SUSAN E. O'ROURKE, P.E., Inc.

Traffic Engineering, Transportation Planning

EXHIBIT "6"

TRAFFIC ANALYSIS

FOR

Hallandale Medical

Prepared for:

Enrico Popescu Architectura Group Miami 1920 Hallandale Beach Blvd, Suite 908 Hallandale, Florida 33009

Prepared by

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> XR16022.0 May 7, 2016 Revised: July 6, 2016

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May 7, 2016

Mr. Enrico Popescu Architectura Group Miami 1920 Hallandale Beach Blvd, Suite 908 Hallandale, Florida 33009

Re: Hallandale Medical

Dear Mr. Popescu:

Susan E. O'Rourke, P.E., Inc. has completed the analysis of the proposed medical center to be located at the southwest corner of NW 5th Street and N. Dixie Highway in Hallandale Beach. The steps in the analysis and the ensuing results are presented herein.

It has been a pleasure working with you. If you have any questions or comments, please give me a call.

Respectfully submitted,

Susan E. O'Rourke, P.E., Inc.

Susan E. O'Rourke, P.E.

Registered Civil Engineer - Traffic

C2 Traffic Analysis Report 7 5 16

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TABLE OF CONTENTS

INTRODUCTION	1
PROJECT DESCRIPTION	1
TRIP GENERATION	3
LANE GEOMETRICS/TRANSIT/ RAIL	3
PROJECT ASSIGNMENT	5
LINK ANALYSIS	5
GROWTH AND COMMITTED TRIPS	5
INTERSECTION ANALYSIS	9
DRIVEWAYS	9
CONCLUSION	9
TABLES	
TABLE 1: Trip Generation TABLE 2: Project % Impact TABLE 3: Link Analysis TABLE 4: Level of Service Intersection	4 7 8 10
FIGURES	
FIGURE 1: Project Location FIGURE 2: Project Percent Assignment	2 6
APPENDIX	
APPENDIX A - SITE PLAN APPENDIX B – TRANSIT DATA APPENDIX C – MODEL/DISTRIBUTION DATA APPENDIX D – EXISTING COUNTS, GROWTH DATA, COMMITT AND NETWORK DATA (CAPACITY) APPENDIX E – DRIVEWAY VOLUMES APPENDIX F – INTERSECTION DATA / HCS WORKSHEETS / TIM SHEETS	

INTRODUCTION

Susan E. O'Rourke, P.E., Inc. was retained to prepare a traffic analysis consistent with City Code Section 32-788(g) for the proposed development of 24,000 square feet of Medical Office. The purpose of this report is to determine the impact on the surrounding roadway system associated with the change in land use. The following analytical steps were taken:

- summary of the project description; existing land use and proposed land use
- summary of existing lane geometrics
- assessment of the change in trip generation
- summary of base traffic volumes
- summary of 2018 traffic volumes
- description of available transit/rail

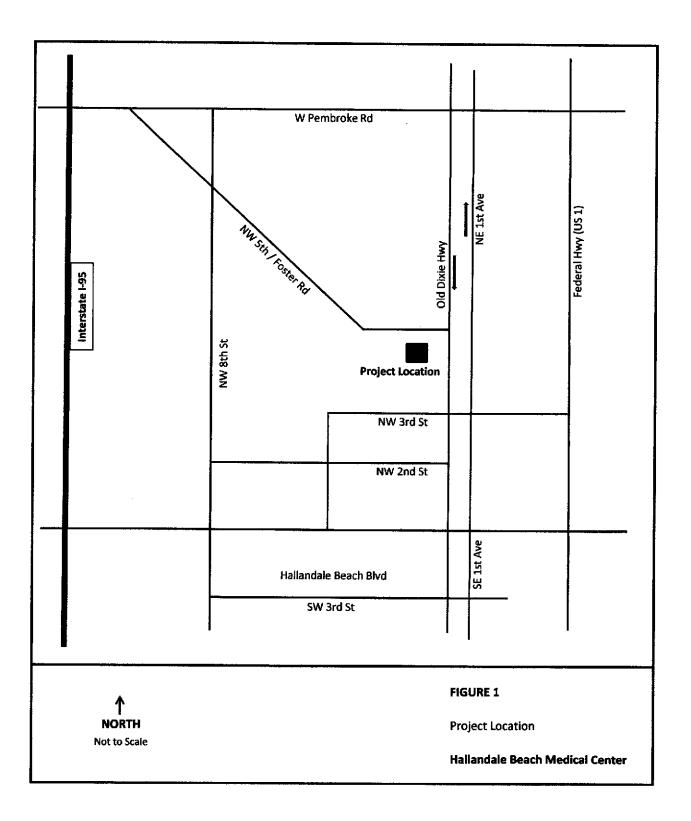
Each of these steps is outlined herein.

PROJECT DESCRIPTION

The proposed project involves a parcel of land located on the SW corner of NW 5th street (Foster Rd) and N Dixie Highway in Hallandale Beach in Broward County. The proposal is to develop a 24,000 square foot Medical Center on three floors. The development will be close to existing bus service that connects to tri-rail and future rail stations.

The project is in the West RAC Sub-district of Foster Road.

Figure 1 shows the project's location. **Appendix A** includes the site plan and the RAC Plan.



TRIP GENERATION

To estimate traffic generated by the Hallandale Medical project ITE Trip Generation, 9th Edition trip rates for medical office (Land Use Code 720) were used. These calculations provide an estimate of the typical generation. Trip generation for the project in the PM Peak Hour is shown in **Table 1**.

Table 1 shows that the proposed land use change would result in a net impact of 766 trips on a daily basis with 57 trips in the AM peak hour and 81 trips in the PM peak hour.

Broward County Concurrency outlines trip reductions for transit and rail features and proximity. This project is allowed a minimum of 10% reduction. For this analysis the 10% has not yet been applied.

LANE GEOMETRICS/ TRANSIT/ RAIL

The study area was reviewed to determine the existing number and type of lanes along the roadway. Each roadway is described below.

- NW 1st Street, NW 2nd Street, NW 4th Street and NW 5th Street are two-lane local roadways with east/west alignment.
- Pembroke Road is a four-lane undivided State Principal Arterial roadway with an east/west alignment.
- Hallandale Beach Boulevard is a six lane undivided State Principal Arterial roadway with an east/west alignment.
- N Dixie Highway / NE 1st Avenue is a one-way pair with N Dixie Highway being four lanes southbound and NE 1st Avenue being two lanes northbound.

The project is just outside of the ½ mile radius for the proposed Tri-Rail Coastal Service link. It is within ¼ mile of the two bus lines Route 3 and 4. Route 3 provides direct access to the Tri-Rail and Metrolink stations and Route 4 provides local service. The routes are shown in **Appendix B**.

TABLE 1a: Daily Trip Generation (Proposed)

				Directional	onai						
Land Use	ITE Code	Intensity	Daily Trip Generation	Split	.=	•	Gross Trips	ips	ŭ	Daily Net New Trips	, Trips
				드	Out	드	Out	Total	E	Out	Total
Medical Office	720	24,000 SF	T=40.89(x)-214.97	20%	20% 20%	383	383	766	383	383	766

TABLE 1b: AM Trip Generation (Proposed)

Land Use	ITE Code	Intensity	AM Trip Generation	Direction Solit	irectional Solit		Gross Trips	SQ.	*	AM Net New Trips	Trips
			_	Ξ	ă	٤	o et	Total	<u>=</u>	Out	Total
Medical Office	720	24,000 SF	T=2.39(x)	79%	79% 21%	45	12	57	45	12	57

TABLE 1c: PM Trip Generation (Proposed)

4

Land Use	TE Code	Intensity	PM Trip Generation	Direction Sollt	irectional Solit	9	Gross Trips	sdi	4	M Net New Trips	Trips
		•		٤	ā	Ē	ğ	Total	드	Out	Total
Medical Office	720	24,000 SF	Ln(T)=0.9Ln(x)+1.53	28%	28% 72%	23	58	81	23	58	81

Source: ITE, 9th Edition, Trip Generation Rates

PROJECT ASSIGNMENT

The project traffic was distributed by general geographic direction based on the socioeconomic data from the SERPM year 2025 as published in Traffic Analysis Zones and Municipal Forecasts Update, 2014. The zonal data and SED by zone are included in **Appendix C**. This general distribution led to an assignment of trips based on the anticipated ultimate destinations and the roadway paths used to reach those destinations. **Figure 2** illustrates the resultant project assignment on the network.

LINK ANALYSIS

Section 32.887 of the code relies on Level of Service D.

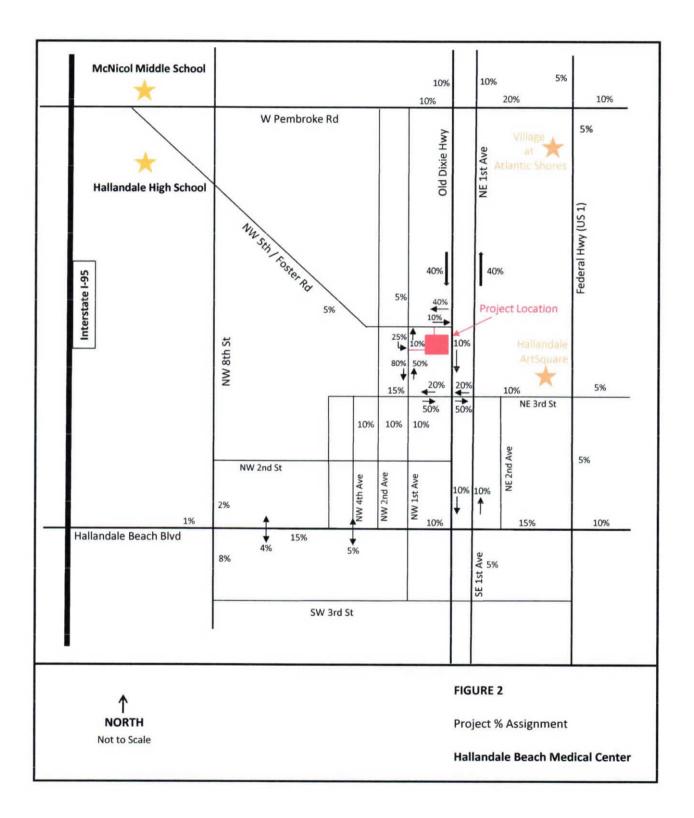
Table 2 summarizes the projects impact on the local network. As shown, the project will have a significant impact of just over 1% on NE 1st Avenue north of NW 3trd Street and on NE 3rd Street. Total traffic to include existing plus growth plus committed trips plus project traffic was calculated on the links where the project is significant.

Existing Counts, Growth and Committed Trips

A 1% growth rate was developed from FDOT Historic Count Data. The growth rate was applied to existing traffic counts. These counts were made by Susan E. O'Rourke, P.E., Inc. and supplemented with counts from other traffic studies and the TPO. Committed trips from the Art Square and Village at Atlantic Shore were also included in the analysis.

Appendix D contains the existing traffic counts, growth data, committed trip information along with the capacity values.

Table 3 summarizes the impacts. As shown in the table, all links will operate at acceptable levels of service. The Dixie and 1st Avenue links were shown separately to address the project impact. Page D6 of the Appendix shows the corridor evaluation which also shows an acceptable level of service.



C1.Table 2 percent assign 7,6.16

Table 2: Project Percent Impact	ent impact							
Segment	From	ဥ	Functional Classification	Direction	LOS D Peak Hour	Project Volume- Peak Hour	% Project of Capacity-Peak Direction	Percent assignment Peak direction
THE PURPLE AND ADDRESS OF THE PURPLE AND ADD	W Pembroke Road	Foster Road	Urban Collector-one way CLIF4 lanes SB	SB	3636	o	0.25%	40%
Dixle Highway	Foster Road	Hallandale Beach Blvd	Urban Collector-one way CIII - 4 lanes SB	SB	3636	မ	0.16%	10%
	Hallandale Beach Blvd	SW 3rd Street	Urban Collector-one way CLII- 4 lanes SB	SB	3636	ဖ	0.16%	10%
NE 1st Avenue	Hallandale Beach Blvd	NE 3rd Street	Urban Collector-one way CLII-1 lane	SN SI	798	2	0.29%	10%
	NE 3rd Street	W Pembroke Road	Urban Collector-one way CLII-2 lanes NB	92	1752	23	1.32%	40%
SE 1st Avenue	SE 3rd Street	Hallandale Beach Blvd	Urban Collector-one way CLII -2 lanes NB	NB	1752	ŀ	%200	5%
Hallandale Beach Blvd	Federal Highway (US 1)	Dixie Highway	Urban Principal Arterial- 6 LD	EB/WB	5390	71	0.23%	15%
	Dixie Highway	NW 8th Street	Urban Principal Arterial - 6 LD	EBAWB	5390	12	0.23%	15%
	NW 2nd Avenue	NW 1st Avenue	City Collector - 2 L CLII	EB/WB	1197	12	1.02%	15%
NE 3rd Street	NW 1st Avenue	Dixie Highway	City Collector - 2 L CLII	EB/WB	1197	45	3.78%	20%
		NE 1st Avenue	City Collector- 2 L CLII	EB/WB	1197	45	3.78%	20%
		Federal Highway (US 1)	City Collector - 2 L CLII	EB/WB	1197	8	0.68%	10%
Foster Road (NW 5th St) NW 8th Street		NW 1st Avenue	City Collector - 2 t. CLII	EBWB	1197	Þ	0.34%	5%
	6)	Dixie Highway	City Collector - 2 L CLII	EBAWB	1197	8	0.68%	10%
	Hallandale Beach Blvd	NW 3rd Street	City Collector - 2 L CLII	aN	1197	æ	0.68%	10%
NW 1st Avenue	NW 3rd Street	Foster Road	City Collector - 2 L CLII	2	1197	69	5.80%	50%
	Foster Road	W Pembroke Road	City Collector - 2 L CLII	NB BB	1197	4	0.34%	5%
	NW 8th Street	Dixie Highway	Urban Principal Arterial - 4LD CLII	EB	2920	8	0.28%	10%
W Pembroke Road	Dixle Highway	ral Highway (US 1)	Urban Principal Arterial - 4LD CLII	EB	2920	16	0.55%	20%
	Federal Highway (US 1)	East	Urban Principal Arterial - 2I CLII	EB	1330	80	0.61%	10%
LOS D (MPC or 2012 Values t	LOS D (MPO or 2012 Values 8LDx.6=3636, 6LD x .8= 2700, 4LDx.6=1752, 2L X.9=1187 }	Trips In: Trips Out:		23				
		Total Trips		8				

Table 3: Two-Way Peak Hour Link Analysis - 2018

				-										
Segment	From	70	Functional Classification	Direction	(1) 2016 Volume - Peak Hour Peak Direction		Growth Committed Rate Trips	2018 Volume (2016 x growth/ year)	LOS D Peak Hour	Project Volume- Peak Hour	Total Traffic =2018+ Project	% Project of Capacity-Peak Direction	Does Project Meet Concurrency	Percent assignment Peak direction
NE 1st Avenue NE 3rd Street	NE 3rd Street	W Pembroke Road	Urban Collector	eN EN	498	1.010	-	508	1752	ន	531	1.32%	yes	40%
NW 1st Avenue NW 3rd Street	NW 3rd Street	Foster Road	City Collector	2	109	1.010	0	ŧ	1197	25	163	4.36%	yes	10%
NE 3rd Street	NW 1st Avenue	Dixie Highway	City Collector	EB/WB	467	1.010	5	476	1197	12	488	0.97%	yes	20%
	Dixte Highway	NE 1st Avenue	City Collector	EB/WB	610	1.010	38	622	1197	9	638	1.35%	yes	20%
LOS D (MPC or 2012	Values SLDx.6=3638, 6LD x	LOS D (MPC or 2012 Values SLDx.6=3838, SLD x .6= 2700, 4LD x .6=1752, 2L x.9=1197)	Trips In:	ឌ										
Growth rate based o	Growth rate based on FDOT Historic Values		Trips Out:	88										
(1) Derived from TMC, 2016	MC, 2016		Total Trips Years Grown	81 2										

8

INTERSECTION ANALYSIS

Seven intersections were analyzed;

- NE 1st Avenue/Pembroke Road (Signalized)
- Dixie Highway/Pembroke Road (Signalized)
- NE 1st Avenue/3rd Street (Signalized)
- Dixie Highway/3rd Street (Signalized)
- NW 5th Street/Old Dixie Highway (Unsignalized)
- NW 1st Avenue/NW 3rd Street (Unsignalized)
- NW 1st Avenue/NW 5th Street (Unsignalized)

That existing and 2018 scenarios were analyzed for the AM and PM peak hours. **Table 4** summarizes the results of the analysis. As shown, all the intersections will operate at acceptable levels of service.

As shown, all the intersections will operate at acceptable levels of service. Furthermore, the back of queue is included on each HCS. A comparison the conditions in the field show that the existing lane geometrics will accommodate the future volumes. Details are summarized below.

- Dixie/1st Ave/Pembroke SBL = 199' 221' of queue but to lane is continuous. All other approaches have no turn lanes.
- Dixie/1st/3rd WBR = 138' of queue versus 220' provided. All other approaches have no turn lanes.
- Dixie/Foster EBR = 35' of queue versus 257' provided.

The remaining unsignalized intersections of NW 1st/NW 3rd and NW 1st/NW 5th do not have separate turn lanes. However, approach queues will not extend beyond one or two vehicles.

DRIVEWAYS

There are two driveways serving the project. One is located on NW 5th Street and Foster Road and one on NW 1st Avenue. Both driveways will be full access. Given the lower volumes of the project, turn lanes will not be required. **Appendix E** includes the driveway volumes for the project in the AM and PM peak hour. The queue lengths and results by approach are shown.

