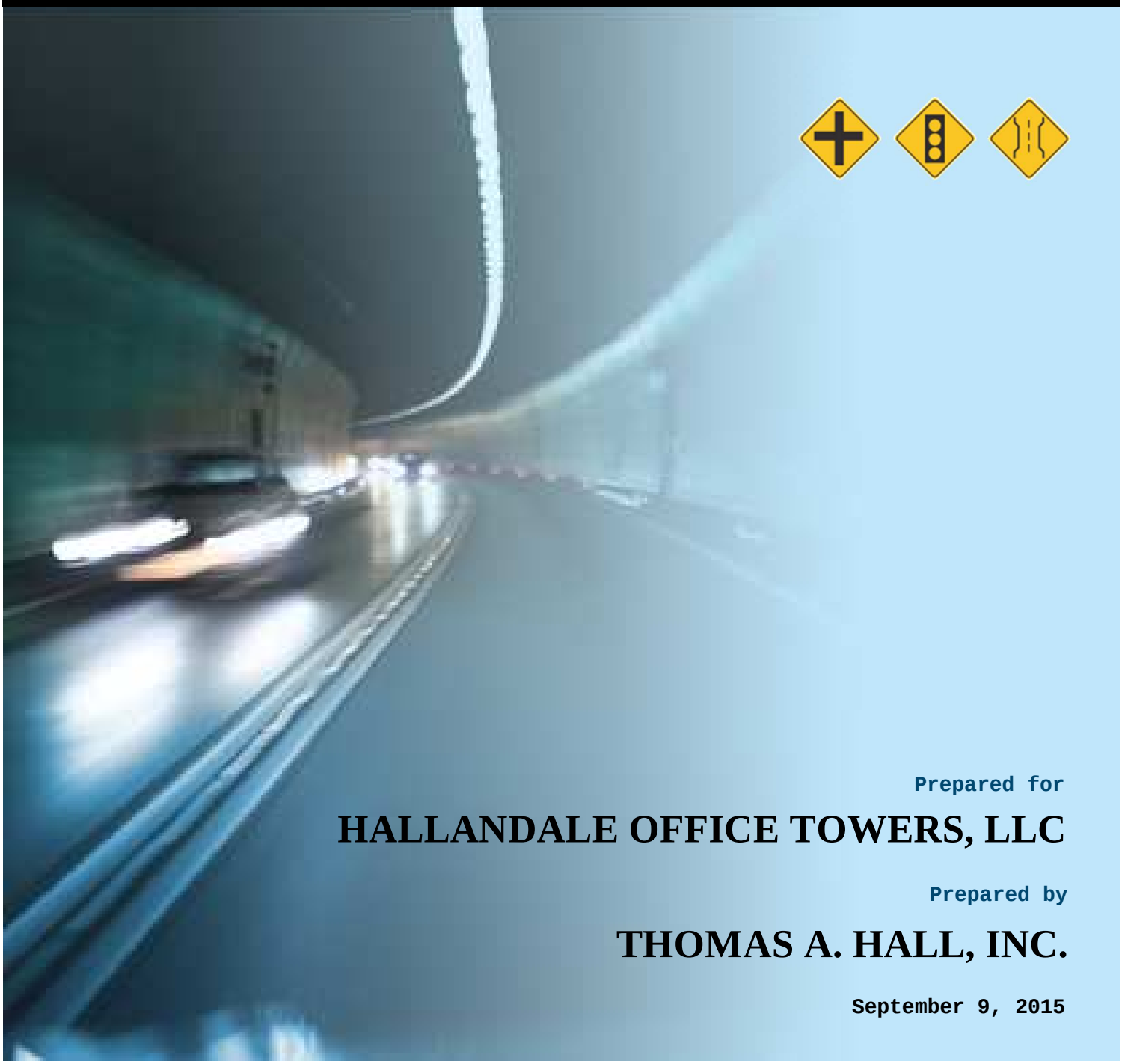
900 South Federal Traffic Impact Study

City of Hallandale Beach, Florida
DRC Submission



Prepared for

HALLANDALE OFFICE TOWERS, LLC

Prepared by

THOMAS A. HALL, INC.

September 9, 2015

900 South Federal

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Introduction

Hallandale Office Towers, LLC proposes to construct a new, mixed-use development at 900 South Federal Highway in the City of Hallandale Beach, Florida. While currently vacant, the site is proposed to have 320 apartments, 150 hotel rooms and 5,595 square feet of auxiliary retail land use. The proposed project is expected to be built out in 2018.
.
Access to the project will be via two driveways as follows:

- The west side driveway will connect to SE 9th Street. This is in the northwest corner of the property. The proposed driveway connection will provide full access.
- The remaining driveway on the east side of the property forms a "T" intersection with Federal Highway and provides for right-in access and a new, southbound right-turn deceleration lane on Federal Highway. This driveway is shared with the previously approved Gulfstream Point development, which is to the immediate south of the studied project and which provides for a right-turn exit on the south side of that building.

The purpose of this study is to analyze the impacts of trips generated by the proposed new development on the adjacent roadway network. The study area was discussed with City of Hallandale Beach staff and their traffic consultant and an email approving the proposed methodology letter was received from the city consultant on April 28, 2015. The study area includes the signalized intersections of Hallandale Beach Boulevard with Dixie Highway, Hallandale Beach Boulevard with E. 1st Avenue, Hallandale Beach Boulevard at Federal Highway (US 1), Federal Highway at SE 3rd Street, Federal Highway at SE 9th Street, Dixie Highway at S. 3rd Street, SE 1st Avenue at SE 3rd Street, Dixie Highway at S. 11th Street and SE 1st Avenue at SE 11th Street.

Figure 1 – Site Location, shows the location of the proposed development.

Figure 1 – Site Location

900 South Federal Traffic Impact Study
Hallandale Beach, Florida

Data Collection

Four-hour (7-9:00 a.m. and 4-6:00 p.m.), turning-movement counts were collected at the signalized intersections of Hallandale Beach Boulevard with Dixie Highway, Hallandale Beach Boulevard with E. 1st Avenue, Hallandale Beach Boulevard at Federal Highway (US 1), Federal Highway at SE 3rd Street, Federal Highway at SE 9th Street, Dixie Highway at S. 3rd Street, SE 1st Avenue at SE 3rd Street, Dixie Highway at S. 11th Street and SE 1st Avenue at SE 11th Street. A review of these traffic counts revealed that the p.m. peak hour was the peak hour of the day.

The turning-movement counts were collected to determine the existing conditions at the significant intersections within the study area. Because of the proposed project's likely effect upon the intersection of SE 9th Street at SE 1st Avenue, this intersection, although unsignalized, was also counted. Copies of the traffic counts may be found in **Appendix A – Traffic Counts**.

Existing traffic signal timing and phasing plans were obtained from Broward County's Traffic Engineering Division for the signalized intersections within the study area. Copies of the existing signal timing and phasing plans may be found in **Appendix B – Existing Signal Timing.**

A preliminary field review was conducted on April 15, 2015 to obtain pertinent roadway geometry, traffic signal features, etc. In addition to the field review, aerial maps were consulted to verify intersection spacing, storage lane lengths and lane assignments.

Hallandale Beach Boulevard in the study area is an east-west, six-lane, median-divided arterial roadway with a posted speed limit of 35 mph from SR A-1-A west to Dixie Highway and 40 mph further west.

Dixie Highway is a southbound, three-lane, one-way minor arterial roadway with a posted speed limit of 35 mph throughout the study area. It runs parallel to the FEC Railroad tracks on the west side.

First Avenue is a northbound, two-lane, one-way minor arterial roadway with a posted speed limit of 30 mph. However, it widens to three northbound lanes approaching Hallandale Beach Boulevard. It runs parallel to the FEC Railroad tracks on the east side and forms a one-way pair with Dixie Highway.

Federal Highway (US 1) is a north-south, six-lane, major arterial roadway with a posted speed limit of 45 mph from the Miami-Dade County boundary north to just beyond Hallandale Beach Boulevard.

Southeast 9th Street is an east-west, two-lane, two-way local street with a posted speed limit of 25 mph.

South 3rd Street is an east-west, two-lane, two-way local street that is one of only two local streets that cross the FEC Railroad tracks south of Hallandale Beach Boulevard. It has a posted speed limit of 25 mph.

South 11th Street is an east-west, two-lane, two-way local street that is the second local street crossing the FEC Railroad tracks south of Hallandale Beach Boulevard. South 11th Street has a posted speed limit of 25 mph. It is also known as NE 215th Street in Miami-Dade County and is aligned along the county line.

Analyses

Adjustment Factors

The turning-movement counts, which were collected in March and April of 2015, were adjusted to peak season by the application of a Peak Season Conversion Factor (1.02 and 1.0) obtained from the Florida Department of Transportation's (FDOT) *2013 Peak Season Factor Category Report*. A copy of the FDOT report may be found in **Appendix C – Adjustment Factors**. **Table 1 – AM Peak-hour Turning-movement Counts** shows the a.m. peak-hour traffic volumes within the study area while **Table 2 – PM Peak-hour Turning-movement Counts** shows the p.m. peak-hour traffic volumes within the study area.

As **Table 3 - Annual Growth Factor Analysis** shows, an annual compound growth rate for each studied roadway was derived from a comparison of 2013 Annual Average Daily Traffic (AADT) reports obtained from FDOT's *2013 Florida Traffic Information* DVD for nearby count stations and 2035 AADT projections contained in the Broward County MPO's report entitled *Roadway Capacity and Level of Service Analysis for 2009 and 2035.*

Existing Conditions

Synchro signal operations analysis software was used to construct a model of the existing roadway network in the study area. The model relied upon the adjusted peak-hour, turning-movement counts shown in Tables 1 and 2 and the existing signal timing and phasing plans provided by Broward County.

Copies of the Synchro reports for existing weekday peak-hour, peak-season conditions may be found in **Appendix D – Existing Conditions Analyses**. As the Synchro reports indicate, the existing system cycle lengths were used to evaluate the existing intersection operations. However, because the signalized intersections are fully actuated, splits were optimized.

Table 4 - AM Peak-hour Queue Length, Level of Service and Delay Findings and **Table 5 – PM Peak-hour Queue Length, Level of Service and Delay Findings** summarizes the critical elements of the analyses. As Tables 4 and 5 show, the existing traffic signals at the intersections of Hallandale Beach Boulevard at Dixie Highway, Dixie Highway at SE 11th Street, and Hallandale Beach Boulevard at Federal Highway operate at Level of Service (LOS) E in the morning peak hour while all other intersections operate at an acceptable LOS D or better. During the afternoon peak hour, however, many more intersections operate at an unacceptable LOS E or F. Several intersections also have left- and right-turn storage lanes where queues of turning vehicles exceed the available storage length. Those intersections include Dixie Highway at SE 3rd Street, Hallandale Beach Boulevard at US 1, SE 1st Avenue at SE 11th Street, and US 1 at SE 9th Street.

Table 1
AM Peak-hour Turning-movement Counts
900 South Federal Traffic Impact Study

Intersection	Adjustment	From North				From East				From South				From West				Total
		Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	
Hallandale Beach Blvd./Dixie Hwy.	2015 Raw Count	0	155	415	33	0	69	1340	0	0	0	0	0	0	0	1378	74	3464
	PSCF	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Peak Season Volume	**0**	**155**	**415**	**33**	**0**	**69**	**1,340**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,378**	**74**	**3,464**
	Annual Compound Growth	1.426%	1.426%	1.426%	1.426%	1.72%	1.72%	1.72%	1.72%	1.36%	1.36%	1.36%	1.36%	0.57%	0.57%	0.57%	0.57%	-
	Adjusted 2018 Volume	**0**	**162**	**433**	**34**	**0**	**73**	**1,410**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,402**	**75**	**3,589**
	Committed Development	**0**	**4**	**3**	**1**	**0**	**2**	**96**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**0**	
	2018 Background Traffic	**0**	**166**	**436**	**35**	**0**	**75**	**1,506**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,429**	**75**	**3,722**
	Project Traffic	**0**	**0**	**4**	**0**	**0**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	
	Total Future Traffic	**0**	**166**	**440**	**35**	**0**	**75**	**1,534**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,450**	**75**	**3,775**
Hallandale Beach Blvd./SE 1st Ave.	2015 Raw Count	0	0	0	0	0	0	1258	40	0	149	95	39	0	30	1502	0	3113
	PSCF	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Peak Season Volume	**0**	**0**	**0**	**0**	**0**	**0**	**1,258**	**40**	**0**	**149**	**95**	**39**	**0**	**30**	**1,502**	**0**	**3,113**
	Annual Compound Growth	1.426%	1.426%	1.426%	1.426%	1.72%	1.72%	1.72%	1.72%	1.36%	1.36%	1.36%	1.36%	0.57%	0.57%	0.57%	0.57%	-
	Adjusted 2018 Volume	**0**	**0**	**0**	**0**	**0**	**0**	**1,324**	**42**	**0**	**155**	**99**	**41**	**0**	**31**	**1,528**	**0**	**3,219**
	Committed Development	**0**	**0**	**0**	**0**	**0**	**0**	**95**	**3**	**0**	**1**	**13**	**3**	**0**	**0**	**49**	**0**	
	2018 Background Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**1,419**	**45**	**0**	**156**	**112**	**44**	**0**	**31**	**1,577**	**0**	**3,383**
	Project Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**21**	**0**	
	Total Future Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**1,447**	**45**	**0**	**156**	**118**	**44**	**0**	**31**	**1,598**	**0**	**3,438**
Dixie Hwy./SE 3rd St.	2015 Raw Count	0	393	571	10	0	34	47	53	0	72	232	16	0	18	232	9	1687
	PSCF	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Peak Season Volume	**0**	**393**	**571**	**10**	**0**	**34**	**47**	**53**	**0**	**72**	**232**	**16**	**0**	**18**	**232**	**9**	**1,687**
	Annual Compound Growth	1.36%	1.36%	1.36%	1.36%	2.26%	2.26%	2.26%	2.26%	1.36%	1.36%	1.36%	1.36%	2.26%	2.26%	2.26%	2.26%	-
	Adjusted 2018 Volume	**0**	**409**	**595**	**10**	**0**	**36**	**50**	**57**	**0**	**75**	**242**	**17**	**0**	**19**	**248**	**10**	**1,768**
	Committed Development	**0**	**3**	**0**	**0**	**0**	**18**	**0**	**13**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	
	2018 Background Traffic	**0**	**412**	**595**	**10**	**0**	**54**	**50**	**70**	**0**	**75**	**242**	**19**	**0**	**19**	**248**	**10**	**1,804**
	Project Traffic	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
	Total Future Traffic	**0**	**416**	**595**	**10**	**0**	**54**	**50**	**76**	**0**	**75**	**242**	**19**	**0**	**19**	**248**	**10**	**1,814**
Dixie Hwy./SE 11th St.	2015 Raw Count	0	346	234	87	0	160	114	0	0	16	0	303	0	0	369	17	1646
	PSCF	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Peak Season Volume	**0**	**346**	**234**	**87**	**0**	**160**	**114**	**0**	**0**	**16**	**0**	**303**	**0**	**0**	**369**	**17**	**1,646**
	Annual Compound Growth	1.36%	1.36%	1.36%	1.36%	2.26%	2.26%	2.26%	2.26%	1.36%	1.36%	1.36%	1.36%	6.70%	6.70%	6.70%	6.70%	-
	Adjusted 2018 Volume	**0**	**360**	**244**	**91**	**0**	**171**	**122**	**0**	**0**	**17**	**0**	**316**	**0**	**0**	**448**	**21**	**1,789**
	Committed Development	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
	2018 Background Traffic	**0**	**360**	**262**	**91**	**0**	**171**	**122**	**0**	**0**	**17**	**0**	**316**	**0**	**0**	**448**	**21**	**1,807**
	Project Traffic	**0**	**0**	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	
	Total Future Traffic	**0**	**360**	**262**	**91**	**0**	**177**	**123**	**0**	**0**	**17**	**0**	**320**	**0**	**0**	**448**	**21**	**1,818**
SE 1st Ave./SE 11th St.	2015 Raw Count	0	0	6	90	0	0	0	0	0	146	59	0	0	345	0	673	1319
	PSCF	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Peak Season Volume	**0**	**0**	**6**	**90**	**0**	**0**	**0**	**0**	**0**	**146**	**59**	**0**	**0**	**345**	**0**	**673**	**1,319**
	Annual Compound Growth	1.36%	1.36%	1.36%	1.36%	2.26%	2.26%	2.26%	2.26%	1.36%	1.36%	1.36%	1.36%	6.70%	6.70%	6.70%	6.70%	-
	Adjusted 2018 Volume	**0**	**0**	**6**	**94**	**0**	**0**	**0**	**0**	**0**	**152**	**61**	**0**	**0**	**419**	**0**	**818**	**1,550**
	Committed Development	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
	2018 Background Traffic	**0**	**0**	**6**	**94**	**0**	**0**	**0**	**0**	**0**	**152**	**61**	**0**	**0**	**419**	**0**	**818**	**1,550**
	Project Traffic	**0**	**0**	**2**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	
	Total Future Traffic	**0**	**0**	**8**	**101**	**0**	**0**	**0**	**0**	**0**	**152**	**62**	**0**	**0**	**423**	**0**	**818**	**1,564**
SE 1st Ave./SE 9th St.	2015 Raw Count	0	0	1	0	0	44	0	15	0	0	176	0	0	0	0	0	236
	PSCF	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Peak Season Volume	**0**	**0**	**1**	**0**	**0**	**44**	**0**	**15**	**0**	**0**	**176**	**0**	**0**	**0**	**0**	**0**	**236**
	Annual Compound Growth	1.36%	1.36%	1.36%	1.36%	2.26%	2.26%	2.26%	2.26%	1.36%	1.36%	1.36%	1.36%	2.26%	2.26%	2.26%	2.26%	-
	Adjusted 2018 Volume	**0**	**0**	**1**	**0**	**0**	**47**	**0**	**16**	**0**	**0**	**183**	**0**	**0**	**0**	**0**	**0**	**247**
	Committed Development	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	
	2018 Background Traffic	**0**	**0**	**1**	**0**	**0**	**51**	**0**	**18**	**0**	**0**	**183**	**2**	**0**	**0**	**0**	**0**	**255**
	Project Traffic	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	
	Total Future Traffic	**0**	**0**	**1**	**0**	**0**	**60**	**0**	**18**	**0**	**0**	**183**	**7**	**0**	**0**	**0**	**0**	**269**
US 1/ Hallandale Beach Blvd.	2015 Raw Count	14	242	927	35	4	482	1048	104	22	226	514	375	0	91	985	305	5374
	PSCF	1	1	1	1	1.02	1.02	1.02	1.02	1	1	1	1	1	1	1	1	1
	Peak Season Volume	**14**	**242**	**927**	**35**	**4**	**492**	**1,069**	**106**	**22**	**226**	**514**	**375**	**0**	**91**	**985**	**305**	**5,374**
	Annual Compound Growth	1.43%	1.43%	1.43%	1.43%	0.96%	0.96%	0.96%	0.96%	1.75%	1.75%	1.75%	1.75%	1.72%	1.72%	1.72%	1.72%	-
	Adjusted 2018 Volume	**15**	**252**	**967**	**37**	**4**	**506**	**1,100**	**109**	**23**	**238**	**541**	**395**	**0**	**96**	**1,037**	**321**	**5,642**
	Committed Development	**0**	**29**	**31**	**1**	**0**	**42**	**83**	**10**	**0**	**23**	**58**	**18**	**0**	**0**	**34**	**8**	
	2018 Background Traffic	**15**	**281**	**998**	**38**	**4**	**548**	**1,183**	**119**	**23**	**261**	**599**	**413**	**0**	**96**	**1,071**	**329**	**5,979**
	Project Traffic	**0**	**0**	**17**	**0**	**0**	**15**	**0**	**0**	**0**	**28**	**27**	**32**	**0**	**0**	**0**	**21**	
	Total Future Traffic	**15**	**281**	**1,015**	**38**	**4**	**563**	**1,183**	**119**	**23**	**289**	**626**	**445**	**0**	**96**	**1,071**	**350**	**6,119**
US 1/SE 3rd St.	2015 Raw Count	3	30	1589	5	0	13	8	8	6	36	1071	13	0	93	100	308	3283
	PSCF	1	1	1	1	1.02	1.02	1.02	1.02	1	1	1	1	1	1	1	1	1
	Peak Season Volume	**3**	**30**	**1,589**	**5**	**0**	**13**	**8**	**8**	**6**	**36**	**1,071**	**13**	**0**	**93**	**100**	**308**	**3,283**
	Annual Compound Growth	1.75%	1.75%	1.75%	1.75%	2.26%	2.26%	2.26%	2.26%	1.75%	1.75%	1.75%	1.75%	2.26%	2.26%	2.26%	2.26%	-
	Adjusted 2018 Volume	**3**	**32**	**1,674**	**5**	**0**	**14**	**9**	**9**	**6**	**38**	**1,128**	**14**	**0**	**99**	**107**	**329**	**3,467**
	Committed Development	**0**	**22**	**36**	**0**	**0**	**47**	**31**	**80**	**0**	**1**	**35**	**13**	**0**	**0**	**0**	**5**	
	2018 Background Traffic	**3**	**54**	**1,710**	**5**	**0**	**61**	**40**	**89**	**6**	**39**	**1,163**	**27**	**0**	**99**	**107**	**334**	**3,737**
	Project Traffic	**0**	**0**	**53**	**0**	**0**	**4**	**0**	**0**	**0**	**6**	**87**	**6**	**0**	**0**	**0**	**4**	
	Total Future Traffic	**3**	**54**	**1,763**	**5**	**0**	**65**	**40**	**89**	**6**	**45**	**1,250**	**33**	**0**	**99**	**107**	**338**	**3,897**
US 1/SE 9th St.	2015 Raw Count	0	20	2031	7	0	26	4	9	0	55	1228	36	0	18	8	103	3545
	PSCF	1	1	1	1	1.02	1.02	1.02	1.02	1	1	1	1	1	1	1	1	1
	Peak Season Volume	**0**	**20**	**2,031**	**7**	**0**	**27**	**4**	**9**	**0**	**55**	**1,228**	**36**	**0**	**18**	**8**	**103**	**3,545**
	Annual Compound Growth	1.75%	1.75%	1.75%	1.75%	2.26%	2.26%	2.26%	2.26%	1.75%	1.75%	1.75%	1.75%	2.26%	2.26%	2.26%	2.26%	-
	Adjusted 2018 Volume	**0**	**21**	**2,139**	**7**	**0**	**28**	**4**	**10**	**0**	**58**	**1,294**	**38**	**0**	**19**	**9**	**110**	**3,738**
	Committed Development	**0**	**0**	**90**	**0**	**0**	**41**	**0**	**0**	**0**	**27**	**53**	**11**	**0**	**0**	**2**	**4**	
	2018 Background Traffic	**0**	**21**	**2,229**	**7**	**0**	**69**	**4**	**10**	**0**	**85**	**1,347**	**49**	**0**	**19**	**11**	**114**	**3,966**
	Project Traffic	**0**	**0**	**12**	**49**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**0**	**99**	**0**	**41**	
	Total Future Traffic	**0**	**21**	**2,241**	**56**	**0**	**69**	**4**	**10**	**0**	**109**	**1,347**	**49**	**0**	**118**	**11**	**155**	**4,191**

Table 2
PM Peak-hour Turning-movement Counts
900 South Federal Traffic Impact Study

		From North				From East				From South				From West				
Intersection	Adjustment	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
Hallandale Beach Blvd./Dixie Hwy.	2015 Raw Count	0	168	286	50	0	94	1789	0	0	0	0	0	0	0	1143	41	3571
	PSCF	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Peak Season Volume	**0**	**168**	**286**	**50**	**0**	**94**	**1,789**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,143**	**41**	**3,571**
	Annual Compound Growth	1.426%	1.426%	1.426%	1.426%	1.72%	1.72%	1.72%	1.72%	1.36%	1.36%	1.36%	1.36%	0.57%	0.57%	0.57%	0.57%	-
	Adjusted 2018 Volume	**0**	**175**	**298**	**52**	**0**	**99**	**1,883**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,163**	**42**	**3,712**
	Committed Development	**0**	**19**	**0**	**3**	**0**	**14**	**169**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**127**	**4**	
	2018 Background Traffic	**0**	**194**	**298**	**55**	**0**	**113**	**2,052**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,290**	**46**	**4,048**
	Project Traffic	**0**	**0**	**5**	**0**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**0**	
	Total Future Traffic	**0**	**194**	**303**	**55**	**0**	**113**	**2,073**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,320**	**46**	**4,104**
Hallandale Beach Blvd./SE 1st Ave.	2015 Raw Count	0	0	0	0	2	0	1609	40	0	250	274	81	0	38	1293	0	3587
	PSCF	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Peak Season Volume	**0**	**0**	**0**	**0**	**2**	**0**	**1,609**	**40**	**0**	**250**	**274**	**81**	**0**	**38**	**1,293**	**0**	**3,587**
	Annual Compound Growth	1.426%	1.426%	1.426%	1.426%	1.72%	1.72%	1.72%	1.72%	1.36%	1.36%	1.36%	1.36%	0.57%	0.57%	0.57%	0.57%	-
	Adjusted 2018 Volume	**0**	**0**	**0**	**0**	**2**	**0**	**1,694**	**42**	**0**	**260**	**285**	**84**	**0**	**39**	**1,315**	**0**	**3,722**
	Committed Development	**0**	**0**	**0**	**0**	**0**	**0**	**186**	**0**	**0**	**3**	**7**	**14**	**0**	**4**	**144**	**18**	
	2018 Background Traffic	**0**	**0**	**0**	**0**	**2**	**0**	**1,880**	**42**	**0**	**263**	**292**	**98**	**0**	**43**	**1,459**	**18**	**4,098**
	Project Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**30**	**0**	
	Total Future Traffic	**0**	**0**	**0**	**0**	**2**	**0**	**1,901**	**42**	**0**	**263**	**296**	**98**	**0**	**43**	**1,489**	**18**	**4,153**
Dixie Hwy./SE 3rd St.	2015 Raw Count	0	249	589	16	0	63	221	115	0	192	517	7	0	21	126	22	2138
	PSCF	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Peak Season Volume	**0**	**249**	**589**	**16**	**0**	**63**	**221**	**115**	**0**	**192**	**517**	**7**	**0**	**21**	**126**	**22**	**2,138**
	Annual Compound Growth	1.36%	1.36%	1.36%	1.36%	2.26%	2.26%	2.26%	2.26%	1.36%	1.36%	1.36%	1.36%	2.26%	2.26%	2.26%	2.26%	-
	Adjusted 2018 Volume	**0**	**259**	**613**	**17**	**0**	**67**	**236**	**123**	**0**	**200**	**538**	**7**	**0**	**22**	**135**	**24**	**2,242**
	Committed Development	**0**	**13**	**0**	**0**	**0**	**9**	**0**	**7**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	
	2018 Background Traffic	**0**	**272**	**613**	**17**	**0**	**76**	**236**	**130**	**0**	**200**	**538**	**17**	**0**	**22**	**135**	**24**	**2,281**
	Project Traffic	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
	Total Future Traffic	**0**	**277**	**613**	**17**	**0**	**76**	**236**	**134**	**0**	**200**	**538**	**17**	**0**	**22**	**135**	**24**	**2,290**
Dixie Hwy./SE 11th St.	2015 Raw Count	0	215	233	106	0	110	382	0	0	37	0	304	0	0	159	11	1557
	PSCF	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Peak Season Volume	**0**	**215**	**233**	**106**	**0**	**110**	**382**	**0**	**0**	**37**	**0**	**304**	**0**	**0**	**159**	**11**	**1,557**
	Annual Compound Growth	1.36%	1.36%	1.36%	1.36%	2.26%	2.26%	2.26%	2.26%	1.36%	1.36%	1.36%	1.36%	6.70%	6.70%	6.70%	6.70%	-
	Adjusted 2018 Volume	**0**	**224**	**243**	**110**	**0**	**118**	**408**	**0**	**0**	**39**	**0**	**317**	**0**	**0**	**193**	**13**	**1,665**
	Committed Development	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
	2018 Background Traffic	**0**	**224**	**243**	**110**	**0**	**118**	**408**	**0**	**0**	**39**	**0**	**317**	**0**	**0**	**193**	**13**	**1,665**
	Project Traffic	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**1**	**0**	
	Total Future Traffic	**0**	**224**	**243**	**110**	**0**	**123**	**408**	**0**	**0**	**39**	**0**	**323**	**0**	**0**	**194**	**13**	**1,677**
SE 1st Ave./SE 11th St.	2015 Raw Count	0	0	8	108	0	0	0	0	0	325	241	0	0	411	0	262	1355
	PSCF	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Peak Season Volume	**0**	**0**	**8**	**108**	**0**	**0**	**0**	**0**	**0**	**325**	**241**	**0**	**0**	**411**	**0**	**262**	**1,355**
	Annual Compound Growth	1.36%	1.36%	1.36%	1.36%	2.26%	2.26%	2.26%	2.26%	1.36%	1.36%	1.36%	1.36%	6.70%	6.70%	6.70%	6.70%	-
	Adjusted 2018 Volume	**0**	**0**	**8**	**112**	**0**	**0**	**0**	**0**	**0**	**338**	**251**	**0**	**0**	**499**	**0**	**318**	**1,528**
	Committed Development	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
	2018 Background Traffic	**0**	**0**	**8**	**112**	**0**	**0**	**0**	**0**	**0**	**338**	**251**	**0**	**0**	**499**	**0**	**318**	**1,528**
	Project Traffic	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**7**	**0**	**0**	
	Total Future Traffic	**0**	**0**	**9**	**117**	**0**	**0**	**0**	**0**	**0**	**338**	**252**	**0**	**0**	**506**	**0**	**318**	**1,542**
SE 1st Ave./SE 9th St.	2015 Raw Count	0	0	1	0	0	117	0	90	0	0	534	0	0	0	0	0	742
	PSCF	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Peak Season Volume	**0**	**0**	**1**	**0**	**0**	**117**	**0**	**90**	**0**	**0**	**534**	**0**	**0**	**0**	**0**	**0**	**742**
	Annual Compound Growth	1.36%	1.36%	1.36%	1.36%	2.26%	2.26%	2.26%	2.26%	1.36%	1.36%	1.36%	1.36%	2.26%	2.26%	2.26%	2.26%	-
	Adjusted 2018 Volume	**0**	**0**	**1**	**0**	**0**	**125**	**0**	**96**	**0**	**0**	**556**	**0**	**0**	**0**	**0**	**0**	**779**
	Committed Development	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	
	2018 Background Traffic	**0**	**0**	**1**	**0**	**0**	**128**	**0**	**99**	**0**	**0**	**556**	**8**	**0**	**0**	**0**	**0**	**793**
	Project Traffic	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	
	Total Future Traffic	**0**	**0**	**1**	**0**	**0**	**134**	**0**	**99**	**0**	**0**	**556**	**16**	**0**	**0**	**0**	**0**	**807**
US 1/ Hallandale Beach Blvd.	2015 Raw Count	16	296	746	67	4	502	1243	185	15	417	950	549	1	116	910	219	6236
	PSCF	1	1	1	1	1.02	1.02	1.02	1.02	1	1	1	1	1	1	1	1	1
	Peak Season Volume	**16**	**296**	**746**	**67**	**4**	**512**	**1,268**	**189**	**15**	**417**	**950**	**549**	**1**	**116**	**910**	**219**	**6,236**
	Annual Compound Growth	1.43%	1.43%	1.43%	1.43%	0.96%	0.96%	0.96%	0.96%	1.75%	1.75%	1.75%	1.75%	1.72%	1.72%	1.72%	1.72%	-
	Adjusted 2018 Volume	**17**	**309**	**778**	**70**	**4**	**527**	**1,305**	**194**	**16**	**439**	**1,001**	**578**	**1**	**122**	**958**	**231**	**6,550**
	Committed Development	**0**	**24**	**18**	**3**	**0**	**33**	**60**	**17**	**0**	**11**	**31**	**17**	**0**	**4**	**88**	**16**	
	2018 Background Traffic	**17**	**333**	**796**	**73**	**4**	**560**	**1,365**	**211**	**16**	**450**	**1,032**	**595**	**1**	**126**	**1,046**	**247**	**6,872**
	Project Traffic	**0**	**0**	**24**	**0**	**0**	**22**	**0**	**0**	**0**	**21**	**21**	**18**	**0**	**0**	**0**	**30**	
	Total Future Traffic	**17**	**333**	**820**	**73**	**4**	**582**	**1,365**	**211**	**16**	**471**	**1,053**	**613**	**1**	**126**	**1,046**	**277**	**7,008**
US 1/SE 3rd St.	2015 Raw Count	13	53	1294	6	0	67	77	108	21	59	1745	30	0	136	69	116	3794
	PSCF	1	1	1	1	1.02	1.02	1.02	1.02	1	1	1	1	1	1	1	1	1
	Peak Season Volume	**13**	**53**	**1,294**	**6**	**0**	**68**	**79**	**110**	**21**	**59**	**1,745**	**30**	**0**	**136**	**69**	**116**	**3,794**
	Annual Compound Growth	1.75%	1.75%	1.75%	1.75%	2.26%	2.26%	2.26%	2.26%	1.75%	1.75%	1.75%	1.75%	2.26%	2.26%	2.26%	2.26%	-
	Adjusted 2018 Volume	**14**	**56**	**1,363**	**6**	**0**	**73**	**84**	**118**	**22**	**62**	**1,838**	**32**	**0**	**145**	**74**	**124**	**4,011**
	Committed Development	**0**	**69**	**45**	**0**	**0**	**28**	**16**	**39**	**0**	**2**	**34**	**51**	**0**	**0**	**23**	**5**	
	2018 Background Traffic	**14**	**125**	**1,408**	**6**	**0**	**101**	**100**	**157**	**22**	**64**	**1,872**	**83**	**0**	**145**	**97**	**129**	**4,323**
	Project Traffic	**0**	**0**	**76**	**0**	**0**	**6**	**0**	**0**	**0**	**4**	**60**	**4**	**0**	**0**	**0**	**5**	
	Total Future Traffic	**14**	**125**	**1,484**	**6**	**0**	**107**	**100**	**157**	**22**	**68**	**1,932**	**87**	**0**	**145**	**97**	**134**	**4,478**
US 1/SE 9th St.	2015 Raw Count	17	19	1467	15	0	117	13	40	34	38	2058	77	0	8	11	48	3962
	PSCF	1	1	1	1	1.02	1.02	1.02	1.02	1	1	1	1	1	1	1	1	1
	Peak Season Volume	**17**	**19**	**1,467**	**15**	**0**	**119**	**13**	**41**	**34**	**38**	**2,058**	**77**	**0**	**8**	**11**	**48**	**3,962**
	Annual Compound Growth	1.75%	1.75%	1.75%	1.75%	2.26%	2.26%	2.26%	2.26%	1.75%	1.75%	1.75%	1.75%	2.26%	2.26%	2.26%	2.26%	-
	Adjusted 2018 Volume	**18**	**20**	**1,545**	**16**	**0**	**128**	**14**	**44**	**36**	**40**	**2,168**	**81**	**0**	**9**	**12**	**51**	**4,181**
	Committed Development	**0**	**0**	**55**	**0**	**0**	**23**	**0**	**0**	**0**	**63**	**91**	**36**	**0**	**0**	**8**	**6**	
	2018 Background Traffic	**18**	**20**	**1,600**	**16**	**0**	**151**	**14**	**44**	**36**	**103**	**2,259**	**117**	**0**	**9**	**20**	**57**	**4,463**
	Project Traffic	**0**	**0**	**17**	**70**	**0**	**0**	**0**	**0**	**0**	**35**	**0**	**0**	**0**	**68**	**0**	**28**	
	Total Future Traffic	**18**	**20**	**1,617**	**86**	**0**	**151**	**14**	**44**	**36**	**138**	**2,259**	**117**	**0**	**77**	**20**	**85**	**4,681**

Table 3
Annual Growth Factor Analysis
900 South Federal Traffic Impact Study

Roadway Segment	2013 AADT[1]	2035 AADT[2]	Compound Growth Rate
US 1 N. of Hallandale	34,000	46,422	0.014255
US 1 N. of Countyline	51,000	74,665	0.017477
Hallandale W. of US 1	42,500	61,868	0.017215
Dixie/1 Ave. S. of Pembroke	7,700	16,576	0.035466
Dixie/1 Ave. N. of Countyline	10,400	14,012	0.013645
Hallandale E. of US 1	39,500	48,788	0.009646
Hallandale E. of I-95	66,083	74,948	0.005739
SW 11 St. W. of SW 8 Ave.	800	3,331	0.067000
Areawide Average			**0.022555**

[1]2013 AADT obtained from FDOT Online Traffic Database.

[2]2035 AADT obtained from Broward County MPO report *Roadway Capacity and Level of Service Analysis for 2009 and 2035.*

Table 4
AM Peak-hour Queue Length, Level of Service and Delay Summary
900 South Federal Traffic Impact Study

Intersection	Existing Queue Storage Length	2015 Existing Conditions				Existing Storage Adequate?	2018 Background Traffic Conditions				Existing Storage Adequate?	2018 Total Traffic Conditions				Existing Storage Adequate?
		Movement	LOS	Delay	Queue Length		Movement	LOS	Delay	Queue Length		Movement	LOS	Delay	Queue Length	
Hallandale Beach Blvd./Dixie Hwy.		**Overall**	**E**	**71.2**	**N/A**	**N/A**	**Overall**	**F**	**83.1**	**N/A**	**N/A**	**Overall**	**F**	**90.6**	**N/A**	**N/A**
	N/A	EBT	F	115.8	747	Y	EBT	F	141.5	802	Y	EBT	F	159.5	832	Y
	290	WBL	B	14.9	18	Y	WBL	B	17.1	19	Y	WBL	B	17.7	19	Y
	N/A	WBT	A	4.7	174	Y	WBT	A	6.5	178	Y	WBT	A	6.2	179	Y
	N/A	SBL	D	52.9	208	Y	SBL	D	54.9	222	Y	SBL	E	56.3	222	Y
	N/A	SBT	F	138.7	778	Y	SBT	F	160.0	837	Y	SBT	F	164.7	849	Y
	N/A	SBR	A	1.5	0	Y	SBR	A	2.0	1	Y	SBR	A	2.0	1	Y
Hallandale Beach Blvd./SE 1st Ave.		**Overall**	**D**	**51.9**	**N/A**	**N/A**	**Overall**	**E**	**63.0**	**N/A**	**N/A**	**Overall**	**D**	**48.9**	**N/A**	**N/A**
	290	EBL	A	0.0	0	Y	EBL	A	0.0	0	Y	EBL	A	0.0	0	Y
	N/A	EBT	B	12.5	196	Y	EBT	B	15.2	207	Y	EBT	B	16.6	209	Y
	N/A	WBT	F	91.2	604	Y	WBT	F	110.7	694	Y	WBT	E	76.4	681	Y
	N/A	NBL	F	102.7	243	Y	NBL	F	103.6	252	Y	NBL	F	103.2	252	Y
	N/A	NBT	E	73.5	159	Y	NBT	E	76.5	186	Y	NBT	E	78.2	194	Y
	100	NBR	A	3.6	5	Y	NBR	A	5.2	13	Y	NBR	A	5.2	13	Y
Dixie Hwy./SE 3rd St.		**Overall**	**D**	**46.3**	**N/A**	**N/A**	**Overall**	**D**	**52.9**	**N/A**	**N/A**	**Overall**	**D**	**53.8**	**N/A**	**N/A**
	N/A	WBT	E	57.9	330	Y	WBT	E	63.9	360	Y	WBT	E	63.9	360	Y
	N/A	NBL	A	1.1	1	Y	NBL	A	1.3	2	Y	NBL	A	1.3	2	Y
	N/A	NBT	A	1.1	2	Y	NBT	A	1.2	2	Y	NBT	A	1.2	2	Y
	250	SBL	E	71.9	496	N	SBL	F	90.4	526	N	SBL	F	92.9	531	N
	N/A	SBT	C	30.4	170	Y	SBT	C	31.6	177	Y	SBT	C	31.6	177	Y
SE 1st Ave./SE 3rd St.		**Overall**	**C**	**26.3**	**N/A**	**N/A**	**Overall**	**C**	**27.9**	**N/A**	**N/A**	**Overall**	**C**	**27.8**	**N/A**	**N/A**
	N/A	EBT	A	4.9	20	Y	EBT	A	6.7	20	Y	EBT	A	6.8	20	Y
	N/A	WBT	D	45.7	96	Y	WBT	D	49.9	119	Y	WBT	D	49.9	119	Y
	340	WBR	A	1.5	0	Y	WBR	A	1.9	0	Y	WBR	A	2.2	0	Y
	N/A	NBT	D	41.4	150	Y	NBT	D	42.6	157	Y	NBT	D	42.6	157	Y
Dixie Hwy./SE 11th St.		**Overall**	**E**	**57.0**	**N/A**	**N/A**	**Overall**	**E**	**62.1**	**N/A**	**N/A**	**Overall**	**E**	**64.3**	**N/A**	**N/A**
	N/A	EBT	E	59.9	384	Y	EBT	E	65.5	467	Y	EBT	E	74.4	479	Y
	125	EBR	A	0.1	0	Y	EBR	A	0.1	0	Y	EBR	A	0.1	0	Y
	N/A	WBT	F	117.5	215	Y	WBT	F	117.2	240	Y	WBT	F	116.3	243	Y
	N/A	NBL	D	39.8	29	Y	NBL	D	40.5	31	Y	NBL	D	40.5	31	Y
	N/A	NBR	B	15.3	107	Y	NBR	B	15.8	111	Y	NBR	B	15.9	112	Y
	N/A	SBL	D	48.0	361	Y	SBL	E	62.9	394	Y	SBL	E	63.3	394	Y
	N/A	SBT	D	35.8	210	Y	SBT	D	42.1	248	Y	SBT	D	42.2	248	Y
	N/A	SBR	A	5.9	31	Y	SBR	A	6.5	35	Y	SBR	A	6.6	35	Y
SE 1st Ave./SE 11th St.		**Overall**	**C**	**28.1**	**N/A**	**N/A**	**Overall**	**B**	**11.4**	**N/A**	**N/A**	**Overall**	**B**	**11.4**	**N/A**	**N/A**
	N/A	EBL	E	73.5	187	Y	EBL	B	14.5	217	Y	EBL	B	14.6	221	Y
	N/A	EBR	A	8.8	44	Y	EBR	A	7.0	47	Y	EBR	A	6.9	47	Y
	89	NBL	C	32.7	117	N	NBL	C	24.8	101	N	NBL	C	25.0	101	N
	N/A	NBT	C	23.1	51	Y	NBT	B	15.0	44	Y	NBT	B	15.1	44	Y
	N/A	SBT	C	21.0	10	Y	SBT	B	14.2	9	Y	SBT	B	14.2	10	Y
	190	SBR	A	5.2	6	Y	SBR	A	4.8	7	Y	SBR	A	4.8	6	Y
SE 1st Ave./SE 9th St. No Signal		**Overall**	**A**	**2.8**	**N/A**	**N/A**	**Overall**	**A**	**3.2**	**N/A**	**N/A**	**Overall**	**A**	**3.5**	**N/A**	**N/A**
	100	WBL	B	10.4	6	Y	WBL	B	10.6	6	Y	WBL	B	10.7	8	Y
	N/A	WBR	A	9.0	2	Y	WBR	A	9.0	2	Y	WBR	A	9.0	2	Y
US 1/Hallandale Beach Blvd.		**Overall**	**E**	**68.1**	**N/A**	**N/A**	**Overall**	**E**	**73.8**	**N/A**	**N/A**	**Overall**	**E**	**62.0**	**N/A**	**N/A**
	450	EBL	E	75.1	167	Y	EBL	E	75.5	175	Y	EBL	F	124.8	156	Y
	N/A	EBT	F	90.2	531	Y	EBT	F	102.1	613	Y	EBT	D	41.6	641	Y
	350	WBL	F	85.8	368	N	WBL	F	93.5	442	N	WBL	F	96.2	465	N
	N/A	WBT	D	38.3	453	Y	WBT	D	42.4	520	Y	WBT	D	43.1	526	Y
	480	NBL	F	84.1	171	Y	NBL	F	94.9	256	Y	NBL	F	91.5	284	Y
	N/A	NBT	E	58.1	257	Y	NBT	E	55.4	283	Y	NBT	D	54.4	295	Y
	390	NBR	D	46.2	423	N	NBR	D	50.7	469	N	NBR	E	55.4	511	N
	375	SBL	F	96.0	218	Y	SBL	F	100.8	259	Y	SBL	F	100.8	259	Y
	N/A	SBT	E	70.4	440	Y	SBT	E	73.9	500	Y	SBT	E	75.1	515	Y
US 1/SE 3rd St.		**Overall**	**C**	**29.5**	**N/A**	**N/A**	**Overall**	**D**	**35.2**	**N/A**	**N/A**	**Overall**	**D**	**40.7**	**N/A**	**N/A**
	520	EBL	D	41.2	118	Y	EBL	D	39.1	125	Y	EBL	D	38.7	125	Y
	N/A	EBT	E	66.7	470	Y	EBT	E	67.3	525	Y	EBT	E	67.2	533	Y
	150	WBL	D	43.5	27	Y	WBL	F	149.4	137	Y	WBL	F	161.0	147	Y
	N/A	WBT	C	33.4	18	Y	WBT	C	34.0	54	Y	WBT	C	33.8	54	Y
	N/A	WBR	A	1.5	0	Y	WBR	B	19.4	38	Y	WBR	C	20.9	40	Y
	260	NBL	F	120.0	100	Y	NBL	F	119.2	115	Y	NBL	F	105.0	125	Y
	N/A	NBT	B	14.0	83	Y	NBT	B	16.4	89	Y	NBT	C	33.1	532	Y
	360	NBR	A	0.3	0	Y	NBR	A	1.0	0	Y	NBR	B	13.8	38	Y
	500	SBL	B	10.8	12	Y	SBL	B	13.0	20	Y	SBL	B	13.1	19	Y
	N/A	SBT	C	27.5	710	Y	SBT	C	34.2	763	Y	SBT	C	34.7	773	Y
US 1/SE 9th St.		**Overall**	**C**	**26.9**	**N/A**	**N/A**	**Overall**	**D**	**40.7**	**N/A**	**N/A**	**Overall**	**D**	**35.4**	**N/A**	**N/A**
	200	EBL	N/A	N/A	N/A	N/A	EBL	N/A	N/A	N/A	N/A	EBL	E	63.2	151	Y
	N/A	EBT	C	34.8	67	Y	EBT	D	41.8	91	Y	EBT	E	69.1	174	Y
	N/A	WBL	E	65.2	33	Y	WBL	E	70.4	63	Y	WBL	F	113.7	65	Y
	N/A	WBT	E	64.8	32	Y	WBT	E	70.2	63	Y	WBT	D	53.0	14	Y
	N/A	WBR	A	0.3	0	Y	WBR	A	0.3	0	Y	WBR	A	0.3	0	Y
	90/320*	NBL	F	84.3	66	Y	NBL	E	73.8	269	N	NBL	F	84.4	265	Y
	N/A	NBT	B	20.0	224	Y	NBT	C	23.4	728	Y	NBT	B	18.7	429	Y
	350	NBR	A	0.5	0	Y	NBR	A	1.4	9	Y	NBR	A	1.7	11	Y
	430	SBL	C	27.9	2	Y	SBL	C	29.0	13	Y	SBL	A	6.2	3	Y
	N/A	SBT	C	28.7	297	Y	SBT	D	50.1	1488	Y	SBT	D	36.0	1171	Y
SE 9th St. /Project Entrance No Signal		**Overall**	**N/A**	**N/A**	**N/A**	**N/A**	**Overall**	**N/A**	**N/A**	**N/A**	**N/A**	**Overall**	**A**	**5.0**	**N/A**	**N/A**
	N/A	NBT	N/A	N/A	N/A	N/A	NBT	N/A	N/A	N/A	N/A	NBT	B	11.2	20	Y
	50	WBL	N/A	N/A	N/A	N/A	WBL	N/A	N/A	N/A	N/A	WBL	A	8.0	6	Y
	N/A	WBT	N/A	N/A	N/A	N/A	WBT	N/A	N/A	N/A	N/A	WBT	A	0.0	0.0	Y

*The northbound left-turn lane is to be lengthened to 320 feet plus a 50 foot taper as a part of the project.

Table 5
PM Peak-hour Queue Length, Level of Service and Delay Summary
900 South Federal Traffic Impact Study

Intersection	Existing Queue Storage Length	2015 Existing Conditions				Existing Storage Adequate?	2018 Background Traffic Conditions				Existing Storage Adequate?	2018 Total Traffic Conditions				Existing Storage Adequate?
		Movement	LOS	Delay	Queue Length		Movement	LOS	Delay	Queue Length		Movement	LOS	Delay	Queue Length	
Hallandale Beach Blvd./Dixie Hwy.		**Overall**	**E**	**58.5**	**N/A**	**N/A**	**Overall**	**F**	**98.7**	**N/A**	**N/A**	**Overall**	**F**	**103.2**	**N/A**	**N/A**
	N/A	EBT	F	108.3	620	Y	EBT	F	158.9	763	Y	EBT	F	163.4	783	Y
	290	WBL	B	14.2	17	Y	WBL	B	14.5	17	Y	WBL	B	15.0	17	Y
	N/A	WBT	A	9.6	99	Y	WBT	D	50.6	107	Y	WBT	E	55.3	109	Y
	N/A	SBL	E	70.1	252	Y	SBL	F	137.4	289	Y	SBL	F	137.4	289	Y
	N/A	SBT	F	143.4	592	Y	SBT	F	151.1	633	Y	SBT	F	155.6	645	Y
	N/A	SBR	A	7.1	23	Y	SBR	A	8.2	27	Y	SBR	A	9.2	30	Y
Hallandale Beach Blvd./SE 1st Ave.		**Overall**	**F**	**83.5**	**N/A**	**N/A**	**Overall**	**F**	**125.6**	**N/A**	**N/A**	**Overall**	**F**	**122.9**	**N/A**	**N/A**
	290	EBL	A	0.0	0	Y	EBL	A	0.0	0	Y	EBL	A	0.0	0	Y
	N/A	EBT	A	9.8	157	Y	EBT	C	23.1	167	Y	EBT	C	27.0	172	Y
	N/A	WBT	F	139.5	731	Y	WBT	F	216.2	888	Y	WBT	F	207.5	869	Y
	N/A	NBL	F	102.0	452	Y	NBL	F	108.9	484	Y	NBL	F	108.9	484	Y
	N/A	NBT	F	109.6	497	Y	NBT	F	120.0	544	Y	NBT	F	122.8	555	Y
	100	NBR	B	17.4	61	Y	NBR	C	23.0	85	Y	NBR	C	23.0	85	Y
Dixie Hwy./SE 3rd St.		**Overall**	**E**	**66.1**	**N/A**	**N/A**	**Overall**	**E**	**57.2**	**N/A**	**N/A**	**Overall**	**E**	**58.7**	**N/A**	**N/A**
	N/A	WBT	F	120.7	398	Y	WBT	F	115.4	269	Y	WBT	F	106.5	243	Y
	N/A	NBL	A	4.7	8	Y	NBL	A	5.1	9	Y	NBL	A	4.9	9	Y
	N/A	NBT	B	11.1	29	Y	NBT	B	10.6	29	Y	NBT	B	11.1	29	Y
	250	SBL	F	86.4	337	N	SBL	F	82.4	342	N	SBL	F	98.7	351	N
	N/A	SBT	E	59.7	250	Y	SBT	D	53.2	239	Y	SBT	D	51.9	221	Y
SE 1st Ave./SE 3rd St.		**Overall**	**F**	**81.5**	**N/A**	**N/A**	**Overall**	**E**	**78.5**	**N/A**	**N/A**	**Overall**	**E**	**79.5**	**N/A**	**N/A**
	N/A	EBT	A	6.9	13	Y	EBT	A	6.7	15	Y	EBT	A	7.4	13	Y
	N/A	WBT	F	111.7	492	Y	WBT	F	101.5	497	Y	WBT	F	97.8	451	Y
	340	WBR	B	10.3	51	Y	WBR	A	9.1	50	Y	WBR	A	8.7	49	Y
	N/A	NBT	F	95.7	533	Y	NBT	F	95.1	530	Y	NBT	F	98.9	486	Y
Dixie Hwy./SE 11th St.		**Overall**	**D**	**48.2**	**N/A**	**N/A**	**Overall**	**D**	**51.0**	**N/A**	**N/A**	**Overall**	**D**	**51.2**	**N/A**	**N/A**
	N/A	EBT	E	55.6	154	Y	EBT	E	55.2	187	Y	EBT	E	55.8	190	Y
	125	EBR	A	0.2	0	Y	EBR	A	0.2	0	Y	EBR	A	0.2	0	Y
	N/A	WBT	F	106.1	404	Y	WBT	F	51.3	459	Y	WBT	F	105.5	464	Y
	N/A	NBL	C	33.6	43	Y	NBL	D	41.4	51	Y	NBL	D	41.4	51	Y
	N/A	NBR	B	12.6	54	Y	NBR	B	14.3	58	Y	NBR	B	14.4	59	Y
	N/A	SBL	C	22.6	142	Y	SBL	C	29.2	177	Y	SBL	C	29.3	177	Y
	N/A	SBT	C	25.3	159	Y	SBT	C	32.7	197	Y	SBT	C	32.8	197	Y
	N/A	SBR	A	4.2	26	Y	SBR	A	6.5	37	Y	SBR	A	6.6	37	Y
SE 1st Ave./SE 11th St.		**Overall**	**B**	**16.6**	**N/A**	**N/A**	**Overall**	**C**	**20.0**	**N/A**	**N/A**	**Overall**	**D**	**39.8**	**N/A**	**N/A**
	N/A	EBL	C	22.3	244	Y	EBL	C	28.3	344	Y	EBL	E	75.2	341	Y
	N/A	EBR	A	3.9	39	Y	EBR	A	4.0	43	Y	EBR	A	5.5	42	Y
	89	NBL	C	26.0	216	N	NBL	C	30.8	261	N	NBL	D	45.6	290	N
	N/A	NBT	A	14.0	130	Y	NBT	B	16.7	154	Y	NBT	C	22.3	159	Y
	N/A	SBT	B	10.8	9	Y	SBT	B	12.9	11	Y	SBT	B	14.3	12	Y
	190	SBR	A	3.6	26	Y	SBR	A	3.9	28	Y	SBR	A	3.9	29	Y
SE 1st Ave./SE 9th St. No Signal		**Overall**	**A**	**4.3**	**N/A**	**N/A**	**Overall**	**A**	**4.7**	**N/A**	**N/A**	**Overall**	**A**	**4.9**	**N/A**	**N/A**
	100	WBL	C	19.0	28	Y	WBL	C	20.6	34	Y	WBL	C	21.4	38	Y
	N/A	WBR	B	11.0	10	Y	WBR	B	11.2	12	Y	WBR	B	11.3	12	Y
US 1/Hallandale Beach Blvd.		**Overall**	**E**	**68.2**	**N/A**	**N/A**	**Overall**	**F**	**83.7**	**N/A**	**N/A**	**Overall**	**E**	**70.0**	**N/A**	**N/A**
	450	EBL	F	96.2	246	Y	EBL	F	108.2	281	Y	EBL	F	146.0	279	Y
	N/A	EBT	F	98.9	521	Y	EBT	F	119.2	653	Y	EBT	D	52.3	654	Y
	350	WBL	F	90.9	400	N	WBL	F	104.5	460	N	WBL	F	104.4	471	N
	N/A	WBT	D	50.4	610	Y	WBT	E	59.8	689	Y	WBT	D	54.6	661	Y
	480	NBL	F	85.0	359	Y	NBL	F	104.4	404	Y	NBL	F	104.2	418	Y
	N/A	NBT	D	40.9	303	Y	NBT	E	60.1	481	Y	NBT	D	54.6	398	Y
	390	NBR	D	48.6	571	N	NBR	F	81.5	796	N	NBR	E	79.4	820	N
	375	SBL	F	99.8	290	Y	SBL	F	119.2	329	Y	SBL	F	119.2	329	Y
	N/A	SBT	E	63.7	369	Y	SBT	E	61.9	399	Y	SBT	E	62.9	412	Y
US 1/SE 3rd St.		**Overall**	**C**	**32.0**	**N/A**	**N/A**	**Overall**	**C**	**26.5**	**N/A**	**N/A**	**Overall**	**C**	**30.7**	**N/A**	**N/A**
	520	EBL	F	88.7	221	Y	EBL	E	74.5	222	Y	EBL	F	87.2	227	Y
	N/A	EBT	D	54.8	224	Y	EBT	E	55.8	274	Y	EBT	E	62.6	283	Y
	150	WBL	F	92.3	124	Y	WBL	F	120.7	175	N	WBL	F	216.5	220	N
	N/A	WBT	E	57.5	123	Y	WBT	D	52.7	139	Y	WBT	E	55.5	141	Y
	N/A	WBR	C	20.1	46	Y	WBR	C	23.5	64	Y	WBR	C	24.6	65	Y
	260	NBL	F	96.1	113	Y	NBL	F	114.6	132	Y	NBL	F	116.6	137	Y
	N/A	NBT	C	23.3	798	Y	NBT	B	12.7	271	Y	NBT	B	10.1	291	Y
	360	NBR	A	2.2	0	Y	NBR	A	0.1	0	Y	NBR	A	0.2	0	Y
	500	SBL	B	12.5	20	Y	SBL	B	16.6	50	Y	SBL	B	17.0	58	Y
	N/A	SBT	C	27.5	341	Y	SBT	C	22.1	629	Y	SBT	C	27.4	686	Y
US 1/SE 9th St.		**Overall**	**C**	**28.9**	**N/A**	**N/A**	**Overall**	**C**	**31.6**	**N/A**	**N/A**	**Overall**	**C**	**27.9**	**N/A**	**N/A**
	200	EBL	N/A	N/A	N/A	N/A	EBL	N/A	N/A	N/A	N/A	EBL	E	61.7	107	Y
	N/A	EBT	C	27.6	59	Y	EBT	C	34.0	78	Y	EBT	C	25.1	69	Y
	N/A	WBL	E	72.5	109	Y	WBL	E	73.9	131	Y	WBL	F	114.3	152	Y
	N/A	WBT	E	72.4	111	Y	WBT	E	74.3	134	Y	WBT	E	60.0	33	Y
	N/A	WBR	A	3.9	10	Y	WBR	A	4.3	14	Y	WBR	A	1.2	0	Y
	90/320*	NBL	F	80.9	217	N	NBL	E	69.1	378	N	NBL	F	99.7	302	Y
	N/A	NBT	C	24.0	1221	Y	NBT	C	26.7	1381	Y	NBT	C	20.2	904	Y
	350	NBR	A	2.0	21	Y	NBR	A	2.1	30	Y	NBR	A	1.9	28	Y
	430	SBL	B	19.5	30	Y	SBL	C	31.7	37	Y	SBL	B	17.4	26	Y
	N/A	SBT	C	31.0	838	Y	SBT	C	33.0	940	Y	SBT	C	23.1	612	Y
SE 9th St. /Project Entrance No Signal		**Overall**	**N/A**	**N/A**	**N/A**	**N/A**	**Overall**	**N/A**	**N/A**	**N/A**	**N/A**	**Overall**	**A**	**3.6**	**N/A**	**N/A**
	N/A	NBT	N/A	N/A	N/A	N/A	NBT	N/A	N/A	N/A	N/A	NBT	B	10.6	12	Y
	50	WBL	N/A	N/A	N/A	N/A	WBL	N/A	N/A	N/A	N/A	WBL	A	7.8	8	Y
	N/A	WBT	N/A	N/A	N/A	N/A	WBT	N/A	N/A	N/A	N/A	WBT	A	0.0	0.0	Y

*The northbound left-turn lane is to be lengthened to 320 feet plus a 50 foot taper as a part of the project.

