	71.2	28.8	0		
PHF	.667	.847	.661	.000	.796	.625	.823	.464	.000	.879	.000	.940	.849	.000	.908	.000	.864	.740	.000	.824	.911



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JOB NO: 2006-71
PROJECT: HALLANDALE TMCS
COUNTY: BROWARD

File Name : DIXIE@SE11ST
Site Code : 00000000
Start Date : 8/23/2006
Page No : 1

Groups Printed- AUTOS - HEAVY VEHICLES

	DIXIE HIGHWAY From North				SE 11ST From East				DIXIE HIGHWAY From South				SE 11ST From West				
Start Time	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Int. Total
07:00 AM	11	0	0	0	0	0	0	0	0	9	15	0	54	0	22	0	111
07:15 AM	10	0	0	0	0	0	0	0	0	6	13	0	52	0	30	0	111
07:30 AM	30	0	0	0	0	0	0	0	0	14	15	0	59	0	37	0	155
07:45 AM	17	3	0	0	0	0	0	0	0	12	11	0	70	0	42	0	155
Total	68	3	0	0	0	0	0	0	0	41	54	0	235	0	131	0	532
08:00 AM	21	3	0	0	0	0	0	0	0	11	14	0	109	0	63	0	221
08:15 AM	19	8	0	0	0	0	0	0	0	17	20	0	110	0	45	0	219
08:30 AM	12	4	0	0	0	0	0	0	0	29	13	0	115	0	69	0	242
08:45 AM	18	7	2	0	0	0	0	0	0	13	14	0	113	0	70	0	237
Total	70	22	2	0	0	0	0	0	0	70	61	0	447	0	247	0	919
*** BREAK ***																	
04:00 PM	21	1	0	0	0	0	0	0	0	51	59	0	67	0	63	0	262
04:15 PM	14	17	0	0	0	0	0	0	0	36	59	0	37	7	55	3	228
04:30 PM	26	4	0	0	0	0	0	0	0	42	47	0	42	0	80	0	241
04:45 PM	25	1	0	2	0	0	0	0	0	28	37	0	48	0	81	0	222
Total	86	23	0	2	0	0	0	0	0	157	202	0	194	7	279	3	953
05:00 PM	16	5	0	0	0	0	0	0	0	58	67	0	50	0	76	0	272
05:15 PM	26	0	0	0	0	0	0	0	0	31	46	0	60	0	84	0	247
05:30 PM	22	5	0	0	0	0	0	0	0	38	45	0	50	0	79	0	239
05:45 PM	18	7	0	0	0	0	0	0	0	25	58	0	36	0	87	0	231
Total	82	17	0	0	0	0	0	0	0	152	216	0	196	0	326	0	989
Grand Total	306	65	2	2	0	0	0	0	0	420	533	0	1072	7	983	3	3393
Apprch %	81.6	17.3	0.5	0.5	0	0	0	0	0	44.1	55.9	0	51.9	0.3	47.6	0.1	
Total %	9	1.9	0.1	0.1	0	0	0	0	0	12.4	15.7	0	31.6	0.2	29	0.1	
AUTOS	304	65	2	2	0	0	0	0	0	419	530	0	1064	7	975	3	3371
% AUTOS	99.3	100	100	100	0	0	0	0	0	99.8	99.4	0	99.3	100	99.2	100	99.4
HEAVY VEHICLES	2	0	0	0	0	0	0	0	0	1	3	0	8	0	8	0	22
% HEAVY VEHICLES	0.7	0	0	0	0	0	0	0	0	0.2	0.6	0	0.7	0	0.8	0	0.6

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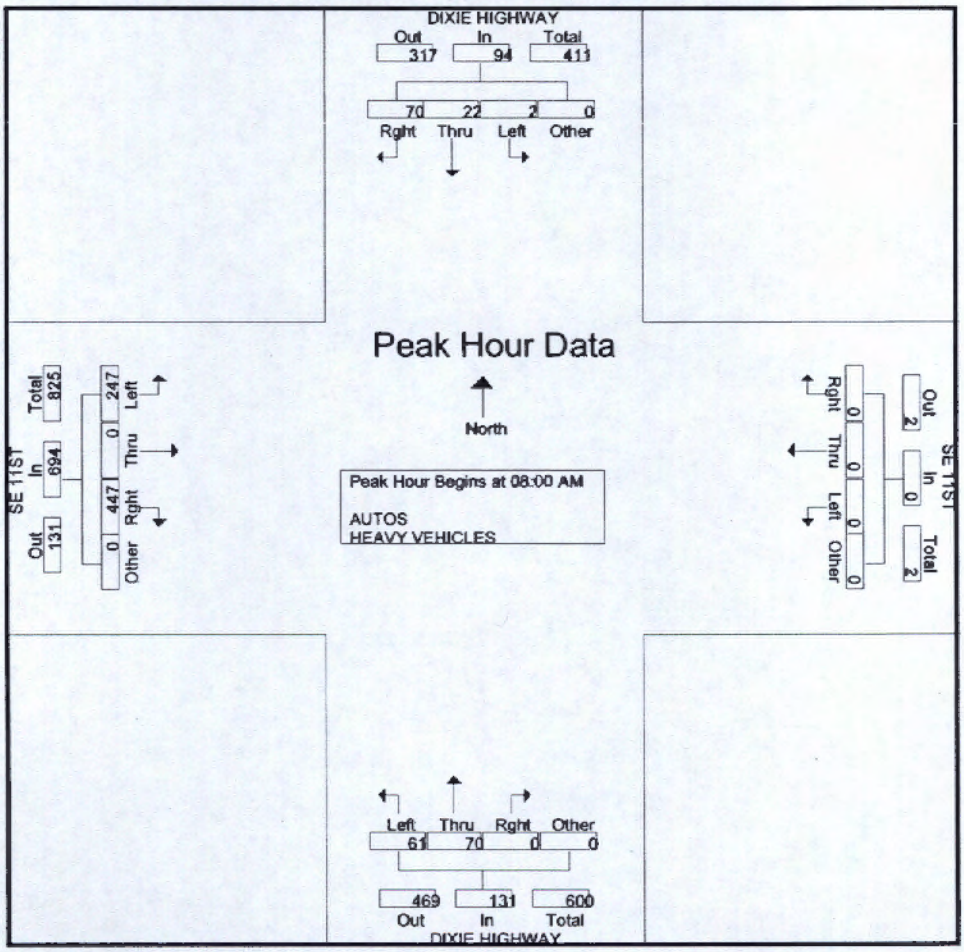
CLIENT: CARTER BURGESS
JOB NO: 2006-71
PROJECT: HALLANDALE TMCS
COUNTY: BROWARD

File Name : DIXIE@SE11ST
Site Code : 00000000
Start Date : 8/23/2006
Page No : 2

	DIXIE HIGHWAY From North					SE 11ST From East					DIXIE HIGHWAY From South					SE 11ST From West					
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	21	3	0	0	24	0	0	0	0	0	0	11	14	0	25	109	0	63	0	172	221
08:15 AM	19	8	0	0	27	0	0	0	0	0	0	17	20	0	37	110	0	45	0	155	219
08:30 AM	12	4	0	0	16	0	0	0	0	0	0	29	13	0	42	115	0	69	0	184	242
08:45 AM	18	7	2	0	27	0	0	0	0	0	0	13	14	0	27	113	0	70	0	183	237
Total Volume	70	22	2	0	94	0	0	0	0	0	0	70	61	0	131	447	0	247	0	694	919
% App. Total	74.5	23.4	2.1	0		0	0	0	0		0	53.4	46.6	0		64.4	0	35.6	0		
PHF	.833	.688	.250	.000	.870	.000	.000	.000	.000	.000	.000	.603	.763	.000	.780	.972	.000	.882	.000	.943	.949



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CLIENT: CARTER BURGESS
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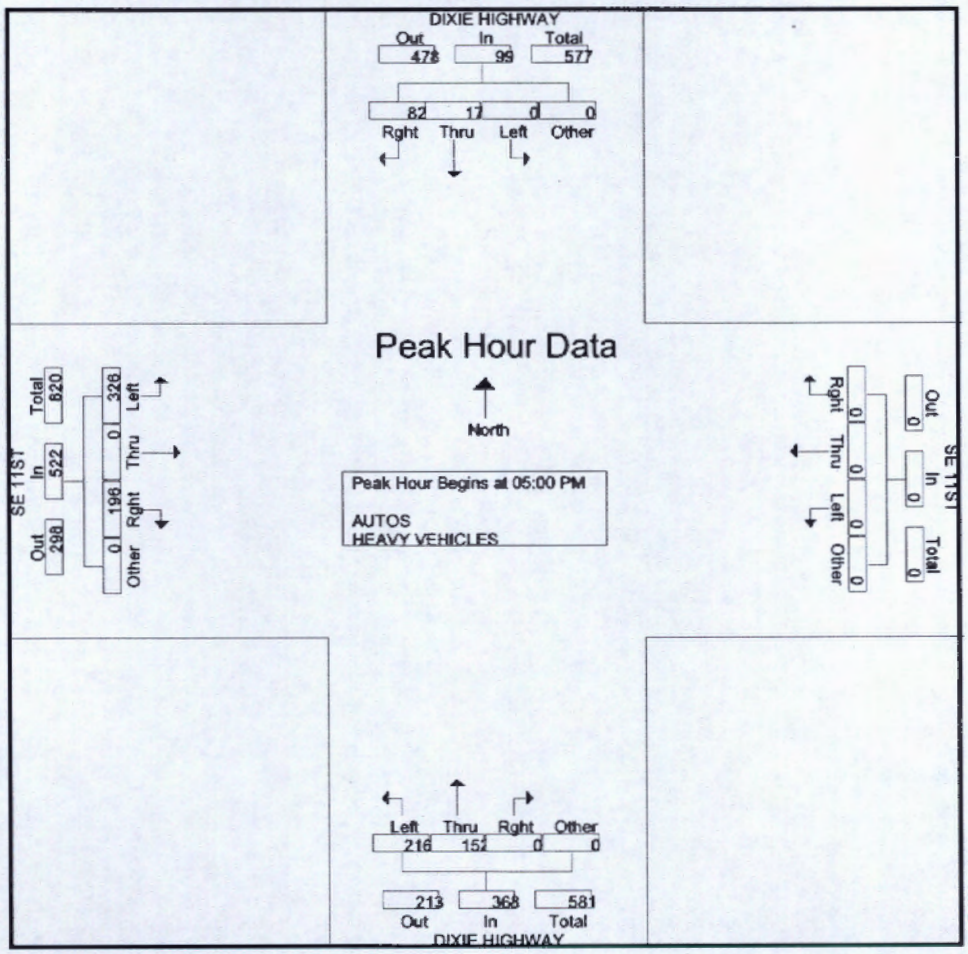
PROJECT: HALLANDALE TMCS
COUNTY: BROWARD

File Name : DIXIE@SE11ST
Site Code : 00000000
Start Date : 8/23/2006
Page No : 3

	DIXIE HIGHWAY From North					SE 11ST From East					DIXIE HIGHWAY From South					SE 11ST From West					
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	16	5	0	0	21	0	0	0	0	0	0	58	67	0	125	50	0	76	0	126	272
05:15 PM	26	0	0	0	26	0	0	0	0	0	0	31	46	0	77	60	0	84	0	144	247
05:30 PM	22	5	0	0	27	0	0	0	0	0	0	38	45	0	83	50	0	79	0	129	239
05:45 PM	18	7	0	0	25	0	0	0	0	0	0	25	58	0	83	36	0	87	0	123	231
Total Volume	82	17	0	0	99	0	0	0	0	0	0	152	216	0	368	196	0	326	0	522	989
% App. Total	82.8	17.2	0	0		0	0	0	0		0	41.3	58.7	0		37.5	0	62.5	0		
PHF	.788	.607	.000	.000	.917	.000	.000	.000	.000	.000	.000	.655	.806	.000	.736	.817	.000	.937	.000	.906	.909



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CLIENT: CARTER BURGESS
JOB NO: 2006-71
PROJECT: HALLANDALE TMCS
COUNTY: BROWARD

File Name : SE 1STAVE@SE1ST
Site Code : 00000000
Start Date : 8/23/2006
Page No : 1

Groups Printed- AUTOS - HEAVY VEHICLES

	SE 1ST AVE From North				SE 8TH ST From East				SE 1ST AVE From South				SE 8TH ST From West				
Start Time	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Int. Total
07:00 AM	0	0	0	0	3	0	0	0	0	15	0	0	0	0	0	0	18
07:15 AM	0	0	0	0	4	0	0	0	0	37	0	0	0	0	0	0	41
07:30 AM	0	0	0	0	2	0	0	0	0	41	0	0	0	0	0	0	43
07:45 AM	0	0	0	0	2	0	0	0	0	40	0	0	0	0	0	0	42
Total	0	0	0	0	11	0	0	0	0	133	0	0	0	0	0	0	144
08:00 AM	0	0	0	0	0	0	0	0	1	41	0	0	0	0	0	0	42
08:15 AM	0	0	0	0	1	0	0	0	0	36	0	0	0	0	0	0	37
08:30 AM	0	0	0	0	0	0	0	0	1	38	0	0	0	0	0	0	39
08:45 AM	0	0	0	0	2	0	0	0	0	43	0	0	0	0	0	0	45
Total	0	0	0	0	3	0	0	0	2	158	0	0	0	0	0	0	163
*** BREAK ***																	
04:00 PM	0	0	0	0	0	0	0	0	0	89	0	0	0	0	0	0	89
04:15 PM	0	0	0	0	3	0	0	0	1	57	0	0	0	0	0	0	61
04:30 PM	0	0	0	0	3	0	0	0	1	72	0	0	0	0	0	0	76
04:45 PM	0	0	0	0	5	0	0	0	2	80	0	0	0	0	0	0	87
Total	0	0	0	0	11	0	0	0	4	298	0	0	0	0	0	0	313
05:00 PM	0	0	0	0	2	0	0	0	0	86	0	0	0	0	0	0	88
05:15 PM	0	0	0	0	3	0	0	0	1	96	0	0	0	0	0	0	100
05:30 PM	0	0	0	0	1	0	0	0	0	69	0	0	0	0	0	0	70
05:45 PM	0	0	0	0	2	0	0	0	3	52	0	0	0	0	0	0	57
Total	0	0	0	0	8	0	0	0	4	303	0	0	0	0	0	0	315
Grand Total	0	0	0	0	33	0	0	0	10	892	0	0	0	0	0	0	935
Apprch %	0	0	0	0	100	0	0	0	1.1	98.9	0	0	0	0	0	0	
Total %	0	0	0	0	3.5	0	0	0	1.1	95.4	0	0	0	0	0	0	
AUTOS	0	0	0	0	33	0	0	0	10	892	0	0	0	0	0	0	935
% AUTOS	0	0	0	0	100	0	0	0	100	100	0	0	0	0	0	0	100
HEAVY VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% HEAVY VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

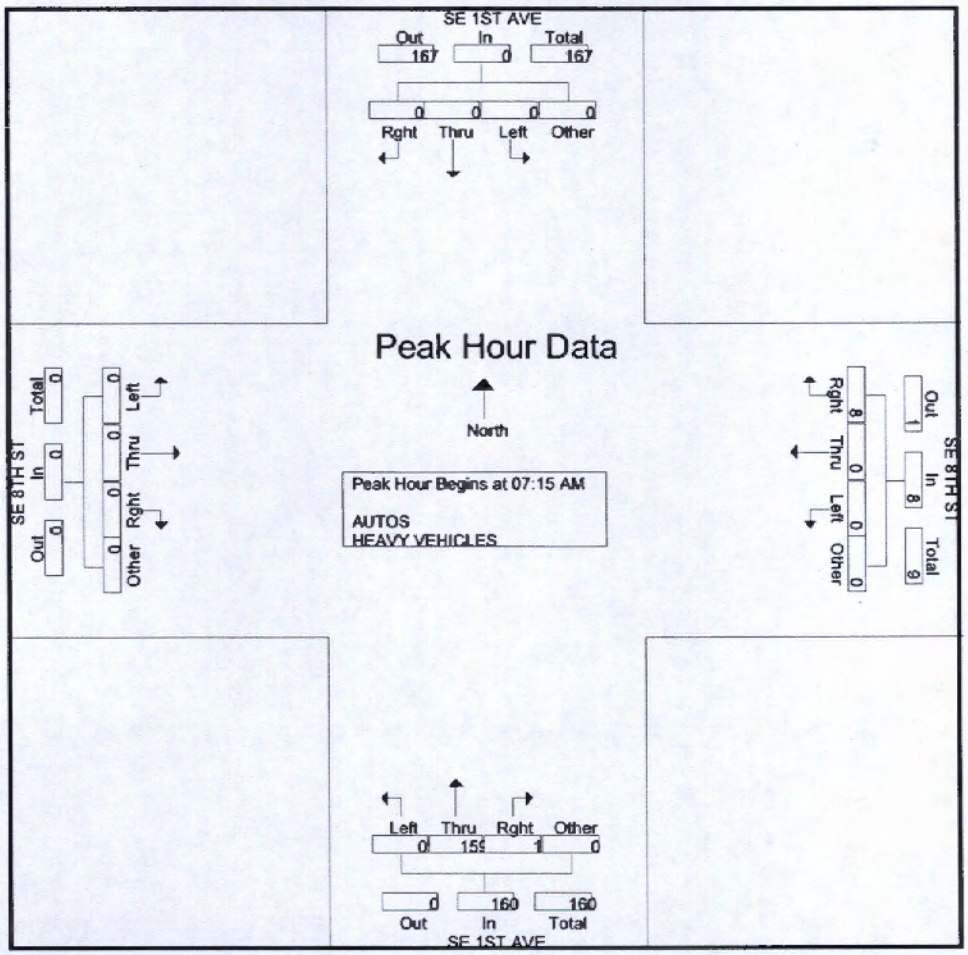
Crossroads Engineering

13284 SW 120th Street
Miami, FL 33186
Tel: 305-233-3997 Fax: 305-233-7720

CLIENT: CARTER BURGESS
JOB NO: 2006-71
PROJECT: HALLANDALE TMCS
COUNTY: BROWARD

File Name : SE 1STAVE@SE1ST
Site Code : 00000000
Start Date : 8/23/2006
Page No : 2

	SE 1ST AVE From North					SE 8TH ST From East					SE 1ST AVE From South					SE 8TH ST From West					
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	4	0	0	0	4	0	37	0	0	37	0	0	0	0	0	41
07:30 AM	0	0	0	0	0	2	0	0	0	2	0	41	0	0	41	0	0	0	0	0	43
07:45 AM	0	0	0	0	0	2	0	0	0	2	0	40	0	0	40	0	0	0	0	0	42
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	41	0	0	42	0	0	0	0	0	42
Total Volume	0	0	0	0	0	8	0	0	0	8	1	159	0	0	160	0	0	0	0	0	168
% App. Total	0	0	0	0		100	0	0	0		0.6	99.4	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.250	.970	.000	.000	.952	.000	.000	.000	.000	.000	.977



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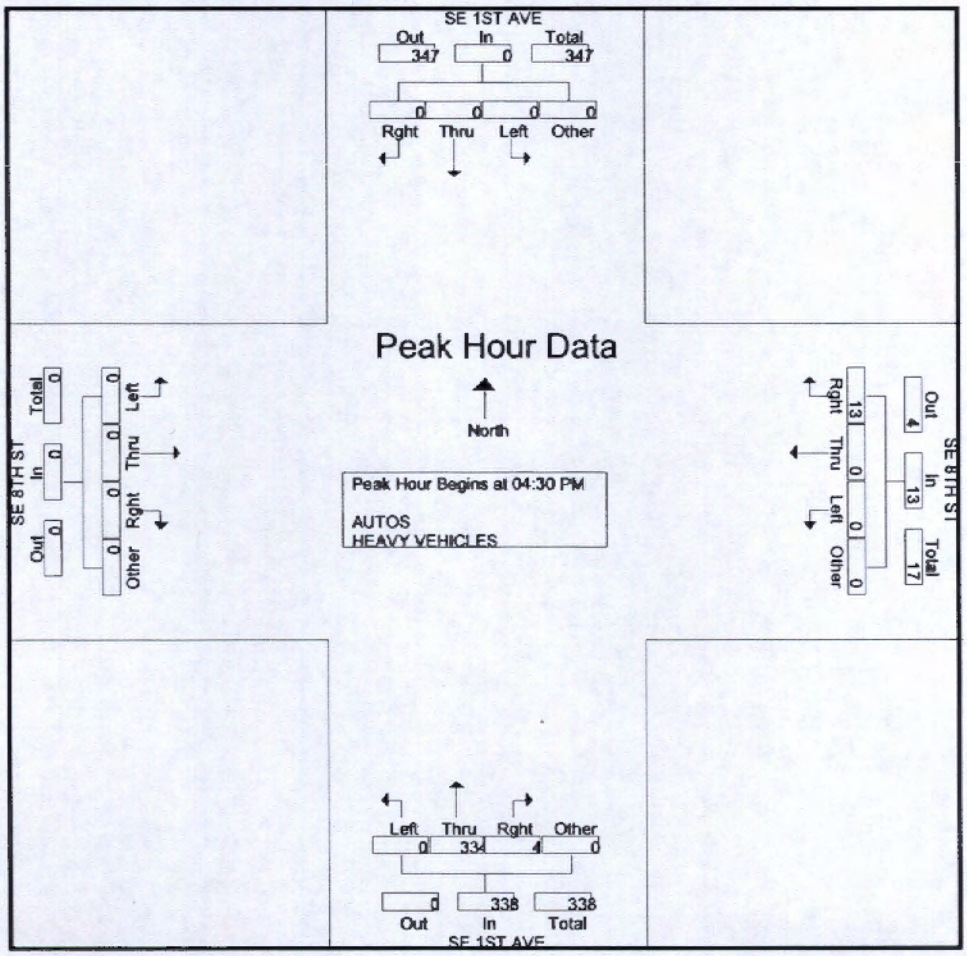
File Name : SE 1STAVE@SE1ST
Site Code : 00000000
Start Date : 8/23/2006
Page No : 3