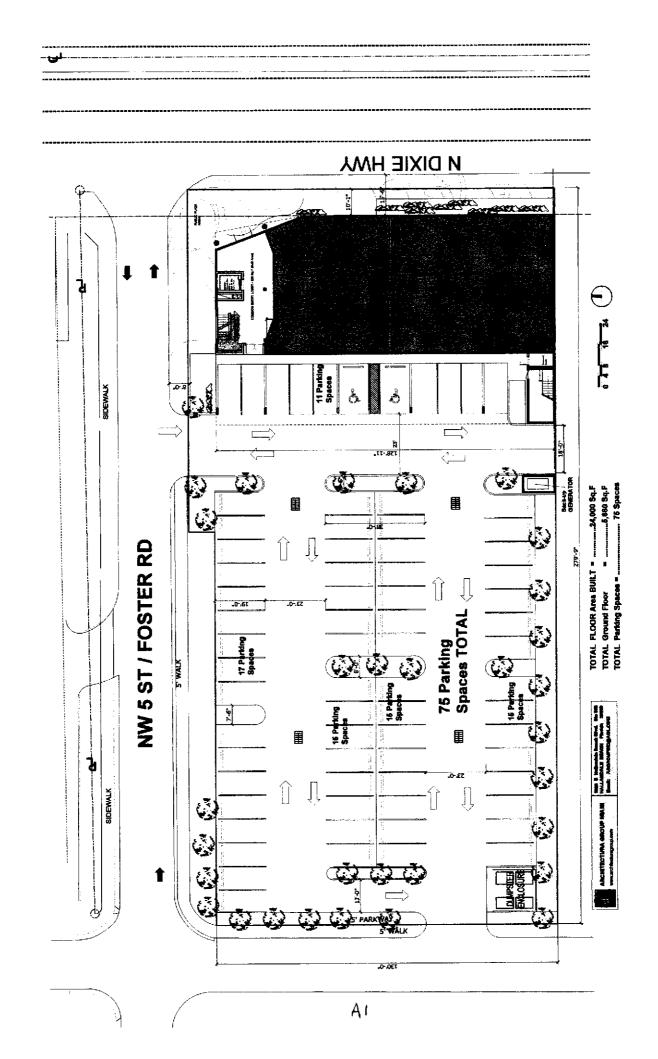
CONCLUSION

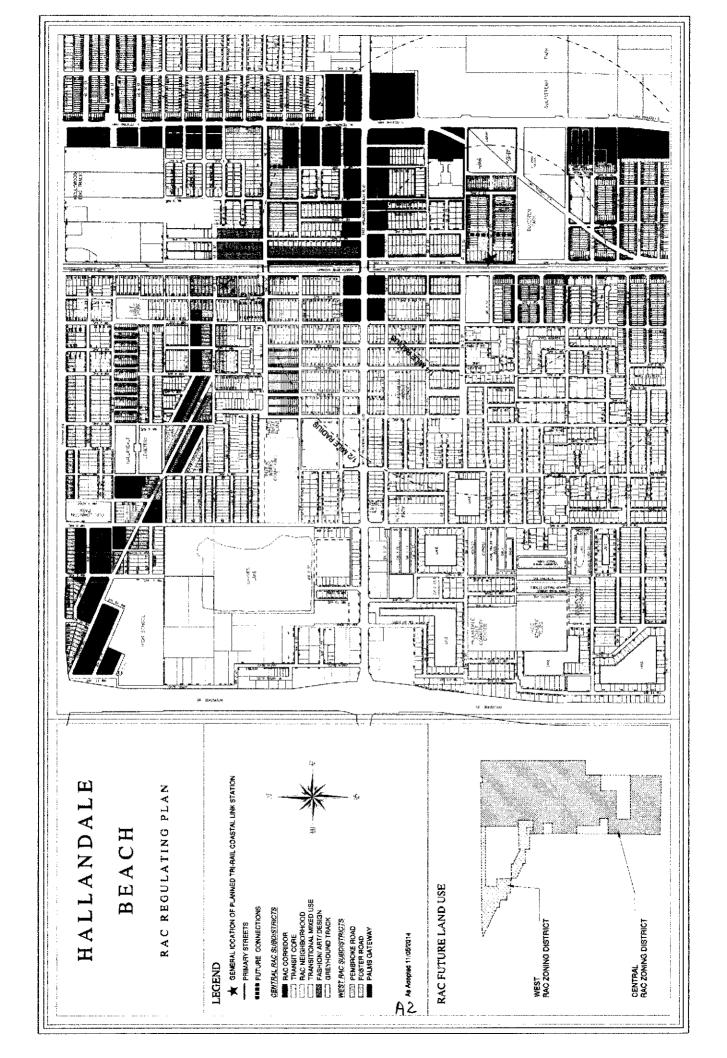
The proposed land use change will result in an increase in trips of 766 daily trips, 57 AM peak hour trips and 81 PM peak hour trips.

On the links within the study area, there would be a slight increase in traffic associated with the development. However, no improvements would be needed to address the increase in traffic.

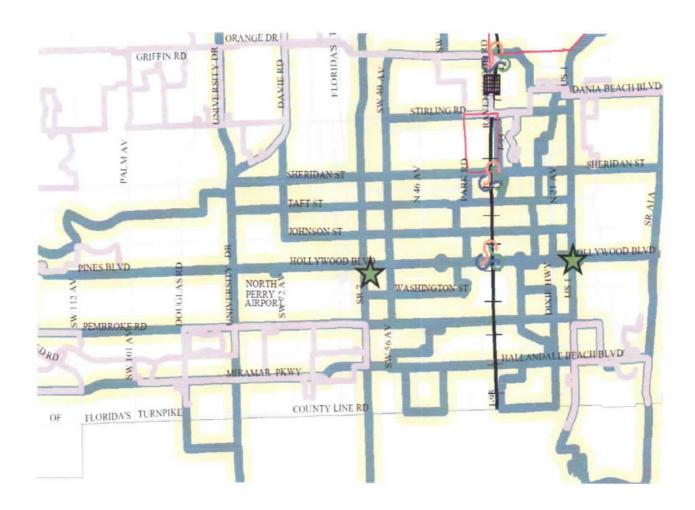
		Existing	ing			2018	81	
	¥	AM	B.	₽M	AM	5	<u>-</u>	PM
Intersection	105	DELAY	TOS	DELAY	LOS	DELAY	105	DELAY
NE 1st Avenue and Pembroke Road (Signalized)	ე	28.9	၁	32.9	3	33.2	Q	38.7
Dixie Highway and Pembroke Road (Signalized)	C	31.5	C	31.0	C	31.1	C	29.9
NE 1st Avenue and 3rd Street (Signalized)	D	51.4	D	38.6	D	50.4	D	40.8
Dixie Highway and 3rd Street (Signalized)	၁	26.9	ე	33.0	ე	27.8	D	35.5
NW 5th Street (Foster Road) and Dixie Highway (Unsignalized)	В	13.8	83	11.6	83	14.2	£	12.0
NW 1st Avenue and NW 3rd Street (Unsignalized)	В	11.3	മ	12.6	В	11.7	8	14.7
NW 1st Avenue and NW 5th Street (Foster Road) (Unsignalized)	B	10.3	83	10.4	8	10.4	В	10.6

APPENDIX A SITE PLAN





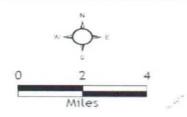
APPENDIX B TRANSIT DATA





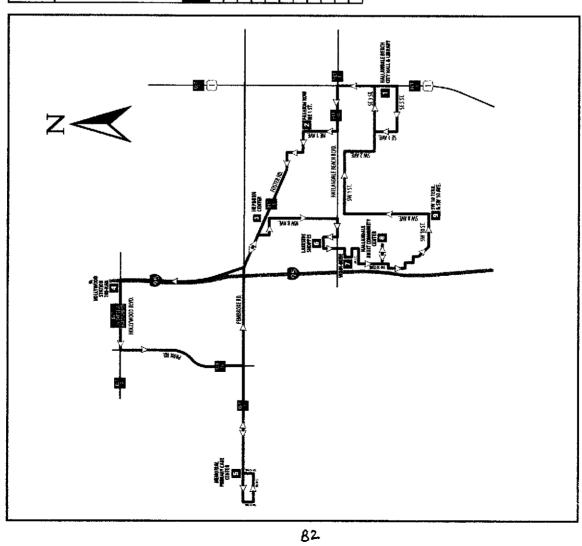
Existing Transit Services



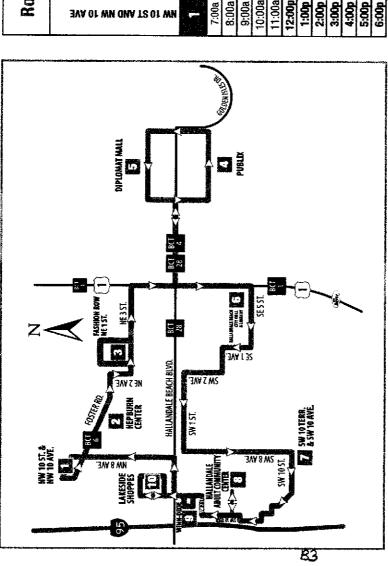




Bold type indicates PM hours.



 	1														ı
	EVA OF WW QNA TE OF WW		7:57a	8:57a	9:57a	10:57a	11:57a	12:57p	1:57p	2:57p	3:57p	4:57p	5:57p	7:00p	
	FAKESIDE SHOPS	9.	7:48a	8:48a	9:48a	10:48a	11:48a	12:48p	1:48p	2:48p	3:48p	4:48p	5:48p	6:50p	
	88 BLAUNALLAH BIXIG-NNIW T Of W2 &	6	7:45a	8:45a	9:45a	10:45a	11:45a	12:45p	1:45p	2:45p	3:45p	4:45p	5:45p	6:46p	
	HALLANDALE ADULT COMMUNITY CENTER	2	7:41a	8:41a	9:41a	10:41a	11:41a	12:41p	1:41p	2:41p	3:41p	4:41p	5:41p	6:42p	
	SW 10 TERR / SW 10 STREET	1	7:38a	8:38a	9.38a	10:38a	11:38a	12:38p	1:38p	2:38p	3:38p	4:38p	5:38p	6:39p	PM hours
	HALLANDALE CITY HALL & YRARBIJ	9	7:28a	8:28a	9:28a	10:28a	11:28a	12:28p	1:28p	2:28p	3:28p	4:28p	5:28p	6:29p	Bold tyre indicates PM hours
	TIAM TAMOJAID	\$	7:19a	8:19a	9:19a	10:19a	11:19a	12:19p	1:19p	2:19p	3:19p	4:19p	5:19p	6:19p	Bold tv
	SE 14 P Colden Isles Sc/Publix	4	7:15a	8:15a	9:15a	10:15a	11:15a	12:15p	1:15p	2:15p	3:15p	4:15p	5:15p	6:15p	
	EASHION ROW NE 1 AVE BJAGNALLAH	m	7:07a	8:07a	9:07a	10:07a	11:07a	12:07p	1:07p	2:07p	3:07p	4:07p	5:07p	6:07p	
Route 4	HEPBURN CENTER 3JAGNAJJAH SVA 8 WN	7	7:03a	8:03a	9:03a	10:03a	11:03a	12:03p	1:03p	2:03p	3:03p	4:03p	5:03p	6:03p	
Ro	NW 10 ST AND NW 10 AVE		7:00a	8:00a	9:00a	10:00a	11:00a	12:00р	00: 00:	2:00p	3:00p	4:00p	5:00p	6:00p	



Hallandale Beach

APPENDIX C MODEL/DISTRIBUTION DATA

Percent Assignment

Year

2025

Direction

North							
TAZ#	755	756	759	760	778	775	
Units	556	821	1131	1170	1764	781	
% TAZ within direction	25%	90%	100%	25%	25%	25%	Total Units in North
Total	139	739	1,131	293	441	195	2,938

Direction

East							
TAZ#	771	772	774	775	760	767	
Units	0	0	3846	781	1170	1023	
% TAZ within direction	100%	50%	100%	50%	25%	50%	Total Units in East
Total	0	0	3,846	391	293	512	5,041

Direction

South								
TAZ#	772	773	775	776	777	778	781	
Units	0	0	781	1394	1634	1764	1635	
% TAZ within direction	50%	50%	25%	75%	75%	25%	10%	Total Units in South
Total	0	0	195	1,046	1,226	441	164	3,07:

Direction

West					
TAZ#	778	779	781	755	
Units	1764	831	1564	556	
% TAZ within direction	50%	95%	20%	25%	Total Units in West
Total	882	789	313	139	2,123

Total Units:

13,172

	North	East	South	West
2010 % Assignment	22%	38%	23%	16%



PLANNING AND REDEVELOPMENT DIVISION

	2010			2025 Forecasts			2040 Forecas		
l Z	Units	Household Population	Households	Units	Household Population	Households	Units	Household Population	Household
8	1,388	2,994	1,137	1,764	3,711	1,520	1,892	3,874	1,628
9	737	2,089	690	831	2,235	787	901	2,365	855
10	0	0	0	0	0	0	0	0	(
1	1,564	2,779	1,176	1,635	2,879	1,282	1,707	2,945	1,332
2	0	0	0	0	0	0	10	15	10
3	1,332	1,062	620	1,333	1,168	682	1,441	1,296	754
4	322	549	227	323	552	237	378	646	285
5	196	390	187	196	380	188	256	494	247
6	854	2,414	741	854	2,305	749	903	2,371	789
7	910	2,755	838	910	2,623	845	953	2,676	885
8	793	2,138	716	910	2,326	837	951	2,377	874
9	1,112	2,585	819	1,216	2,763	939	1,263	2,787	967
0	210	603	191	285	751	265	302	780	281
1	1,596	4,246	1,481	1,709	4,346	1,602	1,963	4,883	1,842
2	865	2,822	812	1,213	3,611	1,149	1,232	3,596	1,164
3	216	546	191	244	583	220	292	688	265
4	286	728	260	287	703	264	286	691	261
5	944	2,610	842	945	2,484	851	944	2,426	843
6	1,196	3,780	1,138	1,198	3,611	1,145	1,274	3,757	1,217
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	12	21	13
9	761	2,406	727	760	2,281	731	802	2,363	770
0	478	1,586	468	479	1,532	470	597	1,817	580
1	0	0	0	0	0	0	12	22	13
2	48	104	42	49	107	44	48	107	44
3	607	881	556	1,016	1,595	959	1,024	1,594	964
4	816	2,279	793	817	2,188	796	963	2,508	934
5	1,571	4,115	1,456	1,583	3,980	1,478	1,769	4,363	1,651
6	1,474	3,803	1,432	1,475	3,650	1,440	1,599	3,892	1,559
7	542	1,469	526	542	1,407	527	566	1,452	551
8	57	173	53	83	232	79	88	242	85
9	66	181	60	73	195	68	72	194	68



PLANNING AND REDEVELOPMENT DIVISION

	2010			2025 Forecasts			2040 Forecas	its	
AZ	Units	Household Population	Households	Units	Household Population	Households	Units	Household Population	Household
46	3,529	4,686	2,722	3,529	4,731	2,814	3,533	4,671	2,80
47	785	1,278	641	785	1,286	660	834	1,359	703
48	1,459	2,849	1,283	1,459	2,786	1,307	1,471	2,750	1,310
49	724	1,783	683	726	1,725	692	757	1,763	72
50	614	1,366	557	615	1,334	564	614	1,309	560
51	156	365	141	156	358	141	156	359	142
52	1,782	3,141	1,418	1,934	3,386	1,606	1,933	3,295	1,586
53	648	1,395	582	648	1,364	589	659	1,367	597
54	0	0	0	0	0	0	8	12	1
55	553	1,404	488	556	1,359	497	562	1,350	500
56	820	2,391	762	821	2,283	768	827	2,257	772
57	953	1,540	744	1,045	1,710	856	1,045	1,673	848
58	1,314	1,864	1,002	1,315	1,875	1,042	1,314	1,833	1,028
59	1,032	1,694	820	1,131	1,856	940	1,132	1,829	935
60	1,169	2,013	973	1,170	1,994	995	1,169	1,947	984
61	677	1,545	612	688	1,534	630	741	1,628	679
62	668	1,609	568	673	1,570	583	1,004	2,312	893
63	314	692	291	315	670	294	315	662	292
64	555	687	465	780	1,072	695	783	1,063	694
65	266	294	201	436	591	372	442	593	375
66	4,634	5,781	3,242	4,634	5,914	3,390	4,676	5,898	3,409
67	1,023	1,212	679	1,023	1,259	716	1,066	1,297	744
68	3,655	2,900	1,732	3,682	3,215	1,941	3,682	3,104	1,890
69	3,367	3,098	1,878	3,377	3,319	2,036	3,376	3,220	1,991
70	3,049	3,552	1,983	3,324	4,139	2,357	3,429	4,198	2,413
71	0	0	0	0	0	0	33	61	31
72	0	0	0	0	0	0	0	0	0
73	0	0	0	0	0	0	178	361	168
74	3,643	4,979	2,640	3,846	5,396	2,941	3,862	5,296	2,923
75	782	1,213	566	781	1,202	585	782	1,185	581
76	1,394	2,249	1,097	1,394	2,231	1,127	1,394	2,180	1,114
77	1,431	3,784	1,286	1,634	4,103	1,496	1,660	4,069	1,513

SHERIDAN ST	678	AIA AS	88 683 67 HOLLYWOOD BLVD	761	3 762	089 988	894
SHE	684	687	688 HOLLYV	757	769 763	777 777 238	772
	VA 12 N	4 686	5 689 11ED 764	75	756 DIXIE	78 37.0 15% 15% 15% 15% 15% 15% 15% 15% 15% 15%	42 42 177
899	691 690	693 694	696 695 COMPLI	753 78	755 130	779 3%	782 782
299 869	718 692	719	727	747	744	785 RR 784 ACH BLVD	96-1
AAq	716 717 914	721	724 724 TV5	748	GTON ST 745	785 RK 785 RK 7 PP NDALE BEACH BLVD	787 786