Background (2018) Traffic Conditions

Future build-out year traffic volumes without the project were derived by applying the annual compound growth rates shown in Table 3 to the adjusted peak-season, turning-movement counts. In addition, committed development traffic was obtained from City of Hallandale Beach's Planning and Zoning Office. The committed development trips were summarized in **Table 6 – Committed Development** and added to Tables 1 and 2. Tables 1 and 2 show the peak-season background traffic volumes expected during the future build-out year of 2018.

Appendix E – Background Traffic Conditions Analyses contains the Synchro reports for the existing with background traffic signalized intersections with all intersection splits and offsets optimized by Synchro. Tables 4 and 5 also provides a summary of the critical elements of these analyses and demonstrates that, similar to the existing conditions analysis, only the signalized intersections of Dixie Highway and SE 1st Avenue at 11th Street and the Federal Highway intersections with SE 3rd Street and SE 9th Street operate at an acceptable LOS D or better while the other studied intersections are all at LOS E or F. In addition, a large number of left- and right-turn queues continue to exceed the available queue storage length.

Project Trip Generation

Table 7 – Daily Trip Generation, **Table 8 – AM Peak-hour Trip Generation** and **Table 9 – PM Peak-hour Trip Generation** depict the trip generation for the project site. Trip generation characteristics were obtained from the Institute of Transportation Engineer's (ITE) *Trip Generation* manual, 9th Edition. As the tables show, the proposed 900 South Federal development is anticipated to generate 2,728 new daily trips, 236 new a.m. peak-hour trips, and 229 new p.m. peak-hour trips. Note that the daily trip generation is provided for informational purposes only. All analyses were conducted using peak hour trips.

Project Distribution and Assignment

Cardinal distribution information was obtained from a review of AADT volumes and knowledge of the local roadway network. **Figure 2 – Project Traffic Distribution** shows the traffic distribution on study area roadways derived from the cardinal distribution. A table showing the cardinal distribution analysis is included in **Appendix C – Adjustment Factors.**

Figure 3 – Project Trip Assignment shows the peak-hour project trips assigned to the study area roadway network in accordance with the distribution.

Table 6
Peak Hour Committed Development
900 South Federal Traffic Impact Study

AM

Intersection	SBL*							Total	SBT*							Total	SBR*							Total	WBL*							Total	WBT*							Total	WBR*							Total
HALLANDALE/DIXIE	0	0	4	0	0	0	0	4	3	0	0	0	0	0	0	3	0	1	0	0	0	0	0	1	0	0	2	0	0	0	0	2	72	6	18	0	0	0	0	96	0	0	0	0	0	0	0	0
HALLANDALE/1ST AVE.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	5	18	0	0	0	0	95	0	0	3	0	0	0	0	3
DIXIE/3RD ST.	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
DIXIE/11TH ST.	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SE 1ST AVE./11TH ST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SE 1ST AVE./9TH ST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
OLD FEDERAL/9TH ST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0
US 1/HALLANDALE	0	0	0	8	21	0	0	29	14	0	0	17	0	0	0	31	0	1	0	0	0	0	0	1	0	0	0	0	42	0	0	42	60	3	0	0	20	0	0	83	0	0	0	0	0	10	0	10
US 1/3RD ST.	22	0	0	0	0	0	0	22	0	0	0	0	0	0	36	36	0	0	0	0	0	0	0	0	46	0	0	0	0	0	1	47	31	0	0	0	0	0	0	31	80	0	0	0	0	0	0	80
US1/9TH ST.	0	0	0	0	0	0	0	0	46	0	0	0	0	0	44	90	0	0	0	0	0	0	0	0	40	0	0	0	0	0	1	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

*DEVELOPMENT ORDER: GULFSTREAM PARK, MD CLINICAL, HALLANDALE SQUARE, HALLANDALE ART SQUARE, BEACHWALK, 7TH AVE. VILLAGE, GULFSTREAM POINT

PM

Intersection	SBL*							Total	SBT*							Total	SBR*							Total	WBL*							Total	WBT*							Total	WBR*							Total
HALLANDALE/DIXIE	0	0	19	0	0	0	0	19	13	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	0	0	14	0	0	0	0	14	38	5	115	0	0	11	0	169	0	0	0	0	0	0	0	0
HALLANDALE/1ST AVE.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	4	135	0	0	9	0	186	0	0	0	0	0	0	0	0
DIXIE/3RD ST.	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
DIXIE/11TH ST.	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SE 1ST AVE./11TH ST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SE 1ST AVE./9TH ST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
OLD FEDERAL/9TH ST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0
US 1/HALLANDALE	0	0	0	9	15	0	0	24	57	0	0	18	0	0	0	18	0	1	0	0	0	2	0	3	0	0	0	0	33	0	0	33	30	2	0	0	23	5	0	60	0	0	0	0	17	0	0	17
US 1/3RD ST.	69	0	0	0	0	0	0	69	0	0	0	0	0	0	45	45	0	0	0	0	0	0	0	0	26	0	0	0	0	0	2	28	16	0	0	0	0	0	0	16	39	0	0	0	0	0	0	39
US1/9TH ST.	0	0	0	0	0	0	0	0	26	0	0	0	0	0	55	55	0	0	0	0	0	0	0	0	20	0	0	0	0	0	3	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

*DEVELOPMENT ORDER: GULFSTREAM PARK, MD CLINICAL, HALLANDALE SQUARE, HALLANDALE ART SQUARE, BEACHWALK, 7TH AVE. VILLAGE, GULFSTREAM POINT

AM

Intersection	NBL*							Total	NBT*							Total	NBR*							Total	EBL*							Total	EBT*							Total	EBR*							Total
HALLANDALE/DIXIE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	25	0	0	0	0	27	0	0	0	0	0	0	0	0
HALLANDALE/1ST AVE.	0	1	0	0	0	0	0	1	13	0	0	0	0	0	0	13	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	18	2	29	0	0	0	0	49	0	0	0	0	0	0	0	0
DIXIE/3RD ST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DIXIE/11TH ST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SE 1ST AVE./11TH ST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SE 1ST AVE./9TH ST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OLD FEDERAL/9TH ST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
US 1/HALLANDALE	22	1	0	0	0	0	0	23	58	0	0	0	0	0	0	58	0	0	0	0	18	0	0	18	0	0	0	0	0	0	0	0	10	2	0	0	22	0	0	34	8	0	0	0	0	0	0	8
US 1/3RD ST.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	35	35	12	0	0	0	0	0	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
US1/9TH ST.	0	0	0	0	0	0	27	27	12	0	0	0	0	0	41	53	10	0	0	0	0	0	1	11	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	4	4

*DEVELOPMENT ORDER: GULFSTREAM PARK, MD CLINICAL, HALLANDALE SQUARE, HALLANDALE ART SQUARE, BEACHWALK, 7TH AVE. VILLAGE, GULFSTREAM POINT

PM

Intersection	NBL*							Total	NBT*							Total	NBR*							Total	EBL*							Total	EBT*							Total	EBR*							Total
HALLANDALE/DIXIE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	116	0	0	11	0	127	0	2	0	0	0	2	0	4
HALLANDALE/1ST AVE.	0	1	0	0	0	2	0	3	7	0	0	0	0	0	0	7	0	0	14	0	0	0	0	14	0	2	0	0	0	2	0	4	0	0	135	0	0	9	0	144	0	0	18	0	0	0	0	18
DIXIE/3RD ST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DIXIE/11TH ST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SE 1ST AVE./11TH ST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SE 1ST AVE./9TH ST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OLD FEDERAL/9TH ST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
US 1/HALLANDALE	8	1	0	0	0	2	0	11	31	0	0	0	0	0	0	31	0	0	0	0	17	0	0	17	0	2	0	0	0	2	0	4	60	5	0	0	17	6	0	88	12	2	0	0	0	2	0	16
US 1/3RD ST.	0	0	0	0	0	0	2	2	0	0	0	0	0	0	34	34	50	0	0	0	0	0	1	51	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	23	0	0	0	0	0	0	5	5
US1/9TH ST.	0	0	0	0	0	0	63	63	50	0	0	0	0	0	41	91	35	0	0	0	0	0	1	36	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	0	0	0	0	0	0	6	6

*DEVELOPMENT ORDER: GULFSTREAM PARK, MD CLINICAL, HALLANDALE SQUARE, HALLANDALE ART SQUARE, BEACHWALK, 7TH AVE. VILLAGE, GULFSTREAM POINT

Table 7
Daily Trip Generation
900 South Federal Traffic Impact Study

Land Use	ITE Code	Intensity		Trip Generation Rate[1]	Total Trips			Internal Trips				Adjusted Trips			Pass-by Trips		New Trips		
					In	Out	Total	In	Out	Total	%	In	Out	Total			In	Out	Total
Proposed Use																			
High-Rise Residential Condominium	232	320	DU	T=3.77(X)+223.66 (50/50)	715	715	1,430	27	28	55	3.83%	688	687	1375	0	0.00%	688	687	1,375
Hotel	310	150	OR	T=8.92(X) (50/50)	669	669	1,338	26	27	51	3.84%	643	644	1287	0	0.00%	643	644	1,287
Specialty Retail Center	826	5,595	SF	T=42.78(X)+37.66 (50/50)	139	138	277	42	41	83	30.00%	97	97	194	128	66.00%	33	33	66
Total					**1,523**	**1,522**	**3,045**	**95**	**96**	**189**		**1,428**	**1,428**	**2,856**	**128**		**1,364**	**1,364**	**2,728**

[1] Source: Institute of Transportation Engineers' *Trip Generation* manual, 9th Edition.

Table 8
AM Peak-hour Trip Generation
900 South Federal Traffic Impact Study

Land Use	ITE Code	Intensity		Trip Generation Rate[1]	Total Trips			Internal Trips				Adjusted Trips			Pass-by Trips		Net New Trips		
					In	Out	Total	In	Out	Total	%	In	Out	Total			In	Out	Total
Proposed Use																			
High-Rise Residential Condominium	232	320	DU	T=0.29(X)+28.86 (19/81)	23	99	122	2	2	4	3.83%	22	96	118	0	0.00%	22	96	118
Hotel	310	150	OR	T=0.78(X)-29.80 (58/42)	51	36	87	2	1	3	3.84%	49	35	84	0	0.00%	49	35	84
Specialty Retail Center	826	5,595	SF	T=4.91(X)+115.59 (48/52)	69	74	143	21	22	43	30.00%	48	52	100	66	66.00%	16	18	34
Total					**143**	**209**	**352**	**25**	**25**	**50**		**119**	**183**	**302**	**66**		**87**	**149**	**236**

[1] Source: Institute of Transportation Engineers' *Trip Generation* manual, 9th Edition.

Table 9
PM Peak-hour Trip Generation
900 South Federal Traffic Impact Study

Land Use	ITE Code	Intensity		Trip Generation Rate[1]	Total Trips			Internal Trips				Adjusted Trips			Pass-by Trips		Net New Trips		
					In	Out	Total	In	Out	Total	%	In	Out	Total			In	Out	Total
Proposed Use																			
High-Rise Residential Condominium	232	320	DU	T=0.34(X)+15.47 (62/38)	77	47	124	3	2	5	3.83%	74	45	119	0	0.00%	74	45	119
Hotel	310	150	OR	T=0.70(X) (49/51)	51	54	105	2	2	4	3.84%	49	52	101	0	0.00%	49	52	101
Specialty Retail Center	826	5,595	SF	T=2.40(X)+21.48 (44/56)	15	20	35	5	5	10	30.00%	10	15	25	16	66.00%	4	5	9
Total					**143**	**121**	**264**	**10**	**9**	**19**		**133**	**112**	**245**	**16**		**127**	**102**	**229**

[1] Source: Institute of Transportation Engineers' *Trip Generation* manual, 9th Edition.

Figure 2 – Project Trip Distribution

900 South Federal Traffic Impact Study
Hallandale Beach, Florida

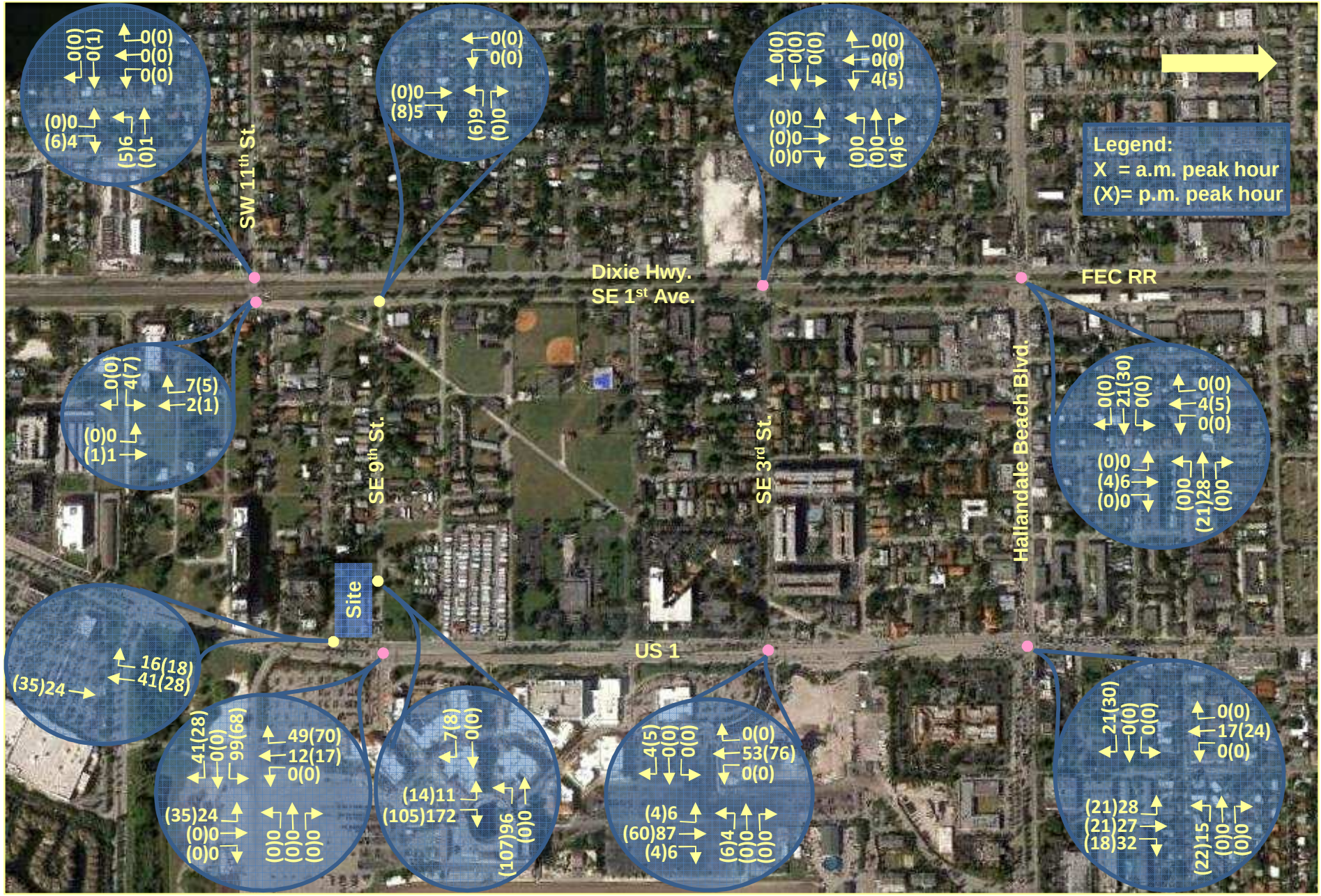


Figure 3 – Project Trip Assignment

900 South Federal Traffic Impact Study
Hallandale Beach, Florida

Total Traffic Conditions

Future total traffic volumes including project traffic were obtained by adding the 2018 background volumes to the project traffic volumes. The resulting future volumes are shown in **Table 1 – AM Peak-hour Turning-movement Counts** and **Table 2 – PM Peak-hour Turning-movement Counts.**

Appendix F – Total Traffic Conditions Analyses contains copies of the Synchro reports for this third analysis condition with all intersection splits and offsets optimized by Synchro. Tables 4 and 5 provide a summary of the critical elements of these analyses and demonstrate that, with the exception of SE 1st Avenue at SE 11th Street, which is lowered to a still acceptable LOS D, the addition of traffic generated by the 900 South Federal development doesn't change the LOS at the studied intersections from that determined under the background conditions. Note, however, that, as a part of the new project's development, the west approach to the intersection of Federal Highway at SE 9th Street is proposed to be improved by the addition of a separate left-turn lane. Together with a change from split phasing for the east-west movements to protected/permitted operation, the addition of the proposed new lane ensures a high level of service for the future operation at this location. Comparing it to the background traffic conditions indicates that it is actually better operation than would exist without the project.

A review of the queue storage lengths shown in Tables 4 and 5 reveals that, at the intersection of Federal Highway at SE 9th Street, the northbound left-turn queue in the future, Total Traffic condition is much longer than the available left-turn lane's storage length. As a part of this project, it is proposed that the left-turn lane be lengthened to the following dimensions: a 50-foot-long taper and a 320-foot-long left-turn lane. Figure C500, from the site plan package, is included in Appendix F and depicts the proposed, longer left-turn lane as well as the proposed re-design of SE 9th Street west of Federal Highway.

Roadway Segment Capacity Analysis

Table 10 – Roadway Segment Capacity Analysis shows the levels of service for the studied roadway segments. The Level of Service D maximum service volumes were obtained from the Broward County MPO's *Roadway Levels of Service and Capacity Analysis for 2009 and 2035.*

As Table 10 confirms, all roadway segments are expected to operate at an acceptable LOS D or better through the buildout year of 2018.

Table 10
Roadway Segment Capacity Analysis
900 South Federal Traffic Impact Study

PM Peak Hour

Roadway	Segment	Description	LOS D Max Service Volume[1]	Existing Volume	Existing LOS	Background Volume	Background LOS	Total Traffic	Total Traffic LOS
Hallandale Beach Boulevard	SR A-1-A to US 1	6LD	4,880	3,744	C	4,131	D	4,164	D
	US 1 to Dixie Hwy.	6LD	4,880	3,013	C	3,324	C	3,375	C
	West of Dixie Hwy.	6LD	4,880	3,023	C	3,443	C	3,494	C
Federal Highway	North of Hallandale	4LD	3,220	2,381	C	2,589	D	2,632	D
	South of Hallandale	6LD	4,880	3,412	C	3,700	C	3,827	D
Dixie Highway/1st Avenue	North of Hallandale	6LD	4,880	856	C	924	C	933	C
	South of Hallandale	6LD	4,880	1,026	C	1,110	C	1,119	C

[1]Maximum service volume obtained from *Table 2: Generalized Peak Hour Two-way Volume for Florida's Urbanized Area* contained in Broward County MPO's *Broward County Roadway Capacity and Level of Service Analysis for 2009 and 2035.*

Site Circulation

900 South Federal is proposed to have two vehicular access points connecting to the adjacent roadway network as described previously. However, the eastern access driveway, which is shared with the Gulfstream Point development, serves as a north-south entrance to the seven-story parking garage. This garage entrance is approximately 75 feet west of the edge of pavement for the right-turn deceleration lane on Federal Highway, thus providing an adequate storage length on site for entering vehicles. The northside entrance to the garage is a direct connection to SE 9th Street. The storage length on the driveway prior to entering the garage is approximately 35 feet; however, there is no gate shown on the site plan at either parking garage entrance so drivers may continue into the garage without any delay (or the resulting backup in traffic caused by delays).

Drive aisles within the parking garage are generally 23 feet wide, which should easily accommodate two-way vehicular travel.

Pedestrian walk areas are well defined by paint on the pavement or by raised paving surfaces. Access to/from the adjacent external sidewalks is clearly defined and offers a direct connection.

SE 9th Street, the main entrance to the project, is proposed to be widened to permit the construction of a ten-foot-wide sidewalk on the north side, one westbound through lane, an eastbound left-turn lane, an eastbound through/right-turn lane, an eastbound parallel parking lane, and a seven-foot-wide sidewalk on the south side of the roadway. The seven-foot-wide sidewalk is immediately adjacent to another ten- to fifteen-foot-wide sidewalk within the project site resulting in a seventeen- to twenty-two-foot-wide sidewalk serving pedestrians and bicyclists on the south side of SE 9th Street. As was noted above, Appendix F contains a copy of Sheet C500, from the project site plans, depicting the proposed improvements to SE 9th Street.

This portion of SE 9th Street was, at the request of City of Hallandale Beach staff, reviewed by Broward County Traffic Engineering Division. The concern was how best to divide up the middle lane so that it provided appropriate storage for eastbound left-turning traffic approaching US 1 while also providing acceptable westbound left-turn storage for the entrance to 900 South Federal. After extensive review, Broward County Traffic Engineering Division staff determined that the eastbound left-turn storage lane should be 200 feet long, followed to the west by a 50-foot-long taper and a 50-foot-long westbound left-turn lane serving the entrance to the development.

Conclusions

Based on the results of this analysis, it is concluded that the proposed 900 South Federal development will not have a significant impact on the adjacent roadway network. Further, it appears that the addition of a southbound right-turn deceleration lane on Federal Highway at the project's east entrance, the widening of SE 9th Street for approximately 400 feet west of Federal Highway, the lengthening of the existing northbound left-turn storage lane on Federal Highway at its intersection with SE 9th Street, and a change in the signal phasing for the intersection of US 1 at SE 9th Street will significantly reduce the impact of the project's traffic on the immediately adjoining roadways. In addition, the new, wide sidewalks along SE 9th Street will provide for improved pedestrian and bicyclist movement throughout the project area, including making the existing bus stop immediately south of 900 S. Federal much more accessible to pedestrians.

Appendix A – Traffic Counts

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

SE 3RD STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: A. PALOMINO & M. CRUZ
SIGNALIZED

Site Code : 00150060
Start Date: 03/24/15
File I.D. : 3STREUS1
Page : 1

ALL VEHICLES

	US 1 From North				GULFSTREAM From East				US 1 From South				SE 3RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/24/15																	
07:00	0	1	190	0	0	0	1	2	0	1	137	4	0	6	2	12	356
07:15	2	0	240	1	0	4	1	0	0	2	157	2	0	11	2	14	436
07:30	0	1	339	1	0	1	0	2	0	3	200	2	0	20	5	34	608
07:45	0	4	358	2	0	2	3	1	0	4	229	3	0	16	8	44	674
Hr Total	2	6	1127	4	0	7	5	5	0	10	723	11	0	53	17	104	2074
08:00	0	5	351	0	0	3	1	3	1	4	189	4	0	21	26	58	666
08:15	0	12	428	1	0	3	1	2	0	9	313	1	0	17	19	74	880
08:30	1	6	393	1	0	5	5	0	2	9	281	3	0	26	29	95	856
08:45	2	7	417	3	0	2	1	3	3	14	288	5	0	29	26	81	881
Hr Total	3	30	1589	5	0	13	8	8	6	36	1071	13	0	93	100	308	3283
* BREAK *																	
16:00	3	22	352	2	0	14	10	15	3	18	438	8	0	40	16	28	969
16:15	1	16	327	1	0	13	18	20	1	12	454	11	0	27	16	30	947
16:30	6	19	315	3	0	12	13	16	3	14	414	10	0	39	18	27	909
16:45	3	11	341	1	0	12	12	16	5	17	462	7	0	30	15	27	959
Hr Total	13	68	1335	7	0	51	53	67	12	61	1768	36	0	136	65	112	3784
17:00	2	11	282	2	0	19	25	35	9	20	375	12	0	38	19	34	883
17:15	4	18	350	3	0	21	20	30	1	9	448	7	0	43	21	25	1000
17:30	4	13	321	0	0	15	20	27	6	13	460	4	0	25	14	30	952
17:45	2	22	279	2	0	18	12	42	1	15	436	12	0	44	15	41	941
Hr Total	12	64	1232	7	0	73	77	134	17	57	1719	35	0	150	69	130	3776
TOTAL	30	168	5283	23	0	144	143	214	35	164	5281	95	0	432	251	654	12917

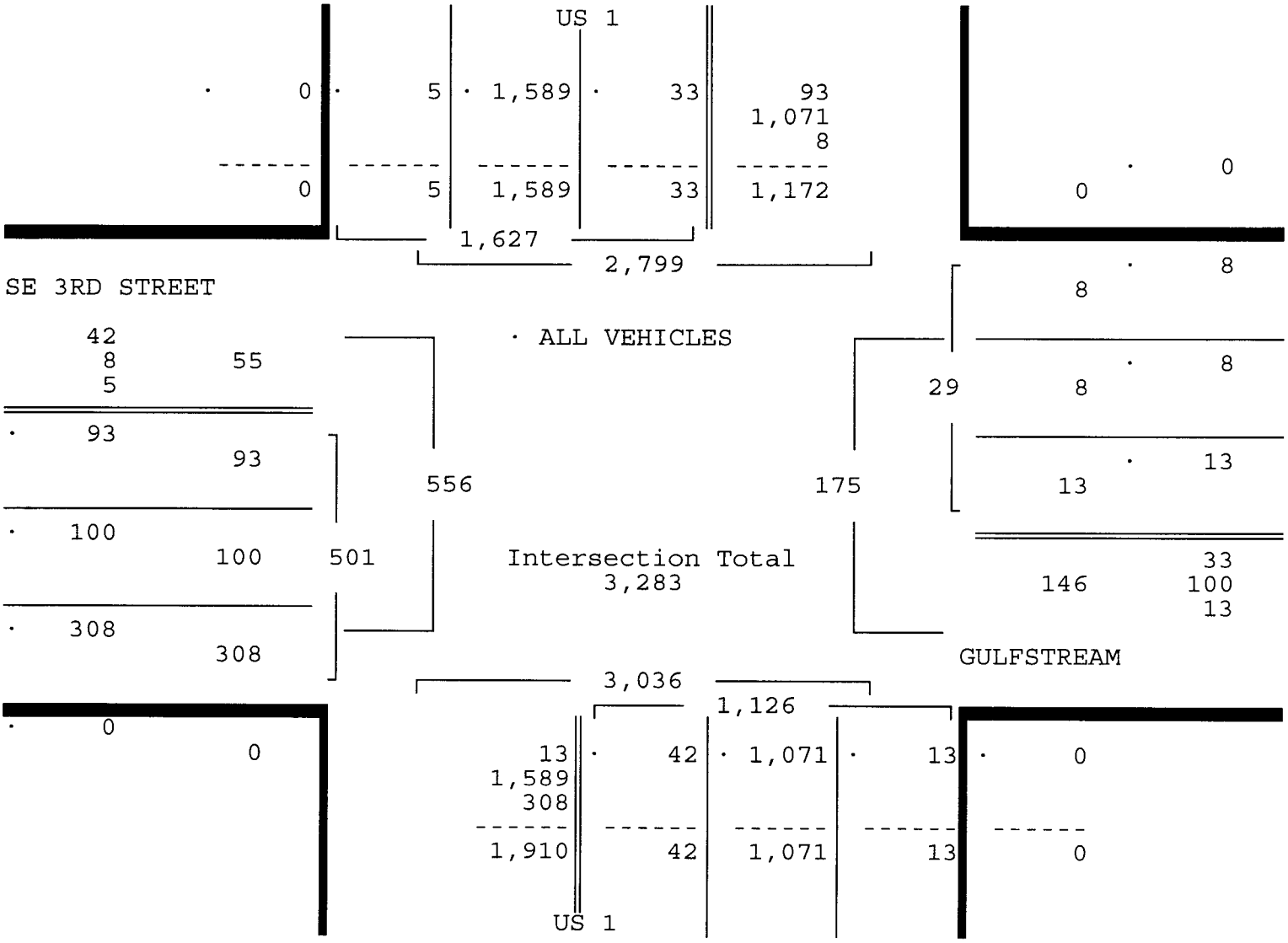
SE 3RD STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: A. PALOMINO & M. CRUZ
SIGNALIZED

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

Site Code : 00150060
Start Date: 03/24/15
File I.D. : 3STREUS1
Page : 2

ALL VEHICLES

	US 1 From North				GULFSTREAM From East				US 1 From South				SE 3RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/24/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/24/15																	
Peak start 08:00					08:00				08:00				08:00				
Volume	3	30	1589	5	0	13	8	8	6	36	1071	13	0	93	100	308	
Percent	0%	2%	98%	0%	0%	45%	28%	28%	1%	3%	95%	1%	0%	19%	20%	61%	
Pk total	1627				29				1126				501				
Highest	08:15				08:30				08:15				08:30				
Volume	0	12	428	1	0	5	5	0	0	9	313	1	0	26	29	95	
Hi total	441				10				323				150				
PHF	.92				.72				.87				.84				



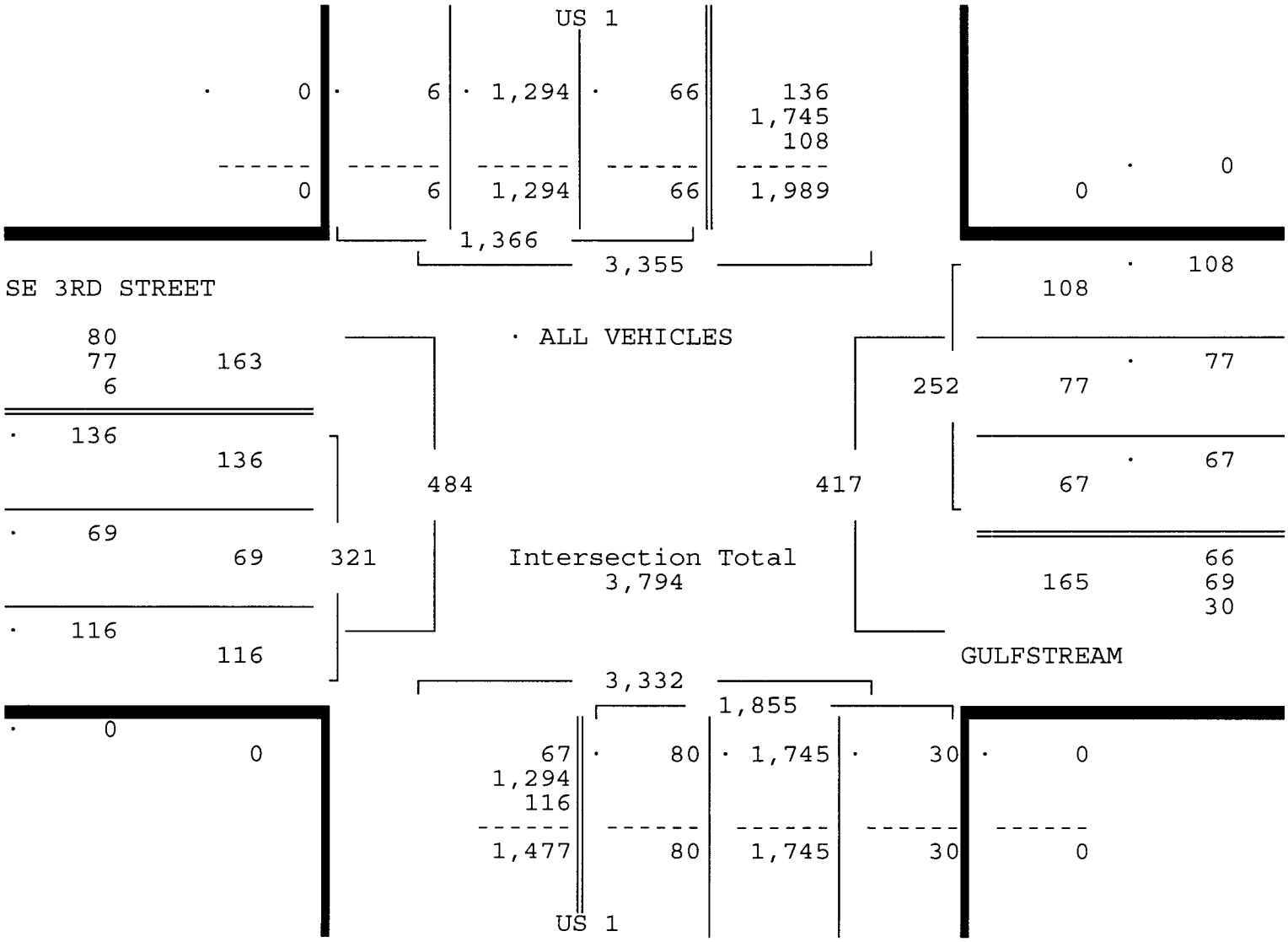
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

SE 3RD STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: A. PALOMINO & M. CRUZ
SIGNALIZED

Site Code : 00150060
Start Date: 03/24/15
File I.D. : 3STREUS1
Page : 3

ALL VEHICLES

	US 1 From North				GULFSTREAM From East				US 1 From South				SE 3RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/24/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/24/15																	
Peak start 16:45					16:45				16:45				16:45				
Volume	13	53	1294	6	0	67	77	108	21	59	1745	30	0	136	69	116	
Percent	1%	4%	95%	0%	0%	27%	31%	43%	1%	3%	94%	2%	0%	42%	21%	36%	
Pk total	1366				252				1855				321				
Highest	17:15				17:00				16:45				17:00				
Volume	4	18	350	3	0	19	25	35	5	17	462	7	0	38	19	34	
Hi total	375				79				491				91				
PHF	.91				.80				.94				.88				



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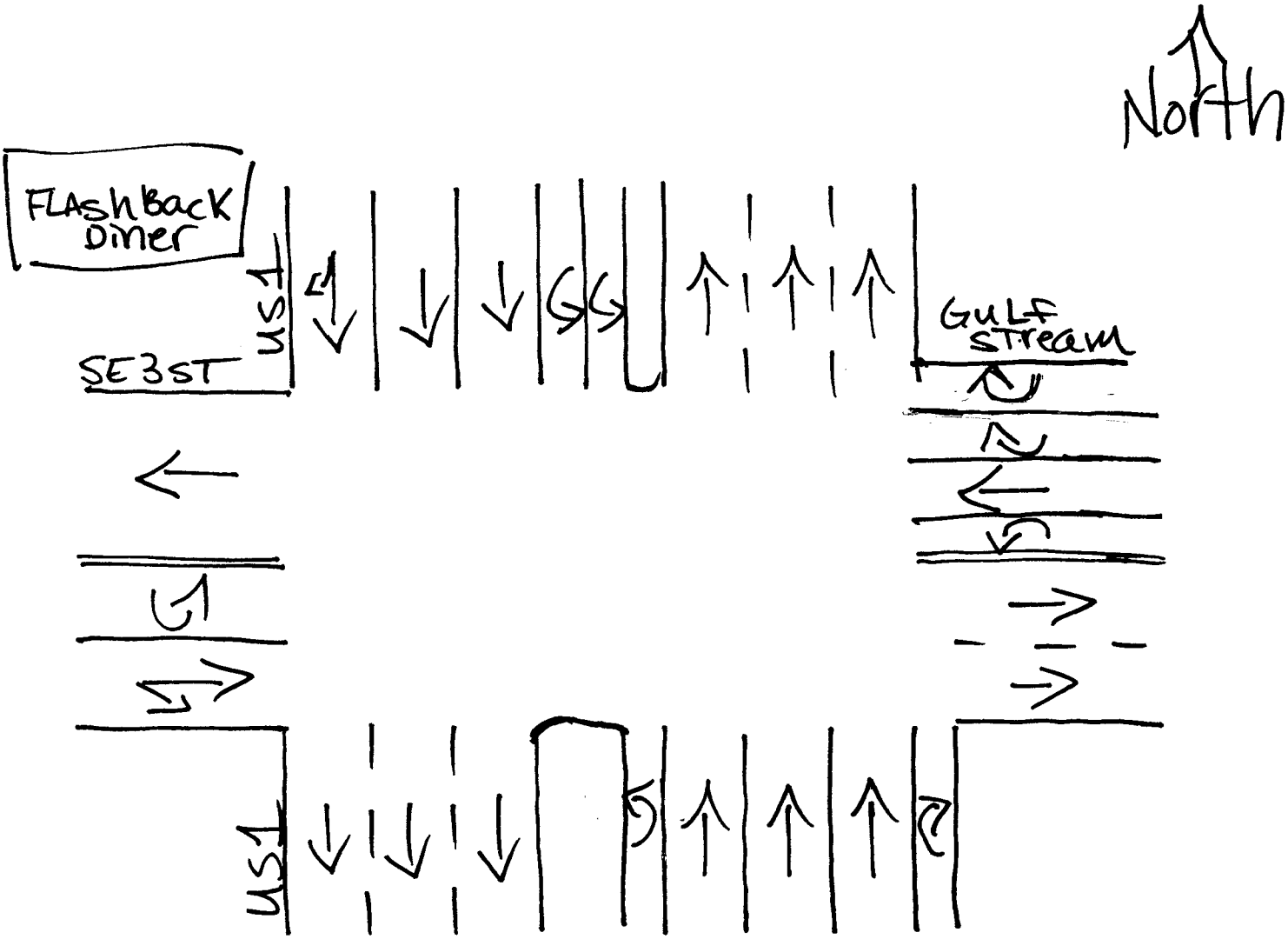
SE 3RD STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: A. PALOMINO & M. CRUZ
SIGNALIZED

Site Code : 00150060
Start Date: 03/24/15
File I.D. : 3STREUS1
Page : 1

PEDESTRIANS & BIKES

	US 1 From North				GULFSTREAM From East				US 1 From South				SE 3RD STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 03/24/15																	
07:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	4
07:15	0	0	0	0	0	3	0	1	0	0	0	1	0	2	0	3	10
07:30	0	1	0	2	0	3	0	2	0	1	0	0	0	1	0	2	12
07:45	0	0	0	1	0	1	0	2	0	2	0	0	0	1	0	0	7
Hr Total	0	1	0	3	0	8	0	5	0	3	0	1	0	5	0	7	33
08:00	0	0	0	0	0	1	0	2	0	0	0	0	0	3	0	0	6
08:15	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	3
08:30	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3	6
08:45	0	0	0	0	0	3	0	0	0	2	0	0	0	1	0	1	7
Hr Total	0	0	0	0	0	7	0	3	0	3	0	0	0	5	0	4	22
* BREAK *																	
16:00	0	0	0	2	0	1	0	1	0	1	0	0	0	2	0	2	9
16:15	0	1	0	2	0	1	0	0	0	0	0	1	0	1	0	2	8
16:30	0	0	0	0	0	1	0	3	0	0	0	3	0	0	0	3	10
16:45	0	3	0	3	0	3	0	1	0	0	0	0	0	2	0	1	13
Hr Total	0	4	0	7	0	6	0	5	0	1	0	4	0	5	0	8	40
17:00	0	0	0	4	0	1	0	3	0	4	0	4	0	0	0	1	17
17:15	0	0	0	0	0	3	0	1	0	1	0	2	0	1	0	5	13
17:30	0	1	0	3	0	7	0	2	0	1	0	1	0	1	0	1	17
17:45	0	2	0	2	0	4	0	4	0	0	0	8	0	0	0	3	23
Hr Total	0	3	0	9	0	15	0	10	0	6	0	15	0	2	0	10	70
TOTAL	0	8	0	19	0	36	0	23	0	13	0	20	0	17	0	29	165



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

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
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HALLANDALE BEACH BOULEVARD & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: R. MARTINEZ & S. SALVO
SIGNALIZED

Site Code : 00150060
Start Date: 03/24/15
File I.D. : HALL_US1
Page : 1

ALL VEHICLES

	US 1 From North				HALLANDALE BEACH BOULEVARD From East				US 1 From South				HALLANDALE BEACH BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/24/15																	
07:00	2	29	108	6	0	70	169	27	0	26	72	54	0	12	113	33	721
07:15	0	40	125	11	0	77	202	16	2	32	66	43	0	14	161	46	835
07:30	4	41	215	10	0	118	182	18	1	41	122	79	0	16	162	47	1056
07:45	5	45	227	12	0	95	243	28	2	43	123	83	0	9	218	59	1192
Hr Total	11	155	675	39	0	360	796	89	5	142	383	259	0	51	654	185	3804
08:00	3	62	214	9	1	98	286	26	1	30	96	60	0	19	253	74	1232
08:15	2	70	251	6	0	107	258	25	7	78	152	104	0	32	229	81	1402
08:30	7	46	221	9	1	148	223	27	9	53	129	95	0	17	251	86	1322
08:45	2	64	241	11	2	129	281	26	5	65	137	116	0	23	252	64	1418
Hr Total	14	242	927	35	4	482	1048	104	22	226	514	375	0	91	985	305	5374
* BREAK *																	
16:00	3	72	187	13	1	119	258	36	7	82	247	145	1	37	204	63	1475
16:15	7	71	189	16	1	122	334	54	3	122	256	134	0	28	229	70	1636
16:30	2	76	188	18	1	127	324	39	3	70	225	140	0	32	227	63	1535
16:45	0	71	215	23	1	119	292	50	4	114	243	157	0	28	204	38	1559
Hr Total	12	290	779	70	4	487	1208	179	17	388	971	576	1	125	864	234	6205
17:00	7	78	154	10	1	134	293	42	5	111	226	118	1	28	250	48	1506
17:15	8	65	204	19	2	133	308	39	4	66	276	143	0	35	213	54	1569
17:30	10	72	192	21	0	119	272	34	3	115	317	126	0	44	225	50	1600
17:45	2	105	167	12	0	135	264	34	6	100	271	124	0	32	250	49	1551
Hr Total	27	320	717	62	3	521	1137	149	18	392	1090	511	1	139	938	201	6226
TOTAL	64	1007	3098	206	11	1850	4189	521	62	1148	2958	1721	2	406	3441	925	21609

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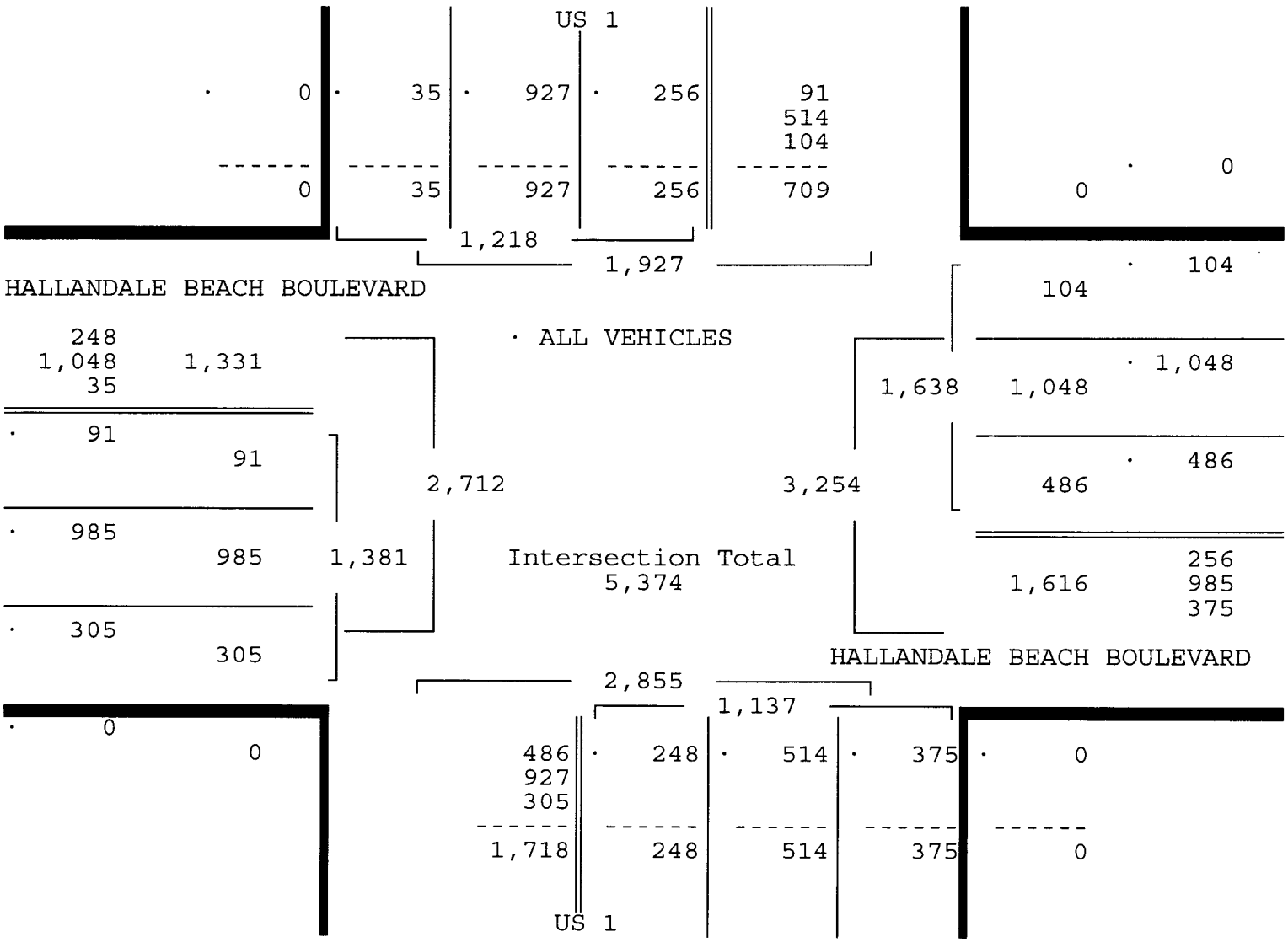
HALLANDALE BEACH BOULEVARD & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: R. MARTINEZ & S. SALVO
SIGNALIZED

Site Code : 00150060
Start Date: 03/24/15
File I.D. : HALL_US1
Page : 2

ALL VEHICLES

	US 1 From North				HALLANDALE BEACH BOULEVARD From East				US 1 From South				HALLANDALE BEACH BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/24/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/24/15																	
Peak start 08:00					08:00				08:00				08:00				
Volume	14	242	927	35	4	482	1048	104	22	226	514	375	0	91	985	305	
Percent	1%	20%	76%	3%	0%	29%	64%	6%	2%	20%	45%	33%	0%	7%	71%	22%	
Pk total	1218				1638				1137				1381				
Highest	08:15				08:45				08:15				08:30				
Volume	2	70	251	6	2	129	281	26	7	78	152	104	0	17	251	86	
Hi total	329				438				341				354				
PHF	.93				.93				.83				.98				



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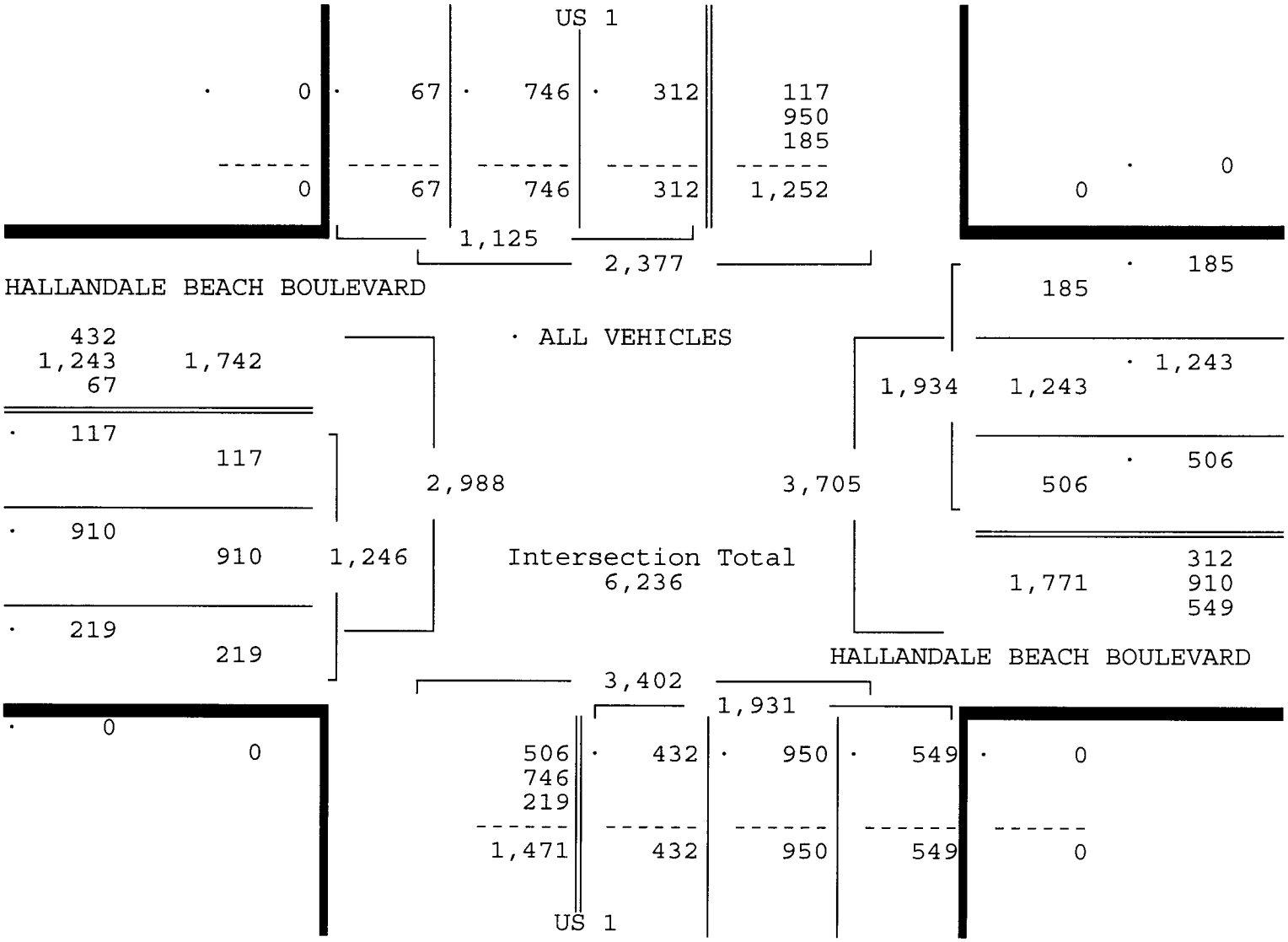
HALLANDALE BEACH BOULEVARD & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: R. MARTINEZ & S. SALVO
SIGNALIZED

Site Code : 00150060
Start Date: 03/24/15
File I.D. : HALL_US1
Page : 3

ALL VEHICLES

	US 1 From North				HALLANDALE BEACH BOULEVARD From East				US 1 From South				HALLANDALE BEACH BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/24/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/24/15																	
Peak start	16:15				16:15				16:15				16:15				
Volume	16	296	746	67	4	502	1243	185	15	417	950	549	1	116	910	219	
Percent	1%	26%	66%	6%	0%	26%	64%	10%	1%	22%	49%	28%	0%	9%	73%	18%	
Pk total	1125				1934				1931				1246				
Highest	16:45				16:15				16:45				16:15				
Volume	0	71	215	23	1	122	334	54	4	114	243	157	0	28	229	70	
Hi total	309				511				518				327				
PHF	.91				.95				.93				.95				



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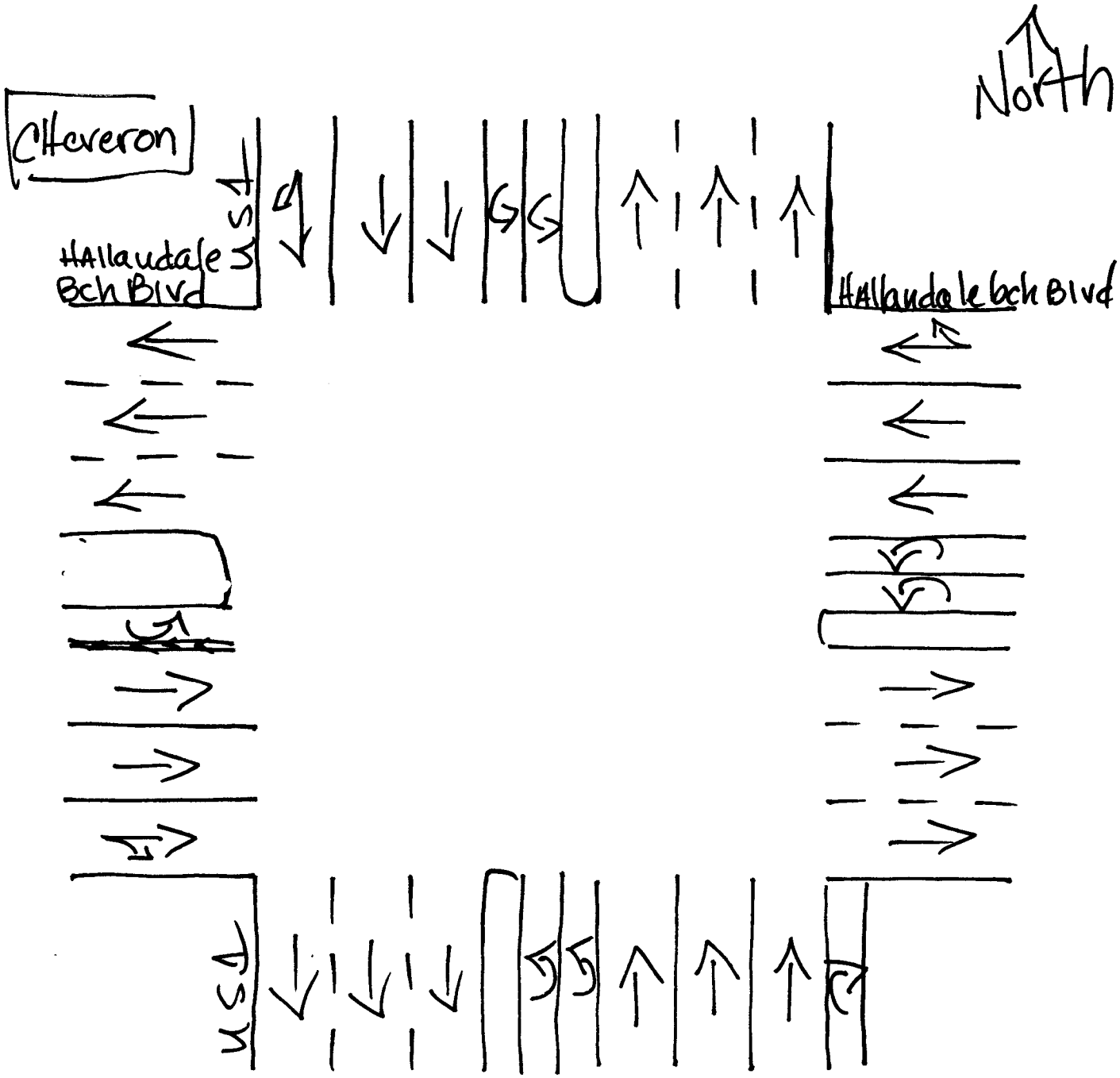
HALLANDALE BEACH BOULEVARD & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: R. MARTINEZ & S. SALVO
SIGNALIZED