	SE 1ST AVE From North					SE 8TH ST From East					SE 1ST AVE From South					SE 8TH ST From West					
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	3	0	0	0	3	1	72	0	0	73	0	0	0	0	0	76
04:45 PM	0	0	0	0	0	5	0	0	0	5	2	80	0	0	82	0	0	0	0	0	87
05:00 PM	0	0	0	0	0	2	0	0	0	2	0	86	0	0	86	0	0	0	0	0	88
05:15 PM	0	0	0	0	0	3	0	0	0	3	1	96	0	0	97	0	0	0	0	0	100
Total Volume	0	0	0	0	0	13	0	0	0	13	4	334	0	0	338	0	0	0	0	0	351
% App. Total	0	0	0	0		100	0	0	0		1.2	98.8	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.650	.000	.000	.000	.650	.500	.870	.000	.000	.871	.000	.000	.000	.000	.000	.878



APPENDIX D

SIGNAL TIMING

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

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

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

Attachment

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

NOTES: THIS INTERSECTION IS ISOLATED
IT DOES NOT HAVE PATTERN TIMING

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

Submitted By _____ **Approved By** _____

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	C-094	**Initial Operation Date**	UNKNOWN
Controller Type	NEMA 8 PHASE	**System Number**	3094
Modification Number	4	**Modification Date**	10/03/03
Drawing/Project No	569/DG 4		
Intersection	DIXIE HWY./SE 1 AVE. and SE/SW 3 STREET		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	SB &	WB	NB	NB	EB	SB	*	
Direction	WB St	3 ST.	1 AVE.	EB St	3 ST.	Dixie	*N/S	
Initial Green(MIN)	2	6	6	2	6	12	*10	
Vehicle Ext.(GAP)	1.0	2.0	2.5	1.0	2.0	2.5	*1.0	
Maximum Green I	2	20	25	2	20	25	*10	
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	*4.0	
All Red Clearance	1.0	1.0	1.0	1.0	1.0	1.0	*1.0	
Phase Recall	OFF	OFF	OFF	OFF	OFF	MIN	*OFF	
Detector Delay								
Walk			7		7	7		
Pedestrian Clearance			7		9	7		
Permissive								
Flash Operation		RED	YELLOW		RED	YELLOW		
Green Return	(6),1	(1),3	(3),5	(5),2	(2),4	(4),6		

Attachment

Channel/Drop 113 / 3 **IP Address**

NOTES:

1. DIODE STRAPPING: PHASE 3 ON —|<— PHASE 4 DETECT, PHASE 1 DETECT HARDWIRED TO PHASE 2 DETECT

2. RAILROAD PREEMPTION SEQUENCE:
- **(A) TIME BEFORE PREEMPTION = 4 SECONDS;**
- **(B) CLEARANCE AFTER = 4 SECONDS YELLOW;**
- **(C) TRACK CLEARANCE = 5 SECONDS GREEN, 4 SECONDS YELLOW;**
- **(D) MINIMUM DWELL (NORTH/SOUTH) = 10 SECONDS;**
- **(E) CLEARANCE AFTER PREEMPTION = 4 SECONDS YELLOW;**
- **(F) RETURN TO PHASE 2**

3. LOCAL TIME SWITCH FOR FLASH OPERATION: 2100-0600, 7 DAYS

4. *USED DURING STARTUP AND EXITING MUTCD FLASH ONLY

5. PEDESTRIAN SIGNALS ASSIGNED AS FOLLOWS:
- **(A) P2 to PHASE 3;**
- **(B) P4/P4A to PHASE 5;**
- **(C) P6 to PHASE 6.**

6. MOD. 4 UPDATES INITAL GREENS, MAXIMUM GREENS, ALL RED CLEARANCES AND RAILROAD PREEMPTION NOTES.

Submitted By _____ **Approved By** _____

BROWARD COUNTY
DATA BASE TIMING PLAN DETAIL

AUG 18,2006 CONTROLLER NO. 3094 SECTION NO. 151
DIXIE HWY/SE 1 AVE & SE/SW 3 ST

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS SB	WB	NB	EB
1	40	100	31	22	25	22
2	65	110	31	24	31	24
3	73	120	31	24	33	32
4	63	140	39	24	59	24
5	28	130	48	25	27	30
6	72	100	31	19	30	19

FIXED INTERVALS:				
MG	10	6	7	7
FDW	7	0	0	0
YEL	4	4	4	4
AR	8	0	8	0
GRN RETURN	4.6	1.3	3.5	2.4
COMMAND	YLD	F1	F1	F1

TOD PATTERN IMPLEMENTATION TIMES FOR SECTION 151

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

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	C-092	**Initial Operation Date**	UNKNOWN
Controller Type	NEMA 8 PHASE seq.	**System Number**	3092
Modification Number	6	**Modification Date**	10/3/03
Drawing/Project No	GRP 4		
Intersection	DIXIE HWY./SE 1 AVE. and SW/SE 11 STREET		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	EB	N/S	SBL	NB				
Direction	11 ST.	DIXIE	DIXIE	1 AVE.				
Initial Green(MIN)	6	10	4	6				
Vehicle Ext.(GAP)	2.0	2.5	1.5	2.0				
Maximum Green I	15	30	12	15				
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0				
All Red Clearance	1.0	1.0						
Phase Recall	OFF	MIN	OFF	OFF				
Detector Delay								
Walk		7.0						
Pedestrian Clearance								
Permissive			5 SECT					
Flash Operation	RED	YELLOW		YELLOW				
Green Return	4	1,2	7	3				

Attachment

Channel/Drop 113 / 4 **IP Address**

NOTES:

1. OLA & OLB ARE INSIDE CLEARANCE FOR E & W. TIMING FOR OVERLAPS: OVERLAP GREEN = 3 SEC., OVERLAP YELLOW = 4 SEC.
2. LOCAL TIME CLOCK FOR NIGHT FLASH OPERATION: 2100-0600, 7 DAYS.
3. SEE SPECIAL PROGRAMMING SHEET FOR RR PREEMPTION.
4. MOD. 6 UPDATES INITIAL GREENS, MAXIMUM GREENS AND ALL RED CLEARANCES.

Submitted By _____ **Approved By** _____

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

AUG 18,2006 CONTROLLER NO. 3092 SECTION NO. 151
DIXIE HWY/SE 1 AVE & SW/SE 11 ST

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS NS	SBL	NB	EB
1	82	100	40	14	26	20
2	93	110	34	20	31	25
3	1	120	47	14	34	25
4	121	140	60	14	41	25
5	123	130	58	14	33	25
6	93	100	40	14	26	20

FIXED INTERVALS:

MG	10	4	4	4
FDW	0	0	0	0
YEL	4	4	4	4
AR	0	0	0	0
GRN RETURN	1,2	7	3	4
COMMAND	YLD	F1	F1	F1

TOD PATTERN IMPLEMENTATION TIMES FOR SECTION 151

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

APPENDIX E

THE VILLAGE AT GULFSTREAM PARK DRI

DEVELOPMENT ORDER CONDITIONS

South
Florida
Regional
Planning
Council

MEMORANDUM

AGENDA ITEM #5b)1

DATE: JANUARY 8, 2007

TO: COUNCIL MEMBERS

FROM: STAFF

SUBJECT: VILLAGE AT GULFSTREAM PARK DRI – DEVELOPMENT ORDER

Date of Ordinance: November 6, 2006
Date of Transmittal: December 4, 2006
Expiration of Council's Option to Recommend Appeal: January 19, 2007

Background

On June 5 2006, the Council reviewed and recommended approval of the Village at Gulfstream Park Development of Regional Impact (DRI) application submitted by the Gulfstream Park Racing Association, Inc. Subsequently, the City of Hallandale Beach adopted the Development Order (Ordinance No. 2006-24) and transmitted the ordinance to the Council (Attachment 1). Chapter 380.07 (2) Florida Statues provides that the Council may, within 45 days, recommend that the Department of Community Affairs appeal a Development Order if it is found not to be consistent with the statute.

Proposed Development

The project consists of approximately 60.8 acres within the City of Hallandale Beach, located at the southeast corner of Hallandale Beach Boulevard and Federal Highway. The Applicant plans to construct a new mixed use retail, commercial recreation, office, hotel and residential development intended to "bring horse racing into the 21st Century". This new development will be adjacent to the existing Race Track. The project will be completed in a single phase with a build-out date of December 31, 2014.

PROPOSED DEVELOPMENT PROGRAM

Use	Gross Building Area	Construction for All Uses (Begin)	(End)
Retail	750,000 square feet	2006	2014
Office	140,000 square feet		
Residential	1,500 units*		
Hotel	500 rooms		
Movie Theatre	2,500 seats		

* Including a minimum of 75 affordable/workforce housing units on-site.

3440 Hollywood Boulevard, Suite 140, Hollywood, Florida 33021
Broward (954) 985-4416, Area Codes 305, 407 and 561 (800) 985-4416
SunCom 473-4416, FAX (954) 985-4417, SunCom FAX 473-4417
e-mail sfadmin@sfrpc.com

EXHIBIT 3
VILLAGE AT GULFSTREAM PARK
DEVELOPMENT ORDER CONDITIONS

GROUP A- TRANSPORTATION IMPROVEMENTS

1. Intersection modifications at Hallandale Beach Boulevard & NB/SE 1st Avenue and Hallandale Beach Boulevard & Dixie Highway to create single point intersection, or install an alternative geometric configuration accepted by the City, Florida Department of Transportation (FDOT) and Broward County that eliminates split-phase signal operation on Hallandale Beach Boulevard.
2. Signal interconnection on Hallandale Beach Boulevard corridor from I-95 to State Road A1A as designed in the Broward County Advanced Transportation Management System Communications Design and Deployment Project (Phase 4). This shall include the following elements:
   - Lightning protection, grounding and surge protection system
   - Fiber optic cable
   - Repairs and replacement to conduit, as necessary
   - Pull boxes
   - Switches
   - Cabinet and controller equipment modifications, as necessary
   - CCTV equipment, assemblies and poles
   - Video encoders
3. Signal-controlled westbound dual right-turn movement onto the northbound I-95 ramps at Hallandale Beach Boulevard, subject to permit approval from FDOT. In the event that this improvement is not deemed feasible or is otherwise not permitted by FDOT, Applicant shall install a westbound right turn signal at the intersection of Hallandale Beach Boulevard and I-95 or implement a similar improvement subject to permit approval by FDOT.

GROUP B- SITE RELATED IMPROVEMENTS

1. New traffic signal, dual southbound left turn lanes and northbound right turn lane at US 1 and 9th Street, subject to permit approval from FDOT.
2. Median access closure at US 1 and 7th Street subject to permit approval from FDOT.
3. Super Stop along the east side of US 1 south and/or north of 5th Street subject to approval from the authorizing agencies including, but not limited to, the Broward County Mass Transit Division and after consultation as to design and location with FDOT District IV and Miami-Dade County Transit Division, with full array of the following amenities:
   - Transit route and system signs
   - Specialty paving
   - Passenger shelters
   - System Map/Fare Information
   - Route Map and Schedules
   - Benches
   - Leaning Rails
   - Trash Receptacles
   - Restroom for bus operators
   - Landscaping
   - Emergency Telephones
   - Lighting
   - Bicycle Storage
   - Information Kiosks
   - Bus Bays
   - Drinking Fountain

4. Establishment and implementation a pedestrian crossing plan in all directions at 5th Street and US 1 to serve the transit Super Stop.
5. Minimization of intersection width at US 1 and 5th Street by not providing exclusive northbound right turn lane on US 1 at the site entrance.
6. Adjustment to queue storage for northbound left turning vehicles at Hallandale Beach Boulevard and U.S. 1 by closing current channelized opening at S.E. 2nd Street and extending dual northbound left turn lanes, subject to approval from City of Hallandale Beach and permit approval from FDOT.
7. Provision of full-time access to the site at entrances along Hallandale Beach Boulevard and along U.S. 1.
8. Provision of multiple full-time access points along site perimeter and provide connectivity within the site to minimize the need for cars to make turning movements at Hallandale Beach Boulevard and US 1.
9. There shall be no vehicular access connection, except for emergency access as required by government between the Project and N.E. 213th Street within the City of Aventura. Vehicular access to N.E. 213th Street may be allowed only if and after the Developer, City of Hallandale Beach and the City of Aventura, by Resolution of the City Commission, in each party's sole discretion, mutually agree in writing to allow such access and providing the specific location of said access drive.

Group C- TRANSIT AND OTHER IMPROVEMENTS

1. Applicant shall post surety to the benefit of the South Florida Regional Transportation Authority and Broward County in the amount of $3.0 million. The benefit of this surety shall be directed towards the establishment of a North/South rail station to be located in a general area that includes Pembroke Road to the north and the Broward/Miami-Dade County line to the south, pending approval from the appropriate review agencies. If no binding commitment for a rail station is achieved within 24 months from posting of the surety, this posted surety is transferred to Broward County, to be used on any or all of the following bus transit projects outlined in 1 (a) - (c) below, or any similar programmed transit improvements serving the City of Hallandale Beach
   a) Implementation of new Limited Stop Service on U.S. 1
   b) Implementation of high capacity service on Hallandale Beach Boulevard
   c) Reduction in weekday headways on Route 28 from 30 minutes to 20 minutes
   d) Reduction in weekday headways on Route 5 from 60 minutes to 30 minutes
2. Until such time as a new rail station is constructed, or until the buildout date as defined in Condition 38 of this Development Order, whichever comes first, the Applicant shall provide shuttle service between the Hollywood Tri-Rail station to and from the site using a minimum of two vehicles, each operating a minimum of 8 hours per weekday.
3. Participate in charrette for Hallandale Beach and Hallandale Beach CRA to address redevelopment potential and connectivity between the Village at Gulfstream Park Site, the FEC corridor, and the City of Hallandale Beach CRA.
4. Provide payment of $300,000.00 to the Florida Department of Transportation, District 6, for the construction of ramp improvements at the interchange of I-95 and Ives Dairy Road for payment of the proportionate share of the project's impacts at Ives Dairy Road & I-95.
5. Provide payment of $250,000.00 to the City of Hollywood towards transportation improvements including, but not limited to traffic calming measures in the area bounded by Pembroke Road, Diplomat Parkway, Hollywood Boulevard and I-95, contingent upon an adopted plan to be developed and implemented by the City of Hollywood.
6. Provision of offsite parking for a minimum of 500 project employees at an off-site location or locations with transit service planned to be in place through the buildout phase of this DRI project, agreed upon for such use by the Applicant, Broward County and the City of Hallandale Beach.

EXHIBIT 4

VILLAGE AT GULFSTREAM PARK DRI
DEVELOPMENT ORDER CONDITIONS

SITE RELATED ACCESS POINTS:

1. Hallandale Beach Blvd. and north project driveway- existing full access signalized
2. US 1 and 3rd Street- existing full-access signalized
3. US 1 and 5th- proposed SB Left-in, NB right-out from the site
4. US1 and 7th Street- existing directional (NB-only right-out from site) access point.
5. US 1 and 9th Street- existing directional access point; proposed full-access signalized access point.
6. US 1 and 11th Street- existing right-in/right out access point proposed directional access point.

APPENDIX F

INTERNALIZATION WORKSHEETS – DAILY AND PM PEAK HOUR

ITE *TRIP GENERATION MANUAL* (7TH EDITION) EXCERPTS

LAND USE #320 - MOTEL

LAND USE #820 – SHOPPING CENTER

LAND USE #710 – GENERAL OFFICE BUILDING

ITE *TRIP GENERATION HANDBOOK* (2ND EDITION) EXCERPTS

PASS-BY RATES

LAND USE #820 – SHOPPING CENTER

Domus Hallandale

Trip Generation

and Internal Capture Summary

Analyst: Carter & Burgess, Inc.
Date: 01/07
Period: Daily

LAND USE A: Retail

ITE LU Code: Code 820
SIZE: 13,021 SF

Exit to External: 875
Enter from External: 867

	Total	Internal	External
Enter	903	36	867
Exit	902	27	875
Total	1,805	63	1,742
%	100%	3%	97%

LAND USE B: Office

ITE LU Code: Code 710
SIZE: 160,446 SF

Exit to External: 924
Enter from External: 933

	Total	Internal	External
Enter	960	27	933
Exit	960	36	924
Total	1,920	63	1,857
%	100%	3%	97%

LAND USE C: N/A

ITE LU Code:
SIZE:

Enter from External: 0
Exit to External: 0

	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	#DIV/0!	#DIV/0!	#DIV/0!

	Demand	Balanced	Demand
A → B	3% 27	27	15% 144
B → A	4% 36	36	22% 211
A → C	0% 0	0	0% 0
C → A	0% 0	0	0% 0
B → C	0% 0	0	0% 0
C → B	0% 0	0	0% 0

Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	TOTAL	
Enter	867	933	0	1,800	
Exit	875	924	0	1,799	
Total	1,742	1,857	0	3,599	INTERNAL CAPTURE
Single-Use Trip Gen. Est.	1,805	1,920	0	3,725	3.38%

Domus Hallandale

Trip Generation

and Internal Capture Summary

Analyst: Carter & Burgess, Inc.
Date: 01/07
Period: PM Peak

LAND USE A: Retail

ITE LU Code: Code 820
SIZE: 13,021 SF

Exit to External: 82
Enter from External: 76

	Total	Internal	External
Enter	78	2	76
Exit	85	3	82
Total	163	5	158
%	100%	3%	97%

LAND USE B: Office

ITE LU Code: Code 710
SIZE: 160,446 SF

Exit to External: 213
Enter from External: 41

	Total	Internal	External
Enter	44	3	41
Exit	215	2	213
Total	259	5	254
%	100%	2%	98%

LAND USE C: N/A

ITE LU Code:
SIZE:

Enter from External: 0
Exit to External: 0

	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	#DIV/0!	#DIV/0!	#DIV/0!

Flow	Demand	Balanced	Demand
A → B	3% 3	3	31% 14
B → A	2% 2	2	23% 49
A → C	0% 0	0	0% 0
C → A	0% 0	0	0% 0
B → C	0% 0	0	0% 0
C → B	0% 0	0	0% 0

Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter	76	41	0	117
Exit	82	213	0	295
Total	158	254	0	412
Single-Use Trip Gen. Est.	163	259	0	422

INTERNAL CAPTURE: 2.37%

Land Use: 320
Motel

Description

Motels are places of lodging that provide sleeping accommodations and often a restaurant. Motels generally offer free on-site parking and provide little or no meeting space and few (if any) supporting facilities. Exterior corridors accessing rooms—immediately adjacent to a parking lot—commonly characterize motels. Hotel (Land Use 310), all suites hotel (Land Use 311), business hotel (Land Use 312) and resort hotel (Land Use 330) are related uses.

Additional Data

Typically, the average employment at motels is much lower than at hotels.

Twenty-six studies provided information on occupancy rates at the time the studies were conducted. The average occupancy rate for these studies was approximately 78 percent.

The sites were surveyed from the late 1960s to the mid-1990s throughout the United States.

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately predict trip generation characteristics for the site.

