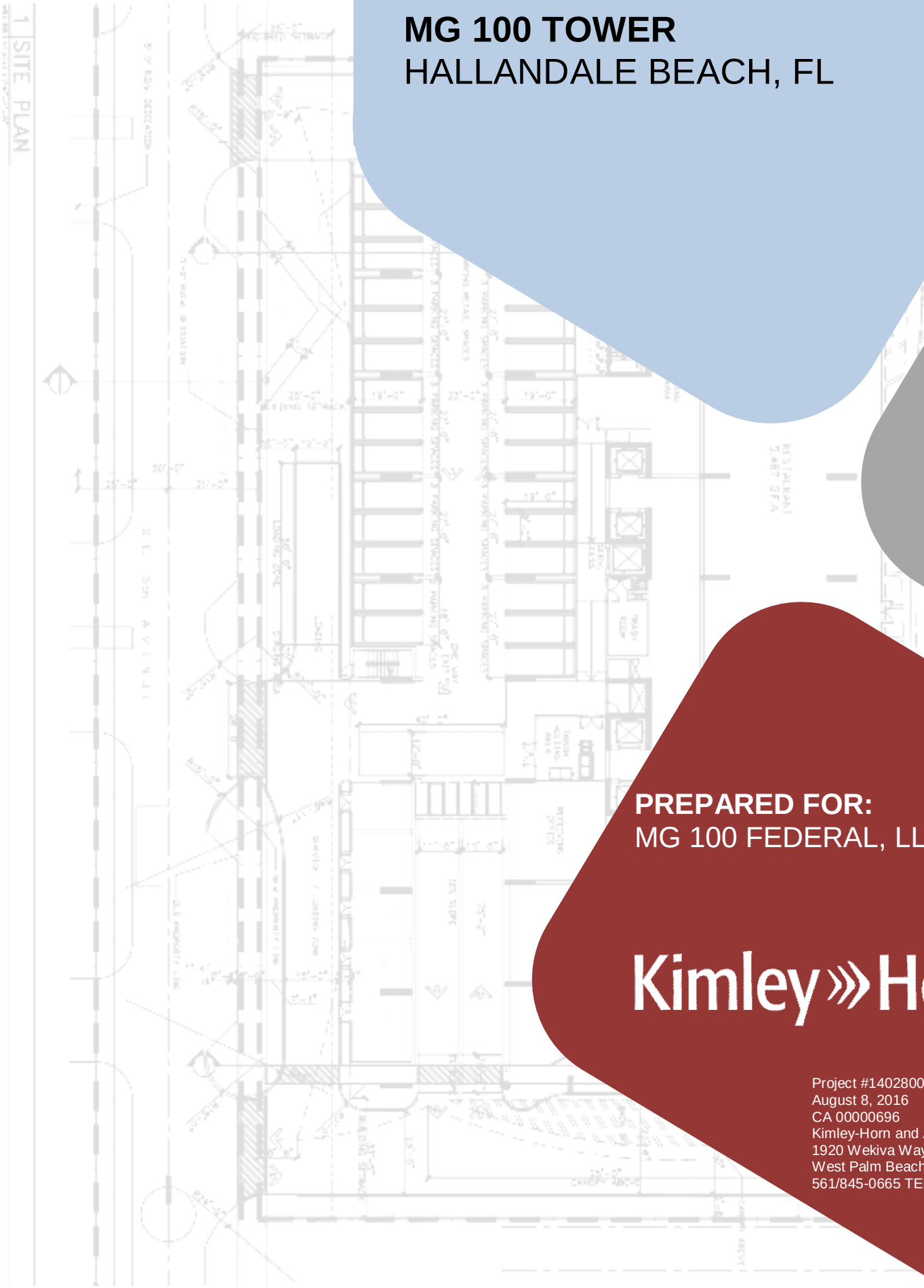
TRAFFIC IMPACT ANALYSIS

MG 100 TOWER
HALLANDALE BEACH, FL



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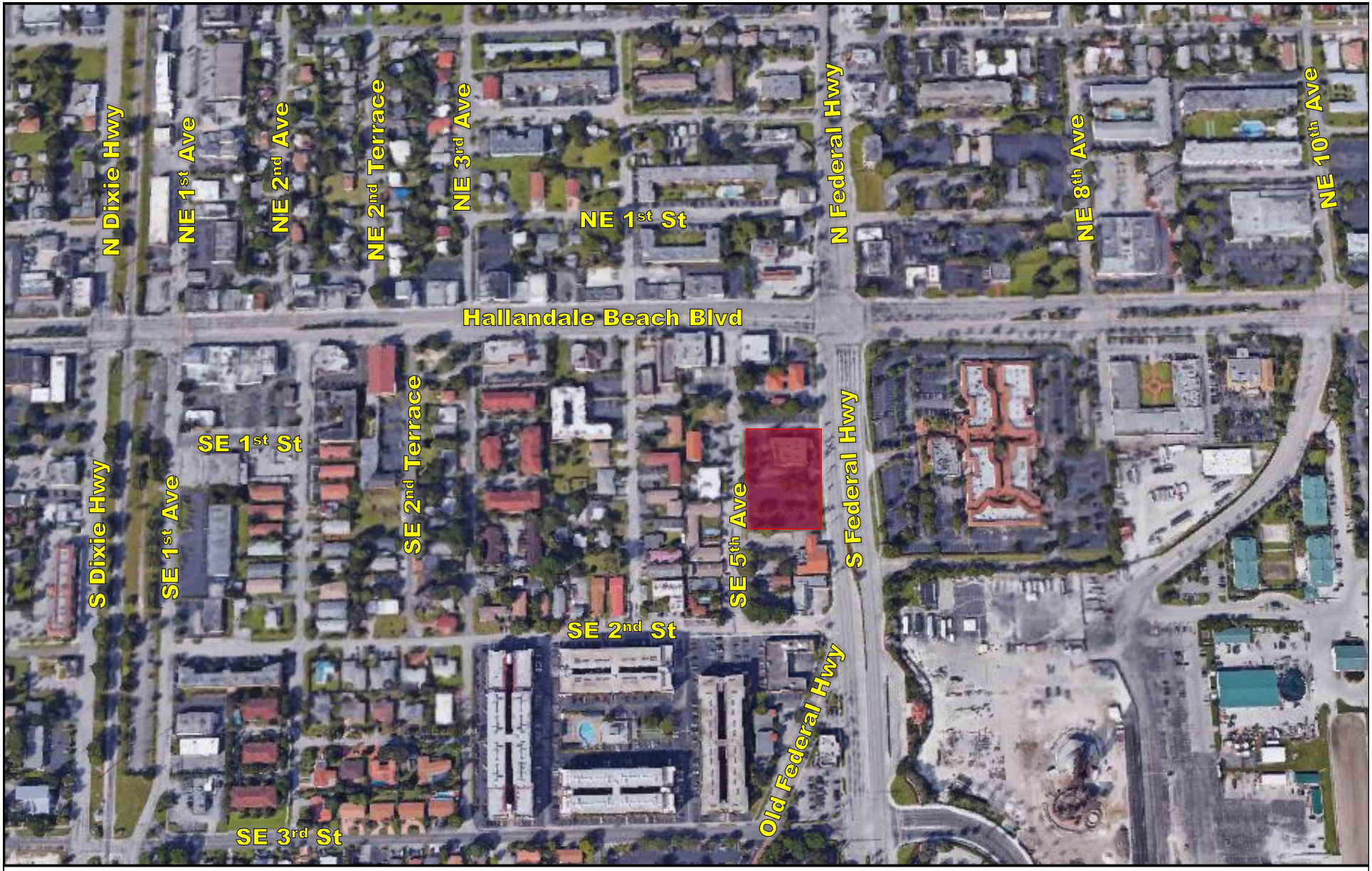
INTRODUCTION

MG 100 Tower is a proposed 30-story condominium building to be located on the west side of Federal Highway (US-1) approximately 250 feet south of the intersection of Federal Highway (US-1) and Hallandale Beach Boulevard. *Figure 1* illustrates the location of the proposed project. The MG 100 Tower project will contain the uses defined below. The proposed site plan can be found in *Appendix A* of this report. The anticipated build-out year is 2018.

- 294 residential condominium units;
- 5,487 square feet of sit restaurant; and
- 4,116 square feet of retail.

The project site currently contains a one story vacant restaurant building with two right-in/right-out driveways along Federal Highway and two full access driveways along SE 5th Avenue.

Kimley-Horn and Associates, Inc. has prepared this traffic impact analysis for submittal to the City of Hallandale Beach. The purpose of the study is to assess the project's impact on the surrounding roadway network and to evaluate the capacity available to support future traffic volumes. This report summarizes the data collection, project trip generation, distribution and link analysis and is based upon analysis parameters utilized in a study previously performed by Keith and Schnars, P.A. for a larger plan of development for this site. The project methodology letter for the Keith and Schnars study, dated February 7, 2016, can be found in *Appendix B*.



NORTH

LEGEND

SITE

FIGURE 1
MG 100 Tower
Project Location Map
140280000

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DATA COLLECTION

To determine traffic conditions on the surrounding network, per City ordinance (Transportation Element Policy 1.3.7) intersection turning movement counts were performed at the intersections within a one-mile study area. Below is a summary of the intersections included in this analysis.

Intersection Volume Data

Turning movement counts were collected for the a.m. (7:00 a.m. to 9:00 a.m.) and p.m. peak period (4:00 p.m. to 6:00 p.m.) at the following signalized and unsignalized intersections:

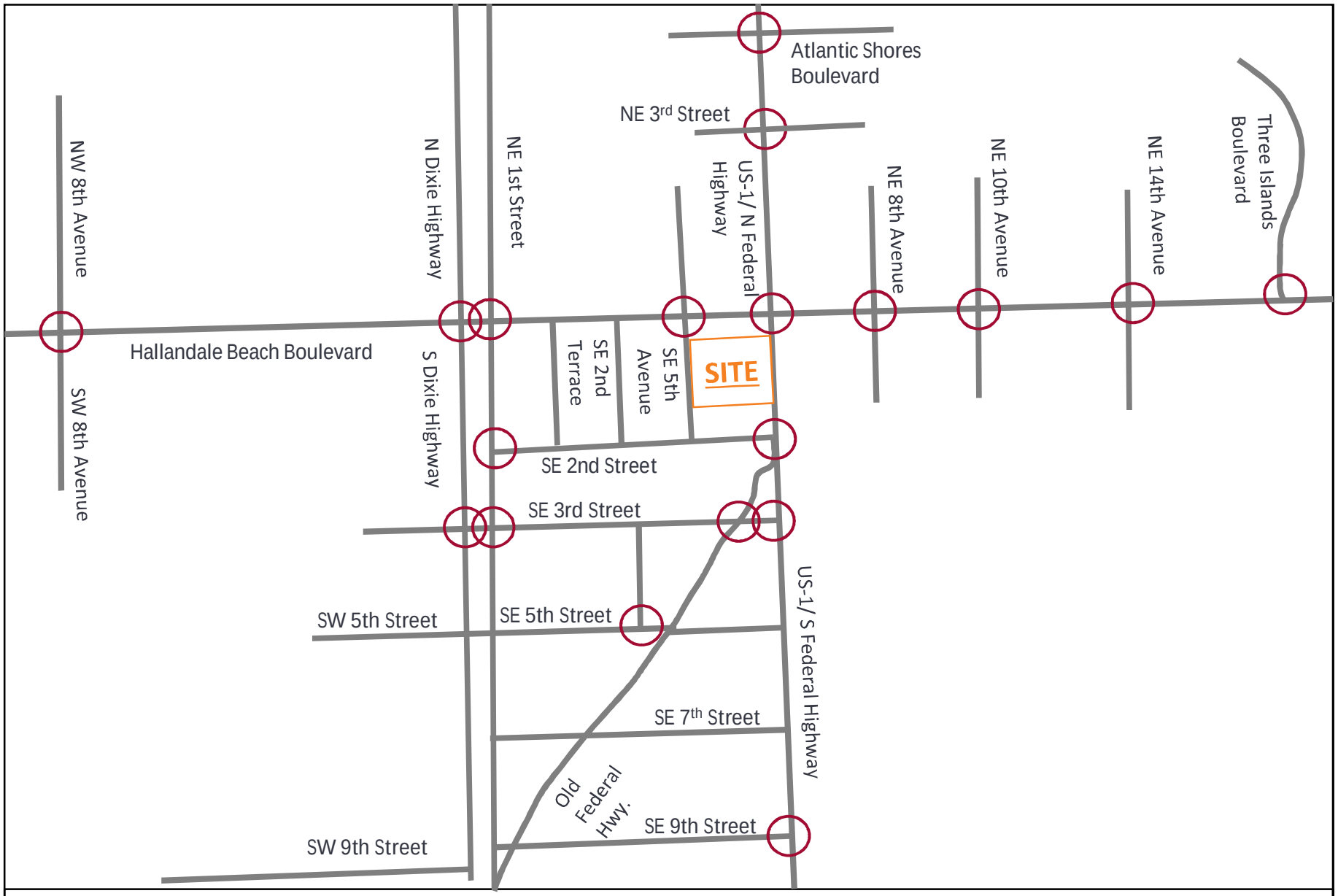
Signalized Intersections:

- Hallandale Beach Boulevard & NW/SW 8th Avenue
- Hallandale Beach Boulevard & South Dixie Highway
- Hallandale Beach Boulevard & SE/NE 1st Avenue
- Hallandale Beach Boulevard & SE 5th Avenue
- Hallandale Beach Boulevard & Federal Highway (US-1)
- Hallandale Beach Boulevard & NE/SE 8th Avenue
- Hallandale Beach Boulevard & NE/SE 10th Avenue
- Hallandale Beach Boulevard & NE 14th Avenue
- Hallandale Beach Boulevard & Three Islands Boulevard
- US-1 & Atlantic Shores Boulevard
- US-1 & NE 3rd Street
- US-1 & SE 3rd Street
- US-1 & SE 9th Street

Unsignalized Intersections:

- SE 5th Avenue & SE 2nd Street
- US-1 & SE 2nd Street
- SE 3rd Street & Old Federal Highway
- SE 3rd Street & SE 1st Avenue
- SE 3rd Street & South Dixie Highway
- SE 1st Avenue & SE 2nd Street

The above turning movement counts were conducted during typical weekday conditions on either December 9, 10th or 15th of 2015 or February 9, 10th or 17th of 2016. The volumes were collected in 15-minute intervals and the peak hour was determined for each intersection. The FDOT peak season conversion factor was applied to the traffic counts to adjust the traffic to peak season volumes. The turning movement counts and FDOT peak season factor category report are included in *Appendix C*. *Figure 2* illustrates the study intersections.



NORTH

Not To Scale

LEGEND

Roadway Network

Study Intersections

FIGURE 2
MG 100 Tower
Study Intersections
140280000

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PROJECT TRAFFIC

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

Existing and Proposed Land Uses

The project site currently contains a vacant restaurant building. No credit was applied for the existing use, which provided for a more conservative analysis of overall impacts. The proposed uses and intensities are summarized below.

- 294 residential condominium units;
- 5,487 square feet of sit restaurant; and
- 4,116 square feet of retail.

Trip Generation

The trip generation potential of this facility has been calculated using rates and equations published for Land Use 230 (Residential Condominium) and Land Use 826 (Specialty Retail) and Land Use 932 (High-Turnover Restaurant) published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Handbook, Ninth Edition*. To remain consistent with this projects previous submittals and the methodology agreement there were no pass-by capture credits used in this analysis and internal capture rates were obtained using ITE's *Trip Generation Handbook, 3rd Edition, August 2014*. Internal capture sheets can be found in *Appendix D* of this report.

Table 1 summarizes the trip generation potential in the weekday a.m. and p.m. peak hours.

Table 1
MG 100 Tower – Trip Generation Determination

Land Use	Intensity	Daily Trips	AM Peak Hour Trips Total	AM Peak Hour Trips Inbound	AM Peak Hour Trips Outbound	PM Peak Hour Trips Total	PM Peak Hour Trips Inbound	PM Peak Hour Trips Outbound
GROSS TRIPS								
Residential Condo	294 Units	1,644	122	21	101	146	98	48
Specialty Retail	4,116 Square Ft	182	22	14	8	31	14	17
Restaurant	5,487 Square Ft	698	59	32	27	53	32	21
SUBTOTAL (Gross Daily Trips)		2,524	203	67	136	230	144	86
INTERNAL CAPTURE RATES								
Daily		406	-	-	-	-	-	-
Total Net Daily External Trips		2,118	-	-	-	-	-	-
AM Peak Hour		-	18	9	9	-	-	-
Total Net AM External Trips		-	185	58	127	-	-	-
PM Peak Hour		-	-	-	-	49	25	24
Total Net PM External Trips		-	-	-	-	181	119	62

Note: Trip generation rates used are published by the Institute of Transportation Engineers (ITE) in *Trip Generation, 9th Edition;*
The daily internal capture percentage rate has been calculated using the average of the AM and PM internal capture rates.

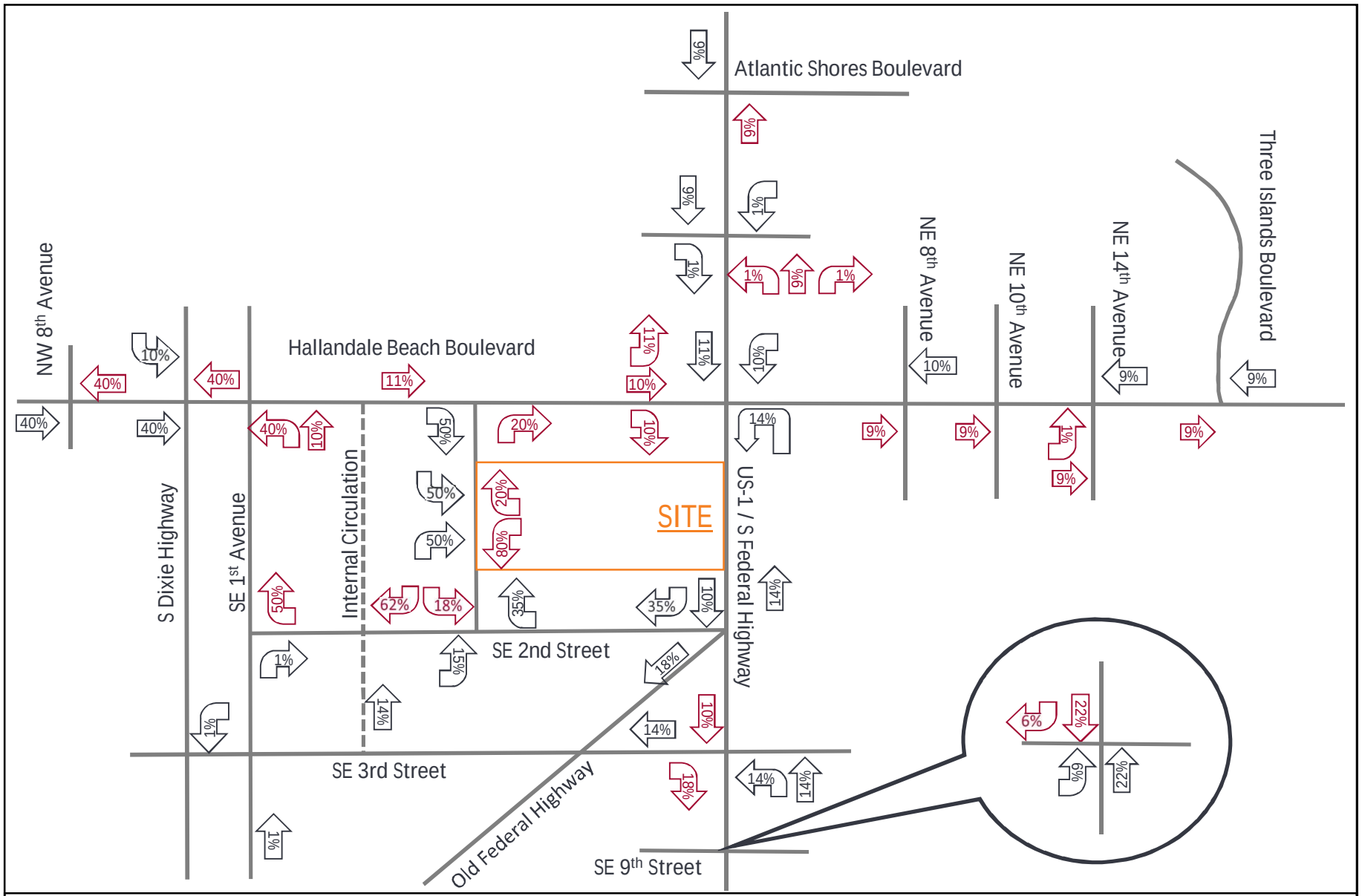
Residential Daily:	ITE [230]	Ln(T) =0.87 * Ln(X) + 2.46
AM Peak Hour:	ITE [230]	Ln(T) =0.80 * Ln(X) + .26 (17% inbound, 83% outbound)
PM Peak Hour:	ITE [230]	Ln(T) =0.82 * Ln(X) + 32 (67% inbound, 33% outbound)
Specialty Retail:	ITE [826]	T = 44.32 * X
AM Peak Hour:	ITE [826]	Ln(T) =0.61 * Ln(X) + 2.24 (62% inbound, 38% outbound)
PM Peak Hour:	ITE [826]	Ln(T) =2.40 * Ln(X) + 21.48 (44% inbound, 56% outbound)
Restaurant	ITE [932]	T = 127.15 * X
AM Peak Hour:	ITE [932]	T = 10.81 trips per square ft. (55% inbound, 45% outbound)
PM Peak Hour:	ITE [932]	T = 9.58 trips per X (60% inbound, 40% outbound)

Trip Distribution

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

Traffic Assignment

The project traffic was assigned to the surrounding roadway network using the 2035 SERPM model distribution described above and using judgment based on current developments and roadway configurations expected to be in place upon buildout of the project. *Figure 3* illustrates the project traffic assignment percentages to the surrounding roadway network.



LEGEND

9% Inbound Percent Distribution

9% Outbound Percent Distribution

FIGURE 3
MG 100 Tower
Project Distribution
140280000

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EXISTING TRAFFIC

Existing traffic conditions were determined based upon actual traffic volumes counted at the study intersections with an adjustment to peak season conditions based upon peak season conversion factors published by FDOT.

FUTURE TRAFFIC

Background 2018 traffic volumes without project traffic volumes were calculated as the sum of the existing peak-season adjusted traffic volumes plus a growth rate of 0.9% compounded annually plus traffic generated by approved projects within the vicinity of the study area. This rate is consistent with the growth rate used for the traffic study for the previous plan of development for the site, conducted by Keith and Schnars, P.A.. Growth rate calculations are included in *Appendix F*. Total future traffic volumes considered in the analysis are the sum of the 2018 background traffic volumes plus future project traffic volumes upon project buildout. Below is a summary of the committed developments within the study area.

- Accesso
- Domus
- Gulfstream Point
- Dream Team Retail
- Hallandale Arts Square
- Hallandale Fire Station #7
- Hallandale Oasis Phase 1
- MD Clinical
- O.B Johnson Park
- Pegasus Park

LINK ANALYSIS

A roadway link analysis has been conducted 2018 PM peak hour traffic conditions on major roadway links in the City of Hallandale Beach within one mile of the site. LOS volume thresholds are based on either the Broward MPO *Roadway Capacity and Level of Service Analysis 2013 & 2035* or the 2013 FDOT Quality/Level of Service Handbook. These documents are included in Appendix G. The roadway link analysis indicates that Federal Highway within the one-mile radius will operate at Level of Service (LOS) F during 2018 PM peak hour conditions. The MG 100 Tower project is not expected to have above 1.5% impact on any roadway link, which is below the 3% significance threshold adopted by Broward County. Furthermore, project traffic will not result in a change in level of service on any roadway segment.

TABLE 2
HL HALLANDALE
PM TWO-WAY PEAK HOUR LOS CALCULATIONS (2018)

Roadway From	Roadway To	Roadway Class	Existing Lanes	Existing LOS D* Service Volume	Committed Lanes	Committed LOS D* Service Volume	Existing Base Peak Hour Volume/LOS		Growth Rate	2020 Background Growth (growth rate)	Committed Traffic	2018 Peak Hour Volume w/o Project Traffic		PM Peak Hour Project Traffic % Assignment	Project Trips (Max Of In or Out)	% Impact	2018 Peak Hour Volume with Project Traffic	
PM TWO-WAY PEAK HOUR																		
Hallandale Beach Boulevard																		
I-95	NW/SW 8th Avenue	Class II	6LD	5390	6LD	5390	4356	C	0.50%	44	382	4,782	C	40%	48	0.89%	4,830	C
NW/SW 8th Avenue	South Dixie Highway	Class II	6LD	5390	6LD	5390	3644	C	0.50%	37	297	3,978	C	40%	48	0.89%	4,026	C
South Dixie Highway	Federal Highway (US-1)	Class II	6LD	5390	6LD	5390	3290	C	0.50%	33	284	3,607	C	31%	37	0.69%	3,644	C
Federal Highway (US-1)	NE 8th Avenue	Class II	6LD	5390	6LD	5390	4056	C	0.50%	41	455	4,552	C	9%	11	0.20%	4,563	C
NE 8th Avenue	NE 10th Avenue	Class II	6LD	5390	6LD	5390	4114	C	0.50%	41	444	4,599	C	9%	11	0.20%	4,610	C
NE 10th Avenue	Ne14th Avenue	Class II	6LD	5390	6LD	5390	4212	C	0.50%	42	320	4,574	C	9%	11	0.20%	4,585	C
Ne14th Avenue	Three Islands Boulevard	Class II	6LD	5390	6LD	5390	3602	C	0.50%	36	268	3,906	C	8%	10	0.19%	3,916	C
Three Islands Boulevard	East of Three Islands Boulevard	Class II	6LD	5390	6LD	5390	3167	C	0.50%	32	268	3,467	C	8%	10	0.19%	3,477	C
Federal Highway (US-1)																		
Pembroke Road	Atlantic Shores Boulevard	Class II	4LD	2920	4LD	2920	2900	D	0.50%	29	337	3,266	F	9%	11	0.38%	3,277	F
Atlantic Shores Boulevard	NE 3rd Street	Class II	4LD	2920	4LD	2920	2921	E	0.50%	29	337	3,287	F	9%	11	0.38%	3,298	F
NE 3rd Street	Hallandale Beach Boulevard	Class II	4LD	2920	4LD	2920	3098	F	0.50%	31	305	3,434	F	11%	13	0.45%	3,447	F
Hallandale Beach Boulevard	SE 2nd Street	Class II	6LD	4500	6LD	4500	4112	D	0.50%	41	416	4,569	F	45%	54	1.20%	4,623	F
SE 2nd Street	SE 3rd Street	Class II	6LD	4500	6LD	4500	3951	D	0.50%	40	416	4,407	F	10%	12	0.27%	4,419	F
SE 3rd Street	SE 9th Street	Class II	6LD	4500	6LD	4500	4021	D	0.50%	40	459	4,520	F	28%	33	0.73%	4,553	F
SE 9th Street	South of SE 9th Street	Class II	6LD	4500	6LD	4500	4340	D	0.50%	44	488	4,872	F	22%	26	0.58%	4,898	F
SW/SE 3rd Street																		
West of South Dixie Highway	South Dixie Highway/SE 1st Avenue	Class I	2L	1130	2L	1130	529	C	0.50%	5	6	540	D	0%	0	0.00%	540	D
South Dixie Highway/SE 1st Avenue	Federal Highway (US-1)	Class I	2L	1130	2L	1130	808	D	0.50%	8	7	823	C	14%	17	1.50%	840	C

* Roadway capacity and 2013 volumes provided by Broward County MPO
(1) A minimum of .5% growth was used for all links

INTERSECTION ANALYSIS

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

Tables 3, 4 and 5 summarize the existing, future background, and future total level of service (LOS) at the study intersections. As depicted in table 3, the intersections listed below currently operate at a Level of Service (LOS) F during the PM peak hour.

- 5. Hallandale Beach Boulevard and US-1 (Federal Highway)
- 8. Hallandale Beach Boulevard and NE 14th Avenue

Table 4 indicates that the intersection of Hallandale Beach Boulevard and US-1 operates at a LOS F during the 2018 background AM peak hour conditions without project traffic. Below is a summary of the intersections during the 2018 background PM peak hour that are projected to operate at LOS F.

- 5. Hallandale Beach Boulevard and US-1 (Federal Highway)
- 8. Hallandale Beach Boulevard and NE 14th Avenue
- 12. US-1 and SE 3rd Street

Table 5 indicates that the intersection of Hallandale Beach Boulevard and US-1 operates at a LOS F during the 2018 Future AM peak hour conditions with project traffic. Below is a summary of the intersections during the 2018 future PM peak hour that are projected to operate at LOS F.

- 5. Hallandale Beach Boulevard and US-1 (Federal Highway)
- 8. Hallandale Beach Boulevard and NE 14th Avenue
- 12. US-1 and SE 3rd Street

Table 6 provides optimized signal operations for the future AM and PM peak hours.

No change in LOS is anticipated at any of these intersections with the inclusion of project traffic, and all other intersections are projected to operate at LOS E or better. The turning movement count data is included in *Appendix C*. Existing signal timing worksheets are included in *Appendix H*. Synchro output worksheets are included in *Appendix I*. Volume development sheets can be found in *Appendix J*.

Table 3 2015 Existing Conditions							
Intersection	Traffic Control	Overall Delay / LOS		Approach LOS			
				NB	SB	EB	WB
AM Peak Hour							
1. Hallandale Beach Boulevard and NW/SW 8 th Avenue	Signalized	45.4	D	E	E	C	D
2. Hallandale Beach Boulevard and South Dixie Highway	Signalized	42.2	D	A	E	E	A
3. Hallandale Beach Boulevard and NE/SE 1 st Avenue	Signalized	18.8	B	E	A	A	C
4. Hallandale Beach Boulevard and SE 5 th Avenue	Signalized	-	-	-	-	-	-
5. Hallandale Beach Boulevard and US-1 (Federal Highway)	Signalized	72.5	E	D	E	D	F
6. Hallandale Beach Boulevard and NE/SE 8 th Avenue	Signalized	22.8	C	E	D	C	B
7. Hallandale Beach Boulevard and NE/SE 10 th Avenue	Signalized	16.4	B	E	A	A	C
8. Hallandale Beach Boulevard and NE 14 th Avenue	Signalized	45.2	D	E	D	D	D
9. Hallandale Beach Boulevard and Three Island Boulevard	Signalized	32.5	C	E	E	B	C
10. US-1 and Atlantic Shores Boulevard	Signalized	24.5	C	B	B	E	E
11. US-1 and NE 3 rd Street	Signalized	14.6	B	A	A	E	E
12. US-1 and SE 3 rd Street	Signalized	51.3	D	C	D	F	E
13. US-1 and SE 9 th Street	Signalized	24.3	C	B	C	E	E
14. SE 5 th Avenue and SE 2 nd Street	Unsignalized	3	A	-	A	-	-
15. US-1 and SE 2 nd Street/Old Federal Highway	Unsignalized	-	-	-	-	-	-
16. SE 3 rd Street and Old Federal Highway	Unsignalized	1	A	-	A	-	-
17. SE 3 rd Street and SE 1 st Avenue	Signalized	18.7	B	D	A	A	D
18. SE 3 rd Street and S. Dixie Highway	Signalized	55.8	E	A	E	D	A
19. SE 1 st Avenue and SE 2 nd Street	Unsignalized	1.3	A	-	-	-	A
PM Peak Hour							
1. Hallandale Beach Boulevard and NW/SW 8 th Avenue	Signalized	44.1	D	F	E	C	C
2. Hallandale Beach Boulevard and South Dixie Highway	Signalized	32.8	C	A	E	D	A
3. Hallandale Beach Boulevard and NE/SE 1 st Avenue	Signalized	26	C	E	A	A	C
4. Hallandale Beach Boulevard and SE 5 th Avenue	Signalized	-	-	-	-	-	-
5. Hallandale Beach Boulevard and US-1 (Federal Highway)	Signalized	81.9	F	E	E	D	F
6. Hallandale Beach Boulevard and NE/SE 8 th Avenue	Signalized	41.2	D	E	C	D	C
7. Hallandale Beach Boulevard and NE/SE 10 th Avenue	Signalized	22.5	C	E	A	B	C
8. Hallandale Beach Boulevard and NE 14 th Avenue	Signalized	84.9	F	E	E	D	F
9. Hallandale Beach Boulevard and Three Island Boulevard	Signalized	32.8	C	E	E	B	D
10. US-1 and Atlantic Shores Boulevard	Signalized	32.1	C	C	C	E	E
11. US-1 and NE 3 rd Street	Signalized	16.4	B	A	A	F	E
12. US-1 and SE 3 rd Street	Signalized	61	E	E	D	F	E
13. US-1 and SE 9 th Street	Signalized	29.1	C	C	C	E	E
14. SE 5 th Avenue and SE 2 nd Street	Unsignalized	4.7	A	-	A	-	-
15. US-1 and SE 2 nd Street/Old Federal Highway	Unsignalized	-	-	-	-	-	-
16. SE 3 rd Street and Old Federal Highway	Unsignalized	1.8	A	-	B	-	-
17. SE 3 rd Street and SE 1 st Avenue	Signalized	30.1	C	D	A	A	D
18. SE 3 rd Street and S. Dixie Highway	Signalized	29.1	C	A	D	D	A
19. SE 1 st Avenue and SE 2 nd Street	Unsignalized	2.5	-	-	-	-	A

Table 4
2018 Future Background Conditions

Intersection	Traffic Control	Overall Delay / LOS		Approach LOS			
				NB	SB	EB	WB
AM Peak Hour							
1. Hallandale Beach Boulevard and NW/SW 8 th Avenue	Signalized	50.5	D	E	E	D	E
2. Hallandale Beach Boulevard and South Dixie Highway	Signalized	44.1	D	A	E	E	A
3. Hallandale Beach Boulevard and NE/SE 1 st Avenue	Signalized	20.7	C	E	A	A	C
4. Hallandale Beach Boulevard and SE 5 th Avenue	Signalized	-	-	-	-	-	-
5. Hallandale Beach Boulevard and US-1 (Federal Highway)	Signalized	80.8	F	D	E	D	F
6. Hallandale Beach Boulevard and NE/SE 8 th Avenue	Signalized	23.6	C	E	D	C	B
7. Hallandale Beach Boulevard and NE/SE 10 th Avenue	Signalized	14.4	B	E	A	A	B
8. Hallandale Beach Boulevard and NE 14 th Avenue	Signalized	47.5	D	E	D	D	D
9. Hallandale Beach Boulevard and Three Island Boulevard	Signalized	32.5	C	E	E	B	C
10. US-1 and Atlantic Shores Boulevard	Signalized	25.2	C	B	B	E	E
11. US-1 and NE 3 rd Street	Signalized	18.1	B	A	A	F	E
12. US-1 and SE 3 rd Street	Signalized	57	E	C	D	F	E
13. US-1 and SE 9 th Street	Signalized	38.6	D	B	D	E	E
14. SE 5 th Avenue and SE 2 nd Street	Unsignalized	3	A	-	A	-	-
15. US-1 and SE 2 nd Street/Old Federal Highway	Unsignalized	-	-	-	-	-	-
16. SE 3 rd Street and Old Federal Highway	Unsignalized	1	A	-	A	-	-
17. SE 3 rd Street and SE 1 st Avenue	Signalized	19.6	B	D	A	A	D
18. SE 3 rd Street and S. Dixie Highway	Signalized	58.4	E	A	E	E	A
19. SE 1 st Avenue and SE 2 nd Street	Unsignalized	1.3	-	-	-	-	A
PM Peak Hour							
1. Hallandale Beach Boulevard and NW/SW 8 th Avenue	Signalized	53.4	D	F	E	D	D
2. Hallandale Beach Boulevard and South Dixie Highway	Signalized	35.3	D	A	E	E	B
3. Hallandale Beach Boulevard and NE/SE 1 st Avenue	Signalized	62.2	E	E	A	A	F
4. Hallandale Beach Boulevard and SE 5 th Avenue	Signalized	-	-	-	-	-	-
5. Hallandale Beach Boulevard and US-1 (Federal Highway)	Signalized	111.9	F	F	E	D	F
6. Hallandale Beach Boulevard and NE/SE 8 th Avenue	Signalized	53.2	D	E	C	E	D
7. Hallandale Beach Boulevard and NE/SE 10 th Avenue	Signalized	23.4	C	E	A	B	C
8. Hallandale Beach Boulevard and NE 14 th Avenue	Signalized	109.6	F	E	E	E	F
9. Hallandale Beach Boulevard and Three Island Boulevard	Signalized	33.7	C	E	E	B	D
10. US-1 and Atlantic Shores Boulevard	Signalized	33.6	C	C	C	E	E
11. US-1 and NE 3 rd Street	Signalized	21	C	B	B	F	E
12. US-1 and SE 3 rd Street	Signalized	95.2	F	F	D	F	E
13. US-1 and SE 9 th Street	Signalized	53.4	D	E	C	F	F
14. SE 5 th Avenue and SE 2 nd Street	Unsignalized	4.7	A	-	A	-	-
15. US-1 and SE 2 nd Street/Old Federal Highway	Unsignalized	-	-	-	-	-	-
16. SE 3 rd Street and Old Federal Highway	Unsignalized	1.8	A	-	B	-	-
17. SE 3 rd Street and SE 1 st Avenue	Signalized	32.6	C	D	A	A	D
18. SE 3 rd Street and S. Dixie Highway	Signalized	29.5	C	A	D	D	A
19. SE 1 st Avenue and SE 2 nd Street	Unsignalized	0.5	-	-	-	-	A

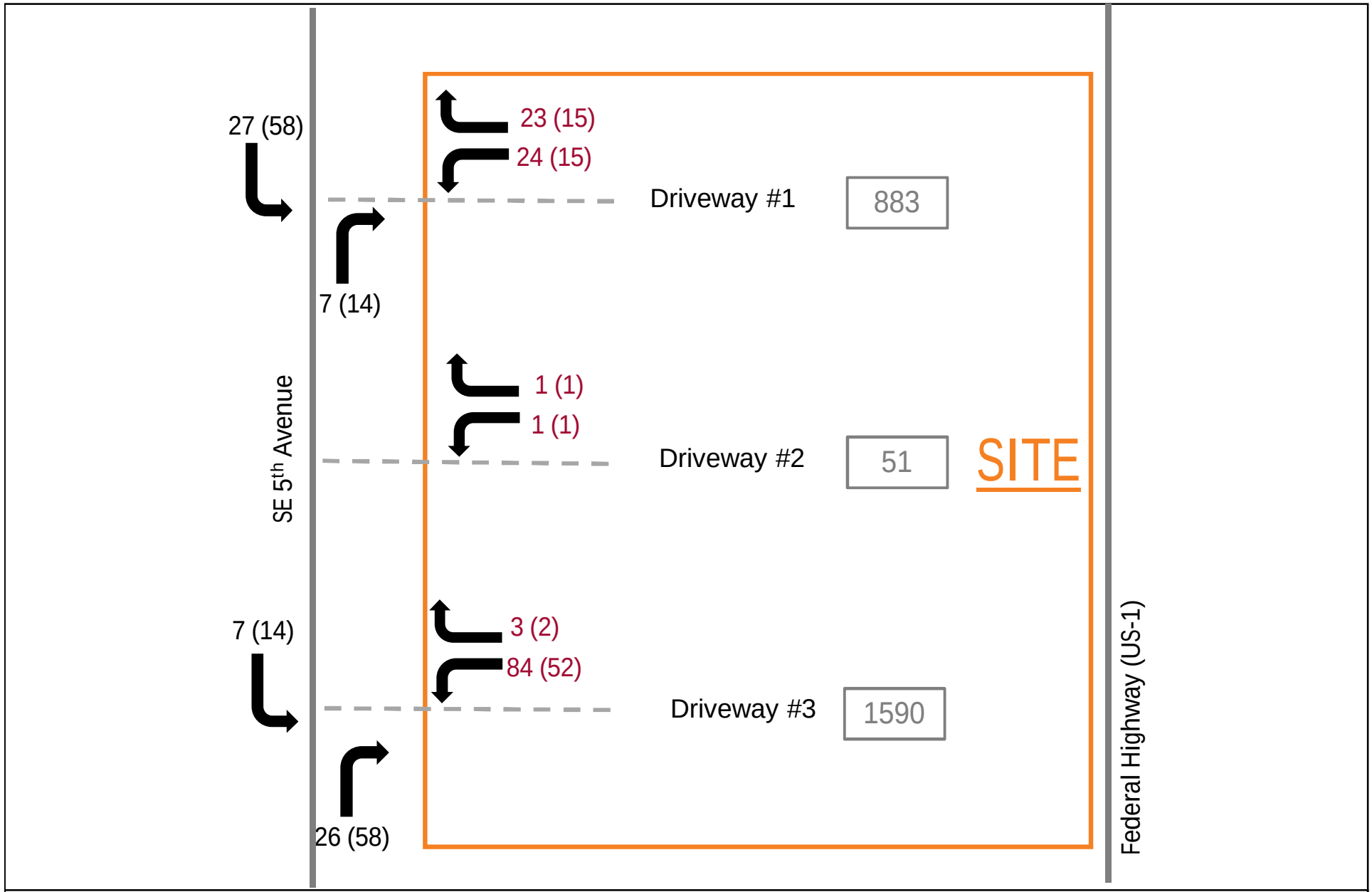
Table 5 2018 Future Total Conditions							
Intersection	Traffic Control	Overall Delay / LOS		Approach LOS			
				NB	SB	EB	WB
AM Peak Hour							
1. Hallandale Beach Boulevard and NW/SW 8 th Avenue	Signalized	53.1	D	E	E	D	E
2. Hallandale Beach Boulevard and South Dixie Highway	Signalized	44.9	D	A	E	E	A
3. Hallandale Beach Boulevard and NE/SE 1 st Avenue	Signalized	22.9	C	E	A	A	C
4. Hallandale Beach Boulevard and SE 5 th Avenue	Signalized	-	-	-	-	-	-
5. Hallandale Beach Boulevard and US-1 (Federal Highway)	Signalized	82.2	F	D	E	D	F
6. Hallandale Beach Boulevard and NE/SE 8 th Avenue	Signalized	23.6	C	E	D	C	B
7. Hallandale Beach Boulevard and NE/SE 10 th Avenue	Signalized	14.2	B	E	A	A	B
8. Hallandale Beach Boulevard and NE 14 th Avenue	Signalized	47.6	D	E	D	D	D
9. Hallandale Beach Boulevard and Three Island Boulevard	Signalized	32.4	C	E	E	C	C
10. US-1 and Atlantic Shores Boulevard	Signalized	25.2	C	B	B	E	E
11. US-1 and NE 3 rd Street	Signalized	18.2	B	A	A	F	E
12. US-1 and SE 3 rd Street	Signalized	61.3	E	C	D	F	E
13. US-1 and SE 9 th Street	Signalized	40.6	D	B	D	E	E
14. SE 5 th Avenue and SE 2 nd Street	Signalized	6.5	A	-	A	-	-
15. US-1 and SE 2 nd Street/Old Federal Highway	Unsignalized	-	-	-	-	-	-
16. SE 3 rd Street and Old Federal Highway	Unsignalized	1.4	A	-	B	-	-
17. SE 3 rd Street and SE 1 st Avenue	Signalized	19.6	B	D	A	A	D
18. SE 3 rd Street and S. Dixie Highway	Signalized	58.3	E	A	E	E	A
19. SE 1 st Avenue and SE 2 nd Street	Unsignalized	2.5	-	-	-	-	A
20. Driveway 1	Unsignalized	5.9	A	-	-	-	A
21. Driveway 2	Unsignalized	0.7	A	-	-	-	A
22. Driveway 3	Unsignalized	6	A	-	-	-	A
PM Peak Hour							
1. Hallandale Beach Boulevard and NW/SW 8 th Avenue	Signalized	54	D	F	E	D	D
2. Hallandale Beach Boulevard and South Dixie Highway	Signalized	36.3	D	A	E	E	B
3. Hallandale Beach Boulevard and NE/SE 1 st Avenue	Signalized	62.5	E	E	A	A	F
4. Hallandale Beach Boulevard and SE 5 th Avenue	Signalized	-	-	-	-	-	-
5. Hallandale Beach Boulevard and US-1 (Federal Highway)	Signalized	112.4	F	F	E	D	F
6. Hallandale Beach Boulevard and NE/SE 8 th Avenue	Signalized	53.8	D	E	C	E	D
7. Hallandale Beach Boulevard and NE/SE 10 th Avenue	Signalized	23.4	C	E	A	B	C
8. Hallandale Beach Boulevard and NE 14 th Avenue	Signalized	111.2	F	E	E	E	F
9. Hallandale Beach Boulevard and Three Island Boulevard	Signalized	33.8	C	E	E	B	D
10. US-1 and Atlantic Shores Boulevard	Signalized	33.6	C	C	C	E	E
11. US-1 and NE 3 rd Street	Signalized	21.1	C	B	B	F	E
12. US-1 and SE 3 rd Street	Signalized	101.5	F	F	D	E	E
13. US-1 and SE 9 th Street	Signalized	55.4	E	E	D	F	F
14. SE 5 th Avenue and SE 2 nd Street	Unsignalized	5.2	A	-	A	-	-
15. US-1 and SE 2 nd Street/Old Federal Highway	Unsignalized	-	-	-	-	-	-
16. SE 3 rd Street and Old Federal Highway	Unsignalized	2	A	-	B	-	-
17. SE 3 rd Street and SE 1 st Avenue	Signalized	32.7	C	D	A	A	D
18. SE 3 rd Street and S. Dixie Highway	Signalized	29.5	C	A	D	D	A
19. SE 1 st Avenue and SE 2 nd Street	Unsignalized	0.9	-	-	-	-	A
20. Driveway 1	Unsignalized	5.4	A	-	-	-	A
21. Driveway 2	Unsignalized	0.5	A	-	-	-	A
22. Driveway 3	Unsignalized	3.9	A	-	-	-	A

Table 6 2018 Future Total Conditions Optimized							
Intersection	Traffic Control	Overall Delay / LOS		Approach LOS			
				NB	SB	EB	WB
AM Peak Hour							
5. Hallandale Beach Boulevard and US-1 (Federal Highway)	Signalized	68	E	D	D	F	E
12. US-1 and SE 3 rd Street	Signalized	50.9	D	C	D	F	E
PM Peak Hour							
5. Hallandale Beach Boulevard and US-1 (Federal Highway)	Signalized	94.8	F	F	E	D	F
8. Hallandale Beach Boulevard and NE 14 th Avenue	Signalized	49.4	D	E	F	D	C
12. US-1 and SE 3 rd Street	Signalized	101.5	F	F	D	E	E

SITE CIRCULATION

The site currently has two right-in/right-out access driveways on US-1/S. Federal Highway and two full access driveways on SE 5th Avenue serving the existing development on site. For the proposed site redevelopments site access is only along SE 5th Avenue on the west side of the project site. There is no access proposed along US-1/S. Federal Highway. The driveway access points are described below. Figure 4 has been provided to illustrate access locations and estimated driveway volumes.

- Two full access driveways:
  - One on the southwest corner of the property primarily for residential use
  - One on the northwest corner of the property mainly for retail, restaurant and visitor use.
- One mid-block driveway one-way exit only driveway located in between the proposed full access driveways. This driveways primary use is for service vehicles and trash trucks.



NORTH

Not To Scale

LEGEND

XX INBOUND AM
(XX) INBOUND PM
XX OUTBOUND AM
(XX) OUTBOUND PM
XX DAILY

FIGURE 4
MG 100 Tower Driveway Volumes
140280000

Kimley»Horn

QUEUING ANALYSIS

A queueing analysis was performed for the following the intersection of SE 3rd Street and US-1, consistent with the previous study for the site.

The projected intersection queues were determined from the Synchro output at the above-mentioned intersections. A summary of the existing, future background and future total queues are presented in Tables 7, 8 and 9. As shown, the projected future queues can be accommodated within the left-turn and right-turn storage provided.

Table 7

Project Intersections		Existing AM Queue Length							
		EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
US-1 & 3rd Street	95th Percentile Queue	172	-	48	0	0	0	28	-
	Storage Available	360	-	100	100	265	325	475	-
Project Intersections		Existing PM Queue Length							
		EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
US-1 & 3rd Street	95th Percentile Queue	172	-	48	0	126	0	25	-
	Storage Available	360	-	100	100	265	325	475	-

Table 8

Project Intersections		Future Background AM Queue Length							
		EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
US-1 & 3rd Street	95th Percentile Queue	172	-	48	0	0	0	25	-
	Storage Available	360	-	100	100	265	325	475	-
Project Intersections		Future Background PM Queue Length							
		EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
US-1 & 3rd Street	95th Percentile Queue	310	-	181	42	154	0	87	-
	Storage Available	360	-	100	100	265	325	475	-

Table 9

Project Queue For Failing/Project Access Intersections

Project Intersections		Future Total AM Queue Length							
		EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
US-1 & 3rd Street	95th Percentile Queue	172	-	48	0	126	0	28	-
	Storage Available	360	-	100	100	265	325	475	-
Project Intersections		Future Total PM Queue Length							
		EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
US-1 & 3rd Street	95th Percentile Queue	308	-	181	42	177	0	85	-
	Storage Available	360	-	100	100	265	325	475	-

CONCLUSION

MG 100 Tower is a proposed 30-story condominium building with ground-level commercial uses to be located on the west side of Federal Highway (US-1) approximately 250 feet south of the intersection of Federal Highway (US-1) and Hallandale Beach Boulevard.

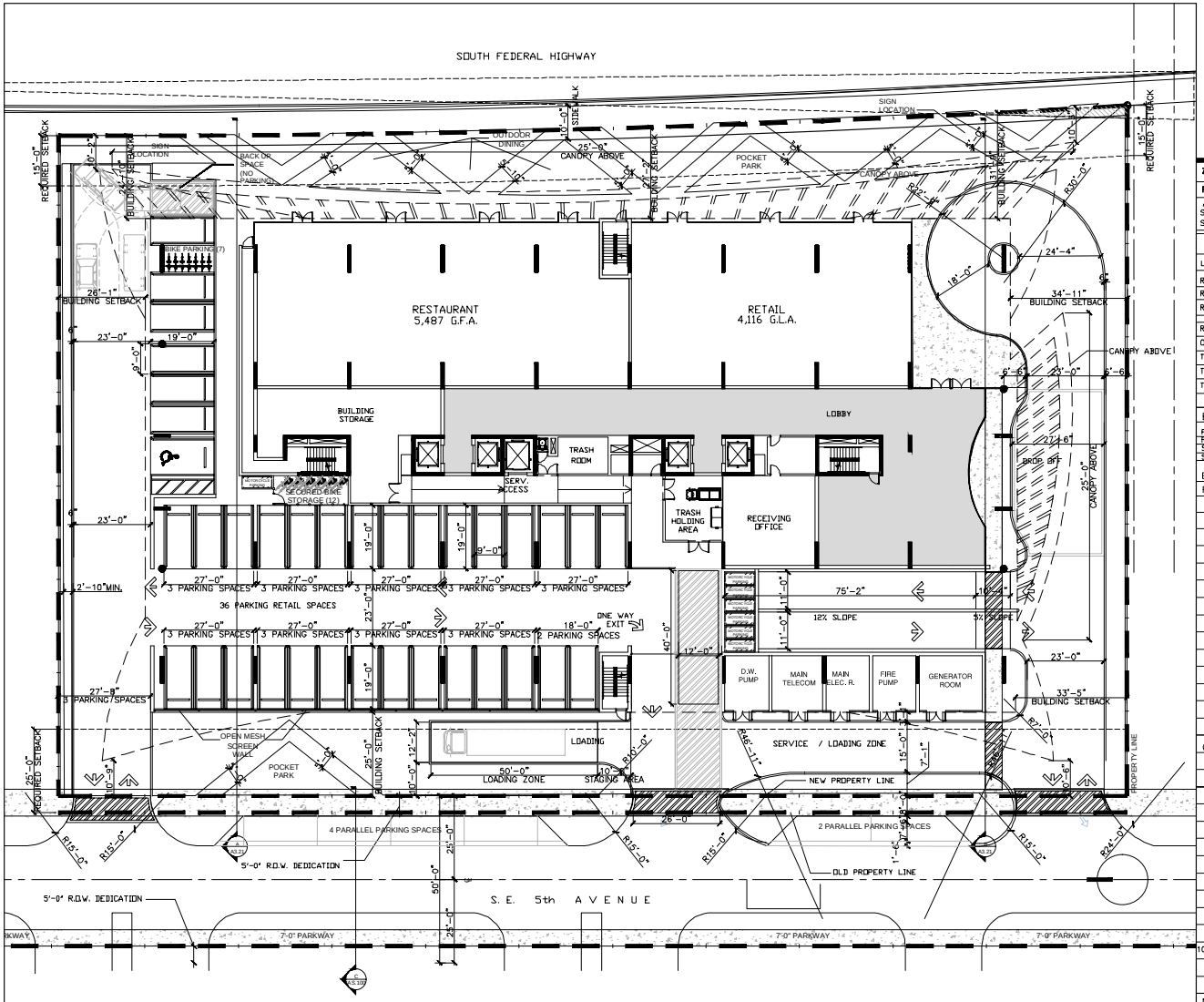
This analysis has been conducted to evaluate future level of service on the roadway segments and intersections identified in the study methodology. The analysis includes a calculated background growth plus traffic generated by committed projects in the area. As shown in the analyses, some roadway segments and intersections within the study area currently operate at LOS E or F during weekday peak period conditions. It is noted that the project is not anticipated to create any new LOS F conditions on any roadway segments or intersections that are currently operating at LOS E or better.

Several transportation demand management (TDM) strategies were identified in the previously proposed plan of development for this site. This list was outlines in the study performed by Keith and Schnars, P.A. for that plan of development. Although this current plan is reduced in scale and therefore has reduced traffic impact, the same strategies are proposed to be implemented by the Applicant. These strategies are:

- Installation of a passenger bus shelter at the existing bus stop located at the northeast corner of the project site along Federal Highway.
    - The applicant has contacted Broward County Transit and has provided the most recent site plan for their assessment. The approval is still pending.
- The applicant has agreed to provide a “transportation insert” for all new residents. This insert will provide information on local transit operations.
- The applicant will offer 50% subsidy to purchase an annual membership for Miami-Dade or Broward County Transit bus pass for new residents for one year. (limit one per household)
- The developer has agreed to provide 58 total bicycle parking spaces in the garage for residents.

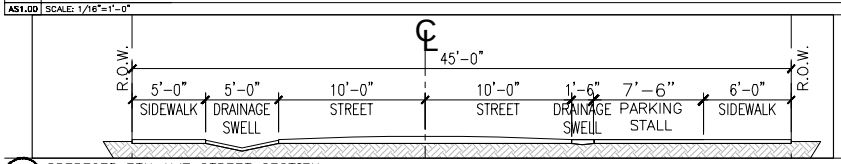
- The applicant will research the need for a digital display that would provide real-time transit information. The applicant has also agreed to supply local maps and transit schedules at the developer's expense. In addition, residents will have access to internet and apps available to provide transit information.

APPENDIX A: SITE PLAN



1 SITE PLAN

AS1.00 SCALE: 1/16"=1'-0"



C AS1.00 PROPOSED 5TH AVE STREET SECTION

scale 1/4"=1'-0"

SECURITY/PUBLIC SAFETY NOTES

-BUILDINGS FOLLOW OPTED GUIDELINES. ALL ENTRY AND PARKING AREAS ARE WELL LIT ACCORDING TO CODE REQUIREMENTS.
-ALL PARKING GARAGE ELEVATOR VESTIBULES WILL BE SECURED THRU ACCESS CONTROL DEVISES AND SECURITY CAMERAS
-GROUND LEVEL GARAGE TO BE FULLY OPEN AND EQUIPPED WITH SECURITY CAMERAS AND LIGHTS EXCEEDING MINIMUM FOOT CANDLES
-ENTIRE SITE TO BE EQUIPPED WITH SECURITY CAMERAS
-SECURITY GATES WILL BE INSTALLED SEPARATING SECOND LEVEL GARAGE FROM THE UPPER RESIDENTIAL GARAGE DECKS

MG100 TOWER

100 SOUTH FEDERAL HIGHWAY
HALLANDALE, FLORIDA 33009

MIXED USE BUILDING

HALLANDALE BEACH, FLORIDA

MG FEDERAL LLC
100 SOUTH FEDERAL HIGHWAY , FLORIDA 33009

SITE PLAN DATA

PROPOSED MIXED USE BUILDING

ZONING B-1:Business Limited District; B2:Business General; PRD:Planned Re-Development District Overlay; PDD: Planned Development District Overlay

FLOOD ZONE 6.5 NGVD (8.0 NAVD)

AREA
SITE AREA: 65,754 SQ.FT. (1.51 ACRES)
SITE AREA: 64,154 SQ.FT. (1.47 ACRES) AFTER DEDICATION

	PERMITTED/ REQUIRED	PROPOSED/ PROVIDED
LANDSCAPE OPEN AREA	9,864 S.F. (15%)	14,379 S.F. (21.87%)
RESTAURANT AREA		5,487 G.F.A.
RETAIL AREA		4,116 G.L.A.
RESIDENTIAL AREA		409,375 S.F.
RESIDENTIAL DENSITY	35 DU/AC (MAX 52 FLEX)	195 U/AC
ONE BEDROOM UNIT		= 125
TWO BEDROOM UNIT		= 150
THREE BEDROOM UNIT		= 75
TOTAL		= 350
BLDG SETBACKS:		
FRONT	15' MAXIMUM	30'
REAR	25'MINIMUM	25'
SIDE	0'	30'-6"
SIDE(ADJOINING RESIDENTIAL)	0'-15' MINIMUM	N.A.
BUILDING HEIGHT	350' MAX	298'-11"(T.O. ROOF) 335'-00"(T.O. MECH.EQ.SCREEN)

PARKING REQUIREMENTS:			
USE / TYPE	SIZE / #	REQUIRED	PROVIDED
RESTAURANT (1/100 G.F.A.)	5,487 S.F.	55	55
RETAIL (1/300 G.L.A.)	4,116 S.F.	14	14
SUBTOTAL		69	69
RESIDENTIAL			
1 BEDROOM	(1.75/UNIT) 105 UNITS	184	
2 BEDROOM / DEN	(2.0/UNIT) 126 UNITS	252	
3 BEDROOM	(2.5/UNIT) 63 UNITS	158	
SUBTOTAL		594	
10% GUEST		60	
SUBTOTAL		654	576
TOTAL PARKING		723	645
H.C.		15 (INCLUDED)	16 (INCLUDED)

GROSS BUILDING AREA		
1st FLOOR		
RESTAURANT	5,487 G.F.A.	
RETAIL	4,116 G.L.A.	
PARKING/SUPPORT	21,545 S.F.	
SUB-TOTAL		31,148 S.F.
2nd FLOOR		30,924 S.F.
3rd-8th FLOOR(TYP.)	37,887 S.F./LEVEL	227,322 S.F.
9th FLOOR (AMENITY)		10,264 S.F.
SUB-TOTAL		299,658 S.F.
10th-30th FLOOR(RESIDENTIAL)	18,981 S.F.	398,601 S.F.
	TOTAL	698,259 S.F.

NUMBER OF FLOORS:

RETAIL	= 1 LEVEL
PARKING	= 8 LEVELS (INCLUDING PARTIAL GROUND FLOOR)
RESIDENTIAL	= 21 LEVELS (INCLUDING AMENITY DECK)
TOTAL FLOORS	= 30 LEVELS

GENERAL NOTES:-

-BUILDING HEIGHT TO BE MEASURED FROM 18" ABOVE CROWN OF ADJACENT STREETS.
-ALL ROOF AND GROUND-MOUNTED EQUIPMENT WILL BE SCREENED WITH LANDSCAPE AND FENCING MATERIAL.
-NO STRUCTURAL SUPPORTS ARE TO BE LOCATED IN THE SETBACKS.
-BALCONY PROJECTIONS/PLANTERS ARE PROJECTING 11'-6" IN THE REQUIRED SETBACKS.
-NO LIGHT POLES ON PLAN.

Site plan should be used for reference only. Refer to civil drawings for construction of site and to the horizontal control plan for locating the buildings

CONSULTANT INFO/LOGO

REVISIONS

Drawing Title
SITE PLAN INFORMATION

1/16"=1'-0"

SMN
JCC

Sheet No.
AS1.00

X??? H:\PROJECTS\2015\15083.00 H???????? R????????\15083.00-X-24736-TBLK.???

APPENDIX B: STUDY METHODOLOGY FROM PREVIOUS STUDY CONDUCTED BY KEITH AND SCHNARS, P.A.

KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

February 4, 2016
REVISED February 7, 2016

Shing Tsoi, PE, Engineer
Kittelson & Associates, Inc.
110 E Broward Blvd
Fort Lauderdale, Florida 33301

Cc: Christy Dominguez, Planning and Zoning Division
Sabastián Salvat, MG 100 Federal LLC
Juan C. Caycedo, RLC Architects
Hope W. Calhoun, Dunay, Miskel & Backman, LLP
John P. Krane, P.E., Keith and Schnars, P.A.

Subject: MG 100 Tower
100 South Federal Highway, Hallandale Beach, Florida
Traffic Study Methodology Letter
Keith and Schnars Project No. 18215.00

Dear Mr. Tsoi:

This Traffic Study Methodology Letter presents the traffic study elements and procedures for the proposed project known as **MG 100 Tower** mixed-use, residential condominium/retail development to be located at 100 South Federal Highway in Downtown Hallandale Beach. The project was presented and discussed during the Traffic Methodology Meeting of January 11, 2016 at the Town of Hallandale Beach Planning Department.

PROJECT DESCRIPTION AND SITE PLAN

The MG100 Tower is proposed as a 35-story building with 350 residential condominium units on 25 levels, 5,487 square feet of restaurant on the first level, 5,461 square feet of retail, also on the ground level, and approximately 738 parking spaces on nine levels.

The project is located on a 1.51 acre site on the west side of Federal Highway/US-1 approximately 250 feet south of Hallandale Beach Boulevard. The site is bounded on the east by Federal Highway/US-1; on the south by private property (restaurant); on the west by SE 5th Avenue; and on the north by a Mobil gas station (see attached **Figure 1**). The current site has a single vacant structure that formerly housed a restaurant (Gamaroff's Grill & Bar) plus surface parking.

A copy of the updated preliminary site plan (as of December 18, 2015) is attached to this letter as **Attachment A**.

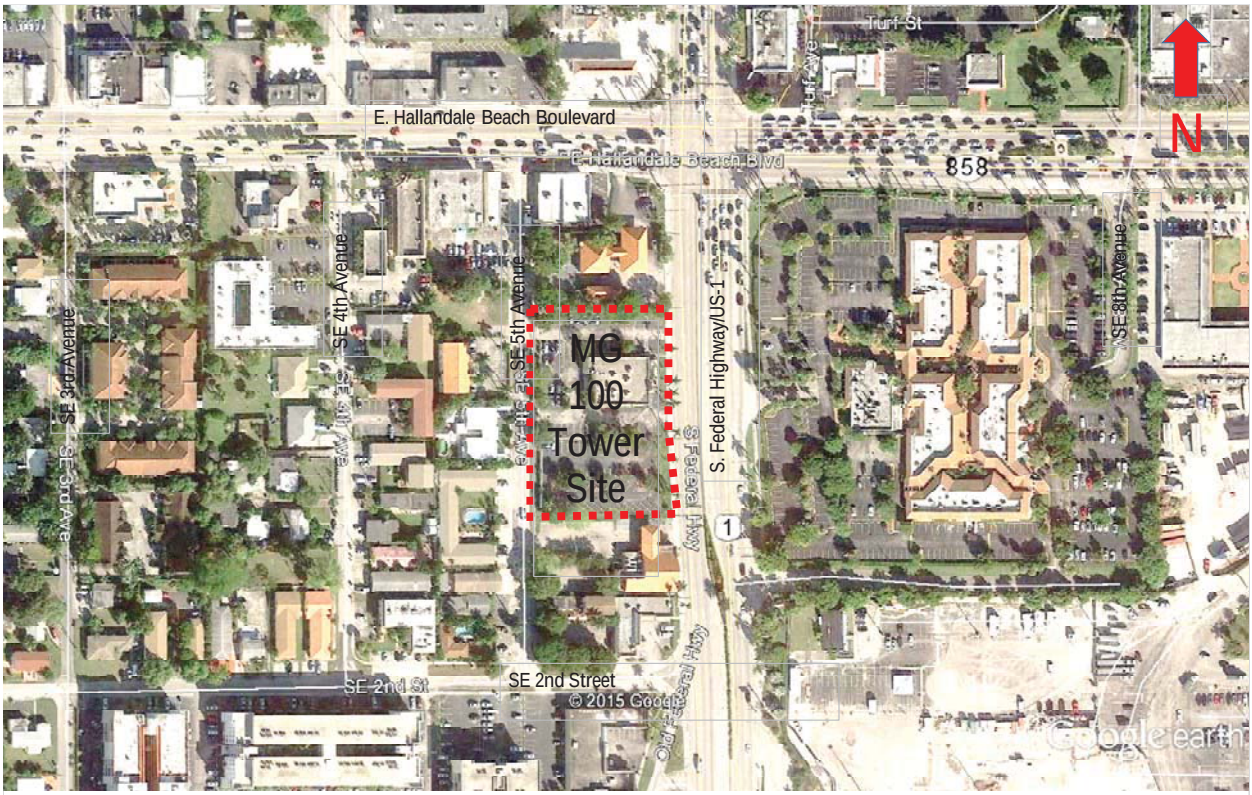


Figure 1: Location of Proposed MG 100 Tower, Hallandale Beach, Florida

Site access is proposed off SE 5th Avenue, along the west side of the project site- see **Attachment A**. No access driveways are proposed along Federal Highway/US-1.

PROJECT BUILD-OUT YEAR

Project build-out year to be used in the traffic analysis is 2018.

STUDY AREA

As per City ordinance, a development that generates more than 100 trips per day, a one (1) mile study area is required, along with a Traffic Impact Analysis Study (pursuant to Transportation Element Policy 1.3.7.). **Figure 2** presents the general study area. Along Hallandale Beach Boulevard, the western limit is approximately NW/SW 8th Avenue and the eastern limit is approximately Three Islands Boulevard. Along Federal Highway, the study limit is the north city limits (north of Atlantic Shores Boulevard) and the south limit is the city limits south of SE 9th Street. The study area includes segments of Dixie Highway and NE/SE First Avenue.

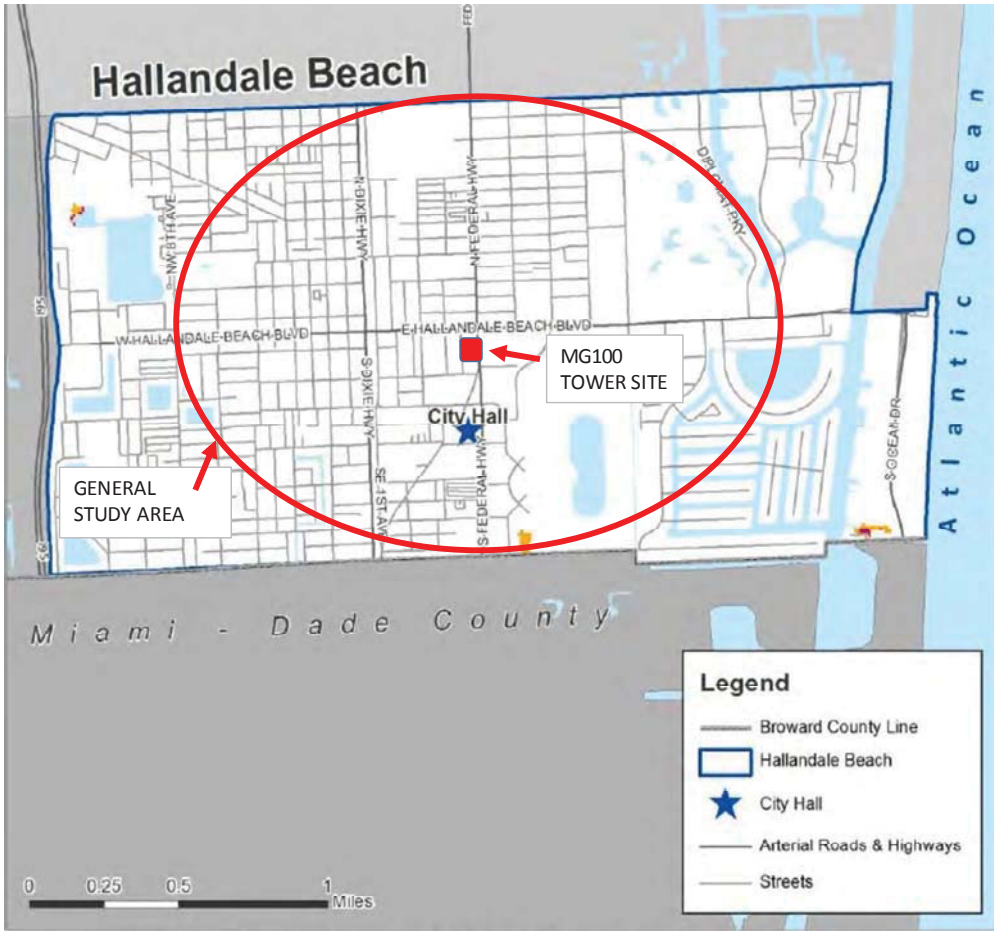


Figure 2 General Study Area

TRAFFIC DATA

<u>Intersections</u>

Intersection turning movement data will be conducted for one weekday during the AM (7 AM to 9 AM) and PM (4 PM to 6 PM) peak periods at the following intersections:

1. *Hallandale Beach Boulevard and NW/SW 8th Avenue;
2. *Hallandale Beach Boulevard and South Dixie Highway;
3. *Hallandale Beach Boulevard and NE/SE 1st Avenue;
4. *Hallandale Beach Boulevard and SE 5th Avenue;
5. *Hallandale Beach Boulevard and US-1* (Federal Highway);
6. *Hallandale Beach Boulevard and NE/SE 8th Avenue;
7. *Hallandale Beach Boulevard and NE/SE 10th Avenue;
8. *Hallandale Beach Boulevard and NE 14th Avenue;

9. *Hallandale Beach Boulevard and Three Island Boulevard;
10. *US-1 and Atlantic Shores Boulevard;
11. *US-1 and NE 3rd Street;
12. *US-1 and SE 3rd Street;
13. *US-1 and SE 9th Street;
14. *SE 5th Avenue and SE 2nd Street;
15. **US-1 and SE 2nd Street/Old Federal Highway;
16. **SE 3rd Street and Old Federal Highway;
17. **SE 3rd Street and SE 1st Avenue;
18. **SE 3rd Street and S Dixie Highway;
19. **SE 2nd Street and SE 1st Avenue; and
20. **SE 2nd Street and S Dixie Highway.

**Denotes intersections where data was collected December 9, 10 and 15, 2015.*
***Intersections added to study area during January 11, 2016 Methodology meeting.*

All traffic counts will be adjusted to reflect peak season conditions by the use of a Peak Season Conversion Factor (PSCF) obtained from FDOT (2014 FTI DVD). Traffic signal timing plans for each signalized intersection will be obtained from Broward County's Traffic Engineering Division and roadway geometrics will be obtained from field reviews.

Trip Generation

The trip generation will be determined based on the rates or equations for the corresponding land uses as published in the Institute of Transportation Engineers' Trip Generation Manual, 9th Edition. The ITE land uses per time period will be:

- Residential Condo (350 Units) ITE Code 230: Daily and PM and AM peak hours
- Retail (5,461 Sq. Ft.)
    - Specialty Retail ITE Code 826: Daily and PM peak hour;
    - Retail/Shopping Center ITE 820: AM peak hour;
- Restaurant (5,487 Sq. Ft.) ITE Code 932 (High-Turnover [Sit-Down] Restaurant)

The estimated daily trips for the proposed project are 3,637 gross trips (see **Table 1**); thus, the project requires a traffic impact study. **Tables 1** through **3** present the estimated daily and AM and PM peak hour trip generations

Internalization and Pass-by Trip Reduction:

- Internalization for the AM and PM peak hours is based on the unconstrained internal trip capture rates obtained from ITE's ***Trip Generation Handbook, 3rd Edition***, August 2014.

- No pass-by trip reduction will be applied. This will provide conservative trip values.

Table 1
MG100 Tower Daily Trip Generation Estimates

Land Use Description	Density	Units	Land Use Code	ITE 9th Edition Daily Trip Generation Rate or Formula (1)	Daily Trips	Inbound		Outbound	
						%	Trips	%	Trips
A Residential Condo Units	350	Units	230	Ln (T) = 0.87 Ln(x) + 2.46	**1,913**	50%	**956**	50%	**956**
B Specialty Retail	5,461	Sq. Ft.	826	Ln (T) = 0.65 Ln(x) + 5.83	**1,026**	50%	**513**	50%	**513**
C Restaurant	5,487	Sq. Ft.	932	T = 127.15 (x)	**698**	50%	**349**	50%	**349**
				Gross Daily Trips:	**3,637**	50%	**1,818**	50%	**1,818**

NOTES:
(1) Trip rates are based on the Institute of Transportation Engineers' Trip Generation, 9th Edition.
(2) Unconstrained internal trip capture rates obtained from Institute of Transportation Engineers "Trip Generation Manual, 9th Edition", Tables 7.1 and 7.2.
(3) Assumed PM Retail Average Pass-by Trip Reduction obtained from Institute of Transportation Engineeers "Trip Generation Manual, 9th Edition", Table 5.6.
(4) Assumed PM Restaurant Average Pass-by Trip Reduction obtained from Institute of Transportation Engineeers "Trip Generation Manual, 9th Edition", Table 5.22.

Table 2
MG100 Tower AM Peak Hour Trip Generation Estimates

Land Use Description	Density	Units	Land Use Code	ITE 9th Edition AM Peak Hour Trip Generation Rate or Formula (1)	AM Peak Hour Trips	Inbound		Outbound	
						%	Trips	%	Trips
A Residential Condo Units	350	Units	230	Ln (T) = 0.80 Ln(x) + 0.26	**141**	17%	**24**	83%	**117**
B Retail	5,461	Sq. Ft.	820 (2)	Ln (T) = 0.61 Ln(x) + 2.24	**26**	62%	**16**	38%	**10**
C Restaurant	5,487	Sq. Ft.	932	T = 10.81 (x)	**59**	55%	**32**	45%	**27**
				Gross Am Peak Hour Trips:	**226**	32%	**72**	68%	**154**
			Internalization Rate (AM) (3): 8.8%	AM Peak Hour Internal Trips:	**20**	50%	**10**	50%	**10**
				TOTAL NET AM EXTERNAL TRIPS:	**246**	33%	**82**	67%	**164**

NOTES:
(1) Trip rates are based on the Institute of Transportation Engineers' Trip Generation, 9th Edition.
(2) ITE Land Use as Shopping Center as per methodology request.
(3) Unconstrained internal trip capture rates obtained from Institute of Transportation Engineers "Trip Generation Handbook, 3rd Edition", Tables 6.1 and 6.2.

Table 3
MG100 Tower PM Peak Hour Trip Generation Estimates

Land Use Description	Density	Units	Land Use Code	ITE 9th Edition PM Peak Hour Trip Generation Rate or Formula (1)	PM Peak Hour Trips	Inbound		Outbound	
						%	Trips	%	Trips
A Residential Condo Units	350	Units	230	Ln (T) = 0.82 Ln(x) + 0.32	**168**	67%	**113**	33%	**55**
B Specialty Retail	5,461	Sq. Ft.	826	Ln (T) = 2.40 Ln(x) + 21.48	**35**	44%	**15**	56%	**20**
C Restaurant	5,487	Sq. Ft.	932	T = 9.58 (x)	**53**	60%	**32**	40%	**21**
				Gross PM Peak Hour Trips:	**256**	63%	**160**	37%	**96**
			Internalization Rate (PM) (2): 23.4%	PM Peak Hour Internal Trips:	**60**	50%	**30**	50%	**30**
				TOTAL NET PM EXTERNAL TRIPS:	**196**	66%	**130**	34%	**66**

NOTES:
(1) Trip rates are based on the Institute of Transportation Engineers' Trip Generation, 9th Edition.
(2) Unconstrained internal trip capture rates obtained from Institute of Transportation Engineers "Trip Generation Handbook, 3rd Edition", Tables 6.1 and 6.2.

Transit Reduction

No transit reduction will be applied.

TRIP DISTRIBUTION

The trip distribution for the proposed MG 100 Tower project trips will be determined through the application of the SERPM6.54 2035 Cost Feasible Model (ITE trips). The model distribution output is provided in **Attachment B**. Project trips will be distributed onto the study area roadway network based on (1) the site location and access driveways, (2) knowledge of the local area roadways, and (3) a review of traffic volumes along all adjacent corridors.

TRAFFIC GROWTH AND BACKGROUND TRAFFIC

Background (2018) peak-season volumes will be determined by applying a growth rate for the area to existing peak-season volumes and adding committed development trips from approved but uncompleted or undeveloped parcels in the City.

The growth rate will be determined based on the FDOT regional transportation model SERPM 7 Volumes for the 2010 base year and the 2040 forecast planning year (see **Appendix B**). **Table 4** presents the 2010 and future 2040 modeled traffic volumes and the growth rates for several segments of the roadways surrounding the proposed project site. The calculated regional growth rate is 0.9 percent per year, to be applied in the analysis to obtain the 2018 base background volumes.

In addition, committed development project trips will also be added to the 2018 buildout year adjusted traffic volumes. The City has identified committed developments shown in **Table 5** to be included in the analysis. Traffic reports for these developments are found on the City's website.

The sum of the annual growth rate adjustments and committed development trips will comprise the background traffic volumes.

CAPACITY/LEVEL OF SERVICE ANALYSIS

The capacity analysis will consist of both intersection and link analysis.

The analysis scenarios will consist of:

1. 2015 Existing traffic (note majority of traffic data collected in December 2015);
2. 2018 Background traffic including committed developments; and
3. 2018 Total traffic with background and proposed project traffic.

Table 4
Traffic Projections from SERPM 7 Model

Road	From	To	2010	2040	Growth/ Yr
Hallandale Beach Blvd	W. of Dixie Hwy	Dixie Hwy	53,320	65,487	0.7%
	Dixie Hwy	SE 3 Ave	38,883	60,061	1.5%
	SE 3 Ave	US-1	35,255	57,101	1.6%
	US-1	NE 8 Ave	46,794	46,914	0.0%
	NE 8 Ave	NE 10 Ave	46,422	45,478	-0.1%
	NE 10 Ave	NE 14 Ave	48,549	47,765	-0.1%
	Average Growth		44,871	53,801	0.6%
SE 9 Street	Dixie Hwy	SE 3 Ave	27,033	23,929	-0.4%
	SE 3 Ave	US-1	20,753	18,119	-0.5%
	Average Growth		23,893	21,024	-0.4%
Dixie Hwy	NE 215 Street	SE 9 Street	12,321	19,431	1.5%
	SE 9 Street	SE 7 Street	30,475	38,550	0.8%
	SE 7 Street	Hallandale Beach Blvd	33,381	40,890	0.7%
	Average Growth		25,392	32,957	0.9%
US-1	SE 10 Street	SE 9 Street	56,731	77,645	1.1%
	SE 9 Street	SE 7 Street	41,824	66,825	1.6%
	SE 7 Street	SE 3 Street	40,691	64,485	1.5%
	SE 3 Street	Hallandale Beach Blvd	41,152	68,465	1.7%
	Average Growth		45,100	69,355	1.4%
All Study Area Roads	Average Regional Growth Rate		573,584	741,145	0.9%

Table 5
Committed Developments – Hallandale Beach

Project Name	Address
2000 S Ocean Drive	2000 S. Ocean Drive
Hallandale Oasis Phase 1	1100 East Hallandale Beach Boulevard
Domus Office	800 South Federal Highway
MD Medical Office	633 West Hallandale Beach Boulevard
Hallandale Artsquare	301-409 North Federal Highway
Hallandale Fire Station No. 7	111 Foster Road
Gulfstream Point	918 S. Federal Highway
Village at Gulfstream/ Gulfstream Park	901 S. Federal Highway
Accesso Office Building	100 N Federal Highway
Dream Team Retail	11 NE 1st Avenue Hallandale Beach, FL

Intersection Analysis

The intersection analysis includes the aforementioned study intersections and the site driveways along SE 5th Avenue. No access driveways will be provided along the Federal Highway frontage.

The analysis will be conducted for the AM and PM peak hours. All study intersections will be analyzed using SYNCHRO, Version 9 software. Intersections where U-turn movements are 10% or greater of the total left-turn lane volume will be analyzed using the HCM 2000 module of SYNCHRO[1]. Otherwise, the HCM 2010 module will be applied to the other intersections.

The site driveways on SE 5th Avenue will be analyzed using the HCS 2010 software (2010 Highway Capacity Manual). The critical turn lane 95th percentile queue lengths will be recorded.

Special consideration of the operations and queuing will be given to the intersections of SE 3rd Street and Federal Highway (US-1) and SE 3rd Street and Old Federal Highway, north of the City Hall. Graphical representations of the traffic patterns within the

[1] The recent HCM 2010 has been reported to produce some discrepancies in the calculations of queuing, level of service and delay, particularly in the analysis of shared lanes (e.g., U-turn-left turn lanes)..

immediate study area – SE 5th Avenue, SE 2nd and 3rd Streets, and Old Federal Highway will be prepared.

Link Analysis

Roadway segment capacity analysis will be completed using information contained in the Broward County MPO's latest version of Roadway Capacity and Level of Service Analysis and FDOT's 2013 Level of Service Handbook. Besides the segments of Hallandale Beach Boulevard and Federal Highway within the study area, link analysis will also be conducted on SE 3rd Street between South Dixie Highway and SW 6th Avenue

OTHER FACTORS

The traffic report will also document the following items:

- Internal site circulation including adequate turning radii (using turn templates where applicable);
- Service area circulation and accessibility;
- Identify and summarize specific other multi-modal improvements including transit, pedestrian circulation and sidewalks, and bicycles, as applicable; and
- Identify other potential improvements such as street corridor amenities and improvements (e.g., SE 5th Avenue).

If additional information is required, please do not hesitate to call me at 954-776-1616, Ext. 6730. Thank you for assistance in this matter.

Respectfully,
KEITH AND SCHNARS, P. A.

José L. Rodríguez, P. E.
Senior Project Manager

Attachments

APPENDIX C: TURNING MOVEMENT COUNTS/PEAK SEASON

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

HALLANDALE BEACH BOULEVARD & NW/SW 8TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: A. GONZALEZ & I. GONZALEZ
SIGNALIZED

Site Code : 00150246
Start Date: 12/10/15
File I.D. : HBB_W8AV
Page : 1

ALL VEHICLES

	NW 8TH AVENUE From North				HALLANDALE BEACH BLVD From East				SW 8TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/10/15																	
07:00	0	7	29	39	1	8	256	4	0	84	17	3	2	39	281	49	819
07:15	0	22	45	36	2	16	252	3	0	100	49	8	4	48	272	47	904
07:30	0	20	48	32	1	19	268	3	0	71	32	1	6	47	377	56	981
07:45	0	15	64	34	1	21	266	5	0	90	59	7	1	42	324	49	978
Hr Total	0	64	186	141	5	64	1042	15	0	345	157	19	13	176	1254	201	3682
08:00	0	21	42	35	3	14	326	4	0	86	43	11	2	44	436	46	1113
08:15	0	24	38	23	0	27	397	7	0	69	16	8	6	23	457	55	1150
08:30	0	19	33	31	5	19	300	6	0	71	26	8	1	16	357	47	939
08:45	0	21	27	25	0	8	336	3	0	79	25	7	3	21	457	67	1079
Hr Total	0	85	140	114	8	68	1359	20	0	305	110	34	12	104	1707	215	4281
* BREAK *																	
16:00	0	9	10	40	4	4	497	8	0	69	21	5	5	31	402	51	1156
16:15	0	12	24	40	3	10	475	9	0	91	26	5	2	33	350	36	1116
16:30	0	12	26	21	5	12	463	5	0	99	35	7	4	29	361	50	1129
16:45	0	12	22	27	4	17	513	13	0	82	35	11	7	34	444	50	1271
Hr Total	0	45	82	128	16	43	1948	35	0	341	117	28	18	127	1557	187	4672
17:00	2	15	34	54	6	15	376	5	0	115	41	2	9	31	349	38	1092
17:15	0	18	27	46	3	11	469	8	0	120	38	7	3	38	441	40	1269
17:30	0	22	33	51	2	11	393	7	0	92	32	5	5	38	370	59	1120
17:45	0	25	38	55	3	15	362	8	0	118	37	5	3	23	398	30	1120
Hr Total	2	80	132	206	14	52	1600	28	0	445	148	19	20	130	1558	167	4601
TOTAL	2	274	540	589	43	227	5949	98	0	1436	532	100	63	537	6076	770	17236

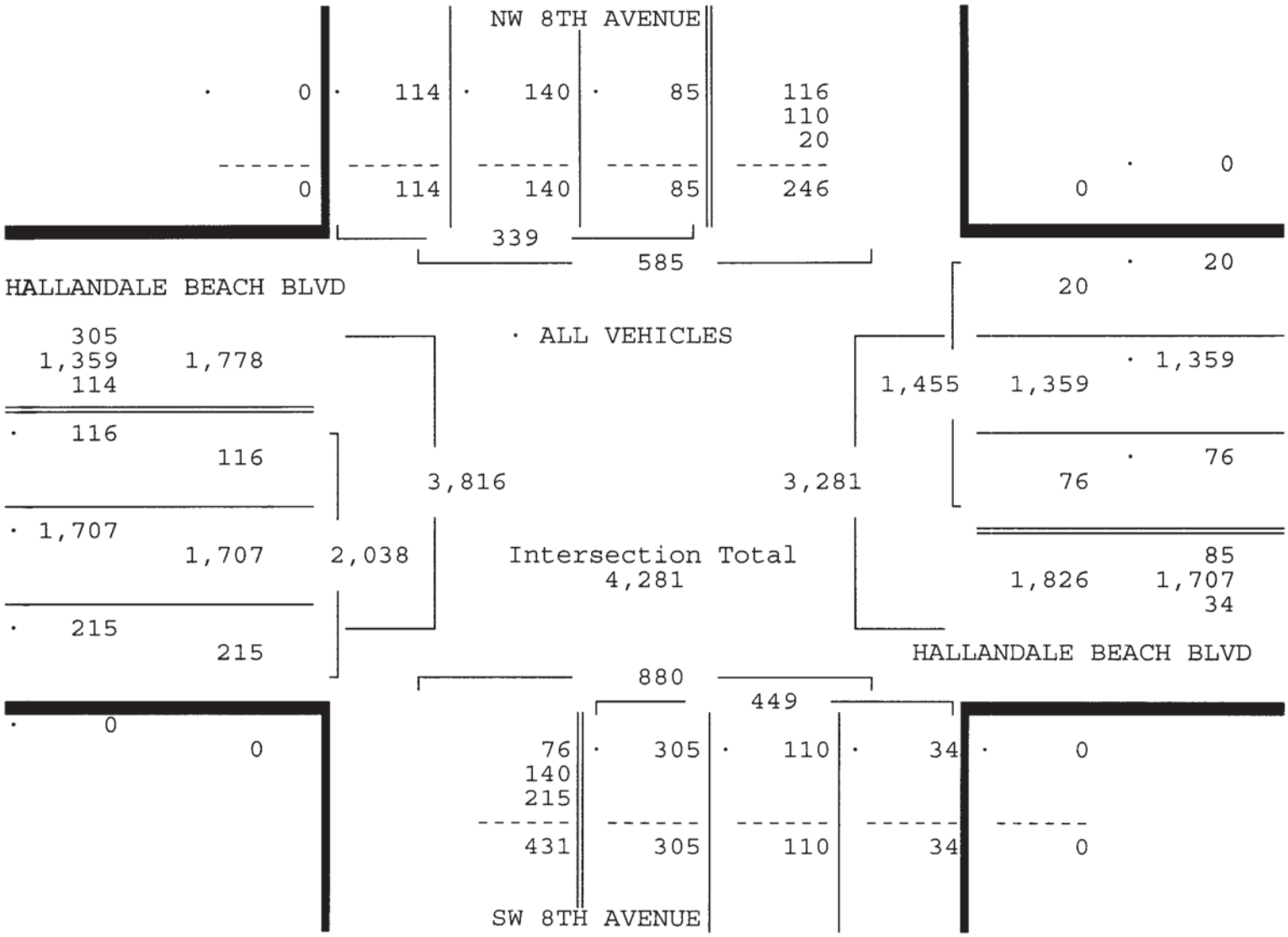
HALLANDALE BEACH BOULEVARD & NW/SW 8TH
AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: A. GONZALEZ & I. GONZALEZ
SIGNALIZED

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

Site Code : 00150246
Start Date: 12/10/15
File I.D. : HBB_W8AV
Page : 2

ALL VEHICLES

	NW 8TH AVENUE From North				HALLANDALE BEACH BLVD From East				SW 8TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/10/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/10/15																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	85	140	114	8	68	1359	20	0	305	110	34	12	104	1707	215	
Percent	0%	25%	41%	34%	1%	5%	93%	1%	0%	68%	24%	8%	1%	5%	84%	11%	
Pk total	339				1455				449				2038				
Highest	08:00				08:15				08:00				08:45				
Volume	0	21	42	35	0	27	397	7	0	86	43	11	3	21	457	67	
Hi total	98				431				140				548				
PHF	.86				.84				.80				.93				



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HALLANDALE BEACH BOULEVARD & NW/SW 8TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: A. GONZALEZ & I. GONZALEZ
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Site Code : 00150246
Start Date: 12/10/15
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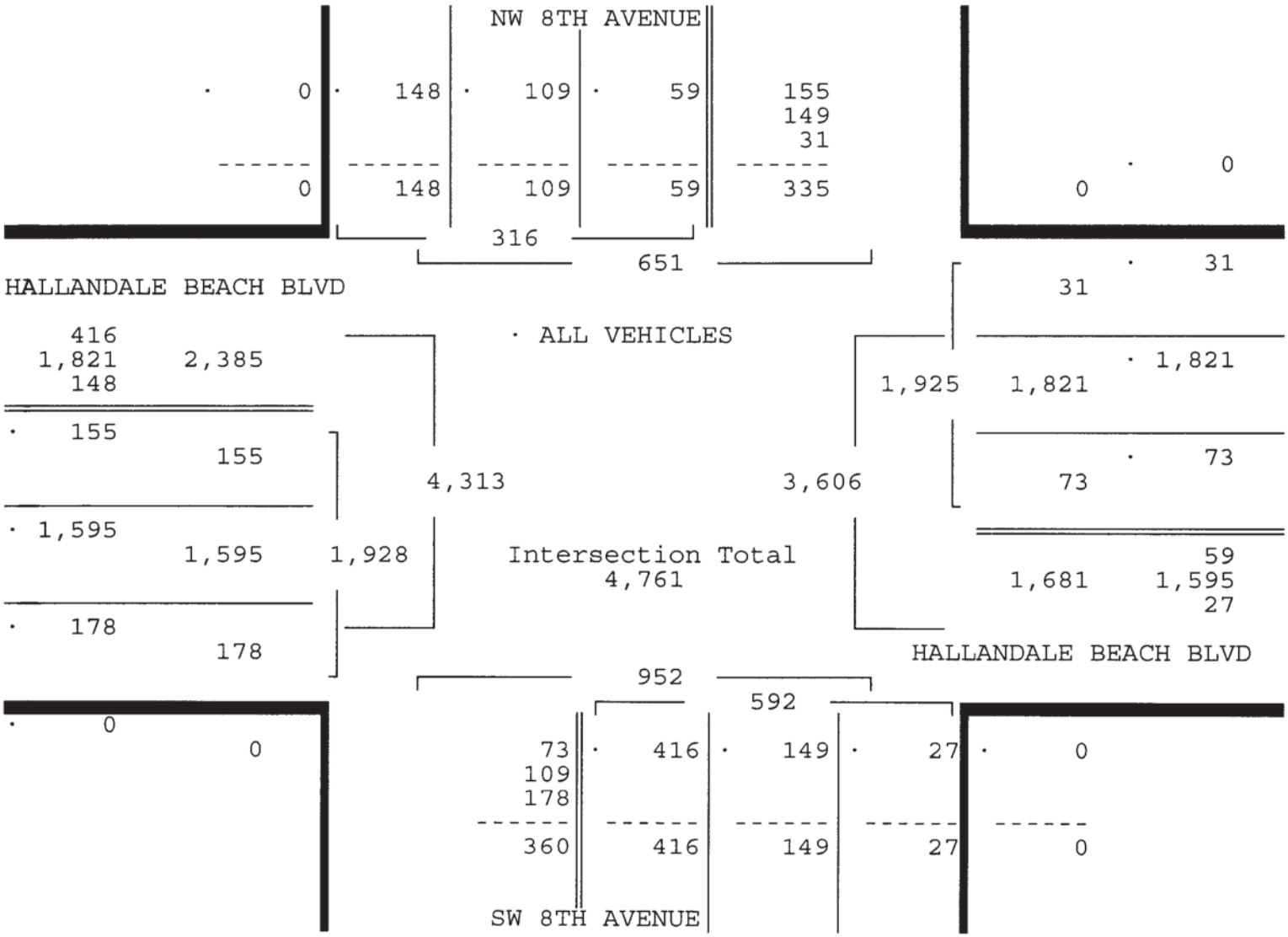
Page : 3

ALL VEHICLES

	NW 8TH AVENUE From North				HALLANDALE BEACH BLVD From East				SW 8TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/10/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/10/15																	
Peak start 16:30					16:30				16:30				16:30				
Volume	2	57	109	148	18	55	1821	31	0	416	149	27	23	132	1595	178	
Percent	1%	18%	34%	47%	1%	3%	95%	2%	0%	70%	25%	5%	1%	7%	83%	9%	
Pk total	316				1925				592				1928				
Highest	17:00				16:45				17:15				16:45				
Volume	2	15	34	54	4	17	513	13	0	120	38	7	7	34	444	50	
Hi total	105				547				165				535				
PHF	.75				.88				.90				.90				



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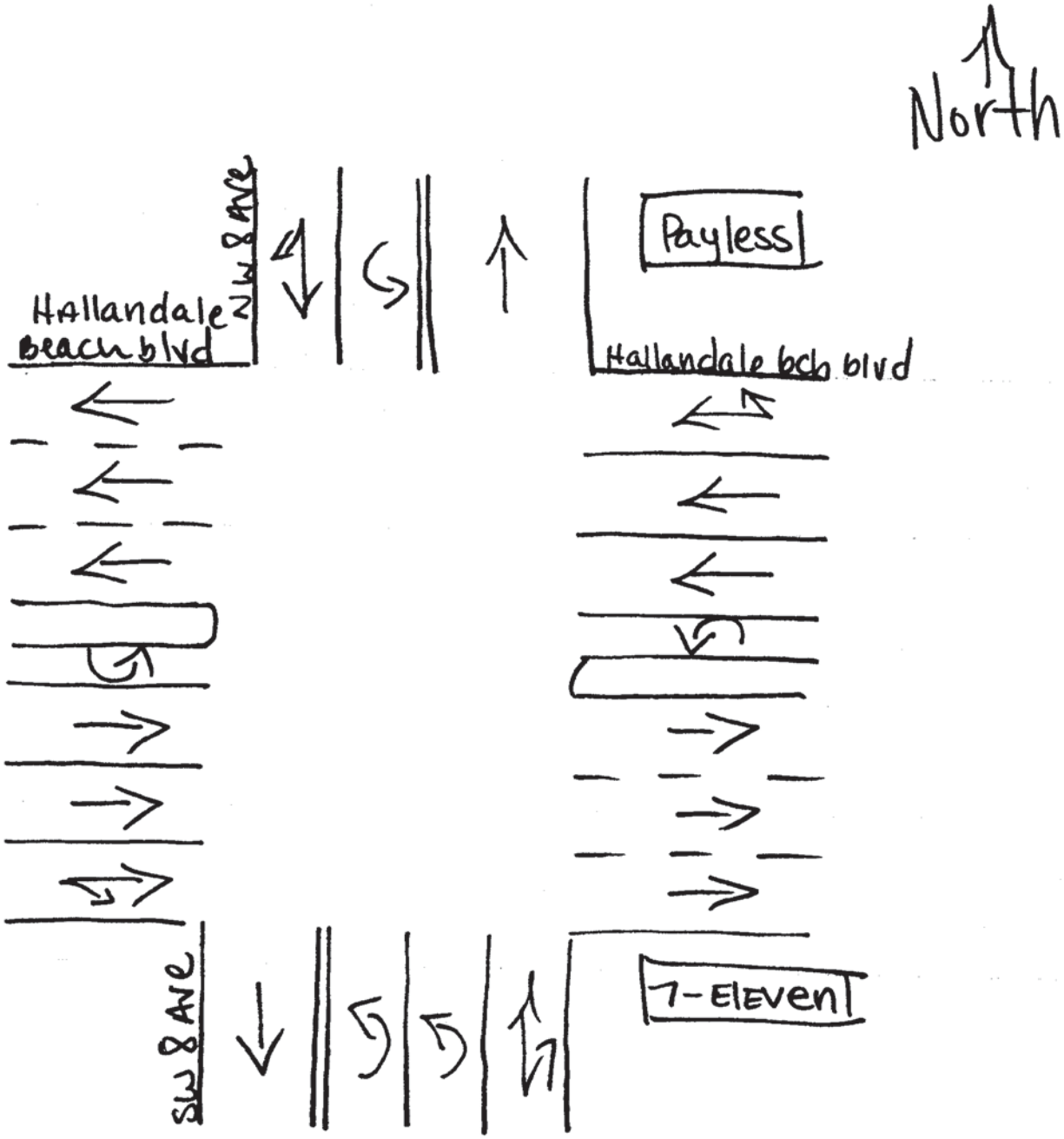
HALLANDALE BEACH BOULEVARD & NW/SW 8TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: A. GONZALEZ & I. GONZALEZ
SIGNALIZED

Site Code : 00150246
Start Date: 12/10/15
File I.D. : HBB_W8AV
Page : 1

PEDESTRIANS & BIKES

	NW 8TH AVENUE From North				HALLANDALE BEACH BLVD From East				SW 8TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 12/10/15																	
07:00	0	0	0	1	0	2	0	8	0	0	0	1	0	0	0	4	16
07:15	0	1	0	2	0	0	0	15	0	0	0	0	0	0	0	1	19
07:30	0	2	0	0	0	2	0	2	0	0	0	0	0	0	0	0	6
07:45	0	0	0	1	0	1	0	5	0	0	0	3	0	0	0	2	12
Hr Total	0	3	0	4	0	5	0	30	0	0	0	4	0	0	0	7	53
08:00	0	1	0	1	0	0	0	2	0	0	0	0	0	0	0	4	8
08:15	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4
08:30	0	1	0	2	0	2	0	0	0	0	0	0	0	0	0	0	5
08:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hr Total	0	5	0	3	0	2	0	3	0	0	0	1	0	0	0	4	18
* BREAK *																	
16:00	0	2	0	1	0	2	0	3	0	0	0	1	0	1	0	4	14
16:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	4
16:30	0	2	0	2	0	2	0	8	0	0	0	0	0	2	0	0	16
16:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
Hr Total	0	4	0	4	0	4	0	13	0	0	0	1	0	3	0	7	36
17:00	0	1	0	2	0	0	0	3	0	0	0	0	0	0	0	1	7
17:15	0	0	0	4	0	0	0	4	0	0	0	1	0	1	0	3	13
17:30	0	1	0	5	0	0	0	1	0	0	0	1	0	0	0	3	11
17:45	0	1	0	0	0	1	0	1	0	0	0	3	0	0	0	2	8
Hr Total	0	3	0	11	0	1	0	9	0	0	0	5	0	1	0	9	39
TOTAL	0	15	0	22	0	12	0	55	0	0	0	11	0	4	0	27	146



Hallandale, Florida
JULY 23, 2013
drawn by: Luis Palomino
Signalized

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

HALLANDALE BEACH BOULEVARD & DIXIE HIGHWAY, HALLANDALE BEACH, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

Site Code : 00150246
Start Date: 12/10/15
File I.D. : HBB_DIXI
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 12/10/15																	
07:00	0	20	44	3	0	14	236	0	0	0	0	0	0	0	236	6	559
07:15	0	33	43	4	0	11	251	0	0	0	0	0	0	0	256	13	611
07:30	0	42	84	7	0	29	245	0	0	0	0	0	0	0	222	6	635
07:45	0	41	130	3	0	15	288	0	0	0	0	0	0	0	243	6	726
Hr Total	0	136	301	17	0	69	1020	0	0	0	0	0	0	0	957	31	2531
08:00	0	65	112	8	0	26	308	0	0	0	0	0	0	0	332	13	864
08:15	0	63	148	14	0	21	345	0	0	0	0	0	0	0	300	10	901
08:30	0	61	145	9	0	14	327	0	0	0	0	0	0	0	338	11	905
08:45	0	66	136	9	0	25	314	0	0	0	0	0	0	0	269	11	830
Hr Total	0	255	541	40	0	86	1294	0	0	0	0	0	0	0	1239	45	3500
* BREAK *																	
16:00	0	33	57	14	0	16	465	0	0	0	0	0	0	0	310	4	899
16:15	0	50	75	8	0	15	438	0	0	0	0	0	0	0	292	9	887
16:30	0	33	89	16	0	17	501	0	0	0	0	0	0	0	297	6	959
16:45	0	36	69	12	1	28	492	0	0	0	0	0	0	0	297	17	952
Hr Total	0	152	290	50	1	76	1896	0	0	0	0	0	0	0	1196	36	3697
17:00	0	35	100	6	0	16	375	0	0	0	0	0	0	0	304	7	843
17:15	0	37	75	9	0	32	509	0	0	0	0	0	0	0	287	4	953
17:30	0	38	97	10	0	21	460	0	0	0	0	0	0	0	253	3	882
17:45	0	48	88	15	0	35	416	0	0	0	0	0	0	0	302	7	911
Hr Total	0	158	360	40	0	104	1760	0	0	0	0	0	0	0	1146	21	3589
TOTAL	0	701	1492	147	1	335	5970	0	0	0	0	0	0	0	4538	133	13317

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
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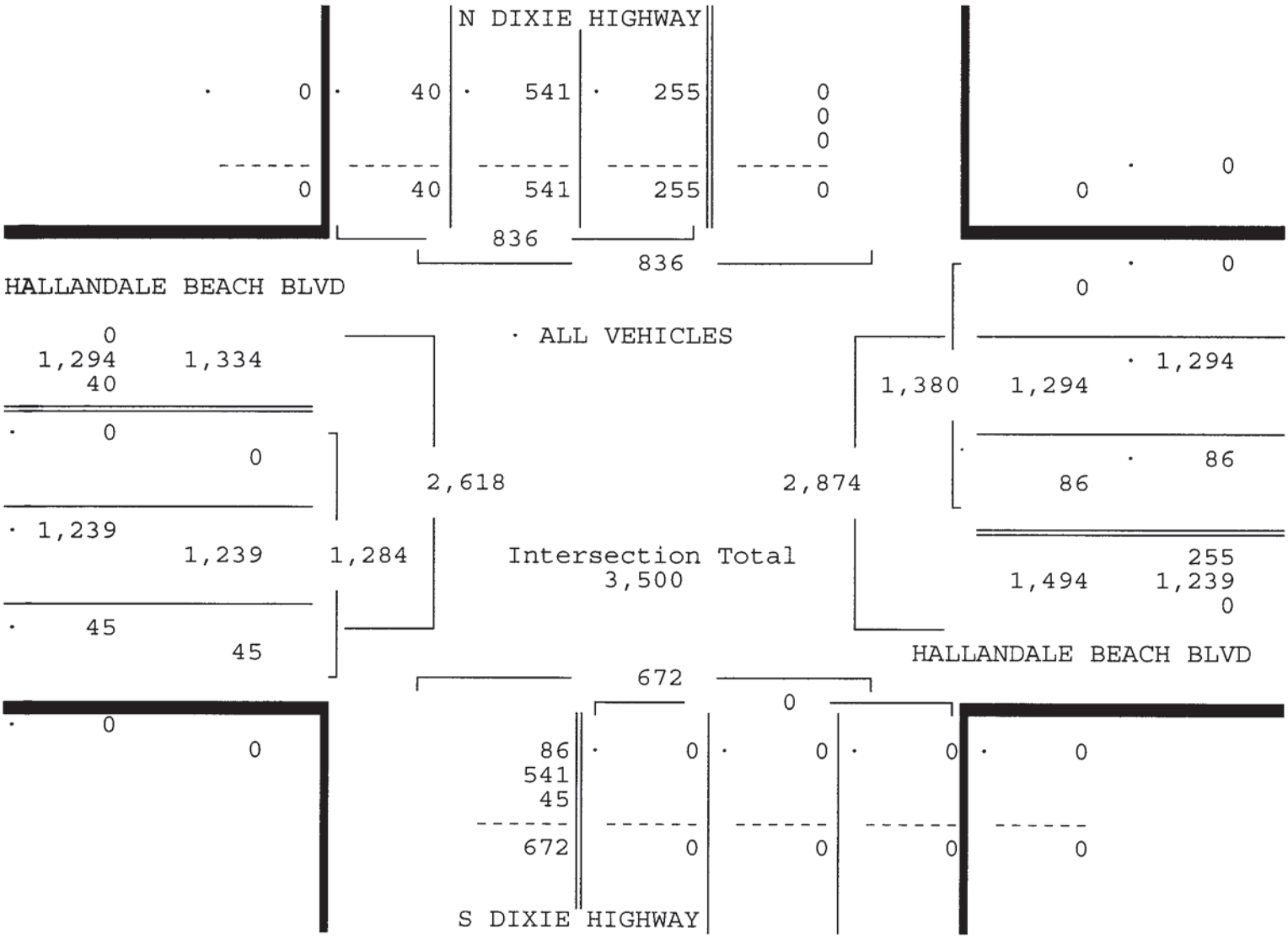
HALLANDALE BEACH BOULEVARD & DIXIE HIGHWAY, HALLANDALE BEACH, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

Site Code : 00150246
Start Date: 12/10/15
File I.D. : HBB_DIXI
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 12/10/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/10/15																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	255	541	40	0	86	1294	0	0	0	0	0	0	0	1239	45	
Percent	0%	31%	65%	5%	0%	6%	94%	0%	0%	0%	0%	0%	0%	0%	96%	4%	
Pk total	836				1380				0				1284				
Highest	08:15				08:15				07:00				08:30				
Volume	0	63	148	14	0	21	345	0	0	0	0	0	0	0	338	11	
Hi total	225				366				0				349				
PHF	.93				.94				.0				.92				