Site Code : 00150060
Start Date: 03/24/15
File I.D. : HALL_US1
Page : 1

PEDESTRIANS & BIKES

	US 1 From North				HALLANDALE BEACH BOULEVARD From East				US 1 From South				HALLANDALE BEACH BOULEVARD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 03/24/15																	
07:00	0	0	0	2	0	1	0	0	0	2	0	4	0	0	0	0	9
07:15	0	0	0	0	0	2	0	1	0	1	0	2	0	2	0	0	8
07:30	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	2	5
07:45	0	2	0	0	0	3	0	3	0	0	0	0	0	2	0	4	14
Hr Total	0	2	0	2	0	7	0	6	0	3	0	6	0	4	0	6	36
08:00	0	1	0	1	0	2	0	4	0	3	0	1	0	1	0	4	17
08:15	0	2	0	0	0	1	0	3	0	1	0	2	0	1	0	4	14
08:30	0	1	0	3	0	0	0	5	0	2	0	8	0	0	0	1	20
08:45	0	1	0	2	0	0	0	1	0	2	0	3	0	0	0	1	10
Hr Total	0	5	0	6	0	3	0	13	0	8	0	14	0	2	0	10	61
* BREAK *																	
16:00	0	3	0	0	0	1	0	5	0	1	0	1	0	1	0	2	14
16:15	0	13	0	4	0	5	0	8	0	1	0	0	0	1	0	1	33
16:30	0	3	0	5	0	2	0	3	0	1	0	3	0	1	0	5	23
16:45	0	1	0	4	0	5	0	4	0	0	0	0	0	0	0	0	14
Hr Total	0	20	0	13	0	13	0	20	0	3	0	4	0	3	0	8	84
17:00	0	3	0	0	0	3	0	0	0	1	0	3	0	0	0	2	12
17:15	0	3	0	1	0	2	0	0	0	3	0	1	0	1	0	1	12
17:30	0	3	0	3	0	0	0	0	0	3	0	1	0	2	0	3	15
17:45	0	0	0	0	0	1	0	0	0	4	0	1	0	1	0	0	7
Hr Total	0	9	0	4	0	6	0	0	0	11	0	6	0	4	0	6	46
TOTAL	0	36	0	25	0	29	0	39	0	25	0	30	0	13	0	30	227



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

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Delray Beach, Florida 33444
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HALLANDALE BEACH BOULEVARD & DIXIE
HIGHWAY, HALLANDALE BEACH, FLORIDA
COUNTED BY: ANDRE LOPEZ
SIGNALIZED

Site Code : 00150060
Start Date: 03/24/15
File I.D. : HBBDIX_A
Page : 1

ALL VEHICLES

	N DIXIE HIGHWAY From North				HALLANDALE BEACH BLVD From East				S DIXIE HIGHWAY From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/24/15																	
07:00	0	17	25	2	0	10	233	0	0	0	0	0	0	0	178	7	472
07:15	0	17	32	3	0	9	246	0	0	0	0	0	0	0	231	6	544
07:30	0	41	66	6	0	15	242	0	0	0	0	0	0	0	249	6	625
07:45	0	61	108	7	0	24	279	0	0	0	0	0	0	0	275	2	756
Hr Total	0	136	231	18	0	58	1000	0	0	0	0	0	0	0	933	21	2397
08:00	0	37	67	11	0	14	342	0	0	0	0	0	0	0	334	21	826
08:15	0	47	127	12	0	13	349	0	0	0	0	0	0	0	344	24	916
08:30	0	46	119	4	0	15	339	0	0	0	0	0	0	0	345	12	880
08:45	0	25	102	6	0	27	310	0	0	0	0	0	0	0	355	17	842
Hr Total	0	155	415	33	0	69	1340	0	0	0	0	0	0	0	1378	74	3464
* BREAK *																	
16:00	0	36	46	7	0	20	436	0	0	0	0	0	0	0	343	6	894
16:15	0	39	81	21	0	23	427	0	0	0	0	0	0	0	247	15	853
16:30	0	56	84	9	0	28	441	0	0	0	0	0	0	0	293	16	927
16:45	0	37	75	13	0	23	485	0	0	0	0	0	0	0	260	4	897
Hr Total	0	168	286	50	0	94	1789	0	0	0	0	0	0	0	1143	41	3571
17:00	0	53	75	16	0	15	381	0	0	0	0	0	0	0	295	6	841
17:15	0	38	72	15	0	34	447	0	0	0	0	0	0	0	277	3	886
17:30	0	54	91	12	0	28	404	0	0	0	0	0	0	0	243	5	837
17:45	0	49	84	19	0	13	407	0	0	0	0	0	0	0	298	11	881
Hr Total	0	194	322	62	0	90	1639	0	0	0	0	0	0	0	1113	25	3445
TOTAL	0	653	1254	163	0	311	5768	0	0	0	0	0	0	0	4567	161	12877

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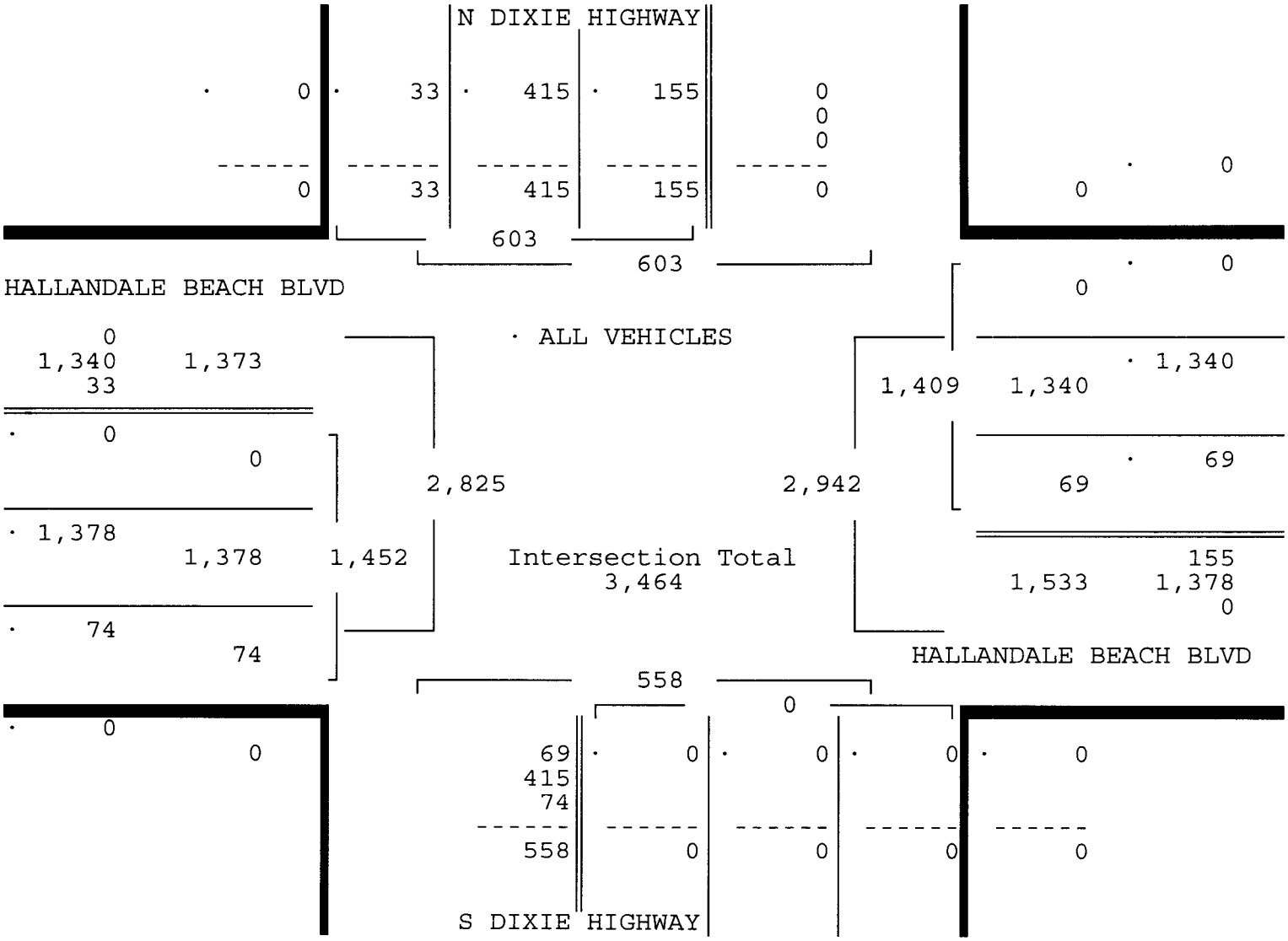
HALLANDALE BEACH BOULEVARD & DIXIE HIGHWAY, HALLANDALE BEACH, FLORIDA
COUNTED BY: ANDRE LOPEZ
SIGNALIZED

Site Code : 00150060
Start Date: 03/24/15
File I.D. : HBBDIX_A
Page : 2

ALL VEHICLES

	N DIXIE HIGHWAY From North				HALLANDALE BEACH BLVD From East				S DIXIE HIGHWAY From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/24/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/24/15																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	155	415	33	0	69	1340	0	0	0	0	0	0	0	1378	74	
Percent	0%	26%	69%	5%	0%	5%	95%	0%	0%	0%	0%	0%	0%	0%	95%	5%	
Pk total	603				1409				0				1452				
Highest	08:15				08:15				07:00				08:45				
Volume	0	47	127	12	0	13	349	0	0	0	0	0	0	0	355	17	
Hi total	186				362				0				372				
PHF	.81				.97				.0				.98				



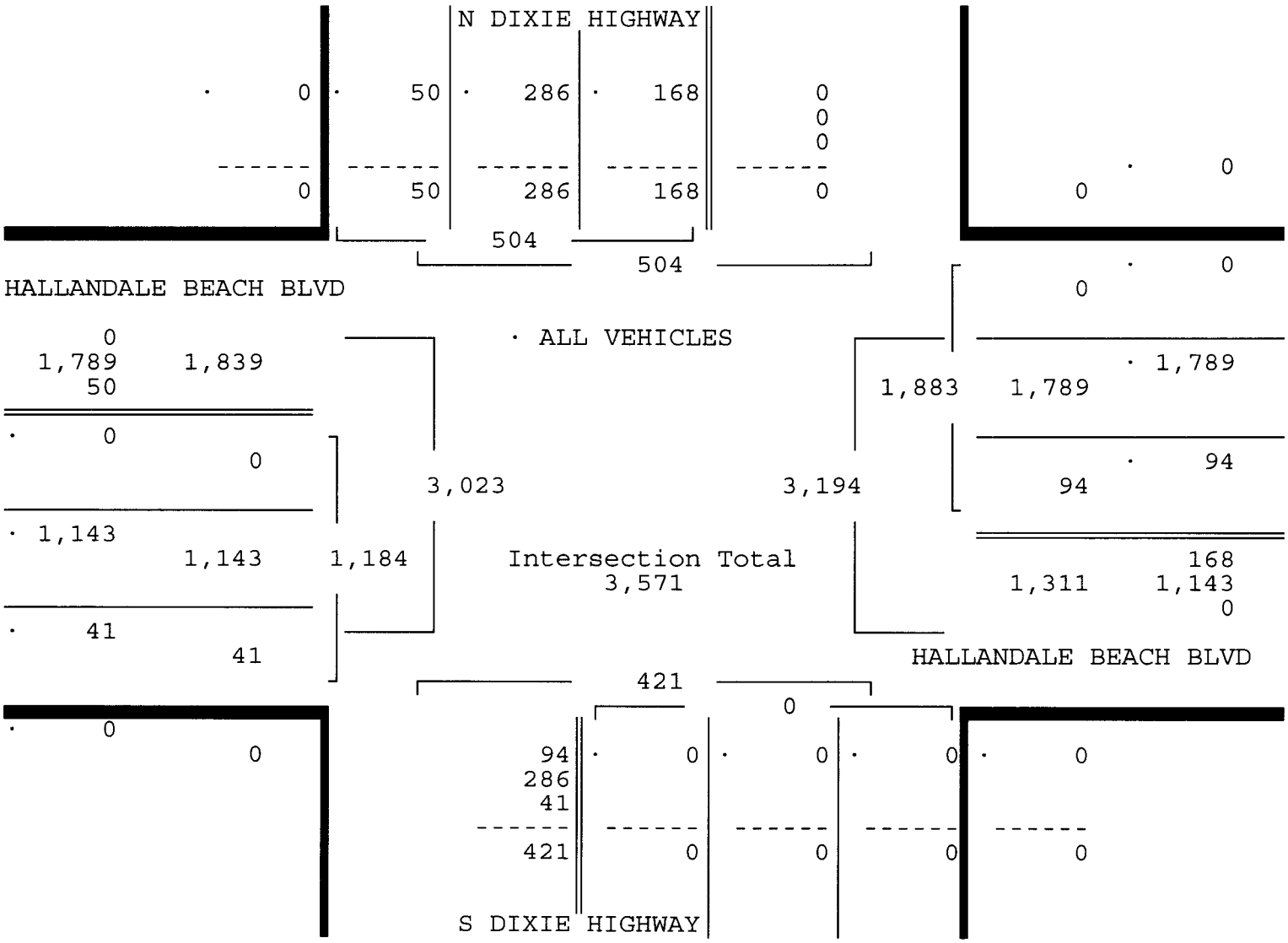
HALLANDALE BEACH BOULEVARD & DIXIE
HIGHWAY, HALLANDALE BEACH, FLORIDA
COUNTED BY: ANDRE LOPEZ
SIGNALIZED

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

Site Code : 00150060
Start Date: 03/24/15
File I.D. : HBBDIX_A
Page : 3

ALL VEHICLES

	N DIXIE HIGHWAY From North				HALLANDALE BEACH BLVD From East				S DIXIE HIGHWAY From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/24/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/24/15																	
Peak start	16:00				16:00				16:00				16:00				
Volume	0	168	286	50	0	94	1789	0	0	0	0	0	0	0	1143	41	
Percent	0%	33%	57%	10%	0%	5%	95%	0%	0%	0%	0%	0%	0%	0%	97%	3%	
Pk total	504				1883				0				1184				
Highest	16:30				16:45				07:00				16:00				
Volume	0	56	84	9	0	23	485	0	0	0	0	0	0	0	343	6	
Hi total	149				508				0				349				
PHF	.85				.93				.0				.85				



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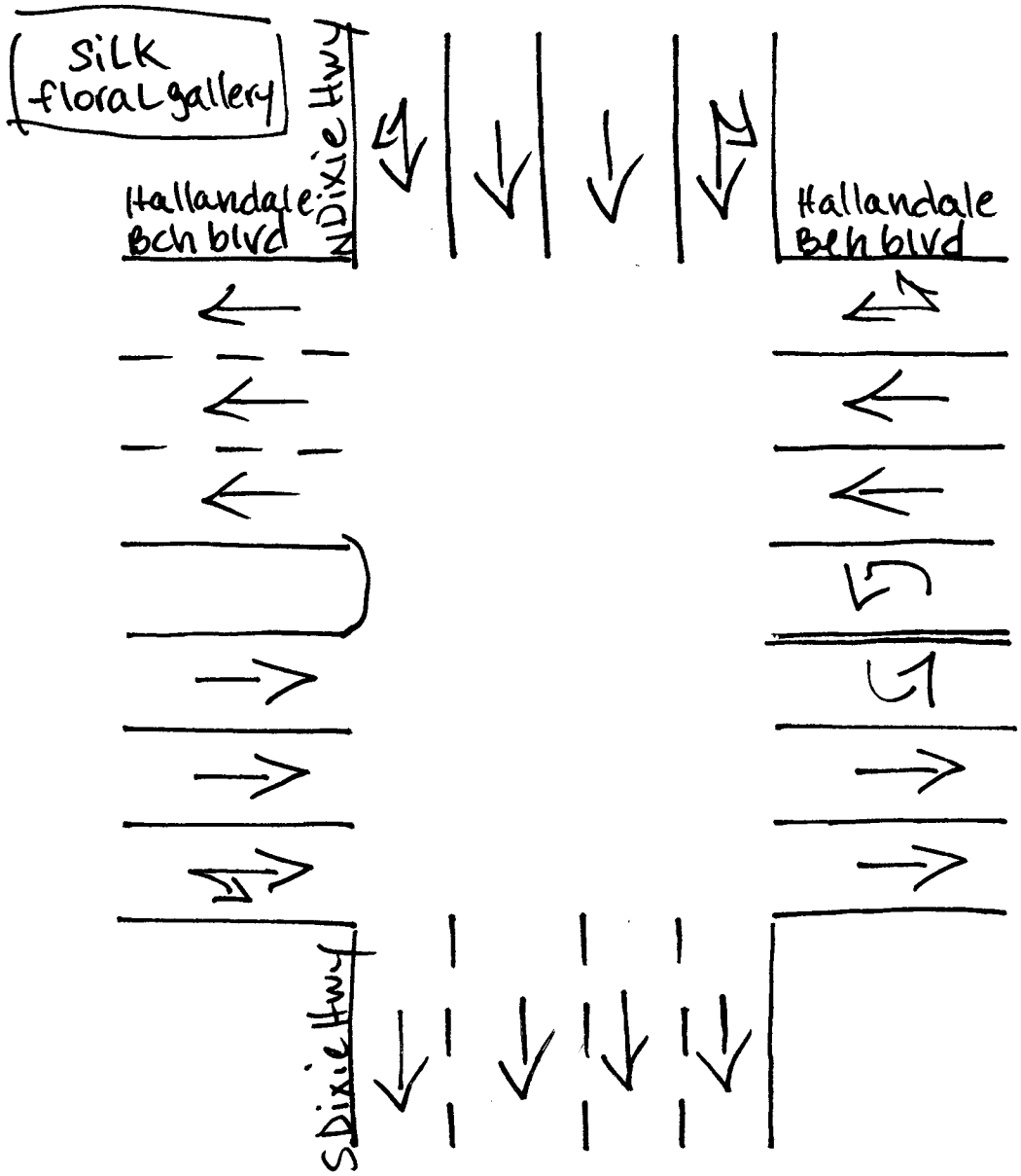
Delray Beach, Florida 33444
Phone (561) 272-3255

HALLANDALE BEACH BOULEVARD & DIXIE
HIGHWAY, HALLANDALE BEACH, FLORIDA
COUNTED BY: ANDRE LOPEZ
SIGNALIZED

Site Code : 00150060
Start Date: 03/24/15
File I.D. : HBBDIX_A
Page : 1

PEDESTRIANS & BIKES

	N DIXIE HIGHWAY From North				HALLANDALE BEACH BLVD From East				S DIXIE HIGHWAY From South				HALLANDALE BEACH BLVD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 03/24/15																	
07:00	0	1	0	5	0	0	0	0	0	3	0	3	0	2	0	0	14
07:15	0	1	0	2	0	0	0	0	0	1	0	0	0	0	0	0	4
07:30	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
07:45	0	3	0	0	0	0	0	0	0	3	0	2	0	0	0	0	8
Hr Total	0	5	0	7	0	0	0	0	0	7	0	10	0	2	0	0	31
08:00	0	2	0	2	0	0	0	0	0	2	0	0	0	1	0	0	7
08:15	0	2	0	4	0	0	0	0	0	0	0	3	0	1	0	0	10
08:30	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2
08:45	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0	0	7
Hr Total	0	7	0	6	0	0	0	0	0	7	0	4	0	2	0	0	26
* BREAK *																	
16:00	0	0	0	5	0	0	0	0	0	3	0	0	0	1	0	0	9
16:15	0	5	0	4	0	0	0	0	0	0	0	2	0	0	0	0	11
16:30	0	2	0	3	0	0	0	0	0	0	0	6	0	0	0	0	11
16:45	0	2	0	2	0	0	0	0	0	4	0	1	0	0	0	2	11
Hr Total	0	9	0	14	0	0	0	0	0	7	0	9	0	1	0	2	42
17:00	0	2	0	2	0	0	0	0	0	4	0	6	0	5	0	1	20
17:15	0	1	0	6	0	0	0	0	0	1	0	2	0	3	0	2	15
17:30	0	4	0	1	0	0	0	0	0	3	0	3	0	1	0	0	12
17:45	0	3	0	1	0	0	0	0	0	0	0	1	0	0	0	0	5
Hr Total	0	10	0	10	0	0	0	0	0	8	0	12	0	9	0	3	52
TOTAL	0	31	0	37	0	0	0	0	0	29	0	35	0	14	0	5	151



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

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

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

Site Code : 00150060
Start Date: 03/24/15
File I.D. : HBB_1AVE
Page : 1

ALL VEHICLES

	NE 1ST AVENUE From North				HALLANDALE BEACH BLVD From East				SE 1ST AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/24/15																	
07:00	0	0	0	0	0	0	228	4	0	16	6	3	0	2	187	0	446
07:15	0	0	0	0	0	0	242	6	0	16	10	4	0	9	239	0	526
07:30	0	0	0	0	0	0	237	5	0	20	21	2	0	9	267	0	561
07:45	0	0	0	0	0	0	259	5	0	36	20	4	0	5	328	0	657
Hr Total	0	0	0	0	0	0	966	20	0	88	57	13	0	25	1021	0	2190
08:00	0	0	0	0	0	0	305	9	0	48	23	6	0	7	366	0	764
08:15	0	0	0	0	0	0	320	7	0	36	28	17	0	4	385	0	797
08:30	0	0	0	0	0	0	326	11	0	32	16	9	0	9	381	0	784
08:45	0	0	0	0	0	0	307	13	0	33	28	7	0	10	370	0	768
Hr Total	0	0	0	0	0	0	1258	40	0	149	95	39	0	30	1502	0	3113
* BREAK *																	
16:00	0	0	0	0	0	0	407	7	0	46	61	17	0	11	364	0	913
16:15	0	0	0	0	0	0	402	3	0	68	65	15	0	15	276	0	844
16:30	0	0	0	0	0	0	422	8	0	47	52	15	0	11	340	0	895
16:45	0	0	0	0	1	0	436	9	0	71	79	26	0	10	286	0	918
Hr Total	0	0	0	0	1	0	1667	27	0	232	257	73	0	47	1266	0	3570
17:00	0	0	0	0	0	0	344	14	0	55	64	20	0	5	356	0	858
17:15	0	0	0	0	1	0	407	9	0	77	79	20	0	12	311	0	916
17:30	0	0	0	0	1	0	346	13	0	81	85	28	0	4	281	0	839
17:45	0	0	0	0	0	0	345	13	0	66	72	19	0	11	335	0	861
Hr Total	0	0	0	0	2	0	1442	49	0	279	300	87	0	32	1283	0	3474
TOTAL	0	0	0	0	3	0	5333	136	0	748	709	212	0	134	5072	0	12347

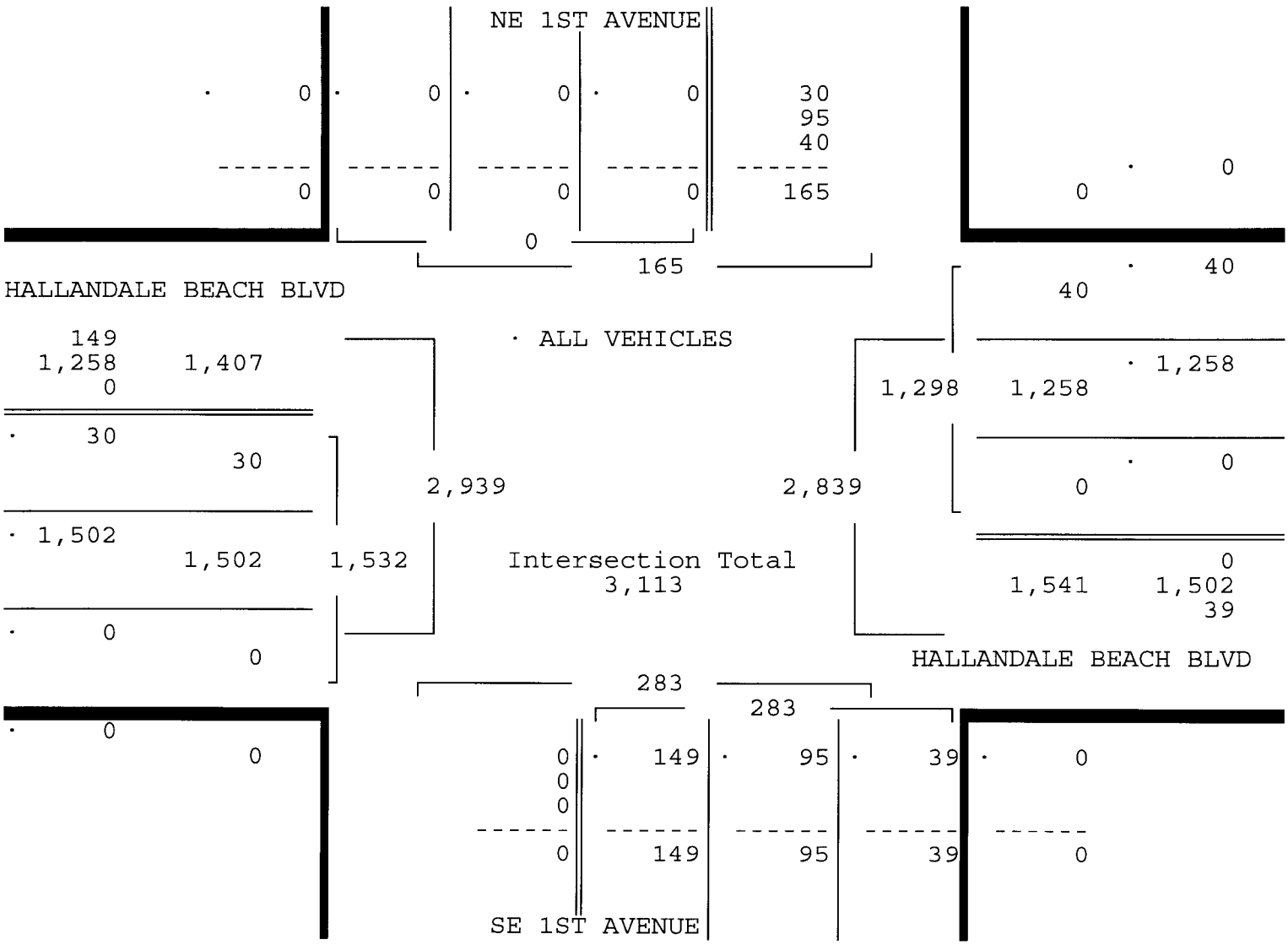
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

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

Site Code : 00150060
Start Date: 03/24/15
File I.D. : HBB_1AVE
Page : 2

ALL VEHICLES

	NE 1ST AVENUE From North				HALLANDALE BEACH BLVD From East				SE 1ST AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/24/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/24/15																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	0	0	0	0	0	1258	40	0	149	95	39	0	30	1502	0	
Percent	0%	0%	0%	0%	0%	0%	97%	3%	0%	53%	34%	14%	0%	2%	98%	0%	
Pk total	0				1298				283				1532				
Highest	07:00				08:30				08:15				08:30				
Volume	0	0	0	0	0	0	326	11	0	36	28	17	0	9	381	0	
Hi total	0				337				81				390				
PHF	.0				.96				.87				.98				



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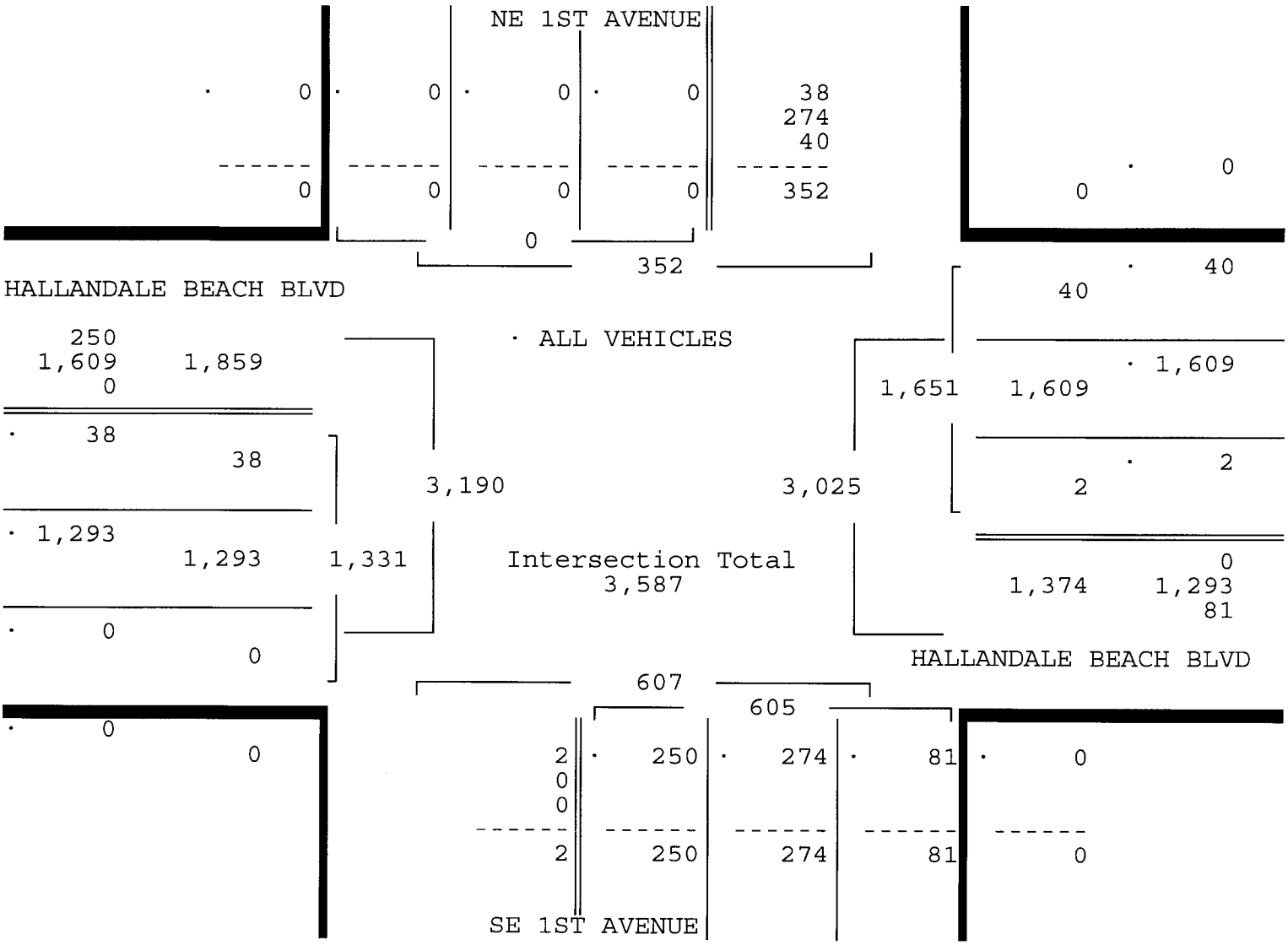
HALLANDALE BEACH BOULEVARD & NE/SE 1ST AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: JON ROBAINA
SIGNALIZED

Site Code : 00150060
Start Date: 03/24/15
File I.D. : HBB_1AVE
Page : 3

ALL VEHICLES

	NE 1ST AVENUE From North				HALLANDALE BEACH BLVD From East				SE 1ST AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/24/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/24/15																	
Peak start 16:30					16:30				16:30				16:30				
Volume	0	0	0	0	2	0	1609	40	0	250	274	81	0	38	1293	0	
Percent	0%	0%	0%	0%	0%	0%	97%	2%	0%	41%	45%	13%	0%	3%	97%	0%	
Pk total	0				1651				605				1331				
Highest	07:00				16:45				16:45				17:00				
Volume	0	0	0	0	1	0	436	9	0	71	79	26	0	5	356	0	
Hi total	0				446				176				361				
PHF	.0				.93				.86				.92				



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Delray Beach, Florida 33444
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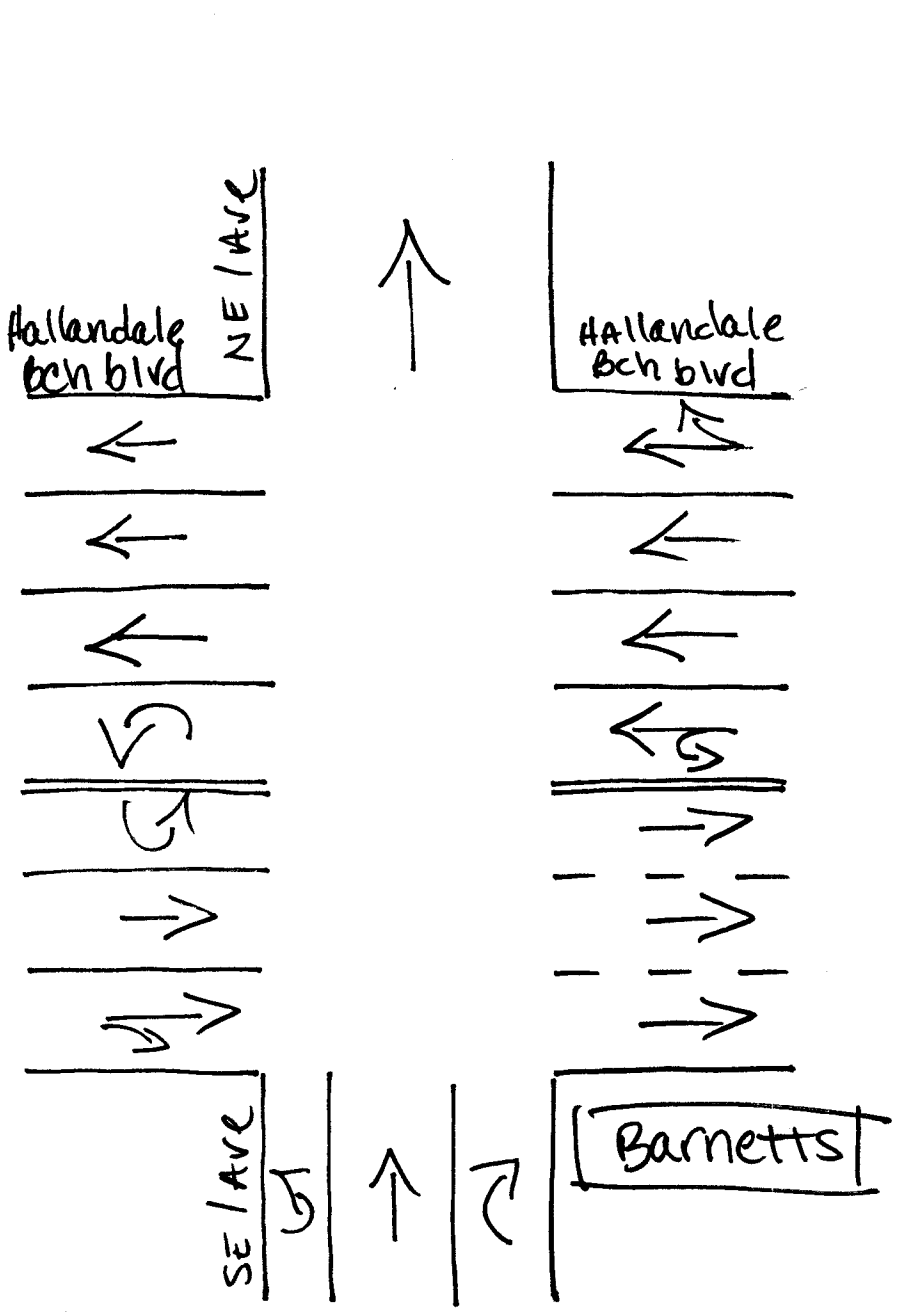
HALLANDALE BEACH BOULEVARD & NE/SE 1ST AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: JON ROBAINA
SIGNALIZED

Site Code : 00150060
Start Date: 03/24/15
File I.D. : HBB_1AVE
Page : 1

PEDESTRIANS & BIKES

	NE 1ST AVENUE From North				HALLANDALE BEACH BLVD From East				SE 1ST AVENUE From South				HALLANDALE BEACH BLVD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 03/24/15																	
07:00	0	0	0	4	0	0	0	2	0	3	0	3	0	0	0	0	12
07:15	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	3
07:30	0	1	0	0	0	0	0	2	0	0	0	3	0	0	0	0	6
07:45	0	3	0	1	0	0	0	0	0	3	0	2	0	0	0	0	9
Hr Total	0	5	0	6	0	0	0	4	0	7	0	8	0	0	0	0	30
08:00	0	1	0	2	0	1	0	0	0	3	0	1	0	0	0	0	8
08:15	0	0	0	1	0	2	0	2	0	1	0	3	0	0	0	0	9
08:30	0	0	0	1	0	0	0	0	0	2	0	2	0	0	0	0	5
08:45	0	1	0	0	0	1	0	1	0	3	0	0	0	1	0	0	7
Hr Total	0	2	0	4	0	4	0	3	0	9	0	6	0	1	0	0	29
* BREAK *																	
16:00	0	5	0	4	0	3	0	3	0	2	0	2	0	1	0	0	20
16:15	0	3	0	3	0	1	0	0	0	0	0	1	0	0	0	0	8
16:30	0	0	0	2	0	1	0	0	0	0	0	2	0	0	0	0	5
16:45	0	1	0	4	0	1	0	0	0	4	0	2	0	0	0	0	12
Hr Total	0	9	0	13	0	6	0	3	0	6	0	7	0	1	0	0	45
17:00	0	0	0	0	0	0	0	0	0	4	0	2	0	0	0	0	6
17:15	0	2	0	5	0	2	0	1	0	1	0	3	0	0	0	0	14
17:30	0	5	0	5	0	0	0	1	0	3	0	1	0	0	0	0	15
17:45	0	5	0	3	0	1	0	1	0	3	0	1	0	0	0	0	14
Hr Total	0	12	0	13	0	3	0	3	0	11	0	7	0	0	0	0	49
TOTAL	0	28	0	36	0	13	0	13	0	33	0	28	0	2	0	0	153



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

THOMAS A. HALL, INC.
1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

9TH STREET AT 1ST AVENUE
BROWARD COUNTY,FLORIDA
COUNTED BY:
UNSIGNALIZED

Site Code: 10024
Start Date: 3/26/2015
File I.D.: HALLANDALE
Page: 1

ALL VEHICLES

	SE 1 AVE. From North				SE 9 ST. From East				SE 1 AVE. From South				N/A From West				
	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
Date 03/26/2015																	
7:00	0	0	1	0	0	7	0	0	0	0	27	0	0	0	0	0	35
7:15	0	0	0	0	0	9	0	2	0	0	27	0	0	0	0	0	38
7:30	0	0	0	0	0	12	0	0	0	0	30	0	0	0	0	0	42
7:45	0	0	0	0	0	12	0	1	0	0	39	0	0	0	0	0	52
Hr Total	0	0	1	0	0	40	0	3	0	0	123	0	0	0	0	0	167
8:00	0	0	0	0	0	14	0	7	0	0	52	0	0	0	0	0	73
8:15	0	0	1	0	0	13	0	2	0	0	38	0	0	0	0	0	54
8:30	0	0	0	0	0	11	0	5	0	0	33	0	0	0	0	0	49
8:45	0	0	0	0	0	6	0	1	0	0	53	0	0	0	0	0	60
Hr Total	0	0	1	0	0	44	0	15	0	0	176	0	0	0	0	0	236
* BREAK *																	
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
* BREAK *																	
16:00	0	0	0	0	0	23	0	9	0	0	96	0	0	0	0	0	128
16:15	0	0	0	0	0	26	0	18	0	0	73	0	0	0	0	0	117
16:30	0	0	0	0	0	24	0	17	0	0	100	0	0	0	0	0	141
16:45	0	0	0	0	0	20	0	10	0	0	88	0	0	0	0	0	118
Hr Total	0	0	0	0	0	93	0	54	0	0	357	0	0	0	0	0	504
17:00	0	0	0	0	0	36	0	21	0	0	120	0	0	0	0	0	177
17:15	0	0	0	0	0	28	0	17	0	0	121	0	0	0	0	0	166
17:30	0	0	0	0	0	28	0	28	0	0	150	0	0	0	0	0	206
17:45	0	0	1	0	0	25	0	24	0	0	143	0	0	0	0	0	193
Hr Total	0	0	1	0	0	117	0	90	0	0	534	0	0	0	0	0	742
TOTAL	0	0	3	0	0	294	0	162	0	0	1190	0	0	0	0	0	1649

THOMAS A. HALL, INC.
1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

9TH STREET AT 1ST AVENUE
BROWARD COUNTY,FLORIDA
COUNTED BY:
UNSIGNALIZED

Site Code: 10024
Start Date: 3/26/2015
File I.D.: HALLANDALE
Page: 1

ALL VEHICLES

	SE 1 AVE. From North				SE 9 ST. From East				SE 1 AVE. From South				N/A From West				
	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
Date 03/26/2015																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 9:00 on 03/26/2015																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	0	1	0	0	44	0	15	0	0	176	0	0	0	0	0	236
Percent	0%	0%	100%	0%	0%	75%	0%	25%	0%	0%	100%	0%	#####	#####	#####	#####	
Pk total	1				59				176				0				
Highest	8:15				8:00				8:45				8:15				
Volume	0	0	1	0	0	14	0	7	0	0	53	0	0	0	0	0	
Hi total	1				21				53				0				
PHF	0.25				0.70				0.83				#####				
Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 1:00 on 03/26/2015																	
Peak start	12:00				12:00				12:00				12:00				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	
Pk total	0				0				0				0				
Highest	12:15				12:45				12:15				12:30				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hi total	0				0				0				0				
PHF	#####				#####				#####				#####				
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/26/2015																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	0	1	0	0	117	0	90	0	0	534	0	0	0	0	0	742
Percent	0%	0%	100%	0%	0%	57%	0%	43%	0%	0%	100%	0%	#####	#####	#####	#####	
Pk total	1				207				534				0				
Highest	17:45				17:00				17:30				17:15				
Volume	0	0	1	0	0	36	0	21	0	0	150	0	0	0	0	0	
Hi total	1				57				150				0				
PHF	0.25				0.91				0.89				#####				

THOMAS A. HALL, INC.
1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

9TH STREET AT US 1
BROWARD COUNTY,FLORIDA
COUNTED BY:
SIGNALIZED

Site Code: 10024
Start Date: 3/31/2015
File I.D.: HALLANDALE

ALL VEHICLES

	US 1 From North				GULFSTREAM From East				US 1 From South				SE 9 ST. From West				
	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
Date 03/31/2015																	
7:00	0	2	247	0	0	1	0	3	0	3	175	2	0	2	0	7	442
7:15	0	1	265	2	0	0	0	1	0	1	178	2	0	0	0	5	455
7:30	0	1	444	3	0	4	1	1	0	10	261	3	0	2	1	6	737
7:45	0	4	396	5	0	7	0	2	0	11	220	2	0	1	0	20	668
Hr Total	0	8	1352	10	0	12	1	7	0	25	834	9	0	5	1	38	2302
8:00	0	4	420	2	0	4	2	1	0	24	239	6	0	4	0	22	728
8:15	0	2	561	3	0	5	0	2	0	19	324	6	0	5	0	26	953
8:30	0	7	488	1	0	11	1	4	0	4	302	6	0	5	2	19	850
8:45	0	7	562	1	0	6	1	2	0	8	363	18	0	4	6	36	1014
Hr Total	0	20	2031	7	0	26	4	9	0	55	1228	36	0	18	8	103	3545
* BREAK *																	
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
* BREAK *																	
16:00	8	9	392	5	0	27	2	4	8	11	518	13	0	2	2	14	1015
16:15	6	7	373	6	0	26	4	6	6	4	534	19	0	1	2	16	1010
16:30	2	1	338	3	0	32	4	15	10	9	479	26	0	3	4	9	935
16:45	1	2	364	1	0	32	3	15	10	14	527	19	0	2	3	9	1002
Hr Total	17	19	1467	15	0	117	13	40	34	38	2058	77	0	8	11	48	3962
17:00	3	3	305	2	0	33	10	12	13	17	350	21	0	0	2	10	781
17:15	5	11	331	2	0	35	8	5	30	39	367	19	0	0	2	5	859
17:30	6	10	363	8	0	26	4	7	18	22	551	28	0	2	1	14	1060
17:45	4	7	356	1	0	37	8	12	14	18	495	43	0	6	2	10	1013
Hr Total	18	31	1355	13	0	131	30	36	75	96	1763	111	0	8	7	39	3713
TOTAL	35	78	6205	45	0	286	48	92	109	214	5883	233	0	39	27	228	13522

THOMAS A. HALL, INC.
1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

9TH STREET AT US 1
BROWARD COUNTY,FLORIDA
COUNTED BY:
SIGNALIZED

Site Code: 10024
Start Date: 3/31/2015
File I.D.: HALLANDALE

ALL VEHICLES

	US 1 From North				GULFSTREAM From East				US 1 From South				SE 9 ST. From West				
	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
Date 03/31/2015																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 9:00 on 03/31/2015																	
Peak start	8:00				8:00				8:00				8:00				
Volume	0	20	2031	7	0	26	4	9	0	55	1228	36	0	18	8	103	3545
Percent	0%	1%	99%	0%	0%	67%	10%	23%	0%	4%	93%	3%	0%	14%	6%	80%	
Pk total	2058				39				1319				129				
Highest	8:45				8:30				8:45				8:45				
Volume	0	7	562	1	0	11	1	4	0	8	363	18	0	4	6	36	
Hi total	570				16				389				46				
PHF	0.90				0.61				0.85				0.70				
Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 1:00 on 03/31/2015																	
Peak start	12:00				12:00				12:00				12:00				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	
Pk total	0				0				0				0				
Highest	12:30				12:30				12:30				12:30				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hi total	0				0				0				0				
PHF	#####				#####				#####				#####				
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/31/2015																	
Peak start	16:00				16:00				16:00				16:00				
Volume	17	19	1467	15	0	117	13	40	34	38	2058	77	0	8	11	48	3962
Percent	1%	1%	97%	1%	0%	69%	8%	24%	2%	2%	93%	3%	0%	12%	16%	72%	
Pk total	1518				170				2207				67				
Highest	16:00				16:30				16:45				16:15				
Volume	8	9	392	5	0	32	4	15	10	14	527	19	0	1	2	16	
Hi total	414				51				570				19				
PHF	0.92				0.83				0.97				0.88				

THOMAS A. HALL, INC.
1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

11TH STREET AT DIXIE HWY.
BROWARD COUNTY,FLORIDA
COUNTED BY:
SIGNALIZED

Site Code: 10024
Start Date: 4/1/2015
File I.D.: HALLANDALE

ALL VEHICLES

	DIXIE HWY. From North				SE 11 ST. From East				DIXIE HWY. From South				SE 11 ST. From West				
	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
Date 04/01/2015																	
7:00	0	23	24	7	0	10	9	0	0	0	0	12	0	0	34	0	119
7:15	0	35	33	12	0	8	21	0	0	2	0	18	0	0	41	2	172
7:30	0	56	42	15	0	21	32	0	0	4	0	21	0	0	50	3	244
7:45	0	64	66	21	0	34	25	0	0	3	0	38	0	0	78	2	331
Hr Total	0	178	165	55	0	73	87	0	0	9	0	89	0	0	203	7	866
8:00	0	78	59	37	0	76	39	0	0	7	0	79	0	0	104	4	483
8:15	0	74	33	23	0	47	32	0	0	4	0	66	0	0	70	4	353
8:30	0	100	71	13	0	19	22	0	0	2	0	87	0	0	105	5	424
8:45	0	94	71	14	0	18	21	0	0	3	0	71	0	0	90	4	386
Hr Total	0	346	234	87	0	160	114	0	0	16	0	303	0	0	369	17	1646
* BREAK *																	
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
* BREAK *																	
16:00	0	26	46	24	0	21	66	0	0	7	0	89	0	0	51	2	332
16:15	0	36	38	18	0	27	73	0	0	10	0	47	0	0	43	3	295
16:30	0	52	48	23	0	33	80	0	0	8	0	89	0	0	55	2	390
16:45	0	51	49	26	0	28	86	0	0	7	0	58	0	0	41	2	348
Hr Total	0	165	181	91	0	109	305	0	0	32	0	283	0	0	190	9	1365
17:00	0	54	60	25	0	26	105	0	0	10	0	68	0	0	39	2	389
17:15	0	50	50	25	0	27	93	0	0	9	0	93	0	0	35	3	385
17:30	0	50	58	24	0	28	89	0	0	9	0	63	0	0	36	3	360
17:45	0	61	65	32	0	29	95	0	0	9	0	80	0	0	49	3	423
Hr Total	0	215	233	106	0	110	382	0	0	37	0	304	0	0	159	11	1557
TOTAL	0	904	813	339	0	452	888	0	0	94	0	979	0	0	921	44	5434

THOMAS A. HALL, INC.
1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

11TH STREET AT DIXIE HWY.
BROWARD COUNTY,FLORIDA
COUNTED BY:
SIGNALIZED

Site Code: 10024
Start Date: 4/1/2015
File I.D.: HALLANDALE

ALL VEHICLES

	DIXIE HWY. From North				SE 11 ST. From East				DIXIE HWY. From South				SE 11 ST. From West				
	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
Date 04/01/2015																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 9:00 on 04/01/2015																	
Peak start	8:00				8:00				8:00				8:00				
Volume	0	346	234	87	0	160	114	0	0	16	0	303	0	0	369	17	1646
Percent	0%	52%	35%	13%	0%	58%	42%	0%	0%	5%	0%	95%	0%	0%	96%	4%	
Pk total	667				274				319				386				
Highest	8:30				8:00				8:00				8:30				
Volume	0	100	71	13	0	76	39	0	0	7	0	79	0	0	105	5	
Hi total	184				115				86				110				
PHF	0.91				0.60				0.93				0.88				
Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 1:00 on 04/01/2015																	
Peak start	12:00				12:00				12:00				12:00				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	
Pk total	0				0				0				0				
Highest	12:30				12:30				12:30				12:30				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hi total	0				0				0				0				
PHF	#####				#####				#####				#####				
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/01/2015																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	215	233	106	0	110	382	0	0	37	0	304	0	0	159	11	1557
Percent	0%	39%	42%	19%	0%	22%	78%	0%	0%	11%	0%	89%	0%	0%	94%	6%	
Pk total	554				492				341				170				
Highest	17:45				17:00				17:15				17:45				
Volume	0	61	65	32	0	26	105	0	0	9	0	93	0	0	49	3	
Hi total	158				131				102				52				
PHF	0.88				0.94				0.84				0.82				

THOMAS A. HALL, INC.
1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

11TH STREET AT 1ST AVE.
BROWARD COUNTY,FLORIDA
COUNTED BY:
SIGNALIZED

Site Code: 10024
Start Date: 4/1/2015
File I.D.: HALLANDALE

ALL VEHICLES

	1ST AVE. From North				SE 11 ST. From East				1ST AVE. From South				SE 11 ST. From West				
	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
Date 04/01/2015																	
7:00	0	0	0	7	0	0	0	0	0	8	13	0	0	20	0	52	100
7:15	0	0	0	12	0	0	0	0	0	17	8	0	0	32	0	63	132
7:30	0	0	2	16	0	0	0	0	0	32	14	0	0	38	0	81	183
7:45	0	0	2	22	0	0	0	0	0	27	9	0	0	57	0	114	231
Hr Total	0	0	4	57	0	0	0	0	0	84	44	0	0	147	0	310	646
8:00	0	0	3	37	0	0	0	0	0	64	17	0	0	93	0	162	376
8:15	0	0	0	24	0	0	0	0	0	35	7	0	0	72	0	142	280
8:30	0	0	1	14	0	0	0	0	0	23	21	0	0	102	0	187	348
8:45	0	0	2	15	0	0	0	0	0	24	14	0	0	78	0	182	315
Hr Total	0	0	6	90	0	0	0	0	0	146	59	0	0	345	0	673	1319
* BREAK *																	
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
* BREAK *																	
16:00	0	0	2	25	0	0	0	0	0	65	28	0	0	119	0	59	298
16:15	0	0	1	18	0	0	0	0	0	85	37	0	0	65	0	68	274
16:30	0	0	2	24	0	0	0	0	0	71	52	0	0	119	0	75	343
16:45	0	0	3	26	0	0	0	0	0	68	44	0	0	84	0	63	288
Hr Total	0	0	8	93	0	0	0	0	0	289	161	0	0	387	0	265	1203
17:00	0	0	2	26	0	0	0	0	0	87	74	0	0	93	0	65	347
17:15	0	0	3	25	0	0	0	0	0	80	71	0	0	114	0	62	355
17:30	0	0	2	25	0	0	0	0	0	78	43	0	0	88	0	61	297
17:45	0	0	1	32	0	0	0	0	0	80	53	0	0	116	0	74	356
Hr Total	0	0	8	108	0	0	0	0	0	325	241	0	0	411	0	262	1355
TOTAL	0	0	26	348	0	0	0	0	0	844	505	0	0	1290	0	1510	4523

THOMAS A. HALL, INC.
1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

11TH STREET AT 1ST AVE.
BROWARD COUNTY,FLORIDA
COUNTED BY:
SIGNALIZED

Site Code: 10024
Start Date: 4/1/2015
File I.D.: HALLANDALE

ALL VEHICLES

	1ST AVE. From North				SE 11 ST. From East				1ST AVE. From South				SE 11 ST. From West				
	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
Date 04/01/2015																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 9:00 on 04/01/2015																	
Peak start	8:00				8:00				8:00				8:00				
Volume	0	0	6	90	0	0	0	0	0	146	59	0	0	345	0	673	1319
Percent	0%	0%	6%	94%	#####	#####	#####	#####	0%	71%	29%	0%	0%	34%	0%	66%	
Pk total	96				0				205				1018				
Highest	8:00				8:30				8:00				8:30				
Volume	0	0	3	37	0	0	0	0	0	64	17	0	0	102	0	187	
Hi total	40				0				81				289				
PHF	0.60				#####				0.63				0.88				
Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 1:00 on 04/01/2015																	
Peak start	12:00				12:00				12:00				12:00				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	
Pk total	0				0				0				0				
Highest	12:30				12:30				12:30				12:30				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hi total	0				0				0				0				
PHF	#####				#####				#####				#####				
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/01/2015																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	0	8	108	0	0	0	0	0	325	241	0	0	411	0	262	1355
Percent	0%	0%	7%	93%	#####	#####	#####	#####	0%	57%	43%	0%	0%	61%	0%	39%	
Pk total	116				0				566				673				
Highest	17:45				17:00				17:00				17:45				
Volume	0	0	1	32	0	0	0	0	0	87	74	0	0	116	0	74	
Hi total	33				0				161				190				
PHF	0.88				#####				0.88				0.89				

THOMAS A. HALL, INC.
1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

3RD STREET AT DIXIE HWY./1ST AVE.
BROWARD COUNTY,FLORIDA
COUNTED BY:
SIGNALIZED

Site Code: 10024
Start Date: 4/2/2015
File I.D.: HALLANDALE

ALL VEHICLES

	DIXIE HWY./1ST AVE. From North				SE 3 ST. From East				DIXIE HWY./1ST AVE. From South				SE 3 ST. From West				
	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
Date 04/02/2015																	
7:00	0	15	45	1	0	10	10	9	0	11	21	1	0	3	22	1	149
7:15	0	16	63	1	0	7	15	5	0	6	24	2	0	4	26	3	172
7:30	0	27	61	3	0	4	7	6	0	14	39	1	0	7	44	3	216
7:45	0	69	112	2	0	10	15	4	0	12	43	4	0	5	53	5	334
Hr Total	0	127	281	7	0	31	47	24	0	43	127	8	0	19	145	12	871
8:00	0	102	167	6	0	14	10	15	0	25	58	5	0	2	66	3	473
8:15	0	75	118	1	0	6	13	9	0	15	50	7	0	5	47	3	349
8:30	0	112	142	2	0	6	9	13	0	13	51	2	0	5	54	1	410
8:45	0	104	144	1	0	8	15	16	0	19	73	2	0	6	65	2	455
Hr Total	0	393	571	10	0	34	47	53	0	72	232	16	0	18	232	9	1687
* BREAK *																	
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
* BREAK *																	
16:00	0	55	144	1	0	8	31	22	0	35	105	3	0	6	30	3	443
16:15	0	46	126	2	0	13	40	23	0	32	89	2	0	6	19	9	407
16:30	0	52	157	5	0	15	41	30	0	38	84	0	0	7	28	3	460
16:45	0	87	201	6	0	18	85	38	0	72	154	3	0	7	47	6	724
Hr Total	0	240	628	14	0	54	197	113	0	177	432	8	0	26	124	21	2034
17:00	0	38	98	2	0	11	33	19	0	36	104	1	0	5	26	5	378
17:15	0	67	119	4	0	17	54	24	0	38	144	0	0	3	15	6	491
17:30	0	57	171	4	0	17	49	34	0	46	115	3	0	6	38	5	545
17:45	0	48	138	9	0	19	36	16	0	50	123	2	0	9	35	3	488
Hr Total	0	210	526	19	0	64	172	93	0	170	486	6	0	23	114	19	1902
TOTAL	0	970	2006	50	0	183	463	283	0	462	1277	38	0	86	615	61	6494