Source Numbers

2, 4, 11, 12, 13, 72, 88, 92, 172, 187, 191, 193, 277, 295, 300, 357, 439, 443

Motel
(320)

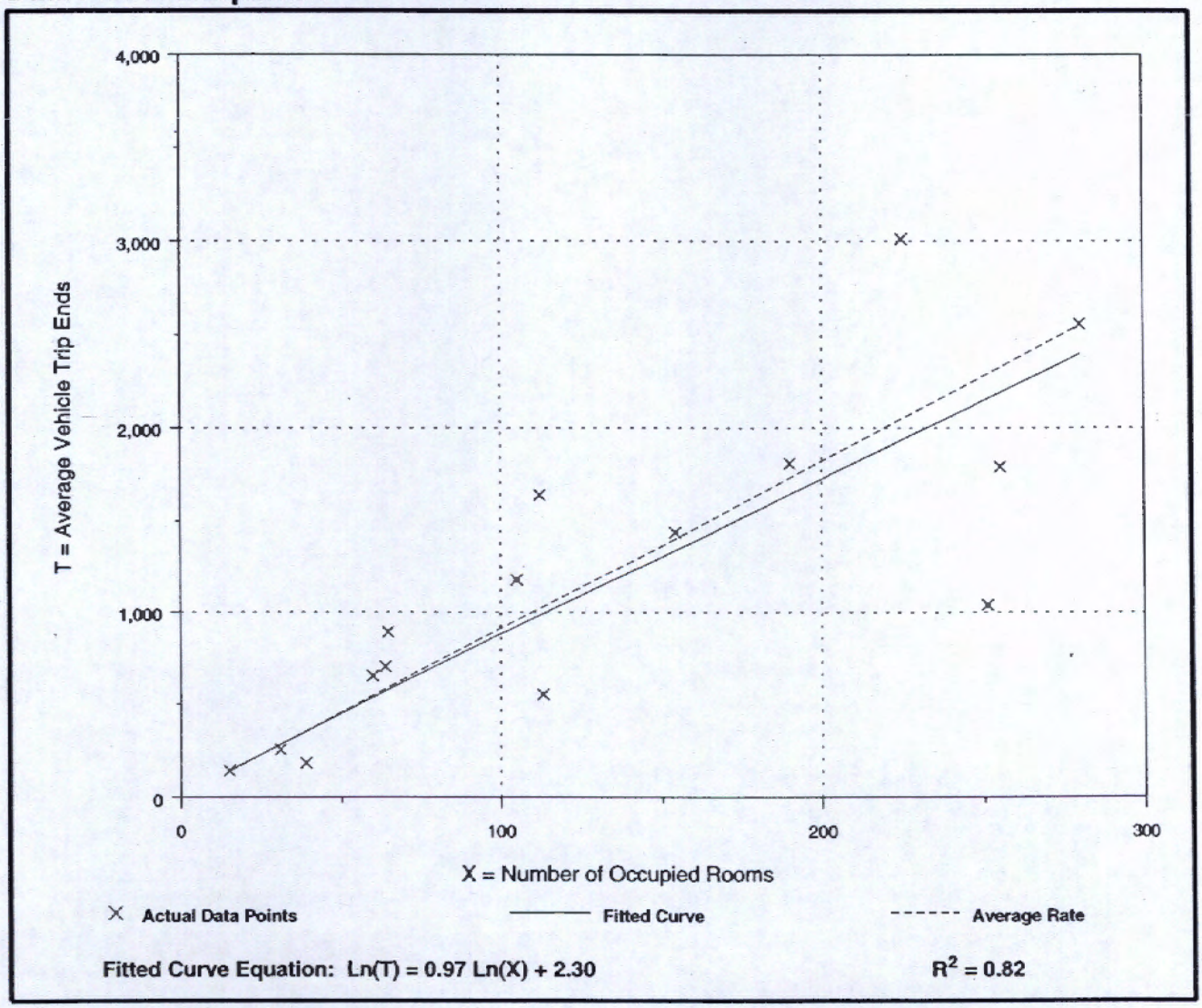
Average Vehicle Trip Ends vs: Occupied Rooms
On a: Weekday

Number of Studies: 15
Average Number of Occupied Rooms: 131
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Occupied Room

Average Rate	Range of Rates	Standard Deviation
9.11	4.13 - 14.64	4.39

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.97 Ln(X) + 2.30 $R^2 = 0.82$

Motel
(320)

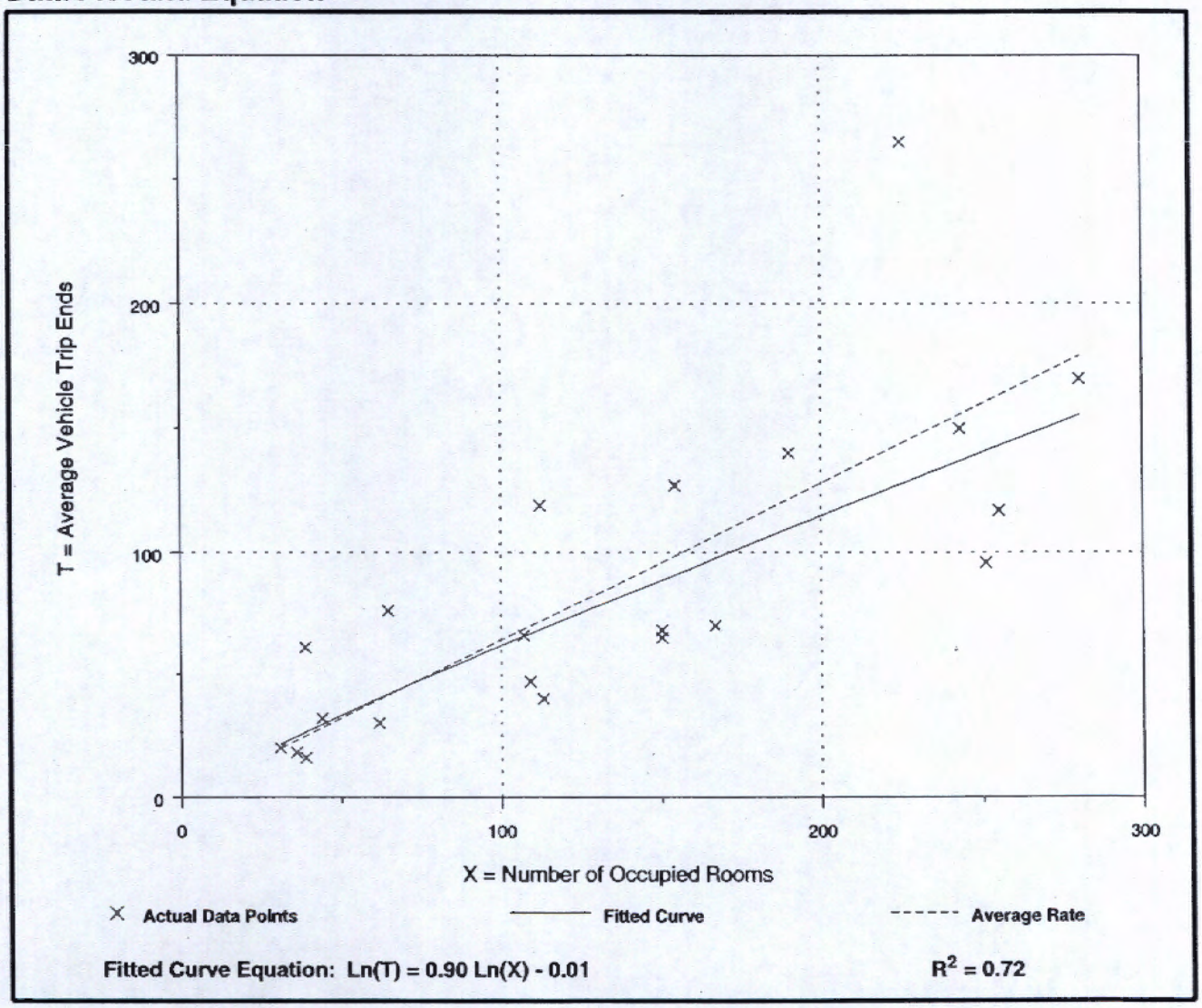
Average Vehicle Trip Ends vs: Occupied Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 21
Average Number of Occupied Rooms: 134
Directional Distribution: 36% entering, 64% exiting

Trip Generation per Occupied Room

Average Rate	Range of Rates	Standard Deviation
0.64	0.35 - 1.56	0.84

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.90 Ln(X) - 0.01 **R^2 = 0.72**

Motel
(320)

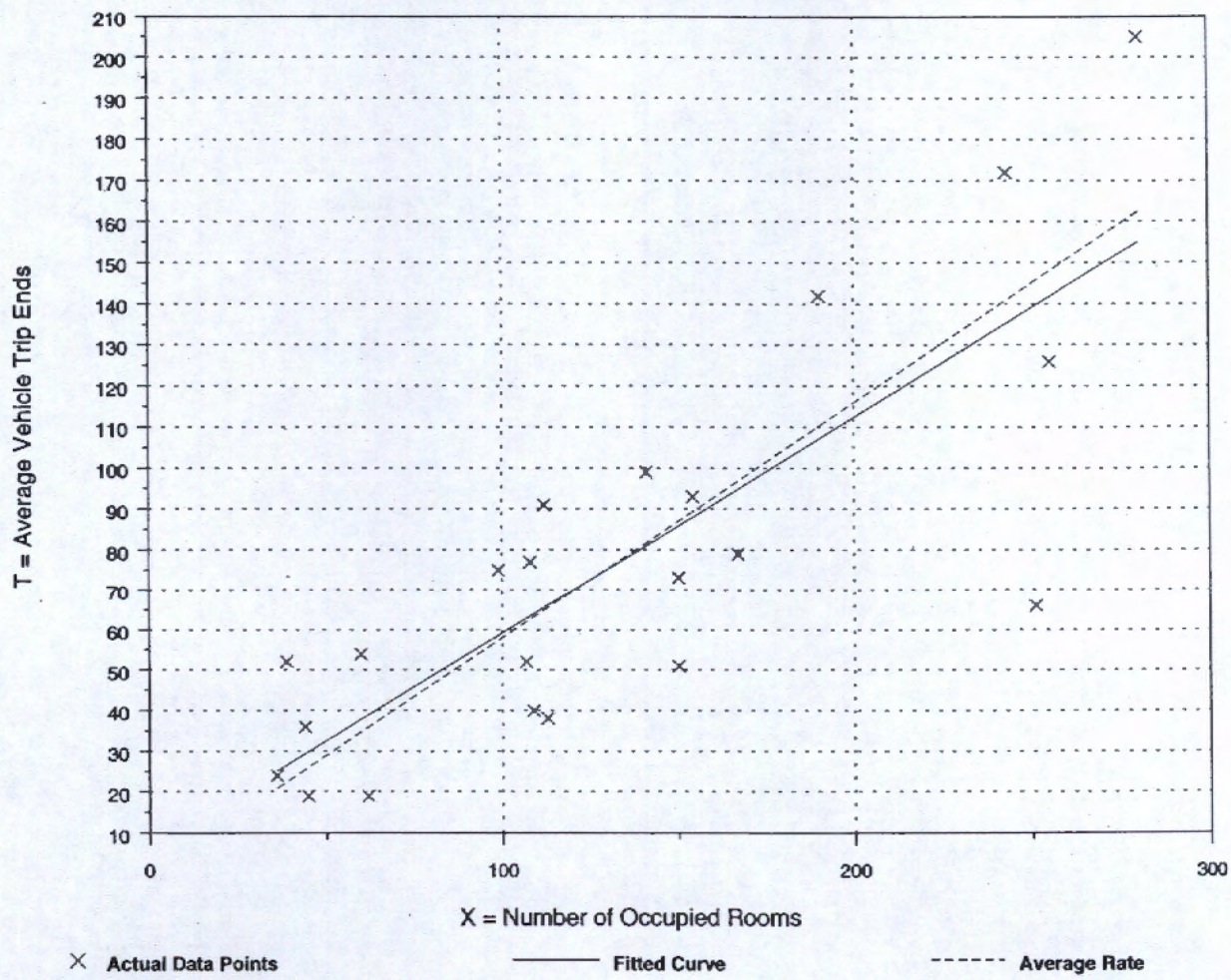
Average Vehicle Trip Ends vs: Occupied Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 22
Average Number of Occupied Rooms: 133
Directional Distribution: 53% entering, 47% exiting

Trip Generation per Occupied Room

Average Rate	Range of Rates	Standard Deviation
0.58	0.26 - 1.33	0.78

Data Plot and Equation



Fitted Curve Equation: T = 0.53(X) + 5.95 $R^2 = 0.66$

Land Use: 820
Shopping Center

Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned and managed as a unit. A shopping center's composition is related to its market area in terms of size, location and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands. Specialty retail center (Land Use 814) and factory outlet center (Land Use 823) are related uses.

Additional Data

Shopping centers, including neighborhood centers, community centers, regional centers and super regional centers, were surveyed for this land use. Some of these centers contained non-merchandising facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs and recreational facilities (for example, ice skating rinks or indoor miniature golf courses). The centers ranged in size from 1,700 to 2.2 million square feet of gross leasable area (GLA). The centers studied were located in suburban areas throughout the United States and therefore represent typical U.S. suburban conditions.

Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied included peripheral buildings, it can be assumed that some of the data show their effect.

The vehicle trips generated at a shopping center are based upon the GLA of the center. In cases of smaller centers without an enclosed mall or peripheral buildings, the GLA could be the same as the gross floor area of the building.

Separate equations have been developed for shopping centers during the Christmas shopping season. Plots were included for the weekday peak hour of adjacent street traffic and the Saturday peak hour of the generator.

Information on approximate hourly, monthly and daily variation in shopping center traffic is shown in Tables 1–4. It should be noted, however, that the information contained in these tables is based on a limited sample size. Therefore, caution should be exercised when applying the data. Also, some information provided in the tables may conflict with the results obtained by applying the average rate or regression equations. When this occurs, it is suggested that the results from the average rate or regression equations be used, as they are based on a larger number of studies.

Shopping Center
(820)

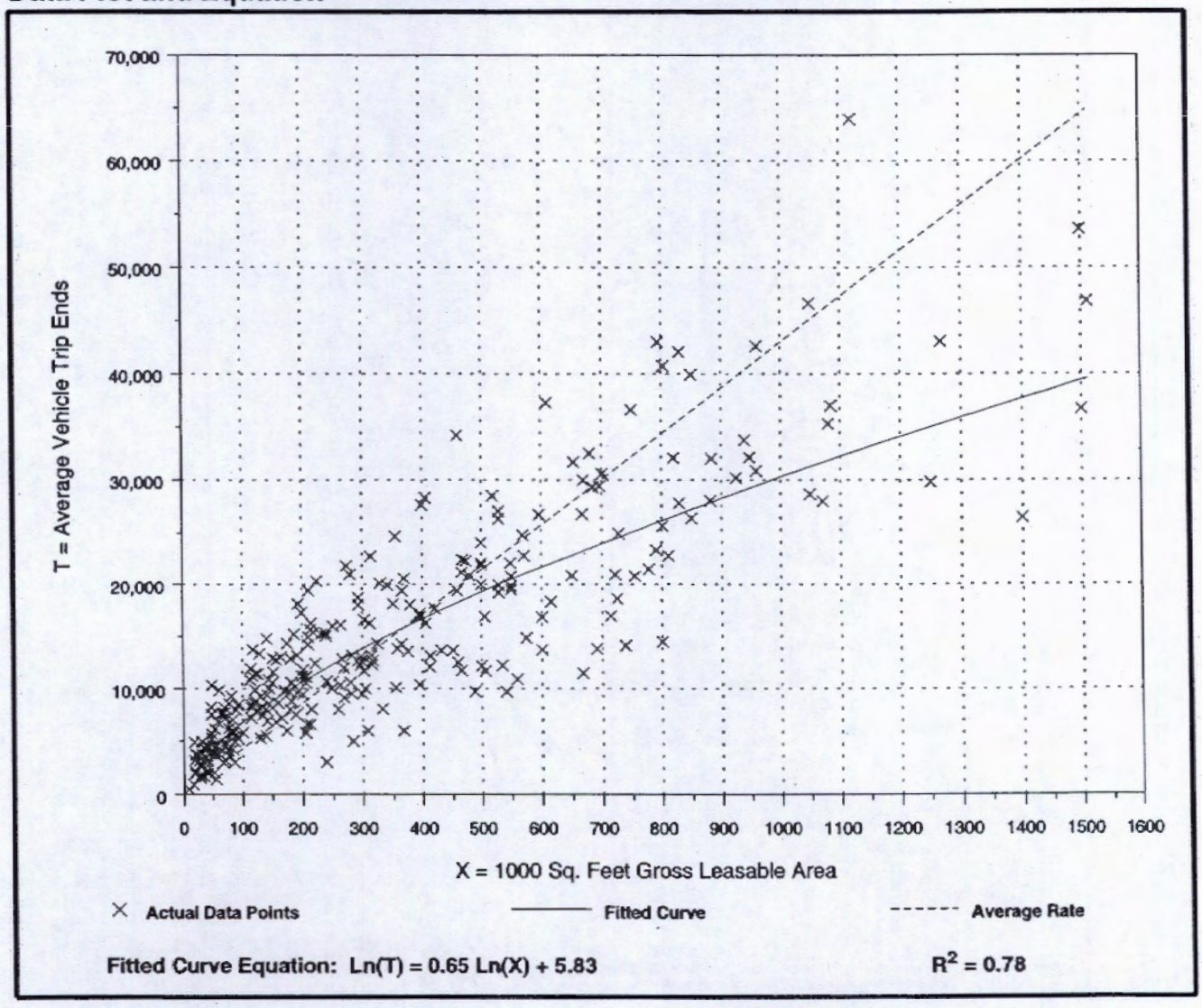
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday

Number of Studies: 302
Average 1000 Sq. Feet GLA: 328
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
42.94	12.50 - 270.89	21.38

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.65 Ln(X) + 5.83 $R^2 = 0.78$

Shopping Center
(820)

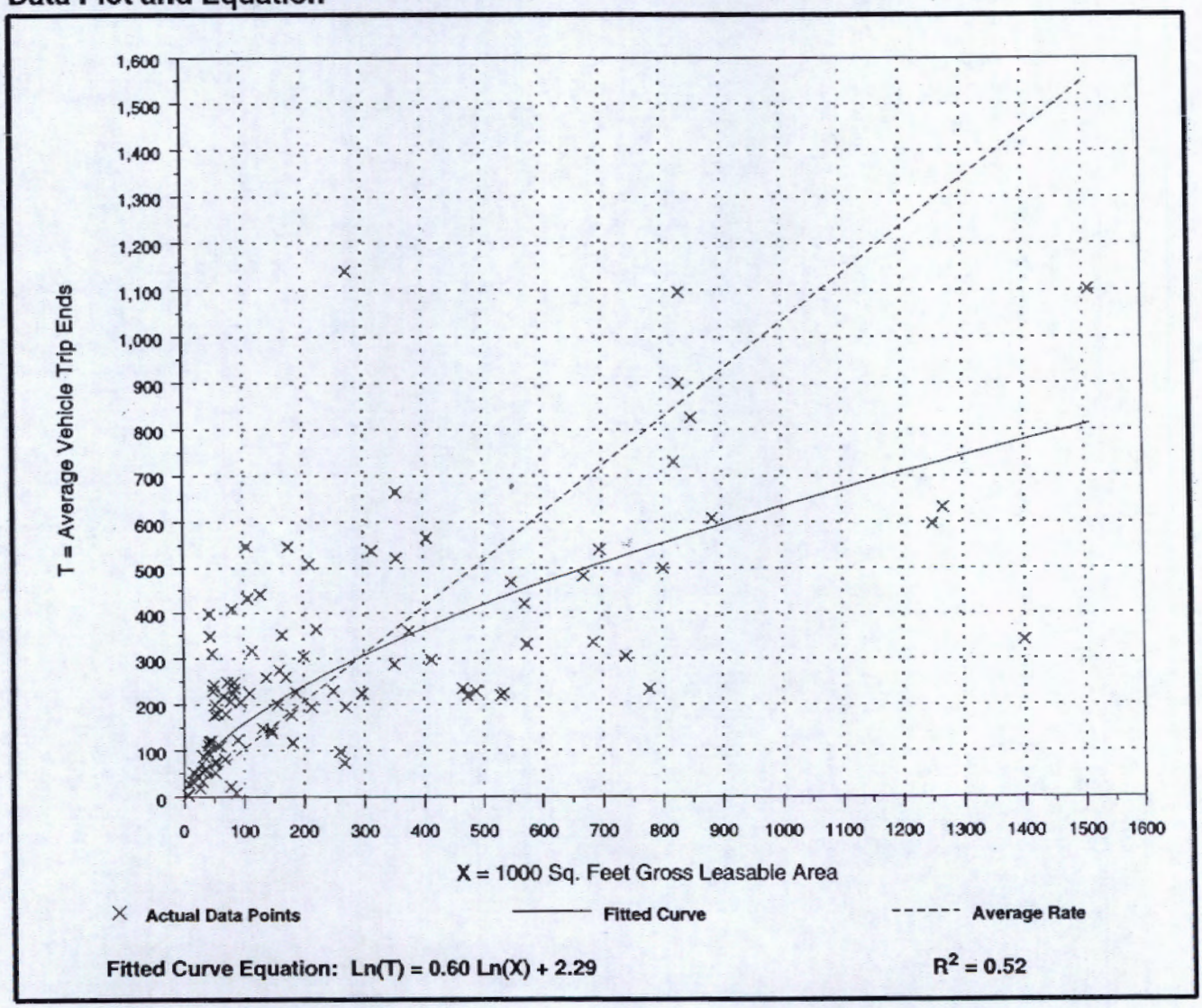
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 98
Average 1000 Sq. Feet GLA: 287
Directional Distribution: 61% entering, 39% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
1.03	0.10 - 9.05	1.40

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.60 Ln(X) + 2.29 $R^2 = 0.52$

Shopping Center
(820)