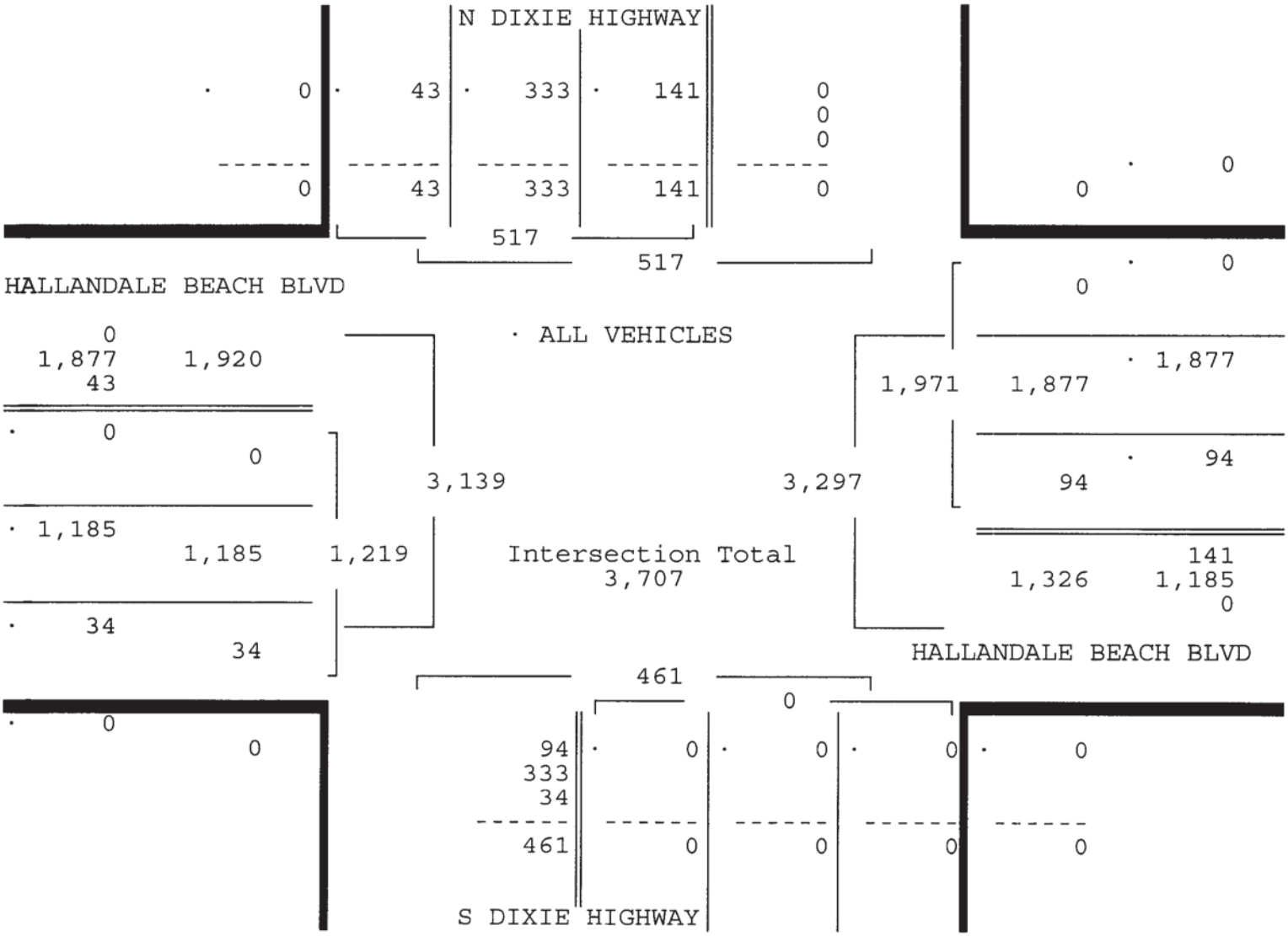
HALLANDALE BEACH BOULEVARD & DIXIE
HIGHWAY, HALLANDALE BEACH, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

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

Site Code : 00150246
Start Date: 12/10/15
File I.D. : HBB_DIXI
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 12/10/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/10/15																	
Peak start 16:30					16:30				16:30				16:30				
Volume	0	141	333	43	1	93	1877	0	0	0	0	0	0	0	1185	34	
Percent	0%	27%	64%	8%	0%	5%	95%	0%	0%	0%	0%	0%	0%	0%	97%	3%	
Pk total	517				1971				0				1219				
Highest	17:00				17:15				07:00				16:45				
Volume	0	35	100	6	0	32	509	0	0	0	0	0	0	0	297	17	
Hi total	141				541				0				314				
PHF	.92				.91				.0				.97				



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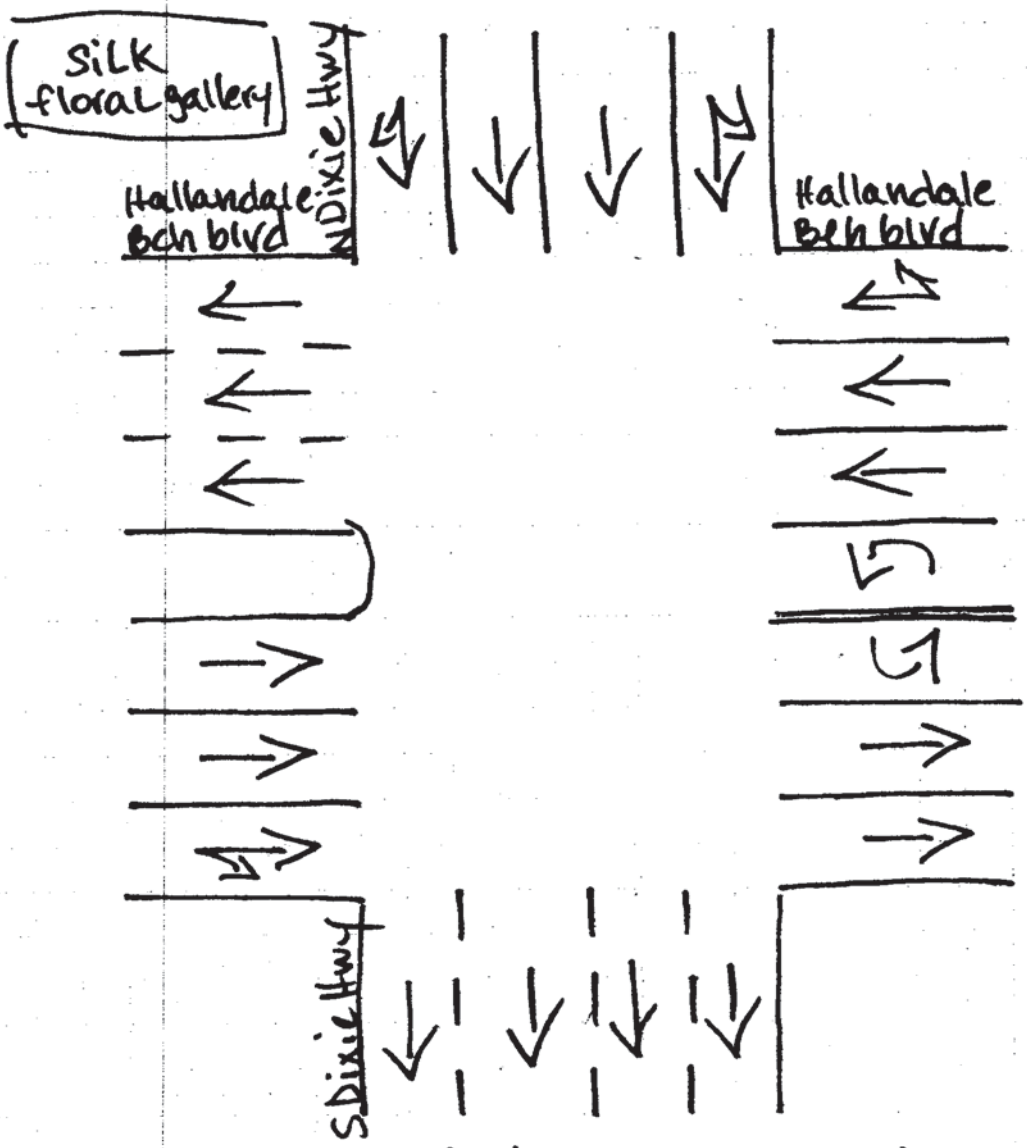
HALLANDALE BEACH BOULEVARD & DIXIE HIGHWAY, HALLANDALE BEACH, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

Site Code : 00150246
Start Date: 12/10/15
File I.D. : HBB_DIXI
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 12/10/15																	
07:00	0	1	0	1	0	0	0	0	0	3	0	2	0	0	0	0	7
07:15	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	7
07:30	0	3	0	2	0	0	0	0	0	0	0	1	0	3	0	1	10
07:45	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	3
Hr Total	0	6	0	9	0	0	0	0	0	4	0	4	0	3	0	1	27
08:00	0	1	0	4	0	0	0	0	0	0	0	1	0	0	0	1	7
08:15	0	1	0	4	0	0	0	0	0	1	0	2	0	0	0	2	10
08:30	0	5	0	2	0	0	0	0	0	0	0	0	0	1	0	0	8
08:45	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
Hr Total	0	7	0	11	0	0	0	0	0	2	0	3	0	1	0	3	27
* BREAK *																	
16:00	0	6	0	1	0	0	0	0	0	0	0	1	0	0	0	6	14
16:15	0	0	0	4	0	0	0	0	0	3	0	0	0	2	0	0	9
16:30	0	6	0	1	0	0	0	0	0	3	0	0	0	1	0	0	11
16:45	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	1	9
Hr Total	0	18	0	8	0	0	0	0	0	6	0	1	0	3	0	7	43
17:00	0	1	0	2	0	0	0	0	0	2	0	0	0	2	0	0	7
17:15	0	3	0	3	0	0	0	0	0	1	0	5	0	1	0	0	13
17:30	0	5	0	5	0	0	0	0	0	0	0	1	0	0	0	0	11
17:45	0	1	0	3	0	0	0	0	0	2	0	2	0	2	0	0	10
Hr Total	0	10	0	13	0	0	0	0	0	5	0	8	0	5	0	0	41
TOTAL	0	41	0	41	0	0	0	0	0	17	0	16	0	12	0	11	138



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

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

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

Site Code : 00150246
Start Date: 12/10/15
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 12/10/15																	
07:00	0	0	0	0	0	0	226	6	0	18	14	6	0	3	247	0	520
07:15	0	0	0	0	0	0	239	9	0	20	11	11	0	3	284	0	577
07:30	0	0	0	0	1	0	237	7	0	35	22	12	0	2	251	0	567
07:45	0	0	0	0	2	0	280	7	0	30	37	17	2	4	276	0	655
Hr Total	0	0	0	0	3	0	982	29	0	103	84	46	2	12	1058	0	2319
08:00	0	0	0	0	0	0	290	1	0	44	26	4	0	6	393	0	764
08:15	0	0	0	0	0	0	329	6	0	39	34	20	0	6	365	0	799
08:30	0	0	0	0	0	0	311	6	0	28	36	17	0	8	387	0	793
08:45	0	0	0	0	0	0	282	1	0	53	30	19	0	7	321	0	713
Hr Total	0	0	0	0	0	0	1212	14	0	164	126	60	0	27	1466	0	3069
* BREAK *																	
16:00	0	0	0	0	0	0	449	14	0	57	66	21	0	12	330	0	949
16:15	0	0	0	0	0	0	377	5	0	69	76	20	0	11	328	0	886
16:30	0	0	0	0	0	0	444	10	0	61	63	25	0	6	320	0	929
16:45	0	0	0	0	1	0	453	15	0	68	78	22	0	4	331	0	972
Hr Total	0	0	0	0	1	0	1723	44	0	255	283	88	0	33	1309	0	3736
17:00	0	0	0	0	0	0	316	10	0	69	75	25	0	11	318	0	824
17:15	0	0	0	0	2	0	461	8	0	69	80	24	0	18	303	0	965
17:30	0	0	0	0	2	0	394	8	0	87	99	16	0	9	274	0	889
17:45	0	0	0	0	1	0	371	9	0	51	85	32	0	14	321	0	884
Hr Total	0	0	0	0	5	0	1542	35	0	276	339	97	0	52	1216	0	3562
TOTAL	0	0	0	0	9	0	5459	122	0	798	832	291	2	124	5049	0	12686

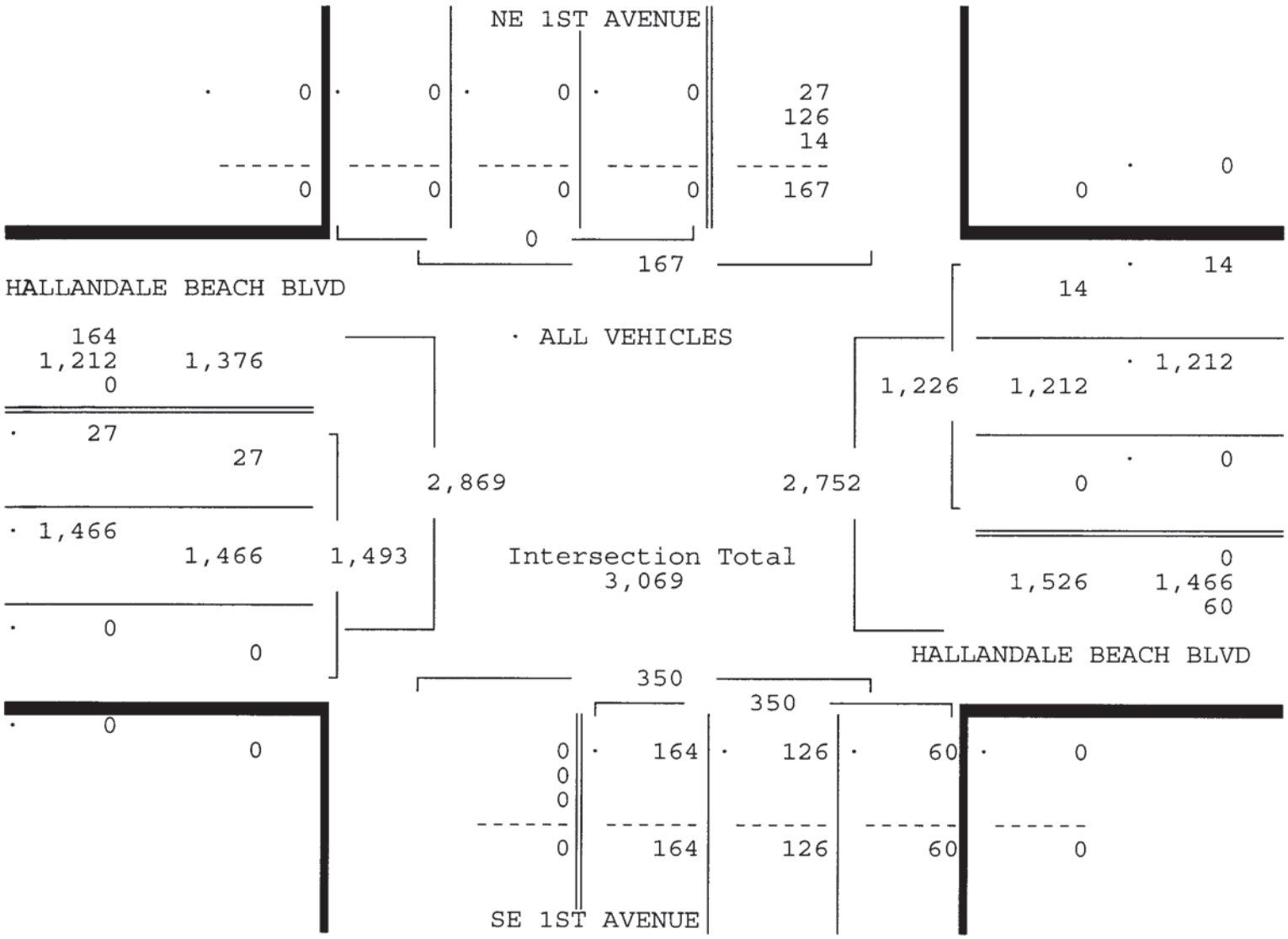
HALLANDALE BEACH BOULEVARD & NE/SE 1ST
AVENUE, HALLANDALE BEACH,FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

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

Site Code : 00150246
Start Date: 12/10/15
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 12/10/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/10/15																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	0	0	0	0	0	1212	14	0	164	126	60	0	27	1466	0	
Percent	0%	0%	0%	0%	0%	0%	99%	1%	0%	47%	36%	17%	0%	2%	98%	0%	
Pk total	0				1226				350				1493				
Highest	07:00				08:15				08:45				08:00				
Volume	0	0	0	0	0	0	329	6	0	53	30	19	0	6	393	0	
Hi total	0				335				102				399				
PHF	.0				.91				.86				.94				



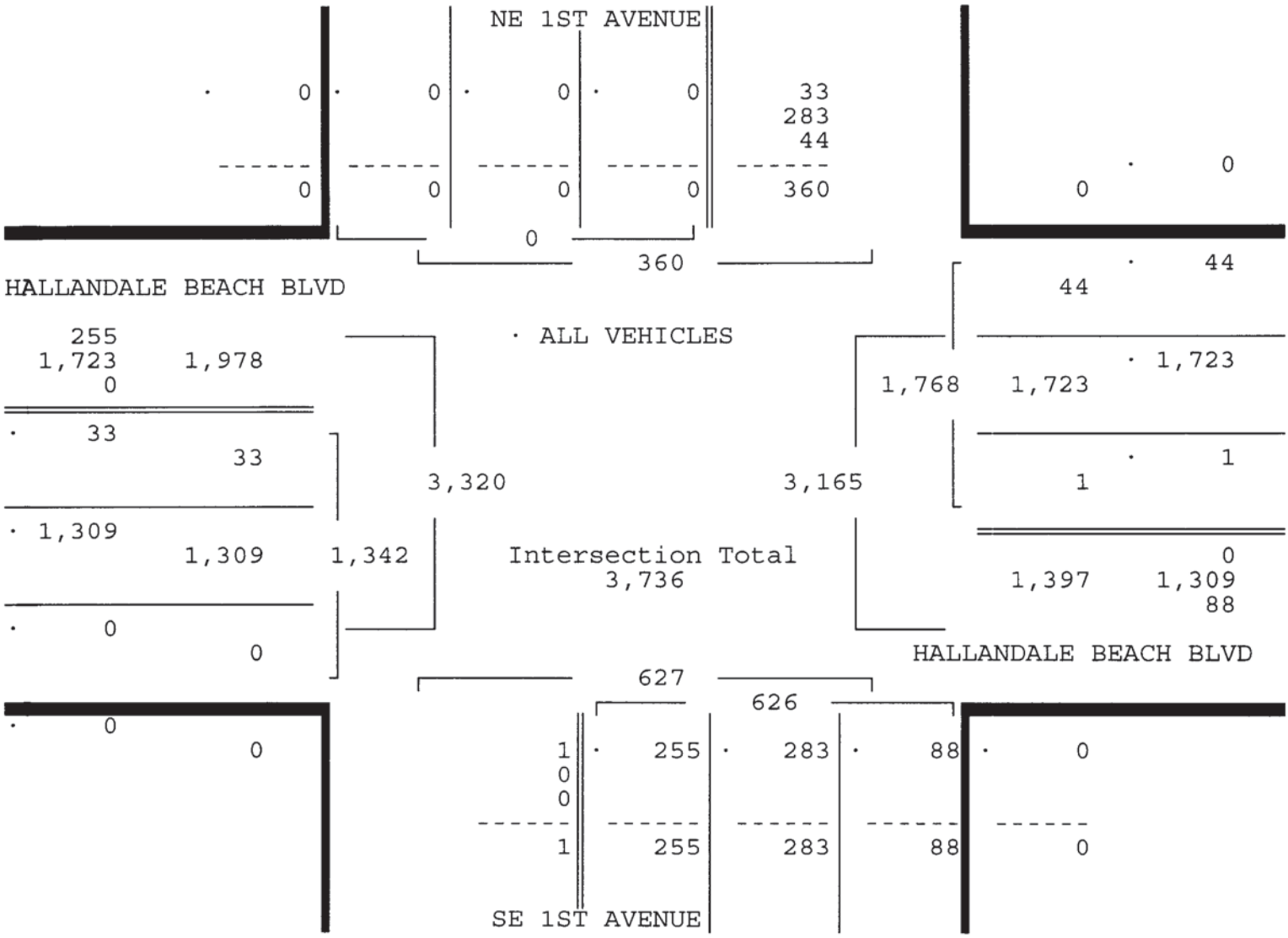
HALLANDALE BEACH BOULEVARD & NE/SE 1ST AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

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

Site Code : 00150246
Start Date: 12/10/15
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 12/10/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/10/15																	
Peak start 16:00					16:00				16:00				16:00				
Volume	0	0	0	0	1	0	1723	44	0	255	283	88	0	33	1309	0	
Percent	0%	0%	0%	0%	0%	0%	97%	2%	0%	41%	45%	14%	0%	2%	98%	0%	
Pk total	0				1768				626				1342				
Highest	07:00				16:45				16:45				16:00				
Volume	0	0	0	0	1	0	453	15	0	68	78	22	0	12	330	0	
Hi total	0				469				168				342				
PHF	.0				.94				.93				.98				



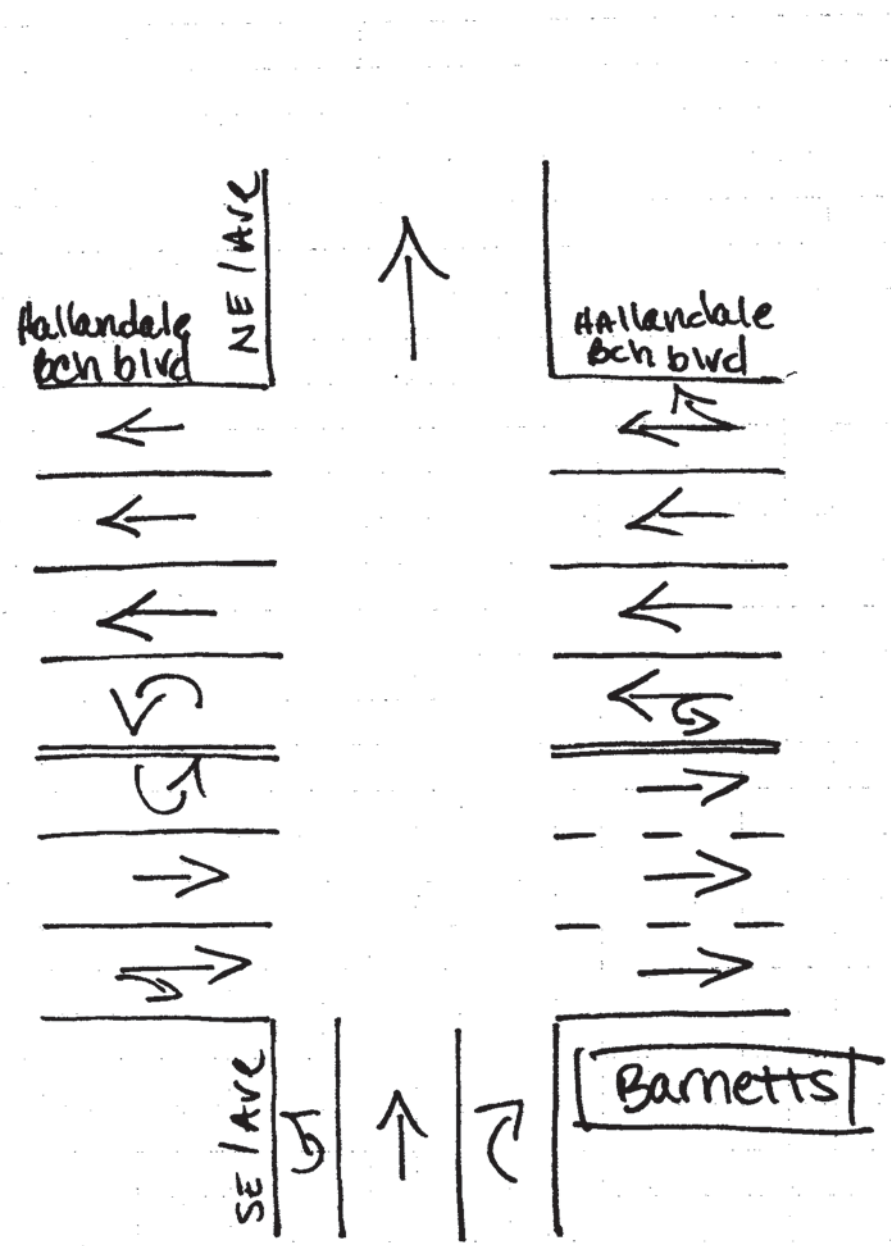
HALLANDALE BEACH BOULEVARD & NE/SE 1ST
AVENUE, HALLANDALE BEACH,FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

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

Site Code : 00150246
Start Date: 12/10/15
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 12/10/15																	
07:00	0	1	0	1	0	0	0	1	0	4	0	0	0	0	0	0	7
07:15	0	2	0	6	0	0	0	0	0	0	0	2	0	0	0	0	10
07:30	0	4	0	2	0	0	0	2	0	0	0	0	0	0	0	0	8
07:45	0	0	0	2	0	0	0	0	0	2	0	1	0	0	0	0	5
Hr Total	0	7	0	11	0	0	0	3	0	6	0	3	0	0	0	0	30
08:00	0	2	0	2	0	0	0	0	0	2	0	1	0	0	0	0	7
08:15	0	2	0	2	0	0	0	0	0	1	0	2	0	0	0	0	7
08:30	0	5	0	0	0	0	0	0	0	2	0	0	0	0	0	0	7
08:45	0	1	0	1	0	0	0	1	0	2	0	0	0	0	0	0	5
Hr Total	0	10	0	5	0	0	0	1	0	7	0	3	0	0	0	0	26
* BREAK *																	
16:00	0	5	0	3	0	0	0	1	0	1	0	3	0	0	0	0	13
16:15	0	0	0	3	0	0	0	1	0	2	0	1	0	0	0	0	7
16:30	0	9	0	1	0	1	0	0	0	1	0	0	0	0	0	0	12
16:45	0	7	0	3	0	1	0	1	0	1	0	0	0	0	0	0	13
Hr Total	0	21	0	10	0	2	0	3	0	5	0	4	0	0	0	0	45
17:00	0	2	0	1	0	1	0	0	0	2	0	0	0	0	0	0	6
17:15	0	1	0	4	0	0	0	0	0	2	0	2	0	1	0	0	10
17:30	0	2	0	4	0	0	0	0	0	0	0	1	0	0	0	0	7
17:45	0	2	0	3	0	1	0	0	0	3	0	2	0	0	0	0	11
Hr Total	0	7	0	12	0	2	0	0	0	7	0	5	0	1	0	0	34
TOTAL	0	45	0	38	0	4	0	7	0	25	0	15	0	1	0	0	135



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

HALLANDALE BEACH BOULEVARD & SE 5TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
NOT SIGNALIZED

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

Site Code : 00150246
Start Date: 12/15/15
File I.D. : HBB_5AVE
Page : 1

ALL VEHICLES

	DRIVEWAY From North				HALLANDALE BEACH BLVD From East				SE 5TH 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 12/15/15																	
07:00	0	0	0	0	0	0	246	0	0	0	0	4	0	0	199	4	453
07:15	0	0	0	0	1	0	261	1	0	0	0	2	0	0	204	10	479
07:30	0	0	0	0	0	0	238	1	0	1	0	3	0	0	235	5	483
07:45	0	0	0	0	0	0	288	1	0	0	0	2	0	1	327	13	632
Hr Total	0	0	0	0	1	0	1033	3	0	1	0	11	0	1	965	32	2047
08:00	0	0	0	0	0	0	282	0	0	0	0	3	0	0	322	4	611
08:15	0	0	0	0	0	0	319	0	0	0	0	0	0	0	336	7	662
08:30	0	0	0	0	0	0	337	0	0	1	0	1	0	0	304	2	645
08:45	0	0	0	0	0	0	332	0	0	0	0	0	0	0	312	5	649
Hr Total	0	0	0	0	0	0	1270	0	0	1	0	4	0	0	1274	18	2567
* BREAK *																	
16:00	0	0	0	0	0	0	386	0	0	0	0	3	4	0	299	3	695
16:15	0	0	0	1	0	0	456	0	0	0	0	5	0	0	338	2	802
16:30	0	0	0	0	0	0	461	0	0	0	0	2	1	1	307	2	774
16:45	0	0	0	0	0	0	383	0	0	0	0	5	1	0	285	3	677
Hr Total	0	0	0	1	0	0	1686	0	0	0	0	15	6	1	1229	10	2948
17:00	0	0	0	0	0	0	454	2	0	0	0	6	0	0	327	3	792
17:15	0	0	0	1	0	0	391	0	0	1	0	5	0	1	309	2	710
17:30	0	0	0	1	1	1	414	0	0	0	0	2	1	2	305	2	729
17:45	0	0	0	0	0	0	378	0	0	0	0	1	0	1	315	3	698
Hr Total	0	0	0	2	1	1	1637	2	0	1	0	14	1	4	1256	10	2929
TOTAL	0	0	0	3	2	1	5626	5	0	3	0	44	7	6	4724	70	10491

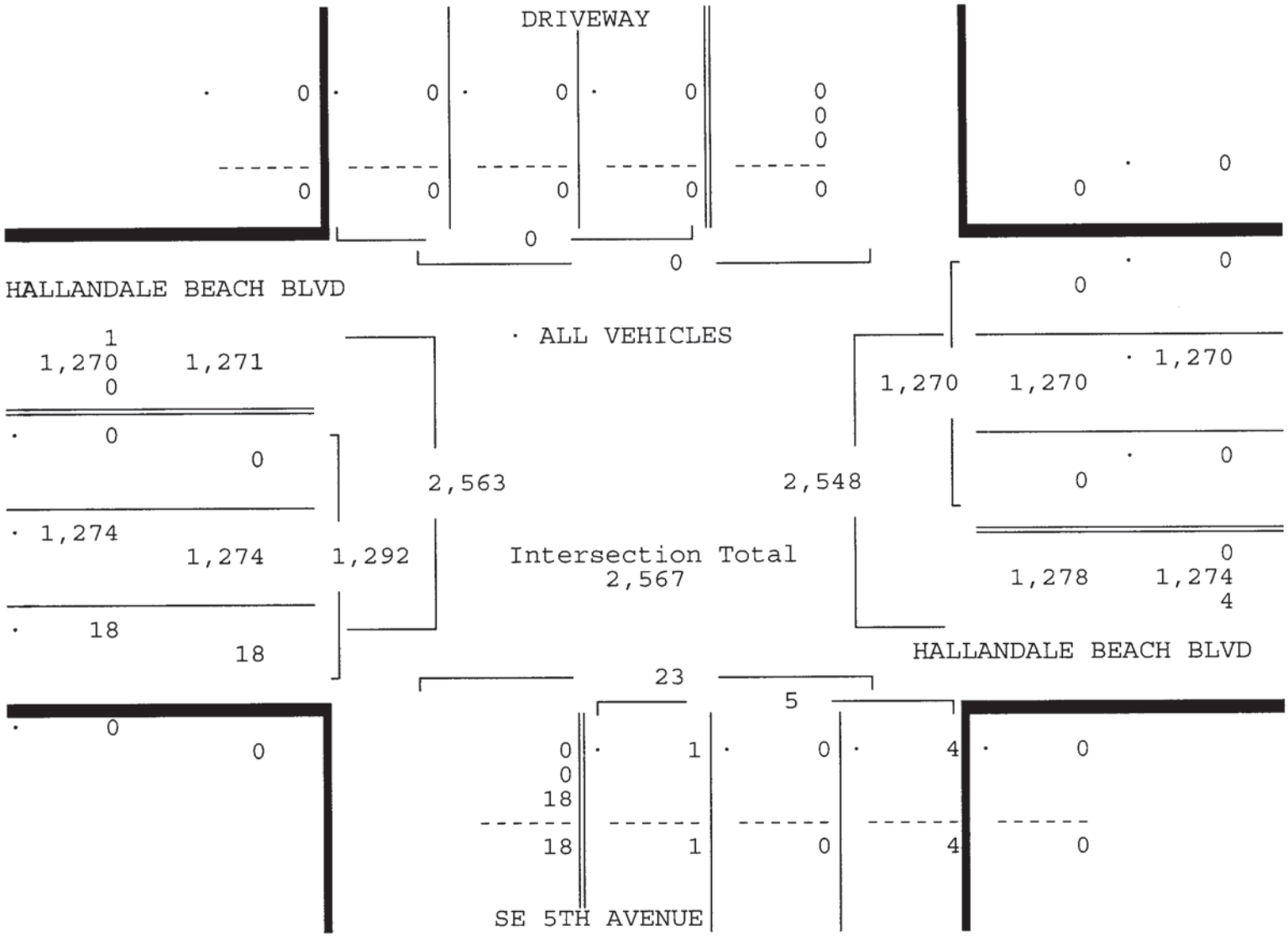
HALLANDALE BEACH BOULEVARD & SE 5TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
NOT SIGNALIZED

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

Site Code : 00150246
Start Date: 12/15/15
File I.D. : HBB_5AVE

ALL VEHICLES

	DRIVEWAY From North				HALLANDALE BEACH BLVD From East				SE 5TH 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 12/15/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/15/15																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	0	0	0	0	0	1270	0	0	1	0	4	0	0	1274	18	
Percent	0%	0%	0%	0%	0%	0%	100%	0%	0%	20%	0%	80%	0%	0%	99%	1%	
Pk total	0				1270				5				1292				
Highest	07:00				08:30				08:00				08:15				
Volume	0	0	0	0	0	0	337	0	0	0	0	3	0	0	336	7	
Hi total	0				337				3				343				
PHF	.0				.94				.42				.94				



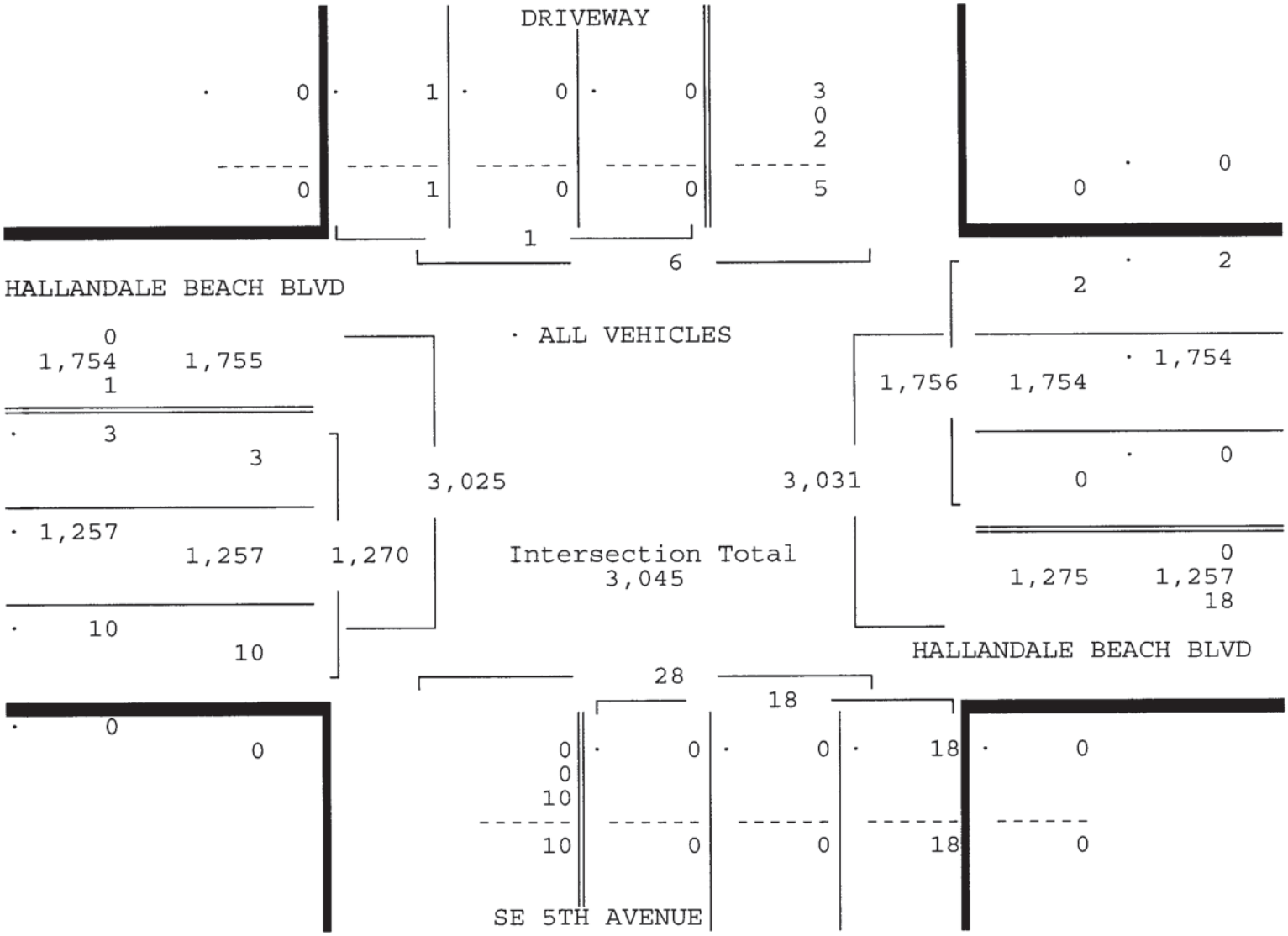
HALLANDALE BEACH BOULEVARD & SE 5TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
NOT SIGNALIZED

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

Site Code : 00150246
Start Date: 12/15/15
File I.D. : HBB_5AVE
Page : 3

ALL VEHICLES

	DRIVEWAY From North				HALLANDALE BEACH BLVD From East				SE 5TH 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 12/15/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/15/15																	
Peak start	16:15				16:15				16:15				16:15				
Volume	0	0	0	1	0	0	1754	2	0	0	0	18	2	1	1257	10	
Percent	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	99%	1%	
Pk total	1				1756				18				1270				
Highest	16:15				16:30				17:00				16:15				
Volume	0	0	0	1	0	0	461	0	0	0	0	6	0	0	338	2	
Hi total	1				461				6				340				
PHF	.25				.95				.75				.93				



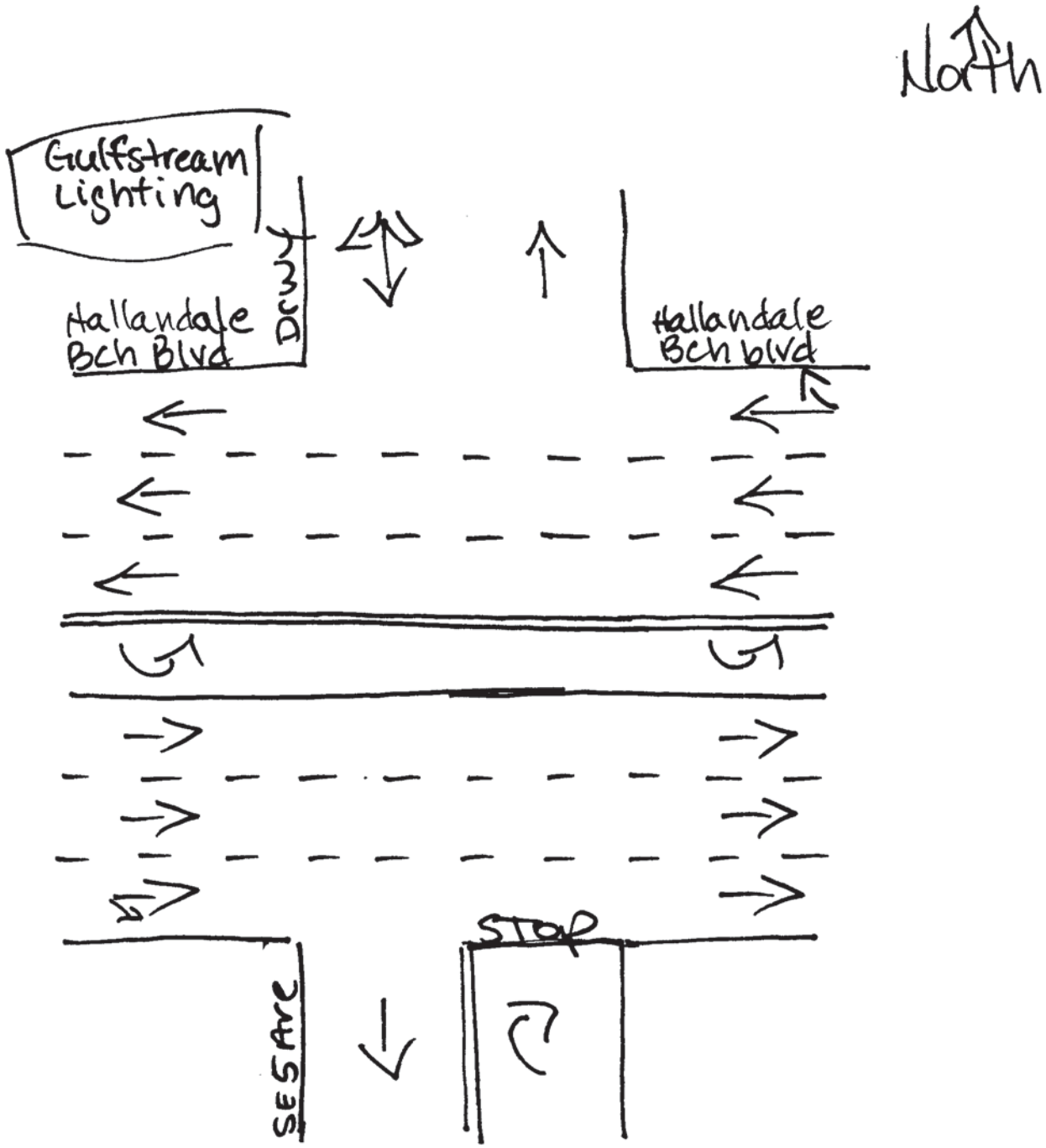
HALLANDALE BEACH BOULEVARD & SE 5TH
AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
NOT SIGNALIZED

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

Site Code : 00150246
Start Date: 12/15/15
File I.D. : HBB_5AVE
Page : 1

PEDESTRIANS & BIKES

	DRIVEWAY From North				HALLANDALE BEACH BLVD From East				SE 5TH 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 12/15/15																	
07:00	0	0	0	3	0	0	0	0	0	3	0	2	0	0	0	0	8
07:15	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	3
07:30	0	1	0	4	0	0	0	0	0	1	0	4	0	0	0	0	10
07:45	0	0	0	1	0	0	0	0	0	4	0	1	0	0	0	0	6
Hr Total	0	2	0	8	0	0	0	0	0	9	0	8	0	0	0	0	27
08:00	0	1	0	4	0	0	0	0	0	2	0	4	0	0	0	0	11
08:15	0	2	0	3	0	0	0	2	0	1	0	6	0	0	0	0	14
08:30	0	4	0	2	0	0	0	2	0	3	0	4	0	0	0	0	15
08:45	0	0	0	1	0	0	0	2	0	1	0	3	0	0	0	1	8
Hr Total	0	7	0	10	0	0	0	6	0	7	0	17	0	0	0	1	48
* BREAK *																	
16:00	0	3	0	1	0	0	0	0	0	3	0	1	0	0	0	0	8
16:15	0	1	0	2	0	0	0	0	0	2	0	7	0	0	0	0	12
16:30	0	1	0	2	0	0	0	0	0	1	0	3	0	0	0	0	7
16:45	0	2	0	3	0	0	0	2	0	2	0	2	0	0	0	0	11
Hr Total	0	7	0	8	0	0	0	2	0	8	0	13	0	0	0	0	38
17:00	0	6	0	0	0	0	0	1	0	0	0	1	0	0	0	0	8
17:15	0	5	0	3	0	0	0	0	0	2	0	3	0	0	0	0	13
17:30	0	8	0	11	0	0	0	0	0	0	0	3	0	0	0	0	22
17:45	0	3	0	4	0	0	0	0	0	5	0	2	0	0	0	0	14
Hr Total	0	22	0	18	0	0	0	1	0	7	0	9	0	0	0	0	57
TOTAL	0	38	0	44	0	0	0	9	0	31	0	47	0	0	0	1	170



Hallandale Beach, Florida
December 15, 2015
drawn by: Luis Palomino
NOT Signalized

HALLANDALE BEACH BOULEVARD & US1
HALLANDALE BEACH, FLORIDA
COUNTED BY: S. SALVO & I. GONZALEZ
SIGNALIZED

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

Site Code : 00150246
Start Date: 12/09/15
File I.D. : HBB__US1
Page : 1

ALL VEHICLES

	US 1 From North				HALLANDALE BEACH BLVD From East				US 1 From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/09/15																	
07:00	4	32	144	11	0	68	182	24	0	46	79	43	1	16	127	53	830
07:15	2	36	179	14	0	104	212	13	0	46	98	58	1	22	185	84	1054
07:30	5	52	222	13	0	96	178	20	1	39	136	54	0	23	134	80	1053
07:45	1	74	266	6	0	126	221	29	1	36	166	84	1	30	225	79	1345
Hr Total	12	194	811	44	0	394	793	86	2	167	479	239	3	91	671	296	4282
08:00	1	53	285	11	1	118	250	26	1	56	151	78	1	37	228	66	1363
08:15	3	64	283	17	0	126	231	28	6	55	213	94	0	28	157	56	1361
08:30	0	56	196	10	0	144	266	42	15	70	164	110	1	24	272	105	1475
08:45	1	56	283	9	0	160	226	29	7	56	191	138	1	23	236	76	1492
Hr Total	5	229	1047	47	1	548	973	125	29	237	719	420	3	112	893	303	5691
* BREAK *																	
16:00	7	87	199	14	1	127	282	32	4	120	239	140	1	40	187	91	1571
16:15	9	76	212	13	2	103	322	53	7	128	217	116	1	29	252	70	1610
16:30	9	42	186	17	1	135	334	44	3	95	253	110	0	47	237	73	1586
16:45	8	74	210	23	0	105	281	37	5	122	318	151	0	61	224	70	1689
Hr Total	33	279	807	67	4	470	1219	166	19	465	1027	517	2	177	900	304	6456
17:00	9	89	187	10	0	124	340	54	4	130	292	148	0	33	250	62	1732
17:15	4	72	232	15	1	108	300	43	4	89	325	126	0	50	206	66	1641
17:30	5	93	251	21	0	124	299	44	5	117	321	123	2	39	235	60	1739
17:45	7	54	235	16	2	130	289	61	2	100	281	105	0	49	245	74	1650
Hr Total	25	308	905	62	3	486	1228	202	15	436	1219	502	2	171	936	262	6762
TOTAL	75	1010	3570	220	8	1898	4213	579	65	1305	3444	1678	10	551	3400	1165	23191

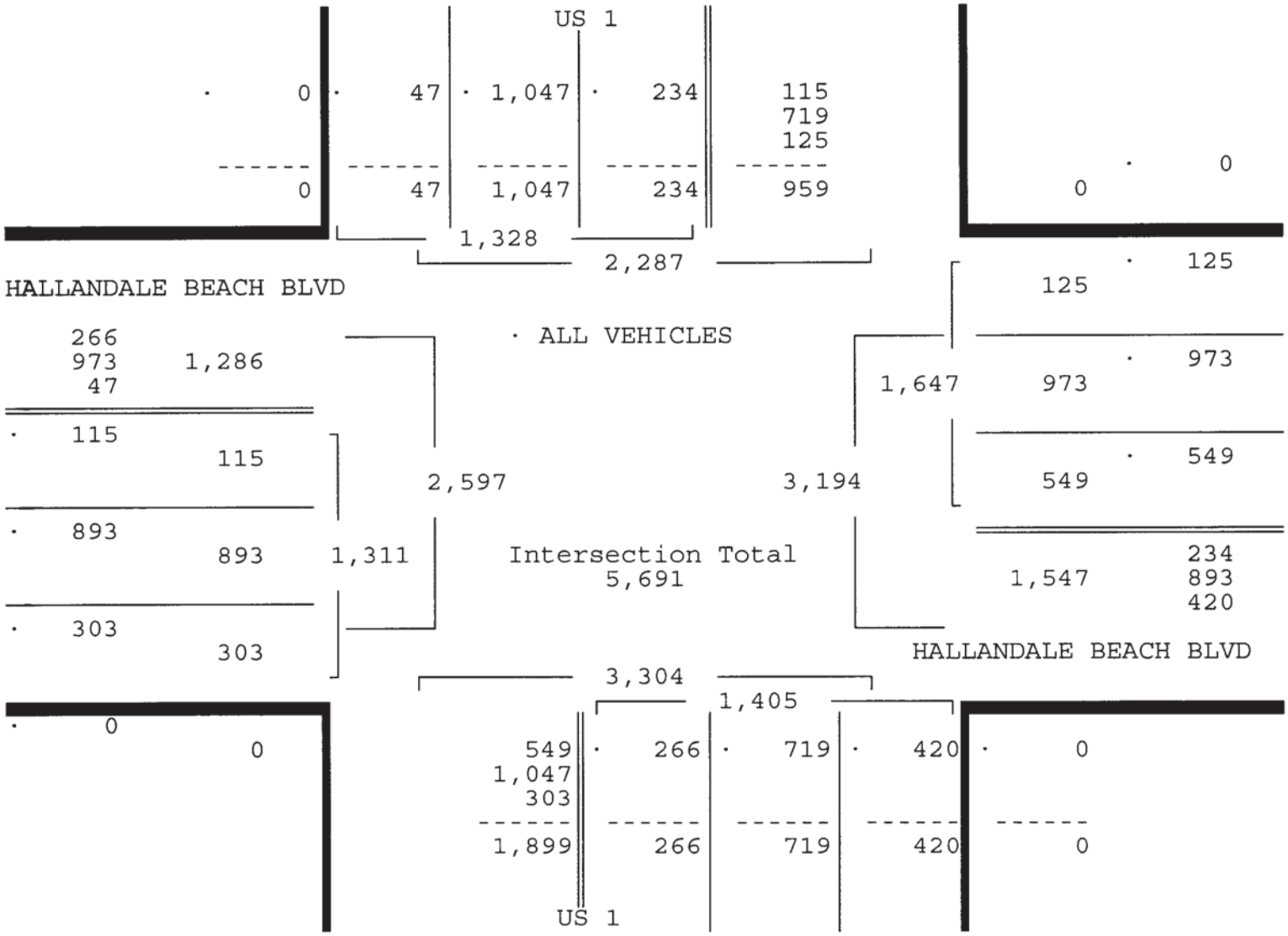
HALLANDALE BEACH BOULEVARD & US1
HALLANDALE BEACH, FLORIDA
COUNTED BY: S. SALVO & I. GONZALEZ
SIGNALIZED

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

Site Code : 00150246
Start Date: 12/09/15
File I.D. : HBB__US1
Page : 2

ALL VEHICLES

	US 1 From North				HALLANDALE BEACH BLVD From East				US 1 From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/09/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/09/15																	
Peak start 08:00					08:00				08:00				08:00				
Volume	5	229	1047	47	1	548	973	125	29	237	719	420	3	112	893	303	
Percent	0%	17%	79%	4%	0%	33%	59%	8%	2%	17%	51%	30%	0%	9%	68%	23%	
Pk total	1328				1647				1405				1311				
Highest	08:15				08:30				08:45				08:30				
Volume	3	64	283	17	0	144	266	42	7	56	191	138	1	24	272	105	
Hi total	367				452				392				402				
PHF	.90				.91				.90				.82				



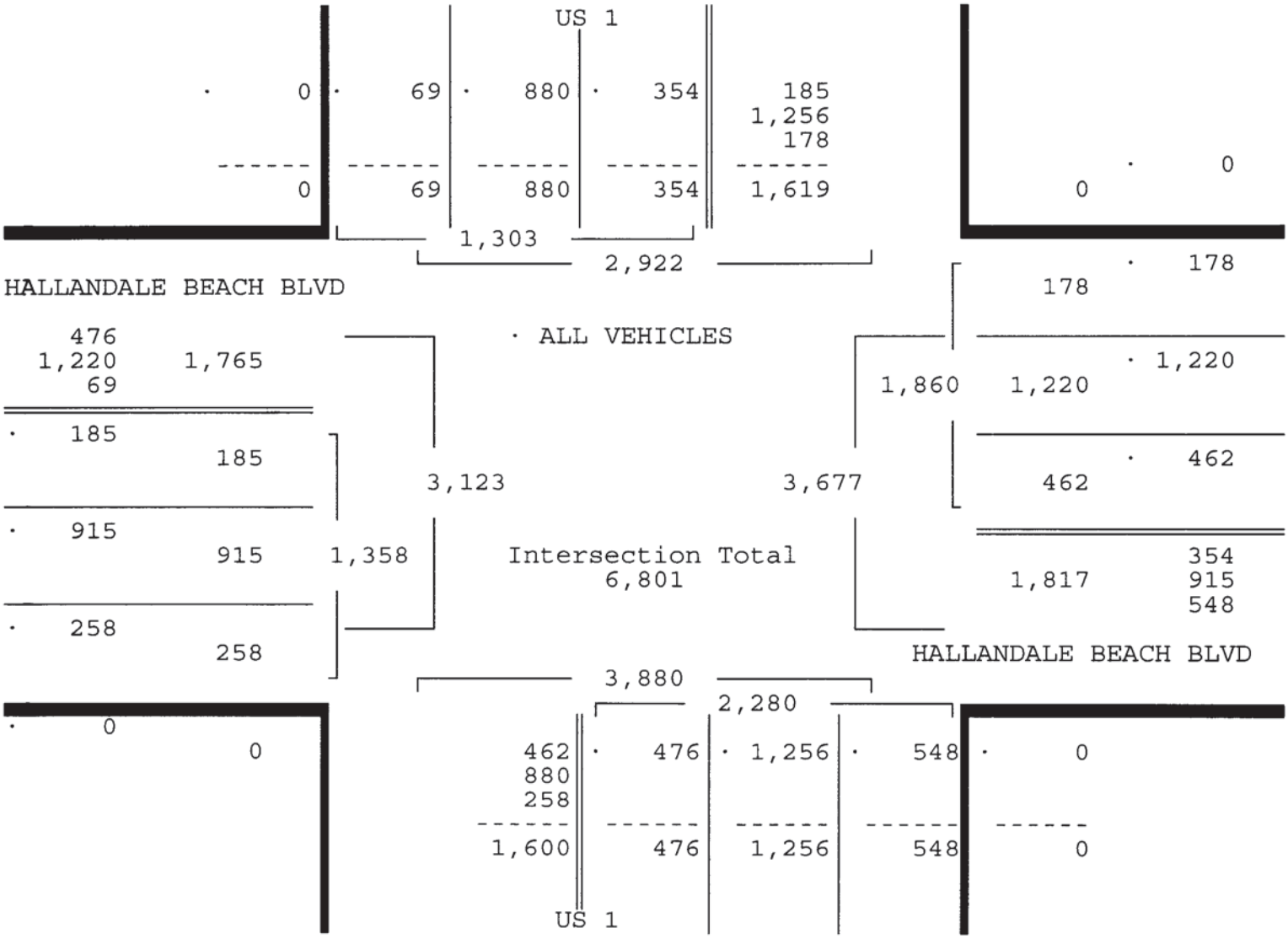
HALLANDALE BEACH BOULEVARD & US1
HALLANDALE BEACH, FLORIDA
COUNTED BY: S. SALVO & I. GONZALEZ
SIGNALIZED

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

Site Code : 00150246
Start Date: 12/09/15
File I.D. : HBB__US1
Page : 3

ALL VEHICLES

	US 1 From North				HALLANDALE BEACH BLVD From East				US 1 From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/09/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/09/15																	
Peak start	16:45				16:45				16:45				16:45				
Volume	26	328	880	69	1	461	1220	178	18	458	1256	548	2	183	915	258	
Percent	2%	25%	68%	5%	0%	25%	66%	10%	1%	20%	55%	24%	0%	13%	67%	19%	
Pk total	1303				1860				2280				1358				
Highest	17:30				17:00				16:45				16:45				
Volume	5	93	251	21	0	124	340	54	5	122	318	151	0	61	224	70	
Hi total	370				518				596				355				
PHF	.88				.90				.96				.96				



Traffic Survey Specialists, Inc.
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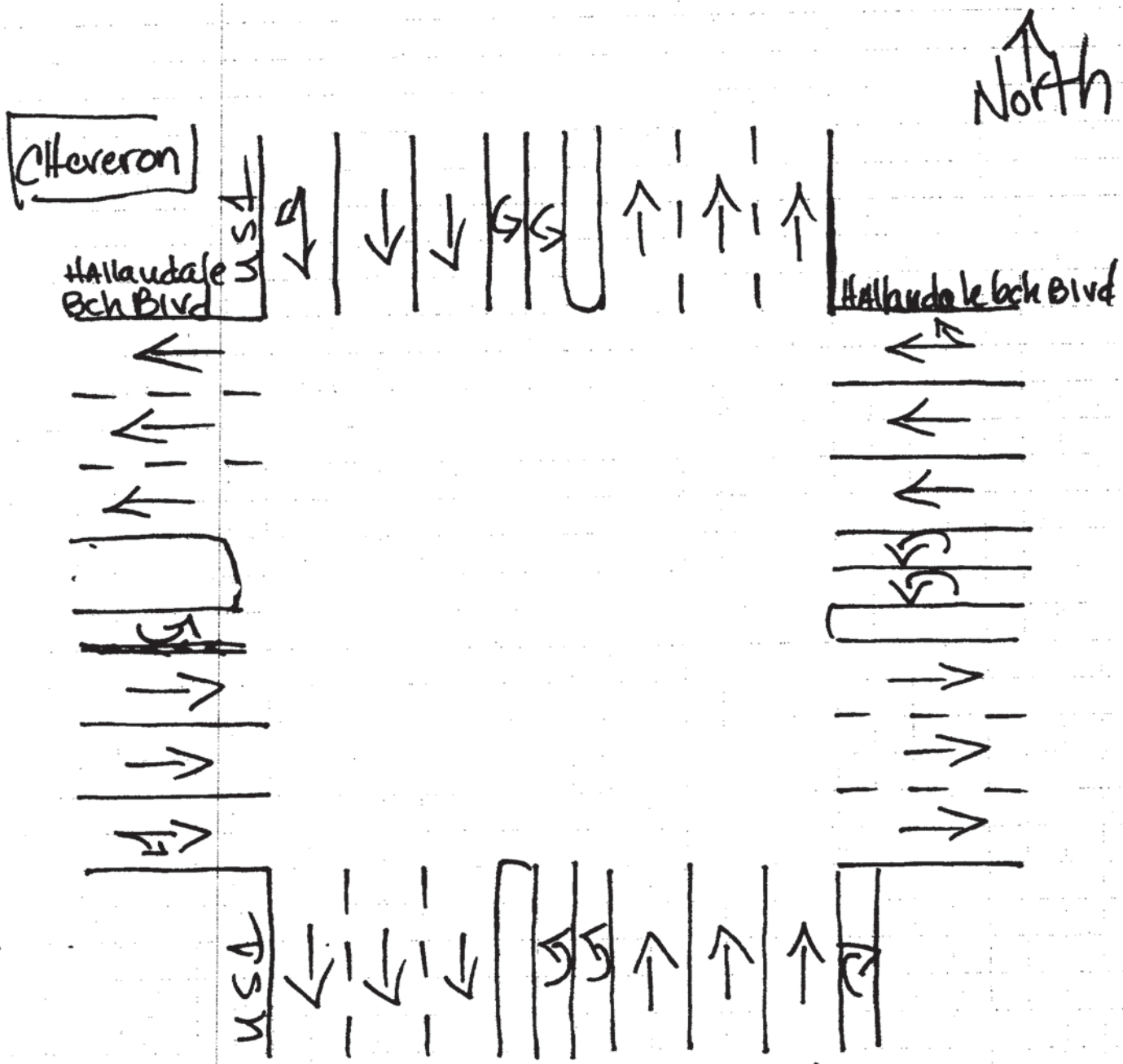
HALLANDALE BEACH BOULEVARD & US1
HALLANDALE BEACH, FLORIDA
COUNTED BY: S. SALVO & I. GONZALEZ
SIGNALIZED

Site Code : 00150246
Start Date: 12/09/15
File I.D. : HBB__US1
Page : 1

PEDESTRIANS & BIKES

	US 1 From North				HALLANDALE BEACH BLVD From East				US 1 From South				HALLANDALE BEACH BLVD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 12/09/15																	
07:00	0	1	0	0	0	0	0	5	0	1	0	4	0	0	0	2	13
07:15	0	0	0	1	0	0	0	2	0	1	0	2	0	1	0	1	8
07:30	0	0	0	2	0	1	0	1	0	2	0	1	0	0	0	5	12
07:45	0	0	0	3	0	0	0	1	0	3	0	3	0	2	0	10	22
Hr Total	0	1	0	6	0	1	0	9	0	7	0	10	0	3	0	18	55
08:00	0	0	0	2	0	0	0	4	0	1	0	3	0	2	0	4	16
08:15	0	0	0	0	0	1	0	1	0	3	0	4	0	1	0	1	11
08:30	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	9
08:45	0	0	0	0	0	1	0	1	0	2	0	6	0	1	0	4	15
Hr Total	0	0	0	2	0	2	0	15	0	6	0	13	0	4	0	9	51
* BREAK *																	
16:00	0	4	0	6	0	0	0	4	0	0	0	6	0	2	0	4	26
16:15	0	2	0	8	0	3	0	4	0	2	0	7	0	0	0	5	31
16:30	0	3	0	0	0	0	0	7	0	1	0	2	0	2	0	2	17
16:45	0	5	0	3	0	2	0	2	0	3	0	1	0	1	0	3	20
Hr Total	0	14	0	17	0	5	0	17	0	6	0	16	0	5	0	14	94
17:00	0	4	0	6	0	0	0	3	0	0	0	5	0	1	0	7	26
17:15	0	6	0	3	0	2	0	4	0	0	0	14	0	0	0	1	30
17:30	0	5	0	1	0	5	0	4	0	1	0	2	0	4	0	2	24
17:45	0	6	0	4	0	1	0	3	0	3	0	5	0	0	0	2	24
Hr Total	0	21	0	14	0	8	0	14	0	4	0	26	0	5	0	12	104
TOTAL	0	36	0	39	0	16	0	55	0	23	0	65	0	17	0	53	304



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

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

HALLANDALE BEACH BOULEVARD & NE 8TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: ANDREW GONZALEZ
SIGNALIZED

Site Code : 00150246
Start Date: 12/09/15
File I.D. : HBB_8AVE
Page : 1

ALL VEHICLES

	NE 8TH AVENUE From North				HALLANDALE BEACH BLVD From East				NE 8TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/09/15																	
07:00	0	7	0	32	1	3	249	0	0	0	0	0	0	0	209	3	504
07:15	0	9	0	23	0	4	309	0	0	0	0	1	0	0	268	5	619
07:30	0	20	0	28	3	7	258	0	0	0	0	0	0	0	232	10	558
07:45	0	24	1	37	0	4	314	1	0	0	0	3	0	0	341	7	732
Hr Total	0	60	1	120	4	18	1130	1	0	0	0	4	0	0	1050	25	2413
08:00	0	30	2	35	0	5	340	0	2	0	0	1	0	0	329	16	760
08:15	0	29	0	63	3	9	343	0	0	8	0	6	0	0	283	9	753
08:30	2	31	2	44	0	5	353	0	0	0	0	1	0	0	403	10	851
08:45	0	50	7	47	1	6	298	0	0	5	0	8	0	0	401	9	832
Hr Total	2	140	11	189	4	25	1334	0	2	13	0	16	0	0	1416	44	3196
* BREAK *																	
16:00	1	24	0	24	2	3	408	0	0	1	0	1	0	0	367	3	834
16:15	0	28	0	18	2	4	484	1	0	1	0	4	0	0	437	1	980
16:30	0	34	3	23	4	4	430	0	0	4	0	2	0	0	344	0	848
16:45	0	25	0	26	6	4	466	0	0	0	0	2	0	0	485	2	1016
Hr Total	1	111	3	91	14	15	1788	1	0	6	0	9	0	0	1633	6	3678
17:00	0	33	0	28	2	1	437	0	0	0	0	6	0	0	465	3	975
17:15	0	26	1	28	2	4	415	0	0	0	0	2	0	0	375	2	855
17:30	0	31	1	17	4	4	452	0	0	0	0	5	0	0	441	0	955
17:45	2	28	2	26	5	3	425	0	0	0	0	3	0	0	386	3	883
Hr Total	2	118	4	99	13	12	1729	0	0	0	0	16	0	0	1667	8	3668
TOTAL	5	429	19	499	35	70	5981	2	2	19	0	45	0	0	5766	83	12955

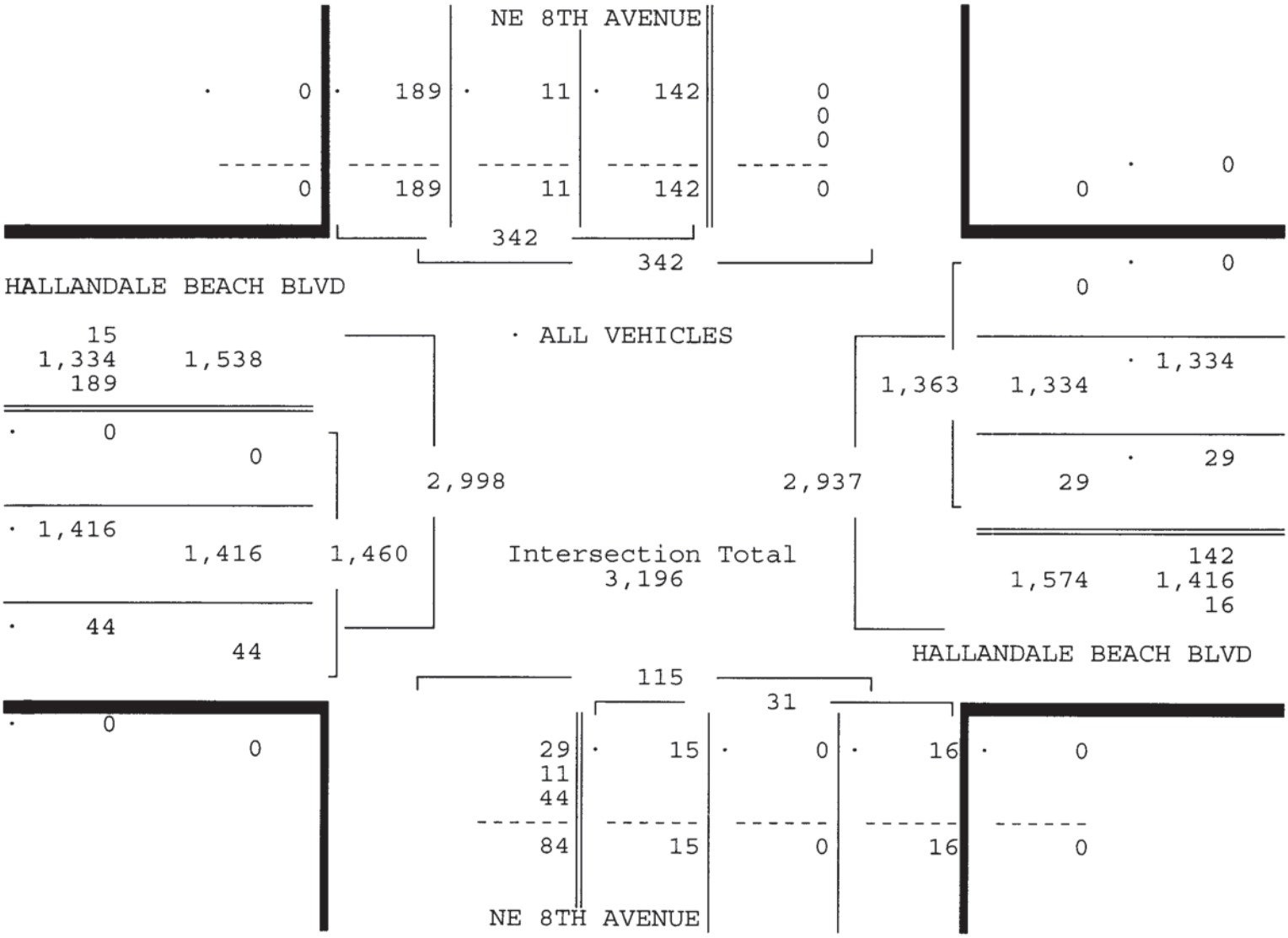
HALLANDALE BEACH BOULEVARD & NE 8TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: ANDREW GONZALEZ
SIGNALIZED

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

Site Code : 00150246
Start Date: 12/09/15
File I.D. : HBB_8AVE
Page : 2

ALL VEHICLES

	NE 8TH AVENUE From North				HALLANDALE BEACH BLVD From East				NE 8TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/09/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/09/15																	
Peak start 08:00					08:00				08:00				08:00				
Volume	2	140	11	189	4	25	1334	0	2	13	0	16	0	0	1416	44	
Percent	1%	41%	3%	55%	0%	2%	98%	0%	6%	42%	0%	52%	0%	0%	97%	3%	
Pk total	342				1363				31				1460				
Highest	08:45				08:30				08:15				08:30				
Volume	0	50	7	47	0	5	353	0	0	8	0	6	0	0	403	10	
Hi total	104				358				14				413				
PHF	.82				.95				.55				.88				



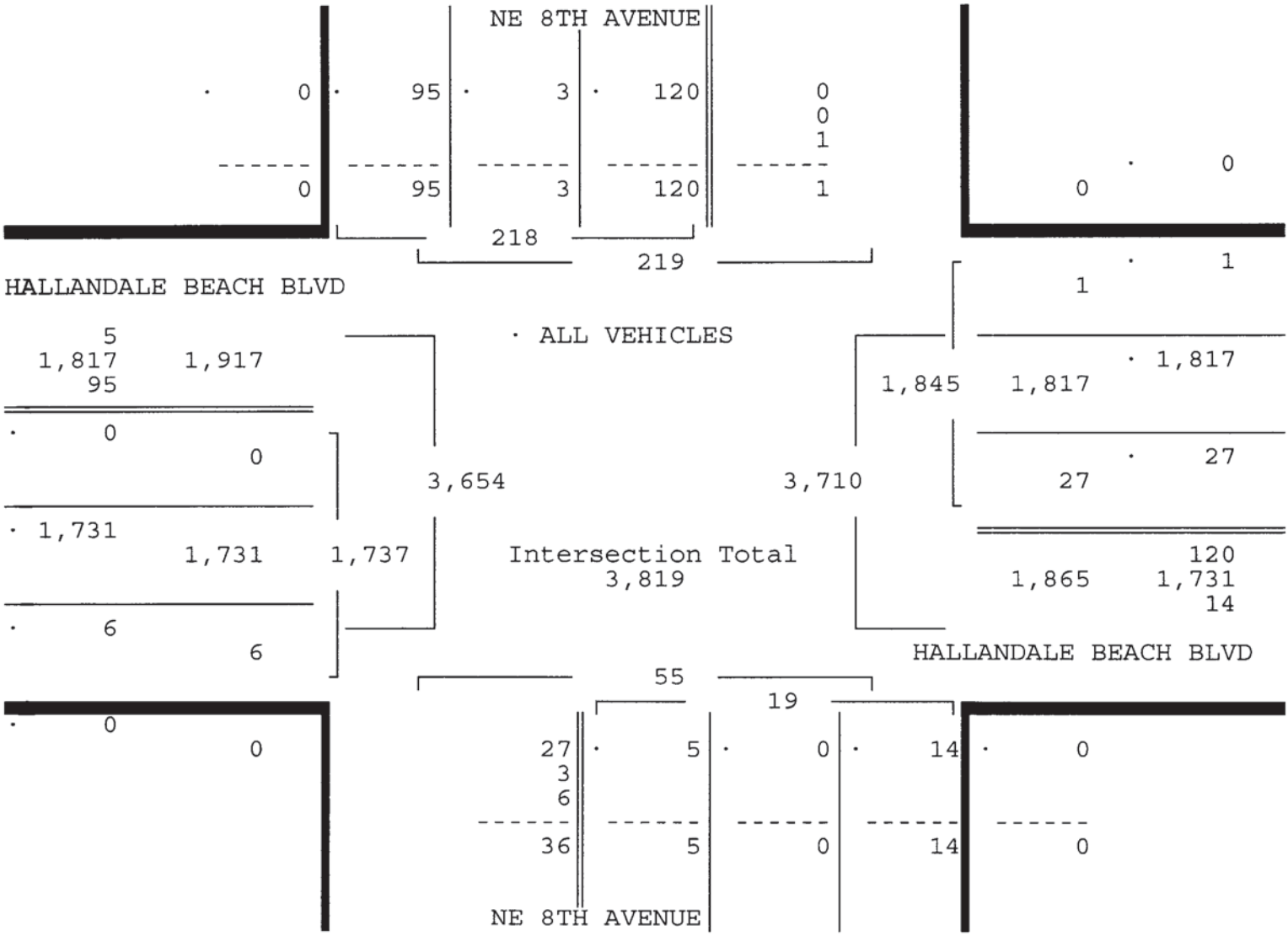
HALLANDALE BEACH BOULEVARD & NE 8TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: ANDREW GONZALEZ
SIGNALIZED

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

Site Code : 00150246
Start Date: 12/09/15
File I.D. : HBB_8AVE
Page : 3

ALL VEHICLES

	NE 8TH AVENUE From North				HALLANDALE BEACH BLVD From East				NE 8TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/09/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/09/15																	
Peak start 16:15					16:15				16:15				16:15				
Volume	0	120	3	95	14	13	1817	1	0	5	0	14	0	0	1731	6	
Percent	0%	55%	1%	44%	1%	1%	98%	0%	0%	26%	0%	74%	0%	0%	100%	0%	
Pk total	218				1845				19				1737				
Highest	17:00				16:15				16:30				16:45				
Volume	0	33	0	28	2	4	484	1	0	4	0	2	0	0	485	2	
Hi total	61				491				6				487				
PHF	.89				.94				.79				.89				



Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
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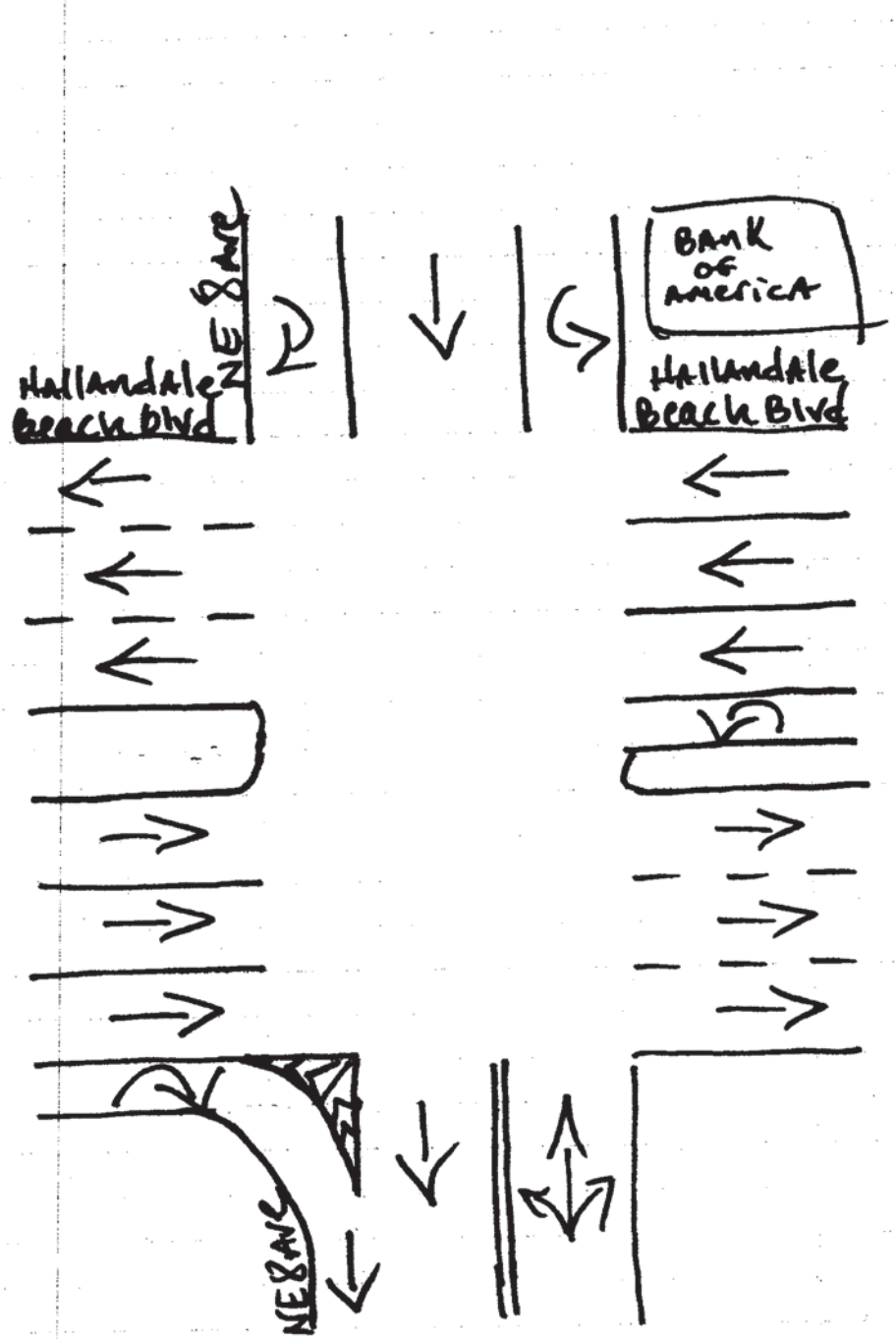
HALLANDALE BEACH BOULEVARD & NE 8TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: ANDREW GONZALEZ
SIGNALIZED

Site Code : 00150246
Start Date: 12/09/15
File I.D. : HBB_8AVE
Page : 1

PEDESTRIANS & BIKES

	NE 8TH AVENUE From North				HALLANDALE BEACH BLVD From East				NE 8TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 12/09/15																	
07:00	0	1	0	3	0	0	0	0	0	1	0	2	0	0	0	0	7
07:15	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
07:30	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	4
07:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
Hr Total	0	1	0	6	0	1	0	0	0	4	0	4	0	0	0	0	16
08:00	0	0	0	1	0	2	0	0	0	0	0	1	0	0	0	0	4
08:15	0	0	0	4	0	0	0	1	0	0	0	1	0	0	0	0	6
08:30	0	0	0	2	0	0	0	4	0	0	0	1	0	0	0	0	7
08:45	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	3
Hr Total	0	0	0	8	0	3	0	5	0	0	0	4	0	0	0	0	20
* BREAK *																	
16:00	0	3	0	3	0	0	0	0	0	0	0	3	0	0	0	0	9
16:15	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	3
16:30	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2
16:45	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
Hr Total	0	5	0	4	0	1	0	0	0	2	0	5	0	0	0	0	17
17:00	0	1	0	1	0	1	0	0	0	0	0	3	0	0	0	0	6
17:15	0	0	0	3	0	0	0	0	0	1	0	1	0	0	0	0	5
17:30	0	0	0	1	0	0	0	2	0	2	0	1	0	0	0	0	6
17:45	0	1	0	4	0	1	0	0	0	3	0	4	0	0	0	0	13
Hr Total	0	2	0	9	0	2	0	2	0	6	0	9	0	0	0	0	30
TOTAL	0	8	0	27	0	7	0	7	0	12	0	22	0	0	0	0	83



Hallandale Beach, Florida
December 10, 2014
drawn by: Luis Palomino
signalized

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

HALLANDALE BEACH BOULEVARD & NE 10TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: CRISTINA PALOMINO
SIGNALIZED

Site Code : 00150246
Start Date: 12/15/15
File I.D. : HBB10AVE
Page : 1

ALL VEHICLES

	NE 10TH AVENUE From North				HALLANDALE BEACH BLVD From East				GULFSTREAM From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/15/15																	
07:00	0	0	0	0	1	9	266	10	0	4	3	9	5	2	191	10	510
07:15	0	0	0	0	3	5	288	8	0	3	2	10	5	2	219	23	568
07:30	0	0	0	0	1	7	288	3	0	6	1	5	4	3	270	10	598
07:45	0	0	0	0	7	10	350	9	1	9	3	12	7	3	341	11	763
Hr Total	0	0	0	0	12	31	1192	30	1	22	9	36	21	10	1021	54	2439
08:00	0	0	0	0	4	8	362	4	0	4	4	15	7	6	382	16	812
08:15	0	0	0	0	3	15	338	5	0	14	3	17	3	8	358	21	785
08:30	0	0	0	0	3	16	371	15	0	10	8	21	6	4	394	7	855
08:45	0	0	0	0	7	26	397	12	0	13	8	25	15	7	418	23	951
Hr Total	0	0	0	0	17	65	1468	36	0	41	23	78	31	25	1552	67	3403
* BREAK *																	
16:00	0	0	0	0	3	35	393	25	0	16	16	47	15	21	401	14	986
16:15	0	0	0	0	6	27	453	31	0	5	17	52	12	17	437	12	1069
16:30	0	0	0	0	8	29	371	33	0	14	15	55	18	14	443	17	1017
16:45	0	0	0	0	8	39	389	23	0	14	15	58	10	10	402	14	982
Hr Total	0	0	0	0	25	130	1606	112	0	49	63	212	55	62	1683	57	4054
17:00	0	0	0	0	6	41	424	18	0	9	12	68	6	23	444	18	1069
17:15	0	0	0	0	3	40	405	27	0	8	26	64	7	15	387	19	1001
17:30	0	0	0	0	6	38	367	26	0	5	16	50	10	10	453	10	991
17:45	0	0	0	0	9	49	381	29	0	14	15	69	5	17	416	17	1021
Hr Total	0	0	0	0	24	168	1577	100	0	36	69	251	28	65	1700	64	4082
TOTAL	0	0	0	0	78	394	5843	278	1	148	164	577	135	162	5956	242	13978

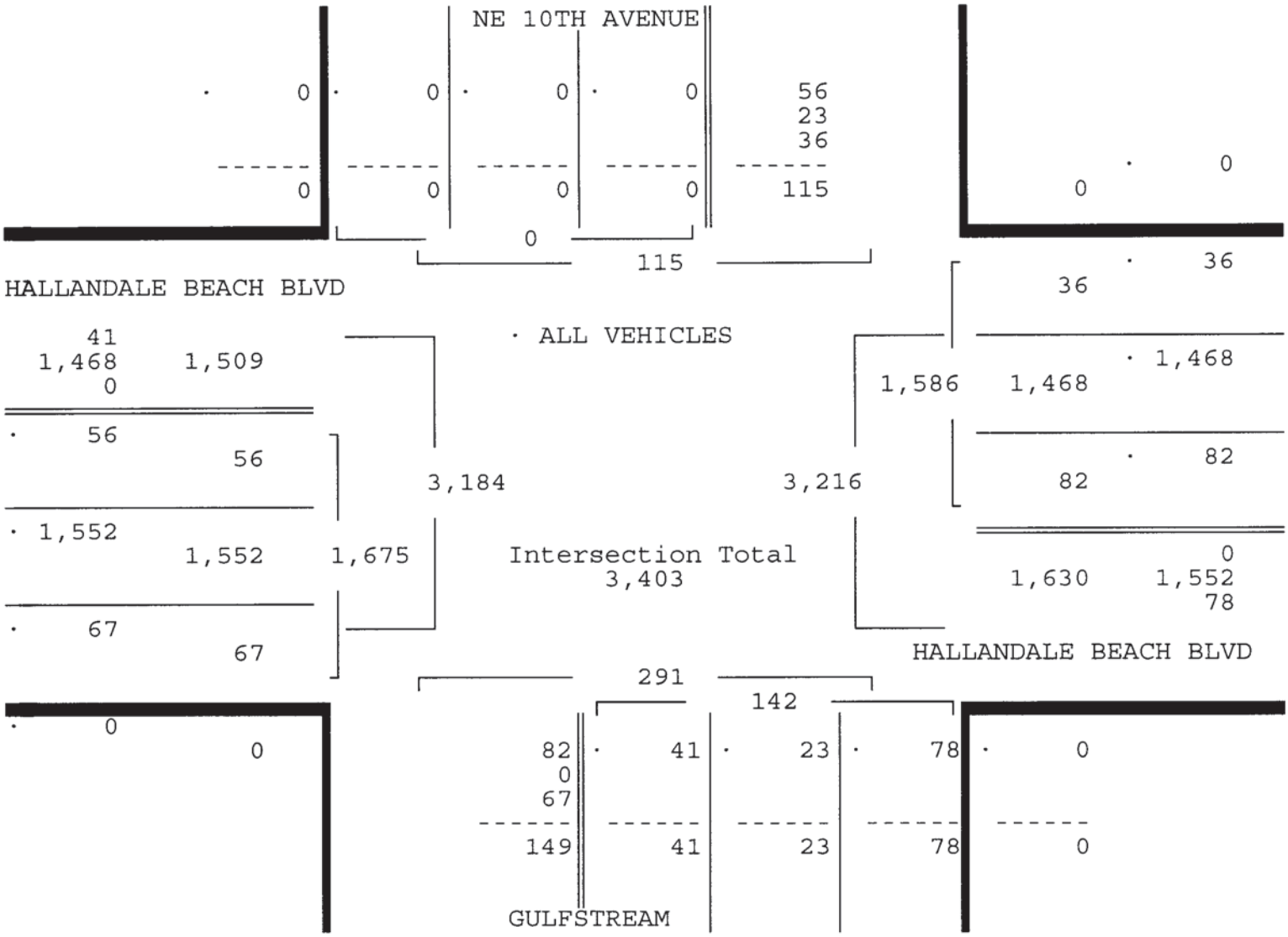
HALLANDALE BEACH BOULEVARD & NE 10TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: CRISTINA PALOMINO
SIGNALIZED

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

Site Code : 00150246
Start Date: 12/15/15
File I.D. : HBB10AVE
Page : 2

ALL VEHICLES

	NE 10TH AVENUE From North				HALLANDALE BEACH BLVD From East				GULFSTREAM From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/15/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/15/15																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	0	0	0	17	65	1468	36	0	41	23	78	31	25	1552	67	
Percent	0%	0%	0%	0%	1%	4%	93%	2%	0%	29%	16%	55%	2%	1%	93%	4%	
Pk total	0				1586				142				1675				
Highest	07:00				08:45				08:45				08:45				
Volume	0	0	0	0	7	26	397	12	0	13	8	25	15	7	418	23	
Hi total	0				442				46				463				
PHF	.0				.90				.77				.90				



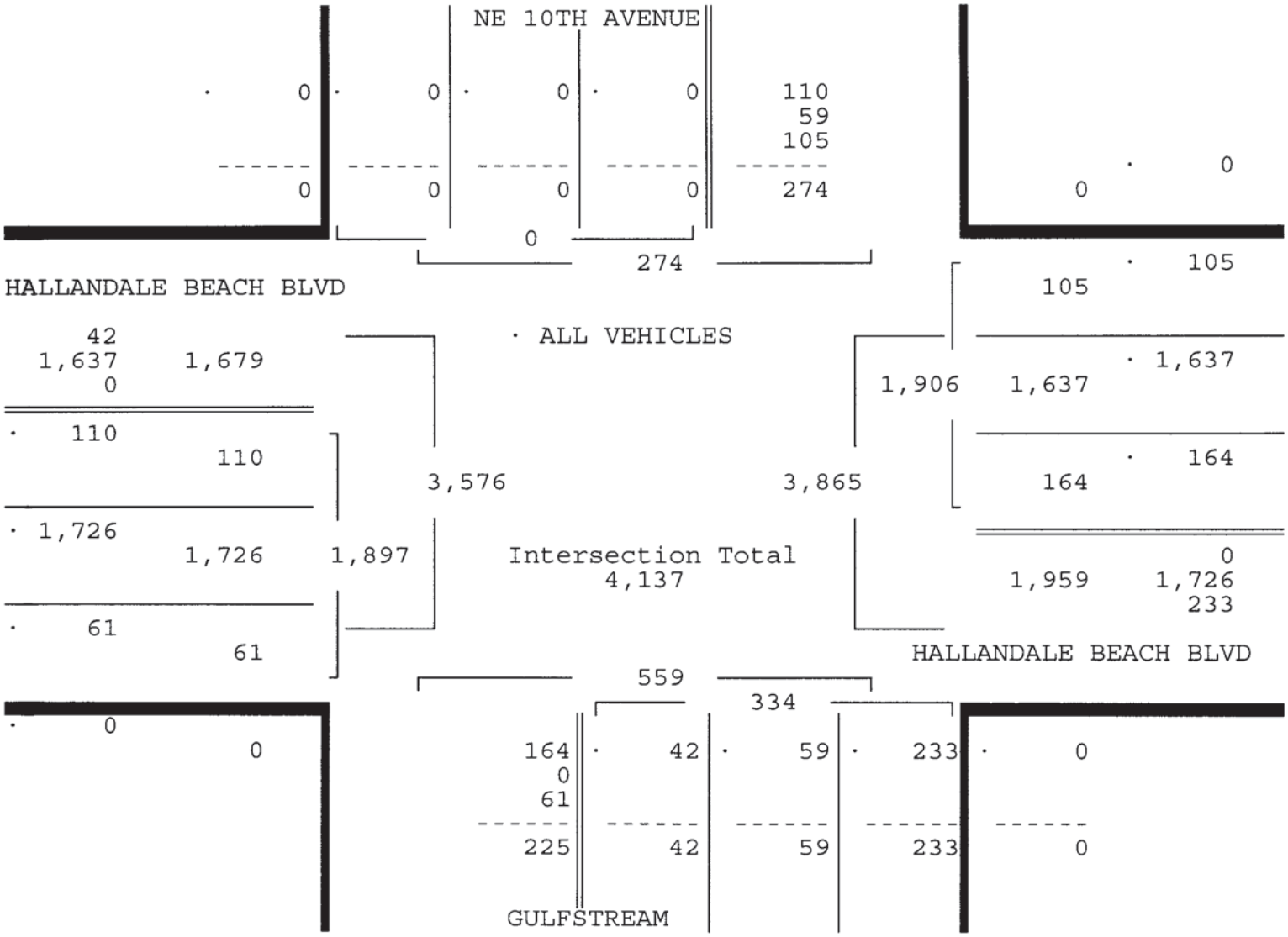
HALLANDALE BEACH BOULEVARD & NE 10TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: CRISTINA PALOMINO
SIGNALIZED

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

Site Code : 00150246
Start Date: 12/15/15
File I.D. : HBB10AVE
Page : 3

ALL VEHICLES

	NE 10TH AVENUE From North				HALLANDALE BEACH BLVD From East				GULFSTREAM From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/15/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/15/15																	
Peak start 16:15					16:15				16:15				16:15				
Volume	0	0	0	0	28	136	1637	105	0	42	59	233	46	64	1726	61	
Percent	0%	0%	0%	0%	1%	7%	86%	6%	0%	13%	18%	70%	2%	3%	91%	3%	
Pk total	0				1906				334				1897				
Highest	07:00				16:15				17:00				16:30				
Volume	0	0	0	0	6	27	453	31	0	9	12	68	18	14	443	17	
Hi total	0				517				89				492				
PHF	.0				.92				.94				.96				



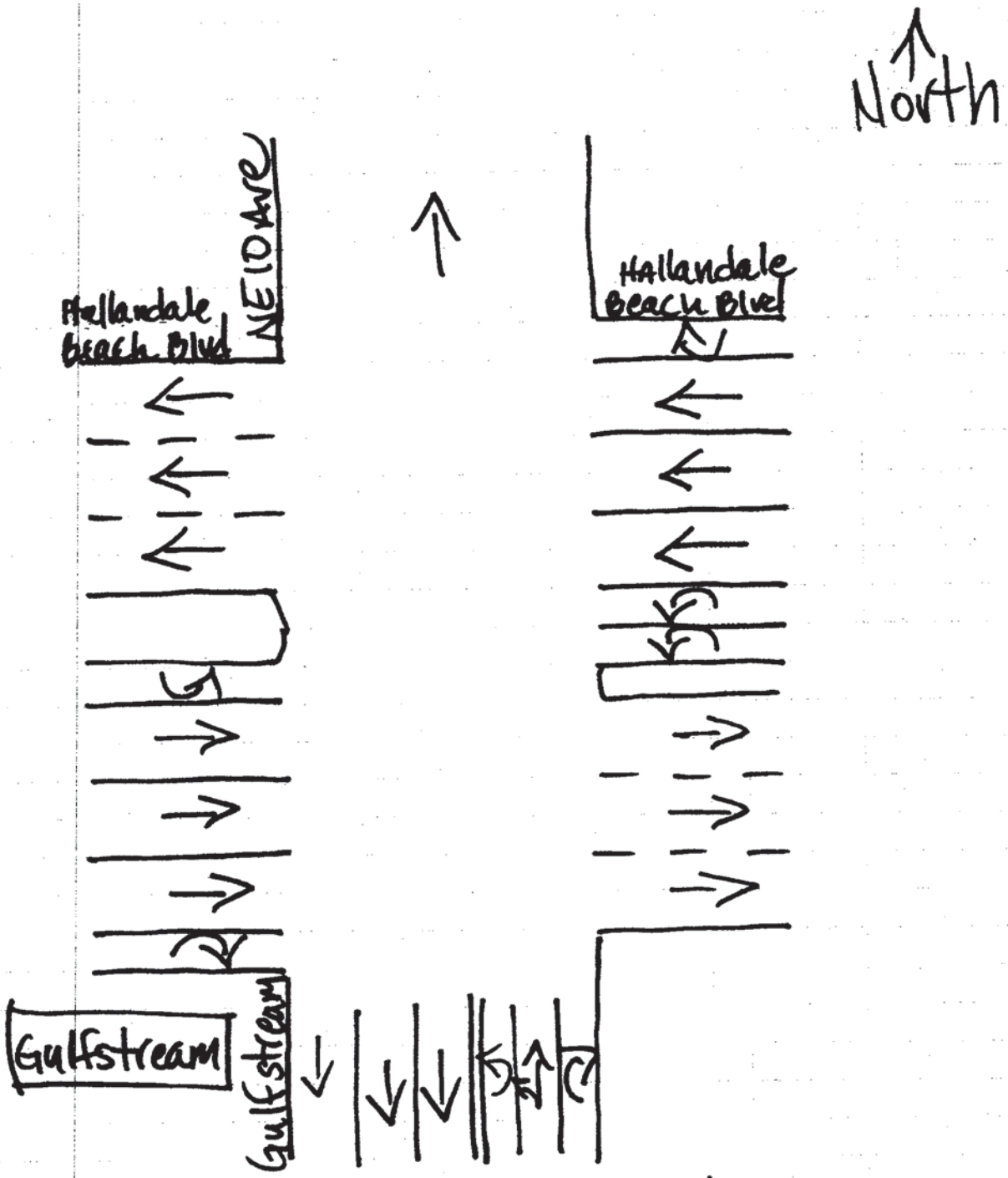
HALLANDALE BEACH BOULEVARD & NE 10TH
AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: CRISTINA PALOMINO
SIGNALIZED

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

Site Code : 00150246
Start Date: 12/15/15
File I.D. : HBB10AVE
Page : 1

PEDESTRIANS & BIKES

	NE 10TH AVENUE From North				HALLANDALE BEACH BLVD From East				GULFSTREAM From South				HALLANDALE BEACH BLVD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 12/15/15																	
07:00	0	2	0	3	0	0	0	0	0	1	0	2	0	0	0	0	8
07:15	0	0	0	3	0	2	0	0	0	2	0	5	0	0	0	0	12
07:30	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	6
07:45	0	1	0	4	0	2	0	2	0	3	0	3	0	2	0	0	17
Hr Total	0	3	0	10	0	4	0	2	0	9	0	13	0	2	0	0	43
08:00	0	2	0	5	0	1	0	1	0	2	0	5	0	0	0	0	16
08:15	0	3	0	4	0	0	0	3	0	4	0	4	0	0	0	0	18
08:30	0	2	0	4	0	0	0	0	0	1	0	6	0	1	0	0	14
08:45	0	0	0	4	0	3	0	0	0	4	0	4	0	0	0	1	16
Hr Total	0	7	0	17	0	4	0	4	0	11	0	19	0	1	0	1	64
* BREAK *																	
16:00	0	5	0	1	0	8	0	3	0	4	0	5	0	0	0	0	26
16:15	0	3	0	1	0	9	0	1	0	1	0	2	0	1	0	1	19
16:30	0	2	0	1	0	3	0	3	0	1	0	1	0	0	0	0	11
16:45	0	2	0	2	0	2	0	3	0	4	0	4	0	0	0	0	17
Hr Total	0	12	0	5	0	22	0	10	0	10	0	12	0	1	0	1	73
17:00	0	2	0	7	0	4	0	5	0	0	0	1	0	1	0	0	20
17:15	0	2	0	2	0	4	0	6	0	1	0	1	0	0	0	0	16
17:30	0	1	0	4	0	3	0	4	0	4	0	2	0	1	0	0	19
17:45	0	3	0	2	0	3	0	6	0	2	0	4	0	0	0	0	20
Hr Total	0	8	0	15	0	14	0	21	0	7	0	8	0	2	0	0	75
TOTAL	0	30	0	47	0	44	0	37	0	37	0	52	0	6	0	2	255



Hallandale Beach, Florida
December 10, 2014
drawn by: Luis Palomino
signalized

HALLANDALE BEACH BOULEVARD & NE/SE 14TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: L. PALOMINO & M. CRUZ
SIGNALIZED

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

Site Code : 00150246
Start Date: 12/09/15
File I.D. : HBB_14AV
Page : 1

ALL VEHICLES

	NE 14TH AVENUE From North				HALLANDALE BEACH BLVD From East				SE 14TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/09/15																	
07:00	0	6	4	16	0	5	229	3	0	39	6	0	2	5	164	19	498
07:15	0	5	7	24	0	1	205	1	0	48	10	6	4	5	193	34	543
07:30	0	7	8	24	0	3	254	6	0	51	12	3	3	6	216	34	627
07:45	0	20	11	24	0	8	251	6	0	46	12	9	4	6	269	45	711
Hr Total	0	38	30	88	0	17	939	16	0	184	40	18	13	22	842	132	2379
08:00	0	18	15	30	0	3	246	10	0	58	14	4	4	10	225	48	685
08:15	0	13	19	30	0	5	316	9	0	53	16	6	7	7	247	48	776
08:30	0	30	17	44	0	4	271	8	0	53	17	6	12	23	296	45	826
08:45	0	25	17	43	0	8	308	9	0	62	19	7	20	18	317	47	900
Hr Total	0	86	68	147	0	20	1141	36	0	226	66	23	43	58	1085	188	3187
* BREAK *																	
16:00	0	15	21	34	0	8	397	14	0	62	35	18	10	22	329	74	1039
16:15	0	11	12	43	1	9	361	11	0	50	31	14	24	35	369	66	1037
16:30	1	20	19	31	1	12	348	8	0	76	33	12	17	30	309	57	974
16:45	0	28	23	22	2	14	393	27	0	74	21	21	15	28	399	72	1139
Hr Total	1	74	75	130	4	43	1499	60	0	262	120	65	66	115	1406	269	4189
17:00	0	18	15	36	0	13	344	19	0	67	25	22	39	33	393	70	1094
17:15	0	24	27	41	0	10	342	24	0	66	26	15	14	27	310	74	1000
17:30	0	17	15	29	1	15	347	15	0	73	25	14	25	44	394	74	1088
17:45	0	10	20	38	1	16	304	18	0	59	43	21	14	35	321	71	971
Hr Total	0	69	77	144	2	54	1337	76	0	265	119	72	92	139	1418	289	4153
TOTAL	1	267	250	509	6	134	4916	188	0	937	345	178	214	334	4751	878	13908

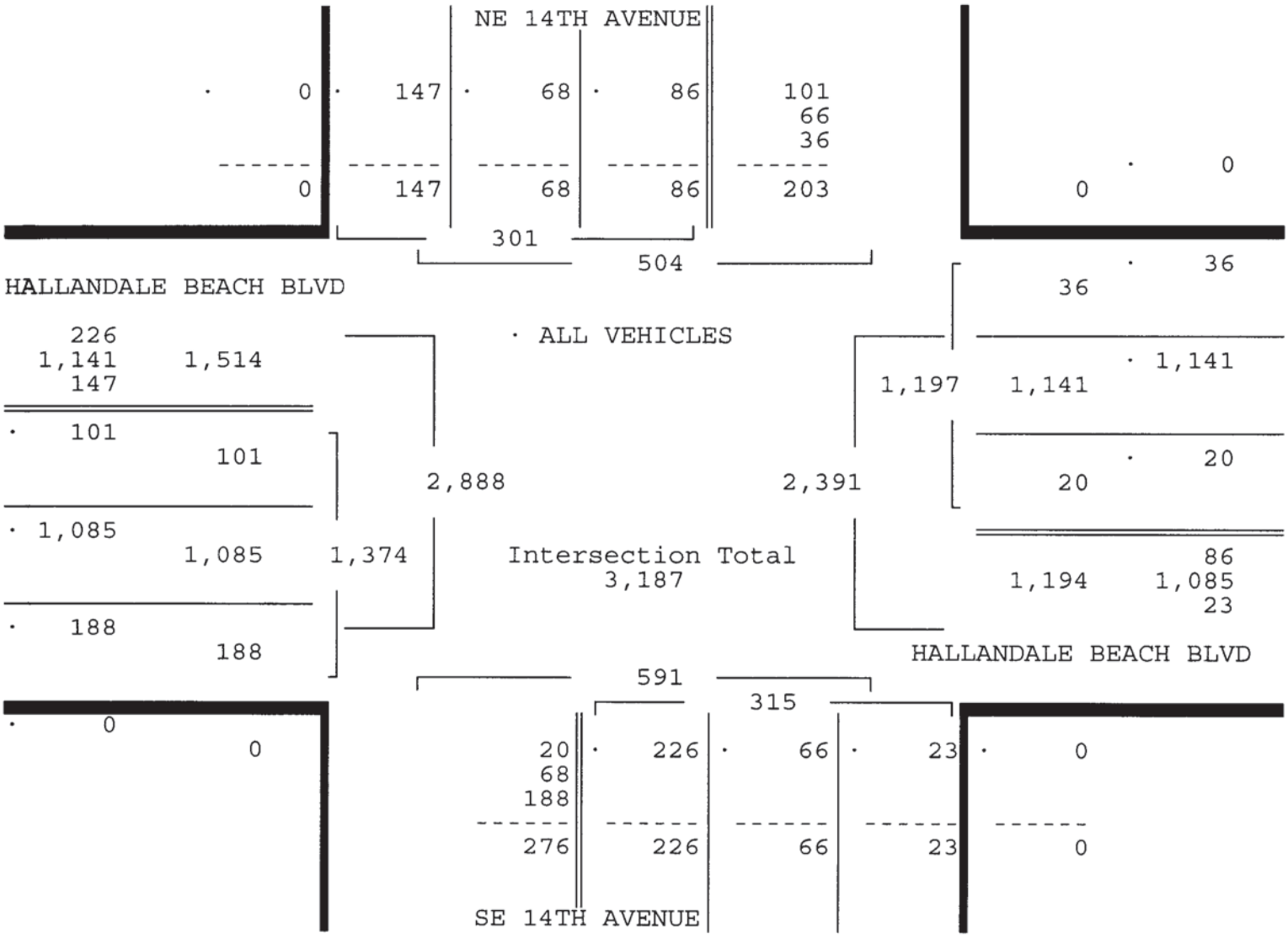
HALLANDALE BEACH BOULEVARD & NE/SE 14TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: L. PALOMINO & M. CRUZ
SIGNALIZED

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

Site Code : 00150246
Start Date: 12/09/15
File I.D. : HBB_14AV
Page : 2

ALL VEHICLES

	NE 14TH AVENUE From North				HALLANDALE BEACH BLVD From East				SE 14TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/09/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/09/15																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	86	68	147	0	20	1141	36	0	226	66	23	43	58	1085	188	
Percent	0%	29%	23%	49%	0%	2%	95%	3%	0%	72%	21%	7%	3%	4%	79%	14%	
Pk total	301				1197				315				1374				
Highest	08:30				08:15				08:45				08:45				
Volume	0	30	17	44	0	5	316	9	0	62	19	7	20	18	317	47	
Hi total	91				330				88				402				
PHF	.83				.91				.89				.85				



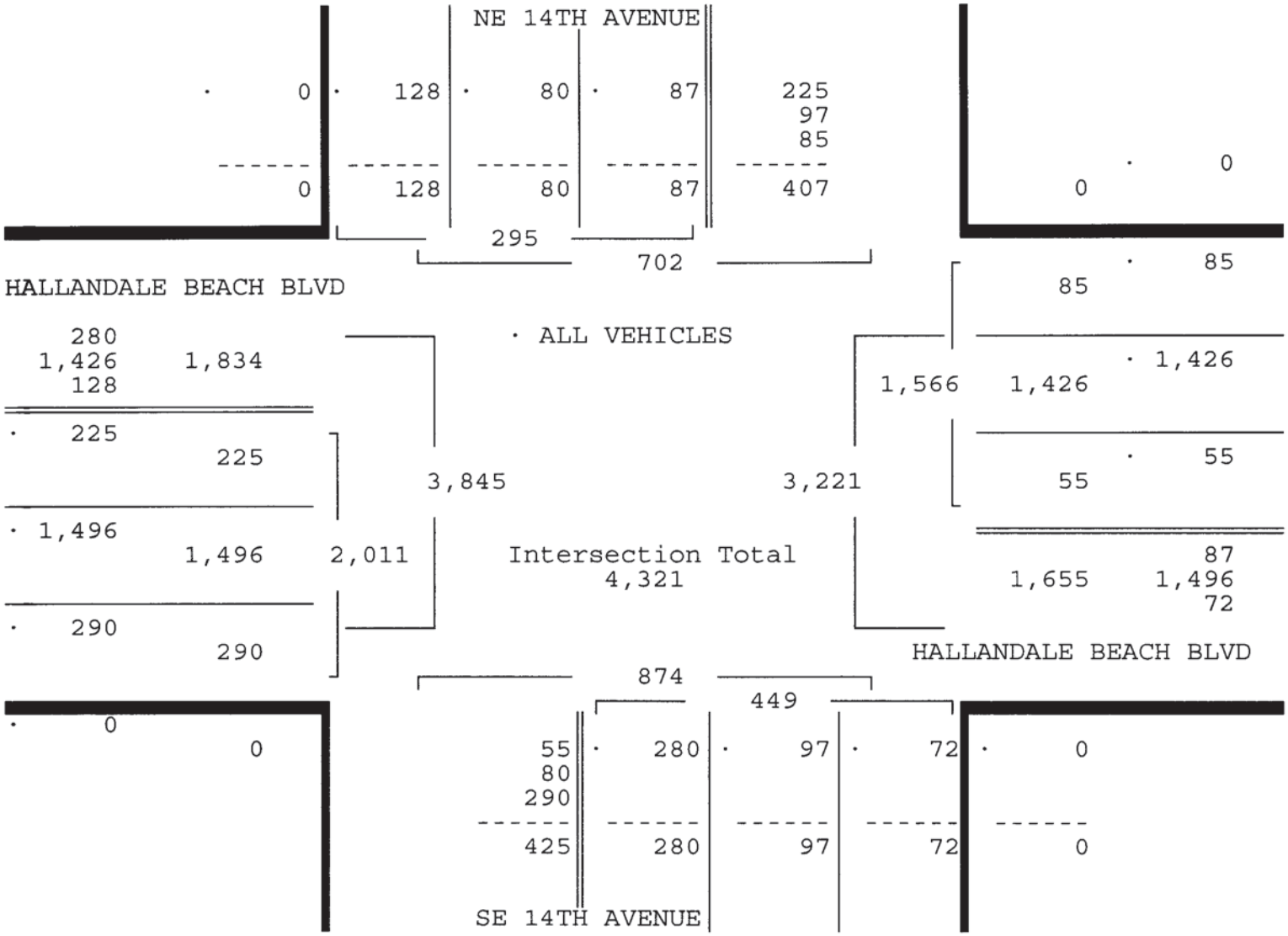
HALLANDALE BEACH BOULEVARD & NE/SE 14TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: L. PALOMINO & M. CRUZ
SIGNALIZED