THOMAS A. HALL, INC.
1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

3RD STREET AT DIXIE HWY./1ST AVE.
BROWARD COUNTY,FLORIDA
COUNTED BY:
SIGNALIZED

Site Code: 10024
Start Date: 4/2/2015
File I.D.: HALLANDALE

ALL VEHICLES

	DIXIE HWY./1ST AVE. From North				SE 3 ST. From East				DIXIE HWY./1ST AVE. From South				SE 3 ST. From West				
	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
Date 04/02/2015																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 9:00 on 04/02/2015																	
Peak start	8:00				8:00				8:00				8:00				
Volume	0	393	571	10	0	34	47	53	0	72	232	16	0	18	232	9	1687
Percent	0%	40%	59%	1%	0%	25%	35%	40%	0%	23%	73%	5%	0%	7%	90%	3%	
Pk total	974				134				320				259				
Highest	8:00				8:00				8:45				8:45				
Volume	0	102	167	6	0	14	10	15	0	19	73	2	0	6	65	2	
Hi total	275				39				94				73				
PHF	0.89				0.86				0.85				0.89				
Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 1:00 on 04/02/2015																	
Peak start	12:00				12:00				12:00				12:00				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	
Pk total	0				0				0				0				
Highest	12:30				12:30				12:30				12:30				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hi total	0				0				0				0				
PHF	#####				#####				#####				#####				
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/02/2015																	
Peak start	16:45				16:45				16:45				16:45				
Volume	0	249	589	16	0	63	221	115	0	192	517	7	0	21	126	22	2138
Percent	0%	29%	69%	2%	0%	16%	55%	29%	0%	27%	72%	1%	0%	12%	75%	13%	
Pk total	854				399				716				169				
Highest	16:45				16:45				16:45				16:45				
Volume	0	87	201	6	0	18	85	38	0	72	154	3	0	7	47	6	
Hi total	294				141				229				60				
PHF	0.73				0.71				0.78				0.70				

Appendix B – Existing Signal Timing

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

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

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

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

Channel/Drop / **IP Address**

NOTES:

1. IP: 010.191.160.136, MASK: 255.255.255.000, GWAY: 192.168.000.001, PORT: 5236
2. * DOUBLE CLEARANCE EAST/WEST FARSIDE: 5 GREEN, 4 YELLOW, 1 ALL RED.
3. RAILROAD PRE-EMPTION (PHASES 9 +):
   (A) TIME BEFORE: 0.0 SECONDS.
   (B) TRACK CLEAR: 8 GREEN, 4 YELLOW, 1 ALL RED.
   (C) DWELL: NORTH/SOUTH.
   (D) RETURN PHASE: 2 (EAST/WEST).
4. PHOTO ENFORCEMENT, CITY OF HALLANDALE BEACH.
5. MOD. 13 UPDATES CLEARANCES PER FDOT ENFORCEMENT GUIDELINES.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 4/1/2015 8:07:25 AM

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

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

Preemption

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

Preempt LP

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County | Timing Sheet | 4/1/2015 8:07:25 AM

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

Coordination

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

Broward County | Timing Sheet | 4/1/2015 8:07:25 AM

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

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

Scheduler

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

User Comments:

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

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

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

Attachment

Channel/Drop /

IP Address

NOTES:

1. IP: 010.191.160.126, MASK: 255.255.255.000, GWAY: 192.168.000.001, PORT: 5237
2. DUAL ENTRY HARDWIRED NORTH/SOUTH.
3. AUDIBLE PEDESTRIAN SIGNALS: E/W BEEP, N/S TONE.
4. PHOTO ENFORCEMENT, CITY OF HALLANDALE.
5. MOD. 20 UPDATES YELLOW CLEARANCE VALUES PER FDOT STANDARDS.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 4/1/2015 8:07:41 AM

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

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

Preemption

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

Preempt LP

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County | Timing Sheet | 4/1/2015 8:07:41 AM

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

Coordination

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

Broward County | Timing Sheet | 4/1/2015 8:07:41 AM

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

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

Scheduler

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

User Comments:

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

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

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

Attachment

Channel/Drop /

IP Address

NOTES:

1. IP: 010.191.160.006, MASK: 255.255.255.000, GWAY: 192.168.000.001, PORT: 5249
2. HEADS 8R (WBR) OVERLAPPED WITH SBL (PHASE 1) AND WB (PHASE 8).
3. 8R OMITTED WHEN P8 ACTIVE.
4. FLASH OPERATION: 0000-0600, 7 DAYS.
5. MOD. 8 UPDATES YELLOW CLEARANCE VALUES PER FDOT STANDARDS.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 4/1/2015 9:43:31 AM

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

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

Preemption

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

Preempt LP

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County | Timing Sheet | 4/1/2015 9:43:31 AM

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

Coordination

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

Broward County | Timing Sheet | 4/1/2015 9:43:31 AM

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

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

Scheduler

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

User Comments:

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

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

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1,8R	2			5	6	4,7	3,8,2R
Direction	SBL	NB			NBL	SB	EB	WB
Initial Green(MIN)	5	10			5	10	6	6
Vehicle Ext.(GAP)	1.5	3.0			1.5	3.0	2.0	2.0
Maximum Green I	30	60			20	60	15	35
Maximum Green II								
Yellow Clearance	5.0	5.0			5.0	5.0	4.0	4.0
All Red Clearance	2.0	2.0			2.0	2.0	2.5	2.5
Phase Recall	OFF	MIN			OFF	MIN	OFF	OFF
Detector Delay								
Walk		7				7	7	7
Pedestrian Clearance		26				26	35	34
Permissive	DUAL				NO			
Flash Operation	RED	YELLOW			RED	YELLOW	RED	RED
Green Return								

Attachment

Channel/Drop / **IP Address**

NOTES:

1. IP: 010.191.160.016, MASK: 255.255.255.000, GWAY: 192.168.000.001, PORT: 5248
2. HEAD 8R IS OMITTED WHEN P8 IS ACTIVE & HEAD 2R IS OMITTED WHEN P2 IS ACTIVE.
3. HEAD 8R [WBR] HARDWIRED WITH PH.1 [SBL] AND HEAD 2R [NBR] OVERLAPPED WITH PH.3 [WBL].
4. MOD. 3 UPDATES YELLOW CLEARANCE VALUES PER FDOT STANDARDS.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 4/1/2015 9:43:03 AM

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

Phase	1 (SL)	2 (NT)	3	4	5 (NL)	6 (ST)	7 (ET)	8 (WT)	9	10	11	12	13	14	15	16
Walk		7				7	7	7		7				7	7	7
Ped Clearance		26				26	35	34		26				26	35	34
Min Green	5	10			5	10	6	6								
Passage	1.5	3			1.5	3	2	2								
Max1	30	60			20	60	15	35								
Max2																
Yellow	5	5	4	4	5	5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2	2			2	2	2.5	2.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON			ON	ON	ON	ON								
Auto Entry								ON								
Auto Exit		ON				ON										
Non Act1																
Non Act2																
Lock Call	ON				ON			ON	ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County | Timing Sheet | 4/1/2015 9:43:03 AM

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

Coordination

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

Broward County | Timing Sheet | 4/1/2015 9:43:03 AM

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

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

Scheduler

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

User Comments:

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

RUNS FREE - NO PATTERN TIMING

Intersection Number	3094	**Initial Operation Date**	UNKNOWN
Controller Type	2070	**System Number**	3094
Modification Number	7	**Modification Date**	09/17/2014
Drawing/Project No	569/DG 4	**FPL Grid Number**	87579939007
Intersection	DIXIE HWY./SE 1 AVE. and SE/SW 3 STREET		
Municipality	HALLANDALE BEACH		

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	2.0	2.0	2.0	2.0	2.0	2.0	*2.0	
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								

Attachment

Channel/Drop /

IP Address

NOTES:

1. IP: 192.168.000.022, MASK: 255.255.255.000, GWAY: 192.168.000.001, PORT: 5055
2. DIODE STRAPPING: PHASE 3 ON ---]<--- PHASE 4 DETECT, PHASE 1 DETECT HARDWIRED TO PHASE 2 DETECT
3. 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
4. LOCAL TIME SWITCH FOR FLASH OPERATION: 2100-0600, 7 DAYS
5. *USED DURING STARTUP AND EXITING MUTCD FLASH ONLY
6. PEDESTRIAN SIGNALS ASSIGNED AS FOLLOWS:
   (A) P2 to PHASE 3;
   (B) P4/P4A to PHASE 5;
   (C) P6 to PHASE 6.
7. MOD. 7 UPDATES ALL RED CLEARANCES.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 4/1/2015 8:08:03 AM

Station : 3094 - Dixie Hwy & SW 3 St (Standard File)

Phase	1	2 (WT)	3 (NT)	4	5 (ET)	6 (ST)	7	8	9	10	11	12	13	14	15	16
Walk			7		7	7										
Ped Clearance			7		9	7										
Min Green	2	13	20	2	13	12	10									
Passage	1	2	2.5	1	2	2.5	1									
Max1	2	20	25	2	20	25	10									
Max2																
Yellow	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2	2	2	2	2	2	2	1	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON									
Auto Entry					ON											
Auto Exit							ON									
Non Act1																
Non Act2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall	ON	ON	ON		ON											
Max Recall						ON										
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk						ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County | Timing Sheet | 4/1/2015 8:08:03 AM

Station : 3094 - Dixie Hwy & SW 3 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Sequc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		25	255																							
6		100	254																							
21		25	255																							
Day Plan 2											**Easy**															
		25	255																							
6		100	254																							
21		25	255																							
Day Plan 3											**Easy**															
		25	255																							
6		100	254																							
21		25	255																							

Broward County | Timing Sheet | 4/1/2015 8:08:03 AM

Station : 3094 - Dixie Hwy & SW 3 St (Standard File)

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

Scheduler

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

User Comments:

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

RUNS FREE – NO PATTERN TIMING

Intersection Number	3092	**Initial Operation Date**	UNKNOWN
Controller Type	2070 LN	**System Number**	3092
Modification Number	9	**Modification Date**	09/17/2014
Drawing/Project No	GRP 4	**FPL Grid Number**	87569933700
Intersection	DIXIE HWY./SE 1 AVE. and SW/SE 11 STREET / COUNTY LINE RD		
Municipality	HALLANDALE BEACH		

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	2.0	2.0						
Phase Recall	OFF	MIN	OFF	OFF				
Detector Delay								
Walk								
Pedestrian Clearance								
Permissive			5 SECT					
Flash Operation	RED	YELLOW		YELLOW				
Green Return								

Attachment **Dixie and SW 11 SOP 3092.pdf**

Channel/Drop / **IP Address**

NOTES:

1. IP: 192.168.000.010, MASK: 255.255.255.000, GWAY: 192.168.000.001, PORT: 5054
2. INSIDE CLEARANCES FOLLOWING PHASES 3 & 4:
   GREEN = 7 SEC.
   YELLOW = 4 SEC.
3. FLASH OPERATION: 2100-0600, 7 DAYS.
4. SEE SPECIAL PROGRAMMING SHEET FOR RR PREEMPTION.
5. MOD. 8 UPDATES ALL RED CLEARANCES.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 4/1/2015 3:01:13 PM

Station : 3092 - Dixie Hwy & County Line Rd (Standard File)

Phase	1 (ET)	2 (ST)	3 (SL)	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk																
Ped Clearance																
Min Green	12	10	8	6					3							
Passage	2	2.5	1.5	2												
Max1	15	30	12	30					3							
Max2																
Yellow	4	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2	2								1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON					ON							
Auto Entry	ON															
Auto Exit		ON														
Non Act1																
Non Act2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall	ON		ON													
Max Recall		ON		ON												
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable										ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County | Timing Sheet | 4/1/2015 3:01:13 PM

Station : 3092 - Dixie Hwy & County Line Rd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Sequc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		25	255																							
6		1	1			1	1	10	50		25	30	30	30												
12		2	2			2	1	10	50		21	40	12	40												
21		25	255																							
Day Plan 2											**Easy**															
		25	255																							
6		1	1			1	1	10	50		25	30	30	30												
21		25	255																							
Day Plan 3											**Easy**															
		25	255																							
6		1	1			1	1	10	50		25	30	30	30												
21		25	255																							

Broward County | Timing Sheet | 4/1/2015 3:01:13 PM

Station : 3092 - Dixie Hwy & County Line Rd (Standard File)

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

Scheduler

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

User Comments:

Appendix C – Adjustment Factors

Site Information

Feature	1
Site	865028
Description	SR 5 / US 1 - S OF SR 824/PEMBROKE RD
Section	86010000
Milepoint	1.41
AADT	**34000**
Site Type	Portable
Class Data	Yes
K Factor	9
D Factor	54.6
T Factor	4
TRAFFIC REPORTS (provided in format)	
Broward County	**Annual Average Daily Traffic**
	Annual Vehicle Classification
	Historical AADT Data
	Synopsis 865028CL-20130206
	Vehicle Class History

Print this window. Close this window.

Site Information

Feature	1
Site	860268
Description	SR 5 / US 1 AT DADE/BROWARD CO LINE
Section	86010000
Milepoint	0.012
AADT	**51000**
Site Type	Portable
Class Data	No
K Factor	9
D Factor	54.6
T Factor	4.8
TRAFFIC REPORTS (provided in format)	
Broward County	**Annual Average Daily Traffic**
	Historical AADT Data
	Synopsis 860268-20130206

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Site Information

Feature	1
Site	870268
Description	SR 5/US-1, 200' S MIAMI-DADE/BROWARD C O LINE
Section	87030000
Milepoint	25.389
AADT	**50500**
Site Type	Portable
Class Data	Yes
K Factor	9
D Factor	52.4
T Factor	8
TRAFFIC REPORTS (provided in format)	
Miami-Dade County	**Annual Average Daily Traffic**
	Annual Vehicle Classification
	Historical AADT Data
	Synopsis 870268CL-20130722 **Synopsis 870268CL-20130723** **Synopsis 870268CL-20130724**
	Vehicle Class History

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Site Information

Feature	1
Site	860590
Description	SR 858 / HALLANDALE BCH BLVD - W OF S R 5/US 1
Section	86200000
Milepoint	3.741
AADT	**42500**
Site Type	Portable
Class Data	No
K Factor	9
D Factor	53.6
T Factor	10.1
TRAFFIC REPORTS (provided in format)	
Broward County	**Annual Average Daily Traffic**
	Historical AADT Data
	Synopsis 860590-20130205

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Site Information

Feature	1
Site	878354
Description	WEST DIXIE HWY, 200' SOUTH OF NE 215 ST
Section	87550505
Milepoint	1.262
AADT	**5000**
Site Type	Portable
Class Data	No
K Factor	9
D Factor	52.4
T Factor	16.2
TRAFFIC REPORTS (provided in format)	
Miami-Dade County	**Annual Average Daily Traffic**
	Historical AADT Data
	No Synopsis Report Available

Print this window. Close this window.

Site Information

Feature	1
Site	878354
Description	WEST DIXIE HWY, 200' SOUTH OF NE 215 ST
Section	87550505
Milepoint	1.262
AADT	**5000**
Site Type	Portable
Class Data	No
K Factor	9
D Factor	52.4
T Factor	16.2
TRAFFIC REPORTS (provided in format)	
Miami-Dade County	**Annual Average Daily Traffic**
	Historical AADT Data
	No Synopsis Report Available

Print this window. Close this window.

Site Information

Feature	1
Site	869635
Description	DIXIE HWY, S OF PEMBROKE RD
Section	86503000
Milepoint	1.429
AADT	**4300**
Site Type	Portable
Class Data	No
K Factor	9
D Factor	99.9
T Factor	7.6
TRAFFIC REPORTS (provided in format)	
Broward County	**Annual Average Daily Traffic**
	Historical AADT Data
	No Synopsis Report Available

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Site Information

Feature	1
Site	867037
Description	SE 1 AVE, S OF HALLANDALE BEACH BLVD
Section	86013502
Milepoint	0.3
AADT	**4100**
Site Type	Portable
Class Data	No
K Factor	9
D Factor	99.9
T Factor	7.6
TRAFFIC REPORTS (provided in format)	
Broward County	**Annual Average Daily Traffic**
	Historical AADT Data
	No Synopsis Report Available

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Site Information

Feature	1
Site	867719
Description	DIXIE HWY, N OF HALLANDALE BEACH BLVD
Section	86503000
Milepoint	0.7
AADT	**6300**
Site Type	Portable
Class Data	No
K Factor	9
D Factor	99.9
T Factor	1.2
TRAFFIC REPORTS (provided in format)	
Broward County	**Annual Average Daily Traffic**
	Historical AADT Data
	No Synopsis Report Available

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Site Information

Feature	1
Site	869634
Description	NE 1 AVE, S OF PEMBROKE RD
Section	86013502
Milepoint	0.8
AADT	**3400**
Site Type	Portable
Class Data	No
K Factor	9
D Factor	99.9
T Factor	7.6
TRAFFIC REPORTS (provided in format)	
Broward County	**Annual Average Daily Traffic**
	Historical AADT Data
	No Synopsis Report Available

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Site Information

Feature	1
Site	865029
Description	SR 858 / HALLANDALE BCH BLVD - E OF S R 5/US 1
Section	86200000
Milepoint	4.556
AADT	**39500**
Site Type	Portable
Class Data	Yes
K Factor	9
D Factor	54.6
T Factor	3.5
TRAFFIC REPORTS (provided in format)	
Broward County	**Annual Average Daily Traffic**
	Annual Vehicle Classification
	Historical AADT Data
	Synopsis 865029CL-20130205
	Vehicle Class History

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Site Information

Feature	1
Site	860150
Description	SR 858/HALLANDALE BCH BLVD 0.1 MI E I95,BROWARD CO
Section	86200000
Milepoint	2.68
AADT	**66083**
Site Type	Telemetered
Class Data	Yes
K Factor	9
D Factor	52
T Factor	2.6
TRAFFIC REPORTS (provided in format)	
Broward County	**Annual Average Daily Traffic**
	Annual Vehicle Classification
SITE 860150	**Directional AADTs**
	Highest 200 Hours
	Historical AADT Data
	Hourly Continuous Counts
	Vehicle Class History

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Site Information

Feature	1
Site	869756
Description	SW 11TH STREET, W OF SW 8TH AVENUE
Section	86000246
Milepoint	0.338
AADT	**800**
Site Type	Portable
Class Data	No
K Factor	9
D Factor	53.6
T Factor	7.6
TRAFFIC REPORTS (provided in format)	
Broward County	**Annual Average Daily Traffic**
	Historical AADT Data
	No Synopsis Report Available

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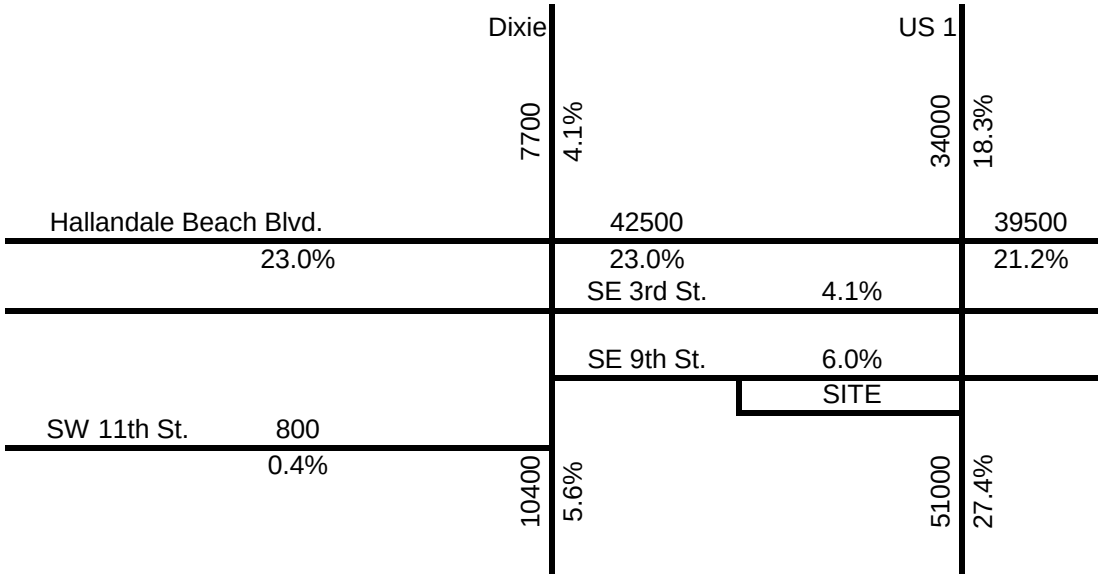
Project Trip Distribution
900 South Federal Traffic Impact Study

Roadway Segment	2013 AADT[1]
US 1 N. of Hallandale	34,000
US 1 N. of Countyline	51,000
Hallandale W. of US 1	42,500
Dixie/1 Ave. S. of Pembroke	7,700
Dixie/1 Ave. N. of Countyline	10,400
Hallandale E. of US 1	39,500
SW 11 St. W. of SW 8 Ave.	800
Total	185,900

[1]2013 AADT obtained from FDOT Online Traffic Database.



2013 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8600 EAST-A1A TO US1

MOCF: 0.92

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

* PEAK SEASON

2013 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.96

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

* PEAK SEASON

Appendix D – Existing Conditions Analyses

Lanes, Volumes, Timings
1: Dixie Hwy. & Hallandale Beach Blvd.

9/9/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1378	74	69	1340	0	0	0	0	155	415	33
Future Volume (vph)	0	1378	74	69	1340	0	0	0	0	155	415	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	290		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												0.96
Frt		0.992										0.850
Flt Protected				0.950						0.950	0.998	
Satd. Flow (prot)	0	5045	0	1770	5085	0	0	0	0	1681	1766	1583
Flt Permitted				0.950						0.950	0.998	
Satd. Flow (perm)	0	5045	0	1770	5085	0	0	0	0	1681	1766	1513
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5										75
Link Speed (mph)		35			35			30			35	
Link Distance (ft)		590			305			1388			559	
Travel Time (s)		11.5			5.9			31.5			10.9	
Confl. Peds. (#/hr)												20
Peak Hour Factor	0.98	0.98	0.98	0.97	0.97	0.97	0.92	0.92	0.92	0.81	0.81	0.81
Adj. Flow (vph)	0	1406	76	71	1381	0	0	0	0	191	512	41
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	1482	0	71	1381	0	0	0	0	172	531	41
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1					1	1	1
Detector Template												
Leading Detector (ft)		40		40	40					40	40	40
Trailing Detector (ft)		10		10	10					10	10	10
Detector 1 Position(ft)		10		10	10					10	10	10
Detector 1 Size(ft)		30		30	30					30	30	30
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Turn Type		NA		Prot	NA					Perm	NA	Perm
Protected Phases		2		1	2 1						4	
Permitted Phases										4		4
Detector Phase		2		1	2 1					4	4	4
Switch Phase												
Minimum Initial (s)		10.0		5.0						6.0	6.0	6.0

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	10.0	6.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		24.0		10.0						35.5	35.5	35.5
Total Split (s)		46.0		65.0						49.0	49.0	49.0
Total Split (%)		28.8%		40.6%						30.6%	30.6%	30.6%
Maximum Green (s)		42.0		61.0						42.5	42.5	42.5
Yellow Time (s)		4.0		4.0						4.5	4.5	4.5
All-Red Time (s)		0.0		0.0						2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0						0.0	0.0	0.0
Total Lost Time (s)		4.0		4.0						6.5	6.5	6.5
Lead/Lag		Lead								Lag	Lag	Lag
Lead-Lag Optimize?		Yes								Yes	Yes	Yes
Vehicle Extension (s)		3.0		0.2						0.2	0.2	0.2
Recall Mode		C-Min		None						None	None	None
Walk Time (s)		7.0								5.0	5.0	5.0
Flash Dont Walk (s)		13.0								24.0	24.0	24.0
Pedestrian Calls (#/hr)		3								6	6	6
Act Effct Green (s)		42.0		61.0	107.0					42.5	42.5	42.5
Actuated g/C Ratio		0.26		0.38	0.67					0.27	0.27	0.27
v/c Ratio		1.12		0.11	0.41					0.39	1.13	0.09
Control Delay		115.6		14.9	3.6					51.2	134.6	1.5
Queue Delay		0.2		0.0	1.1					1.7	4.1	0.0
Total Delay		115.8		14.9	4.7					52.9	138.7	1.5
LOS		F		B	A					D	F	A
Approach Delay		115.8			5.2						111.3	
Approach LOS		F			A						F	
Queue Length 50th (ft)		~649		9	51					155	~676	0
Queue Length 95th (ft)		#747		m18	m174					208	#778	0
Internal Link Dist (ft)		510			225			1308			479	
Turn Bay Length (ft)				290								
Base Capacity (vph)		1328		674	3400					446	469	456
Starvation Cap Reductn		0		0	1662					0	0	0
Spillback Cap Reductn		67		0	0					150	157	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		1.18		0.11	0.79					0.58	1.70	0.09

Intersection Summary

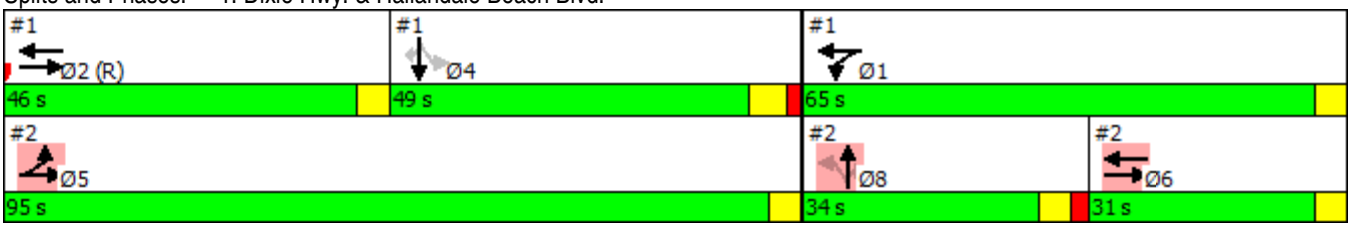
Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 71.2 Intersection LOS: E
Intersection Capacity Utilization 64.1% ICU Level of Service C
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	Ø5	Ø6	Ø8
Minimum Split (s)	10.0	14.0	34.0
Total Split (s)	95.0	31.0	34.0
Total Split (%)	59%	19%	21%
Maximum Green (s)	91.0	27.0	28.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.0	0.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lag	Lead
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	0.2	3.0	0.2
Recall Mode	None	Min	None
Walk Time (s)			5.0
Flash Dont Walk (s)			23.0
Pedestrian Calls (#/hr)			4
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Dixie Hwy. & Hallandale Beach Blvd.



Lanes, Volumes, Timings
2: SE 1st Ave. & Hallandale Beach Blvd.

9/9/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	1502	0	0	1258	40	149	95	39	0	0	0
Future Volume (vph)	30	1502	0	0	1258	40	149	95	39	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	250		0	0		100	0		0
Storage Lanes	1		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.995				0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	3539	0	0	6376	0	1671	1759	1495	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1770	3539	0	0	6376	0	1671	1759	1495	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					3				78			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		305			1832			1360			567	
Travel Time (s)		5.9			35.7			30.9			12.9	
Confl. Bikes (#/hr)			10									
Peak Hour Factor	0.98	0.98	0.98	0.96	0.96	0.96	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	8%	8%	8%	2%	2%	2%
Adj. Flow (vph)	31	1533	0	0	1310	42	171	109	45	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	1533	0	0	1352	0	171	109	45	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1		1	1	1			
Detector Template							Left	Thru	Right			
Leading Detector (ft)	40	40			40		40	40	40			
Trailing Detector (ft)	10	10			10		10	10	10			
Detector 1 Position(ft)	10	10			10		10	10	10			
Detector 1 Size(ft)	30	30			30		30	30	30			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	5 6			6			8				
Permitted Phases							8		8			
Detector Phase	5	5 6			6		8	8	8			
Switch Phase												

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			
Detector Phase			
Switch Phase			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0				10.0		6.0	6.0	6.0			
Minimum Split (s)	10.0				14.0		34.0	34.0	34.0			
Total Split (s)	95.0				31.0		34.0	34.0	34.0			
Total Split (%)	59.4%				19.4%		21.3%	21.3%	21.3%			
Maximum Green (s)	91.0				27.0		28.0	28.0	28.0			
Yellow Time (s)	4.0				4.0		4.0	4.0	4.0			
All-Red Time (s)	0.0				0.0		2.0	2.0	2.0			
Lost Time Adjust (s)	0.0				0.0		0.0	0.0	0.0			
Total Lost Time (s)	4.0				4.0		6.0	6.0	6.0			
Lead/Lag					Lag		Lead	Lead	Lead			
Lead-Lag Optimize?					Yes		Yes	Yes	Yes			
Vehicle Extension (s)	0.2				3.0		0.2	0.2	0.2			
Recall Mode	None				Min		None	None	None			
Walk Time (s)							5.0	5.0	5.0			
Flash Dont Walk (s)							23.0	23.0	23.0			
Pedestrian Calls (#/hr)							4	4	4			
Act Effct Green (s)	91.0	130.8			35.8		19.2	19.2	19.2			
Actuated g/C Ratio	0.57	0.82			0.22		0.12	0.12	0.12			
v/c Ratio	0.03	0.53			0.95		0.85	0.52	0.18			
Control Delay	0.0	10.0			91.2		102.7	73.5	3.6			
Queue Delay	0.0	2.5			0.0		0.0	0.0	0.0			
Total Delay	0.0	12.5			91.2		102.7	73.5	3.6			
LOS	A	B			F		F	E	A			
Approach Delay		12.3			91.2			79.2				
Approach LOS		B			F			E				
Queue Length 50th (ft)	0	327			436		179	109	0			
Queue Length 95th (ft)	m0	m196			#604		243	159	5			
Internal Link Dist (ft)		225			1752			1280			487	
Turn Bay Length (ft)	290								100			
Base Capacity (vph)	1006	2893			1428		292	307	325			
Starvation Cap Reductn	0	1193			0		0	0	0			
Spillback Cap Reductn	0	0			0		0	0	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	0.03	0.90			0.95		0.59	0.36	0.14			

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 51.9 Intersection LOS: D
Intersection Capacity Utilization 64.1% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: SE 1st Ave. & Hallandale Beach Blvd.

Lane Group	Ø1	Ø2	Ø4
Minimum Initial (s)	5.0	10.0	6.0
Minimum Split (s)	10.0	24.0	35.5
Total Split (s)	65.0	46.0	49.0
Total Split (%)	41%	29%	31%
Maximum Green (s)	61.0	42.0	42.5
Yellow Time (s)	4.0	4.0	4.5
All-Red Time (s)	0.0	0.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	0.2	3.0	0.2
Recall Mode	None	C-Min	None
Walk Time (s)		7.0	5.0
Flash Dont Walk (s)		13.0	24.0
Pedestrian Calls (#/hr)		3	6
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	250	9	34	47	0	0	0	0	393	571	10
Future Volume (vph)	0	250	9	34	47	0	0	0	0	393	571	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	250		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91
Frt		0.995									0.997	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1719	0	1641	1727	0	0	0	0	1787	5120	0
Flt Permitted				0.335						0.950		
Satd. Flow (perm)	0	1719	0	579	1727	0	0	0	0	1787	5120	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2									2	
Link Speed (mph)		25			25			30			35	
Link Distance (ft)		790			160			1994			1388	
Travel Time (s)		21.5			4.4			45.3			27.0	
Peak Hour Factor	0.89	0.89	0.89	0.86	0.86	0.86	0.92	0.92	0.92	0.89	0.89	0.89
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	8%	8%	8%	1%	1%	1%
Adj. Flow (vph)	0	281	10	40	55	0	0	0	0	442	642	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	291	0	40	55	0	0	0	0	442	653	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1					1	1	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		40		40	40					40	40	
Trailing Detector (ft)		10		10	10					10	10	
Detector 1 Position(ft)		10		10	10					10	10	
Detector 1 Size(ft)		30		30	30					30	30	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		2		1	2 1						4	
Permitted Phases				2 1						4		
Detector Phase		2		1	2 1					4	4	
Switch Phase												
Minimum Initial (s)		6.0		6.0						12.0	12.0	
Minimum Split (s)		24.0		12.0						24.0	24.0	

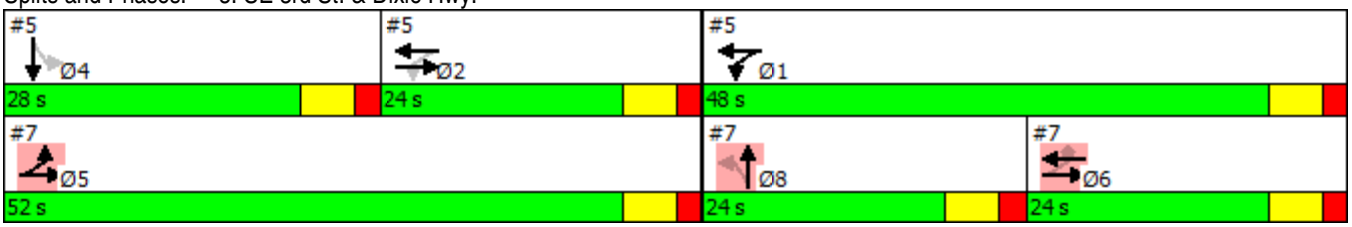
Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	6.0	6.0	6.0
Minimum Split (s)	12.0	24.0	24.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)		24.0		48.0						28.0	28.0	
Total Split (%)		24.0%		48.0%						28.0%	28.0%	
Maximum Green (s)		18.0		42.0						22.0	22.0	
Yellow Time (s)		4.0		4.0						4.0	4.0	
All-Red Time (s)		2.0		2.0						2.0	2.0	
Lost Time Adjust (s)		0.0		0.0						0.0	0.0	
Total Lost Time (s)		6.0		6.0						6.0	6.0	
Lead/Lag		Lag								Lead	Lead	
Lead-Lag Optimize?		Yes								Yes	Yes	
Vehicle Extension (s)		2.0		1.0						2.5	2.5	
Recall Mode		None		None						Min	Min	
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		9.0								7.0	7.0	
Pedestrian Calls (#/hr)		5								2	2	
Act Effct Green (s)		17.4		46.9	53.0					22.2	22.2	
Actuated g/C Ratio		0.20		0.54	0.61					0.25	0.25	
v/c Ratio		0.85		0.06	0.05					0.97	0.50	
Control Delay		57.9		1.0	0.9					71.9	30.4	
Queue Delay		0.0		0.1	0.2					0.0	0.0	
Total Delay		57.9		1.1	1.1					71.9	30.4	
LOS		E		A	A					E	C	
Approach Delay		57.9			1.1						47.1	
Approach LOS		E			A						D	
Queue Length 50th (ft)		152		1	1					241	111	
Queue Length 95th (ft)		#330		m1	m2					#496	170	
Internal Link Dist (ft)		710			80			1914			1308	
Turn Bay Length (ft)										250		
Base Capacity (vph)		358		911	1289					454	1302	
Starvation Cap Reductn		0		410	874					0	0	
Spillback Cap Reductn		0		0	0					0	0	
Storage Cap Reductn		0		0	0					0	0	
Reduced v/c Ratio		0.81		0.08	0.13					0.97	0.50	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 87.2
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 46.3 Intersection LOS: D
Intersection Capacity Utilization 55.5% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: SE 3rd St. & Dixie Hwy.



Lane Group	Ø5	Ø6	Ø8
Total Split (s)	52.0	24.0	24.0
Total Split (%)	52%	24%	24%
Maximum Green (s)	46.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lag	Lead
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	1.0	2.0	2.5
Recall Mode	None	None	None
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		9.0	7.0
Pedestrian Calls (#/hr)		3	3
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	232	0	0	81	53	72	232	16	0	0	0
Future Volume (vph)	18	232	0	0	81	53	72	232	16	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		340	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt						0.850		0.992				
Flt Protected		0.996						0.989				
Satd. Flow (prot)	0	1720	0	0	1727	1468	0	3507	0	0	0	0
Flt Permitted								0.989				
Satd. Flow (perm)	0	1727	0	0	1727	1468	0	3507	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						164		5				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		160			1936			1999			1360	
Travel Time (s)		4.4			52.8			45.4			30.9	
Peak Hour Factor	0.89	0.89	0.89	0.86	0.86	0.86	0.85	0.85	0.85	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	20	261	0	0	94	62	85	273	19	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	281	0	0	94	62	0	377	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1	1	1				
Detector Template	Left	Thru			Thru	Right	Left	Thru				
Leading Detector (ft)	20	40			40	40	20	40				
Trailing Detector (ft)	0	10			10	10	0	10				
Detector 1 Position(ft)	0	10			10	10	0	10				
Detector 1 Size(ft)	20	30			30	30	20	30				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Turn Type	pm+pt	NA			NA	Perm	Perm	NA				
Protected Phases	5	5 6			6			8				
Permitted Phases	5 6					6	8					
Detector Phase	5	5 6			6	6	8	8				
Switch Phase												
Minimum Initial (s)	6.0				6.0	6.0	6.0	6.0				
Minimum Split (s)	12.0				24.0	24.0	24.0	24.0				

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	6.0	6.0	12.0
Minimum Split (s)	12.0	24.0	24.0

Lanes, Volumes, Timings
7: SE 1st Ave. & SE 3rd St.

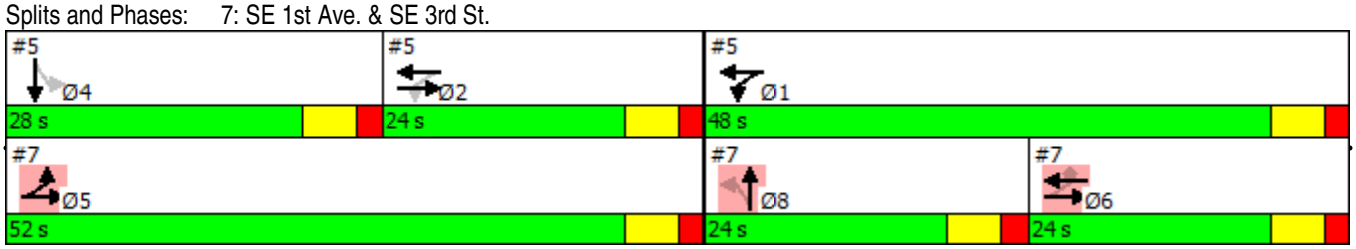
9/9/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	52.0				24.0	24.0	24.0	24.0				
Total Split (%)	52.0%				24.0%	24.0%	24.0%	24.0%				
Maximum Green (s)	46.0				18.0	18.0	18.0	18.0				
Yellow Time (s)	4.0				4.0	4.0	4.0	4.0				
All-Red Time (s)	2.0				2.0	2.0	2.0	2.0				
Lost Time Adjust (s)					0.0	0.0		0.0				
Total Lost Time (s)					6.0	6.0		6.0				
Lead/Lag					Lag	Lag	Lead	Lead				
Lead-Lag Optimize?					Yes	Yes	Yes	Yes				
Vehicle Extension (s)	1.0				2.0	2.0	2.5	2.5				
Recall Mode	None				None	None	None	None				
Walk Time (s)					7.0	7.0	7.0	7.0				
Flash Dont Walk (s)					9.0	9.0	7.0	7.0				
Pedestrian Calls (#/hr)					3	3	3	3				
Act Effct Green (s)		61.4			9.8	9.8		13.7				
Actuated g/C Ratio		0.70			0.11	0.11		0.16				
v/c Ratio		0.23			0.48	0.20		0.68				
Control Delay		1.8			45.7	1.5		41.4				
Queue Delay		3.0			0.0	0.0		0.0				
Total Delay		4.9			45.7	1.5		41.4				
LOS		A			D	A		D				
Approach Delay		4.9			28.1			41.4				
Approach LOS		A			C			D				
Queue Length 50th (ft)		5			50	0		102				
Queue Length 95th (ft)		m20			96	0		150				
Internal Link Dist (ft)		80			1856			1919			1280	
Turn Bay Length (ft)						340						
Base Capacity (vph)		1217			358	435		732				
Starvation Cap Reductn		819			0	0		0				
Spillback Cap Reductn		0			0	0		0				
Storage Cap Reductn		0			0	0		0				
Reduced v/c Ratio		0.71			0.26	0.14		0.52				

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 87.2
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 26.3 — Intersection LOS: C
Intersection Capacity Utilization 42.2% — ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: SE 1st Ave. & SE 3rd St.



Lane Group	Ø1	Ø2	Ø4
Total Split (s)	48.0	24.0	28.0
Total Split (%)	48%	24%	28%
Maximum Green (s)	42.0	18.0	22.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lag	Lead
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	1.0	2.0	2.5
Recall Mode	None	None	Min
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		9.0	7.0
Pedestrian Calls (#/hr)		5	2
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lanes, Volumes, Timings
21: Dixie Hwy. & SW 11th St./SE 11th St.

9/9/2015

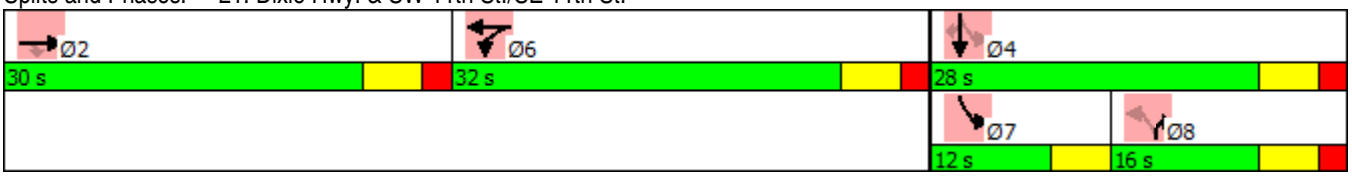
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	369	17	160	114	0	16	0	303	346	234	87
Future Volume (vph)	0	369	17	160	114	0	16	0	303	346	234	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		125	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			0.850
Flt Protected					0.972		0.950			0.950		
Satd. Flow (prot)	0	1759	1495	0	1710	0	1556	0	1392	1671	1759	1495
Flt Permitted					0.972		0.600			0.950		
Satd. Flow (perm)	0	1759	1495	0	1710	0	983	0	1392	1671	1759	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			158						326			109
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		670			137			672			661	
Travel Time (s)		15.2			3.1			15.3			15.0	
Peak Hour Factor	0.88	0.88	0.88	0.60	0.60	0.60	0.93	0.93	0.93	0.91	0.91	0.91
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	16%	16%	16%	8%	8%	8%
Adj. Flow (vph)	0	419	19	267	190	0	17	0	326	380	257	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	419	19	0	457	0	17	0	326	380	257	96
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1		1		1	1	1	1
Detector Template		Thru	Right	Left	Thru		Left		Right	Left	Thru	Right
Leading Detector (ft)		40	40	20	40		40		40	40	40	40
Trailing Detector (ft)		10	10	0	10		10		10	10	10	10
Detector 1 Position(ft)		10	10	0	10		10		10	10	10	10
Detector 1 Size(ft)		30	30	20	30		30		30	30	30	30
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Turn Type		NA	Perm	Split	NA		Perm		Prot	pm+pt	NA	Perm
Protected Phases		2		6	6				8	7	4	
Permitted Phases			2				8		8	4		4
Detector Phase		2	2	6	6		8		8	7	4	4
Switch Phase												
Minimum Initial (s)		6.0	6.0	6.0	6.0		10.0		10.0	4.0	10.0	10.0
Minimum Split (s)		12.0	12.0	12.0	12.0		16.0		16.0	10.0	16.0	16.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)		30.0	30.0	32.0	32.0		16.0		16.0	12.0	28.0	28.0
Total Split (%)		33.3%	33.3%	35.6%	35.6%		17.8%		17.8%	13.3%	31.1%	31.1%
Maximum Green (s)		24.0	24.0	26.0	26.0		10.0		10.0	8.0	22.0	22.0
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0		2.0		2.0	0.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		6.0		6.0	4.0	6.0	6.0
Lead/Lag							Lag		Lag	Lead		
Lead-Lag Optimize?							Yes		Yes	Yes		
Vehicle Extension (s)		2.0	2.0	2.0	2.0		2.5		2.5	1.5	2.5	2.5
Recall Mode		None	None	None	None		None		None	None	Min	Min
Act Effct Green (s)		22.7	22.7		24.9		10.0		10.0	24.1	22.1	22.1
Actuated g/C Ratio		0.26	0.26		0.28		0.11		0.11	0.27	0.25	0.25
v/c Ratio		0.92	0.04		0.94		0.15		0.73	0.83	0.58	0.21
Control Delay		59.9	0.1		61.4		39.8		15.3	48.0	35.8	5.9
Queue Delay		0.0	0.0		56.1		0.0		0.0	0.0	0.0	0.0
Total Delay		59.9	0.1		117.5		39.8		15.3	48.0	35.8	5.9
LOS		E	A		F		D		B	D	D	A
Approach Delay		57.3			117.5						38.2	
Approach LOS		E			F						D	
Queue Length 50th (ft)		229	0		251		9		0	205	130	0
Queue Length 95th (ft)		#384	0		215		29		#107	#361	210	31
Internal Link Dist (ft)		590			57			592			581	
Turn Bay Length (ft)			125									
Base Capacity (vph)		483	525		509		112		448	458	442	457
Starvation Cap Reductn		0	0		290		0		0	0	0	0
Spillback Cap Reductn		0	0		0		0		0	0	0	0
Storage Cap Reductn		0	0		0		0		0	0	0	0
Reduced v/c Ratio		0.87	0.04		2.09		0.15		0.73	0.83	0.58	0.21

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 87.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 57.0 Intersection LOS: E
Intersection Capacity Utilization 74.9% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: Dixie Hwy. & SW 11th St./SE 11th St.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	345	673	146	59	6	90
Future Volume (vph)	345	673	146	59	6	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	80			190
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1671	1495	1556	1638	1759	1495
Flt Permitted	0.950		0.751			
Satd. Flow (perm)	1671	1495	1230	1638	1759	1495
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		765				150
Link Speed (mph)	25			30	30	
Link Distance (ft)	137			688	661	
Travel Time (s)	3.7			15.6	15.0	
Peak Hour Factor	0.88	0.88	0.63	0.63	0.60	0.60
Heavy Vehicles (%)	8%	8%	16%	16%	8%	8%
Adj. Flow (vph)	392	765	232	94	10	150
Shared Lane Traffic (%)						
Lane Group Flow (vph)	392	765	232	94	10	150
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	1	1	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	40	40	40	40	40	40
Trailing Detector (ft)	10	10	10	10	10	10
Detector 1 Position(ft)	10	10	10	10	10	10
Detector 1 Size(ft)	30	30	30	30	30	30
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	Perm	NA	NA	Perm
Protected Phases	2			4	8	
Permitted Phases		2	4			8
Detector Phase	2	2	4	4	8	8
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (s)	57.0	57.0	33.0	33.0	33.0	33.0
Total Split (%)	63.3%	63.3%	36.7%	36.7%	36.7%	36.7%
Maximum Green (s)	51.0	51.0	29.0	29.0	29.0	29.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	15.6	15.6	12.0	12.0	12.0	12.0
Actuated g/C Ratio	0.41	0.41	0.31	0.31	0.31	0.31
v/c Ratio	0.58	0.72	0.61	0.18	0.02	0.26
Control Delay	13.1	5.5	20.1	12.1	11.0	4.2
Queue Delay	0.1	0.2	0.0	0.0	0.0	0.0
Total Delay	13.2	5.7	20.1	12.1	11.0	4.2
LOS	B	A	C	B	B	A
Approach Delay	8.3			17.8	4.6	
Approach LOS	A			B	A	
Queue Length 50th (ft)	55	0	37	13	1	0
Queue Length 95th (ft)	147	45	75	33	7	8
Internal Link Dist (ft)	57			608	581	
Turn Bay Length (ft)			80			190
Base Capacity (vph)	1636	1480	961	1280	1375	1201
Starvation Cap Reductn	389	192	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.59	0.24	0.07	0.01	0.12

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 38.5	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 9.8	Intersection LOS: A
Intersection Capacity Utilization 55.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 22: SE 1st Ave. & SE 11th St.

Lanes, Volumes, Timings
6: US 1 & Hallandale Beach Blvd.

9/9/2015

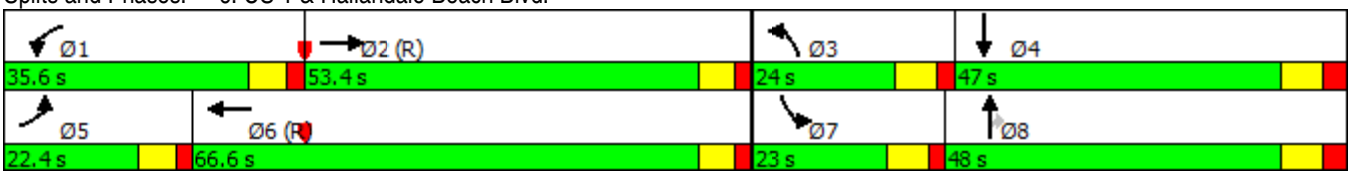
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	985	305	496	1069	106	248	514	375	256	927	35
Future Volume (vph)	91	985	305	496	1069	106	248	514	375	256	927	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	350		0	480		390	375		0
Storage Lanes	1		0	2		0	2		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	0.97	0.91	1.00	0.97	0.91	0.91
Frt		0.965			0.986				0.850		0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4907	0	3433	5014	0	3367	4988	1553	3367	4958	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	4907	0	3433	5014	0	3367	4988	1553	3367	4958	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49			12				299		3	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1832			768			1349			592	
Travel Time (s)		35.7			15.0			20.4			9.0	
Peak Hour Factor	0.98	0.98	0.98	0.93	0.93	0.93	0.83	0.83	0.83	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	93	1005	311	533	1149	114	299	619	452	275	997	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	1316	0	533	1263	0	299	619	452	275	1035	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	40	40		40	40		40	40	40	40	40	
Trailing Detector (ft)	10	10		10	10		10	10	10	10	10	
Detector 1 Position(ft)	10	10		10	10		10	10	10	10	10	
Detector 1 Size(ft)	30	30		30	30		30	30	30	30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Detector Phase	5	2		1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	6.0	6.0	5.0	6.0	
Minimum Split (s)	11.5	46.5		11.5	46.5		12.0	47.0	47.0	12.0	47.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	22.4	53.4		35.6	66.6		24.0	48.0	48.0	23.0	47.0	
Total Split (%)	14.0%	33.4%		22.3%	41.6%		15.0%	30.0%	30.0%	14.4%	29.4%	
Maximum Green (s)	15.9	46.9		29.1	60.1		17.0	40.0	40.0	16.0	39.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	3.0	3.0	2.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		7.0	8.0	8.0	7.0	8.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.5	2.5		1.5	2.5		1.5	2.5	2.5	1.5	2.5	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		33.0			33.0			32.0	32.0		32.0	
Pedestrian Calls (#/hr)		6			14			13	13		10	
Act Effct Green (s)	11.8	51.4		27.2	66.8		16.2	38.2	38.2	15.2	37.1	
Actuated g/C Ratio	0.07	0.32		0.17	0.42		0.10	0.24	0.24	0.10	0.23	
v/c Ratio	0.72	0.82		0.91	0.60		0.88	0.52	0.76	0.86	0.90	
Control Delay	75.1	90.2		85.8	38.3		84.1	58.1	46.2	96.0	70.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	75.1	90.2		85.8	38.3		84.1	58.1	46.2	96.0	70.4	
LOS	E	F		F	D		F	E	D	F	E	
Approach Delay		89.3			52.4			59.8			75.8	
Approach LOS		F			D			E			E	
Queue Length 50th (ft)	103	481		282	381		161	247	315	147	382	
Queue Length 95th (ft)	167	531		#368	453		#171	257	423	#218	440	
Internal Link Dist (ft)		1752			688			1269			512	
Turn Bay Length (ft)	450			350			480		390	375		
Base Capacity (vph)	175	1609		624	2101		357	1247	612	336	1210	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.53	0.82		0.85	0.60		0.84	0.50	0.74	0.82	0.86	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 68.1 Intersection LOS: E
Intersection Capacity Utilization 89.1% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: US 1 & Hallandale Beach Blvd.



Lanes, Volumes, Timings
11: US 1 & SE 3rd St./Gulfstream Park

9/9/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	100	308	13	8	8	42	1071	13	33	1589	5
Future Volume (vph)	93	100	308	13	8	8	42	1071	13	33	1589	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	520		0	150		0	260		360	500		0
Storage Lanes	1		0	1		2	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	1.00	0.97	0.91	0.91
Frt		0.887				0.850			0.850			
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	1532	0	1736	1827	2733	1736	4988	1553	3367	4988	0
Flt Permitted	0.750			0.147			0.950			0.177		
Satd. Flow (perm)	1295	1532	0	269	1827	2733	1736	4988	1553	627	4988	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		78				27			68			
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		1936			622			2007			1349	
Travel Time (s)		52.8			17.0			30.4			20.4	
Peak Hour Factor	0.84	0.84	0.84	0.72	0.72	0.72	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	111	119	367	18	11	11	48	1231	15	36	1727	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	111	486	0	18	11	11	48	1231	15	36	1732	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	
Trailing Detector (ft)	10	10		10	10	10	10	10	10	10	10	
Detector 1 Position(ft)	10	10		10	10	10	10	10	10	10	10	
Detector 1 Size(ft)	30	30		30	30	30	30	30	30	30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	NA	Perm	pm+pt	NA	
Protected Phases		4			8	8 1	5	2		1	6	
Permitted Phases	4			8					2	6		
Detector Phase	4	4		8	8	8 1	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		5.0	12.0	12.0	5.0	12.0	
Minimum Split (s)	45.0	45.0		42.0	42.0		12.0	39.0	39.0	12.0	39.0	

Lanes, Volumes, Timings
11: US 1 & SE 3rd St./Gulfstream Park

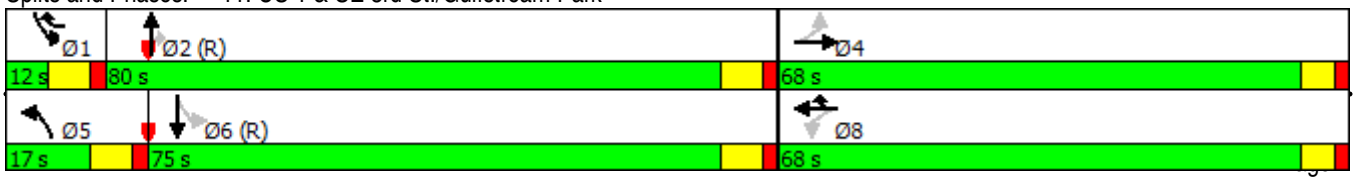
9/9/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	68.0	68.0		68.0	68.0		17.0	80.0	80.0	12.0	75.0	
Total Split (%)	42.5%	42.5%		42.5%	42.5%		10.6%	50.0%	50.0%	7.5%	46.9%	
Maximum Green (s)	62.0	62.0		62.0	62.0		10.0	73.0	73.0	5.0	68.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0	7.0	7.0	7.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.5	3.0	3.0	1.5	3.0	
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	
Flash Dont Walk (s)	32.0	32.0		29.0	29.0			25.0	25.0		25.0	
Pedestrian Calls (#/hr)	2	2		2	2			3	3		4	
Act Effct Green (s)	49.8	49.8		49.8	49.8	61.8	7.9	87.6	87.6	88.7	84.7	
Actuated g/C Ratio	0.31	0.31		0.31	0.31	0.39	0.05	0.55	0.55	0.55	0.53	
v/c Ratio	0.28	0.92		0.22	0.02	0.01	0.56	0.45	0.02	0.08	0.66	
Control Delay	41.2	66.7		43.5	33.4	1.5	120.0	14.0	0.3	10.8	27.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	41.2	66.7		43.5	33.4	1.5	120.0	14.0	0.3	10.8	27.5	
LOS	D	E		D	C	A	F	B	A	B	C	
Approach Delay		62.0			29.2			17.8			27.2	
Approach LOS		E			C			B			C	
Queue Length 50th (ft)	87	424		14	8	0	53	264	0	4	616	
Queue Length 95th (ft)	118	470		27	18	0	100	83	m0	m12	710	
Internal Link Dist (ft)		1856			542			1927			1269	
Turn Bay Length (ft)	520			150			260		360	500		
Base Capacity (vph)	501	641		104	707	1138	108	2731	881	433	2639	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.22	0.76		0.17	0.02	0.01	0.44	0.45	0.02	0.08	0.66	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 29.5 Intersection LOS: C
Intersection Capacity Utilization 70.0% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: US 1 & SE 3rd St./Gulfstream Park



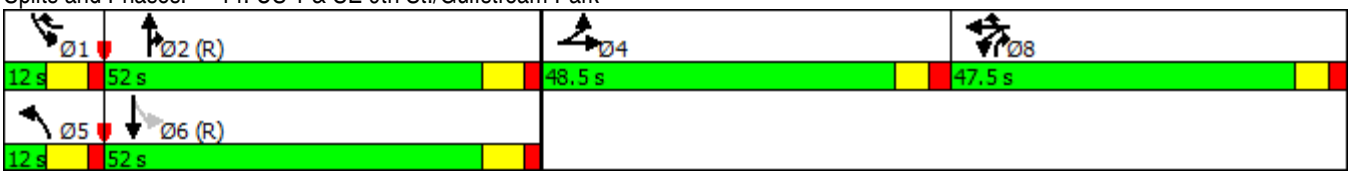
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	8	103	27	4	9	55	1228	36	20	2031	7
Future Volume (vph)	18	8	103	27	4	9	55	1228	36	20	2031	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	90		350	430		0
Storage Lanes	0		0	1		1	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	1.00	0.97	0.91	0.91
Frt		0.892				0.850			0.850		0.999	
Flt Protected		0.993		0.950	0.965		0.950			0.950		
Satd. Flow (prot)	0	1650	0	1681	1708	1583	1719	4940	1538	3367	4983	0
Flt Permitted		0.993		0.950	0.965		0.950			0.156		
Satd. Flow (perm)	0	1650	0	1681	1708	1583	1719	4940	1538	553	4983	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		121				72			72			
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		1962			632			874			2007	
Travel Time (s)		53.5			17.2			13.2			30.4	
Peak Hour Factor	0.70	0.70	0.70	0.61	0.61	0.61	0.85	0.85	0.85	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	4%	4%	4%
Adj. Flow (vph)	26	11	147	44	7	15	65	1445	42	22	2257	8
Shared Lane Traffic (%)				42%								
Lane Group Flow (vph)	0	184	0	26	25	15	65	1445	42	22	2265	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	40		40	40	40	40	40	40	40	40	
Trailing Detector (ft)	0	10		10	10	10	10	10	10	10	10	
Detector 1 Position(ft)	0	10		10	10	10	10	10	10	10	10	
Detector 1 Size(ft)	20	30		30	30	30	30	30	30	30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Split	NA		Split	NA	pt+ov	Prot	NA	pt+ov	pm+pt	NA	
Protected Phases	4	4		8	8	8 1	5	2	2 8	1	6	
Permitted Phases										6		
Detector Phase	4	4		8	8	8 1	5	2	2 8	1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	48.5	48.5		47.5	47.5		12.0	40.0		12.0	40.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	48.5	48.5		47.5	47.5		12.0	52.0		12.0	52.0	
Total Split (%)	30.3%	30.3%		29.7%	29.7%		7.5%	32.5%		7.5%	32.5%	
Maximum Green (s)	42.0	42.0		41.0	41.0		5.0	45.0		5.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.5		6.5	6.5		7.0	7.0		7.0	7.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.5	3.0		1.5	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	35.0	35.0		34.0	34.0			26.0			26.0	
Pedestrian Calls (#/hr)	4	4		2	2			2			2	
Act Effct Green (s)		16.0		13.5	13.5	23.1	11.6	105.8	119.1	99.4	94.4	
Actuated g/C Ratio		0.10		0.08	0.08	0.14	0.07	0.66	0.74	0.62	0.59	
v/c Ratio		0.67		0.18	0.17	0.05	0.52	0.44	0.04	0.05	0.77	
Control Delay		34.8		65.2	64.8	0.3	84.3	20.0	0.5	27.9	28.7	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		34.8		65.2	64.8	0.3	84.3	20.0	0.5	27.9	28.7	
LOS		C		E	E	A	F	B	A	C	C	
Approach Delay		34.8			50.3			22.2			28.7	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)		65		28	27	0	66	224	0	2	297	
Queue Length 95th (ft)		67		33	32	0	#178	#624	2	m14	#1313	
Internal Link Dist (ft)		1882			552			794			1927	
Turn Bay Length (ft)							90		350	430		
Base Capacity (vph)		522		430	437	482	124	3265	1232	431	2938	
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.35		0.06	0.06	0.03	0.52	0.44	0.03	0.05	0.77	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 26.9 Intersection LOS: C
Intersection Capacity Utilization 71.4% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: US 1 & SE 9th St./Gulfstream Park



Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	44	15	176	0	0	0
Future Vol, veh/h	44	15	176	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	83	83	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	21	212	0	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	212	105	0	0
Stage 1	212	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.54	6.94	-	-
Critical Hdwy Stg 1	6.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-
Pot Cap-1 Maneuver	726	929	-	-
Stage 1	770	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	726	929	-	-
Mov Cap-2 Maneuver	726	-	-	-
Stage 1	770	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	10	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2
Capacity (veh/h)	-	-	726	929
HCM Lane V/C Ratio	-	-	0.087	0.023
HCM Control Delay (s)	-	-	10.4	9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Lanes, Volumes, Timings
1: Dixie Hwy. & Hallandale Beach Blvd.