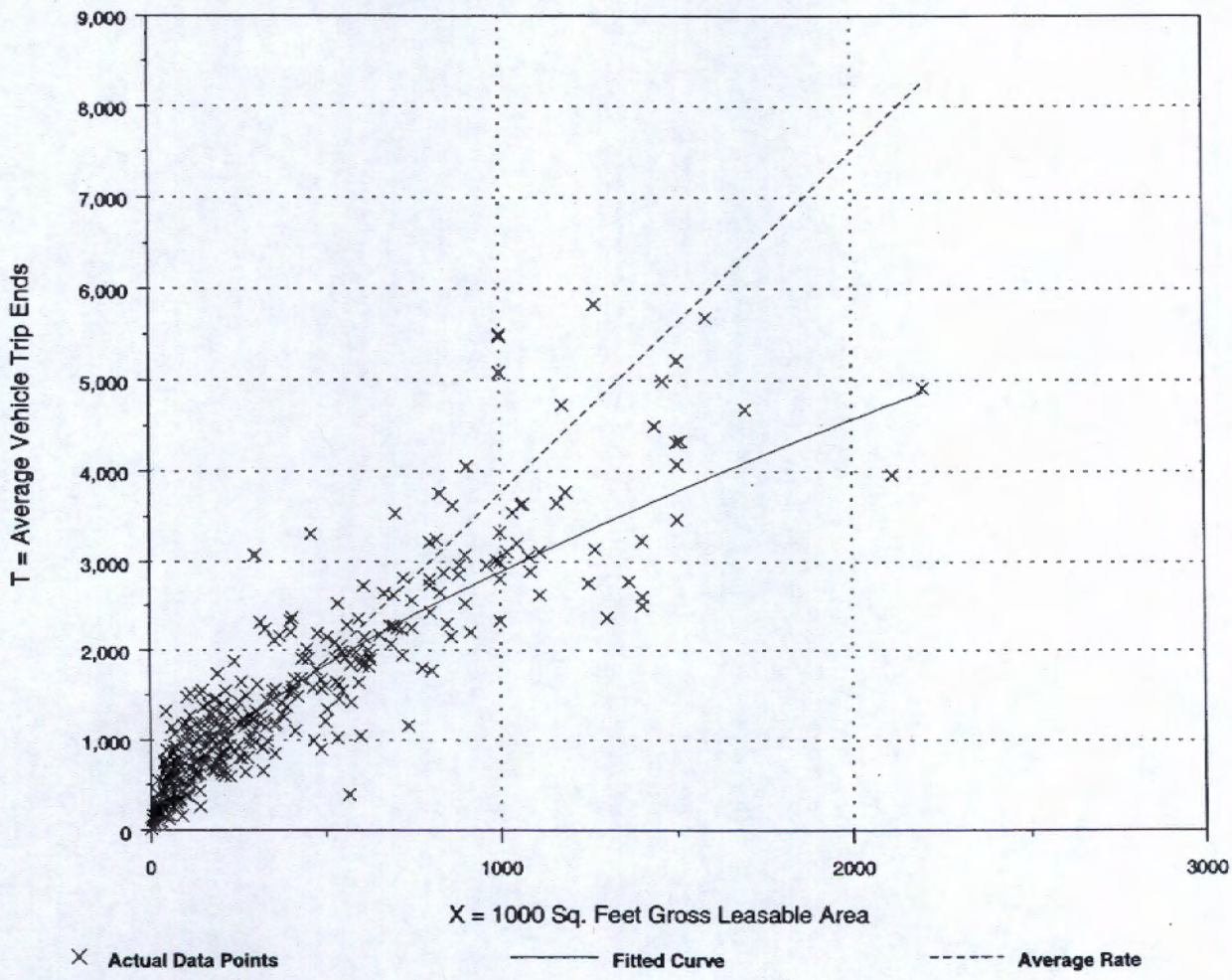
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 407
Average 1000 Sq. Feet GLA: 379
Directional Distribution: 48% entering, 52% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
3.75	0.68 - 29.27	2.75

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.66 Ln(X) + 3.40 $R^2 = 0.81$

Table 5.6
Pass-By Trips and Diverted Linked Trips
Weekday, p.m. Peak Period

Land Use 820—Shopping Center

SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PRIMARY TRIP (%)	NON-PASS-BY TRIP (%)	DIVERTED LINKED TRIP (%)	PASS-BY TRIP (%)	ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
53	Port Orange, FL	1993	162	2:00–6:00 p.m.	—	41	—	59	n/a	n/a	TPD Inc.
9	Kissimmee, FL	1994	107	2:00–6:00 p.m.	20	—	14	66	n/a	n/a	TPD Inc.
77	Edgewater, FL	1992	365	2:00–6:00 p.m.	—	54	—	46	n/a	n/a	TPD Inc.
82	Deltona, FL	1992	336	2:00–6:00 p.m.	—	66	—	34	n/a	n/a	TPD Inc.
78	Orlando, FL	1991	702	2:00–6:00 p.m.	23	—	22	55	n/a	n/a	TPD Inc.
45	Orlando, FL	1992	844	2:00–6:00 p.m.	24	—	20	56	n/a	n/a	TPD Inc.
50	Orlando, FL	1992	555	2:00–6:00 p.m.	41	—	18	41	n/a	n/a	TPD Inc.
52	Orlando, FL	1995	665	2:00–6:00 p.m.	33	—	25	42	n/a	n/a	TPD Inc.
17	Orlando, FL	1994	196	2:00–6:00 p.m.	—	34	—	66	n/a	n/a	TPD Inc.
60	Orlando, FL	1995	1,583	3:00–7:00 p.m.	38	—	22	40	n/a	n/a	TPD Inc.
158	Crestwood, KY	Jun. 1993	129	4:00–6:00 p.m.	39	—	25	36	759	n/a	Barton-Aschman Assoc.
118	Louisville area, KY	Jun. 1993	133	4:00–6:00 p.m.	51	—	27	22	3,555	n/a	Barton-Aschman Assoc.
74	Louisville, KY	Jun. 1993	187	4:00–6:00 p.m.	43	—	27	30	922	n/a	Barton-Aschman Assoc.
59	Louisville area, KY	Jun. 1993	247	4:00–6:00 p.m.	52	—	17	31	2,659	n/a	Barton-Aschman Assoc.
145	Louisville area, KY	Jun. 1993	210	4:00–6:00 p.m.	30	—	17	53	2,636	n/a	Barton-Aschman Assoc.
104	Louisville area, KY	Jun. 1993	281	4:00–6:00 p.m.	50	—	22	28	2,111	n/a	Barton-Aschman Assoc.
235	Louisville, KY	Jun. 1993	211	4:00–6:00 p.m.	29	—	36	35	2,593	n/a	Barton-Aschman Assoc.
71	Louisville, KY	Jun. 1993	109	4:00–6:00 p.m.	42	—	33	25	1,559	n/a	Barton-Aschman Assoc.
350	Worcester, MA	Apr. 1994	224	4:00–6:00 p.m.	45	—	37	18	2,112	n/a	ICSC
738	East Brunswick, NJ	Apr. 1994	283	4:00–6:00 p.m.	79	—	7	14	8,059	n/a	ICSC
294	Philadelphia, PA	Apr. 1994	213	4:00–6:00 p.m.	51	—	24	25	4,055	n/a	ICSC
256	Hamden, CT	Apr. 1994	208	4:00–6:00 p.m.	51	—	22	27	3,422	n/a	ICSC
418	Glen Burnie, MD	Apr. 1994	281	4:00–6:00 p.m.	51	—	29	20	5,610	n/a	ICSC
560	Harrisonburg, VA	Apr. 1994	437	4:00–6:00 p.m.	49	—	32	19	3,051	n/a	ICSC

Table 5.6 (Cont'd)
Pass-By Trips and Diverted Linked Trips
Weekday, p.m. Peak Period

Land Use 820—Shopping Center

SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PRIMARY TRIP (%)	NON-PASS-BY TRIP (%)	DIVERTED LINKED TRIP (%)	PASS-BY TRIP (%)	ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
361	Glen Allen, VA	Apr. 1994	315	4:00–6:00 p.m.	54	—	29	17	2,034	n/a	ICSC
375	Shelby, NC	May 1994	214	4:00–6:00 p.m.	48	—	22	30	3,053	n/a	ICSC
413	Texas City, TX	May 1994	228	4:00–6:00 p.m.	52	—	20	28	589	n/a	ICSC
488	Texas City, TX	May 1994	257	4:00–6:00 p.m.	75	—	13	12	1,094	n/a	ICSC
293	Berwyn, IL	May 1994	282	4:00–6:00 p.m.	70	—	6	24	4,606	n/a	ICSC
667	Bourbonais, IL	May 1994	200	4:00–6:00 p.m.	53	—	31	16	2,770	n/a	ICSC
225	Belleville, IL	May 1994	264	4:00–6:00 p.m.	32	—	33	35	1,970	n/a	ICSC
255	Bettendorf, IA	May 1994	222	4:00–6:00 p.m.	37	—	39	24	3,706	n/a	ICSC
808	Laguna Hills, CA	Jun. 1994	240	4:00–6:00 p.m.	73	—	14	13	4,035	n/a	ICSC
450	Hanford, CA	May 1994	321	4:00–6:00 p.m.	49	—	28	23	2,787	n/a	ICSC
800	San Jose, CA	May 1994	205	4:00–6:00 p.m.	51	—	28	21	7,474	n/a	ICSC
598	Greeley, CO	May 1994	205	4:00–6:00 p.m.	55	—	28	17	3,840	n/a	ICSC
581	Pueblo, CO	May 1994	296	4:00–6:00 p.m.	53	—	29	18	2,939	n/a	ICSC
476	Bellevue, WA	May 1994	234	4:00–6:00 p.m.	54	—	20	26	3,427	n/a	ICSC
720	Framingham, MA	Dec. 1982	92	3:30–7:00 p.m.	39	—	38	23	n/a	73,628	Raymond Keyes Assoc.
890	Newark, DE	Jul. 1984	179	3:00–8:00 p.m.	49	—	39	12	n/a	n/a	Raymond Keyes Assoc.
402	Manassas, VA	Jun. 1984	87	4:00–6:00 p.m.	25	—	27	48	n/a	n/a	Raymond Keyes Assoc.
462	Ross, PA	Jun. 1980	175	5:30–7:00 p.m.	—	64	—	36	n/a	27,200	Raymond Keyes Assoc.
234	Huntington LI, NY	Nov. 1985	181	4:00–7:00 p.m.	21	—	33	48	n/a	34,630	Raymond Keyes Assoc.
658	Wayne, NJ	Sept. 1984	243	3:00–6:00 p.m.	61	—	12	27	n/a	85,600	Raymond Keyes Assoc.
1,200	Washington, DC	1980	384	4:00–6:00 p.m.	35	—	40	25	n/a	n/a	Gorove-Slade
800	Southern CA	n/a	1,000	4:00–6:00 p.m.	45	—	43	12	n/a	n/a	Frischer
451	Portland, OR	n/a	n/a	5:00–6:00 p.m.	—	75	—	25	n/a	n/a	Buttke
113	Portland, OR	n/a	n/a	5:00–6:00 p.m.	—	83	—	17	n/a	n/a	Buttke

Table 5.6 (Cont'd)
Pass-By Trips and Diverted Linked Trips
Weekday, p.m. Peak Period

Land Use 820—Shopping Center

SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PRIMARY TRIP (%)	NON-PASS-BY TRIP (%)	DIVERTED LINKED TRIP (%)	PASS-BY TRIP (%)	ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
622	Ramsey, MN	Nov. 1985	46	4:00–9:00 p.m.	26	—	30	44	n/a	36,370	Raymond Keyes Assoc.
736	Pensacola, FL	Oct. 1985	383	3:00–7:00 p.m.	35	—	39	26	n/a	n/a	Raymond Keyes Assoc.
84	Dover, DE	Jul. 1985	218	3:30–7:00 p.m.	6	—	44	50	n/a	n/a	Raymond Keyes Assoc.
500	Meriden, CT	Apr. 1985	n/a	4:00–6:00 p.m.	—	92	—	8	n/a	n/a	Connecticut DOT
660	Enfield, CT	Apr. 1985	n/a	4:00–6:00 p.m.	—	78	—	22	n/a	n/a	Connecticut DOT
845	Waterford, CT	Apr. 1985	n/a	4:00–6:00 p.m.	—	86	—	14	n/a	n/a	Connecticut DOT
1,060	West Hartford, CT	Apr. 1985	n/a	4:00–6:00 p.m.	—	83	—	17	n/a	n/a	Connecticut DOT
131	Pr. Georges Co., MD	1982/83	88	4:00–6:00 p.m.	—	11	—	89	n/a	n/a	JHK
181	Pr. Georges Co., MD	1982/83	105	4:00–6:00 p.m.	—	64	—	36	n/a	n/a	JHK
100	Pr. Georges Co., MD	1982/83	93	4:00–6:00 p.m.	—	64	—	36	n/a	n/a	JHK
475	Pr. Georges Co., MD	1982/83	130	4:00–6:00 p.m.	—	80	—	20	n/a	n/a	JHK
60	Pr. Georges Co., MD	1982/83	72	4:00–6:00 p.m.	—	18	—	82	n/a	n/a	JHK
90	Pr. Georges Co., MD	1982/83	91	4:00–6:00 p.m.	—	42	—	58	n/a	n/a	JHK
78	Pr. Georges Co., MD	1982/83	113	4:00–6:00 p.m.	—	41	—	59	n/a	n/a	JHK
44	Pr. Georges Co., MD	1982/83	97	4:00–6:00 p.m.	—	49	—	51	n/a	n/a	JHK
467	Pr. Georges Co., MD	1982/83	99	4:00–6:00 p.m.	—	44	—	56	n/a	n/a	JHK
352	W. Orange, NJ	Mar. 1986	149	4:00–6:00 p.m.	19	—	43	38	n/a	21,520	Raymond Keyes Assoc.
176	Tarpon Springs, FL	May 1986	124	3:00–7:00 p.m.	28	—	35	37	n/a	34,080	Raymond Keyes Assoc.
762	Orlando, FL	Fall 1985	182	4:00–6:00 p.m.	52	—	23	25	n/a	n/a	Kimley-Horn and Assoc. Inc.
166	Orlando, FL	Fall 1985	124	4:00–6:00 p.m.	48	—	25	27	n/a	n/a	Kimley-Horn and Assoc. Inc.
129	Orlando, FL	Fall 1985	116	4:00–6:00 p.m.	50	—	22	28	n/a	n/a	Kimley-Horn and Assoc. Inc.
71	Orlando, FL	Fall 1985	81	4:00–6:00 p.m.	44	—	6	50	n/a	n/a	Kimley-Horn and Assoc. Inc.

Table 5.6 (Cont'd)
Pass-By Trips and Diverted Linked Trips
Weekday, p.m. Peak Period

Land Use 820—Shopping Center

SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PRIMARY TRIP (%)	NON-PASS-BY TRIP (%)	DIVERTED LINKED TRIP (%)	PASS-BY TRIP (%)	ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
921	Albany, NY	Jul. & Aug. 1985	196	4:00–6:00 P.M.	42	—	35	23	n/a	60,950	Raymond Keyes Assoc.
108	Overland Park, KS	Jul. 1988	111	4:30–5:30 p.m.	61	—	13	26	n/a	34,000	n/a
118	Overland Park, KS	Aug. 1988	123	4:30–5:30 p.m.	55	—	20	25	n/a	—	n/a
256	Greece, NY	Jun. 1988	120	4:00–6:00 p.m.	62	—	—	38	n/a	23,410	Sear Brown
160	Greece, NY	Jun. 1988	78	4:00–6:00 p.m.	71	—	—	29	n/a	57,306	Sear Brown
550	Greece, NY	Jun. 1988	117	4:00–6:00 p.m.	52	—	—	48	n/a	40,763	Sear Brown
51	Boca Raton, FL	Dec. 1987	110	4:00–6:00 p.m.	34	—	33	33	n/a	42,225	Kimley-Horn and Assoc. Inc.
1,090	Ross Twp, PA	Jul. 1988	411	2:00–8:00 p.m.	56	—	10	34	n/a	51,500	Wilbur Smith and Assoc.
97	Upper Dublin Twp, PA	Winter 1988/89	n/a	4:00–6:00 p.m.	—	59	—	41	n/a	34,000	McMahon Associates
118	Tredyffrin Twp, PA	Winter 1988/89	n/a	4:00–6:00 p.m.	—	76	—	24	n/a	10,000	Booz Allen & Hamilton
122	Lawnside, NJ	Winter 1988/89	n/a	4:00–6:00 p.m.	—	63	—	37	n/a	20,000	Pennoni Associates
126	Boca Raton, FL	Winter 1988/89	n/a	4:00–6:00 p.m.	—	57	—	43	n/a	40,000	McMahon Associates
150	Willow Grove, PA	Winter 1988/89	n/a	4:00–6:00 p.m.	—	61	—	39	n/a	26,000	Booz Allen & Hamilton
153	Broward Cnty, FL	Winter 1988/89	n/a	4:00–6:00 p.m.	—	50	—	50	n/a	85,000	McMahon Associates
153	Arden, DE	Winter 1988/89	n/a	4:00–6:00 p.m.	—	70	—	30	n/a	26,000	Orth-Rodgers & Assoc. Inc.
154	Doylestown, PA	Winter 1988/89	n/a	4:00–6:00 p.m.	—	68	—	32	n/a	29,000	Orth-Rodgers & Assoc. Inc.
164	Middletown Twp, PA	Winter 1988/89	n/a	4:00–6:00 p.m.	—	67	—	33	n/a	25,000	Booz Allen & Hamilton
166	Haddon Twp, NJ	Winter 1988/89	n/a	4:00–6:00 p.m.	—	80	—	20	n/a	6,000	Pennoni Associates
205	Broward Cnty., FL	Winter 1988/89	n/a	4:00–6:00 p.m.	—	45	—	55	n/a	62,000	McMahon Associates

Table 5.6 (Cont'd)
Pass-By Trips and Diverted Linked Trips
Weekday, p.m. Peak Period

Land Use 820—Shopping Center

SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PRIMARY TRIP (%)	NON-PASS-BY TRIP (%)	DIVERTED LINKED TRIP (%)	PASS-BY TRIP (%)	ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
237	W. Windsor Twp, NJ	Winter 1988/89	n/a	4:00–6:00 p.m.	—	52	—	48	n/a	46,000	Booz Allen & Hamilton
242	Willow Grove, PA	Winter 1988/89	n/a	4:00–6:00 p.m.	—	63	—	37	n/a	26,000	McMahon Associates
297	Whitehall, PA	Winter 1988/89	n/a	4:00–6:00 p.m.	—	67	—	33	n/a	26,000	Orth-Rodgers & Assoc. Inc.
360	Broward Cnty., FL	Winter 1988/89	n/a	4:00–6:00 p.m.	—	56	—	44	n/a	73,000	McMahon Associates
370	Pittsburgh, PA	Winter 1988/89	n/a	4:00–6:00 p.m.	—	81	—	19	n/a	33,000	Wilbur Smith
150	Portland, OR	n/a	519	4:00–6:00 p.m.	6	—	26	68	n/a	25,000	Kittleson and Associates
150	Portland, OR	n/a	655	4:00–6:00 p.m.	7	—	28	65	n/a	30,000	Kittleson and Associates
760	Calgary, Alberta	Oct-Dec 1987	15,436	4:00–6:00 p.m.	39	—	41	20	n/a	n/a	City of Calgary DOT
178	Bordentown, NJ	Apr. 1989	154	2:00–6:00 p.m.	—	65	—	35	n/a	37,980	Raymond Keyes Assoc.
144	Manalapan, NJ	Jul. 1990	176	3:30–6:15 p.m.	44	—	24	32	n/a	69,347	Raymond Keyes Assoc.
549	Natick, MA	Feb. 1989	n/a	4:45–5:45 p.m.	26	—	41	33	n/a	48,782	Raymond Keyes Assoc.

Average Pass-By Trip Percentage: 34

Land Use: 710
General Office Building

Description

A general office building houses multiple tenants; it is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants including professional services; insurance companies; investment brokers; and tenant services, such as a bank or savings and loan institution, a restaurant or cafeteria and service retail facilities. Nearly all of the buildings surveyed were in suburban locations. Corporate headquarters (Land Use 714), single tenant office building (Land Use 715), office park (Land Use 750), research and development center (Land Use 760) and business park (Land Use 770) are related uses.

If information is known about individual buildings, it is suggested that the general office building category be used rather than office parks when estimating trip generation for one or more office buildings in a single development. The office park category is more general and should be used when a breakdown of individual or different uses is not known. If the general office building category is used and if additional buildings, such as banks, restaurants, or retail stores are included in the development, then the development should be treated as a multiuse project. On the other hand, if the office park category is used, internal trips are already reflected in the data and do not need to be considered.

When the buildings are interrelated (defined by shared parking facilities or the ability to easily walk between buildings) or house one tenant, it is suggested that the total area or employment of all the buildings be used for calculating the trip generation. When the individual buildings are isolated and not related to one another, it is suggested that trip generation be calculated for each building separately and then summed.

Additional Data

Average weekday transit trip ends—

Transit service was either nonexistent or negligible at the majority of the sites surveyed in this land use. Users may wish to modify trip generation rates presented in this land use to reflect the presence of public transit, carpools and other transportation demand management (TDM) strategies. Information has not been analyzed to document the impacts of TDM measures on the total site generation. See the ITE *Trip Generation Handbook* for additional information on this topic.

The average building occupancy varied considerably within the studies where occupancy data was provided. For buildings with occupancy rates reported, the average percent of occupied gross leasable area was 88 percent.

Some of the regression curves plotted for this land use may produce illogical trip end estimates for small office buildings. When the proposed site size is significantly smaller than the average-sized facility published in this report, caution should be used when applying these statistics. For more information, please refer to Chapter 3, "Guidelines for Estimating Trip Generation," of the *Trip Generation Handbook*.

In some regions peaking may occur earlier or later and last somewhat longer than the traditional 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. peak period time frames.

The sites were surveyed from the 1960s to the 2000s throughout the United States.

Trip Characteristics

The trip generation for the a.m. and p.m. peak hours of the generator typically coincided with the peak hours of the adjacent street traffic; therefore, only one a.m. peak hour and one p.m. peak hour, which represent both the peak hour of the generator and the peak hour of the adjacent street traffic, are shown for general office buildings.