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

Site Code : 00150246
Start Date: 12/09/15
File I.D. : HBB_14AV
Page : 3

ALL VEHICLES

	NE 14TH AVENUE From North				HALLANDALE BEACH BLVD From East				SE 14TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/09/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/09/15																	
Peak start 16:45					16:45				16:45				16:45				
Volume	0	87	80	128	3	52	1426	85	0	280	97	72	93	132	1496	290	
Percent	0%	29%	27%	43%	0%	3%	91%	5%	0%	62%	22%	16%	5%	7%	74%	14%	
Pk total	295				1566				449				2011				
Highest	17:15				16:45				16:45				17:30				
Volume	0	24	27	41	2	14	393	27	0	74	21	21	25	44	394	74	
Hi total	92				436				116				537				
PHF	.80				.90				.97				.94				



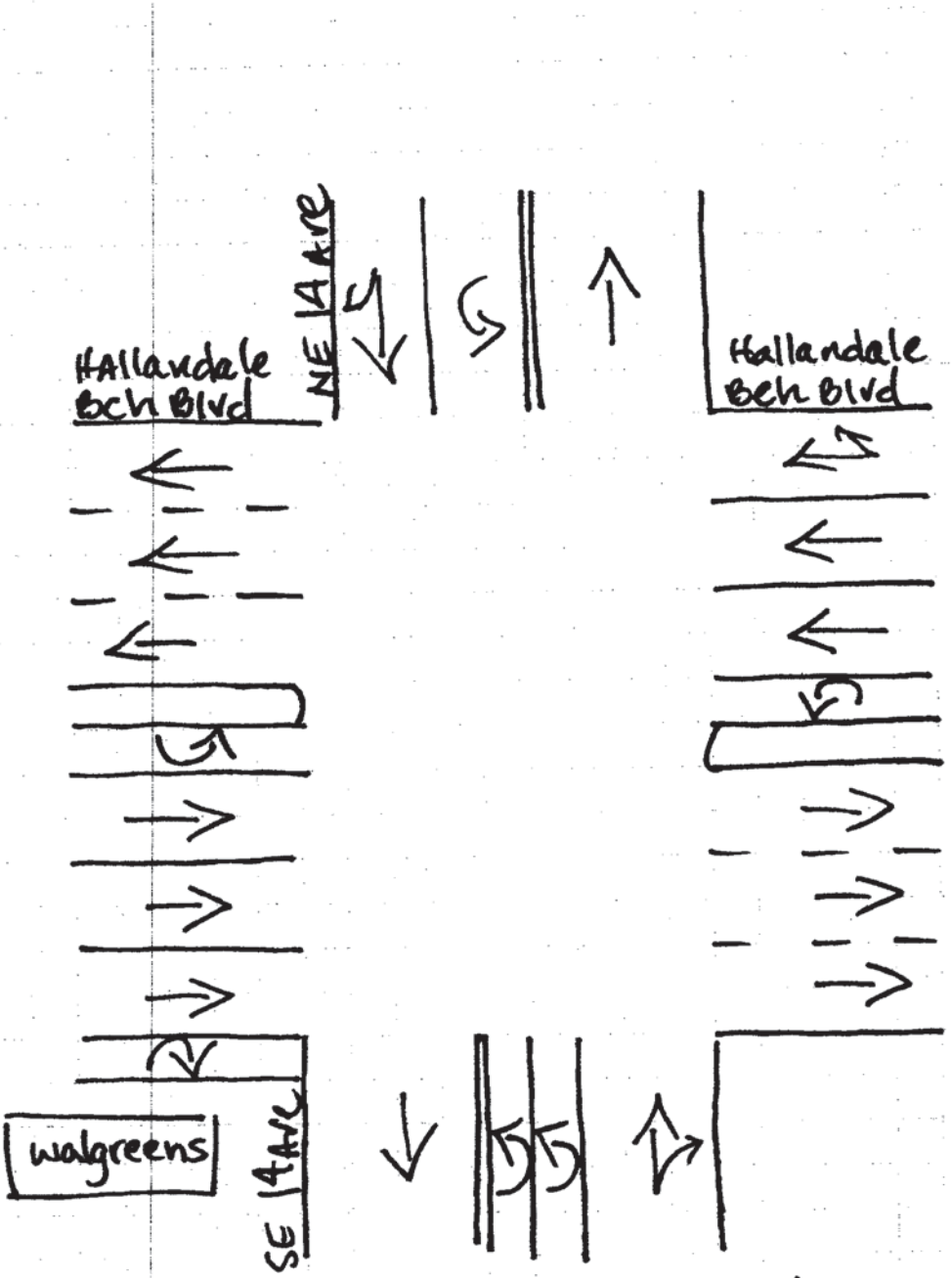
HALLANDALE BEACH BOULEVARD & NE/SE 14TH AVENUE, HALLANDALE BEACH, FLORIDA
COUNTED BY: L. PALOMINO & M. CRUZ
SIGNALIZED

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

Site Code : 00150246
Start Date: 12/09/15
File I.D. : HBB_14AV
Page : 1

PEDESTRIANS & BIKES

	NE 14TH AVENUE From North				HALLANDALE BEACH BLVD From East				SE 14TH AVENUE From South				HALLANDALE BEACH BLVD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 12/09/15																	
07:00	0	1	0	1	0	0	0	0	0	2	0	0	0	0	0	0	4
07:15	0	1	0	2	0	0	0	1	0	3	0	1	0	0	0	0	8
07:30	0	1	0	5	0	0	0	1	0	0	0	2	0	0	0	1	10
07:45	0	2	0	4	0	0	0	4	0	1	0	2	0	0	0	3	16
Hr Total	0	5	0	12	0	0	0	6	0	6	0	5	0	0	0	4	38
08:00	0	1	0	1	0	0	0	0	0	1	0	2	0	0	0	1	6
08:15	0	2	0	8	0	0	0	3	0	0	0	1	0	2	0	1	17
08:30	0	0	0	4	0	0	0	4	0	2	0	4	0	2	0	2	18
08:45	0	3	0	4	0	1	0	2	0	1	0	5	0	0	0	3	19
Hr Total	0	6	0	17	0	1	0	9	0	4	0	12	0	4	0	7	60
* BREAK *																	
16:00	0	8	0	2	0	0	0	14	0	1	0	2	0	1	0	8	36
16:15	0	5	0	1	0	2	0	9	0	2	0	8	0	0	0	2	29
16:30	0	8	0	6	0	0	0	3	0	5	0	6	0	0	0	2	30
16:45	0	3	0	8	0	1	0	9	0	1	0	2	0	0	0	2	26
Hr Total	0	24	0	17	0	3	0	35	0	9	0	18	0	1	0	14	121
17:00	0	1	0	8	0	1	0	4	0	1	0	2	0	1	0	1	19
17:15	0	4	0	4	0	0	0	8	0	0	0	1	0	0	0	3	20
17:30	0	9	0	12	0	0	0	3	0	0	0	5	0	0	0	0	29
17:45	0	7	0	17	0	1	0	10	0	2	0	1	0	0	0	3	41
Hr Total	0	21	0	41	0	2	0	25	0	3	0	9	0	1	0	7	109
TOTAL	0	56	0	87	0	6	0	75	0	22	0	44	0	6	0	32	328



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

HALLANDALE BEACH BOULEVARD & THREE
ISLAND BOULEVARD, HALLANDALE BEACH, FL
COUNTED BY: A. PALOMINO & C. PALOMINO
SIGNALIZED

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

Site Code : 00150246
Start Date: 12/09/15
File I.D. : HBB_THRE
Page : 1

ALL VEHICLES

	THREE ISLAND BOULEVARD From North				HALLANDALE BEACH BLVD From East				DRIVEWAY From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/09/15																	
07:00	0	37	3	65	3	0	137	6	0	0	0	0	0	22	141	0	414
07:15	0	33	1	62	3	0	139	20	0	1	1	0	1	38	175	1	475
07:30	0	55	1	72	13	0	154	23	0	0	1	0	0	30	167	0	516
07:45	0	52	0	65	4	0	185	18	0	0	0	0	2	40	198	0	564
Hr Total	0	177	5	264	23	0	615	67	0	1	2	0	3	130	681	1	1969
08:00	0	81	4	67	7	0	182	29	0	2	0	2	2	60	195	1	632
08:15	0	72	1	99	12	1	222	23	0	0	0	3	1	38	156	1	629
08:30	0	68	6	70	6	0	237	36	0	0	0	3	1	51	242	2	722
08:45	0	93	4	90	9	3	220	34	0	0	2	3	0	66	196	1	721
Hr Total	0	314	15	326	34	4	861	122	0	2	2	11	4	215	789	5	2704
* BREAK *																	
16:00	0	48	2	78	15	2	276	74	0	1	2	2	3	94	246	2	845
16:15	0	68	3	56	9	2	250	51	0	1	5	2	0	114	306	4	871
16:30	1	57	1	75	13	1	303	70	0	4	3	0	1	117	274	0	920
16:45	0	61	1	62	14	2	282	72	0	0	0	0	1	130	280	0	905
Hr Total	1	234	7	271	51	7	1111	267	0	6	10	4	5	455	1106	6	3541
17:00	0	70	2	76	9	0	262	87	0	4	2	3	4	144	303	1	967
17:15	0	64	0	58	15	0	271	62	0	4	2	0	1	115	257	0	849
17:30	0	52	1	61	7	1	258	83	0	1	3	0	2	109	282	3	863
17:45	1	72	0	53	15	0	241	70	0	1	4	0	1	123	261	3	845
Hr Total	1	258	3	248	46	1	1032	302	0	10	11	3	8	491	1103	7	3524
TOTAL	2	983	30	1109	154	12	3619	758	0	19	25	18	20	1291	3679	19	11738

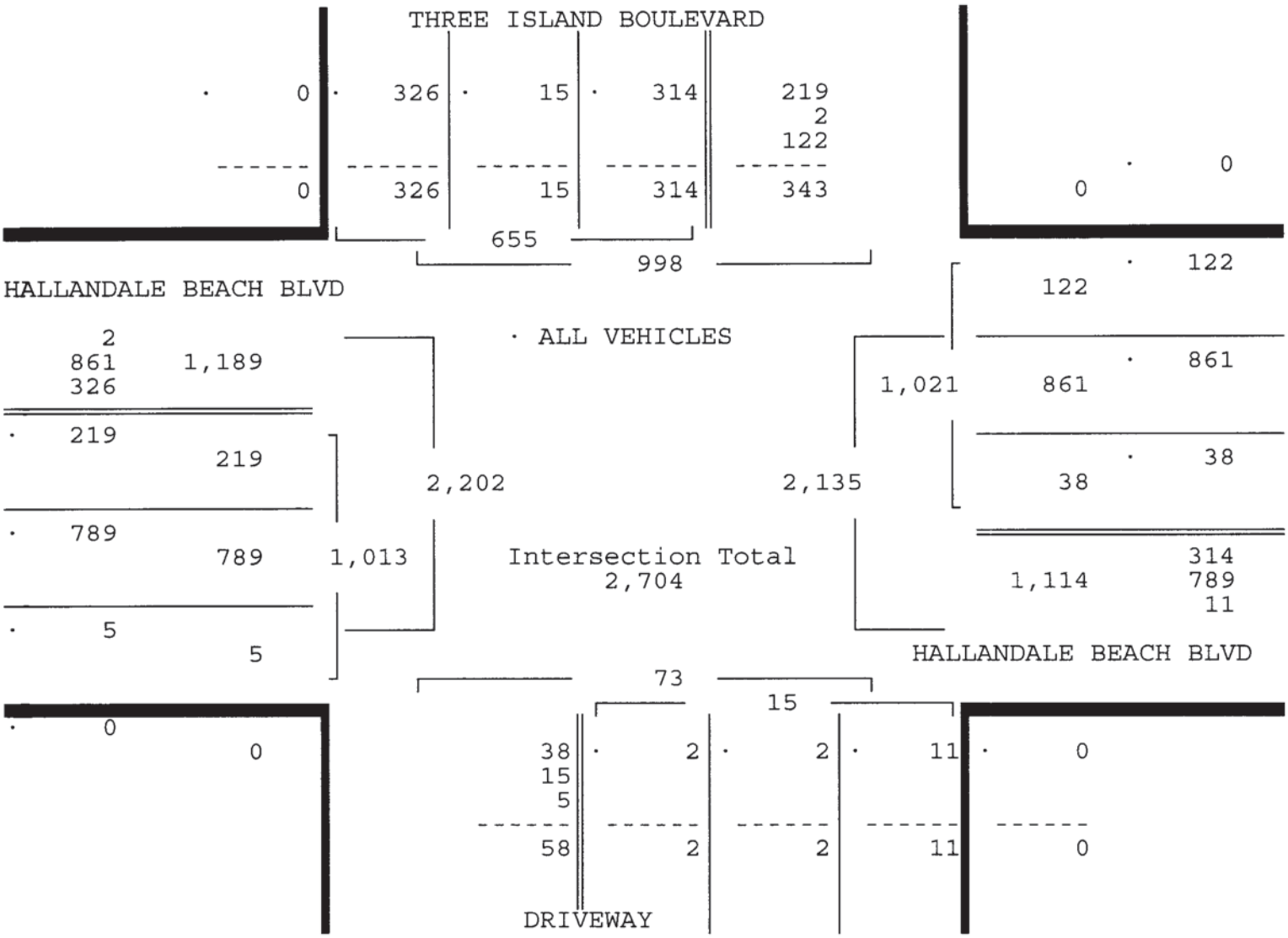
HALLANDALE BEACH BOULEVARD & THREE
ISLAND BOULEVARD, HALLANDALE BEACH, FL
COUNTED BY: A. PALOMINO & C. PALOMINO
SIGNALIZED

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

Site Code : 00150246
Start Date: 12/09/15
File I.D. : HBB_THRE
Page : 2

ALL VEHICLES

	THREE ISLAND BOULEVARD From North				HALLANDALE BEACH BLVD From East				DRIVEWAY From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/09/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/09/15																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	314	15	326	34	4	861	122	0	2	2	11	4	215	789	5	
Percent	0%	48%	2%	50%	3%	0%	84%	12%	0%	13%	13%	73%	0%	21%	78%	0%	
Pk total	655				1021				15				1013				
Highest	08:45				08:30				08:45				08:30				
Volume	0	93	4	90	6	0	237	36	0	0	2	3	1	51	242	2	
Hi total	187				279				5				296				
PHF	.88				.91				.75				.86				



HALLANDALE BEACH BOULEVARD & THREE
ISLAND BOULEVARD, HALLANDALE BEACH, FL
COUNTED BY: A. PALOMINO & C. PALOMINO
SIGNALIZED

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

Site Code : 00150246
Start Date: 12/09/15
File I.D. : HBB_THRE
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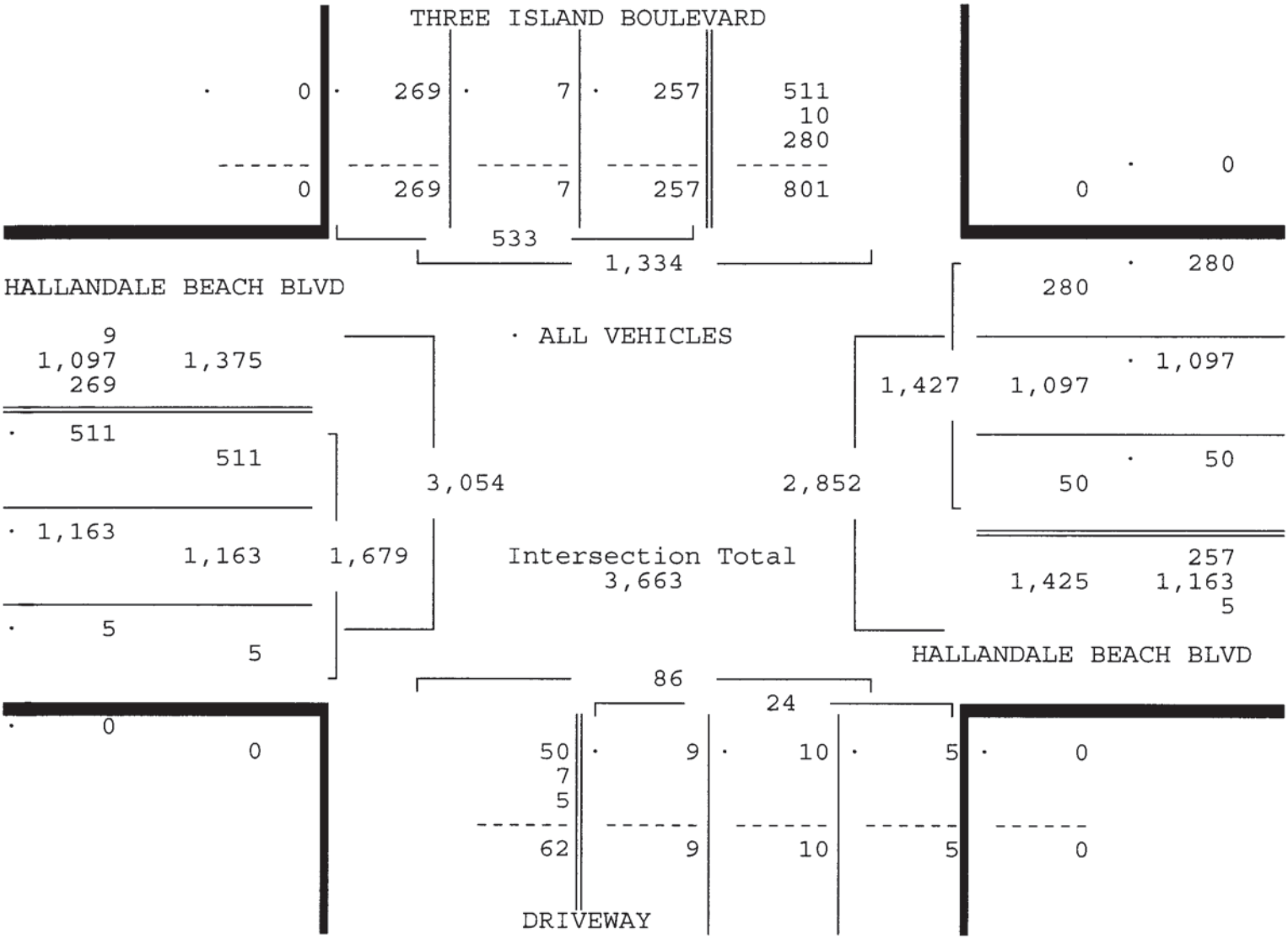
ALL VEHICLES

	THREE ISLAND BOULEVARD From North				HALLANDALE BEACH BLVD From East				DRIVEWAY From South				HALLANDALE BEACH BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/09/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/09/15																	
Peak start 16:15					16:15				16:15				16:15				
Volume	1	256	7	269	45	5	1097	280	0	9	10	5	6	505	1163	5	
Percent	0%	48%	1%	50%	3%	0%	77%	20%	0%	38%	42%	21%	0%	30%	69%	0%	
Pk total	533				1427				24				1679				
Highest	17:00				16:30				17:00				17:00				
Volume	0	70	2	76	13	1	303	70	0	4	2	3	4	144	303	1	
Hi total	148				387				9				452				
PHF	.90				.92				.67				.93				



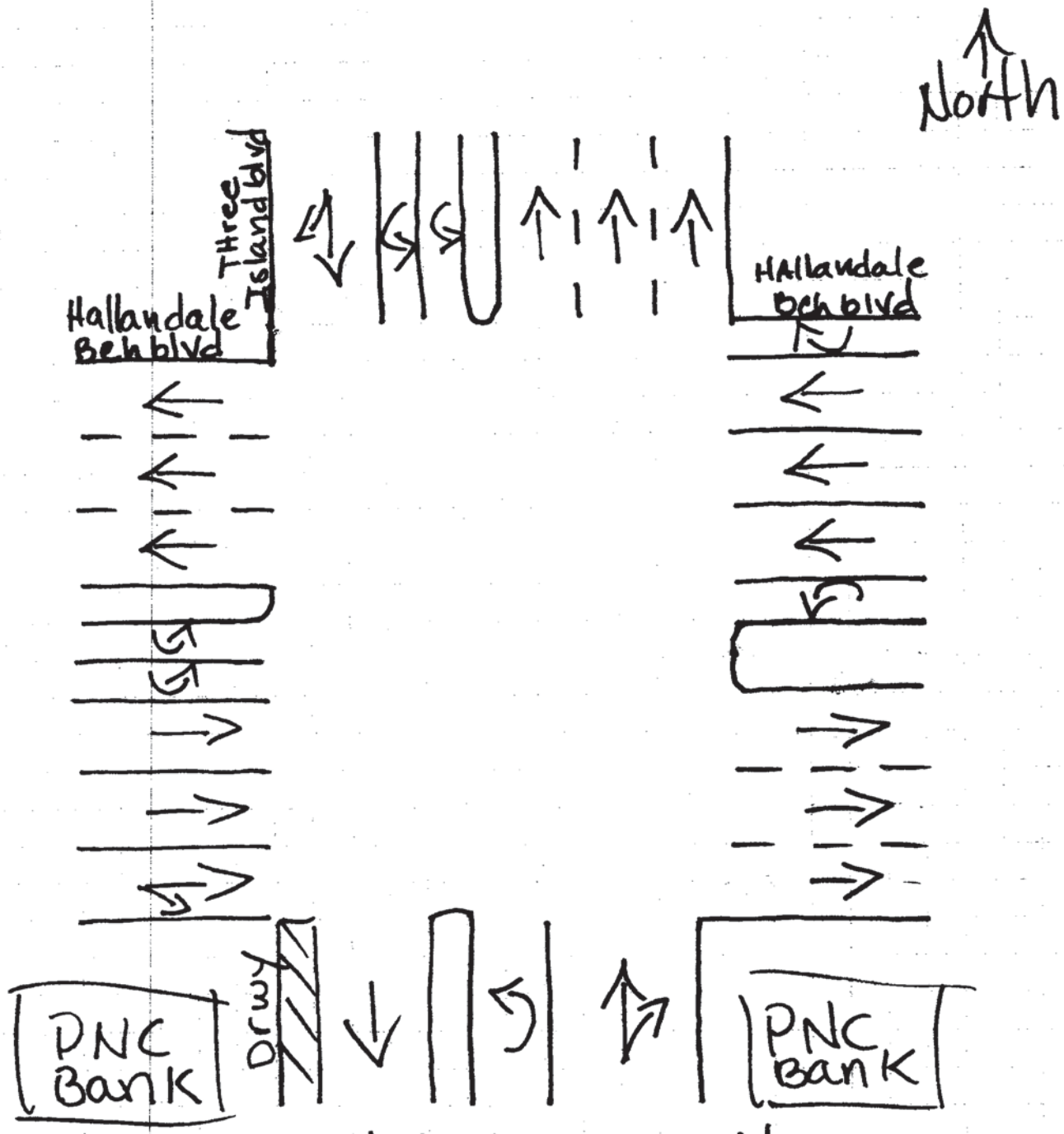
HALLANDALE BEACH BOULEVARD & THREE
ISLAND BOULEVARD, HALLANDALE BEACH, FL
COUNTED BY: A. PALOMINO & C. PALOMINO
SIGNALIZED

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

Site Code : 00150246
Start Date: 12/09/15
File I.D. : HBB_THRE
Page : 1

PEDESTRIANS & BIKES

	THREE ISLAND BOULEVARD From North				HALLANDALE BEACH BLVD From East				DRIVEWAY From South				HALLANDALE BEACH BLVD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 12/09/15																	
07:00	0	1	0	4	0	0	0	0	0	2	0	4	0	0	0	1	12
07:15	0	1	0	8	0	1	0	1	0	3	0	1	0	0	0	1	16
07:30	0	2	0	6	0	0	0	1	0	2	0	3	0	0	0	0	14
07:45	0	2	0	16	0	0	0	1	0	0	0	4	0	1	0	0	24
Hr Total	0	6	0	34	0	1	0	3	0	7	0	12	0	1	0	2	66
08:00	0	1	0	3	0	0	0	0	0	1	0	3	0	0	0	0	8
08:15	0	0	0	10	0	1	0	2	0	3	0	4	0	0	0	0	20
08:30	0	0	0	9	0	1	0	0	0	3	0	3	0	0	0	6	22
08:45	0	1	0	16	0	0	0	2	0	1	0	7	0	0	0	4	31
Hr Total	0	2	0	38	0	2	0	4	0	8	0	17	0	0	0	10	81
* BREAK *																	
16:00	0	7	0	10	0	4	0	1	0	4	0	9	0	0	0	2	37
16:15	0	2	0	16	0	0	0	4	0	3	0	4	0	0	0	2	31
16:30	0	3	0	6	0	2	0	4	0	4	0	4	0	1	0	0	24
16:45	0	0	0	13	0	0	0	2	0	1	0	8	0	0	0	1	25
Hr Total	0	12	0	45	0	6	0	11	0	12	0	25	0	1	0	5	117
17:00	0	7	0	5	0	0	0	5	0	0	0	8	0	0	0	2	27
17:15	0	2	0	11	0	0	0	5	0	0	0	12	0	0	0	1	31
17:30	0	6	0	21	0	0	0	5	0	2	0	9	0	3	0	4	50
17:45	0	6	0	8	0	1	0	6	0	2	0	4	0	0	0	0	27
Hr Total	0	21	0	45	0	1	0	21	0	4	0	33	0	3	0	7	135
TOTAL	0	41	0	162	0	10	0	39	0	31	0	87	0	5	0	24	399



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

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

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

Site Code : 00150246
Start Date: 12/15/15
File I.D. : ATLA_US1
Page : 1

ALL VEHICLES

	US 1 From North				ATLANTIC SHORES BOULEVARD From East				US 1 From South				ATLANTIC SHORES BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/15/15																	
07:00	0	9	141	1	0	12	1	46	2	0	115	16	0	0	0	1	344
07:15	0	7	232	1	0	23	0	40	0	2	150	14	0	1	0	4	474
07:30	0	16	248	1	0	42	2	51	1	4	180	7	0	0	1	4	557
07:45	0	10	282	1	0	43	1	47	0	0	217	26	0	1	0	3	631
Hr Total	0	42	903	4	0	120	4	184	3	6	662	63	0	2	1	12	2006
08:00	0	31	319	0	0	34	1	36	1	1	227	20	0	0	0	5	675
08:15	1	28	289	4	0	37	2	65	0	2	175	16	0	1	1	3	624
08:30	0	24	315	1	0	33	5	57	0	4	231	21	0	2	4	3	700
08:45	1	48	264	1	0	41	6	64	1	5	231	28	0	0	2	3	695
Hr Total	2	131	1187	6	0	145	14	222	2	12	864	85	0	3	7	14	2694
* BREAK *																	
16:00	1	53	243	5	0	39	6	44	0	10	227	19	0	2	5	4	658
16:15	0	43	231	2	0	27	3	56	0	11	249	30	0	0	3	1	656
16:30	0	47	241	1	0	29	5	56	0	13	276	13	0	1	7	9	698
16:45	0	33	262	5	0	35	9	54	0	12	300	18	0	4	2	8	742
Hr Total	1	176	977	13	0	130	23	210	0	46	1052	80	0	7	17	22	2754
17:00	0	29	268	0	0	34	4	76	0	9	333	32	0	2	6	3	796
17:15	0	48	264	8	0	30	5	45	0	16	292	39	0	1	9	16	773
17:30	0	51	257	3	0	45	5	51	2	9	329	25	0	1	3	5	786
17:45	0	50	276	2	0	39	4	51	0	10	325	22	0	0	5	7	791
Hr Total	0	178	1065	13	0	148	18	223	2	44	1279	118	0	4	23	31	3146
TOTAL	3	527	4132	36	0	543	59	839	7	108	3857	346	0	16	48	79	10600

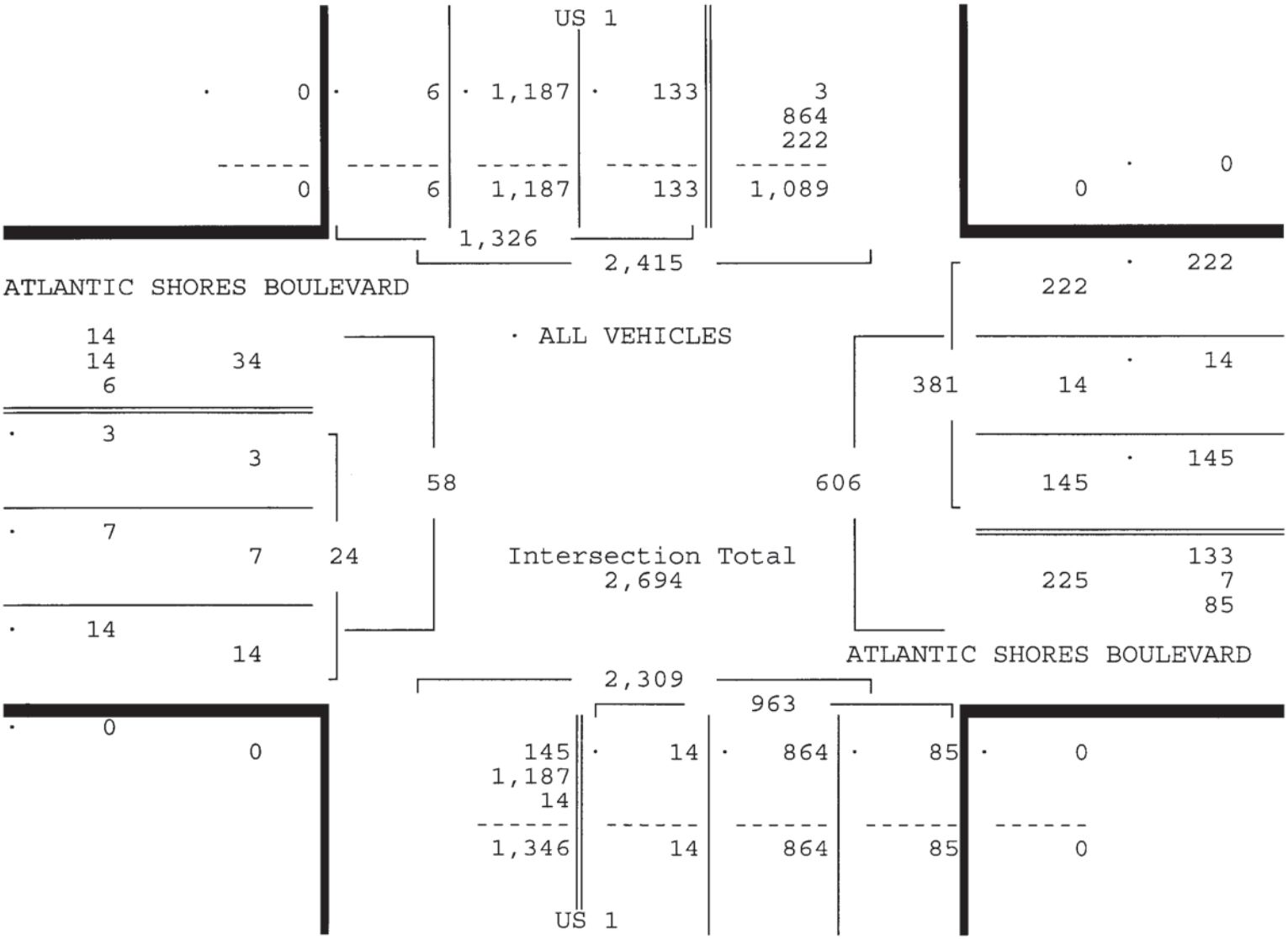
ATLANTIC SHORES BOULEVARD & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: AMBER PALOMINO
SIGNALIZED

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

Site Code : 00150246
Start Date: 12/15/15
File I.D. : ATLA_US1
Page : 2

ALL VEHICLES

	US 1 From North				ATLANTIC SHORES BOULEVARD From East				US 1 From South				ATLANTIC SHORES BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/15/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/15/15																	
Peak start 08:00					08:00				08:00				08:00				
Volume	2	131	1187	6	0	145	14	222	2	12	864	85	0	3	7	14	
Percent	0%	10%	90%	0%	0%	38%	4%	58%	0%	1%	90%	9%	0%	12%	29%	58%	
Pk total	1326				381				963				24				
Highest	08:00				08:45				08:45				08:30				
Volume	0	31	319	0	0	41	6	64	1	5	231	28	0	2	4	3	
Hi total	350				111				265				9				
PHF	.95				.86				.91				.67				



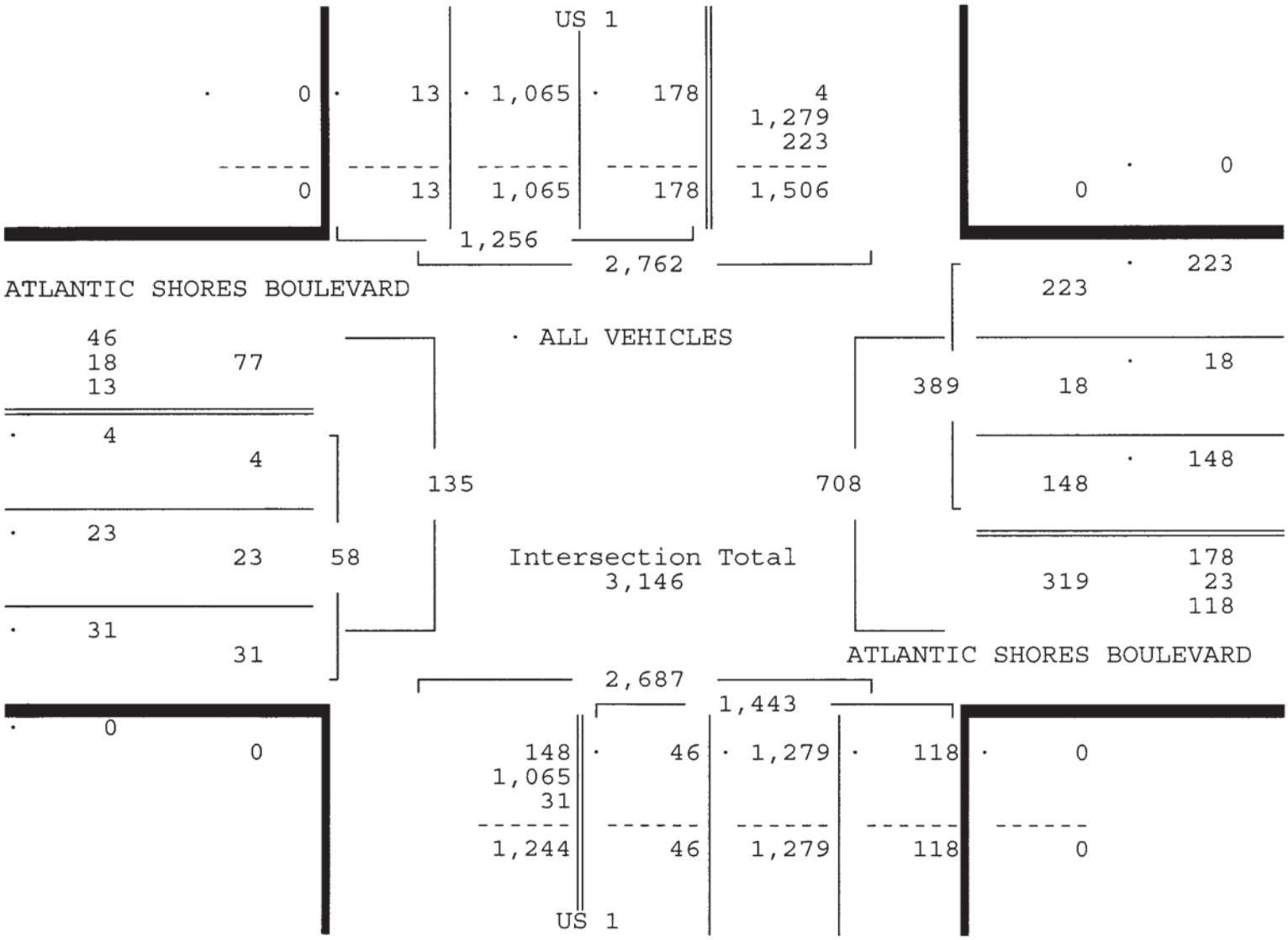
ATLANTIC SHORES BOULEVARD & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: AMBER PALOMINO
SIGNALIZED

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

Site Code : 00150246
Start Date: 12/15/15
File I.D. : ATLA_US1
Page : 3

ALL VEHICLES

	US 1 From North				ATLANTIC SHORES BOULEVARD From East				US 1 From South				ATLANTIC SHORES BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/15/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/15/15																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	178	1065	13	0	148	18	223	2	44	1279	118	0	4	23	31	
Percent	0%	14%	85%	1%	0%	38%	5%	57%	0%	3%	89%	8%	0%	7%	40%	53%	
Pk total	1256				389				1443				58				
Highest	17:45				17:00				17:00				17:15				
Volume	0	50	276	2	0	34	4	76	0	9	333	32	0	1	9	16	
Hi total	328				114				374				26				
PHF	.96				.85				.96				.56				



Traffic Survey Specialists, Inc.
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Delray Beach, Florida 33483
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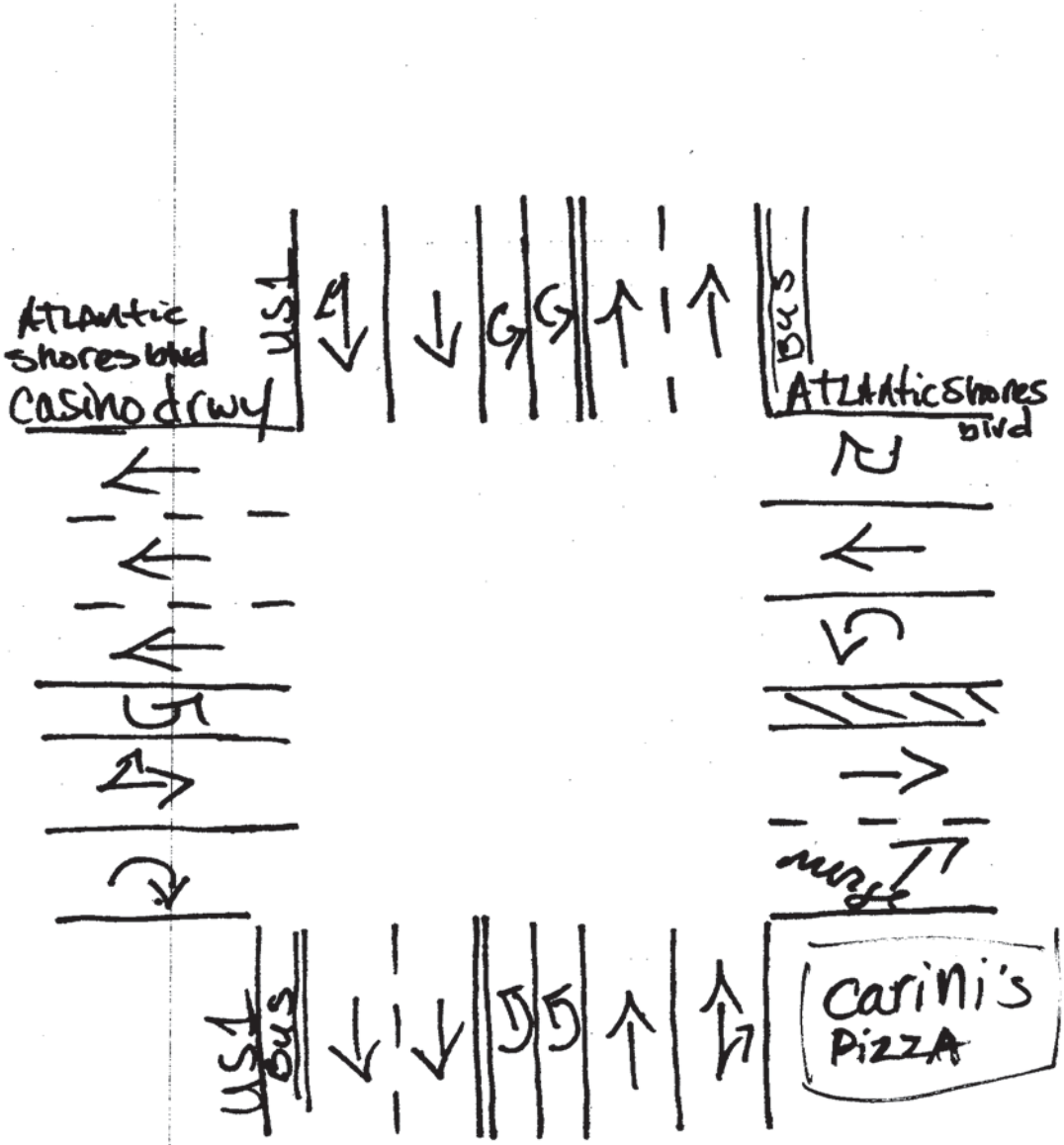
ATLANTIC SHORES BOULEVARD & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: AMBER PALOMINO
SIGNALIZED

Site Code : 00150246
Start Date: 12/15/15
File I.D. : ATLA_US1
Page : 1

PEDESTRIANS & BIKES

	US 1 From North				ATLANTIC SHORES BOULEVARD From East				US 1 From South				ATLANTIC SHORES BOULEVARD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 12/15/15																	
07:00	0	0	0	1	0	1	0	5	0	0	0	0	0	0	0	1	8
07:15	0	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	4
07:30	0	0	0	0	0	1	0	4	0	0	0	3	0	3	0	1	12
07:45	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	2	7
Hr Total	0	0	0	3	0	4	0	9	0	0	0	4	0	7	0	4	31
08:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:15	0	0	0	1	0	2	0	0	0	0	0	0	0	1	0	2	6
08:30	0	0	0	2	0	2	0	1	0	0	0	1	0	0	0	1	7
08:45	0	0	0	1	0	2	0	6	0	0	0	0	0	3	0	1	13
Hr Total	0	0	0	4	0	6	0	8	0	0	0	1	0	4	0	4	27
* BREAK *																	
16:00	0	1	0	2	0	1	0	0	0	0	0	2	0	5	0	1	12
16:15	0	0	0	3	0	1	0	3	0	0	0	3	0	4	0	8	22
16:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	4
16:45	0	0	0	0	0	2	0	1	0	0	0	0	0	3	0	3	9
Hr Total	0	1	0	6	0	4	0	4	0	0	0	5	0	13	0	14	47
17:00	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	4	7
17:15	0	0	0	0	0	1	0	1	0	0	0	1	0	2	0	2	7
17:30	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	1	5
17:45	0	0	0	0	0	0	0	5	0	0	0	0	0	1	0	2	8
Hr Total	0	0	0	1	0	1	0	10	0	0	0	3	0	3	0	9	27
TOTAL	0	1	0	14	0	15	0	31	0	0	0	13	0	27	0	31	132



Hallandale Beach, Florida
April 23, 2015
drawn by: Luis Palomino
Signalized

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

NE 3RD STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: MARISA CRUZ
SIGNALIZED

Site Code : 00150246
Start Date: 12/15/15
File I.D. : 3STE_US1
Page : 1

ALL VEHICLES

	US 1 From North				NE 3RD STREET From East				US 1 From South				NE 3RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/15/15																	
07:00	0	1	157	5	0	5	8	5	1	6	113	2	0	11	4	5	323
07:15	0	3	238	6	0	12	12	1	0	5	122	0	0	12	10	5	426
07:30	0	4	270	13	0	12	12	1	1	13	159	0	0	14	17	14	530
07:45	1	6	297	13	0	6	15	2	2	16	197	0	0	23	18	18	614
Hr Total	1	14	962	37	0	35	47	9	4	40	591	2	0	60	49	42	1893
08:00	0	6	301	16	0	14	14	5	1	18	218	2	0	24	21	29	669
08:15	0	10	293	20	0	6	11	2	0	8	201	4	0	27	27	14	623
08:30	0	13	292	12	0	8	20	0	1	16	217	3	0	14	26	21	643
08:45	0	6	276	7	0	6	10	4	2	18	224	5	0	27	31	23	639
Hr Total	0	35	1162	55	0	34	55	11	4	60	860	14	0	92	105	87	2574
* BREAK *																	
16:00	0	11	258	4	0	8	24	7	0	25	317	6	0	11	15	20	706
16:15	0	10	244	4	0	4	17	4	0	32	267	4	0	22	25	24	657
16:30	1	13	223	5	0	11	18	2	0	20	340	6	0	10	23	18	690
16:45	1	11	278	14	0	6	21	1	0	27	344	8	0	17	18	17	763
Hr Total	2	45	1003	27	0	29	80	14	0	104	1268	24	0	60	81	79	2816
17:00	1	10	239	15	0	11	24	2	1	16	331	4	0	23	27	21	725
17:15	0	12	283	22	0	11	19	6	0	26	359	2	0	32	25	23	820
17:30	0	6	290	7	0	9	18	0	1	41	364	1	0	30	21	24	812
17:45	0	7	271	7	0	5	18	1	2	23	362	8	0	28	31	13	776
Hr Total	1	35	1083	51	0	36	79	9	4	106	1416	15	0	113	104	81	3133
TOTAL	4	129	4210	170	0	134	261	43	12	310	4135	55	0	325	339	289	10416

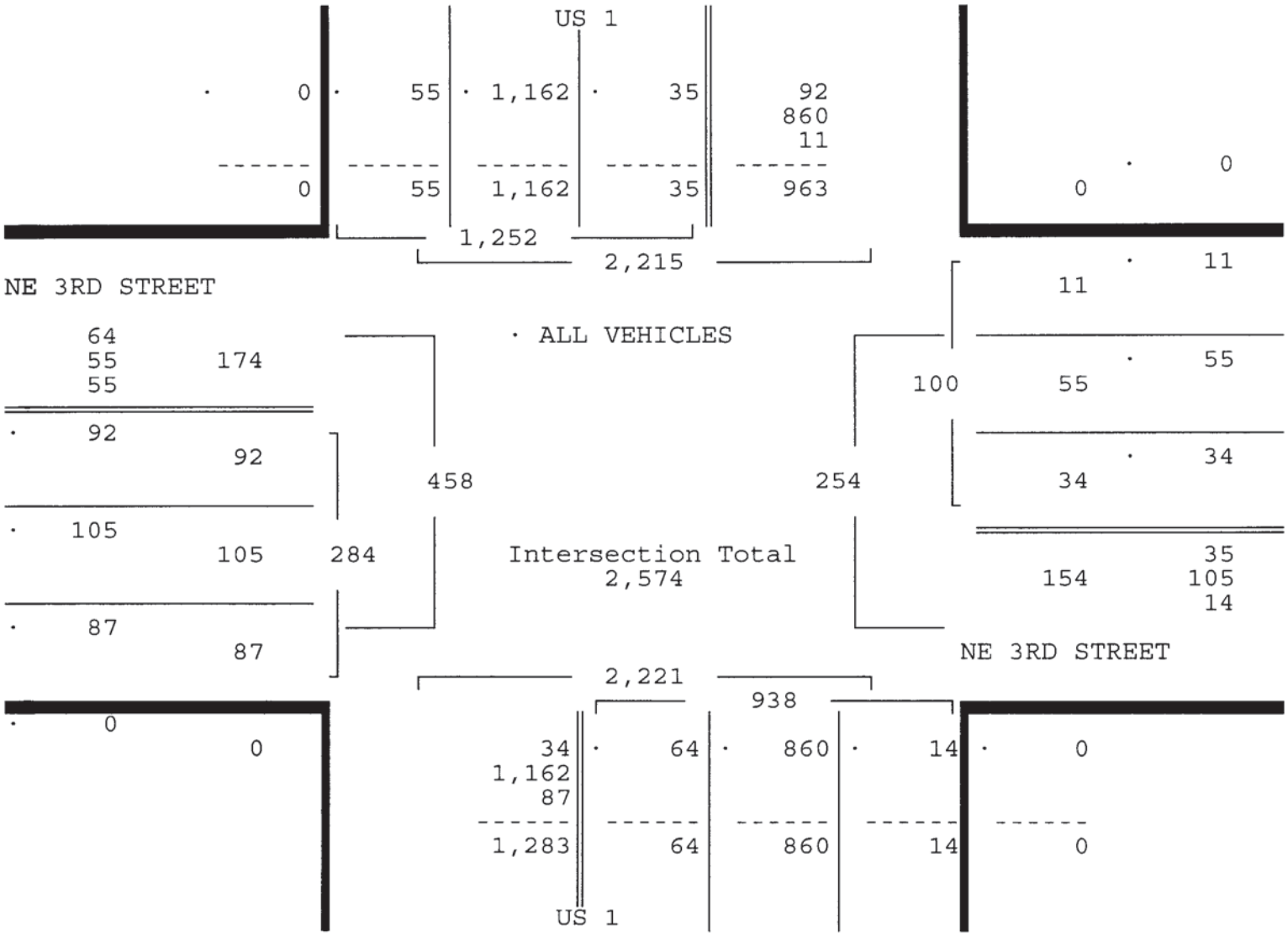
NE 3RD STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: MARISA CRUZ
SIGNALIZED

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

Site Code : 00150246
Start Date: 12/15/15
File I.D. : 3STE_US1
Page : 2

ALL VEHICLES

	US 1 From North				NE 3RD STREET From East				US 1 From South				NE 3RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/15/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/15/15																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	35	1162	55	0	34	55	11	4	60	860	14	0	92	105	87	
Percent	0%	3%	93%	4%	0%	34%	55%	11%	0%	6%	92%	1%	0%	32%	37%	31%	
Pk total	1252				100				938				284				
Highest	08:00				08:00				08:45				08:45				
Volume	0	6	301	16	0	14	14	5	2	18	224	5	0	27	31	23	
Hi total	323				33				249				81				
PHF	.97				.76				.94				.88				



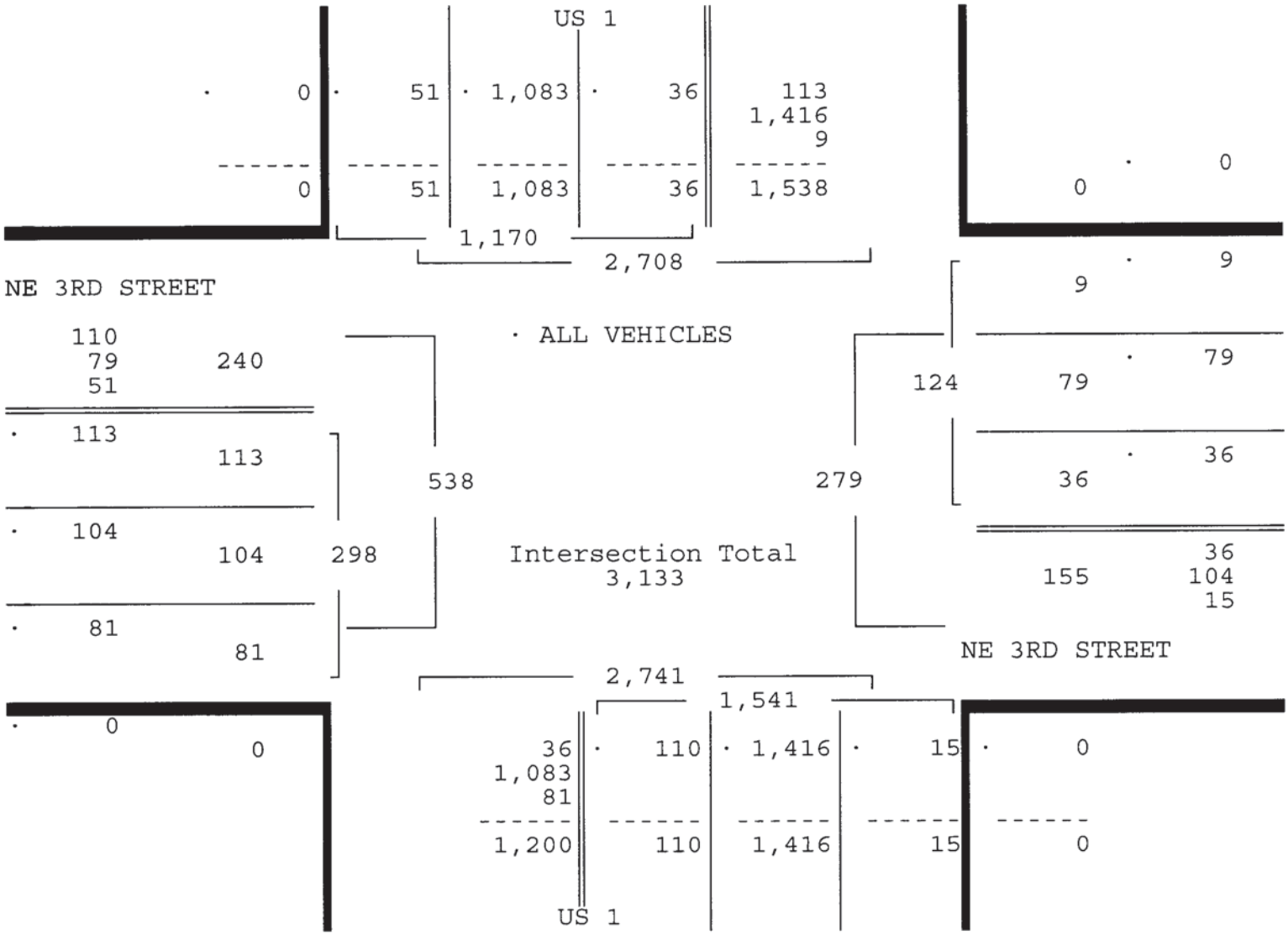
NE 3RD STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: MARISA CRUZ
SIGNALIZED

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

Site Code : 00150246
Start Date: 12/15/15
File I.D. : 3STE_US1
Page : 3

ALL VEHICLES

	US 1 From North				NE 3RD STREET From East				US 1 From South				NE 3RD STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/15/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/15/15																	
Peak start	17:00				17:00				17:00				17:00				
Volume	1	35	1083	51	0	36	79	9	4	106	1416	15	0	113	104	81	
Percent	0%	3%	93%	4%	0%	29%	64%	7%	0%	7%	92%	1%	0%	38%	35%	27%	
Pk total	1170				124				1541				298				
Highest	17:15				17:00				17:30				17:15				
Volume	0	12	283	22	0	11	24	2	1	41	364	1	0	32	25	23	
Hi total	317				37				407				80				
PHF	.92				.84				.95				.93				



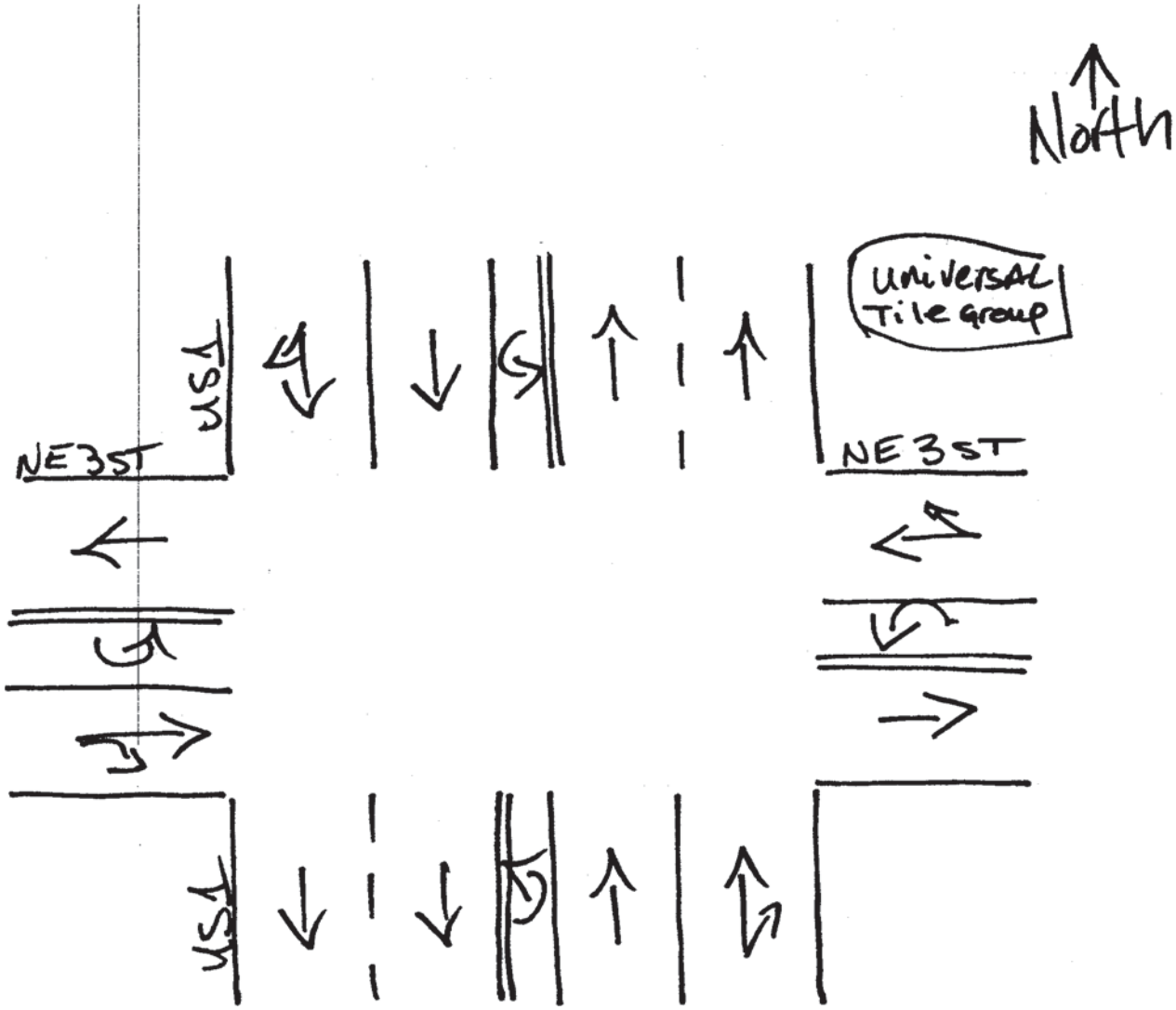
NE 3RD STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: MARISA CRUZ
SIGNALIZED

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

Site Code : 00150246
Start Date: 12/15/15
File I.D. : 3STE_US1
Page : 1

PEDESTRIANS & BIKES

	US 1 From North				NE 3RD STREET From East				US 1 From South				NE 3RD STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 12/15/15																	
07:00	0	1	0	0	0	1	0	1	0	1	0	2	0	1	0	3	10
07:15	0	0	0	2	0	0	0	1	0	0	0	2	0	1	0	5	11
07:30	0	0	0	0	0	2	0	2	0	1	0	0	0	1	0	3	9
07:45	0	0	0	0	0	3	0	3	0	0	0	4	0	1	0	2	13
Hr Total	0	1	0	2	0	6	0	7	0	2	0	8	0	4	0	13	43
08:00	0	0	0	1	0	0	0	4	0	0	0	3	0	0	0	6	14
08:15	0	0	0	1	0	2	0	1	0	0	0	0	0	0	0	1	5
08:30	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	4	8
08:45	0	0	0	1	0	2	0	0	0	0	0	1	0	3	0	0	7
Hr Total	0	0	0	3	0	7	0	5	0	0	0	4	0	4	0	11	34
* BREAK *																	
16:00	0	0	0	1	0	2	0	3	0	0	0	0	0	1	0	3	10
16:15	0	1	0	0	0	1	0	2	0	0	0	0	0	1	0	1	6
16:30	0	0	0	2	0	0	0	0	0	0	0	1	0	2	0	10	15
16:45	0	0	0	1	0	3	0	3	0	0	0	0	0	0	0	4	11
Hr Total	0	1	0	4	0	6	0	8	0	0	0	1	0	4	0	18	42
17:00	0	0	0	1	0	0	0	2	0	0	0	0	0	1	0	2	6
17:15	0	0	0	1	0	0	0	4	0	0	0	1	0	2	0	7	15
17:30	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	6	12
17:45	0	0	0	0	0	1	0	6	0	0	0	0	0	0	0	2	9
Hr Total	0	0	0	2	0	1	0	17	0	0	0	2	0	3	0	17	42
TOTAL	0	2	0	11	0	20	0	37	0	2	0	15	0	15	0	59	161



Hallandale Beach, Florida
April 23, 2015
drawn by: Luis Palomino
signalized

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

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

Site Code : 00150246
Start Date: 12/10/15
File I.D. : SE3STUS1
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 12/10/15																	
07:00	0	3	216	2	0	6	1	2	0	2	148	3	0	3	3	17	406
07:15	1	1	349	1	0	1	1	0	0	5	199	6	0	16	4	23	607
07:30	2	3	367	1	0	3	0	0	1	2	224	6	0	17	6	37	669
07:45	1	2	371	1	0	1	2	0	1	6	264	4	0	24	21	74	772
Hr Total	4	9	1303	5	0	11	4	2	2	15	835	19	0	60	34	151	2454
08:00	3	2	321	0	0	4	3	3	0	7	224	3	0	25	31	83	709
08:15	0	6	440	2	0	1	1	3	1	8	295	4	0	20	21	109	911
08:30	1	11	453	0	0	5	3	2	0	20	281	4	0	35	36	92	943
08:45	0	15	460	1	0	5	1	5	0	10	362	5	0	28	30	86	1008
Hr Total	4	34	1674	3	0	15	8	13	1	45	1162	16	0	108	118	370	3571
* BREAK *																	
16:00	6	21	392	1	0	28	15	25	5	13	451	5	0	23	12	44	1041
16:15	2	29	332	4	0	30	15	36	3	20	437	13	0	32	20	41	1014
16:30	1	20	358	2	0	19	16	39	1	13	411	7	0	31	24	21	963
16:45	2	27	346	5	0	28	29	32	3	14	399	9	0	24	20	29	967
Hr Total	11	97	1428	12	0	105	75	132	12	60	1698	34	0	110	76	135	3985
17:00	4	16	305	1	0	13	26	30	5	25	412	8	0	53	28	32	958
17:15	3	29	376	1	1	19	39	48	2	27	430	13	0	51	22	24	1085
17:30	2	25	325	2	1	40	42	45	6	23	391	3	0	45	13	35	998
17:45	3	21	347	2	0	20	24	40	1	10	464	10	0	45	27	33	1047
Hr Total	12	91	1353	6	2	92	131	163	14	85	1697	34	0	194	90	124	4088
TOTAL	31	231	5758	26	2	223	218	310	29	205	5392	103	0	472	318	780	14098

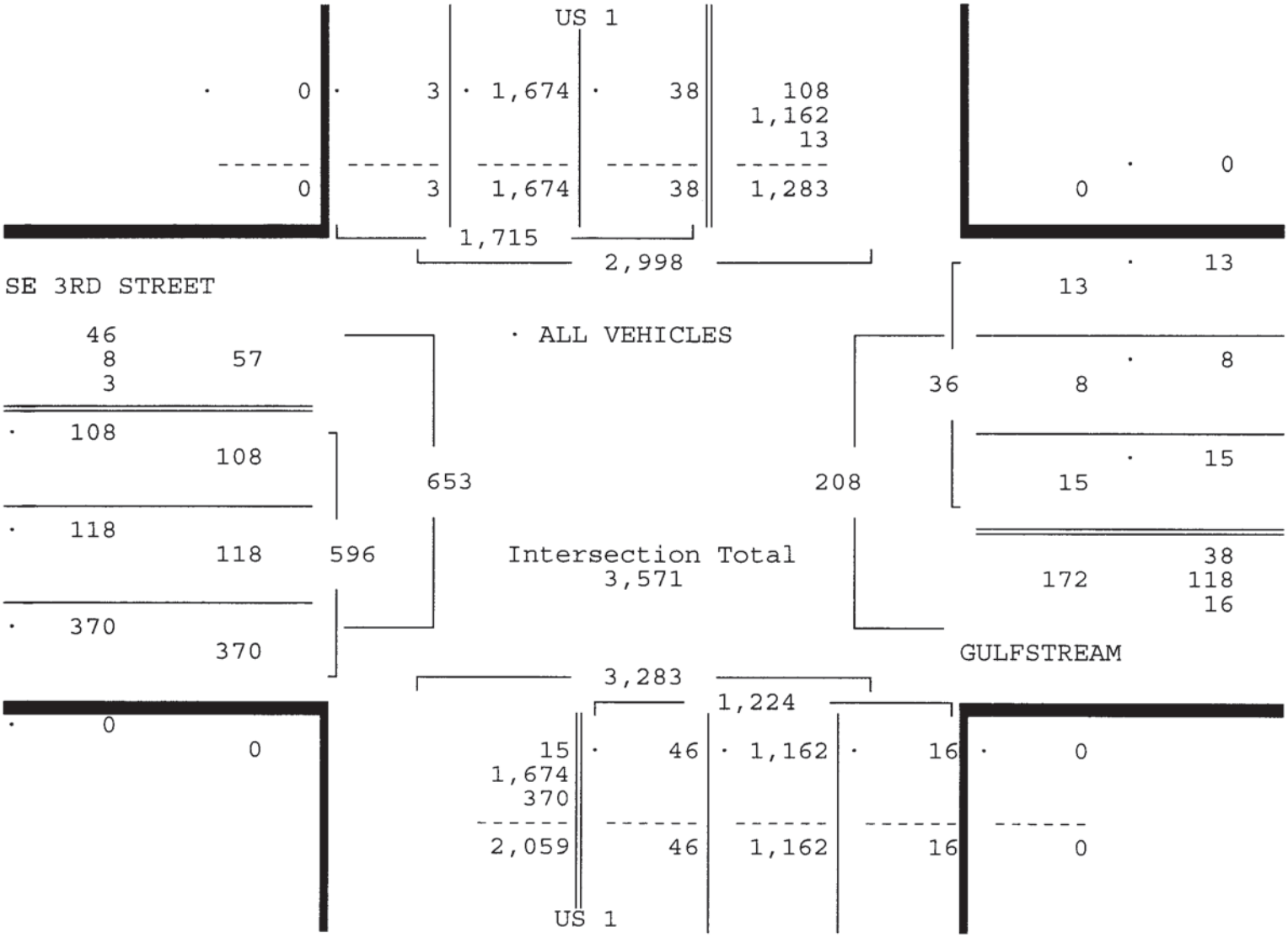
SE 3RD STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: A. PALOMINO & C. PALOMINO
SIGNALIZED

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

Site Code : 00150246
Start Date: 12/10/15
File I.D. : SE3STUS1
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 12/10/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/10/15																	
Peak start 08:00					08:00				08:00				08:00				
Volume	4	34	1674	3	0	15	8	13	1	45	1162	16	0	108	118	370	
Percent	0%	2%	98%	0%	0%	42%	22%	36%	0%	4%	95%	1%	0%	18%	20%	62%	
Pk total	1715				36				1224				596				
Highest	08:45				08:45				08:45				08:30				
Volume	0	15	460	1	0	5	1	5	0	10	362	5	0	35	36	92	
Hi total	476				11				377				163				
PHF	.90				.82				.81				.91				



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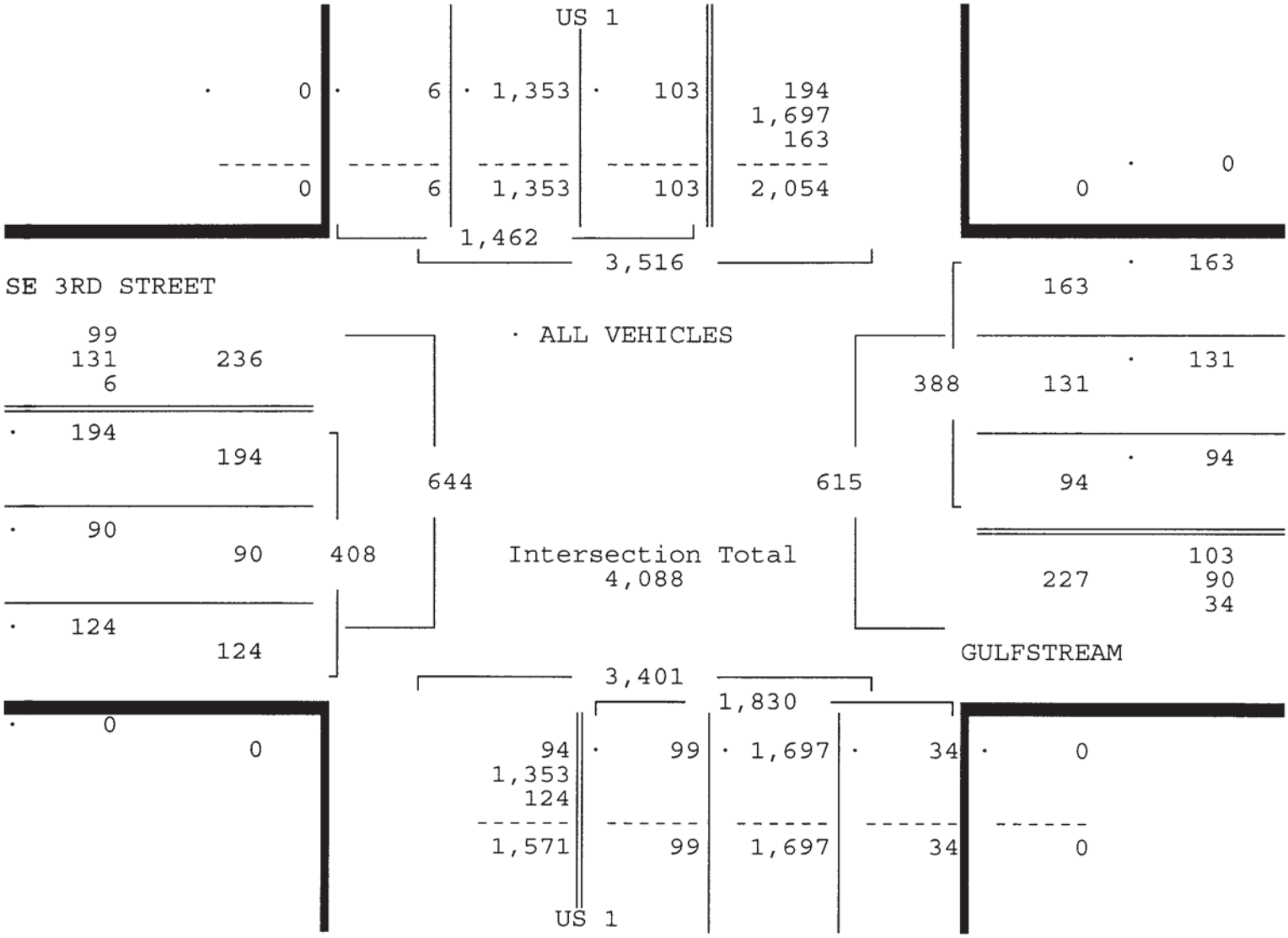
Phone (561) 272-3255

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

Site Code : 00150246
Start Date: 12/10/15
File I.D. : SE3STUS1
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 12/10/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/10/15																	
Peak start 17:00					17:00				17:00				17:00				
Volume	12	91	1353	6	2	92	131	163	14	85	1697	34	0	194	90	124	
Percent	1%	6%	93%	0%	1%	24%	34%	42%	1%	5%	93%	2%	0%	48%	22%	30%	
Pk total	1462				388				1830				408				
Highest	17:15				17:30				17:45				17:00				
Volume	3	29	376	1	1	40	42	45	1	10	464	10	0	53	28	32	
Hi total	409				128				485				113				
PHF	.89				.76				.94				.90				



Traffic Survey Specialists, Inc.
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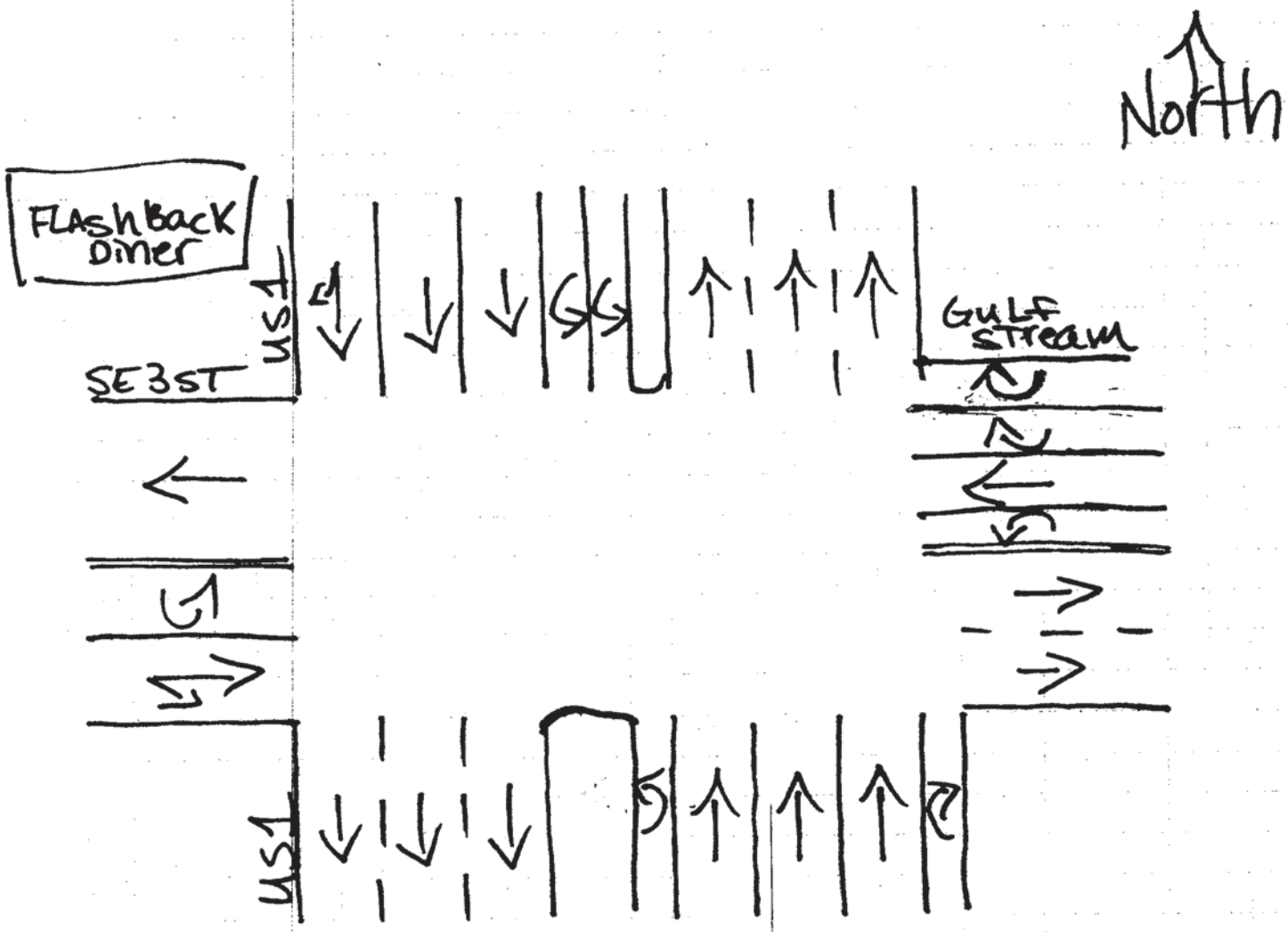
SE 3RD STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: A. PALOMINO & C. PALOMINO
SIGNALIZED

Site Code : 00150246
Start Date: 12/10/15
File I.D. : SE3STUS1
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 12/10/15																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:15	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	3
07:30	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	2	7
07:45	0	0	0	2	0	1	0	0	0	1	0	0	0	1	0	0	5
Hr Total	0	1	0	3	0	1	0	0	0	1	0	2	0	5	0	3	16
08:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
08:15	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	2	6
08:30	0	1	0	1	0	3	0	1	0	0	0	1	0	0	0	0	7
08:45	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	3
Hr Total	0	1	0	1	0	8	0	1	0	1	0	1	0	2	0	3	18
---------- * BREAK * ----------																	
16:00	0	1	0	4	0	1	0	2	0	0	0	0	0	0	0	6	14
16:15	0	1	0	0	0	3	0	2	0	2	0	0	0	0	0	6	14
16:30	0	0	0	0	0	2	0	1	0	3	0	1	0	2	0	1	10
16:45	0	2	0	2	0	3	0	5	0	0	0	1	0	0	0	1	14
Hr Total	0	4	0	6	0	9	0	10	0	5	0	2	0	2	0	14	52
17:00	0	1	0	1	0	2	0	1	0	1	0	0	0	0	0	2	8
17:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
17:30	0	0	0	1	0	4	0	3	0	1	0	5	0	0	0	3	17
17:45	0	0	0	2	0	0	0	3	0	0	0	0	0	3	0	4	12
Hr Total	0	1	0	4	0	6	0	7	0	2	0	7	0	3	0	11	41
TOTAL	0	7	0	14	0	24	0	18	0	9	0	12	0	12	0	31	127



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

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

SE 9TH STREET & US1
HALLANDALE BEACH, FLORIDA
COUNTED BY: L. PALOMINO & M. CRUZ
SIGNALIZED

Site Code : 00150246
Start Date: 12/10/15
File I.D. : 9ST__US1
Page : 1

ALL VEHICLES

	US 1 From North				VIA DE FORTUNA From East				US 1 From South				SE 9TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/10/15																	
07:00	0	1	230	4	0	4	0	1	0	0	175	0	0	2	0	1	418
07:15	0	0	350	2	0	2	0	1	1	1	220	6	0	0	0	6	589
07:30	0	0	415	2	0	0	0	1	1	6	248	2	0	3	0	3	681
07:45	0	3	429	1	0	7	1	6	1	18	272	3	0	2	1	5	749
Hr Total	0	4	1424	9	0	13	1	9	3	25	915	11	0	7	1	15	2437
08:00	0	2	466	1	0	12	2	5	1	21	270	7	0	2	0	24	813
08:15	0	3	522	2	0	3	1	0	2	14	303	12	0	4	0	27	893
08:30	0	11	577	4	0	7	0	1	0	8	380	8	0	4	2	43	1045
08:45	1	14	545	4	1	10	1	2	1	5	384	11	0	6	5	21	1011
Hr Total	1	30	2110	11	1	32	4	8	4	48	1337	38	0	16	7	115	3762
* BREAK *																	
16:00	1	14	454	3	0	36	6	10	4	13	539	19	0	7	3	24	1133
16:15	0	13	389	4	0	47	7	12	6	15	511	28	0	3	2	13	1050
16:30	0	14	380	1	0	39	3	12	9	18	467	19	0	6	4	9	981
16:45	2	13	409	4	0	39	8	19	10	12	479	22	0	5	0	9	1031
Hr Total	3	54	1632	12	0	161	24	53	29	58	1996	88	0	21	9	55	4195
17:00	1	15	376	7	1	51	13	15	8	15	544	22	0	4	4	14	1090
17:15	0	9	388	5	1	58	11	15	7	13	498	23	0	7	2	18	1055
17:30	2	11	435	6	0	60	9	23	15	14	536	33	0	1	1	23	1169
17:45	2	15	352	4	0	57	9	17	11	12	493	29	0	6	5	17	1029
Hr Total	5	50	1551	22	2	226	42	70	41	54	2071	107	0	18	12	72	4343
TOTAL	9	138	6717	54	3	432	71	140	77	185	6319	244	0	62	29	257	14737

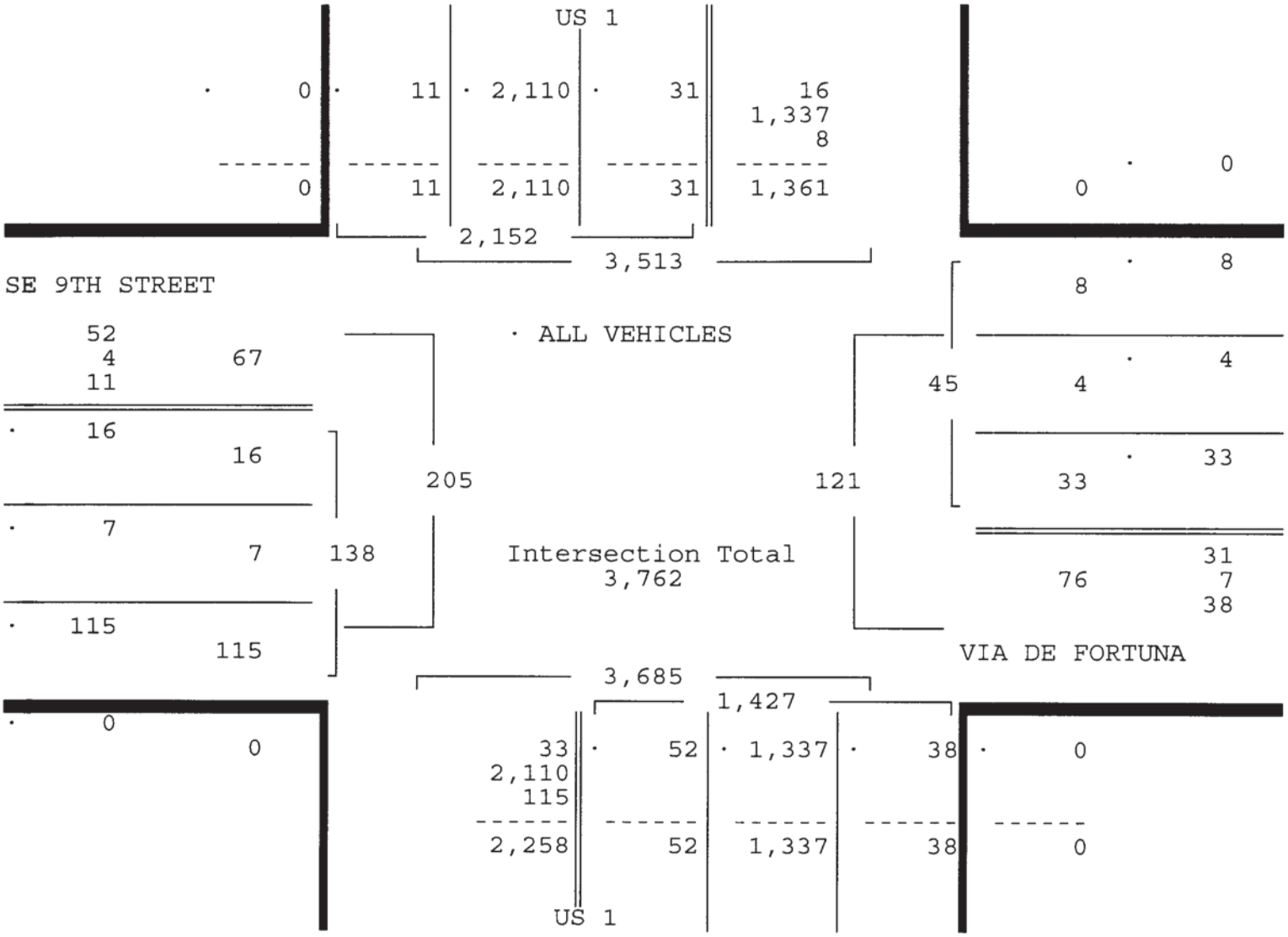
SE 9TH STREET & US1
HALLANDALE BEACH, FLORIDA
COUNTED BY: L. PALOMINO & M. CRUZ
SIGNALIZED

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

Site Code : 00150246
Start Date: 12/10/15
File I.D. : 9ST__US1
Page : 2

ALL VEHICLES

	US 1 From North				VIA DE FORTUNA From East				US 1 From South				SE 9TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/10/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/10/15																	
Peak start 08:00					08:00				08:00				08:00				
Volume	1	30	2110	11	1	32	4	8	4	48	1337	38	0	16	7	115	
Percent	0%	1%	98%	1%	2%	71%	9%	18%	0%	3%	94%	3%	0%	12%	5%	83%	
Pk total	2152				45				1427				138				
Highest	08:30				08:00				08:45				08:30				
Volume	0	11	577	4	0	12	2	5	1	5	384	11	0	4	2	43	
Hi total	592				19				401				49				
PHF	.91				.59				.89				.70				

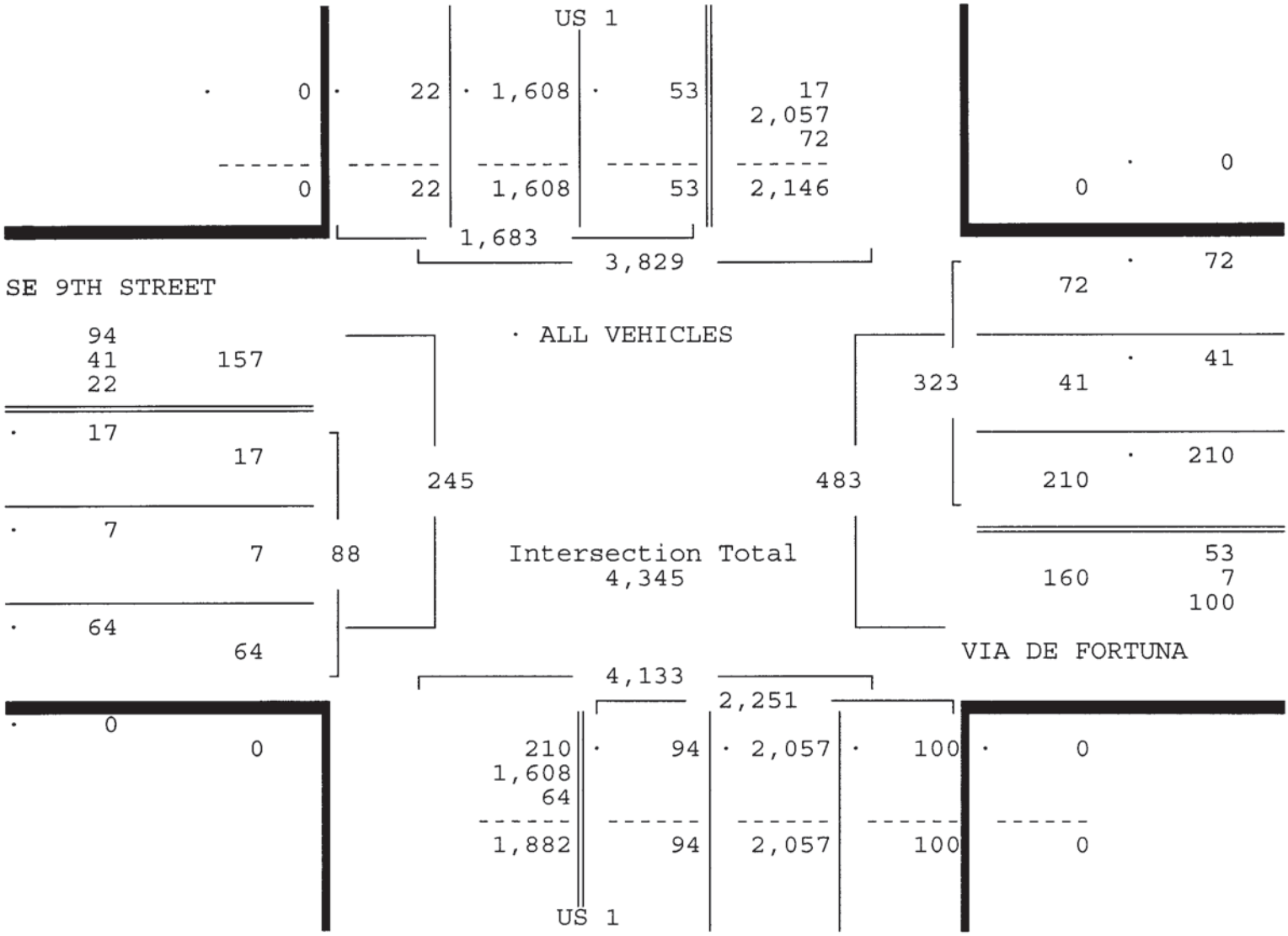


SE 9TH STREET & US1
HALLANDALE BEACH, FLORIDA
COUNTED BY: L. PALOMINO & M. CRUZ
SIGNALIZED

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

ALL VEHICLES

	US 1 From North				VIA DE FORTUNA From East				US 1 From South				SE 9TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/10/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/10/15																	
Peak start 16:45					16:45				16:45				16:45				
Volume	5	48	1608	22	2	208	41	72	40	54	2057	100	0	17	7	64	
Percent	0%	3%	96%	1%	1%	64%	13%	22%	2%	2%	91%	4%	0%	19%	8%	73%	
Pk total	1683				323				2251				88				
Highest	17:30				17:30				17:30				17:15				
Volume	2	11	435	6	0	60	9	23	15	14	536	33	0	7	2	18	
Hi total	454				92				598				27				
PHF	.93				.88				.94				.81				



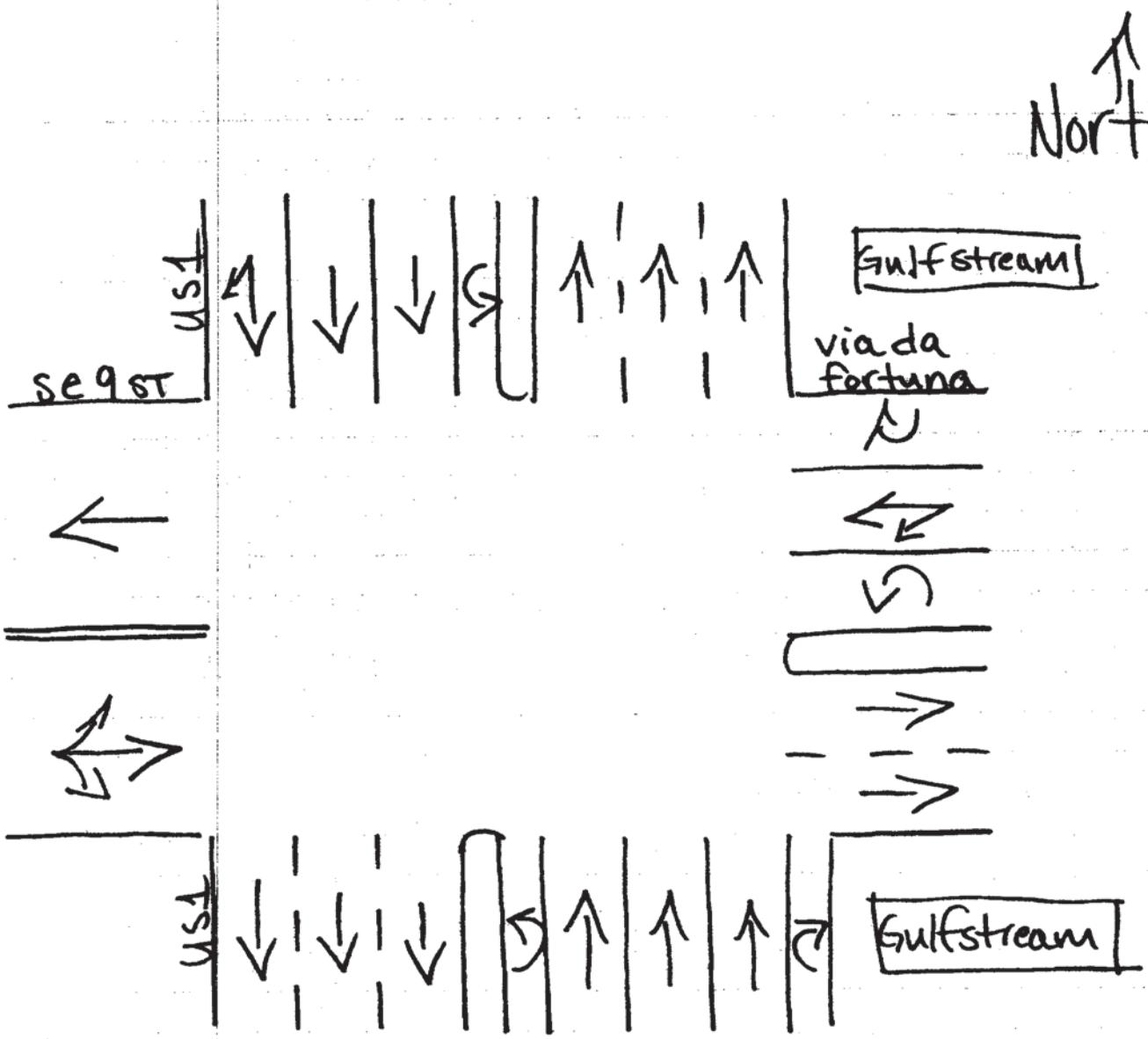
SE 9TH STREET & US1
HALLANDALE BEACH, FLORIDA
COUNTED BY: L. PALOMINO & M. CRUZ
SIGNALIZED

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

Site Code : 00150246
Start Date: 12/10/15
File I.D. : 9ST__US1
Page : 1

PEDESTRIANS & BIKES

	US 1 From North				VIA DE FORTUNA From East				US 1 From South				SE 9TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 12/10/15																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	1	5
07:30	0	0	0	3	0	1	0	2	0	0	0	0	0	0	0	0	6
07:45	0	0	0	0	0	0	0	2	0	0	0	0	0	3	0	0	5
Hr Total	0	0	0	4	0	2	0	4	0	0	0	0	0	5	0	1	16
08:00	0	1	0	1	0	2	0	1	0	1	0	0	0	0	0	1	7
08:15	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	1	4
08:30	0	1	0	1	0	5	0	0	0	0	0	0	0	0	0	2	9
08:45	0	2	0	2	0	3	0	0	0	0	0	0	0	1	0	0	8
Hr Total	0	4	0	4	0	12	0	2	0	1	0	0	0	1	0	4	28
---------- * BREAK * ----------																	
16:00	0	0	0	1	0	2	0	0	0	0	0	4	0	0	0	1	8
16:15	0	3	0	0	0	3	0	1	0	0	0	0	0	2	0	0	9
16:30	0	0	0	2	0	1	0	4	0	1	0	0	0	2	0	0	10
16:45	0	0	0	6	0	1	0	1	0	0	0	4	0	0	0	0	12
Hr Total	0	3	0	9	0	7	0	6	0	1	0	8	0	4	0	1	39
17:00	0	1	0	4	0	1	0	0	0	0	0	0	0	0	0	5	11
17:15	0	2	0	2	0	2	0	1	0	0	0	3	0	4	0	1	15
17:30	0	2	0	1	0	3	0	3	0	0	0	0	0	0	0	1	10
17:45	0	3	0	5	0	2	0	2	0	0	0	1	0	0	0	2	15
Hr Total	0	8	0	12	0	8	0	6	0	0	0	4	0	4	0	9	51
TOTAL	0	15	0	29	0	29	0	18	0	2	0	12	0	14	0	15	134



Hallandale beach, Florida
August 15, 2013
drawn by: Luis Palomino
signalized

SE 2ND STREET & SE 5TH AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

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

Site Code : 00150246
Start Date: 12/15/15
File I.D. : 2ST_5AVE
Page : 1

ALL VEHICLES

	SE 5TH AVENUE From North				SE 2ND STREET From East				----- From South				SE 2ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/15/15																	
07:00	0	0	0	1	0	0	3	0	0	0	0	0	0	4	5	0	13
07:15	0	1	0	3	0	0	0	0	0	0	0	0	0	4	2	0	10
07:30	0	0	0	7	0	0	1	1	0	0	0	0	0	5	5	0	19
07:45	0	3	0	3	0	0	2	1	0	0	0	0	0	5	7	0	21
Hr Total	0	4	0	14	0	0	6	2	0	0	0	0	0	18	19	0	63
08:00	0	0	0	5	0	0	7	0	0	0	0	0	0	2	8	0	22
08:15	0	3	0	3	0	0	2	0	0	0	0	0	0	1	9	0	18
08:30	0	2	0	1	0	0	2	0	0	0	0	0	0	2	12	0	19
08:45	0	5	0	2	0	0	2	0	0	0	0	0	0	6	14	0	29
Hr Total	0	10	0	11	0	0	13	0	0	0	0	0	0	11	43	0	88
* BREAK *																	
16:00	0	2	0	2	0	0	6	0	0	0	0	0	0	4	6	0	20
16:15	0	0	0	8	0	0	4	1	0	0	0	0	0	2	3	0	18
16:30	0	3	0	8	0	0	4	0	0	0	0	0	0	2	3	0	20
16:45	0	2	0	6	0	0	3	0	0	0	0	0	0	1	2	0	14
Hr Total	0	7	0	24	0	0	17	1	0	0	0	0	0	9	14	0	72
17:00	0	1	0	5	0	0	3	0	0	0	0	0	0	4	2	0	15
17:15	0	1	0	3	0	0	5	0	0	0	0	0	0	5	2	0	16
17:30	0	0	0	7	0	0	2	0	0	0	0	0	0	1	1	0	11
17:45	0	0	0	6	0	0	7	1	0	0	0	0	0	1	1	0	16
Hr Total	0	2	0	21	0	0	17	1	0	0	0	0	0	11	6	0	58
TOTAL	0	23	0	70	0	0	53	4	0	0	0	0	0	49	82	0	281

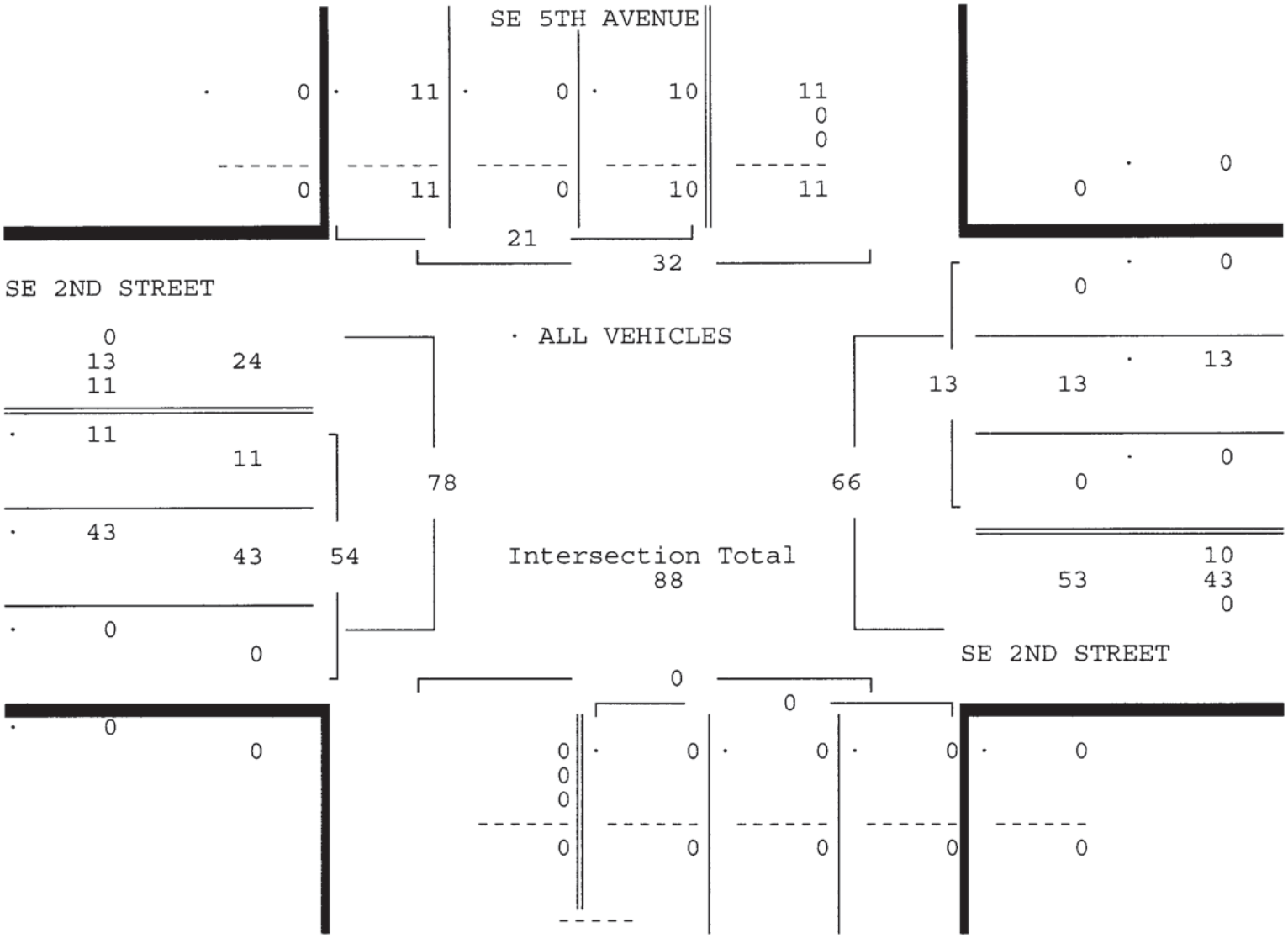
SE 2ND STREET & SE 5TH AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

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

Site Code : 00150246
Start Date: 12/15/15
File I.D. : 2ST_5AVE
Page : 2

ALL VEHICLES

	SE 5TH AVENUE From North				SE 2ND STREET From East				----- From South				SE 2ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/15/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/15/15																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	10	0	11	0	0	13	0	0	0	0	0	0	11	43	0	
Percent	0%	48%	0%	52%	0%	0%	100%	0%	0%	0%	0%	0%	0%	20%	80%	0%	
Pk total	21				13				0				54				
Highest	08:45				08:00				07:00				08:45				
Volume	0	5	0	2	0	0	7	0	0	0	0	0	0	6	14	0	
Hi total	7				7				0				20				
PHF	.75				.46				.0				.68				



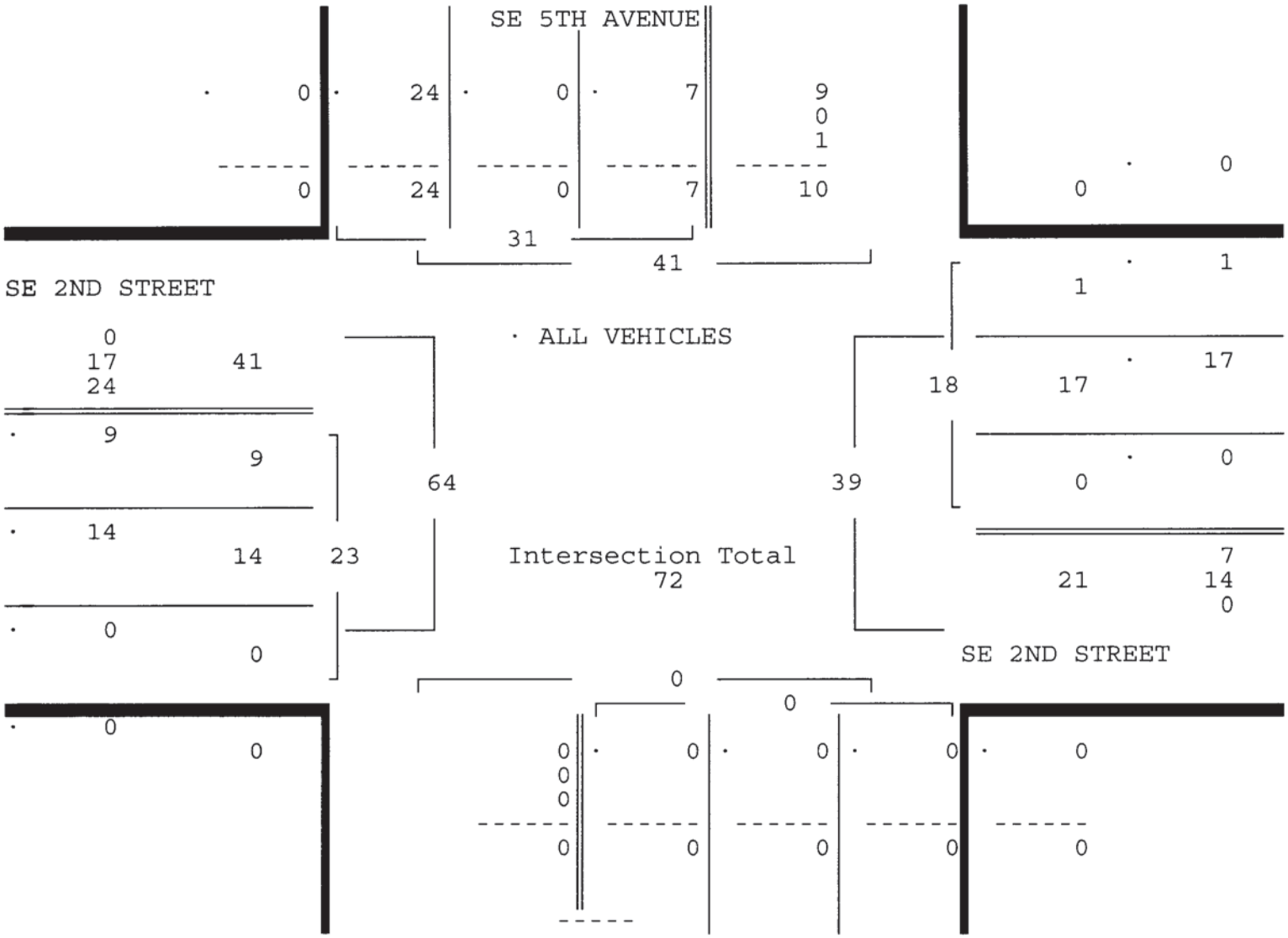
SE 2ND STREET & SE 5TH AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

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

Site Code : 00150246
Start Date: 12/15/15
File I.D. : 2ST_5AVE
Page : 3

ALL VEHICLES

	SE 5TH AVENUE From North				SE 2ND STREET From East				----- From South				SE 2ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/15/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/15/15																	
Peak start	16:00				16:00				16:00				16:00				
Volume	0	7	0	24	0	0	17	1	0	0	0	0	0	9	14	0	
Percent	0%	23%	0%	77%	0%	0%	94%	6%	0%	0%	0%	0%	0%	39%	61%	0%	
Pk total	31				18				0				23				
Highest	16:30				16:00				07:00				16:00				
Volume	0	3	0	8	0	0	6	0	0	0	0	0	0	4	6	0	
Hi total	11				6				0				10				
PHF	.70				.75				.0				.58				