9/9/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1143	41	94	1789	0	0	0	0	168	286	50
Future Volume (vph)	0	1143	41	94	1789	0	0	0	0	168	286	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		150	290		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.995										0.850
Flt Protected				0.950						0.950	0.997	
Satd. Flow (prot)	0	5060	0	1770	5085	0	0	0	0	1681	1764	1583
Flt Permitted				0.950						0.950	0.997	
Satd. Flow (perm)	0	5060	0	1770	5085	0	0	0	0	1681	1764	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3										75
Link Speed (mph)		35			35			30			35	
Link Distance (ft)		590			337			1385			559	
Travel Time (s)		11.5			6.6			31.5			10.9	
Peak Hour Factor	0.85	0.85	0.85	0.93	0.93	0.93	0.92	0.92	0.92	0.85	0.85	0.85
Adj. Flow (vph)	0	1345	48	101	1924	0	0	0	0	198	336	59
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	1393	0	101	1924	0	0	0	0	178	356	59
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1					1	1	1
Detector Template												
Leading Detector (ft)		40		40	40					40	40	40
Trailing Detector (ft)		10		10	10					10	10	10
Detector 1 Position(ft)		10		10	10					10	10	10
Detector 1 Size(ft)		30		30	30					30	30	30
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Turn Type		NA		Prot	NA					Perm	NA	Perm
Protected Phases		2		1	2 1						4	
Permitted Phases										4		4
Detector Phase		2		1	2 1					4	4	4
Switch Phase												
Minimum Initial (s)		10.0		5.0						6.0	6.0	6.0
Minimum Split (s)		24.0		10.0						35.5	35.5	35.5
Total Split (s)		45.0		78.0						37.0	37.0	37.0

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	10.0	6.0
Minimum Split (s)	10.0	14.0	36.0
Total Split (s)	82.0	42.0	36.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)		28.1%		48.8%						23.1%	23.1%	23.1%
Maximum Green (s)		41.0		74.0						30.5	30.5	30.5
Yellow Time (s)		4.0		4.0						4.5	4.5	4.5
All-Red Time (s)		0.0		0.0						2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0						0.0	0.0	0.0
Total Lost Time (s)		4.0		4.0						6.5	6.5	6.5
Lead/Lag		Lead								Lag	Lag	Lag
Lead-Lag Optimize?		Yes								Yes	Yes	Yes
Vehicle Extension (s)		3.0		0.2						0.2	0.2	0.2
Recall Mode		C-Min		None						None	None	None
Walk Time (s)		7.0								5.0	5.0	5.0
Flash Dont Walk (s)		13.0								24.0	24.0	24.0
Pedestrian Calls (#/hr)		5								13	13	13
Act Effct Green (s)		41.0		74.0	119.0					30.5	30.5	30.5
Actuated g/C Ratio		0.26		0.46	0.74					0.19	0.19	0.19
v/c Ratio		1.07		0.12	0.51					0.56	1.06	0.16
Control Delay		102.2		14.2	5.8					66.2	125.5	7.1
Queue Delay		6.2		0.0	3.8					3.9	17.9	0.0
Total Delay		108.3		14.2	9.6					70.1	143.4	7.1
LOS		F		B	A					E	F	A
Approach Delay		108.3			9.9						107.8	
Approach LOS		F			A						F	
Queue Length 50th (ft)		~590		19	169					180	~428	0
Queue Length 95th (ft)		#620		m17	m99					252	#592	23
Internal Link Dist (ft)		510			257			1305			479	
Turn Bay Length (ft)				290								
Base Capacity (vph)		1298		818	3781					320	336	362
Starvation Cap Reductn		0		0	1746					0	0	0
Spillback Cap Reductn		18		0	0					79	83	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		1.09		0.12	0.95					0.74	1.41	0.16

Intersection Summary

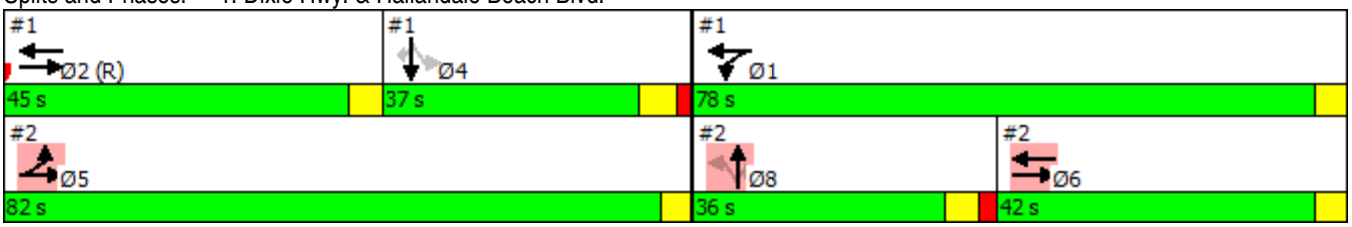
Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 58.5 Intersection LOS: E
Intersection Capacity Utilization 58.5% ICU Level of Service B
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Dixie Hwy. & Hallandale Beach Blvd.



Lane Group	Ø5	Ø6	Ø8
Total Split (%)	51%	26%	23%
Maximum Green (s)	78.0	38.0	30.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.0	0.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lag	Lead
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	0.2	3.0	0.2
Recall Mode	None	Min	None
Walk Time (s)			5.0
Flash Dont Walk (s)			23.0
Pedestrian Calls (#/hr)			15
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	1293	0	0	1609	40	250	274	81	0	0	0
Future Volume (vph)	38	1293	0	0	1609	40	250	274	81	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	250		0	0		100	0		0
Storage Lanes	1		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.996				0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	3539	0	0	6382	0	1671	1759	1495	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1770	3539	0	0	6382	0	1671	1759	1495	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					3				78			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		337			1832			1360			567	
Travel Time (s)		6.6			35.7			30.9			12.9	
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.86	0.86	0.86	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	8%	8%	8%	2%	2%	2%
Adj. Flow (vph)	41	1405	0	0	1730	43	291	319	94	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	1405	0	0	1773	0	291	319	94	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1		1	1	1			
Detector Template							Left	Thru	Right			
Leading Detector (ft)	40	40			40		40	40	40			
Trailing Detector (ft)	10	10			10		10	10	10			
Detector 1 Position(ft)	10	10			10		10	10	10			
Detector 1 Size(ft)	30	30			30		30	30	30			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	5 6			6			8				
Permitted Phases							8		8			
Detector Phase	5	5 6			6		8	8	8			
Switch Phase												
Minimum Initial (s)	5.0				10.0		6.0	6.0	6.0			
Minimum Split (s)	10.0				14.0		36.0	36.0	36.0			

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	10.0	6.0
Minimum Split (s)	10.0	24.0	35.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	82.0				42.0		36.0	36.0	36.0			
Total Split (%)	51.3%				26.3%		22.5%	22.5%	22.5%			
Maximum Green (s)	78.0				38.0		30.0	30.0	30.0			
Yellow Time (s)	4.0				4.0		4.0	4.0	4.0			
All-Red Time (s)	0.0				0.0		2.0	2.0	2.0			
Lost Time Adjust (s)	0.0				0.0		0.0	0.0	0.0			
Total Lost Time (s)	4.0				4.0		6.0	6.0	6.0			
Lead/Lag					Lag		Lead	Lead	Lead			
Lead-Lag Optimize?					Yes		Yes	Yes	Yes			
Vehicle Extension (s)	0.2				3.0		0.2	0.2	0.2			
Recall Mode	None				Min		None	None	None			
Walk Time (s)							5.0	5.0	5.0			
Flash Dont Walk (s)							23.0	23.0	23.0			
Pedestrian Calls (#/hr)							15	15	15			
Act Effct Green (s)	78.0	120.4			38.4		29.6	29.6	29.6			
Actuated g/C Ratio	0.49	0.75			0.24		0.18	0.18	0.18			
v/c Ratio	0.05	0.53			1.16		0.94	0.98	0.28			
Control Delay	0.0	8.0			139.5		102.0	109.6	17.4			
Queue Delay	0.0	1.8			0.0		0.0	0.0	0.0			
Total Delay	0.0	9.8			139.5		102.0	109.6	17.4			
LOS	A	A			F		F	F	B			
Approach Delay		9.6			139.5			94.1				
Approach LOS		A			F			F				
Queue Length 50th (ft)	0	231			~655		303	336	14			
Queue Length 95th (ft)	m0	m157			#731		#452	#497	61			
Internal Link Dist (ft)		257			1752			1280			487	
Turn Bay Length (ft)	290								100			
Base Capacity (vph)	862	2663			1535		313	329	343			
Starvation Cap Reductn	0	1040			0		0	0	0			
Spillback Cap Reductn	0	0			0		0	0	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	0.05	0.87			1.16		0.93	0.97	0.27			

Intersection Summary

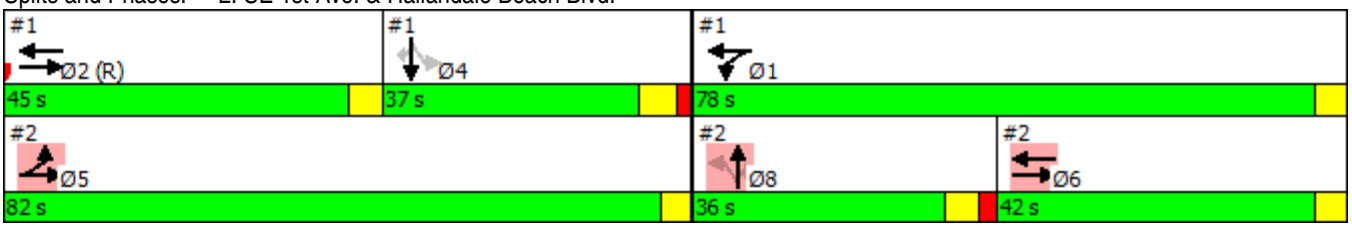
Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 83.5 Intersection LOS: F
Intersection Capacity Utilization 58.5% ICU Level of Service B
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: SE 1st Ave. & Hallandale Beach Blvd.



Lane Group	Ø1	Ø2	Ø4
Total Split (s)	78.0	45.0	37.0
Total Split (%)	49%	28%	23%
Maximum Green (s)	74.0	41.0	30.5
Yellow Time (s)	4.0	4.0	4.5
All-Red Time (s)	0.0	0.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	0.2	3.0	0.2
Recall Mode	None	C-Min	None
Walk Time (s)		7.0	5.0
Flash Dont Walk (s)		13.0	24.0
Pedestrian Calls (#/hr)		5	13
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	247	22	63	221	0	0	0	0	249	589	16
Future Volume (vph)	0	247	22	63	221	0	0	0	0	249	589	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	250		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91
Frt		0.989									0.996	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1708	0	1641	1727	0	0	0	0	1787	5115	0
Flt Permitted				0.133						0.950		
Satd. Flow (perm)	0	1708	0	230	1727	0	0	0	0	1787	5115	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3									2	
Link Speed (mph)		25			25			30			35	
Link Distance (ft)		790			160			1994			1385	
Travel Time (s)		21.5			4.4			45.3			27.0	
Peak Hour Factor	0.70	0.70	0.70	0.71	0.71	0.71	0.25	0.78	0.78	0.73	0.73	0.73
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	8%	8%	8%	1%	1%	1%
Adj. Flow (vph)	0	353	31	89	311	0	0	0	0	341	807	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	384	0	89	311	0	0	0	0	341	829	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1					1	1	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		40		40	40					40	40	
Trailing Detector (ft)		10		10	10					10	10	
Detector 1 Position(ft)		10		10	10					10	10	
Detector 1 Size(ft)		30		30	30					30	30	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		2		1	2 1						4	
Permitted Phases				2 1						4		
Detector Phase		2		1	2 1					4	4	
Switch Phase												
Minimum Initial (s)		6.0		6.0						12.0	12.0	
Minimum Split (s)		26.0		12.0						37.0	37.0	

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	6.0	6.0	6.0
Minimum Split (s)	12.0	24.0	36.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)		36.0		72.0						37.0	37.0	
Total Split (%)		24.8%		49.7%						25.5%	25.5%	
Maximum Green (s)		30.0		66.0						31.0	31.0	
Yellow Time (s)		4.0		4.0						4.0	4.0	
All-Red Time (s)		2.0		2.0						2.0	2.0	
Lost Time Adjust (s)		0.0		0.0						0.0	0.0	
Total Lost Time (s)		6.0		6.0						6.0	6.0	
Lead/Lag		Lag								Lead	Lead	
Lead-Lag Optimize?		Yes								Yes	Yes	
Vehicle Extension (s)		2.0		1.0						2.5	2.5	
Recall Mode		None		None						Min	Min	
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		9.0								7.0	7.0	
Pedestrian Calls (#/hr)		4								2	2	
Act Effct Green (s)		30.0		96.0	102.0					29.8	29.8	
Actuated g/C Ratio		0.21		0.67	0.71					0.21	0.21	
v/c Ratio		1.07		0.11	0.25					0.92	0.78	
Control Delay		120.7		3.7	3.2					86.4	59.7	
Queue Delay		0.0		1.0	7.9					0.0	0.0	
Total Delay		120.7		4.7	11.1					86.4	59.7	
LOS		F		A	B					F	E	
Approach Delay		120.7			9.7						67.5	
Approach LOS		F			A						E	
Queue Length 50th (ft)		~402		9	30					316	271	
Queue Length 95th (ft)		#398		m8	m29					337	250	
Internal Link Dist (ft)		710			80			1914			1305	
Turn Bay Length (ft)										250		
Base Capacity (vph)		358		801	1225					385	1104	
Starvation Cap Reductn		0		545	863					0	0	
Spillback Cap Reductn		0		0	0					0	0	
Storage Cap Reductn		0		0	0					0	0	
Reduced v/c Ratio		1.07		0.35	0.86					0.89	0.75	

Intersection Summary

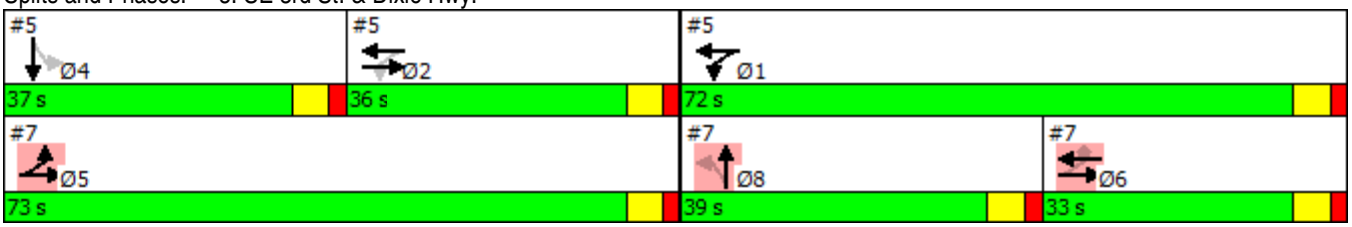
Area Type: Other
Cycle Length: 145
Actuated Cycle Length: 143.8
Natural Cycle: 145
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 66.1 Intersection LOS: E
Intersection Capacity Utilization 48.1% ICU Level of Service A
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: SE 3rd St. & Dixie Hwy.



Lane Group	Ø5	Ø6	Ø8
Total Split (s)	73.0	33.0	39.0
Total Split (%)	50%	23%	27%
Maximum Green (s)	67.0	27.0	33.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lag	Lead
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	1.0	2.0	2.5
Recall Mode	None	None	None
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		9.0	7.0
Pedestrian Calls (#/hr)		4	2
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	126	0	0	284	115	192	517	7	0	0	0
Future Volume (vph)	21	126	0	0	284	115	192	517	7	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		340	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt						0.850		0.999				
Flt Protected		0.993						0.987				
Satd. Flow (prot)	0	1715	0	0	1727	1468	0	3524	0	0	0	0
Flt Permitted								0.987				
Satd. Flow (perm)	0	1727	0	0	1727	1468	0	3524	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						134		1				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		160			1936			1999			1360	
Travel Time (s)		4.4			52.8			45.4			30.9	
Peak Hour Factor	0.89	0.89	0.89	0.86	0.86	0.86	0.85	0.85	0.85	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	24	142	0	0	330	134	226	608	8	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	166	0	0	330	134	0	842	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1	1	1				
Detector Template	Left	Thru			Thru	Right	Left	Thru				
Leading Detector (ft)	20	40			40	40	20	40				
Trailing Detector (ft)	0	10			10	10	0	10				
Detector 1 Position(ft)	0	10			10	10	0	10				
Detector 1 Size(ft)	20	30			30	30	20	30				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Turn Type	pm+pt	NA			NA	Perm	Perm	NA				
Protected Phases	5	5 6			6			8				
Permitted Phases	5 6					6	8					
Detector Phase	5	5 6			6	6	8	8				
Switch Phase												
Minimum Initial (s)	6.0				6.0	6.0	6.0	6.0				
Minimum Split (s)	12.0				24.0	24.0	36.0	36.0				

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	6.0	6.0	12.0
Minimum Split (s)	12.0	26.0	37.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	73.0				33.0	33.0	39.0	39.0				
Total Split (%)	50.3%				22.8%	22.8%	26.9%	26.9%				
Maximum Green (s)	67.0				27.0	27.0	33.0	33.0				
Yellow Time (s)	4.0				4.0	4.0	4.0	4.0				
All-Red Time (s)	2.0				2.0	2.0	2.0	2.0				
Lost Time Adjust (s)					0.0	0.0		0.0				
Total Lost Time (s)					6.0	6.0		6.0				
Lead/Lag					Lag	Lag	Lead	Lead				
Lead-Lag Optimize?					Yes	Yes	Yes	Yes				
Vehicle Extension (s)	1.0				2.0	2.0	2.5	2.5				
Recall Mode	None				None	None	None	None				
Walk Time (s)					7.0	7.0	7.0	7.0				
Flash Dont Walk (s)					9.0	9.0	7.0	7.0				
Pedestrian Calls (#/hr)					4	4	2	2				
Act Effct Green (s)		98.8			27.0	27.0		33.0				
Actuated g/C Ratio		0.69			0.19	0.19		0.23				
v/c Ratio		0.14			1.02	0.35		1.04				
Control Delay		2.9			111.7	10.3		95.7				
Queue Delay		4.1			0.0	0.0		0.0				
Total Delay		6.9			111.7	10.3		95.7				
LOS		A			F	B		F				
Approach Delay		6.9			82.4			95.7				
Approach LOS		A			F			F				
Queue Length 50th (ft)		13			~332	0		~454				
Queue Length 95th (ft)		m13			#492	51		#533				
Internal Link Dist (ft)		80			1856			1919			1280	
Turn Bay Length (ft)						340						
Base Capacity (vph)		1201			324	384		809				
Starvation Cap Reductn		951			0	0		0				
Spillback Cap Reductn		0			0	0		0				
Storage Cap Reductn		0			0	0		0				
Reduced v/c Ratio		0.66			1.02	0.35		1.04				

Intersection Summary

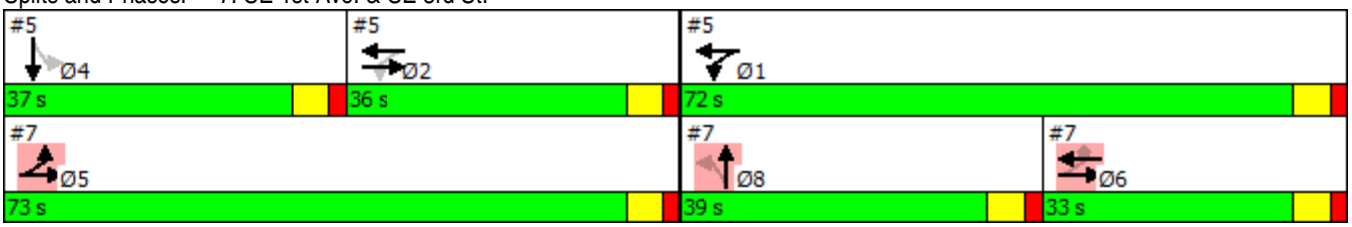
Area Type: Other
Cycle Length: 145
Actuated Cycle Length: 143.8
Natural Cycle: 145
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 81.5 Intersection LOS: F
Intersection Capacity Utilization 54.5% ICU Level of Service A
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: SE 1st Ave. & SE 3rd St.



Lane Group	Ø1	Ø2	Ø4
Total Split (s)	72.0	36.0	37.0
Total Split (%)	50%	25%	26%
Maximum Green (s)	66.0	30.0	31.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lag	Lead
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	1.0	2.0	2.5
Recall Mode	None	None	Min
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		9.0	7.0
Pedestrian Calls (#/hr)		4	2
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lanes, Volumes, Timings
21: Dixie Hwy. & SW 11th St./SE 11th St.

9/9/2015

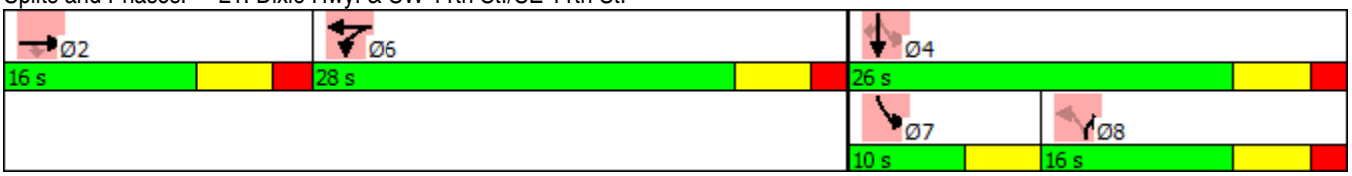
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	159	11	110	382	0	37	0	304	215	233	106
Future Volume (vph)	0	159	11	110	382	0	37	0	304	215	233	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		125	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			0.850
Flt Protected					0.989		0.950			0.950		
Satd. Flow (prot)	0	1759	1495	0	1740	0	1556	0	1392	1671	1759	1495
Flt Permitted					0.989		0.596			0.950		
Satd. Flow (perm)	0	1759	1495	0	1740	0	976	0	1392	1671	1759	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			203						362			140
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		670			137			672			661	
Travel Time (s)		15.2			3.1			15.3			15.0	
Peak Hour Factor	0.82	0.82	0.82	0.94	0.94	0.94	0.84	0.84	0.84	0.88	0.88	0.88
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	16%	16%	16%	8%	8%	8%
Adj. Flow (vph)	0	194	13	117	406	0	44	0	362	244	265	120
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	194	13	0	523	0	44	0	362	244	265	120
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1		1		1	1	1	1
Detector Template		Thru	Right	Left	Thru		Left		Right	Left	Thru	Right
Leading Detector (ft)		40	40	20	40		40		40	40	40	40
Trailing Detector (ft)		10	10	0	10		10		10	10	10	10
Detector 1 Position(ft)		10	10	0	10		10		10	10	10	10
Detector 1 Size(ft)		30	30	20	30		30		30	30	30	30
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Turn Type		NA	Perm	Split	NA		Perm		Prot	pm+pt	NA	Perm
Protected Phases		2		6	6				8	7	4	
Permitted Phases			2				8		8	4		4
Detector Phase		2	2	6	6		8		8	7	4	4
Switch Phase												
Minimum Initial (s)		6.0	6.0	6.0	6.0		10.0		10.0	4.0	10.0	10.0
Minimum Split (s)		12.0	12.0	12.0	12.0		16.0		16.0	10.0	16.0	16.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)		16.0	16.0	28.0	28.0		16.0		16.0	10.0	26.0	26.0
Total Split (%)		22.9%	22.9%	40.0%	40.0%		22.9%		22.9%	14.3%	37.1%	37.1%
Maximum Green (s)		10.0	10.0	22.0	22.0		10.0		10.0	6.0	20.0	20.0
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0		2.0		2.0	0.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		6.0		6.0	4.0	6.0	6.0
Lead/Lag							Lag		Lag	Lead		
Lead-Lag Optimize?							Yes		Yes	Yes		
Vehicle Extension (s)		2.0	2.0	2.0	2.0		2.5		2.5	1.5	2.5	2.5
Recall Mode		None	None	None	None		None		None	None	Min	Min
Act Effct Green (s)		9.5	9.5		21.7		10.0		10.0	22.0	20.0	20.0
Actuated g/C Ratio		0.14	0.14		0.31		0.14		0.14	0.32	0.29	0.29
v/c Ratio		0.80	0.03		0.96		0.31		0.71	0.46	0.52	0.23
Control Delay		55.6	0.2		56.2		33.6		12.6	22.6	25.3	4.2
Queue Delay		0.0	0.0		49.9		0.0		0.0	0.0	0.0	0.0
Total Delay		55.6	0.2		106.1		33.6		12.6	22.6	25.3	4.2
LOS		E	A		F		C		B	C	C	A
Approach Delay		52.1			106.1						20.2	
Approach LOS		D			F						C	
Queue Length 50th (ft)		82	0		218		17		0	83	95	0
Queue Length 95th (ft)		#154	0		#404		43		54	142	159	26
Internal Link Dist (ft)		590			57			592			581	
Turn Bay Length (ft)			125									
Base Capacity (vph)		254	389		552		141		511	531	508	531
Starvation Cap Reductn		0	0		293		0		0	0	0	0
Spillback Cap Reductn		0	0		0		0		0	0	0	0
Storage Cap Reductn		0	0		0		0		0	0	0	0
Reduced v/c Ratio		0.76	0.03		2.02		0.31		0.71	0.46	0.52	0.23

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 69.2
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 48.2 Intersection LOS: D
Intersection Capacity Utilization 68.5% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: Dixie Hwy. & SW 11th St./SE 11th St.

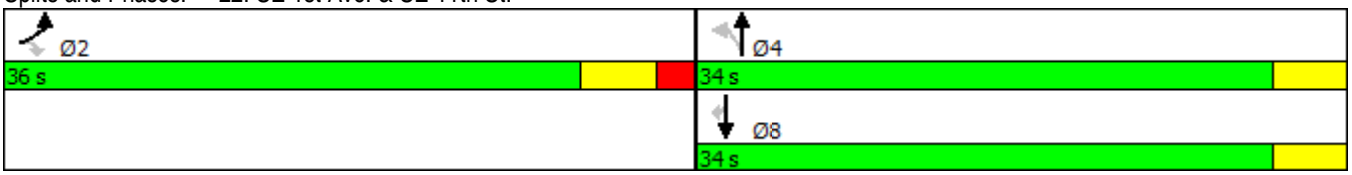


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	411	262	325	241	8	108
Future Volume (vph)	411	262	325	241	8	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	80			190
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1671	1495	1556	1638	1759	1495
Flt Permitted	0.950		0.752			
Satd. Flow (perm)	1671	1495	1232	1638	1759	1495
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		294				123
Link Speed (mph)	25			30	30	
Link Distance (ft)	137			688	661	
Travel Time (s)	3.7			15.6	15.0	
Peak Hour Factor	0.89	0.89	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	8%	8%	16%	16%	8%	8%
Adj. Flow (vph)	462	294	369	274	9	123
Shared Lane Traffic (%)						
Lane Group Flow (vph)	462	294	369	274	9	123
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	1	1	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	40	40	40	40	40	40
Trailing Detector (ft)	10	10	10	10	10	10
Detector 1 Position(ft)	10	10	10	10	10	10
Detector 1 Size(ft)	30	30	30	30	30	30
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	Perm	NA	NA	Perm
Protected Phases	2			4	8	
Permitted Phases		2	4			8
Detector Phase	2	2	4	4	8	8
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (s)	36.0	36.0	34.0	34.0	34.0	34.0
Total Split (%)	51.4%	51.4%	48.6%	48.6%	48.6%	48.6%
Maximum Green (s)	30.0	30.0	30.0	30.0	30.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	18.3	18.3	19.0	19.0	19.0	19.0
Actuated g/C Ratio	0.38	0.38	0.39	0.39	0.39	0.39
v/c Ratio	0.73	0.39	0.77	0.43	0.01	0.19
Control Delay	21.6	3.6	26.0	14.0	10.8	3.6
Queue Delay	0.7	0.3	0.0	0.0	0.0	0.0
Total Delay	22.3	3.9	26.0	14.0	10.8	3.6
LOS	C	A	C	B	B	A
Approach Delay	15.1			20.9	4.1	
Approach LOS	B			C	A	
Queue Length 50th (ft)	101	0	79	49	1	0
Queue Length 95th (ft)	244	39	216	130	9	26
Internal Link Dist (ft)	57			608	581	
Turn Bay Length (ft)			80			190
Base Capacity (vph)	1129	1105	832	1107	1188	1050
Starvation Cap Reductn	355	346	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.39	0.44	0.25	0.01	0.12

Intersection Summary	
Area Type: Other	
Cycle Length: 70	
Actuated Cycle Length: 48.4	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 16.6	Intersection LOS: B
Intersection Capacity Utilization 55.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 22: SE 1st Ave. & SE 11th St.



Lanes, Volumes, Timings
6: US 1 & Hallandale Beach Blvd.

9/9/2015

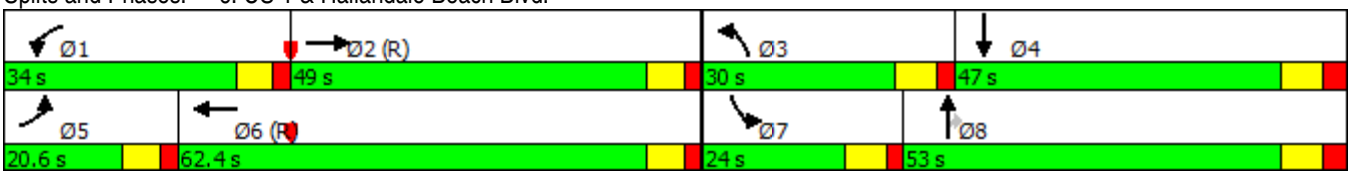
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	910	219	516	1268	189	432	950	549	312	746	67
Future Volume (vph)	117	910	219	516	1268	189	432	950	549	312	746	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	350		0	480		390	375		0
Storage Lanes	1		0	2		0	2		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	0.97	0.91	1.00	0.97	0.91	0.91
Frt		0.971			0.981				0.850		0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4938	0	3433	4989	0	3367	4988	1553	3367	4928	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	4938	0	3433	4989	0	3367	4988	1553	3367	4928	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			19				291		9	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1832			768			1349			592	
Travel Time (s)		35.7			15.0			20.4			9.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.93	0.93	0.93	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	123	958	231	543	1335	199	465	1022	590	343	820	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	123	1189	0	543	1534	0	465	1022	590	343	894	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	40	40		40	40		40	40	40	40	40	
Trailing Detector (ft)	10	10		10	10		10	10	10	10	10	
Detector 1 Position(ft)	10	10		10	10		10	10	10	10	10	
Detector 1 Size(ft)	30	30		30	30		30	30	30	30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Detector Phase	5	2		1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	6.0	6.0	5.0	6.0	
Minimum Split (s)	11.5	46.5		11.5	46.5		12.0	47.0	47.0	12.0	47.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	20.6	49.0		34.0	62.4		30.0	53.0	53.0	24.0	47.0	
Total Split (%)	12.9%	30.6%		21.3%	39.0%		18.8%	33.1%	33.1%	15.0%	29.4%	
Maximum Green (s)	14.1	42.5		27.5	55.9		23.0	45.0	45.0	17.0	39.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	3.0	3.0	2.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		7.0	8.0	8.0	7.0	8.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.5	2.5		1.5	2.5		1.5	2.5	2.5	1.5	2.5	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		33.0			33.0			32.0	32.0		32.0	
Pedestrian Calls (#/hr)		8			15			13	13		6	
Act Effct Green (s)	13.0	45.5		26.9	59.3		23.5	41.9	41.9	17.7	36.1	
Actuated g/C Ratio	0.08	0.28		0.17	0.37		0.15	0.26	0.26	0.11	0.23	
v/c Ratio	0.85	0.83		0.94	0.82		0.94	0.78	0.95	0.92	0.80	
Control Delay	96.2	98.9		90.9	50.4		85.0	40.9	48.6	99.8	63.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	96.2	98.9		90.9	50.4		85.0	40.9	48.6	99.8	63.7	
LOS	F	F		F	D		F	D	D	F	E	
Approach Delay		98.6			61.0			53.0			73.7	
Approach LOS		F			E			D			E	
Queue Length 50th (ft)	136	470		292	545		231	413	472	187	316	
Queue Length 95th (ft)	#246	521		#400	610		#359	303	#571	#290	369	
Internal Link Dist (ft)		1752			688			1269			512	
Turn Bay Length (ft)	450			350			480		390	375		
Base Capacity (vph)	155	1429		591	1861		497	1402	645	372	1208	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.79	0.83		0.92	0.82		0.94	0.73	0.91	0.92	0.74	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 68.2 Intersection LOS: E
Intersection Capacity Utilization 88.8% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: US 1 & Hallandale Beach Blvd.



Lanes, Volumes, Timings
11: US 1 & SE 3rd St./Gulfstream Park

9/9/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	69	116	68	79	110	80	1745	30	66	1294	6
Future Volume (vph)	136	69	116	68	79	110	80	1745	30	66	1294	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	520		0	150		0	260		360	500		0
Storage Lanes	1		0	1		2	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	1.00	0.97	0.91	0.91
Frt		0.906				0.850			0.850		0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	1565	0	1736	1827	2733	1736	4988	1553	3367	4983	0
Flt Permitted	0.651			0.369			0.950			0.090		
Satd. Flow (perm)	1124	1565	0	674	1827	2733	1736	4988	1553	319	4983	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		52				75			68		1	
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		1936			622			2007			1349	
Travel Time (s)		52.8			17.0			30.4			20.4	
Peak Hour Factor	0.88	0.88	0.88	0.80	0.80	0.80	0.94	0.94	0.94	0.91	0.91	0.91
Heavy Vehicles (%)	10%	10%	10%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	155	78	132	85	99	138	85	1856	32	73	1422	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	155	210	0	85	99	138	85	1856	32	73	1429	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	
Trailing Detector (ft)	10	10		10	10	10	10	10	10	10	10	
Detector 1 Position(ft)	10	10		10	10	10	10	10	10	10	10	
Detector 1 Size(ft)	30	30		30	30	30	30	30	30	30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	NA	Perm	pm+pt	NA	
Protected Phases		4			8	8 1	5	2		1	6	
Permitted Phases	4			8					2	6		
Detector Phase	4	4		8	8	8 1	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		5.0	12.0	12.0	5.0	12.0	
Minimum Split (s)	45.0	45.0		42.0	42.0		12.0	39.0	39.0	12.0	39.0	

Lanes, Volumes, Timings
11: US 1 & SE 3rd St./Gulfstream Park

9/9/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	48.0	48.0		48.0	48.0		26.0	98.0	98.0	14.0	86.0	
Total Split (%)	30.0%	30.0%		30.0%	30.0%		16.3%	61.3%	61.3%	8.8%	53.8%	
Maximum Green (s)	42.0	42.0		42.0	42.0		19.0	91.0	91.0	7.0	79.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0	7.0	7.0	7.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.5	3.0	3.0	1.5	3.0	
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	
Flash Dont Walk (s)	32.0	32.0		29.0	29.0			25.0	25.0		25.0	
Pedestrian Calls (#/hr)	13	13		6	6			8	8		15	
Act Effct Green (s)	27.9	27.9		27.9	27.9	40.1	11.6	106.9	106.9	105.6	100.4	
Actuated g/C Ratio	0.17	0.17		0.17	0.17	0.25	0.07	0.67	0.67	0.66	0.63	
v/c Ratio	0.79	0.66		0.73	0.31	0.19	0.67	0.56	0.03	0.24	0.46	
Control Delay	88.7	54.8		92.3	57.5	20.1	96.1	23.3	2.2	12.5	27.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	88.7	54.8		92.3	57.5	20.1	96.1	23.3	2.2	12.5	27.5	
LOS	F	D		F	E	C	F	C	A	B	C	
Approach Delay		69.2			50.6			26.1			26.8	
Approach LOS		E			D			C			C	
Queue Length 50th (ft)	160	160		87	94	29	80	587	1	13	418	
Queue Length 95th (ft)	221	224		124	123	46	m113	798	m0	m20	341	
Internal Link Dist (ft)		1856			542			1927			1269	
Turn Bay Length (ft)	520			150			260		360	500		
Base Capacity (vph)	295	449		176	479	825	206	3332	1060	347	3128	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.53	0.47		0.48	0.21	0.17	0.41	0.56	0.03	0.21	0.46	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 78 (49%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 32.0 Intersection LOS: C
Intersection Capacity Utilization 75.3% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: US 1 & SE 3rd St./Gulfstream Park

Lanes, Volumes, Timings
14: US 1 & SE 9th St./Gulfstream Park

9/9/2015

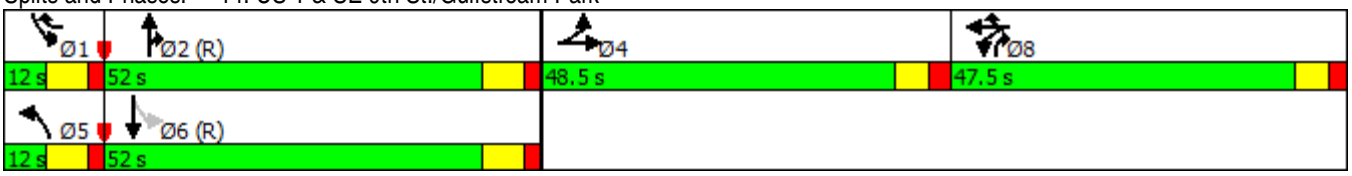
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	11	48	119	13	41	72	2058	77	36	1467	15
Future Volume (vph)	8	11	48	119	13	41	72	2058	77	36	1467	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	90		350	430		0
Storage Lanes	0		0	1		1	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	1.00	0.97	0.91	0.91
Frt		0.904				0.850			0.850		0.999	
Flt Protected		0.994		0.950	0.962		0.950			0.950		
Satd. Flow (prot)	0	1674	0	1681	1702	1583	1719	4940	1538	3367	4983	0
Flt Permitted		0.994		0.950	0.962		0.950			0.055		
Satd. Flow (perm)	0	1674	0	1681	1702	1583	1719	4940	1538	195	4983	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55				72			74		1	
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		1962			632			874			2007	
Travel Time (s)		53.5			17.2			13.2			30.4	
Peak Hour Factor	0.88	0.88	0.88	0.83	0.83	0.83	0.97	0.97	0.97	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	4%	4%	4%
Adj. Flow (vph)	9	13	55	143	16	49	74	2122	79	39	1595	16
Shared Lane Traffic (%)				45%								
Lane Group Flow (vph)	0	77	0	79	80	49	74	2122	79	39	1611	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	40		40	40	40	40	40	40	40	40	
Trailing Detector (ft)	0	10		10	10	10	10	10	10	10	10	
Detector 1 Position(ft)	0	10		10	10	10	10	10	10	10	10	
Detector 1 Size(ft)	20	30		30	30	30	30	30	30	30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Split	NA		Split	NA	pt+ov	Prot	NA	pt+ov	pm+pt	NA	
Protected Phases	4	4		8	8	8 1	5	2	2 8	1	6	
Permitted Phases										6		
Detector Phase	4	4		8	8	8 1	5	2	2 8	1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	48.5	48.5		47.5	47.5		12.0	40.0		12.0	40.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	48.5	48.5		47.5	47.5		12.0	52.0		12.0	52.0	
Total Split (%)	30.3%	30.3%		29.7%	29.7%		7.5%	32.5%		7.5%	32.5%	
Maximum Green (s)	42.0	42.0		41.0	41.0		5.0	45.0		5.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.5		6.5	6.5		7.0	7.0		7.0	7.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.5	3.0		1.5	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	35.0	35.0		34.0	34.0			26.0			26.0	
Pedestrian Calls (#/hr)	4	4		2	2			2			2	
Act Effct Green (s)		13.8		16.5	16.5	28.5	13.4	100.1	117.5	94.3	89.3	
Actuated g/C Ratio		0.09		0.10	0.10	0.18	0.08	0.63	0.73	0.59	0.56	
v/c Ratio		0.40		0.46	0.45	0.14	0.51	0.69	0.07	0.18	0.58	
Control Delay		27.6		72.5	72.4	3.9	80.9	24.0	2.0	19.5	31.0	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		27.6		72.5	72.4	3.9	80.9	24.0	2.0	19.5	31.0	
LOS		C		E	E	A	F	C	A	B	C	
Approach Delay		27.6			56.3			25.1			30.8	
Approach LOS		C			E			C			C	
Queue Length 50th (ft)		23		86	87	0	75	416	1	11	375	
Queue Length 95th (ft)		59		109	111	10	#217	#1221	21	30	#838	
Internal Link Dist (ft)		1882			552			794			1927	
Turn Bay Length (ft)							90		350	430		
Base Capacity (vph)		479		430	436	482	144	3090	1253	214	2780	
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.16		0.18	0.18	0.10	0.51	0.69	0.06	0.18	0.58	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 28.9 Intersection LOS: C
Intersection Capacity Utilization 71.7% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: US 1 & SE 9th St./Gulfstream Park



Intersection	
Int Delay, s/veh	4.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	117	90	534	0	0	0
Future Vol, veh/h	117	90	534	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	89	89	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	129	99	600	0	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	600	299	0	0
Stage 1	600	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.54	6.94	-	-
Critical Hdwy Stg 1	6.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-
Pot Cap-1 Maneuver	385	697	-	-
Stage 1	455	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	385	697	-	-
Mov Cap-2 Maneuver	385	-	-	-
Stage 1	455	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	15.5	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2
Capacity (veh/h)	-	-	385	697
HCM Lane V/C Ratio	-	-	0.334	0.142
HCM Control Delay (s)	-	-	19	11
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	1.4	0.5

Appendix E – Background Conditions Analyses

Lanes, Volumes, Timings
1: Dixie Hwy. & Hallandale Beach Blvd.

9/9/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1429	75	75	1506	0	0	0	0	166	436	35
Future Volume (vph)	0	1429	75	75	1506	0	0	0	0	166	436	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		150	290		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.992										0.850
Flt Protected				0.950						0.950	0.998	
Satd. Flow (prot)	0	5045	0	1770	5085	0	0	0	0	1681	1766	1583
Flt Permitted				0.950						0.950	0.998	
Satd. Flow (perm)	0	5045	0	1770	5085	0	0	0	0	1681	1766	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5										75
Link Speed (mph)		35			35			30			35	
Link Distance (ft)		590			339			1381			559	
Travel Time (s)		11.5			6.6			31.4			10.9	
Peak Hour Factor	0.98	0.98	0.98	0.97	0.97	0.97	0.92	0.92	0.92	0.81	0.81	0.81
Adj. Flow (vph)	0	1458	77	77	1553	0	0	0	0	205	538	43
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	1535	0	77	1553	0	0	0	0	184	559	43
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1					1	1	1
Detector Template												
Leading Detector (ft)		40		40	40					40	40	40
Trailing Detector (ft)		10		10	10					10	10	10
Detector 1 Position(ft)		10		10	10					10	10	10
Detector 1 Size(ft)		30		30	30					30	30	30
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Turn Type		NA		Prot	NA					Perm	NA	Perm
Protected Phases		2		1	2 1						4	
Permitted Phases										4		4
Detector Phase		2		1	2 1					4	4	4
Switch Phase												
Minimum Initial (s)		10.0		5.0						6.0	6.0	6.0
Minimum Split (s)		24.0		10.0						35.5	35.5	35.5
Total Split (s)		45.0		66.0						49.0	49.0	49.0

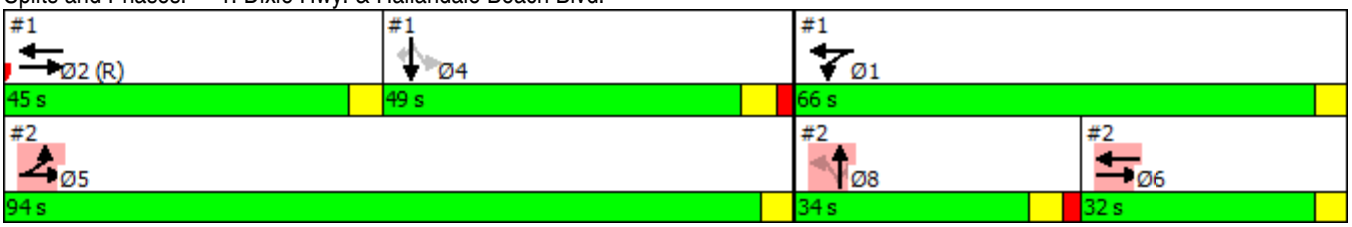
Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	10.0	6.0
Minimum Split (s)	10.0	14.0	34.0
Total Split (s)	94.0	32.0	34.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)		28.1%		41.3%						30.6%	30.6%	30.6%
Maximum Green (s)		41.0		62.0						42.5	42.5	42.5
Yellow Time (s)		4.0		4.0						4.5	4.5	4.5
All-Red Time (s)		0.0		0.0						2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0						0.0	0.0	0.0
Total Lost Time (s)		4.0		4.0						6.5	6.5	6.5
Lead/Lag		Lead								Lag	Lag	Lag
Lead-Lag Optimize?		Yes								Yes	Yes	Yes
Vehicle Extension (s)		3.0		0.2						0.2	0.2	0.2
Recall Mode		C-Min		None						None	None	None
Walk Time (s)		7.0								5.0	5.0	5.0
Flash Dont Walk (s)		13.0								24.0	24.0	24.0
Pedestrian Calls (#/hr)		3								6	6	6
Act Effct Green (s)		41.0		62.0	107.0					42.5	42.5	42.5
Actuated g/C Ratio		0.26		0.39	0.67					0.27	0.27	0.27
v/c Ratio		1.18		0.11	0.46					0.41	1.19	0.09
Control Delay		141.2		17.1	4.9					51.9	155.0	2.0
Queue Delay		0.3		0.0	1.6					3.0	5.0	0.0
Total Delay		141.5		17.1	6.5					54.9	160.0	2.0
LOS		F		B	A					D	F	A
Approach Delay		141.5			7.0						126.7	
Approach LOS		F			A						F	
Queue Length 50th (ft)		~704		15	91					168	~740	0
Queue Length 95th (ft)		#802		m19	m178					222	#837	1
Internal Link Dist (ft)		510			259			1301			479	
Turn Bay Length (ft)				290								
Base Capacity (vph)		1296		685	3400					446	469	475
Starvation Cap Reductn		0		0	1588					0	0	0
Spillback Cap Reductn		98		0	0					171	179	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		1.28		0.11	0.86					0.67	1.93	0.09

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.19
Intersection Signal Delay: 83.1 Intersection LOS: F
Intersection Capacity Utilization 61.6% ICU Level of Service B
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Dixie Hwy. & Hallandale Beach Blvd.



Lane Group	Ø5	Ø6	Ø8
Total Split (%)	59%	20%	21%
Maximum Green (s)	90.0	28.0	28.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.0	0.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lag	Lead
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	0.2	3.0	0.2
Recall Mode	None	Min	None
Walk Time (s)			5.0
Flash Dont Walk (s)			23.0
Pedestrian Calls (#/hr)			4
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lanes, Volumes, Timings
2: SE 1st Ave. & Hallandale Beach Blvd.

9/9/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	1577	0	0	1419	45	156	112	44	0	0	0
Future Volume (vph)	31	1577	0	0	1419	45	156	112	44	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	250		0	0		100	0		0
Storage Lanes	1		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.995				0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	3539	0	0	6376	0	1671	1759	1495	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1770	3539	0	0	6376	0	1671	1759	1495	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					3				78			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		339			1832			1360			567	
Travel Time (s)		6.6			35.7			30.9			12.9	
Peak Hour Factor	0.98	0.98	0.98	0.96	0.96	0.96	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	8%	8%	8%	2%	2%	2%
Adj. Flow (vph)	32	1609	0	0	1478	47	179	129	51	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	1609	0	0	1525	0	179	129	51	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1		1	1	1			
Detector Template							Left	Thru	Right			
Leading Detector (ft)	40	40			40		40	40	40			
Trailing Detector (ft)	10	10			10		10	10	10			
Detector 1 Position(ft)	10	10			10		10	10	10			
Detector 1 Size(ft)	30	30			30		30	30	30			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	5 6			6			8				
Permitted Phases							8		8			
Detector Phase	5	5 6			6		8	8	8			
Switch Phase												
Minimum Initial (s)	5.0				10.0		6.0	6.0	6.0			
Minimum Split (s)	10.0				14.0		34.0	34.0	34.0			

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	10.0	6.0
Minimum Split (s)	10.0	24.0	35.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	94.0				32.0		34.0	34.0	34.0			
Total Split (%)	58.8%				20.0%		21.3%	21.3%	21.3%			
Maximum Green (s)	90.0				28.0		28.0	28.0	28.0			
Yellow Time (s)	4.0				4.0		4.0	4.0	4.0			
All-Red Time (s)	0.0				0.0		2.0	2.0	2.0			
Lost Time Adjust (s)	0.0				0.0		0.0	0.0	0.0			
Total Lost Time (s)	4.0				4.0		6.0	6.0	6.0			
Lead/Lag					Lag		Lead	Lead	Lead			
Lead-Lag Optimize?					Yes		Yes	Yes	Yes			
Vehicle Extension (s)	0.2				3.0		0.2	0.2	0.2			
Recall Mode	None				Min		None	None	None			
Walk Time (s)							5.0	5.0	5.0			
Flash Dont Walk (s)							23.0	23.0	23.0			
Pedestrian Calls (#/hr)							4	4	4			
Act Effct Green (s)	90.0	130.2			36.2		19.8	19.8	19.8			
Actuated g/C Ratio	0.56	0.81			0.23		0.12	0.12	0.12			
v/c Ratio	0.03	0.56			1.06		0.87	0.59	0.20			
Control Delay	0.0	11.9			108.7		103.6	76.5	5.2			
Queue Delay	0.0	3.3			2.0		0.0	0.0	0.0			
Total Delay	0.0	15.2			110.7		103.6	76.5	5.2			
LOS	A	B			F		F	E	A			
Approach Delay		14.9			110.7			79.9				
Approach LOS		B			F			E				
Queue Length 50th (ft)	0	387			~517		187	130	0			
Queue Length 95th (ft)	m0	m207			m#694		252	186	13			
Internal Link Dist (ft)		259			1752			1280			487	
Turn Bay Length (ft)	290								100			
Base Capacity (vph)	995	2879			1444		292	307	325			
Starvation Cap Reductn	0	1142			0		0	0	0			
Spillback Cap Reductn	0	0			7		0	0	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	0.03	0.93			1.06		0.61	0.42	0.16			

Intersection Summary

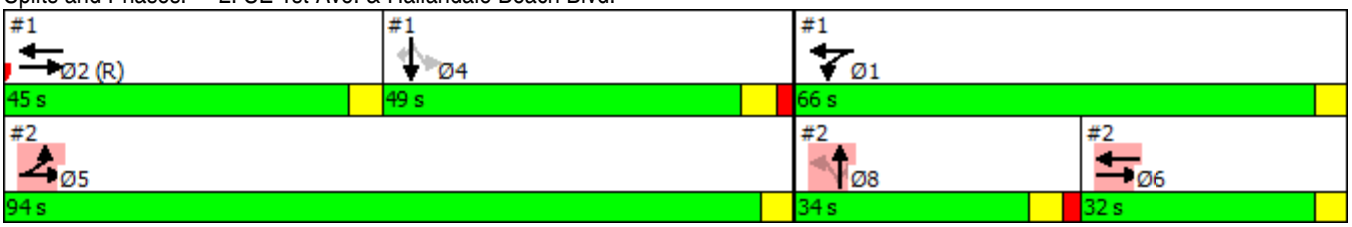
Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.19
Intersection Signal Delay: 63.0 Intersection LOS: E
Intersection Capacity Utilization 61.6% ICU Level of Service B
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: SE 1st Ave. & Hallandale Beach Blvd.