Source Numbers

2, 5, 20, 21, 51, 53, 54, 72, 88, 89, 92, 95, 98, 100, 159, 161, 172, 175, 178, 183, 184, 185, 189, 193, 207, 212, 217, 247, 253, 257, 260, 262, 279, 295, 297, 298, 300, 301, 302, 303, 304, 321, 322, 323, 324, 327, 404, 407, 408, 418, 419, 423, 562

General Office Building
(710)

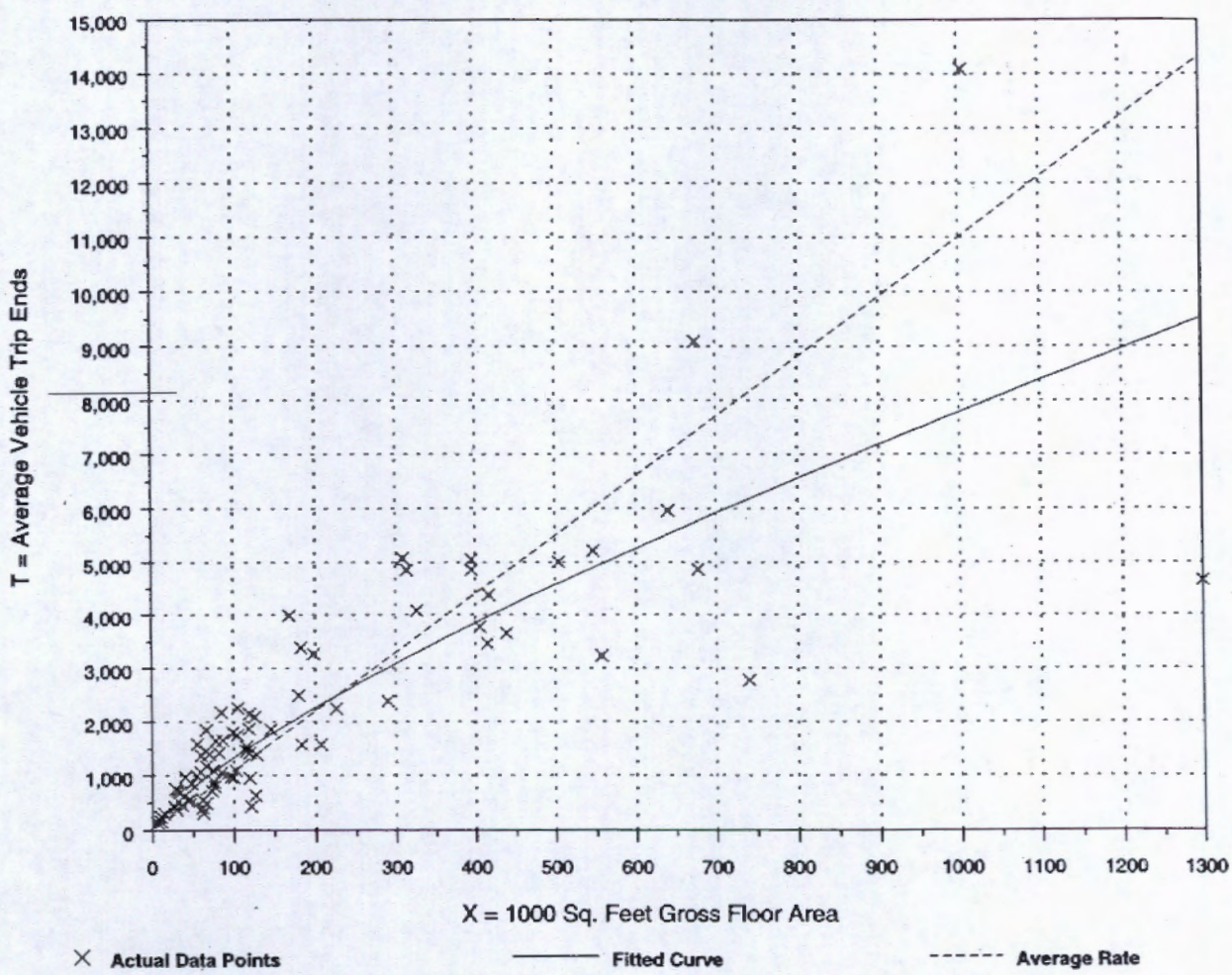
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday

Number of Studies: 78
Average 1000 Sq. Feet GFA: 199
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
11.01	3.58 - 28.80	6.13

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.77 Ln(X) + 3.65 $R^2 = 0.80$

General Office Building
(710)

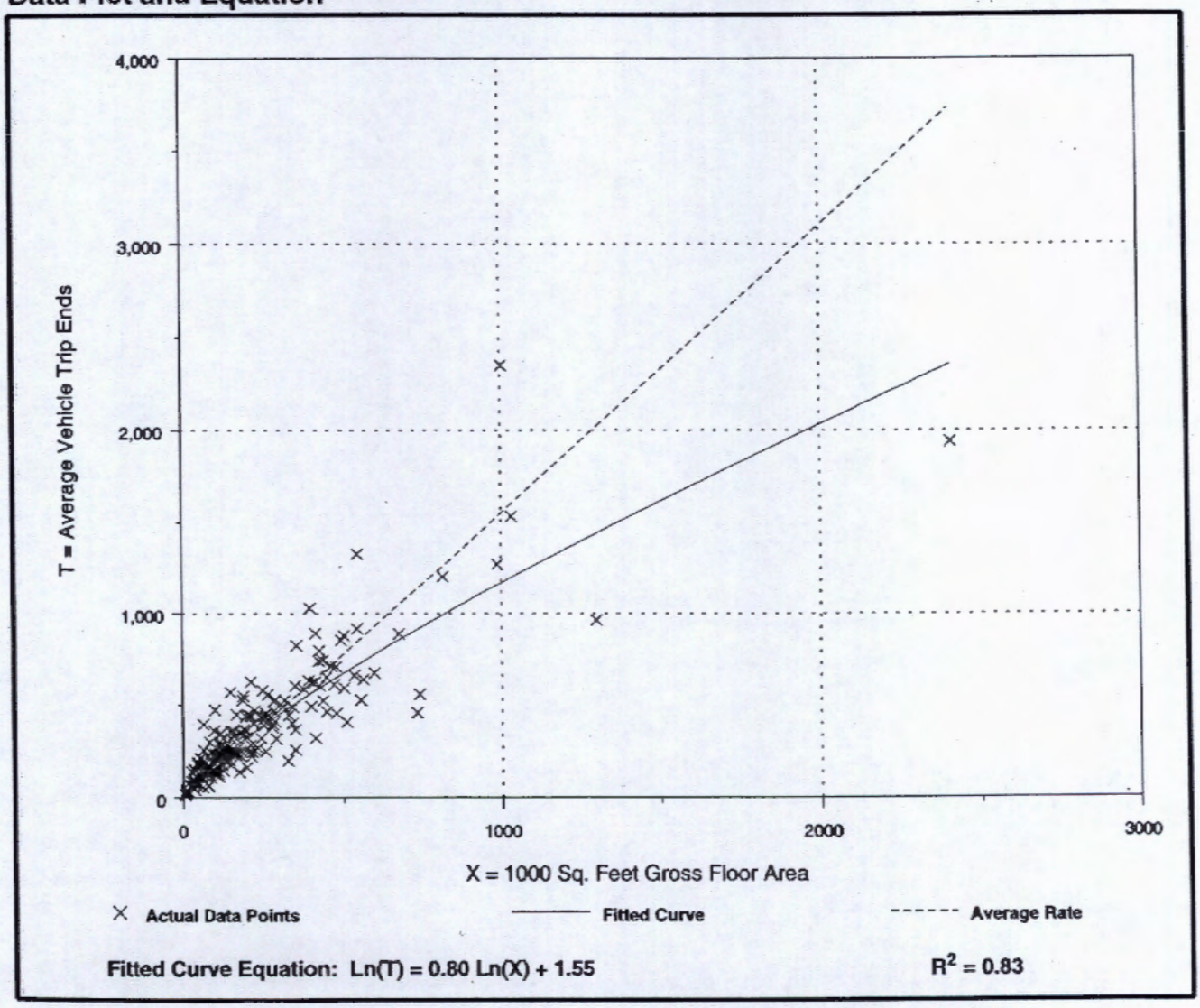
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
A.M. Peak Hour

Number of Studies: 217
Average 1000 Sq. Feet GFA: 223
Directional Distribution: 88% entering, 12% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
1.55	0.60 - 5.98	1.39

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.80 Ln(X) + 1.55 $R^2 = 0.83$

General Office Building
(710)

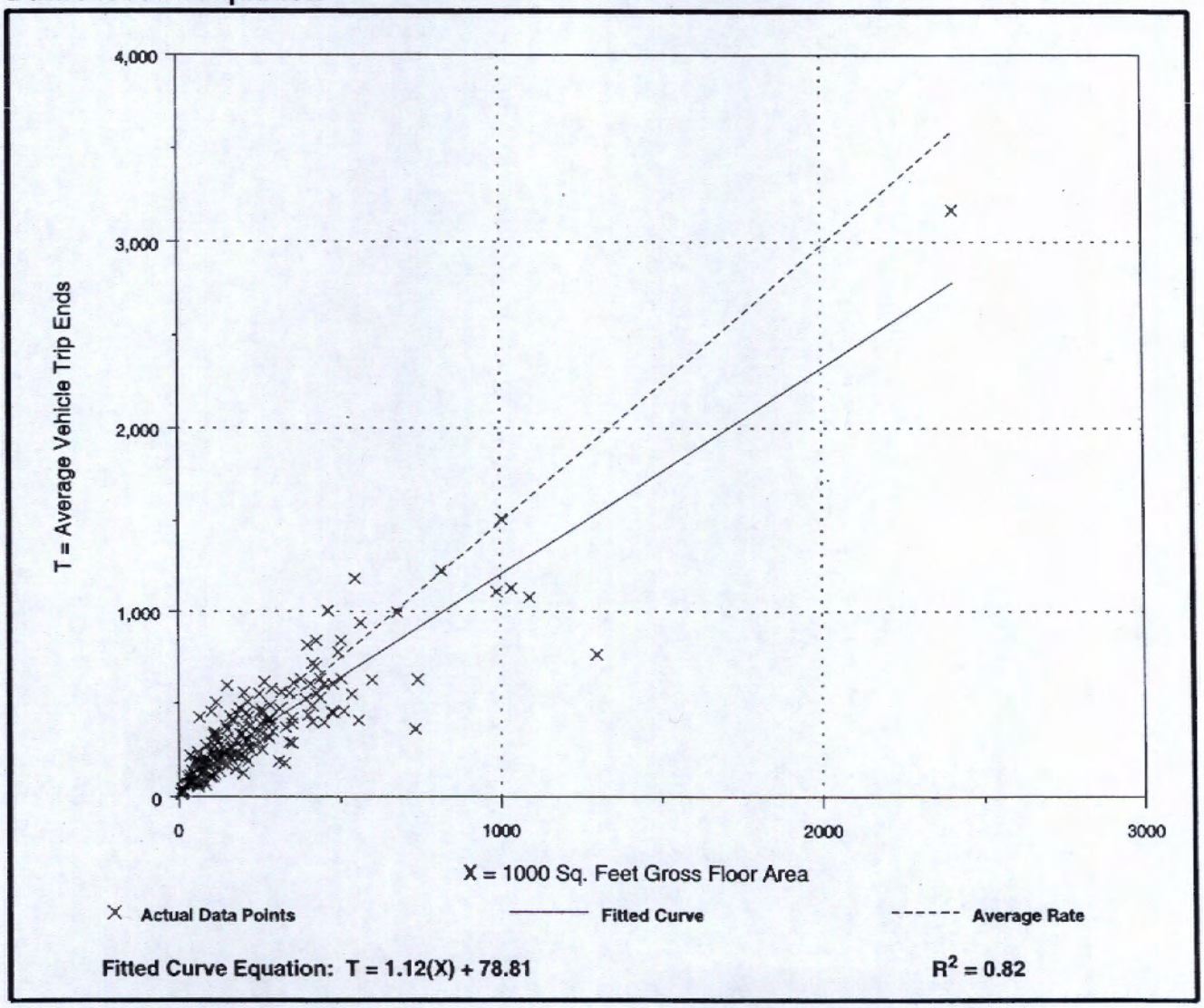
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
P.M. Peak Hour

Number of Studies: 235
Average 1000 Sq. Feet GFA: 216
Directional Distribution: 17% entering, 83% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
1.49	0.49 - 6.39	1.37

Data Plot and Equation



Fitted Curve Equation: T = 1.12(X) + 78.81 $R^2 = 0.82$

APPENDIX G

TRIPS MODEL RUN OUTPUT

1

8/23/05

DOMUS HALLANDALE 015-IN-05

0 INFORMATIONAL FOR
PROPOSED: 146,000 SQ. FT. OFFICE
21,000 SQ. FT. COMMERCIAL

0 TOTAL WORK ATTRACTIONS = 113
TOTAL SHOPPING ATTRACTIONS = 54
TOTAL OTHER ATTRACTIONS = 122
TOTAL NON HOME-BASED PRODUCTIONS = 177
0 TOTAL TRIPS PER PEAK HOUR = 466

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

0 $ 71204

1	HALLANDALE BEACH BLVD	4LD	3161	104.6	$	17213
	FROM: PARK RD	3020	1501	49.7		
	TO: SW 40 AV		6	0.1		
	SEG NO: 919		4668	154.4		
0	HALLANDALE BEACH BLVD	4LD	2970	98.3	$	16546
	FROM: SW 40 AV	3020	1129	37.3		
	TO: SW 56 AV		5	0.1		
	SEG NO: 918		4104	135.7		
0	HALLANDALE BEACH BLVD	4LD	3351	110.9	$	9904
	FROM: I-95	3020	1388	45.9		
	TO: PARK RD		8	0.2		
	SEG NO: 920		4747	157.0		
0	HALLANDALE BEACH BLVD	4LD	2797	92.6	$	5144
	FROM: SW 56 AV	3020	1282	42.4		
	TO: SR 7		3	0.1		
	SEG NO: 917		4082	135.1		
0	SR 7	4LD	3113	95.4	$	3099
	FROM: SW 23 ST	3260	486	14.9		
	TO: HALLANDALE BEACH BLVD		1	0.1		
	SEG NO: 907		3600	110.4		
0	DAVIE BLVD	4LD	2706	89.6	$	2944
	FROM: SW 15 AV	3020	1103	36.5		
	TO: I-95		1	0.1		
	SEG NO: 523		3810	126.2		
0	DAVIE BLVD	4LD	2509	83.0	$	2344
	FROM: SW 9 AV	3020	1057	35.0		
	TO: SW 15 AV		1	0.1		
	SEG NO: 522		3567	118.1		
0	DAVIE BLVD	4LD	2311	76.5	$	1440
	FROM: SW 4 AV	3020	1057	35.0		
	TO: SW 9 AV		1	0.1		
	SEG NO: 521		3369	111.6		
0	DAVIE BLVD	4LD	3062	101.3	$	1286
	FROM: I-95	3020	1032	34.1		
	TO: SW 23 AV		1	0.1		
	SEG NO: 548		4095	135.5		
0	SR 7	4LD	3166	97.1	$	1133

	FROM: PLUNKETT ST	3260	517	15.8		
	TO: PEMBROKE RD		1	0.1		
	SEG NO: 871		3684	113.0		
0	SR 7	4LD	3166	97.1	$	1090
	FROM: WASHINGTON ST	3260	627	19.2		
	TO: PLUNKETT ST		1	0.1		
	SEG NO: 870		3794	116.4		
0	DAVIE BLVD	4LD	3062	101.3	$	813
	FROM: SW 23 AV	3020	529	17.5		
	TO: RIVERLAND RD		1	0.1		
	SEG NO: 549		3592	118.9		
1	RAVENSWOOD RD	OL2	978	98.7	$	776
	FROM: GRIFFIN RD	990	321	32.4		
	TO: SW 42 ST		1	0.1		
	SEG NO: 1194		1300	131.2		
0	DAVIE BLVD	4LD	2229	73.8	$	676
	FROM: ANDREWS AV	3020	1080	35.7		
	TO: SW 4 AV		1	0.1		
	SEG NO: 520		3310	109.6		
0	DAVIE BLVD	4LD	2415	79.9	$	625
	FROM: SW 28 TER	3020	780	25.8		
	TO: SW 31 AV		1	0.1		
	SEG NO: 551		3196	105.8		
0	MIRAMAR PKWY	4LD	2898	88.8	$	521
	FROM: UNIVERSITY DR	3260	977	29.9		
	TO: TARA RD		1	0.1		
	SEG NO: 913		3876	118.8		
0	DAVIE BLVD	4LD	2342	77.5	$	395
	FROM: SW 31 AV	3020	766	25.3		
	TO: INDIANA AV		1	0.1		
	SEG NO: 552		3109	102.9		
0	NOB HILL RD	4LD	3361	103.0	$	388
	FROM: SW 2 ST	3260	908	27.8		
	TO: SR 84/I-595		1	0.1		
	SEG NO: 1259		4270	130.9		
0	MIRAMAR PKWY	4LD	2872	73.2	$	374
	FROM: DOUGLAS RD	3920	1114	28.4		
	TO: PALM AV		1	0.1		
	SEG NO: 1002		3987	101.7		
0	PINES BLVD	6LD	4252	86.9	$	373
	FROM: I-75	4890	3156	64.5		
	TO: GRAND PALMS DR		1	0.1		
	SEG NO: 833		7409	151.5		
0	MIRAMAR PKWY	4LD	2898	88.8	$	363
	FROM: TARA RD	3260	960	29.4		
	TO: DOUGLAS RD		1	0.1		
	SEG NO: 912		3859	118.3		
0	NW 7 AV	OL4	1786	82.3	$	285
	FROM: NW 6 ST	2170	620	28.5		
	TO: BROWARD BLVD		1	0.1		
	SEG NO: 454		2407	110.9		
0	NOB HILL RD	4LD	2997	99.2	$	226
	FROM: BROWARD BLVD	3020	845	27.9		
	TO: NW 6 ST		1	0.1		
	SEG NO: 1231		3843	127.2		
0	ATLANTIC BLVD	4LD	3836	127.0	$	215
	FROM: NE 11 AV	3020	964	31.9		
	TO: CYPRESS RD		1	0.1		
	SEG NO: 184		4801	159.0		
1	ATLANTIC BLVD	4LD	3173	105.0	$	195
	FROM: US 1	3020	954	31.5		
	TO: NE 11 AV		1	0.1		
	SEG NO: 185		4128	136.6		

0	ROCK ISLAND RD	OL4	2905	100.8	$	185
	FROM: MCNAB RD	2880	403	13.9		
	TO: BAILEY RD		1	0.1		
	SEG NO: 282		3309	114.8		
0	ROCK ISLAND RD	OL4	2861	99.3	$	185
	FROM: BAILEY RD	2880	505	17.5		
	TO: COMMERCIAL BLVD		1	0.1		
	SEG NO: 283		3367	116.9		
0	SHERIDAN ST	4LD	3686	113.0	$	178
	FROM: PALM AV	3260	799	24.5		
	TO: DOUGLAS RD		1	0.1		
	SEG NO: 775		4486	137.6		
0	NOB HILL RD	4LD	2670	88.4	$	141
	FROM: SUNSET STRIP	3020	632	20.9		
	TO: SUNRISE BLVD		1	0.1		
	SEG NO: 1250		3303	109.4		
0	PINES BLVD	6LD	4252	86.9	$	139
	FROM: GRAND PALMS DR	4890	2471	50.5		
	TO: DYKES RD		1	0.1		
	SEG NO: 832		6724	137.5		
0	NOB HILL RD	4LD	2740	90.7	$	131
	FROM: NW 12 ST	3020	572	18.9		
	TO: CLEARY BLVD		1	0.1		
	SEG NO: 1232		3313	109.7		
0	NOB HILL RD	4LD	2599	86.0	$	128
	FROM: SUNRISE LAKES BLVD	3020	741	24.5		
	TO: SUNSET STRIP		1	0.1		
	SEG NO: 1092		3341	110.6		
0	NOB HILL RD	4LD	2740	90.7	$	126
	FROM: SUNRISE BLVD	3020	561	18.5		
	TO: NW 12 ST		1	0.1		
	SEG NO: 1584		3302	109.3		
0	NOB HILL RD	4LD	2997	99.2	$	99
	FROM: NW 6 ST	3020	618	20.4		
	TO: CLEARY BLVD		1	0.1		
	SEG NO: 1586		3616	119.7		
0	ROCK ISLAND RD	OL4	2949	102.3	$	99
	FROM: TAM O SHANTER BLVD	2880	453	15.7		
	TO: MCNAB RD		1	0.1		
	SEG NO: 234		3403	118.1		
0	NOB HILL RD	4LD	2599	86.0	$	97
	FROM: OAKLAND PARK BLVD	3020	841	27.8		
	TO: SUNRISE LAKES BLVD		1	0.1		
	SEG NO: 1581		3441	113.9		
1	SHERIDAN ST	4LD	2465	75.6	$	92
	FROM: PALM AV	3260	918	28.1		
	TO: EMBASSY DR		1	0.1		
	SEG NO: 774		3384	103.8		
0	DIXIE HWY	2LU	1661	119.4	$	85
	FROM: PALM BEACH COUNTY LINE	1390	917	65.9		
	TO: NE 2 ST		0	0.1		
	SEG NO: 4		2578	185.4		
0	ROCK ISLAND RD	OL4	3079	106.9	$	82
	FROM: ATLANTIC BLVD	2880	591	20.5		
	TO: SOUTHGATE BLVD		1	0.1		
	SEG NO: 231		3671	127.5		
0	NOB HILL RD	4LD	3361	103.0	$	74
	FROM: SW 2 ST	3260	896	27.4		
	TO: BROWARD BLVD		1	0.1		
	SEG NO: 1686		4258	130.5		
0	PINE ISLAND RD	4LD	2956	90.6	$	74
	FROM: ORANGE GROVE DR	3260	1533	47.0		
	TO: SR 84/I-595		1	0.1		