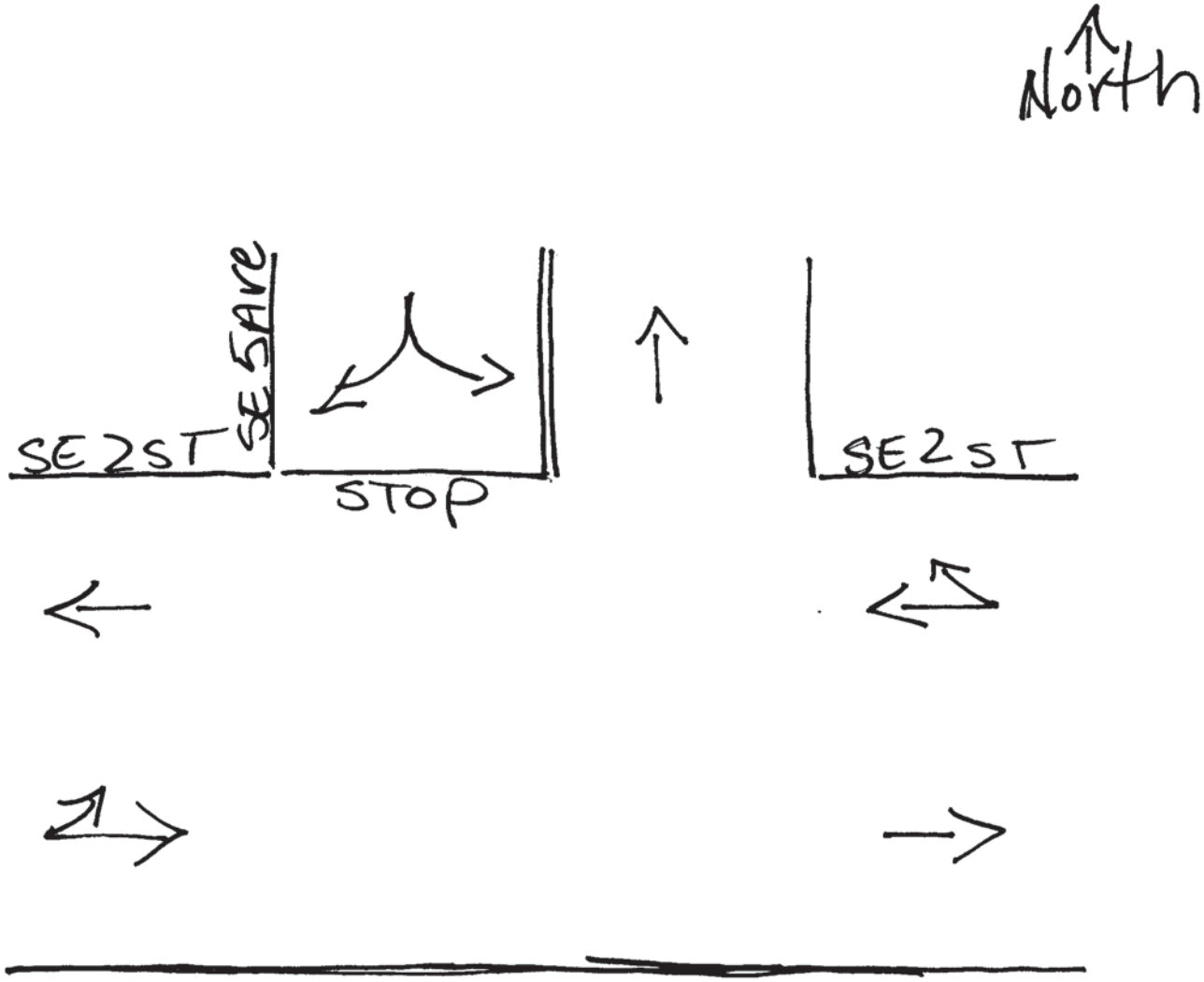
SE 2ND STREET & SE 5TH AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

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

Site Code : 00150246
Start Date: 12/15/15
File I.D. : 2ST_5AVE
Page : 1

PEDESTRIANS & BIKES

	SE 5TH AVENUE From North				SE 2ND STREET From East				----- From South				SE 2ND STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 12/15/15																	
07:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	4
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	4	8
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
* BREAK *																	
16:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	5
16:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3
Hr Total	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	3	9
17:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	3
17:15	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	2	7
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	5	0	0	0	1	0	0	0	0	1	0	0	3	10
TOTAL	0	0	0	12	0	0	0	2	0	0	0	2	1	0	0	13	30



Hallandale Beach, Florida
December 15, 2015
drawn by: Luis Palomino
NOT signalized

APPENDIX D: INTERNAL CAPTURE SHEETS

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	MG 100 Tower	**Organization:**	
Project Location:	100 South Ferderal Highway	**Performed By:**	Kimley-Horn and Associates, Inc.
Scenario Description:	Mixed-Use Condo	**Date:**	8/2/2016
Analysis Year:	2018	**Checked By:**	
Analysis Period:	**AM Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	4,116	Square Feet	22	14	8
Restaurant	932	5,487	Square Feet	59	32	27
Cinema/Entertainment				0		
Residential	230	350	Dwelling Units	141	24	117
Hotel				0		
All Other Land Uses[2]				0		
				222	70	152

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		1	0	0	0
Restaurant	0	1		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	6	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	222	70	152
Internal Capture Percentage	9%	14%	7%
External Vehicle-Trips[5]	202	60	142
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	14%	13%
Restaurant	22%	7%
Cinema/Entertainment	N/A	N/A
Residential	4%	6%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	MG 100 Tower
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	14	14	1.00	8	8
Restaurant	1.00	32	32	1.00	27	27
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	24	24	1.00	117	117
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	2		1	0	1	0
Restaurant	8	4		0	1	1
Cinema/Entertainment	0	0	0		0	0
Residential	2	1	23	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		4	7	0	0	0
Retail	0		16	0	0	0
Restaurant	0	1		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	2	6	0		0
Hotel	0	1	2	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	2	12	14	12	0	0
Restaurant	7	25	32	25	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	23	24	23	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	1	7	8	7	0	0
Restaurant	2	25	27	25	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	7	110	117	110	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	MG 100 Tower	**Organization:**	
Project Location:	100 South Ferderal Highway	**Performed By:**	Kimley-Horn and Associates, Inc.
Scenario Description:	Mixed-Use Condo	**Date:**	8/2/2016
Analysis Year:	2018	**Checked By:**	
Analysis Period:	**PM Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	826	4,116	Square Feet	31	14	17
Restaurant	932	5,487	Square Feet	53	32	21
Cinema/Entertainment				0		
Residential	230	350	Dwelling Units	168	113	55
Hotel				0		
All Other Land Uses[2]				0		
				252	159	93

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		5	0	4	0
Restaurant	0	7		0	4	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	4	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	252	159	93
Internal Capture Percentage	20%	16%	27%
External Vehicle-Trips[5]	202	134	68
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	57%	53%
Restaurant	28%	52%
Cinema/Entertainment	N/A	N/A
Residential	7%	9%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	MG 100 Tower
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	14	14	1.00	17	17
Restaurant	1.00	32	32	1.00	21	21
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	113	113	1.00	55	55
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		5	1	4	1
Restaurant	1	9		2	4	1
Cinema/Entertainment	0	0	0		0	0
Residential	2	23	12	0		2
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	1	0	5	0
Retail	0		9	0	52	0
Restaurant	0	7		0	18	0
Cinema/Entertainment	0	1	1		5	0
Residential	0	1	4	0		0
Hotel	0	0	2	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	8	6	14	6	0	0
Restaurant	9	23	32	23	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	8	105	113	105	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	9	8	17	8	0	0
Restaurant	11	10	21	10	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	5	50	55	50	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

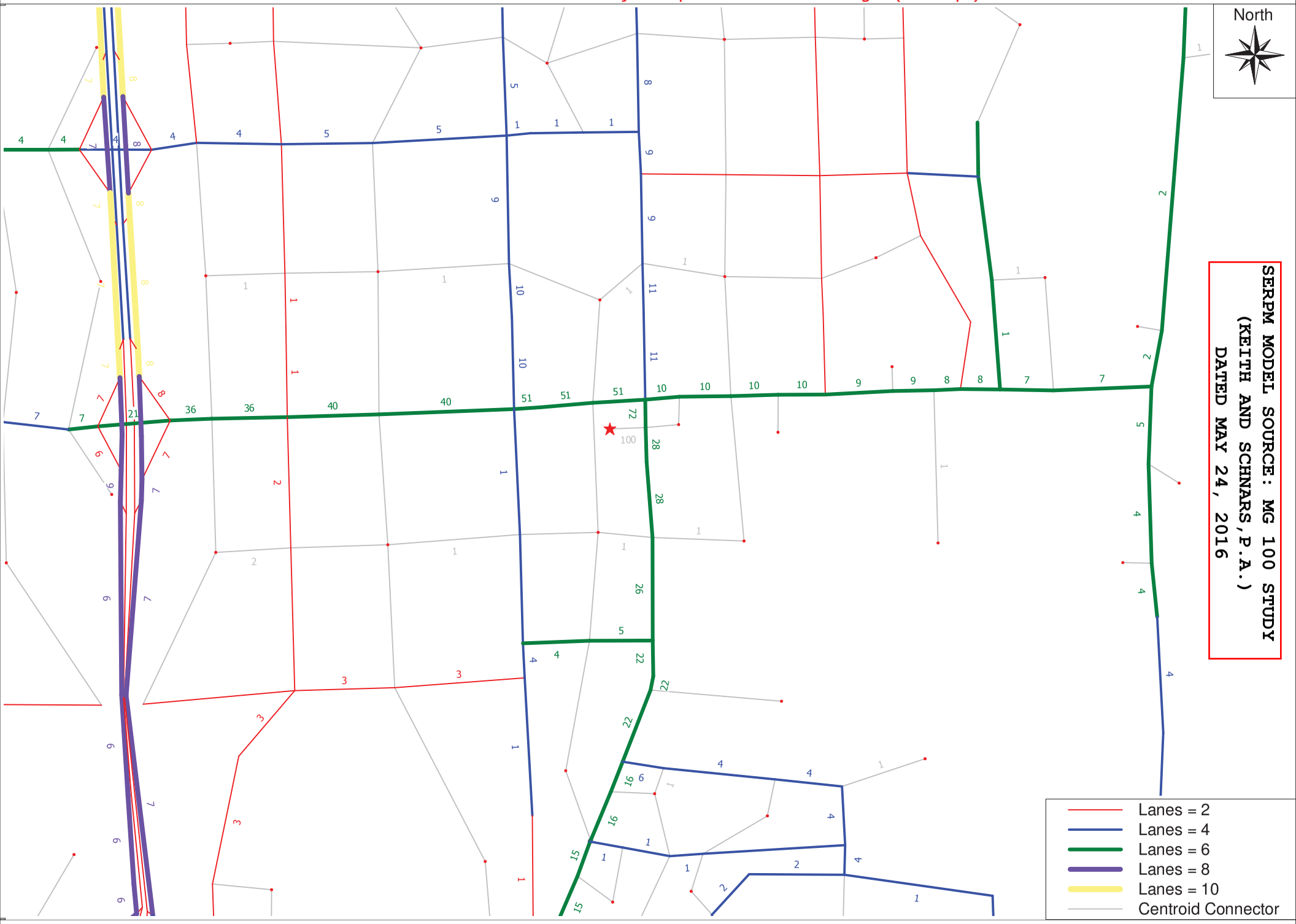
[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

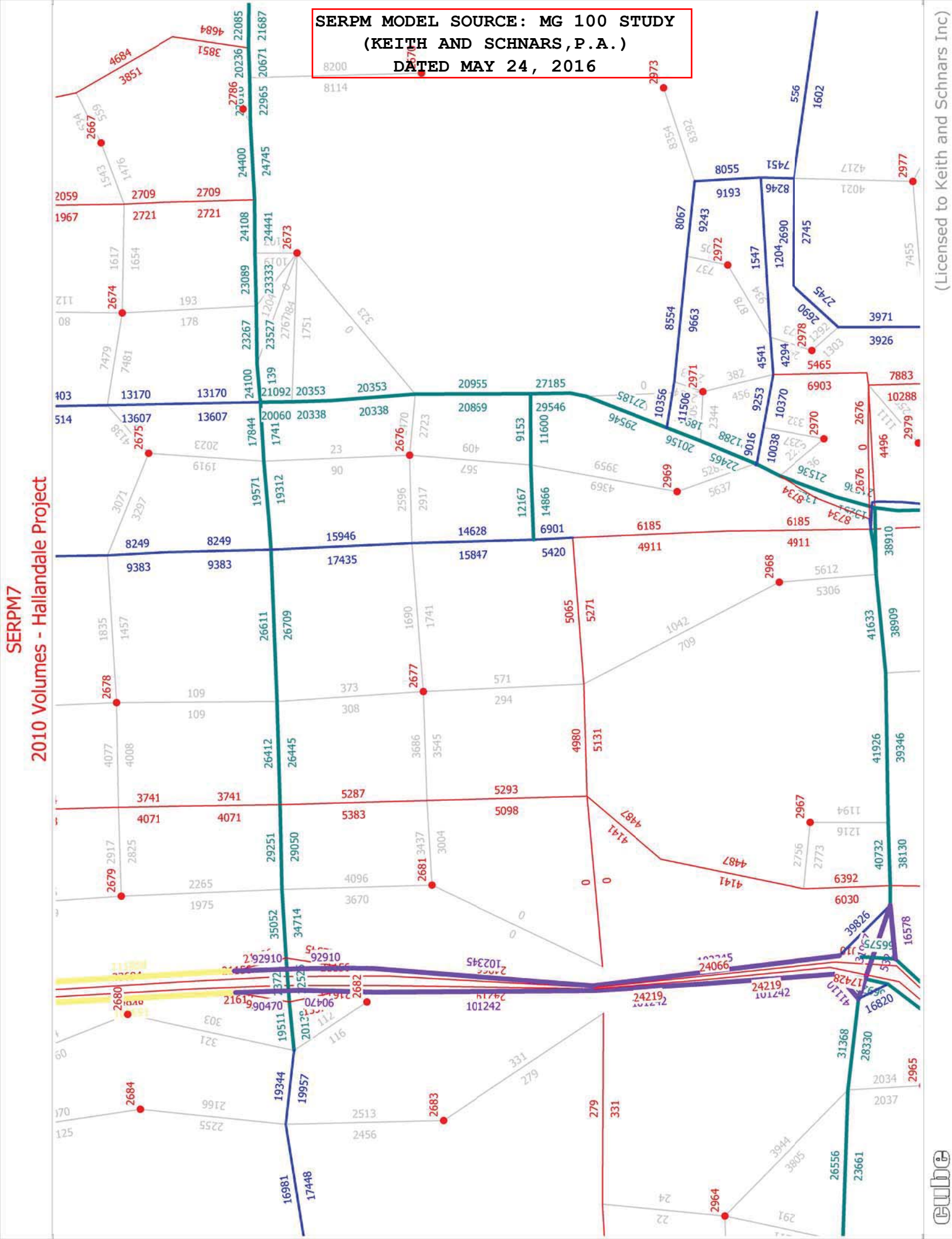
APPENDIX E: SERPM MODEL

SERPM6.54 - 2035 Cost Feasible
MG100 Tower- Hallandale Beach - Project Trip Distribution Percentages (ITE Trips)

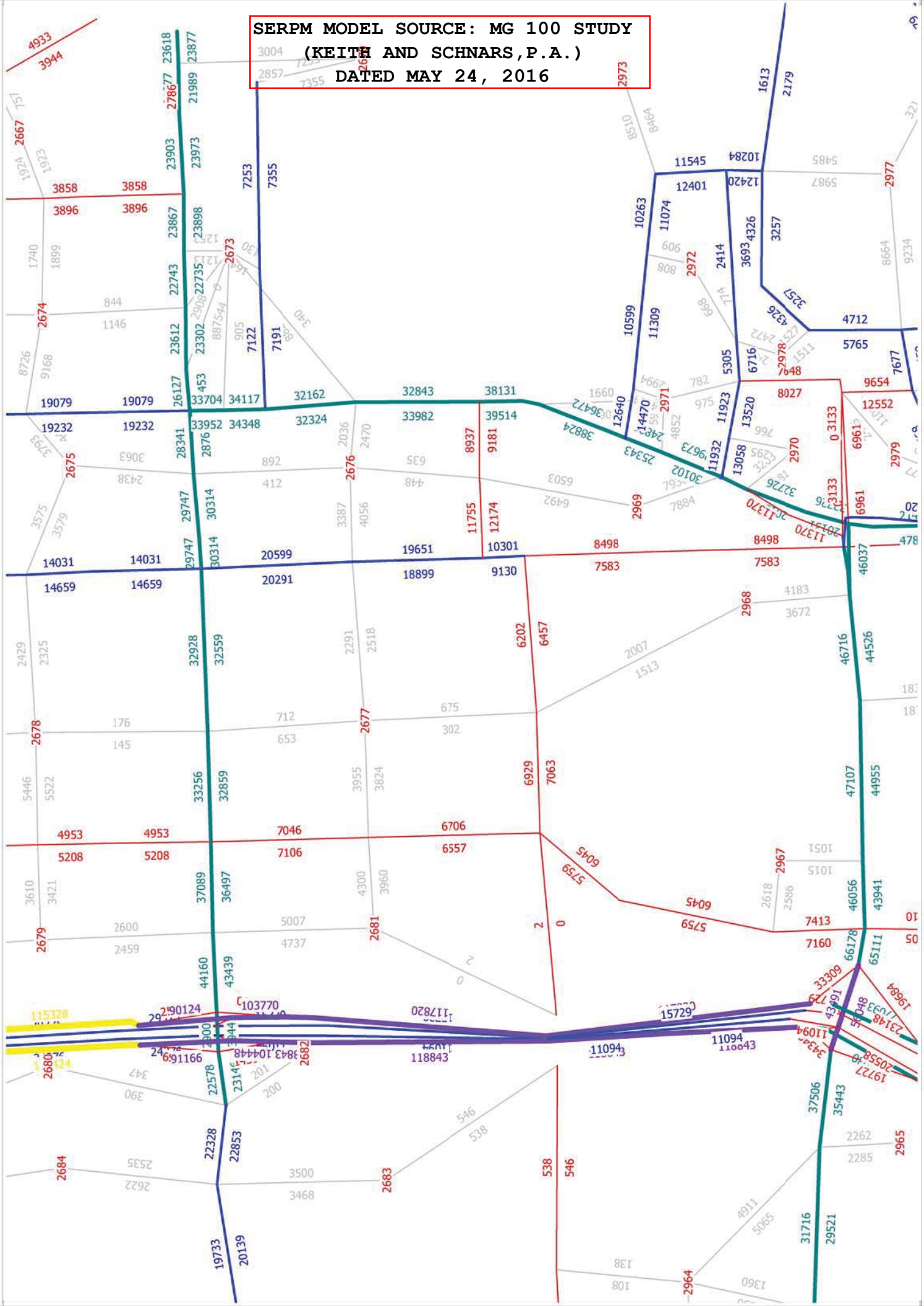


cube
(Licensed to Keith and Schnars Inc)

SERPM MODEL SOURCE: MG 100 STUDY
(KEITH AND SCHNARS,P.A.)
DATED MAY 24, 2016



SERPM MODEL SOURCE: MG 100 STUDY
(KEITH AND SCHNARS,P.A.)
DATED MAY 24, 2016



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APPENDIX F: GROWTH RATE CALCULATIONS

AREA WIDE GROWTH RATE CALCULATION SOURCE:
MG 100 STUDY
(KEITH AND SCHNARS,P.A.)
DATED MAY 24, 2016

Table 1
Growth Rate Calculations Based on SERPM 7 Volumes

Road	From	To	2,010	2,040	Growth/Yr
Hallandale Beach Blvd	W. of Dixie Hwy	Dixie Hwy	53,320	65,487	0.69%
	Dixie Hwy	SE 3 Ave	38,883	60,061	1.46%
	SE 3 Ave	US-1	35,255	57,101	1.62%
	US-1	NE 8 Ave	46,794	46,914	0.01%
	NE 8 Ave	NE 10 Ave	46,422	45,478	-0.07%
	NE 10 Ave	NE 14 Ave	48,549	47,765	-0.05%
	Average Growth		44,871	53,801	0.61%
SE 9 Street	Dixie Hwy	SE 3 Ave	27,033	23,929	-0.41%
	SE 3 Ave	US-1	20,753	18,119	-0.45%
	Average Growth		23,893	21,024	-0.43%
Dixie Hwy	NE 215 Street	SE 9 Street	12,321	19,431	1.53%
	SE 9 Street	SE 7 Street	30,475	38,550	0.79%
	SE 7 Street	Hallandale Beach Blv	33,381	40,890	0.68%
	Average Growth		25,392	32,957	0.87%
US-1	SE 10 Street	SE 9 Street	56,731	77,645	1.05%
	SE 9 Street	SE 7 Street	41,824	66,825	1.57%
	SE 7 Street	SE 3 Street	40,691	64,485	1.55%
	SE 3 Street	Hallandale Beach Blv	41,152	68,465	1.71%
	Average Growth		45,100	69,355	1.44%
All Study Area Roads	Average Regional Growth Rate		573,584	741,145	0.86%

APPENDIX G: BROWARD COUNTY (MPO) DATA

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

			2013					2013				2035					2035			
			Design	Daily Conditions				Peak Hour Conditions					Daily Conditions				Peak Hour Conditions			
ID	E/W Roadway	Segment	Code	AADT	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS	Code	Volume	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS
1118	**Honey Hill Rd**	E of SW 148 Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	474	17131	35820	0.48	C	1627	3222	0.50	C
1120	Honey Hill Rd	E of Flamingo Rd	264	10500	13320	0.79	D	998	1197	0.83	D	264	15839	13320	1.19	F	1505	1197	1.26	F
2	**Bass Crk Rd**	E of SW 184 Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	464	1803	29160	0.06	C	171	2628	0.06	C
1152	Bass Crk Rd	E of SW 172 Ave	264	7200	13320	0.54	D	684	1197	0.57	D	464	3234	29160	0.11	C	307	2628	0.12	C
4	Bass Crk Rd	E of Dykes Rd	264	5700	13320	0.43	C	542	1197	0.45	C	464	10696	29160	0.37	C	1016	2628	0.39	C
6	**County Line Rd**	E of University Dr	422	25700	37810 r	0.68	C	2442	3401 r	0.72	C	422	25762	37810 r	0.68	C	2447	3401 r	0.72	C
8	County Line Rd	E of FTPK	422	32000	37810 r	0.85	C	3040	3401 r	0.89	C	422	23326	37810 r	0.62	C	2216	3401 r	0.65	C
10	County Line Rd	E of SR 7	264	16000	13320	1.20	F	1520	1197	1.27	F	264	15966	13320	1.20	F	1517	1197	1.27	F
1046	County Line Rd	E of SW 48 Ave	464	7600	29160	0.26	C	722	2628	0.27	C	464	13793	29160	0.47	D	1310	2628	0.50	D
12	County Line Rd	E of SW 40 Ave	264	7600	13320	0.57	D	722	1197	0.60	D	264	10019	13320	0.75	D	952	1197	0.79	D
1124	**SW 11 St**	E of I-95	264	800	13320	0.06	C	76	1197	0.06	C	264	3331	13320	0.25	C	316	1197	0.26	C
14	**Miramar Pkwy**	E of SW 196 Ave	474	3400	35820	0.09	C	323	3222	0.10	C	474	7006	35820	0.20	C	666	3222	0.21	C
18	Miramar Pkwy	E of SW 184 Ave	422	18000	37810 r	0.48	C	1710	3401 r	0.50	C	422	36737	37810 r	0.97	D	3490	3401 r	1.03	F
20	Miramar Pkwy	E of SW 172 Ave	622	44000	56905 r	0.77	C	4180	5121 r	0.82	C	622	44652	56905 r	0.78	C	4242	5121 r	0.83	C
22	Miramar Pkwy	E of SW 160 Ave	622	65000	56905 r	1.14	F	6175	5121 r	1.21	F	622	41440	56905 r	0.73	C	3937	5121 r	0.77	C
24	Miramar Pkwy	E of I-75	622	83500	59900	1.39	F	7933	5390	1.47	F	622	55918	59900	0.93	C	5312	5390	0.99	D
26	Miramar Pkwy	E of SW 148 Ave	622	50500	59900	0.84	C	4798	5390	0.89	C	622	51948	59900	0.87	C	4935	5390	0.92	C
28	Miramar Pkwy	E of SW 136 Ave	622	50500	59900	0.84	C	4798	5390	0.89	C	622	50947	59900	0.85	C	4840	5390	0.90	C
30	Miramar Pkwy	E of Flamingo Rd	622	32000	59900	0.53	C	3040	5390	0.56	C	622	56660	59900	0.95	C	5383	5390	1.00	D
32	Miramar Pkwy	E of Red Rd	622	36000	59900	0.60	C	3420	5390	0.63	C	622	48488	59900	0.81	C	4606	5390	0.85	C
34	Miramar Pkwy	E of Palm Ave	422	37500	39800	0.94	C	3563	3580	0.99	D	422	37880	39800	0.95	C	3599	3580	1.01	F
36	Miramar Pkwy	E of Douglas Rd	422	34500	39800	0.87	C	3278	3580	0.92	C	422	43278	39800	1.09	F	4111	3580	1.15	F
38	Miramar Pkwy	E of University Dr	422	29000	39800	0.73	C	2755	3580	0.77	C	422	43416	39800	1.09	F	4125	3580	1.15	F
40	**Hndle Bch Blvd**	E of SR 7	422	25000	39800	0.63	C	2375	3580	0.66	C	422	49929	39800	1.25	F	4743	3580	1.32	F
42	Hndle Bch Blvd	E of I-95	622	66053	59900	1.10	F	6275	5390	1.16	F	622	74948	59900	1.25	F	7120	5390	1.32	F
44	Hndle Bch Blvd	E of US 1	622	39500	59900	0.66	C	3753	5390	0.70	C	622	48788	49300	0.99	D	4635	5390	0.86	C
46	Hndle Bch Blvd	E of Diplomat Pkwy	622	35000	59900	0.58	C	3325	5390	0.62	C	622	38146	59900	0.64	C	3624	5390	0.67	C
1000	**Monarch Lakes Blvd**	N of Miramar Pkwy	464	5300	29160	0.18	C	504	2628	0.19	C	464	17766	29160	0.61	D	1688	2628	0.64	D
1002	**Miramar Blvd**	E of Flamingo Rd	264	5400	13320	0.41	C	513	1197	0.43	C	264	5482	13320	0.41	C	521	1197	0.43	C
1004	Miramar Blvd	E of Red Rd	264	5400	13320	0.41	C	513	1197	0.43	C	264	4276	13320	0.32	C	406	1197	0.34	C
1006	Miramar Blvd	E of Hiatus Rd	264	6000	13320	0.45	C	570	1197	0.48	C	464	16385	29160	0.56	D	1557	2628	0.59	D
50	Miramar Blvd	E of Palm Ave	464	33000	29160	1.13	F	3135	2628	1.19	F	464	22869	29160	0.78	D	2173	2628	0.83	D
52	Miramar Blvd	E of Douglas Rd	264	9000	13320	0.68	D	855	1197	0.71	D	264	11212	13320	0.84	D	1065	1197	0.89	D

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

			2013					2013				2035					2035			
			Design	Daily Conditions				Peak Hour Conditions				Design	Daily Conditions				Peak Hour Conditions			
ID	N/SRoadway	Segment	Code	AADT	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS	Code	Volume	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS
877	US 1	N of Dade C L	632	51000	50000	1.02	F	4845	4500	1.08	F	632	74665	50000	1.49	F	7093	4500	1.58	F
879	US 1	N of Hndle Bch Blvd	432	34000	32400	1.05	F	3230	2920	1.11	F	432	46422	32400	1.43	F	4410	2920	1.51	F
881	US 1	N of Pembroke Rd	432	27583	32400	0.85	D	2620	2920	0.90	D	432	41065	32400	1.27	F	3901	2920	1.34	F
883	US 1	N of Hollywood Blvd	432	27500	32400	0.85	D	2613	2920	0.89	D	432	41981	32400	1.30	F	3988	2920	1.37	F
885	US 1	N of Sheridan St	432	28000	32400	0.86	D	2660	2920	0.91	D	432	47361	32400	1.46	F	4499	2920	1.54	F
887	US 1	N of Stirling Rd	432	37500	32400	1.16	F	3563	2920	1.22	F	432	46288	32400	1.43	F	4397	2920	1.51	F
889	US 1	N of Griffin Rd	622	53500	59900	0.89	C	5083	5390	0.94	C	622	61045	59900	1.02	F	5799	5390	1.08	F
891	US 1	N of I-595	622	64000	59900	1.07	F	6080	5390	1.13	F	622	72246	59900	1.21	F	6863	5390	1.27	F
893	US 1	N of SR 84	622	60000	59900	1.00	F	5700	5390	1.06	F	622	66344	59900	1.11	F	6303	5390	1.17	F
895	US 1	N of Davie Blvd	622	47000	59900	0.78	C	4465	5390	0.83	C	622	58886	59900	0.98	D	5594	5390	1.04	F
897	US 1	N of SE 7 St-CBD	632	45000	50000	0.90	D	4275	4500	0.95	D	632	60033	50000	1.20	F	5703	4500	1.27	F
899	US 1	N of Broward Blvd-CBD	632	40600	50000	0.81	D	3857	4500	0.86	D	632	48345	50000	0.97	D	4593	4500	1.02	F
901	US 1	N of NE 6 St	632	40000	50000	0.80	D	3800	4500	0.84	D	632	44109	50000	0.88	D	4190	4500	0.93	D
903	US 1	E of Searstown (see 536)	632	56000	50000	1.12	F	5320	4500	1.18	F	632	65574	50000	1.31	F	6230	4500	1.38	F
905	US 1	N of Gateway	622	42500	59900	0.71	C	4038	5390	0.75	C	622	56238	59900	0.94	C	5343	5390	0.99	D
907	US 1	N of Oakland Pk Blvd	622	49500	59900	0.83	C	4703	5390	0.87	C	622	55826	59900	0.93	C	5303	5390	0.98	D
909	US 1	N of Commercial Blvd	622	44500	59900	0.74	C	4228	5390	0.78	C	622	47710	59900	0.80	C	4532	5390	0.84	C
911	US 1	N of NE 62 St	622	43000	59900	0.72	C	4085	5390	0.76	C	622	55350	59900	0.92	C	5258	5390	0.98	D
913	US 1	N of McNab Rd	622	40000	59900	0.67	C	3800	5390	0.70	C	622	56433	59900	0.94	C	5361	5390	0.99	D
915	US 1	N of Atlantic Blvd	622	37500	59900	0.63	C	3563	5390	0.66	C	622	47432	59900	0.79	C	4506	5390	0.84	C
917	US 1	N of NE 10 St	622	44000	59900	0.73	C	4180	5390	0.78	C	622	55850	59900	0.93	C	5306	5390	0.98	D
919	US 1	N of Copans Rd	622	50500	59900	0.84	C	4798	5390	0.89	C	622	43846	59900	0.73	C	4165	5390	0.77	C
921	US 1	N of Sample Rd	622	43500	59900	0.73	C	4133	5390	0.77	C	622	46572	59900	0.78	C	4424	5390	0.82	C
923	US 1	N of SW 10 St	622	34500	59900	0.58	C	3278	5390	0.61	C	622	52207	59900	0.87	C	4960	5390	0.92	C
925	US 1	N of Hillsboro Blvd	622	26500	59900	0.44	C	2518	5390	0.47	C	622	29725	59900	0.50	C	2824	5390	0.52	C

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,510	1,600	**
4	Divided	*	3,420	3,580	**
6	Divided	*	5,250	5,390	**
8	Divided	*	7,090	7,210	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	660	1,330	1,410
4	Divided	*	1,310	2,920	3,040
6	Divided	*	2,090	4,500	4,590
8	Divided	*	2,880	6,060	6,130

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	4,120	5,540	6,700	7,190
6	6,130	8,370	10,060	11,100
8	8,230	11,100	13,390	15,010
10	10,330	14,040	16,840	18,930
12	14,450	18,880	22,030	22,860

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	770	1,530	2,170	2,990
4	Divided	3,300	4,660	5,900	6,530
6	Divided	4,950	6,990	8,840	9,790

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	260	680	1,770
50-84%	190	600	1,770	>1,770
85-100%	830	1,770	>1,770	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,420
85-100%	340	960	1,560	>1,770

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

[1] Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 4
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (lu, u)	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (n, nr, r)		n	r	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		80							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.97	0.98						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				4	4	10	10	4	6
Arrival type (1-6)				3	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	120	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

APPENDIX H: BROWARD COUNTY SIGNAL TIMINGS

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. * DOUBLE CLEARANCE EAST/WEST FARSIDE: 5 GREEN, 4 YELLOW, 1 ALL RED.
2. 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).
3. PHOTO ENFORCEMENT, CITY OF HALLANDALE BEACH.
4. MOD. 13 UPDATES CLEARANCES PER FDOT ENFORCEMENT GUIDELINES.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 12/12/2015 9:05:28 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 | 12/12/2015 9:05:28 AM

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

Coordination

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

Broward County | Timing Sheet | 12/12/2015 9:05:28 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

Plan	Month J	F	M	A	M	J	J	A	S	O	N	D	Day of Week S	M	T	W	T	F	S	Day of Month 1	2	3	4	5	6	7	8	9	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	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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26																																																					1
27																																																					1
28																																																					1
29																																																					1
30																																																					1
31																																																					1
32																																																					1

User Comments:

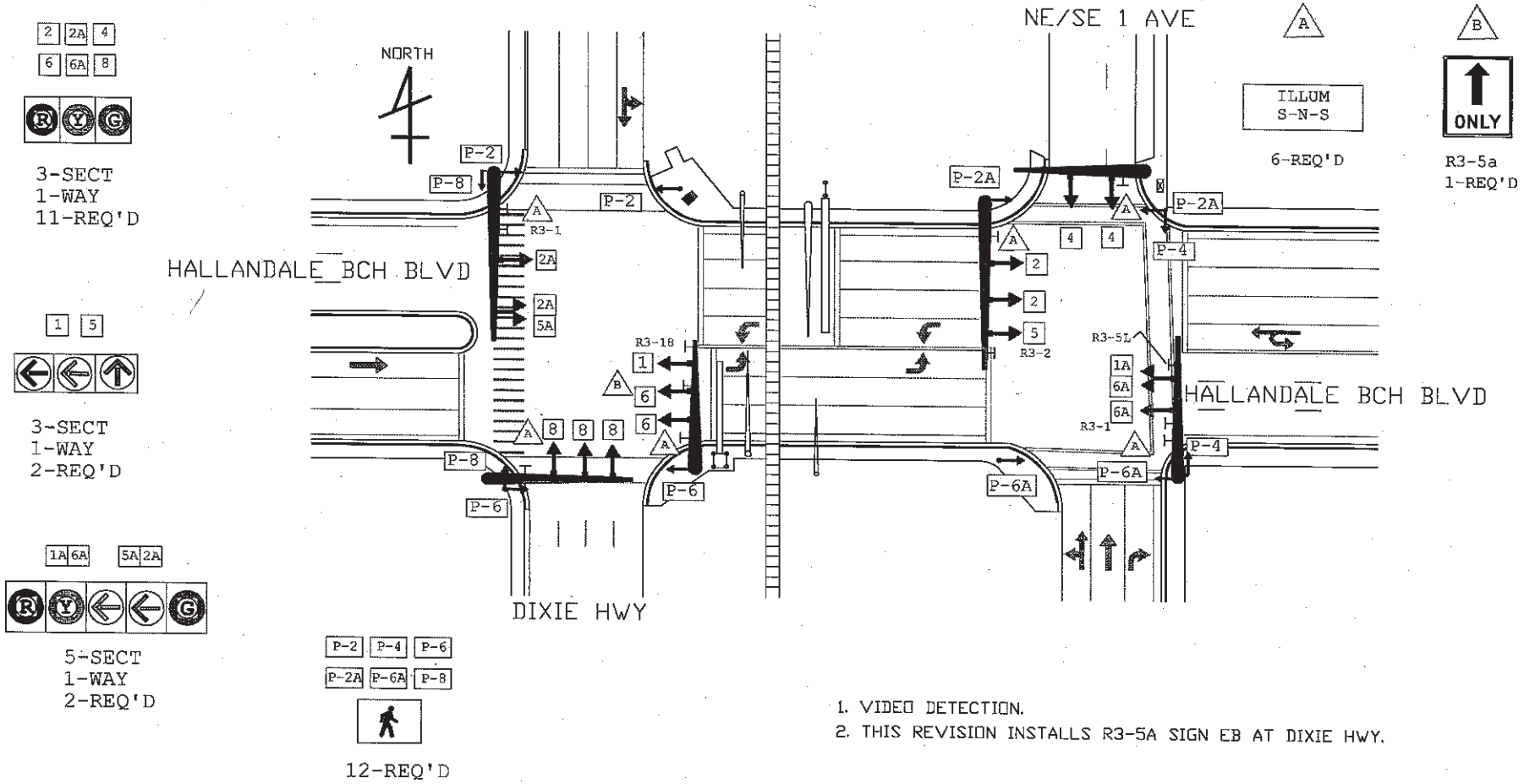
TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION

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

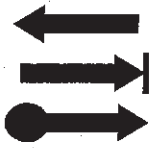
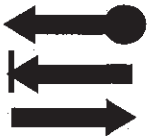
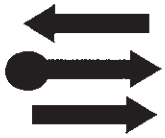
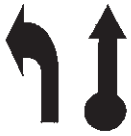
ORDER NO FDOT ISSUE DATE ---- REV NO. 6 COMPLETION DATE _____

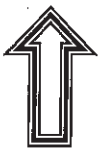
DWG. NO. 09-04-02-01 FILE NO. 3085 CITY HALLANDALE BEACH SCALE: 1" = 40'

DWN BY: LARRY



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

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



NORTH

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

	PREEMPTION	
	TRACK CLEARANCE	
	DWELL	
	AFTER PREEMPTION RETURN TO PHASE 2	

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

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

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

Attachment

Channel/Drop /

IP Address

NOTES:

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

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 12/12/2015 9:05:49 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								
Gap Ext	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 Clr	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 Clr	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 Flash Entry		ON				ON										
Auto Flash Exit				ON				ON								
Non-Actuated 1																
Non-Actuated 2																
Lock Call	ON		ON		ON		ON		ON	ON	ON	ON	ON	ON	ON	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																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
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 Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4	1	3	2	4
Dwell Cyc Veh 2	6	8	6	8	5	7
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	3	1	2	4	2	4
Exit 2	7	5	6	8	6	8
Exit 3						
Exit 4						

Preempt LP

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

Prepared By	Date Implemented

Broward County | Timing Sheet | 12/12/2015 9:05:49 AM

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

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	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 | 12/12/2015 9:05:49 AM

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

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

Scheduler

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

User Comments:

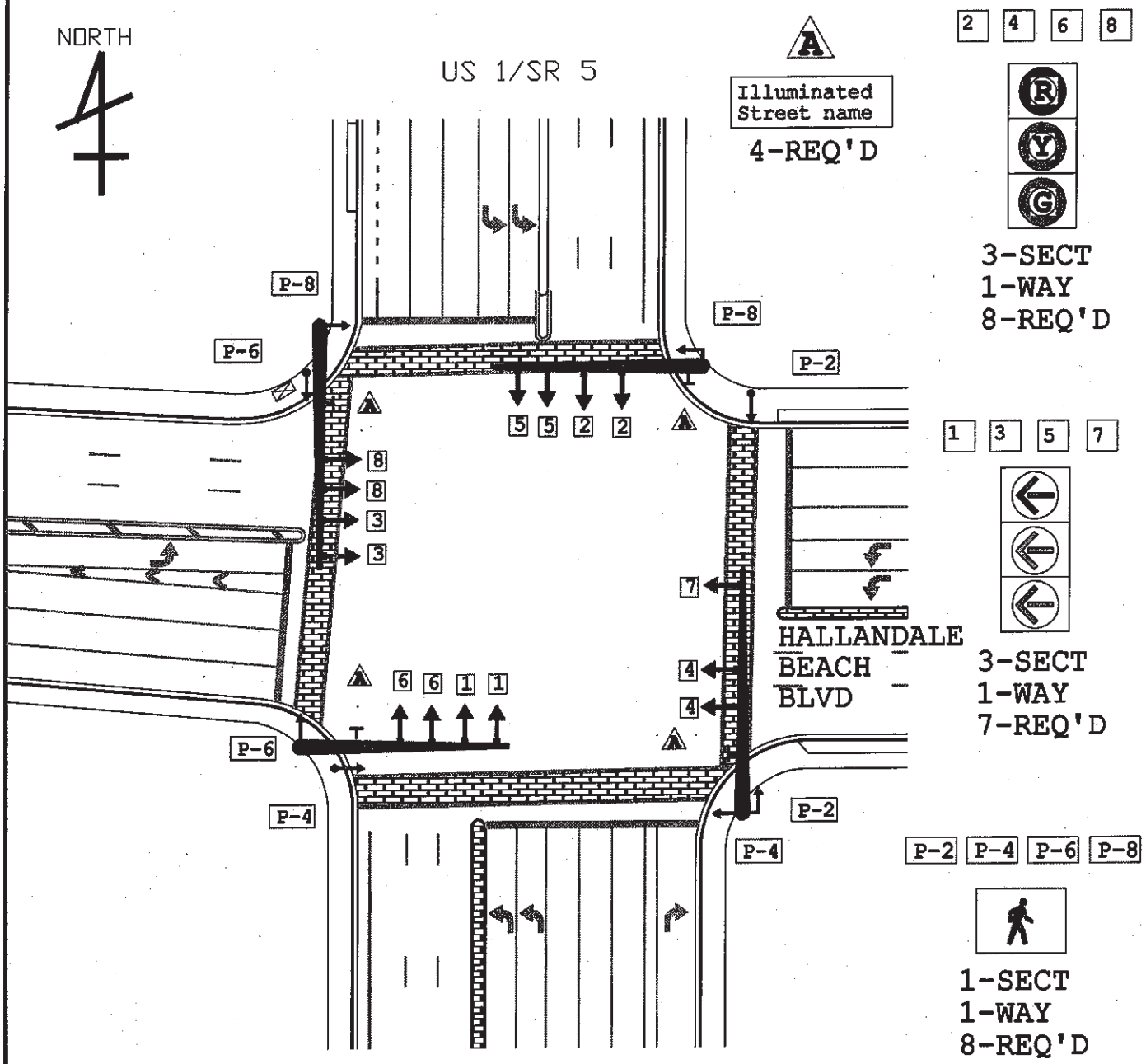
TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION

LOCATION **US 1 & HALLANDALE BEACH BLVD**

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

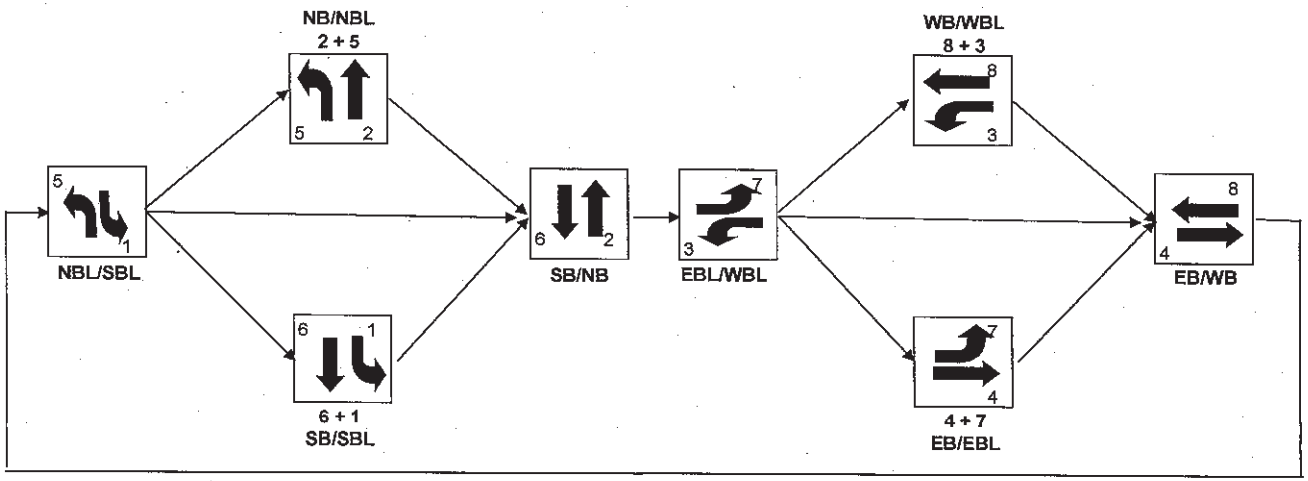
DWG. NO. **05-01-04-01** FILE NO. **C-84** CITY **HALLANDALE** SCALE: 1" = 50'

DWN BY: LARRY



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

Sequence of Operation for (3084) Federal Hwy (US 1/SR 5) and Hallandale Beach Blvd
Hallandale Beach



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3089	**Initial Operation Date**	UNKNOWN
Controller Type	2070 LN	**System Number**	
Modification Number	10	**Modification Date**	11/10/2015
Drawing/Project No	044909	**FPL Grid Number**	87570221106
Intersection	HALLANDALE BEACH BLVD. and NW/SW 8 AVENUE		
Municipality	HALLANDALE BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	4	12	4	6	4	12	5	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	12	50	12	25	12	50	12	25
Maximum Green II								
Yellow Clearance	4.5	4.5	4.0	4.0	4.5	4.5	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2..0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		15		26		15		26
Permissive	5 SECT		5-SECT		5 SECT		DUAL	
Flash Operation		YELLOW		RED		YELLOW	RED	RED
Green Return								

Attachment

Channel/Drop /

IP Address

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. ANTI-BACKDOWN EAST/WEST: PHASES 2+6 ON--->OMIT PHASES 1+5.
3. MOD. 10 UPDATES PH.4 & PH.8 PEDESTRIAN CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 12/12/2015 9:06:06 AM

Station : 3089 - Hallandale Beach Blvd & W 8 Ave (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		15		26		15		26								
Min Green	4	12	4	6	4	12	5	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	12	50	12	25	12	50	12	25								
Max2																
Yellow Clr	4.5	4.5	4	4	4.5	4.5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

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

Preempt LP

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

Prepared By	Date Implemented

Broward County | Timing Sheet | 12/12/2015 9:06:06 AM

Station : 3089 - Hallandale Beach Blvd & W 8 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	118	2	1		50		20	75	15	50	20	75	25	40								
9		3	3	160	155	3	1		50		25	70	25	40	25	70	25	40								
15		4	4	160		4	1		50		18	76	25	41	18	76	25	41								
20		3	3	160	155	3	1		50		25	70	25	40	25	70	25	40								
Day Plan 2											**Easy**															
		3	3	160	155	3	1		50		25	70	25	40	25	70	25	40								
1		100	254																							
6	30	3	3	160	155	3	1		50		25	70	25	40	25	70	25	40								
Day Plan 3											**Easy**															
		3	3	160	155	3	1		50		25	70	25	40	25	70	25	40								
1		100	254																							
6	30	3	3	160	155	3	1		50		25	70	25	40	25	70	25	40								
23		100	254																							

Broward County | Timing Sheet | 12/12/2015 9:06:06 AM

Station : 3089 - Hallandale Beach Blvd & W 8 Ave (Standard File)

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

Scheduler

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

User Comments:

HALLANDALE BEACH PUBLIC WORKS DEPT.
ENGINEERING DIVISION
FDOT-N.W./S.W. 8th AVENUE
PROJECT NO. 044909 SHEET 21 OF 23

2 4 6 8

3-SECT., 1-WAY
7 AS
650-51-318
659-101 4 EA
659-106 21 EA

7

3-SECT., 1-WAY
2 AS
650-51-318
659-106 6 EA

1/5 2/5 3/8

5-SECT., 1-WAY
3 AS
650-51-518
659-106 15 EA
659-118 2 EA

P-3 P-4 P-6 P-8

PED. SIGNAL
COUNT-DOWN
2 SECT., 1-WAY
8 AS
663-181

CONTROLLER OPERATION

1. MAJOR STREET IS HALLANDALE BEACH BLVD. MINOR STREET IS N.W./S.W. 8 STREET.
2. FLASHING OPERATION: MOVEMENT NOS. 2 & 6 YELLOW; MOVEMENT NOS. 4 & 8 RED.

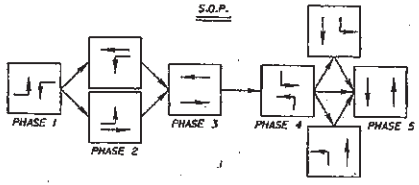
HALLANDALE BCH BLVD
(A) 699-1-21 2 EA

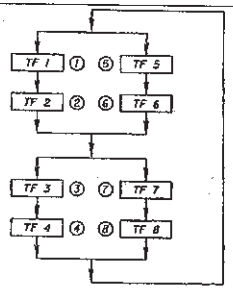
ML KING JR AV SW 8 AV
(B) 699-1-21 1 EA

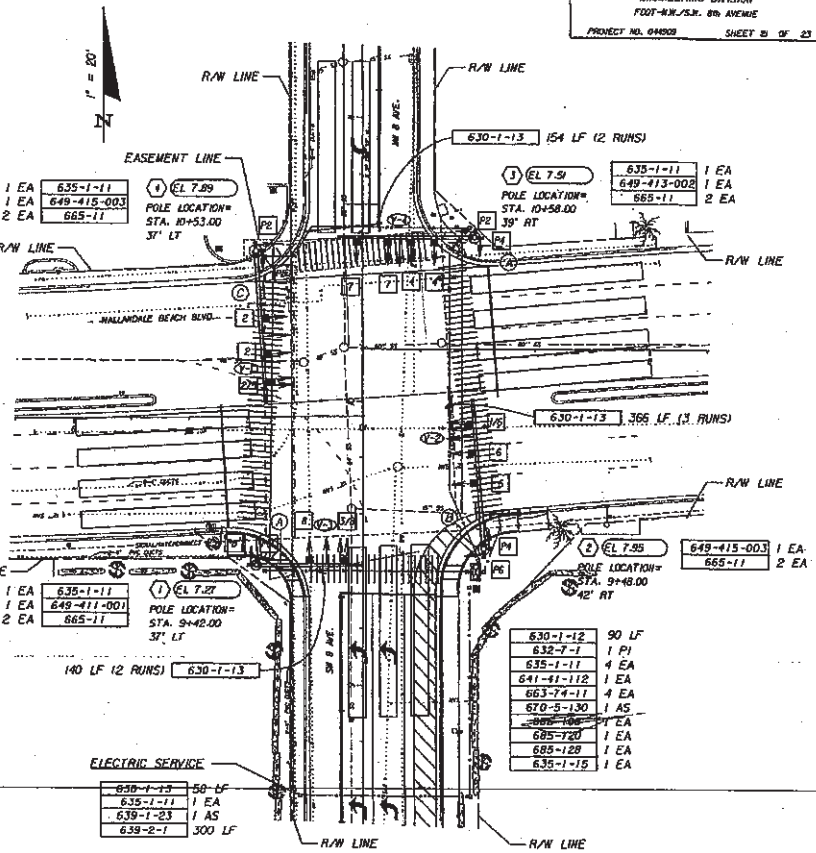
ML KING JR AV NW 8 AV
(C) 699-1-21 1 EA

R10-38 (8 EA) INCLUDED IN ITEM 665-11

CONTROLLER TIMINGS									
TIMING FUNCTION									
MOVEMENT NUMBER		1	2	3	4	5	6	7	8
TIMING FUNCTION	MINIMUM GREEN	4	12	4	6	4	12	4	6
	EXTENSION	1.5	3	1.5	2	1.5	3	1.5	2
	MAXIMUM GREEN 1	19	78	5	36	9	88	18	23
	MAXIMUM GREEN 2								
	YELLOW CLEARANCE	4	4	4	4	4	4	4	4
	ALL RED	2	2	0.5	2	2	2	0.5	2
	PEDESTRIAN WALK	-	5	-	5	-	5	-	5
	PED. CLEARANCE	-	11	-	11	-	11	-	11
	RECALL	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF







630-1-12	90 LF
632-7-1	1 PI
635-1-11	4 EA
641-41-112	1 EA
663-74-11	4 EA
670-5-130	1 AS
~~685-100~~	~~1 EA~~
685-120	1 EA
685-128	1 EA
635-1-15	1 EA

REMOVAL ITEMS

690-10	4 EA
690-20	8 EA
690-31	1 EA
690-32-1	4 EA
690-50	1 EA
690-60	7 EA
690-70	8 EA
690-80	4 EA
690-90	1 PI
690-100	1 PI

VIDEO DETECTOR CONNECTION CHART

DETECTOR	OPERATION	CONNECTED TO MOVEMENT	CONTROLLER TIMING FUNCTION	DELAY SETTING
V-1	PRESENCE	2, 5	TF-2, TF-5	
V-2	PRESENCE	6, 1	TF-6, TF-1	
V-3	PRESENCE	8, 3	TF-8, TF-3	
V-4	PRESENCE	4, 7	TF-4, TF-7	

18
26,7
35,4
44,0

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

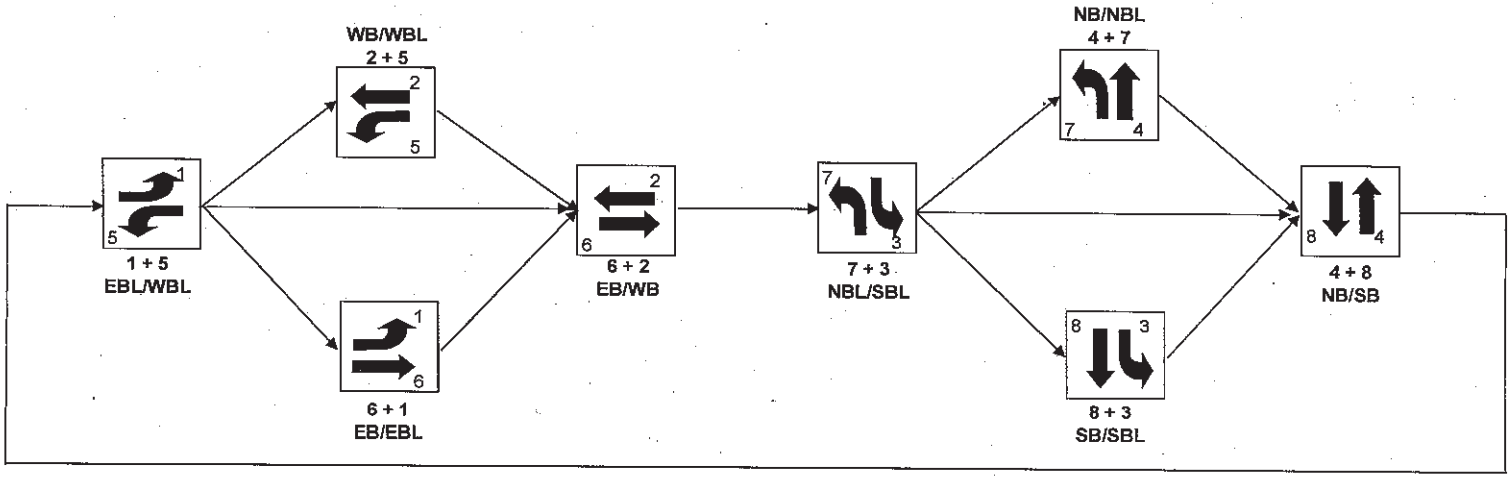
CITY OF HALLANDALE BEACH
DEPARTMENT OF PUBLIC WORKS

R.J. Baker & Company, Inc.

SIGNAL PLAN 3089

(Space use only)

Sequence of Operation for (3089), Hallandale Beach Blvd (SR 858) and NW/SW 8 Avenue Hallandale Beach



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3091	**Initial Operation Date**	UNKNOWN
Controller Type	2070 LN	**System Number**	
Modification Number	11	**Modification Date**	05/21/2015
Drawing/Project No	413791-1-52-01	**FPL Grid Number**	87470981005
Intersection	HALLANDALE BEACH BLVD. and NW/SW 10 TERRACE		
Municipality	HALLANDALE BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	EBL	WB		NB	WBL	EB		SB
Initial Green(MIN)	4	12		6	4	12		6
Vehicle Ext.(GAP)	1.5	3.0		2.0	1.5	3.0		2.0
Maximum Green I	12	50		25	12	50		25
Maximum Green II								
Yellow Clearance	4.5	4.5		4.5	4.5	4.5		4.5
All Red Clearance	2.0	2.0		2.0	2.0	2.0		2.0
Phase Recall	OFF	MIN		OFF	OFF	MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		15		21		15		21
Permissive	YES				YES			
Flash Operation		YELLOW		RED		YELLOW		RED
Green Return								

Attachment

Channel/Drop /

IP Address

NOTES:

1. ANTI-BACKDOWN EAST/WEST: PHASES 2+6 ON--->OMIT PHASES 1+5.
2. DUAL ENTRY HARDWIRED NORTH/SOUTH.
3. PHOTO ENFORCEMENT, CITY OF HALLANDALE.
4. MOD. 11 DEPLOYS SIGNAL ONTO ATMS.NOW.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 12/12/2015 9:06:22 AM

Station : 3091 - Hallandale Beach Blvd & NW / SW 10 Terr (Standard File)

Phase	1 (EL)	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		15		21		15		21								
Min Green	4	12		6	4	12		6								
Gap Ext	1.5	3		2	1.5	3		2								
Max1	12	50		25	12	50		25								
Max2																
Yellow Clr	4.5	4.5		4.5	4.5	4.5		4.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	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 Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

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

Preempt LP

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

Prepared By	Date Implemented

Broward County | Timing Sheet | 12/12/2015 9:06:22 AM

Station : 3091 - Hallandale Beach Blvd & NW / SW 10 Terr (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	124	2	1	10	50		16	109		35	16	109		35								
9		3	3	160	10	3	1	10	50		20	105		35	20	105		35								
15		4	4	160	17	4	1	10	50		20	105		35	20	105		35								
20		3	3	160	10	3	1	10	50		20	105		35	20	105		35								
Day Plan 2											**Easy**															
		3	3	160	10	3	1	10	50		20	105		35	20	105		35								
1		100	254																							
6	30	3	3	160	10	3	1	10	50		20	105		35	20	105		35								
Day Plan 3											**Easy**															
		3	3	160	10	3	1	10	50		20	105		35	20	105		35								
1		100	254																							
6	30	3	3	160	10	3	1	10	50		20	105		35	20	105		35								
23		100	254																							

Broward County | Timing Sheet | 12/12/2015 9:06:22 AM

Station : 3091 - Hallandale Beach Blvd & NW / SW 10 Terr (Standard File)

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

Scheduler

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

User Comments:

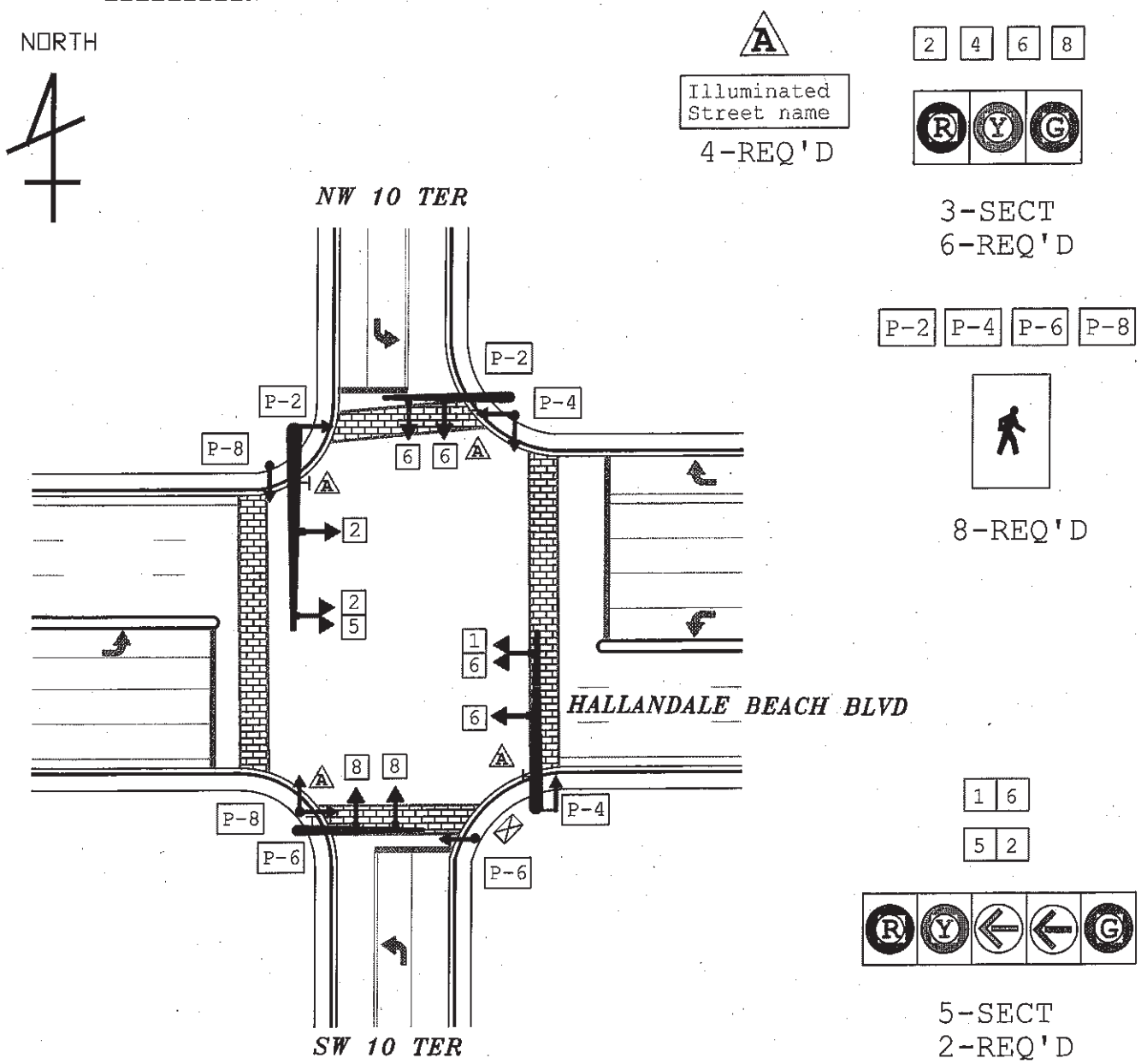
BROWARD COUNTY TRAFFIC ENGINEERING DIVISION
TRAFFIC SIGNAL LOCATION SKETCH

LOCATION **HALLANDALE BEACH BLVD & NW/SW 10 TERRACE**

ORDER NO **FDOT** ISSUE DATE --- REVISION NO. **2** COMPLETION DATE **3-25-09**

DWG. NO. **12-06-08-01** FILE NO. **3091** CITY **HALLANDALE BEACH** SCALE: 1' = 50'

DWN BY: LARRY



1. *VIDEO DETECTION*
2. *REBUILT THIS REVISION UNDER FPID #4137911*

CONTROLLER TIMINGS

TIMING FUNCTION									
MOVEMENT NUMBER		1	2	4	5	6	8		
TIMING FUNCTION	MINIMUM GREEN	4	12	6	4	6	8		
	EXTENSION	1.5	3.0	2.0	1.5	3.0	2.0		
	MAXIMUM GREEN 1	12	50	25	12	50	25		
	MAXIMUM GREEN 2								
	YELLOW CLEARANCE	4	4	4	4	4	4		
	ALL RED	1.5	1.5	2.0	1.5	1.5	2.0		
	PEDESTRIAN WALK		7	7		7	7		
	PED. CLEARANCE		15	21		15	21		
	RECALL	OFF	MIN	OFF	OFF	MIN	OFF		

TIMINGS ARE PROVIDED BY BCTE AND ARE CURRENTLY IN USE. CONTRACTOR SHALL VERIFY TIMINGS AND ANY CHANGES REQUIRED BY BCTED AT THE TIME OF CONSTRUCTION.

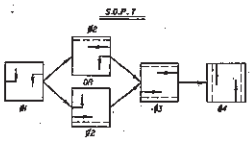
VIDEO DETECTOR CHART

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

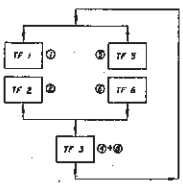
NOTES:

1. THE MAJOR STREET IS S.R. 858 (HALLANDALE BEACH BLVD.). THE MINOR STREET IS NW/SW 10TH TERRACE.
2. TYPE OF CONTROLLER: D-4-4 OPERATING S.O.P. 7 AS SHOWN AND THE FOLLOWING:
   A.) PEDESTRIAN MOVEMENTS ON TF2, 4, 6 & 8 (TO BE DISPLAYED UPON ACTUATION ONLY).
   B.) S.R. 858 TO FLASH YELLOW. NW/SW 10TH TERRACE TO FLASH RED.
   C.) INTERNAL TIME BASED COORDINATION.
3. ALL SYSTEMS AUXILIARY EQUIPMENT MUST BE COMPATIBLE WITH THE BROWARD COUNTY CENTRAL COMPUTER SYSTEM.
4. ALL EXISTING INTERNALLY ILLUMINATED STREET NAME SIGNS SHALL BE REMOVED FROM THE EXISTING STRAIN POLES, STORED, AND PLACED ON THE MAST ARMS AS SHOWN.

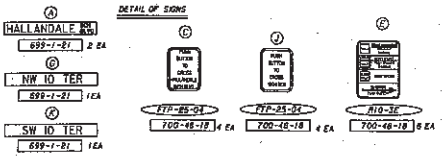
S.O.P. 7



RING DIAGRAM



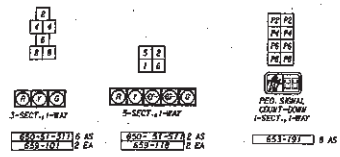
DETAIL OF SIGNS



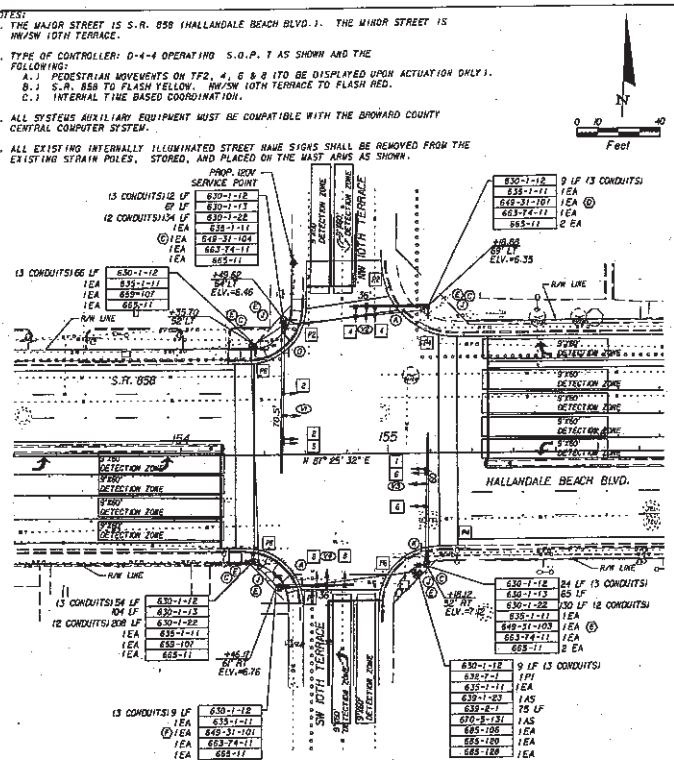
REMOVAL PAY ITEMS

690-10	8 EA
690-20	8 EA
690-32-1	4 EA
690-50	1 EA
690-60	13 EA
690-70	8 EA
690-80	4 EA
690-90	1 PI
690-100	1 PI

DETAIL OF SIGNAL HEADS



650-41-517	6 AS
659-101	2 EA
650-41-517	2 AS
659-116	2 EA
653-197	8 AS



REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

ARCADIS U.S., INC.
3041 VESTA PARKWAY, WEST PALM BEACH, FL 33411
(561) 697-7006 FAX (561) 697-1751
CERTIFICATION OF AUTHORIZATION NO. 1917
PATRICIA BAUR, P.E. P.E. NO. 56935

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

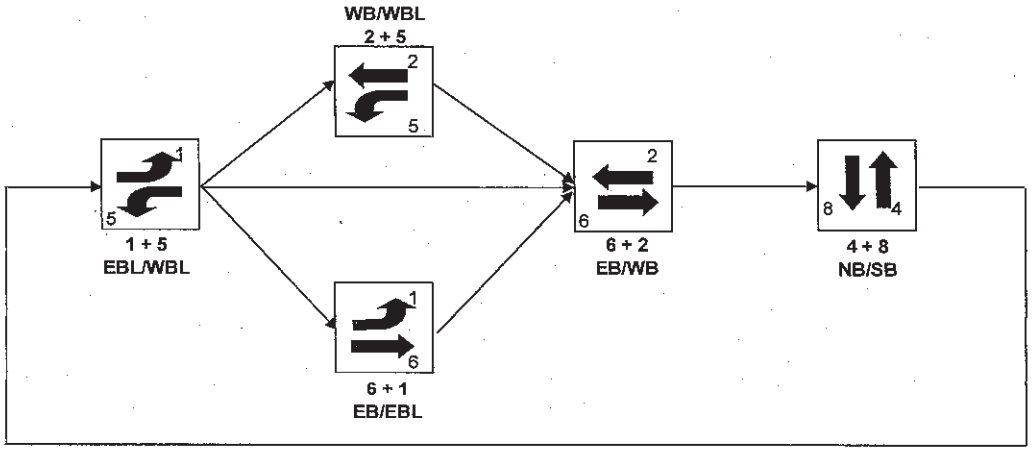
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 858	BROWARD	413791-1-52-01

SIGNALIZATION PLAN

SHEET NO. 7-9

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-27.003, F.A.C.

Sequence of Operation for (3091) Hallandale Beach Blvd. and NW/SW 10 Terrace
Hallandale Beach



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

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

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

Attachment

Channel/Drop /

IP Address

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. AUDIBLE PEDESTRIAN SIGNALS: E/W BEEP, N/S TONE.
3. MOD. 20 UPDATES ALL RED VALUES.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 12/12/2015 9:06:40 AM

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

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

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
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 Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2	3	2	4	1
Dwell Cyc Veh 2	8	6	8	5	7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	1	3	4	2	4	2
Exit 2	5	7	8	6	8	6
Exit 3						
Exit 4						

Preempt LP

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

Prepared By	Date Implemented

Broward County | Timing Sheet | 12/12/2015 9:06:40 AM

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

Coordination

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

Broward County | Timing Sheet | 12/12/2015 9:06:40 AM

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

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

Scheduler

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

User Comments:

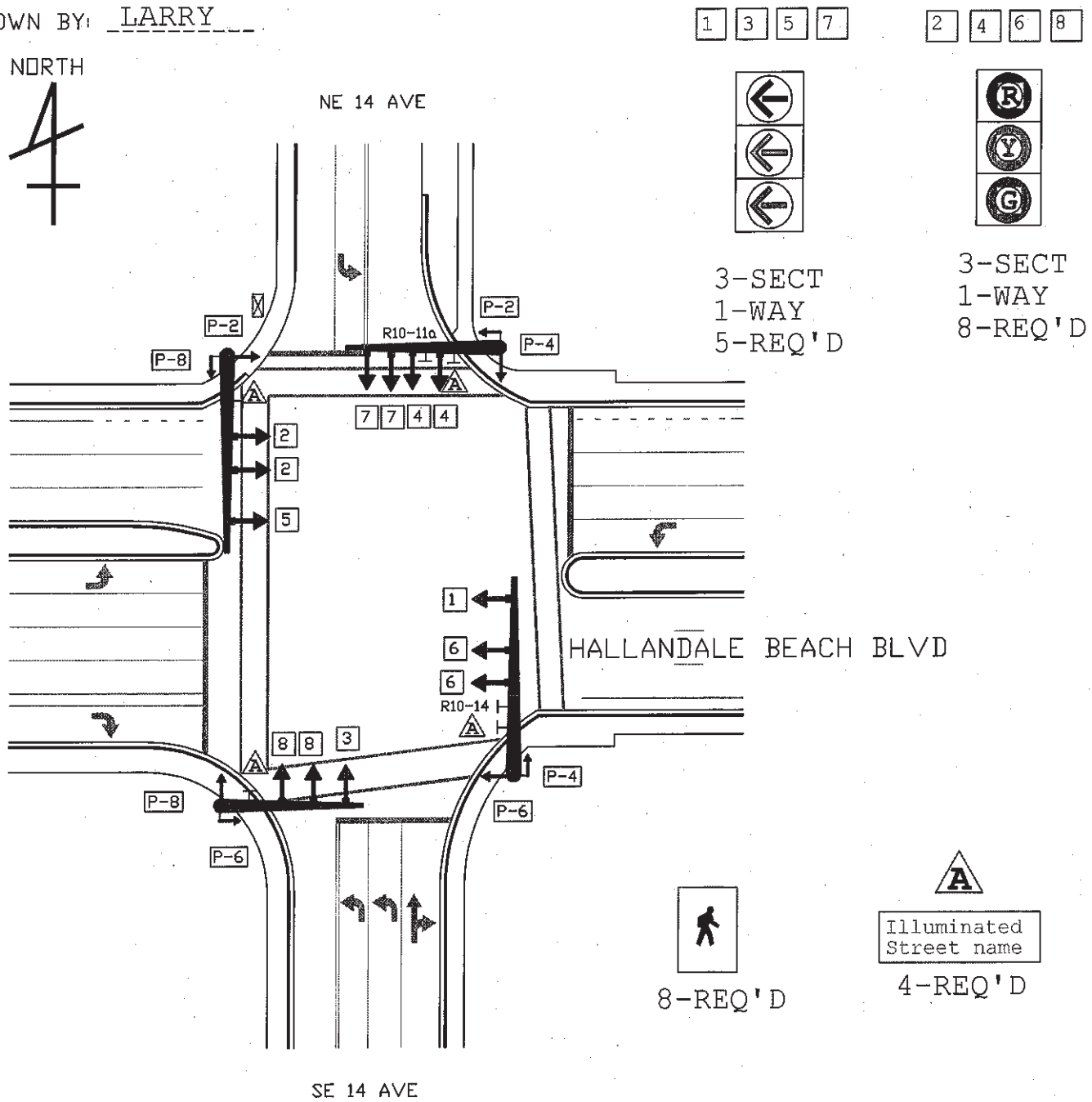
TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION

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

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

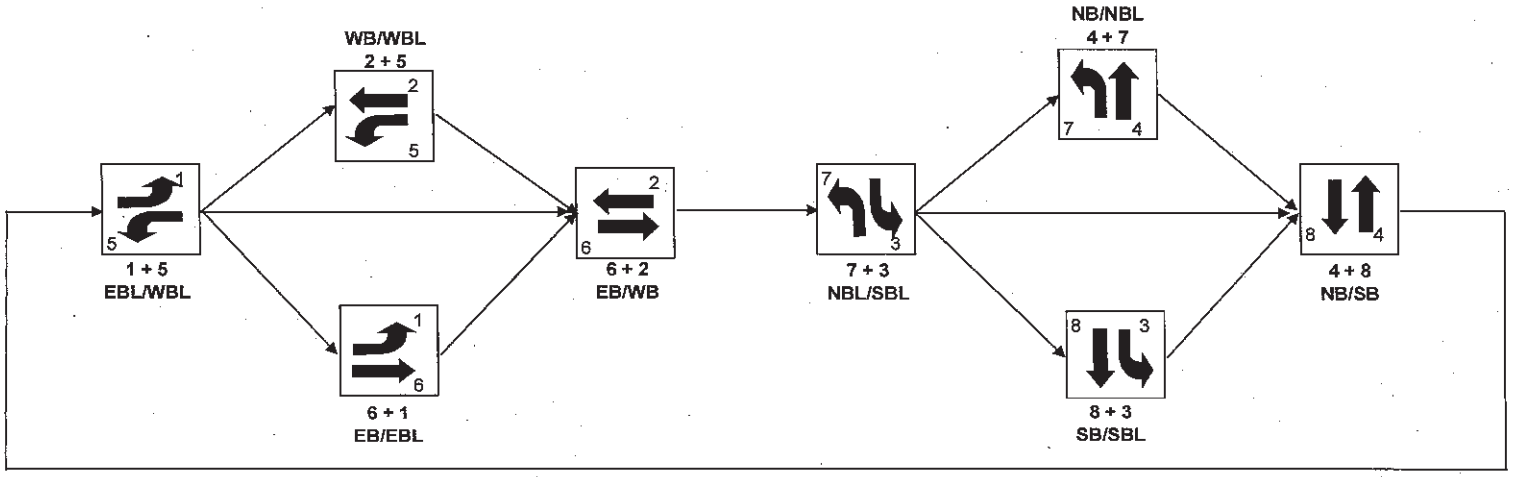
DWG. NO. 10-01-01-01 FILE NO. 3083 CITY HALLANDALE BEACH SCALE: 1" = 50'

DWN BY: LARRY



1. VIDEO DETECTION INSTALLED UNDER FDOT PROJ NO 2281691

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



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

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

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

Attachment

Channel/Drop / **IP Address**

NOTES:

1. WITH WOIT2013030631, REPHASES SIGNAL

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 12/12/2015 9:06:57 AM

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

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

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
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 Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2	3	2	4	1
Dwell Cyc Veh 2	8	6	8	5	7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	1	3	4	2	4	2
Exit 2	5	7	8	6	8	6
Exit 3						
Exit 4						

Preempt LP

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

Prepared By	Date Implemented

Broward County | Timing Sheet | 12/12/2015 9:06:57 AM

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

Coordination

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

Broward County | Timing Sheet | 12/12/2015 9:06:57 AM

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

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

Scheduler

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

User Comments:

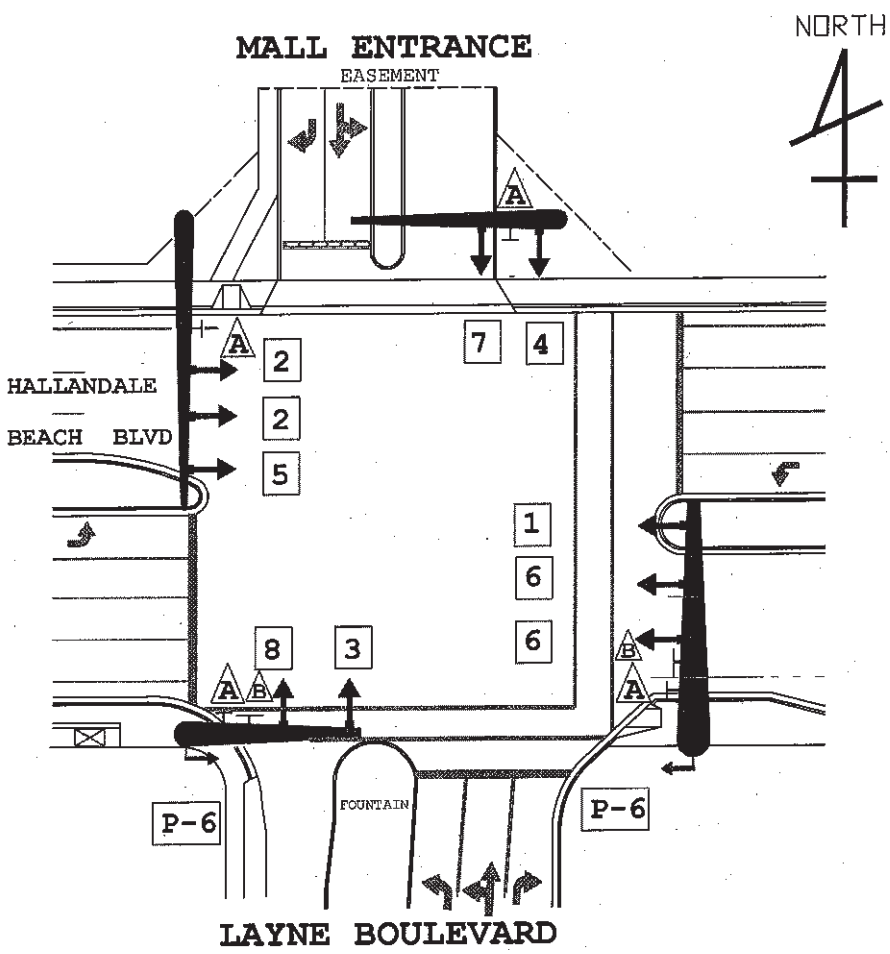
TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION

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

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

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

DWN BY: LARRY



2 4 6 8

3-SECT
1-WAY
6-REQ'D

3 7

4-SECT
1-WAY
2-REQ'D

1 5

3-SECT
1-WAY
2-REQ'D

A

ILLUMINATED STREET SIGN

4-REQ'D

B

(R10-15)

TURNING TRAFFIC MUST YIELD TO PEDESTRIANS

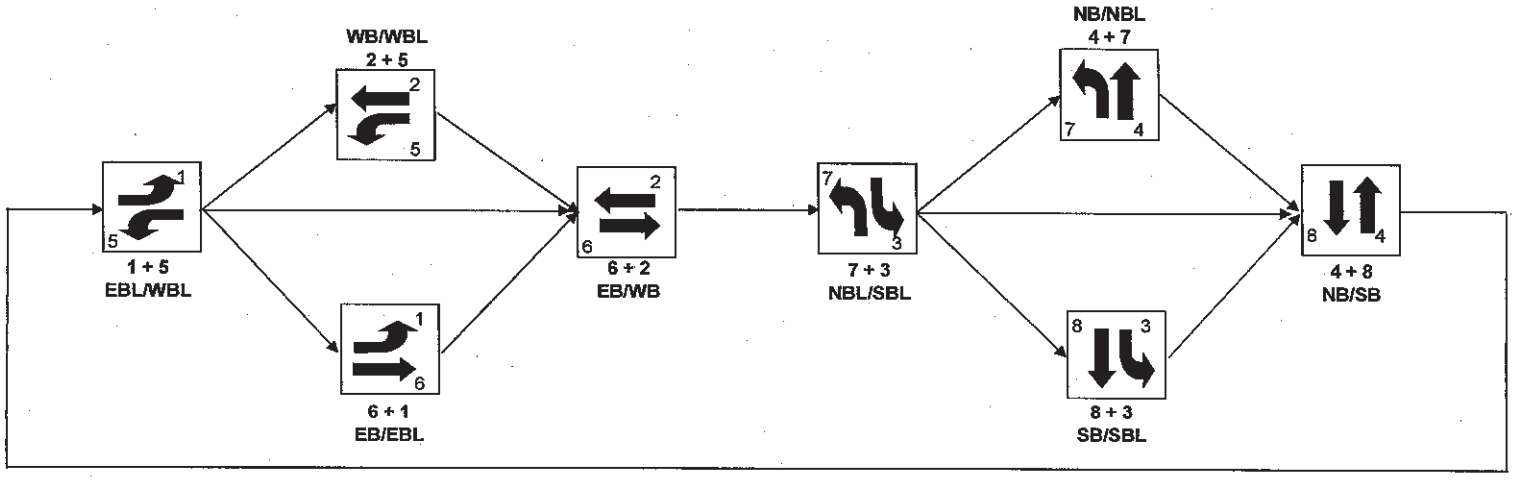
2 REQ'D

P-4 P-6

4-REQ'D

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

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



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	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. HEADS 8R (WBR) OVERLAPPED WITH SBL (PHASE 1) AND WB (PHASE 8).
2. 8R OMITTED WHEN P8 ACTIVE.
3. FLASH OPERATION: 0000-0600, 7 DAYS.
4. MOD. 8 UPDATES YELLOW CLEARANCE VALUES PER FDOT STANDARDS.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 12/12/2015 9:07:11 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								
Gap Ext	1.5	3			1.5	3	2	2								
Max1	20	60			18	60	35	35								
Max2																
Yellow Clr	5	5			5	5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2			2	2	2	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 Flash Entry								ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
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																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

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

Preempt LP

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

Prepared By	Date Implemented

Broward County | Timing Sheet | 12/12/2015 9:07:11 AM

Station : 3395 - US 1 & SE 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		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 | 12/12/2015 9:07:11 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

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

User Comments:

BROWARD COUNTY TRAFFIC ENGINEERING DIVISION

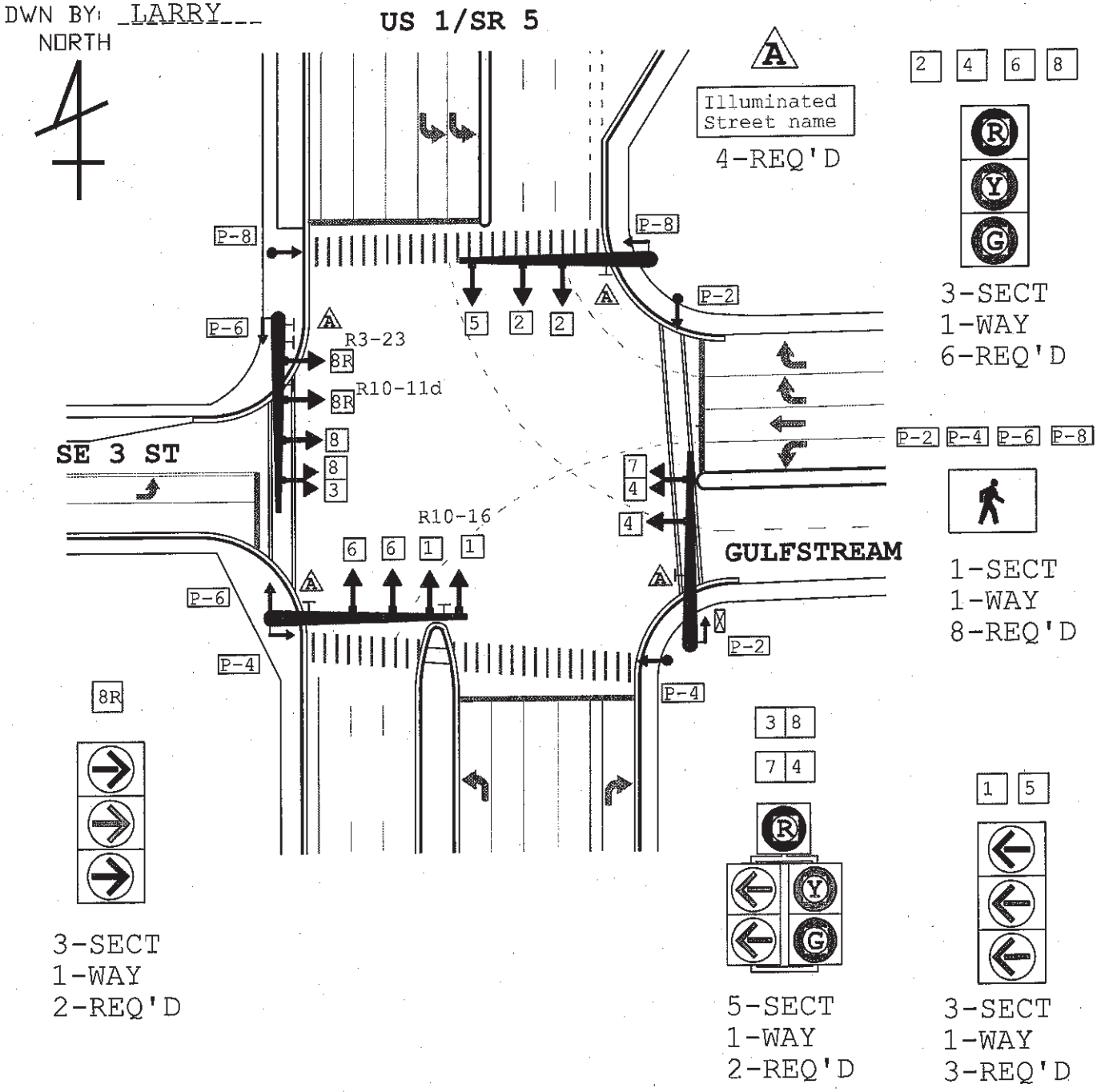
TRAFFIC SIGNAL LOCATION

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

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

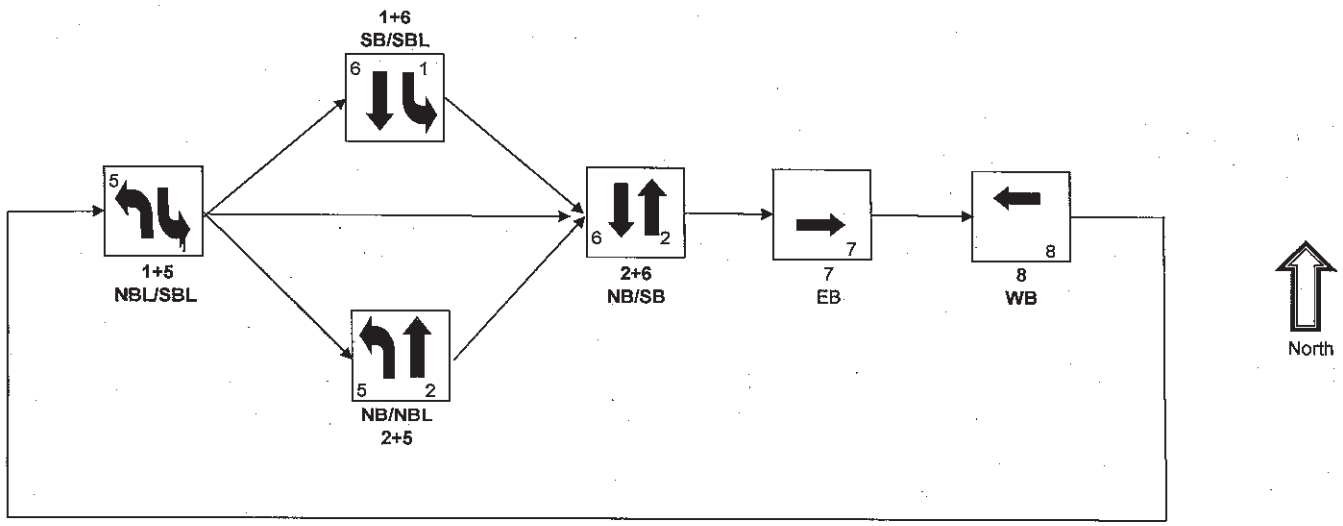
DWG. NO. 10-01-04-01 FILE NO. 3395 CITY HALLANDALE BEACH SCALE: 1" = 50'

DWN BY: LARRY



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

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



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3223	**Initial Operation Date**	UNKNOWN
Controller Type	2070 LN	**System Number**	3223
Modification Number	11	**Modification Date**	04/02/2015
Drawing/Project No	228034-1-52-01	**FPL Grid Number**	87670294306
Intersection	FEDERAL HWY. (US 1/SR 5) and NE 3 STREET (HALLANDALE)		
Municipality	HALLANDALE BEACH		

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

Attachment

Channel/Drop /

IP Address

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. MOD. 11 UPDATES PHASE 2 & 6 ALL RED CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 12/12/2015 9:07:24 AM

Station : 3223 - US 1 & NE 3 St (Standard File)

Phase	1	2 (NT)	3	4 (ET)	5	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		5		7		5								
Ped Clearance		11		20		11		20								
Min Green		10		6		10		6								
Gap Ext		3		2		3		2								
Max1		50		20		50		20								
Max2																
Yellow Clr		4		4		4		4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		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								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash			ON			
Override Higher Preempt			ON			
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6		6		6
Min Walk						6
Ped Clear						
Track Green						
Min Dwell	8	8		6		15
Max Presence	180	180		180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4		2	2	1
Dwell Cyc Veh 2	6	8		5	5	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	4	2		2	1	2
Exit 2	8	6		6	6	6
Exit 3						
Exit 4						

Preempt LP

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

Prepared By	Date Implemented

Broward County | Timing Sheet | 12/12/2015 9:07:24 AM

Station : 3223 - US 1 & NE 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**															
		100	254																							
6		2	2	160	134	2	1	10	50			125		35		125		35								
9		3	3	160	153	3	1	10	50			120		40		120		40								
15		4	4	160	5	4	1	10	50			125		35		125		35								
20		3	3	160	153	3	1	10	50			120		40		120		40								
Day Plan 2											**Easy**															
		3	3	160	153	3	1	10	50			120		40		120		40								
1		100	254																							
6	30	3	3	160	153	3	1	10	50			120		40		120		40								
Day Plan 3											**Easy**															
		3	3	160	153	3	1	10	50			120		40		120		40								
1		100	254																							
6	30	3	3	160	153	3	1	10	50			120		40		120		40								
23		100	254																							

Broward County | Timing Sheet | 12/12/2015 9:07:24 AM

Station : 3223 - US 1 & NE 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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27																																																						1
28																																																						1
29																																																						1
30																																																						1
31																																																						1
32																																																						1

User Comments:

TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION

LOCATION FEDERAL HWY (US 1) & NE 3 STREET

ORDER NO FDOT ISSUE DATE --- REVISION NO. 2 COMPLETION DATE 8/14/04

DWG. NO. 04-09-01-01 FILE NO. C-223 CITY Hallandale SCALE: 1" = 50'

DWN BY: LARRY

NORTH

Illuminated Street name

4-REQ'D

2 4 6 8

R Y G

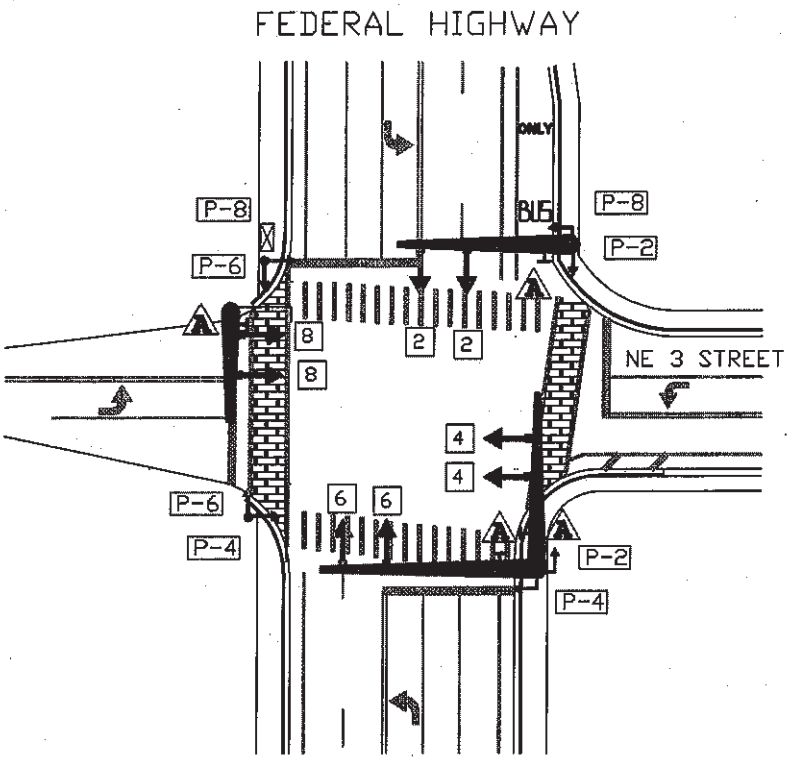
P-4 P-6

P-6 P-8

1-SECT
2-WAY
2-REQ'D

P-2 P-4 P-8

1-SECT
1-WAY
4-REQ'D

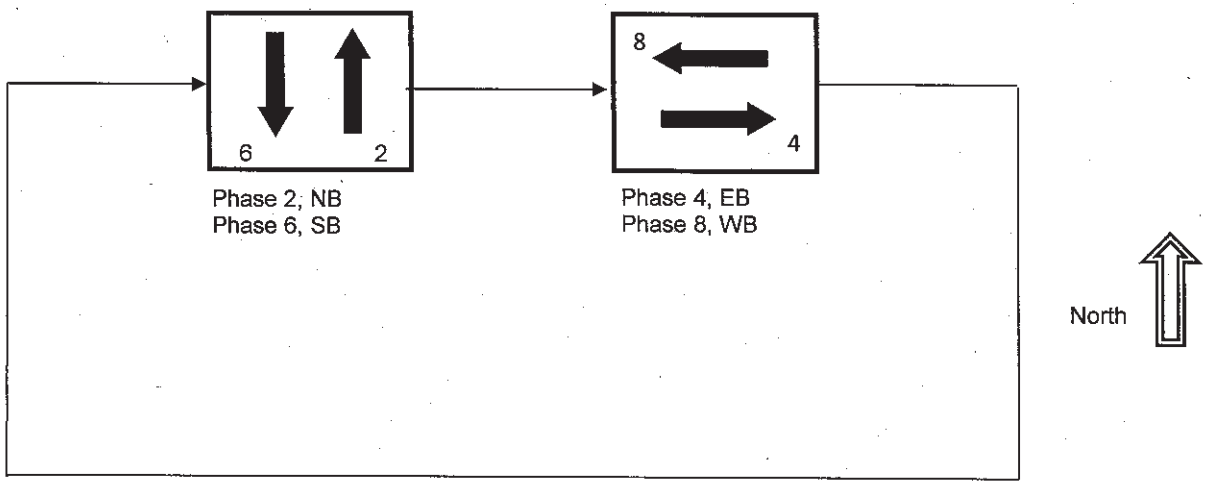


1. VIDEO DETECTION
2. REBUILT UNDER FDOT PROJ NO 228034-1-52-01

Sequence of Operation

Federal Hwy (US 1/SR 5) and NE 3 Street

Intersection Number (3223) Hallandale Beach



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

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

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

Attachment

Channel/Drop /

IP Address

NOTES:

1. ANTI-BACKDOWN WB: PHASE 2+6 ON ---> OMIT PHASE 5.
2. MOD. 13 DEPLOYS SIGNAL ONTO ATMS.NOW.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 12/16/2015 8:41:43 AM

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

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

Preemption

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

Preempt LP

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

Prepared By	Date Implemented

Broward County | Timing Sheet | 12/16/2015 8:41:43 AM

Station : 3282 - Hallandale Beach Blvd & NE 8 Ave (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	40	2	1	10	50		18	76	41	25	18	76		66								
9		3	3	160	71	3	1	10	50		20	72	42	26	20	72		68								
15		4	4	160	100	4	1	10	50		18	76	41	25	18	76		66								
20		3	3	160	71	3	1	10	50		20	72	42	26	20	72		68								
22		100	254																							
Day Plan 2											**Easy**															
		3	3	160	71	3	1	10	50		20	72	42	26	20	72		68								
1		100	254																							
6	30	3	3	160	71	3	1	10	50		20	72	42	26	20	72		68								
Day Plan 3											**Easy**															
		3	3	160	71	3	1	10	50		20	72	42	26	20	72		68								
1		100	254																							
6	30	3	3	160	71	3	1	10	50		20	72	42	26	20	72		68								
23		100	254																							

Broward County | Timing Sheet | 12/16/2015 8:41:43 AM

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

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

Scheduler

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

User Comments:

TRAFFIC ENGINEERING DIVISION

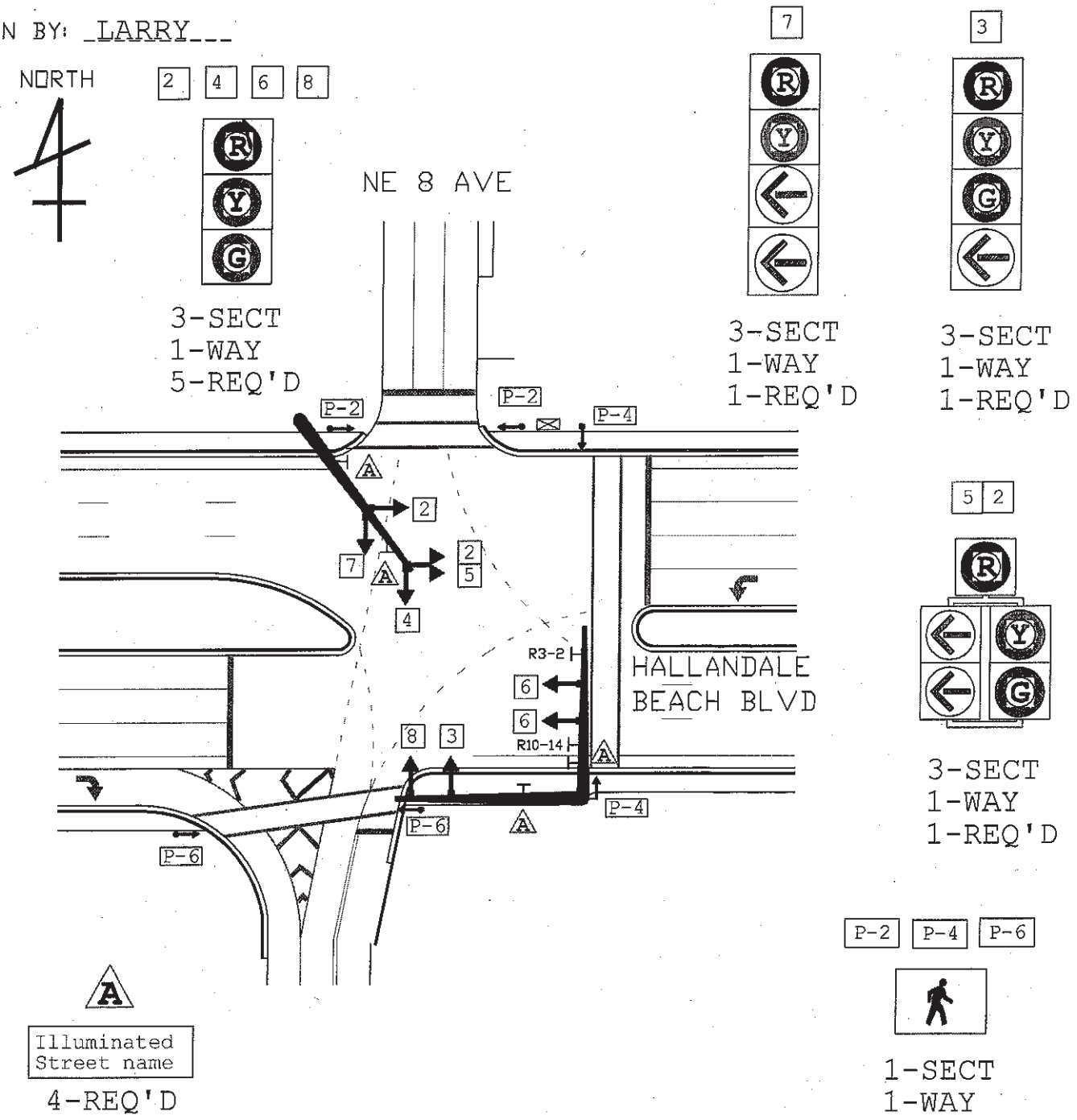
SIGNALIZED INTERSECTION

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

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

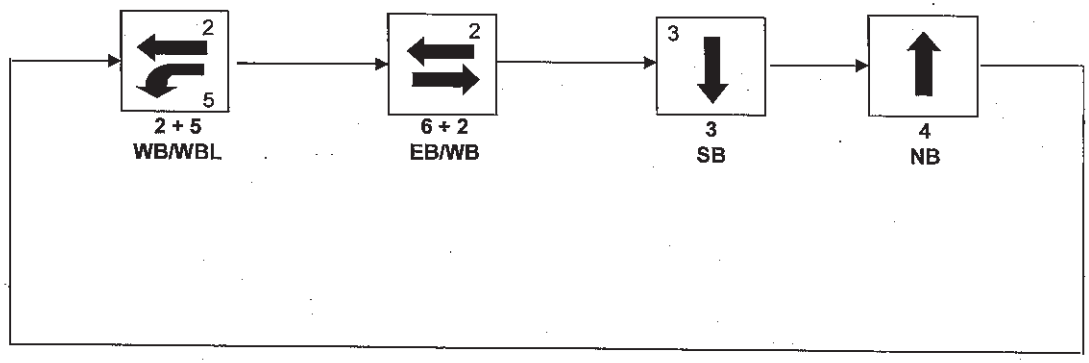
DWG. NO. **09-12-06-01** FILE NO. **3282** CITY **HALLANDALE BEACH** SCALE: 1" = 50'

DWN BY: LARRY



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

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



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

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

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

Attachment

Channel/Drop /

IP Address

NOTES:

1. MOD. 16 DEPLOYS SIGNAL ONTO ATMS.NOW.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 12/16/2015 8:41:57 AM

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

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

Preemption

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

Preempt LP

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

Prepared By	Date Implemented

Broward County | Timing Sheet | 12/16/2015 8:41:57 AM

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

Coordination

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

Broward County | Timing Sheet | 12/16/2015 8:41:57 AM

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

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

Scheduler

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

User Comments:

TRAFFIC ENGINEERING DIVISION

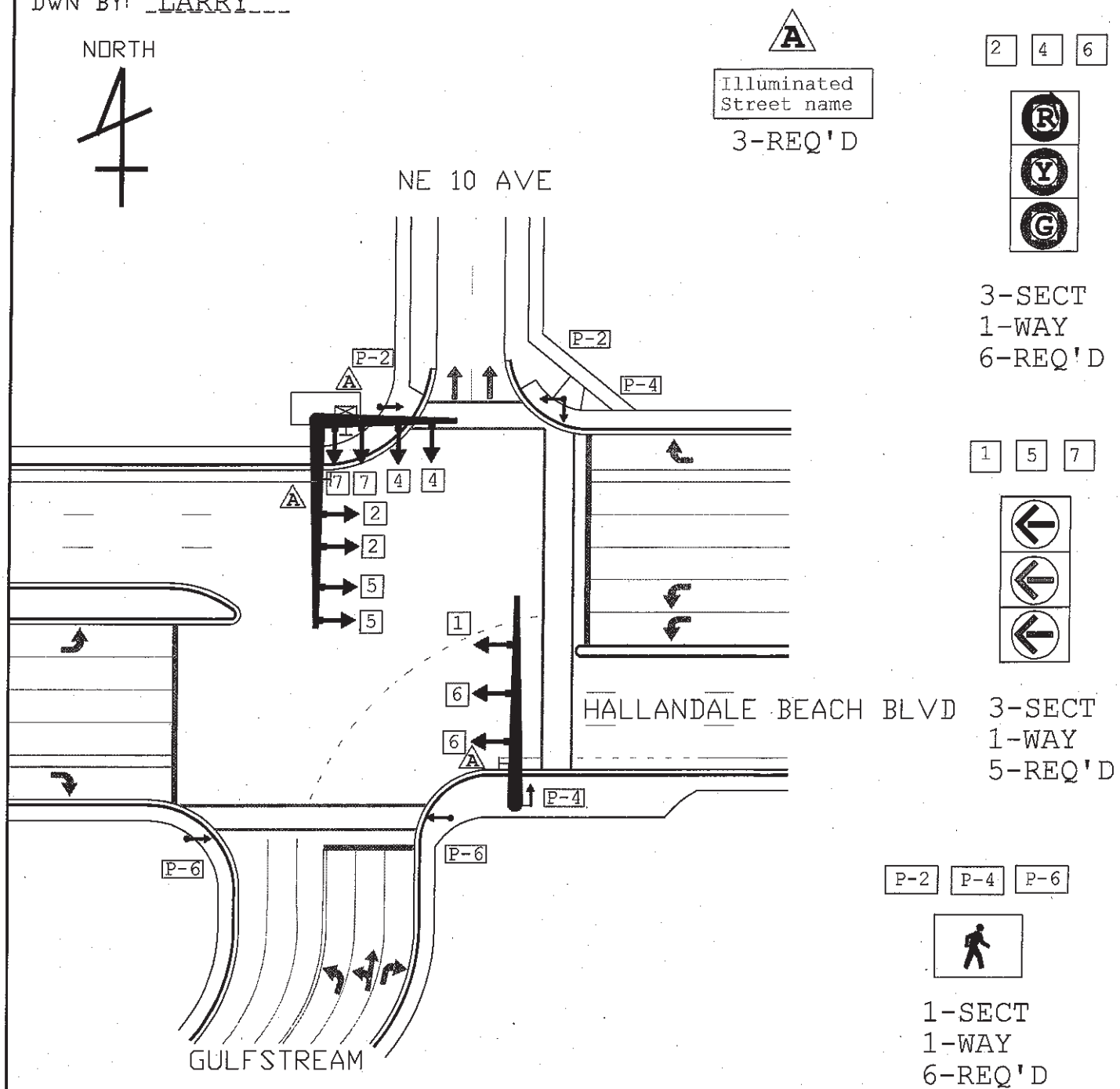
SIGNALIZED INTERSECTION

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

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

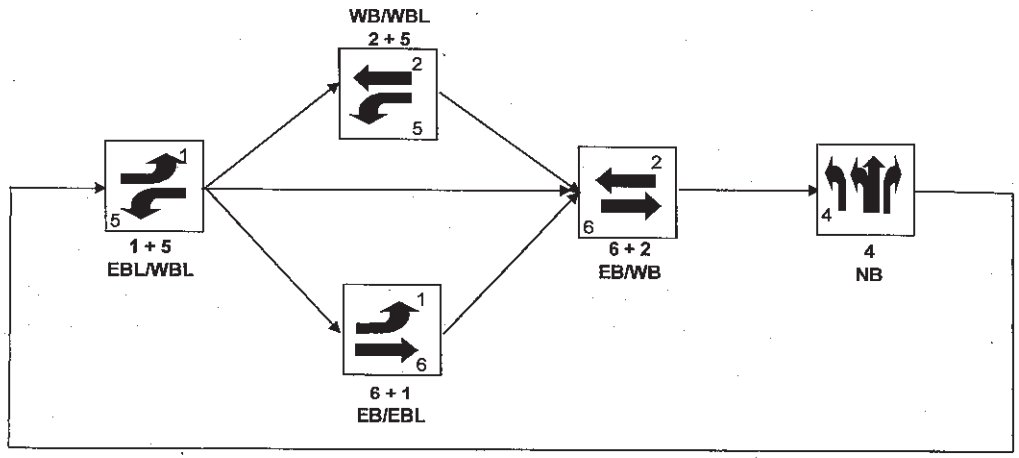
DWG. NO. **09-12-04-01** FILE NO. **3283** CITY **HALLANDALE BEACH** SCALE: 1" = 50'

DWN BY: LARRY



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

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



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

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

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

Attachment

Channel/Drop /

IP Address

NOTES:

1. WITH WOIT2013031254, REPHASES SIGNAL.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 12/16/2015 8:42:36 AM

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

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

Preemption

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

Preempt LP

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

Prepared By	Date Implemented

Broward County | Timing Sheet | 12/16/2015 8:42:36 AM

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

Coordination

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

Station : 3081 - Hallandale Beach Blvd & Golden Isles Dr (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	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
17																																																			1
18																																																			1
19																																																			1
20																																																			1
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25																																																			1
26																																																			1
27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

User Comments:

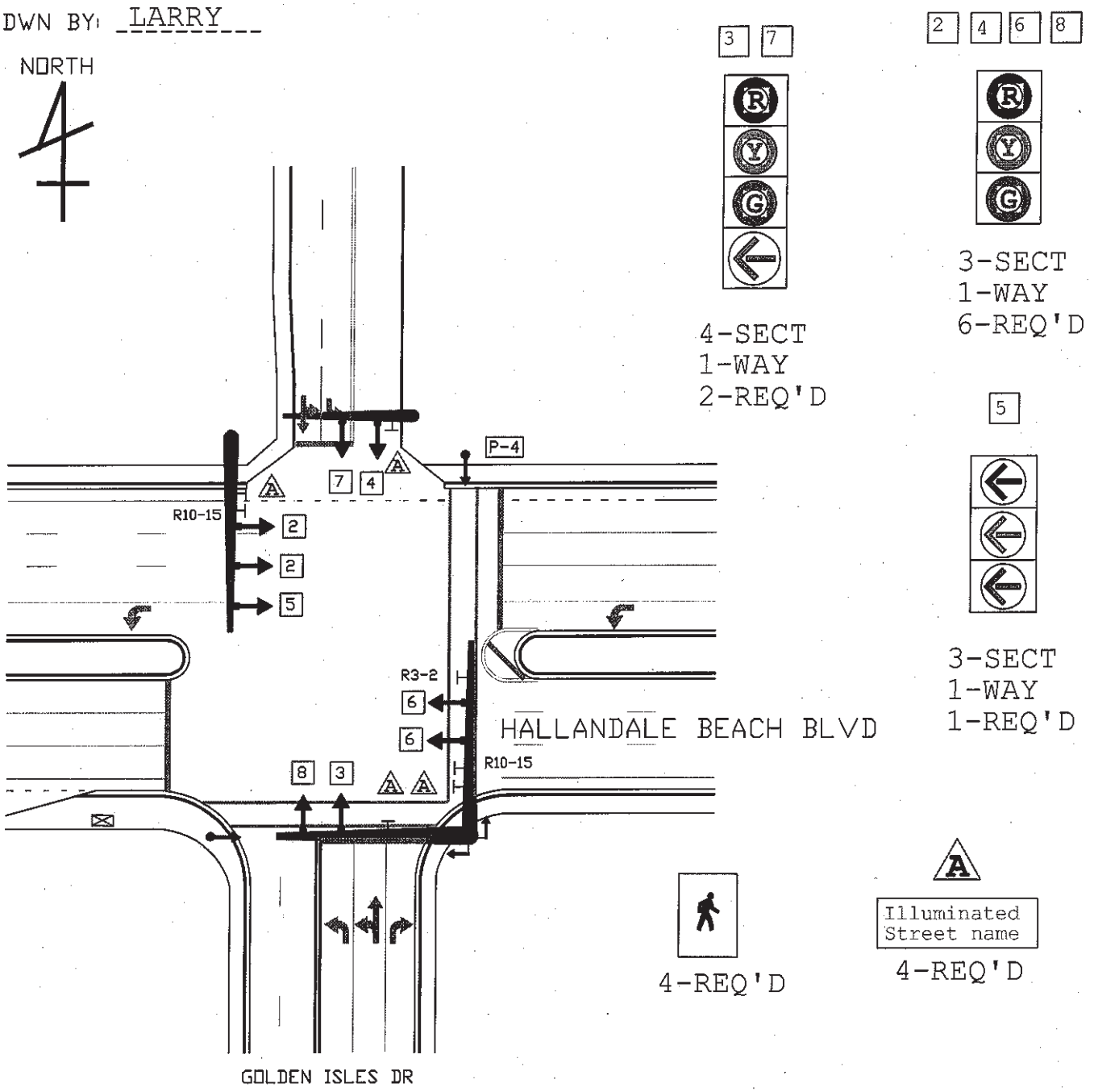
TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION

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

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

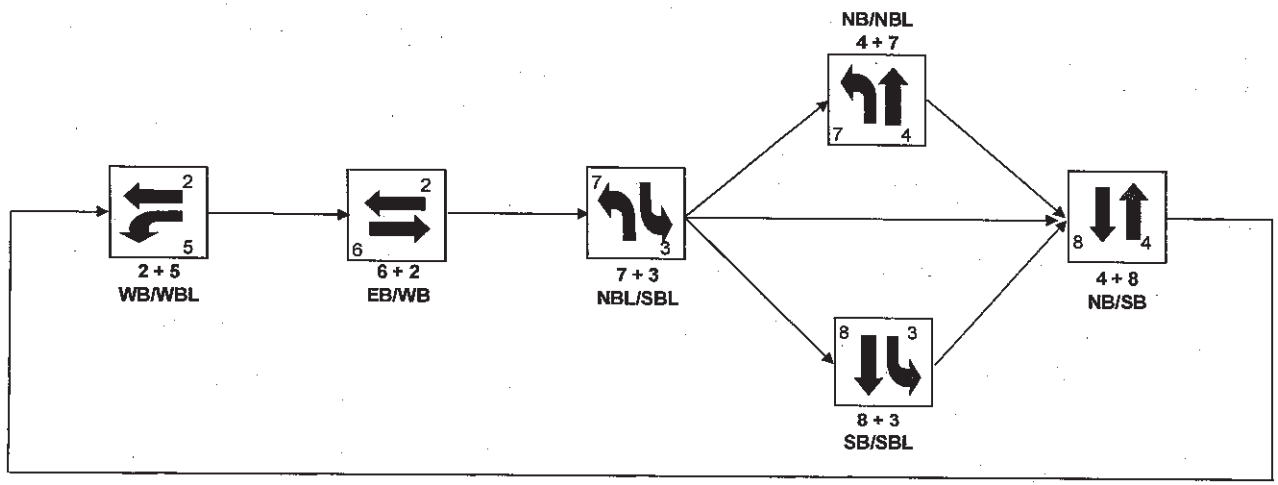
DWG. NO. **09-12-13-01** FILE NO. **3081** CITY **HALLANDALE BEACH** SCALE: 1' = 50'

DWN BY: LARRY



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

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



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

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

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

Attachment

Channel/Drop /

IP Address

NOTES:

1. LEAD/LAG LEFTS: EBL>EW>WBL.
2. MOD. 13 DEPLOYS SIGNAL ONTO ATMS.NOW.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 12/16/2015 8:42:54 AM

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

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

Preemption

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

Preempt LP

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

Prepared By	Date Implemented

Broward County | Timing Sheet | 12/16/2015 8:42:54 AM

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

Coordination

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

Broward County | Timing Sheet | 12/16/2015 8:42:54 AM

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

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

Scheduler

	Month											Day of Week							Day of Month										1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																	2
5	1												1								1																																2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																												2
10									1					1						1	1	1	1	1	1	1																										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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26																																																					1
27																																																					1
28																																																					1
29																																																					1
30																																																					1
31																																																					1
32																																																					1

User Comments:

CONTROLLER TIMINGS

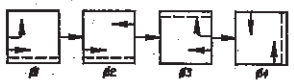
TIMING FUNCTION								
MOVEMENT NUMBER		1	2		4	5	6		8
TIMING FUNCTION	MINIMUM GREEN	5	5		5	5	5		5
	EXTENSION	1.5	2.5		2.5	1.5	2.5		2.5
	MAXIMUM GREEN 1	33	49		33	33	49		33
	MAXIMUM GREEN 2	31	58		36	31	58		36
	YELLOW CLEARANCE	4	4		4	4	4		4
	ALL RED	1	1		1	1	1		1
	PEDESTRIAN WALK		7		7				
	PED. CLEARANCE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

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

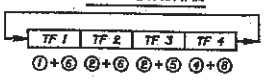
VIDEO DETECTOR CHART

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

SPECIAL S.O.P.