APPENDIX D

EXISTING COUNTS, GROWTH DATA, COMMITTED TRIPS, AND NETWORK DATA (CAPACITY)

Table T - 1 **FUNCTIONAL CLASSIFICATION OF ROADWAYS**

North South		TIP Design	Functional	Required	# of
Roadways	Segment	Code	Classification	Width	Lanes
I-95 (SIS)	I-95	1021	XWay	325'	10LD*
Dixie Highway	N of Dade CL	420	UCOLL	54'	4L
Dixie riigiiway	N of Hall, Bch Blvd.	420	UCOLL	54'	4L
SE 1 st Ave	N of Dade CL	221	UCOLL	N/A	2L
NE 1 st Ave	N of Hall. Bch. Blvd.	221	UCOLL	N/A	2L
Federal Highway	N of Dade CL	623	UPA	120'	6LD
	N of Hall. Bch. Blvd.	433	UPA	106'	4LD
SE Federal Highway	Dade CL to US1	211	CC	N/A	2L
S. Ocean Drive	N of Dade CL	620	UPA	106'	6LD
SW 8 th Avenue	N of Dade CL	211	CC	N/A	2L
NW 8 th Avenue	N of Hall, Bch Blvd.	211	CC	N/A	2L
NE 14 th Avenue	N of Hall. Bch Blvd.	211	CC	N/A	2L
Three Islands Blvd.	N of Hall. Bch Blvd.	621	CC	80'	6LD
Diplomat Pkwy.	N of Hall. Bch Blvd.	211	CC	N/A	2L
East/West				ļ	
Roadways				4001	44.11
Pembroke Road	E of I-95	430	UPA	100'	4LU
	E of Dixie Highway	410	UPA	100'	4LU
Foster Road	Pembroke Rd to Dixie Hwy	264	CC	50'	2L
Hallandale Bch. Blvd.	E of 1-95	623	UPA	120'	6LD
	E of Dixie Hgwy	613	UPA	120'	6LD
	E of US1	633	UPA	120'	6LD
	E of Diplmt. Pkwy	433	UPA	120'	6LD
NE 9 TH Street / Atlantic Shores Blvd	E of US1	231	CC	80'	2L
NW / NE 3 RD Street	NW 6 th Ave to US	221	СС	N/A	2L
SE 3 rd Street	SE 1 Ave. to US 1	274	CC	60'	2L
SE 5 th Street	SE 1 Ave. to US 1	274	CC	60'	2L
SE 7 th Street	SE 1 Ave. to US 1	274	CC	60'	2L
SE 9 th Street	SE 1 Ave. to US 1	274	CC	60'	2L

SIS = Strategic Intermodal System Legend:

XWay = Expressway

UPA = Urban Principal Arterial UMA = Urban Minor Arterial UCOLL = Urban Collector CC = City Collector LR = Local Road

LD / LU = Lanes Divided / Lanes Undivided

Required Right of Way (ROW) width per BC Trafficways Plan * I-95 has 8 Through Lanes and 2 HOV Lanes. Note:

Broward County Roadway Capacity & Level of Service Analysis for 2005 / 2030 published 9/2006 Source:

Broward County Transportation Element - 2007 Michael Miller Planning Associates, Inc. - June 2008

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

12/18/12

	INTERF	UPTED FL	OW FACI	LITIES			UNINTE	RUPTED	FLOW FA	ACILITIES	12/18/12
	STATE SI	CNALIZ	en abt	TOTAL C				EDEE	WAVC		
	SIALES	GNALIZ	EU AK I	EKIAL	•	Lanes	В	FREE'C	WAIS	D	E
		mph or high	-		_	4	4,120	5,54	10	6,700	7,190
Lanes	Median	В	C	D	E	6	6,130	8,37	70 1	0,060	11,100
2	Undivided	•	1,510	1,600	**	8	8,230	11,10	1 00	3,390	15,010
4	Divided	*	3,420	3,580	**	10	10,330	14,04	10 1	6,840	18,930
6	Divided	*	5,250	5,390	**	12	14,450	18,88		2,030	22,860
8	Divided	*	7,090	7,210	**		ĺ			,	ŕ
	Class II (35	mph or slow	er posted s	peed limit)				reeway A	djustment		
Lanes	Median	В	C	D	Е	_	Auxiliary Lan			Ramp	
2	Undivided	*	660	1,330	1,410	Pres	ent in Both Dir	ections		Metering	
4	Divided	*	1,310	2,920	3,040		+ 1,800			+ 5%	
6	Divided	*	2,090	4,500	4,590						•
8	Divided	*	2,880	6,060	6,130						
	1	ignalized Ror corresponding by the indicate Signalized Ro	g state volun d percent.)	nes	rts						
1	Median	& Turn La				,	UNINTERR	IDTEN	er ow e	HCHWA	ve
1		Exclusive	Exclus		djustment	i	Median	B	C C	uonwa D	E E
Lanes	Median	Left Lanes	Right L		Factors	Lanes	Undivided	770	1,530	2,170	2,990
2	Divided	Yes	No		+5%	2 4	Divided	3,300	4,660	5,900	6,530
2	Undivided	No V	No		-20%	6	Divided	4,950	6,990	3, 90 0 8,840	9,790
Multi Multi	Undivided Undivided	Yes No	No No		-5% -25%	0	Divided	4,930	0,990	0,040	9,790
tarmin		,140	Yes		+ 5%		T1				-
				•	. 3/6		Uninterrupt				
	* One-V	Way Facility	. Adimete	man f		Lanes	Median		left lanes	•	nt factors
1		he correspond				2	Divided	_	es		%
	Vo	dumes in this	table by 0.6			Multi	Undivided	Y			%
FL CLTE	= 3636;				798	Multi	Undivided	N	lo	-2	5%
(Mi dire	Eultiply motorized ectional roadway !	Vehicle volume lanes to determine	MODE ² les shown be sine two-way	low by num	ber of	are for the constitute compute planning	shown are presented the nutomobile/truck to a standard and also a models from what applications. The tr or intersection design	rander uniers s uld be used on a this table is d ble and derivis	pecifically ataly ly for general crives abould ag computer as	ted. This table d planning applica be used for store odels should no	pes not sions. The specific the used for
Paved	Shoulder/Bicy	/cle					or microcrion design				
La	me Coverage	В	C	D	Е		and Quality of Ser				
	0-49%	•	260	680	1,770	Levelo	of service for the bic	ya ia ami p ak as	rien modes in	this table is bas	oi on muniber
	50-84%	190	600	1,770	>1,770		izod vehicles, not m				
	85-100%	830	1,770	>1,770	**	3 Buses p	er hour shown are ou	ly for the peak b	our in the singl	discrimant the	higher traffic
	PE	DESTRIA	N MOD	E ²		flow.			•		¥* :
	ultiply motorized					* Cases	ot be achieved using	table input veh	no definits.		
dice	ctional roadway l	lanes to determ volume		maximum s	service	** Net a	; pplicable for that le	rel of service b	nie gade Fo	r the amount it	mode.
	n -		,	¥	,	volumes	greater than level of	fearvice D'bac	ome F bocass	imanication ca	meities have
Side	walk Coverag	e B	C	D	E		ched. For the bicycl				
1	0-49%	*	•	250	850	value de					
	50-84%	*	150	780	, 0		1		÷	a r	
	85-100%	340	960	1,560	>1,770				٠		
	BUS MOD (Buses	E (Schedu in peak hour i			3						
Side	walk Coverag	е В	C	D	E	Source:	Department of Trans	hostation			•
5,000	0-84%	> 5	>4	≥3	≥2	Systems	Planning Office		100		
	85-100%	>4	≥3	≥2	≥1 ≥1		Lateta (Lun/e humin)	hystens/sm/b	s definit show	ì	
L	UN 100/0			- -	-m ¹	t					

APPENDIX C: North / South Roadways Capacity and Level of Service Analysis 2014

		Ŀ										
					2014				2014			
			Design	Q	Daily Conditions	ons		Peak	Peak Hour Conditions	rditions		
9	N/SRoadway	Segment	Code	AADT	Capacity	7/C	so7	Volume	Capacity	<i>1//C</i>	<i>507</i>	
799		N of Commercial Blvd	4 <u>8</u> 4	11000	29160	0.38	ပ	1045	2628	0.40	၁	
8		N of NE 56 St	264	3600	13320	0.27	ပ	342	1197	0.28	ပ	
1101	NW 6 Ave	N of Atlantic Blvd	264	8100	13320	0.61	۵	770	1197	0.64	۵	
8		N of Copans Rd	264	0096	13320	0.72	۵	912	1197	0.76	۵	
8		N of Sample Rd	264	10500	13320	0.79	۵	966	1197	0.83	Δ	
80		N of NE 48 St	264	8500	13320	0.64	۵	808	1197	0.67	۵	
1057		N of NE 54 St / SW 15 St	264	8500	13320	0.64	٥	808	1197	0.67	Δ	
8	809 Natura Blvd	N of SE 10 St	28	7300	29160	0.25	၁	694	2628	0.26	ပ	
811	Dixie Hwy/ 21 Ave	N of Dade C L	463	8400	34992	0.24	ပ	798	3154	0.25	ပ	
813		N of Hndle Bch Blvd	463	0086	34992	0.28	၁	931	3154	0.29	ပ	
		N of Pembroke Rd	463	10900	34992	0.31	ပ	1036	3154	0.33	ပ	
817		N of Hollywood Blvd	463	11100	34992	0.32	ပ	1055	3154	0.33	င	
819		N of Sheridan St	464	3500	29160	0.12	ပ	333	2628	0.13	ပ	
1049		N of Phippen Rd	764	2200	13320	0.17	ပ	508	1197	0.17	ပ	
821	IISE 3 Ave	N of SE 17 St	432	7200	32400	0.22	ပ	684	2920	0.23	ပ	
823	-3	N of Davie Blvd	432	12000	32400	0.37	ပ	1140	2920	0.39	ပ	
825		N of SE 7 St-CBD	432	21000	32400	0.65	۵	1995	2920	0.68	ļ	
827	NE 3 Ave	N of Broward Bivd-CBD	432	21000	32400	0.65	٥	1995	2920	0.68		
828		N of NE 6 St	432	12000	32400	0.37	ပ	1140	2920	0.39		
83	INE 4 Ave/Wilton Dr	N of Sunrise Blvd	432	17900	32400	0.55	۵	1701	2920	0.58		
833	3 Dixie Hwy	N of Oakland Pk Blvd	432	24000	32400	0.74	٥	2280	2920	0.78		
835	4 4 4 5 7 7 2	N of NE 38 St	422	25500	39800	0.64	ပ	2423	3580	0.68		
837		N of Commercial Blvd	422	20500	39800	0.52	ပ	1948	3580	0.54		
839		N of McNab Rd	633	22000	00009	0.37	В	2090	5400	0.39	മ	
841		N of Pompano Park Pi	432	25000	32400	0.77	٥	2375	2920	0.81		
8	3	N of Atlantic Blvd	432	25500	32400	0.79	٥	2423	2920	0.83		
845	2	N of NW 15 St	422	25500	39800	0.64	ပ	2423	3580	0.68	ပ	
8		N of Copans Rd	422	17100	39800	0.43	ပ	1625	3580	0.45	ပ	
849		N of Sample Rd	422	23000	39800	0.58	ပ	2185	3580	0.61	ပ	
851		N of NE 48 St	422	18100	39800	0.45	ပ	1720	3580	0.48		
853	3	N of SW 10 St	422	11700	39800	0.29	ပ	1112	3580	0.31	_	
F	This on the way	11/2 12000	FOOT 0	fram rus	and o	andone	8	JARRE	sock link with	. X		actual count

e - estimated traffic volumes; capacity - maximum LOS "D" service volume, not actual capacity; r - maximum LOS "D" service volume reduced by 5% my land land link with which are way and There are two way intown; we used todo

φ -

e - estimated traffic volumes; capacity - maximum LOS "D" service volume, not actual capacity; r - maximum LOS "D" service volume reduced by 5%

APPENDIX B: East / West Roadways Capacity and Level of Service Analysis 2014

					1100		H		2014			
					#107				1707			
			Design	T	Daily Conditions	ions		Peak	Peak Hour Conditions	nditions		
₽	E/W Roadway	Segment	Code	AADT	Capacity	I/C T	1 507	Volume	Capacity	2/2	SOT	
8	House	E of SW 148 Ave	ΑΝ	A/A	A/N	N/A	N/A	N/A	N/A	A/A	₹ Z	
1120	Honey Hill Rd	E of Flamingo Rd	264	10500	13320	0.79	۵	866	1197	0.83	Δ	
2	Bass Crk Rd	E of SW 184 Ave	N/A	N/A	N/A	A/A	Ϋ́N	ΑN	N/A	ΑN	ĕŽ	
1152	1162 Bass Crk Rd	E of SW 172 Ave	264	7400	13320	0.56	۵	703	1197	0.59		
4		E of Dykes Rd	264	5800	13320	0.44	ပ	551	1197	0.46	ပ	
9	County Line Rd	E of University Dr	422	27600	39800	0.69	၁	2622	3580	0.73	ပ	
8	County Line Rd	E of FTPK	422	32500	39800	0.82	ပ	3088	3580	980	٥	
15	County Line Rd	E of SR 7	264	16000	13320	1.20	F	1520	1197	1.27	ш	
1046	1046 County Line Rd	E of SW 48 Ave	464	7700	29160	0.26	၁	732	2628	0.28	ပ	
12	12 County Line Rd	E of SW 40 Ave	264	7700	13320	0.58	۵	732	1197	0.61	۵	
1124	1124 SW 11 St	E of I-95	264	800	13320	90.0	U	92	1197	90.0	O	
14	Miramar Pkwy	E of SW 196 Ave	474	3400	35820	60.0	ပ	323	3222	0.10	ပ	
180		E of SW 184 Ave	422	18500	39800	0.46	ပ	1758	3580	0.49	ပ	
20	20 Miramar Pkwy	E of SW 172 Ave	622	45000	29900	0.75	O	4275	5390	0.79	ပ	
22	22 Miramar Pkwy	E of SW 160 Ave	622	65000	29900	1.09	Ŀ	6175	5390	1.15	Ш	
2	24 Miramar Pkwy	E of I-75	622	64000	28900	1.07	ட	9080	5390	1.13	ட	
18	28 Miramar Pkwy	E of SW 148 Ave	622	51500	28900	0.86	ر د	4893	5390	0.91	0	
28	28 Miramar Pkwy	E of SW 136 Ave	622	51500	59900	98.0	ပ	4893	5390	0.91	ပ	
န	30 Miramar Pkwy	E of Flamingo Rd	622	32500	59900	0.54	ပ	3088	5390	0.57	ပ	
32	32 Miramar Pkwy	E of Red Rd	622	37000	59900	0.62	C	3515	5390	0.65	٥	
34	34 Miramar Pkwy	E of Palm Ave	422	38500	39800	0.97	D	3658	3580	1.02	u.	
8	36 Miramar Pkwy	E of Douglas Rd	422	35500	39800	0.89	O	3373	3580	0.94	ပ	
8	38 Miramar Pkwy	E of University Dr	422	30000	39800	0.75	O	2850	3580	0.80	O	
4	40 Hindle Bch Bivd	E of SR 7	422	25500	39800	0.64	O	2423	3580	0.68	ပ	
42	42 Hndle Bch Bivd	E of 1-95	622	64205	29900	1.07	ш	6609	5390	1.13	ш	*
1.4	44 Hndle Bch Blvd	E of US 1	622	38500	29900	25.	ပ	3658	5390	0.68	٥	
48	48 Hndle Bch Blvd	E of Diplomat Pkwy	622	30000	29900	0.50	O	2850	5390	0.53	ပ	
ş	1000 Monarch Lakes Blvd	N of Miramar Pkwy	464	5500	29160	0.19	ပ	523	2628	0.20	ပ	
1002	1002 Miramar Blvd	E of Flamingo Rd	264	5500	13320	0.41	ပ	523	1197	0.44	ပ	
100	1004 Miramar Blvd	E of Red Rd	264	5500	13320	0.41	ပ	523	1197	0.44	O	
50	1006 Miramar Blvd	E of Hiatus Rd	264	6100	13320	0.46	ပ	580	1197	0.48	ပ	
g	50 Miramar Blvd	E of Palm Ave	464	33500	29160	1.15	ш	3183	2628	1.21	ш	
25	52 Miramar Blvd	E of Douglas Rd	264	9200	13320	0.69		874	1197	0.73	۵	

e - estimated traffic volumes; capacity - maximum LOS "D" service volume, not actual capacity; r - maximum LOS "D" service volume reduced by 5%