	SEG NO: 1589		4490	137.7		
0	PEMBROKE RD	OL4	2408	83.6	$	64
	FROM: JODI LA	2880	584	20.2		
	TO: DOUGLAS RD		1	0.1		
	SEG NO: 883		2993	103.9		
0	ROCK ISLAND RD	OL4	2949	102.3	$	64
	FROM: KIMBERLY BLVD	2880	500	17.3		
	TO: TAM O SHANTER BLVD		1	0.1		
	SEG NO: 1120		3450	119.7		
0	ROCK ISLAND RD	OL4	3014	104.6	$	63
	FROM: SOUTHGATE BLVD	2880	622	21.5		
	TO: FOREST BLVD		1	0.1		
	SEG NO: 232		3637	126.2		
0	ROCK ISLAND RD	OL4	3014	104.6	$	60
	FROM: FOREST BLVD	2880	918	31.8		
	TO: KIMBERLY BLVD		1	0.1		
	SEG NO: 233		3933	136.5		
0	WILES RD	4LD	2912	89.3	$	59
	FROM: CREEKSIDE DR	3260	988	30.3		
	TO: ROCK ISLAND RD		0	0.1		
	SEG NO: 66		3900	119.7		
0	SW 172 AV	OL2	626	63.2	$	57
	FROM: PEMBROKE RD	990	553	55.8		
	TO: MIRAMAR PKWY		0	0.1		
	SEG NO: 1654		1179	119.1		
0	PINE ISLAND RD	4LD	2956	90.6	$	45
	FROM: ORANGE GROVE DR	3260	1318	40.4		
	TO: NOVA DR		0	0.1		
	SEG NO: 648		4274	131.1		
1	PALM AV	4LD	2709	89.7	$	43
	FROM: TAFT ST	3020	748	24.7		
	TO: JOHNSON ST		0	0.1		
	SEG NO: 822		3457	114.5		
0	HIATUS RD	OL2	923	93.2	$	43
	FROM: SE LAKE BLVD	990	437	44.1		
	TO: SHERIDAN ST		0	0.1		
	SEG NO: 1564		1360	137.4		
0	NW 7 AV	OL4	1883	86.7	$	42
	FROM: BROWARD BLVD	2170	912	42.0		
	TO: SW 2 ST		0	0.1		
	SEG NO: 530		2795	128.8		
0	PALM AV	4LD	2543	84.2	$	42
	FROM: JOHNSON ST	3020	617	20.4		
	TO: PINES BLVD		0	0.1		
	SEG NO: 823		3160	104.7		
0	DIXIE HWY	2LU	1661	119.4	$	40
	FROM: NE 2 ST	1390	933	67.1		
	TO: HILLSBORO BLVD		0	0.1		
	SEG NO: 5		2594	186.6		
0	PROSPECT RD	OL2	1696	171.3	$	39
	FROM: PROSPECT RD	990	802	81.0		
	TO: NW 27 AV		0	0.1		
	SEG NO: 303		2498	252.4		
0	PINE ISLAND RD	4LD	2039	62.5	$	36
	FROM: NOVA DR	3260	1257	38.5		
	TO: SW 30 ST		0	0.1		
	SEG NO: 649		3296	101.1		
0	ROCK ISLAND RD	OL4	2323	80.6	$	34
	FROM: MARGATE BLVD	2880	597	20.7		
	TO: ATLANTIC BLVD		0	0.1		
	SEG NO: 156		2920	101.4		
0	UNIVERSITY DR	4LD	2467	81.6	$	30
	FROM: WILES RD	3020	1355	44.8		

	TO: WESTVIEW DR		0	0.1		
	SEG NO: 1150		3822	126.5		
0	WILES RD	4LD	2912	89.3	$	30
	FROM: SR 7	3260	1239	38.0		
	TO: CREEKSIDE DR		0	0.1		
	SEG NO: 1572		4151	127.4		
0	UNIVERSITY DR	4LD	1833	60.6	$	28
	FROM: WESTVIEW DR	3020	1635	54.1		
	TO: SAWGRASS EXPWY		0	0.1		
	SEG NO: 1164		3468	114.8		
0	ROCK ISLAND RD	OL4	2323	80.6	$	26
	FROM: ROYAL PALM BLVD	2880	651	22.6		
	TO: MARGATE BLVD		0	0.1		
	SEG NO: 155		2974	103.3		
1	SHERIDAN ST	4LD	3484	106.8	$	24
	FROM: 0.13 MI E OF SW 160 AV	3260	1558	47.7		
	TO: SW 160 AV		0	0.1		
	SEG NO: 1670		5042	154.6		
0	SW 184 AV	OL2	548	55.3	$	20
	FROM: PEMBROKE RD	990	621	62.7		
	TO: MIRAMAR PKWY		0	0.1		
	SEG NO: 1724		1169	118.1		
0	POWERLINE RD	4LD	2988	98.9	$	12
	FROM: NW 6 ST	3020	1084	35.8		
	TO: HILLSBORO BLVD		0	0.1		
	SEG NO: 8		4072	134.8		
0	WILES RD	4LD	2613	80.1	$	12
	FROM: NW 87 AV	3260	874	26.8		
	TO: UNIVERSITY DR		0	0.1		
	SEG NO: 68		3487	107.0		
0	ARVIDA PKWY	OL4	1972	68.4	$	5
	FROM: COUNTRY ISLES RD	2880	1593	55.3		
	TO: SW 160 AV		0	0.1		
	SEG NO: 537		3565	123.8		
0	NE 10 ST	OL2	751	75.8	$	3
	FROM: DIXIE HWY	990	839	84.7		
	TO: NE 5 AV		0	0.1		
	SEG NO: 1161		1590	160.6		
1						

4	0.05	$	85
5	0.06	$	40
6	0.27	$	0
8	0.02	$	12
9	0.03	$	0
10	0.03	$	0
13	0.00	$	0
14	0.02	$	0
15	0.04	$	0
16	0.04	$	0
17	0.08	$	0
18	0.10	$	0
19	0.08	$	0
20	0.02	$	0
21	0.02	$	0
22	0.02	$	0
23	0.02	$	0
24	0.02	$	0
28	0.02	$	0
31	0.45	$	0
33	0.03	$	0
36	0.05	$	0
37	0.04	$	0
38	0.02	$	0
39	0.02	$	0
40	0.09	$	0
42	0.07	$	0
43	0.04	$	0
44	0.04	$	0
45	0.02	$	0
47	0.02	$	0
48	0.02	$	0
49	0.05	$	0
57	0.03	$	0
58	0.03	$	0
59	0.04	$	0
61	0.03	$	0
63	0.00	$	0
66	0.05	$	59
68	0.02	$	12
75	0.01	$	0
76	0.01	$	0
77	0.07	$	0
78	0.10	$	0
84	0.03	$	0
85	0.09	$	0
87	0.22	$	0
88	0.18	$	0
89	0.08	$	0
90	0.08	$	0
91	0.05	$	0
94	0.03	$	0
99	0.03	$	0
100	0.03	$	0
101	0.03	$	0
104	0.07	$	0
108	0.01	$	0
109	0.06	$	0
110	0.16	$	0
111	0.03	$	0
112	0.07	$	0
113	0.11	$	0
114	0.03	$	0

115	0.96	$	0
116	1.13	$	0
120	0.11	$	0
121	0.00	$	0
125	0.02	$	0
126	0.01	$	0
131	0.13	$	0
134	0.67	$	0
135	0.13	$	0
136	0.13	$	0
137	0.08	$	0
138	0.06	$	0
139	0.06	$	0
140	0.04	$	0
145	0.04	$	0
146	0.04	$	0
150	0.04	$	0
155	0.04	$	26
156	0.04	$	34
158	0.03	$	0
159	0.03	$	0
160	0.03	$	0
169	0.06	$	0
170	0.08	$	0
172	0.06	$	0
174	0.04	$	0
175	0.04	$	0
176	0.04	$	0
177	0.09	$	0
178	0.09	$	0
179	0.11	$	0
180	0.11	$	0
181	0.31	$	0
182	0.30	$	0
183	0.13	$	0
184	0.13	$	215
185	0.13	$	195
186	0.09	$	0
187	0.03	$	0
189	0.03	$	0
191	0.04	$	0
193	0.04	$	0
196	0.08	$	0
198	0.06	$	0
199	0.06	$	0
200	1.54	$	0
207	0.03	$	0
208	0.03	$	0
209	0.08	$	0
211	0.02	$	0
212	0.11	$	0
213	0.11	$	0
214	0.15	$	0
218	0.03	$	0
219	0.80	$	0
220	0.06	$	0
222	0.06	$	0
223	0.14	$	0
224	0.21	$	0
231	0.12	$	82
232	0.12	$	63
233	0.17	$	60
234	0.17	$	99

235	0.08	$	0
236	0.08	$	0
242	0.04	$	0
244	0.04	$	0
249	0.03	$	0
250	0.11	$	0
251	0.11	$	0
253	0.08	$	0
254	0.33	$	0
255	0.19	$	0
256	0.12	$	0
257	0.04	$	0
258	0.04	$	0
259	0.05	$	0
261	0.05	$	0
262	0.05	$	0
268	1.96	$	0
271	0.26	$	0
272	0.26	$	0
277	0.21	$	0
278	0.26	$	0
279	0.28	$	0
281	1.01	$	0
282	0.27	$	185
283	0.27	$	185
284	0.12	$	0
285	0.15	$	0
290	0.05	$	0
291	0.19	$	0
292	0.28	$	0
293	0.41	$	0
294	0.68	$	0
295	0.68	$	0
296	0.33	$	0
297	0.28	$	0
300	0.04	$	0
301	0.04	$	0
302	0.09	$	0
303	0.04	$	39
304	0.26	$	0
305	0.51	$	0
306	0.36	$	0
307	0.36	$	0
308	0.33	$	0
310	0.33	$	0
311	0.26	$	0
312	0.26	$	0
313	0.17	$	0
314	0.12	$	0
315	0.08	$	0
316	0.08	$	0
318	0.06	$	0
328	0.19	$	0
329	2.83	$	0
333	0.13	$	0
335	0.09	$	0
339	0.05	$	0
340	1.81	$	0
344	0.05	$	0
352	0.06	$	0
353	0.06	$	0
355	0.01	$	0
358	0.03	$	0

359	0.03	$	0
362	0.05	$	0
363	0.24	$	0
364	0.32	$	0
365	0.32	$	0
366	0.55	$	0
367	0.95	$	0
368	0.74	$	0
369	0.44	$	0
370	0.44	$	0
371	0.44	$	0
372	0.18	$	0
373	0.14	$	0
374	0.06	$	0
375	0.06	$	0
377	0.04	$	0
383	0.11	$	0
385	0.15	$	0
386	0.09	$	0
389	0.16	$	0
390	4.33	$	0
402	0.15	$	0
403	0.15	$	0
404	0.57	$	0
405	0.08	$	0
406	0.30	$	0
407	0.05	$	0
408	0.09	$	0
409	0.09	$	0
410	0.07	$	0
411	0.12	$	0
412	0.12	$	0
418	0.02	$	0
419	0.02	$	0
420	0.15	$	0
421	0.45	$	0
422	0.13	$	0
424	0.15	$	0
425	0.30	$	0
426	0.30	$	0
427	0.47	$	0
428	0.75	$	0
429	0.77	$	0
430	0.55	$	0
431	0.39	$	0
433	0.39	$	0
434	0.24	$	0
435	0.24	$	0
436	0.24	$	0
438	0.11	$	0
439	0.04	$	0
441	0.02	$	0
442	0.02	$	0
443	0.09	$	0
444	0.04	$	0
446	0.10	$	0
448	0.15	$	0
452	0.04	$	0
454	0.10	$	285
455	5.85	$	0
459	0.13	$	0
460	2.38	$	0
461	0.09	$	0

462	0.09	$	0
463	0.09	$	0
464	0.17	$	0
465	0.12	$	0
466	0.19	$	0
467	0.23	$	0
468	0.13	$	0
472	0.03	$	0
475	0.09	$	0
477	0.09	$	0
478	0.09	$	0
479	0.19	$	0
481	0.04	$	0
483	0.04	$	0
484	0.17	$	0
485	0.33	$	0
486	0.33	$	0
487	0.33	$	0
488	0.38	$	0
489	0.41	$	0
490	1.03	$	0
491	1.03	$	0
492	0.70	$	0
493	0.53	$	0
495	0.39	$	0
496	0.31	$	0
497	0.15	$	0
498	0.10	$	0
499	0.26	$	0
500	0.57	$	0
502	0.06	$	0
503	0.13	$	0
507	0.13	$	0
508	0.13	$	0
511	0.67	$	0
513	0.08	$	0
516	0.06	$	0
518	0.13	$	0
519	0.19	$	0
520	0.26	$	676
521	0.38	$	1440
522	0.46	$	2344
523	0.74	$	2944
524	0.09	$	0
526	0.07	$	0
530	0.08	$	42
532	0.12	$	0
534	0.07	$	0
537	0.01	$	5
538	7.28	$	0
539	9.11	$	0
548	1.09	$	1286
549	0.78	$	813
550	0.78	$	0
551	0.62	$	625
552	0.23	$	395
557	0.22	$	0
559	0.08	$	0
560	0.08	$	0
561	0.35	$	0
563	0.45	$	0
564	0.51	$	0
565	0.67	$	0

566	0.98	$	0
567	0.33	$	0
568	0.45	$	0
570	0.09	$	0
572	0.09	$	0
573	0.22	$	0
575	0.27	$	0
576	0.71	$	0
577	0.77	$	0
578	0.87	$	0
579	0.96	$	0
582	1.34	$	0
584	1.42	$	0
585	1.87	$	0
586	2.52	$	0
587	2.53	$	0
590	3.83	$	0
591	4.20	$	0
592	6.74	$	0
594	7.20	$	0
596	0.16	$	0
598	0.85	$	0
599	0.14	$	0
603	0.68	$	0
604	0.74	$	0
612	0.10	$	0
613	0.09	$	0
622	18.14	$	0
625	0.28	$	0
626	0.11	$	0
631	0.38	$	0
632	0.12	$	0
635	0.10	$	0
636	0.10	$	0
638	0.31	$	0
639	0.18	$	0
640	0.18	$	0
648	0.05	$	45
649	0.05	$	36
651	0.14	$	0
655	0.14	$	0
656	0.04	$	0
659	0.08	$	0
660	0.05	$	0
661	0.02	$	0
662	0.05	$	0
671	0.01	$	0
674	0.05	$	0
683	0.04	$	0
686	0.04	$	0
687	0.04	$	0
689	0.04	$	0
691	0.04	$	0
692	0.04	$	0
695	0.04	$	0
696	0.12	$	0
697	0.04	$	0
699	0.06	$	0
700	0.39	$	0
702	0.66	$	0
704	0.93	$	0
705	0.33	$	0
711	0.14	$	0

712	0.14	$	0
713	19.41	$	0
715	0.78	$	0
716	0.06	$	0
718	0.16	$	0
729	0.37	$	0
731	0.08	$	0
732	0.08	$	0
733	0.24	$	0
734	0.29	$	0
735	0.29	$	0
736	0.50	$	0
737	0.50	$	0
738	0.65	$	0
740	0.65	$	0
741	0.65	$	0
742	0.65	$	0
743	0.65	$	0
744	0.65	$	0
745	1.43	$	0
746	1.43	$	0
747	1.55	$	0
748	0.40	$	0
749	0.14	$	0
751	0.04	$	0
757	22.39	$	0
766	0.01	$	0
767	0.01	$	0
768	0.05	$	0
773	0.06	$	0
774	0.17	$	92
775	0.17	$	178
776	0.17	$	0
777	0.37	$	0
778	0.94	$	0
779	0.94	$	0
780	1.19	$	0
781	1.19	$	0
782	1.19	$	0
783	1.19	$	0
784	2.76	$	0
785	3.37	$	0
788	0.54	$	0
789	0.02	$	0
791	0.04	$	0
792	0.51	$	0
793	0.54	$	0
794	1.56	$	0
797	26.93	$	0
800	1.27	$	0
812	0.05	$	0
815	0.02	$	0
818	0.21	$	0
822	0.05	$	43
823	0.05	$	42
824	0.01	$	0
825	0.03	$	0
826	0.10	$	0
827	0.14	$	0
829	0.00	$	0
830	0.06	$	0
831	0.08	$	0
832	0.12	$	139

833	0.23	$	373
835	0.09	$	0
837	0.11	$	0
838	0.16	$	0
839	0.16	$	0
840	0.51	$	0
841	0.51	$	0
842	0.85	$	0
843	0.85	$	0
844	0.85	$	0
845	1.36	$	0
846	1.36	$	0
847	1.69	$	0
848	1.69	$	0
849	1.73	$	0
850	2.58	$	0
851	3.45	$	0
852	4.72	$	0
853	5.75	$	0
855	2.50	$	0
856	2.50	$	0
857	1.32	$	0
859	0.51	$	0
860	3.04	$	0
863	5.37	$	0
864	14.00	$	0
865	19.34	$	0
868	32.68	$	0
870	0.42	$	1090
871	0.42	$	1133
877	0.18	$	0
879	0.10	$	0
880	0.19	$	0
883	0.10	$	64
884	0.10	$	0
886	0.28	$	0
887	0.30	$	0
888	0.30	$	0
889	0.72	$	0
890	0.72	$	0
891	0.72	$	0
892	1.14	$	0
894	1.52	$	0
895	2.46	$	0
896	2.46	$	0
898	5.33	$	0
899	5.33	$	0
900	5.33	$	0
901	30.72	$	0
902	41.69	$	0
904	8.48	$	0
905	35.14	$	0
907	0.83	$	3099
909	0.32	$	0
911	0.15	$	0
912	0.31	$	363
913	0.42	$	521
915	0.76	$	0
916	1.62	$	0
917	2.45	$	5144
918	4.18	$	16546
919	5.49	$	17213
920	7.75	$	9904

921	42.89	$	0
922	42.89	$	0
923	59.55	$	0
924	59.55	$	0
925	17.33	$	0
926	5.98	$	0
927	5.98	$	0
928	2.94	$	0
929	1.34	$	0
930	118.57	$	0
931	142.54	$	0
932	8.18	$	0
940	0.19	$	0
941	2.60	$	0
942	2.60	$	0
944	0.74	$	0
948	1.87	$	0
950	0.17	$	0
951	0.13	$	0
952	0.06	$	0
953	0.37	$	0
956	0.09	$	0
959	0.06	$	0
960	0.08	$	0
964	0.09	$	0
971	0.03	$	0
974	0.00	$	0
976	0.12	$	0
979	0.33	$	0
982	0.09	$	0
984	1.16	$	0
997	0.45	$	0
998	0.08	$	0
1002	0.15	$	374
1018	0.04	$	0
1022	0.02	$	0
1031	0.03	$	0
1042	0.85	$	0
1044	1.56	$	0
1047	0.94	$	0
1053	0.04	$	0
1054	0.12	$	0
1064	0.14	$	0
1070	0.04	$	0
1071	0.04	$	0
1075	0.05	$	0
1078	0.04	$	0
1079	0.04	$	0
1082	0.03	$	0
1088	0.03	$	0
1092	0.16	$	128
1100	0.10	$	0
1101	0.33	$	0
1104	0.09	$	0
1107	0.09	$	0
1112	0.15	$	0
1114	0.59	$	0
1117	0.10	$	0
1118	0.33	$	0
1120	0.17	$	64
1124	0.02	$	0
1128	0.10	$	0
1129	0.21	$	0

1134	0.11	$	0
1136	0.51	$	0
1137	0.35	$	0
1138	0.15	$	0
1139	0.07	$	0
1141	0.08	$	0
1142	0.16	$	0
1143	0.25	$	0
1144	0.33	$	0
1145	0.03	$	0
1146	0.08	$	0
1147	0.06	$	0
1148	0.05	$	0
1149	0.08	$	0
1150	0.03	$	30
1151	0.09	$	0
1152	0.07	$	0
1155	0.57	$	0
1156	0.10	$	0
1161	0.01	$	3
1164	0.09	$	28
1165	0.07	$	0
1166	0.84	$	0
1168	0.05	$	0
1171	7.20	$	0
1172	10.12	$	0
1173	0.82	$	0
1174	0.09	$	0
1176	0.06	$	0
1177	0.08	$	0
1188	0.02	$	0
1189	0.02	$	0
1193	0.05	$	0
1194	0.28	$	776
1207	0.09	$	0
1211	0.36	$	0
1212	0.26	$	0
1213	0.26	$	0
1214	0.58	$	0
1215	0.29	$	0
1216	0.89	$	0
1218	0.12	$	0
1219	0.65	$	0
1226	0.01	$	0
1230	0.23	$	0
1231	0.27	$	226
1232	0.20	$	131
1234	0.17	$	0
1235	0.24	$	0
1236	0.24	$	0
1239	0.08	$	0
1240	0.06	$	0
1242	1.54	$	0
1246	0.04	$	0
1250	0.16	$	141
1253	0.85	$	0
1254	0.76	$	0
1259	0.33	$	388
1286	0.08	$	0
1287	0.04	$	0
1289	0.06	$	0
1296	0.09	$	0
1303	0.05	$	0