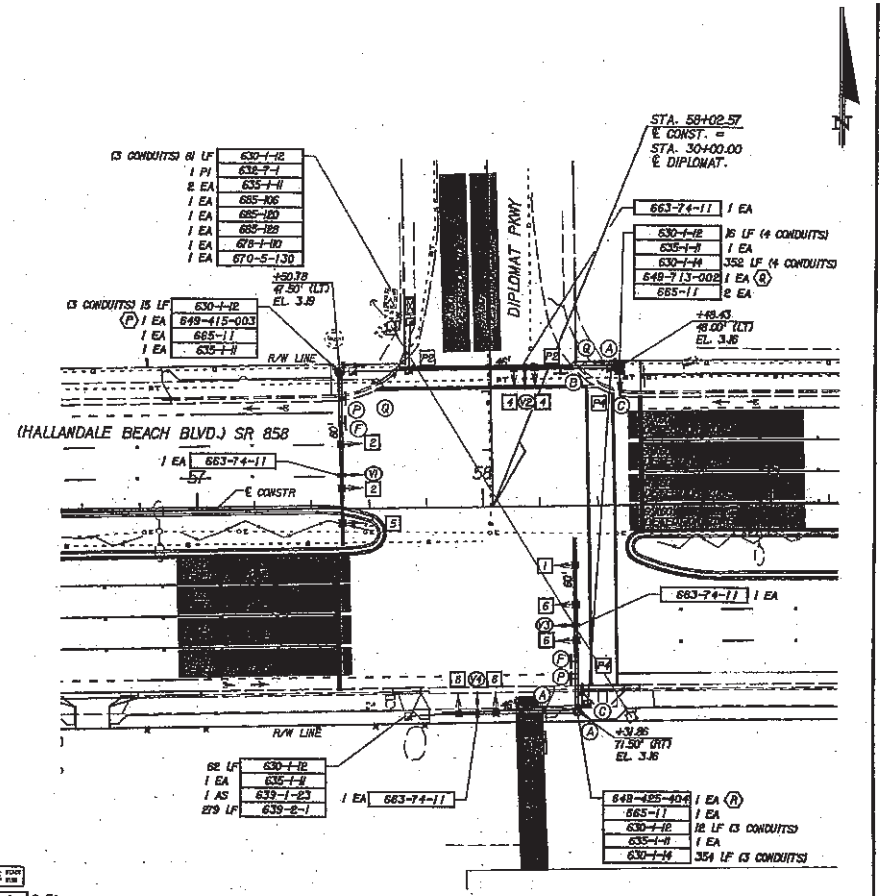


RING DIAGRAM

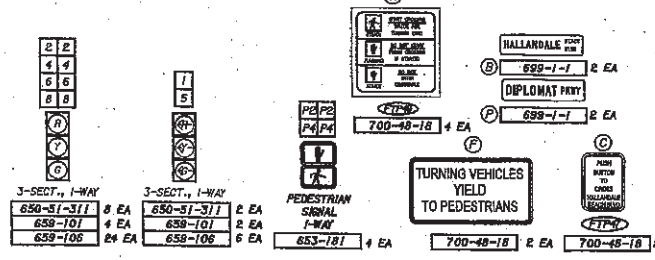


NOTES:

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



DETAIL OF SIGNAL HEADS



REMOVAL PAY ITEMS

690-10	8 EA
690-20	8 EA
690-31	3 EA
690-32-1	2 EA
690-50	1 EA
690-60	4 EA
690-70	8 EA
690-80	1 EA
690-90	1 PI
690-100	1 PI

0 10 10
Feet

Patricia Marie Barr 2/9/04
E.O.R. PATRICIA MARIE BARR, P.E.
P.E. No. 59855

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

McM McMahon Associates, Inc. Transportation Engineers & Planners
Responsive Transportation Solutions
7741 Military Trail, Suite 5
Palm Beach Gardens, FL 33410
(561) 840-8550 / FAX (561) 840-8550
www.mcmtrans.com
CERTIFICATE OF AUTHORIZATION NO. 4608

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 858	BROWARD	228159-1-52-01

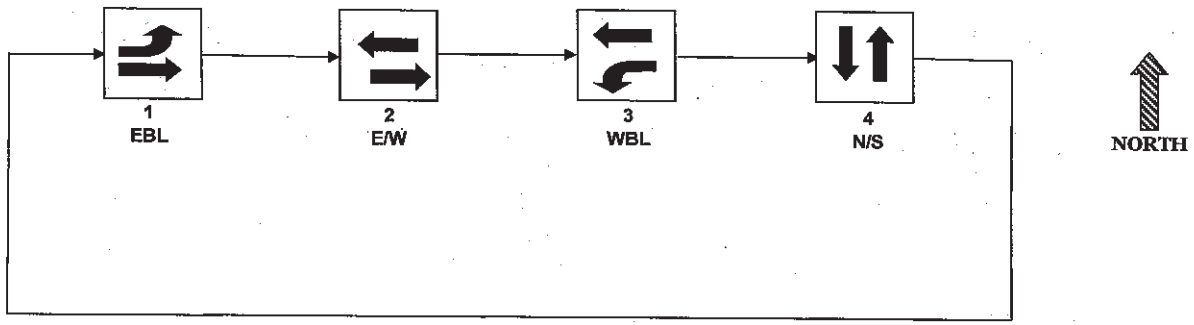
SIGNALIZATION PLAN

308

SHEET NO. T-17

2/9/2004 14:04 PM \\Pwworkin\FLS\DOT-98338W-98339W_A\228159201\signal\plan\p08.dgn

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



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

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

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

Attachment **C-079.pdf**

Channel/Drop / **IP Address**

NOTES:

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

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 12/16/2015 8:43:10 AM

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

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7				7								
Ped Clearance		29		33				31								
Min Green	5	10	5	6	5		5	6								
Gap Ext	1.5	3	1.5	2	1.5		1.5	2								
Max1	25	50	15	25	15		15	25								
Max2																
Yellow Clr	4	4	4	4	4		4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	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								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	1	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	15	15	15	15	15	15
Max Presence	360	360	360	360	360	360
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2	3	5	4	1
Dwell Cyc Veh 2	8	5	8		7	
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	5	2	1	2	1	2
Exit 2						
Exit 3						
Exit 4						

Preempt LP

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

Prepared By	Date Implemented

Broward County | Timing Sheet | 12/16/2015 8:43:10 AM

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

Coordination

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

Broward County | Timing Sheet | 12/16/2015 8:43:10 AM

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

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

Scheduler

	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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32																																																					1

User Comments:

TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION

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

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

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

DWN BY: SRAMOUTAR

2 4 6 8

3-SECT
1-WAY
8-REQ'D

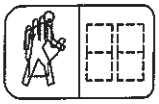
1 3 5 7

3-SECT
1-WAY
6-REQ'D

R10-7

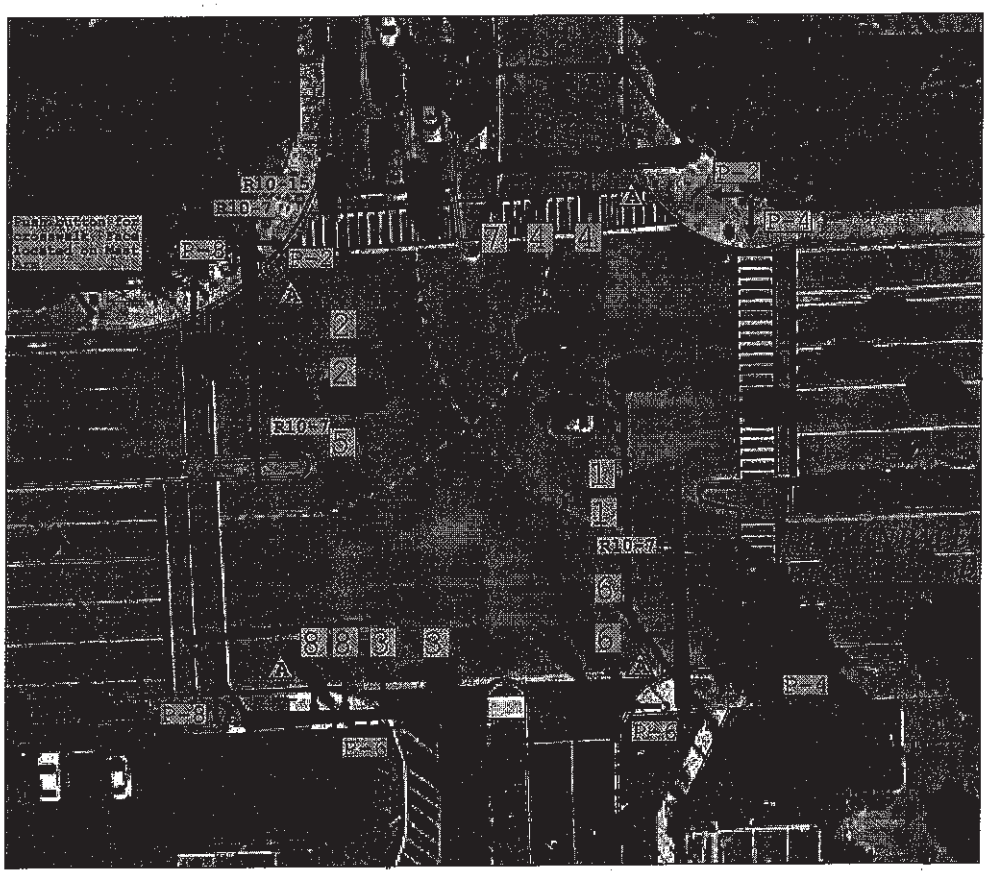
R10-15

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



8-REQ'D

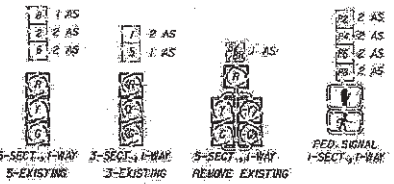
4-REQ'D



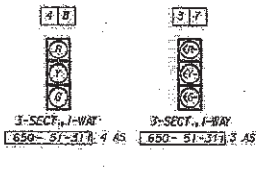
N

VIDEO DETECTION

EXISTING SIGNAL HEADS



PROPOSED SIGNAL HEADS

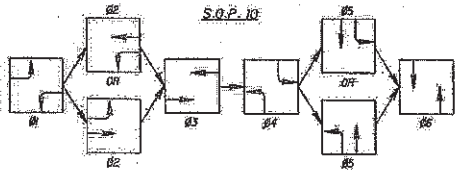


CONTROLLER TIMINGS									
TIMING FUNCTION									
MOVEMENT NUMBER		1	2	3	4	5	6	7	8
TIMING FUNCTION	MINIMUM GREEN	5	10	5	6	5	10	5	6
	EXTENSION	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
	MAXIMUM GREEN 1	20	50	10	35	20	50	10	35
	MAXIMUM GREEN 2								
	YELLOW CLEARANCE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
	ALL RED	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
	PEDESTRIAN WALK		7		7		7		7
	PED. CLEARANCE		30		30		19		30
	RECALL		MIN				MIN		

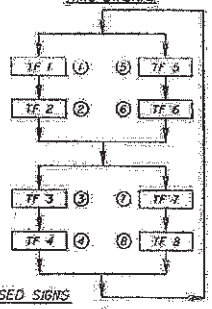
TIMINGS ARE INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY PROJECT ENGINEER. INSTALL SEQUENTIAL TIMING OF INITIAL AND EXTENSION INTERVALS.

VIDEO DETECTOR CHART	
DETECTOR No.	MOVEMENTS
V-1	2,6
V-2	3,8
V-3	1,6
V-4	4,7

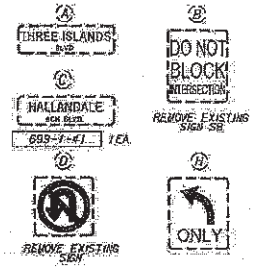
S.O.P. 10



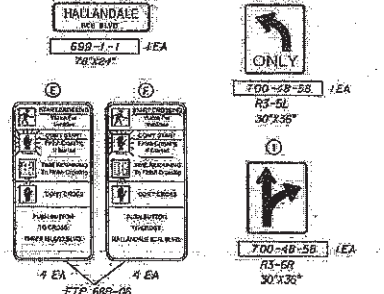
RING DIAGRAM



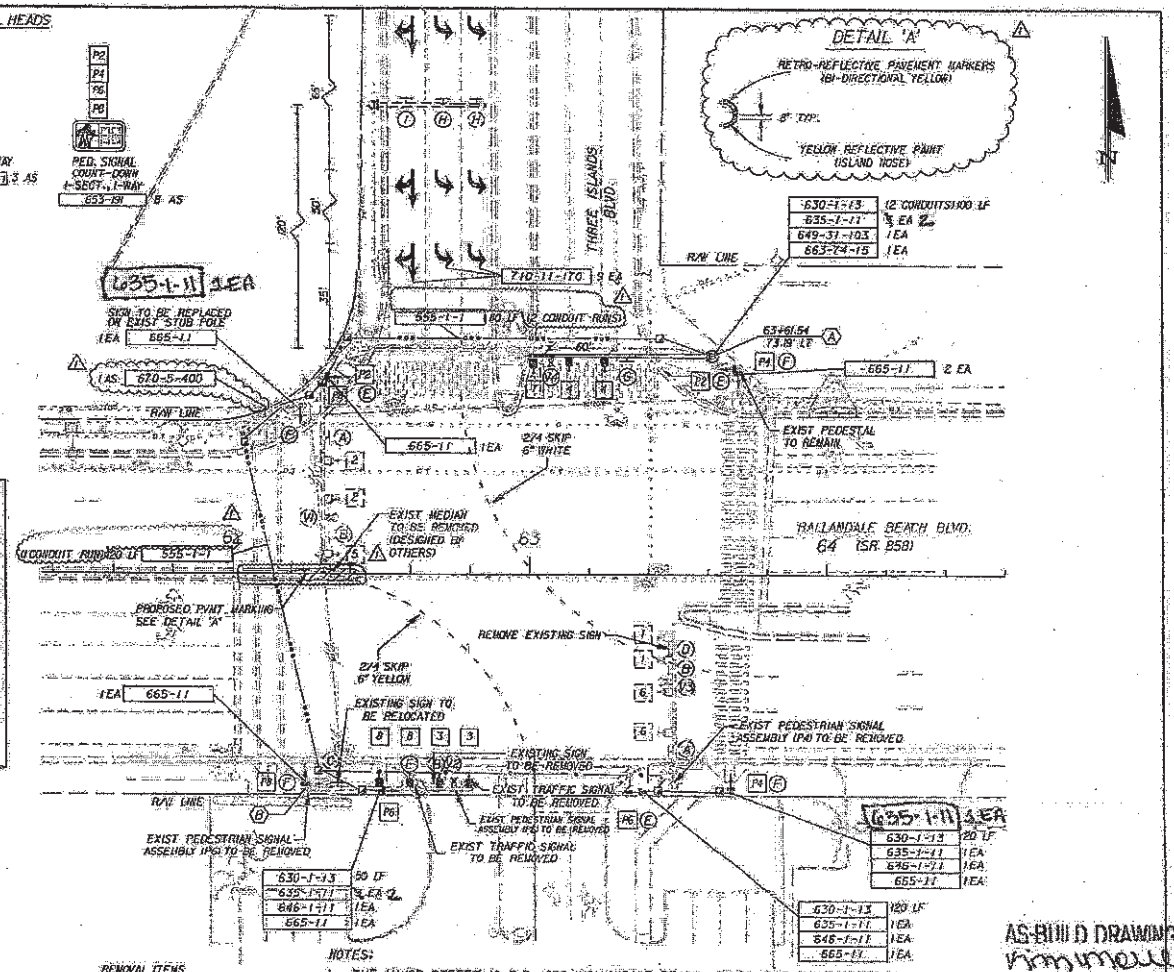
EXISTING SIGNS



PROPOSED SIGNS



FTP-689-06 SIGNS INCLUDED WITH COST OF PEDESTRIAN DETECTOR



REMOVAL ITEMS	
690-20	2 EA.
690-31	1 EA
690-70	8 EA
690-10	2 EA (2/SR, 8)

NOTES:

1. THE MINOR STREET IS S.R. 858 (HALLANDALE BEACH BLVD). THE MINOR STREET IS THREE ISLANDS BLVD.
2. ALL SYSTEMS AUXILIARY EQUIPMENT MUST BE COMPATIBLE WITH THE BROWARD COUNTY CENTRAL COMPUTER SYSTEM.
3. EXISTING FIREHOUSE PRE-EMPTION TO REMAIN.
4. ▨ EXISTING MEDIAN TO BE REMOVED.
5. ROADWAY / SITE IMPROVEMENT DESIGN ON SOUTH LEG PREPARED BY OTHERS.
6. SYSTEMS DATA, COMMUNICATIONS CABLE (BCTEDCO) INDICATED ON PLAN AS PER BROWARD COUNTY COMMUNICATION INFRASTRUCTURE MAP AT HTTP://WWW.BROWARD.ORG/TRAFFIC.

AS-BUILT DRAWINGS
Kimmelwell
ARC-Electric
12-31-13

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
12/5/12	△1 PER FDOT COMMENTS		

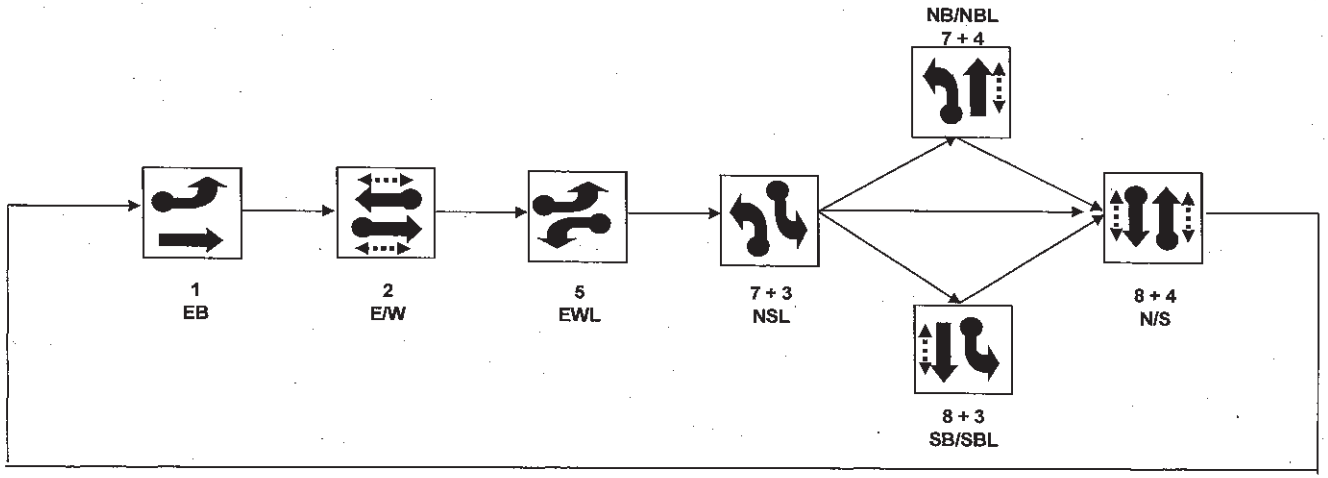
McMAHON
TRANSPORTATION ENGINEERS & PLANNERS
2500 VILLAGE BLVD, SUITE 100 (561) 640-0550
WEST PALM BEACH, FL 33411 FAX (561) 640-0550
CERTIFICATE OF AUTHORIZATION NO. 4900
E.D.A. N. TRENK-EBERSOLE, P.E.
FL. No. 5538

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

SIGNALIZATION PLAN

SHEET NO. T-7
FILE NO. 3079

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



RING AND BARRIER DIAGRAM

1	2	5	3	4
			7	8

● DENOTES DETECTOR

◄----► DENOTES PEDESTRIAN

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3121	**Initial Operation Date**	9/9/77
Controller Type	2070 LN	**System Number**	3121
Modification Number	13	**Modification Date**	04/06/2015
Drawing/Project No	228034-1-52-01	**FPL Grid Number**	87670308200
Intersection	FEDERAL HWY. (US 1/SR 5) and NE 9 STREET (ATL. SHORES)		
Municipality	HALLANDALE BEACH		

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

Attachment

Channel/Drop /

IP Address

NOTES:

1. WBR HARDWIRED TO SBL PHASE 1, EBR HARDWIRED TO NBL PHASE 5.
2. MOD. 13 UPDATES ALL RED CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 12/16/2015 8:43:27 AM

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

Phase	1 (SL)	2 (NT)	3 (WT)	4 (ET)	5 (NL)	6 (ST)	7	8	9	10	11	12	13	14	15	16
Walk		7	5	5		7										
Ped Clearance		22	28	28		22										
Min Green	4	10	6	6	4	10										
Gap Ext	1.5	3	2	2	1.5	3										
Max1	18	50	25	30	18	50										
Max2																
Yellow Clr	4	4	4	4	4	4			3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	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 Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

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

Preempt LP

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

Prepared By	Date Implemented

Broward County | Timing Sheet | 12/16/2015 8:43:27 AM

Station : 3121 - US 1 & NE 9 St (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	59	2	1	10	50		20	60	40	40	20	60		80								
9		3	3	160	76	3	1	10	50		18	58	42	42	18	58		84								
15		4	4	160	84	4	1	10	50		20	60	40	40	20	60		80								
20		3	3	160	76	3	1	10	50		18	58	42	42	18	58		84								
Day Plan 2											**Easy**															
		3	3	160	76	3	1	10	50		18	58	42	42	18	58		84								
1		100	254																							
6	30	3	3	160	76	3	1	10	50		18	58	42	42	18	58		84								
Day Plan 3											**Easy**															
		3	3	160	76	3	1	10	50		18	58	42	42	18	58		84								
1		100	254																							
6	30	3	3	160	76	3	1	10	50		18	58	42	42	18	58		84								
23		100	254																							

Broward County | Timing Sheet | 12/16/2015 8:43:27 AM

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

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

Scheduler

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

User Comments:

V:\Cadd Drawings\BCLOGO4C.jpg

TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION

LOCATION FEDERAL HWY (US 1) & ATLANTIC SHORES

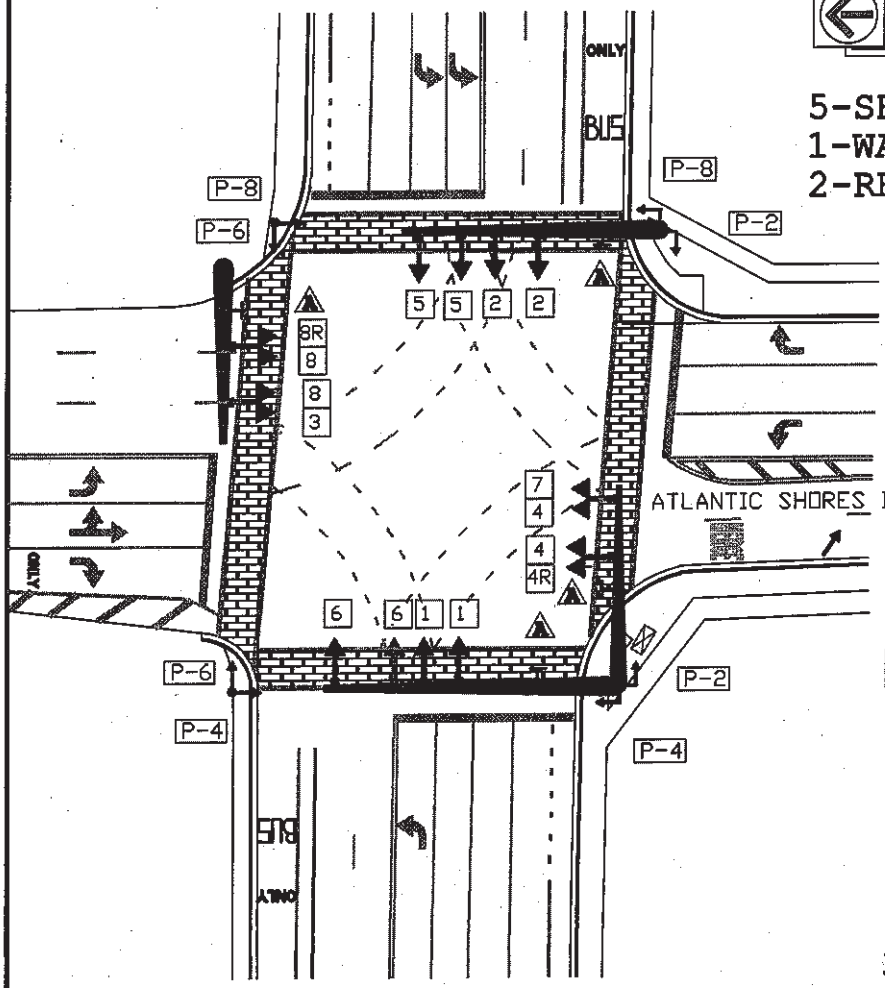
ORDER NO FDOT ISSUE DATE --- REVISION NO. 4 COMPLETION DATE 8/4/04

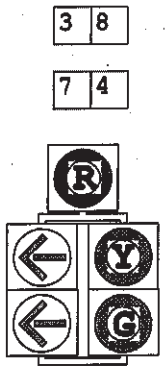
DWG. NO. 04-10-08-01 FILE NO. C-121 CITY HALLANDALE SCALE: 1" = 50'

DWN BY: LARRY

NORTH

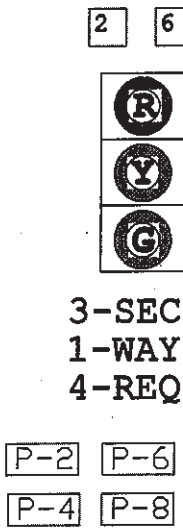
Illuminated Street name
4-REQ'D



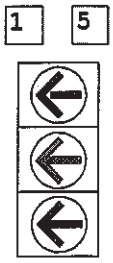


5-SECT
1-WAY
2-REQ'D

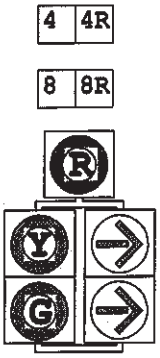
3-SECT
1-WAY
4-REQ'D



1-SECT
1-WAY
8-REQ'D



3-SECT
1-WAY
4-REQ'D

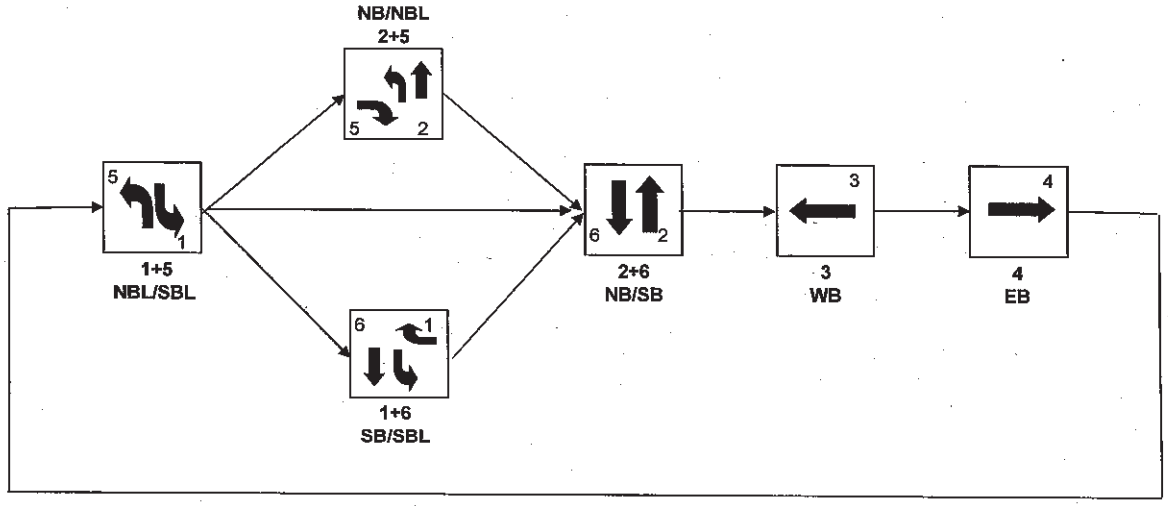


5-SECT
1-WAY
2-REQ'D

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

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

Hallandale Beach



WBR HARDWIRED TO SBL PHASE 1, EBR HARDWIRED TO NBL PHASE 5.

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

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

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

Attachment

Channel/Drop / **IP Address**

NOTES:

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

Submitted By _____ **Approved By** _____

Broward County | Timing Sheet | 12/16/2015 8:43:43 AM

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

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

Preemption

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

Preempt LP

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

Prepared By	Date Implemented

Broward County | Timing Sheet | 12/16/2015 8:43:43 AM

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

Coordination

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

Broward County | Timing Sheet | 12/16/2015 8:43:43 AM

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

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

Scheduler

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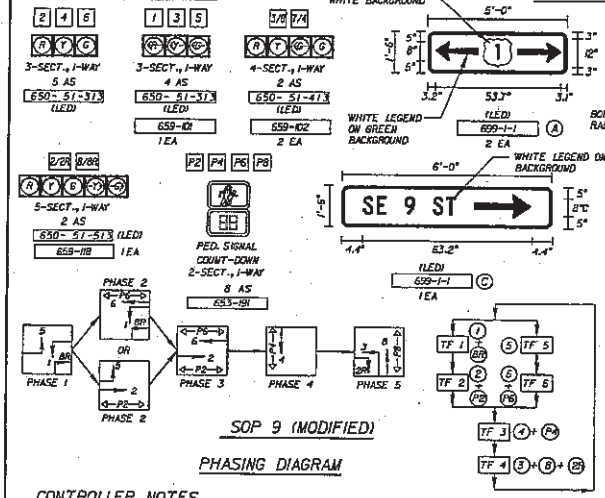
27																																																					1
28																																																					1
29																																																					1
30																																																					1
31																																																					1
32													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

User Comments:

SIGNAL HEAD DETAIL

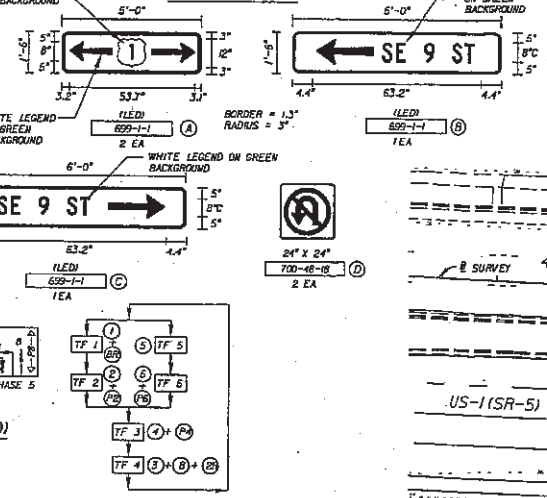


SOP 9 (MODIFIED)

PHASING DIAGRAM

RING DIAGRAM

SIGN DETAILS



CONTROLLER NOTES

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

CONTROLLER TIMINGS

TIMING FUNCTION									
MOVEMENT NUMBER	1	2	3	4	5	6	7	8
MINIMUM GREEN	6	30	6	6	6	30	-	6
EXTENSION	3	3	3	3	3	3	-	3
MAXIMUM GREEN 1	10	40	19	16	10	40	-	19
MAXIMUM GREEN 2	-	-	-	-	-	-	-	-
YELLOW CLEARANCE	4	4	4	4	4	4	-	4
ALL RED	2	2	2	2	2	2	-	2
PEDESTRIAN WALK	-	7	7	7	-	7	-	7
PED. CLEARANCE	-	17	23	23	-	17	-	23
RECALL	-	MIN	-	-	-	MIN	-	-

VIDEO DETECTOR ASSIGNMENT

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

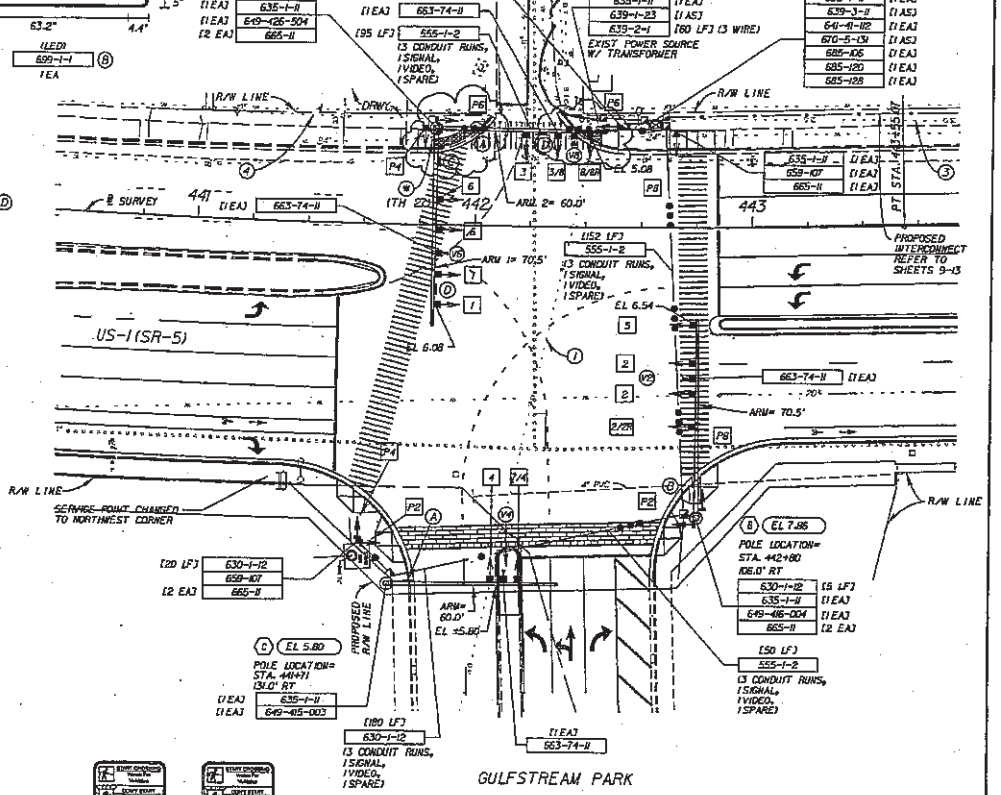
REMOVAL ITEMS

700-46-11 (2 AS)

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

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

PAID FOR UNDER 665-11



UTILITY NOTES

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

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

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

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

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 5	BROWARD	

SIGNALIZATION PLAN

3540

SHEET NO. T-4

rob.cmatlis 12/23/2008 3:44:42 PM K:\BCD_Roadway\047873000_US-1_Gulf\s047873000\sigpnts\sims02_Fdot.dgn

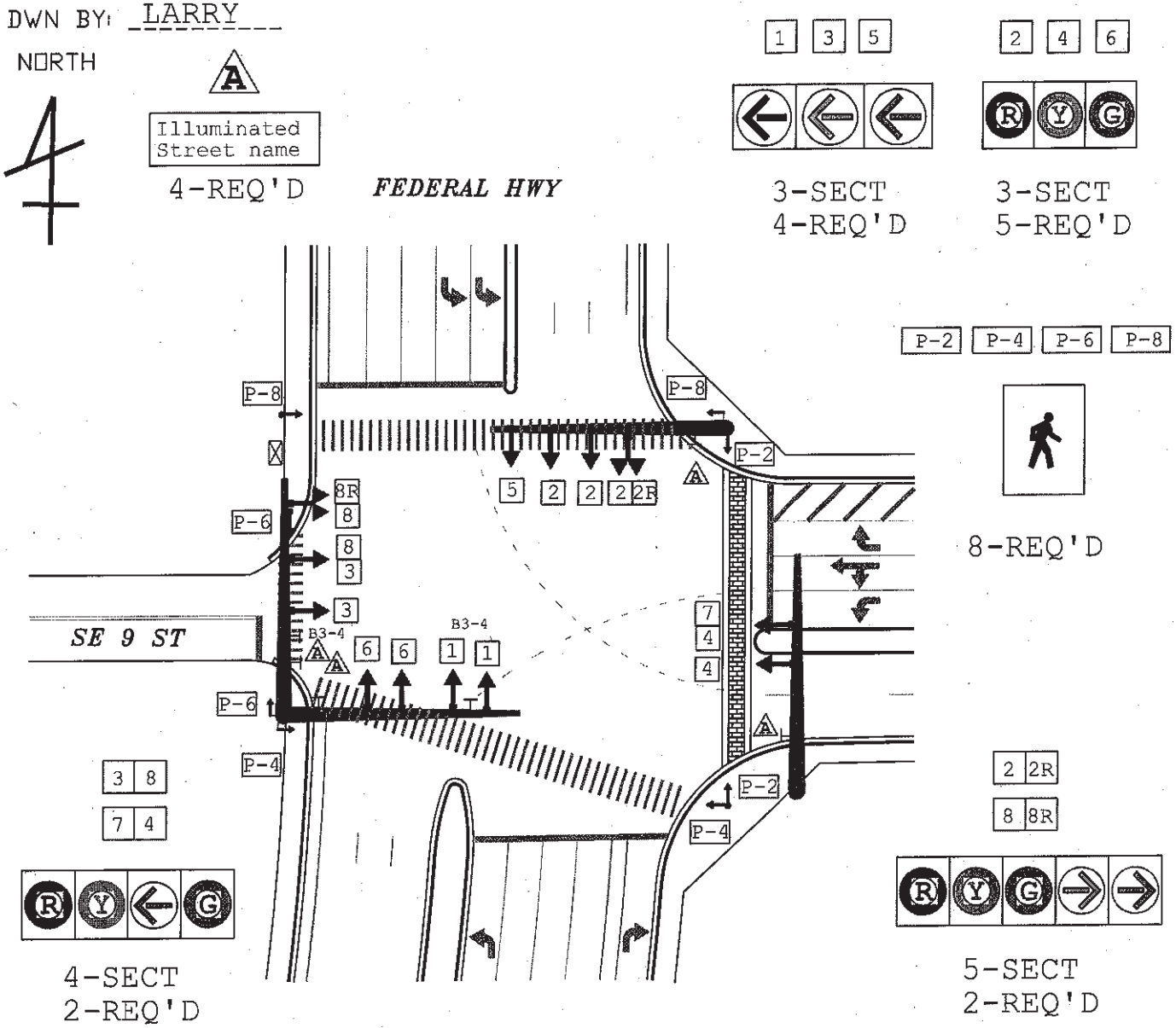
BROWARD COUNTY TRAFFIC ENGINEERING DIVISION
TRAFFIC SIGNAL LOCATION SKETCH

LOCATION **FEDERAL HIGHWAY & SE 9 STREET**

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

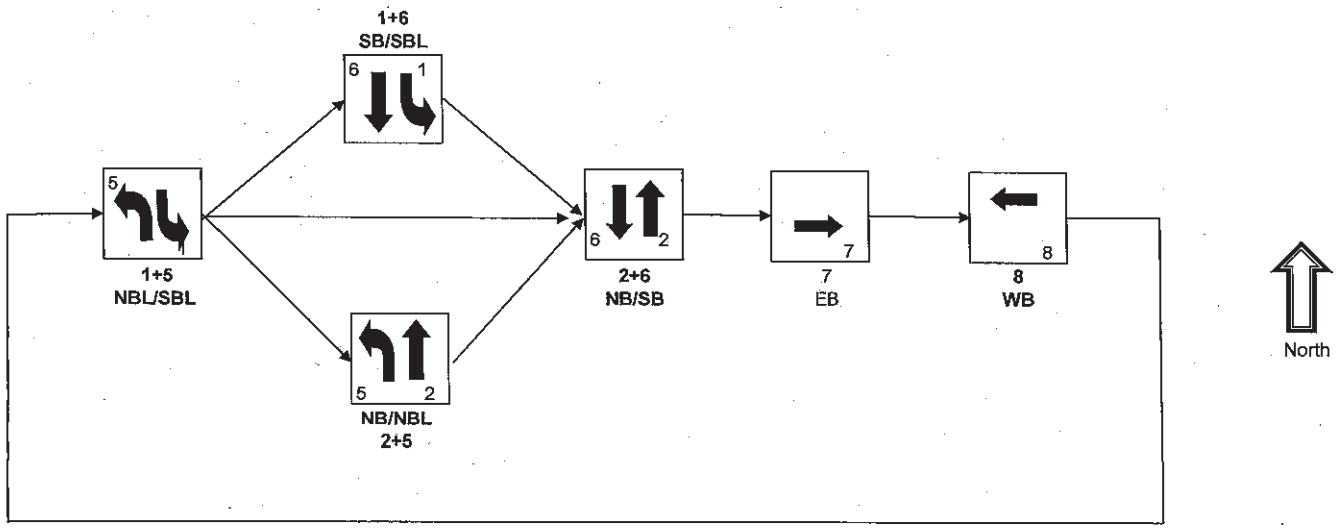
DWG. NO. 12-08-06-01 FILE NO. 3540 CITY HALLANDALE BEACH SCALE: 1" = 50'

DWN BY: LARRY



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

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



2014 Peak Season Factor Category Report - Report Type: ALL
Category: 8600 EAST-A1A TO US1

MOCF: 0.90

Week	Dates	SF	PSCF
1	01/01/2014 - 01/04/2014	0.98	1.09
2	01/05/2014 - 01/11/2014	0.98	1.09
3	01/12/2014 - 01/18/2014	0.97	1.08
4	01/19/2014 - 01/25/2014	0.95	1.06
* 5	01/26/2014 - 02/01/2014	0.94	1.04
* 6	02/02/2014 - 02/08/2014	0.92	1.02
* 7	02/09/2014 - 02/15/2014	0.90	1.00 — Feb 2016
* 8	02/16/2014 - 02/22/2014	0.89	0.99
* 9	02/23/2014 - 03/01/2014	0.88	0.98
*10	03/02/2014 - 03/08/2014	0.88	0.98
*11	03/09/2014 - 03/15/2014	0.87	0.97
*12	03/16/2014 - 03/22/2014	0.87	0.97
*13	03/23/2014 - 03/29/2014	0.89	0.99
*14	03/30/2014 - 04/05/2014	0.90	1.00
*15	04/06/2014 - 04/12/2014	0.92	1.02
*16	04/13/2014 - 04/19/2014	0.93	1.03
*17	04/20/2014 - 04/26/2014	0.95	1.06
18	04/27/2014 - 05/03/2014	0.96	1.07
19	05/04/2014 - 05/10/2014	0.97	1.08
20	05/11/2014 - 05/17/2014	0.99	1.10
21	05/18/2014 - 05/24/2014	1.00	1.11
22	05/25/2014 - 05/31/2014	1.02	1.13
23	06/01/2014 - 06/07/2014	1.04	1.16
24	06/08/2014 - 06/14/2014	1.06	1.18
25	06/15/2014 - 06/21/2014	1.08	1.20
26	06/22/2014 - 06/28/2014	1.08	1.20
27	06/29/2014 - 07/05/2014	1.07	1.19
28	07/06/2014 - 07/12/2014	1.07	1.19
29	07/13/2014 - 07/19/2014	1.06	1.18
30	07/20/2014 - 07/26/2014	1.06	1.18
31	07/27/2014 - 08/02/2014	1.06	1.18
32	08/03/2014 - 08/09/2014	1.06	1.18
33	08/10/2014 - 08/16/2014	1.05	1.17
34	08/17/2014 - 08/23/2014	1.05	1.17
35	08/24/2014 - 08/30/2014	1.08	1.20
36	08/31/2014 - 09/06/2014	1.10	1.22
37	09/07/2014 - 09/13/2014	1.13	1.26
38	09/14/2014 - 09/20/2014	1.15	1.28
39	09/21/2014 - 09/27/2014	1.13	1.26
40	09/28/2014 - 10/04/2014	1.11	1.23
41	10/05/2014 - 10/11/2014	1.09	1.21
42	10/12/2014 - 10/18/2014	1.07	1.19
43	10/19/2014 - 10/25/2014	1.07	1.19
44	10/26/2014 - 11/01/2014	1.07	1.19
45	11/02/2014 - 11/08/2014	1.07	1.19
46	11/09/2014 - 11/15/2014	1.06	1.18
47	11/16/2014 - 11/22/2014	1.06	1.18
48	11/23/2014 - 11/29/2014	1.04	1.16
49	11/30/2014 - 12/06/2014	1.02	1.13
50	12/07/2014 - 12/13/2014	1.00	1.11
51	12/14/2014 - 12/20/2014	0.98	1.09
52	12/21/2014 - 12/27/2014	0.98	1.09
53	12/28/2014 - 12/31/2014	0.97	1.08

* Peak Season

over →

2014 Peak Season Factor Category Report - Report Type: ALL
Category: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.97

Week	Dates	SF	PSCF
1	01/01/2014 - 01/04/2014	0.97	1.00
2	01/05/2014 - 01/11/2014	0.99	1.02
3	01/12/2014 - 01/18/2014	1.01	1.04
4	01/19/2014 - 01/25/2014	1.00	1.03
* 5	01/26/2014 - 02/01/2014	0.99	1.02
* 6	02/02/2014 - 02/08/2014	0.98	1.01
* 7	02/09/2014 - 02/15/2014	0.97	1.00
* 8	02/16/2014 - 02/22/2014	0.96	0.99
* 9	02/23/2014 - 03/01/2014	0.96	0.99
*10	03/02/2014 - 03/08/2014	0.96	0.99
*11	03/09/2014 - 03/15/2014	0.96	0.99
*12	03/16/2014 - 03/22/2014	0.96	0.99
*13	03/23/2014 - 03/29/2014	0.96	0.99
*14	03/30/2014 - 04/05/2014	0.97	1.00
*15	04/06/2014 - 04/12/2014	0.98	1.01
*16	04/13/2014 - 04/19/2014	0.98	1.01
*17	04/20/2014 - 04/26/2014	0.99	1.02
18	04/27/2014 - 05/03/2014	1.00	1.03
19	05/04/2014 - 05/10/2014	1.01	1.04
20	05/11/2014 - 05/17/2014	1.01	1.04
21	05/18/2014 - 05/24/2014	1.02	1.05
22	05/25/2014 - 05/31/2014	1.03	1.06
23	06/01/2014 - 06/07/2014	1.03	1.06
24	06/08/2014 - 06/14/2014	1.04	1.07
25	06/15/2014 - 06/21/2014	1.05	1.08
26	06/22/2014 - 06/28/2014	1.05	1.08
27	06/29/2014 - 07/05/2014	1.05	1.08
28	07/06/2014 - 07/12/2014	1.05	1.08
29	07/13/2014 - 07/19/2014	1.05	1.08
30	07/20/2014 - 07/26/2014	1.05	1.08
31	07/27/2014 - 08/02/2014	1.04	1.07
32	08/03/2014 - 08/09/2014	1.04	1.07
33	08/10/2014 - 08/16/2014	1.03	1.06
34	08/17/2014 - 08/23/2014	1.03	1.06
35	08/24/2014 - 08/30/2014	1.03	1.06
36	08/31/2014 - 09/06/2014	1.03	1.06
37	09/07/2014 - 09/13/2014	1.03	1.06
38	09/14/2014 - 09/20/2014	1.04	1.07
39	09/21/2014 - 09/27/2014	1.03	1.06
40	09/28/2014 - 10/04/2014	1.02	1.05
41	10/05/2014 - 10/11/2014	1.01	1.04
42	10/12/2014 - 10/18/2014	1.00	1.03
43	10/19/2014 - 10/25/2014	1.00	1.03
44	10/26/2014 - 11/01/2014	1.00	1.03
45	11/02/2014 - 11/08/2014	1.00	1.03
46	11/09/2014 - 11/15/2014	1.00	1.03
47	11/16/2014 - 11/22/2014	1.00	1.03
48	11/23/2014 - 11/29/2014	0.99	1.02
49	11/30/2014 - 12/06/2014	0.98	1.01
50	12/07/2014 - 12/13/2014	0.98	1.01
51	12/14/2014 - 12/20/2014	0.97	1.00
52	12/21/2014 - 12/27/2014	0.99	1.02
53	12/28/2014 - 12/31/2014	1.01	1.04

* Peak Season

APPENDIX I: SYNCHRO INTERSECTION DATA SHEETS

EXISTING 2015 AM PEAK HOUR CONDITIONS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	1724	217	77	1373	20	308	111	34	86	141	115
Future Volume (vph)	117	1724	217	77	1373	20	308	111	34	86	141	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.91		1.00	0.91		0.97	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00		1.00	0.96		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5000		1770	5074		3433	1797		1770	1737	
Flt Permitted	0.10	1.00		0.05	1.00		0.95	1.00		0.66	1.00	
Satd. Flow (perm)	188	5000		89	5074		3433	1797		1223	1737	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	127	1874	236	84	1492	22	335	121	37	93	153	125
RTOR Reduction (vph)	0	8	0	0	1	0	0	8	0	0	20	0
Lane Group Flow (vph)	127	2102	0	84	1513	0	335	150	0	93	258	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2						8		
Actuated Green, G (s)	96.2	85.1		92.6	83.3		19.2	37.7		38.3	28.4	
Effective Green, g (s)	96.2	85.1		92.6	83.3		19.2	37.7		38.3	28.4	
Actuated g/C Ratio	0.60	0.53		0.58	0.52		0.12	0.24		0.24	0.18	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	222	2659		149	2641		411	423		326	308	
v/s Ratio Prot	c0.04	c0.42		0.03	0.30		c0.10	0.08		0.02	c0.15	
v/s Ratio Perm	0.30			0.29						0.05		
v/c Ratio	0.57	0.79		0.56	0.57		0.82	0.36		0.29	0.84	
Uniform Delay, d1	19.1	30.2		27.4	26.2		68.7	51.0		48.9	63.6	
Progression Factor	1.00	1.00		1.67	1.86		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.5	2.5		4.4	0.8		11.8	0.5		0.5	17.8	
Delay (s)	22.6	32.7		50.2	49.5		80.4	51.5		49.3	81.3	
Level of Service	C	C		D	D		F	D		D	F	
Approach Delay (s)		32.2			49.5			71.2			73.3	
Approach LOS		C			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	45.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	80.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBTL	SBL	NBT	WBL	EBTL	NBL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	20	75	15	50	20	75	25	40
Maximum Split (%)	12.5%	46.9%	9.4%	31.3%	12.5%	46.9%	15.6%	25.0%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	98	118	33	48	98	118	33	58
End Time (s)	118	33	48	98	118	33	58	98
Yield/Force Off (s)	113.5	28.5	43.5	93.5	113.5	28.5	53.5	93.5
Yield/Force Off 170(s)	113.5	17.5	43.5	82.5	113.5	17.5	53.5	82.5
Local Start Time (s)	140	0	75	90	140	0	75	100
Local Yield (s)	155.5	70.5	85.5	135.5	155.5	70.5	95.5	135.5
Local Yield 170(s)	155.5	59.5	85.5	124.5	155.5	59.5	95.5	124.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 118 (74%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	

Splits and Phases: 1: SW 8th Avenue/NW 8th Avenue & Hallandale Beach Boulevard

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1251	45	87	1307	0	0	0	0	258	546	40
Future Volume (vph)	0	1251	45	87	1307	0	0	0	0	258	546	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5						4.5	
Lane Util. Factor		0.91		1.00	0.91						0.86	
Frt		0.99		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						0.98	
Satd. Flow (prot)		5059		1770	5085						6267	
Flt Permitted		1.00		0.95	1.00						0.98	
Satd. Flow (perm)		5059		1770	5085						6267	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1360	49	95	1421	0	0	0	0	280	593	43
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	1407	0	95	1421	0	0	0	0	0	912	0
Turn Type		NA		Prot	NA					Perm	NA	
Protected Phases		2 3		1	1 2 3						4	
Permitted Phases										4		
Actuated Green, G (s)		65.5		24.1	94.1						30.7	
Effective Green, g (s)		65.5		24.1	94.1						30.7	
Actuated g/C Ratio		0.41		0.15	0.59						0.19	
Clearance Time (s)				4.5							4.5	
Vehicle Extension (s)				3.0							3.0	
Lane Grp Cap (vph)		2071		266	2990						1202	
v/s Ratio Prot		c0.28		0.05	c0.28							
v/s Ratio Perm											0.15	
v/c Ratio		0.68		0.36	0.48						0.76	
Uniform Delay, d1		38.7		61.0	18.8						61.1	
Progression Factor		1.69		1.09	0.15						1.00	
Incremental Delay, d2		0.6		0.7	0.1						2.8	
Delay (s)		66.1		67.1	3.0						63.9	
Level of Service		E		E	A						E	
Approach Delay (s)		66.1			7.0			0.0			63.9	
Approach LOS		E			A			A			E	

Intersection Summary			
HCM 2000 Control Delay	42.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	81.1%	ICU Level of Service	D
Analysis Period (min)	15		

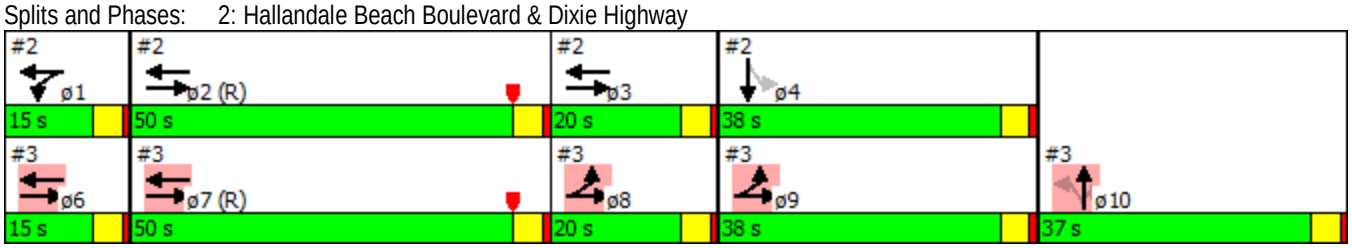
c Critical Lane Group

Phase Number	1	2	3	4	6	7	8	9	10
Node Number	2	2	2	2	3	3	3	3	3
Movement	WBTL	EBWB	EBWB	SBTL	EBWB	EBWB	EBTL	EBTL	NBTL
Lead/Lag		Lead	Lag			Lead	Lag		
Lead-Lag Optimize		Yes	Yes			Yes	Yes		
Recall Mode	None	C-Max	None	None	None	C-Max	None	None	None
Maximum Split (s)	15	50	20	38	15	50	20	38	37
Maximum Split (%)	9.4%	31.3%	12.5%	23.8%	9.4%	31.3%	12.5%	23.8%	23.1%
Minimum Split (s)	10	11	11	12.5	11	11	10	10	10
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0	0
Walk Time (s)									
Flash Dont Walk (s)									
Dual Entry	No	Yes	No	Yes	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	110	125	15	35	110	125	15	35	73
End Time (s)	125	15	35	73	125	15	35	73	110
Yield/Force Off (s)	120.5	10.5	30.5	68.5	120.5	10.5	30.5	68.5	105.5
Yield/Force Off 170(s)	120.5	10.5	30.5	68.5	120.5	10.5	30.5	68.5	105.5
Local Start Time (s)	99.5	114.5	4.5	24.5	99.5	114.5	4.5	24.5	62.5
Local Yield (s)	110	0	20	58	110	0	20	58	95
Local Yield 170(s)	110	0	20	58	110	0	20	58	95

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	70

Offset: 10.5 (7%), Referenced to phase 2:EBWB and 7:, Start of Yellow

Splits and Phases: 2: Hallandale Beach Boulevard & Dixie Highway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	1482	0	0	1228	14	166	127	61	0	0	0
Future Volume (vph)	27	1482	0	0	1228	14	166	127	61	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5		4.5	4.5	4.5			
Lane Util. Factor	1.00	0.91			0.91		1.00	1.00	1.00			
Frt	1.00	1.00			1.00		1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1770	5085			5077		1770	1863	1583			
Flt Permitted	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)	1770	5085			5077		1770	1863	1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	29	1611	0	0	1335	15	180	138	66	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	57	0	0	0
Lane Group Flow (vph)	29	1611	0	0	1349	0	180	138	9	0	0	0
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	8 9	6 7 8 9			6 7			10				
Permitted Phases							10		10			
Actuated Green, G (s)	50.7	129.3			74.1		21.7	21.7	21.7			
Effective Green, g (s)	50.7	129.3			74.1		21.7	21.7	21.7			
Actuated g/C Ratio	0.32	0.81			0.46		0.14	0.14	0.14			
Clearance Time (s)							4.5	4.5	4.5			
Vehicle Extension (s)							3.0	3.0	3.0			
Lane Grp Cap (vph)	560	4109			2351		240	252	214			
v/s Ratio Prot	0.02	c0.32			c0.27			0.07				
v/s Ratio Perm							c0.10		0.01			
v/c Ratio	0.05	0.39			0.57		0.75	0.55	0.04			
Uniform Delay, d1	38.0	4.3			31.4		66.5	64.6	60.1			
Progression Factor	0.57	0.02			0.82		1.00	1.00	1.00			
Incremental Delay, d2	0.0	0.0			0.2		12.4	2.4	0.1			
Delay (s)	21.6	0.1			26.1		78.9	67.0	60.2			
Level of Service	C	A			C		E	E	E			
Approach Delay (s)		0.5			26.1			71.4			0.0	
Approach LOS		A			C			E			A	

Intersection Summary			
HCM 2000 Control Delay	18.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	81.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	947	321	582	1031	133	251	762	445	248	1110	50
Future Volume (vph)	122	947	321	582	1031	133	251	762	445	248	1110	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5		7.0	8.0	6.5	7.0	8.0	
Lane Util. Factor	1.00	0.86		0.97	0.91		0.97	0.91	1.00	0.97	0.86	
Frt	1.00	0.96		1.00	0.98		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	6164		3433	4998		3433	5085	1583	3433	6367	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	6164		3433	4998		3433	5085	1583	3433	6367	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	133	1029	349	633	1121	145	273	828	484	270	1207	54
RTOR Reduction (vph)	0	39	0	0	10	0	0	0	41	0	3	0
Lane Group Flow (vph)	133	1339	0	633	1256	0	273	828	444	270	1258	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	15.8	45.5		21.5	51.2		16.6	48.5	70.0	16.5	48.4	
Effective Green, g (s)	15.8	45.5		21.5	51.2		16.6	48.5	70.0	16.5	48.4	
Actuated g/C Ratio	0.10	0.28		0.13	0.32		0.10	0.30	0.44	0.10	0.30	
Clearance Time (s)	6.5	6.5		6.5	6.5		7.0	8.0	6.5	7.0	8.0	
Vehicle Extension (s)	1.5	2.5		1.5	2.5		1.5	2.5	1.5	1.5	2.5	
Lane Grp Cap (vph)	174	1752		461	1599		356	1541	692	354	1926	
v/s Ratio Prot	0.08	0.22		c0.18	c0.25		c0.08	0.16	0.09	0.08	c0.20	
v/s Ratio Perm									0.19			
v/c Ratio	0.76	0.76		1.37	0.79		0.77	0.54	0.64	0.76	0.65	
Uniform Delay, d1	70.3	52.4		69.2	49.4		69.8	46.4	35.2	69.8	48.5	
Progression Factor	1.48	0.61		1.18	1.38		1.40	0.73	0.31	0.98	1.09	
Incremental Delay, d2	15.5	3.1		179.5	3.5		7.2	1.1	1.3	7.6	1.6	
Delay (s)	119.5	34.8		261.4	71.8		104.6	35.1	12.0	76.1	54.6	
Level of Service	F	C		F	E		F	D	B	E	D	
Approach Delay (s)		42.3			135.0			40.0			58.4	
Approach LOS		D			F			D			E	

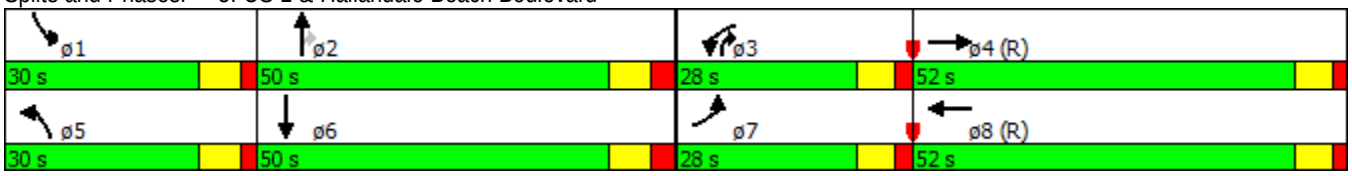
Intersection Summary			
HCM 2000 Control Delay	72.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	83.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	C-Max	None	Max	None	C-Max
Maximum Split (s)	30	50	28	52	30	50	28	52
Maximum Split (%)	18.8%	31.3%	17.5%	32.5%	18.8%	31.3%	17.5%	32.5%
Minimum Split (s)	12	26	11.5	24.5	12	26	11.5	24.5
Yellow Time (s)	5	5	4.5	4.5	5	5	4.5	4.5
All-Red Time (s)	2	3	2	2	2	3	2	2
Minimum Initial (s)	5	6	5	7	5	6	5	7
Vehicle Extension (s)	1.5	2.5	1.5	2.5	1.5	2.5	1.5	2.5
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	77	107	157	25	77	107	157	25
End Time (s)	107	157	25	77	107	157	25	77
Yield/Force Off (s)	100	149	18.5	70.5	100	149	18.5	70.5
Yield/Force Off 170(s)	100	138	18.5	59.5	100	138	18.5	59.5
Local Start Time (s)	52	82	132	0	52	82	132	0
Local Yield (s)	75	124	153.5	45.5	75	124	153.5	45.5
Local Yield 170(s)	75	113	153.5	34.5	75	113	153.5	34.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 25 (16%), Referenced to phase 4:EBT and 8:WBT, Start of Green	

Splits and Phases: 5: US 1 & Hallandale Beach Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1572	49	32	1481	0	17	0	18	158	12	210
Future Volume (vph)	0	1572	49	32	1481	0	17	0	18	158	12	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.5	4.0			4.5		4.0	4.0	4.0
Lane Util. Factor		0.91	1.00	1.00	0.91			1.00		1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00			0.93		1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00			0.98		0.95	1.00	1.00
Satd. Flow (prot)		5085	1583	1770	5085			1690		1770	1863	1583
Flt Permitted		1.00	1.00	0.06	1.00			0.98		0.95	1.00	1.00
Satd. Flow (perm)		5085	1583	112	5085			1690		1770	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1709	53	35	1610	0	18	0	20	172	13	228
RTOR Reduction (vph)	0	0	29	0	0	0	0	37	0	0	0	129
Lane Group Flow (vph)	0	1709	24	35	1610	0	0	1	0	172	13	99
Turn Type		NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases		4		3	8		2	2		6	6	
Permitted Phases			4	8								6
Actuated Green, G (s)		73.8	73.8	89.1	89.1			4.6		53.8	53.8	53.8
Effective Green, g (s)		73.8	73.8	89.1	89.1			4.6		53.8	53.8	53.8
Actuated g/C Ratio		0.46	0.46	0.56	0.56			0.03		0.34	0.34	0.34
Clearance Time (s)		4.0	4.0	4.5	4.0			4.5		4.0	4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		2345	730	174	2831			48		595	626	532
v/s Ratio Prot		c0.34		0.01	c0.32			c0.00		c0.10	0.01	
v/s Ratio Perm			0.02	0.10								0.06
v/c Ratio		0.73	0.03	0.20	0.57			0.02		0.29	0.02	0.19
Uniform Delay, d1		35.0	23.6	46.6	23.0			75.5		39.0	35.5	37.6
Progression Factor		0.57	0.01	0.86	0.79			1.00		1.00	1.00	1.00
Incremental Delay, d2		1.5	0.1	0.5	0.8			0.2		1.2	0.1	0.8
Delay (s)		21.5	0.2	40.7	19.0			75.7		40.3	35.6	38.4
Level of Service		C	A	D	B			E		D	D	D
Approach Delay (s)		20.9			19.5			75.7			39.1	
Approach LOS		C			B			E			D	

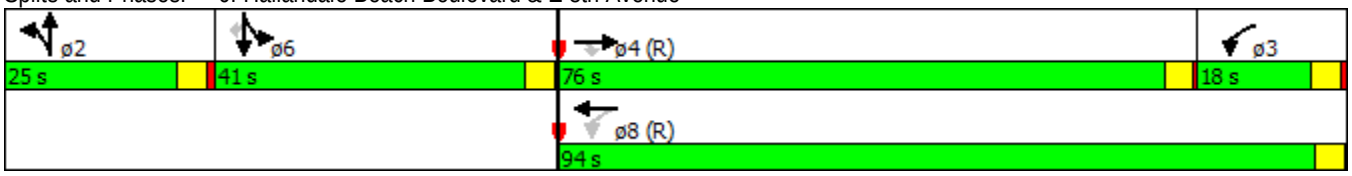
Intersection Summary			
HCM 2000 Control Delay	22.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	56.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	2	3	4	6	8
Movement	NBTL	WBL	EBT	SBTL	WBTL
Lead/Lag		Lag	Lead		
Lead-Lag Optimize		Yes	Yes		
Recall Mode	None	None	C-Max	Max	C-Max
Maximum Split (s)	25	18	76	41	94
Maximum Split (%)	15.6%	11.3%	47.5%	25.6%	58.8%
Minimum Split (s)	22.5	9.5	20	20	20
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	0.5	0.5	0.5
Minimum Initial (s)	5	5	4	4	4
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)	7		5	5	5
Flash Dont Walk (s)	11		11	11	11
Dual Entry	Yes	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	134	116	40	159	40
End Time (s)	159	134	116	40	134
Yield/Force Off (s)	154.5	129.5	112	36	130
Yield/Force Off 170(s)	143.5	129.5	101	25	119
Local Start Time (s)	94	76	0	119	0
Local Yield (s)	114.5	89.5	72	156	90
Local Yield 170(s)	103.5	89.5	61	145	79

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 40 (25%), Referenced to phase 4:EBT and 8:WBTL, Start of Green	

Splits and Phases: 6: Hallandale Beach Boulevard & E 8th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	1692	73	89	1600	39	45	25	85	0	0	0
Future Volume (vph)	61	1692	73	89	1600	39	45	25	85	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.95	0.95	1.00			
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00			
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	1681	1743	1583			
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00			
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	1681	1743	1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	66	1839	79	97	1739	42	49	27	92	0	0	0
RTOR Reduction (vph)	0	0	68	0	0	40	0	0	87	0	0	0
Lane Group Flow (vph)	66	1839	11	97	1739	2	37	39	5	0	0	0
Turn Type	Prot	NA	custom	Prot	NA	custom	Perm	NA	Perm			
Protected Phases	5	2		1	6			8				
Permitted Phases			8			8	8		8			
Actuated Green, G (s)	11.3	127.4	9.2	9.9	126.0	9.2	9.2	9.2	9.2			
Effective Green, g (s)	11.3	127.4	9.2	9.9	126.0	9.2	9.2	9.2	9.2			
Actuated g/C Ratio	0.07	0.80	0.06	0.06	0.79	0.06	0.06	0.06	0.06			
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	125	4048	91	212	4004	91	96	100	91			
v/s Ratio Prot	c0.04	c0.36		0.03	0.34							
v/s Ratio Perm			0.01			0.00	0.02	0.02	0.00			
v/c Ratio	0.53	0.45	0.12	0.46	0.43	0.03	0.39	0.39	0.06			
Uniform Delay, d1	71.8	5.2	71.6	72.5	5.5	71.2	72.7	72.7	71.3			
Progression Factor	0.97	0.14	1.47	1.48	0.17	8.83	1.00	1.00	1.00			
Incremental Delay, d2	3.1	0.3	0.5	1.1	0.2	0.1	2.6	2.5	0.3			
Delay (s)	72.7	1.0	105.4	108.7	1.2	628.2	75.2	75.2	71.6			
Level of Service	E	A	F	F	A	F	E	E	E			
Approach Delay (s)		7.6			20.8			73.2			0.0	
Approach LOS		A			C			E			A	

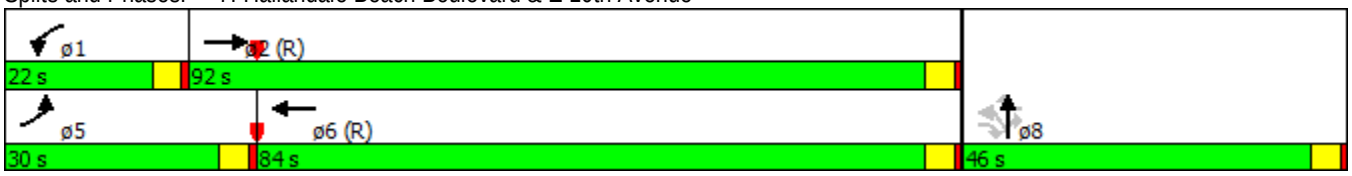
Intersection Summary			
HCM 2000 Control Delay	16.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	5	6	8
Movement	WBL	EBT	EBL	WBT	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	None
Maximum Split (s)	22	92	30	84	46
Maximum Split (%)	13.8%	57.5%	18.8%	52.5%	28.8%
Minimum Split (s)	11	22.5	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)					
Flash Dont Walk (s)					
Dual Entry	Yes	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	14	36	14	44	128
End Time (s)	36	128	44	128	14
Yield/Force Off (s)	31.5	123.5	39.5	123.5	9.5
Yield/Force Off 170(s)	31.5	123.5	39.5	123.5	9.5
Local Start Time (s)	130	152	130	0	84
Local Yield (s)	147.5	79.5	155.5	79.5	125.5
Local Yield 170(s)	147.5	79.5	155.5	79.5	125.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 44 (28%), Referenced to phase 2:EBT and 6:WBT, Start of Green	

Splits and Phases: 7: Hallandale Beach Boulevard & E 10th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	1204	209	22	1267	40	251	73	26	95	75	163
Future Volume (vph)	112	1204	209	22	1267	40	251	73	26	95	75	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		0.97	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.96		1.00	0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	5062		3433	1790		1770	1672	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	1770	5062		3433	1790		1770	1672	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	122	1309	227	24	1377	43	273	79	28	103	82	177
RTOR Reduction (vph)	0	0	112	0	2	0	0	8	0	0	48	0
Lane Group Flow (vph)	122	1309	115	24	1418	0	273	99	0	103	211	0
Turn Type	Prot	NA	custom	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			4									
Actuated Green, G (s)	13.8	66.7	55.5	5.3	58.2		17.3	55.5		14.5	52.7	
Effective Green, g (s)	13.8	66.7	55.5	5.3	58.2		17.3	55.5		14.5	52.7	
Actuated g/C Ratio	0.09	0.42	0.35	0.03	0.36		0.11	0.35		0.09	0.33	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	152	2119	549	58	1841		371	620		160	550	
v/s Ratio Prot	c0.07	0.26		0.01	c0.28		c0.08	0.06		0.06	c0.13	
v/s Ratio Perm			c0.07									
v/c Ratio	0.80	0.62	0.21	0.41	0.77		0.74	0.16		0.64	0.38	
Uniform Delay, d1	71.8	36.6	36.8	75.8	45.0		69.1	36.1		70.3	41.2	
Progression Factor	0.71	0.94	1.95	1.33	0.79		1.00	1.00		1.00	1.00	
Incremental Delay, d2	23.6	1.2	0.2	4.4	3.0		7.4	0.1		8.6	2.0	
Delay (s)	74.7	35.6	72.1	105.2	38.8		76.5	36.3		78.8	43.2	
Level of Service	E	D	E	F	D		E	D		E	D	
Approach Delay (s)		43.5			39.9			65.2			53.4	
Approach LOS		D			D			E			D	

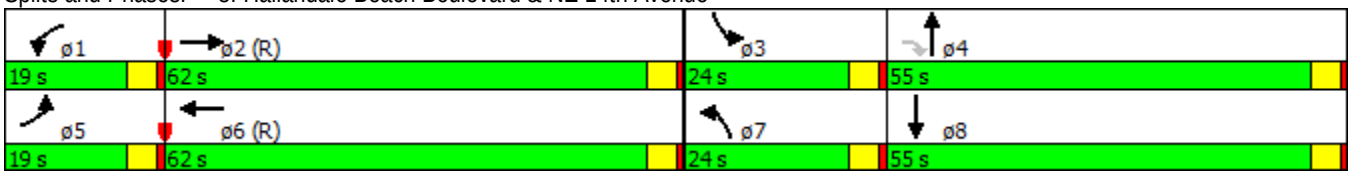
Intersection Summary			
HCM 2000 Control Delay	45.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	SBL	NBT	EBL	WBT	NBL	SBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	Max
Maximum Split (s)	19	62	24	55	19	62	24	55
Maximum Split (%)	11.9%	38.8%	15.0%	34.4%	11.9%	38.8%	15.0%	34.4%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	112	131	33	57	112	131	33	57
End Time (s)	131	33	57	112	131	33	57	112
Yield/Force Off (s)	126.5	28.5	52.5	107.5	126.5	28.5	52.5	107.5
Yield/Force Off 170(s)	126.5	17.5	52.5	96.5	126.5	17.5	52.5	96.5
Local Start Time (s)	141	0	62	86	141	0	62	86
Local Yield (s)	155.5	57.5	81.5	136.5	155.5	57.5	81.5	136.5
Local Yield 170(s)	155.5	46.5	81.5	125.5	155.5	46.5	81.5	125.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	75
Offset: 131 (82%), Referenced to phase 2:EBT and 6:WBT, Start of Green	

Splits and Phases: 8: Hallandale Beach Boulevard & NE 14th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	243	876	6	3	956	135	2	2	12	349	17	362
Future Volume (vph)	243	876	6	3	956	135	2	2	12	349	17	362
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lane Util. Factor	0.97	0.91		1.00	0.91	1.00	1.00	1.00		0.97	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.87		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	5080		1770	5085	1583	1770	1621		3433	1596	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	5080		1770	5085	1583	1770	1621		3433	1596	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	264	952	7	3	1039	147	2	2	13	379	18	393
RTOR Reduction (vph)	0	0	0	0	0	109	0	13	0	0	334	0
Lane Group Flow (vph)	264	959	0	3	1039	38	2	2	0	379	77	0
Turn Type	Prot	NA		Prot	NA	custom	Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						8						
Actuated Green, G (s)	17.7	113.4		3.1	98.8	24.2	1.3	3.9		21.6	24.2	
Effective Green, g (s)	17.7	113.4		3.1	98.8	24.2	1.3	3.9		21.6	24.2	
Actuated g/C Ratio	0.11	0.71		0.02	0.62	0.15	0.01	0.02		0.14	0.15	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	379	3600		34	3139	239	14	39		463	241	
v/s Ratio Prot	c0.08	0.19		0.00	c0.20		0.00	0.00		c0.11	c0.05	
v/s Ratio Perm						0.02						
v/c Ratio	0.70	0.27		0.09	0.33	0.16	0.14	0.06		0.82	0.32	
Uniform Delay, d1	68.6	8.4		77.1	14.7	59.0	78.8	76.3		67.3	60.6	
Progression Factor	0.40	1.92		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.5	0.1		1.1	0.3	0.3	4.7	0.6		10.8	0.8	
Delay (s)	31.8	16.2		78.2	15.0	59.3	83.5	76.9		78.1	61.4	
Level of Service	C	B		E	B	E	F	E		E	E	
Approach Delay (s)		19.6			20.6			77.7			69.4	
Approach LOS		B			C			E			E	

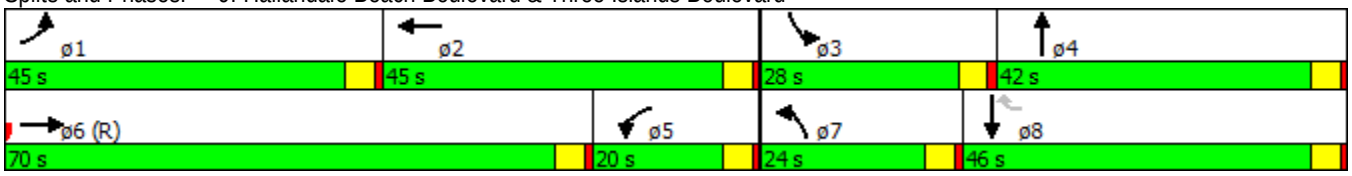
Intersection Summary			
HCM 2000 Control Delay	32.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	None	C-Max	None	None
Maximum Split (s)	45	45	28	42	20	70	24	46
Maximum Split (%)	28.1%	28.1%	17.5%	26.3%	12.5%	43.8%	15.0%	28.8%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	76	121	6	34	146	76	6	30
End Time (s)	121	6	34	76	6	146	30	76
Yield/Force Off (s)	116.5	1.5	29.5	71.5	1.5	141.5	25.5	71.5
Yield/Force Off 170(s)	116.5	150.5	29.5	60.5	1.5	130.5	25.5	60.5
Local Start Time (s)	0	45	90	118	70	0	90	114
Local Yield (s)	40.5	85.5	113.5	155.5	85.5	65.5	109.5	155.5
Local Yield 170(s)	40.5	74.5	113.5	144.5	85.5	54.5	109.5	144.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	70
Offset: 76 (48%), Referenced to phase 6:EBT, Start of Green	

Splits and Phases: 9: Hallandale Beach Boulevard & Three Islands Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	7	15	152	15	233	15	907	89	140	1246	6
Future Volume (vph)	3	7	15	152	15	233	15	907	89	140	1246	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	0.97	0.95		0.97	0.95	
Frt	1.00	0.94	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1668	1504	1770	1863	1583	3433	3492		3433	3536	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1668	1504	1770	1863	1583	3433	3492		3433	3536	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	8	16	165	16	253	16	986	97	152	1354	7
RTOR Reduction (vph)	0	5	11	0	0	220	0	2	0	0	0	0
Lane Group Flow (vph)	3	8	0	165	16	33	16	1081	0	152	1361	0
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	4.3	4.3	4.3	20.8	20.8	20.8	2.8	104.5		12.4	114.1	
Effective Green, g (s)	4.3	4.3	4.3	20.8	20.8	20.8	2.8	104.5		12.4	114.1	
Actuated g/C Ratio	0.03	0.03	0.03	0.13	0.13	0.13	0.02	0.65		0.08	0.71	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	47	44	40	230	242	205	60	2280		266	2521	
v/s Ratio Prot	0.00	c0.00		c0.09	0.01		0.00	0.31		c0.04	c0.38	
v/s Ratio Perm			0.00			0.02						
v/c Ratio	0.06	0.18	0.01	0.72	0.07	0.16	0.27	0.47		0.57	0.54	
Uniform Delay, d1	75.9	76.1	75.8	66.8	61.1	61.8	77.6	13.9		71.2	10.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.39	0.95		1.00	1.00	
Incremental Delay, d2	0.6	2.0	0.1	10.2	0.1	0.4	2.3	0.7		3.0	0.8	
Delay (s)	76.5	78.2	75.8	77.0	61.2	62.2	110.1	14.0		74.2	11.5	
Level of Service	E	E	E	E	E	E	F	B		E	B	
Approach Delay (s)		77.0			67.8			15.4			17.8	
Approach LOS		E			E			B			B	

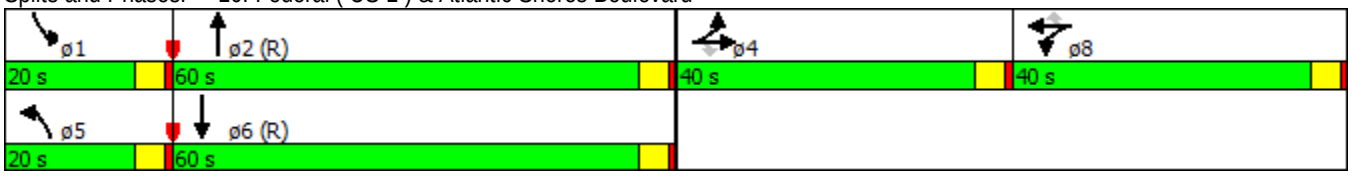
Intersection Summary			
HCM 2000 Control Delay	24.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	20	60	40	20	60	40
Maximum Split (%)	12.5%	37.5%	25.0%	12.5%	37.5%	25.0%
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		11	11		11	11
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	39	59	119	39	59	159
End Time (s)	59	119	159	59	119	39
Yield/Force Off (s)	54.5	114.5	154.5	54.5	114.5	34.5
Yield/Force Off 170(s)	54.5	103.5	143.5	54.5	103.5	23.5
Local Start Time (s)	140	0	60	140	0	100
Local Yield (s)	155.5	55.5	95.5	155.5	55.5	135.5
Local Yield 170(s)	155.5	44.5	84.5	155.5	44.5	124.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 59 (37%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 10: Federal (US 1) & Atlantic Shores Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	110	91	36	58	12	67	903	15	37	1220	58
Future Volume (vph)	97	110	91	36	58	12	67	903	15	37	1220	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.93		1.00	0.97		1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1736		1770	1815		1770	3531		1770	3515	
Flt Permitted	0.66	1.00		0.23	1.00		0.17	1.00		0.27	1.00	
Satd. Flow (perm)	1231	1736		437	1815		312	3531		498	3515	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	105	120	99	39	63	13	73	982	16	40	1326	63
RTOR Reduction (vph)	0	20	0	0	5	0	0	1	0	0	2	0
Lane Group Flow (vph)	105	199	0	39	71	0	73	997	0	40	1387	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	23.2	23.2		23.2	23.2		127.8	127.8		127.8	127.8	
Effective Green, g (s)	23.2	23.2		23.2	23.2		127.8	127.8		127.8	127.8	
Actuated g/C Ratio	0.14	0.14		0.14	0.14		0.80	0.80		0.80	0.80	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	178	251		63	263		249	2820		397	2807	
v/s Ratio Prot		c0.11			0.04			0.28			c0.39	
v/s Ratio Perm	0.09			0.09			0.23			0.08		
v/c Ratio	0.59	0.79		0.62	0.27		0.29	0.35		0.10	0.49	
Uniform Delay, d1	64.0	66.1		64.2	60.9		4.2	4.5		3.5	5.4	
Progression Factor	1.00	1.00		1.00	1.00		0.46	0.42		1.01	0.89	
Incremental Delay, d2	4.9	15.7		16.7	0.6		2.5	0.3		0.4	0.5	
Delay (s)	68.9	81.8		81.0	61.4		4.4	2.2		4.0	5.3	
Level of Service	E	F		F	E		A	A		A	A	
Approach Delay (s)		77.6			68.1			2.4			5.3	
Approach LOS		E			E			A			A	

Intersection Summary			
HCM 2000 Control Delay	14.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	C-Max	None	C-Max	None
Maximum Split (s)	125	35	125	35
Maximum Split (%)	78.1%	21.9%	78.1%	21.9%
Minimum Split (s)	22.5	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	5	5	5	5
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)	7	7	7	7
Flash Dont Walk (s)	11	11	11	11
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	134	99	134	99
End Time (s)	99	134	99	134
Yield/Force Off (s)	94.5	129.5	94.5	129.5
Yield/Force Off 170(s)	83.5	118.5	83.5	118.5
Local Start Time (s)	0	125	0	125
Local Yield (s)	120.5	155.5	120.5	155.5
Local Yield 170(s)	109.5	144.5	109.5	144.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	60
Offset: 134 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 11: NE 3rd & Federal (US 1)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	113	124	389	16	8	14	48	1223	17	40	1758	3
Future Volume (vph)	113	124	389	16	8	14	48	1223	17	40	1758	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.91	
Frt	1.00	0.89		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1651		1770	1863	2787	1770	3539	1583	3433	5084	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1651		1770	1863	2787	1770	3539	1583	3433	5084	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	123	135	423	17	9	15	52	1329	18	43	1911	3
RTOR Reduction (vph)	0	71	0	0	0	15	0	0	8	0	0	0
Lane Group Flow (vph)	123	488	0	17	9	0	52	1329	10	43	1914	0
Turn Type	Split	NA		Split	NA	Prot	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8	8	5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)	40.0	40.0		4.2	4.2	4.2	7.7	84.7	84.7	5.1	82.1	
Effective Green, g (s)	40.0	40.0		4.2	4.2	4.2	7.7	84.7	84.7	5.1	82.1	
Actuated g/C Ratio	0.25	0.25		0.03	0.03	0.03	0.05	0.53	0.53	0.03	0.51	
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	442	412		46	48	73	85	1873	838	109	2608	
v/s Ratio Prot	0.07	c0.30		c0.01	0.00	0.00	c0.03	c0.38		0.01	c0.38	
v/s Ratio Perm									0.01			
v/c Ratio	0.28	1.18		0.37	0.19	0.01	0.61	0.71	0.01	0.39	0.73	
Uniform Delay, d1	48.4	60.0		76.6	76.2	75.9	74.7	28.4	17.8	75.9	30.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.42	0.64	1.00	0.82	1.21	
Incremental Delay, d2	0.1	104.7		1.8	0.7	0.0	8.2	2.1	0.0	0.4	0.8	
Delay (s)	48.5	164.7		78.4	76.9	75.9	114.5	20.4	17.8	62.5	37.7	
Level of Service	D	F		E	E	E	F	C	B	E	D	
Approach Delay (s)		143.7			77.2			23.9			38.3	
Approach LOS		F			E			C			D	

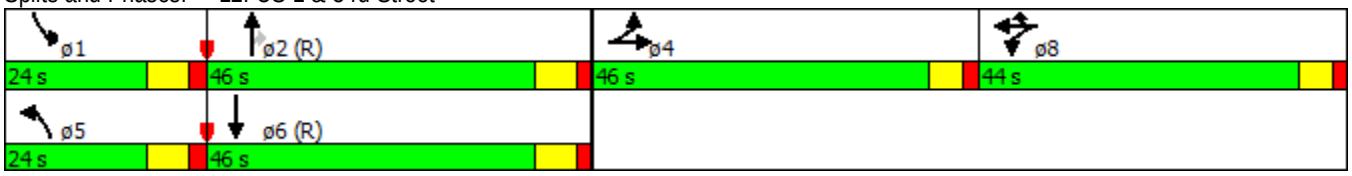
Intersection Summary			
HCM 2000 Control Delay	51.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	24	46	46	24	46	44
Maximum Split (%)	15.0%	28.8%	28.8%	15.0%	28.8%	27.5%
Minimum Split (s)	15	25	24	12	25	25
Yellow Time (s)	5	5	4	5	5	4
All-Red Time (s)	2	2	2	2	2	2
Minimum Initial (s)	5	12	6	5	12	6
Vehicle Extension (s)	1.5	3	2	1.5	3	2
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	89	113	159	89	113	45
End Time (s)	113	159	45	113	159	89
Yield/Force Off (s)	106	152	39	106	152	83
Yield/Force Off 170(s)	106	152	39	106	152	83
Local Start Time (s)	136	0	46	136	0	92
Local Yield (s)	153	39	86	153	39	130
Local Yield 170(s)	153	39	86	153	39	130

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	150
Offset: 113 (71%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 12: US 1 & 3 rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	7	121	35	4	8	55	1404	40	33	2216	12
Future Volume (vph)	17	7	121	35	4	8	55	1404	40	33	2216	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	4.5	
Lane Util. Factor		1.00		0.95	0.95	1.00	1.00	0.91	1.00	0.97	0.91	
Frt		0.89		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.99		0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1643		1681	1701	1583	1770	5085	1583	3433	5081	
Flt Permitted		0.99		0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1643		1681	1701	1583	1770	5085	1583	3433	5081	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	18	8	132	38	4	9	60	1526	43	36	2409	13
RTOR Reduction (vph)	0	122	0	0	0	9	0	0	13	0	0	0
Lane Group Flow (vph)	0	36	0	21	21	0	60	1526	30	36	2422	0
Turn Type	Split	NA		Split	NA	Prot	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8	8	5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		9.1		5.8	5.8	5.8	8.3	113.3	113.3	4.8	112.3	
Effective Green, g (s)		9.1		5.8	5.8	5.8	8.3	113.3	113.3	4.8	112.3	
Actuated g/C Ratio		0.06		0.04	0.04	0.04	0.05	0.71	0.71	0.03	0.70	
Clearance Time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	4.5	
Vehicle Extension (s)		2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)		93		60	61	57	91	3600	1120	102	3566	
v/s Ratio Prot		c0.02		c0.01	0.01	0.00	c0.03	c0.30		0.01	c0.48	
v/s Ratio Perm									0.02			
v/c Ratio		0.39		0.35	0.34	0.01	0.66	0.42	0.03	0.35	0.68	
Uniform Delay, d1		72.8		75.3	75.2	74.3	74.5	9.7	6.9	76.1	13.6	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.95	
Incremental Delay, d2		1.0		1.3	1.2	0.0	12.4	0.4	0.0	0.5	0.7	
Delay (s)		73.8		76.5	76.5	74.3	86.9	10.1	7.0	66.9	27.1	
Level of Service		E		E	E	E	F	B	A	E	C	
Approach Delay (s)		73.8			76.1			12.9			27.7	
Approach LOS		E			E			B			C	

Intersection Summary			
HCM 2000 Control Delay	24.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	12	98	25	17	93	25
Maximum Split (%)	7.5%	61.3%	15.6%	10.6%	58.1%	15.6%
Minimum Split (s)	12	25	24.5	12	22.5	24.5
Yellow Time (s)	5	5	4	5	3.5	4
All-Red Time (s)	2	2	2.5	2	1	2.5
Minimum Initial (s)	5	10	6	5	10	6
Vehicle Extension (s)	1.5	3	2	1.5	3	2
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	23	35	133	23	40	158
End Time (s)	35	133	158	40	133	23
Yield/Force Off (s)	28	126	151.5	33	128.5	16.5
Yield/Force Off 170(s)	28	126	151.5	33	128.5	16.5
Local Start Time (s)	143	155	93	143	0	118
Local Yield (s)	148	86	111.5	153	88.5	136.5
Local Yield 170(s)	148	86	111.5	153	88.5	136.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	120
Offset: 40 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 13: US 1 & SE 9th Street

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	43	13	0	10	11
Future Volume (Veh/h)	11	43	13	0	10	11
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	47	14	0	11	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	14				85	14
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	14				85	14
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	99
cM capacity (veh/h)	1604				910	1066

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	59	14	23
Volume Left	12	0	11
Volume Right	0	0	12
cSH	1604	1700	985
Volume to Capacity	0.01	0.01	0.02
Queue Length 95th (ft)	1	0	2
Control Delay (s)	1.5	0.0	8.7
Lane LOS	A		A
Approach Delay (s)	1.5	0.0	8.7
Approach LOS			A

Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	19.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection has too many legs for HCM analysis.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	599	49	12	21	46
Future Volume (Veh/h)	5	599	49	12	21	46
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	651	53	13	23	50
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			228			
pX, platoon unblocked						
vC, conflicting volume	66				395	60
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	66				395	60
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				96	95
cM capacity (veh/h)	1534				580	994

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	222	434	66	73
Volume Left	5	0	0	23
Volume Right	0	0	13	50
cSH	1534	1700	1700	811
Volume to Capacity	0.00	0.26	0.04	0.09
Queue Length 95th (ft)	0	0	0	7
Control Delay (s)	0.2	0.0	0.0	9.9
Lane LOS	A			A
Approach Delay (s)	0.1		0.0	9.9
Approach LOS				A

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	30.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	628	0	0	80	81	63	231	7	0	0	0
Future Volume (vph)	41	628	0	0	80	81	63	231	7	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0	3.0		4.5				
Lane Util. Factor		1.00			1.00	1.00		0.95				
Frt		1.00			1.00	0.85		1.00				
Flt Protected		1.00			1.00	1.00		0.99				
Satd. Flow (prot)		1857			1863	1583		3490				
Flt Permitted		0.99			1.00	1.00		0.99				
Satd. Flow (perm)		1848			1863	1583		3490				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	45	683	0	0	87	88	68	251	8	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	67	0	1	0	0	0	0
Lane Group Flow (vph)	0	728	0	0	87	21	0	326	0	0	0	0
Turn Type	Prot	NA			NA	Perm	Split	NA				
Protected Phases	8	7 8			7		10 3	10 3				
Permitted Phases						7						
Actuated Green, G (s)		83.5			31.0	31.0		36.0				
Effective Green, g (s)		83.5			31.0	31.0		36.0				
Actuated g/C Ratio		0.64			0.24	0.24		0.28				
Clearance Time (s)					3.0	3.0						
Vehicle Extension (s)					3.0	3.0						
Lane Grp Cap (vph)		1190			444	377		966				
v/s Ratio Prot		c0.25			0.05			c0.09				
v/s Ratio Perm		c0.15				0.01						
v/c Ratio		0.61			0.20	0.06		0.34				
Uniform Delay, d1		13.7			39.5	38.2		37.5				
Progression Factor		0.35			1.00	1.00		1.00				
Incremental Delay, d2		0.5			0.2	0.1		0.2				
Delay (s)		5.3			39.8	38.3		37.7				
Level of Service		A			D	D		D				
Approach Delay (s)		5.3			39.0			37.7			0.0	
Approach LOS		A			D			D			A	

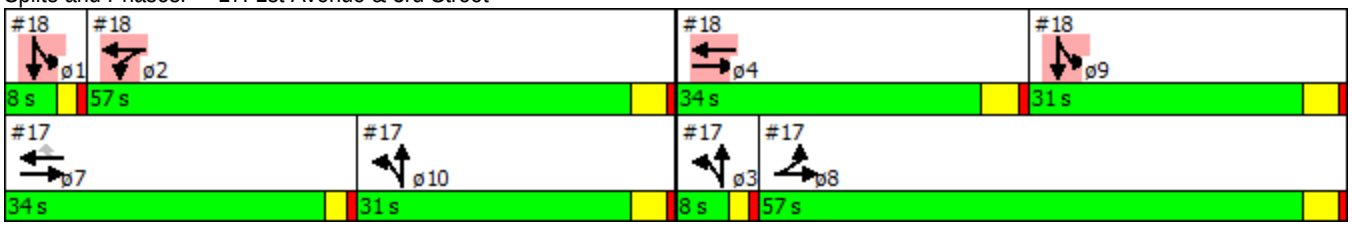
Intersection Summary			
HCM 2000 Control Delay	18.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	59.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	3	4	7	8	9	10
Node Number	18	18	17	18	17	17	18	17
Movement	SBTL	WBTL	NBTL	EBWB	EBWB	EBTL	SBTL	NBTL
Lead/Lag	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Max	Max	None	Min	None	None	None
Maximum Split (s)	8	57	8	34	34	57	31	31
Maximum Split (%)	6.2%	43.8%	6.2%	26.2%	26.2%	43.8%	23.8%	23.8%
Minimum Split (s)	4	22.5	4	22.5	4	22.5	9.5	22.5
Yellow Time (s)	2	3.5	2	3.5	2	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	1	5	1	5	1	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								7
Flash Dont Walk (s)								11
Dual Entry	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	8	65	65	0	73	99	34
End Time (s)	8	65	73	99	34	0	0	65
Yield/Force Off (s)	5	60.5	70	94.5	31	125.5	125.5	60.5
Yield/Force Off 170(s)	5	60.5	70	94.5	31	125.5	125.5	49.5
Local Start Time (s)	122	0	57	57	122	65	91	26
Local Yield (s)	127	52.5	62	86.5	23	117.5	117.5	52.5
Local Yield 170(s)	127	52.5	62	86.5	23	117.5	117.5	41.5

Intersection Summary	
Cycle Length	130
Control Type	Semi Act-Uncoord
Natural Cycle	65

Splits and Phases: 17: 1st Avenue & 3rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	272	14	40	104	0	0	0	0	398	581	8
Future Volume (vph)	0	272	14	40	104	0	0	0	0	398	581	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5					3.0	3.0	
Lane Util. Factor		1.00			1.00					1.00	0.91	
Frt		0.99			1.00					1.00	1.00	
Flt Protected		1.00			0.99					0.95	1.00	
Satd. Flow (prot)		1851			1837					1770	5075	
Flt Permitted		1.00			0.95					0.95	1.00	
Satd. Flow (perm)		1851			1767					1770	5075	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	296	15	43	113	0	0	0	0	433	632	9
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	309	0	0	156	0	0	0	0	433	639	0
Turn Type		NA		Prot	NA					Split	NA	
Protected Phases		4		2	2 4					1 9	1 9	
Permitted Phases												
Actuated Green, G (s)		29.5			82.0					36.0	36.0	
Effective Green, g (s)		29.5			82.0					31.5	31.5	
Actuated g/C Ratio		0.23			0.63					0.24	0.24	
Clearance Time (s)		4.5										
Vehicle Extension (s)		3.0										
Lane Grp Cap (vph)		420			1142					428	1229	
v/s Ratio Prot		c0.17			c0.06					c0.24	0.13	
v/s Ratio Perm					0.03							
v/c Ratio		0.74			0.14					1.01	0.52	
Uniform Delay, d1		46.6			9.7					49.2	42.7	
Progression Factor		1.00			0.21					1.00	1.00	
Incremental Delay, d2		6.6			0.1					46.5	0.4	
Delay (s)		53.3			2.1					95.7	43.1	
Level of Service		D			A					F	D	
Approach Delay (s)		53.3			2.1			0.0			64.3	
Approach LOS		D			A			A			E	

Intersection Summary			
HCM 2000 Control Delay	55.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	55.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

BACKGROUND 2018 AM PEAK HOUR CONDITIONS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	1888	223	79	1457	21	316	114	35	90	145	118
Future Volume (vph)	120	1888	223	79	1457	21	316	114	35	90	145	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.91		1.00	0.91		0.97	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00		1.00	0.96		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5005		1770	5074		3433	1797		1770	1738	
Flt Permitted	0.08	1.00		0.05	1.00		0.95	1.00		0.65	1.00	
Satd. Flow (perm)	157	5005		91	5074		3433	1797		1219	1738	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	130	2052	242	86	1584	23	343	124	38	98	158	128
RTOR Reduction (vph)	0	8	0	0	1	0	0	8	0	0	19	0
Lane Group Flow (vph)	130	2286	0	86	1606	0	343	154	0	98	267	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2						8		
Actuated Green, G (s)	95.5	84.2		91.7	82.3		19.4	38.4		39.0	29.0	
Effective Green, g (s)	95.5	84.2		91.7	82.3		19.4	38.4		39.0	29.0	
Actuated g/C Ratio	0.60	0.53		0.57	0.51		0.12	0.24		0.24	0.18	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	207	2633		150	2609		416	431		331	315	
v/s Ratio Prot	c0.04	c0.46		0.03	0.32		c0.10	0.09		0.02	c0.15	
v/s Ratio Perm	0.33			0.29						0.05		
v/c Ratio	0.63	0.87		0.57	0.62		0.82	0.36		0.30	0.85	
Uniform Delay, d1	21.5	33.1		30.5	27.6		68.6	50.6		48.4	63.4	
Progression Factor	1.00	1.00		1.62	2.10		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.8	4.2		4.4	0.9		12.5	0.5		0.5	18.7	
Delay (s)	27.3	37.3		53.9	58.9		81.1	51.1		48.9	82.0	
Level of Service	C	D		D	E		F	D		D	F	
Approach Delay (s)		36.7			58.7			71.5			73.6	
Approach LOS		D			E			E			E	