APPENDIX B: East / West Roadways Capacity and Level of Service Analysis 2014

						7770		ľ		100	,			
						4107				4014				
ľ				Design	7	Daily Conditions	tions		Pea	Peak Hour Conditions	mditions			
	₽	E/W Roadway	Segment	Code	AADT	Capacity	V/C	sor	Volume	Capacity	<i>NC</i>	100		
	38	56 Pembroke Rd	E of US 27	N/A	N/A	N/A	A/A	N/A	A/A	N/A	N/A	N/A		
	28	58 Pembroke Rd	E of SW 196 Ave	X/A	A/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
	99 T	60 Pembroke Rd	E of SW 184 Ave	264	8000	13320	09.0	٥	760	1197	0.63	۵		
	986	966 Pembroke Rd	E of SW 172 Ave	264	0006	13320	0.68	۵	855	1197	0.71	۵		
	154	1154 Pembroke Rd	E of SW 160 Ave	N/A	A/N	A/A	A/A	A/A	N/A	A/X	A/A	₹/Z		
	998	968 Pembroke Rd	E of SW 145 Ave	422	26000	39800	0.65	ပ	2470	3580	69.0	ပ		
	82 F	62 Pembroke Rd	E of SW 136 Ave	422	26000	39800	0.65	ပ	2470	3580	69.0	ပ		
	8	64 Pembroke Rd	E of Flamingo Rd	422	27500	39800	0.69	U	2613	3580	0.73	ပ		
<u> </u>	8 9	66 Pembroke Rd	E of Hiatus Rd	422	33000	39800	0.83	ပ	3135	3580	0.88	ပ		
	88 T	68 Pembroke Rd	E of Palm Ave	422	29500	39800	0.74	၁	2803	3580	82.0	၁		
	2	70 Pembroke Rd	€ of Douglas Rd	422	33500	39800	0.84	ပ	3183	3580	0.89			
<u>l</u>	72 ₽	72 Pembroke Rd	E of University Dr	622	42000	59900	0.70	ပ	3990	5390	0.74	၁		
	74 F	74 Pembroke Rd	E of SW 68 Ave	422	49000	39800	1.23	Ŀ,	4655	3580	1.30	4		
1	1050	1050 Pembroke Rd	E of SW 62 Ave	622	34000	59900	0.57	C	3230	5390	09'0	ပ		
_ <u> </u> 5	192	76 Pembroke Rd	E of SR 7	622	39000	29900	0.65	၁	3705	5390	69.0	ပ		
1	78 F	78 Pembroke Rd	E of I-95	432	33500	32400	1.03	Ш	3183	2920	1.09	F		
	8	80 NE 9 St	E of US 1	264	9400	13320	0.71	D	893	1197	92.0	۵		
	1048	1048 NE 9 St	E of Atlantic Shores Blvd	2 <u>6</u> 4	9400	13320	0.71	۵	893	1197	0.75	۵		
<u>- [</u>	1080	1060 Moffett St	E of US 1	264	7500	13320	0.56	D	713	1197	65.0	a		
	82	82 Washington St	E of S 64 Ave	264	0066	13320	0.74	Q	941	1197	0.79	D		
	2	84 Washington St	E of SR 7	\$	9500	29160	0.33	၁	903	2628	0.34	၁		
_1	88		E of S 56 Ave	264 264	9700	13320	0.73	۵	922	1197	0.77	D		
	> 88	St	E of S 28 Ave	264	4500	13320	0.34	ပ	428	1197	0.36	၁		
-1	116	1116 Washington St	E of US 1	264	2200	13320	0.17	O	209	1197	0.17	င		
1	8	90 Pines Blvd	E of US 27	422	10300	39800	0.26	ပ	979	3580	0.27	ပ		
1	92		E of SW 196 Ave	622	24000	29900	0.40	ပ	2280	5390	0.42	ပ		
	8	94 Pines Blvd	E of SW 184 Ave	622	40000	29900	0.67	ပ	3800	5390	0.70	ပ		
	8		E of SW 172 Ave	622	48000	29900	0.80	ပ	4560	5390	0.85	ပ		
	88	98 Pines Blvd	E of SW 160 Ave	622	92000	29900	1.09	Ľ	6175	5390	1.15	F		
	100 T	100 Pines Blvd	E of I-75	822	81000	80100	1.01	Ľ.	7695	7210	1.07	Ŀ		
	102 T	102 Pines Blvd	E of SW 136 Ave	822	90009	80100	0.75	ပ	5700	7210	0.79	ပ		
	104	104 Pines Blvd	E of Flamingo Rd	622	22000	29900	0.87	ပ	4940	5390	0.92	ပ		



SUSAN E. O'ROURKE, P.E., Inc.

Traffic Engineering, Transportation Planning

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969 SE Federal Highway Suite 402 Stuart, FL 34994

772.781.7918

CORRIDOR ANALYSIS SEORourke@comcast.net

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Traffic Survey Specialists, Inc.

PEMBROKE ROAD & NE 1ST AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: SEBASTIAN SALVO

SIGNALIZED

85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00150215 Start Date: 10/28/15 File I.D. : PEMB_1AV

Page : 1

PEDESTRIANS & BIKES

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Traffic Survey Specialists, Inc.

PEMBROKE ROAD & NE 1ST AVENUE HALLANDALE BEACH, FLORIDA COUNTED BY: SEBASTIAN SALVO

SIGNALIZED

85 SE 4th Avenue, Unit 109 Delray Beach, Florida 33483 Phone (561) 272-3255

Site Code : 00150215 Start Date: 10/28/15 File I.D. : PEMB_1AV

Page : 3

ALL VEHICLES

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

PEMBROKE ROAD & NE 1ST AVENUE HALLANDALE BEACH, FLORIDA COUNTED BY: SEBASTIAN SALVO SIGNALIZED

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Site Code : 00150215 Start Date: 10/28/15 File I.D. : PEMB_1AV

Page : 2

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Traffic Survey Specialists, Inc.

PEMBROKE ROAD & NE 1ST AVENUE HALLANDALE BEACH, FLORIDA COUNTED BY: SEBASTIAN SALVO

SIGNALIZED

85 SE 4th Avenue, Unit 109 Delray Beach, Florida 33483 Phone (561) 272-3255

Site Code : 00150215 Start Date: 10/28/15 File I.D. : PEMB_1AV

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Traffic Survey Specialists, Inc.

85 SE 4th Avenue, Unit 109

PEMBROKE ROAD & DIXIE HIGHWAY HALLANDALE BEACH, FLORIDA COUNTED BY: ROLANDO MARTINEZ

SIGNALIZED

Delray Beach, Florida 33483 Phone (561) 272-3255

File I.D. : PEMBDIXI Page : 1

Site Code : 00150215

Start Date: 10/28/15

PEDESTRIANS & BIKES

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Traffic Survey Specialists, Inc.

PEMBROKE ROAD & DIXIE HIGHWAY
HALLANDALE BEACH, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

85 SE 4th Avenue, Unit 109 Delray Beach, Florida 33483 Phone (561) 272-3255 Site Code : 00150215 Start Date: 10/28/15 File I.D. : PEMBDIXI

Page : 3

							ALL V	EHICLES								
DIXIB HIGH				PEMBROKE				DIXIE HI		-		PEMBROKE From Wes				
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Traffic Survey Specialists, Inc. 85 SE 4th Avenue, Unit 109 Delray Beach, Florida 33483 Phone (561) 272-3255

PEMBROKE ROAD & DIXIE HIGHWAY
HALLANDALE BEACH, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

Site Code : 00150215 Start Date: 10/28/15 File I.D. : PEMBDIXI

Page : 2

						ALL V	ENICLES								
DIXIE HIGH From North			PEMBROKE				DIXIE H				PEMBROKE				
UTurn L Date 10/28/15		Right	 UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Peak Hour Analysis	By Entire	Interse	ction for	the Pe	eriod:	07:00 to	09:00	on 10/2	9/15						
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Traffic Survey Specialists, Inc.

PEMBROKE ROAD & DIXIE HIGHWAY
HALLANDALE BEACH, FLORIDA
COUNTED BY: ROLANDO MARTINEZ

SIGNALIZED

85 SE 4th Avenue, Unit 109 Delray Beach, Florida 33483

Phone (561) 272-3255

Site Code : 00150215 Start Date: 10/28/15 File I.D. : PEMBDIXI

Page : 1

	DIXIE HI From No:				PEMBROKE From Eas				DIXIE H				PEMBROK From We				
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Printed: 07/05/16 at 09:36 WinTally v2.8.0.22

Standard Report

Location: NE 1st Ave and NE 3rd St AM

Unit ID: 4

Study Date: Thursday June 23, 2016

Interval: 15 minutes

Vehicles

Grand	Total	83	88	146	127	442	117	162	1	157	570	17	1029	100.0	100.0	'	'	08:00	929	0.5
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Page 1 of 3

Location: NE 1st Ave and NE 3rd St PM

Unit ID: 4

Study Date: Wednesday June 22, 2016

Interval: 15 minutes

Grand	Total	202	193	166	189	750	265	192	203	214	874	50	1674	100.0	100.0	•	•	17:00	874	0.5
	Total	48	8	42	92	195	2	38	25	67	255	19	469	28.0	28.0	100.0	100.0	17:00	255	0.8
	Right	ō	0	0	0	0	0	0	o	0	0	0	0	0.0	0.0	0.0	0.0	,	0	·
Eastbound	Thru	ક્ષ	37	श्ल	6	147	83	ষ্	1	51	188	13	848	20.8	8.02	74.2	74.2	17:00	188	0.8
	Left	12	13	œ	15	84	22	16	13	16	49	9	12	7.2	7.2	25.8	25.8	17:00	67	0
	Total	99	75	88	9/	78,	85	72	98	88	331	8	635	37.9	37.9	100.0	100.0	17:00	331	6.0
ound	Right	O	9	4	9	24	15	5	ဖ	8	×	-	28	3.5	3.5	9.3	9.3	17:00	æ	90
Northbound	Thru	84	ន	52	999	219	8	63	74	6	269	15	203	30.0	30.0	79.2	79.2	17:00	569	60
	Left	80	~	12	4	41	80	4	9	0	78	4	22	4.4	4.4	11.5	11.5	16:00	41	0.7
	Total	88	88	8	8	268	8	2	63	69	288	1	292	33.9	33.9	100.0	100.0	17:00	288	8
orna	Right	24	20	15	17	9/	77	27	19	15	82	4	162	6	9.7	28.6	28.6	16:45	2	0.8
Westbound	Thru	25	4	40	41	179	89	စ္တ	43	4	<u>\$</u>	7	380	22.7	22.7	67.0	67.0	17:00	194	0.7
	Left	က	7	-	0	13	7	4	1	0	12	0	25	1.5	1.5	4.4	4.4	16:15	15	0.5
	Total	en	0	0	0	က	0	0	0	0	0	0	6	0.2	0.2	100.0	100.0	16:00	3	0,3
onna	Right	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	-	0	-
Southbound	Thru	3	0	0	0	က	0	0	0	0	0	0	8	0.2	0.2	100.0	100.0	16:00	3	0.3
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	-	0	•
		15:00	16:15	16:30	16:45	Subtotal	17:00	17:15	17:30	17:45	Subtotal	18:00	Total	Table %	Intersection %	Approach %	Total Approach %	Peak Hour	Peak Total	Peak Factor (PHF)

CONTROL: Signalized

E/W STREET: NW 3rd St

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						↑		188								•	Trips in O		Growith Rate 2		Pass-by In:	Pass-lay Out:		
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6/12-6/23 2016	6/30/2016	#	1		-	0		0			0	0		0	a	٥		É	۰					,
. •2	MENDRY DATE: 6/34		15 Min		7:00-7:15	Ì	7:30-7:45	7.45-8:00	8:00-8:15	8:15-8:90	8:30-8:45		AN PEAK HOUR IS FROM:	Volumes	Season Factor	Grawth	In/Out	Percentage	PROJECT	Pass-by In/Out	Pass-try %	Pass-by Trios		1

₹ 295

630

Printed: 07/01/16 at 16:43 WinTally v2.8.0.22

Standard Report

Location: Dixie Highway and NW 3rd AM

Unit ID:

Study Date: Thursday June 23, 2016

Interval: 15 minutes

Grand	Total	121	8	211	198	626	179	224	227	271	901	8	1557	100.0	100.0	'	1	08:00	901	0.5
	Total	18	15	43	35	112	28	32	39	25	156	0	268	17.2	17.2	100.0	100.0	08:00	156	0.7
onud	Right	4	7	4	7	11	7	80	5	14	42	0	86	3.8	3.8	22.0	22.0	08:00	42	80
Eastbound	Thru	15	13	39	28	96	21	24	56	43	114	0	509	13.4	13.4	78.0	78.0	08:00 08:00	114	20
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	'	0	•
	Total	0	0	0	0	0	0	•	0	0	0	0	0	0.0	0.0	0	0	Ţ	0	•
nuc	Right	0	0	0	0	٥	0	0	0	0	0	0	0	0.0	0.0	0	0	•	0	
Northbound	Thru	0	0	0	0	0	0	0	o	0	0	0	0	0.0	0.0	0	0	•	0	ľ
	Left	0	0	0	0	0	0	0	ō	0	0	0	0	0:0	0.0	0	0	-	0	
	Total	24	11	퐀	22	91	31	43	31	37	142	4	237	15.2	15.2	100.0	100.0	08:00	142	8.0
onno	Right	0	0	0	0	0	0	0	+	0	*	0	-	0.1	0.1	0.4	0.4	07:45	1	0.3
Westbound	Thru	20	11	28	20	62	23	36	26	19	101	3	186	11.9	11.9	78.5	78.5	02:30	107	0.7
	Left	4	0	9	2	12	8	7	4	18	37	-	99	3.2	3.2	21.1	21.1	08:00	37	0.5
	Total	78	70	134	141	423	120	149	157	177	603	56	1052	67.6	97.6	100.0	100.0	08:00	603	6.0
P S	Right	2	3	7	5	20	-	4	7	6	21	2	43	2.8	2.8	4.1	4.1	08:15	22	9.0
Southbound	Thru	49	51	78	86	276	98	110	104	132	440	17	733	47.1	47.1	69.7	69.7	08:00	440	0.8
	Left	24	16	49	38	127	25	35	46	98	142	7	276	17.7	17.7	26.2	26.2	02:30	147	0.8
		00:20	07:15	02:30	07:45	Subtotal	08:00	08:15	08:30	08:45	Subtotal	00:60	Total	Table %	Intersection %	Approach %	Total Approach %	Peak Hour	Peak Total	Peak Factor (PHF)

Location: Dixie Highway and NW 3rd PM

Unit ID: 3

Study Date: Wednesday June 22, 2016

Interval: 15 minutes

Grand	Total	188	137	187	197	709	273	202	213	268	926	84	1713	100.0	100.0	'	ľ	17:00	926	0.5
	Total	37	28	35	46	146	Z	*	33	45	166	6	321	18.7	18.7	100.0	100.0	16:30	169	80
pund	Right	S	r.	11	13	꿇	6	4	9	9	29	F	2	3.7	3.7	19.9	19.9	16:15	38	0.7
Eastbound	重	32	22	24	33	111	4	ജ	27	ક્ષ	136	8	255	14.9	14.9	79.4	79.4	17:00	136	0.8
	Left	0	-	0	0	-	 -	0	0	0	-	6	2	5	0.1	9.0	0.6	16:15	7	0.5
	Total	0	0	0	0	0	10	-	0	Ŧ	7	0	74	2.	0.1	100.0	100.0	17:00	7	9.0
puno	Right	0	0	0	0	0	0	0	0	0	0	0	0	0:0	0.0	0.0	0.0	•	0	•
Northbound	Thru	o	0	0	0	0	0	-	0	0	-	0	-	6	0.1	50.0	50.0	16:30	-	0 3
	Left	0	0	0	0	0	0	ō	0	1	-	0	-	0.1	0.1	50.0	50.0	17:00	-	0.3
	Total	2	¥	20	જ	198	2	84	20	22	227	F	436	25.5	25.5	100.0	100.0	17:00	227	0.8
pun	Right	+-	0	0	0	-	-	0	0	0	-	0	7	0.1	0.1	0.5	0.5	16:00	1	0.3
Westbound	Thru	20	28	39	45	162	59	39	40	46	2 8	ெ	355	20.7	20.7	81.4	81.4	17:00	184	0.8
	Left	13	9	11	2	35	4	6	10	6	42	7	62	4.6	4.6	18.1	18.1	17:00	42	0.8
	Total	87	75	102	101	365	145	119	130	167	. 2	58	954	55.7	55.7	100.0	100.0	17:00	561	8.0
puno	Right	4	3	4	10	21	5	10	9	10	F	-	£	3.1	3.1	5.6	5.6	16:45	31	0.8
Southbour	Thru	49	53	80	71	27.1	103	96	98	123	410	20	701	40.9	40.9	73.5	73.5	17:00	410	0.8
	Left	16	18	18	20	73	37	23	26	34	120	7	200	11.7	11.7	21 0	21.0	17:00	120	0.8
		16:00	16:15	16:30	16:45	Subtotal	17:00	17:15	17:30	17:45	Subtotal	18:00	Total	Table %	Intersection %	Approach %	Total Approach %	Peak Hour	Peak Total	Peak Factor (PHF)

TURNING MOVEMENT VOLUME COUNTS

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CONTROL: Non-signalized					-	•	-	137 137									Seasonal Factor: 1.19				Growth Rate: 1	Years Grown: 0	Pass-by In:	Page-by Out:			
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				TOTAL	38	8	132	139	tyt	3	167	<u>a</u>			3	75	ž				•			٠	j	8	
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Dittle Highway	6/29/2016	-		₫	٥	٥	0	٥	٥	a	0	٥			٥	0	c			Š	0		£	٥	,	2	
M/S STREET:	运 岩		15 Min	Pertod	7:00-7:15	7:15 7:30	7:30-7:45	7,45-8,00	3:00-8:15	8.15-8:30	8:30-8:45	3:45-9:00		AM PEAK HOUR IS FROM:	. Johnwes	Season Factor	Snowth	Village of Atlantic Shoves	μQ/u;	Percentage		Pass-by In/Dut	8.44 •500€	Pass-by Trips	Ì	Ional	

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		ING.	HOH	SUM	428	£\$\$	89	9	476																
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	•	15 M.n	Period	Phes.	4:DD-4:15	4.15-4:30	430-445	4.45-5:00	\$12005	5:15-2:30	530-545	5:45-6:00	J	PAFPEAK HOUR IS FROM:	Volumes	Spanon Factor	Growth	Village of Atherstic Shores 'n/Out	Account of the contract of the	Molect	Pass-by in/Out	Pass-by %	Pass-day Trips		

Location: Foster Road and Dixie Highway AM Unit ID: 1 Study Date: Thursday June 30, 2016