Lane Group	Ø1	Ø2	Ø4
Total Split (s)	66.0	45.0	49.0
Total Split (%)	41%	28%	31%
Maximum Green (s)	62.0	41.0	42.5
Yellow Time (s)	4.0	4.0	4.5
All-Red Time (s)	0.0	0.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	0.2	3.0	0.2
Recall Mode	None	C-Min	None
Walk Time (s)		7.0	5.0
Flash Dont Walk (s)		13.0	24.0
Pedestrian Calls (#/hr)		3	6
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	267	10	54	50	0	0	0	0	412	595	10
Future Volume (vph)	0	267	10	54	50	0	0	0	0	412	595	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	250		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91
Frt		0.995									0.998	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1719	0	1641	1727	0	0	0	0	1787	5125	0
Flt Permitted				0.294						0.950		
Satd. Flow (perm)	0	1719	0	508	1727	0	0	0	0	1787	5125	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2									2	
Link Speed (mph)		25			25			30			35	
Link Distance (ft)		790			160			1994			1381	
Travel Time (s)		21.5			4.4			45.3			26.9	
Peak Hour Factor	0.89	0.89	0.89	0.86	0.86	0.86	0.92	0.92	0.92	0.89	0.89	0.89
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	8%	8%	8%	1%	1%	1%
Adj. Flow (vph)	0	300	11	63	58	0	0	0	0	463	669	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	311	0	63	58	0	0	0	0	463	680	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1					1	1	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		40		40	40					40	40	
Trailing Detector (ft)		10		10	10					10	10	
Detector 1 Position(ft)		10		10	10					10	10	
Detector 1 Size(ft)		30		30	30					30	30	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		2		1	2 1						4	
Permitted Phases				2 1						4		
Detector Phase		2		1	2 1					4	4	
Switch Phase												
Minimum Initial (s)		6.0		6.0						12.0	12.0	
Minimum Split (s)		24.0		12.0						24.0	24.0	

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	6.0	6.0	6.0
Minimum Split (s)	12.0	24.0	24.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)		24.0		48.0						28.0	28.0	
Total Split (%)		24.0%		48.0%						28.0%	28.0%	
Maximum Green (s)		18.0		42.0						22.0	22.0	
Yellow Time (s)		4.0		4.0						4.0	4.0	
All-Red Time (s)		2.0		2.0						2.0	2.0	
Lost Time Adjust (s)		0.0		0.0						0.0	0.0	
Total Lost Time (s)		6.0		6.0						6.0	6.0	
Lead/Lag		Lag								Lead	Lead	
Lead-Lag Optimize?		Yes								Yes	Yes	
Vehicle Extension (s)		2.0		1.0						2.5	2.5	
Recall Mode		None		None						Min	Min	
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		9.0								7.0	7.0	
Pedestrian Calls (#/hr)		5								2	2	
Act Effct Green (s)		18.1		48.8	54.8					22.1	22.1	
Actuated g/C Ratio		0.20		0.55	0.62					0.25	0.25	
v/c Ratio		0.89		0.09	0.05					1.05	0.53	
Control Delay		63.9		1.1	1.0					90.4	31.6	
Queue Delay		0.0		0.1	0.2					0.0	0.0	
Total Delay		63.9		1.3	1.2					90.4	31.6	
LOS		E		A	A					F	C	
Approach Delay		63.9			1.2						55.4	
Approach LOS		E			A						E	
Queue Length 50th (ft)		170		1	1					~284	120	
Queue Length 95th (ft)		#360		m2	m2					#526	177	
Internal Link Dist (ft)		710			80			1914			1301	
Turn Bay Length (ft)										250		
Base Capacity (vph)		350		881	1286					443	1274	
Starvation Cap Reductn		0		400	883					0	0	
Spillback Cap Reductn		0		0	0					0	0	
Storage Cap Reductn		0		0	0					0	0	
Reduced v/c Ratio		0.89		0.13	0.14					1.05	0.53	

Intersection Summary

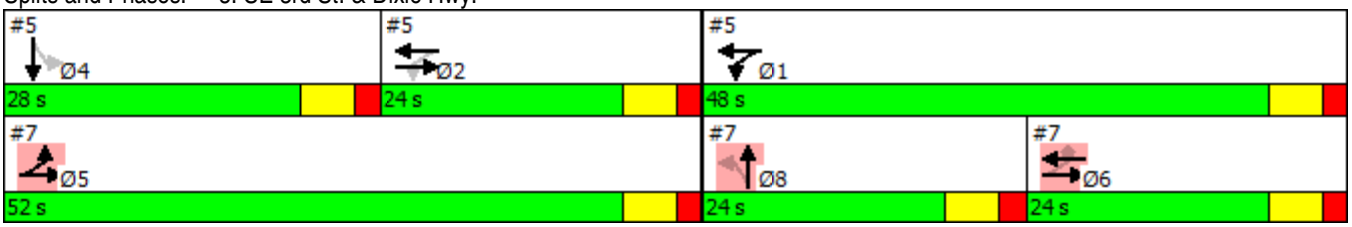
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 89
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 52.9 Intersection LOS: D
Intersection Capacity Utilization 57.5% ICU Level of Service B
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: SE 3rd St. & Dixie Hwy.



Lane Group	Ø5	Ø6	Ø8
Total Split (s)	52.0	24.0	24.0
Total Split (%)	52%	24%	24%
Maximum Green (s)	46.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lag	Lead
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	1.0	2.0	2.5
Recall Mode	None	None	None
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		9.0	7.0
Pedestrian Calls (#/hr)		3	3
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	248	0	0	104	70	75	242	19	0	0	0
Future Volume (vph)	19	248	0	0	104	70	75	242	19	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		340	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt						0.850		0.992				
Flt Protected		0.997						0.989				
Satd. Flow (prot)	0	1722	0	0	1727	1468	0	3507	0	0	0	0
Flt Permitted								0.989				
Satd. Flow (perm)	0	1727	0	0	1727	1468	0	3507	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						164		5				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		160			1936			1999			1360	
Travel Time (s)		4.4			52.8			45.4			30.9	
Peak Hour Factor	0.89	0.89	0.89	0.86	0.86	0.86	0.85	0.85	0.85	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	21	279	0	0	121	81	88	285	22	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	300	0	0	121	81	0	395	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1	1	1				
Detector Template	Left	Thru			Thru	Right	Left	Thru				
Leading Detector (ft)	20	40			40	40	20	40				
Trailing Detector (ft)	0	10			10	10	0	10				
Detector 1 Position(ft)	0	10			10	10	0	10				
Detector 1 Size(ft)	20	30			30	30	20	30				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Turn Type	pm+pt	NA			NA	Perm	Perm	NA				
Protected Phases	5	5 6			6			8				
Permitted Phases	5 6					6	8					
Detector Phase	5	5 6			6	6	8	8				
Switch Phase												
Minimum Initial (s)	6.0				6.0	6.0	6.0	6.0				
Minimum Split (s)	12.0				24.0	24.0	24.0	24.0				

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	6.0	6.0	12.0
Minimum Split (s)	12.0	24.0	24.0

Lanes, Volumes, Timings
7: SE 1st Ave. & SE 3rd St.

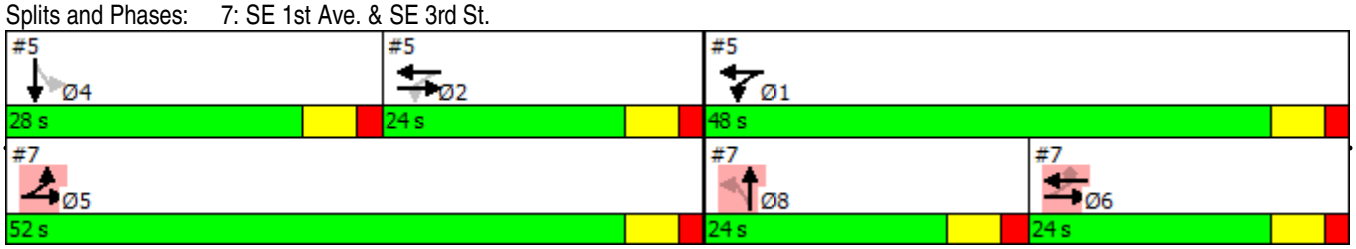
9/9/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	52.0				24.0	24.0	24.0	24.0				
Total Split (%)	52.0%				24.0%	24.0%	24.0%	24.0%				
Maximum Green (s)	46.0				18.0	18.0	18.0	18.0				
Yellow Time (s)	4.0				4.0	4.0	4.0	4.0				
All-Red Time (s)	2.0				2.0	2.0	2.0	2.0				
Lost Time Adjust (s)					0.0	0.0		0.0				
Total Lost Time (s)					6.0	6.0		6.0				
Lead/Lag					Lag	Lag	Lead	Lead				
Lead-Lag Optimize?					Yes	Yes	Yes	Yes				
Vehicle Extension (s)	1.0				2.0	2.0	2.5	2.5				
Recall Mode	None				None	None	None	None				
Walk Time (s)					7.0	7.0	7.0	7.0				
Flash Dont Walk (s)					9.0	9.0	7.0	7.0				
Pedestrian Calls (#/hr)					3	3	3	3				
Act Effct Green (s)		62.8			10.5	10.5		14.2				
Actuated g/C Ratio		0.71			0.12	0.12		0.16				
v/c Ratio		0.25			0.59	0.25		0.70				
Control Delay		2.0			49.9	1.9		42.6				
Queue Delay		4.8			0.0	0.0		0.0				
Total Delay		6.7			49.9	1.9		42.6				
LOS		A			D	A		D				
Approach Delay		6.7			30.7			42.6				
Approach LOS		A			C			D				
Queue Length 50th (ft)		11			66	0		109				
Queue Length 95th (ft)		m20			119	0		157				
Internal Link Dist (ft)		80			1856			1919			1280	
Turn Bay Length (ft)						340						
Base Capacity (vph)		1202			350	428		716				
Starvation Cap Reductn		820			0	0		0				
Spillback Cap Reductn		0			0	0		0				
Storage Cap Reductn		0			0	0		0				
Reduced v/c Ratio		0.79			0.35	0.19		0.55				

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 89
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 27.9 — Intersection LOS: C
Intersection Capacity Utilization 43.6% — ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: SE 1st Ave. & SE 3rd St.



Lane Group	Ø1	Ø2	Ø4
Total Split (s)	48.0	24.0	28.0
Total Split (%)	48%	24%	28%
Maximum Green (s)	42.0	18.0	22.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lag	Lead
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	1.0	2.0	2.5
Recall Mode	None	None	Min
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		9.0	7.0
Pedestrian Calls (#/hr)		5	2
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lanes, Volumes, Timings
21: Dixie Hwy. & SW 11th St./SE 11th St.

9/9/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	448	21	171	122	0	17	0	316	360	262	91
Future Volume (vph)	0	448	21	171	122	0	17	0	316	360	262	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		125	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			0.850
Flt Protected					0.972		0.950			0.950		
Satd. Flow (prot)	0	1759	1495	0	1710	0	1556	0	1392	1671	1759	1495
Flt Permitted					0.972		0.583			0.950		
Satd. Flow (perm)	0	1759	1495	0	1710	0	955	0	1392	1671	1759	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			158						340			109
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		670			137			672			661	
Travel Time (s)		15.2			3.1			15.3			15.0	
Peak Hour Factor	0.88	0.88	0.88	0.60	0.60	0.60	0.93	0.93	0.93	0.91	0.91	0.91
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	16%	16%	16%	8%	8%	8%
Adj. Flow (vph)	0	509	24	285	203	0	18	0	340	396	288	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	509	24	0	488	0	18	0	340	396	288	100
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1		1		1	1	1	1
Detector Template		Thru	Right	Left	Thru		Left		Right	Left	Thru	Right
Leading Detector (ft)		40	40	20	40		40		40	40	40	40
Trailing Detector (ft)		10	10	0	10		10		10	10	10	10
Detector 1 Position(ft)		10	10	0	10		10		10	10	10	10
Detector 1 Size(ft)		30	30	20	30		30		30	30	30	30
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Turn Type		NA	Perm	Split	NA		Perm		Prot	pm+pt	NA	Perm
Protected Phases		2		6	6				8	7	4	
Permitted Phases			2				8		8	4		4
Detector Phase		2	2	6	6		8		8	7	4	4
Switch Phase												
Minimum Initial (s)		6.0	6.0	6.0	6.0		10.0		10.0	4.0	10.0	10.0
Minimum Split (s)		12.0	12.0	12.0	12.0		16.0		16.0	10.0	16.0	16.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)		33.0	33.0	30.0	30.0		16.0		16.0	11.0	27.0	27.0
Total Split (%)		36.7%	36.7%	33.3%	33.3%		17.8%		17.8%	12.2%	30.0%	30.0%
Maximum Green (s)		27.0	27.0	24.0	24.0		10.0		10.0	7.0	21.0	21.0
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0		2.0		2.0	0.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		6.0		6.0	4.0	6.0	6.0
Lead/Lag							Lag		Lag	Lead		
Lead-Lag Optimize?							Yes		Yes	Yes		
Vehicle Extension (s)		2.0	2.0	2.0	2.0		2.5		2.5	1.5	2.5	2.5
Recall Mode		None	None	None	None		None		None	None	Min	Min
Act Effct Green (s)		26.8	26.8		24.0		10.0		10.0	23.0	21.0	21.0
Actuated g/C Ratio		0.30	0.30		0.27		0.11		0.11	0.26	0.23	0.23
v/c Ratio		0.97	0.04		1.07		0.17		0.75	0.93	0.70	0.23
Control Delay		65.5	0.1		95.4		40.5		15.8	62.9	42.1	6.5
Queue Delay		0.0	0.0		21.8		0.0		0.0	0.0	0.0	0.0
Total Delay		65.5	0.1		117.2		40.5		15.8	62.9	42.1	6.5
LOS		E	A		F		D		B	E	D	A
Approach Delay		62.6			117.2						48.1	
Approach LOS		E			F						D	
Queue Length 50th (ft)		284	0		~311		9		0	220	151	0
Queue Length 95th (ft)		#467	0		240		31		#111	#394	#248	35
Internal Link Dist (ft)		590			57			592			581	
Turn Bay Length (ft)			125									
Base Capacity (vph)		528	560		457		106		456	428	411	433
Starvation Cap Reductn		0	0		256		0		0	0	0	0
Spillback Cap Reductn		0	0		0		0		0	0	0	0
Storage Cap Reductn		0	0		0		0		0	0	0	0
Reduced v/c Ratio		0.96	0.04		2.43		0.17		0.75	0.93	0.70	0.23

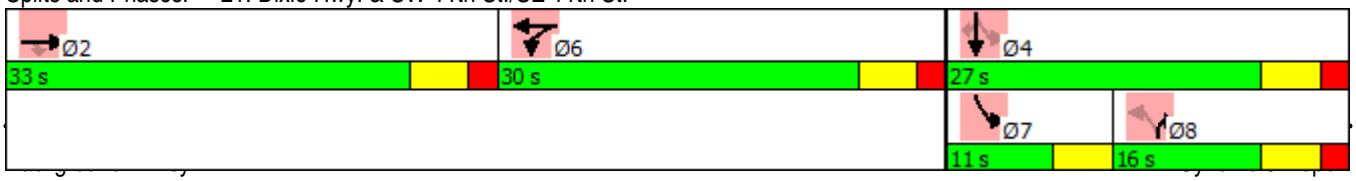
Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 89.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 62.1 Intersection LOS: E
Intersection Capacity Utilization 81.1% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: Dixie Hwy. & SW 11th St./SE 11th St.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	419	818	152	61	6	94
Future Volume (vph)	419	818	152	61	6	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	80			190
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1671	1495	1556	1638	1759	1495
Flt Permitted	0.950		0.751			
Satd. Flow (perm)	1671	1495	1230	1638	1759	1495
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		930				157
Link Speed (mph)	25			30	30	
Link Distance (ft)	137			688	661	
Travel Time (s)	3.7			15.6	15.0	
Peak Hour Factor	0.88	0.88	0.63	0.63	0.60	0.60
Heavy Vehicles (%)	8%	8%	16%	16%	8%	8%
Adj. Flow (vph)	476	930	241	97	10	157
Shared Lane Traffic (%)						
Lane Group Flow (vph)	476	930	241	97	10	157
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	1	1	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	40	40	40	40	40	40
Trailing Detector (ft)	10	10	10	10	10	10
Detector 1 Position(ft)	10	10	10	10	10	10
Detector 1 Size(ft)	30	30	30	30	30	30
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	Perm	NA	NA	Perm
Protected Phases	2			4	8	
Permitted Phases		2	4			8
Detector Phase	2	2	4	4	8	8
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (s)	58.0	58.0	32.0	32.0	32.0	32.0
Total Split (%)	64.4%	64.4%	35.6%	35.6%	35.6%	35.6%
Maximum Green (s)	52.0	52.0	28.0	28.0	28.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	20.9	20.9	14.0	14.0	14.0	14.0
Actuated g/C Ratio	0.45	0.45	0.30	0.30	0.30	0.30
v/c Ratio	0.63	0.79	0.65	0.20	0.02	0.28
Control Delay	14.3	6.5	24.8	15.0	14.2	4.8
Queue Delay	0.2	0.4	0.0	0.0	0.0	0.0
Total Delay	14.5	7.0	24.8	15.0	14.2	4.8
LOS	B	A	C	B	B	A
Approach Delay	9.5			22.0	5.4	
Approach LOS	A			C	A	
Queue Length 50th (ft)	77	0	48	17	2	0
Queue Length 95th (ft)	217	47	101	44	9	7
Internal Link Dist (ft)	57			608	581	
Turn Bay Length (ft)			80			190
Base Capacity (vph)	1565	1459	836	1114	1197	1067
Starvation Cap Reductn	437	173	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.72	0.29	0.09	0.01	0.15

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 46.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 11.4	Intersection LOS: B
Intersection Capacity Utilization 64.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 22: SE 1st Ave. & SE 11th St.

Lanes, Volumes, Timings
6: US 1 & Hallandale Beach Blvd.

9/9/2015

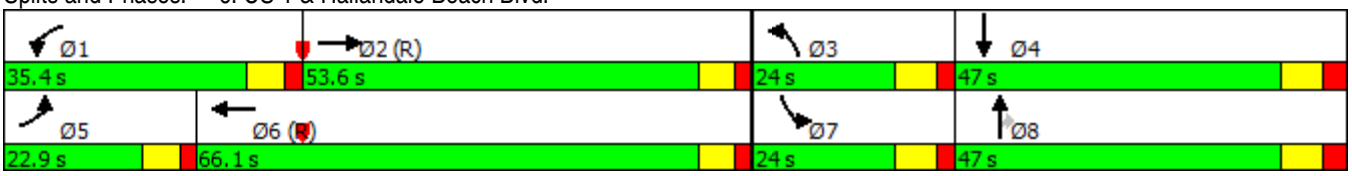
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	1071	329	552	1183	119	294	599	413	296	998	38
Future Volume (vph)	96	1071	329	552	1183	119	294	599	413	296	998	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	350		0	480		390	375		0
Storage Lanes	1		0	2		0	2		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	0.97	0.91	1.00	0.97	0.91	0.91
Frt		0.965			0.986				0.850		0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4907	0	3433	5014	0	3367	4988	1553	3367	4958	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	4907	0	3433	5014	0	3367	4988	1553	3367	4958	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49			12				290		3	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1832			768			1349			592	
Travel Time (s)		35.7			15.0			20.4			9.0	
Peak Hour Factor	0.98	0.98	0.98	0.93	0.93	0.93	0.83	0.83	0.83	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	98	1093	336	594	1272	128	354	722	498	318	1073	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	1429	0	594	1400	0	354	722	498	318	1114	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	40	40		40	40		40	40	40	40	40	
Trailing Detector (ft)	10	10		10	10		10	10	10	10	10	
Detector 1 Position(ft)	10	10		10	10		10	10	10	10	10	
Detector 1 Size(ft)	30	30		30	30		30	30	30	30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Detector Phase	5	2		1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	6.0	6.0	5.0	6.0	
Minimum Split (s)	11.5	46.5		11.5	46.5		12.0	47.0	47.0	12.0	47.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	22.9	53.6		35.4	66.1		24.0	47.0	47.0	24.0	47.0	
Total Split (%)	14.3%	33.5%		22.1%	41.3%		15.0%	29.4%	29.4%	15.0%	29.4%	
Maximum Green (s)	16.4	47.1		28.9	59.6		17.0	39.0	39.0	17.0	39.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	3.0	3.0	2.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		7.0	8.0	8.0	7.0	8.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes				Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.5	2.5		1.5	2.5		1.5	2.5	2.5	1.5	2.5	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		33.0			33.0			32.0	32.0		32.0	
Pedestrian Calls (#/hr)		6			14			13	13		10	
Act Effct Green (s)	12.3	47.6		28.6	63.9		17.5	39.2	39.2	16.6	38.3	
Actuated g/C Ratio	0.08	0.30		0.18	0.40		0.11	0.24	0.24	0.10	0.24	
v/c Ratio	0.73	0.96		0.97	0.70		0.96	0.59	0.83	0.91	0.94	
Control Delay	75.5	102.1		93.5	42.4		94.9	55.4	50.7	100.8	73.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	75.5	102.1		93.5	42.4		94.9	55.4	50.7	100.8	73.9	
LOS	E	F		F	D		F	E	D	F	E	
Approach Delay		100.4			57.6			62.8			79.9	
Approach LOS		F			E			E			E	
Queue Length 50th (ft)	109	529		321	443		195	281	377	172	419	
Queue Length 95th (ft)	175	#613		#442	520		#256	283	469	#259	#500	
Internal Link Dist (ft)		1752			688			1269			512	
Turn Bay Length (ft)	450			350			480		390	375		
Base Capacity (vph)	181	1493		620	2010		367	1223	599	357	1210	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.54	0.96		0.96	0.70		0.96	0.59	0.83	0.89	0.92	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 73.8 Intersection LOS: E
Intersection Capacity Utilization 95.6% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: US 1 & Hallandale Beach Blvd.



Lanes, Volumes, Timings
11: US 1 & SE 3rd St./Gulfstream Park

9/9/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	107	334	61	40	89	45	1163	27	57	1710	5
Future Volume (vph)	99	107	334	61	40	89	45	1163	27	57	1710	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	520		0	150		0	260		360	500		0
Storage Lanes	1		0	1		2	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	1.00	0.97	0.91	0.91
Frt		0.886				0.850			0.850			
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	1530	0	1736	1827	2733	1736	4988	1553	3367	4988	0
Flt Permitted	0.720			0.139			0.950			0.143		
Satd. Flow (perm)	1244	1530	0	254	1827	2733	1736	4988	1553	507	4988	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		76				34			68			
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		1936			622			2007			1349	
Travel Time (s)		52.8			17.0			30.4			20.4	
Peak Hour Factor	0.84	0.84	0.84	0.72	0.72	0.72	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	118	127	398	85	56	124	52	1337	31	62	1859	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	525	0	85	56	124	52	1337	31	62	1864	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	
Trailing Detector (ft)	10	10		10	10	10	10	10	10	10	10	
Detector 1 Position(ft)	10	10		10	10	10	10	10	10	10	10	
Detector 1 Size(ft)	30	30		30	30	30	30	30	30	30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	NA	Perm	pm+pt	NA	
Protected Phases		4			8	8 1	5	2		1	6	
Permitted Phases	4			8					2	6		
Detector Phase	4	4		8	8	8 1	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		5.0	12.0	12.0	5.0	12.0	
Minimum Split (s)	45.0	45.0		42.0	42.0		12.0	39.0	39.0	12.0	39.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	69.0	69.0		69.0	69.0		15.0	79.0	79.0	12.0	76.0	
Total Split (%)	43.1%	43.1%		43.1%	43.1%		9.4%	49.4%	49.4%	7.5%	47.5%	
Maximum Green (s)	63.0	63.0		63.0	63.0		8.0	72.0	72.0	5.0	69.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0	7.0	7.0	7.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.5	3.0	3.0	1.5	3.0	
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	
Flash Dont Walk (s)	32.0	32.0		29.0	29.0			25.0	25.0		25.0	
Pedestrian Calls (#/hr)	2	2		2	2			3	3		4	
Act Effct Green (s)	53.7	53.7		53.7	53.7	65.8	7.9	81.2	81.2	84.9	80.8	
Actuated g/C Ratio	0.34	0.34		0.34	0.34	0.41	0.05	0.51	0.51	0.53	0.50	
v/c Ratio	0.28	0.93		1.00	0.09	0.11	0.61	0.53	0.04	0.17	0.74	
Control Delay	39.1	67.3		149.4	34.0	19.4	119.2	16.4	1.0	13.0	34.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	39.1	67.3		149.4	34.0	19.4	119.2	16.4	1.0	13.0	34.2	
LOS	D	E		F	C	B	F	B	A	B	C	
Approach Delay		62.1			64.2			19.8			33.5	
Approach LOS		E			E			B			C	
Queue Length 50th (ft)	89	463		88	40	31	50	347	1	14	682	
Queue Length 95th (ft)	125	525		#137	54	38	#115	89	m0	m20	m763	
Internal Link Dist (ft)		1856			542			1927			1269	
Turn Bay Length (ft)	520			150			260		360	500		
Base Capacity (vph)	489	648		100	719	1173	93	2530	821	360	2519	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.24	0.81		0.85	0.08	0.11	0.56	0.53	0.04	0.17	0.74	

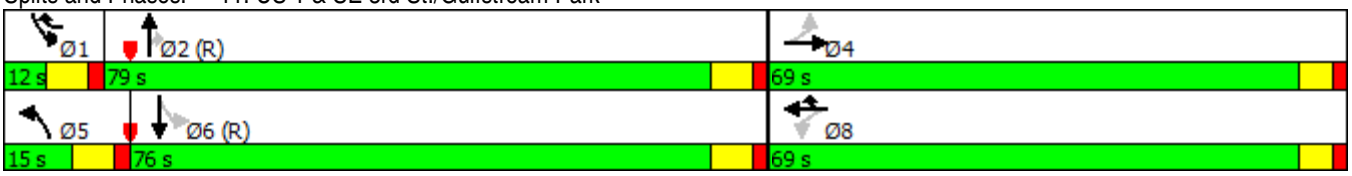
Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 35.2 Intersection LOS: D
Intersection Capacity Utilization 84.4% ICU Level of Service E
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: US 1 & SE 3rd St./Gulfstream Park



Lanes, Volumes, Timings
14: US 1 & SE 9th St./Gulfstream Park

9/9/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	11	114	69	4	10	85	1347	49	21	2229	7
Future Volume (vph)	19	11	114	69	4	10	85	1347	49	21	2229	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	90		350	430		0
Storage Lanes	0		0	1		1	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	1.00	0.97	0.91	0.91
Frt		0.893				0.850			0.850			
Flt Protected		0.993		0.950	0.958		0.950			0.950		
Satd. Flow (prot)	0	1652	0	1681	1695	1583	1719	4940	1538	3367	4988	0
Flt Permitted		0.993		0.950	0.958		0.950			0.132		
Satd. Flow (perm)	0	1652	0	1681	1695	1583	1719	4940	1538	468	4988	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		116				72			72			
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		1962			632			874			2007	
Travel Time (s)		53.5			17.2			13.2			30.4	
Peak Hour Factor	0.70	0.70	0.70	0.61	0.61	0.61	0.85	0.85	0.85	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	4%	4%	4%
Adj. Flow (vph)	27	16	163	113	7	16	100	1585	58	23	2477	8
Shared Lane Traffic (%)				47%								
Lane Group Flow (vph)	0	206	0	60	60	16	100	1585	58	23	2485	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	40		40	40	40	40	40	40	40	40	
Trailing Detector (ft)	0	10		10	10	10	10	10	10	10	10	
Detector 1 Position(ft)	0	10		10	10	10	10	10	10	10	10	
Detector 1 Size(ft)	20	30		30	30	30	30	30	30	30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Split	NA		Split	NA	pt+ov	Prot	NA	pt+ov	pm+pt	NA	
Protected Phases	4	4		8	8	8 1	5	2	2 8	1	6	
Permitted Phases										6		
Detector Phase	4	4		8	8	8 1	5	2	2 8	1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	48.5	48.5		47.5	47.5		12.0	40.0		12.0	40.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	48.5	48.5		47.5	47.5		12.0	52.0		12.0	52.0	
Total Split (%)	30.3%	30.3%		29.7%	29.7%		7.5%	32.5%		7.5%	32.5%	
Maximum Green (s)	42.0	42.0		41.0	41.0		5.0	45.0		5.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.5		6.5	6.5		7.0	7.0		7.0	7.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.5	3.0		1.5	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	35.0	35.0		34.0	34.0			26.0			26.0	
Pedestrian Calls (#/hr)	4	4		2	2			2			2	
Act Effct Green (s)		17.7		15.3	15.3	27.3	18.7	97.4	113.6	86.3	81.3	
Actuated g/C Ratio		0.11		0.10	0.10	0.17	0.12	0.61	0.71	0.54	0.51	
v/c Ratio		0.72		0.38	0.37	0.05	0.50	0.53	0.05	0.07	0.98	
Control Delay		41.8		70.4	70.2	0.3	73.8	23.4	1.4	29.0	50.1	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		41.8		70.4	70.2	0.3	73.8	23.4	1.4	29.0	50.1	
LOS		D		E	E	A	E	C	A	C	D	
Approach Delay		41.8			62.1			25.6			49.9	
Approach LOS		D			E			C			D	
Queue Length 50th (ft)		95		65	65	0	100	293	0	5	621	
Queue Length 95th (ft)		91		63	63	0	#269	#728	9	m13	#1488	
Internal Link Dist (ft)		1882			552			794			1927	
Turn Bay Length (ft)							90		350	430		
Base Capacity (vph)		519		430	434	482	200	3006	1217	342	2535	
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.40		0.14	0.14	0.03	0.50	0.53	0.05	0.07	0.98	

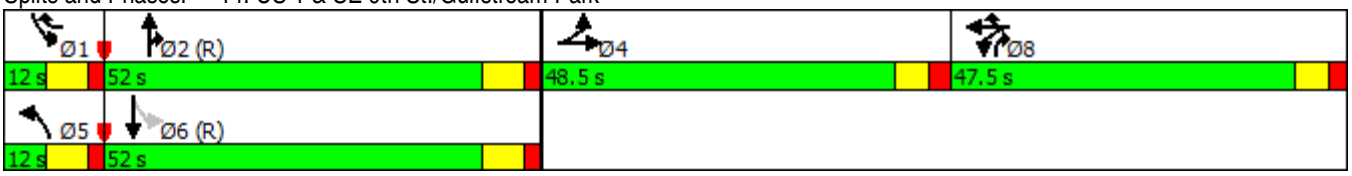
Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 40.7 Intersection LOS: D
Intersection Capacity Utilization 80.3% ICU Level of Service D
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: US 1 & SE 9th St./Gulfstream Park



Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	51	18	183	0	0	0
Future Vol, veh/h	51	18	183	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	83	83	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	26	220	0	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	220	109	0	0
Stage 1	220	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.54	6.94	-	-
Critical Hdwy Stg 1	6.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-
Pot Cap-1 Maneuver	717	924	-	-
Stage 1	762	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	717	924	-	-
Mov Cap-2 Maneuver	717	-	-	-
Stage 1	762	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	10.2	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2
Capacity (veh/h)	-	-	717	924
HCM Lane V/C Ratio	-	-	0.102	0.028
HCM Control Delay (s)	-	-	10.6	9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Lanes, Volumes, Timings
1: Dixie Hwy. & Hallandale Beach Blvd.

9/9/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1290	46	113	2052	0	0	0	0	194	298	55
Future Volume (vph)	0	1290	46	113	2052	0	0	0	0	194	298	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		150	290		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		1.00										0.98
Frt		0.995										0.850
Flt Protected				0.950						0.950	0.997	
Satd. Flow (prot)	0	5046	0	1770	5085	0	0	0	0	1681	1764	1583
Flt Permitted				0.950						0.950	0.997	
Satd. Flow (perm)	0	5046	0	1770	5085	0	0	0	0	1681	1764	1551
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3										78
Link Speed (mph)		35			35			30			35	
Link Distance (ft)		590			341			1385			559	
Travel Time (s)		11.5			6.6			31.5			10.9	
Confl. Peds. (#/hr)			28									5
Peak Hour Factor	0.85	0.85	0.85	0.93	0.93	0.93	0.92	0.92	0.92	0.85	0.85	0.85
Adj. Flow (vph)	0	1518	54	122	2206	0	0	0	0	228	351	65
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	1572	0	122	2206	0	0	0	0	205	374	65
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1					1	1	1
Detector Template												
Leading Detector (ft)		40		40	40					40	40	40
Trailing Detector (ft)		10		10	10					10	10	10
Detector 1 Position(ft)		10		10	10					10	10	10
Detector 1 Size(ft)		30		30	30					30	30	30
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Turn Type		NA		Prot	NA					Perm	NA	Perm
Protected Phases		2		1	2 1						4	
Permitted Phases										4		4
Detector Phase		2		1	2 1					4	4	4
Switch Phase												
Minimum Initial (s)		10.0		5.0						6.0	6.0	6.0

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	10.0	6.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		24.0		10.0						35.5	35.5	35.5
Total Split (s)		44.5		78.5						37.0	37.0	37.0
Total Split (%)		27.8%		49.1%						23.1%	23.1%	23.1%
Maximum Green (s)		40.5		74.5						30.5	30.5	30.5
Yellow Time (s)		4.0		4.0						4.5	4.5	4.5
All-Red Time (s)		0.0		0.0						2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0						0.0	0.0	0.0
Total Lost Time (s)		4.0		4.0						6.5	6.5	6.5
Lead/Lag		Lead								Lag	Lag	Lag
Lead-Lag Optimize?		Yes								Yes	Yes	Yes
Vehicle Extension (s)		3.0		0.2						0.2	0.2	0.2
Recall Mode		C-Min		None						None	None	None
Walk Time (s)		7.0								5.0	5.0	5.0
Flash Dont Walk (s)		13.0								24.0	24.0	24.0
Pedestrian Calls (#/hr)		5								13	13	13
Act Effct Green (s)		40.5		74.5	119.0					30.5	30.5	30.5
Actuated g/C Ratio		0.25		0.47	0.74					0.19	0.19	0.19
v/c Ratio		1.23		0.15	0.58					0.64	1.11	0.18
Control Delay		158.7		14.5	9.7					69.9	140.2	8.2
Queue Delay		0.3		0.0	41.0					67.5	10.9	0.0
Total Delay		158.9		14.5	50.6					137.4	151.1	8.2
LOS		F		B	D					F	F	A
Approach Delay		158.9			48.8						132.3	
Approach LOS		F			D						F	
Queue Length 50th (ft)		~742		23	283					210	~469	0
Queue Length 95th (ft)		#763		m17	m107					289	#633	27
Internal Link Dist (ft)		510			261			1305			479	
Turn Bay Length (ft)				290								
Base Capacity (vph)		1279		824	3781					320	336	358
Starvation Cap Reductn		0		0	1747					0	0	0
Spillback Cap Reductn		79		0	0					171	179	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		1.31		0.15	1.08					1.38	2.38	0.18

Intersection Summary

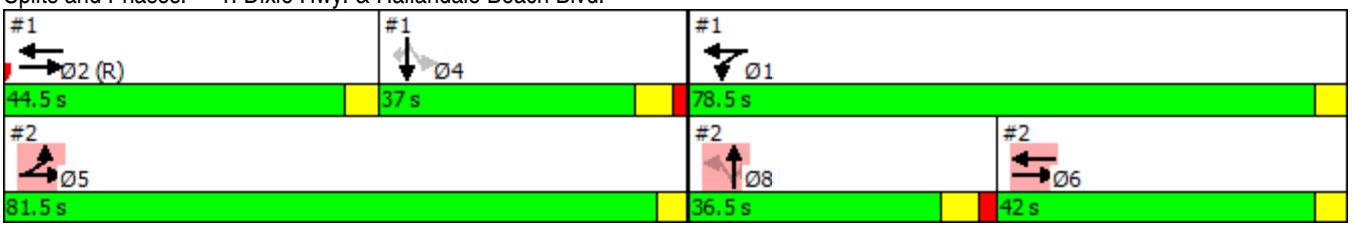
Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.36
Intersection Signal Delay: 98.7 Intersection LOS: F
Intersection Capacity Utilization 64.4% ICU Level of Service C
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	Ø5	Ø6	Ø8
Minimum Split (s)	10.0	14.0	36.5
Total Split (s)	81.5	42.0	36.5
Total Split (%)	51%	26%	23%
Maximum Green (s)	77.5	38.0	30.0
Yellow Time (s)	4.0	4.0	4.5
All-Red Time (s)	0.0	0.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lag	Lead
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	0.2	3.0	0.2
Recall Mode	None	Min	None
Walk Time (s)			5.0
Flash Dont Walk (s)			23.0
Pedestrian Calls (#/hr)			15
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Dixie Hwy. & Hallandale Beach Blvd.



Lanes, Volumes, Timings
2: SE 1st Ave. & Hallandale Beach Blvd.

9/9/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	1459	0	0	1880	42	263	292	98	0	0	0
Future Volume (vph)	43	1459	0	0	1880	42	263	292	98	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	250		0	0		100	0		0
Storage Lanes	1		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00							
Frt					0.997				0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	3539	0	0	6384	0	1671	1759	1495	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1770	3539	0	0	6384	0	1671	1759	1495	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					2				78			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		341			1832			1360			567	
Travel Time (s)		6.6			35.7			30.9			12.9	
Confl. Peds. (#/hr)						20						
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.86	0.86	0.86	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	8%	8%	8%	2%	2%	2%
Adj. Flow (vph)	47	1586	0	0	2022	45	306	340	114	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	1586	0	0	2067	0	306	340	114	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1		1	1	1			
Detector Template							Left	Thru	Right			
Leading Detector (ft)	40	40			40		40	40	40			
Trailing Detector (ft)	10	10			10		10	10	10			
Detector 1 Position(ft)	10	10			10		10	10	10			
Detector 1 Size(ft)	30	30			30		30	30	30			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	5 6			6			8				
Permitted Phases							8		8			
Detector Phase	5	5 6			6		8	8	8			
Switch Phase												

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			
Detector Phase			
Switch Phase			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0				10.0		6.0	6.0	6.0			
Minimum Split (s)	10.0				14.0		36.5	36.5	36.5			
Total Split (s)	81.5				42.0		36.5	36.5	36.5			
Total Split (%)	50.9%				26.3%		22.8%	22.8%	22.8%			
Maximum Green (s)	77.5				38.0		30.0	30.0	30.0			
Yellow Time (s)	4.0				4.0		4.5	4.5	4.5			
All-Red Time (s)	0.0				0.0		2.0	2.0	2.0			
Lost Time Adjust (s)	0.0				0.0		0.0	0.0	0.0			
Total Lost Time (s)	4.0				4.0		6.5	6.5	6.5			
Lead/Lag					Lag		Lead	Lead	Lead			
Lead-Lag Optimize?					Yes		Yes	Yes	Yes			
Vehicle Extension (s)	0.2				3.0		0.2	0.2	0.2			
Recall Mode	None				Min		None	None	None			
Walk Time (s)							5.0	5.0	5.0			
Flash Dont Walk (s)							23.0	23.0	23.0			
Pedestrian Calls (#/hr)							15	15	15			
Act Effct Green (s)	77.5	119.5			38.0		30.0	30.0	30.0			
Actuated g/C Ratio	0.48	0.75			0.24		0.19	0.19	0.19			
v/c Ratio	0.05	0.60			1.36		0.98	1.03	0.33			
Control Delay	0.0	13.4			216.0		108.9	120.0	23.0			
Queue Delay	0.0	9.7			0.2		0.0	0.0	0.0			
Total Delay	0.0	23.1			216.2		108.9	120.0	23.0			
LOS	A	C			F		F	F	C			
Approach Delay		22.4			216.2			101.0				
Approach LOS		C			F			F				
Queue Length 50th (ft)	0	392			~844		323	~380	32			
Queue Length 95th (ft)	m0	m167			m#888		#484	#544	85			
Internal Link Dist (ft)		261			1752			1280			487	
Turn Bay Length (ft)	290								100			
Base Capacity (vph)	857	2643			1517		313	329	343			
Starvation Cap Reductn	0	1039			0		0	0	0			
Spillback Cap Reductn	0	0			75		0	0	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	0.05	0.99			1.43		0.98	1.03	0.33			

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.36
Intersection Signal Delay: 125.6 Intersection LOS: F
Intersection Capacity Utilization 64.4% ICU Level of Service C
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

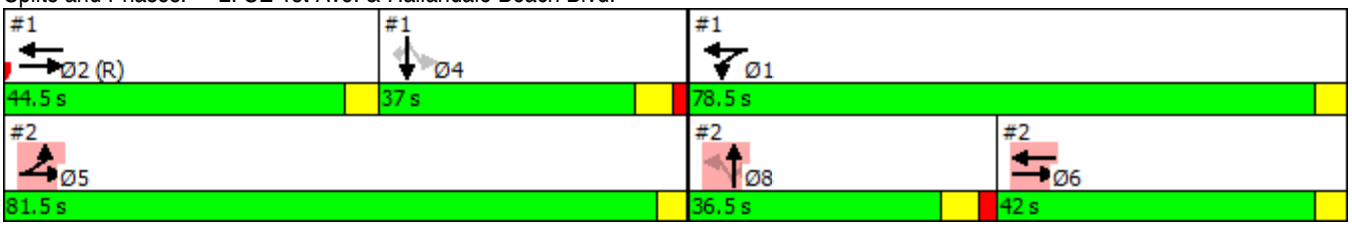
Lane Group	Ø1	Ø2	Ø4
Minimum Initial (s)	5.0	10.0	6.0
Minimum Split (s)	10.0	24.0	35.5
Total Split (s)	78.5	44.5	37.0
Total Split (%)	49%	28%	23%
Maximum Green (s)	74.5	40.5	30.5
Yellow Time (s)	4.0	4.0	4.5
All-Red Time (s)	0.0	0.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	0.2	3.0	0.2
Recall Mode	None	C-Min	None
Walk Time (s)		7.0	5.0
Flash Dont Walk (s)		13.0	24.0
Pedestrian Calls (#/hr)		5	13
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: SE 1st Ave. & Hallandale Beach Blvd.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	157	24	76	236	0	0	0	0	272	613	17
Future Volume (vph)	0	157	24	76	236	0	0	0	0	272	613	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	250		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91
Ped Bike Factor		0.99									1.00	
Frt		0.982									0.996	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1678	0	1641	1727	0	0	0	0	1787	5109	0
Flt Permitted				0.208						0.950		
Satd. Flow (perm)	0	1678	0	359	1727	0	0	0	0	1787	5109	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5									3	
Link Speed (mph)		25			25			30			35	
Link Distance (ft)		790			160			1994			1385	
Travel Time (s)		21.5			4.4			45.3			27.0	
Confl. Peds. (#/hr)			28									5
Peak Hour Factor	0.70	0.70	0.70	0.71	0.71	0.71	0.25	0.78	0.78	0.73	0.73	0.73
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	8%	8%	8%	1%	1%	1%
Adj. Flow (vph)	0	224	34	107	332	0	0	0	0	373	840	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	258	0	107	332	0	0	0	0	373	863	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1					1	1	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		40		40	40					40	40	
Trailing Detector (ft)		10		10	10					10	10	
Detector 1 Position(ft)		10		10	10					10	10	
Detector 1 Size(ft)		30		30	30					30	30	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		2		1	2 1						4	
Permitted Phases				2 1						4		
Detector Phase		2		1	2 1					4	4	
Switch Phase												

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			
Detector Phase			
Switch Phase			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		6.0		6.0						12.0	12.0	
Minimum Split (s)		26.0		12.0						37.0	37.0	
Total Split (s)		26.0		72.0						37.0	37.0	
Total Split (%)		19.3%		53.3%						27.4%	27.4%	
Maximum Green (s)		20.0		66.0						31.0	31.0	
Yellow Time (s)		4.0		4.0						4.0	4.0	
All-Red Time (s)		2.0		2.0						2.0	2.0	
Lost Time Adjust (s)		0.0		0.0						0.0	0.0	
Total Lost Time (s)		6.0		6.0						6.0	6.0	
Lead/Lag		Lag								Lead	Lead	
Lead-Lag Optimize?		Yes								Yes	Yes	
Vehicle Extension (s)		2.0		1.0						2.5	2.5	
Recall Mode		Max		None						Min	Min	
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		9.0								7.0	7.0	
Pedestrian Calls (#/hr)		4								2	2	
Act Effct Green (s)		20.0		86.0	92.1					29.9	29.9	
Actuated g/C Ratio		0.15		0.64	0.69					0.22	0.22	
v/c Ratio		1.02		0.12	0.28					0.93	0.76	
Control Delay		115.4		3.4	3.1					82.4	53.2	
Queue Delay		0.0		1.8	7.5					0.0	0.0	
Total Delay		115.4		5.1	10.6					82.4	53.2	
LOS		F		A	B					F	D	
Approach Delay		115.4			9.3						62.0	
Approach LOS		F			A						E	
Queue Length 50th (ft)		~236		9	29					321	257	
Queue Length 95th (ft)		#269		m9	m29					342	239	
Internal Link Dist (ft)		710			80			1914			1305	
Turn Bay Length (ft)										250		
Base Capacity (vph)		254		862	1186					413	1184	
Starvation Cap Reductn		0		624	800					0	0	
Spillback Cap Reductn		0		0	0					0	0	
Storage Cap Reductn		0		0	0					0	0	
Reduced v/c Ratio		1.02		0.45	0.86					0.90	0.73	

Intersection Summary

Area Type: Other
Cycle Length: 135
Actuated Cycle Length: 134
Natural Cycle: 135
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 57.2 Intersection LOS: E
Intersection Capacity Utilization 48.4% ICU Level of Service A
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

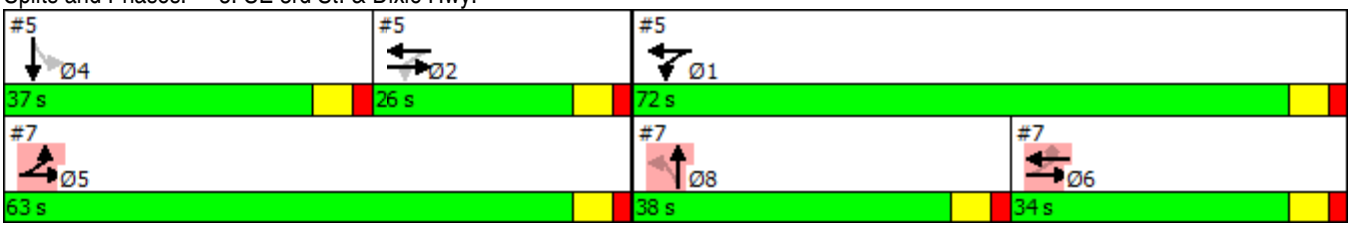
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	Ø5	Ø6	Ø8
Minimum Initial (s)	6.0	6.0	6.0
Minimum Split (s)	12.0	24.0	36.0
Total Split (s)	63.0	34.0	38.0
Total Split (%)	47%	25%	28%
Maximum Green (s)	57.0	28.0	32.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lag	Lead
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	1.0	2.0	2.5
Recall Mode	None	None	None
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		9.0	7.0
Pedestrian Calls (#/hr)		4	2
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: SE 3rd St. & Dixie Hwy.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	135	0	0	312	130	200	538	17	0	0	0
Future Volume (vph)	22	135	0	0	312	130	200	538	17	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		340	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850		0.997				
Flt Protected		0.993						0.987				
Satd. Flow (prot)	0	1715	0	0	1727	1468	0	3517	0	0	0	0
Flt Permitted								0.987				
Satd. Flow (perm)	0	1727	0	0	1727	1468	0	3517	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						151		2				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		160			1936			1999			1360	
Travel Time (s)		4.4			52.8			45.4			30.9	
Confl. Peds. (#/hr)			20									
Peak Hour Factor	0.89	0.89	0.89	0.86	0.86	0.86	0.85	0.85	0.85	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	25	152	0	0	363	151	235	633	20	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	177	0	0	363	151	0	888	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1	1	1				
Detector Template	Left	Thru			Thru	Right	Left	Thru				
Leading Detector (ft)	20	40			40	40	20	40				
Trailing Detector (ft)	0	10			10	10	0	10				
Detector 1 Position(ft)	0	10			10	10	0	10				
Detector 1 Size(ft)	20	30			30	30	20	30				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Turn Type	pm+pt	NA			NA	Perm	Perm	NA				
Protected Phases	5	5 6			6			8				
Permitted Phases	5 6					6	8					
Detector Phase	5	5 6			6	6	8	8				
Switch Phase												

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			
Detector Phase			
Switch Phase			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0				6.0	6.0	6.0	6.0				
Minimum Split (s)	12.0				24.0	24.0	36.0	36.0				
Total Split (s)	63.0				34.0	34.0	38.0	38.0				
Total Split (%)	46.7%				25.2%	25.2%	28.1%	28.1%				
Maximum Green (s)	57.0				28.0	28.0	32.0	32.0				
Yellow Time (s)	4.0				4.0	4.0	4.0	4.0				
All-Red Time (s)	2.0				2.0	2.0	2.0	2.0				
Lost Time Adjust (s)					0.0	0.0		0.0				
Total Lost Time (s)					6.0	6.0		6.0				
Lead/Lag					Lag	Lag	Lead	Lead				
Lead-Lag Optimize?					Yes	Yes	Yes	Yes				
Vehicle Extension (s)	1.0				2.0	2.0	2.5	2.5				
Recall Mode	None				None	None	None	None				
Walk Time (s)					7.0	7.0	7.0	7.0				
Flash Dont Walk (s)					9.0	9.0	7.0	7.0				
Pedestrian Calls (#/hr)					4	4	2	2				
Act Effct Green (s)		90.0			28.0	28.0		32.0				
Actuated g/C Ratio		0.67			0.21	0.21		0.24				
v/c Ratio		0.15			1.01	0.35		1.05				
Control Delay		2.9			101.5	9.1		95.1				
Queue Delay		3.7			0.0	0.0		0.0				
Total Delay		6.7			101.5	9.1		95.1				
LOS		A			F	A		F				
Approach Delay		6.7			74.4			95.1				
Approach LOS		A			E			F				
Queue Length 50th (ft)		14			~328	0		~450				
Queue Length 95th (ft)		m15			#497	50		#530				
Internal Link Dist (ft)		80			1856			1919			1280	
Turn Bay Length (ft)						340						
Base Capacity (vph)		1173			361	426		842				
Starvation Cap Reductn		905			0	0		0				
Spillback Cap Reductn		0			0	0		0				
Storage Cap Reductn		0			0	0		0				
Reduced v/c Ratio		0.66			1.01	0.35		1.05				

Intersection Summary

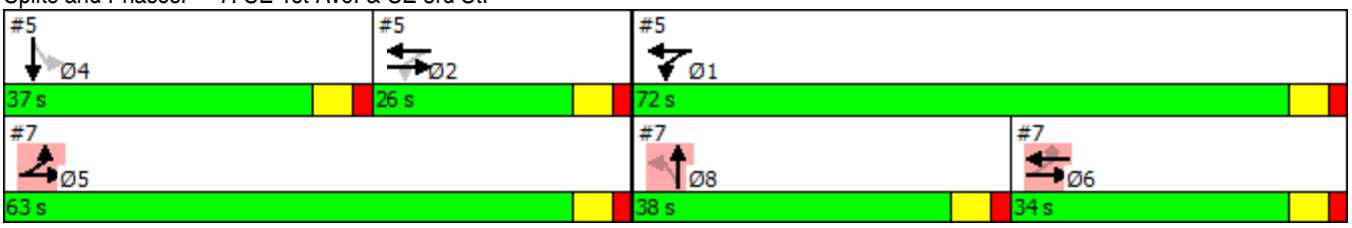
Area Type: Other
Cycle Length: 135
Actuated Cycle Length: 134
Natural Cycle: 135
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 78.5 Intersection LOS: E
Intersection Capacity Utilization 57.0% ICU Level of Service B
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	Ø1	Ø2	Ø4
Minimum Initial (s)	6.0	6.0	12.0
Minimum Split (s)	12.0	26.0	37.0
Total Split (s)	72.0	26.0	37.0
Total Split (%)	53%	19%	27%
Maximum Green (s)	66.0	20.0	31.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lag	Lead
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	1.0	2.0	2.5
Recall Mode	None	Max	Min
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		9.0	7.0
Pedestrian Calls (#/hr)		4	2
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: SE 1st Ave. & SE 3rd St.



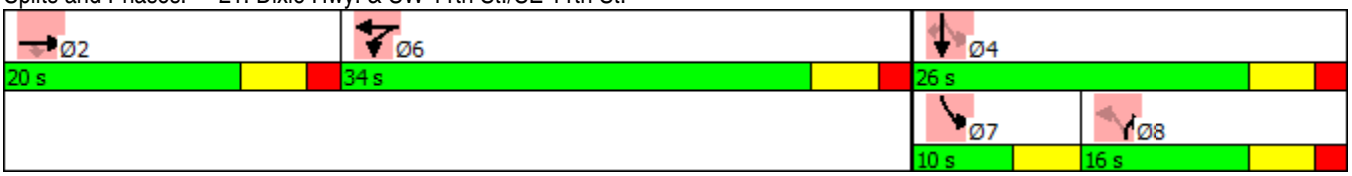
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	193	13	118	408	0	39	0	317	224	243	110
Future Volume (vph)	0	193	13	118	408	0	39	0	317	224	243	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		125	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			0.850
Flt Protected					0.989		0.950			0.950		
Satd. Flow (prot)	0	1759	1495	0	1740	0	1556	0	1392	1671	1759	1495
Flt Permitted					0.989		0.590			0.950		
Satd. Flow (perm)	0	1759	1495	0	1740	0	966	0	1392	1671	1759	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			177						377			125
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		670			137			672			661	
Travel Time (s)		15.2			3.1			15.3			15.0	
Peak Hour Factor	0.82	0.82	0.82	0.94	0.94	0.94	0.84	0.84	0.84	0.88	0.88	0.88
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	16%	16%	16%	8%	8%	8%
Adj. Flow (vph)	0	235	16	126	434	0	46	0	377	255	276	125
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	235	16	0	560	0	46	0	377	255	276	125
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1		1		1	1	1	1
Detector Template		Thru	Right	Left	Thru		Left		Right	Left	Thru	Right
Leading Detector (ft)		40	40	20	40		40		40	40	40	40
Trailing Detector (ft)		10	10	0	10		10		10	10	10	10
Detector 1 Position(ft)		10	10	0	10		10		10	10	10	10
Detector 1 Size(ft)		30	30	20	30		30		30	30	30	30
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Turn Type		NA	Perm	Split	NA		Perm		Prot	pm+pt	NA	Perm
Protected Phases		2		6	6				8	7	4	
Permitted Phases			2				8		8	4		4
Detector Phase		2	2	6	6		8		8	7	4	4
Switch Phase												
Minimum Initial (s)		6.0	6.0	6.0	6.0		10.0		10.0	4.0	10.0	10.0
Minimum Split (s)		12.0	12.0	12.0	12.0		16.0		16.0	10.0	16.0	16.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)		20.0	20.0	34.0	34.0		16.0		16.0	10.0	26.0	26.0
Total Split (%)		25.0%	25.0%	42.5%	42.5%		20.0%		20.0%	12.5%	32.5%	32.5%
Maximum Green (s)		14.0	14.0	28.0	28.0		10.0		10.0	6.0	20.0	20.0
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0		2.0		2.0	0.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		6.0		6.0	4.0	6.0	6.0
Lead/Lag							Lag		Lag	Lead		
Lead-Lag Optimize?							Yes		Yes	Yes		
Vehicle Extension (s)		2.0	2.0	2.0	2.0		2.5		2.5	1.5	2.5	2.5
Recall Mode		None	None	None	None		None		None	None	Min	Min
Act Effct Green (s)		12.7	12.7		26.6		10.0		10.0	22.1	20.1	20.1
Actuated g/C Ratio		0.16	0.16		0.34		0.13		0.13	0.29	0.26	0.26
v/c Ratio		0.82	0.04		0.94		0.37		0.74	0.54	0.61	0.26
Control Delay		55.2	0.2		51.3		41.4		14.3	29.2	32.7	6.5
Queue Delay		0.0	0.0		53.9		0.0		0.0	0.0	0.0	0.0
Total Delay		55.2	0.2		105.1		41.4		14.3	29.2	32.7	6.5
LOS		E	A		F		D		B	C	C	A
Approach Delay		51.7			105.1						26.3	
Approach LOS		D			F						C	
Queue Length 50th (ft)		113	0		264		22		0	109	123	0
Queue Length 95th (ft)		#187	0		#459		51		58	177	197	37
Internal Link Dist (ft)		590			57			592			581	
Turn Bay Length (ft)			125									
Base Capacity (vph)		319	416		632		125		508	476	456	480
Starvation Cap Reductn		0	0		331		0		0	0	0	0
Spillback Cap Reductn		0	0		0		0		0	0	0	0
Storage Cap Reductn		0	0		0		0		0	0	0	0
Reduced v/c Ratio		0.74	0.04		1.86		0.37		0.74	0.54	0.61	0.26

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 77.4
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 51.0 Intersection LOS: D
Intersection Capacity Utilization 72.6% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: Dixie Hwy. & SW 11th St./SE 11th St.



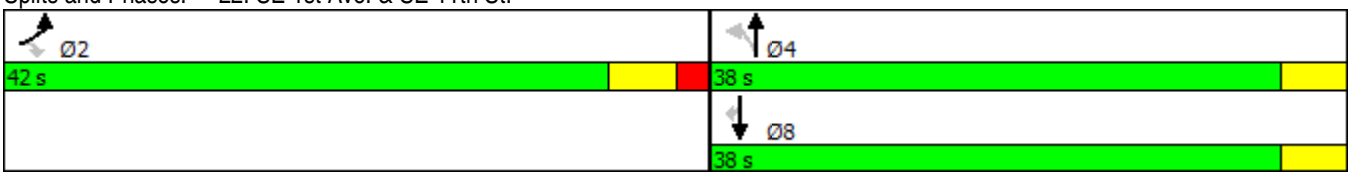
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	499	318	338	251	8	112
Future Volume (vph)	499	318	338	251	8	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	80			190
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1671	1495	1556	1638	1759	1495
Flt Permitted	0.950		0.752			
Satd. Flow (perm)	1671	1495	1232	1638	1759	1495
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		357				127
Link Speed (mph)	25			30	30	
Link Distance (ft)	137			688	661	
Travel Time (s)	3.7			15.6	15.0	
Peak Hour Factor	0.89	0.89	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	8%	8%	16%	16%	8%	8%
Adj. Flow (vph)	561	357	384	285	9	127
Shared Lane Traffic (%)						
Lane Group Flow (vph)	561	357	384	285	9	127
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	1	1	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	40	40	40	40	40	40
Trailing Detector (ft)	10	10	10	10	10	10
Detector 1 Position(ft)	10	10	10	10	10	10
Detector 1 Size(ft)	30	30	30	30	30	30
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	Perm	NA	NA	Perm
Protected Phases	2			4	8	
Permitted Phases		2	4			8
Detector Phase	2	2	4	4	8	8
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (s)	42.0	42.0	38.0	38.0	38.0	38.0
Total Split (%)	52.5%	52.5%	47.5%	47.5%	47.5%	47.5%
Maximum Green (s)	36.0	36.0	34.0	34.0	34.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	24.5	24.5	23.1	23.1	23.1	23.1
Actuated g/C Ratio	0.42	0.42	0.39	0.39	0.39	0.39
v/c Ratio	0.81	0.43	0.79	0.44	0.01	0.19
Control Delay	26.4	3.5	30.8	16.7	12.9	3.9
Queue Delay	1.9	0.5	0.0	0.0	0.0	0.0
Total Delay	28.3	4.0	30.8	16.7	12.9	3.9
LOS	C	A	C	B	B	A
Approach Delay	18.9			24.8	4.5	
Approach LOS	B			C	A	
Queue Length 50th (ft)	163	0	113	70	2	0
Queue Length 95th (ft)	344	43	#261	154	11	28
Internal Link Dist (ft)	57			608	581	
Turn Bay Length (ft)			80			190
Base Capacity (vph)	1112	1114	788	1048	1125	1002
Starvation Cap Reductn	383	391	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.49	0.49	0.27	0.01	0.13

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 58.7
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 20.0 Intersection LOS: C
Intersection Capacity Utilization 61.4% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 22: SE 1st Ave. & SE 11th St.