Intersection Summary			
HCM 2000 Control Delay	50.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	84.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBTL	SBL	NBT	WBL	EBTL	NBL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	20	75	15	50	20	75	25	40
Maximum Split (%)	12.5%	46.9%	9.4%	31.3%	12.5%	46.9%	15.6%	25.0%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	98	118	33	48	98	118	33	58
End Time (s)	118	33	48	98	118	33	58	98
Yield/Force Off (s)	113.5	28.5	43.5	93.5	113.5	28.5	53.5	93.5
Yield/Force Off 170(s)	113.5	17.5	43.5	82.5	113.5	17.5	53.5	82.5
Local Start Time (s)	140	0	75	90	140	0	75	100
Local Yield (s)	155.5	70.5	85.5	135.5	155.5	70.5	95.5	135.5
Local Yield 170(s)	155.5	59.5	85.5	124.5	155.5	59.5	95.5	124.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 118 (74%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	

Splits and Phases: 1: SW 8th Avenue/NW 8th Avenue & Hallandale Beach Boulevard

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1387	46	0	1475	0	0	0	0	275	655	58
Future Volume (vph)	0	1387	46	0	1475	0	0	0	0	275	655	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5						4.5	
Lane Util. Factor		0.91			0.91						0.86	
Frt		1.00			1.00						0.99	
Flt Protected		1.00			1.00						0.99	
Satd. Flow (prot)		5061			5085						6264	
Flt Permitted		1.00			1.00						0.99	
Satd. Flow (perm)		5061			5085						6264	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1508	50	0	1603	0	0	0	0	299	712	63
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	6	0
Lane Group Flow (vph)	0	1556	0	0	1603	0	0	0	0	0	1068	0
Turn Type		NA		Prot	NA					Perm	NA	
Protected Phases		2 3		1	1 2 3						4	
Permitted Phases										4		
Actuated Green, G (s)		65.5			90.1						32.8	
Effective Green, g (s)		65.5			90.1						32.8	
Actuated g/C Ratio		0.41			0.56						0.20	
Clearance Time (s)											4.5	
Vehicle Extension (s)											3.0	
Lane Grp Cap (vph)		2071			2863						1284	
v/s Ratio Prot		c0.31			c0.32							
v/s Ratio Perm											0.17	
v/c Ratio		0.75			0.56						0.83	
Uniform Delay, d1		40.3			22.3						61.0	
Progression Factor		1.70			0.22						1.00	
Incremental Delay, d2		0.8			0.2						4.8	
Delay (s)		69.3			5.0						65.7	
Level of Service		E			A						E	
Approach Delay (s)		69.3			5.0			0.0			65.7	
Approach LOS		E			A			A			E	

Intersection Summary			
HCM 2000 Control Delay	44.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	88.1%	ICU Level of Service	E
Analysis Period (min)	15		

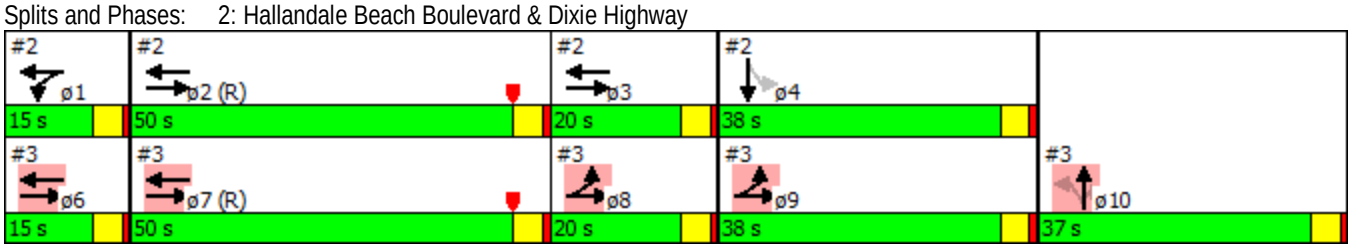
c Critical Lane Group

Phase Number	1	2	3	4	6	7	8	9	10
Node Number	2	2	2	2	3	3	3	3	3
Movement	WBTL	EBWB	EBWB	SBTL	EBWB	EBWB	EBTL	EBTL	NBTL
Lead/Lag		Lead	Lag			Lead	Lag		
Lead-Lag Optimize		Yes	Yes			Yes	Yes		
Recall Mode	None	C-Max	None	None	None	C-Max	None	None	None
Maximum Split (s)	15	50	20	38	15	50	20	38	37
Maximum Split (%)	9.4%	31.3%	12.5%	23.8%	9.4%	31.3%	12.5%	23.8%	23.1%
Minimum Split (s)	10	11	11	12.5	11	11	10	10	10
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0	0
Walk Time (s)									
Flash Dont Walk (s)									
Dual Entry	No	Yes	No	Yes	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	110	125	15	35	110	125	15	35	73
End Time (s)	125	15	35	73	125	15	35	73	110
Yield/Force Off (s)	120.5	10.5	30.5	68.5	120.5	10.5	30.5	68.5	105.5
Yield/Force Off 170(s)	120.5	10.5	30.5	68.5	120.5	10.5	30.5	68.5	105.5
Local Start Time (s)	99.5	114.5	4.5	24.5	99.5	114.5	4.5	24.5	62.5
Local Yield (s)	110	0	20	58	110	0	20	58	95
Local Yield 170(s)	110	0	20	58	110	0	20	58	95

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	65

Offset: 10.5 (7%), Referenced to phase 2:EBWB and 7:, Start of Yellow

Splits and Phases: 2: Hallandale Beach Boulevard & Dixie Highway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1662	0	0	1293	20	182	179	63	0	0	0
Future Volume (vph)	0	1662	0	0	1293	20	182	179	63	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5		4.5	4.5	4.5			
Lane Util. Factor		0.91			0.91		1.00	1.00	1.00			
Frt		1.00			1.00		1.00	1.00	0.85			
Flt Protected		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)		5085			5074		1770	1863	1583			
Flt Permitted		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)		5085			5074		1770	1863	1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1807	0	0	1405	22	198	195	68	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	58	0	0	0
Lane Group Flow (vph)	0	1807	0	0	1426	0	198	195	10	0	0	0
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	8 9	6 7 8 9			6 7			10				
Permitted Phases							10		10			
Actuated Green, G (s)		127.4			70.1		23.6	23.6	23.6			
Effective Green, g (s)		127.4			70.1		23.6	23.6	23.6			
Actuated g/C Ratio		0.80			0.44		0.15	0.15	0.15			
Clearance Time (s)							4.5	4.5	4.5			
Vehicle Extension (s)							3.0	3.0	3.0			
Lane Grp Cap (vph)		4048			2223		261	274	233			
v/s Ratio Prot		c0.36			c0.28			0.10				
v/s Ratio Perm							c0.11		0.01			
v/c Ratio		0.45			0.64		0.76	0.71	0.04			
Uniform Delay, d1		5.2			35.1		65.5	65.0	58.5			
Progression Factor		0.03			0.83		1.00	1.00	1.00			
Incremental Delay, d2		0.0			0.4		11.9	8.4	0.1			
Delay (s)		0.2			29.7		77.4	73.4	58.6			
Level of Service		A			C		E	E	E			
Approach Delay (s)		0.2			29.7			72.9			0.0	
Approach LOS		A			C			E			A	

Intersection Summary			
HCM 2000 Control Delay	20.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	88.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	146	977	404	642	1082	155	278	837	510	265	1251	54
Future Volume (vph)	146	977	404	642	1082	155	278	837	510	265	1251	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5		7.0	8.0	6.5	7.0	8.0	
Lane Util. Factor	1.00	0.86		0.97	0.91		0.97	0.91	1.00	0.97	0.86	
Frt	1.00	0.96		1.00	0.98		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	6127		3433	4990		3433	5085	1583	3433	6368	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	6127		3433	4990		3433	5085	1583	3433	6368	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	159	1062	439	698	1176	168	302	910	554	288	1360	59
RTOR Reduction (vph)	0	47	0	0	11	0	0	0	41	0	4	0
Lane Group Flow (vph)	159	1454	0	698	1333	0	302	910	513	288	1415	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	17.5	45.5		21.5	49.5		17.9	47.7	69.2	17.3	47.1	
Effective Green, g (s)	17.5	45.5		21.5	49.5		17.9	47.7	69.2	17.3	47.1	
Actuated g/C Ratio	0.11	0.28		0.13	0.31		0.11	0.30	0.43	0.11	0.29	
Clearance Time (s)	6.5	6.5		6.5	6.5		7.0	8.0	6.5	7.0	8.0	
Vehicle Extension (s)	1.5	2.5		1.5	2.5		1.5	2.5	1.5	1.5	2.5	
Lane Grp Cap (vph)	193	1742		461	1543		384	1515	684	371	1874	
v/s Ratio Prot	0.09	0.24		c0.20	c0.27		c0.09	0.18	c0.10	0.08	0.22	
v/s Ratio Perm									0.22			
v/c Ratio	0.82	0.89dr		1.51	0.86		0.79	0.60	0.75	0.78	0.76	
Uniform Delay, d1	69.7	53.7		69.2	52.1		69.2	48.0	38.1	69.5	51.2	
Progression Factor	1.45	0.56		1.16	1.38		1.39	0.80	0.32	0.98	1.08	
Incremental Delay, d2	21.3	4.5		240.6	5.7		7.4	1.4	3.2	7.6	2.4	
Delay (s)	122.5	34.6		321.0	77.8		103.5	39.7	15.3	75.7	57.7	
Level of Service	F	C		F	E		F	D	B	E	E	
Approach Delay (s)		43.0			160.9			43.0			60.7	
Approach LOS		D			F			D			E	

Intersection Summary			
HCM 2000 Control Delay	80.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	89.5%	ICU Level of Service	E
Analysis Period (min)	15		

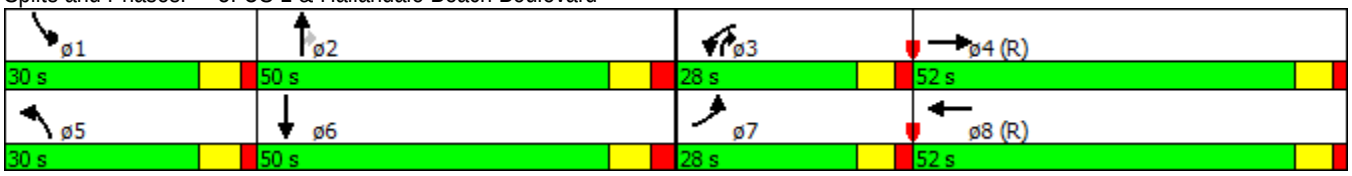
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	C-Max	None	Max	None	C-Max
Maximum Split (s)	30	50	28	52	30	50	28	52
Maximum Split (%)	18.8%	31.3%	17.5%	32.5%	18.8%	31.3%	17.5%	32.5%
Minimum Split (s)	12	26	11.5	24.5	12	26	11.5	24.5
Yellow Time (s)	5	5	4.5	4.5	5	5	4.5	4.5
All-Red Time (s)	2	3	2	2	2	3	2	2
Minimum Initial (s)	5	6	5	7	5	6	5	7
Vehicle Extension (s)	1.5	2.5	1.5	2.5	1.5	2.5	1.5	2.5
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	77	107	157	25	77	107	157	25
End Time (s)	107	157	25	77	107	157	25	77
Yield/Force Off (s)	100	149	18.5	70.5	100	149	18.5	70.5
Yield/Force Off 170(s)	100	138	18.5	59.5	100	138	18.5	59.5
Local Start Time (s)	52	82	132	0	52	82	132	0
Local Yield (s)	75	124	153.5	45.5	75	124	153.5	45.5
Local Yield 170(s)	75	113	153.5	34.5	75	113	153.5	34.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	110
Offset: 25 (16%), Referenced to phase 4:EBT and 8:WBT, Start of Green	

Splits and Phases: 5: US 1 & Hallandale Beach Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1650	50	33	1603	0	17	0	18	170	12	219
Future Volume (vph)	0	1650	50	33	1603	0	17	0	18	170	12	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.5	4.0			4.5		4.0	4.0	4.0
Lane Util. Factor		0.91	1.00	1.00	0.91			1.00		1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00			0.93		1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00			0.98		0.95	1.00	1.00
Satd. Flow (prot)		5085	1583	1770	5085			1690		1770	1863	1583
Flt Permitted		1.00	1.00	0.05	1.00			0.98		0.95	1.00	1.00
Satd. Flow (perm)		5085	1583	95	5085			1690		1770	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1793	54	36	1742	0	18	0	20	185	13	238
RTOR Reduction (vph)	0	0	29	0	0	0	0	37	0	0	0	125
Lane Group Flow (vph)	0	1793	25	36	1742	0	0	1	0	185	13	113
Turn Type		NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases		4		3	8		2	2		6	6	
Permitted Phases			4	8								6
Actuated Green, G (s)		73.8	73.8	89.1	89.1			4.6		53.8	53.8	53.8
Effective Green, g (s)		73.8	73.8	89.1	89.1			4.6		53.8	53.8	53.8
Actuated g/C Ratio		0.46	0.46	0.56	0.56			0.03		0.34	0.34	0.34
Clearance Time (s)		4.0	4.0	4.5	4.0			4.5		4.0	4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		2345	730	165	2831			48		595	626	532
v/s Ratio Prot		c0.35		0.01	c0.34			c0.00		c0.10	0.01	
v/s Ratio Perm			0.02	0.11								0.07
v/c Ratio		0.76	0.03	0.22	0.62			0.02		0.31	0.02	0.21
Uniform Delay, d1		35.9	23.6	50.3	23.9			75.5		39.4	35.5	37.9
Progression Factor		0.60	0.00	0.86	0.77			1.00		1.00	1.00	1.00
Incremental Delay, d2		1.6	0.1	0.6	0.9			0.2		1.4	0.1	0.9
Delay (s)		23.0	0.1	44.0	19.4			75.7		40.7	35.6	38.8
Level of Service		C	A	D	B			E		D	D	D
Approach Delay (s)		22.4			19.9			75.7			39.5	
Approach LOS		C			B			E			D	

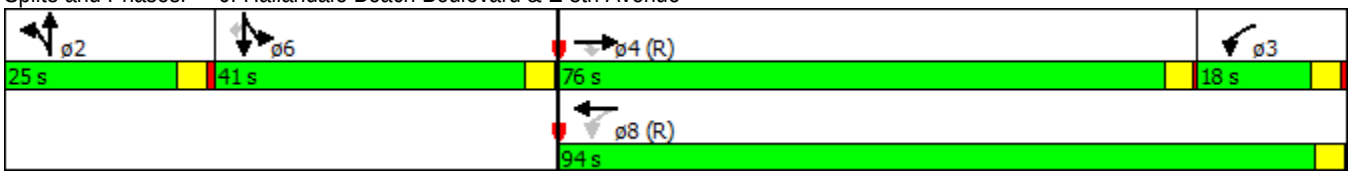
Intersection Summary			
HCM 2000 Control Delay	23.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	59.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	2	3	4	6	8
Movement	NBTL	WBL	EBT	SBTL	WBTL
Lead/Lag		Lag	Lead		
Lead-Lag Optimize		Yes	Yes		
Recall Mode	None	None	C-Max	Max	C-Max
Maximum Split (s)	25	18	76	41	94
Maximum Split (%)	15.6%	11.3%	47.5%	25.6%	58.8%
Minimum Split (s)	22.5	9.5	20	20	20
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	0.5	0.5	0.5
Minimum Initial (s)	5	5	4	4	4
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)	7		5	5	5
Flash Dont Walk (s)	11		11	11	11
Dual Entry	Yes	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	134	116	40	159	40
End Time (s)	159	134	116	40	134
Yield/Force Off (s)	154.5	129.5	112	36	130
Yield/Force Off 170(s)	143.5	129.5	101	25	119
Local Start Time (s)	94	76	0	119	0
Local Yield (s)	114.5	89.5	72	156	90
Local Yield 170(s)	103.5	89.5	61	145	79

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 40 (25%), Referenced to phase 4:EBT and 8:WBTL, Start of Green	

Splits and Phases: 6: Hallandale Beach Boulevard & E 8th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	1775	75	94	1726	42	46	26	87	0	0	0
Future Volume (vph)	63	1775	75	94	1726	42	46	26	87	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.95	0.95	1.00			
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00			
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	1681	1743	1583			
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00			
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	1681	1743	1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	68	1929	82	102	1876	46	50	28	95	0	0	0
RTOR Reduction (vph)	0	0	68	0	0	43	0	0	89	0	0	0
Lane Group Flow (vph)	68	1929	14	102	1876	3	38	40	6	0	0	0
Turn Type	Prot	NA	custom	Prot	NA	custom	Perm	NA	Perm			
Protected Phases	5	2		1	6			8				
Permitted Phases			8			8	8		8			
Actuated Green, G (s)	11.5	127.1	9.3	10.1	125.7	9.3	9.3	9.3	9.3			
Effective Green, g (s)	11.5	127.1	9.3	10.1	125.7	9.3	9.3	9.3	9.3			
Actuated g/C Ratio	0.07	0.79	0.06	0.06	0.79	0.06	0.06	0.06	0.06			
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	127	4039	92	216	3994	92	97	101	92			
v/s Ratio Prot	c0.04	c0.38		0.03	0.37							
v/s Ratio Perm			0.01			0.00	0.02	0.02	0.00			
v/c Ratio	0.54	0.48	0.15	0.47	0.47	0.03	0.39	0.40	0.06			
Uniform Delay, d1	71.7	5.5	71.6	72.4	5.8	71.1	72.6	72.6	71.2			
Progression Factor	0.96	0.13	1.35	1.47	0.19	6.23	1.00	1.00	1.00			
Incremental Delay, d2	3.2	0.3	0.6	1.1	0.3	0.1	2.6	2.5	0.3			
Delay (s)	72.2	1.0	97.0	107.5	1.4	443.0	75.2	75.2	71.5			
Level of Service	E	A	F	F	A	F	E	E	E			
Approach Delay (s)		7.1			16.8			73.2			0.0	
Approach LOS		A			B			E			A	

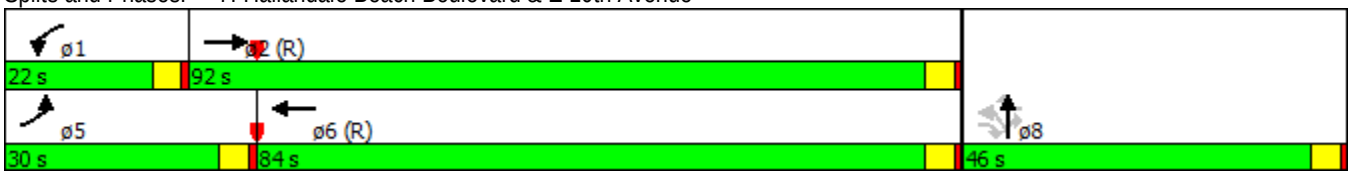
Intersection Summary			
HCM 2000 Control Delay	14.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	53.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	5	6	8
Movement	WBL	EBT	EBL	WBT	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	None
Maximum Split (s)	22	92	30	84	46
Maximum Split (%)	13.8%	57.5%	18.8%	52.5%	28.8%
Minimum Split (s)	11	22.5	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)					
Flash Dont Walk (s)					
Dual Entry	Yes	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	14	36	14	44	128
End Time (s)	36	128	44	128	14
Yield/Force Off (s)	31.5	123.5	39.5	123.5	9.5
Yield/Force Off 170(s)	31.5	123.5	39.5	123.5	9.5
Local Start Time (s)	130	152	130	0	84
Local Yield (s)	147.5	79.5	155.5	79.5	125.5
Local Yield 170(s)	147.5	79.5	155.5	79.5	125.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 44 (28%), Referenced to phase 2:EBT and 6:WBT, Start of Green	

Splits and Phases: 7: Hallandale Beach Boulevard & E 10th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	1289	216	23	1359	41	258	75	27	98	77	180
Future Volume (vph)	136	1289	216	23	1359	41	258	75	27	98	77	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		0.97	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.96		1.00	0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	5063		3433	1790		1770	1667	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	1770	5063		3433	1790		1770	1667	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	148	1401	235	25	1477	45	280	82	29	107	84	196
RTOR Reduction (vph)	0	0	109	0	2	0	0	8	0	0	52	0
Lane Group Flow (vph)	148	1401	126	25	1520	0	280	103	0	107	228	0
Turn Type	Prot	NA	custom	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			4									
Actuated Green, G (s)	14.5	66.7	55.2	5.3	57.5		17.5	55.2		14.8	52.5	
Effective Green, g (s)	14.5	66.7	55.2	5.3	57.5		17.5	55.2		14.8	52.5	
Actuated g/C Ratio	0.09	0.42	0.35	0.03	0.36		0.11	0.35		0.09	0.33	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	160	2119	546	58	1819		375	617		163	546	
v/s Ratio Prot	c0.08	0.28		0.01	c0.30		c0.08	0.06		0.06	c0.14	
v/s Ratio Perm			c0.08									
v/c Ratio	0.93	0.66	0.23	0.43	0.84		0.75	0.17		0.66	0.42	
Uniform Delay, d1	72.2	37.6	37.3	75.9	46.9		69.1	36.4		70.1	41.9	
Progression Factor	0.75	0.94	1.91	1.33	0.79		1.00	1.00		1.00	1.00	
Incremental Delay, d2	46.1	1.5	0.2	4.7	4.4		7.9	0.1		9.2	2.3	
Delay (s)	100.1	36.7	71.3	105.5	41.4		77.0	36.6		79.3	44.2	
Level of Service	F	D	E	F	D		E	D		E	D	
Approach Delay (s)		46.6			42.4			65.5			53.9	
Approach LOS		D			D			E			D	

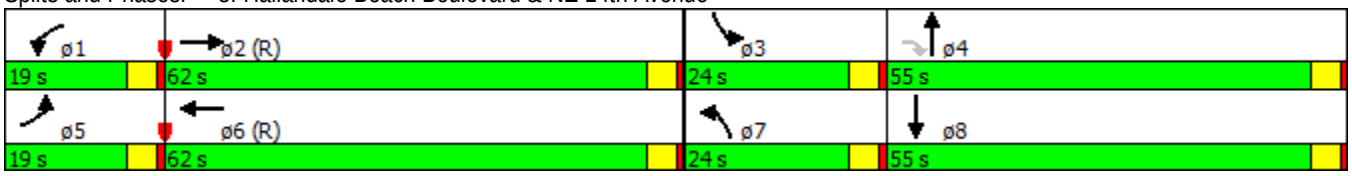
Intersection Summary			
HCM 2000 Control Delay	47.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	72.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	SBL	NBT	EBL	WBT	NBL	SBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	Max
Maximum Split (s)	19	62	24	55	19	62	24	55
Maximum Split (%)	11.9%	38.8%	15.0%	34.4%	11.9%	38.8%	15.0%	34.4%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	112	131	33	57	112	131	33	57
End Time (s)	131	33	57	112	131	33	57	112
Yield/Force Off (s)	126.5	28.5	52.5	107.5	126.5	28.5	52.5	107.5
Yield/Force Off 170(s)	126.5	17.5	52.5	96.5	126.5	17.5	52.5	96.5
Local Start Time (s)	141	0	62	86	141	0	62	86
Local Yield (s)	155.5	57.5	81.5	136.5	155.5	57.5	81.5	136.5
Local Yield 170(s)	155.5	46.5	81.5	125.5	155.5	46.5	81.5	125.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 131 (82%), Referenced to phase 2:EBT and 6:WBT, Start of Green	

Splits and Phases: 8: Hallandale Beach Boulevard & NE 14th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	952	6	3	1039	139	2	2	12	359	17	372
Future Volume (vph)	250	952	6	3	1039	139	2	2	12	359	17	372
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lane Util. Factor	0.97	0.91		1.00	0.91	1.00	1.00	1.00		0.97	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.87		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	5080		1770	5085	1583	1770	1621		3433	1595	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	5080		1770	5085	1583	1770	1621		3433	1595	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	272	1035	7	3	1129	151	2	2	13	390	18	404
RTOR Reduction (vph)	0	0	0	0	0	103	0	13	0	0	342	0
Lane Group Flow (vph)	272	1042	0	3	1129	48	2	2	0	390	80	0
Turn Type	Prot	NA		Prot	NA	custom	Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						8						
Actuated Green, G (s)	18.1	112.9		3.1	97.9	24.7	1.3	4.1		21.9	24.7	
Effective Green, g (s)	18.1	112.9		3.1	97.9	24.7	1.3	4.1		21.9	24.7	
Actuated g/C Ratio	0.11	0.71		0.02	0.61	0.15	0.01	0.03		0.14	0.15	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	388	3584		34	3111	244	14	41		469	246	
v/s Ratio Prot	c0.08	0.21		0.00	c0.22		0.00	0.00		c0.11	c0.05	
v/s Ratio Perm						0.03						
v/c Ratio	0.70	0.29		0.09	0.36	0.20	0.14	0.06		0.83	0.33	
Uniform Delay, d1	68.3	8.7		77.1	15.5	59.0	78.8	76.1		67.3	60.2	
Progression Factor	0.42	1.88		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.4	0.2		1.1	0.3	0.4	4.7	0.6		11.9	0.8	
Delay (s)	33.0	16.6		78.2	15.8	59.4	83.5	76.6		79.2	61.0	
Level of Service	C	B		E	B	E	F	E		E	E	
Approach Delay (s)		20.0			21.1			77.4			69.7	
Approach LOS		B			C			E			E	

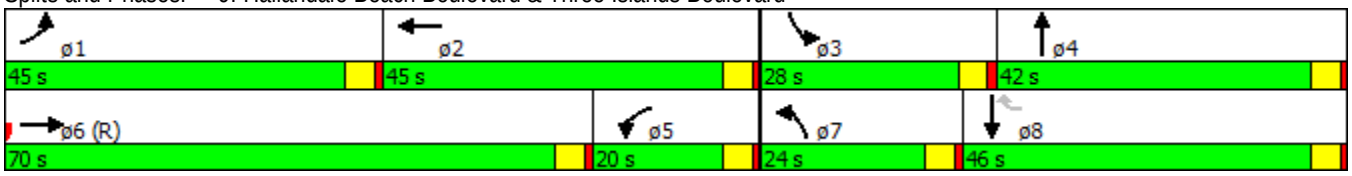
Intersection Summary			
HCM 2000 Control Delay	32.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	62.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	None	C-Max	None	None
Maximum Split (s)	45	45	28	42	20	70	24	46
Maximum Split (%)	28.1%	28.1%	17.5%	26.3%	12.5%	43.8%	15.0%	28.8%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	76	121	6	34	146	76	6	30
End Time (s)	121	6	34	76	6	146	30	76
Yield/Force Off (s)	116.5	1.5	29.5	71.5	1.5	141.5	25.5	71.5
Yield/Force Off 170(s)	116.5	150.5	29.5	60.5	1.5	130.5	25.5	60.5
Local Start Time (s)	0	45	90	118	70	0	90	114
Local Yield (s)	40.5	85.5	113.5	155.5	85.5	65.5	109.5	155.5
Local Yield 170(s)	40.5	74.5	113.5	144.5	85.5	54.5	109.5	144.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	75
Offset: 76 (48%), Referenced to phase 6:EBT, Start of Green	

Splits and Phases: 9: Hallandale Beach Boulevard & Three Islands Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	7	15	156	18	239	15	1011	91	144	1406	6
Future Volume (vph)	3	7	15	156	18	239	15	1011	91	144	1406	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	0.97	0.95		0.97	0.95	
Frt	1.00	0.94	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1668	1504	1770	1863	1583	3433	3495		3433	3537	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1668	1504	1770	1863	1583	3433	3495		3433	3537	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	8	16	170	20	260	16	1099	99	157	1528	7
RTOR Reduction (vph)	0	5	11	0	0	226	0	2	0	0	0	0
Lane Group Flow (vph)	3	8	0	170	20	34	16	1196	0	157	1535	0
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	4.3	4.3	4.3	21.2	21.2	21.2	2.8	103.9		12.6	113.7	
Effective Green, g (s)	4.3	4.3	4.3	21.2	21.2	21.2	2.8	103.9		12.6	113.7	
Actuated g/C Ratio	0.03	0.03	0.03	0.13	0.13	0.13	0.02	0.65		0.08	0.71	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	47	44	40	234	246	209	60	2269		270	2513	
v/s Ratio Prot	0.00	c0.00		c0.10	0.01		0.00	0.34		c0.05	c0.43	
v/s Ratio Perm			0.00			0.02						
v/c Ratio	0.06	0.18	0.01	0.73	0.08	0.16	0.27	0.53		0.58	0.61	
Uniform Delay, d1	75.9	76.1	75.8	66.6	60.9	61.5	77.6	15.0		71.2	11.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.36	1.04		1.00	1.00	
Incremental Delay, d2	0.6	2.0	0.1	10.7	0.1	0.4	2.2	0.8		3.2	1.1	
Delay (s)	76.5	78.2	75.8	77.3	61.0	61.9	108.1	16.3		74.3	13.0	
Level of Service	E	E	E	E	E	E	F	B		E	B	
Approach Delay (s)		77.0			67.7			17.5			18.6	
Approach LOS		E			E			B			B	

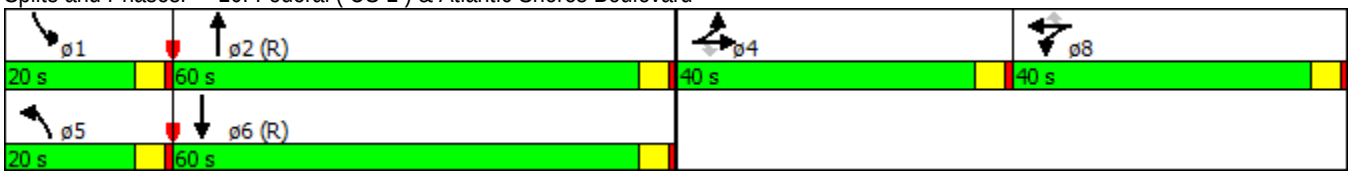
Intersection Summary			
HCM 2000 Control Delay	25.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	20	60	40	20	60	40
Maximum Split (%)	12.5%	37.5%	25.0%	12.5%	37.5%	25.0%
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		11	11		11	11
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	39	59	119	39	59	159
End Time (s)	59	119	159	59	119	39
Yield/Force Off (s)	54.5	114.5	154.5	54.5	114.5	34.5
Yield/Force Off 170(s)	54.5	103.5	143.5	54.5	103.5	23.5
Local Start Time (s)	140	0	60	140	0	100
Local Yield (s)	155.5	55.5	95.5	155.5	55.5	135.5
Local Yield 170(s)	155.5	44.5	84.5	155.5	44.5	124.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	100
Offset: 59 (37%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 10: Federal (US 1) & Atlantic Shores Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	149	113	118	37	60	12	88	958	15	44	1361	67
Future Volume (vph)	149	113	118	37	60	12	88	958	15	44	1361	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.92		1.00	0.97		1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1720		1770	1816		1770	3531		1770	3514	
Flt Permitted	0.66	1.00		0.19	1.00		0.13	1.00		0.25	1.00	
Satd. Flow (perm)	1233	1720		358	1816		248	3531		461	3514	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	162	123	128	40	65	13	96	1041	16	48	1479	73
RTOR Reduction (vph)	0	24	0	0	5	0	0	1	0	0	2	0
Lane Group Flow (vph)	162	227	0	40	73	0	96	1056	0	48	1550	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	25.4	25.4		25.4	25.4		125.6	125.6		125.6	125.6	
Effective Green, g (s)	25.4	25.4		25.4	25.4		125.6	125.6		125.6	125.6	
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.78	0.78		0.78	0.78	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	195	273		56	288		194	2771		361	2758	
v/s Ratio Prot		c0.13			0.04			0.30			c0.44	
v/s Ratio Perm	0.13			0.11			0.39			0.10		
v/c Ratio	0.83	0.83		0.71	0.25		0.49	0.38		0.13	0.56	
Uniform Delay, d1	65.2	65.2		63.9	59.0		6.0	5.3		4.1	6.6	
Progression Factor	1.00	1.00		1.00	1.00		1.08	0.40		1.20	0.98	
Incremental Delay, d2	24.9	18.8		35.0	0.5		6.7	0.3		0.6	0.7	
Delay (s)	90.1	84.0		98.9	59.5		13.2	2.4		5.6	7.2	
Level of Service	F	F		F	E		B	A		A	A	
Approach Delay (s)		86.4			72.8			3.3			7.1	
Approach LOS		F			E			A			A	

Intersection Summary			
HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	77.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	C-Max	None	C-Max	None
Maximum Split (s)	125	35	125	35
Maximum Split (%)	78.1%	21.9%	78.1%	21.9%
Minimum Split (s)	22.5	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	5	5	5	5
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)	7	7	7	7
Flash Dont Walk (s)	11	11	11	11
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	134	99	134	99
End Time (s)	99	134	99	134
Yield/Force Off (s)	94.5	129.5	94.5	129.5
Yield/Force Off 170(s)	83.5	118.5	83.5	118.5
Local Start Time (s)	0	125	0	125
Local Yield (s)	120.5	155.5	120.5	155.5
Local Yield 170(s)	109.5	144.5	109.5	144.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 134 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 11: NE 3rd & Federal (US 1)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	127	405	17	8	14	50	1335	19	43	2034	3
Future Volume (vph)	116	127	405	17	8	14	50	1335	19	43	2034	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.91	
Frt	1.00	0.89		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1650		1770	1863	2787	1770	3539	1583	3433	5084	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1650		1770	1863	2787	1770	3539	1583	3433	5084	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	126	138	440	18	9	15	54	1451	21	47	2211	3
RTOR Reduction (vph)	0	72	0	0	0	15	0	0	10	0	0	0
Lane Group Flow (vph)	126	506	0	18	9	0	54	1451	11	47	2214	0
Turn Type	Split	NA		Split	NA	Prot	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8	8	5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)	40.0	40.0		4.3	4.3	4.3	7.8	84.4	84.4	5.3	81.9	
Effective Green, g (s)	40.0	40.0		4.3	4.3	4.3	7.8	84.4	84.4	5.3	81.9	
Actuated g/C Ratio	0.25	0.25		0.03	0.03	0.03	0.05	0.53	0.53	0.03	0.51	
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	442	412		47	50	74	86	1866	835	113	2602	
v/s Ratio Prot	0.07	c0.31		c0.01	0.00	0.00	c0.03	0.41		0.01	c0.44	
v/s Ratio Perm									0.01			
v/c Ratio	0.29	1.23		0.38	0.18	0.01	0.63	0.78	0.01	0.42	0.85	
Uniform Delay, d1	48.5	60.0		76.5	76.1	75.8	74.7	30.3	18.0	75.8	33.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.47	0.63	1.00	0.81	1.33	
Incremental Delay, d2	0.1	122.4		1.9	0.6	0.0	9.0	3.0	0.0	0.2	1.0	
Delay (s)	48.6	182.4		78.4	76.8	75.8	118.5	22.2	18.0	61.4	46.1	
Level of Service	D	F		E	E	E	F	C	B	E	D	
Approach Delay (s)		158.4			77.1			25.5			46.4	
Approach LOS		F			E			C			D	

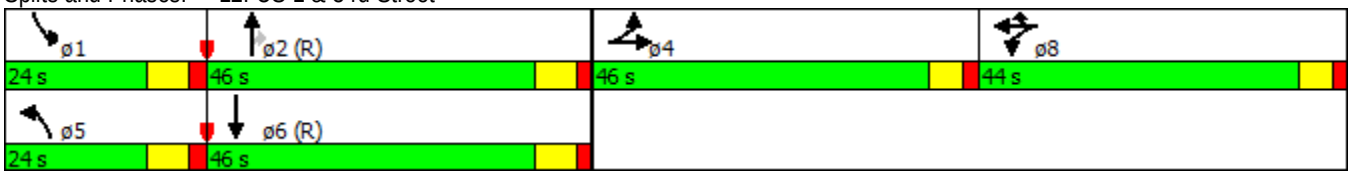
Intersection Summary			
HCM 2000 Control Delay	57.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	84.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	24	46	46	24	46	44
Maximum Split (%)	15.0%	28.8%	28.8%	15.0%	28.8%	27.5%
Minimum Split (s)	15	25	24	12	25	25
Yellow Time (s)	5	5	4	5	5	4
All-Red Time (s)	2	2	2	2	2	2
Minimum Initial (s)	5	12	6	5	12	6
Vehicle Extension (s)	1.5	3	2	1.5	3	2
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	89	113	159	89	113	45
End Time (s)	113	159	45	113	159	89
Yield/Force Off (s)	106	152	39	106	152	83
Yield/Force Off 170(s)	106	152	39	106	152	83
Local Start Time (s)	136	0	46	136	0	92
Local Yield (s)	153	39	86	153	39	130
Local Yield 170(s)	153	39	86	153	39	130

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	150
Offset: 113 (71%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 12: US 1 & 3 rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	9	128	37	6	8	171	1516	42	35	2382	12
Future Volume (vph)	17	9	128	37	6	8	171	1516	42	35	2382	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	4.5	
Lane Util. Factor		1.00		0.95	0.95	1.00	1.00	0.91	1.00	0.97	0.91	
Frt		0.89		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.99		0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1645		1681	1709	1583	1770	5085	1583	3433	5081	
Flt Permitted		0.99		0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1645		1681	1709	1583	1770	5085	1583	3433	5081	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	18	10	139	40	7	9	186	1648	46	38	2589	13
RTOR Reduction (vph)	0	118	0	0	0	9	0	0	14	0	0	0
Lane Group Flow (vph)	0	49	0	23	24	0	186	1648	32	38	2602	0
Turn Type	Split	NA		Split	NA	Prot	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8	8	5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		9.9		6.0	6.0	6.0	31.3	112.2	112.2	4.9	88.3	
Effective Green, g (s)		9.9		6.0	6.0	6.0	31.3	112.2	112.2	4.9	88.3	
Actuated g/C Ratio		0.06		0.04	0.04	0.04	0.20	0.70	0.70	0.03	0.55	
Clearance Time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	4.5	
Vehicle Extension (s)		2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)		101		63	64	59	346	3565	1110	105	2804	
v/s Ratio Prot		c0.03		0.01	c0.01	0.00	c0.11	0.32		0.01	c0.51	
v/s Ratio Perm									0.02			
v/c Ratio		0.48		0.37	0.38	0.01	0.54	0.46	0.03	0.36	0.93	
Uniform Delay, d1		72.6		75.1	75.2	74.1	57.8	10.6	7.3	76.0	32.9	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.47	
Incremental Delay, d2		1.3		1.3	1.3	0.0	0.8	0.4	0.0	0.4	3.5	
Delay (s)		73.9		76.4	76.5	74.1	58.7	11.0	7.3	65.1	51.8	
Level of Service		E		E	E	E	E	B	A	E	D	
Approach Delay (s)		73.9			76.1			15.6			52.0	
Approach LOS		E			E			B			D	

Intersection Summary			
HCM 2000 Control Delay	38.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	86.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	12	98	25	17	93	25
Maximum Split (%)	7.5%	61.3%	15.6%	10.6%	58.1%	15.6%
Minimum Split (s)	12	25	24.5	12	22.5	24.5
Yellow Time (s)	5	5	4	5	3.5	4
All-Red Time (s)	2	2	2.5	2	1	2.5
Minimum Initial (s)	5	10	6	5	10	6
Vehicle Extension (s)	1.5	3	2	1.5	3	2
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	23	35	133	23	40	158
End Time (s)	35	133	158	40	133	23
Yield/Force Off (s)	28	126	151.5	33	128.5	16.5
Yield/Force Off 170(s)	28	126	151.5	33	128.5	16.5
Local Start Time (s)	143	155	93	143	0	118
Local Yield (s)	148	86	111.5	153	88.5	136.5
Local Yield 170(s)	148	86	111.5	153	88.5	136.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	150
Offset: 40 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 13: US 1 & SE 9th Street

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	44	13	0	10	11
Future Volume (Veh/h)	11	44	13	0	10	11
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	48	14	0	11	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	14				86	14
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	14				86	14
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	99
cM capacity (veh/h)	1604				908	1066

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	60	14	23
Volume Left	12	0	11
Volume Right	0	0	12
cSH	1604	1700	984
Volume to Capacity	0.01	0.01	0.02
Queue Length 95th (ft)	1	0	2
Control Delay (s)	1.5	0.0	8.7
Lane LOS	A		A
Approach Delay (s)	1.5	0.0	8.7
Approach LOS			A

Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	19.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection has too many legs for HCM analysis.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	615	50	12	22	47
Future Volume (Veh/h)	5	615	50	12	22	47
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	668	54	13	24	51
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			228			
pX, platoon unblocked						
vC, conflicting volume	67				404	60
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	67				404	60
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				96	95
cM capacity (veh/h)	1533				572	992

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	228	445	67	75
Volume Left	5	0	0	24
Volume Right	0	0	13	51
cSH	1533	1700	1700	804
Volume to Capacity	0.00	0.26	0.04	0.09
Queue Length 95th (ft)	0	0	0	8
Control Delay (s)	0.2	0.0	0.0	9.9
Lane LOS	A			A
Approach Delay (s)	0.1		0.0	9.9
Approach LOS				A

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	31.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	650	0	0	83	83	65	275	7	0	0	0
Future Volume (vph)	42	650	0	0	83	83	65	275	7	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0	3.0		4.5				
Lane Util. Factor		1.00			1.00	1.00		0.95				
Frt		1.00			1.00	0.85		1.00				
Flt Protected		1.00			1.00	1.00		0.99				
Satd. Flow (prot)		1857			1863	1583		3495				
Flt Permitted		0.99			1.00	1.00		0.99				
Satd. Flow (perm)		1847			1863	1583		3495				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	46	707	0	0	90	90	71	299	8	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	69	0	1	0	0	0	0
Lane Group Flow (vph)	0	753	0	0	90	21	0	377	0	0	0	0
Turn Type	Prot	NA			NA	Perm	Split	NA				
Protected Phases	8	7 8			7		10 3	10 3				
Permitted Phases						7						
Actuated Green, G (s)		83.5			31.0	31.0		36.0				
Effective Green, g (s)		83.5			31.0	31.0		36.0				
Actuated g/C Ratio		0.64			0.24	0.24		0.28				
Clearance Time (s)					3.0	3.0						
Vehicle Extension (s)					3.0	3.0						
Lane Grp Cap (vph)		1190			444	377		967				
v/s Ratio Prot		c0.26			0.05			c0.11				
v/s Ratio Perm		c0.15				0.01						
v/c Ratio		0.63			0.20	0.06		0.39				
Uniform Delay, d1		14.0			39.6	38.2		38.1				
Progression Factor		0.35			1.00	1.00		1.00				
Incremental Delay, d2		0.6			0.2	0.1		0.3				
Delay (s)		5.5			39.8	38.3		38.4				
Level of Service		A			D	D		D				
Approach Delay (s)		5.5			39.1			38.4			0.0	
Approach LOS		A			D			D			A	

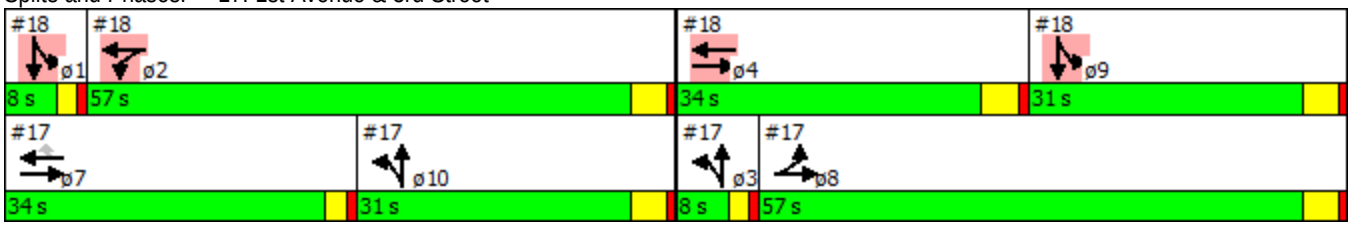
Intersection Summary			
HCM 2000 Control Delay	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	3	4	7	8	9	10
Node Number	18	18	17	18	17	17	18	17
Movement	SBTL	WBTL	NBTL	EBWB	EBWB	EBTL	SBTL	NBTL
Lead/Lag	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Max	Max	None	Min	None	None	None
Maximum Split (s)	8	57	8	34	34	57	31	31
Maximum Split (%)	6.2%	43.8%	6.2%	26.2%	26.2%	43.8%	23.8%	23.8%
Minimum Split (s)	4	22.5	4	22.5	4	22.5	9.5	22.5
Yellow Time (s)	2	3.5	2	3.5	2	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	1	5	1	5	1	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								7
Flash Dont Walk (s)								11
Dual Entry	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	8	65	65	0	73	99	34
End Time (s)	8	65	73	99	34	0	0	65
Yield/Force Off (s)	5	60.5	70	94.5	31	125.5	125.5	60.5
Yield/Force Off 170(s)	5	60.5	70	94.5	31	125.5	125.5	49.5
Local Start Time (s)	122	0	57	57	122	65	91	26
Local Yield (s)	127	52.5	62	86.5	23	117.5	117.5	52.5
Local Yield 170(s)	127	52.5	62	86.5	23	117.5	117.5	41.5

Intersection Summary	
Cycle Length	130
Control Type	Semi Act-Uncoord
Natural Cycle	65

Splits and Phases: 17: 1st Avenue & 3rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	284	14	41	108	0	0	0	0	409	602	8
Future Volume (vph)	0	284	14	41	108	0	0	0	0	409	602	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5					3.0	3.0	
Lane Util. Factor		1.00			1.00					1.00	0.91	
Frt		0.99			1.00					1.00	1.00	
Flt Protected		1.00			0.99					0.95	1.00	
Satd. Flow (prot)		1851			1837					1770	5075	
Flt Permitted		1.00			0.94					0.95	1.00	
Satd. Flow (perm)		1851			1753					1770	5075	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	309	15	45	117	0	0	0	0	445	654	9
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	322	0	0	162	0	0	0	0	445	662	0
Turn Type		NA		Prot	NA					Split	NA	
Protected Phases		4		2	2 4					1 9	1 9	
Permitted Phases												
Actuated Green, G (s)		29.5			82.0					36.0	36.0	
Effective Green, g (s)		29.5			82.0					31.5	31.5	
Actuated g/C Ratio		0.23			0.63					0.24	0.24	
Clearance Time (s)		4.5										
Vehicle Extension (s)		3.0										
Lane Grp Cap (vph)		420			1139					428	1229	
v/s Ratio Prot		c0.17			c0.06					c0.25	0.13	
v/s Ratio Perm					0.03							
v/c Ratio		0.77			0.14					1.04	0.54	
Uniform Delay, d1		47.0			9.7					49.2	42.9	
Progression Factor		1.00			0.21					1.00	1.00	
Incremental Delay, d2		8.2			0.1					54.2	0.5	
Delay (s)		55.2			2.1					103.4	43.4	
Level of Service		E			A					F	D	
Approach Delay (s)		55.2			2.1			0.0			67.5	
Approach LOS		E			A			A			E	

Intersection Summary			
HCM 2000 Control Delay	58.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	57.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

FUTURE 2018 AM PEAK HOUR CONDITIONS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	1912	223	79	1515	21	316	114	35	90	145	118
Future Volume (vph)	120	1912	223	79	1515	21	316	114	35	90	145	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.91		1.00	0.91		0.97	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00		1.00	0.96		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5006		1770	5075		3433	1797		1770	1738	
Flt Permitted	0.07	1.00		0.05	1.00		0.95	1.00		0.65	1.00	
Satd. Flow (perm)	137	5006		91	5075		3433	1797		1219	1738	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	130	2078	242	86	1647	23	343	124	38	98	158	128
RTOR Reduction (vph)	0	8	0	0	1	0	0	8	0	0	19	0
Lane Group Flow (vph)	130	2312	0	86	1669	0	343	154	0	98	267	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2						8		
Actuated Green, G (s)	96.1	84.2		91.1	81.7		19.4	38.4		39.0	29.0	
Effective Green, g (s)	96.1	84.2		91.1	81.7		19.4	38.4		39.0	29.0	
Actuated g/C Ratio	0.60	0.53		0.57	0.51		0.12	0.24		0.24	0.18	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	203	2634		150	2591		416	431		331	315	
v/s Ratio Prot	c0.05	c0.46		0.03	0.33		c0.10	0.09		0.02	c0.15	
v/s Ratio Perm	0.34			0.29						0.05		
v/c Ratio	0.64	0.88		0.57	0.64		0.82	0.36		0.30	0.85	
Uniform Delay, d1	23.2	33.4		30.8	28.5		68.6	50.6		48.4	63.4	
Progression Factor	1.00	1.00		1.52	2.27		1.00	1.00		1.00	1.00	
Incremental Delay, d2	6.7	4.5		4.2	1.0		12.5	0.5		0.5	18.7	
Delay (s)	30.0	37.9		51.0	65.9		81.1	51.1		48.9	82.0	
Level of Service	C	D		D	E		F	D		D	F	
Approach Delay (s)		37.5			65.2			71.5			73.6	
Approach LOS		D			E			E			E	

Intersection Summary			
HCM 2000 Control Delay	53.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	85.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBTL	SBL	NBT	WBL	EBTL	NBL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	20	75	15	50	20	75	25	40
Maximum Split (%)	12.5%	46.9%	9.4%	31.3%	12.5%	46.9%	15.6%	25.0%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	98	118	33	48	98	118	33	58
End Time (s)	118	33	48	98	118	33	58	98
Yield/Force Off (s)	113.5	28.5	43.5	93.5	113.5	28.5	53.5	93.5
Yield/Force Off 170(s)	113.5	17.5	43.5	82.5	113.5	17.5	53.5	82.5
Local Start Time (s)	140	0	75	90	140	0	75	100
Local Yield (s)	155.5	70.5	85.5	135.5	155.5	70.5	95.5	135.5
Local Yield 170(s)	155.5	59.5	85.5	124.5	155.5	59.5	95.5	124.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 118 (74%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	

Splits and Phases: 1: SW 8th Avenue/NW 8th Avenue & Hallandale Beach Boulevard

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1411	46	0	1533	0	0	0	0	281	655	58
Future Volume (vph)	0	1411	46	0	1533	0	0	0	0	281	655	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5						4.5	
Lane Util. Factor		0.91			0.91						0.86	
Frt		1.00			1.00						0.99	
Flt Protected		1.00			1.00						0.99	
Satd. Flow (prot)		5061			5085						6263	
Flt Permitted		1.00			1.00						0.99	
Satd. Flow (perm)		5061			5085						6263	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1534	50	0	1666	0	0	0	0	305	712	63
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	6	0
Lane Group Flow (vph)	0	1582	0	0	1666	0	0	0	0	0	1074	0
Turn Type		NA		Prot	NA					Perm	NA	
Protected Phases		2 3		1	1 2 3						4	
Permitted Phases										4		
Actuated Green, G (s)		65.5			85.7						32.8	
Effective Green, g (s)		65.5			85.7						32.8	
Actuated g/C Ratio		0.41			0.54						0.20	
Clearance Time (s)											4.5	
Vehicle Extension (s)											3.0	
Lane Grp Cap (vph)		2071			2723						1283	
v/s Ratio Prot		c0.31			c0.33							
v/s Ratio Perm											0.17	
v/c Ratio		0.76			0.61						0.84	
Uniform Delay, d1		40.6			25.7						61.0	
Progression Factor		1.70			0.29						1.00	
Incremental Delay, d2		0.9			0.3						4.9	
Delay (s)		69.8			7.7						66.0	
Level of Service		E			A						E	
Approach Delay (s)		69.8			7.7			0.0			66.0	
Approach LOS		E			A			A			E	

Intersection Summary			
HCM 2000 Control Delay	44.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	91.9%	ICU Level of Service	F
Analysis Period (min)	15		

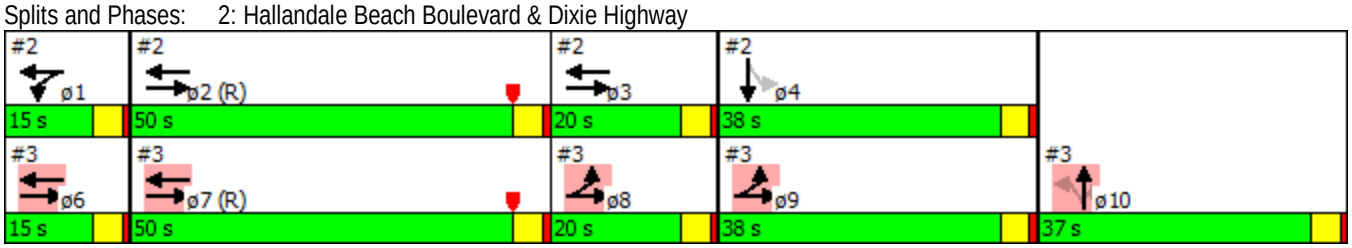
c Critical Lane Group

Phase Number	1	2	3	4	6	7	8	9	10
Node Number	2	2	2	2	3	3	3	3	3
Movement	WBTL	EBWB	EBWB	SBTL	EBWB	EBWB	EBTL	EBTL	NBTL
Lead/Lag		Lead	Lag			Lead	Lag		
Lead-Lag Optimize		Yes	Yes			Yes	Yes		
Recall Mode	None	C-Max	None	None	None	C-Max	None	None	None
Maximum Split (s)	15	50	20	38	15	50	20	38	37
Maximum Split (%)	9.4%	31.3%	12.5%	23.8%	9.4%	31.3%	12.5%	23.8%	23.1%
Minimum Split (s)	10	11	11	12.5	11	11	10	10	10
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0	0
Walk Time (s)									
Flash Dont Walk (s)									
Dual Entry	No	Yes	No	Yes	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	110	125	15	35	110	125	15	35	73
End Time (s)	125	15	35	73	125	15	35	73	110
Yield/Force Off (s)	120.5	10.5	30.5	68.5	120.5	10.5	30.5	68.5	105.5
Yield/Force Off 170(s)	120.5	10.5	30.5	68.5	120.5	10.5	30.5	68.5	105.5
Local Start Time (s)	99.5	114.5	4.5	24.5	99.5	114.5	4.5	24.5	62.5
Local Yield (s)	110	0	20	58	110	0	20	58	95
Local Yield 170(s)	110	0	20	58	110	0	20	58	95

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	65

Offset: 10.5 (7%), Referenced to phase 2:EBWB and 7:, Start of Yellow

Splits and Phases: 2: Hallandale Beach Boulevard & Dixie Highway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1692	0	0	1293	20	240	193	63	0	0	0
Future Volume (vph)	0	1692	0	0	1293	20	240	193	63	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5		4.5	4.5	4.5			
Lane Util. Factor		0.91			0.91		1.00	1.00	1.00			
Frt		1.00			1.00		1.00	1.00	0.85			
Flt Protected		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)		5085			5074		1770	1863	1583			
Flt Permitted		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)		5085			5074		1770	1863	1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1839	0	0	1405	22	261	210	68	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	56	0	0	0
Lane Group Flow (vph)	0	1839	0	0	1426	0	261	210	12	0	0	0
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	8 9	6 7 8 9			6 7			10				
Permitted Phases							10		10			
Actuated Green, G (s)		123.0			65.7		28.0	28.0	28.0			
Effective Green, g (s)		123.0			65.7		28.0	28.0	28.0			
Actuated g/C Ratio		0.77			0.41		0.18	0.18	0.18			
Clearance Time (s)							4.5	4.5	4.5			
Vehicle Extension (s)							3.0	3.0	3.0			
Lane Grp Cap (vph)		3909			2083		309	326	277			
v/s Ratio Prot		c0.36			c0.28			0.11				
v/s Ratio Perm							c0.15		0.01			
v/c Ratio		0.47			0.68		0.84	0.64	0.04			
Uniform Delay, d1		6.7			38.7		63.9	61.4	54.9			
Progression Factor		0.03			0.85		1.00	1.00	1.00			
Incremental Delay, d2		0.1			0.5		18.6	4.3	0.1			
Delay (s)		0.2			33.5		82.5	65.7	54.9			
Level of Service		A			C		F	E	D			
Approach Delay (s)		0.2			33.5			72.5			0.0	
Approach LOS		A			C			E			A	

Intersection Summary			
HCM 2000 Control Delay	22.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	91.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	162	991	418	649	1080	155	278	837	510	265	1258	54
Future Volume (vph)	162	991	418	649	1080	155	278	837	510	265	1258	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5		7.0	8.0	6.5	7.0	8.0	
Lane Util. Factor	1.00	0.86		0.97	0.91		0.97	0.91	1.00	0.97	0.86	
Frt	1.00	0.96		1.00	0.98		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	6123		3433	4990		3433	5085	1583	3433	6368	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	6123		3433	4990		3433	5085	1583	3433	6368	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	176	1077	454	705	1174	168	302	910	554	288	1367	59
RTOR Reduction (vph)	0	47	0	0	11	0	0	0	41	0	4	0
Lane Group Flow (vph)	176	1484	0	705	1331	0	302	910	513	288	1422	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	18.7	45.5		21.5	48.3		17.9	47.7	69.2	17.3	47.1	
Effective Green, g (s)	18.7	45.5		21.5	48.3		17.9	47.7	69.2	17.3	47.1	
Actuated g/C Ratio	0.12	0.28		0.13	0.30		0.11	0.30	0.43	0.11	0.29	
Clearance Time (s)	6.5	6.5		6.5	6.5		7.0	8.0	6.5	7.0	8.0	
Vehicle Extension (s)	1.5	2.5		1.5	2.5		1.5	2.5	1.5	1.5	2.5	
Lane Grp Cap (vph)	206	1741		461	1506		384	1515	684	371	1874	
v/s Ratio Prot	0.10	0.24		c0.21	c0.27		c0.09	0.18	c0.10	0.08	0.22	
v/s Ratio Perm									0.22			
v/c Ratio	0.85	0.91dr		1.53	0.88		0.79	0.60	0.75	0.78	0.76	
Uniform Delay, d1	69.3	54.1		69.2	53.2		69.2	48.0	38.1	69.5	51.3	
Progression Factor	1.42	0.56		1.16	1.38		1.39	0.80	0.32	0.98	1.08	
Incremental Delay, d2	24.7	5.0		247.2	6.7		7.4	1.4	3.2	7.6	2.5	
Delay (s)	123.5	35.6		327.5	79.9		103.6	39.8	15.2	75.7	57.8	
Level of Service	F	D		F	E		F	D	B	E	E	
Approach Delay (s)		44.6			165.2			43.0			60.8	
Approach LOS		D			F			D			E	

Intersection Summary			
HCM 2000 Control Delay	82.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	90.3%	ICU Level of Service	E
Analysis Period (min)	15		

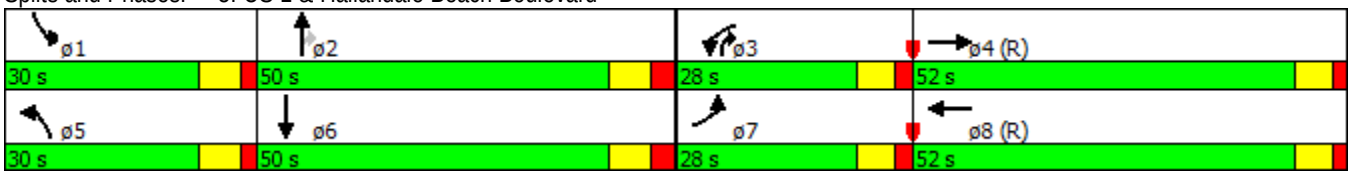
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	C-Max	None	Max	None	C-Max
Maximum Split (s)	30	50	28	52	30	50	28	52
Maximum Split (%)	18.8%	31.3%	17.5%	32.5%	18.8%	31.3%	17.5%	32.5%
Minimum Split (s)	12	26	11.5	24.5	12	26	11.5	24.5
Yellow Time (s)	5	5	4.5	4.5	5	5	4.5	4.5
All-Red Time (s)	2	3	2	2	2	3	2	2
Minimum Initial (s)	5	6	5	7	5	6	5	7
Vehicle Extension (s)	1.5	2.5	1.5	2.5	1.5	2.5	1.5	2.5
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	77	107	157	25	77	107	157	25
End Time (s)	107	157	25	77	107	157	25	77
Yield/Force Off (s)	100	149	18.5	70.5	100	149	18.5	70.5
Yield/Force Off 170(s)	100	138	18.5	59.5	100	138	18.5	59.5
Local Start Time (s)	52	82	132	0	52	82	132	0
Local Yield (s)	75	124	153.5	45.5	75	124	153.5	45.5
Local Yield 170(s)	75	113	153.5	34.5	75	113	153.5	34.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	110
Offset: 25 (16%), Referenced to phase 4:EBT and 8:WBT, Start of Green	

Splits and Phases: 5: US 1 & Hallandale Beach Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1664	50	33	1610	0	17	0	18	170	12	219
Future Volume (vph)	0	1664	50	33	1610	0	17	0	18	170	12	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.5	4.0			4.5		4.0	4.0	4.0
Lane Util. Factor		0.91	1.00	1.00	0.91			1.00		1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00			0.93		1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00			0.98		0.95	1.00	1.00
Satd. Flow (prot)		5085	1583	1770	5085			1690		1770	1863	1583
Flt Permitted		1.00	1.00	0.05	1.00			0.98		0.95	1.00	1.00
Satd. Flow (perm)		5085	1583	95	5085			1690		1770	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1809	54	36	1750	0	18	0	20	185	13	238
RTOR Reduction (vph)	0	0	29	0	0	0	0	37	0	0	0	125
Lane Group Flow (vph)	0	1809	25	36	1750	0	0	1	0	185	13	113
Turn Type		NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases		4		3	8		2	2		6	6	
Permitted Phases			4	8								6
Actuated Green, G (s)		73.8	73.8	89.1	89.1			4.6		53.8	53.8	53.8
Effective Green, g (s)		73.8	73.8	89.1	89.1			4.6		53.8	53.8	53.8
Actuated g/C Ratio		0.46	0.46	0.56	0.56			0.03		0.34	0.34	0.34
Clearance Time (s)		4.0	4.0	4.5	4.0			4.5		4.0	4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		2345	730	165	2831			48		595	626	532
v/s Ratio Prot		c0.36		0.01	c0.34			c0.00		c0.10	0.01	
v/s Ratio Perm			0.02	0.11								0.07
v/c Ratio		0.77	0.03	0.22	0.62			0.02		0.31	0.02	0.21
Uniform Delay, d1		36.0	23.6	50.7	24.0			75.5		39.4	35.5	37.9
Progression Factor		0.59	0.00	0.86	0.77			1.00		1.00	1.00	1.00
Incremental Delay, d2		1.6	0.1	0.6	0.9			0.2		1.4	0.1	0.9
Delay (s)		22.9	0.1	44.5	19.4			75.7		40.7	35.6	38.8
Level of Service		C	A	D	B			E		D	D	D
Approach Delay (s)		22.3			19.9			75.7			39.5	
Approach LOS		C			B			E			D	

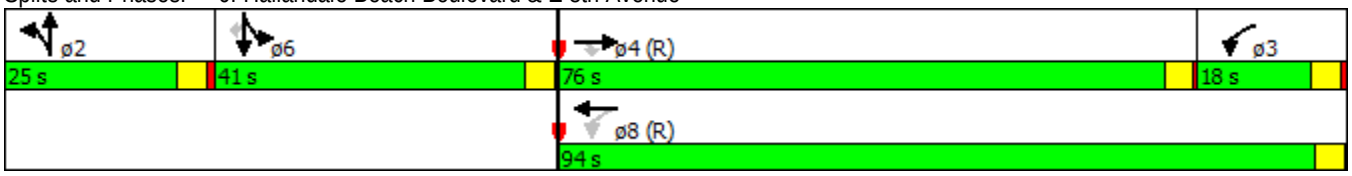
Intersection Summary			
HCM 2000 Control Delay	23.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	59.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	2	3	4	6	8
Movement	NBTL	WBL	EBT	SBTL	WBTL
Lead/Lag		Lag	Lead		
Lead-Lag Optimize		Yes	Yes		
Recall Mode	None	None	C-Max	Max	C-Max
Maximum Split (s)	25	18	76	41	94
Maximum Split (%)	15.6%	11.3%	47.5%	25.6%	58.8%
Minimum Split (s)	22.5	9.5	20	20	20
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	0.5	0.5	0.5
Minimum Initial (s)	5	5	4	4	4
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)	7		5	5	5
Flash Dont Walk (s)	11		11	11	11
Dual Entry	Yes	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	134	116	40	159	40
End Time (s)	159	134	116	40	134
Yield/Force Off (s)	154.5	129.5	112	36	130
Yield/Force Off 170(s)	143.5	129.5	101	25	119
Local Start Time (s)	94	76	0	119	0
Local Yield (s)	114.5	89.5	72	156	90
Local Yield 170(s)	103.5	89.5	61	145	79

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 40 (25%), Referenced to phase 4:EBT and 8:WBTL, Start of Green	

Splits and Phases: 6: Hallandale Beach Boulevard & E 8th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	1789	75	94	1733	42	46	26	87	0	0	0
Future Volume (vph)	63	1789	75	94	1733	42	46	26	87	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.95	0.95	1.00			
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00			
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	1681	1743	1583			
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00			
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	1681	1743	1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	68	1945	82	102	1884	46	50	28	95	0	0	0
RTOR Reduction (vph)	0	0	68	0	0	43	0	0	89	0	0	0
Lane Group Flow (vph)	68	1945	14	102	1884	3	38	40	6	0	0	0
Turn Type	Prot	NA	custom	Prot	NA	custom	Perm	NA	Perm			
Protected Phases	5	2		1	6			8				
Permitted Phases			8			8	8		8			
Actuated Green, G (s)	11.5	127.1	9.3	10.1	125.7	9.3	9.3	9.3	9.3			
Effective Green, g (s)	11.5	127.1	9.3	10.1	125.7	9.3	9.3	9.3	9.3			
Actuated g/C Ratio	0.07	0.79	0.06	0.06	0.79	0.06	0.06	0.06	0.06			
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	127	4039	92	216	3994	92	97	101	92			
v/s Ratio Prot	c0.04	c0.38		0.03	0.37							
v/s Ratio Perm			0.01			0.00	0.02	0.02	0.00			
v/c Ratio	0.54	0.48	0.15	0.47	0.47	0.03	0.39	0.40	0.06			
Uniform Delay, d1	71.7	5.5	71.6	72.4	5.8	71.1	72.6	72.6	71.2			
Progression Factor	0.96	0.13	1.34	1.47	0.19	6.18	1.00	1.00	1.00			
Incremental Delay, d2	3.1	0.3	0.6	1.0	0.3	0.1	2.6	2.5	0.3			
Delay (s)	72.0	1.0	96.5	107.2	1.4	439.4	75.2	75.2	71.5			
Level of Service	E	A	F	F	A	F	E	E	E			
Approach Delay (s)		7.1			16.6			73.2			0.0	
Approach LOS		A			B			E			A	

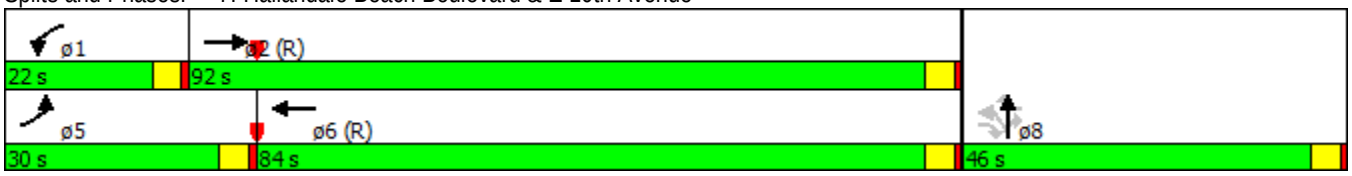
Intersection Summary			
HCM 2000 Control Delay	14.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	54.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	5	6	8
Movement	WBL	EBT	EBL	WBT	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	None
Maximum Split (s)	22	92	30	84	46
Maximum Split (%)	13.8%	57.5%	18.8%	52.5%	28.8%
Minimum Split (s)	11	22.5	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)					
Flash Dont Walk (s)					
Dual Entry	Yes	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	14	36	14	44	128
End Time (s)	36	128	44	128	14
Yield/Force Off (s)	31.5	123.5	39.5	123.5	9.5
Yield/Force Off 170(s)	31.5	123.5	39.5	123.5	9.5
Local Start Time (s)	130	152	130	0	84
Local Yield (s)	147.5	79.5	155.5	79.5	125.5
Local Yield 170(s)	147.5	79.5	155.5	79.5	125.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 44 (28%), Referenced to phase 2:EBT and 6:WBT, Start of Green	

Splits and Phases: 7: Hallandale Beach Boulevard & E 10th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	1302	216	23	1365	41	258	75	27	98	77	181
Future Volume (vph)	137	1302	216	23	1365	41	258	75	27	98	77	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		0.97	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.96		1.00	0.89	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	5063		3433	1790		1770	1667	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	1770	5063		3433	1790		1770	1667	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	149	1415	235	25	1484	45	280	82	29	107	84	197
RTOR Reduction (vph)	0	0	107	0	2	0	0	8	0	0	52	0
Lane Group Flow (vph)	149	1415	128	25	1527	0	280	103	0	107	229	0
Turn Type	Prot	NA	custom	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			4									
Actuated Green, G (s)	14.5	66.7	55.2	5.3	57.5		17.5	55.2		14.8	52.5	
Effective Green, g (s)	14.5	66.7	55.2	5.3	57.5		17.5	55.2		14.8	52.5	
Actuated g/C Ratio	0.09	0.42	0.35	0.03	0.36		0.11	0.35		0.09	0.33	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	160	2119	546	58	1819		375	617		163	546	
v/s Ratio Prot	c0.08	0.28		0.01	c0.30		c0.08	0.06		0.06	c0.14	
v/s Ratio Perm			c0.08									
v/c Ratio	0.93	0.67	0.23	0.43	0.84		0.75	0.17		0.66	0.42	
Uniform Delay, d1	72.3	37.7	37.3	75.9	47.0		69.1	36.4		70.1	41.9	
Progression Factor	0.75	0.94	1.90	1.34	0.79		1.00	1.00		1.00	1.00	
Incremental Delay, d2	47.8	1.5	0.2	4.7	4.5		7.9	0.1		9.2	2.4	
Delay (s)	102.3	36.8	71.2	106.6	41.6		77.0	36.6		79.3	44.2	
Level of Service	F	D	E	F	D		E	D		E	D	
Approach Delay (s)		46.7			42.6			65.5			53.9	
Approach LOS		D			D			E			D	

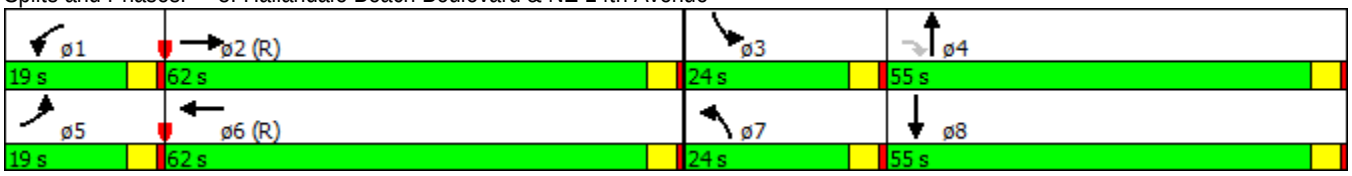
Intersection Summary			
HCM 2000 Control Delay	47.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	SBL	NBT	EBL	WBT	NBL	SBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	Max
Maximum Split (s)	19	62	24	55	19	62	24	55
Maximum Split (%)	11.9%	38.8%	15.0%	34.4%	11.9%	38.8%	15.0%	34.4%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	112	131	33	57	112	131	33	57
End Time (s)	131	33	57	112	131	33	57	112
Yield/Force Off (s)	126.5	28.5	52.5	107.5	126.5	28.5	52.5	107.5
Yield/Force Off 170(s)	126.5	17.5	52.5	96.5	126.5	17.5	52.5	96.5
Local Start Time (s)	141	0	62	86	141	0	62	86
Local Yield (s)	155.5	57.5	81.5	136.5	155.5	57.5	81.5	136.5
Local Yield 170(s)	155.5	46.5	81.5	125.5	155.5	46.5	81.5	125.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 131 (82%), Referenced to phase 2:EBT and 6:WBT, Start of Green	

Splits and Phases: 8: Hallandale Beach Boulevard & NE 14th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	965	6	3	1045	139	2	2	12	359	17	372
Future Volume (vph)	250	965	6	3	1045	139	2	2	12	359	17	372
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lane Util. Factor	0.97	0.91		1.00	0.91	1.00	1.00	1.00		0.97	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.87		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	5080		1770	5085	1583	1770	1621		3433	1595	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	5080		1770	5085	1583	1770	1621		3433	1595	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	272	1049	7	3	1136	151	2	2	13	390	18	404
RTOR Reduction (vph)	0	0	0	0	0	102	0	13	0	0	342	0
Lane Group Flow (vph)	272	1056	0	3	1136	49	2	2	0	390	80	0
Turn Type	Prot	NA		Prot	NA	custom	Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						8						
Actuated Green, G (s)	18.1	112.9		3.1	97.9	24.7	1.3	4.1		21.9	24.7	
Effective Green, g (s)	18.1	112.9		3.1	97.9	24.7	1.3	4.1		21.9	24.7	
Actuated g/C Ratio	0.11	0.71		0.02	0.61	0.15	0.01	0.03		0.14	0.15	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	388	3584		34	3111	244	14	41		469	246	
v/s Ratio Prot	c0.08	0.21		0.00	c0.22		0.00	0.00		c0.11	c0.05	
v/s Ratio Perm						0.03						
v/c Ratio	0.70	0.29		0.09	0.37	0.20	0.14	0.06		0.83	0.33	
Uniform Delay, d1	68.3	8.8		77.1	15.5	59.0	78.8	76.1		67.3	60.2	
Progression Factor	0.43	1.88		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.4	0.2		1.1	0.3	0.4	4.7	0.6		11.9	0.8	
Delay (s)	33.7	16.6		78.2	15.9	59.4	83.5	76.6		79.2	61.0	
Level of Service	C	B		E	B	E	F	E		E	E	
Approach Delay (s)		20.1			21.1			77.4			69.7	
Approach LOS		C			C			E			E	

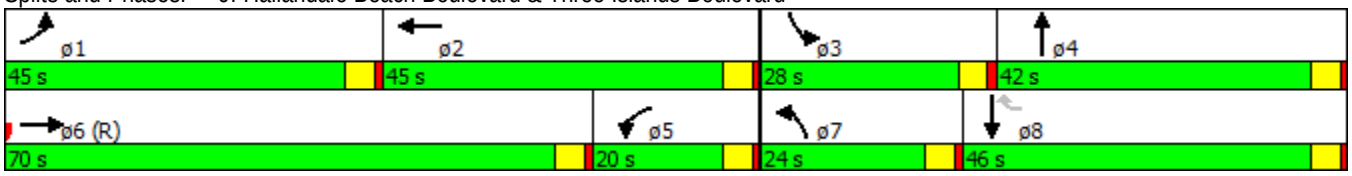
Intersection Summary			
HCM 2000 Control Delay	32.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	62.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	None	C-Max	None	None
Maximum Split (s)	45	45	28	42	20	70	24	46
Maximum Split (%)	28.1%	28.1%	17.5%	26.3%	12.5%	43.8%	15.0%	28.8%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	76	121	6	34	146	76	6	30
End Time (s)	121	6	34	76	6	146	30	76
Yield/Force Off (s)	116.5	1.5	29.5	71.5	1.5	141.5	25.5	71.5
Yield/Force Off 170(s)	116.5	150.5	29.5	60.5	1.5	130.5	25.5	60.5
Local Start Time (s)	0	45	90	118	70	0	90	114
Local Yield (s)	40.5	85.5	113.5	155.5	85.5	65.5	109.5	155.5
Local Yield 170(s)	40.5	74.5	113.5	144.5	85.5	54.5	109.5	144.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	75
Offset: 76 (48%), Referenced to phase 6:EBT, Start of Green	

Splits and Phases: 9: Hallandale Beach Boulevard & Three Islands Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	7	15	156	18	239	15	1025	91	144	1411	6
Future Volume (vph)	3	7	15	156	18	239	15	1025	91	144	1411	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	0.97	0.95		0.97	0.95	
Frt	1.00	0.94	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1668	1504	1770	1863	1583	3433	3496		3433	3537	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1668	1504	1770	1863	1583	3433	3496		3433	3537	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	8	16	170	20	260	16	1114	99	157	1534	7
RTOR Reduction (vph)	0	5	11	0	0	226	0	2	0	0	0	0
Lane Group Flow (vph)	3	8	0	170	20	34	16	1211	0	157	1541	0
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	4.3	4.3	4.3	21.2	21.2	21.2	2.8	103.9		12.6	113.7	
Effective Green, g (s)	4.3	4.3	4.3	21.2	21.2	21.2	2.8	103.9		12.6	113.7	
Actuated g/C Ratio	0.03	0.03	0.03	0.13	0.13	0.13	0.02	0.65		0.08	0.71	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	47	44	40	234	246	209	60	2270		270	2513	
v/s Ratio Prot	0.00	c0.00		c0.10	0.01		0.00	0.35		c0.05	c0.44	
v/s Ratio Perm			0.00			0.02						
v/c Ratio	0.06	0.18	0.01	0.73	0.08	0.16	0.27	0.53		0.58	0.61	
Uniform Delay, d1	75.9	76.1	75.8	66.6	60.9	61.5	77.6	15.0		71.2	11.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.39	1.03		1.00	1.00	
Incremental Delay, d2	0.6	2.0	0.1	10.7	0.1	0.4	2.2	0.8		3.2	1.1	
Delay (s)	76.5	78.2	75.8	77.3	61.0	61.9	109.9	16.3		74.3	13.0	
Level of Service	E	E	E	E	E	E	F	B		E	B	
Approach Delay (s)		77.0			67.7			17.5			18.7	
Approach LOS		E			E			B			B	

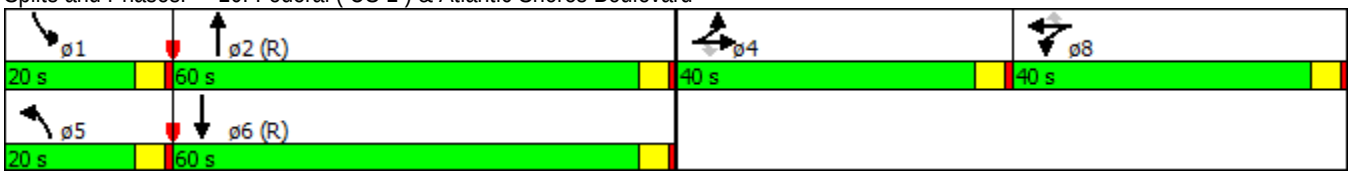
Intersection Summary			
HCM 2000 Control Delay	25.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	20	60	40	20	60	40
Maximum Split (%)	12.5%	37.5%	25.0%	12.5%	37.5%	25.0%
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		11	11		11	11
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	39	59	119	39	59	159
End Time (s)	59	119	159	59	119	39
Yield/Force Off (s)	54.5	114.5	154.5	54.5	114.5	34.5
Yield/Force Off 170(s)	54.5	103.5	143.5	54.5	103.5	23.5
Local Start Time (s)	140	0	60	140	0	100
Local Yield (s)	155.5	55.5	95.5	155.5	55.5	135.5
Local Yield 170(s)	155.5	44.5	84.5	155.5	44.5	124.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	100
Offset: 59 (37%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 10: Federal (US 1) & Atlantic Shores Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	149	113	119	38	60	12	89	972	16	44	1366	67
Future Volume (vph)	149	113	119	38	60	12	89	972	16	44	1366	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.92		1.00	0.97		1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1720		1770	1816		1770	3531		1770	3514	
Flt Permitted	0.66	1.00		0.19	1.00		0.13	1.00		0.24	1.00	
Satd. Flow (perm)	1233	1720		353	1816		246	3531		452	3514	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	162	123	129	41	65	13	97	1057	17	48	1485	73
RTOR Reduction (vph)	0	24	0	0	5	0	0	1	0	0	2	0
Lane Group Flow (vph)	162	228	0	41	73	0	97	1073	0	48	1556	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	25.4	25.4		25.4	25.4		125.6	125.6		125.6	125.6	
Effective Green, g (s)	25.4	25.4		25.4	25.4		125.6	125.6		125.6	125.6	
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.78	0.78		0.78	0.78	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	195	273		56	288		193	2771		354	2758	
v/s Ratio Prot		c0.13			0.04			0.30			c0.44	
v/s Ratio Perm	0.13			0.12			0.39			0.11		
v/c Ratio	0.83	0.83		0.73	0.25		0.50	0.39		0.14	0.56	
Uniform Delay, d1	65.2	65.3		64.1	59.0		6.1	5.3		4.1	6.6	
Progression Factor	1.00	1.00		1.00	1.00		1.07	0.40		1.20	0.98	
Incremental Delay, d2	24.9	19.2		38.7	0.5		6.8	0.3		0.7	0.7	
Delay (s)	90.1	84.4		102.8	59.5		13.4	2.4		5.6	7.2	
Level of Service	F	F		F	E		B	A		A	A	
Approach Delay (s)		86.6			74.4			3.3			7.2	
Approach LOS		F			E			A			A	

Intersection Summary			
HCM 2000 Control Delay	18.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	77.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	C-Max	None	C-Max	None
Maximum Split (s)	125	35	125	35
Maximum Split (%)	78.1%	21.9%	78.1%	21.9%
Minimum Split (s)	22.5	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	5	5	5	5
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)	7	7	7	7
Flash Dont Walk (s)	11	11	11	11
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	134	99	134	99
End Time (s)	99	134	99	134
Yield/Force Off (s)	94.5	129.5	94.5	129.5
Yield/Force Off 170(s)	83.5	118.5	83.5	118.5
Local Start Time (s)	0	125	0	125
Local Yield (s)	120.5	155.5	120.5	155.5
Local Yield 170(s)	109.5	144.5	109.5	144.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 134 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 11: NE 3rd & Federal (US 1)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	127	431	17	8	14	58	1342	19	43	2048	3
Future Volume (vph)	116	127	431	17	8	14	58	1342	19	43	2048	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.91	
Frt	1.00	0.88		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1647		1770	1863	2787	1770	3539	1583	3433	5084	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1647		1770	1863	2787	1770	3539	1583	3433	5084	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	126	138	468	18	9	15	63	1459	21	47	2226	3
RTOR Reduction (vph)	0	77	0	0	0	15	0	0	10	0	0	0
Lane Group Flow (vph)	126	530	0	18	9	0	63	1459	11	47	2229	0
Turn Type	Split	NA		Split	NA	Prot	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8	8	5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)	40.0	40.0		4.3	4.3	4.3	8.5	84.4	84.4	5.3	81.2	
Effective Green, g (s)	40.0	40.0		4.3	4.3	4.3	8.5	84.4	84.4	5.3	81.2	
Actuated g/C Ratio	0.25	0.25		0.03	0.03	0.03	0.05	0.53	0.53	0.03	0.51	
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	442	411		47	50	74	94	1866	835	113	2580	
v/s Ratio Prot	0.07	c0.32		c0.01	0.00	0.00	c0.04	c0.41		0.01	c0.44	
v/s Ratio Perm									0.01			
v/c Ratio	0.29	1.29		0.38	0.18	0.01	0.67	0.78	0.01	0.42	0.86	
Uniform Delay, d1	48.5	60.0		76.5	76.1	75.8	74.4	30.4	18.0	75.8	34.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.47	0.62	1.00	0.81	1.32	
Incremental Delay, d2	0.1	147.0		1.9	0.6	0.0	12.5	3.0	0.0	0.2	1.1	
Delay (s)	48.6	207.0		78.4	76.8	75.8	121.5	21.8	18.0	61.6	46.6	
Level of Service	D	F		E	E	E	F	C	B	E	D	
Approach Delay (s)		179.7			77.1			25.8			46.9	
Approach LOS		F			E			C			D	

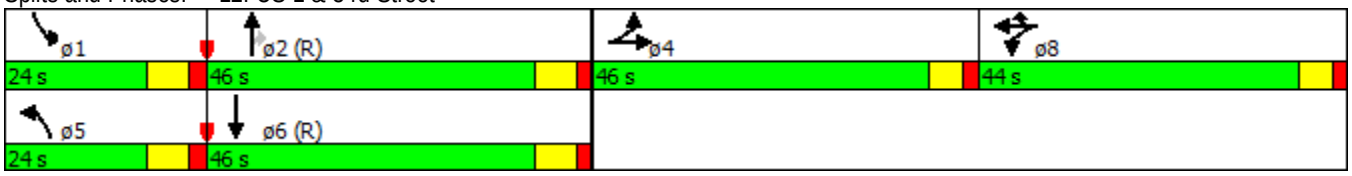
Intersection Summary			
HCM 2000 Control Delay	61.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	92.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	24	46	46	24	46	44
Maximum Split (%)	15.0%	28.8%	28.8%	15.0%	28.8%	27.5%
Minimum Split (s)	15	25	24	12	25	25
Yellow Time (s)	5	5	4	5	5	4
All-Red Time (s)	2	2	2	2	2	2
Minimum Initial (s)	5	12	6	5	12	6
Vehicle Extension (s)	1.5	3	2	1.5	3	2
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	89	113	159	89	113	45
End Time (s)	113	159	45	113	159	89
Yield/Force Off (s)	106	152	39	106	152	83
Yield/Force Off 170(s)	106	152	39	106	152	83
Local Start Time (s)	136	0	46	136	0	92
Local Yield (s)	153	39	86	153	39	130
Local Yield 170(s)	153	39	86	153	39	130

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	150
Offset: 113 (71%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 12: US 1 & 3 rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	9	128	37	6	8	171	1529	42	35	2413	21
Future Volume (vph)	19	9	128	37	6	8	171	1529	42	35	2413	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	4.5	
Lane Util. Factor		1.00		0.95	0.95	1.00	1.00	0.91	1.00	0.97	0.91	
Frt		0.89		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.99		0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1647		1681	1709	1583	1770	5085	1583	3433	5079	
Flt Permitted		0.99		0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1647		1681	1709	1583	1770	5085	1583	3433	5079	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	10	139	40	7	9	186	1662	46	38	2623	23
RTOR Reduction (vph)	0	106	0	0	0	9	0	0	14	0	0	0
Lane Group Flow (vph)	0	64	0	23	24	0	186	1662	32	38	2646	0
Turn Type	Split	NA		Split	NA	Prot	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8	8	5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		11.0		6.0	6.0	6.0	30.8	111.1	111.1	4.9	87.7	
Effective Green, g (s)		11.0		6.0	6.0	6.0	30.8	111.1	111.1	4.9	87.7	
Actuated g/C Ratio		0.07		0.04	0.04	0.04	0.19	0.69	0.69	0.03	0.55	
Clearance Time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	4.5	
Vehicle Extension (s)		2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)		113		63	64	59	340	3530	1099	105	2783	
v/s Ratio Prot		c0.04		0.01	c0.01	0.00	c0.11	0.33		0.01	c0.52	
v/s Ratio Perm									0.02			
v/c Ratio		0.56		0.37	0.38	0.01	0.55	0.47	0.03	0.36	0.95	
Uniform Delay, d1		72.2		75.1	75.2	74.1	58.3	11.1	7.6	76.0	34.1	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.47	
Incremental Delay, d2		3.8		1.3	1.3	0.0	1.0	0.5	0.0	0.3	4.4	
Delay (s)		76.0		76.4	76.5	74.1	59.3	11.6	7.7	64.8	54.7	
Level of Service		E		E	E	E	E	B	A	E	D	
Approach Delay (s)		76.0			76.1			16.1			54.8	
Approach LOS		E			E			B			D	

Intersection Summary			
HCM 2000 Control Delay	40.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	87.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	12	98	25	17	93	25
Maximum Split (%)	7.5%	61.3%	15.6%	10.6%	58.1%	15.6%
Minimum Split (s)	12	25	24.5	12	22.5	24.5
Yellow Time (s)	5	5	4	5	3.5	4
All-Red Time (s)	2	2	2.5	2	1	2.5
Minimum Initial (s)	5	10	6	5	10	6
Vehicle Extension (s)	1.5	3	2	1.5	3	2
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	23	35	133	23	40	158
End Time (s)	35	133	158	40	133	23
Yield/Force Off (s)	28	126	151.5	33	128.5	16.5
Yield/Force Off 170(s)	28	126	151.5	33	128.5	16.5
Local Start Time (s)	143	155	93	143	0	118
Local Yield (s)	148	86	111.5	153	88.5	136.5
Local Yield 170(s)	148	86	111.5	153	88.5	136.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	150
Offset: 40 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 13: US 1 & SE 9th Street

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	44	13	0	36	101
Future Volume (Veh/h)	11	44	13	0	36	101
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	48	14	0	39	110
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	14				86	14
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	14				86	14
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				96	90
cM capacity (veh/h)	1604				908	1066

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	60	14	149
Volume Left	12	0	39
Volume Right	0	0	110
cSH	1604	1700	1020
Volume to Capacity	0.01	0.01	0.15
Queue Length 95th (ft)	1	0	13
Control Delay (s)	1.5	0.0	9.1
Lane LOS	A		A
Approach Delay (s)	1.5	0.0	9.1
Approach LOS			A

Intersection Summary			
Average Delay	6.5		
Intersection Capacity Utilization	24.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection has too many legs for HCM analysis.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	615	58	12	48	47
Future Volume (Veh/h)	5	615	58	12	48	47
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	668	63	13	52	51
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			228			
pX, platoon unblocked						
vC, conflicting volume	76				414	70
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	76				414	70
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				91	95
cM capacity (veh/h)	1521				565	979

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	228	445	76	103
Volume Left	5	0	0	52
Volume Right	0	0	13	51
cSH	1521	1700	1700	715
Volume to Capacity	0.00	0.26	0.04	0.14
Queue Length 95th (ft)	0	0	0	13
Control Delay (s)	0.2	0.0	0.0	10.9
Lane LOS	A			B
Approach Delay (s)	0.1		0.0	10.9
Approach LOS				B

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	32.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	650	0	0	85	83	65	276	7	0	0	0
Future Volume (vph)	42	650	0	0	85	83	65	276	7	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0	3.0		4.5				
Lane Util. Factor		1.00			1.00	1.00		0.95				
Frt		1.00			1.00	0.85		1.00				
Flt Protected		1.00			1.00	1.00		0.99				
Satd. Flow (prot)		1857			1863	1583		3495				
Flt Permitted		0.99			1.00	1.00		0.99				
Satd. Flow (perm)		1847			1863	1583		3495				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	46	707	0	0	92	90	71	300	8	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	69	0	1	0	0	0	0
Lane Group Flow (vph)	0	753	0	0	92	21	0	378	0	0	0	0
Turn Type	Prot	NA			NA	Perm	Split	NA				
Protected Phases	8	7 8			7		10 3	10 3				
Permitted Phases						7						
Actuated Green, G (s)		83.5			31.0	31.0		36.0				
Effective Green, g (s)		83.5			31.0	31.0		36.0				
Actuated g/C Ratio		0.64			0.24	0.24		0.28				
Clearance Time (s)					3.0	3.0						
Vehicle Extension (s)					3.0	3.0						
Lane Grp Cap (vph)		1190			444	377		967				
v/s Ratio Prot		c0.26			0.05			c0.11				
v/s Ratio Perm		c0.15				0.01						
v/c Ratio		0.63			0.21	0.06		0.39				
Uniform Delay, d1		14.0			39.7	38.2		38.1				
Progression Factor		0.35			1.00	1.00		1.00				
Incremental Delay, d2		0.6			0.2	0.1		0.3				
Delay (s)		5.5			39.9	38.3		38.4				
Level of Service		A			D	D		D				
Approach Delay (s)		5.5			39.1			38.4			0.0	
Approach LOS		A			D			D			A	

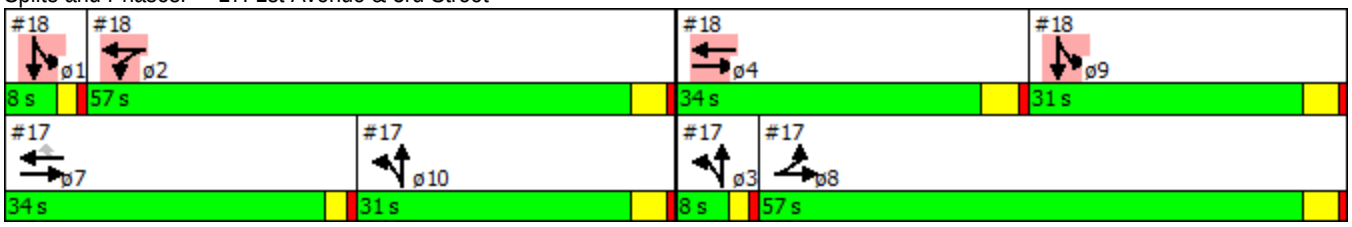
Intersection Summary			
HCM 2000 Control Delay	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	3	4	7	8	9	10
Node Number	18	18	17	18	17	17	18	17
Movement	SBTL	WBTL	NBTL	EBWB	EBWB	EBTL	SBTL	NBTL
Lead/Lag	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Max	Max	None	Min	None	None	None
Maximum Split (s)	8	57	8	34	34	57	31	31
Maximum Split (%)	6.2%	43.8%	6.2%	26.2%	26.2%	43.8%	23.8%	23.8%
Minimum Split (s)	4	22.5	4	22.5	4	22.5	9.5	22.5
Yellow Time (s)	2	3.5	2	3.5	2	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	1	5	1	5	1	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								7
Flash Dont Walk (s)								11
Dual Entry	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	8	65	65	0	73	99	34
End Time (s)	8	65	73	99	34	0	0	65
Yield/Force Off (s)	5	60.5	70	94.5	31	125.5	125.5	60.5
Yield/Force Off 170(s)	5	60.5	70	94.5	31	125.5	125.5	49.5
Local Start Time (s)	122	0	57	57	122	65	91	26
Local Yield (s)	127	52.5	62	86.5	23	117.5	117.5	52.5
Local Yield 170(s)	127	52.5	62	86.5	23	117.5	117.5	41.5

Intersection Summary	
Cycle Length	130
Control Type	Semi Act-Uncoord
Natural Cycle	65

Splits and Phases: 17: 1st Avenue & 3rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	284	14	43	108	0	0	0	0	409	602	8
Future Volume (vph)	0	284	14	43	108	0	0	0	0	409	602	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5					3.0	3.0	
Lane Util. Factor		1.00			1.00					1.00	0.91	
Frt		0.99			1.00					1.00	1.00	
Flt Protected		1.00			0.99					0.95	1.00	
Satd. Flow (prot)		1851			1836					1770	5075	
Flt Permitted		1.00			0.93					0.95	1.00	
Satd. Flow (perm)		1851			1740					1770	5075	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	309	15	47	117	0	0	0	0	445	654	9
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	322	0	0	164	0	0	0	0	445	662	0
Turn Type		NA		Prot	NA					Split	NA	
Protected Phases		4		2	2 4					1 9	1 9	
Permitted Phases												
Actuated Green, G (s)		29.5			82.0					36.0	36.0	
Effective Green, g (s)		29.5			82.0					31.5	31.5	
Actuated g/C Ratio		0.23			0.63					0.24	0.24	
Clearance Time (s)		4.5										
Vehicle Extension (s)		3.0										
Lane Grp Cap (vph)		420			1136					428	1229	
v/s Ratio Prot		c0.17			c0.06					c0.25	0.13	
v/s Ratio Perm					0.03							
v/c Ratio		0.77			0.14					1.04	0.54	
Uniform Delay, d1		47.0			9.7					49.2	42.9	
Progression Factor		1.00			0.21					1.00	1.00	
Incremental Delay, d2		8.2			0.1					54.2	0.5	
Delay (s)		55.2			2.1					103.4	43.4	
Level of Service		E			A					F	D	
Approach Delay (s)		55.2			2.1			0.0			67.5	
Approach LOS		E			A			A			E	

Intersection Summary			
HCM 2000 Control Delay	58.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	57.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection Sign configuration not allowed in HCM analysis.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1085			1623	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	0	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1085			1623	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	0	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1085			1623	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	0	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	24	23	4	7	23	18
Future Volume (Veh/h)	24	23	4	7	23	18
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	25	4	8	25	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	78	8			12	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	78	8			12	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	98			98	
cM capacity (veh/h)	910	1074			1607	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	51	12	45
Volume Left	26	0	25
Volume Right	25	8	0
cSH	984	1700	1607
Volume to Capacity	0.05	0.01	0.02
Queue Length 95th (ft)	4	0	1
Control Delay (s)	8.9	0.0	4.1
Lane LOS	A		A
Approach Delay (s)	8.9	0.0	4.1
Approach LOS	A		

Intersection Summary			
Average Delay	5.9		
Intersection Capacity Utilization	18.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	1	4	0	0	18
Future Volume (Veh/h)	1	1	4	0	0	18
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	1	4	0	0	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	24	4			4	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	24	4			4	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	992	1080			1618	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	2	4	20
Volume Left	1	0	0
Volume Right	1	0	0
cSH	1034	1700	1700
Volume to Capacity	0.00	0.00	0.01
Queue Length 95th (ft)	0	0	0
Control Delay (s)	8.5	0.0	0.0
Lane LOS	A		
Approach Delay (s)	8.5	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	84	3	4	26	7	18
Future Volume (Veh/h)	84	3	4	26	7	18
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	91	3	4	28	8	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	54	18			32	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	54	18			32	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	90	100			99	
cM capacity (veh/h)	949	1061			1580	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	94	32	28
Volume Left	91	0	8
Volume Right	3	28	0
cSH	952	1700	1580
Volume to Capacity	0.10	0.02	0.01
Queue Length 95th (ft)	8	0	0
Control Delay (s)	9.2	0.0	2.1
Lane LOS	A		A
Approach Delay (s)	9.2	0.0	2.1
Approach LOS	A		

Intersection Summary			
Average Delay	6.0		
Intersection Capacity Utilization	18.6%	ICU Level of Service	A
Analysis Period (min)	15		

EXISTING 2015 PM PEAK HOUR CONDITIONS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	1611	180	74	1839	31	420	150	27	60	110	149
Future Volume (vph)	157	1611	180	74	1839	31	420	150	27	60	110	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.91		1.00	0.91		0.97	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00		1.00	0.98		1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5009		1770	5073		3433	1821		1770	1702	
Flt Permitted	0.05	1.00		0.05	1.00		0.95	1.00		0.64	1.00	
Satd. Flow (perm)	92	5009		97	5073		3433	1821		1186	1702	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	171	1751	196	80	1999	34	457	163	29	65	120	162
RTOR Reduction (vph)	0	7	0	0	1	0	0	4	0	0	32	0
Lane Group Flow (vph)	171	1940	0	80	2032	0	457	188	0	65	250	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2						8		
Actuated Green, G (s)	97.1	83.6		85.8	76.8		20.5	41.2		37.1	28.9	
Effective Green, g (s)	97.1	83.6		85.8	76.8		20.5	41.2		37.1	28.9	
Actuated g/C Ratio	0.61	0.52		0.54	0.48		0.13	0.26		0.23	0.18	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	221	2617		146	2435		439	468		304	307	
v/s Ratio Prot	c0.08	0.39		0.03	c0.40		c0.13	0.10		0.01	c0.15	
v/s Ratio Perm	0.39			0.26						0.04		
v/c Ratio	0.77	0.74		0.55	0.83		1.04	0.40		0.21	0.81	
Uniform Delay, d1	48.2	29.8		26.0	36.1		69.8	49.2		49.0	63.0	
Progression Factor	1.00	1.00		1.76	0.79		1.00	1.00		1.00	1.00	
Incremental Delay, d2	15.4	1.9		3.0	2.5		54.0	0.6		0.4	15.2	
Delay (s)	63.6	31.7		48.7	30.9		123.8	49.8		49.4	78.1	
Level of Service	E	C		D	C		F	D		D	E	
Approach Delay (s)		34.3			31.6			101.9			72.7	
Approach LOS		C			C			F			E	

Intersection Summary			
HCM 2000 Control Delay	44.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	86.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBTL	SBL	NBT	WBL	EBTL	NBL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	25	70	25	40	25	70	25	40
Maximum Split (%)	15.6%	43.8%	15.6%	25.0%	15.6%	43.8%	15.6%	25.0%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	130	155	65	90	130	155	65	90
End Time (s)	155	65	90	130	155	65	90	130
Yield/Force Off (s)	150.5	60.5	85.5	125.5	150.5	60.5	85.5	125.5
Yield/Force Off 170(s)	150.5	49.5	85.5	114.5	150.5	49.5	85.5	114.5
Local Start Time (s)	135	0	70	95	135	0	70	95
Local Yield (s)	155.5	65.5	90.5	130.5	155.5	65.5	90.5	130.5
Local Yield 170(s)	155.5	54.5	90.5	119.5	155.5	54.5	90.5	119.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 155 (97%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	

Splits and Phases: 1: SW 8th Avenue/NW 8th Avenue & Hallandale Beach Boulevard

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1213	34	95	1903	0	0	0	0	142	336	43
Future Volume (vph)	0	1213	34	95	1903	0	0	0	0	142	336	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5						4.5	
Lane Util. Factor		0.91		1.00	0.91						0.86	
Frt		1.00		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		5064		1770	5085						6243	
Flt Permitted		1.00		0.95	1.00						0.99	
Satd. Flow (perm)		5064		1770	5085						6243	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1318	37	103	2068	0	0	0	0	154	365	47
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	10	0
Lane Group Flow (vph)	0	1353	0	103	2068	0	0	0	0	0	556	0
Turn Type		NA		Prot	NA					Perm	NA	
Protected Phases		2 3		1	1 2 3						4	
Permitted Phases										4		
Actuated Green, G (s)		65.5		22.7	92.7						20.6	
Effective Green, g (s)		65.5		22.7	92.7						20.6	
Actuated g/C Ratio		0.41		0.14	0.58						0.13	
Clearance Time (s)				4.5							4.5	
Vehicle Extension (s)				3.0							3.0	
Lane Grp Cap (vph)		2073		251	2946						803	
v/s Ratio Prot		0.27		0.06	c0.41							
v/s Ratio Perm											0.09	
v/c Ratio		0.65		0.41	0.70						0.69	
Uniform Delay, d1		38.1		62.6	23.9						66.7	
Progression Factor		1.42		1.24	0.25						1.00	
Incremental Delay, d2		0.5		0.5	0.4						2.6	
Delay (s)		54.5		77.8	6.4						69.3	
Level of Service		D		E	A						E	
Approach Delay (s)		54.5			9.8			0.0			69.3	
Approach LOS		D			A			A			E	

Intersection Summary			
HCM 2000 Control Delay	32.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	52.1%	ICU Level of Service	A
Analysis Period (min)	15		

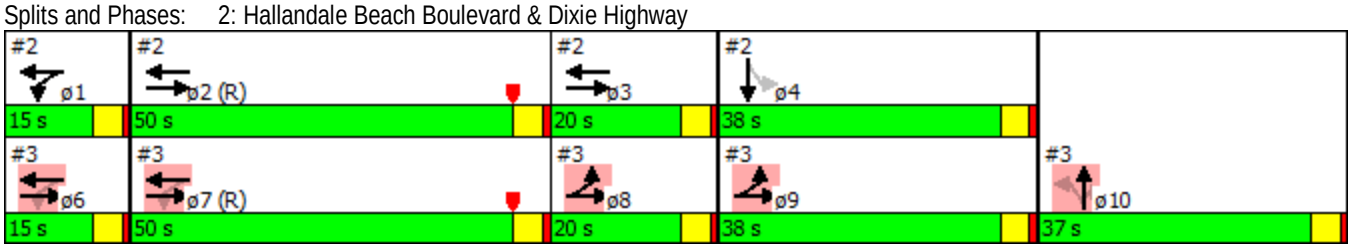
c Critical Lane Group

Phase Number	1	2	3	4	6	7	8	9	10
Node Number	2	2	2	2	3	3	3	3	3
Movement	WBTL	EBWB	EBWB	SBTL	EBWB	EBWB	EBTL	EBTL	NBTL
Lead/Lag		Lead	Lag			Lead	Lag		
Lead-Lag Optimize		Yes	Yes			Yes	Yes		
Recall Mode	None	C-Max	None	None	None	C-Max	None	None	None
Maximum Split (s)	15	50	20	38	15	50	20	38	37
Maximum Split (%)	9.4%	31.3%	12.5%	23.8%	9.4%	31.3%	12.5%	23.8%	23.1%
Minimum Split (s)	10	11	11	12.5	11	11	10	10	10
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0	0
Walk Time (s)									
Flash Dont Walk (s)									
Dual Entry	No	Yes	No	Yes	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	110	125	15	35	110	125	15	35	73
End Time (s)	125	15	35	73	125	15	35	73	110
Yield/Force Off (s)	120.5	10.5	30.5	68.5	120.5	10.5	30.5	68.5	105.5
Yield/Force Off 170(s)	120.5	10.5	30.5	68.5	120.5	10.5	30.5	68.5	105.5
Local Start Time (s)	99.5	114.5	4.5	24.5	99.5	114.5	4.5	24.5	62.5
Local Yield (s)	110	0	20	58	110	0	20	58	95
Local Yield 170(s)	110	0	20	58	110	0	20	58	95

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	90

Offset: 10.5 (7%), Referenced to phase 2:EBWB and 7:, Start of Yellow

Splits and Phases: 2: Hallandale Beach Boulevard & Dixie Highway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	1322	0	1	1740	44	258	286	89	0	0	0
Future Volume (vph)	33	1322	0	1	1740	44	258	286	89	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5		4.5	4.5	4.5			
Lane Util. Factor	1.00	0.91			0.91		1.00	1.00	1.00			
Frt	1.00	1.00			1.00		1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1770	5085			5066		1770	1863	1583			
Flt Permitted	0.95	1.00			0.94		0.95	1.00	1.00			
Satd. Flow (perm)	1770	5085			4760		1770	1863	1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	36	1437	0	1	1891	48	280	311	97	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	77	0	0	0
Lane Group Flow (vph)	36	1437	0	0	1938	0	280	311	20	0	0	0
Turn Type	Prot	NA		Perm	NA		Perm	NA	Perm			
Protected Phases	8 9	6 7 8 9			6 7			10				
Permitted Phases				6 7			10		10			
Actuated Green, G (s)	40.6	117.8			72.7		33.2	33.2	33.2			
Effective Green, g (s)	40.6	117.8			72.7		33.2	33.2	33.2			
Actuated g/C Ratio	0.25	0.74			0.45		0.21	0.21	0.21			
Clearance Time (s)							4.5	4.5	4.5			
Vehicle Extension (s)							3.0	3.0	3.0			
Lane Grp Cap (vph)	449	3743			2162		367	386	328			
v/s Ratio Prot	0.02	c0.28						c0.17				
v/s Ratio Perm					c0.41		0.16		0.01			
v/c Ratio	0.08	0.38			0.90		0.76	0.81	0.06			
Uniform Delay, d1	45.5	7.8			40.2		59.7	60.3	50.9			
Progression Factor	0.54	0.01			0.74		1.00	1.00	1.00			
Incremental Delay, d2	0.1	0.1			0.5		9.1	11.6	0.1			
Delay (s)	24.7	0.1			30.4		68.8	71.9	51.0			
Level of Service	C	A			C		E	E	D			
Approach Delay (s)		0.8			30.4			67.7			0.0	
Approach LOS		A			C			E			A	