Interval: 15 minutes

Grand	Total	26	87	132	139	414	162	148	147	187	8	-	1059	100.0	100.0	•	•	08:00	4	0.5
	Total	80	80	23	21	8	8	25	22	38	115	0	175	16.5	16.5	100.0	100.0	08:00	115	9.0
onuq	Right	8	æ	23	2	9	တ္တ	25	24	8	115	٥	175	16.5	16.5	1000	100.0	08:00	115	9.0
Eastbound	The	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	ĭ	0	
į	Left	0	0	0	0	0	0	0	0	٥	0	ō	0	0.0	0.0	0.0	0.0	1	0	
	Total	0	o	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	-	0	Ī
onna	Right	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	٥	0	•	0	7
Northbound	Thru	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	-	0	ŀ
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	-	0	•
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	-	0	•
מחמ	Right	0	0	0	0	0	0	0	0	0	0	o	0	0.0	0.0	0	0	1	0	•
vvestoound	Thru	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	1	0	٠
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	1	0	•
_	Total	48	62	109	118	354	132	123	123	151	529	-	28	83.5	83.5	100.0	100.0	08:00	529	6.0
onno	Right	0	1	0	1	7	3	1	2	0	9	0	80	0.8	9.0	6.0	6.0	07:45	7	9.0
Southbound	Thru	48	78	109	117	352	129	122	121	151	523	-	876	82.7	82.6	99.1	99.1	08:00	523	6.0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	-	0	•
		00:20	07:15	05:20	07:45	Subtotal	08:00	08:15	08:30	08:45	Subtotal	00:60	Total	Table %	Intersection %	Approach %	Total Approach %	Peak Hour	Peak Total	Peak Factor (PHF)

Location: Foster Road and Dixie Highway PM

Printed: 07/01/16 at 16:44 WinTally v2.8.0.22

Unit ID: 1 Study Date: Wednesday June 29, 2016

Interval: 15 minutes

Vehicles

Grand	Total	106	103	97	122	428	133	116	109	118	476	9	606	100.0	100.0	1	1	16:45	480	0.6
	Total	2	19	21	15	8	8	9	15	11	93	0	116	12.8	12.8	100.0	100.0	16:15	75	6 0
pund	Right	3	19	21	15	8	8	2	15	11	92	0	118	12.8	12.8	100.0	100.0	16:15	75	o c
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	Total	101	\$	76	107	368	113	106	8	107	420	2	793	87.2	87.2	100.0	100.0	16:45	420	6.0
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Southbound	The	100	82	9/	106	384	109	102	06	105	406	5	775	85.3	85.3	97.7	97.7	16:45	407	0.9
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	1	0	•
		16:00	16:15	16:30	16:45	Subtotal	17:00	17:15	17:30	17:45	Subtotal	18:00	Total	Table %	Intersection %	Approach %	Total Approach %	Peak Hour	Peak Total	Peak Factor (PHF)

Page 1 of 3

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N/S STREET: FILENAME:	COUNT DATE:		15 Min Period	200.745	7:45-7:30	7:30-7:45	7:45-8:00	8:00-6:15	8:15-8:30	8-30-8-45	8:45-9:00	7.00	Volumes	Sentation Factor	Gravet	Patractara	PROBECT	Pass-by In/Out	Pass-by K	Pass-by Inps	į				15 Min	Pertod	4:00-4:15	4:15-4:30	4:30-4:45	4,45-5:00	\$100-5:15	5:15-5:30	\$:30-5:45	5:45-6:00	PM PEAK HOUR IS FROM:	Volumes	Season Factor	In/Out	Percentage	Pass-by In/Duc	Pass by Wiles	Total	

Location: NW 1st Ave and 3rd AM Unit ID: 4

Study Date: Wednesday June 29, 2016 Interval: 15 minutes

Grand	Total	45	38	52	52	187	79	69	83	78	319	80	514	100.0	100.0	ľ	ľ	08:00	319	9.0
	Total	19	18	29	17	83	30	32	46	37	145	m	231	6.44	44.9	100.0	100.0	08:00	145	0.8
punc	Right	2	0	-	ō	6	2	2	3	7	6	6	12	2.3	2.3	5.2	5.2	08:00	6	0.8
Eastbound	Thr	16	16	27	17	9/	27	27	4	33	127	2	205	39.9	39.9	88.7	88.7	08:00	127	0.8
	Left	-	2	F	0	4	-	6	3	2	o,	┢	7	2.7	2.7	6.1	6.1	08:00	6	9.0
	Total	0	6	4	20	12	₽	^	4	9	27	┢	용	8.7	7.8	100.0	100.0	08:00	27	0.7
onuq	Right	0	-	-	0	2	က	4	0	5	12	-	19	2.9	2.9	37.5	37.5	08:00 08:00	12	9.0
Northbound	교	0	2	က	4	o	5	က	-	1	2	0	49	3.7	3.7	47.5	47.5	02:30	15	8.0
	Left	Ó	0	o	-	-	2	0	6	0	9	10	φ	1.2	1.2	15.0	15.0	07:45	9	0.5
	Total	22	1	13	7.7	5 <u>7</u>	31	25	33	32	121	60	203	39.5	39.5	100.0	100.0	08:00	121	6.0
puno	Right	+	-	2	+	9	3	က	4	2	12	0	4	3.3	3.3	8.4	8.4	08:00	12	0.8
Westbound	Thru	21	16	÷	25	73	28	22	26	30	106	က	182	35.4	35.4	89.7	89.7	08:00	106	60
	Left	0	0	0	-	-	0	0	3	0	m	0	4	0.8	0.8	2.0	2.0	07:45	4	0.3
	Total	4	0	9	က	13	80	2	10	3	56	-	\$	7.8	7.8	100.0	100.0	07:45	26	9.0
puno	Right	0	0	3	0	က	1	1	2	0	4	0	-	1.4	1.4	17.5	17.5	07:30	2	4.0
Southbound	Thru	2	0	1	2	9	5	3	1	2	7	-	11	3.3	3.3	42.5	42.5	07:30	11	9.0
	Left	2	0	2	1	G	2	-	7	1	1	0	16	3.1	3.1	40.0	40.0	07:45	11	4.0
		00:20	07:15	02:30	07:45	Subtotal	08:00	08:15	08:30	08:45	Subtotal	00:60	Total	Table %	Intersection %	Approach %	Fotal Approach %	Peak Hour	Peak Total	Peak Factor (PHF)

Location: NW 1st Ave and 3rd PM

Unit ID: 4

Study Date: Wednesday June 29, 2016

Interval: 15 minutes

Grand	Total	103	87	106	134	440	125	120	107	96	447	6	893	100.0	100.0	•	•	16:45	486	0.5
	Total	38	36	36	42	152	40	46	42	40	168	2	322	36.1	36.1	100.0	100.0	16:45	170	6.0
onno	Right	2	1	2	1	9	1	2	1	3	7	0	13	1.5	1.5	4.0	4.0	17:00	7	9.0
Eastbound	Thru	32	31	32	32	130	37	41	39	35	152	1	283	31.7	31.7	87.9	87.9	16:45	152	0.9
	Left	4	4	2	9	16	2	3	2	2	O	-	56	2.9	2.9	8.1	8.1	16:00	16	0.7
	Total	9	14	13	19	51	19	15	9	\$	76	2	107	12.0	12.0	100.0	100.0	16:30	99	6.0
onno	Right	3	3	89	8	22	9	9	4	+	17	0	39	4.4	4.4	36.4	36.4	16:30	28	6'0
Northbound	Thru	2	10	2	5	22	F	တ	Ø	7	33	2	22	6.4	6.4	53.3	53.3	17:00	33	0.8
	Left	0	-	0	9	7	7	0	0	2	4	0	+	1.2	1.2	10.3	10.3	16:15	6	0.4
	Total	95	1	54	69	220	2	5	49	43	197	7	419	46.9	46.9	100.0	100.0	16:30	226	8.0
und	Right	-	S	9	4	9	9	2	3	S	18	0	¥	3.8	3.8	8.1	8. 1.	16:15	21	6.0
Westbound	Thr	53	8	45	61	197	46	49	43	37	175	2	374	419	41.9	89.3	89.3	16:30	201	0.8
	Left	2	F	0	4	-	2	0	-	-	4	0	÷	1.2	1.2	2.6	2.6	16:00	7	4.0
	Total	4	6	9	4	11	12	80	9	2	28	0	45	5.0	5.0	100.0	100.0	16:30	೫	9.0
puno	Right	7	2	2	0	9	4	4	-	-	9	0	9	1.8	1.8	35.6	35.6	16:30	9	9.0
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Printed: 07/05/16 at 09:35 WinTally v2.8.0.22

Standard Report

Location: Foster and NW 1st Ave AM Unit ID: 3
Study Date: Thursday June 30, 2016
Interval: 15 minutes

Çrand C	Total	17	12	33	22	3	8	4	35	36	3	162	<u> </u>	0	258		100	100.0	ľ	'	18	08:00	163	0.5
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Northbound	Thr	0	c	4 (7	6	2	2	ß	2	Ť	•	2	0	1	2	8.9	8.9	2	200	29.0	02:20	15	9.0
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Location: Foster and NW 1st Ave PM Unit ID: 3

Study Date: Wednesday June 29, 2016

Interval: 15 minutes

Vehicles

Grand	Total	20	4	45	124	150	20	28	8	28	140	9	295	100.0	100.0	ľ	•	16:15	180	0.6
	Total	8	5	2	8	8	26	15	2	13	72	-	142	48.1	48.1	100.0	100.0	16:15	87	80
puno	Right	,	~	1	<u> </u>	\$	5	-	4	F	=	T	22	7.5	7.5	15.5	15.5	16:45	15	0 8
Eastbound	맫	5	15	18	4	52	20	+	12	2	53	10	105	35.6	35.6	73.9	73.9	16:15	29	80
	Left	2	~	0	6	_	-	9	2	2	60	0	15	5.1	5.1	10.6	10.6	16:45	6	80
	Total	80	18	21	12	9	19	7	F	12	46	62	109	36.9	36.9	100.0	100.0	16:15	88	80
puno	Right	0	2	2	F	2	-	ō	0	0	┢	10	9	2.0	2.0	5.5	5.5	16:15	9	80
Northbound	Ę	9	11	12	9	35	F	9	9	o	32	0	29	22.7	22.7	61.5	61.5	16:15	2	0.8
	Left	2	3	7	80	8	4	-	ß	က	13	က	36	12.2	12.2	33.0	33.0	16:15	22	0.7
	Total	2	0	o	 -	6	63	4	က	+	11	0	7	4.7	4.7	100.0	100.0	16:45	11	7.0
onuq	Right	ō	O	0	0	٥	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	٠	o	Ī
Westbound	Thru	٦	0	0	0	-	8	4	3	1	Ŧ	0	12	4.1	4.1	85.7	85.7	17:00	11	0.7
	Left	-	0	0	٦	7	0	0	0	0	0	0	2	0.7	0.7	14.3	14.3	16:00	2	0.5
	Total	2	10	4	4	48	8	2	2	7	Ξ	+	30	10.2	10.2	100.0	100.0	16:15	21	9.0
D D D D D D D D D D D D D D D D D D D	Right	1	3	0	2	٠	-	2	0	2	40	-	12	4.1	4.1	40.0	40.0	16:00	9	0.5
Southbound	Thro	1	0	4	က	9	4	0	+	0	10	0	15	5.1	5.1	20.0	50.0	16:15	13	9.0
	Left	0	2	0	0	7	0	0	-	힉	_	٥	60	1.0	1.0	10.0	10.0	16:00	2	0.3
1		16:00	16:15	16:30	16:45	Subtotal	17:00	17:15	17:30	17:45	Subtotal	18:00	Total	Table %	Intersection %	Approach %	Total Approach %	Peak Hour	Peak Total	Peak Factor (PHF)

921

FLORIDA DEPARTMENT OF TRANSPORTATION TRANSPORTATION STATISTICS OFFICE 2015 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

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

T FACTOR	3.40	7,40	7.60	5.90	6.30	9.30	5.30	6.50	4.80	2.90	00.0	
D FACTOR	06 66	06.66	06.66	06.66	000	000	00.00	100	000	000	00.00	
*K FACTOR	00	000	00.0	00.0	900	9,0	9 6	000	0.01	000	000	04.0
DIRECTION 2	 	S)	C) (· ·	> (⊃ (:	5 (5 (D	
DIRECTION 1	1	5	·	5 (0	D	N 3400	0	N 4700	N 4300	N 4300	z
AADT	1 1 1 1 1 1 1 1	3500 V	3400 R	3400 T	3400 \$	3400 F	3400 C	4600 F	4700 C	4300 C	4300 C	3 006E
YEAR	1 1	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005

- Negative Use 1 % + committed
1) S
3050
5 (000, 20, 500) 3 00, 4,000 + 25,000) 3
3001 2
(3500+6

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

^{*}K FACTOR:

FLORIDA DEPARTMENT OF TRANSPORTATION TRANSPORTATION STATISTICS OFFICE 2015 HISTORICAL AADT REPORT

- BROWARD COUNTY: 86

SITE: 7719 - DIXIE HWY, N OF HALLANDALE BEACH BLVD

T FACTOR	6.60	1,20	1.20	1.20	6.30	4.40	4.40	4.40	4.80	2.90	00.0
D FACTOR	06.66	99.90	99.90	99.90	99.90	99,99	99,99	66.66	99.99	66.66	99.90
*K FACTOR	9.00	00.6	00.6	00.6	9.00	8,35	8,53	8.81	8.63	8.40	8.20
DIRECTION 2	0		0	0	0	0	0	0	0	0	
DIRECTION 1	s 6300		0	s 6300	0	0	s 4600	5 6600	5 4800	5 5700	ഗ
AADT	6300 C	6400 S	6300 F	2 00E9	4600 \$	4600 F	4600 C	2 0099	4800 C	5700 C	5400 C
YEAR	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2002

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

*K FACTOR:

FLORIDA DEPARTMENT OF TRANSPORTATION TRANSPORTATION STATISTICS OFFICE 2015 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

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SITE:

T FACTOR	4.20	4.20	4.20	5.30	5.30	5,30	1.60	1.60	2,30	2.70	4.80	4.80	4.80	2,90	2.60	3.00
D FACTOR	54.00	54.20	53.60	52.20	52,50	52,69	53,89	54.16	55.75	55.34	51,70	55,30	57,50	56.40	60.20	57,80
*K FACTOR	9.00	00.6	9.00	9.00	9,00	8,35	8.53	8.81	8,63	8.40	8.20	9,10	8,60	8,70	9.00	8.90
DIRECTION 2	W 10000	W 12000	W 11000	W 10500	W 10500	W 12500	W 12000	W 12000	W 11500	W 12000	W 12000	W 12000	W 13000	W 12000	W 11000	W 11000
DIRECTION 1	E 10500	E 11000	E 13000	E 11000	E 12000	E 12500	E 11500	E 13500	E 13000	E 12000	E 12000	E 13000	E 13500	E 12500	E 11500	E 11500
AADT	41000 C	State of	24000 C	21500 C	22500 C	25000 c	23500 C	25500 C	24500 C	24000 C	24000 C	25000 C	26500 C	24500 C	22500 C	22500 C
YEAR	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2002	2004	2003	2002	2001	2000

^{10,500+101000: 20,500}

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

^{*}K FACTOR:

Hallandale

ArtSquare

Traffic

Impact

Study

prepared

by

Calvin, Giordano and Associates



OCTOBER 2014

TRAFFIC IMPAGT ANALYSIS

VILLAGE AT ATLANTIC SHORES HALLANDALE BEACH, FL

PREPARED FOR:
ATLANTIC VILLAGE 1 LLC

Kimley»Horn

Project # 040661009 November 2015 Revised February 26, 2016 Revised March 31, 2016 CA 00000696 Kimley-Horn and Associates, Inc. 1920 Wekiva Way West Palm Beach, Florida 33411 561/845-0665 TEL



Table 1
Village at Atlantic Shores – Trip Generation Determination

			AN	1 Peak Hour	Trips	PN	Peak Hour	rips
Land Use	Intensity	Daily Trips	Total	Inbound	Outbound	Total	Inbound	Outbound
Office	16,722 square ft	337	46	40	6	97	16	81
Retail	14,452 square ft	1931	14	9	5	164	79	85
	Subtotal	2268	60	49	11	261	95	166
INTERNAL PARTIE	PE .							
Office		54	3	1	2	8	2	6
Retail		54	3	2	1	8	6	2
	Subtotal	108	6	3	3	16	8	8
DRIVEW	AY VOLUMES	2268	54	46	8	245	87	158
PASS BY TRIP		THE REAL PROPERTY.						
Retail	68.4%	1321	8	5	3	107	50	57
NET N	IEW TRAFFIC	947	46	41	5	138	37	101

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

Office (Land Use 710)

AM Peak Hour: Ln(T) =0.80 * Ln(ksf) + 1.57 (88% inbound, 12% outbound)

PM Peak Hour: T =1.12 * (ksf) + 78.45 (17% inbound, 83% outbound)

Shopping Center (Land Use 820)

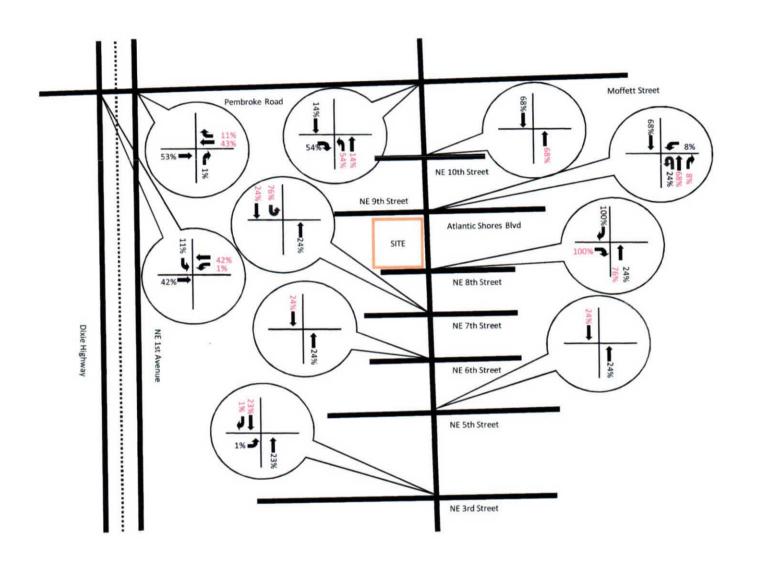
AM Peak Hour: T = 0.96 trips / 1,000 SF (62% in, 38% out)
PM Peak Hour: Ln(T) = 0.67 * Ln(X) + 3.31 (48% in, 52% out)