Lanes, Volumes, Timings
6: US 1 & Hallandale Beach Blvd.

9/9/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	1046	247	564	1365	211	466	1032	595	350	796	73
Future Volume (vph)	127	1046	247	564	1365	211	466	1032	595	350	796	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	350		0	480		390	375		0
Storage Lanes	1		0	2		0	2		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	0.97	0.91	1.00	0.97	0.91	0.91
Ped Bike Factor		0.99			1.00				0.97		1.00	
Frt		0.971			0.980				0.850		0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4912	0	3433	4971	0	3367	4988	1553	3367	4914	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	4912	0	3433	4971	0	3367	4988	1506	3367	4914	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33			20				283		9	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1832			768			1349			592	
Travel Time (s)		35.7			15.0			20.4			9.0	
Confl. Peds. (#/hr)			13			6			15			8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.93	0.93	0.93	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	134	1101	260	594	1437	222	501	1110	640	385	875	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	134	1361	0	594	1659	0	501	1110	640	385	955	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	40	40		40	40		40	40	40	40	40	
Trailing Detector (ft)	10	10		10	10		10	10	10	10	10	
Detector 1 Position(ft)	10	10		10	10		10	10	10	10	10	
Detector 1 Size(ft)	30	30		30	30		30	30	30	30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Detector Phase	5	2		1	6		3	8	8	7	4	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	6.0	6.0	5.0	6.0	
Minimum Split (s)	11.5	46.5		11.5	46.5		12.0	47.0	47.0	12.0	47.0	
Total Split (s)	20.1	49.1		33.9	62.9		30.0	52.0	52.0	25.0	47.0	
Total Split (%)	12.6%	30.7%		21.2%	39.3%		18.8%	32.5%	32.5%	15.6%	29.4%	
Maximum Green (s)	13.6	42.6		27.4	56.4		23.0	44.0	44.0	18.0	39.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	3.0	3.0	2.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		7.0	8.0	8.0	7.0	8.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.5	2.5		1.5	2.5		1.5	2.5	2.5	1.5	2.5	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		33.0			33.0			32.0	32.0		32.0	
Pedestrian Calls (#/hr)		8			15			13	13		6	
Act Effct Green (s)	13.2	42.6		27.4	56.8		23.0	44.0	44.0	18.0	39.0	
Actuated g/C Ratio	0.08	0.27		0.17	0.36		0.14	0.28	0.28	0.11	0.24	
v/c Ratio	0.92	1.02		1.01	0.93		1.04	0.81	1.03	1.02	0.79	
Control Delay	108.2	119.2		104.5	59.8		104.4	60.1	81.5	119.2	61.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	108.2	119.2		104.5	59.8		104.4	60.1	81.5	119.2	61.9	
LOS	F	F		F	E		F	E	F	F	E	
Approach Delay		118.2			71.6			76.0			78.3	
Approach LOS		F			E			E			E	
Queue Length 50th (ft)	148	~553		~329	610		~290	441	~544	~218	343	
Queue Length 95th (ft)	#281	#653		#460	#689		#404	481	#796	#329	399	
Internal Link Dist (ft)		1752			688			1269			512	
Turn Bay Length (ft)	450			350			480		390	375		
Base Capacity (vph)	150	1332		587	1776		484	1371	619	378	1204	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.89	1.02		1.01	0.93		1.04	0.81	1.03	1.02	0.79	

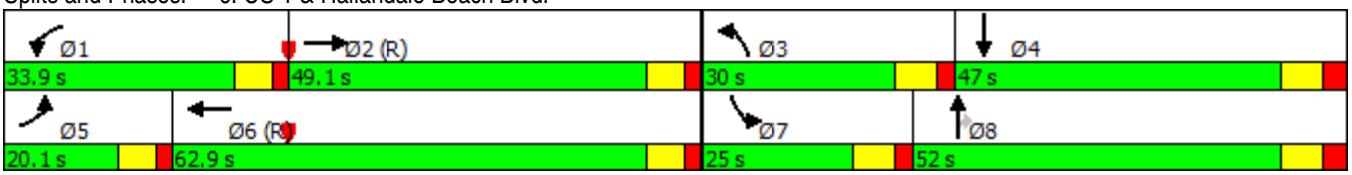
Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 83.7 Intersection LOS: F
Intersection Capacity Utilization 107.6% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: US 1 & Hallandale Beach Blvd.



Lanes, Volumes, Timings
11: US 1 & SE 3rd St./Gulfstream Park

9/9/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	97	129	101	100	157	86	1872	83	139	1408	6
Future Volume (vph)	145	97	129	101	100	157	86	1872	83	139	1408	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	520		0	150		0	260		360	500		0
Storage Lanes	1		0	1		2	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	1.00	0.97	0.91	0.91
Frt		0.914				0.850			0.850		0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	1579	0	1736	1827	2733	1736	4988	1553	3367	4983	0
Flt Permitted	0.611			0.343			0.950			0.063		
Satd. Flow (perm)	1055	1579	0	627	1827	2733	1736	4988	1553	223	4983	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43				75			88		1	
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		1936			622			2007			1349	
Travel Time (s)		52.8			17.0			30.4			20.4	
Peak Hour Factor	0.88	0.88	0.88	0.80	0.80	0.80	0.94	0.94	0.94	0.91	0.91	0.91
Heavy Vehicles (%)	10%	10%	10%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	165	110	147	126	125	196	91	1991	88	153	1547	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	165	257	0	126	125	196	91	1991	88	153	1554	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	
Trailing Detector (ft)	10	10		10	10	10	10	10	10	10	10	
Detector 1 Position(ft)	10	10		10	10	10	10	10	10	10	10	
Detector 1 Size(ft)	30	30		30	30	30	30	30	30	30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	NA	Perm	pm+pt	NA	
Protected Phases		4			8	8 1	5	2		1	6	
Permitted Phases	4			8					2	6		
Detector Phase	4	4		8	8	8 1	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		5.0	12.0	12.0	5.0	12.0	
Minimum Split (s)	45.0	45.0		42.0	42.0		12.0	39.0	39.0	12.0	39.0	

Lanes, Volumes, Timings
11: US 1 & SE 3rd St./Gulfstream Park

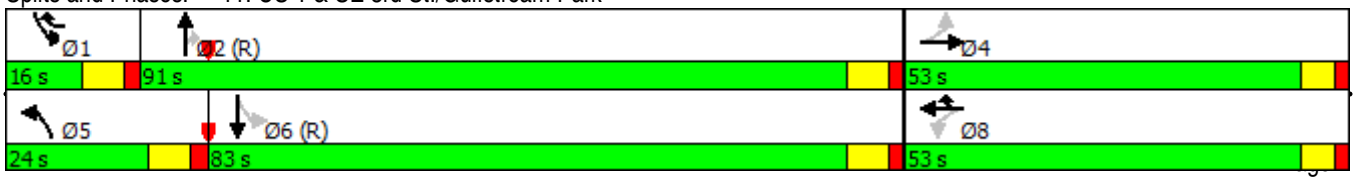
9/9/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	53.0	53.0		53.0	53.0		24.0	91.0	91.0	16.0	83.0	
Total Split (%)	33.1%	33.1%		33.1%	33.1%		15.0%	56.9%	56.9%	10.0%	51.9%	
Maximum Green (s)	47.0	47.0		47.0	47.0		17.0	84.0	84.0	9.0	76.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0	7.0	7.0	7.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	8.0	8.0		2.0	2.0		1.5	3.0	3.0	1.5	3.0	
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	
Flash Dont Walk (s)	32.0	32.0		29.0	29.0			25.0	25.0		25.0	
Pedestrian Calls (#/hr)	13	13		6	6			8	8		15	
Act Effct Green (s)	34.7	34.7		34.7	34.7	49.7	12.1	97.3	97.3	101.1	93.2	
Actuated g/C Ratio	0.22	0.22		0.22	0.22	0.31	0.08	0.61	0.61	0.63	0.58	
v/c Ratio	0.72	0.68		0.93	0.32	0.22	0.69	0.66	0.09	0.52	0.54	
Control Delay	74.5	55.8		120.7	52.7	23.5	114.6	12.7	0.1	16.6	22.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	74.5	55.8		120.7	52.7	23.5	114.6	12.7	0.1	16.6	22.1	
LOS	E	E		F	D	C	F	B	A	B	C	
Approach Delay		63.1			59.0			16.5			21.6	
Approach LOS		E			E			B			C	
Queue Length 50th (ft)	162	209		130	111	51	101	93	0	15	335	
Queue Length 95th (ft)	222	274		175	139	64	m132	271	m0	m50	m629	
Internal Link Dist (ft)		1856			542			1927			1269	
Turn Bay Length (ft)	520			150			260		360	500		
Base Capacity (vph)	309	494		184	536	952	184	3034	979	320	2902	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.53	0.52		0.68	0.23	0.21	0.49	0.66	0.09	0.48	0.54	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 9 (6%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 26.5 Intersection LOS: C
Intersection Capacity Utilization 80.6% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: US 1 & SE 3rd St./Gulfstream Park



Lanes, Volumes, Timings
14: US 1 & SE 9th St./Gulfstream Park

9/9/2015

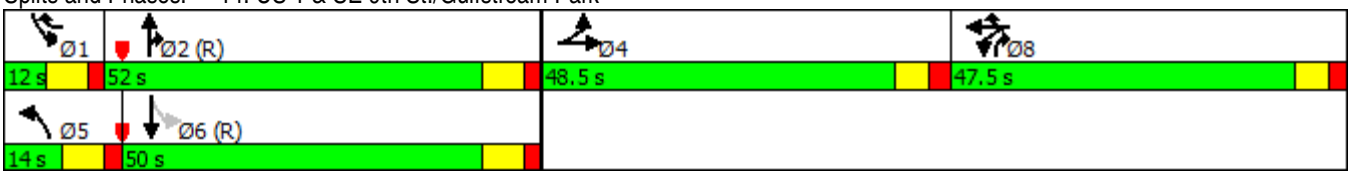
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	20	57	151	14	44	139	2259	117	38	1600	16
Future Volume (vph)	9	20	57	151	14	44	139	2259	117	38	1600	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	90		350	430		0
Storage Lanes	0		0	1		1	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	1.00	0.97	0.91	0.91
Frt		0.910				0.850			0.850		0.999	
Flt Protected		0.995		0.950	0.960		0.950			0.950		
Satd. Flow (prot)	0	1687	0	1681	1699	1583	1719	4940	1538	3367	4983	0
Flt Permitted		0.995		0.950	0.960		0.950			0.053		
Satd. Flow (perm)	0	1687	0	1681	1699	1583	1719	4940	1538	188	4983	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		60				72			103		1	
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		1962			632			874			2007	
Travel Time (s)		53.5			17.2			13.2			30.4	
Peak Hour Factor	0.88	0.88	0.88	0.83	0.83	0.83	0.97	0.97	0.97	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	4%	4%	4%
Adj. Flow (vph)	10	23	65	182	17	53	143	2329	121	41	1739	17
Shared Lane Traffic (%)				46%								
Lane Group Flow (vph)	0	98	0	98	101	53	143	2329	121	41	1756	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	40		40	40	40	40	40	40	40	40	
Trailing Detector (ft)	0	10		10	10	10	10	10	10	10	10	
Detector 1 Position(ft)	0	10		10	10	10	10	10	10	10	10	
Detector 1 Size(ft)	20	30		30	30	30	30	30	30	30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Split	NA		Split	NA	pt+ov	Prot	NA	pt+ov	pm+pt	NA	
Protected Phases	4	4		8	8	8 1	5	2	2 8	1	6	
Permitted Phases										6		
Detector Phase	4	4		8	8	8 1	5	2	2 8	1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	48.5	48.5		47.5	47.5		12.0	40.0		12.0	40.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	48.5	48.5		47.5	47.5		14.0	52.0		12.0	50.0	
Total Split (%)	30.3%	30.3%		29.7%	29.7%		8.8%	32.5%		7.5%	31.3%	
Maximum Green (s)	42.0	42.0		41.0	41.0		7.0	45.0		5.0	43.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.5		6.5	6.5		7.0	7.0		7.0	7.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.5	3.0		1.5	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	35.0	35.0		34.0	34.0			26.0			26.0	
Pedestrian Calls (#/hr)	4	4		2	2			2			2	
Act Effct Green (s)		14.4		18.0	18.0	30.0	25.0	98.0	116.9	80.5	75.5	
Actuated g/C Ratio		0.09		0.11	0.11	0.19	0.16	0.61	0.73	0.50	0.47	
v/c Ratio		0.47		0.52	0.53	0.15	0.53	0.77	0.11	0.21	0.75	
Control Delay		34.0		73.9	74.3	4.3	69.1	26.7	2.1	31.7	33.0	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		34.0		73.9	74.3	4.3	69.1	26.7	2.1	31.7	33.0	
LOS		C		E	E	A	E	C	A	C	C	
Approach Delay		34.0			59.4			27.9			33.0	
Approach LOS		C			E			C			C	
Queue Length 50th (ft)		39		106	110	0	141	534	2	2	186	
Queue Length 95th (ft)		78		131	134	14	#378	#1381	30	m37	#940	
Internal Link Dist (ft)		1882			552			794			1927	
Turn Bay Length (ft)							90		350	430		
Base Capacity (vph)		487		430	435	482	269	3024	1253	193	2353	
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.20		0.23	0.23	0.11	0.53	0.77	0.10	0.21	0.75	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 31.6 Intersection LOS: C
Intersection Capacity Utilization 76.6% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: US 1 & SE 9th St./Gulfstream Park



Intersection	
Int Delay, s/veh	4.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	128	99	556	0	0	0
Future Vol, veh/h	128	99	556	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	89	89	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	141	109	625	0	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	625	311	0	0
Stage 1	625	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.54	6.94	-	-
Critical Hdwy Stg 1	6.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-
Pot Cap-1 Maneuver	369	685	-	-
Stage 1	439	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	369	685	-	-
Mov Cap-2 Maneuver	369	-	-	-
Stage 1	439	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	16.5	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2
Capacity (veh/h)	-	-	369	685
HCM Lane V/C Ratio	-	-	0.381	0.159
HCM Control Delay (s)	-	-	20.6	11.2
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	1.7	0.6

Appendix F – Total Traffic Conditions Analyses

Lanes, Volumes, Timings
1: Dixie Hwy. & Hallandale Beach Blvd.

9/9/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1450	75	75	1534	0	0	0	0	166	440	35
Future Volume (vph)	0	1450	75	75	1534	0	0	0	0	166	440	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		150	290		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.993										0.850
Flt Protected				0.950						0.950	0.998	
Satd. Flow (prot)	0	5050	0	1770	5085	0	0	0	0	1681	1766	1583
Flt Permitted				0.950						0.950	0.998	
Satd. Flow (perm)	0	5050	0	1770	5085	0	0	0	0	1681	1766	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5										75
Link Speed (mph)		35			35			30			35	
Link Distance (ft)		590			357			1393			559	
Travel Time (s)		11.5			7.0			31.7			10.9	
Peak Hour Factor	0.98	0.98	0.98	0.97	0.97	0.97	0.92	0.92	0.92	0.81	0.81	0.81
Adj. Flow (vph)	0	1480	77	77	1581	0	0	0	0	205	543	43
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	1557	0	77	1581	0	0	0	0	184	564	43
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1					1	1	1
Detector Template												
Leading Detector (ft)		40		40	40					40	40	40
Trailing Detector (ft)		10		10	10					10	10	10
Detector 1 Position(ft)		10		10	10					10	10	10
Detector 1 Size(ft)		30		30	30					30	30	30
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Turn Type		NA		Prot	NA					Perm	NA	Perm
Protected Phases		2		1	2 1						4	
Permitted Phases										4		4
Detector Phase		2		1	2 1					4	4	4
Switch Phase												
Minimum Initial (s)		10.0		5.0						6.0	6.0	6.0
Minimum Split (s)		24.0		10.0						35.5	35.5	35.5
Total Split (s)		44.0		67.0						49.0	49.0	49.0

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	4.0	5.0
Minimum Split (s)	10.0	10.0	36.0
Total Split (s)	93.0	31.0	36.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)		27.5%		41.9%						30.6%	30.6%	30.6%
Maximum Green (s)		40.0		63.0						42.5	42.5	42.5
Yellow Time (s)		4.0		4.0						4.5	4.5	4.5
All-Red Time (s)		0.0		0.0						2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0						0.0	0.0	0.0
Total Lost Time (s)		4.0		4.0						6.5	6.5	6.5
Lead/Lag		Lead								Lag	Lag	Lag
Lead-Lag Optimize?		Yes								Yes	Yes	Yes
Vehicle Extension (s)		3.0		0.2						0.2	0.2	0.2
Recall Mode		C-Min		None						None	None	None
Walk Time (s)		7.0								5.0	5.0	5.0
Flash Dont Walk (s)		13.0								24.0	24.0	24.0
Pedestrian Calls (#/hr)		3								6	6	6
Act Effct Green (s)		40.0		63.0	107.0					42.5	42.5	42.5
Actuated g/C Ratio		0.25		0.39	0.67					0.27	0.27	0.27
v/c Ratio		1.23		0.11	0.47					0.41	1.20	0.09
Control Delay		159.2		17.6	4.9					51.9	158.8	2.0
Queue Delay		0.3		0.0	1.3					4.4	5.9	0.0
Total Delay		159.5		17.6	6.2					56.3	164.7	2.0
LOS		F		B	A					E	F	A
Approach Delay		159.5			6.7						130.6	
Approach LOS		F			A						F	
Queue Length 50th (ft)		~734		16	91					168	~751	0
Queue Length 95th (ft)		#832		m19	m179					222	#849	1
Internal Link Dist (ft)		510			277			1313			479	
Turn Bay Length (ft)				290								
Base Capacity (vph)		1266		696	3400					446	469	475
Starvation Cap Reductn		0		0	1505					0	0	0
Spillback Cap Reductn		98		0	0					191	200	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		1.33		0.11	0.83					0.72	2.10	0.09

Intersection Summary

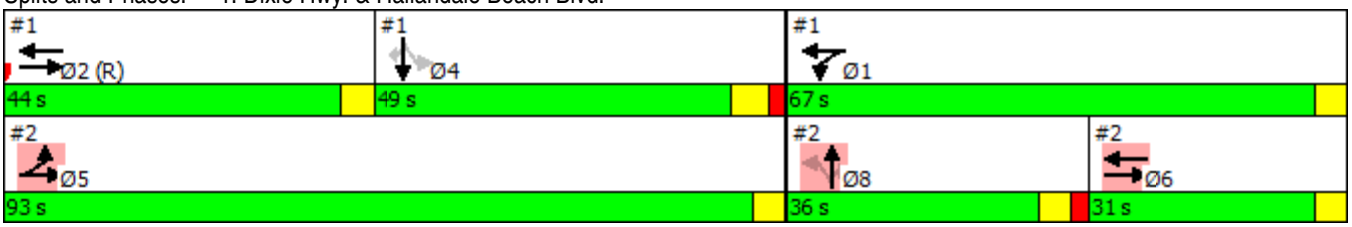
Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 51 (32%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.23
Intersection Signal Delay: 90.6 Intersection LOS: F
Intersection Capacity Utilization 62.1% ICU Level of Service B
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Dixie Hwy. & Hallandale Beach Blvd.



Lane Group	Ø5	Ø6	Ø8
Total Split (%)	58%	19%	23%
Maximum Green (s)	89.0	27.0	30.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.0	0.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lag	Lead
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	0.2	3.0	0.2
Recall Mode	None	Min	None
Walk Time (s)			5.0
Flash Dont Walk (s)			23.0
Pedestrian Calls (#/hr)			4
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lanes, Volumes, Timings
2: SE 1st Ave. & Hallandale Beach Blvd.

9/9/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	1598	0	0	1447	45	156	118	44	0	0	0
Future Volume (vph)	31	1598	0	0	1447	45	156	118	44	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	250		0	0		100	0		0
Storage Lanes	1		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.995				0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	3539	0	0	6376	0	1671	1759	1495	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1770	3539	0	0	6376	0	1671	1759	1495	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					3				78			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		357			1832			1360			567	
Travel Time (s)		7.0			35.7			30.9			12.9	
Peak Hour Factor	0.98	0.98	0.98	0.96	0.96	0.96	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	8%	8%	8%	2%	2%	2%
Adj. Flow (vph)	32	1631	0	0	1507	47	179	136	51	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	1631	0	0	1554	0	179	136	51	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1		1	1	1			
Detector Template							Left	Thru	Right			
Leading Detector (ft)	40	40			40		40	40	40			
Trailing Detector (ft)	10	10			10		10	10	10			
Detector 1 Position(ft)	10	10			10		10	10	10			
Detector 1 Size(ft)	30	30			30		30	30	30			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	5 6			6			8				
Permitted Phases							8		8			
Detector Phase	5	5 6			6		8	8	8			
Switch Phase												
Minimum Initial (s)	4.0				4.0		5.0	5.0	5.0			
Minimum Split (s)	10.0				10.0		36.0	36.0	36.0			

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	10.0	6.0
Minimum Split (s)	10.0	24.0	35.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	93.0				31.0		36.0	36.0	36.0			
Total Split (%)	58.1%				19.4%		22.5%	22.5%	22.5%			
Maximum Green (s)	89.0				27.0		30.0	30.0	30.0			
Yellow Time (s)	4.0				4.0		4.0	4.0	4.0			
All-Red Time (s)	0.0				0.0		2.0	2.0	2.0			
Lost Time Adjust (s)	0.0				0.0		0.0	0.0	0.0			
Total Lost Time (s)	4.0				4.0		6.0	6.0	6.0			
Lead/Lag					Lag		Lead	Lead	Lead			
Lead-Lag Optimize?					Yes		Yes	Yes	Yes			
Vehicle Extension (s)	0.2				3.0		0.2	0.2	0.2			
Recall Mode	None				Min		None	None	None			
Walk Time (s)							5.0	5.0	5.0			
Flash Dont Walk (s)							23.0	23.0	23.0			
Pedestrian Calls (#/hr)							4	4	4			
Act Effct Green (s)	89.0	130.2			37.2		19.8	19.8	19.8			
Actuated g/C Ratio	0.56	0.81			0.23		0.12	0.12	0.12			
v/c Ratio	0.03	0.57			1.05		0.86	0.63	0.20			
Control Delay	0.0	13.3			76.4		103.2	78.2	5.2			
Queue Delay	0.0	3.3			0.0		0.0	0.0	0.0			
Total Delay	0.0	16.6			76.4		103.2	78.2	5.2			
LOS	A	B			E		F	E	A			
Approach Delay		16.3			76.4			80.3				
Approach LOS		B			E			F				
Queue Length 50th (ft)	0	417			~514		187	137	0			
Queue Length 95th (ft)	m0	m209			m#681		252	194	13			
Internal Link Dist (ft)		277			1752			1280			487	
Turn Bay Length (ft)	290								100			
Base Capacity (vph)	984	2878			1483		313	329	343			
Starvation Cap Reductn	0	1120			0		0	0	0			
Spillback Cap Reductn	0	0			0		0	0	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	0.03	0.93			1.05		0.57	0.41	0.15			

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 51 (32%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.23
Intersection Signal Delay: 48.9 Intersection LOS: D
Intersection Capacity Utilization 62.1% ICU Level of Service B
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: SE 1st Ave. & Hallandale Beach Blvd.

Lane Group	Ø1	Ø2	Ø4
Total Split (s)	67.0	44.0	49.0
Total Split (%)	42%	28%	31%
Maximum Green (s)	63.0	40.0	42.5
Yellow Time (s)	4.0	4.0	4.5
All-Red Time (s)	0.0	0.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	0.2	3.0	0.2
Recall Mode	None	C-Min	None
Walk Time (s)		7.0	5.0
Flash Dont Walk (s)		13.0	24.0
Pedestrian Calls (#/hr)		3	6
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lanes, Volumes, Timings
5: SE 3rd St. & Dixie Hwy.

9/9/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	267	10	54	50	0	0	0	0	416	595	10
Future Volume (vph)	0	267	10	54	50	0	0	0	0	416	595	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	250		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91
Frt		0.995									0.998	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1719	0	1641	1727	0	0	0	0	1787	5125	0
Flt Permitted				0.294						0.950		
Satd. Flow (perm)	0	1719	0	508	1727	0	0	0	0	1787	5125	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2									2	
Link Speed (mph)		25			25			30			35	
Link Distance (ft)		790			160			1994			1393	
Travel Time (s)		21.5			4.4			45.3			27.1	
Peak Hour Factor	0.89	0.89	0.89	0.86	0.86	0.86	0.92	0.92	0.92	0.89	0.89	0.89
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	8%	8%	8%	1%	1%	1%
Adj. Flow (vph)	0	300	11	63	58	0	0	0	0	467	669	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	311	0	63	58	0	0	0	0	467	680	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1					1	1	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		40		40	40					40	40	
Trailing Detector (ft)		10		10	10					10	10	
Detector 1 Position(ft)		10		10	10					10	10	
Detector 1 Size(ft)		30		30	30					30	30	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		2		1	2 1						4	
Permitted Phases				2 1						4		
Detector Phase		2		1	2 1					4	4	
Switch Phase												
Minimum Initial (s)		6.0		6.0						12.0	12.0	
Minimum Split (s)		24.0		12.0						24.0	24.0	

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	6.0	6.0	6.0
Minimum Split (s)	12.0	24.0	24.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)		24.0		48.0						28.0	28.0	
Total Split (%)		24.0%		48.0%						28.0%	28.0%	
Maximum Green (s)		18.0		42.0						22.0	22.0	
Yellow Time (s)		4.0		4.0						4.0	4.0	
All-Red Time (s)		2.0		2.0						2.0	2.0	
Lost Time Adjust (s)		0.0		0.0						0.0	0.0	
Total Lost Time (s)		6.0		6.0						6.0	6.0	
Lead/Lag		Lag								Lead	Lead	
Lead-Lag Optimize?		Yes								Yes	Yes	
Vehicle Extension (s)		2.0		1.0						2.5	2.5	
Recall Mode		None		None						Min	Min	
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		9.0								7.0	7.0	
Pedestrian Calls (#/hr)		5								2	2	
Act Effct Green (s)		18.1		48.8	54.8					22.1	22.1	
Actuated g/C Ratio		0.20		0.55	0.62					0.25	0.25	
v/c Ratio		0.89		0.09	0.05					1.05	0.53	
Control Delay		63.9		1.1	1.0					92.9	31.6	
Queue Delay		0.0		0.1	0.2					0.0	0.0	
Total Delay		63.9		1.3	1.2					92.9	31.6	
LOS		E		A	A					F	C	
Approach Delay		63.9			1.2						56.6	
Approach LOS		E			A						E	
Queue Length 50th (ft)		170		1	1					~289	120	
Queue Length 95th (ft)		#360		m2	m2					#531	177	
Internal Link Dist (ft)		710			80			1914			1313	
Turn Bay Length (ft)										250		
Base Capacity (vph)		350		881	1286					443	1274	
Starvation Cap Reductn		0		400	883					0	0	
Spillback Cap Reductn		0		0	0					0	0	
Storage Cap Reductn		0		0	0					0	0	
Reduced v/c Ratio		0.89		0.13	0.14					1.05	0.53	

Intersection Summary

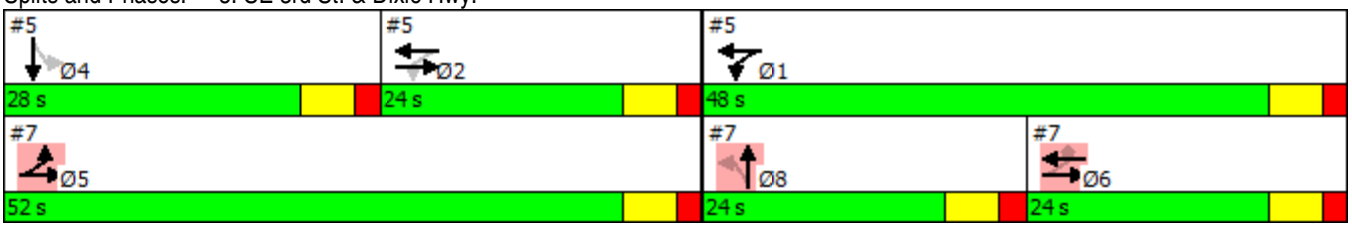
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 89
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 53.8 Intersection LOS: D
Intersection Capacity Utilization 57.7% ICU Level of Service B
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: SE 3rd St. & Dixie Hwy.



Lane Group	Ø5	Ø6	Ø8
Total Split (s)	52.0	24.0	24.0
Total Split (%)	52%	24%	24%
Maximum Green (s)	46.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lag	Lead
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	1.0	2.0	2.5
Recall Mode	None	None	None
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		9.0	7.0
Pedestrian Calls (#/hr)		3	3
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	248	0	0	104	76	75	242	19	0	0	0
Future Volume (vph)	19	248	0	0	104	76	75	242	19	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		340	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt						0.850		0.992				
Flt Protected		0.997						0.989				
Satd. Flow (prot)	0	1722	0	0	1727	1468	0	3507	0	0	0	0
Flt Permitted								0.989				
Satd. Flow (perm)	0	1727	0	0	1727	1468	0	3507	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						164		5				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		160			1936			1999			1360	
Travel Time (s)		4.4			52.8			45.4			30.9	
Peak Hour Factor	0.89	0.89	0.89	0.86	0.86	0.86	0.85	0.85	0.85	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	21	279	0	0	121	88	88	285	22	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	300	0	0	121	88	0	395	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1	1	1				
Detector Template	Left	Thru			Thru	Right	Left	Thru				
Leading Detector (ft)	20	40			40	40	20	40				
Trailing Detector (ft)	0	10			10	10	0	10				
Detector 1 Position(ft)	0	10			10	10	0	10				
Detector 1 Size(ft)	20	30			30	30	20	30				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Turn Type	pm+pt	NA			NA	Perm	Perm	NA				
Protected Phases	5	5 6			6			8				
Permitted Phases	5 6					6	8					
Detector Phase	5	5 6			6	6	8	8				
Switch Phase												
Minimum Initial (s)	6.0				6.0	6.0	6.0	6.0				
Minimum Split (s)	12.0				24.0	24.0	24.0	24.0				

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	6.0	6.0	12.0
Minimum Split (s)	12.0	24.0	24.0

Lanes, Volumes, Timings
7: SE 1st Ave. & SE 3rd St.

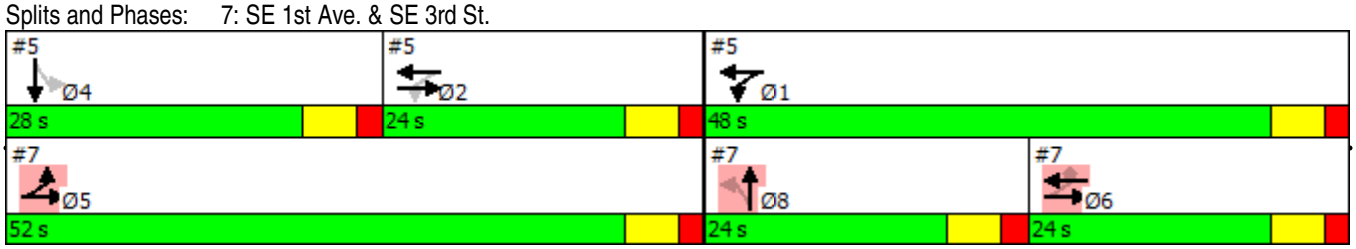
9/9/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	52.0				24.0	24.0	24.0	24.0				
Total Split (%)	52.0%				24.0%	24.0%	24.0%	24.0%				
Maximum Green (s)	46.0				18.0	18.0	18.0	18.0				
Yellow Time (s)	4.0				4.0	4.0	4.0	4.0				
All-Red Time (s)	2.0				2.0	2.0	2.0	2.0				
Lost Time Adjust (s)					0.0	0.0		0.0				
Total Lost Time (s)					6.0	6.0		6.0				
Lead/Lag					Lag	Lag	Lead	Lead				
Lead-Lag Optimize?					Yes	Yes	Yes	Yes				
Vehicle Extension (s)	1.0				2.0	2.0	2.5	2.5				
Recall Mode	None				None	None	None	None				
Walk Time (s)					7.0	7.0	7.0	7.0				
Flash Dont Walk (s)					9.0	9.0	7.0	7.0				
Pedestrian Calls (#/hr)					3	3	3	3				
Act Effct Green (s)		62.8			10.5	10.5		14.2				
Actuated g/C Ratio		0.71			0.12	0.12		0.16				
v/c Ratio		0.25			0.59	0.28		0.70				
Control Delay		2.0			49.9	2.2		42.6				
Queue Delay		4.8			0.0	0.0		0.0				
Total Delay		6.8			49.9	2.2		42.6				
LOS		A			D	A		D				
Approach Delay		6.8			29.8			42.6				
Approach LOS		A			C			D				
Queue Length 50th (ft)		11			66	0		109				
Queue Length 95th (ft)		m20			119	0		157				
Internal Link Dist (ft)		80			1856			1919			1280	
Turn Bay Length (ft)						340						
Base Capacity (vph)		1202			350	428		716				
Starvation Cap Reductn		821			0	0		0				
Spillback Cap Reductn		0			0	0		0				
Storage Cap Reductn		0			0	0		0				
Reduced v/c Ratio		0.79			0.35	0.21		0.55				

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 89
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 27.8 — Intersection LOS: C
Intersection Capacity Utilization 43.6% — ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: SE 1st Ave. & SE 3rd St.



Lane Group	Ø1	Ø2	Ø4
Total Split (s)	48.0	24.0	28.0
Total Split (%)	48%	24%	28%
Maximum Green (s)	42.0	18.0	22.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lag	Lead
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	1.0	2.0	2.5
Recall Mode	None	None	Min
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		9.0	7.0
Pedestrian Calls (#/hr)		5	2
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lanes, Volumes, Timings
21: Dixie Hwy. & SW 11th St./SE 11th St.

9/9/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	448	21	177	123	0	17	0	320	360	262	91
Future Volume (vph)	0	448	21	177	123	0	17	0	320	360	262	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		125	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			0.850
Flt Protected					0.971		0.950			0.950		
Satd. Flow (prot)	0	1759	1495	0	1708	0	1556	0	1392	1671	1759	1495
Flt Permitted					0.971		0.583			0.950		
Satd. Flow (perm)	0	1759	1495	0	1708	0	955	0	1392	1671	1759	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			158						344			109
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		670			137			672			661	
Travel Time (s)		15.2			3.1			15.3			15.0	
Peak Hour Factor	0.88	0.88	0.88	0.60	0.60	0.60	0.93	0.93	0.93	0.91	0.91	0.91
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	16%	16%	16%	8%	8%	8%
Adj. Flow (vph)	0	509	24	295	205	0	18	0	344	396	288	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	509	24	0	500	0	18	0	344	396	288	100
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1		1		1	1	1	1
Detector Template		Thru	Right	Left	Thru		Left		Right	Left	Thru	Right
Leading Detector (ft)		40	40	20	40		40		40	40	40	40
Trailing Detector (ft)		10	10	0	10		10		10	10	10	10
Detector 1 Position(ft)		10	10	0	10		10		10	10	10	10
Detector 1 Size(ft)		30	30	20	30		30		30	30	30	30
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Turn Type		NA	Perm	Split	NA		Perm		Prot	pm+pt	NA	Perm
Protected Phases		2		6	6				8	7	4	
Permitted Phases			2				8		8	4		4
Detector Phase		2	2	6	6		8		8	7	4	4
Switch Phase												
Minimum Initial (s)		6.0	6.0	6.0	6.0		10.0		10.0	4.0	10.0	10.0
Minimum Split (s)		12.0	12.0	12.0	12.0		16.0		16.0	10.0	16.0	16.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)		32.0	32.0	31.0	31.0		16.0		16.0	11.0	27.0	27.0
Total Split (%)		35.6%	35.6%	34.4%	34.4%		17.8%		17.8%	12.2%	30.0%	30.0%
Maximum Green (s)		26.0	26.0	25.0	25.0		10.0		10.0	7.0	21.0	21.0
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0		2.0		2.0	0.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		6.0		6.0	4.0	6.0	6.0
Lead/Lag							Lag		Lag	Lead		
Lead-Lag Optimize?							Yes		Yes	Yes		
Vehicle Extension (s)		2.0	2.0	2.0	2.0		2.5		2.5	1.5	2.5	2.5
Recall Mode		None	None	None	None		None		None	None	Min	Min
Act Effct Green (s)		26.0	26.0		25.0		10.0		10.0	23.0	21.0	21.0
Actuated g/C Ratio		0.29	0.29		0.28		0.11		0.11	0.26	0.23	0.23
v/c Ratio		1.00	0.04		1.05		0.17		0.75	0.93	0.70	0.23
Control Delay		74.4	0.1		90.2		40.5		15.9	63.3	42.2	6.6
Queue Delay		0.0	0.0		26.1		0.0		0.0	0.0	0.0	0.0
Total Delay		74.4	0.1		116.3		40.5		15.9	63.3	42.2	6.6
LOS		E	A		F		D		B	E	D	A
Approach Delay		71.0			116.3						48.3	
Approach LOS		E			F						D	
Queue Length 50th (ft)		~289	0		~314		9		0	220	151	0
Queue Length 95th (ft)		#479	0		243		31		#112	#394	#248	35
Internal Link Dist (ft)		590			57			592			581	
Turn Bay Length (ft)			125									
Base Capacity (vph)		508	544		474		106		460	427	410	432
Starvation Cap Reductn		0	0		265		0		0	0	0	0
Spillback Cap Reductn		0	0		0		0		0	0	0	0
Storage Cap Reductn		0	0		0		0		0	0	0	0
Reduced v/c Ratio		1.00	0.04		2.39		0.17		0.75	0.93	0.70	0.23

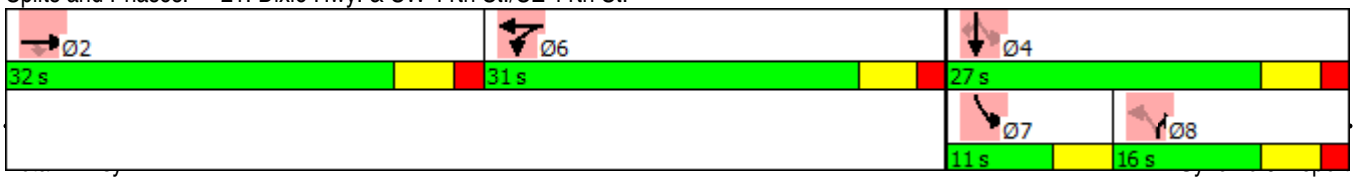
Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 64.3 Intersection LOS: E
Intersection Capacity Utilization 81.5% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: Dixie Hwy. & SW 11th St./SE 11th St.



Lanes, Volumes, Timings
22: SE 1st Ave. & SE 11th St.

9/9/2015

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	423	818	152	62	8	101
Future Volume (vph)	423	818	152	62	8	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	80			190
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1671	1495	1556	1638	1759	1495
Flt Permitted	0.950		0.749			
Satd. Flow (perm)	1671	1495	1227	1638	1759	1495
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		930				168
Link Speed (mph)	25			30	30	
Link Distance (ft)	137			688	661	
Travel Time (s)	3.7			15.6	15.0	
Peak Hour Factor	0.88	0.88	0.63	0.63	0.60	0.60
Heavy Vehicles (%)	8%	8%	16%	16%	8%	8%
Adj. Flow (vph)	481	930	241	98	13	168
Shared Lane Traffic (%)						
Lane Group Flow (vph)	481	930	241	98	13	168
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	1	1	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	40	40	40	40	40	40
Trailing Detector (ft)	10	10	10	10	10	10
Detector 1 Position(ft)	10	10	10	10	10	10
Detector 1 Size(ft)	30	30	30	30	30	30
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	Perm	NA	NA	Perm
Protected Phases	2			4	8	
Permitted Phases		2	4			8
Detector Phase	2	2	4	4	8	8
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (s)	58.0	58.0	32.0	32.0	32.0	32.0
Total Split (%)	64.4%	64.4%	35.6%	35.6%	35.6%	35.6%
Maximum Green (s)	52.0	52.0	28.0	28.0	28.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	21.0	21.0	14.1	14.1	14.1	14.1
Actuated g/C Ratio	0.45	0.45	0.30	0.30	0.30	0.30
v/c Ratio	0.64	0.78	0.65	0.20	0.02	0.29
Control Delay	14.4	6.5	25.0	15.1	14.2	4.8
Queue Delay	0.2	0.4	0.0	0.0	0.0	0.0
Total Delay	14.6	6.9	25.0	15.1	14.2	4.8
LOS	B	A	C	B	B	A
Approach Delay	9.6			22.2	5.5	
Approach LOS	A			C	A	
Queue Length 50th (ft)	79	0	49	17	2	0
Queue Length 95th (ft)	221	47	101	44	10	6
Internal Link Dist (ft)	57			608	581	
Turn Bay Length (ft)			80			190
Base Capacity (vph)	1564	1459	831	1110	1192	1067
Starvation Cap Reductn	437	175	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.72	0.29	0.09	0.01	0.16

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 46.4	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 11.4	Intersection LOS: B
Intersection Capacity Utilization 64.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 22: SE 1st Ave. & SE 11th St.

Lanes, Volumes, Timings
6: US 1 & Hallandale Beach Blvd.

9/9/2015

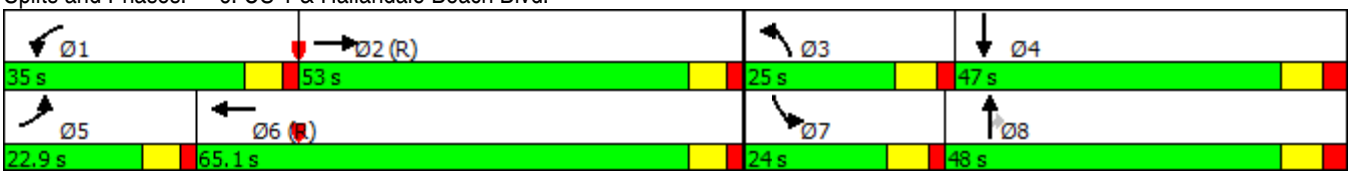
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	1071	350	567	1183	119	312	626	445	296	1015	38
Future Volume (vph)	96	1071	350	567	1183	119	312	626	445	296	1015	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	350		0	480		390	375		0
Storage Lanes	1		0	2		0	2		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	0.97	0.91	1.00	0.97	0.91	0.91
Frt		0.963			0.986				0.850		0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4897	0	3433	5014	0	3367	4988	1553	3367	4963	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	4897	0	3433	5014	0	3367	4988	1553	3367	4963	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		52			12				288		3	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1832			768			1349			592	
Travel Time (s)		35.7			15.0			20.4			9.0	
Peak Hour Factor	0.98	0.98	0.98	0.93	0.93	0.93	0.83	0.83	0.83	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	98	1093	357	610	1272	128	376	754	536	318	1091	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	1450	0	610	1400	0	376	754	536	318	1132	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	40	40		40	40		40	40	40	40	40	
Trailing Detector (ft)	10	10		10	10		10	10	10	10	10	
Detector 1 Position(ft)	10	10		10	10		10	10	10	10	10	
Detector 1 Size(ft)	30	30		30	30		30	30	30	30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Detector Phase	5	2		1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	6.0	6.0	5.0	6.0	
Minimum Split (s)	11.5	46.5		11.5	46.5		12.0	47.0	47.0	12.0	47.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	22.9	53.0		35.0	65.1		25.0	48.0	48.0	24.0	47.0	
Total Split (%)	14.3%	33.1%		21.9%	40.7%		15.6%	30.0%	30.0%	15.0%	29.4%	
Maximum Green (s)	16.4	46.5		28.5	58.6		18.0	40.0	40.0	17.0	39.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	3.0	3.0	2.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		7.0	8.0	8.0	7.0	8.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.5	2.5		1.5	2.5		1.5	2.5	2.5	1.5	2.5	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		33.0			33.0			32.0	32.0		32.0	
Pedestrian Calls (#/hr)		6			14			13	13		10	
Act Effct Green (s)	12.3	46.5		29.0	63.2		18.0	39.9	39.9	16.6	38.5	
Actuated g/C Ratio	0.08	0.29		0.18	0.40		0.11	0.25	0.25	0.10	0.24	
v/c Ratio	0.73	0.99		0.98	0.70		0.99	0.61	0.89	0.91	0.95	
Control Delay	124.8	41.6		96.2	43.1		101.1	51.3	54.6	100.8	75.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	124.8	41.6		96.2	43.1		101.1	51.3	54.6	100.8	75.1	
LOS	F	D		F	D		F	D	D	F	E	
Approach Delay		46.9			59.2			63.6			80.8	
Approach LOS		D			E			E			F	
Queue Length 50th (ft)	93	570		333	448		188	288	429	172	427	
Queue Length 95th (ft)	156	#641		#465	526		#284	295	520	#259	#515	
Internal Link Dist (ft)		1752			688			1269			512	
Turn Bay Length (ft)	450			350			480		390	375		
Base Capacity (vph)	181	1460		621	1988		378	1247	604	357	1212	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.54	0.99		0.98	0.70		0.99	0.60	0.89	0.89	0.93	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 127 (79%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 62.1 Intersection LOS: E
Intersection Capacity Utilization 97.4% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: US 1 & Hallandale Beach Blvd.



Lanes, Volumes, Timings
11: US 1 & SE 3rd St./Gulfstream Park

9/9/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	107	338	65	40	89	51	1250	33	57	1763	5
Future Volume (vph)	99	107	338	65	40	89	51	1250	33	57	1763	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	520		0	150		0	260		360	500		0
Storage Lanes	1		0	1		2	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	1.00	0.97	0.91	0.91
Frt		0.886				0.850			0.850			
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	1530	0	1736	1827	2733	1736	4988	1553	3367	4988	0
Flt Permitted	0.720			0.139			0.950			0.123		
Satd. Flow (perm)	1244	1530	0	254	1827	2733	1736	4988	1553	436	4988	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		75				27			68			
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		1936			622			2007			1349	
Travel Time (s)		52.8			17.0			30.4			20.4	
Peak Hour Factor	0.84	0.84	0.84	0.72	0.72	0.72	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	118	127	402	90	56	124	59	1437	38	62	1916	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	529	0	90	56	124	59	1437	38	62	1921	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	
Trailing Detector (ft)	10	10		10	10	10	10	10	10	10	10	
Detector 1 Position(ft)	10	10		10	10	10	10	10	10	10	10	
Detector 1 Size(ft)	30	30		30	30	30	30	30	30	30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	NA	Perm	pm+pt	NA	
Protected Phases		4			8	8 1	5	2		1	6	
Permitted Phases	4			8					2	6		
Detector Phase	4	4		8	8	8 1	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		5.0	12.0	12.0	5.0	12.0	
Minimum Split (s)	45.0	45.0		42.0	42.0		12.0	39.0	39.0	12.0	39.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	69.0	69.0		69.0	69.0		14.0	79.0	79.0	12.0	77.0	
Total Split (%)	43.1%	43.1%		43.1%	43.1%		8.8%	49.4%	49.4%	7.5%	48.1%	
Maximum Green (s)	63.0	63.0		63.0	63.0		7.0	72.0	72.0	5.0	70.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0	7.0	7.0	7.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.5	3.0	3.0	1.5	3.0	
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	
Flash Dont Walk (s)	32.0	32.0		29.0	29.0			25.0	25.0		25.0	
Pedestrian Calls (#/hr)	2	2		2	2			3	3		4	
Act Effct Green (s)	54.2	54.2		54.2	54.2	66.3	8.1	80.7	80.7	82.8	77.7	
Actuated g/C Ratio	0.34	0.34		0.34	0.34	0.41	0.05	0.50	0.50	0.52	0.49	
v/c Ratio	0.28	0.93		1.05	0.09	0.11	0.67	0.57	0.05	0.19	0.79	
Control Delay	38.7	67.2		161.0	33.8	20.9	98.1	34.8	9.1	13.1	36.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	38.7	67.2		161.0	33.8	20.9	98.1	34.8	9.1	13.1	36.5	
LOS	D	E		F	C	C	F	C	A	B	D	
Approach Delay		62.0			70.3			36.6			35.7	
Approach LOS		E			E			D			D	
Queue Length 50th (ft)	89	468		~97	39	34	63	302	1	15	715	
Queue Length 95th (ft)	125	533		#147	54	40	m#143	497	m22	m19	m773	
Internal Link Dist (ft)		1856			542			1927			1269	
Turn Bay Length (ft)	520			150			260		360	500		
Base Capacity (vph)	489	647		100	719	1172	90	2515	816	319	2421	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.24	0.82		0.90	0.08	0.11	0.66	0.57	0.05	0.19	0.79	

Intersection Summary

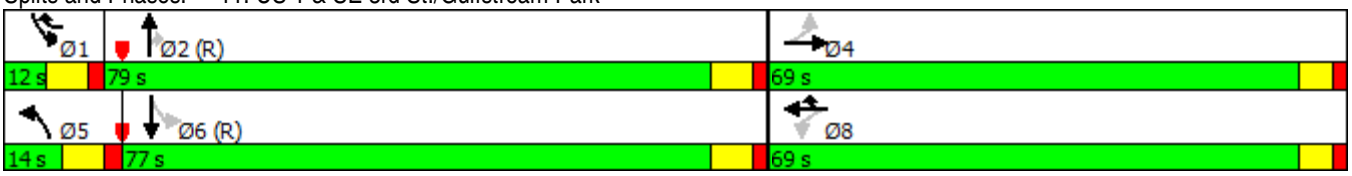
Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 126 (79%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 42.0 Intersection LOS: D
Intersection Capacity Utilization 89.6% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: US 1 & SE 3rd St./Gulfstream Park



Lanes, Volumes, Timings
14: US 1 & SE 9th St./Gulfstream Park

10/3/2015

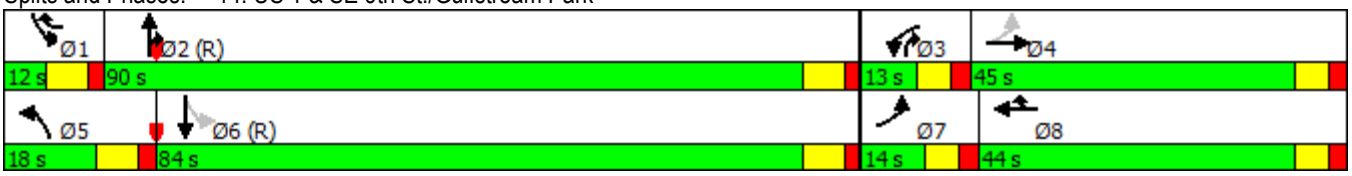
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	11	155	69	4	10	109	1347	49	21	2241	56
Future Volume (vph)	118	11	155	69	4	10	109	1347	49	21	2241	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		60	90		350	430		0
Storage Lanes	1		0	2		1	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	0.97	0.91	0.91
Frt		0.860				0.850			0.850		0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1602	0	3433	1863	1583	1719	4940	1538	3367	4968	0
Flt Permitted	0.542			0.950			0.950			0.131		
Satd. Flow (perm)	1010	1602	0	3433	1863	1583	1719	4940	1538	464	4968	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		64				72			72		3	
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		1962			632			874			2007	
Travel Time (s)		53.5			17.2			13.2			30.4	
Peak Hour Factor	0.70	0.70	0.70	0.61	0.61	0.61	0.85	0.85	0.85	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	4%	4%	4%
Adj. Flow (vph)	169	16	221	113	7	16	128	1585	58	23	2490	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	169	237	0	113	7	16	128	1585	58	23	2552	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	
Trailing Detector (ft)	10	10		10	10	10	10	10	10	10	10	
Detector 1 Position(ft)	10	10		10	10	10	10	10	10	10	10	
Detector 1 Size(ft)	30	30		30	30	30	30	30	30	30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	pm+pt	NA		Prot	NA	pt+ov	Prot	NA	pt+ov	pm+pt	NA	
Protected Phases	7	4		3	8	8 1	5	2	2 3	1	6	
Permitted Phases	4									6		
Detector Phase	7	4		3	8	8 1	5	2	2 3	1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	13.0	45.0		13.0	44.0		12.0	40.0		12.0	40.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	14.0	45.0		13.0	44.0		18.0	90.0		12.0	84.0	
Total Split (%)	8.8%	28.1%		8.1%	27.5%		11.3%	56.3%		7.5%	52.5%	
Maximum Green (s)	7.5	38.5		6.5	37.5		11.0	83.0		5.0	77.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		7.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			Yes		Yes		
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.5	3.0		1.5	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		31.0			30.0			26.0			26.0	
Pedestrian Calls (#/hr)		4			2			2			2	
Act Effct Green (s)	33.1	23.4		6.5	19.1	28.5	17.8	100.5	113.5	90.3	85.3	
Actuated g/C Ratio	0.21	0.15		0.04	0.12	0.18	0.11	0.63	0.71	0.56	0.53	
v/c Ratio	0.60	0.82		0.81	0.03	0.05	0.67	0.51	0.05	0.07	0.96	
Control Delay	63.2	69.1		113.7	53.0	0.3	84.4	18.7	1.7	6.2	36.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	63.2	69.1		113.7	53.0	0.3	84.4	18.7	1.7	6.2	36.0	
LOS	E	E		F	D	A	F	B	A	A	D	
Approach Delay		66.6			97.2			22.9			35.8	
Approach LOS		E			F			C			D	
Queue Length 50th (ft)	154	183		61	6	0	130	324	0	2	1000	
Queue Length 95th (ft)	151	174		65	14	0	#265	429	11	m3	#1171	
Internal Link Dist (ft)		1882			552			794			1927	
Turn Bay Length (ft)	200					60	90		350	430		
Base Capacity (vph)	284	434		139	436	436	191	3102	1111	352	2649	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.60	0.55		0.81	0.02	0.04	0.67	0.51	0.05	0.07	0.96	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 35.4 Intersection LOS: D
Intersection Capacity Utilization 88.2% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: US 1 & SE 9th St./Gulfstream Park



Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	60	18	183	0	0	0
Future Vol, veh/h	60	18	183	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	83	83	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	26	220	0	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	220	109	0	0
Stage 1	220	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.54	6.94	-	-
Critical Hdwy Stg 1	6.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-
Pot Cap-1 Maneuver	717	924	-	-
Stage 1	762	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	717	924	-	-
Mov Cap-2 Maneuver	717	-	-	-
Stage 1	762	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	10.3	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2
Capacity (veh/h)	-	-	717	924
HCM Lane V/C Ratio	-	-	0.12	0.028
HCM Control Delay (s)	-	-	10.7	9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Intersection	
Int Delay, s/veh	5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	144	7	96	83	11	172
Future Vol, veh/h	144	7	96	83	11	172
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	206	10	137	119	12	187

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	216	0	604	211
Stage 1	-	-	-	-	211	-
Stage 2	-	-	-	-	393	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1354	-	461	829
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	682	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1354	-	414	829
Mov Cap-2 Maneuver	-	-	-	-	414	-
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	613	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.3	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	782	-	-	1354	-
HCM Lane V/C Ratio	0.254	-	-	0.101	-
HCM Control Delay (s)	11.2	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1	-	-	0.3	-

Lanes, Volumes, Timings
1: Dixie Hwy. & Hallandale Beach Blvd.