Intersection Summary			
HCM 2000 Control Delay	26.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	57.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	196	970	273	490	1293	189	485	1131	581	348	933	73
Future Volume (vph)	196	970	273	490	1293	189	485	1131	581	348	933	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5		7.0	8.0	6.5	7.0	8.0	
Lane Util. Factor	1.00	0.86		0.97	0.91		0.97	0.91	1.00	0.97	0.86	
Frt	1.00	0.97		1.00	0.98		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	6197		3433	4988		3433	5085	1583	3433	6338	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	6197		3433	4988		3433	5085	1583	3433	6338	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	213	1054	297	533	1405	205	527	1229	632	378	1014	79
RTOR Reduction (vph)	0	31	0	0	12	0	0	0	42	0	7	0
Lane Group Flow (vph)	213	1320	0	533	1598	0	527	1229	590	378	1086	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	20.7	45.5		21.5	46.3		23.0	44.4	65.9	20.6	42.0	
Effective Green, g (s)	20.7	45.5		21.5	46.3		23.0	44.4	65.9	20.6	42.0	
Actuated g/C Ratio	0.13	0.28		0.13	0.29		0.14	0.28	0.41	0.13	0.26	
Clearance Time (s)	6.5	6.5		6.5	6.5		7.0	8.0	6.5	7.0	8.0	
Vehicle Extension (s)	1.5	2.5		1.5	2.5		1.5	2.5	1.5	1.5	2.5	
Lane Grp Cap (vph)	228	1762		461	1443		493	1411	651	441	1663	
v/s Ratio Prot	0.12	0.21		c0.16	c0.32		c0.15	0.24	c0.12	0.11	0.17	
v/s Ratio Perm									0.25			
v/c Ratio	0.93	0.75		1.16	1.11		1.07	0.87	0.91	0.86	0.65	
Uniform Delay, d1	69.0	52.1		69.2	56.9		68.5	55.1	44.1	68.3	52.5	
Progression Factor	1.41	0.48		0.69	1.49		1.30	0.96	0.42	1.13	1.06	
Incremental Delay, d2	40.0	2.9		85.0	55.2		49.2	4.1	9.1	13.5	1.8	
Delay (s)	137.0	27.8		132.7	140.0		137.9	57.1	27.6	90.7	57.2	
Level of Service	F	C		F	F		F	E	C	F	E	
Approach Delay (s)		42.6			138.2			67.1			65.9	
Approach LOS		D			F			E			E	

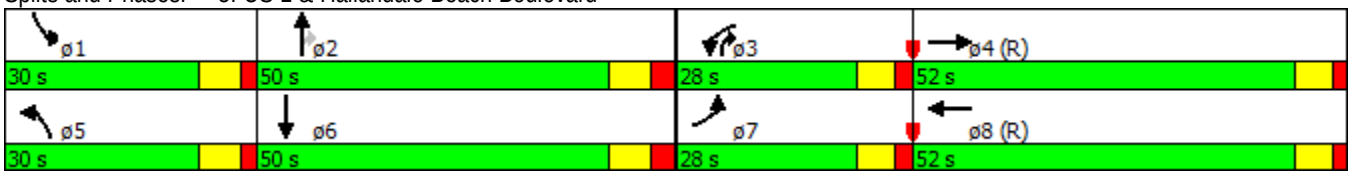
Intersection Summary			
HCM 2000 Control Delay	81.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	95.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	C-Max	None	Max	None	C-Max
Maximum Split (s)	30	50	28	52	30	50	28	52
Maximum Split (%)	18.8%	31.3%	17.5%	32.5%	18.8%	31.3%	17.5%	32.5%
Minimum Split (s)	12	26	11.5	24.5	12	26	11.5	24.5
Yellow Time (s)	5	5	4.5	4.5	5	5	4.5	4.5
All-Red Time (s)	2	3	2	2	2	3	2	2
Minimum Initial (s)	5	6	5	7	5	6	5	7
Vehicle Extension (s)	1.5	2.5	1.5	2.5	1.5	2.5	1.5	2.5
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	77	107	157	25	77	107	157	25
End Time (s)	107	157	25	77	107	157	25	77
Yield/Force Off (s)	100	149	18.5	70.5	100	149	18.5	70.5
Yield/Force Off 170(s)	100	138	18.5	59.5	100	138	18.5	59.5
Local Start Time (s)	52	82	132	0	52	82	132	0
Local Yield (s)	75	124	153.5	45.5	75	124	153.5	45.5
Local Yield 170(s)	75	113	153.5	34.5	75	113	153.5	34.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	130
Offset: 25 (16%), Referenced to phase 4:EBT and 8:WBT, Start of Green	

Splits and Phases: 5: US 1 & Hallandale Beach Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1921	7	30	2017	1	6	0	16	133	3	105
Future Volume (vph)	0	1921	7	30	2017	1	6	0	16	133	3	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.5	4.0			4.5		4.0	4.0	4.0
Lane Util. Factor		0.91	1.00	1.00	0.91			1.00		1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00			0.90		1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00			0.99		0.95	1.00	1.00
Satd. Flow (prot)		5085	1583	1770	5085			1660		1770	1863	1583
Flt Permitted		1.00	1.00	0.05	1.00			0.99		0.95	1.00	1.00
Satd. Flow (perm)		5085	1583	102	5085			1660		1770	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2088	8	33	2192	1	7	0	17	145	3	114
RTOR Reduction (vph)	0	0	5	0	0	0	0	24	0	0	0	71
Lane Group Flow (vph)	0	2088	3	33	2193	0	0	0	0	145	3	43
Turn Type		NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases		4		3	8		2	2		6	6	
Permitted Phases			4	8								6
Actuated Green, G (s)		68.9	68.9	84.2	84.2			3.3		60.0	60.0	60.0
Effective Green, g (s)		68.9	68.9	84.2	84.2			3.3		60.0	60.0	60.0
Actuated g/C Ratio		0.43	0.43	0.53	0.53			0.02		0.38	0.38	0.38
Clearance Time (s)		4.0	4.0	4.5	4.0			4.5		4.0	4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		2189	681	166	2675			34		663	698	593
v/s Ratio Prot		c0.41		0.01	c0.43			c0.00		c0.08	0.00	
v/s Ratio Perm			0.00	0.09								0.03
v/c Ratio		0.95	0.01	0.20	0.82			0.01		0.22	0.00	0.07
Uniform Delay, d1		44.0	26.0	63.3	31.6			76.8		34.0	31.3	32.1
Progression Factor		0.94	1.00	0.80	1.00			1.00		1.00	1.00	1.00
Incremental Delay, d2		7.7	0.0	0.5	2.7			0.2		0.8	0.0	0.2
Delay (s)		48.9	26.0	51.5	34.2			76.9		34.8	31.3	32.4
Level of Service		D	C	D	C			E		C	C	C
Approach Delay (s)		48.9			34.5			76.9			33.7	
Approach LOS		D			C			E			C	

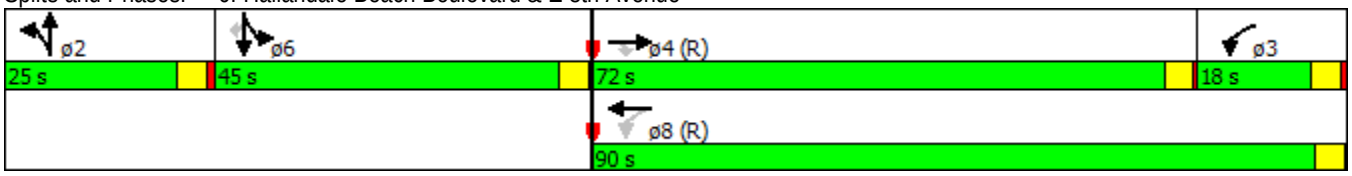
Intersection Summary			
HCM 2000 Control Delay	41.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	60.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	2	3	4	6	8
Movement	NBTL	WBL	EBT	SBTL	WBTL
Lead/Lag		Lag	Lead		
Lead-Lag Optimize		Yes	Yes		
Recall Mode	None	None	C-Max	Max	C-Max
Maximum Split (s)	25	18	72	45	90
Maximum Split (%)	15.6%	11.3%	45.0%	28.1%	56.3%
Minimum Split (s)	22.5	9.5	20	20	20
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	0.5	0.5	0.5
Minimum Initial (s)	5	5	4	4	4
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)	7		5	5	5
Flash Dont Walk (s)	11		11	11	11
Dual Entry	Yes	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	1	143	71	26	71
End Time (s)	26	1	143	71	1
Yield/Force Off (s)	21.5	156.5	139	67	157
Yield/Force Off 170(s)	10.5	156.5	128	56	146
Local Start Time (s)	90	72	0	115	0
Local Yield (s)	110.5	85.5	68	156	86
Local Yield 170(s)	99.5	85.5	57	145	75

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 71 (44%), Referenced to phase 4:EBT and 8:WBTL, Start of Green	

Splits and Phases: 6: Hallandale Beach Boulevard & E 8th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	1881	66	179	1784	114	46	64	243	0	0	0
Future Volume (vph)	120	1881	66	179	1784	114	46	64	243	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.95	0.95	1.00			
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	1681	1764	1583			
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	1681	1764	1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	130	2045	72	195	1939	124	50	70	264	0	0	0
RTOR Reduction (vph)	0	0	66	0	0	66	0	0	242	0	0	0
Lane Group Flow (vph)	130	2045	6	195	1939	58	45	75	22	0	0	0
Turn Type	Prot	NA	custom	Prot	NA	custom	Perm	NA	Perm			
Protected Phases	5	2		1	6			8				
Permitted Phases			8			8	8		8			
Actuated Green, G (s)	17.1	118.6	13.5	14.4	115.9	13.5	13.5	13.5	13.5			
Effective Green, g (s)	17.1	118.6	13.5	14.4	115.9	13.5	13.5	13.5	13.5			
Actuated g/C Ratio	0.11	0.74	0.08	0.09	0.72	0.08	0.08	0.08	0.08			
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	189	3769	133	308	3683	133	141	148	133			
v/s Ratio Prot	c0.07	c0.40		0.06	0.38							
v/s Ratio Perm			0.00			0.04	0.03	0.04	0.01			
v/c Ratio	0.69	0.54	0.05	0.63	0.53	0.44	0.32	0.51	0.17			
Uniform Delay, d1	68.9	9.0	67.3	70.3	9.8	69.6	68.9	70.1	68.0			
Progression Factor	0.87	0.50	1.41	1.57	0.93	2.23	1.00	1.00	1.00			
Incremental Delay, d2	4.9	0.3	0.1	0.4	0.0	0.2	1.3	2.7	0.6			
Delay (s)	64.8	4.7	94.7	110.6	9.1	155.2	70.2	72.8	68.6			
Level of Service	E	A	F	F	A	F	E	E	E			
Approach Delay (s)		11.1			25.9			69.6			0.0	
Approach LOS		B			C			E			A	

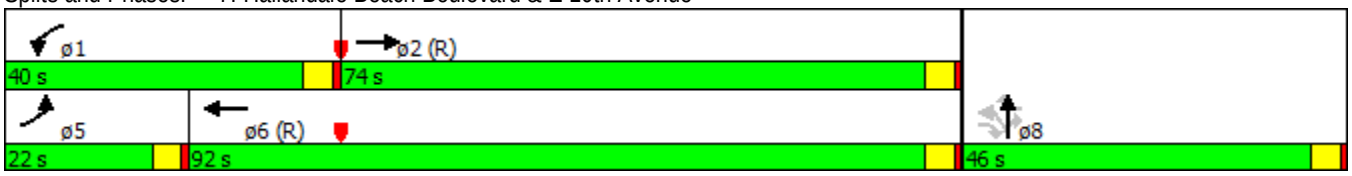
Intersection Summary			
HCM 2000 Control Delay	22.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	58.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	5	6	8
Movement	WBL	EBT	EBL	WBT	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	None
Maximum Split (s)	40	74	22	92	46
Maximum Split (%)	25.0%	46.3%	13.8%	57.5%	28.8%
Minimum Split (s)	11	22.5	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)					
Flash Dont Walk (s)					
Dual Entry	Yes	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	35	75	35	57	149
End Time (s)	75	149	57	149	35
Yield/Force Off (s)	70.5	144.5	52.5	144.5	30.5
Yield/Force Off 170(s)	70.5	144.5	52.5	144.5	30.5
Local Start Time (s)	120	0	120	142	74
Local Yield (s)	155.5	69.5	137.5	69.5	115.5
Local Yield 170(s)	155.5	69.5	137.5	69.5	115.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 75 (47%), Referenced to phase 2:EBT and 6:WBT, Start of Green	

Splits and Phases: 7: Hallandale Beach Boulevard & E 10th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	1661	322	61	1583	94	311	108	80	97	89	142
Future Volume (vph)	250	1661	322	61	1583	94	311	108	80	97	89	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		0.97	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.94		1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	5043		3433	1744		1770	1691	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	1770	5043		3433	1744		1770	1691	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	272	1805	350	66	1721	102	338	117	87	105	97	154
RTOR Reduction (vph)	0	0	122	0	4	0	0	16	0	0	35	0
Lane Group Flow (vph)	272	1805	228	66	1819	0	338	188	0	105	216	0
Turn Type	Prot	NA	custom	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			4									
Actuated Green, G (s)	28.5	64.7	51.2	11.3	47.5		20.1	51.2		14.8	45.9	
Effective Green, g (s)	28.5	64.7	51.2	11.3	47.5		20.1	51.2		14.8	45.9	
Actuated g/C Ratio	0.18	0.40	0.32	0.07	0.30		0.13	0.32		0.09	0.29	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	315	2056	506	125	1497		431	558		163	485	
v/s Ratio Prot	c0.15	0.35		0.04	c0.36		c0.10	0.11		0.06	0.13	
v/s Ratio Perm			c0.14									
v/c Ratio	0.86	0.88	0.45	0.53	1.21		0.78	0.34		0.64	0.45	
Uniform Delay, d1	63.9	44.0	43.2	71.8	56.2		67.8	41.5		70.1	46.6	
Progression Factor	0.99	0.71	2.19	1.33	0.71		1.00	1.00		1.00	1.00	
Incremental Delay, d2	18.8	5.0	0.6	3.6	102.6		9.1	0.4		8.4	2.9	
Delay (s)	82.2	36.3	95.4	99.2	142.4		76.9	41.8		78.5	49.6	
Level of Service	F	D	F	F	F		E	D		E	D	
Approach Delay (s)		50.0			140.9			63.7			58.1	
Approach LOS		D			F			E			E	

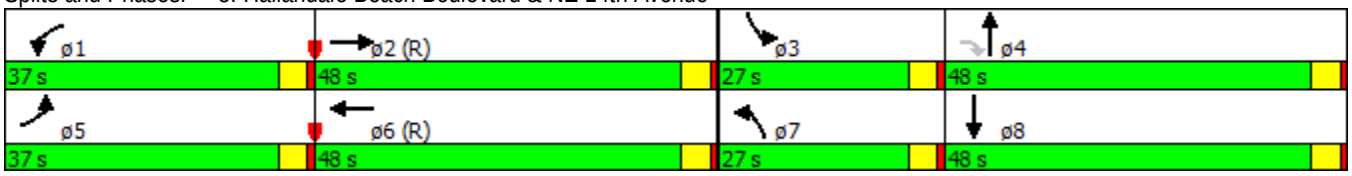
Intersection Summary			
HCM 2000 Control Delay	84.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	83.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	SBL	NBT	EBL	WBT	NBL	SBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	Max
Maximum Split (s)	37	48	27	48	37	48	27	48
Maximum Split (%)	23.1%	30.0%	16.9%	30.0%	23.1%	30.0%	16.9%	30.0%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	116	153	41	68	116	153	41	68
End Time (s)	153	41	68	116	153	41	68	116
Yield/Force Off (s)	148.5	36.5	63.5	111.5	148.5	36.5	63.5	111.5
Yield/Force Off 170(s)	148.5	25.5	63.5	100.5	148.5	25.5	63.5	100.5
Local Start Time (s)	123	0	48	75	123	0	48	75
Local Yield (s)	155.5	43.5	70.5	118.5	155.5	43.5	70.5	118.5
Local Yield 170(s)	155.5	32.5	70.5	107.5	155.5	32.5	70.5	107.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	100
Offset: 153 (96%), Referenced to phase 2:EBT and 6:WBT, Start of Green	

Splits and Phases: 8: Hallandale Beach Boulevard & NE 14th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	567	1291	6	56	1218	311	10	11	6	285	8	299
Future Volume (vph)	567	1291	6	56	1218	311	10	11	6	285	8	299
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lane Util. Factor	0.97	0.91		1.00	0.91	1.00	1.00	1.00		0.97	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.94		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	5082		1770	5085	1583	1770	1760		3433	1591	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	5082		1770	5085	1583	1770	1760		3433	1591	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	616	1403	7	61	1324	338	11	12	7	310	9	325
RTOR Reduction (vph)	0	0	0	0	0	197	0	7	0	0	275	0
Lane Group Flow (vph)	616	1410	0	61	1324	141	11	12	0	310	59	0
Turn Type	Prot	NA		Prot	NA	custom	Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						8						
Actuated Green, G (s)	34.1	102.0		12.4	80.3	24.5	3.1	8.1		19.5	24.5	
Effective Green, g (s)	34.1	102.0		12.4	80.3	24.5	3.1	8.1		19.5	24.5	
Actuated g/C Ratio	0.21	0.64		0.08	0.50	0.15	0.02	0.05		0.12	0.15	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	731	3239		137	2552	242	34	89		418	243	
v/s Ratio Prot	c0.18	0.28		0.03	c0.26		0.01	0.01		c0.09	0.04	
v/s Ratio Perm						c0.09						
v/c Ratio	0.84	0.44		0.45	0.52	0.58	0.32	0.14		0.74	0.24	
Uniform Delay, d1	60.4	14.5		70.5	26.8	63.0	77.4	72.6		67.8	59.6	
Progression Factor	0.57	0.56		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.0	0.2		2.3	0.8	3.5	5.5	0.7		7.0	0.5	
Delay (s)	39.4	8.4		72.8	27.6	66.5	82.9	73.3		74.8	60.1	
Level of Service	D	A		E	C	E	F	E		E	E	
Approach Delay (s)		17.8			36.8			76.8			67.2	
Approach LOS		B			D			E			E	

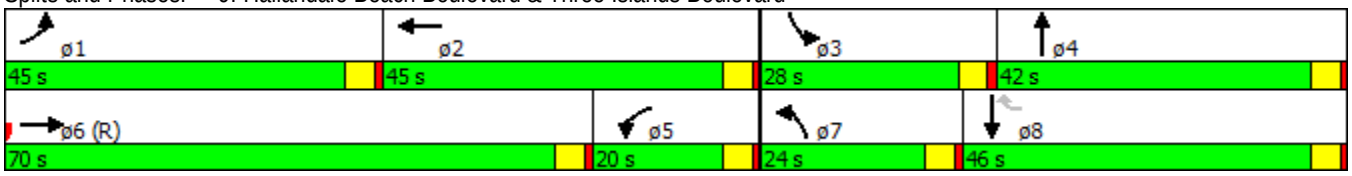
Intersection Summary			
HCM 2000 Control Delay	32.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	None	C-Max	None	None
Maximum Split (s)	45	45	28	42	20	70	24	46
Maximum Split (%)	28.1%	28.1%	17.5%	26.3%	12.5%	43.8%	15.0%	28.8%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	76	121	6	34	146	76	6	30
End Time (s)	121	6	34	76	6	146	30	76
Yield/Force Off (s)	116.5	1.5	29.5	71.5	1.5	141.5	25.5	71.5
Yield/Force Off 170(s)	116.5	150.5	29.5	60.5	1.5	130.5	25.5	60.5
Local Start Time (s)	0	45	90	118	70	0	90	114
Local Yield (s)	40.5	85.5	113.5	155.5	85.5	65.5	109.5	155.5
Local Yield 170(s)	40.5	74.5	113.5	144.5	85.5	54.5	109.5	144.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 76 (48%), Referenced to phase 6:EBT, Start of Green	

Splits and Phases: 9: Hallandale Beach Boulevard & Three Islands Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	24	33	155	19	234	48	1343	124	187	1118	14
Future Volume (vph)	4	24	33	155	19	234	48	1343	124	187	1118	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	0.97	0.95		0.97	0.95	
Frt	1.00	0.97	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1713	1504	1770	1863	1583	3433	3494		3433	3533	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1713	1504	1770	1863	1583	3433	3494		3433	3533	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	26	36	168	21	254	52	1460	135	203	1215	15
RTOR Reduction (vph)	0	7	28	0	0	221	0	2	0	0	0	0
Lane Group Flow (vph)	4	26	1	168	21	33	52	1593	0	203	1230	0
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	6.9	6.9	6.9	21.0	21.0	21.0	6.7	99.4		14.7	107.4	
Effective Green, g (s)	6.9	6.9	6.9	21.0	21.0	21.0	6.7	99.4		14.7	107.4	
Actuated g/C Ratio	0.04	0.04	0.04	0.13	0.13	0.13	0.04	0.62		0.09	0.67	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	76	73	64	232	244	207	143	2170		315	2371	
v/s Ratio Prot	0.00	c0.02		c0.09	0.01		0.02	c0.46		c0.06	0.35	
v/s Ratio Perm			0.00			0.02						
v/c Ratio	0.05	0.36	0.02	0.72	0.09	0.16	0.36	0.73		0.64	0.52	
Uniform Delay, d1	73.4	74.4	73.3	66.7	61.1	61.7	74.6	21.1		70.1	13.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.20	1.19		1.00	1.00	
Incremental Delay, d2	0.3	3.0	0.1	10.7	0.2	0.4	1.3	1.9		4.5	0.8	
Delay (s)	73.7	77.4	73.4	77.4	61.2	62.0	90.9	26.9		74.6	14.1	
Level of Service	E	E	E	E	E	E	F	C		E	B	
Approach Delay (s)		75.4			67.8			28.9			22.7	
Approach LOS		E			E			C			C	

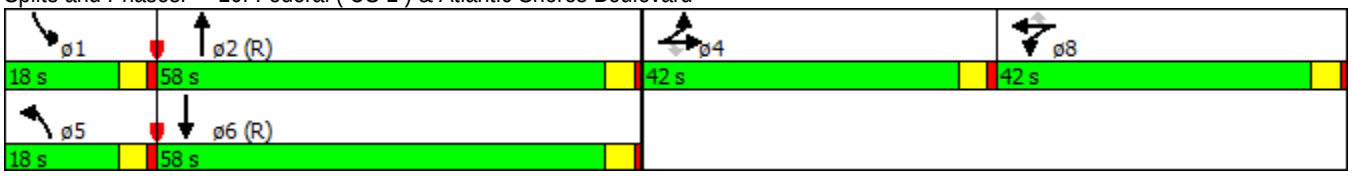
Intersection Summary			
HCM 2000 Control Delay	32.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	72.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	18	58	42	18	58	42
Maximum Split (%)	11.3%	36.3%	26.3%	11.3%	36.3%	26.3%
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		11	11		11	11
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	58	76	134	58	76	16
End Time (s)	76	134	16	76	134	58
Yield/Force Off (s)	71.5	129.5	11.5	71.5	129.5	53.5
Yield/Force Off 170(s)	71.5	118.5	0.5	71.5	118.5	42.5
Local Start Time (s)	142	0	58	142	0	100
Local Yield (s)	155.5	53.5	95.5	155.5	53.5	137.5
Local Yield 170(s)	155.5	42.5	84.5	155.5	42.5	126.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	110
Offset: 76 (48%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 10: Federal (US 1) & Atlantic Shores Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	109	85	38	83	9	116	1487	16	38	1137	54
Future Volume (vph)	119	109	85	38	83	9	116	1487	16	38	1137	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.93		1.00	0.98		1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1740		1770	1835		1770	3534		1770	3515	
Flt Permitted	0.58	1.00		0.25	1.00		0.19	1.00		0.12	1.00	
Satd. Flow (perm)	1086	1740		466	1835		351	3534		228	3515	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	129	118	92	41	90	10	126	1616	17	41	1236	59
RTOR Reduction (vph)	0	19	0	0	3	0	0	0	0	0	2	0
Lane Group Flow (vph)	129	191	0	41	97	0	126	1633	0	41	1293	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	22.7	22.7		22.7	22.7		128.3	128.3		128.3	128.3	
Effective Green, g (s)	22.7	22.7		22.7	22.7		128.3	128.3		128.3	128.3	
Actuated g/C Ratio	0.14	0.14		0.14	0.14		0.80	0.80		0.80	0.80	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	154	246		66	260		281	2833		182	2818	
v/s Ratio Prot		0.11			0.05			c0.46			0.37	
v/s Ratio Perm	c0.12			0.09			0.36			0.18		
v/c Ratio	0.84	0.78		0.62	0.37		0.45	0.58		0.23	0.46	
Uniform Delay, d1	66.9	66.2		64.6	62.2		4.9	5.8		3.8	5.0	
Progression Factor	1.00	1.00		1.00	1.00		0.64	0.93		1.54	1.29	
Incremental Delay, d2	30.9	14.2		16.8	0.9		2.6	0.4		2.5	0.5	
Delay (s)	97.7	80.4		81.4	63.1		5.7	5.8		8.4	6.9	
Level of Service	F	F		F	E		A	A		A	A	
Approach Delay (s)		87.0			68.4			5.8			7.0	
Approach LOS		F			E			A			A	

Intersection Summary			
HCM 2000 Control Delay	16.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	75.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	C-Max	None	C-Max	None
Maximum Split (s)	125	35	125	35
Maximum Split (%)	78.1%	21.9%	78.1%	21.9%
Minimum Split (s)	22.5	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	5	5	5	5
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)	7	7	7	7
Flash Dont Walk (s)	11	11	11	11
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	134	99	134	99
End Time (s)	99	134	99	134
Yield/Force Off (s)	94.5	129.5	94.5	129.5
Yield/Force Off 170(s)	83.5	118.5	83.5	118.5
Local Start Time (s)	0	125	0	125
Local Yield (s)	120.5	155.5	120.5	155.5
Local Yield 170(s)	109.5	144.5	109.5	144.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	65
Offset: 134 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 11: NE 3rd & Federal (US 1)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	204	95	130	99	138	171	104	1782	36	108	1421	6
Future Volume (vph)	204	95	130	99	138	171	104	1782	36	108	1421	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.91	
Frt	1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1701		1770	1863	2787	1770	3539	1583	3433	5082	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1701		1770	1863	2787	1770	3539	1583	3433	5082	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	222	103	141	108	150	186	113	1937	39	117	1545	7
RTOR Reduction (vph)	0	35	0	0	0	166	0	0	19	0	0	0
Lane Group Flow (vph)	222	209	0	108	150	20	113	1937	20	117	1552	0
Turn Type	Split	NA		Split	NA	Prot	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8	8	5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)	24.8	24.8		17.5	17.5	17.5	14.1	82.3	82.3	9.4	77.6	
Effective Green, g (s)	24.8	24.8		17.5	17.5	17.5	14.1	82.3	82.3	9.4	77.6	
Actuated g/C Ratio	0.16	0.16		0.11	0.11	0.11	0.09	0.51	0.51	0.06	0.48	
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	274	263		193	203	304	155	1820	814	201	2464	
v/s Ratio Prot	c0.13	0.12		0.06	c0.08	0.01	c0.06	c0.55		0.03	0.31	
v/s Ratio Perm									0.01			
v/c Ratio	0.81	0.80		0.56	0.74	0.07	0.73	1.06	0.02	0.58	0.63	
Uniform Delay, d1	65.3	65.2		67.6	69.0	63.9	71.1	38.9	19.1	73.4	30.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.11	0.80	1.00	0.81	1.34	
Incremental Delay, d2	15.6	14.3		2.0	11.4	0.0	9.7	37.7	0.0	1.5	0.7	
Delay (s)	80.9	79.5		69.6	80.5	64.0	88.6	69.0	19.1	61.1	41.5	
Level of Service	F	E		E	F	E	F	E	B	E	D	
Approach Delay (s)		80.2			70.9			69.1			42.9	
Approach LOS		F			E			E			D	

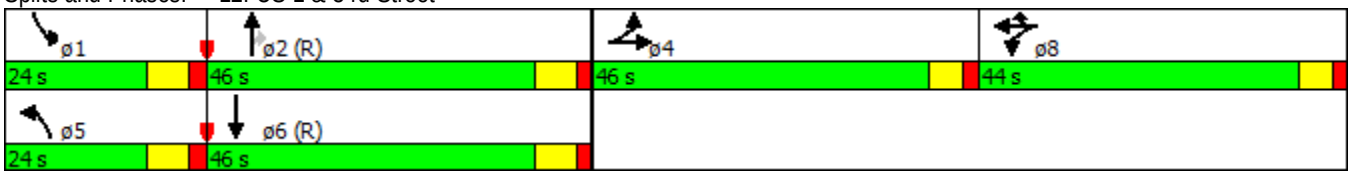
Intersection Summary			
HCM 2000 Control Delay	61.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	93.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	24	46	46	24	46	44
Maximum Split (%)	15.0%	28.8%	28.8%	15.0%	28.8%	27.5%
Minimum Split (s)	15	25	24	12	25	25
Yellow Time (s)	5	5	4	5	5	4
All-Red Time (s)	2	2	2	2	2	2
Minimum Initial (s)	5	12	6	5	12	6
Vehicle Extension (s)	1.5	3	2	1.5	3	2
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	89	113	159	89	113	45
End Time (s)	113	159	45	113	159	89
Yield/Force Off (s)	106	152	39	106	152	83
Yield/Force Off 170(s)	106	152	39	106	152	83
Local Start Time (s)	136	0	46	136	0	92
Local Yield (s)	153	39	86	153	39	130
Local Yield 170(s)	153	39	86	153	39	130

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	150
Offset: 113 (71%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 12: US 1 & 3 rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	7	67	221	43	76	99	2160	105	56	1688	23
Future Volume (vph)	18	7	67	221	43	76	99	2160	105	56	1688	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	4.5	
Lane Util. Factor		1.00		0.95	0.95	1.00	1.00	0.91	1.00	0.97	0.91	
Frt		0.90		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.99		0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1665		1681	1712	1583	1770	5085	1583	3433	5075	
Flt Permitted		0.99		0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1665		1681	1712	1583	1770	5085	1583	3433	5075	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	8	73	240	47	83	108	2348	114	61	1835	25
RTOR Reduction (vph)	0	62	0	0	0	74	0	0	42	0	1	0
Lane Group Flow (vph)	0	39	0	142	145	9	108	2348	72	61	1859	0
Turn Type	Split	NA		Split	NA	Prot	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8	8	5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		8.9		17.9	17.9	17.9	13.9	101.1	101.1	5.1	94.8	
Effective Green, g (s)		8.9		17.9	17.9	17.9	13.9	101.1	101.1	5.1	94.8	
Actuated g/C Ratio		0.06		0.11	0.11	0.11	0.09	0.63	0.63	0.03	0.59	
Clearance Time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	4.5	
Vehicle Extension (s)		2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)		92		188	191	177	153	3213	1000	109	3006	
v/s Ratio Prot		c0.02		0.08	c0.08	0.01	c0.06	c0.46		0.02	0.37	
v/s Ratio Perm									0.05			
v/c Ratio		0.42		0.76	0.76	0.05	0.71	0.73	0.07	0.56	0.62	
Uniform Delay, d1		73.1		68.9	69.0	63.5	71.1	20.1	11.4	76.3	21.0	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.06	
Incremental Delay, d2		1.1		14.1	14.2	0.0	11.4	1.5	0.1	2.9	0.8	
Delay (s)		74.2		83.1	83.1	63.5	82.5	21.6	11.5	62.7	23.0	
Level of Service		E		F	F	E	F	C	B	E	C	
Approach Delay (s)		74.2			78.7			23.8			24.3	
Approach LOS		E			E			C			C	

Intersection Summary			
HCM 2000 Control Delay	29.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	76.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	12	98	25	17	93	25
Maximum Split (%)	7.5%	61.3%	15.6%	10.6%	58.1%	15.6%
Minimum Split (s)	12	25	24.5	12	22.5	24.5
Yellow Time (s)	5	5	4	5	3.5	4
All-Red Time (s)	2	2	2.5	2	1	2.5
Minimum Initial (s)	5	10	6	5	10	6
Vehicle Extension (s)	1.5	3	2	1.5	3	2
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	53	65	3	53	70	28
End Time (s)	65	3	28	70	3	53
Yield/Force Off (s)	58	156	21.5	63	158.5	46.5
Yield/Force Off 170(s)	58	156	21.5	63	158.5	46.5
Local Start Time (s)	143	155	93	143	0	118
Local Yield (s)	148	86	111.5	153	88.5	136.5
Local Yield 170(s)	148	86	111.5	153	88.5	136.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	120
Offset: 70 (44%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 13: US 1 & SE 9th Street

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	14	17	1	7	24
Future Volume (Veh/h)	9	14	17	1	7	24
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	15	18	1	8	26
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	19				54	18
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	19				54	18
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	98
cM capacity (veh/h)	1597				949	1060

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	25	19	34
Volume Left	10	0	8
Volume Right	0	1	26
cSH	1597	1700	1031
Volume to Capacity	0.01	0.01	0.03
Queue Length 95th (ft)	0	0	3
Control Delay (s)	2.9	0.0	8.6
Lane LOS	A		A
Approach Delay (s)	2.9	0.0	8.6
Approach LOS			A

Intersection Summary			
Average Delay	4.7		
Intersection Capacity Utilization	17.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection has too many legs for HCM analysis.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	375	223	20	28	86
Future Volume (Veh/h)	8	375	223	20	28	86
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	408	242	22	30	93
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			228			
pX, platoon unblocked	0.92				0.92	0.92
vC, conflicting volume	264				475	253
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	161				390	150
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				94	88
cM capacity (veh/h)	1307				538	803

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	145	272	264	123
Volume Left	9	0	0	30
Volume Right	0	0	22	93
cSH	1307	1700	1700	717
Volume to Capacity	0.01	0.16	0.16	0.17
Queue Length 95th (ft)	1	0	0	15
Control Delay (s)	0.5	0.0	0.0	11.1
Lane LOS	A			B
Approach Delay (s)	0.2		0.0	11.1
Approach LOS				B

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	29.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	284	0	0	256	123	166	438	9	0	0	0
Future Volume (vph)	67	284	0	0	256	123	166	438	9	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0	3.0		4.5				
Lane Util. Factor		1.00			1.00	1.00		0.95				
Frt		1.00			1.00	0.85		1.00				
Flt Protected		0.99			1.00	1.00		0.99				
Satd. Flow (prot)		1845			1863	1583		3484				
Flt Permitted		0.92			1.00	1.00		0.99				
Satd. Flow (perm)		1706			1863	1583		3484				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	73	309	0	0	278	134	180	476	10	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	100	0	1	0	0	0	0
Lane Group Flow (vph)	0	382	0	0	278	34	0	665	0	0	0	0
Turn Type	Prot	NA			NA	Perm	Split	NA				
Protected Phases	8	7 8			7		10 3	10 3				
Permitted Phases						7						
Actuated Green, G (s)		76.9			31.1	31.1		36.0				
Effective Green, g (s)		76.9			31.1	31.1		36.0				
Actuated g/C Ratio		0.62			0.25	0.25		0.29				
Clearance Time (s)					3.0	3.0						
Vehicle Extension (s)					3.0	3.0						
Lane Grp Cap (vph)		1114			469	398		1016				
v/s Ratio Prot		c0.13			c0.15			c0.19				
v/s Ratio Perm		0.09				0.02						
v/c Ratio		0.34			0.59	0.08		0.65				
Uniform Delay, d1		11.1			40.6	35.3		38.3				
Progression Factor		0.20			1.00	1.00		1.00				
Incremental Delay, d2		0.2			2.0	0.1		1.5				
Delay (s)		2.4			42.6	35.4		39.8				
Level of Service		A			D	D		D				
Approach Delay (s)		2.4			40.2			39.8			0.0	
Approach LOS		A			D			D			A	

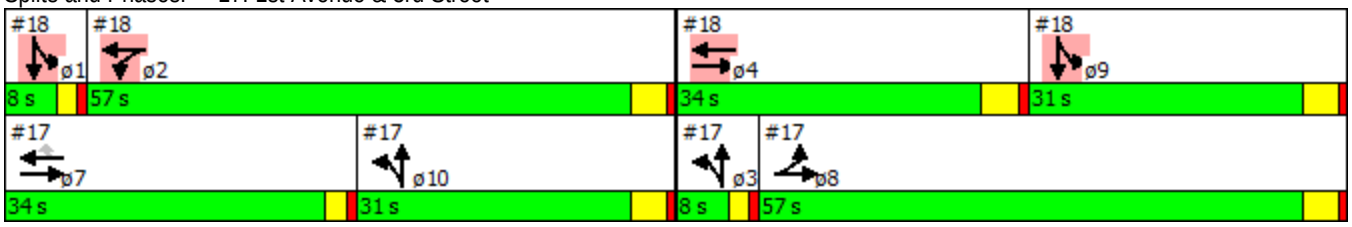
Intersection Summary			
HCM 2000 Control Delay	30.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	123.4	Sum of lost time (s)	16.5
Intersection Capacity Utilization	59.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	3	4	7	8	9	10
Node Number	18	18	17	18	17	17	18	17
Movement	SBTL	WBTL	NBTL	EBWB	EBWB	EBTL	SBTL	NBTL
Lead/Lag	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Max	Max	None	Min	None	None	None
Maximum Split (s)	8	57	8	34	34	57	31	31
Maximum Split (%)	6.2%	43.8%	6.2%	26.2%	26.2%	43.8%	23.8%	23.8%
Minimum Split (s)	4	22.5	4	22.5	4	22.5	9.5	22.5
Yellow Time (s)	2	3.5	2	3.5	2	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	1	5	1	5	1	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								7
Flash Dont Walk (s)								11
Dual Entry	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	8	65	65	0	73	99	34
End Time (s)	8	65	73	99	34	0	0	65
Yield/Force Off (s)	5	60.5	70	94.5	31	125.5	125.5	60.5
Yield/Force Off 170(s)	5	60.5	70	94.5	31	125.5	125.5	49.5
Local Start Time (s)	122	0	57	57	122	65	91	26
Local Yield (s)	127	52.5	62	86.5	23	117.5	117.5	52.5
Local Yield 170(s)	127	52.5	62	86.5	23	117.5	117.5	41.5

Intersection Summary	
Cycle Length	130
Control Type	Semi Act-Uncoord
Natural Cycle	70

Splits and Phases: 17: 1st Avenue & 3rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	150	10	70	352	0	0	0	0	201	377	17
Future Volume (vph)	0	150	10	70	352	0	0	0	0	201	377	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5					3.0	3.0	
Lane Util. Factor		1.00			1.00					1.00	0.91	
Frt		0.99			1.00					1.00	0.99	
Flt Protected		1.00			0.99					0.95	1.00	
Satd. Flow (prot)		1847			1847					1770	5053	
Flt Permitted		1.00			0.94					0.95	1.00	
Satd. Flow (perm)		1847			1758					1770	5053	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	163	11	76	383	0	0	0	0	218	410	18
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	172	0	0	459	0	0	0	0	218	424	0
Turn Type		NA		Prot	NA					Split	NA	
Protected Phases		4		2	2 4					1 9	1 9	
Permitted Phases												
Actuated Green, G (s)		29.5			82.1					29.3	29.3	
Effective Green, g (s)		29.5			82.1					24.8	24.8	
Actuated g/C Ratio		0.24			0.67					0.20	0.20	
Clearance Time (s)		4.5										
Vehicle Extension (s)		3.0										
Lane Grp Cap (vph)		441			1207					355	1015	
v/s Ratio Prot		c0.09			c0.16					c0.12	0.08	
v/s Ratio Perm					0.09							
v/c Ratio		0.39			0.38					0.61	0.42	
Uniform Delay, d1		39.4			9.3					44.9	43.0	
Progression Factor		1.00			0.27					1.00	1.00	
Incremental Delay, d2		0.6			0.2					3.1	0.3	
Delay (s)		40.0			2.7					48.1	43.3	
Level of Service		D			A					D	D	
Approach Delay (s)		40.0			2.7			0.0			44.9	
Approach LOS		D			A			A			D	

Intersection Summary			
HCM 2000 Control Delay	29.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	123.4	Sum of lost time (s)	16.5
Intersection Capacity Utilization	52.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

BACKGROUND 2018 PM PEAK HOUR CONDITIONS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	1759	185	76	2047	34	433	154	28	63	113	153
Future Volume (vph)	161	1759	185	76	2047	34	433	154	28	63	113	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.91		1.00	0.91		0.97	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00		1.00	0.98		1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5013		1770	5073		3433	1820		1770	1702	
Flt Permitted	0.05	1.00		0.05	1.00		0.95	1.00		0.63	1.00	
Satd. Flow (perm)	92	5013		97	5073		3433	1820		1181	1702	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	175	1912	201	83	2225	37	471	167	30	68	123	166
RTOR Reduction (vph)	0	6	0	0	1	0	0	4	0	0	32	0
Lane Group Flow (vph)	175	2107	0	83	2261	0	471	193	0	68	257	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2						8		
Actuated Green, G (s)	97.5	83.7		86.2	76.9		20.5	39.3		38.2	28.5	
Effective Green, g (s)	97.5	83.7		86.2	76.9		20.5	39.3		38.2	28.5	
Actuated g/C Ratio	0.61	0.52		0.54	0.48		0.13	0.25		0.24	0.18	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	224	2622		149	2438		439	447		317	303	
v/s Ratio Prot	c0.08	0.42		0.03	c0.45		c0.14	0.11		0.01	c0.15	
v/s Ratio Perm	0.40			0.27						0.04		
v/c Ratio	0.78	0.80		0.56	0.93		1.07	0.43		0.21	0.85	
Uniform Delay, d1	50.2	31.4		28.0	38.9		69.8	50.9		48.2	63.7	
Progression Factor	1.00	1.00		1.60	1.21		1.00	1.00		1.00	1.00	
Incremental Delay, d2	16.1	2.7		1.7	3.3		63.8	0.7		0.3	19.2	
Delay (s)	66.3	34.1		46.5	50.6		133.6	51.6		48.6	82.9	
Level of Service	E	C		D	D		F	D		D	F	
Approach Delay (s)		36.6			50.4			109.4			76.4	
Approach LOS		D			D			F			E	

Intersection Summary			
HCM 2000 Control Delay	53.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	91.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBTL	SBL	NBT	WBL	EBTL	NBL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	25	70	25	40	25	70	25	40
Maximum Split (%)	15.6%	43.8%	15.6%	25.0%	15.6%	43.8%	15.6%	25.0%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	130	155	65	90	130	155	65	90
End Time (s)	155	65	90	130	155	65	90	130
Yield/Force Off (s)	150.5	60.5	85.5	125.5	150.5	60.5	85.5	125.5
Yield/Force Off 170(s)	150.5	49.5	85.5	114.5	150.5	49.5	85.5	114.5
Local Start Time (s)	135	0	70	95	135	0	70	95
Local Yield (s)	155.5	65.5	90.5	130.5	155.5	65.5	90.5	130.5
Local Yield 170(s)	155.5	54.5	90.5	119.5	155.5	54.5	90.5	119.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	110
Offset: 155 (97%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	

Splits and Phases: 1: SW 8th Avenue/NW 8th Avenue & Hallandale Beach Boulevard

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1354	37	0	2184	0	0	0	0	150	449	63
Future Volume (vph)	0	1354	37	0	2184	0	0	0	0	150	449	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5						4.5	
Lane Util. Factor		0.91			0.91						0.86	
Frt		1.00			1.00						0.99	
Flt Protected		1.00			1.00						0.99	
Satd. Flow (prot)		5065			5085						6246	
Flt Permitted		1.00			1.00						0.99	
Satd. Flow (perm)		5065			5085						6246	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1472	40	0	2374	0	0	0	0	163	488	68
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	12	0
Lane Group Flow (vph)	0	1510	0	0	2374	0	0	0	0	0	707	0
Turn Type		NA		Prot	NA					Perm	NA	
Protected Phases		2 3		1	1 2 3						4	
Permitted Phases										4		
Actuated Green, G (s)		65.5			80.5						25.5	
Effective Green, g (s)		65.5			80.5						25.5	
Actuated g/C Ratio		0.41			0.50						0.16	
Clearance Time (s)											4.5	
Vehicle Extension (s)											3.0	
Lane Grp Cap (vph)		2073			2558						995	
v/s Ratio Prot		0.30			c0.47							
v/s Ratio Perm											0.11	
v/c Ratio		0.73			0.93						0.71	
Uniform Delay, d1		39.8			37.1						63.8	
Progression Factor		1.37			0.35						1.00	
Incremental Delay, d2		0.8			0.7						2.4	
Delay (s)		55.4			13.6						66.2	
Level of Service		E			B						E	
Approach Delay (s)		55.4			13.6			0.0			66.2	
Approach LOS		E			B			A			E	

Intersection Summary			
HCM 2000 Control Delay	35.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	59.5%	ICU Level of Service	B
Analysis Period (min)	15		

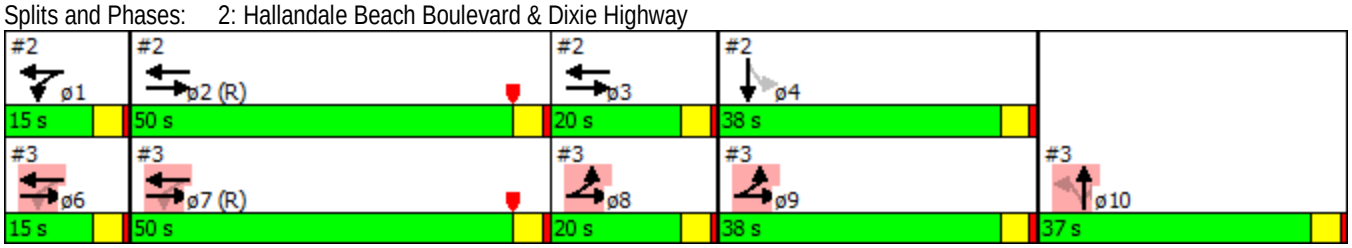
c Critical Lane Group

Phase Number	1	2	3	4	6	7	8	9	10
Node Number	2	2	2	2	3	3	3	3	3
Movement	WBTL	EBWB	EBWB	SBTL	EBWB	EBWB	EBTL	EBTL	NBTL
Lead/Lag		Lead	Lag			Lead	Lag		
Lead-Lag Optimize		Yes	Yes			Yes	Yes		
Recall Mode	None	C-Max	None	None	None	C-Max	None	None	None
Maximum Split (s)	15	50	20	38	15	50	20	38	37
Maximum Split (%)	9.4%	31.3%	12.5%	23.8%	9.4%	31.3%	12.5%	23.8%	23.1%
Minimum Split (s)	10	11	11	12.5	11	11	10	10	10
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0	0
Walk Time (s)									
Flash Dont Walk (s)									
Dual Entry	No	Yes	No	Yes	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	110	125	15	35	110	125	15	35	73
End Time (s)	125	15	35	73	125	15	35	73	110
Yield/Force Off (s)	120.5	10.5	30.5	68.5	120.5	10.5	30.5	68.5	105.5
Yield/Force Off 170(s)	120.5	10.5	30.5	68.5	120.5	10.5	30.5	68.5	105.5
Local Start Time (s)	99.5	114.5	4.5	24.5	99.5	114.5	4.5	24.5	62.5
Local Yield (s)	110	0	20	58	110	0	20	58	95
Local Yield 170(s)	110	0	20	58	110	0	20	58	95

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	110

Offset: 10.5 (7%), Referenced to phase 2:EBWB and 7:, Start of Yellow

Splits and Phases: 2: Hallandale Beach Boulevard & Dixie Highway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1504	0	1	1860	49	323	371	91	0	0	0
Future Volume (vph)	0	1504	0	1	1860	49	323	371	91	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5		4.5	4.5	4.5			
Lane Util. Factor		0.91			0.91		1.00	1.00	1.00			
Frt		1.00			1.00		1.00	1.00	0.85			
Flt Protected		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)		5085			5066		1770	1863	1583			
Flt Permitted		1.00			0.94		0.95	1.00	1.00			
Satd. Flow (perm)		5085			4759		1770	1863	1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1635	0	1	2022	53	351	403	99	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	74	0	0	0
Lane Group Flow (vph)	0	1635	0	0	2074	0	351	403	25	0	0	0
Turn Type	Prot	NA		Perm	NA		Perm	NA	Perm			
Protected Phases	8 9	6 7 8 9			6 7			10				
Permitted Phases				6 7			10		10			
Actuated Green, G (s)		110.5			60.5		40.5	40.5	40.5			
Effective Green, g (s)		110.5			60.5		40.5	40.5	40.5			
Actuated g/C Ratio		0.69			0.38		0.25	0.25	0.25			
Clearance Time (s)							4.5	4.5	4.5			
Vehicle Extension (s)							3.0	3.0	3.0			
Lane Grp Cap (vph)		3511			1799		448	471	400			
v/s Ratio Prot		c0.32						c0.22				
v/s Ratio Perm					c0.44		0.20		0.02			
v/c Ratio		0.47			1.15		0.78	0.86	0.06			
Uniform Delay, d1		11.3			49.8		55.7	57.0	45.3			
Progression Factor		0.01			0.81		1.00	1.00	1.00			
Incremental Delay, d2		0.1			69.5		8.7	14.1	0.1			
Delay (s)		0.2			109.7		64.4	71.1	45.4			
Level of Service		A			F		E	E	D			
Approach Delay (s)		0.2			109.7			65.3			0.0	
Approach LOS		A			F			E			A	

Intersection Summary			
HCM 2000 Control Delay	62.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	209	1039	319	547	1380	221	512	1481	653	388	1050	86
Future Volume (vph)	209	1039	319	547	1380	221	512	1481	653	388	1050	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5		7.0	8.0	6.5	7.0	8.0	
Lane Util. Factor	1.00	0.86		0.97	0.91		0.97	0.91	1.00	0.97	0.86	
Frt	1.00	0.96		1.00	0.98		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	6182		3433	4980		3433	5085	1583	3433	6335	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	6182		3433	4980		3433	5085	1583	3433	6335	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	227	1129	347	595	1500	240	557	1610	710	422	1141	93
RTOR Reduction (vph)	0	34	0	0	14	0	0	0	43	0	8	0
Lane Group Flow (vph)	227	1442	0	595	1726	0	557	1610	667	422	1226	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	21.3	45.5		21.5	45.7		23.0	43.2	64.7	21.8	42.0	
Effective Green, g (s)	21.3	45.5		21.5	45.7		23.0	43.2	64.7	21.8	42.0	
Actuated g/C Ratio	0.13	0.28		0.13	0.29		0.14	0.27	0.40	0.14	0.26	
Clearance Time (s)	6.5	6.5		6.5	6.5		7.0	8.0	6.5	7.0	8.0	
Vehicle Extension (s)	1.5	2.5		1.5	2.5		1.5	2.5	1.5	1.5	2.5	
Lane Grp Cap (vph)	235	1758		461	1422		493	1372	640	467	1662	
v/s Ratio Prot	0.13	0.23		c0.17	c0.35		c0.16	c0.32	0.14	0.12	0.19	
v/s Ratio Perm									0.28			
v/c Ratio	0.97	0.82		1.29	1.21		1.13	1.17	1.04	0.90	0.74	
Uniform Delay, d1	69.0	53.4		69.2	57.1		68.5	58.4	47.6	68.1	54.0	
Progression Factor	1.41	0.43		0.67	1.44		1.30	1.00	0.42	1.10	1.05	
Incremental Delay, d2	46.4	4.1		139.8	100.2		65.8	80.3	30.4	18.2	2.6	
Delay (s)	143.9	27.1		186.0	182.6		154.8	138.8	50.5	93.3	59.4	
Level of Service	F	C		F	F		F	F	D	F	E	
Approach Delay (s)		42.7			183.5			120.1			68.0	
Approach LOS		D			F			F			E	

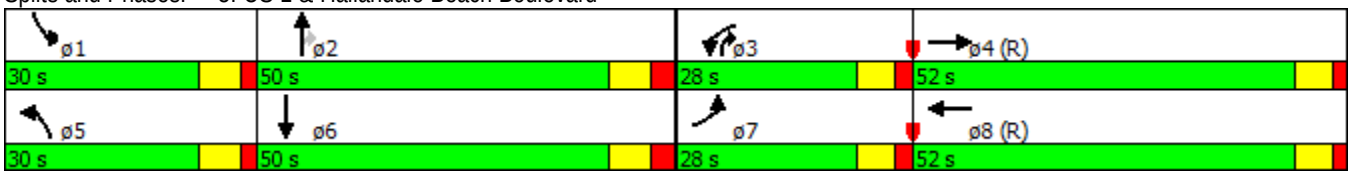
Intersection Summary			
HCM 2000 Control Delay	111.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	106.2%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	C-Max	None	Max	None	C-Max
Maximum Split (s)	30	50	28	52	30	50	28	52
Maximum Split (%)	18.8%	31.3%	17.5%	32.5%	18.8%	31.3%	17.5%	32.5%
Minimum Split (s)	12	26	11.5	24.5	12	26	11.5	24.5
Yellow Time (s)	5	5	4.5	4.5	5	5	4.5	4.5
All-Red Time (s)	2	3	2	2	2	3	2	2
Minimum Initial (s)	5	6	5	7	5	6	5	7
Vehicle Extension (s)	1.5	2.5	1.5	2.5	1.5	2.5	1.5	2.5
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	77	107	157	25	77	107	157	25
End Time (s)	107	157	25	77	107	157	25	77
Yield/Force Off (s)	100	149	18.5	70.5	100	149	18.5	70.5
Yield/Force Off 170(s)	100	138	18.5	59.5	100	138	18.5	59.5
Local Start Time (s)	52	82	132	0	52	82	132	0
Local Yield (s)	75	124	153.5	45.5	75	124	153.5	45.5
Local Yield 170(s)	75	113	153.5	34.5	75	113	153.5	34.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	150
Offset: 25 (16%), Referenced to phase 4:EBT and 8:WBT, Start of Green	

Splits and Phases: 5: US 1 & Hallandale Beach Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	2121	7	31	2149	1	6	0	16	155	3	144
Future Volume (vph)	0	2121	7	31	2149	1	6	0	16	155	3	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.5	4.0			4.5		4.0	4.0	4.0
Lane Util. Factor		0.91	1.00	1.00	0.91			1.00		1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00			0.90		1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00			0.99		0.95	1.00	1.00
Satd. Flow (prot)		5085	1583	1770	5085			1660		1770	1863	1583
Flt Permitted		1.00	1.00	0.05	1.00			0.99		0.95	1.00	1.00
Satd. Flow (perm)		5085	1583	102	5085			1660		1770	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2305	8	34	2336	1	7	0	17	168	3	157
RTOR Reduction (vph)	0	0	5	0	0	0	0	24	0	0	0	98
Lane Group Flow (vph)	0	2305	3	34	2337	0	0	0	0	168	3	59
Turn Type		NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases		4		3	8		2	2		6	6	
Permitted Phases			4	8								6
Actuated Green, G (s)		68.9	68.9	84.2	84.2			3.3		60.0	60.0	60.0
Effective Green, g (s)		68.9	68.9	84.2	84.2			3.3		60.0	60.0	60.0
Actuated g/C Ratio		0.43	0.43	0.53	0.53			0.02		0.38	0.38	0.38
Clearance Time (s)		4.0	4.0	4.5	4.0			4.5		4.0	4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		2189	681	166	2675			34		663	698	593
v/s Ratio Prot		c0.45		0.01	c0.46			c0.00		c0.09	0.00	
v/s Ratio Perm			0.00	0.09								0.04
v/c Ratio		1.05	0.01	0.20	0.87			0.01		0.25	0.00	0.10
Uniform Delay, d1		45.5	26.0	66.8	33.2			76.8		34.5	31.3	32.5
Progression Factor		0.96	1.00	0.74	0.94			1.00		1.00	1.00	1.00
Incremental Delay, d2		30.3	0.0	0.5	3.8			0.2		0.9	0.0	0.3
Delay (s)		74.2	26.0	50.0	35.0			76.9		35.5	31.3	32.8
Level of Service		E	C	D	D			E		D	C	C
Approach Delay (s)		74.0			35.2			76.9			34.1	
Approach LOS		E			D			E			C	

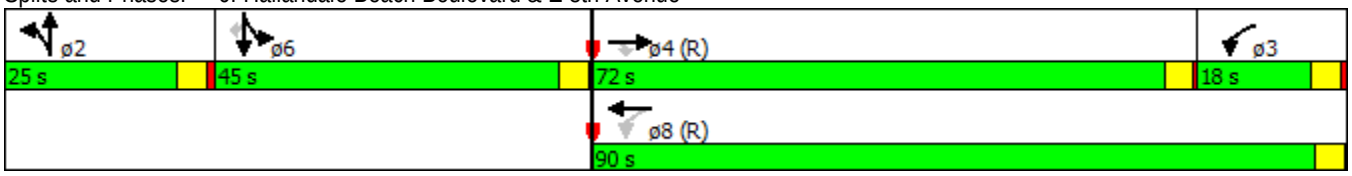
Intersection Summary			
HCM 2000 Control Delay	53.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	2	3	4	6	8
Movement	NBTL	WBL	EBT	SBTL	WBTL
Lead/Lag		Lag	Lead		
Lead-Lag Optimize		Yes	Yes		
Recall Mode	None	None	C-Max	Max	C-Max
Maximum Split (s)	25	18	72	45	90
Maximum Split (%)	15.6%	11.3%	45.0%	28.1%	56.3%
Minimum Split (s)	22.5	9.5	20	20	20
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	0.5	0.5	0.5
Minimum Initial (s)	5	5	4	4	4
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)	7		5	5	5
Flash Dont Walk (s)	11		11	11	11
Dual Entry	Yes	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	1	143	71	26	71
End Time (s)	26	1	143	71	1
Yield/Force Off (s)	21.5	156.5	139	67	157
Yield/Force Off 170(s)	10.5	156.5	128	56	146
Local Start Time (s)	90	72	0	115	0
Local Yield (s)	110.5	85.5	68	156	86
Local Yield 170(s)	99.5	85.5	57	145	75

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	100
Offset: 71 (44%), Referenced to phase 4:EBT and 8:WBTL, Start of Green	

Splits and Phases: 6: Hallandale Beach Boulevard & E 8th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	2072	68	184	1910	117	47	66	260	0	0	0
Future Volume (vph)	123	2072	68	184	1910	117	47	66	260	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.95	0.95	1.00			
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	1681	1764	1583			
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	1681	1764	1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	134	2252	74	200	2076	127	51	72	283	0	0	0
RTOR Reduction (vph)	0	0	66	0	0	66	0	0	258	0	0	0
Lane Group Flow (vph)	134	2252	8	200	2076	61	46	77	25	0	0	0
Turn Type	Prot	NA	custom	Prot	NA	custom	Perm	NA	Perm			
Protected Phases	5	2		1	6			8				
Permitted Phases			8			8	8		8			
Actuated Green, G (s)	17.5	117.7	14.1	14.7	114.9	14.1	14.1	14.1	14.1			
Effective Green, g (s)	17.5	117.7	14.1	14.7	114.9	14.1	14.1	14.1	14.1			
Actuated g/C Ratio	0.11	0.74	0.09	0.09	0.72	0.09	0.09	0.09	0.09			
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	193	3740	139	315	3651	139	148	155	139			
v/s Ratio Prot	c0.08	c0.44		0.06	0.41							
v/s Ratio Perm			0.01			0.04	0.03	0.04	0.02			
v/c Ratio	0.69	0.60	0.06	0.63	0.57	0.44	0.31	0.50	0.18			
Uniform Delay, d1	68.7	10.0	66.9	70.1	10.7	69.2	68.4	69.6	67.6			
Progression Factor	0.87	0.69	1.31	1.56	1.00	2.23	1.00	1.00	1.00			
Incremental Delay, d2	3.4	0.2	0.1	0.4	0.1	0.2	1.2	2.5	0.6			
Delay (s)	63.2	7.2	87.9	109.6	10.8	154.6	69.6	72.1	68.2			
Level of Service	E	A	F	F	B	F	E	E	E			
Approach Delay (s)		12.7			26.7			69.1			0.0	
Approach LOS		B			C			E			A	

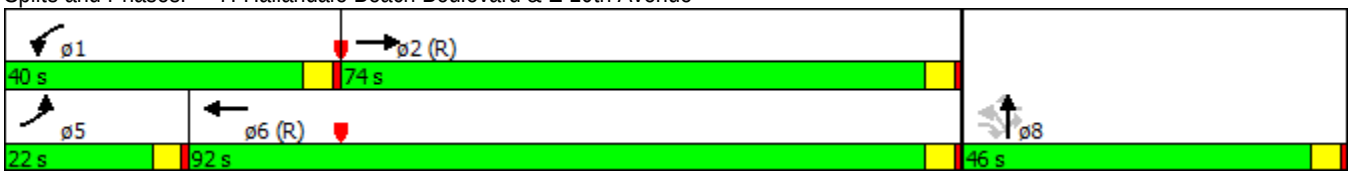
Intersection Summary			
HCM 2000 Control Delay	23.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	5	6	8
Movement	WBL	EBT	EBL	WBT	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	None
Maximum Split (s)	40	74	22	92	46
Maximum Split (%)	25.0%	46.3%	13.8%	57.5%	28.8%
Minimum Split (s)	11	22.5	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)					
Flash Dont Walk (s)					
Dual Entry	Yes	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	35	75	35	57	149
End Time (s)	75	149	57	149	35
Yield/Force Off (s)	70.5	144.5	52.5	144.5	30.5
Yield/Force Off 170(s)	70.5	144.5	52.5	144.5	30.5
Local Start Time (s)	120	0	120	142	74
Local Yield (s)	155.5	69.5	137.5	69.5	115.5
Local Yield 170(s)	155.5	69.5	137.5	69.5	115.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 75 (47%), Referenced to phase 2:EBT and 6:WBT, Start of Green	

Splits and Phases: 7: Hallandale Beach Boulevard & E 10th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	274	1801	351	63	1707	97	322	111	82	100	91	157
Future Volume (vph)	274	1801	351	63	1707	97	322	111	82	100	91	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		0.97	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.94		1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	5044		3433	1744		1770	1686	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	1770	5044		3433	1744		1770	1686	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	298	1958	382	68	1855	105	350	121	89	109	99	171
RTOR Reduction (vph)	0	0	123	0	4	0	0	16	0	0	38	0
Lane Group Flow (vph)	298	1958	259	68	1956	0	350	194	0	109	232	0
Turn Type	Prot	NA	custom	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			4									
Actuated Green, G (s)	30.1	64.5	50.9	11.5	45.9		20.4	50.9		15.1	45.6	
Effective Green, g (s)	30.1	64.5	50.9	11.5	45.9		20.4	50.9		15.1	45.6	
Actuated g/C Ratio	0.19	0.40	0.32	0.07	0.29		0.13	0.32		0.09	0.29	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	332	2049	503	127	1446		437	554		167	480	
v/s Ratio Prot	c0.17	c0.39		0.04	c0.39		c0.10	0.11		0.06	0.14	
v/s Ratio Perm			c0.16									
v/c Ratio	0.90	0.96	0.51	0.54	1.35		0.80	0.35		0.65	0.48	
Uniform Delay, d1	63.4	46.4	44.5	71.7	57.0		67.8	41.9		69.9	47.4	
Progression Factor	0.97	0.77	1.95	1.32	0.73		1.00	1.00		1.00	1.00	
Incremental Delay, d2	22.1	10.4	0.7	3.8	163.0		10.1	0.4		8.8	3.5	
Delay (s)	83.6	46.1	87.5	98.7	204.4		78.0	42.3		78.7	50.9	
Level of Service	F	D	F	F	F		E	D		E	D	
Approach Delay (s)		56.4			200.9			64.6			58.9	
Approach LOS		E			F			E			E	

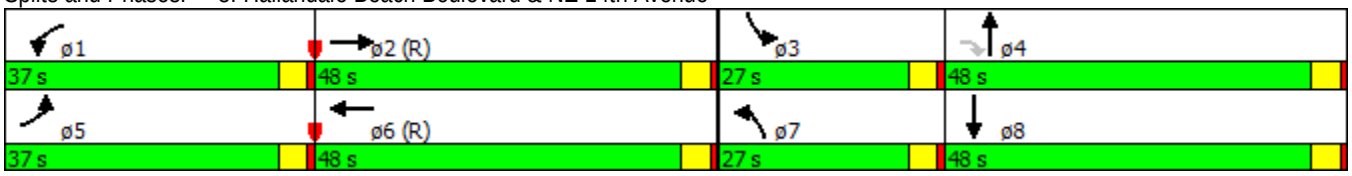
Intersection Summary			
HCM 2000 Control Delay	109.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	88.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	SBL	NBT	EBL	WBT	NBL	SBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	Max
Maximum Split (s)	37	48	27	48	37	48	27	48
Maximum Split (%)	23.1%	30.0%	16.9%	30.0%	23.1%	30.0%	16.9%	30.0%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	116	153	41	68	116	153	41	68
End Time (s)	153	41	68	116	153	41	68	116
Yield/Force Off (s)	148.5	36.5	63.5	111.5	148.5	36.5	63.5	111.5
Yield/Force Off 170(s)	148.5	25.5	63.5	100.5	148.5	25.5	63.5	100.5
Local Start Time (s)	123	0	48	75	123	0	48	75
Local Yield (s)	155.5	43.5	70.5	118.5	155.5	43.5	70.5	118.5
Local Yield 170(s)	155.5	32.5	70.5	107.5	155.5	32.5	70.5	107.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	110
Offset: 153 (96%), Referenced to phase 2:EBT and 6:WBT, Start of Green	

Splits and Phases: 8: Hallandale Beach Boulevard & NE 14th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	582	1421	6	58	1332	319	10	11	6	293	8	307
Future Volume (vph)	582	1421	6	58	1332	319	10	11	6	293	8	307
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lane Util. Factor	0.97	0.91		1.00	0.91	1.00	1.00	1.00		0.97	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.94		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	5082		1770	5085	1583	1770	1760		3433	1591	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	5082		1770	5085	1583	1770	1760		3433	1591	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	633	1545	7	63	1448	347	11	12	7	318	9	334
RTOR Reduction (vph)	0	0	0	0	0	184	0	7	0	0	280	0
Lane Group Flow (vph)	633	1552	0	63	1448	163	11	12	0	318	63	0
Turn Type	Prot	NA		Prot	NA	custom	Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						8						
Actuated Green, G (s)	34.8	100.7		12.4	78.3	25.8	3.1	9.2		19.7	25.8	
Effective Green, g (s)	34.8	100.7		12.4	78.3	25.8	3.1	9.2		19.7	25.8	
Actuated g/C Ratio	0.22	0.63		0.08	0.49	0.16	0.02	0.06		0.12	0.16	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	746	3198		137	2488	255	34	101		422	256	
v/s Ratio Prot	c0.18	0.31		0.04	c0.28		0.01	0.01		c0.09	0.04	
v/s Ratio Perm						c0.10						
v/c Ratio	0.85	0.49		0.46	0.58	0.64	0.32	0.12		0.75	0.25	
Uniform Delay, d1	60.1	15.8		70.6	29.2	62.8	77.4	71.6		67.8	58.6	
Progression Factor	0.61	0.62		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.1	0.2		2.4	1.0	5.4	5.5	0.5		7.5	0.5	
Delay (s)	40.6	10.0		73.0	30.2	68.2	82.9	72.1		75.3	59.1	
Level of Service	D	B		E	C	E	F	E		E	E	
Approach Delay (s)		18.9			38.7			76.1			66.9	
Approach LOS		B			D			E			E	

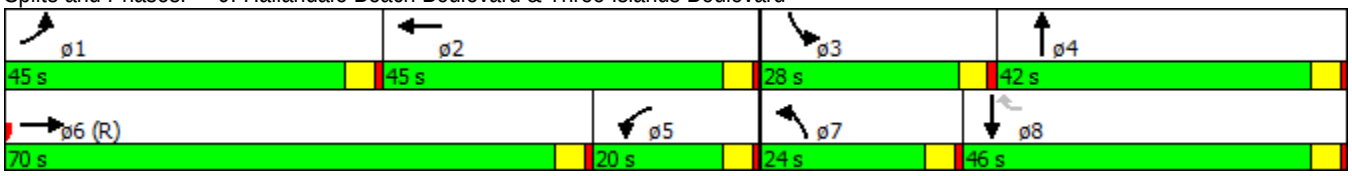
Intersection Summary			
HCM 2000 Control Delay	33.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	73.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	None	C-Max	None	None
Maximum Split (s)	45	45	28	42	20	70	24	46
Maximum Split (%)	28.1%	28.1%	17.5%	26.3%	12.5%	43.8%	15.0%	28.8%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	76	121	6	34	146	76	6	30
End Time (s)	121	6	34	76	6	146	30	76
Yield/Force Off (s)	116.5	1.5	29.5	71.5	1.5	141.5	25.5	71.5
Yield/Force Off 170(s)	116.5	150.5	29.5	60.5	1.5	130.5	25.5	60.5
Local Start Time (s)	0	45	90	118	70	0	90	114
Local Yield (s)	40.5	85.5	113.5	155.5	85.5	65.5	109.5	155.5
Local Yield 170(s)	40.5	74.5	113.5	144.5	85.5	54.5	109.5	144.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 76 (48%), Referenced to phase 6:EBT, Start of Green	

Splits and Phases: 9: Hallandale Beach Boulevard & Three Islands Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	25	34	159	20	240	49	1534	127	192	1304	14
Future Volume (vph)	4	25	34	159	20	240	49	1534	127	192	1304	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	0.97	0.95		0.97	0.95	
Frt	1.00	0.97	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1715	1504	1770	1863	1583	3433	3499		3433	3534	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1715	1504	1770	1863	1583	3433	3499		3433	3534	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	27	37	173	22	261	53	1667	138	209	1417	15
RTOR Reduction (vph)	0	7	29	0	0	226	0	2	0	0	0	0
Lane Group Flow (vph)	4	27	1	173	22	35	53	1803	0	209	1432	0
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	7.0	7.0	7.0	21.5	21.5	21.5	6.7	98.4		15.1	106.8	
Effective Green, g (s)	7.0	7.0	7.0	21.5	21.5	21.5	6.7	98.4		15.1	106.8	
Actuated g/C Ratio	0.04	0.04	0.04	0.13	0.13	0.13	0.04	0.62		0.09	0.67	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	77	75	65	237	250	212	143	2151		323	2358	
v/s Ratio Prot	0.00	c0.02		c0.10	0.01		0.02	c0.52		c0.06	0.41	
v/s Ratio Perm			0.00			0.02						
v/c Ratio	0.05	0.36	0.02	0.73	0.09	0.17	0.37	0.84		0.65	0.61	
Uniform Delay, d1	73.3	74.3	73.2	66.5	60.7	61.3	74.6	24.5		69.9	14.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.21	1.14		1.00	1.00	
Incremental Delay, d2	0.3	3.0	0.1	10.7	0.2	0.4	1.2	3.0		4.4	1.2	
Delay (s)	73.6	77.3	73.3	77.2	60.8	61.7	91.6	30.9		74.3	16.0	
Level of Service	E	E	E	E	E	E	F	C		E	B	
Approach Delay (s)		75.4			67.5			32.6			23.5	
Approach LOS		E			E			C			C	

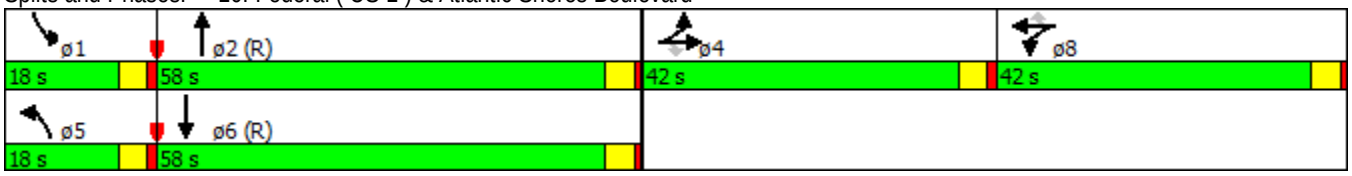
Intersection Summary			
HCM 2000 Control Delay	33.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	18	58	42	18	58	42
Maximum Split (%)	11.3%	36.3%	26.3%	11.3%	36.3%	26.3%
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		11	11		11	11
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	58	76	134	58	76	16
End Time (s)	76	134	16	76	134	58
Yield/Force Off (s)	71.5	129.5	11.5	71.5	129.5	53.5
Yield/Force Off 170(s)	71.5	118.5	0.5	71.5	118.5	42.5
Local Start Time (s)	142	0	58	142	0	100
Local Yield (s)	155.5	53.5	95.5	155.5	53.5	137.5
Local Yield 170(s)	155.5	42.5	84.5	155.5	42.5	126.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	130
Offset: 76 (48%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 10: Federal (US 1) & Atlantic Shores Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	176	112	114	39	85	9	178	1628	16	41	1260	71
Future Volume (vph)	176	112	114	39	85	9	178	1628	16	41	1260	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.92		1.00	0.99		1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1722		1770	1835		1770	3534		1770	3511	
Flt Permitted	0.61	1.00		0.26	1.00		0.15	1.00		0.09	1.00	
Satd. Flow (perm)	1136	1722		491	1835		276	3534		168	3511	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	191	122	124	42	92	10	193	1770	17	45	1370	77
RTOR Reduction (vph)	0	23	0	0	2	0	0	0	0	0	2	0
Lane Group Flow (vph)	191	223	0	42	100	0	193	1787	0	45	1445	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	28.8	28.8		28.8	28.8		122.2	122.2		122.2	122.2	
Effective Green, g (s)	28.8	28.8		28.8	28.8		122.2	122.2		122.2	122.2	
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.76	0.76		0.76	0.76	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	204	309		88	330		210	2699		128	2681	
v/s Ratio Prot		0.13			0.05			0.51			0.41	
v/s Ratio Perm	c0.17			0.09			c0.70			0.27		
v/c Ratio	0.94	0.72		0.48	0.30		0.92	0.66		0.35	0.54	
Uniform Delay, d1	64.7	61.8		58.8	56.9		15.0	9.0		6.1	7.6	
Progression Factor	1.00	1.00		1.00	1.00		1.32	1.01		1.69	1.38	
Incremental Delay, d2	44.9	8.1		4.0	0.5		7.3	0.1		6.2	0.7	
Delay (s)	109.6	69.9		62.9	57.4		27.1	9.3		16.5	11.1	
Level of Service	F	E		E	E		C	A		B	B	
Approach Delay (s)		87.2			59.0			11.0			11.3	
Approach LOS		F			E			B			B	

Intersection Summary			
HCM 2000 Control Delay	21.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	C-Max	None	C-Max	None
Maximum Split (s)	125	35	125	35
Maximum Split (%)	78.1%	21.9%	78.1%	21.9%
Minimum Split (s)	22.5	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	5	5	5	5
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)	7	7	7	7
Flash Dont Walk (s)	11	11	11	11
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	134	99	134	99
End Time (s)	99	134	99	134
Yield/Force Off (s)	94.5	129.5	94.5	129.5
Yield/Force Off 170(s)	83.5	118.5	83.5	118.5
Local Start Time (s)	0	125	0	125
Local Yield (s)	120.5	155.5	120.5	155.5
Local Yield 170(s)	109.5	144.5	109.5	144.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 134 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 11: NE 3rd & Federal (US 1)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	98	139	108	142	185	109	2004	44	125	1620	6
Future Volume (vph)	210	98	139	108	142	185	109	2004	44	125	1620	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.91	
Frt	1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1699		1770	1863	2787	1770	3539	1583	3433	5082	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1699		1770	1863	2787	1770	3539	1583	3433	5082	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	228	107	151	117	154	201	118	2178	48	136	1761	7
RTOR Reduction (vph)	0	35	0	0	0	179	0	0	24	0	0	0
Lane Group Flow (vph)	228	223	0	117	154	22	118	2178	24	136	1768	0
Turn Type	Split	NA		Split	NA	Prot	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8	8	5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)	25.7	25.7		17.9	17.9	17.9	14.5	80.2	80.2	10.2	75.9	
Effective Green, g (s)	25.7	25.7		17.9	17.9	17.9	14.5	80.2	80.2	10.2	75.9	
Actuated g/C Ratio	0.16	0.16		0.11	0.11	0.11	0.09	0.50	0.50	0.06	0.47	
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	284	272		198	208	311	160	1773	793	218	2410	
v/s Ratio Prot	0.13	c0.13		0.07	c0.08	0.01	c0.07	c0.62		0.04	0.35	
v/s Ratio Perm									0.02			
v/c Ratio	0.80	0.82		0.59	0.74	0.07	0.74	1.23	0.03	0.62	0.73	
Uniform Delay, d1	64.7	64.9		67.6	68.8	63.6	70.9	39.9	20.2	73.0	33.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.02	1.03	1.00	0.82	1.39	
Incremental Delay, d2	14.2	16.4		3.1	11.7	0.0	7.4	105.5	0.0	1.6	0.8	
Delay (s)	78.9	81.3		70.7	80.5	63.7	79.7	146.7	20.2	61.7	48.1	
Level of Service	E	F		E	F	E	E	F	C	E	D	
Approach Delay (s)		80.2			70.9			140.7			49.0	
Approach LOS		F			E			F			D	

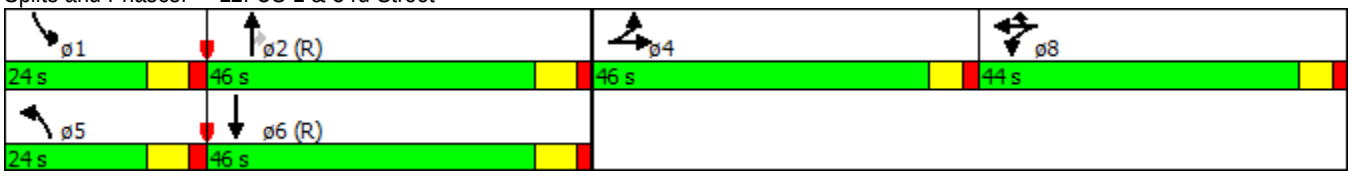
Intersection Summary			
HCM 2000 Control Delay	95.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	100.9%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	24	46	46	24	46	44
Maximum Split (%)	15.0%	28.8%	28.8%	15.0%	28.8%	27.5%
Minimum Split (s)	15	25	24	12	25	25
Yellow Time (s)	5	5	4	5	5	4
All-Red Time (s)	2	2	2	2	2	2
Minimum Initial (s)	5	12	6	5	12	6
Vehicle Extension (s)	1.5	3	2	1.5	3	2
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	89	113	159	89	113	45
End Time (s)	113	159	45	113	159	89
Yield/Force Off (s)	106	152	39	106	152	83
Yield/Force Off 170(s)	106	152	39	106	152	83
Local Start Time (s)	136	0	46	136	0	92
Local Yield (s)	153	39	86	153	39	130
Local Yield 170(s)	153	39	86	153	39	130

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	150
Offset: 113 (71%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 12: US 1 & 3 rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	20	78	230	48	78	194	2326	109	58	1947	24
Future Volume (vph)	97	20	78	230	48	78	194	2326	109	58	1947	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	4.5	
Lane Util. Factor		1.00		0.95	0.95	1.00	1.00	0.91	1.00	0.97	0.91	
Frt		0.95		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.98		0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1719		1681	1713	1583	1770	5085	1583	3433	5076	
Flt Permitted		0.98		0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1719		1681	1713	1583	1770	5085	1583	3433	5076	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	105	22	85	250	52	85	211	2528	118	63	2116	26
RTOR Reduction (vph)	0	15	0	0	0	76	0	0	49	0	1	0
Lane Group Flow (vph)	0	197	0	150	152	9	211	2528	69	63	2141	0
Turn Type	Split	NA		Split	NA	Prot	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8	8	5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		18.5		16.9	16.9	16.9	11.6	92.4	92.4	5.2	88.5	
Effective Green, g (s)		18.5		16.9	16.9	16.9	11.6	92.4	92.4	5.2	88.5	
Actuated g/C Ratio		0.12		0.11	0.11	0.11	0.07	0.58	0.58	0.03	0.55	
Clearance Time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	4.5	
Vehicle Extension (s)		2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)		198		177	180	167	128	2936	914	111	2807	
v/s Ratio Prot		c0.11		c0.09	0.09	0.01	c0.12	c0.50		0.02	0.42	
v/s Ratio Perm									0.04			
v/c Ratio		0.99		0.85	0.84	0.05	1.65	0.86	0.08	0.57	0.76	
Uniform Delay, d1		70.7		70.3	70.3	64.4	74.2	28.4	14.9	76.3	27.6	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.10	
Incremental Delay, d2		62.1		28.4	27.7	0.0	324.0	3.6	0.2	3.0	1.6	
Delay (s)		132.8		98.7	98.0	64.4	398.2	32.0	15.1	64.0	31.8	
Level of Service		F		F	F	E	F	C	B	E	C	
Approach Delay (s)		132.8			90.9			58.3			32.7	
Approach LOS		F			F			E			C	

Intersection Summary			
HCM 2000 Control Delay	53.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	84.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	12	98	25	17	93	25
Maximum Split (%)	7.5%	61.3%	15.6%	10.6%	58.1%	15.6%
Minimum Split (s)	12	25	24.5	12	22.5	24.5
Yellow Time (s)	5	5	4	5	3.5	4
All-Red Time (s)	2	2	2.5	2	1	2.5
Minimum Initial (s)	5	10	6	5	10	6
Vehicle Extension (s)	1.5	3	2	1.5	3	2
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	53	65	3	53	70	28
End Time (s)	65	3	28	70	3	53
Yield/Force Off (s)	58	156	21.5	63	158.5	46.5
Yield/Force Off 170(s)	58	156	21.5	63	158.5	46.5
Local Start Time (s)	143	155	93	143	0	118
Local Yield (s)	148	86	111.5	153	88.5	136.5
Local Yield 170(s)	148	86	111.5	153	88.5	136.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	130
Offset: 70 (44%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 13: US 1 & SE 9th Street

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	14	17	1	7	25
Future Volume (Veh/h)	9	14	17	1	7	25
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	15	18	1	8	27
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	19				54	18
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	19				54	18
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	97
cM capacity (veh/h)	1597				949	1060

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	25	19	35
Volume Left	10	0	8
Volume Right	0	1	27
cSH	1597	1700	1032
Volume to Capacity	0.01	0.01	0.03
Queue Length 95th (ft)	0	0	3
Control Delay (s)	2.9	0.0	8.6
Lane LOS	A		A
Approach Delay (s)	2.9	0.0	8.6
Approach LOS			A

Intersection Summary			
Average Delay	4.7		
Intersection Capacity Utilization	17.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection has too many legs for HCM analysis.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	385	229	21	29	88
Future Volume (Veh/h)	8	385	229	21	29	88
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	418	249	23	32	96
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			228			
pX, platoon unblocked	0.92				0.92	0.92
vC, conflicting volume	272				488	260
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	167				401	155
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				94	88
cM capacity (veh/h)	1297				528	796

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	148	279	272	128
Volume Left	9	0	0	32
Volume Right	0	0	23	96
cSH	1297	1700	1700	706
Volume to Capacity	0.01	0.16	0.16	0.18
Queue Length 95th (ft)	1	0	0	16
Control Delay (s)	0.5	0.0	0.0	11.2
Lane LOS	A			B
Approach Delay (s)	0.2		0.0	11.2
Approach LOS				B

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	30.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	295	0	0	266	126	171	532	9	0	0	0
Future Volume (vph)	69	295	0	0	266	126	171	532	9	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0	3.0		4.5				
Lane Util. Factor		1.00			1.00	1.00		0.95				
Frt		1.00			1.00	0.85		1.00				
Flt Protected		0.99			1.00	1.00		0.99				
Satd. Flow (prot)		1845			1863	1583		3490				
Flt Permitted		0.88			1.00	1.00		0.99				
Satd. Flow (perm)		1636			1863	1583		3490				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	321	0	0	289	137	186	578	10	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	103	0	1	0	0	0	0
Lane Group Flow (vph)	0	396	0	0	289	34	0	773	0	0	0	0
Turn Type	Prot	NA			NA	Perm	Split	NA				
Protected Phases	8	7 8			7		10 3	10 3				
Permitted Phases						7						
Actuated Green, G (s)		77.3			31.1	31.1		36.0				
Effective Green, g (s)		77.3			31.1	31.1		36.0				
Actuated g/C Ratio		0.62			0.25	0.25		0.29				
Clearance Time (s)					3.0	3.0						
Vehicle Extension (s)					3.0	3.0						
Lane Grp Cap (vph)		1099			468	397		1014				
v/s Ratio Prot		c0.13			c0.16			c0.22				
v/s Ratio Perm		0.09				0.02						
v/c Ratio		0.36			0.62	0.09		0.76				
Uniform Delay, d1		11.3			41.1	35.5		40.0				
Progression Factor		0.20			1.00	1.00		1.00				
Incremental Delay, d2		0.2			2.4	0.1		3.4				
Delay (s)		2.5			43.5	35.6		43.5				
Level of Service		A			D	D		D				
Approach Delay (s)		2.5			41.0			43.5			0.0	
Approach LOS		A			D			D			A	

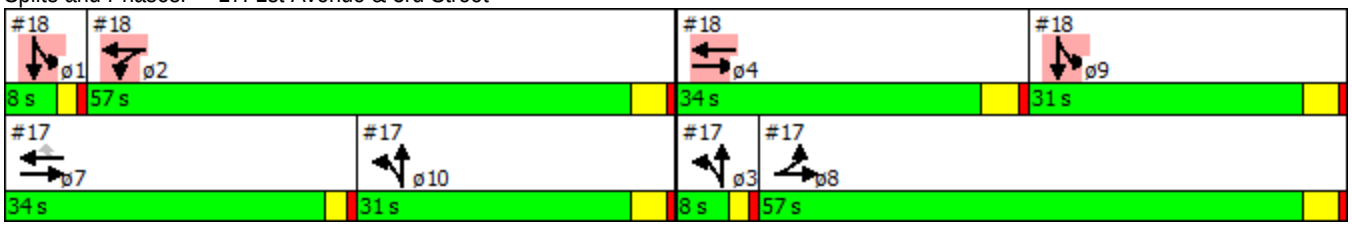
Intersection Summary			
HCM 2000 Control Delay	32.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	123.8	Sum of lost time (s)	16.5
Intersection Capacity Utilization	63.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	3	4	7	8	9	10
Node Number	18	18	17	18	17	17	18	17
Movement	SBTL	WBTL	NBTL	EBWB	EBWB	EBTL	SBTL	NBTL
Lead/Lag	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Max	Max	None	Min	None	None	None
Maximum Split (s)	8	57	8	34	34	57	31	31
Maximum Split (%)	6.2%	43.8%	6.2%	26.2%	26.2%	43.8%	23.8%	23.8%
Minimum Split (s)	4	22.5	4	22.5	4	22.5	9.5	22.5
Yellow Time (s)	2	3.5	2	3.5	2	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	1	5	1	5	1	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								7
Flash Dont Walk (s)								11
Dual Entry	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	8	65	65	0	73	99	34
End Time (s)	8	65	73	99	34	0	0	65
Yield/Force Off (s)	5	60.5	70	94.5	31	125.5	125.5	60.5
Yield/Force Off 170(s)	5	60.5	70	94.5	31	125.5	125.5	49.5
Local Start Time (s)	122	0	57	57	122	65	91	26
Local Yield (s)	127	52.5	62	86.5	23	117.5	117.5	52.5
Local Yield 170(s)	127	52.5	62	86.5	23	117.5	117.5	41.5

Intersection Summary	
Cycle Length	130
Control Type	Semi Act-Uncoord
Natural Cycle	70

Splits and Phases: 17: 1st Avenue & 3rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	157	10	72	365	0	0	0	0	206	395	17
Future Volume (vph)	0	157	10	72	365	0	0	0	0	206	395	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5					3.0	3.0	
Lane Util. Factor		1.00			1.00					1.00	0.91	
Frt		0.99			1.00					1.00	0.99	
Flt Protected		1.00			0.99					0.95	1.00	
Satd. Flow (prot)		1848			1848					1770	5055	
Flt Permitted		1.00			0.94					0.95	1.00	
Satd. Flow (perm)		1848			1754					1770	5055	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	171	11	78	397	0	0	0	0	224	429	18
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	180	0	0	475	0	0	0	0	224	443	0
Turn Type		NA		Prot	NA					Split	NA	
Protected Phases		4		2	2 4					1 9	1 9	
Permitted Phases												
Actuated Green, G (s)		29.5			82.1					29.7	29.7	
Effective Green, g (s)		29.5			82.1					25.2	25.2	
Actuated g/C Ratio		0.24			0.66					0.20	0.20	
Clearance Time (s)		4.5										
Vehicle Extension (s)		3.0										
Lane Grp Cap (vph)		440			1203					360	1028	
v/s Ratio Prot		c0.10			c0.17					c0.13	0.09	
v/s Ratio Perm					0.09							
v/c Ratio		0.41			0.39					0.62	0.43	
Uniform Delay, d1		39.8			9.5					45.0	43.0	
Progression Factor		1.00			0.34					1.00	1.00	
Incremental Delay, d2		0.6			0.2					3.3	0.3	
Delay (s)		40.4			3.4					48.3	43.3	
Level of Service		D			A					D	D	
Approach Delay (s)		40.4			3.4			0.0			45.0	
Approach LOS		D			A			A			D	

Intersection Summary			
HCM 2000 Control Delay	29.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	123.8	Sum of lost time (s)	16.5
Intersection Capacity Utilization	54.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

FUTURE 2018 PM PEAK HOUR CONDITIONS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	1812	185	76	2073	34	433	154	28	63	113	153
Future Volume (vph)	161	1812	185	76	2073	34	433	154	28	63	113	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.91		1.00	0.91		0.97	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00		1.00	0.98		1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5015		1770	5073		3433	1820		1770	1702	
Flt Permitted	0.05	1.00		0.05	1.00		0.95	1.00		0.63	1.00	
Satd. Flow (perm)	92	5015		97	5073		3433	1820		1181	1702	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	175	1970	201	83	2253	37	471	167	30	68	123	166
RTOR Reduction (vph)	0	6	0	0	1	0	0	4	0	0	32	0
Lane Group Flow (vph)	175	2165	0	83	2289	0	471	193	0	68	257	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2						8		
Actuated Green, G (s)	97.5	83.7		86.2	76.9		20.5	39.3		38.2	28.5	
Effective Green, g (s)	97.5	83.7		86.2	76.9		20.5	39.3		38.2	28.5	
Actuated g/C Ratio	0.61	0.52		0.54	0.48		0.13	0.25		0.24	0.18	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	224	2623		149	2438		439	447		317	303	
v/s Ratio Prot	c0.08	0.43		0.03	c0.45		c0.14	0.11		0.01	c0.15	
v/s Ratio Perm	0.40			0.27						0.04		
v/c Ratio	0.78	0.83		0.56	0.94		1.07	0.43		0.21	0.85	
Uniform Delay, d1	50.4	32.0		28.8	39.3		69.8	50.9		48.2	63.7	
Progression Factor	1.00	1.00		1.59	1.22		1.00	1.00		1.00	1.00	
Incremental Delay, d2	16.1	3.1		1.6	3.6		63.8	0.7		0.3	19.2	
Delay (s)	66.5	35.1		47.3	51.5		133.6	51.6		48.6	82.9	
Level of Service	E	D		D	D		F	D		D	F	
Approach Delay (s)		37.5			51.3			109.4			76.4	
Approach LOS		D			D			F			E	

Intersection Summary			
HCM 2000 Control Delay	54.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	92.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBTL	SBL	NBT	WBL	EBTL	NBL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	25	70	25	40	25	70	25	40
Maximum Split (%)	15.6%	43.8%	15.6%	25.0%	15.6%	43.8%	15.6%	25.0%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	130	155	65	90	130	155	65	90
End Time (s)	155	65	90	130	155	65	90	130
Yield/Force Off (s)	150.5	60.5	85.5	125.5	150.5	60.5	85.5	125.5
Yield/Force Off 170(s)	150.5	49.5	85.5	114.5	150.5	49.5	85.5	114.5
Local Start Time (s)	135	0	70	95	135	0	70	95
Local Yield (s)	155.5	65.5	90.5	130.5	155.5	65.5	90.5	130.5
Local Yield 170(s)	155.5	54.5	90.5	119.5	155.5	54.5	90.5	119.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	110
Offset: 155 (97%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	

Splits and Phases: 1: SW 8th Avenue/NW 8th Avenue & Hallandale Beach Boulevard

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1407	37	0	2210	0	0	0	0	163	449	63
Future Volume (vph)	0	1407	37	0	2210	0	0	0	0	163	449	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5						4.5	
Lane Util. Factor		0.91			0.91						0.86	
Frt		1.00			1.00						0.99	
Flt Protected		1.00			1.00						0.99	
Satd. Flow (prot)		5066			5085						6243	
Flt Permitted		1.00			1.00						0.99	
Satd. Flow (perm)		5066			5085						6243	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1529	40	0	2402	0	0	0	0	177	488	68
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	11	0
Lane Group Flow (vph)	0	1567	0	0	2402	0	0	0	0	0	722	0
Turn Type		NA		Prot	NA					Perm	NA	
Protected Phases		2 3		1	1 2 3						4	
Permitted Phases										4		
Actuated Green, G (s)		65.5			80.5						26.2	
Effective Green, g (s)		65.5			80.5						26.2	
Actuated g/C Ratio		0.41			0.50						0.16	
Clearance Time (s)											4.5	
Vehicle Extension (s)											3.0	
Lane Grp Cap (vph)		2073			2558						1022	
v/s Ratio Prot		0.31			c0.47							
v/s Ratio Perm											0.12	
v/c Ratio		0.76			0.94						0.71	
Uniform Delay, d1		40.4			37.4						63.3	
Progression Factor		1.37			0.36						1.00	
Incremental Delay, d2		0.9			0.8						2.3	
Delay (s)		56.1			14.5						65.5	
Level of Service		E			B						E	
Approach Delay (s)		56.1			14.5			0.0			65.5	
Approach LOS		E			B			A			E	

Intersection Summary			
HCM 2000 Control Delay	36.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	60.2%	ICU Level of Service	B
Analysis Period (min)	15		

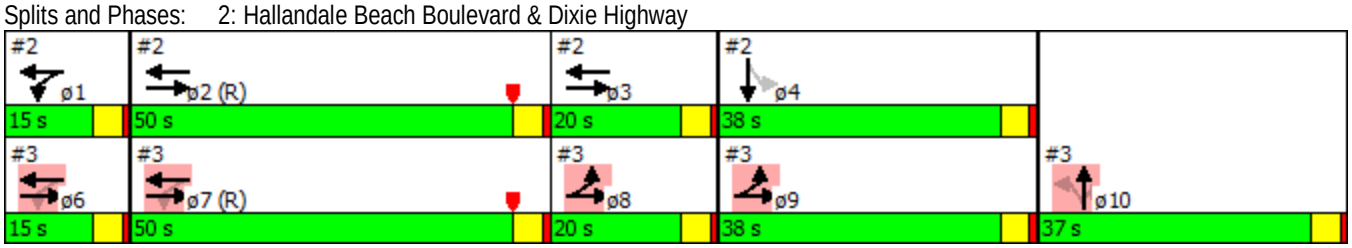
c Critical Lane Group

Phase Number	1	2	3	4	6	7	8	9	10
Node Number	2	2	2	2	3	3	3	3	3
Movement	WBTL	EBWB	EBWB	SBTL	EBWB	EBWB	EBTL	EBTL	NBTL
Lead/Lag		Lead	Lag			Lead	Lag		
Lead-Lag Optimize		Yes	Yes			Yes	Yes		
Recall Mode	None	C-Max	None	None	None	C-Max	None	None	None
Maximum Split (s)	15	50	20	38	15	50	20	38	37
Maximum Split (%)	9.4%	31.3%	12.5%	23.8%	9.4%	31.3%	12.5%	23.8%	23.1%
Minimum Split (s)	10	11	11	12.5	11	11	10	10	10
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0	0
Walk Time (s)									
Flash Dont Walk (s)									
Dual Entry	No	Yes	No	Yes	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	110	125	15	35	110	125	15	35	73
End Time (s)	125	15	35	73	125	15	35	73	110
Yield/Force Off (s)	120.5	10.5	30.5	68.5	120.5	10.5	30.5	68.5	105.5
Yield/Force Off 170(s)	120.5	10.5	30.5	68.5	120.5	10.5	30.5	68.5	105.5
Local Start Time (s)	99.5	114.5	4.5	24.5	99.5	114.5	4.5	24.5	62.5
Local Yield (s)	110	0	20	58	110	0	20	58	95
Local Yield 170(s)	110	0	20	58	110	0	20	58	95

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	100

Offset: 10.5 (7%), Referenced to phase 2:EBWB and 7:, Start of Yellow

Splits and Phases: 2: Hallandale Beach Boulevard & Dixie Highway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1570	0	1	1860	49	349	378	91	0	0	0
Future Volume (vph)	0	1570	0	1	1860	49	349	378	91	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5		4.5	4.5	4.5			
Lane Util. Factor		0.91			0.91		1.00	1.00	1.00			
Frt		1.00			1.00		1.00	1.00	0.85			
Flt Protected		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)		5085			5066		1770	1863	1583			
Flt Permitted		1.00			0.94		0.95	1.00	1.00			
Satd. Flow (perm)		5085			4759		1770	1863	1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1707	0	1	2022	53	379	411	99	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	74	0	0	0
Lane Group Flow (vph)	0	1707	0	0	2074	0	379	411	25	0	0	0
Turn Type	Prot	NA		Perm	NA		Perm	NA	Perm			
Protected Phases	8 9	6 7 8 9			6 7			10				
Permitted Phases				6 7			10		10			
Actuated Green, G (s)		111.2			60.5		39.8	39.8	39.8			
Effective Green, g (s)		111.2			60.5		39.8	39.8	39.8			
Actuated g/C Ratio		0.70			0.38		0.25	0.25	0.25			
Clearance Time (s)							4.5	4.5	4.5			
Vehicle Extension (s)							3.0	3.0	3.0			
Lane Grp Cap (vph)		3534			1799		440	463	393			
v/s Ratio Prot		c0.34						c0.22				
v/s Ratio Perm					c0.44		0.21		0.02			
v/c Ratio		0.48			1.15		0.86	0.89	0.06			
Uniform Delay, d1		11.2			49.8		57.5	57.9	45.9			
Progression Factor		0.01			0.81		1.00	1.00	1.00			
Incremental Delay, d2		0.1			69.5		15.7	18.2	0.1			
Delay (s)		0.2			109.8		73.2	76.2	45.9			
Level of Service		A			F		E	E	D			
Approach Delay (s)		0.2			109.8			71.5			0.0	
Approach LOS		A			F			E			A	

Intersection Summary			
HCM 2000 Control Delay	62.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	1046	325	560	1380	221	512	1481	653	388	1064	86
Future Volume (vph)	216	1046	325	560	1380	221	512	1481	653	388	1064	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5		7.0	8.0	6.5	7.0	8.0	
Lane Util. Factor	1.00	0.86		0.97	0.91		0.97	0.91	1.00	0.97	0.86	
Frt	1.00	0.96		1.00	0.98		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	6180		3433	4980		3433	5085	1583	3433	6336	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	6180		3433	4980		3433	5085	1583	3433	6336	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	235	1137	353	609	1500	240	557	1610	710	422	1157	93
RTOR Reduction (vph)	0	35	0	0	14	0	0	0	43	0	8	0
Lane Group Flow (vph)	235	1455	0	609	1726	0	557	1610	667	422	1242	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	21.5	45.5		21.5	45.5		23.0	43.2	64.7	21.8	42.0	
Effective Green, g (s)	21.5	45.5		21.5	45.5		23.0	43.2	64.7	21.8	42.0	
Actuated g/C Ratio	0.13	0.28		0.13	0.28		0.14	0.27	0.40	0.14	0.26	
Clearance Time (s)	6.5	6.5		6.5	6.5		7.0	8.0	6.5	7.0	8.0	
Vehicle Extension (s)	1.5	2.5		1.5	2.5		1.5	2.5	1.5	1.5	2.5	
Lane Grp Cap (vph)	237	1757		461	1416		493	1372	640	467	1663	
v/s Ratio Prot	0.13	0.24		c0.18	c0.35		c0.16	c0.32	0.14	0.12	0.20	
v/s Ratio Perm									0.28			
v/c Ratio	0.99	0.83		1.32	1.22		1.13	1.17	1.04	0.90	0.75	
Uniform Delay, d1	69.2	53.6		69.2	57.2		68.5	58.4	47.6	68.1	54.1	
Progression Factor	1.41	0.43		0.66	1.44		1.30	1.01	0.42	1.10	1.05	
Incremental Delay, d2	53.4	4.3		152.8	102.4		61.1	78.9	24.0	18.2	2.7	
Delay (s)	151.1	27.3		198.8	184.8		150.1	137.6	44.2	93.3	59.7	
Level of Service	F	C		F	F		F	F	D	F	E	
Approach Delay (s)		44.1			188.4			117.0			68.2	
Approach LOS		D			F			F			E	

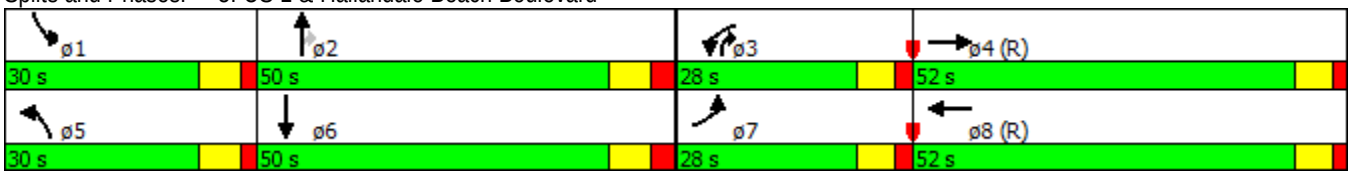
Intersection Summary			
HCM 2000 Control Delay	112.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.22		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	106.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	C-Max	None	Max	None	C-Max
Maximum Split (s)	30	50	28	52	30	50	28	52
Maximum Split (%)	18.8%	31.3%	17.5%	32.5%	18.8%	31.3%	17.5%	32.5%
Minimum Split (s)	12	26	11.5	24.5	12	26	11.5	24.5
Yellow Time (s)	5	5	4.5	4.5	5	5	4.5	4.5
All-Red Time (s)	2	3	2	2	2	3	2	2
Minimum Initial (s)	5	6	5	7	5	6	5	7
Vehicle Extension (s)	1.5	2.5	1.5	2.5	1.5	2.5	1.5	2.5
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	77	107	157	25	77	107	157	25
End Time (s)	107	157	25	77	107	157	25	77
Yield/Force Off (s)	100	149	18.5	70.5	100	149	18.5	70.5
Yield/Force Off 170(s)	100	138	18.5	59.5	100	138	18.5	59.5
Local Start Time (s)	52	82	132	0	52	82	132	0
Local Yield (s)	75	124	153.5	45.5	75	124	153.5	45.5
Local Yield 170(s)	75	113	153.5	34.5	75	113	153.5	34.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	150
Offset: 25 (16%), Referenced to phase 4:EBT and 8:WBT, Start of Green	

Splits and Phases: 5: US 1 & Hallandale Beach Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	2128	7	31	2162	1	6	0	16	155	3	144
Future Volume (vph)	0	2128	7	31	2162	1	6	0	16	155	3	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.5	4.0			4.5		4.0	4.0	4.0
Lane Util. Factor		0.91	1.00	1.00	0.91			1.00		1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00			0.90		1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00			0.99		0.95	1.00	1.00
Satd. Flow (prot)		5085	1583	1770	5085			1660		1770	1863	1583
Flt Permitted		1.00	1.00	0.05	1.00			0.99		0.95	1.00	1.00
Satd. Flow (perm)		5085	1583	102	5085			1660		1770	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2313	8	34	2350	1	7	0	17	168	3	157
RTOR Reduction (vph)	0	0	5	0	0	0	0	24	0	0	0	98
Lane Group Flow (vph)	0	2313	3	34	2351	0	0	0	0	168	3	59
Turn Type		NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases		4		3	8		2	2		6	6	
Permitted Phases			4	8								6
Actuated Green, G (s)		68.9	68.9	84.2	84.2			3.3		60.0	60.0	60.0
Effective Green, g (s)		68.9	68.9	84.2	84.2			3.3		60.0	60.0	60.0
Actuated g/C Ratio		0.43	0.43	0.53	0.53			0.02		0.38	0.38	0.38
Clearance Time (s)		4.0	4.0	4.5	4.0			4.5		4.0	4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		2189	681	166	2675			34		663	698	593
v/s Ratio Prot		c0.45		0.01	c0.46			c0.00		c0.09	0.00	
v/s Ratio Perm			0.00	0.09								0.04
v/c Ratio		1.06	0.01	0.20	0.88			0.01		0.25	0.00	0.10
Uniform Delay, d1		45.5	26.0	66.8	33.4			76.8		34.5	31.3	32.5
Progression Factor		0.96	1.00	0.74	0.94			1.00		1.00	1.00	1.00
Incremental Delay, d2		31.7	0.0	0.5	4.0			0.2		0.9	0.0	0.3
Delay (s)		75.4	26.0	50.0	35.3			76.9		35.5	31.3	32.8
Level of Service		E	C	D	D			E		D	C	C
Approach Delay (s)		75.2			35.5			76.9			34.1	
Approach LOS		E			D			E			C	

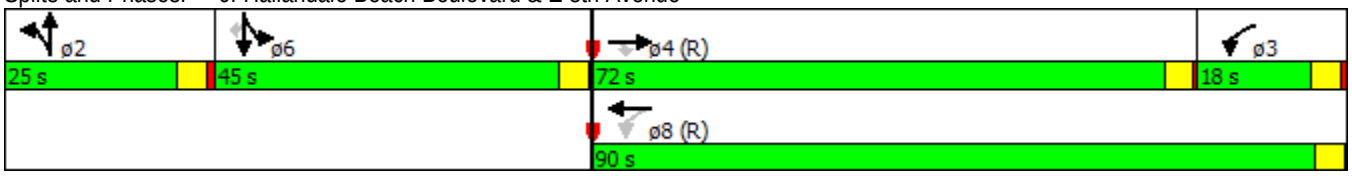
Intersection Summary			
HCM 2000 Control Delay	53.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	65.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	2	3	4	6	8
Movement	NBTL	WBL	EBT	SBTL	WBTL
Lead/Lag		Lag	Lead		
Lead-Lag Optimize		Yes	Yes		
Recall Mode	None	None	C-Max	Max	C-Max
Maximum Split (s)	25	18	72	45	90
Maximum Split (%)	15.6%	11.3%	45.0%	28.1%	56.3%
Minimum Split (s)	22.5	9.5	20	20	20
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	0.5	0.5	0.5
Minimum Initial (s)	5	5	4	4	4
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)	7		5	5	5
Flash Dont Walk (s)	11		11	11	11
Dual Entry	Yes	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	1	143	71	26	71
End Time (s)	26	1	143	71	1
Yield/Force Off (s)	21.5	156.5	139	67	157
Yield/Force Off 170(s)	10.5	156.5	128	56	146
Local Start Time (s)	90	72	0	115	0
Local Yield (s)	110.5	85.5	68	156	86
Local Yield 170(s)	99.5	85.5	57	145	75