Pass-by: Ln(T) = -.29*Ln(X) + 5.00



To To Atlantic Shores Blvd Shores Blvd Shores Blvd Hallandale Beach Blvd	Roadway	Existing			AK HOUR	SIGNIFICAL	AK HOUR SIGNIFICANCE CALC	PM TWO-WAY PEAK HOUR SIGNIFICANCE CALCULATIONS (2020)	(2020)							
om To ilghway mhroke Road Atlantic Shores Blvd lantic Shores Blvd Hallandale Beach Blvd		CAISO	-	Committed	hethi				2020			PM Peak Hour Project Traffic	our Projec	t Traffic		
To wy ke Road Atlantic Shores Blvd Shores Blvd Hallandale Beach Blvd	Class	ranes	-dsoi			Existing Base Peak	e Peak	Growth	Background	Committed	2020	×	Project	×	2020 Peak Hour Volume with	with
y ke Road Atlantic Shores Blvd Shores Blvd Hallandale Beach Blvd			-	ranes	Service	Hour Volume/LOS	ne/LOS	Rate	Growth rate)	Traffic	Background Traffic	Assignment	Trips	Impact	Project Traffic	raffic
y ke Road Atlantic Shores Blvd Shores Blvd Hallandale Beach Blvd		1	Volume	1	PMTWC	PM TWO-WAY PEAK HOUR	HOUR									
ke Road Atlantic Shores Blvd Shores Blvd Hallandale Beach Blvd						2000		2000	1	39	3 345	%69	95	3.25%	3,440	u.
Shores Blvd Hallandale Beach Blvd	Class II	40	2920	40	0000	3230		0.50%	115	99	3,410	23%	32	1.10%	3,442	u
	Class II	400	0750	4	0267	25.50										
Dixie Highway Pembroke Road Hallandale Beach Blvd Cla	Class II	310	3154	31.0	3154	226	U	0.50%	33	2	955	1%	-	0.03%	956	U
treet	1		0000	4	3030	3515	u	9605 0	254	0	3,769	42%	28	1.99%	3,827	u.
Dixie Highway	Class	40	2620	40	2920	3515		0.50%	254	0	3,769	54%	75	2.57%	3,844	ш (
Dixie Highway rederal nighway Cia	Class II	210	1197	ZIU	1197	703	a	0.50%	51	0	754	1%		0.08%	725	
	Clace	2111	1 197	21.0	1.197	884	٥	0.50%	31	0	915	%6	12	1.00%	226	۵

to recer a migracy and 2013 volumes provided by Broward County MPO





XX Inbound Percent Project Traffic
XX Outbound Percent Project Traffic

Figure 3
Percent Project Traffic
Assignment
KHA # 040661009

Kimley »Horn

VOLUME DEVELOPMENT SHEET Pembroke Road & N Dixie Highway

Growth Rate = 0.50%

TOTAL TRAFFIC

Peak Season = 1.02 1.02 Buildout Year = 2020 2020 Years = 5 5

				AM Peak	Hour							
		Northbound	1	5	outhbound	i		Eastbound			Westbound	
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 10/28/2015	0	0	0	128	397	113	0	895	52	67	839	0
Peak Season Volume	0	0	0	131	405	115	0	913	53	68	856	0
Traffic Volume Growth	0	0	0	3	10	3	0	23	1	2	22	0
Hallandale Artsquare Committed												
Inbound Traffic Assignment					1%							
Inbound Traffic Volumes	0	0	0	0	1	0	0	0	0	0	0	0
Outbound Traffic Assignment		5677					-					
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Total Hallandale Artsquare	0	0	0	0	1	0	0	0	0	0	0	0
2020 Background Traffic	0	0	0	134	416	118	0	936	54	70	878	0
((
Project Traffic (Atlantic Shores)												
Inbound Traffic Assignment		2		11.0%				42.0%				
Inbound Traffic Volumes	0	0	0	5	0	0	0	19	0	0	0	0
Outbound Traffic Assignment										1.0%	42.0%	
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	3	0
Project Traffic	0	0	0	5	0	0	0	19	0	0	3	0
TOTAL TRAFFIC	0	0	0	139	416	118	0	955	54	70	881	0
				PM Peak	Hour							
		Northbound			outhbound	ı		Eastbound			Westbound	
-	LT	Thru	RT			I RT	LT	Eastbound Thru	RT	LT	Westbound Thru	RT
the state of the s	LT 0	Thru 0	RT 0	S	outhbound		0		RT 41			
Existing Volume on 10/28/2015 Peak Season Volume	LT	Thru	RT	LT	outhbound Thru	RT		Thru		LT	Thru	RT
Peak Season Volume	LT 0	Thru 0	RT 0	LT 136	outhbound Thru 271	RT 123	0	Thru 899	41	LT 65	Thru 1,009	RT 0
Peak Season Volume Traffic Volume Growth	0 0	Thru 0 0	RT 0 0	LT 136 139	Outhbound Thru 271 276	RT 123 125	0	Thru 899 917	41 42	65 66	1,009 1,029	0 0
Peak Season Volume Traffic Volume Growth Hallandale Artsquare Committed	0 0 0	7hru 0 0	0 0 0	136 139 4	Outhbound Thru 271 276 7	RT 123 125	0	899 917 23	41 42 1	65 66 2	1,009 1,029 26	0 0 0
Peak Season Volume Traffic Volume Growth Hallandale Artsquare Committed Inbound Traffic Assignment	0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	RT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LT 136 139 4	0uthbound Thru 271 276 7	RT 123 125 3	0 0 0	899 917 23	41 42 1 0%	65 66 2	Thru 1,009 1,029 26	0 0 0
Peak Season Volume Traffic Volume Growth Hallandale Artsquare Committed Inbound Traffic Assignment Inbound Traffic Volumes	0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	RT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	136 139 4	7 1% 2	RT 123 125 3 0% 0	0 0 0	899 917 23 0% 0	41 42 1 0% 0	LT 65 66 2 0% 0	1,009 1,029 26 0% 0	0 0 0 0 0%
Peak Season Volume Traffic Volume Growth Hallandale Artsquare Committed Inbound Traffic Assignment Inbound Traffic Volumes Outbound Traffic Assignment	0 0 0 0 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	RT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	136 139 4 0% 0	7 1% 2 0%	RT 123 125 3 0% 0 0% 0	0 0 0	899 917 23 0% 0	41 42 1 0% 0 0 0%	LT 65 66 2 0% 0 0%	1,009 1,029 26 0% 0	0 0 0 0 0%
Peak Season Volume Traffic Volume Growth Hallandale Artsquare Committed Inbound Traffic Assignment Inbound Traffic Volumes Outbound Traffic Volumes Outbound Traffic Volumes	0 0 0 0 0% 0 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	RT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	136 139 4 0% 0 0% 0	7 1% 2 0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	RT 123 125 3 0% 0 0% 0 0% 0	0 0 0 0% 0 0% 0	7hru 899 917 23 0% 0 0% 0	41 42 1 0% 0 0% 0	0% 00% 0	7hru 1,009 1,029 26 0% 0 0% 0	0 0 0 0 0 0 0 0 0 0
Peak Season Volume Traffic Volume Growth Hallandale Artsquare Committed Inbound Traffic Assignment Inbound Traffic Volumes Outbound Traffic Assignment Outbound Traffic Volumes Total Hallandale Artsquare	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	RT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	136 139 4 0% 0 00% 0	7 1% 2 0% 0 2	RT 123 125 3 0% 0 0 0% 0 0 0	0 0 0 0 0 0 0 0 0	7hru 899 917 23 0% 0 0 0 0	41 42 1 0% 0 0 0% 0	0% 00% 0	7hru 1,009 1,029 26 0% 0 0% 0 0	0 0 0 0 0 0 0 0 0 0 0
Peak Season Volume Traffic Volume Growth Hallandale Artsquare Committed Inbound Traffic Assignment Inbound Traffic Volumes Outbound Traffic Assignment Outbound Traffic Volumes Total Hallandale Artsquare 2020 Background Traffic	0 0 0 0 0% 0 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	RT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	136 139 4 0% 0 0% 0	7 1% 2 0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	RT 123 125 3 0% 0 0% 0 0% 0	0 0 0 0% 0 0% 0	7hru 899 917 23 0% 0 0% 0	41 42 1 0% 0 0% 0	0% 00% 0	7hru 1,009 1,029 26 0% 0 0% 0	0 0 0 0 0 0 0 0 0 0
Peak Season Volume Traffic Volume Growth Hallandale Artsquare Committed Inbound Traffic Assignment Inbound Traffic Volumes Outbound Traffic Signment Outbound Traffic Volumes Total Hallandale Artsquare	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	RT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	136 139 4 0% 0 00% 0	7 1% 2 0% 0 2	RT 123 125 3 0% 0 0 0% 0 0 0	0 0 0 0 0 0 0 0 0	7hru 899 917 23 0% 0 0 0 0	41 42 1 0% 0 0 0% 0	0% 00% 0	7hru 1,009 1,029 26 0% 0 0% 0 0	0 0 0 0 0 0 0 0 0 0 0
Peak Season Volume Traffic Volume Growth Hallandale Artsquare Committed Inbound Traffic Assignment Inbound Traffic Volumes Outbound Traffic Signment Outbound Traffic Volumes Total Hallandale Artsquare	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	RT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	136 139 4 0% 0 00% 0	7 1% 2 0% 0 2	RT 123 125 3 0% 0 0 0% 0 0 0	0 0 0 0 0 0 0 0 0	7hru 899 917 23 0% 0 0 0 0	41 42 1 0% 0 0 0% 0	0% 00% 0	7hru 1,009 1,029 26 0% 0 0% 0 0	0 0 0 0 0 0 0 0 0 0 0
Peak Season Volume Traffic Volume Growth Hallandale Artsquare Committed Inbound Traffic Assignment Inbound Traffic Volumes Outbound Traffic Volumes Total Hallandale Artsquare 2020 Background Traffic Project Traffic (Atlantic Shores)	0 0 0 0% 0 0% 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	RT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	136 139 4 0% 0 0% 0 0 0 143	7 1% 2 0% 0 2 285	RT 123 125 3 0% 0 0% 0 0 128	0 0 0 0 0% 0 0 0	7hru 899 917 23 0% 0 0% 0 0 940	41 42 1 0% 0 0% 0 0	0% 00% 00% 00% 00%	7hru 1,009 1,029 26 0% 0 0% 0 1,055	0 0 0 0 0 0 0 0 0 0
Peak Season Volume Traffic Volume Growth Hallandale Artsquare Committed Inbound Traffic Assignment Inbound Traffic Volumes Outbound Traffic Volumes Total Hallandale Artsquare 2020 Background Traffic Project Traffic (Atlantic Shores) Inbound Traffic Assignment	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	RT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0% 0 0 0 143	0uthbound Thru 271 276 7 1% 2 0% 0 2 285	RT 123 125 3 0% 0 0% 0 0 128 0%	0 0 0 0 0 0 0 0 0 0	7hru 899 917 23 0% 0 0 0 940	41 42 1 0% 0 00% 0 0 43	LT 65 66 2 0% 0 0% 0 0 68	7hru 1,009 1,029 26 0% 0 0% 0 1,055	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Peak Season Volume Traffic Volume Growth Hallandale Artsquare Committed Inbound Traffic Assignment Inbound Traffic Volumes Outbound Traffic Volumes Total Hallandale Artsquare 2020 Background Traffic Project Traffic Atlantic Shores Inbound Traffic Assignment Inbound Traffic Volumes	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	RT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0% 0 0 0 0 143	0uthbound Thru 271 276 7 1% 2 0% 0 2 285	RT 123 125 3 0% 0 0% 0 0 128 0% 0	0 0 0 0 0 0 0 0 0 0	7hru 899 917 23 0% 0 0 0 940 42% 37	41 42 1 0% 0 0 0 0 43	LT 65 66 2 0% 0 0% 0 0 68 0 0 68	7hru 1,009 1,029 26 0% 0 0% 0 1,055	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

0 153 285 128

0 977 43 70 1,121 0

VOLUME DEVELOPMENT SHEET Pembroke Road & NE 1st Avenue

Growth Rate = 0.50%

Peak Season = 1.02 Buildout Year = 2020

1.02 2020 5

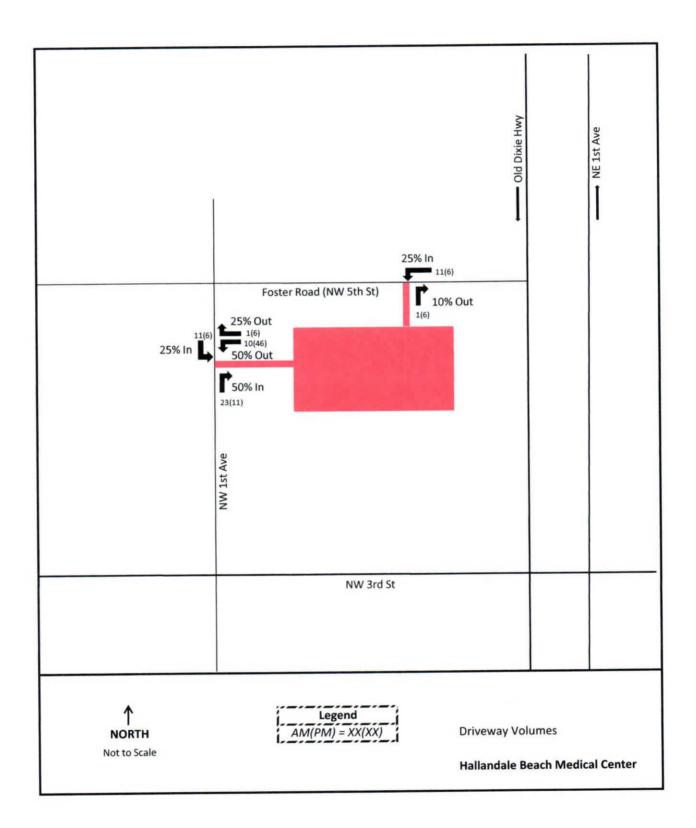
Years = 5

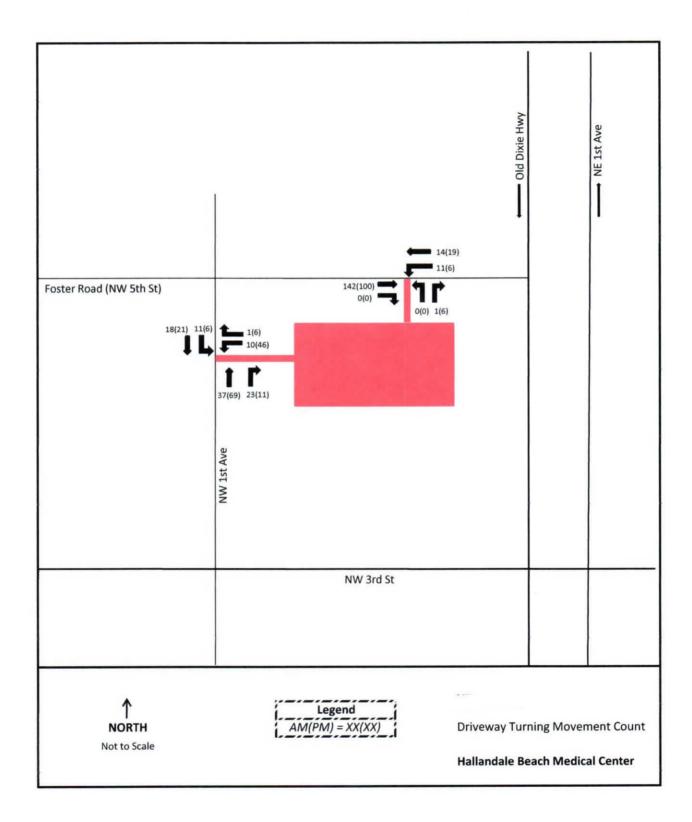
			<u>A</u>	<u>M Peak</u>	<u>Hour</u>							
		Northbound			Southboung			Eastbound	-1	٠,	Westbound	
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
40(20/2045	78	122	36	0	0	0	117	988	0	0	859	23
xisting Volume on 10/28/2015	80	124	37	o	0	0	119	1,008	0	0	876	23
Peak Season Volume	40	124	٠.	_			1					
Fraffic Volume Growth	2	3	1	0	0	0	3	25	0	0	22	1
Traffic Voidnise Growth	_				,			1				
Hallandale Artsquare Committed												
Inbound Traffic Assignment					ļ		1		_		0	a
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	"	i
Outbound Traffic Assignment		1%				1		.		_	0	0
Outbound Traffic Volumes	D	1	0	0	0	0	0	0	0	0	0	0
Totai Hallandale Artsquare	0	1	Ð	0	0	0	0	0	O	0] "	
					1	_		4.000		0	898	24
2020 Background Traffic	82	128	38	0	0	0	122	1,033	0	١	656	
6		-			1							ĺ
Project Traffic (Atlantic Shores)				i				53,0%				l
Inbound Traffic Assignment			1.0%			0	a	24	a	ه ا	a	0
Inbound Traffic Volumes	0	0	0	0	0	U	"	24	٠	"	43.0%	11.09
Outbound Traffic Assignment				_	_	_	0	۵	0	۱ ۵	3	1
Outbound Traffic Volumes		0	0	0_	0	0	0	24	0	-	3	1
Project Traffic	0	0	0	٥	0	"	"	24		"		
TOTAL TRAFFIC	82	128	38	0	0	0	122	1,057	0	0	901	25