9/9/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1320	46	113	2073	0	0	0	0	194	303	55
Future Volume (vph)	0	1320	46	113	2073	0	0	0	0	194	303	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		150	290		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		1.00										0.98
Frt		0.995										0.850
Flt Protected				0.950						0.950	0.997	
Satd. Flow (prot)	0	5047	0	1770	5085	0	0	0	0	1681	1764	1583
Flt Permitted				0.950						0.950	0.997	
Satd. Flow (perm)	0	5047	0	1770	5085	0	0	0	0	1681	1764	1551
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3										75
Link Speed (mph)		35			35			30			35	
Link Distance (ft)		590			350			1377			559	
Travel Time (s)		11.5			6.8			31.3			10.9	
Confl. Peds. (#/hr)			28									5
Peak Hour Factor	0.85	0.85	0.85	0.93	0.93	0.93	0.92	0.92	0.92	0.85	0.85	0.85
Adj. Flow (vph)	0	1553	54	122	2229	0	0	0	0	228	356	65
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	1607	0	122	2229	0	0	0	0	205	379	65
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1					1	1	1
Detector Template												
Leading Detector (ft)		40		40	40					40	40	40
Trailing Detector (ft)		10		10	10					10	10	10
Detector 1 Position(ft)		10		10	10					10	10	10
Detector 1 Size(ft)		30		30	30					30	30	30
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Turn Type		NA		Prot	NA					Perm	NA	Perm
Protected Phases		2		1	2 1						4	
Permitted Phases										4		4
Detector Phase		2		1	2 1					4	4	4
Switch Phase												
Minimum Initial (s)		10.0		5.0						6.0	6.0	6.0

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	10.0	6.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		24.0		10.0						35.5	35.5	35.5
Total Split (s)		45.0		78.0						37.0	37.0	37.0
Total Split (%)		28.1%		48.8%						23.1%	23.1%	23.1%
Maximum Green (s)		41.0		74.0						30.5	30.5	30.5
Yellow Time (s)		4.0		4.0						4.5	4.5	4.5
All-Red Time (s)		0.0		0.0						2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0						0.0	0.0	0.0
Total Lost Time (s)		4.0		4.0						6.5	6.5	6.5
Lead/Lag		Lead								Lag	Lag	Lag
Lead-Lag Optimize?		Yes								Yes	Yes	Yes
Vehicle Extension (s)		3.0		0.2						0.2	0.2	0.2
Recall Mode		C-Min		None						None	None	None
Walk Time (s)		7.0								5.0	5.0	5.0
Flash Dont Walk (s)		13.0								24.0	24.0	24.0
Pedestrian Calls (#/hr)		5								13	13	13
Act Effct Green (s)		41.0		74.0	119.0					30.5	30.5	30.5
Actuated g/C Ratio		0.26		0.46	0.74					0.19	0.19	0.19
v/c Ratio		1.24		0.15	0.59					0.64	1.13	0.18
Control Delay		163.1		15.0	10.0					69.9	144.7	9.2
Queue Delay		0.3		0.0	45.3					67.5	10.9	0.0
Total Delay		163.4		15.0	55.3					137.4	155.6	9.2
LOS		F		B	E					F	F	A
Approach Delay		163.4			53.2						135.2	
Approach LOS		F			D						F	
Queue Length 50th (ft)		~763		24	291					210	~481	0
Queue Length 95th (ft)		#783		m17	m109					289	#645	30
Internal Link Dist (ft)		510			270			1297			479	
Turn Bay Length (ft)				290								
Base Capacity (vph)		1295		818	3781					320	336	356
Starvation Cap Reductn		0		0	1745					0	0	0
Spillback Cap Reductn		98		0	0					171	179	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		1.34		0.15	1.09					1.38	2.41	0.18

Intersection Summary

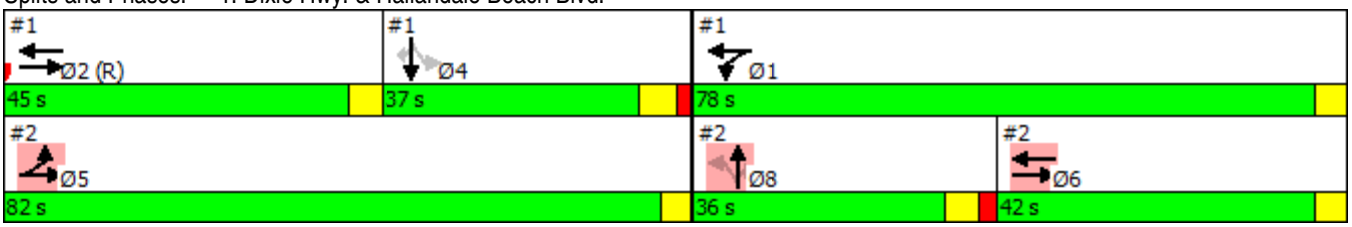
Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 83 (52%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.38
Intersection Signal Delay: 103.2 Intersection LOS: F
Intersection Capacity Utilization 63.0% ICU Level of Service B
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	Ø5	Ø6	Ø8
Minimum Split (s)	10.0	14.0	36.0
Total Split (s)	82.0	42.0	36.0
Total Split (%)	51%	26%	23%
Maximum Green (s)	78.0	38.0	30.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.0	0.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lag	Lead
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	0.2	3.0	0.2
Recall Mode	None	Min	None
Walk Time (s)			5.0
Flash Dont Walk (s)			23.0
Pedestrian Calls (#/hr)			15
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Dixie Hwy. & Hallandale Beach Blvd.



Lanes, Volumes, Timings
2: SE 1st Ave. & Hallandale Beach Blvd.

9/9/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	1489	0	0	1901	42	263	296	98	0	0	0
Future Volume (vph)	43	1489	0	0	1901	42	263	296	98	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	250		0	0		100	0		0
Storage Lanes	1		0	0		0	1		1	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00							
Frt					0.997				0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	3539	0	0	6384	0	1671	1759	1495	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1770	3539	0	0	6384	0	1671	1759	1495	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					2				78			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		350			1832			1360			567	
Travel Time (s)		6.8			35.7			30.9			12.9	
Confl. Peds. (#/hr)						20						
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.86	0.86	0.86	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	8%	8%	8%	2%	2%	2%
Adj. Flow (vph)	47	1618	0	0	2044	45	306	344	114	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	1618	0	0	2089	0	306	344	114	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1		1	1	1			
Detector Template							Left	Thru	Right			
Leading Detector (ft)	40	40			40		40	40	40			
Trailing Detector (ft)	10	10			10		10	10	10			
Detector 1 Position(ft)	10	10			10		10	10	10			
Detector 1 Size(ft)	30	30			30		30	30	30			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	5 6			6			8				
Permitted Phases							8		8			
Detector Phase	5	5 6			6		8	8	8			
Switch Phase												

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			
Detector Phase			
Switch Phase			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0				10.0		6.0	6.0	6.0			
Minimum Split (s)	10.0				14.0		36.0	36.0	36.0			
Total Split (s)	82.0				42.0		36.0	36.0	36.0			
Total Split (%)	51.3%				26.3%		22.5%	22.5%	22.5%			
Maximum Green (s)	78.0				38.0		30.0	30.0	30.0			
Yellow Time (s)	4.0				4.0		4.0	4.0	4.0			
All-Red Time (s)	0.0				0.0		2.0	2.0	2.0			
Lost Time Adjust (s)	0.0				0.0		0.0	0.0	0.0			
Total Lost Time (s)	4.0				4.0		6.0	6.0	6.0			
Lead/Lag					Lag		Lead	Lead	Lead			
Lead-Lag Optimize?					Yes		Yes	Yes	Yes			
Vehicle Extension (s)	0.2				3.0		0.2	0.2	0.2			
Recall Mode	None				Min		None	None	None			
Walk Time (s)							5.0	5.0	5.0			
Flash Dont Walk (s)							23.0	23.0	23.0			
Pedestrian Calls (#/hr)							15	15	15			
Act Effct Green (s)	78.0	120.0			38.0		30.0	30.0	30.0			
Actuated g/C Ratio	0.49	0.75			0.24		0.19	0.19	0.19			
v/c Ratio	0.05	0.61			1.38		0.98	1.05	0.33			
Control Delay	0.0	14.3			207.3		108.9	122.8	23.0			
Queue Delay	0.0	12.7			0.2		0.0	0.0	0.0			
Total Delay	0.0	27.0			207.5		108.9	122.8	23.0			
LOS	A	C			F		F	F	C			
Approach Delay		26.2			207.5			102.4				
Approach LOS		C			F			F				
Queue Length 50th (ft)	0	405			~847		323	~388	32			
Queue Length 95th (ft)	m0	m172			m#869		#484	#555	85			
Internal Link Dist (ft)		270			1752			1280			487	
Turn Bay Length (ft)	290								100			
Base Capacity (vph)	862	2654			1517		313	329	343			
Starvation Cap Reductn	0	1041			0		0	0	0			
Spillback Cap Reductn	0	0			92		0	0	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	0.05	1.00			1.47		0.98	1.05	0.33			

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 83 (52%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.38
Intersection Signal Delay: 122.9 Intersection LOS: F
Intersection Capacity Utilization 63.0% ICU Level of Service B
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

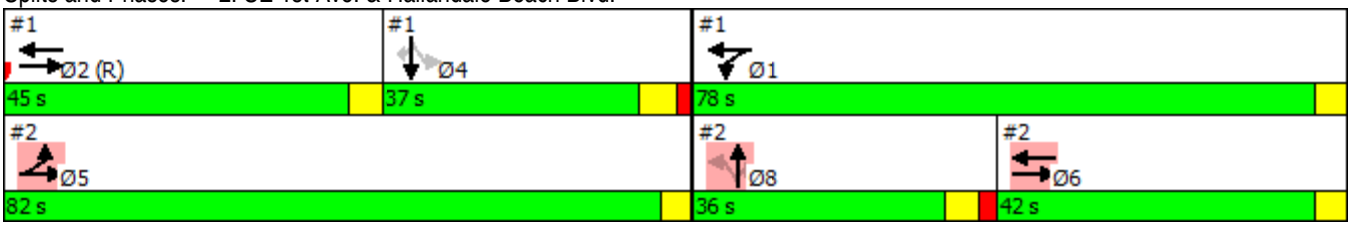
Lane Group	Ø1	Ø2	Ø4
Minimum Initial (s)	5.0	10.0	6.0
Minimum Split (s)	10.0	24.0	35.5
Total Split (s)	78.0	45.0	37.0
Total Split (%)	49%	28%	23%
Maximum Green (s)	74.0	41.0	30.5
Yellow Time (s)	4.0	4.0	4.5
All-Red Time (s)	0.0	0.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	0.2	3.0	0.2
Recall Mode	None	C-Min	None
Walk Time (s)		7.0	5.0
Flash Dont Walk (s)		13.0	24.0
Pedestrian Calls (#/hr)		5	13
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: SE 1st Ave. & Hallandale Beach Blvd.



Lanes, Volumes, Timings
5: SE 3rd St. & Dixie Hwy.

9/9/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	157	24	76	236	0	0	0	0	277	613	17
Future Volume (vph)	0	157	24	76	236	0	0	0	0	277	613	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	250		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91
Frt		0.982									0.996	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1696	0	1641	1727	0	0	0	0	1787	5115	0
Flt Permitted				0.231						0.950		
Satd. Flow (perm)	0	1696	0	399	1727	0	0	0	0	1787	5115	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5									3	
Link Speed (mph)		25			25			30			35	
Link Distance (ft)		790			160			1994			1377	
Travel Time (s)		21.5			4.4			45.3			26.8	
Peak Hour Factor	0.70	0.70	0.70	0.71	0.71	0.71	0.25	0.78	0.78	0.73	0.73	0.73
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	8%	8%	8%	1%	1%	1%
Adj. Flow (vph)	0	224	34	107	332	0	0	0	0	379	840	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	258	0	107	332	0	0	0	0	379	863	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1					1	1	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		40		40	40					40	40	
Trailing Detector (ft)		10		10	10					10	10	
Detector 1 Position(ft)		10		10	10					10	10	
Detector 1 Size(ft)		30		30	30					30	30	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		2		1	2 1						4	
Permitted Phases				2 1						4		
Detector Phase		2		1	2 1					4	4	
Switch Phase												
Minimum Initial (s)		6.0		6.0						12.0	12.0	
Minimum Split (s)		24.0		12.0						24.0	24.0	

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	6.0	6.0	6.0
Minimum Split (s)	12.0	24.0	24.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)		24.0		65.0						31.0	31.0	
Total Split (%)		20.0%		54.2%						25.8%	25.8%	
Maximum Green (s)		18.0		59.0						25.0	25.0	
Yellow Time (s)		4.0		4.0						4.0	4.0	
All-Red Time (s)		2.0		2.0						2.0	2.0	
Lost Time Adjust (s)		0.0		0.0						0.0	0.0	
Total Lost Time (s)		6.0		6.0						6.0	6.0	
Lead/Lag		Lag								Lead	Lead	
Lead-Lag Optimize?		Yes								Yes	Yes	
Vehicle Extension (s)		2.0		1.0						2.5	2.5	
Recall Mode		Max		None						Min	Min	
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		9.0								7.0	7.0	
Pedestrian Calls (#/hr)		4								2	2	
Act Effct Green (s)		18.0		77.0	83.0					25.0	25.0	
Actuated g/C Ratio		0.15		0.64	0.69					0.21	0.21	
v/c Ratio		1.00		0.12	0.28					1.02	0.81	
Control Delay		106.5		3.4	3.0					98.7	51.9	
Queue Delay		0.0		1.6	8.1					0.0	0.0	
Total Delay		106.5		4.9	11.1					98.7	51.9	
LOS		F		A	B					F	D	
Approach Delay		106.5			9.6						66.2	
Approach LOS		F			A						E	
Queue Length 50th (ft)		199		10	30					~311	234	
Queue Length 95th (ft)		#243		m9	m29					#351	221	
Internal Link Dist (ft)		710			80			1914			1297	
Turn Bay Length (ft)										250		
Base Capacity (vph)		258		866	1194					372	1068	
Starvation Cap Reductn		0		619	812					0	0	
Spillback Cap Reductn		0		0	0					0	0	
Storage Cap Reductn		0		0	0					0	0	
Reduced v/c Ratio		1.00		0.43	0.87					1.02	0.81	

Intersection Summary

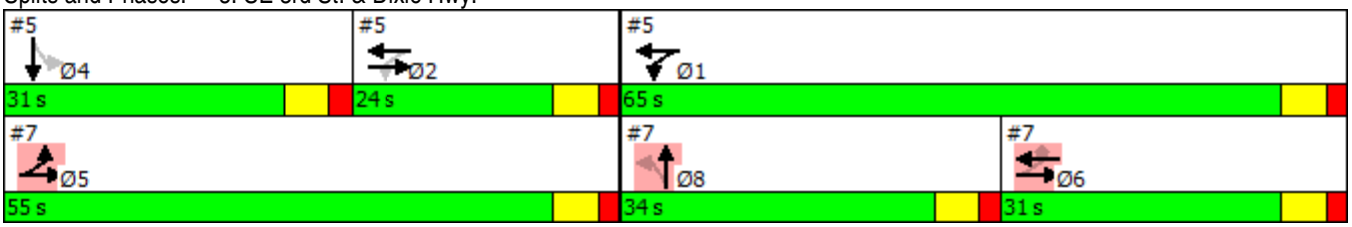
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay: 58.7 Intersection LOS: E
Intersection Capacity Utilization 40.5% ICU Level of Service A
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: SE 3rd St. & Dixie Hwy.



Lane Group	Ø5	Ø6	Ø8
Total Split (s)	55.0	31.0	34.0
Total Split (%)	46%	26%	28%
Maximum Green (s)	49.0	25.0	28.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lag	Lead
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	1.0	2.0	2.5
Recall Mode	None	None	None
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		9.0	7.0
Pedestrian Calls (#/hr)		4	2
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	135	0	0	312	134	200	538	17	0	0	0
Future Volume (vph)	22	135	0	0	312	134	200	538	17	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		340	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt						0.850		0.997				
Flt Protected		0.993						0.987				
Satd. Flow (prot)	0	1715	0	0	1727	1468	0	3517	0	0	0	0
Flt Permitted								0.987				
Satd. Flow (perm)	0	1727	0	0	1727	1468	0	3517	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						156		2				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		160			1936			1999			1360	
Travel Time (s)		4.4			52.8			45.4			30.9	
Peak Hour Factor	0.89	0.89	0.89	0.86	0.86	0.86	0.85	0.85	0.85	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	25	152	0	0	363	156	235	633	20	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	177	0	0	363	156	0	888	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1	1	1				
Detector Template	Left	Thru			Thru	Right	Left	Thru				
Leading Detector (ft)	20	40			40	40	20	40				
Trailing Detector (ft)	0	10			10	10	0	10				
Detector 1 Position(ft)	0	10			10	10	0	10				
Detector 1 Size(ft)	20	30			30	30	20	30				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Turn Type	pm+pt	NA			NA	Perm	Perm	NA				
Protected Phases	5	5 6			6			8				
Permitted Phases	5 6					6	8					
Detector Phase	5	5 6			6	6	8	8				
Switch Phase												
Minimum Initial (s)	6.0				6.0	6.0	6.0	6.0				
Minimum Split (s)	12.0				24.0	24.0	24.0	24.0				

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	6.0	6.0	12.0
Minimum Split (s)	12.0	24.0	24.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	55.0				31.0	31.0	34.0	34.0				
Total Split (%)	45.8%				25.8%	25.8%	28.3%	28.3%				
Maximum Green (s)	49.0				25.0	25.0	28.0	28.0				
Yellow Time (s)	4.0				4.0	4.0	4.0	4.0				
All-Red Time (s)	2.0				2.0	2.0	2.0	2.0				
Lost Time Adjust (s)					0.0	0.0		0.0				
Total Lost Time (s)					6.0	6.0		6.0				
Lead/Lag					Lag	Lag	Lead	Lead				
Lead-Lag Optimize?					Yes	Yes	Yes	Yes				
Vehicle Extension (s)	1.0				2.0	2.0	2.5	2.5				
Recall Mode	None				None	None	None	None				
Walk Time (s)					7.0	7.0	7.0	7.0				
Flash Dont Walk (s)					9.0	9.0	7.0	7.0				
Pedestrian Calls (#/hr)					4	4	2	2				
Act Effct Green (s)		80.0			25.0	25.0		28.0				
Actuated g/C Ratio		0.67			0.21	0.21		0.23				
v/c Ratio		0.15			1.01	0.36		1.08				
Control Delay		2.9			97.8	8.7		98.9				
Queue Delay		4.6			0.0	0.0		0.0				
Total Delay		7.4			97.8	8.7		98.9				
LOS		A			F	A		F				
Approach Delay		7.4			71.1			98.9				
Approach LOS		A			E			F				
Queue Length 50th (ft)		13			~288	0		~404				
Queue Length 95th (ft)		m13			#451	49		#486				
Internal Link Dist (ft)		80			1856			1919			1280	
Turn Bay Length (ft)						340						
Base Capacity (vph)		1151			359	429		822				
Starvation Cap Reductn		896			0	0		0				
Spillback Cap Reductn		0			0	0		0				
Storage Cap Reductn		0			0	0		0				
Reduced v/c Ratio		0.69			1.01	0.36		1.08				

Intersection Summary

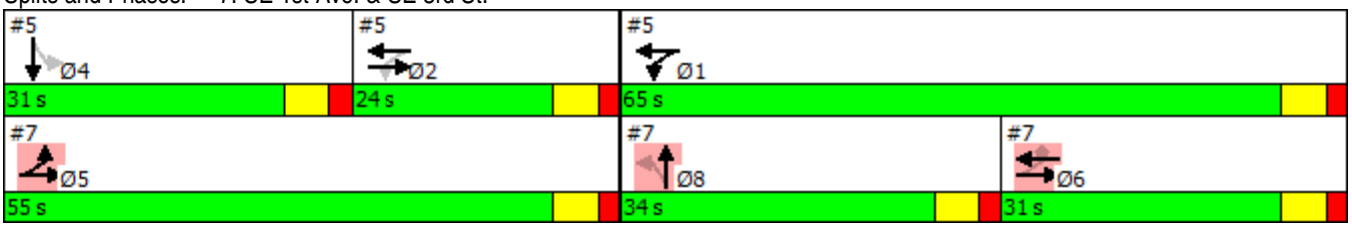
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay: 79.5 Intersection LOS: E
Intersection Capacity Utilization 57.2% ICU Level of Service B
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: SE 1st Ave. & SE 3rd St.



Lane Group	Ø1	Ø2	Ø4
Total Split (s)	65.0	24.0	31.0
Total Split (%)	54%	20%	26%
Maximum Green (s)	59.0	18.0	25.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lag	Lead
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	1.0	2.0	2.5
Recall Mode	None	Max	Min
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		9.0	7.0
Pedestrian Calls (#/hr)		4	2
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lanes, Volumes, Timings
21: Dixie Hwy. & SW 11th St./SE 11th St.

9/9/2015

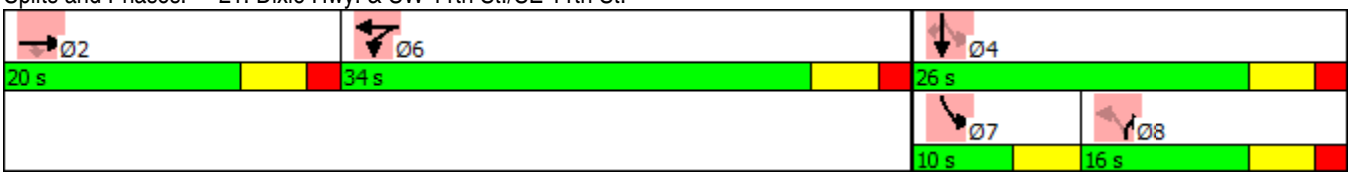
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	194	13	123	408	0	39	0	323	224	243	110
Future Volume (vph)	0	194	13	123	408	0	39	0	323	224	243	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		125	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			0.850
Flt Protected					0.989		0.950			0.950		
Satd. Flow (prot)	0	1759	1495	0	1740	0	1556	0	1392	1671	1759	1495
Flt Permitted					0.989		0.590			0.950		
Satd. Flow (perm)	0	1759	1495	0	1740	0	966	0	1392	1671	1759	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			177						385			125
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		670			137			672			661	
Travel Time (s)		15.2			3.1			15.3			15.0	
Peak Hour Factor	0.82	0.82	0.82	0.94	0.94	0.94	0.84	0.84	0.84	0.88	0.88	0.88
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	16%	16%	16%	8%	8%	8%
Adj. Flow (vph)	0	237	16	131	434	0	46	0	385	255	276	125
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	237	16	0	565	0	46	0	385	255	276	125
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1		1		1	1	1	1
Detector Template		Thru	Right	Left	Thru		Left		Right	Left	Thru	Right
Leading Detector (ft)		40	40	20	40		40		40	40	40	40
Trailing Detector (ft)		10	10	0	10		10		10	10	10	10
Detector 1 Position(ft)		10	10	0	10		10		10	10	10	10
Detector 1 Size(ft)		30	30	20	30		30		30	30	30	30
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Turn Type		NA	Perm	Split	NA		Perm		Prot	pm+pt	NA	Perm
Protected Phases		2		6	6				8	7	4	
Permitted Phases			2				8		8	4		4
Detector Phase		2	2	6	6		8		8	7	4	4
Switch Phase												
Minimum Initial (s)		6.0	6.0	6.0	6.0		10.0		10.0	4.0	10.0	10.0
Minimum Split (s)		12.0	12.0	12.0	12.0		16.0		16.0	10.0	16.0	16.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)		20.0	20.0	34.0	34.0		16.0		16.0	10.0	26.0	26.0
Total Split (%)		25.0%	25.0%	42.5%	42.5%		20.0%		20.0%	12.5%	32.5%	32.5%
Maximum Green (s)		14.0	14.0	28.0	28.0		10.0		10.0	6.0	20.0	20.0
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0		2.0		2.0	0.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		6.0		6.0	4.0	6.0	6.0
Lead/Lag							Lag		Lag	Lead		
Lead-Lag Optimize?							Yes		Yes	Yes		
Vehicle Extension (s)		2.0	2.0	2.0	2.0		2.0		2.0	1.5	2.5	2.5
Recall Mode		None	None	None	None		None		None	None	Min	Min
Act Effct Green (s)		12.7	12.7		26.7		10.0		10.0	22.1	20.1	20.1
Actuated g/C Ratio		0.16	0.16		0.34		0.13		0.13	0.28	0.26	0.26
v/c Ratio		0.82	0.04		0.94		0.37		0.75	0.54	0.61	0.26
Control Delay		55.8	0.2		52.1		41.4		14.4	29.3	32.8	6.6
Queue Delay		0.0	0.0		53.3		0.0		0.0	0.0	0.0	0.0
Total Delay		55.8	0.2		105.5		41.4		14.4	29.3	32.8	6.6
LOS		E	A		F		D		B	C	C	A
Approach Delay		52.3			105.5						26.4	
Approach LOS		D			F						C	
Queue Length 50th (ft)		114	0		267		22		0	109	123	0
Queue Length 95th (ft)		#190	0		#464		51		59	177	197	37
Internal Link Dist (ft)		590			57			592			581	
Turn Bay Length (ft)			125									
Base Capacity (vph)		318	415		630		124		515	475	455	479
Starvation Cap Reductn		0	0		330		0		0	0	0	0
Spillback Cap Reductn		0	0		0		0		0	0	0	0
Storage Cap Reductn		0	0		0		0		0	0	0	0
Reduced v/c Ratio		0.75	0.04		1.88		0.37		0.75	0.54	0.61	0.26

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 77.6
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 51.2 Intersection LOS: D
Intersection Capacity Utilization 67.5% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: Dixie Hwy. & SW 11th St./SE 11th St.



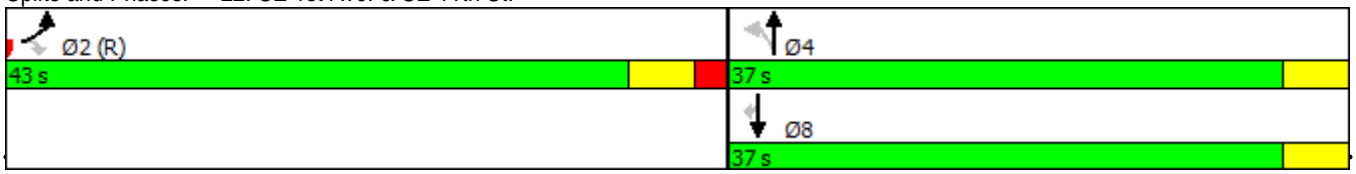
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	506	318	338	252	9	117
Future Volume (vph)	506	318	338	252	9	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	80			190
Storage Lanes	1	1	1			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1671	1495	1556	1638	1759	1495
Flt Permitted	0.950		0.751			
Satd. Flow (perm)	1671	1495	1230	1638	1759	1495
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		357				133
Link Speed (mph)	25			30	30	
Link Distance (ft)	137			688	661	
Travel Time (s)	3.7			15.6	15.0	
Peak Hour Factor	0.89	0.89	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	8%	8%	16%	16%	8%	8%
Adj. Flow (vph)	569	357	384	286	10	133
Shared Lane Traffic (%)						
Lane Group Flow (vph)	569	357	384	286	10	133
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	10			10	10	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	1	1	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	40	40	40	40	40	40
Trailing Detector (ft)	10	10	10	10	10	10
Detector 1 Position(ft)	10	10	10	10	10	10
Detector 1 Size(ft)	30	30	30	30	30	30
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	Perm	NA	NA	Perm
Protected Phases	2			4	8	
Permitted Phases		2	4			8
Detector Phase	2	2	4	4	8	8
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	12.0	16.0	16.0	16.0	16.0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (s)	43.0	43.0	37.0	37.0	37.0	37.0
Total Split (%)	53.8%	53.8%	46.3%	46.3%	46.3%	46.3%
Maximum Green (s)	37.0	37.0	33.0	33.0	33.0	33.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.5	2.5	2.5	2.5
Recall Mode	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	41.5	41.5	28.5	28.5	28.5	28.5
Actuated g/C Ratio	0.52	0.52	0.36	0.36	0.36	0.36
v/c Ratio	0.66	0.38	0.88	0.49	0.02	0.22
Control Delay	20.1	2.8	45.6	22.3	14.3	3.9
Queue Delay	55.1	2.7	0.0	0.0	0.0	0.0
Total Delay	75.2	5.5	45.6	22.3	14.3	3.9
LOS	E	A	D	C	B	A
Approach Delay	48.3			35.7	4.6	
Approach LOS	D			D	A	
Queue Length 50th (ft)	206	0	169	105	3	0
Queue Length 95th (ft)	341	42	#290	159	12	29
Internal Link Dist (ft)	57			608	581	
Turn Bay Length (ft)			80			190
Base Capacity (vph)	867	947	507	675	725	694
Starvation Cap Reductn	446	461	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.35	0.73	0.76	0.42	0.01	0.19

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:EBL and 6:, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 39.8 Intersection LOS: D
Intersection Capacity Utilization 58.0% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 22: SE 1st Ave. & SE 11th St.



Lanes, Volumes, Timings
6: US 1 & Hallandale Beach Blvd.

9/9/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	1046	277	586	1365	211	487	1053	613	350	820	73
Future Volume (vph)	127	1046	277	586	1365	211	487	1053	613	350	820	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	350		0	480		390	375		0
Storage Lanes	1		0	2		0	2		1	2		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	0.97	0.91	1.00	0.97	0.91	0.91
Ped Bike Factor		0.99			1.00				0.97		1.00	
Frt		0.969			0.980				0.850		0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4899	0	3433	4971	0	3367	4988	1553	3367	4919	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	4899	0	3433	4971	0	3367	4988	1506	3367	4919	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		41			20				290		9	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1832			768			1349			592	
Travel Time (s)		35.7			15.0			20.4			9.0	
Confl. Peds. (#/hr)			13			6			15			8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.93	0.93	0.93	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	134	1101	292	617	1437	222	524	1132	659	385	901	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	134	1393	0	617	1659	0	524	1132	659	385	981	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	40	40		40	40		40	40	40	40	40	
Trailing Detector (ft)	10	10		10	10		10	10	10	10	10	
Detector 1 Position(ft)	10	10		10	10		10	10	10	10	10	
Detector 1 Size(ft)	30	30		30	30		30	30	30	30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Detector Phase	5	2		1	6		3	8	8	7	4	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	6.0	6.0	5.0	6.0	
Minimum Split (s)	11.0	46.0		11.0	46.0		12.0	46.0	46.0	12.0	46.0	
Total Split (s)	19.0	50.0		34.0	65.0		30.0	52.0	52.0	24.0	46.0	
Total Split (%)	11.9%	31.3%		21.3%	40.6%		18.8%	32.5%	32.5%	15.0%	28.8%	
Maximum Green (s)	13.0	44.0		28.0	59.0		24.0	45.0	45.0	18.0	39.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	3.0	3.0	2.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	7.0	7.0	6.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.5	2.5		1.5	2.5		1.5	2.5	2.5	1.5	2.5	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		33.0			33.0			32.0	32.0		32.0	
Pedestrian Calls (#/hr)		8			15			13	13		6	
Act Effct Green (s)	12.9	44.0		28.0	59.1		24.0	45.0	45.0	18.0	39.0	
Actuated g/C Ratio	0.08	0.28		0.18	0.37		0.15	0.28	0.28	0.11	0.24	
v/c Ratio	0.94	1.01		1.03	0.90		1.04	0.81	1.04	1.02	0.81	
Control Delay	146.0	52.3		107.2	54.6		102.7	54.9	79.5	119.2	62.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	146.0	52.3		107.2	54.6		102.7	54.9	79.5	119.2	62.9	
LOS	F	D		F	D		F	D	E	F	E	
Approach Delay		60.6			68.9			72.7			78.8	
Approach LOS		E			E			E			E	
Queue Length 50th (ft)	133	~551		~353	593		~304	436	~582	~218	354	
Queue Length 95th (ft)	#279	#654		#479	661		#420	426	#759	#329	412	
Internal Link Dist (ft)		1752			688			1269			512	
Turn Bay Length (ft)	450			350			480		390	375		
Base Capacity (vph)	143	1376		600	1847		505	1402	632	378	1205	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.94	1.01		1.03	0.90		1.04	0.81	1.04	1.02	0.81	

Intersection Summary

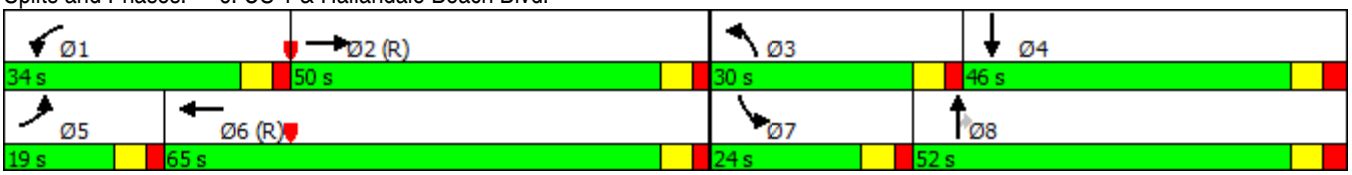
Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 70.2 Intersection LOS: E
Intersection Capacity Utilization 92.5% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: US 1 & Hallandale Beach Blvd.



Lanes, Volumes, Timings
11: US 1 & SE 3rd St./Gulfstream Park

9/9/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	97	134	107	100	157	90	1932	87	139	1484	6
Future Volume (vph)	145	97	134	107	100	157	90	1932	87	139	1484	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	520		0	150		0	260		360	500		0
Storage Lanes	1		0	1		2	1		1	2		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	1.00	0.97	0.91	0.91
Frt		0.913				0.850			0.850		0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	1577	0	1736	1827	2733	1736	4988	1553	3367	4983	0
Flt Permitted	0.600			0.299			0.950			0.060		
Satd. Flow (perm)	1036	1577	0	546	1827	2733	1736	4988	1553	213	4983	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		44				75			91		1	
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		1936			622			2007			1349	
Travel Time (s)		52.8			17.0			30.4			20.4	
Peak Hour Factor	0.88	0.88	0.88	0.80	0.80	0.80	0.94	0.94	0.94	0.91	0.91	0.91
Heavy Vehicles (%)	10%	10%	10%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	165	110	152	134	125	196	96	2055	93	153	1631	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	165	262	0	134	125	196	96	2055	93	153	1638	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	
Trailing Detector (ft)	10	10		10	10	10	10	10	10	10	10	
Detector 1 Position(ft)	10	10		10	10	10	10	10	10	10	10	
Detector 1 Size(ft)	30	30		30	30	30	30	30	30	30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	NA	Perm	pm+pt	NA	
Protected Phases		4			8	8 1	5	2		1	6	
Permitted Phases	4			8					2	6		
Detector Phase	4	4		8	8	8 1	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		5.0	12.0	12.0	5.0	12.0	
Minimum Split (s)	45.0	45.0		42.0	42.0		12.0	39.0	39.0	12.0	39.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	53.0	53.0		53.0	53.0		23.0	92.0	92.0	15.0	84.0	
Total Split (%)	33.1%	33.1%		33.1%	33.1%		14.4%	57.5%	57.5%	9.4%	52.5%	
Maximum Green (s)	47.0	47.0		47.0	47.0		16.0	85.0	85.0	8.0	77.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0	7.0	7.0	7.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.5	3.0	3.0	1.5	3.0	
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	
Flash Dont Walk (s)	32.0	32.0		29.0	29.0			25.0	25.0		25.0	
Pedestrian Calls (#/hr)	7	7		8	8			8	8		9	
Act Effct Green (s)	31.7	31.7		31.7	31.7	46.8	12.5	100.2	100.2	104.0	95.9	
Actuated g/C Ratio	0.20	0.20		0.20	0.20	0.29	0.08	0.63	0.63	0.65	0.60	
v/c Ratio	0.80	0.76		1.24	0.35	0.23	0.71	0.66	0.09	0.51	0.55	
Control Delay	87.2	62.6		216.5	55.5	24.6	109.6	10.2	0.3	16.9	27.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	87.2	62.6		216.5	55.5	24.6	109.6	10.2	0.3	16.9	27.3	
LOS	F	E		F	E	C	F	B	A	B	C	
Approach Delay		72.1			89.6			14.0			26.4	
Approach LOS		E			F			B			C	
Queue Length 50th (ft)	166	220		~173	114	53	106	205	0	10	463	
Queue Length 95th (ft)	227	283		#220	141	65	m156	74	m0	m58	m683	
Internal Link Dist (ft)		1856			542			1927			1269	
Turn Bay Length (ft)	520			150			260		360	500		
Base Capacity (vph)	304	494		160	536	914	176	3125	1007	309	2985	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.54	0.53		0.84	0.23	0.21	0.55	0.66	0.09	0.50	0.55	

Intersection Summary

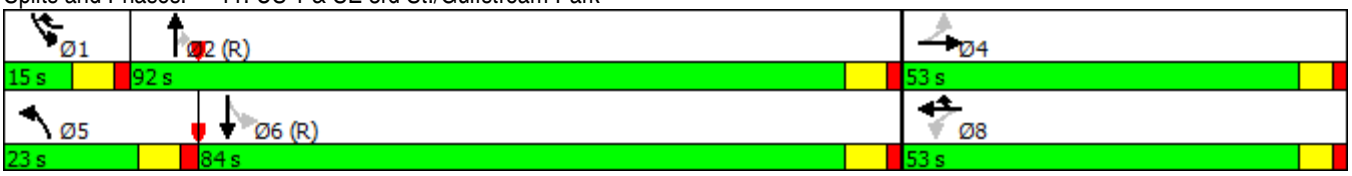
Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 21 (13%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.24
Intersection Signal Delay: 30.6 Intersection LOS: C
Intersection Capacity Utilization 76.8% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: US 1 & SE 3rd St./Gulfstream Park



Lanes, Volumes, Timings
14: US 1 & SE 9th St./Gulfstream Park

10/3/2015

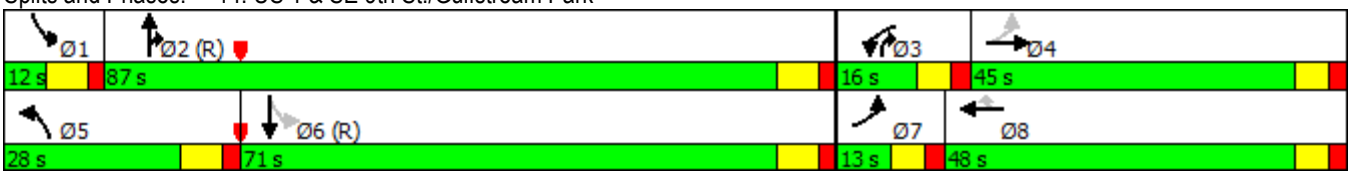
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	20	85	151	14	44	174	2259	117	38	1617	86
Future Volume (vph)	77	20	85	151	14	44	174	2259	117	38	1617	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		60	90		350	430		0
Storage Lanes	1		0	2		1	1		1	2		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	0.97	0.91	0.91
Frt		0.879				0.850			0.850		0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1637	0	3433	1863	1583	1719	4940	1538	3367	4948	0
Flt Permitted	0.741			0.950			0.950			0.046		
Satd. Flow (perm)	1380	1637	0	3433	1863	1583	1719	4940	1538	163	4948	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		97				167			120		6	
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		1962			632			874			2007	
Travel Time (s)		53.5			17.2			13.2			30.4	
Peak Hour Factor	0.88	0.88	0.88	0.83	0.83	0.83	0.97	0.97	0.97	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	4%	4%	4%
Adj. Flow (vph)	88	23	97	182	17	53	179	2329	121	41	1758	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	120	0	182	17	53	179	2329	121	41	1851	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	
Trailing Detector (ft)	10	10		10	10	10	10	10	10	10	10	
Detector 1 Position(ft)	10	10		10	10	10	10	10	10	10	10	
Detector 1 Size(ft)	30	30		30	30	30	30	30	30	30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	pm+pt	NA		Prot	NA	Perm	Prot	NA	pt+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	2 3	1	6	
Permitted Phases	4					8				6		
Detector Phase	7	4		3	8	8	5	2	2 3	1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	13.0	45.0		13.0	44.0	44.0	12.0	40.0		12.0	40.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	13.0	45.0		16.0	48.0	48.0	28.0	87.0		12.0	71.0	
Total Split (%)	8.1%	28.1%		10.0%	30.0%	30.0%	17.5%	54.4%		7.5%	44.4%	
Maximum Green (s)	6.5	38.5		9.5	41.5	41.5	21.0	80.0		5.0	64.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5	7.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0		1.5	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		31.0			30.0	30.0		26.0			26.0	
Pedestrian Calls (#/hr)		4			2	2		2			2	
Act Effct Green (s)	21.6	13.2		9.5	15.6	15.6	19.8	107.6	123.6	95.7	90.6	
Actuated g/C Ratio	0.14	0.08		0.06	0.10	0.10	0.12	0.67	0.77	0.60	0.57	
v/c Ratio	0.42	0.54		0.90	0.09	0.17	0.84	0.70	0.10	0.21	0.66	
Control Delay	61.7	25.1		114.3	60.0	1.2	99.7	20.2	1.9	17.4	23.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	61.7	25.1		114.3	60.0	1.2	99.7	20.2	1.9	17.4	23.1	
LOS	E	C		F	E	A	F	C	A	B	C	
Approach Delay		40.6			86.9			24.8			23.0	
Approach LOS		D			F			C			C	
Queue Length 50th (ft)	84	24		99	17	0	184	471	0	2	168	
Queue Length 95th (ft)	m107	69		#152	33	0	#302	904	28	m26	612	
Internal Link Dist (ft)		1882			552			794			1927	
Turn Bay Length (ft)	200					60	90		350	430		
Base Capacity (vph)	209	467		203	483	534	233	3323	1215	199	2803	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.42	0.26		0.90	0.04	0.10	0.77	0.70	0.10	0.21	0.66	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 4 (3%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 27.9 Intersection LOS: C
Intersection Capacity Utilization 68.9% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: US 1 & SE 9th St./Gulfstream Park



Intersection	
Int Delay, s/veh	4.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	134	99	556	16	0	0
Future Vol, veh/h	134	99	556	16	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	108	243	558	4
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	89	89	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	147	109	625	18	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	634	320	0	0
Stage 1	634	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.54	6.94	-	-
Critical Hdwy Stg 1	6.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-
Pot Cap-1 Maneuver	364	676	-	-
Stage 1	434	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	364	676	-	-
Mov Cap-2 Maneuver	364	-	-	-
Stage 1	434	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	17.1	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2
Capacity (veh/h)	-	-	364	676
HCM Lane V/C Ratio	-	-	0.405	0.161
HCM Control Delay (s)	-	-	21.4	11.3
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	1.9	0.6

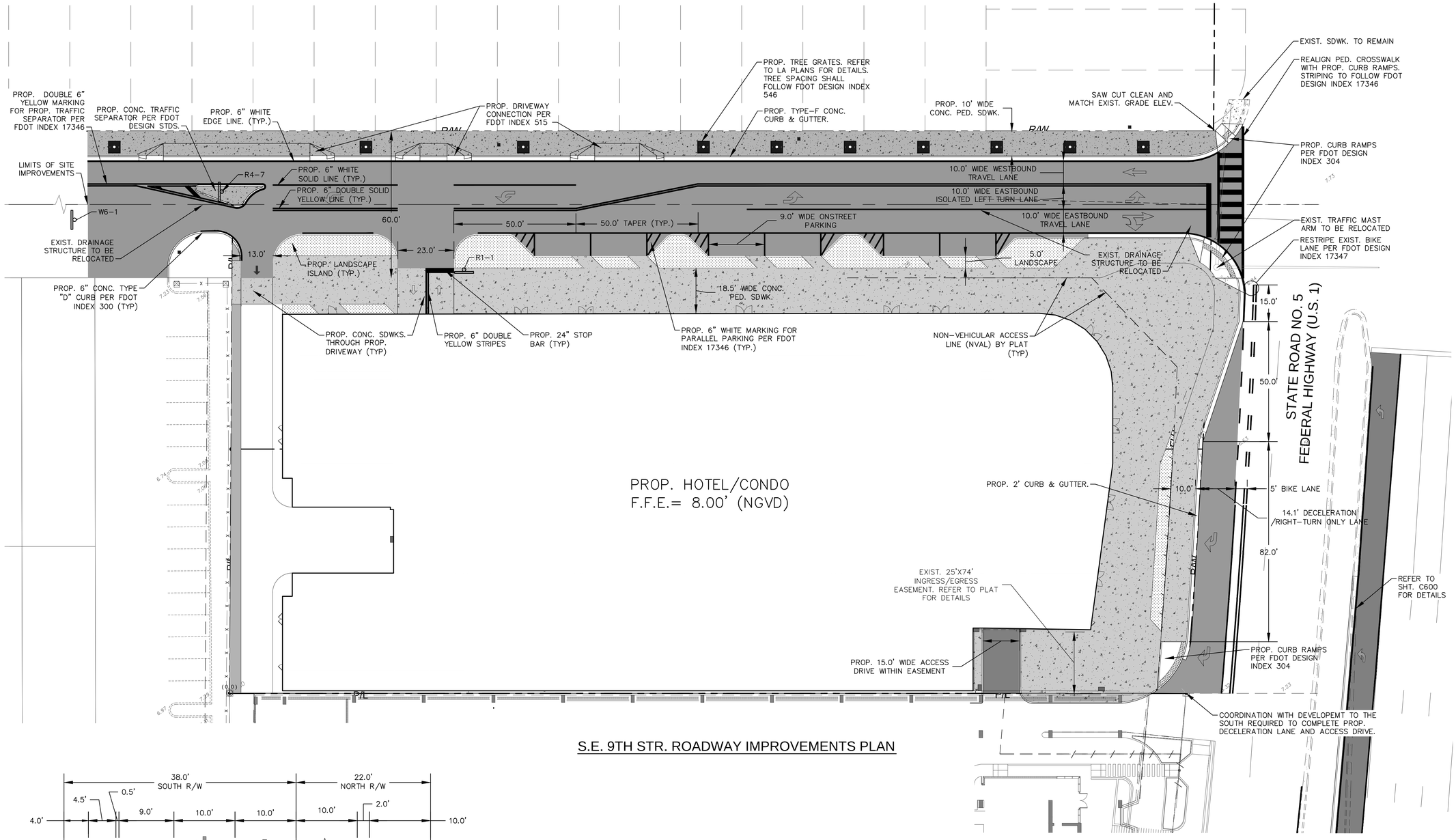
Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	86	8	107	209	14	105
Future Vol, veh/h	86	8	107	209	14	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	11	153	299	15	114

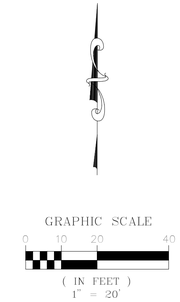
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	134	0	733	129
Stage 1	-	-	-	-	129	-
Stage 2	-	-	-	-	604	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1451	-	388	921
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	546	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1451	-	347	921
Mov Cap-2 Maneuver	-	-	-	-	347	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	488	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	771	-	-	1451	-
HCM Lane V/C Ratio	0.168	-	-	0.105	-
HCM Control Delay (s)	10.6	-	-	7.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0.4	-



S.E. 9TH STR. ROADWAY IMPROVEMENTS PLAN

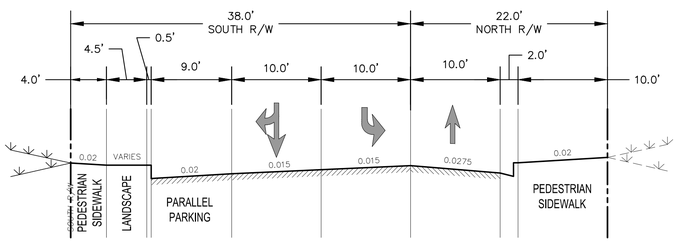


LEGEND:

- R/W LINE / PROPERTY LINE
- CENTER LINE
- EXISTING CURBING
- EXISTING NON-VEHICULAR ACCESS LINE
- EXISTING EASEMENT LINE
- PROP. LANDSCAPE AREA. REFER TO LA PLAN FOR DETAILS.
- PROP. CONC. PAVEMENT. REFER TO ARCH. PLAN FOR DETAILS.
- PROP. ASPHALT PAVEMENT.

NOTES:

1. EXISTING DRAINAGE SYSTEM ALONG S.E. 9TH STREET IS TO BE MODIFIED AS NECESSARY TO ACCOMMODATE THE PROPOSED STREET IMPROVEMENTS.



TYPICAL SECTION - S.E. 9th ST.

Always call 811 two full business days before you dig

Sunshine811.com

OCEAN ENGINEERING, INC.
CIVIL ENGINEERING CONSULTANTS
333 NE 24TH STREET, SUITE 408, MIAMI, FL. 33137
PHONE: 786-253-5252 FAX: 786-475-8250
EMAIL: WLUGO@OCEANENGINEERINGINC.COM

Zoning Submittal Progress

4/1/2015 2:36:47 PM

bc architects
4942 LeJeune Road Suite 200
Coral Gables, Florida 33146
Tel. 305.663.8182 Fax 305.663.8882
Firm License Number: AA0003360

BC ARCHITECTS 2015
ALL RIGHTS RESERVED

NINE HUNDRED

900 S. Federal Highway, Hallandale Beach, Florida 33009

BCA PROJECT NUMBER: 1424.00

OWNER:
Lease Florida

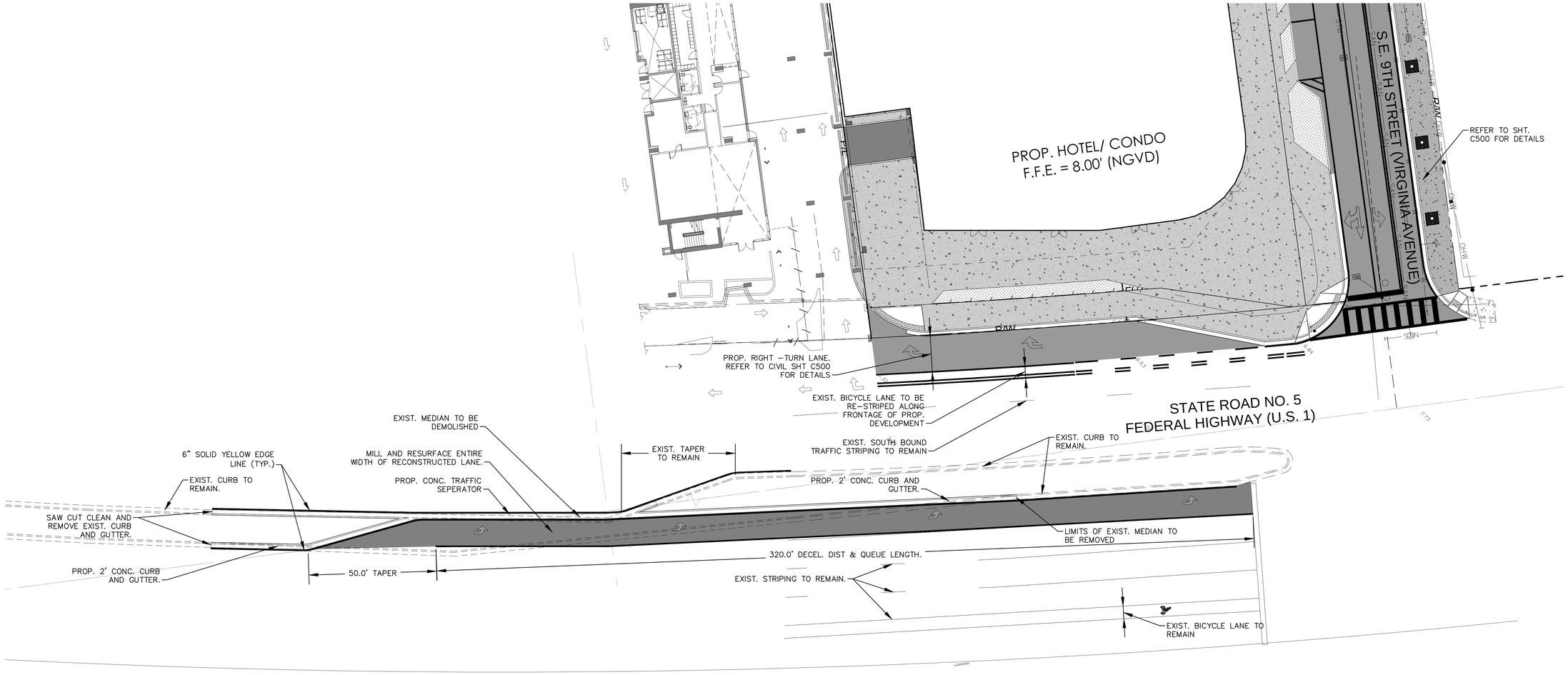
ISSUE RECORD:
Zoning Submittal Progress

SIGNED BY:
WALTER M. LUGO, P.E.
FLORIDA PE LIC. No. 61747

WALTER M. LUGO
LICENSE
NO. 61747
STATE OF FLORIDA
PROFESSIONAL ENGINEER

C500

OFFSITE IMPROVEMENT PLAN



SOUTH FEDERAL HWY. / U.S. 1 / STATE ROAD 5 ROADWAY IMPROVEMENT PLAN

GRAPHIC SCALE

0 10 20 40

(IN FEET)
1" = 20'

LEGEND:

- R/W LINE / PROPERTY LINE
- CENTER LINE
- EXISTING CURBING
- EXISTING NON-VEHICULAR ACCESS LINE
- EXISTING EASEMENT LINE
- PROP. LANDSCAPE AREA. REFER TO LA PLAN FOR DETAILS.
- PROP. CONC. PAVEMENT. REFER TO ARCH. PLAN FOR DETAILS.
- PROP. ASPHALT PAVEMENT.

NOTE:

1. ALL ROADWAY DESIGN WITHIN FLORIDA DEPT. OF TRANSPORTATION RIGHT OF WAY SHALL CONFORM TO THE DEPARTMENT DESIGN STANDARD.

2. RELOCATION OF EXISTING UTLITIES IN CONFLICT WITH THE PROPOSED DEVELOPMENT WILL BE COORDINATED WITH THEIR RESPECTIVE UTILITY PROVIDER

Always call 811 two full business days before you dig
Sunshine811.com

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Zoning Submittal Progress

4/1/2015 2:36:47 PM

bc architects
4942 LeJeune Road Suite 200
Coral Gables, Florida 33146
Tel. 305.663.8182 Fax 305.663.8882
Firm License Number: AA0003360

BC ARCHITECTS 2015
ALL RIGHTS RESERVED

NINE HUNDRED

900 S. Federal Highway, Hallandale Beach, Florida 33009

BCA PROJECT NUMBER: 1424.00

OWNER:
Lease Florida

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SIGNED BY:
WALTER M. LUGO, P.E.
FLORIDA PE LIC. No. 61747

WALTER M. LUGO
LICENSE
NO. 61747
STATE OF FLORIDA
PROFESSIONAL ENGINEER

C600

OFFSITE IMPROVEMENT PLAN

Centennial FDOT 1915 * 2015

Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Blvd.
Fort Lauderdale, FL 33309

JIM BOXOLD
SECRETARY

January 20, 2015

THIS PRE-APPLICATION LETTER IS VALID UNTIL – JANUARY 15, 2016
THIS LETTER IS NOT A PERMIT APPROVAL

Jane Storms
Pulice Land Surveyors, Inc
5381 Nob Hill Road
Sunrise, Florida 33351

Dear Ms. Storms:

RE: **January 15, 2015 - Pre-application Meeting - Category E Driveway** SR 5 (West side) **Sec. #; 86010** **MP – 0.135**
Broward County - City of **Hallandale Beach** (Urban) Access Class – 05 Posted Speed - 45 mph SIS - No

Request: Right-in only access through a previously approved (April 23, 2014) driveway to the property immediately to the south (Gulfstream Point – 918 S Federal Hwy.); the previously approved driveway is located approximately 200' south of SE 9th St.; a right turn lane of approximately 185' (total length) to the proposed joint access driveway shall be constructed.

SITE SPECIFIC INFORMATION

Project Name & Address: **Waserstein Gulfstream**, 900 S Federal Highway, Hallandale Beach, Florida 33009
Applicant & Property Owner: Hallandale Office Towers LLC. Parcel Size: **1.84 Acres** Plat Name: Town of Hallandale
Plat No. 015-MP 10 Plat Book: NA Page: 13
Max. Use: **160 Room Hotel + 470 High Rise Apartments + 20,000 sf. Office + 3,000 sf. Bank + 15,000 sf. Commercial/Retail**

WE APPROVE YOUR REQUEST

This decision is based on your presentation of information at the pre-application meeting - please see the conditions and comments below.. You may choose to review this concept further with the District Access Management Review Committee (AMRC).

Conditions:
- **A minimum driveway length of 50 feet, as measured from the ultimate right-of-way line to the first conflict point shall be provided.**
- **The right turn lane must include space for bicycle lane.**

Comments:
- **Coordinate with the property to the south to determine the appropriate location for the joint access driveway.**

- Drainage mitigation is required for any impacts within FDOT right-of-way (i.e. increased runoff or reduction of existing storage). A Storm Water Pollution Prevention Plan must be submitted with the application for more than one acre of "disturbed area" as defined by the Florida Department of Environmental Protection (FDEP).
- The applicant shall donate the right-of-way to the Department if right-of-way dedication is required to implement the improvements.
- All driveways not approved in this letter must be fully removed and the area restored.
- Dimensions between driveways are measured from the near edge of pavement to near edge of pavement and for median openings are measured from centerline to centerline unless otherwise indicated.

The purpose of this Pre-Application letter is to document the conceptual review of the approximate location of driveway(s) to the State Highway system and to note required improvements, if any. This letter shall be submitted with any further reviews and for permitting. The Department's personnel shall review permit plans for compliance with this letter as well as current Department standards and/or specifications. Final design must consider the existing roadway profile and any impacts to the existing drainage system. **Note, this letter does not guarantee permit approval.** The permit may be denied based on the review of the submitted engineering plans. Be aware that any approved median openings may be modified (or closed) in the future, at the sole discretion of the Department. For right-of-way dedication requirements go to: https://ois.dot.state.fl.us/OneStopPermitting; click on Statewide Permit News; Scroll down to District 4; Scroll down to Additional Information and Examples and choose Right-of-way Donations/Dedications.

Please contact William Wang, P.E. at the District Permits Office with any questions regarding permits - Tel. # 954-777-4203, Fax # 954-4223 or e-mail: william.wang@dot.state.fl.us

Sincerely,

Rajendran Shanmugam, P.E.
District Traffic Access Manager

CN:lnyh
cc: Stan Williams SW
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