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	100
Offset: 71 (44%), Referenced to phase 4:EBT and 8:WBTL, Start of Green	

Splits and Phases: 6: Hallandale Beach Boulevard & E 8th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	2079	68	184	1923	117	47	66	260	0	0	0
Future Volume (vph)	123	2079	68	184	1923	117	47	66	260	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.95	0.95	1.00			
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	1681	1764	1583			
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	1681	1764	1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	134	2260	74	200	2090	127	51	72	283	0	0	0
RTOR Reduction (vph)	0	0	66	0	0	66	0	0	258	0	0	0
Lane Group Flow (vph)	134	2260	8	200	2090	61	46	77	25	0	0	0
Turn Type	Prot	NA	custom	Prot	NA	custom	Perm	NA	Perm			
Protected Phases	5	2		1	6			8				
Permitted Phases			8			8	8		8			
Actuated Green, G (s)	17.5	117.7	14.1	14.7	114.9	14.1	14.1	14.1	14.1			
Effective Green, g (s)	17.5	117.7	14.1	14.7	114.9	14.1	14.1	14.1	14.1			
Actuated g/C Ratio	0.11	0.74	0.09	0.09	0.72	0.09	0.09	0.09	0.09			
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	193	3740	139	315	3651	139	148	155	139			
v/s Ratio Prot	c0.08	c0.44		0.06	0.41							
v/s Ratio Perm			0.01			0.04	0.03	0.04	0.02			
v/c Ratio	0.69	0.60	0.06	0.63	0.57	0.44	0.31	0.50	0.18			
Uniform Delay, d1	68.7	10.1	66.9	70.1	10.8	69.2	68.4	69.6	67.6			
Progression Factor	0.87	0.70	1.32	1.56	1.01	2.23	1.00	1.00	1.00			
Incremental Delay, d2	3.3	0.2	0.1	0.4	0.1	0.2	1.2	2.5	0.6			
Delay (s)	63.0	7.3	88.1	109.4	11.0	154.6	69.6	72.1	68.2			
Level of Service	E	A	F	F	B	F	E	E	E			
Approach Delay (s)		12.7			26.7			69.1			0.0	
Approach LOS		B			C			E			A	

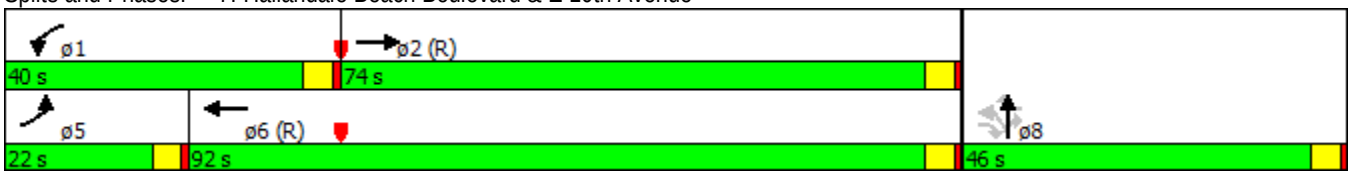
Intersection Summary			
HCM 2000 Control Delay	23.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	5	6	8
Movement	WBL	EBT	EBL	WBT	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	None
Maximum Split (s)	40	74	22	92	46
Maximum Split (%)	25.0%	46.3%	13.8%	57.5%	28.8%
Minimum Split (s)	11	22.5	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)					
Flash Dont Walk (s)					
Dual Entry	Yes	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	35	75	35	57	149
End Time (s)	75	149	57	149	35
Yield/Force Off (s)	70.5	144.5	52.5	144.5	30.5
Yield/Force Off 170(s)	70.5	144.5	52.5	144.5	30.5
Local Start Time (s)	120	0	120	142	74
Local Yield (s)	155.5	69.5	137.5	69.5	115.5
Local Yield 170(s)	155.5	69.5	137.5	69.5	115.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 75 (47%), Referenced to phase 2:EBT and 6:WBT, Start of Green	

Splits and Phases: 7: Hallandale Beach Boulevard & E 10th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	275	1807	351	63	1719	97	322	111	82	100	91	158
Future Volume (vph)	275	1807	351	63	1719	97	322	111	82	100	91	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		0.97	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.94		1.00	0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	5045		3433	1744		1770	1685	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	1770	5045		3433	1744		1770	1685	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	299	1964	382	68	1868	105	350	121	89	109	99	172
RTOR Reduction (vph)	0	0	123	0	4	0	0	16	0	0	39	0
Lane Group Flow (vph)	299	1964	259	68	1969	0	350	194	0	109	232	0
Turn Type	Prot	NA	custom	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			4									
Actuated Green, G (s)	30.1	64.5	50.9	11.5	45.9		20.4	50.9		15.1	45.6	
Effective Green, g (s)	30.1	64.5	50.9	11.5	45.9		20.4	50.9		15.1	45.6	
Actuated g/C Ratio	0.19	0.40	0.32	0.07	0.29		0.13	0.32		0.09	0.29	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	332	2049	503	127	1447		437	554		167	480	
v/s Ratio Prot	c0.17	c0.39		0.04	c0.39		c0.10	0.11		0.06	0.14	
v/s Ratio Perm			c0.16									
v/c Ratio	0.90	0.96	0.51	0.54	1.36		0.80	0.35		0.65	0.48	
Uniform Delay, d1	63.5	46.4	44.5	71.7	57.0		67.8	41.9		69.9	47.4	
Progression Factor	0.97	0.77	1.95	1.32	0.73		1.00	1.00		1.00	1.00	
Incremental Delay, d2	22.7	10.7	0.7	3.8	166.5		10.1	0.4		8.8	3.5	
Delay (s)	84.3	46.5	87.4	98.4	208.0		78.0	42.3		78.7	50.9	
Level of Service	F	D	F	F	F		E	D		E	D	
Approach Delay (s)		56.7			204.3			64.6			58.9	
Approach LOS		E			F			E			E	

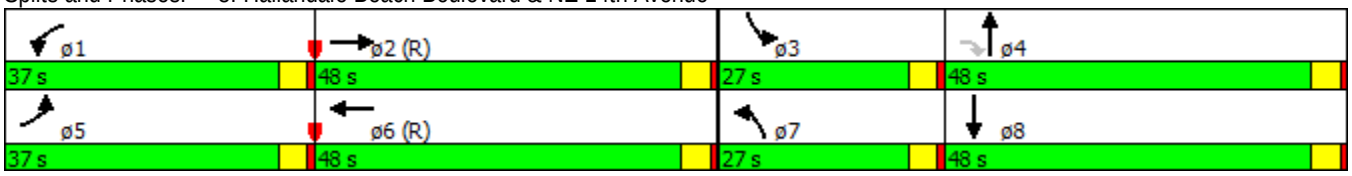
Intersection Summary			
HCM 2000 Control Delay	111.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	89.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	SBL	NBT	EBL	WBT	NBL	SBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	Max
Maximum Split (s)	37	48	27	48	37	48	27	48
Maximum Split (%)	23.1%	30.0%	16.9%	30.0%	23.1%	30.0%	16.9%	30.0%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	116	153	41	68	116	153	41	68
End Time (s)	153	41	68	116	153	41	68	116
Yield/Force Off (s)	148.5	36.5	63.5	111.5	148.5	36.5	63.5	111.5
Yield/Force Off 170(s)	148.5	25.5	63.5	100.5	148.5	25.5	63.5	100.5
Local Start Time (s)	123	0	48	75	123	0	48	75
Local Yield (s)	155.5	43.5	70.5	118.5	155.5	43.5	70.5	118.5
Local Yield 170(s)	155.5	32.5	70.5	107.5	155.5	32.5	70.5	107.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	110
Offset: 153 (96%), Referenced to phase 2:EBT and 6:WBT, Start of Green	

Splits and Phases: 8: Hallandale Beach Boulevard & NE 14th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	582	1427	6	58	1344	319	10	11	6	293	8	307
Future Volume (vph)	582	1427	6	58	1344	319	10	11	6	293	8	307
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lane Util. Factor	0.97	0.91		1.00	0.91	1.00	1.00	1.00		0.97	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.94		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	5082		1770	5085	1583	1770	1760		3433	1591	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	5082		1770	5085	1583	1770	1760		3433	1591	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	633	1551	7	63	1461	347	11	12	7	318	9	334
RTOR Reduction (vph)	0	0	0	0	0	182	0	7	0	0	280	0
Lane Group Flow (vph)	633	1558	0	63	1461	165	11	12	0	318	63	0
Turn Type	Prot	NA		Prot	NA	custom	Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						8						
Actuated Green, G (s)	34.8	100.6		12.4	78.2	25.9	3.1	9.3		19.7	25.9	
Effective Green, g (s)	34.8	100.6		12.4	78.2	25.9	3.1	9.3		19.7	25.9	
Actuated g/C Ratio	0.22	0.63		0.08	0.49	0.16	0.02	0.06		0.12	0.16	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	746	3195		137	2485	256	34	102		422	257	
v/s Ratio Prot	c0.18	0.31		0.04	c0.29		0.01	0.01		c0.09	0.04	
v/s Ratio Perm						c0.10						
v/c Ratio	0.85	0.49		0.46	0.59	0.65	0.32	0.12		0.75	0.25	
Uniform Delay, d1	60.1	15.9		70.6	29.3	62.7	77.4	71.5		67.8	58.5	
Progression Factor	0.61	0.62		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.0	0.2		2.4	1.0	5.5	5.5	0.5		7.5	0.5	
Delay (s)	40.7	10.1		73.0	30.4	68.2	82.9	72.0		75.3	59.0	
Level of Service	D	B		E	C	E	F	E		E	E	
Approach Delay (s)		18.9			38.8			76.0			66.8	
Approach LOS		B			D			E			E	

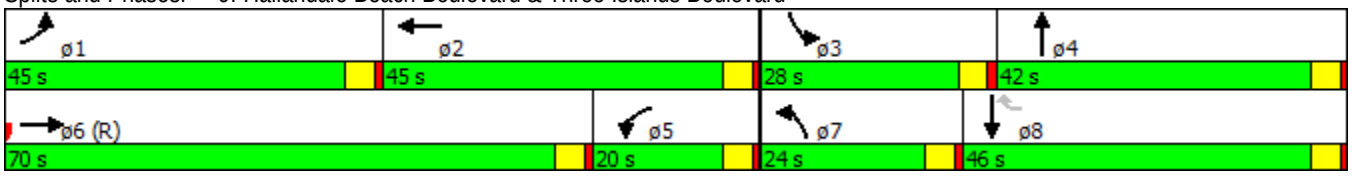
Intersection Summary			
HCM 2000 Control Delay	33.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	73.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	None	C-Max	None	None
Maximum Split (s)	45	45	28	42	20	70	24	46
Maximum Split (%)	28.1%	28.1%	17.5%	26.3%	12.5%	43.8%	15.0%	28.8%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	76	121	6	34	146	76	6	30
End Time (s)	121	6	34	76	6	146	30	76
Yield/Force Off (s)	116.5	1.5	29.5	71.5	1.5	141.5	25.5	71.5
Yield/Force Off 170(s)	116.5	150.5	29.5	60.5	1.5	130.5	25.5	60.5
Local Start Time (s)	0	45	90	118	70	0	90	114
Local Yield (s)	40.5	85.5	113.5	155.5	85.5	65.5	109.5	155.5
Local Yield 170(s)	40.5	74.5	113.5	144.5	85.5	54.5	109.5	144.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 76 (48%), Referenced to phase 6:EBT, Start of Green	

Splits and Phases: 9: Hallandale Beach Boulevard & Three Islands Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	25	34	159	20	240	49	1539	127	192	1316	14
Future Volume (vph)	4	25	34	159	20	240	49	1539	127	192	1316	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	0.97	0.95		0.97	0.95	
Frt	1.00	0.97	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1715	1504	1770	1863	1583	3433	3499		3433	3534	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1715	1504	1770	1863	1583	3433	3499		3433	3534	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	27	37	173	22	261	53	1673	138	209	1430	15
RTOR Reduction (vph)	0	7	29	0	0	226	0	2	0	0	0	0
Lane Group Flow (vph)	4	27	1	173	22	35	53	1809	0	209	1445	0
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	7.0	7.0	7.0	21.5	21.5	21.5	6.7	98.4		15.1	106.8	
Effective Green, g (s)	7.0	7.0	7.0	21.5	21.5	21.5	6.7	98.4		15.1	106.8	
Actuated g/C Ratio	0.04	0.04	0.04	0.13	0.13	0.13	0.04	0.62		0.09	0.67	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	77	75	65	237	250	212	143	2151		323	2358	
v/s Ratio Prot	0.00	c0.02		c0.10	0.01		0.02	c0.52		c0.06	0.41	
v/s Ratio Perm			0.00			0.02						
v/c Ratio	0.05	0.36	0.02	0.73	0.09	0.17	0.37	0.84		0.65	0.61	
Uniform Delay, d1	73.3	74.3	73.2	66.5	60.7	61.3	74.6	24.6		69.9	15.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.21	1.13		1.00	1.00	
Incremental Delay, d2	0.3	3.0	0.1	10.7	0.2	0.4	1.2	3.1		4.4	1.2	
Delay (s)	73.6	77.3	73.3	77.2	60.8	61.7	91.8	30.9		74.3	16.2	
Level of Service	E	E	E	E	E	E	F	C		E	B	
Approach Delay (s)		75.4			67.5			32.7			23.5	
Approach LOS		E			E			C			C	

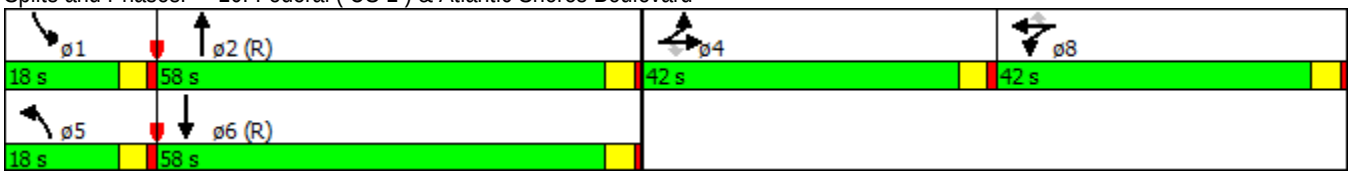
Intersection Summary			
HCM 2000 Control Delay	33.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	78.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	18	58	42	18	58	42
Maximum Split (%)	11.3%	36.3%	26.3%	11.3%	36.3%	26.3%
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		11	11		11	11
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	58	76	134	58	76	16
End Time (s)	76	134	16	76	134	58
Yield/Force Off (s)	71.5	129.5	11.5	71.5	129.5	53.5
Yield/Force Off 170(s)	71.5	118.5	0.5	71.5	118.5	42.5
Local Start Time (s)	142	0	58	142	0	100
Local Yield (s)	155.5	53.5	95.5	155.5	53.5	137.5
Local Yield 170(s)	155.5	42.5	84.5	155.5	42.5	126.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	130
Offset: 76 (48%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 10: Federal (US 1) & Atlantic Shores Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	176	112	115	40	85	9	179	1633	17	41	1265	71
Future Volume (vph)	176	112	115	40	85	9	179	1633	17	41	1265	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.92		1.00	0.99		1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1721		1770	1835		1770	3534		1770	3511	
Flt Permitted	0.61	1.00		0.26	1.00		0.15	1.00		0.09	1.00	
Satd. Flow (perm)	1137	1721		490	1835		274	3534		166	3511	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	191	122	125	43	92	10	195	1775	18	45	1375	77
RTOR Reduction (vph)	0	23	0	0	2	0	0	0	0	0	2	0
Lane Group Flow (vph)	191	224	0	43	100	0	195	1793	0	45	1450	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	28.9	28.9		28.9	28.9		122.1	122.1		122.1	122.1	
Effective Green, g (s)	28.9	28.9		28.9	28.9		122.1	122.1		122.1	122.1	
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.76	0.76		0.76	0.76	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	205	310		88	331		209	2696		126	2679	
v/s Ratio Prot		0.13			0.05			0.51			0.41	
v/s Ratio Perm	c0.17			0.09			c0.71			0.27		
v/c Ratio	0.93	0.72		0.49	0.30		0.93	0.66		0.36	0.54	
Uniform Delay, d1	64.6	61.8		58.9	56.8		15.6	9.1		6.2	7.6	
Progression Factor	1.00	1.00		1.00	1.00		1.32	1.00		1.69	1.38	
Incremental Delay, d2	43.8	8.1		4.2	0.5		8.4	0.1		6.4	0.7	
Delay (s)	108.4	69.9		63.1	57.3		29.0	9.3		16.9	11.2	
Level of Service	F	E		E	E		C	A		B	B	
Approach Delay (s)		86.7			59.0			11.2			11.4	
Approach LOS		F			E			B			B	

Intersection Summary			
HCM 2000 Control Delay	21.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	81.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	C-Max	None	C-Max	None
Maximum Split (s)	125	35	125	35
Maximum Split (%)	78.1%	21.9%	78.1%	21.9%
Minimum Split (s)	22.5	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	5	5	5	5
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)	7	7	7	7
Flash Dont Walk (s)	11	11	11	11
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	134	99	134	99
End Time (s)	99	134	99	134
Yield/Force Off (s)	94.5	129.5	94.5	129.5
Yield/Force Off 170(s)	83.5	118.5	83.5	118.5
Local Start Time (s)	0	125	0	125
Local Yield (s)	120.5	155.5	120.5	155.5
Local Yield 170(s)	109.5	144.5	109.5	144.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	100
Offset: 134 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 11: NE 3rd & Federal (US 1)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	98	151	108	142	185	128	2023	44	125	1626	6
Future Volume (vph)	210	98	151	108	142	185	128	2023	44	125	1626	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.91	
Frt	1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1694		1770	1863	2787	1770	3539	1583	3433	5082	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1694		1770	1863	2787	1770	3539	1583	3433	5082	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	228	107	164	117	154	201	139	2199	48	136	1767	7
RTOR Reduction (vph)	0	38	0	0	0	179	0	0	24	0	0	0
Lane Group Flow (vph)	228	233	0	117	154	22	139	2199	24	136	1774	0
Turn Type	Split	NA		Split	NA	Prot	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8	8	5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)	26.7	26.7		17.9	17.9	17.9	16.8	79.2	79.2	10.2	72.6	
Effective Green, g (s)	26.7	26.7		17.9	17.9	17.9	16.8	79.2	79.2	10.2	72.6	
Actuated g/C Ratio	0.17	0.17		0.11	0.11	0.11	0.11	0.50	0.50	0.06	0.45	
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	295	282		198	208	311	185	1751	783	218	2305	
v/s Ratio Prot	0.13	c0.14		0.07	c0.08	0.01	c0.08	c0.62		0.04	0.35	
v/s Ratio Perm									0.02			
v/c Ratio	0.77	0.83		0.59	0.74	0.07	0.75	1.26	0.03	0.62	0.77	
Uniform Delay, d1	63.7	64.4		67.6	68.8	63.6	69.6	40.4	20.7	73.0	36.7	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.05	1.03	1.00	0.83	1.37	
Incremental Delay, d2	10.9	16.8		3.1	11.7	0.0	7.2	117.5	0.0	1.5	0.9	
Delay (s)	74.6	81.2		70.7	80.5	63.7	80.5	159.3	20.7	61.9	51.3	
Level of Service	E	F		E	F	E	F	F	C	E	D	
Approach Delay (s)		78.2			70.9			151.9			52.1	
Approach LOS		E			E			F			D	

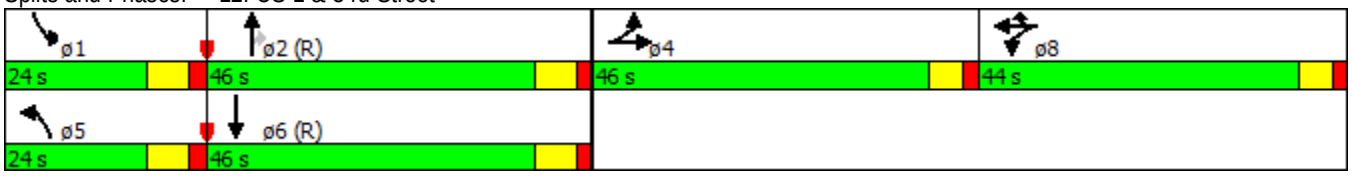
Intersection Summary			
HCM 2000 Control Delay	101.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	102.2%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	24	46	46	24	46	44
Maximum Split (%)	15.0%	28.8%	28.8%	15.0%	28.8%	27.5%
Minimum Split (s)	15	25	24	12	25	25
Yellow Time (s)	5	5	4	5	5	4
All-Red Time (s)	2	2	2	2	2	2
Minimum Initial (s)	5	12	6	5	12	6
Vehicle Extension (s)	1.5	3	2	1.5	3	2
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	89	113	159	89	113	45
End Time (s)	113	159	45	113	159	89
Yield/Force Off (s)	106	152	39	106	152	83
Yield/Force Off 170(s)	106	152	39	106	152	83
Local Start Time (s)	136	0	46	136	0	92
Local Yield (s)	153	39	86	153	39	130
Local Yield 170(s)	153	39	86	153	39	130

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	150
Offset: 113 (71%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 12: US 1 & 3 rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	20	78	230	48	78	194	2356	109	58	1961	28
Future Volume (vph)	105	20	78	230	48	78	194	2356	109	58	1961	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	4.5	
Lane Util. Factor		1.00		0.95	0.95	1.00	1.00	0.91	1.00	0.97	0.91	
Frt		0.95		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.97		0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1722		1681	1713	1583	1770	5085	1583	3433	5075	
Flt Permitted		0.97		0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1722		1681	1713	1583	1770	5085	1583	3433	5075	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	22	85	250	52	85	211	2561	118	63	2132	30
RTOR Reduction (vph)	0	14	0	0	0	76	0	0	49	0	1	0
Lane Group Flow (vph)	0	207	0	150	152	9	211	2561	69	63	2161	0
Turn Type	Split	NA		Split	NA	Prot	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8	8	5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		18.5		16.9	16.9	16.9	11.6	92.4	92.4	5.2	88.5	
Effective Green, g (s)		18.5		16.9	16.9	16.9	11.6	92.4	92.4	5.2	88.5	
Actuated g/C Ratio		0.12		0.11	0.11	0.11	0.07	0.58	0.58	0.03	0.55	
Clearance Time (s)		6.5		6.5	6.5	6.5	7.0	7.0	7.0	7.0	4.5	
Vehicle Extension (s)		2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)		199		177	180	167	128	2936	914	111	2807	
v/s Ratio Prot		c0.12		c0.09	0.09	0.01	c0.12	c0.50		0.02	0.43	
v/s Ratio Perm									0.04			
v/c Ratio		1.04		0.85	0.84	0.05	1.65	0.87	0.08	0.57	0.77	
Uniform Delay, d1		70.8		70.3	70.3	64.4	74.2	28.8	14.9	76.3	27.8	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.21	
Incremental Delay, d2		74.5		28.4	27.7	0.0	324.0	3.9	0.2	2.9	1.6	
Delay (s)		145.3		98.7	98.0	64.4	398.2	32.7	15.1	62.0	35.2	
Level of Service		F		F	F	E	F	C	B	E	D	
Approach Delay (s)		145.3			90.9			58.7			36.0	
Approach LOS		F			F			E			D	

Intersection Summary			
HCM 2000 Control Delay	55.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	85.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	12	98	25	17	93	25
Maximum Split (%)	7.5%	61.3%	15.6%	10.6%	58.1%	15.6%
Minimum Split (s)	12	25	24.5	12	22.5	24.5
Yellow Time (s)	5	5	4	5	3.5	4
All-Red Time (s)	2	2	2.5	2	1	2.5
Minimum Initial (s)	5	10	6	5	10	6
Vehicle Extension (s)	1.5	3	2	1.5	3	2
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	53	65	3	53	70	28
End Time (s)	65	3	28	70	3	53
Yield/Force Off (s)	58	156	21.5	63	158.5	46.5
Yield/Force Off 170(s)	58	156	21.5	63	158.5	46.5
Local Start Time (s)	143	155	93	143	0	118
Local Yield (s)	148	86	111.5	153	88.5	136.5
Local Yield 170(s)	148	86	111.5	153	88.5	136.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	130
Offset: 70 (44%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 13: US 1 & SE 9th Street

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	29	14	17	46	19	66
Future Volume (Veh/h)	29	14	17	46	19	66
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	32	15	18	50	21	72
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	68				122	43
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	68				122	43
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				98	93
cM capacity (veh/h)	1533				855	1027

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	47	68	93
Volume Left	32	0	21
Volume Right	0	50	72
cSH	1533	1700	983
Volume to Capacity	0.02	0.04	0.09
Queue Length 95th (ft)	2	0	8
Control Delay (s)	5.1	0.0	9.0
Lane LOS	A		A
Approach Delay (s)	5.1	0.0	9.0
Approach LOS			A

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	20.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection has too many legs for HCM analysis.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	385	248	21	41	88
Future Volume (Veh/h)	8	385	248	21	41	88
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	418	270	23	45	96
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			228			
pX, platoon unblocked	0.92				0.92	0.92
vC, conflicting volume	293				508	282
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	190				424	177
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				91	88
cM capacity (veh/h)	1273				511	769

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	148	279	293	141
Volume Left	9	0	0	45
Volume Right	0	0	23	96
cSH	1273	1700	1700	662
Volume to Capacity	0.01	0.16	0.17	0.21
Queue Length 95th (ft)	1	0	0	20
Control Delay (s)	0.5	0.0	0.0	11.9
Lane LOS	A			B
Approach Delay (s)	0.2		0.0	11.9
Approach LOS				B

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	30.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	295	0	0	267	126	171	533	9	0	0	0
Future Volume (vph)	69	295	0	0	267	126	171	533	9	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0	3.0		4.5				
Lane Util. Factor		1.00			1.00	1.00		0.95				
Frt		1.00			1.00	0.85		1.00				
Flt Protected		0.99			1.00	1.00		0.99				
Satd. Flow (prot)		1845			1863	1583		3490				
Flt Permitted		0.88			1.00	1.00		0.99				
Satd. Flow (perm)		1632			1863	1583		3490				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	321	0	0	290	137	186	579	10	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	103	0	1	0	0	0	0
Lane Group Flow (vph)	0	396	0	0	290	34	0	774	0	0	0	0
Turn Type	Prot	NA			NA	Perm	Split	NA				
Protected Phases	8	7 8			7		10 3	10 3				
Permitted Phases						7						
Actuated Green, G (s)		77.3			31.1	31.1		36.0				
Effective Green, g (s)		77.3			31.1	31.1		36.0				
Actuated g/C Ratio		0.62			0.25	0.25		0.29				
Clearance Time (s)					3.0	3.0						
Vehicle Extension (s)					3.0	3.0						
Lane Grp Cap (vph)		1098			468	397		1014				
v/s Ratio Prot		c0.13			c0.16			c0.22				
v/s Ratio Perm		0.09				0.02						
v/c Ratio		0.36			0.62	0.09		0.76				
Uniform Delay, d1		11.3			41.1	35.5		40.0				
Progression Factor		0.20			1.00	1.00		1.00				
Incremental Delay, d2		0.2			2.4	0.1		3.5				
Delay (s)		2.5			43.6	35.6		43.5				
Level of Service		A			D	D		D				
Approach Delay (s)		2.5			41.0			43.5			0.0	
Approach LOS		A			D			D			A	

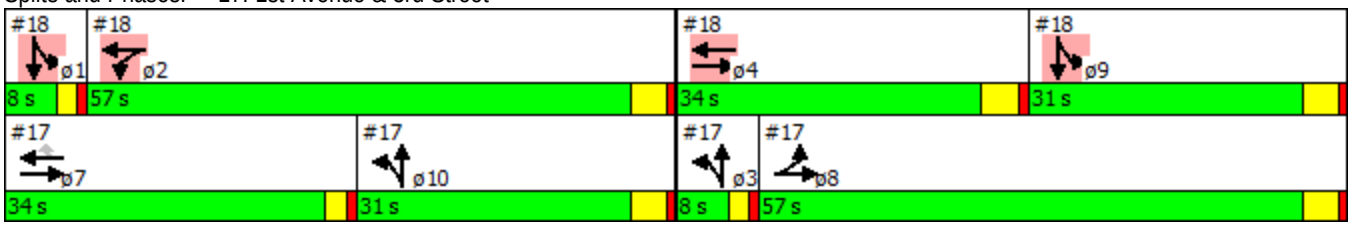
Intersection Summary			
HCM 2000 Control Delay	32.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	123.8	Sum of lost time (s)	16.5
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	3	4	7	8	9	10
Node Number	18	18	17	18	17	17	18	17
Movement	SBTL	WBTL	NBTL	EBWB	EBWB	EBTL	SBTL	NBTL
Lead/Lag	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Max	Max	None	Min	None	None	None
Maximum Split (s)	8	57	8	34	34	57	31	31
Maximum Split (%)	6.2%	43.8%	6.2%	26.2%	26.2%	43.8%	23.8%	23.8%
Minimum Split (s)	4	22.5	4	22.5	4	22.5	9.5	22.5
Yellow Time (s)	2	3.5	2	3.5	2	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	1	5	1	5	1	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								7
Flash Dont Walk (s)								11
Dual Entry	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	8	65	65	0	73	99	34
End Time (s)	8	65	73	99	34	0	0	65
Yield/Force Off (s)	5	60.5	70	94.5	31	125.5	125.5	60.5
Yield/Force Off 170(s)	5	60.5	70	94.5	31	125.5	125.5	49.5
Local Start Time (s)	122	0	57	57	122	65	91	26
Local Yield (s)	127	52.5	62	86.5	23	117.5	117.5	52.5
Local Yield 170(s)	127	52.5	62	86.5	23	117.5	117.5	41.5

Intersection Summary	
Cycle Length	130
Control Type	Semi Act-Uncoord
Natural Cycle	70

Splits and Phases: 17: 1st Avenue & 3rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	157	10	73	365	0	0	0	0	206	395	17
Future Volume (vph)	0	157	10	73	365	0	0	0	0	206	395	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5					3.0	3.0	
Lane Util. Factor		1.00			1.00					1.00	0.91	
Frt		0.99			1.00					1.00	0.99	
Flt Protected		1.00			0.99					0.95	1.00	
Satd. Flow (prot)		1848			1847					1770	5055	
Flt Permitted		1.00			0.94					0.95	1.00	
Satd. Flow (perm)		1848			1752					1770	5055	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	171	11	79	397	0	0	0	0	224	429	18
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	180	0	0	476	0	0	0	0	224	443	0
Turn Type		NA		Prot	NA					Split	NA	
Protected Phases		4		2	2 4					1 9	1 9	
Permitted Phases												
Actuated Green, G (s)		29.5			82.1					29.7	29.7	
Effective Green, g (s)		29.5			82.1					25.2	25.2	
Actuated g/C Ratio		0.24			0.66					0.20	0.20	
Clearance Time (s)		4.5										
Vehicle Extension (s)		3.0										
Lane Grp Cap (vph)		440			1202					360	1028	
v/s Ratio Prot		c0.10			c0.17					c0.13	0.09	
v/s Ratio Perm					0.09							
v/c Ratio		0.41			0.40					0.62	0.43	
Uniform Delay, d1		39.8			9.5					45.0	43.0	
Progression Factor		1.00			0.34					1.00	1.00	
Incremental Delay, d2		0.6			0.2					3.3	0.3	
Delay (s)		40.4			3.4					48.3	43.3	
Level of Service		D			A					D	D	
Approach Delay (s)		40.4			3.4			0.0			45.0	
Approach LOS		D			A			A			D	

Intersection Summary			
HCM 2000 Control Delay	29.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	123.8	Sum of lost time (s)	16.5
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	15	15	18	14	58	10
Future Volume (Veh/h)	15	15	18	14	58	10
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	16	20	15	63	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	164	28			35	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	164	28			35	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	98			96	
cM capacity (veh/h)	793	1048			1576	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	32	35	74
Volume Left	16	0	63
Volume Right	16	15	0
cSH	903	1700	1576
Volume to Capacity	0.04	0.02	0.04
Queue Length 95th (ft)	3	0	3
Control Delay (s)	9.1	0.0	6.3
Lane LOS	A		A
Approach Delay (s)	9.1	0.0	6.3
Approach LOS	A		

Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	20.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	1	18	0	0	10
Future Volume (Veh/h)	1	1	18	0	0	10
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	1	20	0	0	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	31	20			20	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	31	20			20	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	983	1058			1596	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	2	20	11
Volume Left	1	0	0
Volume Right	1	0	0
cSH	1019	1700	1700
Volume to Capacity	0.00	0.01	0.01
Queue Length 95th (ft)	0	0	0
Control Delay (s)	8.5	0.0	0.0
Lane LOS	A		
Approach Delay (s)	8.5	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	52	2	18	58	14	10
Future Volume (Veh/h)	52	2	18	58	14	10
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	57	2	20	63	15	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	92	52			83	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	92	52			83	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	100			99	
cM capacity (veh/h)	899	1016			1514	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	59	83	26
Volume Left	57	0	15
Volume Right	2	63	0
cSH	902	1700	1514
Volume to Capacity	0.07	0.05	0.01
Queue Length 95th (ft)	5	0	1
Control Delay (s)	9.3	0.0	4.3
Lane LOS	A		A
Approach Delay (s)	9.3	0.0	4.3
Approach LOS	A		

Intersection Summary			
Average Delay	3.9		
Intersection Capacity Utilization	18.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	1046	325	560	1380	221	512	1481	653	388	1064	86
Future Volume (vph)	216	1046	325	560	1380	221	512	1481	653	388	1064	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5		7.0	8.0	6.5	7.0	8.0	
Lane Util. Factor	1.00	0.86		0.97	0.91		0.97	0.91	1.00	0.97	0.86	
Frt	1.00	0.96		1.00	0.98		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	6180		3433	4980		3433	5085	1583	3433	6336	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	6180		3433	4980		3433	5085	1583	3433	6336	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	235	1137	353	609	1500	240	557	1610	710	422	1157	93
RTOR Reduction (vph)	0	35	0	0	13	0	0	0	39	0	8	0
Lane Group Flow (vph)	235	1455	0	609	1727	0	557	1610	671	422	1242	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	19.5	42.7		29.3	52.5		26.8	44.0	73.3	16.0	33.2	
Effective Green, g (s)	19.5	42.7		29.3	52.5		26.8	44.0	73.3	16.0	33.2	
Actuated g/C Ratio	0.12	0.27		0.18	0.33		0.17	0.28	0.46	0.10	0.21	
Clearance Time (s)	6.5	6.5		6.5	6.5		7.0	8.0	6.5	7.0	8.0	
Vehicle Extension (s)	1.5	2.5		1.5	2.5		1.5	2.5	1.5	1.5	2.5	
Lane Grp Cap (vph)	215	1649		628	1634		575	1398	725	343	1314	
v/s Ratio Prot	0.13	0.24		c0.18	c0.35		c0.16	c0.32	0.17	0.12	0.20	
v/s Ratio Perm									0.25			
v/c Ratio	1.09	0.88		0.97	1.06		0.97	1.15	0.93	1.23	0.95	
Uniform Delay, d1	70.2	56.2		64.9	53.8		66.2	58.0	40.8	72.0	62.5	
Progression Factor	1.65	0.41		0.63	1.41		1.01	1.31	1.02	1.12	0.99	
Incremental Delay, d2	85.9	6.7		19.3	33.9		14.9	71.4	7.4	124.1	13.4	
Delay (s)	202.1	29.6		60.2	109.9		81.5	147.4	49.0	204.7	75.0	
Level of Service	F	C		E	F		F	F	D	F	E	
Approach Delay (s)		53.1			97.0			110.4			107.8	
Approach LOS		D			F			F			F	

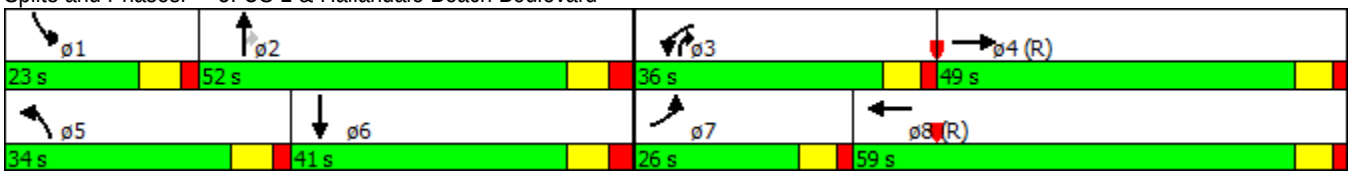
Intersection Summary			
HCM 2000 Control Delay	94.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.13		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	106.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	C-Max	None	Max	None	C-Max
Maximum Split (s)	23	52	36	49	34	41	26	59
Maximum Split (%)	14.4%	32.5%	22.5%	30.6%	21.3%	25.6%	16.3%	36.9%
Minimum Split (s)	12	26	11.5	24.5	12	26	11.5	24.5
Yellow Time (s)	5	5	4.5	4.5	5	5	4.5	4.5
All-Red Time (s)	2	3	2	2	2	3	2	2
Minimum Initial (s)	5	6	5	7	5	6	5	7
Vehicle Extension (s)	1.5	2.5	1.5	2.5	1.5	2.5	1.5	2.5
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	74	97	149	25	74	108	149	15
End Time (s)	97	149	25	74	108	149	15	74
Yield/Force Off (s)	90	141	18.5	67.5	101	141	8.5	67.5
Yield/Force Off 170(s)	90	130	18.5	56.5	101	130	8.5	56.5
Local Start Time (s)	49	72	124	0	49	83	124	150
Local Yield (s)	65	116	153.5	42.5	76	116	143.5	42.5
Local Yield 170(s)	65	105	153.5	31.5	76	105	143.5	31.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	150
Offset: 25 (16%), Referenced to phase 4:EBT and 8:WBT, Start of Green	

Splits and Phases: 5: US 1 & Hallandale Beach Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	275	1807	351	63	1719	97	322	111	82	100	91	158
Future Volume (vph)	275	1807	351	63	1719	97	322	111	82	100	91	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		0.97	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.94		1.00	0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	5045		3433	1744		1770	1685	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	1770	5045		3433	1744		1770	1685	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	299	1964	382	68	1868	105	350	121	89	109	99	172
RTOR Reduction (vph)	0	0	131	0	4	0	0	17	0	0	39	0
Lane Group Flow (vph)	299	1964	251	68	1969	0	350	193	0	109	232	0
Turn Type	Prot	NA	custom	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			4									
Actuated Green, G (s)	29.3	87.3	31.9	10.7	68.7		18.3	31.9		12.1	25.7	
Effective Green, g (s)	29.3	87.3	31.9	10.7	68.7		18.3	31.9		12.1	25.7	
Actuated g/C Ratio	0.18	0.55	0.20	0.07	0.43		0.11	0.20		0.08	0.16	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	324	2774	315	118	2166		392	347		133	270	
v/s Ratio Prot	c0.17	0.39		0.04	c0.39		c0.10	0.11		0.06	0.14	
v/s Ratio Perm			c0.16									
v/c Ratio	0.92	0.71	0.80	0.58	0.91		0.89	0.56		0.82	0.86	
Uniform Delay, d1	64.2	26.9	61.0	72.4	42.7		69.9	57.7		72.9	65.4	
Progression Factor	0.96	1.00	1.78	1.31	0.59		1.00	1.00		1.00	1.00	
Incremental Delay, d2	27.1	1.3	11.0	5.9	6.4		21.7	1.9		31.0	28.0	
Delay (s)	88.7	28.2	119.3	100.6	31.8		91.6	59.6		103.8	93.3	
Level of Service	F	C	F	F	C		F	E		F	F	
Approach Delay (s)		48.2			34.1			79.6			96.3	
Approach LOS		D			C			E			F	

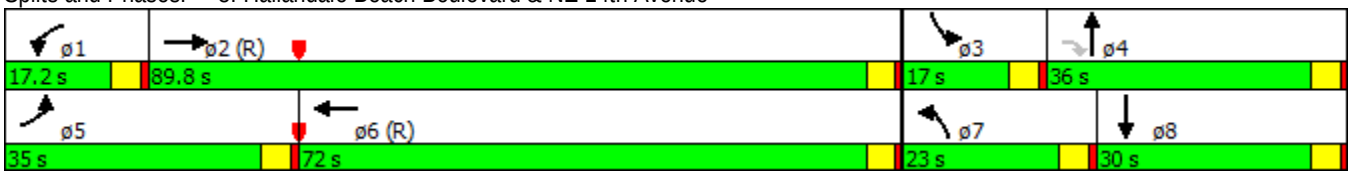
Intersection Summary			
HCM 2000 Control Delay	49.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	89.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	SBL	NBT	EBL	WBT	NBL	SBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	Max
Maximum Split (s)	17.2	89.8	17	36	35	72	23	30
Maximum Split (%)	10.8%	56.1%	10.6%	22.5%	21.9%	45.0%	14.4%	18.8%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	118	135.2	65	82	118	153	65	88
End Time (s)	135.2	65	82	118	153	65	88	118
Yield/Force Off (s)	130.7	60.5	77.5	113.5	148.5	60.5	83.5	113.5
Yield/Force Off 170(s)	130.7	49.5	77.5	102.5	148.5	49.5	83.5	102.5
Local Start Time (s)	125	142.2	72	89	125	0	72	95
Local Yield (s)	137.7	67.5	84.5	120.5	155.5	67.5	90.5	120.5
Local Yield 170(s)	137.7	56.5	84.5	109.5	155.5	56.5	90.5	109.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	110
Offset: 153 (96%), Referenced to phase 2:EBT and 6:WBT, Start of Green	

Splits and Phases: 8: Hallandale Beach Boulevard & NE 14th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	98	151	108	142	185	128	2023	44	125	1626	6
Future Volume (vph)	210	98	151	108	142	185	128	2023	44	125	1626	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.91	
Frt	1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1694		1770	1863	2787	1770	3539	1583	3433	5082	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1694		1770	1863	2787	1770	3539	1583	3433	5082	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	228	107	164	117	154	201	139	2199	48	136	1767	7
RTOR Reduction (vph)	0	35	0	0	0	153	0	0	21	0	0	0
Lane Group Flow (vph)	228	236	0	117	154	48	139	2199	27	136	1774	0
Turn Type	Split	NA		Split	NA	Prot	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8	8	5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)	18.0	18.0		16.4	16.4	16.4	16.0	91.2	91.2	8.4	83.6	
Effective Green, g (s)	18.0	18.0		16.4	16.4	16.4	16.0	91.2	91.2	8.4	83.6	
Actuated g/C Ratio	0.11	0.11		0.10	0.10	0.10	0.10	0.57	0.57	0.05	0.52	
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	199	190		181	190	285	177	2017	902	180	2655	
v/s Ratio Prot	0.13	c0.14		0.07	c0.08	0.02	c0.08	c0.62		0.04	0.35	
v/s Ratio Perm									0.02			
v/c Ratio	1.15	1.24		0.65	0.81	0.17	0.79	1.09	0.03	0.76	0.67	
Uniform Delay, d1	71.0	71.0		69.0	70.3	65.6	70.3	34.4	15.1	74.8	28.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.36	0.31	1.00	0.93	0.74	
Incremental Delay, d2	108.5	146.2		5.8	21.3	0.1	9.7	45.3	0.0	5.4	0.5	
Delay (s)	179.5	217.2		74.8	91.6	65.7	105.6	56.0	15.1	75.0	21.3	
Level of Service	F	F		E	F	E	F	E	B	E	C	
Approach Delay (s)		200.0			76.4			58.1			25.1	
Approach LOS		F			E			E			C	

Intersection Summary			
HCM 2000 Control Delay	61.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	102.2%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	15	96	24	28	83	25
Maximum Split (%)	9.4%	60.0%	15.0%	17.5%	51.9%	15.6%
Minimum Split (s)	15	25	24	12	25	25
Yellow Time (s)	5	5	4	5	5	4
All-Red Time (s)	2	2	2	2	2	2
Minimum Initial (s)	5	12	6	5	12	6
Vehicle Extension (s)	1.5	3	2	1.5	3	2
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	85	100	36	85	113	60
End Time (s)	100	36	60	113	36	85
Yield/Force Off (s)	93	29	54	106	29	79
Yield/Force Off 170(s)	93	29	54	106	29	79
Local Start Time (s)	132	147	83	132	0	107
Local Yield (s)	140	76	101	153	76	126
Local Yield 170(s)	140	76	101	153	76	126

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	150
Offset: 113 (71%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 12: US 1 & 3 rd Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	162	991	418	649	1080	155	278	837	510	265	1258	54
Future Volume (vph)	162	991	418	649	1080	155	278	837	510	265	1258	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5		7.0	8.0	6.5	7.0	8.0	
Lane Util. Factor	1.00	0.86		0.97	0.91		0.97	0.91	1.00	0.97	0.86	
Frt	1.00	0.96		1.00	0.98		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	6123		3433	4990		3433	5085	1583	3433	6368	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	6123		3433	4990		3433	5085	1583	3433	6368	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	176	1077	454	705	1174	168	302	910	554	288	1367	59
RTOR Reduction (vph)	0	47	0	0	12	0	0	0	40	0	4	0
Lane Group Flow (vph)	176	1484	0	705	1330	0	302	910	514	288	1422	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	18.5	46.1		34.9	62.5		15.0	35.6	70.5	15.4	36.0	
Effective Green, g (s)	18.5	46.1		34.9	62.5		15.0	35.6	70.5	15.4	36.0	
Actuated g/C Ratio	0.12	0.29		0.22	0.39		0.09	0.22	0.44	0.10	0.22	
Clearance Time (s)	6.5	6.5		6.5	6.5		7.0	8.0	6.5	7.0	8.0	
Vehicle Extension (s)	1.5	2.5		1.5	2.5		1.5	2.5	1.5	1.5	2.5	
Lane Grp Cap (vph)	204	1764		748	1949		321	1131	697	330	1432	
v/s Ratio Prot	0.10	c0.24		c0.21	0.27		c0.09	0.18	0.16	0.08	c0.22	
v/s Ratio Perm									0.16			
v/c Ratio	0.86	0.90dr		0.94	0.68		0.94	0.80	0.74	0.87	0.99	
Uniform Delay, d1	69.5	53.5		61.6	40.5		72.1	58.9	37.1	71.3	61.9	
Progression Factor	1.50	0.56		1.16	1.56		1.14	1.37	0.64	1.00	0.98	
Incremental Delay, d2	26.4	4.6		17.5	1.6		26.5	4.2	2.4	18.2	20.2	
Delay (s)	130.4	34.8		88.6	65.0		108.5	85.0	26.0	89.5	80.9	
Level of Service	F	C		F	E		F	F	C	F	F	
Approach Delay (s)		44.6			73.1			70.5			82.4	
Approach LOS		D			E			E			F	

Intersection Summary			
HCM 2000 Control Delay	68.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	90.3%	ICU Level of Service	E
Analysis Period (min)	15		

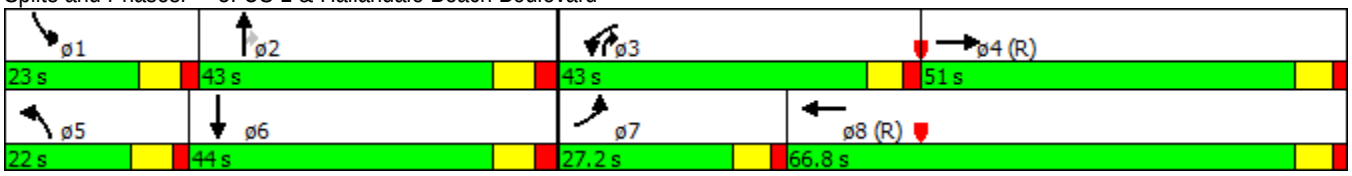
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	C-Max	None	Max	None	C-Max
Maximum Split (s)	23	43	43	51	22	44	27.2	66.8
Maximum Split (%)	14.4%	26.9%	26.9%	31.9%	13.8%	27.5%	17.0%	41.8%
Minimum Split (s)	12	26	11.5	24.5	12	26	11.5	24.5
Yellow Time (s)	5	5	4.5	4.5	5	5	4.5	4.5
All-Red Time (s)	2	3	2	2	2	3	2	2
Minimum Initial (s)	5	6	5	7	5	6	5	7
Vehicle Extension (s)	1.5	2.5	1.5	2.5	1.5	2.5	1.5	2.5
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	76	99	142	25	76	98	142	9.2
End Time (s)	99	142	25	76	98	142	9.2	76
Yield/Force Off (s)	92	134	18.5	69.5	91	134	2.7	69.5
Yield/Force Off 170(s)	92	123	18.5	58.5	91	123	2.7	58.5
Local Start Time (s)	51	74	117	0	51	73	117	144.2
Local Yield (s)	67	109	153.5	44.5	66	109	137.7	44.5
Local Yield 170(s)	67	98	153.5	33.5	66	98	137.7	33.5

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	110
Offset: 25 (16%), Referenced to phase 4:EBT and 8:WBT, Start of Green	

Splits and Phases: 5: US 1 & Hallandale Beach Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	127	431	17	8	14	58	1342	19	43	2048	3
Future Volume (vph)	116	127	431	17	8	14	58	1342	19	43	2048	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.91	
Frt	1.00	0.88		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1647		1770	1863	2787	1770	3539	1583	3433	5084	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1647		1770	1863	2787	1770	3539	1583	3433	5084	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	126	138	468	18	9	15	63	1459	21	47	2226	3
RTOR Reduction (vph)	0	76	0	0	0	15	0	0	11	0	0	0
Lane Group Flow (vph)	126	530	0	18	9	0	63	1459	10	47	2229	0
Turn Type	Split	NA		Split	NA	Prot	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8	8	5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)	52.0	52.0		4.3	4.3	4.3	8.5	72.4	72.4	5.3	69.2	
Effective Green, g (s)	52.0	52.0		4.3	4.3	4.3	8.5	72.4	72.4	5.3	69.2	
Actuated g/C Ratio	0.32	0.32		0.03	0.03	0.03	0.05	0.45	0.45	0.03	0.43	
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	575	535		47	50	74	94	1601	716	113	2198	
v/s Ratio Prot	0.07	c0.32		c0.01	0.00	0.00	c0.04	c0.41		0.01	c0.44	
v/s Ratio Perm									0.01			
v/c Ratio	0.22	0.99		0.38	0.18	0.01	0.67	0.91	0.01	0.42	1.01	
Uniform Delay, d1	39.2	53.7		76.5	76.1	75.8	74.4	40.8	24.1	75.8	45.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.91	0.71	1.00	1.01	0.73	
Incremental Delay, d2	0.1	36.2		1.9	0.6	0.0	12.5	8.6	0.0	0.3	15.0	
Delay (s)	39.3	90.0		78.4	76.8	75.8	80.3	37.5	24.2	77.2	48.0	
Level of Service	D	F		E	E	E	F	D	C	E	D	
Approach Delay (s)		81.2			77.1			39.1			48.6	
Approach LOS		F			E			D			D	

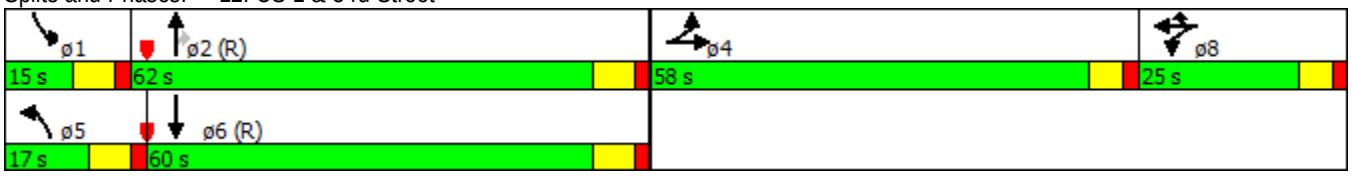
Intersection Summary			
HCM 2000 Control Delay	50.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	92.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	15	62	58	17	60	25
Maximum Split (%)	9.4%	38.8%	36.3%	10.6%	37.5%	15.6%
Minimum Split (s)	15	25	24	12	25	25
Yellow Time (s)	5	5	4	5	5	4
All-Red Time (s)	2	2	2	2	2	2
Minimum Initial (s)	5	12	6	5	12	6
Vehicle Extension (s)	1.5	3	2	1.5	3	2
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	96	111	13	96	113	71
End Time (s)	111	13	71	113	13	96
Yield/Force Off (s)	104	6	65	106	6	90
Yield/Force Off 170(s)	104	6	65	106	6	90
Local Start Time (s)	143	158	60	143	0	118
Local Yield (s)	151	53	112	153	53	137
Local Yield 170(s)	151	53	112	153	53	137

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	150
Offset: 113 (71%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 12: US 1 & 3 rd Street



APPENDIX J: VOLUME DEVELOPMENT SHEETS

VOLUME DEVELOPMENT SHEET
Hallandale Beach Boulevard & NW 8th Avenue

Growth Rate =	0.9%	0.9%
Peak Season =	1.01	1.01
Buildout Year =	2018	2018
Years =	3	3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	305	110	34	85	140	114	116	1,707	215	76	1,359	20
2015 Peak Season Adjusted Volume	308	111	34	86	141	115	117	1,724	217	77	1,373	20
Traffic Volume Growth	8	3	1	2	4	3	3	47	6	2	37	1
Committed Developments												
Accesso Committed	0	0	0	0	0	0	0	21	0	0	3	0
Domus Office Committed	0	0	0	0	0	0	0	57	0	0	9	0
Gulfstream Point Committed	0	0	0	0	0	0	0	6	0	0	7	0
Dream Tream Retail	0	0	0	0	0	0	0	3	0	0	4	0
Hallandale Art Square	0	0	0	0	0	0	0	12	0	0	6	0
MD Medical	0	0	0	2	0	0	0	11	0	0	2	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	5	0	0	0	0
Oasis 1	0	0	0	0	0	0	0	1	0	0	16	0
Pegasus	0	0	0	0	0	0	0	1	0	0	0	0
Total Committed Developments	0	0	0	2	0	0	0	117	0	0	47	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	316	114	35	90	145	118	120	1,888	223	79	1,457	21
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes								24				
Outbound Traffic Volumes											58	
TOTAL TRAFFIC	316	114	35	90	145	118	120	1,912	223	79	1,515	21

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	416	149	27	59	109	148	155	1,595	178	73	1,821	31
2015 Peak Season Adjusted Volume	420	150	27	60	110	149	157	1,611	180	74	1,839	31
Traffic Volume Growth	11	4	1	2	3	4	4	44	5	2	50	1
Committed Developments												
Accesso Committed	0	0	0	0	0	0	0	6	0	0	32	0
Domus Office Committed	0	0	0	0	0	0	0	19	0	0	57	0
Gulfstream Point Committed	0	0	0	0	0	0	0	7	0	0	7	0
Dream Tream Retail	0	0	0	0	0	0	0	4	0	0	5	0
Hallandale Art Square	0	0	0	0	0	0	0	14	0	0	13	0
MD Medical	2	0	0	1	0	0	0	6	0	0	13	2
Hallandale Fire Station #7	0	0	0	0	0	0	0	2	0	0	0	0
Oasis 1	0	0	0	0	0	0	0	38	0	0	26	0
Pegasus	0	0	0	0	0	0	0	8	0	0	5	0
Total Committed Developments	2	0	0	1	0	0	0	104	0	0	158	2
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	433	154	28	63	113	153	161	1,759	185	76	2,047	34
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes								53				
Outbound Traffic Volumes											26	
TOTAL TRAFFIC	433	154	28	63	113	153	161	1,812	185	76	2,073	34

VOLUME DEVELOPMENT SHEET
Hallandale Beach Boulevard & South Dixie Highway

Growth Rate =	0.9%	0.9%
Peak Season =	1.01	1.01
Buildout Year =	2018	2018
Years =	3	3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	0	0	0	255	541	40	0	1,239	45	86	1,294	0
2015 Peak Season Adjusted Volume	0	0	0	258	546	40	0	1,251	45	87	1,307	0
Traffic Volume Growth	0	0	0	7	15	1	0	34	1	2	36	0
Committed Developments												
Accesso Committed	0	0	0	0	0	0	0	21	0	0	3	0
Domus Office Committed	0	0	0	9	0	0	0	57	0	0	9	0
Gulfstream Point Committed	0	0	0	0	0	0	0	6	0	0	7	0
Dream Tream Retail	0	0	0	1	0	4	0	3	0	0	0	0
Hallandale Art Square	0	0	0	0	5	12	0	6	0	0	0	0
MD Clinical	0	0	0	0	0	1	0	2	0	0	8	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	5	0	0	0	0
Oasis 1	0	0	0	0	0	0	0	1	0	0	16	0
Pegasus	0	0	0	0	0	0	0	1	0	0	0	0
Total Committed Developments	0	0	0	10	5	17	0	102	0	0	43	0
Left-Turn Diversions	0	0	0	0	89	0	0	0	0	-89	89	0
Total 2018 AM Background	0	0	0	275	655	58	0	1,387	46	0	1,475	0
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes				6							58	
Outbound Traffic Volumes								24				
TOTAL TRAFFIC	0	0	0	281	655	58	0	1,411	46	0	1,533	0

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	0	0	0	141	333	43	0	1,201	34	94	1,884	0
2015 Peak Season Adjusted Volume	0	0	0	142	336	43	0	1,213	34	95	1,903	0
Traffic Volume Growth	0	0	0	4	9	1	0	33	1	3	52	0
Committed Developments												
Accesso Committed	0	0	0	0	0	0	0	6	0	0	32	0
Domus Office Committed	0	0	0	3	0	0	0	19	0	0	57	0
Gulfstream Point Committed	0	0	0	0	0	0	0	7	0	0	7	0
Dream Tream Retail	0	0	0	1	0	5	0	4	0	0	0	0
Hallandale Art Square	0	0	0	0	6	13	0	14	0	0	0	0
MD Medical	0	0	0	0	0	1	0	10	2	0	4	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	2	0	0	0	0
Oasis 1	0	0	0	0	0	0	0	38	0	0	26	0
Pegasus	0	0	0	0	0	0	0	8	0	0	5	0
Total Committed Developments	0	0	0	4	6	19	0	108	2	0	131	0
Left-Turn Diversions	0	0	0	0	98	0	0	0	0	-98	98	0
Total 2018 AM Background	0	0	0	150	449	63	0	1,354	37	0	2,184	0
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes				13							26	
Outbound Traffic Volumes								53				
TOTAL TRAFFIC	0	0	0	163	449	63	0	1,407	37	0	2,210	0

VOLUME DEVELOPMENT SHEET
Hallandale Beach Boulevard & NE/SE 1st Avenue

Growth Rate =	0.9%	0.9%
Peak Season =	1.01	1.01
Buildout Year =	2018	2018
Years =	3	3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	164	126	60	0	0	0	27	1,467	0	0	1,216	14
2015 Peak Season Adjusted Volume	166	127	61	0	0	0	27	1,482	0	0	1,228	14
Traffic Volume Growth	5	3	2	0	0	0	1	40	0	0	33	0
Committed Developments												
Accesso Committed	0	0	0	0	0	0	0	21	0	0	3	0
Domus Office Committed	9	2	0	0	0	0	0	66	0	0	0	0
Gulfstream Point Committed	0	0	0	0	0	0	0	6	0	0	7	0
Dream Tream Retail	0	4	0	0	0	0	0	4	0	0	0	2
Hallandale Art Square	0	10	0	0	0	0	0	6	0	0	0	0
MD Medical	2	0	0	0	0	0	0	2	0	0	6	0
Hallandale Fire Station #7	0	5	0	0	0	0	0	5	0	0	0	4
Oasis 1	0	0	0	0	0	0	0	1	0	0	16	0
Pegasus	0	0	0	0	0	0	0	1	0	0	0	0
Total Committed Developments	11	21	0	0	0	0	0	112	0	0	32	6
Left-Turn Diversions	0	28	0	0	0	0	-28	28	0	0	0	0
Total 2018 AM Background	182	179	63	0	0	0	0	1,662	0	0	1,293	20
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes								30				
Outbound Traffic Volumes	58	14										
TOTAL TRAFFIC	240	193	63	0	0	0	0	1,692	0	0	1,293	20

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	255	283	88	0	0	0	33	1,309	0	1	1,723	44
2015 Peak Season Adjusted Volume	258	286	89	0	0	0	33	1,322	0	1	1,740	44
Traffic Volume Growth	7	8	2	0	0	0	1	36	0	0	47	1
Committed Developments												
Accesso Committed	0	0	0	0	0	0	0	6	0	0	32	0
Domus Office Committed	57	11	0	0	0	0	0	22	0	0	0	0
Gulfstream Point Committed	0	0	0	0	0	0	0	7	0	0	7	0
Dream Tream Retail	0	5	0	0	0	0	0	5	0	0	0	2
Hallandale Art Square	0	23	0	0	0	0	0	14	0	0	0	0
MD Medical	1	2	0	0	0	0	0	10	0	0	3	0
Hallandale Fire Station #7	0	2	0	0	0	0	0	2	0	0	0	2
Oasis 1	0	0	0	0	0	0	0	38	0	0	26	0
Pegasus	0	0	0	0	0	0	0	8	0	0	5	0
Total Committed Developments	58	43	0	0	0	0	0	112	0	0	73	4
Left-Turn Diversions	0	34	0	0	0	0	-34	34	0	0	0	0
Total 2018 AM Background	323	371	91	0	0	0	0	1,504	0	1	1,860	49
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes								66				
Outbound Traffic Volumes	26	7										
TOTAL TRAFFIC	349	378	91	0	0	0	0	1,570	0	1	1,860	49

VOLUME DEVELOPMENT SHEET
Hallandale Beach Boulevard & SE 5th Avenue

Growth Rate =	0.9%	0.9%
Peak Season =	1	1
Buildout Year =	2018	2018
Years =	3	3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	0	0	4	0	0	0	0	1,386	18	0	1,270	0
2015 Peak Season Adjusted Volume	0	0	4	0	0	0	0	1,386	18	0	1,270	0
Traffic Volume Growth	0	0	0	0	0	0	0	38	0	0	35	0
Committed Developments												
Accesso Committed	0	0	0	0	0	0	0	21	0	0	3	0
Domus Office Committed	0	0	0	0	0	0	0	66	0	0	0	0
Gulfstream Point Committed	0	0	0	0	0	0	0	6	0	0	7	0
Dream Tream Retail	0	0	0	0	0	0	0	0	0	0	2	0
Hallandale Art Square	0	0	0	0	0	0	0	0	0	0	0	0
MD Medical	0	0	0	0	0	0	0	2	0	0	6	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	0	0	0	4	0
Oasis 1	0	0	0	0	0	0	0	1	0	0	16	0
Pegasus	0	0	0	0	0	0	0	1	0	0	0	0
Total Committed Developments	0	0	0	0	0	0	0	97	0	0	38	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	0	0	4	0	0	0	0	1,521	18	0	1,343	0
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes								16	30			
Outbound Traffic Volumes			28									
TOTAL TRAFFIC	0	0	32	0	0	0	0	1,537	48	0	1,343	0

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	0	0	18	0	0	0	3	1,421	10	0	1,754	0
2015 Peak Season Adjusted Volume	0	0	18	0	0	0	3	1,421	10	0	1,754	0
Traffic Volume Growth	0	0	0	0	0	0	0	39	0	0	48	0
Committed Developments												
Accesso Committed	0	0	0	0	0	0	0	6	0	0	32	0
Domus Office Committed	0	0	0	0	0	0	0	22	0	0	0	0
Gulfstream Point Committed	0	0	0	0	0	0	0	7	0	0	7	0
Dream Tream Retail	0	0	0	0	0	0	0	0	0	0	2	0
Hallandale Art Square	0	0	0	0	0	0	0	0	0	0	0	0
MD Medical	0	0	0	0	0	0	0	8	0	0	3	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	0	0	0	2	0
Oasis 1	0	0	0	0	0	0	0	38	0	0	26	0
Pegasus	0	0	0	0	0	0	0	8	0	0	5	0
Total Committed Developments	0	0	0	0	0	0	0	89	0	0	77	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	0	0	18	0	0	0	3	1,549	10	0	1,879	0
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes								7	66			
Outbound Traffic Volumes			13									
TOTAL TRAFFIC	0	0	31	0	0	0	3	1,556	76	0	1,879	0

VOLUME DEVELOPMENT SHEET
Hallandale Beach Boulevard & US-1 (Federal Highway)

Growth Rate =	0.9%	0.9%
Peak Season =	1.06	1.06
Buildout Year =	2018	2018
Years =	3	3

AM Peak Hour

	Northbound				Southbound				Eastbound			Westbound		
	U-Turn	LT	Thru	RT	U-Turn	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	29	237	719	420	5	229	1,047	47	115	893	303	549	973	125
2015 Peak Season Adjusted Volume	31	251	762	445	5	243	1,110	50	122	947	321	582	1,031	133
Traffic Volume Growth	1	7	21	12	0	7	30	1	3	26	9	16	28	4
Committed Developments														
Accesso Committed	0	0	15	0	6	0	1	1	21	0	0	1	2	12
Domus Office Committed	0	0	8	4	0	0	55	0	0	0	66	24	0	0
Gulfstream Point Committed	0	17	18	10	0	0	20	0	0	0	6	10	0	0
Dream Tream Retail	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Hallandale Art Square	0	0	13	0	0	15	35	0	0	0	0	0	0	4
MD Medical	0	1	0	0	0	0	0	1	0	1	1	0	4	0
Hallandale Fire Station #7	0	1	0	0	0	0	0	1	0	2	0	0	0	0
Oasis 1	0	0	0	39	0	0	0	0	0	1	0	9	16	2
Pegasus	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Total Committed Developments	0	20	54	53	6	15	111	3	21	4	74	44	23	18
Total 2018 AM Background	32	278	837	510	11	265	1,251	54	146	977	404	642	1,082	155
2018 AM Peak Hour Project Trips														
Inbound Traffic Volumes	7						7				14	7		
Outbound Traffic Volumes									16	14				
TOTAL TRAFFIC	39	278	837	510	11	265	1,258	54	162	991	418	649	1,082	155

PM Peak Hour

	Northbound				Southbound				Eastbound			Westbound		
	U-Turn	LT	Thru	RT	U-Turn	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	18	458	1,256	548	26	328	880	69	185	915	258	462	1,220	178
2015 Peak Season Adjusted Volume	19	485	1,331	581	28	348	933	73	196	970	273	490	1,293	189
Traffic Volume Growth	1	13	36	16	1	9	25	2	5	26	7	13	35	5
Committed Developments														
Accesso Committed	0	0	5	0	2	0	9	9	6	0	0	13	23	4
Domus Office Committed	0	0	55	24	0	0	18	0	0	0	22	8	0	0
Gulfstream Point Committed	0	8	19	8	0	0	25	0	0	0	7	13	0	0
Dream Tream Retail	0	0	1	0	0	0	2	0	0	0	0	0	1	0
Hallandale Art Square	0	0	31	0	0	16	38	0	0	0	0	0	0	10
MD Medical	0	1	0	0	0	0	0	1	2	4	2	0	2	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Oasis 1	0	0	0	23	0	15	0	0	0	38	0	10	26	13
Pegasus	0	5	3	1	0	0	0	0	0	0	8	0	0	0
Total Committed Developments	0	14	114	56	2	31	92	11	8	43	39	44	52	27
Total 2018 AM Background	20	512	1,481	653	31	388	1,050	86	209	1,039	319	547	1,380	221
2018 AM Peak Hour Project Trips														
Inbound Traffic Volumes	19						14				6	13		
Outbound Traffic Volumes									7	7				
TOTAL TRAFFIC	39	512	1,481	653	31	388	1,064	86	216	1,046	325	560	1,380	221

VOLUME DEVELOPMENT SHEET
Hallandale Beach Boulevard & NE/SE 8th Avenue

Growth Rate =	0.9%	0.9%
Peak Season =	1.11	1.11
Buildout Year =	2018	2018
Years =	3	3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	15	0	16	142	11	189	0	1,416	44	29	1,334	0
2015 Peak Season Adjusted Volume	17	0	18	158	12	210	0	1,572	49	32	1,481	0
Traffic Volume Growth	0	0	0	4	0	6	0	43	1	1	40	0
Committed Developments												
Accesso Committed	0	0	0	2	0	3	0	0	0	0	12	0
Domus Office Committed	0	0	0	0	0	0	0	4	0	0	24	0
Gulfstream Point Committed	0	0	0	0	0	0	0	10	0	0	10	0
Dream Tream Retail	0	0	0	0	0	0	0	1	0	0	1	0
Hallandale Art Square	0	0	0	0	0	0	0	15	0	0	4	0
MD Medical	0	0	0	0	0	0	0	1	0	0	4	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	2	0	0	0	0
Oasis 1	0	0	0	6	0	0	0	2	0	0	27	0
Pegasus	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Developments	0	0	0	8	0	3	0	35	0	0	82	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	17	0	18	170	12	219	0	1,650	50	33	1,603	0
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes											7	
Outbound Traffic Volumes								14				
TOTAL TRAFFIC	17	0	18	170	12	219	0	1,664	50	33	1,610	0

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	5	0	14	120	3	95	0	1,731	6	27	1,817	1
2015 Peak Season Adjusted Volume	6	0	16	133	3	105	0	1,921	7	30	2,017	1
Traffic Volume Growth	0	0	0	4	0	3	0	52	0	1	55	0
Committed Developments												
Accesso Committed	0	0	0	18	0	36	0	18	0	0	4	0
Domus Office Committed	0	0	0	0	0	0	0	24	0	0	8	0
Gulfstream Point Committed	0	0	0	0	0	0	0	8	0	0	13	0
Dream Tream Retail	0	0	0	0	0	0	0	0	0	0	1	0
Hallandale Art Square	0	0	0	0	0	0	0	16	0	0	10	0
MD Medical	0	0	0	0	0	0	0	4	0	0	2	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	1	0	0	0	0
Oasis 1	0	0	0	0	0	0	0	76	0	0	39	0
Pegasus	0	0	0	0	0	0	0	1	0	0	0	0
Total Committed Developments	0	0	0	18	0	36	0	148	0	0	77	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	6	0	16	155	3	144	0	2,121	7	31	2,149	1
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes											13	
Outbound Traffic Volumes								7				
TOTAL TRAFFIC	6	0	16	155	3	144	0	2,128	7	31	2,162	1

VOLUME DEVELOPMENT SHEET
Hallandale Beach Boulevard NE/SE 10th Avenue

Growth Rate =	0.9%	0.9%
Peak Season =	1.09	1.09
Buildout Year =	2018	2018
Years =	3	3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	41	23	78	0	0	0	56	1,552	67	82	1,468	36
2015 Peak Season Adjusted Volume	45	25	85	0	0	0	61	1,692	73	89	1,600	39
Traffic Volume Growth	1	1	2	0	0	0	2	46	2	2	44	1
Committed Developments												
Accesso Committed	0	0	0	0	0	0	0	2	0	0	12	0
Domus Office Committed	0	0	0	0	0	0	0	4	0	0	24	0
Gulfstream Point Committed	0	0	0	0	0	0	0	10	0	0	10	0
Dream Tream Retail	0	0	0	0	0	0	0	1	0	0	1	0
Hallandale Art Square	0	0	0	0	0	0	0	15	0	0	4	0
MD Medical	0	0	0	0	0	0	0	1	0	0	4	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	2	0	0	0	0
Oasis 1	0	0	0	0	0	0	0	2	0	3	27	2
Pegasus	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Developments	0	0	0	0	0	0	0	37	0	3	82	2
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	46	26	87	0	0	0	63	1,775	75	94	1,726	42
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes											7	
Outbound Traffic Volumes								14				
TOTAL TRAFFIC	46	26	87	0	0	0	63	1,789	75	94	1,733	42

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	42	59	223	0	0	0	110	1,726	61	164	1,637	105
2015 Peak Season Adjusted Volume	46	64	243	0	0	0	120	1,881	66	179	1,784	114
Traffic Volume Growth	1	2	7	0	0	0	3	51	2	5	49	3
Committed Developments												
Accesso Committed	0	0	0	0	0	0	0	18	0	0	4	0
Domus Office Committed	0	0	0	0	0	0	0	24	0	0	8	0
Gulfstream Point Committed	0	0	0	0	0	0	0	0	0	0	13	0
Dream Tream Retail	0	0	0	0	0	0	0	0	0	0	1	0
Hallandale Art Square	0	0	0	0	0	0	0	16	0	0	10	0
MD Medical	0	0	0	0	0	0	0	4	0	0	2	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	1	0	0	0	0
Oasis 1	0	0	10	0	0	0	0	76	0	0	39	0
Pegasus	0	0	0	0	0	0	0	1	0	0	0	0
Total Committed Developments	0	0	10	0	0	0	0	140	0	0	77	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	47	66	260	0	0	0	123	2,072	68	184	1,910	117
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes											13	
Outbound Traffic Volumes								7				
TOTAL TRAFFIC	47	66	260	0	0	0	123	2,079	68	184	1,923	117

VOLUME DEVELOPMENT SHEET
Hallandale Beach Boulevard NE 14th Avenue

Growth Rate =	0.9%	0.9%
Peak Season =	1.11	1.11
Buildout Year =	2018	2018
Years =	3	3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	226	66	23	86	68	147	101	1,085	188	20	1,141	36
2015 Peak Season Adjusted Volume	251	73	26	95	75	163	112	1,204	209	22	1,267	40
Traffic Volume Growth	7	2	1	3	2	4	3	33	6	1	35	1
Committed Developments												
Accesso Committed	0	0	0	0	0	0	0	2	0	0	12	0
Domus Office Committed	0	0	0	0	0	0	0	4	0	0	24	0
Gulfstream Point Committed	0	0	0	0	0	0	0	10	0	0	10	0
Dream Tream Retail	0	0	0	0	0	0	0	1	0	0	1	0
Hallandale Art Square	0	0	0	0	0	0	0	15	0	0	4	0
MD Medical	0	0	0	0	0	0	0	1	0	0	4	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	2	0	0	0	0
Oasis 1	0	0	0	0	0	13	21	17	1	0	2	0
Pegasus	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Developments	0	0	0	0	0	13	21	52	1	0	57	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	258	75	27	98	77	180	136	1,289	216	23	1,359	41
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes						1					6	
Outbound Traffic Volumes							1	13				
TOTAL TRAFFIC	258	75	27	98	77	181	137	1,302	216	23	1,365	41

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	280	97	72	87	80	128	225	1,496	290	55	1,426	85
2015 Peak Season Adjusted Volume	311	108	80	97	89	142	250	1,661	322	61	1,583	94
Traffic Volume Growth	8	3	2	3	2	4	7	45	9	2	43	3
Committed Developments												
Accesso Committed	0	0	0	0	0	0	0	18	0	0	4	0
Domus Office Committed	0	0	0	0	0	0	0	24	0	0	8	0
Gulfstream Point Committed	0	0	0	0	0	0	0	8	0	0	13	0
Dream Tream Retail	0	0	0	0	0	0	0	0	0	0	1	0
Hallandale Art Square	0	0	0	0	0	0	0	16	0	0	10	0
MD Medical	0	0	0	0	0	0	0	4	0	0	2	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	1	0	0	0	0
Oasis 1	3	0	0	0	0	11	17	23	20	0	43	0
Pegasus	0	0	0	0	0	0	0	1	0	0	0	0
Total Committed Developments	3	0	0	0	0	11	17	95	20	0	81	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	322	111	82	100	91	157	274	1,801	351	63	1,707	97
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes						1					12	
Outbound Traffic Volumes							1	6				
TOTAL TRAFFIC	322	111	82	100	91	158	275	1,807	351	63	1,719	97

VOLUME DEVELOPMENT SHEET

Hallandale Beach Boulevard & Three Islands Boulevard

Growth Rate =	0.9%	0.9%
Peak Season =	1.11	1.11
Buildout Year =	2018	2018
Years =	3	3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	2	2	11	314	15	326	219	789	5	3	861	122
2015 Peak Season Adjusted Volume	2	2	12	349	17	362	243	876	6	3	956	135
Traffic Volume Growth	0	0	0	10	0	10	7	24	0	0	26	4
Committed Developments												
Accesso Committed	0	0	0	0	0	0	0	2	0	0	12	0
Domus Office Committed	0	0	0	0	0	0	0	4	0	0	24	0
Gulfstream Point Committed	0	0	0	0	0	0	0	10	0	0	10	0
Dream Tream Retail	0	0	0	0	0	0	0	1	0	0	1	0
Hallandale Art Square	0	0	0	0	0	0	0	15	0	0	4	0
MD Medical	0	0	0	0	0	0	0	1	0	0	4	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	2	0	0	0	0
Oasis 1	0	0	0	0	0	0	0	17	0	0	2	0
Pegasus	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Developments	0	0	0	0	0	0	0	52	0	0	57	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	2	2	12	359	17	372	250	952	6	3	1,039	139
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes											6	
Outbound Traffic Volumes								13				
TOTAL TRAFFIC	2	2	12	359	17	372	250	965	6	3	1,045	139

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	9	10	5	257	7	269	511	1,163	5	50	1,097	280
2015 Peak Season Adjusted Volume	10	11	6	285	8	299	567	1,291	6	56	1,218	311
Traffic Volume Growth	0	0	0	8	0	8	15	35	0	2	33	8
Committed Developments												
Accesso Committed	0	0	0	0	0	0	0	18	0	0	4	0
Domus Office Committed	0	0	0	0	0	0	0	24	0	0	8	0
Gulfstream Point Committed	0	0	0	0	0	0	0	8	0	0	13	0
Dream Tream Retail	0	0	0	0	0	0	0	0	0	0	1	0
Hallandale Art Square	0	0	0	0	0	0	0	16	0	0	10	0
MD Medical	0	0	0	0	0	0	0	4	0	0	2	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	1	0	0	0	0
Oasis 1	0	0	0	0	0	0	0	23	0	0	43	0
Pegasus	0	0	0	0	0	0	0	1	0	0	0	0
Total Committed Developments	0	0	0	0	0	0	0	95	0	0	81	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	10	11	6	293	8	307	582	1,421	6	58	1,332	319
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes											12	
Outbound Traffic Volumes								6				
TOTAL TRAFFIC	10	11	6	293	8	307	582	1,427	6	58	1,344	319

VOLUME DEVELOPMENT SHEET
US-1 (Federal Highway) & Atlantic Shores

Growth Rate =	0.9%	0.9%
Peak Season =	1.05	1.05
Buildout Year =	2018	2018
Years =	3	3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	14	864	85	133	1,187	6	3	7	14	145	14	222
2015 Peak Season Adjusted Volume	15	907	89	140	1,246	6	3	7	15	152	15	233
Traffic Volume Growth	0	25	2	4	34	0	0	0	0	4	0	6
Committed Developments												
Accesso Committed	0	1	0	0	12	0	0	0	0	0	0	0
Domus Office Committed	0	8	0	0	55	0	0	0	0	0	0	0
Gulfstream Point Committed	0	18	0	0	20	0	0	0	0	0	0	0
Dream Tream Retail	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Art Square	0	49	0	0	37	0	0	0	0	0	0	0
MD Medical	0	1	0	0	1	0	0	0	0	0	3	0
Hallandale Fire Station #7	0	0	0	0	1	0	0	0	0	0	0	0
Oasis 1	0	2	0	0	0	0	0	0	0	0	0	0
Pegasus	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Developments	0	79	0	0	126	0	0	0	0	0	3	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	15	1,011	91	144	1,406	6	3	7	15	156	18	239
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes					5							
Outbound Traffic Volumes		14										
TOTAL TRAFFIC	15	1,025	91	144	1,411	6	3	7	15	156	18	239

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	46	1,279	118	178	1,065	13	4	23	31	148	18	223
2015 Peak Season Adjusted Volume	48	1,343	124	187	1,118	14	4	24	33	155	19	234
Traffic Volume Growth	1	37	3	5	30	0	0	1	1	4	1	6
Committed Developments												
Accesso Committed	0	18	0	0	4	0	0	0	0	0	0	0
Domus Office Committed	0	55	0	0	18	0	0	0	0	0	0	0
Gulfstream Point Committed	0	19	0	0	25	0	0	0	0	0	0	0
Dream Tream Retail	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Art Square	0	54	0	0	89	0	0	0	0	0	0	0
MD Medical	0	2	0	0	1	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	3	0	0	15	0	0	0	0	0	0	0
Pegasus	0	3	0	0	4	0	0	0	0	0	0	0
Total Committed Developments	0	154	0	0	156	0	0	0	0	0	0	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	49	1,534	127	192	1,304	14	4	25	34	159	20	240
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes					12							
Outbound Traffic Volumes		5										

VOLUME DEVELOPMENT SHEET
US-1 (Federal Highway) & NE 3rd Street

Growth Rate =	0.9%	0.9%
Peak Season =	1.05	1.05
Buildout Year =	2018	2018
Years =	3	3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	64	860	14	35	1,162	55	92	105	87	34	55	11
2015 Peak Season Adjusted Volume	67	903	15	37	1,220	58	97	110	91	36	58	12
Traffic Volume Growth	2	25	0	1	33	2	3	3	2	1	2	0
Committed Developments												
Accesso Committed	2	1	0	6	6	0	0	0	0	0	0	0
Domus Office Committed	0	8	0	0	55	0	0	0	0	0	0	0
Gulfstream Point Committed	0	18	0	0	20	0	0	0	0	0	0	0
Dream Tream Retail	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Art Square	17	0	0	0	25	7	49	0	25	0	0	0
MD Medical	0	1	0	0	1	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	0	0	0	1	0	0	0	0	0	0	0
Oasis 1	0	2	0	0	0	0	0	0	0	0	0	0
Pegasus	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Developments	19	30	0	6	108	7	49	0	25	0	0	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	88	958	15	44	1,361	67	149	113	118	37	60	12
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes					5				1	1		
Outbound Traffic Volumes	1	14	1									
TOTAL TRAFFIC	89	972	16	44	1,366	67	149	113	119	38	60	12

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	110	1,416	15	36	1,083	51	113	104	81	36	79	9
2015 Peak Season Adjusted Volume	116	1,487	16	38	1,137	54	119	109	85	38	83	9
Traffic Volume Growth	3	41	0	1	31	1	3	3	2	1	2	0
Committed Developments												
Accesso Committed	18	18	0	2	2	0	0	0	0	0	0	0
Domus Office Committed	0	55	0	0	18	0	0	0	0	0	0	0
Gulfstream Point Committed	0	19	0	0	25	0	0	0	0	0	0	0
Dream Tream Retail	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Art Square	41	0	0	0	27	16	54	0	27	0	0	0
MD Medical	0	2	0	0	1	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	3	0	0	15	0	0	0	0	0	0	0
Pegasus	0	3	0	0	4	0	0	0	0	0	0	0
Total Committed Developments	59	100	0	2	92	16	54	0	27	0	0	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	178	1,628	16	41	1,260	71	176	112	114	39	85	9
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes					5				1	1		
Outbound Traffic Volumes	1	5	1									
TOTAL TRAFFIC	179	1,633	17	41	1,265	71	176	112	115	40	85	9

VOLUME DEVELOPMENT SHEET
US-1 (Federal Highway) & SE 3rd Street

Growth Rate =	0.9%	0.9%
Peak Season =	1.05	1.05
Buildout Year =	2018	2018
Years =	3	3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	46	1,165	16	38	1,674	3	108	118	370	15	8	13
2015 Peak Season Adjusted Volume	48	1,223	17	40	1,758	3	113	124	389	16	8	14
Traffic Volume Growth	1	33	0	1	48	0	3	3	11	0	0	0
Committed Developments												
Accesso Committed	0	15	0	0	2	0	0	0	0	0	0	0
Domus Office Committed	0	12	0	0	145	0	0	0	0	0	0	0
Gulfstream Point Committed	1	35	1	0	36	0	0	0	5	1	0	0
Dream Tream Retail	0	1	0	1	1	0	0	0	0	0	0	0
Hallandale Art Square	0	13	0	0	35	0	0	0	0	0	0	0
MD Medical	0	1	0	0	0	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	1	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	1	0	0	9	0	0	0	0	0	0	0
Pegasus	0	0	1	1	0	0	0	0	0	0	0	0
Total Committed Developments	1	79	2	2	228	0	0	0	5	1	0	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	50	1,335	19	43	2,034	3	116	127	405	17	8	14
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes	8	7							26			
Outbound Traffic Volumes					14							
TOTAL TRAFFIC	58	1,342	19	43	2,048	3	116	127	431	17	8	14

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	99	1,697	34	103	1,353	6	194	90	124	94	131	163
2015 Peak Season Adjusted Volume	104	1,782	36	108	1,421	6	204	95	130	99	138	171
Traffic Volume Growth	3	49	1	3	39	0	6	3	4	3	4	5
Committed Developments												
Accesso Committed	0	5	0	0	22	0	0	0	0	0	0	0
Domus Office Committed	0	79	0	0	48	0	0	0	0	0	0	0
Gulfstream Point Committed	2	34	1	0	45	0	0	0	5	2	0	0
Dream Tream Retail	0	1	0	0	2	0	0	0	0	0	0	0
Hallandale Art Square	0	31	0	0	38	0	0	0	0	0	0	0
MD Medical	0	0	0	0	2	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	23	0	0	3	0	0	0	0	0	0	0
Pegasus	0	0	6	14	0	0	0	0	0	4	0	9
Total Committed Developments	2	173	7	14	160	0	0	0	5	6	0	9
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	109	2,004	44	125	1,620	6	210	98	139	108	142	185
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes	19	19							12			
Outbound Traffic Volumes					6							
TOTAL TRAFFIC	128	2,023	44	125	1,626	6	210	98	151	108	142	185

VOLUME DEVELOPMENT SHEET
US-1 (Federal Highway) & SE 9th Street

Growth Rate =	0.9%	0.9%
Peak Season =	1.05	1.05
Buildout Year =	2018	2018
Years =	3	3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	52	1,337	38	31	2,110	11	16	7	115	33	4	8
2015 Peak Season Adjusted Volume	55	1,404	40	33	2,216	12	17	7	121	35	4	8
Traffic Volume Growth	1	38	1	1	60	0	0	0	3	1	0	0
Committed Developments												
Accesso Committed	0	15	0	0	2	0	0	0	0	0	0	0
Domus Office Committed	88	0	0	0	15	0	0	2	0	0	2	0
Gulfstream Point Committed	27	41	1	0	44	0	0	0	4	1	0	0
Dream Tream Retail	0	1	0	1	1	0	0	0	0	0	0	0
Hallandale Art Square	0	13	0	0	35	0	0	0	0	0	0	0
MD Medical	0	1	0	0	0	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	1	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	1	0	0	9	0	0	0	0	0	0	0
Pegasus	0	1	0	0	0	0	0	0	0	0	0	0
Total Committed Developments	115	74	1	1	106	0	0	2	4	1	2	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	171	1,516	42	35	2,382	12	17	9	128	37	6	8
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes		13					2					
Outbound Traffic Volumes					31	9						
TOTAL TRAFFIC	171	1,529	42	35	2,413	21	19	9	128	37	6	8

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	94	2,057	100	53	1,608	22	17	7	64	210	41	72
2015 Peak Season Adjusted Volume	99	2,160	105	56	1,688	23	18	7	67	221	43	76
Traffic Volume Growth	3	59	3	2	46	1	0	0	2	6	1	2
Committed Developments												
Accesso Committed	0	5	0	0	22	0	0	0	0	0	0	0
Domus Office Committed	29	0	0	0	91	0	79	13	0	0	4	0
Gulfstream Point Committed	63	41	1	0	55	0	0	0	9	3	0	0
Dream Tream Retail	0	1	0	0	2	0	0	0	0	0	0	0
Hallandale Art Square	0	31	0	0	38	0	0	0	0	0	0	0
MD Medical	0	0	0	0	2	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	23	0	0	3	0	0	0	0	0	0	0
Pegasus	0	6	0	0	0	0	0	0	0	0	0	0
Total Committed Developments	92	107	1	0	213	0	79	13	9	3	4	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	194	2,326	109	58	1,947	24	97	20	78	230	48	78
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes		30					8					
Outbound Traffic Volumes					14	4						
TOTAL TRAFFIC	194	2,356	109	58	1,961	28	105	20	78	230	48	78

VOLUME DEVELOPMENT SHEET
SE 5th Avenue & SE 2nd Street

Growth Rate =	0.9%	0.9%
Peak Season =	1	1
Buildout Year =	2018	2018
Years =	3	3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	0	0	0	10	0	11	11	43	0	0	13	0
2015 Peak Season Adjusted Volume	0	0	0	10	0	11	11	43	0	0	13	0
Traffic Volume Growth	0	0	0	0	0	0	0	1	0	0	0	0
Committed Developments												
Accesso Committed	0	0	0	0	0	0	0	0	0	0	0	0
Domus Office Committed	0	0	0	0	0	0	0	0	0	0	0	0
Gulfstream Point Committed	0	0	0	0	0	0	0	0	0	0	0	0
Dream Tream Retail	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Art Square	0	0	0	0	0	0	0	0	0	0	0	0
MD Medical	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	0	0	0	0	0	0	0	0	0	0	0
Pegasus	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Developments	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	0	0	0	10	0	11	11	44	0	0	13	0
2018 AM Peak Hour Project Trips							9					22
Inbound Traffic Volumes												
Outbound Traffic Volumes				26		90						
TOTAL TRAFFIC	0	0	0	36	0	101	11	44	0	0	13	0

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	0	0	0	7	0	24	9	14	0	0	17	1
2015 Peak Season Adjusted Volume	0	0	0	7	0	24	9	14	0	0	17	1
Traffic Volume Growth	0	0	0	0	0	1	0	0	0	0	0	0
Committed Developments												
Accesso Committed	0	0	0	0	0	0	0	0	0	0	0	0
Domus Office Committed	0	0	0	0	0	0	0	0	0	0	0	0
Gulfstream Point Committed	0	0	0	0	0	0	0	0	0	0	0	0
Dream Tream Retail	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Art Square	0	0	0	0	0	0	0	0	0	0	0	0
MD Medical	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	0	0	0	0	0	0	0	0	0	0	0
Pegasus	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Developments	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	0	0	0	7	0	25	9	14	0	0	17	1
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes							20					45
Outbound Traffic Volumes				12		41						
TOTAL TRAFFIC	0	0	0	19	0	66	29	14	0	0	17	46

VOLUME DEVELOPMENT SHEET
US-1 & SE 2nd Street (Old Federal Highway)

Growth Rate =	0.9%	0.9%
Peak Season =	1	1
Buildout Year =	2018	2018
Years =	3	3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	0	1,489	21	0	1,801	63	0	0	0	0	0	0
2015 Peak Season Adjusted Volume	0	1,489	21	0	1,801	63	0	0	0	0	0	0
Traffic Volume Growth	0	41	1	0	49	2	0	0	0	0	0	0
Committed Developments												
Accesso Committed	0	15	0	0	2	0	0	0	0	0	0	0
Domus Office Committed	0	12	0	0	145	0	0	0	0	0	0	0
Gulfstream Point Committed	0	35	0	0	36	0	0	0	0	0	0	0
Dream Tream Retail	0	1	0	1	1	0	0	0	0	0	0	0
Hallandale Art Square	0	13	0	0	35	0	0	0	0	0	0	0
MD Medical	0	1	0	0	0	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	1	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	1	0	0	9	0	0	0	0	0	0	0
Pegasus	0	0	0	0	1	0	0	0	0	0	0	0
Total Committed Developments	0	79	0	1	229	0	0	0	0	0	0	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	0	1,609	22	1	2,079	65	0	0	0	0	0	0
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes									7			
Outbound Traffic Volumes					14	22						
TOTAL TRAFFIC	0	1,609	22	1	2,093	87	0	0	7	0	0	0

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
2015 Existing AM Peak Hour Volume	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Peak Season Adjusted Volume	0	2,417	26	0	1,535	85	0	0	0	0	0	0
2015 Peak Season Adjusted Volume	0	2,417	26	0	1,535	85	0	0	0	0	0	0
Traffic Volume Growth	0	66	1	0	42	2	0	0	0	0	0	0
Committed Developments												
Accesso Committed	0	5	0	0	22	0	0	0	0	0	0	0
Domus Office Committed	0	79	0	0	48	0	0	0	0	0	0	0
Gulfstream Point Committed	0	34	0	0	45	0	0	0	0	0	0	0
Dream Tream Retail	0	1	0	0	2	0	0	0	0	0	0	0
Hallandale Art Square	0	31	0	0	38	0	0	0	0	0	0	0
MD Medical	0	0	0	0	2	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	23	0	0	3	0	0	0	0	0	0	0
Pegasus	0	9	0	0	14	0	0	0	0	0	0	0
Total Committed Developments	0	182	0	0	174	0	0	0	0	0	0	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	0	2,665	27	0	1,751	87	0	0	0	0	0	0
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes		19										
Outbound Traffic Volumes					6	46						
TOTAL TRAFFIC	0	2,684	27	0	1,757	133	0	0	0	0	0	0

VOLUME DEVELOPMENT SHEET
SE 3rd Street & Old Federal Highway

Growth Rate =	0.9%	0.9%
Peak Season =	1	1
Buildout Year =	2018	2018
Years =	3	3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	8	1	6	21	11	46	5	599	16	1	49	12
2015 Peak Season Adjusted Volume	8	1	6	21	11	46	5	599	16	1	49	12
Traffic Volume Growth	0	0	0	1	0	1	0	16	0	0	1	0
Committed Developments												
Accesso Committed	0	0	0	0	0	0	0	0	0	0	0	0
Domus Office Committed	0	0	0	0	0	0	0	0	0	0	0	0
Gulfstream Point Committed	0	0	0	0	0	0	0	0	0	0	0	0
Dream Tream Retail	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Art Square	0	0	0	0	0	0	0	0	0	0	0	0
MD Medical	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	0	0	0	0	0	0	0	0	0	0	0
Pegasus	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Developments	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	8	1	6	22	11	47	5	615	16	1	50	12
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes											8	
Outbound Traffic Volumes				26								
TOTAL TRAFFIC	8	1	6	48	11	47	5	615	16	1	58	12

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	35	1	26	28	8	86	8	375	17	5	223	20
2015 Peak Season Adjusted Volume	35	1	26	28	8	86	8	375	17	5	223	20
Traffic Volume Growth	1	0	1	1	0	2	0	10	0	0	6	1
Committed Developments												
Accesso Committed	0	0	0	0	0	0	0	0	0	0	0	0
Domus Office Committed	0	0	0	0	0	0	0	0	0	0	0	0
Gulfstream Point Committed	0	0	0	0	0	0	0	0	0	0	0	0
Dream Tream Retail	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Art Square	0	0	0	0	0	0	0	0	0	0	0	0
MD Medical	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	0	0	0	0	0	0	0	0	0	0	0
Pegasus	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Developments	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	36	1	27	29	8	88	8	385	17	5	229	21
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes											19	
Outbound Traffic Volumes				12								
TOTAL TRAFFIC	36	1	27	41	8	88	8	385	17	5	248	21

VOLUME DEVELOPMENT SHEET
SE 3rd Street & SE 1st Avenue

Growth Rate =	0.9%	0.9%
Peak Season =	1	1
Buildout Year =	2018	2018
Years =	3	3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	63	231	7	0	0	0	41	628	0	0	80	81
2015 Peak Season Adjusted Volume	63	231	7	0	0	0	41	628	0	0	80	81
Traffic Volume Growth	2	6	0	0	0	0	1	17	0	0	2	2
Committed Developments												
Accesso Committed	0	0	0	0	0	0	0	0	0	0	0	0
Domus Office Committed	0	11	0	0	0	0	0	0	0	0	0	0
Gulfstream Point Committed	0	2	0	0	0	0	0	5	0	0	1	0
Dream Tream Retail	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Art Square	0	24	0	0	0	0	0	0	0	0	0	0
MD Medical	0	1	0	0	0	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	0	0	0	0	0	0	0	0	0	0	0
Pegasus	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Developments	0	38	0	0	0	0	0	5	0	0	1	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	65	275	7	0	0	0	42	650	0	0	83	83
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes		1									2	
Outbound Traffic Volumes												
TOTAL TRAFFIC	65	276	7	0	0	0	42	650	0	0	85	83

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	166	438	9	0	0	0	67	284	0	0	256	123
2015 Peak Season Adjusted Volume	166	438	9	0	0	0	67	284	0	0	256	123
Traffic Volume Growth	5	12	0	0	0	0	2	8	0	0	7	3
Committed Developments												
Accesso Committed	0	0	0	0	0	0	0	0	0	0	0	0
Domus Office Committed	0	68	0	0	0	0	0	0	0	0	0	0
Gulfstream Point Committed	0	3	0	0	0	0	0	3	0	0	3	0
Dream Tream Retail	0	1	0	0	0	0	0	0	0	0	0	0
Hallandale Art Square	0	9	0	0	0	0	0	0	0	0	0	0
MD Medical	0	1	0	0	0	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	0	0	0	0	0	0	0	0	0	0	0
Pegasus	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Developments	0	82	0	0	0	0	0	3	0	0	3	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	171	532	9	0	0	0	69	295	0	0	266	126
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes		1									1	
Outbound Traffic Volumes												
TOTAL TRAFFIC	171	533	9	0	0	0	69	295	0	0	267	126

VOLUME DEVELOPMENT SHEET
SE 3rd Street & South Dixie Highway

Growth Rate =	0.9%	0.9%
Peak Season =	1	1
Buildout Year =	2018	2018
Years =	3	3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	0	0	0	398	581	8	0	272	14	40	104	0
2015 Peak Season Adjusted Volume	0	0	0	398	581	8	0	272	14	40	104	0
Traffic Volume Growth	0	0	0	11	16	0	0	7	0	1	3	0
Committed Developments												
Accesso Committed	0	0	0	0	0	0	0	0	0	0	0	0
Domus Office Committed	0	0	0	0	0	0	0	0	0	0	0	0
Gulfstream Point Committed	0	0	0	0	0	0	0	5	0	0	1	0
Dream Tream Retail	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Art Square	0	0	0	0	5	0	0	0	0	0	0	0
MD Medical	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	0	0	0	0	0	0	0	0	0	0	0
Pegasus	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Developments	0	0	0	0	5	0	0	5	0	0	1	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	0	0	0	409	602	8	0	284	14	41	108	0
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes										2		
Outbound Traffic Volumes												
TOTAL TRAFFIC	0	0	0	409	602	8	0	284	14	43	108	0

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	0	0	0	201	377	17	0	150	10	70	352	0
2015 Peak Season Adjusted Volume	0	0	0	201	377	17	0	150	10	70	352	0
Traffic Volume Growth	0	0	0	5	10	0	0	4	0	2	10	0
Committed Developments												
Accesso Committed	0	0	0	0	0	0	0	0	0	0	0	0
Domus Office Committed	0	0	0	0	0	0	0	0	0	0	0	0
Gulfstream Point Committed	0	0	0	0	0	0	0	3	0	0	3	0
Dream Tream Retail	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Art Square	0	0	0	0	6	0	0	0	0	0	0	0
MD Medical	0	0	0	0	2	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	0	0	0	0	0	0	0	0	0	0	0
Pegasus	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Developments	0	0	0	0	8	0	0	3	0	0	3	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	0	0	0	206	395	17	0	157	10	72	365	0
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes										1		
Outbound Traffic Volumes												
TOTAL TRAFFIC	0	0	0	206	395	17	0	157	10	73	365	0

VOLUME DEVELOPMENT SHEET
SE 1st Avenue & SE 2nd Street

Growth Rate =	0.9%	0.9%
Peak Season =	1	1
Buildout Year =	2018	2018
Years =	3	3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	0	340	7	0	0	0	0	0	0	0	0	56
2015 Peak Season Adjusted Volume	0	340	7	0	0	0	0	0	0	0	0	56
Traffic Volume Growth	0	9	0	0	0	0	0	0	0	0	0	2
Committed Developments												
Accesso Committed	0	0	0	0	0	0	0	0	0	0	0	0
Domus Office Committed	0	12	0	0	0	0	0	0	0	0	0	0
Gulfstream Point Committed	0	0	0	0	0	0	0	0	0	0	0	0
Dream Tream Retail	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Art Square	0	3	0	0	0	0	0	0	0	0	0	0
MD Medical	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	0	0	0	0	0	0	0	0	0	0	0
Pegasus	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Developments	0	15	0	0	0	0	0	0	0	0	0	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	0	364	7	0	0	0	0	0	0	0	0	58
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes			1									
Outbound Traffic Volumes												72
TOTAL TRAFFIC	0	364	8	0	0	0	0	0	0	0	0	130

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	0	780	11	0	0	0	0	0	0	0	0	43
2015 Peak Season Adjusted Volume	0	780	11	0	0	0	0	0	0	0	0	43
Traffic Volume Growth	0	21	0	0	0	0	0	0	0	0	0	1
Committed Developments												
Accesso Committed	0	0	0	0	0	0	0	0	0	0	0	0
Domus Office Committed	0	68	0	0	0	0	0	0	0	0	0	0
Gulfstream Point Committed	0	0	0	0	0	0	0	0	0	0	0	0
Dream Tream Retail	0	1	0	0	0	0	0	0	0	0	0	0
Hallandale Art Square	0	9	0	0	0	0	0	0	0	0	0	0
MD Medical	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	0	0	0	0	0	0	0	0	0	0	0
Pegasus	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Developments	0	78	0	0	0	0	0	0	0	0	0	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	0	879	11	0	0	0	0	0	0	0	0	44
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes			1									
Outbound Traffic Volumes												33
TOTAL TRAFFIC	0	879	12	0	0	0	0	0	0	0	0	77

VOLUME DEVELOPMENT SHEET
Driveway 1

Growth Rate =	0.0%	0.0%
Peak Season =	1	1
Buildout Year =	2018	2018
Years =	3	3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume	0	4	0	0	18	0	0	0	0	0	0	0
2015 Peak Season Adjusted Volume	0	4	0	0	18	0	0	0	0	0	0	0
Traffic Volume Growth	0	0	0	0	0	0	0	0	0	0	0	0
Committed Developments												
Accesso Committed	0	0	0	0	0	0	0	0	0	0	0	0
Domus Office Committed	0	0	0	0	0	0	0	0	0	0	0	0
Gulfstream Point Committed	0	0	0	0	0	0	0	0	0	0	0	0
Dream Tream Retail	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Art Square	0	0	0	0	0	0	0	0	0	0	0	0
MD Medical	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	0	0	0	0	0	0	0	0	0	0	0
Pegasus	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Developments	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	0	4	0	0	18	0	0	0	0	0	0	0
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes			7	23								
Outbound Traffic Volumes										24		23
TOTAL TRAFFIC	0	4	7	23	18	0	0	0	0	24	0	23

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume		18			10							
2015 Peak Season Adjusted Volume	0	18	0	0	10	0	0	0	0	0	0	0
Traffic Volume Growth	0	0	0	0	0	0	0	0	0	0	0	0
Committed Developments												
Accesso Committed	0	0	0	0	0	0	0	0	0	0	0	0
Domus Office Committed	0	0	0	0	0	0	0	0	0	0	0	0
Gulfstream Point Committed	0	0	0	0	0	0	0	0	0	0	0	0
Dream Tream Retail	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Art Square	0	0	0	0	0	0	0	0	0	0	0	0
MD Medical	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	0	0	0	0	0	0	0	0	0	0	0
Pegasus	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Developments	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	0	18	0	0	10	0	0	0	0	0	0	0
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes			14	58								
Outbound Traffic Volumes										15		15
TOTAL TRAFFIC	0	18	14	58	10	0	0	0	0	15	0	15

VOLUME DEVELOPMENT SHEET
Driveway 2

Growth Rate =	0.9%	0.9%
Peak Season =	1	1
Buildout Year =	2018	2018
Years =	3	3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume		4			18							
2015 Peak Season Adjusted Volume	0	4	0	0	18	0	0	0	0	0	0	0
Traffic Volume Growth	0	0	0	0	0	0	0	0	0	0	0	0
Committed Developments												
Accesso Committed	0	0	0	0	0	0	0	0	0	0	0	0
Domus Office Committed	0	0	0	0	0	0	0	0	0	0	0	0
Gulfstream Point Committed	0	0	0	0	0	0	0	0	0	0	0	0
Dream Tream Retail	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Art Square	0	0	0	0	0	0	0	0	0	0	0	0
MD Medical	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	0	0	0	0	0	0	0	0	0	0	0
Pegasus	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Developments	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	0	4	0	0	18	0	0	0	0	0	0	0
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes												
Outbound Traffic Volumes										1		1
TOTAL TRAFFIC	0	4	0	0	18	0	0	0	0	1	0	1

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume		18			10							
2015 Peak Season Adjusted Volume	0	18	0	0	10	0	0	0	0	0	0	0
Traffic Volume Growth	0	0	0	0	0	0	0	0	0	0	0	0
Committed Developments												
Accesso Committed	0	0	0	0	0	0	0	0	0	0	0	0
Domus Office Committed	0	0	0	0	0	0	0	0	0	0	0	0
Gulfstream Point Committed	0	0	0	0	0	0	0	0	0	0	0	0
Dream Tream Retail	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Art Square	0	0	0	0	0	0	0	0	0	0	0	0
MD Medical	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	0	0	0	0	0	0	0	0	0	0	0
Pegasus	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Developments	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	0	18	0	0	10	0	0	0	0	0	0	0
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes												
Outbound Traffic Volumes										1		1
TOTAL TRAFFIC	0	18	0	0	10	0	0	0	0	1	0	1

VOLUME DEVELOPMENT SHEET
Driveway 3

Growth Rate =	0.9%	0.9%
Peak Season =	1	1
Buildout Year =	2018	2018
Years =	3	3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume		4			18							
2015 Peak Season Adjusted Volume	0	4	0	0	18	0	0	0	0	0	0	0
Traffic Volume Growth	0	0	0	0	0	0	0	0	0	0	0	0
Committed Developments												
Accesso Committed	0	0	0	0	0	0	0	0	0	0	0	0
Domus Office Committed	0	0	0	0	0	0	0	0	0	0	0	0
Gulfstream Point Committed	0	0	0	0	0	0	0	0	0	0	0	0
Dream Tream Retail	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Art Square	0	0	0	0	0	0	0	0	0	0	0	0
MD Medical	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	0	0	0	0	0	0	0	0	0	0	0
Pegasus	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Developments	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	0	4	0	0	18	0	0	0	0	0	0	0
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes			26	7								
Outbound Traffic Volumes										84		3
TOTAL TRAFFIC	0	4	26	7	18	0	0	0	0	84	0	3

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2015 Existing AM Peak Hour Volume		18			10							
2015 Peak Season Adjusted Volume	0	18	0	0	10	0	0	0	0	0	0	0
Traffic Volume Growth	0	0	0	0	0	0	0	0	0	0	0	0
Committed Developments												
Accesso Committed	0	0	0	0	0	0	0	0	0	0	0	0
Domus Office Committed	0	0	0	0	0	0	0	0	0	0	0	0
Gulfstream Point Committed	0	0	0	0	0	0	0	0	0	0	0	0
Dream Tream Retail	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Art Square	0	0	0	0	0	0	0	0	0	0	0	0
MD Medical	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	0	0	0	0	0	0	0	0	0	0	0
Pegasus	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Developments	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Total 2018 AM Background	0	18	0	0	10	0	0	0	0	0	0	0
2018 AM Peak Hour Project Trips												
Inbound Traffic Volumes			58	14								
Outbound Traffic Volumes										52		2