PM Peak Hour

		Northbound	i		Southbound	1	1	Eastbound			Westbound	
ļ	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 10/28/2015	231	268	37	. 0	0	Q	111	941	0	0	869	20
Peak Season Volume	236	273	38	0	0	0	113	960	0	0	886	20
Traffic Volume Growth	6	7	1	a	0	0	3	24	0	0	22	1
Hailandale Artsquare Committed						 						201
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	Q	0	0	0
Outbound Traffic Assignment	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Outbound Traffic Volumes	0	1	0	0	0	0	0	0	0	0	0	0
Total Hallandale Artsquare	0	1	0	0	0	0	0	0	0		0	٥
2020 Background Traffic	242	281	39	0	0	0	116	984	0	0	908	21
Project Traffic (Atlantic Shares)		,										
Inbound Traffic Assignment	0%	0%	1%	0%	0%	0%	0%	53%	0%	0%	0%	0%
Inbound Traffic Volumes	0	0	1	0	o	0	0	45	0	0	0	0
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	43%	11%
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	68	17
Project Traffic	a	0	1	0	0	0	0	46	0	0	68	17
TOTAL TRAFFIC	242	281	40	0	0	0	116	1,030	0	0	976	38

APPENDIX E DRIVEWAY VOLUMES

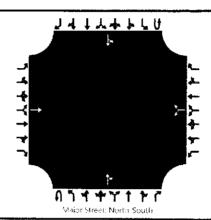




HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	Greg McLane	Intersection	NW 1st Avenue / Driveway
Agency/Co.	Susan E.O'Roarke P.E.,Inc	Jurisdiction	Hallandale Beach
Date Performed	7/6/2016	East/West Street	Project Driveway
Analysis Year	2018	North/South Street	NW 1st Avenue
Time Analyzed	AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Hallandale Medical Facility		

Lanes



Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	T	R	U	L	Т	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			Т				LR					TR		LT		
Volume (veh/h)			0			10		1			37	23	<u> </u>	11	18	\vdash
Percent Heavy Vehicles			3			3		3						3		
Proportion Time Blocked																
Right Turn Channelized		N	lo	·			lo	l		١	lo	.		<u></u> ۸	lo 10	
Median Type						-		Undi	vided						·	
Median Storage							 -									

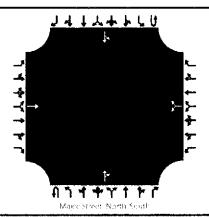
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)	0	12		12
Capacity	773	902		1529
v/c Ratio	0.00	0.01		0.01
95% Queue Length	0.0	0.0		0.0
Control Delay (s/veh)	9.7	9.0		7.4
Level of Service (LOS)	A	A		A
Approach Delay (s/veh)		9.0		2.8
Approach LOS		Α		

HCS 2010 Two-Way Stop Control Summary Report

General Information	.,	Site Information	
Analyst	Greg McLane	Intersection	NW 1st Avenue / Driveway
Agency/Co.	Susan E.O'Roarke P.E.,Inc	Jurisdiction	Hallandale Beach
Date Performed	7/6/2016	East/West Street	Project Driveway
Analysis Year	2018	North/South Street	NW 1st Avenue
Time Analyzed	PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Hallandale Medical Facility		

Lanes



Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	Ü	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1υ	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			Т				LR					TR		LT		
Volume (veh/h)			0			46		6			69	11		6	21	
Percent Heavy Vehicles			3			3		3						3		
Proportion Time Blocked																
Right Turn Channelized		١	ło	·		١	ło			ŀ	ło			1	ło	
Madina Time								Lindi	امطمط							

Median Type Undivided

Delay, Queue Length, and Level of Service

Median Storage

	Flow Rate (veh/h)	0	57	7
	Capacity	761	882	1501
	v/c Ratio	0.00	0.06	0.00
•	95% Queue Length	0.0	0.2	0.0
	Control Delay (s/veh)	9.7	9.4	7,4
į	Level of Service (LOS)	A	A .	A
	Approach Delay (s/veh)		9.4	1.8
	Approach LOS		Α	

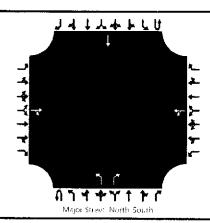
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HCS 2010™ TWSC Version 6.80 NW 1st Ave and Project Driveway PM.xtw

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	Greg McLane	Intersection	Foster Road / Driveway
Agency/Co.	Susan E.O'Roarke P.E.,Inc	Jurisdiction	Hallandale Beach
Date Performed	7/6/2016	East/West Street	Foster Road
Analysis Year	2018	North/South Street	Project Driveway
Time Analyzed	AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Hallandale Medical Facility		

Lanes



Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	Т	R	U	L	T	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	0	1	0	0	1	0
Configuration			-	TR		LT				Ł		R			T	
Volume (veh/h)			142	0		11	14			0		1	<u> </u>		0	
Percent Heavy Vehicles			3	3		3	3			3						
Proportion Time Blocked																
Right Turn Channelized		N	0			N	lo			N.	lo			<u></u> N	! 10	-
Median Type								Undi	vided				<u> </u>		 , - ,	
Median Storage									,							

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		154	27	0		T		
Capacity		89 3		1614				
v/c Ratio		0.17		0.00				
95% Queue Length		0.6		0.0				
Control Delay (s/veh)		9.9		7.2				
Level of Service (LOS)		Α		A		**		
Approach Delay (s/veh)	9.9				0.0	-1	<u> </u>	
Approach LOS	A							

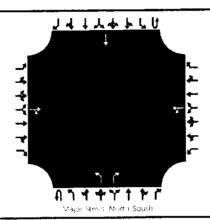
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HCS 2010™ TWSC Version 6.80 Foster Road and Project Driveway AM.xtw Generated: 7/6/2016 10:29:49 AM

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	Greg McLane	Intersection	Foster Road / Driveway
Agency/Co.	Susan E.O'Roarke P.E.,Inc	Jurisdiction	Hallandale Beach
Date Performed	7/6/2016	East/West Street	Foster Road
Analysis Year	2018	North/South Street	Project Driveway
Time Analyzed	PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Hallandale Medical Facility		

Lanes



Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	υ	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	10	1	2	3	4 U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	0	1	0	0	1	0
Configuration				TR		LT				L		R			T	
Volume (veh/h)			100	0		6	19			0		6			0	
Percent Heavy Vehicles			3	3		3	3			3						
Proportion Time Blocked													<u> </u>		<u> </u>	<u> </u>
Right Turn Channelized		N	No			ı	40			٨	lo			ı	No.	
Median Type								Und	ivided							
Median Storage											_					
Delay, Queue Length,	and Leve	l of Se	ervice													
Flow Rate (veh/h)			Γ	109		28				0						
Canacity				893	T	I	1		1	1614]		

Flow Rate (veh/h)		109	}	28		0		1		1	1
		893		-	 +	1614			 		
Capacity				+-	 				 		
v/c Ratio		0.12			 	0.00		∤	 	ļ	├
95% Queue Length		0.4				0.0			 		
Control Delay (s/veh)		9.6				7.2					
Level of Service (LOS)		Α				Α				<u>]</u>	<u> </u>
Approach Delay (s/veh)	9.6					0.0			 		
Approach LOS	А				 		,		 		

APPENDIX F INTERSECTION DATA / HCS WORKSHEETS / TIMING SHEETS

		HCS 2	010 S	ignali	zed	Inte	rse	ction	Res	ults S	umma	ary				
						316			WHEEL P.	NA BELL	The state of the s		Dian.			15.3
General Inform	nation										tion Infe		on	- 1	1444	P /
Agency		Susan E. O'Rourke	, P.E., I	nc.						Duration	, h	0.25		-		
Analyst		Greg McLane		Analys	is Dat	e Ju	11,2	016		Area Typ	ре	Other	r	A. →		
Jurisdiction		Hallandale Beach		Time F	Period	ΑN	Л			PHF		0.95		*		
Urban Street		NE 1st Avenue		Analys	sis Yea	ar 20	16			Analysis	Period	1> 7:	00	7		
Intersection		NE 1st Avenue and	Pem	File Na	ame	C4	1 NE	1st and	d Pem	broke Al	M Existin	ng 2016	6 (003)		11	
Project Descrip	tion	Hallandale Medical	- Existi	ng Traffi	С					200					ጎላነቀዮ	1-1
Demand Inform	nation		-		EB				WE	3		NB		Name of Street	SB	
Approach Move				L	Т		R	L	Т	R	L	Т	R	L	Т	R
Demand (v), v				139	1176	6			102	2 27	93	145	43		0	
THE WAY	2	STATE OF THE PARTY	1500		100		1			TEST.	100		8 - 18	-	ELE B	100
Signal Informa					1	,	- ₹							-4-		
Cycle, s	160.0	Reference Phase	2		W.4	N 115	*						4	Y	3	4
Offset, s	0	Reference Point	End	Green			04.0	0.0	0.0	0.0	0.0					K
Uncoordinated	No	Simult. Gap E/W	On	Yellow		4.		0.0	0.0		0.0					4
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.	0	0.0	0.0	0.0	0.0		5	6	7	
Timer Results	200		TO THE	EBI	-	EBT		WBI		WBT	NBI	Series .	NBT	SB	1	SBT
Assigned Phase	ρ.			LDI	-	4		VVDI		8	IADI	-	2	SD	_	6
Case Number					_	8.0	-		_	8.0		_	8.0		_	8.0
Phase Duration	9				_	110.0	0		_	110.0		_	50.0	\vdash	_	50.0
Change Period		2 (2			_	6.0			_	6.0		_	6.0	\vdash	_	6.0
Max Allow Head				_	_	3.4	-			3.4		_	0.0	_	_	0.0
Queue Clearan				_	-	104.0	0		-	25.8	_	-	0.0	-	_	0.0
Green Extension				_	_	0.0			-	9.6	_	-	0.0	-	-	0.0
Phase Call Pro		(ge), s			_	1.00	-		-	1.00		_	0.0	-	_	0.0
Max Out Proba				_	+	1.00	-		+	0.01		_			_	
	1300							No. of Lot	100		1000	100	1816		16.55	
Movement Gro		ults			EB				WB			NB			SB	
Approach Move				L	Т	F	3	L	Т	R	L	Т	R	L	T	R
Assigned Move	ment			7	4				8	18	5	2	12		6	
Adjusted Flow F	Rate (v), veh/h		564	821				555	550	153		142		0	
Adjusted Satura	ation Flo	w Rate (s), veh/h/l	n	878	1695				1863	1846	1556		1603		1863	
Queue Service	Time (g	gs), S		78.2	44.3				23.7	23.8	11.0		10.6		0.0	
Cycle Queue C	earance	e Time (g_c) , s		102.0	44.3				23.7	23.8	12.1		10.6		0.0	
Green Ratio (g	/C)			0.65	0.65				0.65	0.65	0.28		0.28		0.28	
Capacity (c), v	eh/h			599	1102				1211	1200	465		441		512	
Volume-to-Capa	acity Ra	tio (X)		0.941	0.745	5			0.458	0.458	0.330		0.323		0.000	
Available Capac		4		599	1102				1211	1200	465		441		512	
		eh/In (95 th percenti		33.5	28.9				15.2	15.1	8.5		7.7		0.0	
		RQ) (95 th percent	tile)	0.00	0.00				0.00	0.00	0.00		0.00		0.00	
Uniform Delay (37.4	19.0				14.0	14.0	44.2		41.9		0.0	
Incremental Del				23.0	2.5				0.1	0.1	1.9		1.9		0.0	
Initial Queue De				0.0	0.0				0.0	0.0	0.0		0.0		0.0	
Control Delay (h		60.4	21.5				14.1	14.1	46.1		43.9		0.0	
Level of Service	4.			E	С				В	В	D		D			
Approach Delay				37.3		D		14.1		В	45.0		D	0.0		
Intersection Del	ay, s/ve	h/LOS					28.9	9						С		
Multimodal Re	sulte			2270	EB			-	WB	NO PE	100000	NB	A 10 10 10 10 10 10 10 10 10 10 10 10 10	36 35	SB	1 3 3
Pedestrian LOS		LOS		2.2		В	+	2.5	770	В	2.7	140	В	2.7		В
. Justinair Edd	ore / LO		_	1.6	-	A	-	1.4	_	A	0.7	-	A	0.5		A

HCS 2010 Signalized Intersection Input Data ياط لم لم لم لم لم لم Intersection Information **General Information** 0.25 Susan E. O'Rourke, P.E., Inc. Duration, h Agency Greg McLane Analysis Date Jul 1, 2016 Area Type Other Analyst 0.95 Jurisdiction PHF Hallandale Beach Time Period AM Urban Street NE 1st Avenue Analysis Year 2016 Analysis Period 1>7:00 File Name C4 NE 1st and Pembroke AM Existing 2016 (003)... Intersection NE 1st Avenue and Pem... Project Description Hallandale Medical - Existing Traffic WB NB SB **Demand Information** EB Approach Movement L T R L T R T R L T R 139 1176 1022 27 93 145 43 0 Demand (v), veh/h Signal Information 160.0 Reference Phase 2 Cycle, s Offset, s 0 Reference Point End 104.0 0.0 0.0 0.0 0.0 Green 44.0 Simult. Gap E/W Uncoordinated No On Yellow 4.0 4.0 0.0 0.0 0.0 0.0 Force Mode Fixed Simult. Gap N/S On Red 2.0 2.0 0.0 0.0 0.0 0.0 Traffic Information EB WB NB SB Approach Movement L T R L T R L T R Demand (v), veh/h 139 1176 1022 27 93 145 43 0 0 0 0 0 0 0 Initial Queue (Qb), veh/h Base Saturation Flow Rate (so), veh/h 1900 1900 1900 1900 1900 1900 1900 1900 Parking (Nm), man/h None None None None 2 Heavy Vehicles (PHV), % 2 2 2 Ped / Bike / RTOR, /h 0 0 0 0 0 0 0 0 0 0 Buses (Nb), buses/h 0 0 0 0 0 0 0 0 3 3 4 Arrival Type (AT) 3 3 3 3 3 Upstream Filtering (I) 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Lane Width (W), ft 12.0 12.0 12.0 12.0 Turn Bay Length, ft 0 0 0 0 Grade (Pq), % 0 0 0 0 Speed Limit, mi/h 25 25 30 30 45 45 45 45 **Phase Information** EBL **EBT** WBL WBT NBL **NBT** SBL SBT Maximum Green (Gmax) or Phase Split, s 110.0 110.0 50.0 50.0 Yellow Change Interval (Y), s 4.0 4.0 4.0 4.0 Red Clearance Interval (Rc), s 2.0 2.0 2.0 2.0 Minimum Green (Gmin), s 6 6 6 6 6 6 Start-Up Lost Time (It), s 2.0 2.0 2.0 2.0 2.0 2.0 Extension of Effective Green (e), s 2.0 2.0 2.0 2.0 2.0 2.0 Passage (PT), s 2.0 2.0 2.0 2.0 2.0 2.0 Recall Mode Off Off Off Off Min Min **Dual Entry** No Yes Yes No Yes Yes 0.0 Walk (Walk), s 0.0 0.0 0.0 0.0 0.0 Pedestrian Clearance Time (PC), s 0.0 0.0 0.0 0.0 0.0 0.0 **Multimodal Information** EB WB NB SB 25 85th % Speed / Rest in Walk / Corner Radius 0 No 25 0 No No 25 0 No 25 0 9.0 12 0 9.0 12 0 9.0 0 9.0 12 0 Walkway / Crosswalk Width / Length, ft 12 Street Width / Island / Curb 0 0 No 0 0 0 0 0 No No 0 No 12 5.0 2.0 12 5.0 12 5.0 Width Outside / Bike Lane / Shoulder, ft 2.0 2.0 12 5.0 2.0

Pedestrian Signal / Occupied Parking

0.50

No

0.50

No

No

0.50

0.50

No

HCS 2010 Signalized Intersection Results Summary Intersection Information General Information 0.25 Duration, h Susan E. O'Rourke, P.E., Inc. Agency Other Analysis Date Jul 1, 2016 Area Type Greg McLane Analyst PHF 0.95 Time Period PM Hallandale Beach Jurisdiction Analysis Period 1>7:00 Analysis Year 2016 Urban Street NE 1st Avenue C4 NE 1st and Pembroke PM Existing 2016.xus NE 1st Avenue and Pem... File Name Intersection Hallandale Medical - Existing Traffic Project Description SB NB EB WB Demand Information Т R L T R L R L R Т L Approach Movement 0 44 1034 24 275 319 132 1120 Demand (v), veh/h Signal Information Reference Phase 2 Cycle, s 160.0 Reference Point End Offset, s 0 0.0 0.0 102.1 0.0 0.0 Green 45.9 On Simult. Gap E/W 0.0 0.0 0.0 Uncoordinated No 0.0 4.0 Yellow 4.0 0.0 0.0 0.0 Red 2.0 2.0 0.0 Force Mode Fixed Simult. Gap N/S On SBL SBT WBL WBT NBL NBT EBT EBL **Timer Results** 6 2 4 8 Assigned Phase 8.0 80 8.0 8.0 Case Number 51.9 51.9 108.1 108.1 Phase Duration, s 6.0 6.0 6.0 6.0 Change Period, (Y+Rc), s 0.0 3.4 0.0 3.4 Max Allow Headway (MAH), s 26.8 98.7 Queue Clearance Time (gs), s 0.0 0.0 9.1 3.5 Green Extension Time (ge), s 1.00 1.00 Phase Call Probability 0.00 0.87 Max Out Probability SB NB EB WB **Movement Group Results** Т R T R L Т R L R L T L Approach Movement 6 12 5 2 7 4 8 18 Assigned Movement 0. 559 555 331 340 787 531 Adjusted Flow Rate (v), veh/h 1863 1655 1863 1848 1456 Adjusted Saturation Flow Rate (s), veh/h/ln 862 1695 28.2 0.0 24.8 33.5 40.7 24.0 71.9 Queue Service Time (gs), s 0.0 24.8 33.5 28.2 24.0 96.7 40.7 Cycle Queue Clearance Time (gc), s 0.29 0.29 0.29 0.64 0.64 0.64 0.64 Green Ratio (g/C) 534 460 474 1179 1082 1189 579 Capacity (c), veh/h 0.000 0.717 0.721 0.918 0.727 0.470 0.470 Volume-to-Capacity Ratio (X) 474 534 460 1211 1201 592 1102 Available Capacity (ca), veh/h 0.0 17.7 15.9 15.8 19.0 30.7 27.7 Back of Queue (Q), veh/ln (95 th percentile) 0.00 0.00 0.00 0.00 0.00 0.00 Queue Storage Ratio (RQ) (95 th percentile) 0.00 0.0 44.9 15.0 15.0 51.8 37.4 19.5 Uniform Delay (d1), s/veh 0.0 9.0 0.1 9.4 0.1 18.8 2.1 Incremental Delay (d2), s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Initial Queue Delay (d3), s/veh 0.0 15.1 61.2 53.9 15.1 56.1 21.6 Control Delay (d), s/veh E D В В E C Level of Service (LOS) 0.0 E 15.1 B 57.5 35.5 D Approach Delay, s/veh / LOS C 32.9 Intersection Delay, s/veh / LOS SB NB EB WB Multimodal Results В 2.7 В 2.7 В 2.5 2.3 В Pedestrian LOS Score / LOS 0.5 A 1.0 A 1.6 Α 1.4 A Bicycle LOS Score / LOS