1304	0.02	$	0
1305	0.11	$	0
1306	0.27	$	0
1307	0.06	$	0
1308	0.03	$	0
1311	0.05	$	0
1312	0.05	$	0
1315	0.03	$	0
1316	1.34	$	0
1317	57.84	$	0
1318	17.30	$	0
1319	3.76	$	0
1321	17.07	$	0
1322	9.11	$	0
1325	5.04	$	0
1329	0.11	$	0
1331	0.13	$	0
1335	0.00	$	0
1336	0.84	$	0
1339	0.06	$	0
1341	0.05	$	0
1343	27.97	$	0
1344	22.08	$	0
1345	0.80	$	0
1346	0.22	$	0
1347	0.22	$	0
1349	2.44	$	0
1350	1.03	$	0
1351	0.73	$	0
1352	0.64	$	0
1353	0.31	$	0
1354	0.05	$	0
1355	0.05	$	0
1356	1.98	$	0
1358	3.06	$	0
1359	1.75	$	0
1360	1.25	$	0
1361	0.67	$	0
1363	0.99	$	0
1364	0.57	$	0
1365	0.29	$	0
1366	0.29	$	0
1367	0.29	$	0
1368	0.15	$	0
1371	0.14	$	0
1373	45.27	$	0
1374	3.76	$	0
1378	0.42	$	0
1379	0.99	$	0
1380	0.09	$	0
1383	0.28	$	0
1388	0.15	$	0
1389	0.15	$	0
1392	0.04	$	0
1393	0.02	$	0
1394	0.01	$	0
1401	0.03	$	0
1402	0.04	$	0
1411	0.01	$	0
1412	0.03	$	0
1413	0.03	$	0
1414	0.04	$	0
1415	0.04	$	0

1420	0.14	$	0
1421	0.97	$	0
1426	2.60	$	0
1502	0.07	$	0
1503	0.07	$	0
1507	0.01	$	0
1509	0.26	$	0
1512	0.97	$	0
1514	0.09	$	0
1516	0.04	$	0
1518	0.04	$	0
1519	0.00	$	0
1523	0.03	$	0
1527	0.01	$	0
1529	0.04	$	0
1532	0.02	$	0
1535	0.04	$	0
1536	0.08	$	0
1537	0.03	$	0
1538	0.02	$	0
1540	0.00	$	0
1543	0.01	$	0
1548	0.65	$	0
1556	0.06	$	0
1559	0.08	$	0
1561	0.04	$	0
1563	0.08	$	0
1564	0.06	$	43
1565	0.04	$	0
1570	0.02	$	0
1571	0.09	$	0
1572	0.09	$	30
1573	0.01	$	0
1575	0.07	$	0
1578	0.15	$	0
1579	0.15	$	0
1581	0.10	$	97
1584	0.16	$	126
1585	0.04	$	0
1586	0.20	$	99
1589	0.21	$	74
1592	0.05	$	0
1593	0.19	$	0
1596	0.16	$	0
1598	0.03	$	0
1599	0.03	$	0
1604	0.12	$	0
1610	0.09	$	0
1613	0.03	$	0
1615	0.05	$	0
1616	0.00	$	0
1624	0.03	$	0
1627	0.06	$	0
1628	0.04	$	0
1636	0.02	$	0
1637	0.02	$	0
1641	0.00	$	0
1643	0.03	$	0
1645	0.01	$	0
1646	0.02	$	0
1649	0.09	$	0
1652	0.08	$	0
1654	0.03	$	57

1655	0.39	$	0
1656	0.06	$	0
1659	0.00	$	0
1660	0.01	$	0
1663	0.00	$	0
1664	0.01	$	0
1665	0.03	$	0
1667	0.03	$	0
1668	0.06	$	0
1670	0.09	$	24
1673	0.05	$	0
1674	0.12	$	0
1676	0.14	$	0
1677	0.19	$	0
1678	0.01	$	0
1679	0.08	$	0
1680	0.08	$	0
1684	0.03	$	0
1685	0.06	$	0
1686	0.27	$	74
1688	0.01	$	0
1689	0.01	$	0
1691	0.14	$	0
1692	0.01	$	0
1694	0.05	$	0
1695	0.74	$	0
1697	0.02	$	0
1698	0.21	$	0
1699	0.87	$	0
1701	0.00	$	0
1704	0.08	$	0
1706	0.02	$	0
1707	0.02	$	0
1710	0.07	$	0
1722	0.11	$	0
1723	0.09	$	0
1724	0.02	$	20
1727	0.07	$	0
1728	57.84	DEVELOPER CONSTRUCTED	

APPENDIX H

COMMITTED DEVELOPMENT

MICHAEL MILLER PLANNING ASSOCIATES, INC.

Land Design Municipal Planning Services Transportation Planning

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City of Hallandale Beach
Projects Under-Construction / Approved / Proposed
As of December 8th, 2006

Project Name	Address	Number of DU Non-Res.Sq.Ft.	Trip Generation
Beach Club	1800 Ocean Drive	386 DU	1571 ADT / 141 PH
Beach Club	1830 Ocean Drive	448 DU	1823 ADT / 164 PH
Beach Club	1850 Ocean Drive	386 DU	1571 ADT / 141 PH
Duo	1745 E. Hallandale Beach Boulevard	199 DU	1166 ADT / 105 PH
Duo	1755 E. Hallandale Beach Boulevard	199 DU	1166 ADT / 105 PH
Harbour Cove	100 NW 9th Terrace	212 DU	1405 ADT / 131 PH
Ocean Marine	1945 Ocean Drive	283 DU	2975 ADT / 304 PH
Curci Village	324 SW 2nd Avenue	15 DU	88 ADT / 8 PH
Bella Villagio	101-105 SE 3rd Avenue	24 DU	162 ADT / 16 PH
Halls Village	723-733 SW 6th Street	10 DU	59 ADT / 5 PH
Hallandale Oaks	212 NE 3rd Street	12 DU	70 ADT / 11 PH
European Club	2101 E Hallandale Beach Boulevard	118 DU 155 Hotel 123K Comm.	2463 ADT / 485 PH
Village at Gulfstream Park	901 S. Federal Highway	1,500 DU 750K Comm. 140K Office 2500 Movie	20000 ADT / 1800 PH (approved with 35% internalization)
Millennium Hallandale	2500 E. Hallandale Beach Boulevard	179	3443 ADT / 347 PH (99-305 ADT / 29-89 PH New Trips
Hallandale Crossing	130 SE 7th Street	29	170 ADT / 22 PH
Hallandale Commons Office	SW 10th Street / S. Dixie Hwy	10K Office	110 ADT / 15 PH
Jehovah Witness	SW 2nd Street / SW 10th Avenue	7.2K	336 / 130 PH (Sunday)
Regency Spa	2000 S. A1A	130 Rooms / Spa	536 ADT / 39 PH
Hallandale Outpatient Office	300 EHBB	6.1K	192 ADT / 32 PH
Oasis Mixed-Use	1100 E HBB	250 DU 193K Comm.	3470 ADT / 360 PH
Park Central	300 N. Federal Hwy.	349 DU 18K Comm.	1647 ADT / 95 PH
Domas Office	800 S. Federal Hwy.	13K Retail 197.2K Office	2845 ADT / 397 PH

Totals as of 12/08/06 — 47,268 ADT / 4853 PH
Change from 5/06 — 9,294 ADT / 1003 PH

Roadway Segment		ıgio	Halls Village	
From:	To:	16	%	5
Hallandale Beach Boulevard				
I-95	NW/SW	6	35%	2
NW/SW 8th Avenue	Dixie Hi	6	40%	2
Dixie Highway	NE/SE 3	3	20%	1
NE/SE 3rd Avenue	Federal	3	20%	1
Federal Highway	NE 10th	2	10%	1
NE 10th Avenue	Diploma	1	5%	0
Diplomat Parkway	SR A-1-	0	0%	0
Dixie Highway				
Pembroke Road	NW/NE	3	20%	1
NW/NE 3rd Street	Halland	3	20%	1
Hallandale Beach Blvd	SW/SE	13	80%	4
SW/SE 3rd Street	Miami-I	3	20%	1
Federal Highway (US 1)				
NE 9th Street	NE 3rd	1	5%	0
NE 3rd Street	Halland	1	5%	0
Hallandale Beach Blvd	SE 3rd	1	5%	0
SE 3rd Street	Miami-I	1	5%	0
SR A-1-A				
North of Hallandale Beach Blvd		0	0%	0
South of Hallandale Beach Blvd		0	0%	0
North of Miami-Dade County line		0	0%	0

Source: Broward County TRIPS Model, City

Hallandale Oaks		European Club		Oasis Mixed-Use		Park Central		**Totals**
%	11	%	485	%	360	%	95	**4068**
35%	4	12%	58	12%	43	24%	23	**882**
40%	4	12%	58	12%	43	25%	24	**825**
20%	2	14%	68	15%	54	28%	27	**931**
20%	2	14%	68	15%	54	28%	27	**931**
10%	1	19%	92	23%	83	12%	11	**849**
5%	1	24%	116	32%	115	8%	8	**805**
0%	0	31%	150	2%	7	7%	7	**797**
20%	2	1%	5	0%	0	2%	1	**76**
80%	9	1%	5	2%	7	2%	2	**91**
20%	2	1%	5	2%	7	1%	1	**100**
20%	2	1%	5	1%	4	1%	1	**77**
5%	1	2%	10	3%	11	15%	14	**391**
5%	1	4%	19	6%	22	20%	19	**441**
5%	1	1%	5	2%	7	65%	62	**501**
5%	1	1%	5	2%	7	35%	33	**632**
0%	0	3%	15	1%	4	2%	2	**270**
0%	0	3%	15	1%	4	5%	5	**707**
0%	0	3%	15	1%	4	5%	5	**323**

APPENDIX I

PEAK SEASON FACTOR CATEGORY REPORT

2005 Peak Season Factor Category Report - Report Type: ALL

Category: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.95

Week	Dates	SF	PSCF
1	01/01/2005 - 01/01/2005	1.00	1.05
2	01/02/2005 - 01/08/2005	0.99	1.04
* 3	01/09/2005 - 01/15/2005	0.97	1.02
* 4	01/16/2005 - 01/22/2005	0.96	1.01
* 5	01/23/2005 - 01/29/2005	0.95	1.00
* 6	01/30/2005 - 02/05/2005	0.95	1.00
* 7	02/06/2005 - 02/12/2005	0.94	0.99
* 8	02/13/2005 - 02/19/2005	0.93	0.98
* 9	02/20/2005 - 02/26/2005	0.93	0.98
*10	02/27/2005 - 03/05/2005	0.94	0.99
*11	03/06/2005 - 03/12/2005	0.94	0.99
*12	03/13/2005 - 03/19/2005	0.95	1.00
*13	03/20/2005 - 03/26/2005	0.95	1.00
*14	03/27/2005 - 04/02/2005	0.96	1.01
*15	04/03/2005 - 04/09/2005	0.96	1.01
16	04/10/2005 - 04/16/2005	0.97	1.02
17	04/17/2005 - 04/23/2005	0.97	1.02
18	04/24/2005 - 04/30/2005	0.97	1.02
19	05/01/2005 - 05/07/2005	0.98	1.03
20	05/08/2005 - 05/14/2005	0.98	1.03
21	05/15/2005 - 05/21/2005	0.99	1.04
22	05/22/2005 - 05/28/2005	0.99	1.04
23	05/29/2005 - 06/04/2005	1.00	1.05
24	06/05/2005 - 06/11/2005	1.00	1.05
25	06/12/2005 - 06/18/2005	1.01	1.06
26	06/19/2005 - 06/25/2005	1.01	1.06
27	06/26/2005 - 07/02/2005	1.01	1.06
28	07/03/2005 - 07/09/2005	1.02	1.08
29	07/10/2005 - 07/16/2005	1.02	1.08
30	07/17/2005 - 07/23/2005	1.02	1.08
31	07/24/2005 - 07/30/2005	1.02	1.08
32	07/31/2005 - 08/06/2005	1.03	1.09
33	08/07/2005 - 08/13/2005	1.03	1.09
34	08/14/2005 - 08/20/2005	1.03	1.09
35	08/21/2005 - 08/27/2005	1.04	1.10
36	08/28/2005 - 09/03/2005	1.05	1.11
37	09/04/2005 - 09/10/2005	1.05	1.11
38	09/11/2005 - 09/17/2005	1.06	1.12
39	09/18/2005 - 09/24/2005	1.07	1.13
40	09/25/2005 - 10/01/2005	1.09	1.15
41	10/02/2005 - 10/08/2005	1.11	1.17
42	10/09/2005 - 10/15/2005	1.13	1.19
43	10/16/2005 - 10/22/2005	1.11	1.17
44	10/23/2005 - 10/29/2005	1.09	1.15
45	10/30/2005 - 11/05/2005	1.07	1.13
46	11/06/2005 - 11/12/2005	1.06	1.12
47	11/13/2005 - 11/19/2005	1.04	1.10
48	11/20/2005 - 11/26/2005	1.03	1.09
49	11/27/2005 - 12/03/2005	1.02	1.08
50	12/04/2005 - 12/10/2005	1.01	1.06
51	12/11/2005 - 12/17/2005	1.00	1.05
52	12/18/2005 - 12/24/2005	0.99	1.04
53	12/25/2005 - 12/31/2005	0.97	1.02

* Peak Season

APPENDIX J

HCS ANALYSES – PM PEAK HOUR

EXISTING (2006) PEAK SEASON CONDITIONS

FUTURE WITHOUT PROJECT

FUTURE WITH PROJECT

APPENDIX J-1

HCS ANALYSES – PM PEAK HOUR

EXISTING (2006) PEAK SEASON CONDITIONS

SHORT REPORT

General Information		Site Information	
Analyst	LAN	Intersection	US 1 & SE 3rd Street
Agency or Co.	Carter & Burgess, Inc.	Area Type	All other areas
Date Performed	12/23/06	Jurisdiction	Hallandale
Time Period	PM Peak Hour	Analysis Year	2006 Peak Season

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	2	0	1	1	1	1	3	1	2	3	0
Lane group		LTR		L	LT	R	L	T	R	L	TR	
Volume (vph)	180	1	70	13	9	2	139	2247	3	18	1422	0
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.95	0.95	0.95	0.39	0.39	0.39	0.89	0.89	0.89	0.93	0.93	0.93
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time		2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Ext. eff. green		2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Arrival type		3		3	3	3	3	3	3	3	3	
Unit Extension		3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0		0	0	0	0	0	0	0	0	
Unit Extension		3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

Phasing	EB Only	WB Only	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 11.5	G = 4.0	G =	G =	G = 6.9	G = 53.6	G =	G =
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		264		33	23	5	156	2525	3	19	1529	
Lane group cap.		385		72	76	273	125	2774	866	242	2774	
v/c ratio		0.69		0.46	0.30	0.02	1.25	0.91	0.00	0.08	0.55	
Green ratio		0.12		0.04	0.04	0.17	0.07	0.54	0.54	0.07	0.54	
Unif. delay d1		42.5		46.9	46.6	34.6	46.5	21.0	10.8	43.6	15.3	
Delay factor k		0.25		0.11	0.11	0.11	0.50	0.43	0.11	0.11	0.15	
Increm. delay d2		5.0		4.6	2.2	0.0	161.6	5.0	0.0	0.1	0.2	
PF factor		1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Control delay		47.5		51.5	48.9	34.7	208.2	26.1	10.8	43.7	15.5	
Lane group LOS		D		D	D	C	F	C	B	D	B	
Apprch. delay		47.5		49.1			36.6			15.9		
Approach LOS		D		D			D			B		
Intersec. delay		30.4		Intersection LOS						C		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*LAN*	Intersection	*US 1 & SE 8th Street*
Agency/Co.	*Carter & Burgess, Inc.*	Jurisdiction	*Hallandale*
Date Performed	*12/23/06*	Analysis Year	*2006 Peak Season*
Analysis Time Period	*PM Peak Hour*		
Project Description	*Domus*		
East/West Street:	*SE 8th Street*	North/South Street:	*US 1*
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	*0*	*0*	*0*	*0*	*1163*	*17*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*0.99*	*0.99*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*0*	*1174*	*17*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*2*	*0*
Configuration					*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*0*	*0*	*18*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*0.65*	*1.00*	*1.00*	*0.85*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*0*	*0*	*21*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*1*
Configuration						*R*

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								*R*
v (vph)								*21*
C (m) (vph)								*507*
v/c								*0.04*
95% queue length								*0.13*
Control Delay								*12.4*
LOS								*B*
Approach Delay	--	--				*12.4*		
Approach LOS	--	--				*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*LAN*	Intersection	*US 1 & SE 9th Street*
Agency/Co.	*Carter & Burgess, Inc.*	Jurisdiction	*Hallandale*
Date Performed	*12/23/06*	Analysis Year	*2006 Peak Season*
Analysis Time Period	*PM Peak Hour*		
Project Description	*Domus*		
East/West Street:	*SE 9th Street*	North/South Street:	*US 1*
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	*41*	*1627*	*28*	*0*	*1049*	*28*
Peak-Hour Factor, PHF	*0.91*	*0.91*	*0.91*	*0.99*	*0.99*	*0.99*
Hourly Flow Rate, HFR	*45*	*1787*	*30*	*0*	*1059*	*28*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*1*	*1*	*2*	*0*
Configuration	*L*	*T*	*R*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*8*	*0*	*39*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.88*	*1.00*	*0.88*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*9*	*0*	*44*
Percent Heavy Vehicles	*0*	*0*	*0*	*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	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*					*LR*	
v (vph)	*45*	*0*					*53*	
C (m) (vph)	*649*	*342*					*360*	
v/c	*0.07*	*0.00*					*0.15*	
95% queue length	*0.22*	*0.00*					*0.51*	
Control Delay	*11.0*	*15.5*					*16.7*	
LOS	*B*	*C*					*C*	
Approach Delay	--	--				*16.7*		
Approach LOS	--	--				*C*		

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SHORT REPORT

General Information		Site Information	
Analyst	LAN	Intersection	Dixie Hwy & SE 3rd Street
Agency or Co.	Carter & Burgess, Inc.	Area Type	All other areas
Date Performed	12/23/06	Jurisdiction	Hallandale
Time Period	PM Peak Hour	Analysis Year	2006 Peak Season

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	1	0	2	0	1	3	0
Lane group		LTR			LT	R		LTR		L	TR	
Volume (vph)	85	209	0	14	87	11	179	364	0	131	354	9
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.82	0.82	0.82	0.88	0.88	0.88	0.91	0.91	0.91	0.80	0.80	0.80
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time		2.0			2.0	2.0		2.0		2.0	2.0	
Ext. eff. green		2.0			2.0	2.0		2.0		2.0	2.0	
Arrival type		3			3	3		3		3	3	
Unit Extension		3.0			3.0	3.0		3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0			12.0	12.0		12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0	0		0		0	0	
Unit Extension		3.0			3.0	3.0		3.0		3.0	3.0	

Phasing	EB Only	WB Only	03	04	NB Only	SB Only	07	08
Timing	G = 13.4	G = 6.5	G =	G =	G = 12.3	G = 7.8	G =	G =
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y = 5	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		359			115	13		597		164	453	
Lane group cap.		418			204	175		730		235	670	
v/c ratio		0.86			0.56	0.07		0.82		0.70	0.68	
Green ratio		0.22			0.11	0.11		0.20		0.13	0.13	
Unif. delay d1		22.4			25.4	24.0		22.8		25.0	24.9	
Delay factor k		0.39			0.16	0.11		0.36		0.26	0.25	
Increm. delay d2		16.3			3.6	0.2		7.3		8.8	2.7	
PF factor		1.000			1.000	1.000		1.000		1.000	1.000	
Control delay		38.7			29.0	24.2		30.1		33.8	27.6	
Lane group LOS		D			C	C		C		C	C	
Apprch. delay	38.7			28.5			30.1			29.3		
Approach LOS	D			C			C			C		
Intersec. delay	31.5			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	LAN	Intersection	Dixie Hwy & SE 11th Street
Agency or Co.	Carter & Burgess, Inc.	Area Type	All other areas
Date Performed	12/23/06	Jurisdiction	Hallandale
Time Period	PM Peak Hour	Analysis Year	2006 Peak Season

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	0	0	0	1	1	0	0	1	1
Lane group		LR					L	T			T	R
Volume (vph)	359		216				238	167			19	90
% Heavy veh	0		0				0	0			0	0
PHF	0.91		0.91				0.74	0.74			0.92	0.92
Actuated (P/A)	A		A				A	A			A	A
Startup lost time		2.0					2.0	2.0			2.0	2.0
Ext. eff. green		2.0					2.0	2.0			2.0	2.0
Arrival type		3					3	3			3	3
Unit Extension		3.0					3.0	3.0			3.0	3.0
Ped/Bike/RTOR Volume	0		0	0						0		0
Lane Width		12.0					12.0	12.0			12.0	12.0
Parking/Grade/Parking	N	0	N	N		N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0					0	0			0	0
Unit Extension		3.0					3.0	3.0			3.0	3.0

Phasing	EB Only	02	03	04	NS Perm	06	07	08
Timing	G = 28.0	G =	G =	G =	G = 22.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 60.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		632					322	226			21	98
Lane group cap.		816					518	697			697	592
v/c ratio		0.77					0.62	0.32			0.03	0.17
Green ratio		0.47					0.37	0.37			0.37	0.37
Unif. delay d1		13.4					15.6	13.7			12.2	12.8
Delay factor k		0.32					0.20	0.11			0.11	0.11
Increm. delay d2		4.7					2.3	0.3			0.0	0.1
PF factor		1.000					1.000	1.000			1.000	1.000
Control delay		18.1					17.9	13.9			12.2	12.9
Lane group LOS		B					B	B			B	B
Apprch. delay	18.1						16.3			12.8		
Approach LOS	B						B			B		
Intersec. delay	16.8			Intersection LOS						B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*LAN*	Intersection	*SE 1st Ave & SE 8th Street*
Agency/Co.	*Carter & Burgess, Inc.*	Jurisdiction	*Hallandale*
Date Performed	*12/23/06*	Analysis Year	*2006 Peak Season*
Analysis Time Period	*PM Peak Hour*		
Project Description	*Domus*		
East/West Street:	*SE 8th 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	0	367	4	0	0	0
Peak-Hour Factor, PHF	1.00	0.87	0.87	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	421	4	0	0	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	0	0	0	0
Configuration		T	TR			
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	14	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	0.65	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	21	0	0	0
Percent Heavy Vehicles	0	0	0	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	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			
v (vph)					21			
C (m) (vph)					833			
v/c					0.03			
95% queue length					0.08			
Control Delay					9.4			
LOS					A			
Approach Delay	--	--	9.4					
Approach LOS	--	--	A					

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APPENDIX J-2

HCS ANALYSES – PM PEAK HOUR

FUTURE WITHOUT PROJECT

SHORT REPORT

General Information		Site Information	
Analyst	LAN	Intersection	US 1 & SE 3rd Street
Agency or Co.	Carter & Burgess, Inc.	Area Type	All other areas
Date Performed	12/23/06	Jurisdiction	Hallandale
Time Period	PM Peak Hour	Analysis Year	Future Without Project

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	2	0	1	1	1	1	3	1	2	3	0
Lane group		LTR		L	LT	R	L	T	R	L	TR	
Volume (vph)	207	1	189	177	9	104	180	2738	80	18	1788	0
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time		2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Ext. eff. green		2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Arrival type		3		3	3	3	3	3	3	3	3	
Unit Extension		3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0		0	0	0	0	0	0	0	0	
Unit Extension		3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

Phasing	EB Only	WB Only	03	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 21.3	G = 16.4	G =	G =	G = 6.0	G = 20.2	G = 86.1	G =
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y = 6	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 180.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		418		186	9	109	189	2882	84	19	1882	
Lane group cap.		387		164	173	255	323	3229	1008	117	2476	
v/c ratio		1.08		1.13	0.05	0.43	0.59	0.89	0.08	0.16	0.76	
Green ratio		0.12		0.09	0.09	0.16	0.18	0.62	0.62	0.03	0.48	
Unif. delay d1		79.3		81.8	74.7	68.5	67.8	28.7	13.4	84.6	38.5	
Delay factor k		0.50		0.50	0.11	0.11	0.18	0.42	0.11	0.11	0.31	
Increm. delay d2		68.9		110.9	0.1	1.2	2.7	3.6	0.0	0.7	1.4	
PF factor		1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Control delay		148.2		192.7	74.8	69.6	70.5	32.3	13.5	85.2	39.9	
Lane group LOS		F		F	E	E	E	C	B	F	D	
Apprch. delay	148.2			145.1			34.1			40.4		
Approach LOS	F			F			C			D		
Intersec. delay	50.3			Intersection LOS						D		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*LAN*	Intersection	*US 1 & SE 8th Street*
Agency/Co.	*Carter & Burgess, Inc.*	Jurisdiction	*Hallandale*
Date Performed	*12/23/06*	Analysis Year	*Future Without Project*
Analysis Time Period	*PM Peak Hour*		
Project Description	*Domus*		
East/West Street:	*SE 8th Street*	North/South Street:	*US 1*
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	*0*	*0*	*0*	*0*	*1423*	*18*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*0.99*	*0.99*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*0*	*1437*	*18*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*2*	*0*
Configuration					*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*0*	*0*	*19*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*0.65*	*1.00*	*1.00*	*0.85*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*0*	*0*	*22*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*1*
Configuration						*R*

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								*R*
v (vph)								*22*
C (m) (vph)								*427*
v/c								*0.05*
95% queue length								*0.16*
Control Delay								*13.9*
LOS								*B*
Approach Delay	–	–				*13.9*		
Approach LOS	–	–				*B*		

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SHORT REPORT

General Information		Site Information	
Analyst	LAN	Intersection	US 1 & SE 9th Street
Agency or Co.	Carter & Burgess, Inc.	Area Type	All other areas
Date Performed	12/23/06	Jurisdiction	Hallandale
Time Period	PM Peak Hour	Analysis Year	Future Without Project

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	2	1	1	1	3	1	2	3	0
Lane group		LTR		L	LT	R	L	T	R	L	TR	
Volume (vph)	74	0	39	240	0	104	60	2820	118	169	1942	43
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time		2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Ext. eff. green		2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Arrival type		3		3	3	3	3	3	3	3	3	
Unit Extension		3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0		0	0	0	0	0	0	0	0	
Unit Extension		3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

Phasing	EB Only	WB Only	03	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 10.3	G = 16.5	G =	G =	G = 7.5	G = 4.9	G = 80.8	G =
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y = 6	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		119		253	0	109	63	2968	124	178	2089	
Lane group cap.		120		386	209	323	221	3164	987	175	2779	
v/c ratio		0.99		0.66	0.00	0.34	0.29	0.94	0.13	1.02	0.75	
Green ratio		0.07		0.11	0.11	0.20	0.12	0.61	0.61	0.05	0.54	
Unif. delay d1		69.8		64.0	59.4	51.5	59.8	26.6	12.3	71.3	26.8	
Delay factor k		0.49		0.23	0.11	0.11	0.11	0.45	0.11	0.50	0.31	
Increm. delay d2		79.4		4.0	0.0	0.6	0.7	6.3	0.1	72.6	1.2	
PF factor		1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Control delay		149.2		68.0	59.4	52.1	60.5	32.9	12.3	143.8	28.0	
Lane group LOS		F		E	E	D	E	C	B	F	C	
Apprch. delay		149.2			63.2			32.6			37.1	
Approach LOS		F			E			C			D	
Intersec. delay		38.6			Intersection LOS						D	

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SHORT REPORT

General Information		Site Information	
Analyst	LAN	Intersection	Dixie Hwy & SE 3rd Street
Agency or Co.	Carter & Burgess, Inc.	Area Type	All other areas
Date Performed	12/23/06	Jurisdiction	Hallandale
Time Period	PM Peak Hour	Analysis Year	Future Without Project

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	1	0	2	0	1	3	0
Lane group		LTR			LT	R		LTR		L	TR	
Volume (vph)	140	205	0	14	85	18	195	397	0	163	427	12
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time		2.0			2.0	2.0		2.0		2.0	2.0	
Ext. eff. green		2.0			2.0	2.0		2.0		2.0	2.0	
Arrival type		3			3	3		3		3	3	
Unit Extension		3.0			3.0	3.0		3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0			12.0	12.0		12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0	0		0		0	0	
Unit Extension		3.0			3.0	3.0		3.0		3.0	3.0	

Phasing	EB Only	WB Only	03	04	NB Only	SB Only	07	08
Timing	G = 20.4	G = 8.5	G =	G =	G = 20.6	G = 10.5	G =	G =
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y = 5	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 80.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		363			104	19		623		172	462	
Lane group cap.		475			200	172		916		237	676	
v/c ratio		0.76			0.52	0.11		0.68		0.73	0.68	
Green ratio		0.25			0.11	0.11		0.26		0.13	0.13	
Unif. delay d1		27.6			33.8	32.3		26.7		33.4	33.2	
Delay factor k		0.32			0.13	0.11		0.25		0.29	0.25	
Increm. delay d2		7.3			2.4	0.3		2.1		10.6	2.9	
PF factor		1.000			1.000	1.000		1.000		1.000	1.000	
Control delay		34.8			36.2	32.6		28.8		44.0	36.0	
Lane group LOS		C			D	C		C		D	D	
Apprch. delay	34.8			35.7			28.8			38.2		
Approach LOS	C			D			C			D		
Intersec. delay	34.0			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	LAN	Intersection	Dixie Hwy & SE 11th Street
Agency or Co.	Carter & Burgess, Inc.	Area Type	All other areas
Date Performed	12/23/06	Jurisdiction	Hallandale
Time Period	PM Peak Hour	Analysis Year	Future Without Project

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	0	1	0	0	0	0	2	0	0	1	1
Lane group	L		R					LT			T	R
Volume (vph)	408		243				265	184			21	100
% Heavy veh	0		0				0	0			0	0
PHF	0.95		0.95				0.95	0.95			0.95	0.95
Actuated (P/A)	A		A				A	A			A	A
Startup lost time	2.0		2.0					2.0			2.0	2.0
Ext. eff. green	2.0		2.0					2.0			2.0	2.0
Arrival type	3		3					3			3	3
Unit Extension	3.0		3.0					3.0			3.0	3.0
Ped/Bike/RTOR Volume	0		0	0						0		0
Lane Width	12.0		12.0					12.0			12.0	12.0
Parking/Grade/Parking	N	0	N	N		N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0		0					0			0	0
Unit Extension	3.0		3.0					3.0			3.0	3.0

Phasing	EB Only	02	03	04	NS Perm	SB Only	NB Only	08
Timing	G = 22.7	G =	G =	G =	G = 5.7	G = 10.0	G = 7.6	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 0	Y = 4	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	429		256					473			22	105
Lane group cap.	683		611					724			655	269
v/c ratio	0.63		0.42					0.65			0.03	0.39
Green ratio	0.38		0.38					0.22			0.34	0.17
Unif. delay d1	15.2		13.8					21.3			13.0	22.3
Delay factor k	0.21		0.11					0.23			0.11	0.11
Increm. delay d2	1.8		0.5					2.1			0.0	0.9
PF factor	1.000		1.000					1.000			1.000	1.000
Control delay	17.1		14.2					23.4			13.0	23.2
Lane group LOS	B		B					C			B	C
Apprch. delay	16.0						23.4			21.5		
Approach LOS	B						C			C		
Intersec. delay	19.3			Intersection LOS						B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*LAN*	Intersection	*SE 1st Ave & SE 8th Street*
Agency/Co.	*Carter & Burgess, Inc.*	Jurisdiction	*Hallandale*
Date Performed	*12/23/06*	Analysis Year	*Future Without Project*
Analysis Time Period	*PM Peak Hour*		
Project Description	*Domus*		
East/West Street:	*SE 8th 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	0	577	4	0	0	0
Peak-Hour Factor, PHF	1.00	0.87	0.87	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	663	4	0	0	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	0	0	0	0
Configuration		T	TR			
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	15	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	0.65	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	23	0	0	0
Percent Heavy Vehicles	0	0	0	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	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			
v (vph)					23			
C (m) (vph)					712			
v/c					0.03			
95% queue length					0.10			
Control Delay					10.2			
LOS					B			
Approach Delay	--	--	10.2					
Approach LOS	--	--	B					

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APPENDIX J-3

HCS ANALYSES – PM PEAK HOUR

FUTURE WITH PROJECT

SHORT REPORT

General Information		Site Information	
Analyst	LAN	Intersection	US 1 & SE 3rd Street
Agency or Co.	Carter & Burgess, Inc.	Area Type	All other areas
Date Performed	12/23/06	Jurisdiction	Hallandale
Time Period	PM Peak Hour	Analysis Year	Future With Project

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	2	0	1	1	1	1	3	1	2	3	0
Lane group		LTR		L	LT	R	L	T	R	L	TR	
Volume (vph)	207	1	189	177	9	104	179	2818	80	18	1839	0
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time		2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Ext. eff. green		2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Arrival type		3		3	3	3	3	3	3	3	3	
Unit Extension		3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0		0	0	0	0	0	0	0	0	
Unit Extension		3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

Phasing	EB Only	WB Only	03	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 21.3	G = 16.4	G =	G =	G = 6.0	G = 20.2	G = 86.1	G =
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y = 6	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 180.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		418		186	9	109	188	2966	84	19	1936	
Lane group cap.		387		164	173	255	323	3229	1008	117	2476	
v/c ratio		1.08		1.13	0.05	0.43	0.58	0.92	0.08	0.16	0.78	
Green ratio		0.12		0.09	0.09	0.16	0.18	0.62	0.62	0.03	0.48	
Unif. delay d1		79.3		81.8	74.7	68.5	67.7	29.8	13.4	84.6	39.1	
Delay factor k		0.50		0.50	0.11	0.11	0.17	0.44	0.11	0.11	0.33	
Increm. delay d2		68.9		110.9	0.1	1.2	2.7	4.8	0.0	0.7	1.7	
PF factor		1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Control delay		148.2		192.7	74.8	69.6	70.4	34.7	13.5	85.2	40.8	
Lane group LOS		F		F	E	E	E	C	B	F	D	
Apprch. delay	148.2			145.1			36.2			41.2		
Approach LOS	F			F			D			D		
Intersec. delay	51.4			Intersection LOS						D		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*LAN*	Intersection	*US 1 & SE 8th Street*
Agency/Co.	*Carter & Burgess, Inc.*	Jurisdiction	*Hallandale*
Date Performed	*12/23/06*	Analysis Year	*Future With Project*
Analysis Time Period	*PM Peak Hour*		
Project Description	*Domus*		
East/West Street:	*SE 8th Street*	North/South Street:	*US 1*
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	0	0	0	0	1423	66
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	0.99	0.99
Hourly Flow Rate, HFR	0	0	0	0	1437	66
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	0	0	0	2	0
Configuration					T	TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	0	0	110
Peak-Hour Factor, PHF	1.00	1.00	0.65	1.00	1.00	0.85
Hourly Flow Rate, HFR	0	0	0	0	0	129
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	1
Configuration						R

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								R
v (vph)								129
C (m) (vph)								413
v/c								0.31
95% queue length								1.31
Control Delay								17.6
LOS								C
Approach Delay	--	--				17.6		
Approach LOS	--	--				C		

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Version 4.1f

SHORT REPORT

General Information		Site Information	
Analyst	LAN	Intersection	US 1 & SE 9th Street
Agency or Co.	Carter & Burgess, Inc.	Area Type	All other areas
Date Performed	12/23/06	Jurisdiction	Hallandale
Time Period	PM Peak Hour	Analysis Year	Future With Project

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	2	1	1	1	3	1	2	3	0
Lane group		LTR		L	LT	R	L	T	R	L	TR	
Volume (vph)	153	13	39	240	4	104	89	2820	118	169	2033	43
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time		2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Ext. eff. green		2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Arrival type		3		3	3	3	3	3	3	3	3	
Unit Extension		3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0		0	0	0	0	0	0	0	0	
Unit Extension		3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

Phasing	EB Only	WB Only	03	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 10.3	G = 16.5	G =	G =	G = 7.5	G = 4.9	G = 80.8	G =
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y = 6	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 150.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		216		253	4	109	94	2968	124	178	2185	
Lane group cap.		123		386	209	323	221	3164	987	175	2780	
v/c ratio		1.76		0.66	0.02	0.34	0.43	0.94	0.13	1.02	0.79	
Green ratio		0.07		0.11	0.11	0.20	0.12	0.61	0.61	0.05	0.54	
Unif. delay d1		69.8		64.0	59.5	51.5	60.9	26.6	12.3	71.3	27.7	
Delay factor k		0.50		0.23	0.11	0.11	0.11	0.45	0.11	0.50	0.33	
Increm. delay d2		371.4		4.0	0.0	0.6	1.3	6.3	0.1	72.6	1.6	
PF factor		1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Control delay		441.2		68.0	59.6	52.1	62.2	32.9	12.3	143.8	29.2	
Lane group LOS		F		E	E	D	E	C	B	F	C	
Apprch. delay	441.2			63.2			33.0			37.9		
Approach LOS	F			E			C			D		
Intersec. delay	51.0			Intersection LOS						D		

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SHORT REPORT

General Information		Site Information	
Analyst	LAN	Intersection	Dixie Hwy & SE 3rd Street
Agency or Co.	Carter & Burgess, Inc.	Area Type	All other areas
Date Performed	12/23/06	Jurisdiction	Hallandale
Time Period	PM Peak Hour	Analysis Year	Future With Project

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	1	0	2	0	1	3	0
Lane group		LTR			LT	R		LTR		L	TR	
Volume (vph)	140	205	3	14	85	18	205	465	0	163	427	12
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time		2.0			2.0	2.0		2.0		2.0	2.0	
Ext. eff. green		2.0			2.0	2.0		2.0		2.0	2.0	
Arrival type		3			3	3		3		3	3	
Unit Extension		3.0			3.0	3.0		3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0			12.0	12.0		12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0	0		0		0	0	
Unit Extension		3.0			3.0	3.0		3.0		3.0	3.0	

Phasing	EB Only	WB Only	03	04	NB Only	SB Only	07	08
Timing	G = 20.3	G = 7.4	G =	G =	G = 22.0	G = 10.3	G =	G =
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y = 5	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 80.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		366			104	19		705		172	462	
Lane group cap.		472			174	149		980		232	664	
v/c ratio		0.78			0.60	0.13		0.72		0.74	0.70	
Green ratio		0.25			0.09	0.09		0.28		0.13	0.13	
Unif. delay d1		27.7			34.9	33.3		26.2		33.6	33.4	
Delay factor k		0.32			0.19	0.11		0.28		0.30	0.26	
Increm. delay d2		7.9			5.6	0.4		2.6		12.0	3.2	
PF factor		1.000			1.000	1.000		1.000		1.000	1.000	
Control delay		35.7			40.4	33.7		28.8		45.6	36.5	
Lane group LOS		D			D	C		C		D	D	
Apprch. delay	35.7			39.4			28.8			39.0		
Approach LOS	D			D			C			D		
Intersec. delay	34.4			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	LAN	Intersection	Dixie Hwy & SE 11th Street
Agency or Co.	Carter & Burgess, Inc.	Area Type	All other areas
Date Performed	12/23/06	Jurisdiction	Hallandale
Time Period	PM Peak Hour	Analysis Year	Future With Project

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	0	1	0	0	0	0	2	0	1	1	1
Lane group	L		R					LT		L	T	R
Volume (vph)	408		243				265	184		3	21	100
% Heavy veh	0		0				0	0		0	0	0
PHF	0.95		0.95				0.95	0.95		0.95	0.95	0.95
Actuated (P/A)	A		A				A	A		A	A	A
Startup lost time	2.0		2.0					2.0		2.0	2.0	2.0
Ext. eff. green	2.0		2.0					2.0		2.0	2.0	2.0
Arrival type	3		3					3		3	3	3
Unit Extension	3.0		3.0					3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		0	0			0			0		0
Lane Width	12.0		12.0					12.0		12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N		N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0		0					0		0	0	0
Unit Extension	3.0		3.0					3.0		3.0	3.0	3.0

Phasing	EB Only	02	03	04	NS Perm	SB Only	NB Only	08
Timing	G = 22.7	G =	G =	G =	G = 5.7	G = 10.0	G = 7.6	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 0	Y = 4	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	429		256					473		3	22	105
Lane group cap.	683		611					724		301	655	269
v/c ratio	0.63		0.42					0.65		0.01	0.03	0.39
Green ratio	0.38		0.38					0.22		0.17	0.34	0.17
Unif. delay d1	15.2		13.8					21.3		20.9	13.0	22.3
Delay factor k	0.21		0.11					0.23		0.11	0.11	0.11
Increm. delay d2	1.8		0.5					2.1		0.0	0.0	0.9
PF factor	1.000		1.000					1.000		1.000	1.000	1.000
Control delay	17.1		14.2					23.4		20.9	13.0	23.2
Lane group LOS	B		B					C		C	B	C
Apprch. delay	16.0						23.4			21.4		
Approach LOS	B						C			C		
Intersec. delay	19.3			Intersection LOS						B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*LAN*	Intersection	*SE 1st Ave & SE 8th Street*
Agency/Co.	*Carter & Burgess, Inc.*	Jurisdiction	*Hallandale*
Date Performed	*12/23/06*	Analysis Year	*Future With Project*
Analysis Time Period	*PM Peak Hour*		
Project Description	*Domus*		
East/West Street:	*SE 8th 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	0	577	7	0	0	0
Peak-Hour Factor, PHF	1.00	0.87	0.87	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	663	8	0	0	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	0	0	0	0
Configuration		T	TR			
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	93	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	0.65	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	143	0	0	0
Percent Heavy Vehicles	0	0	0	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	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			
v (vph)					143			
C (m) (vph)					711			
v/c					0.20			
95% queue length					0.75			
Control Delay					11.3			
LOS					B			
Approach Delay	--	--	11.3					
Approach LOS	--	--	B					

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Version 4.1f