HCS 2010 Signalized Intersection Input Data al of alacte to be be Intersection Information General Information 0.25 Duration, h Susan E. O'Rourke, P.E., Inc. Agency Area Type Other Analysis Date Jul 1, 2016 Greg McLane Analyst 0.95 PHF Hallandale Beach Time Period PM Jurisdiction 1> 7:00 Analysis Period 2016 NE 1st Avenue Analysis Year Urban Street C4 NE 1st and Pembroke PM Existing 2016.xus NE 1st Avenue and Pem... File Name Intersection Hallandale Medical - Existing Traffic Project Description NB SB EB WB **Demand Information** T R Т R T R L Т R L L Approach Movement 1 1034 24 275 319 44 0 132 1120 Demand (v), veh/h Signal Information 160.0 Reference Phase Cycle, s Offset, s 0 Reference Point End 0.0 0.0 Green 45.9 0.0 0.0 Simult. Gap E/W Uncoordinated No On 0.0 0.0 0.0 0.0 Yellow 4.0 4.0 Force Mode Fixed Simult. Gap N/S On Red 2.0 2.0 0.0 0.0 0.0 0.0 Traffic Information FB WB NB SB Approach Movement R L Т R L L Demand (v), veh/h 132 1120 1034 24 275 319 44 0 Initial Queue (Qb), veh/h 0 0 0 0 0 0 0 0 Base Saturation Flow Rate (so), veh/h 1900 1900 1900 1900 1900 1900 1900 1900 Parking (Nm), man/h None None None None Heavy Vehicles (PHV), % 2 2 2 2 Ped / Bike / RTOR, /h 0 0 0 0 0 0 0 0 0 0 Buses (Nb), buses/h 0 0 0 0 0 0 0 0 Arrival Type (AT) 3 3 3 3 3 4 3 3 Upstream Filtering (I) 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Lane Width (W), ft 12.0 12.0 12.0 12.0 Turn Bay Length, ft 0 0 0 0 Grade (Pg), % 0 0 0 0 Speed Limit, mi/h 25 25 30 30 45 45 45 45 **Phase Information** EBL WBI **EBT WBT** NBL **NBT** SBL SBT Maximum Green (Gmax) or Phase Split, s 110.0 110.0 50.0 50.0 Yellow Change Interval (Y), s 4.0 4.0 4.0 4.0 Red Clearance Interval (Rc), s 2.0 2.0 2.0 2.0 Minimum Green (Gmin), s 6 6 6 6 6 6 Start-Up Lost Time (It), s 2.0 2.0 2.0 2.0 2.0 2.0 Extension of Effective Green (e), s 2.0 2.0 2.0 2.0 2.0 2.0 Passage (PT), s 2.0 2.0 2.0 2.0 2.0 2.0 Recall Mode Off Off Off Off Min Min **Dual Entry** Yes No Yes Yes No Yes Walk (Walk), s 0.0 0.0 0.0 0.0 0.0 0.0 Pedestrian Clearance Time (PC), s 0.0 0.0 0.0 0.0 0.0 0.0 Multimodal Information EB WB NR SB 85th % Speed / Rest in Walk / Corner Radius 0 No 25 0 No 25 0 No 25 0 No 25 Walkway / Crosswalk Width / Length, ft 9.0 12 0 9.0 12 0 9.0 12 0 9.0 12 0 Street Width / Island / Curb 0 0 No 0 0 No 0 0 No 0 0 No Width Outside / Bike Lane / Shoulder, ft 12 5.0 2.0 12 5.0 2.0 12 5.0 2.0 12 2.0 5.0

Pedestrian Signal / Occupied Parking

0.50

No

0.50

0.50

0.50

No

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N/S STREET: PLENAME: COUNT DATE: NEPORT DATE:	'	15 Min Period	2007	057-517	7:30-7:45	7.45-8:00	£:10-£13	815-8:30	8:30-8:45	05:6-59:0	ALM PEAK HOUR IS FROM:	Volumes	Season Factor	Growth Artematic Shorts	Hollemeleier Square	In/aut	Percentage	Page-by In/Dut	Pless-by X	Pass-by Trips	Total			15 Min	Period	4:00-4:15	4:15-4:30	430-436	4:45-5:00	500-515	3:30-3:45	5:45-6:00	PRI PEAK NOUR IS FRO	Volumes	Growth Attentic Shaws	Hollandole Squere	Percentage Percentage	Pass-by In/Out	Pass-by St Pass-by Trips	ž.

General Inform	ation						THE RESERVE	Ir	ntersect	ion Info	rmatio	n	1	4141	
	ation	Susan E. O'Rourke	DE I	20				- 11	uration,		0.25			1	
Agency			, P.E., II		is Data	hild 2	016				Other		4		
Analyst		Greg McLane		Concession of the last own		Jul 1, 2	010		rea Typ HF	е	0.95		4		
Jurisdiction		Hallandale Beach		Time P		AM				Dorind	1> 7:0	10			
Urban Street		NE 1st Avenue	D	Analys			4-4		nalysis roke AM		10000				
Intersection		NE 1st Avenue and			TO CONTROL OF THE PARTY OF THE	C4 NE	1st and	Pemb	roke Alv	Bulldol	ut 2018	.xus	-	41441	- (
Project Descript	tion	Hallandale Medical	- Buildo	out Traffi	C	7 7 1 1 1				PE CONTRACTOR		Mario Es	135.6		800
Demand Inform	nation				EB			WB			NB			SB	
Approach Move	ment			L	T	R	L	T	R	L	Т	R	L	Т	F
Demand (v), v	eh/h			142	1223			1055	29	96	150	46		0	
															18
Signal Informa					1	1 2 5							sta		
Cycle, s	160.0	Reference Phase	2		447	1						1	Y 2	3	4
Offset, s	0	Reference Point	End	Green		104.0	0.0	0.0	0.0	0.0			•		.5
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0		1			•
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	0.0	0.0	0.0	0.0		5	6	7	
Times Beaulte				EBL		EBT	WBL		WBT	NBL		NBT	SBI		SBT
Timer Results	_			EBL	-	4	VVDL	-	8	IADE		2	SDI		6
Assigned Phase	8					8.0			8.0	_	_	8.0			8.0
Case Number						10.0			110.0		_	50.0			50.0
Phase Duration		١.		_	_	6.0			6.0	-	_	6.0			6.0
Change Period					_	3.4		-	3.4	-	_	0.0			0.0
Max Allow Head				_		06.0			26.9	-		0.0			0.0
Queue Clearan						0.0		_	10.5	-	_	0.0			0.0
Green Extension		(g e), s		-		1.00			1.00			0.0			0.0
Phase Call Pro				-		1.00			0.01				-		
Max Out Proba	Dility			-		1.00	and the same of		0.01	ST PA		08/8	35	PER PER	PHO I
Movement Gro	up Res	sults			EB			WB			NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	F
Assigned Move	ment			7	4			8	18	5	2	12		6	
Adjusted Flow I	Rate (v), veh/h		583	854			573	568	159		148		0	
Adjusted Satura	ation Flo	ow Rate (s), veh/h/	ln	850	1695			1863	1845	1557		1601		1863	
Queue Service	Time (g s), s		79.1	47.8			24.9	24.9	11.5		11.1		0.0	
Cycle Queue C	learanc	e Time (gc), s		104.0	47.8			24.9	24.9	12.6		11.1		0.0	
Green Ratio (g	/C)			0.65	0.65			0.65	0.65	0.28		0.28		0.28	
Capacity (c), v	/eh/h			581	1102			1211	1199	465		440		512	
Volume-to-Cap	acity Ra	atio (X)		1.004	0.775			0.473		0.343		0.336		0.000	
Back of Queue	(Q), ft	/In (95 th percentile)	972.8	787.9			402.1		219.1		199.1		0	
Back of Queue	(Q), v	eh/ln (95 th percent	ile)	38.9	31.0			15.8	15.7	8.8		8.0		0.0	
Queue Storage	Ratio (RQ) (95 th percen	tile)	0.00	0.00			0.00	0.00	0.00		0.00		0.00	
Uniform Delay	(d1), s	/veh		40.6	19.7			14.2	14.2	44.4		42.1		0.0	-
Incremental De	lay (d	2), s/veh		38.3	3.2			0.1	0.1	2.0		2.1		0.0	
Initial Queue D	elay (d	з), s/veh		0.0	0.0			0.0	0.0	0.0		0.0		0.0	
Control Delay (d), s/v	eh		78.9	22.9			14.3	14.3	46.4		44.2		0.0	
Level of Servic	e (LOS)			F	С			В	В	D		D			
Approach Dela	y, s/veh	/LOS		45.6	3	D	14.3	3	В	45.3	3	D	0.0		
Intersection De	lay, s/v	eh / LOS				33	.2						С		
							100		-	120 10	To Free		THE REAL PROPERTY.		1
	14				ED			\A/D			NIP			SB	
Multimodal Re		/100		2.2	EB	В	2.5	WB	В	2.7	NB	В	2.7	SB	В

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Conord Info	ation			ME TON	SI PA			le.	ntersect	ion Infe	ormatio	n	la constitution of	4744	la la
General Inform	ation	Ourse F O'Davida	DE I					0.55	uration,		0.25			•	
Agency		Susan E. O'Rourke	, P.E., II		is Data	11 1 2	016		rea Typ		Other		- 4		
Analyst		Greg McLane				Jul 1, 2	010		HF	е	0.95		÷		-
Jurisdiction		Hallandale Beach		Time P	Section and the second	AM			(4.59)	Deried	1> 7:0	00	-3		
Urban Street		NE 1st Avenue			is Year				nalysis				-		
Intersection		NE 1st Avenue and				C4 NE	1st an	d Pemb	roke AN	Bulldo	ut 2018	.xus	-	4144	b C
Project Descrip	tion	Hallandale Medical	- Buildo	out Traffi	С		1		100			100			STATE OF
Demand Inform	nation				EB			WB	-		NB			SB	
Approach Move				L	Т	R	L	Т	R	L	T	R	L	T	R
Demand (v), v				142	1223			1055	5 29	96	150	46		0	
						THE REAL PROPERTY.			SEC.	1000					
Signal Informa	tion				1	1 R							-1-		
Cycle, s	160.0	Reference Phase	2		联中	1						1	Y 2	3	-4
Offset, s	0	Reference Point	End	Green	44.0	104.0	0.0	0.0	0.0	0.0					_
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0		1			
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	0.0	0.0	0.0	0.0		5	6	7	
						The same					AID			CD	
Traffic Informa					EB			WB		-	NB	-	-	SB	D
Approach Move				L	Т	R	L	T	R	L	T	R	L	T	R
Demand (v), ve				142	1223			1055	29	96	150	46		0	-
Initial Queue (C				0	0			0	0	0	0	0	_	0	-
		Rate (s ₀), veh/h		1900	1900			1900	1900	1900	1900	1900	-	1900	-
Parking (Nm), m	nan/h				None			None			None			None	-
Heavy Vehicles	(PHV),	%			2			2			2			2	-
Ped / Bike / RT	OR, /h			0	0		0	0	0	0	0	0	0	0	-
Buses (N _b), bus	ses/h			0	0			0	0	0	0	0	-	0	
Arrival Type (A	7)			3	3			3	3	3	4	3	-	3	-
Upstream Filter	ring (I)			1.00	1.00			1.00	1.00	1.00	1.00	1.00	-	1.00	-
Lane Width (W), ft				12.0			12.0		_	12.0		-	12.0	-
Turn Bay Lengt	th, ft				0			0		_	0			0	-
Grade (Pg), %					0			0			0			0	-
Speed Limit, m	i/h			25	25			30	30	45	45	45	- Total	45	-
Phase Informa	tion			EBL		EBT	WB	1	WBT	NB		NBT	SBI	L	SBT
) or Phase Split, s		LUI		110.0	***	_	110.0	110	_	50.0			50.0
Yellow Change						4.0			4.0			4.0			4.0
Red Clearance						2.0			2.0			2.0			2.0
Minimum Gree				6		6			6	6		6			6
Start-Up Lost T				2.0		2.0			2.0	2.0)	2.0			2.0
Extension of Et				2.0	_	2.0			2.0	2.0		2.0			2.0
Passage (PT),		0.00 (0), 0		2.0		2.0			2.0	2.0		2.0			2.0
Recall Mode	-			Off		Off			Off	Of		Min			Min
Dual Entry				No		Yes			Yes	No		Yes			Yes
Walk (Walk), s				0.0		0.0			0.0	0.0		0.0			0.0
Pedestrian Cle	arance	Time (PC), s		0.0	_	0.0			0.0	0.0)	0.0			0.0
				THE REAL PROPERTY.				FOR		ALC: N		AND LET			
Multimodal In					EB			WB			NB			SB	0.5
85th % Speed		n Walk / Corner Rad	ius	0	No	25	0	No	25	0	No	25	0	No	25
	anually !	Width / Length ft		9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Walkway / Cro														-	
				0 12	5.0	No 2.0	0	5.0	No 2.0	12	5.0	No 2.0	12	5.0	No 2.0

		HCS 20	010 S	ignaliz	zed Ir	iterse	ction	Res	ults S	umma	ry				
General Inform	otion						11,000	1	ntersect	ion Info	rmatio	n	L.	4 1.40 1 10	· L
	auon	Susan E. O'Rourke,	DE I	200					ouration,		0.25				
Agency			, F.L., II		e Date	Jul 1, 2	016		rea Type		Other		4		
Analyst		Greg McLane Hallandale Beach		Time P		PM	010		HF	-	0.95		÷ -		=
Jurisdiction			_	Analysi					nalysis l	Period	1> 7:0	00	4		
Urban Street		NE 1st Avenue NE 1st Avenue and	Dom				1ct and		roke PN				-		
Intersection	· · · · ·	Hallandale Medical				C4 NL	15t and	I Cilic	JOKE I W	Dundo	11 2010	.xuo		41441	
Project Descript	tion	Hallandale Medical	- Bullac	out Traine		TO Sept	DE PART		8.35					AL SH	A STATE OF
Demand Inform	nation				EB			WB			NB			SB	
Approach Move	ment			L	Т	R	L	Т	R	L	T	R	L	Т	R
Demand (v), v	eh/h			135	1188			1128	3 41	286	332	57		0	-
		ERSTAND													
Signal Informa		- C	0	-	1	13 E							KÎZ.		A
Cycle, s	160.0	Reference Phase	2	-	447	,						1	2	3	_
Offset, s	0	Reference Point	End	Green		104.0		0.0	0.0	0.0					4
Uncoordinated	No	Simult. Gap E/W	On	Yellow		4.0	0.0	0.0	0.0	0.0	-	. 4		7	
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	0.0	0.0	0.0	0.0	19.0				No. of
Timer Results				EBL		EBT	WBI		WBT	NBL		NBT	SBI		SBT
Assigned Phase	Δ			LUL	_	4			8			2			6
Case Number						8.0			8.0			8.0			8.0
	ase Duration, s				_	10.0			110.0			50.0			50.0
	ase Duration, s ange Period, (Y+R c), s				_	6.0			6.0			6.0			6.0
Max Allow Hea						3.4			3.4			0.0			0.0
Queue Clearan	-				1	06.0			29.9						
Green Extension					_	0.0			11.0			0.0			0.0
Phase Call Pro						1.00			1.00						
Max Out Proba					_	1.00			0.02						
		THE PARTY NAMED IN											BEELE !	0.0	
Movement Gro		sults			EB			WB			NB		-	SB	D
Approach Move	_			L	Т	R	L	T	R	L	T	R	L	T 6	R
Assigned Move				7	4			8	18	5	2	12	-	_	-
Adjusted Flow				546	847			619	612	352		359	-	0	
		ow Rate (s), veh/h/	ln	783	1695			1863	_	1463		1646		1863	
Queue Service				76.1	46.2			27.9	_	36.6		31.4	_	0.0	
		ce Time (g c), s		104.0	46.2			27.9		36.6		31.4	_	0.0	-
Green Ratio (g				0.65	0.65			0.65	_	0.28		0.28		0.28	
Capacity (c),				537	1102			1211		444		453		512	-
Volume-to-Cap				-5	0.769			0.511	-			0.793	-	0.000	-
		t/ln (95 th percentile		937.8				442.1	_	525.1		495.9	_	0	-
200000000000000000000000000000000000000		reh/ln (95 th percent		37.5	30.6			17.4	_	21.0		19.8		0.0	
		(RQ) (95 th percen	itile)	0.00	0.00			0.00	_	0.00		0.00 47.8		0.00	-
Uniform Delay	-			41.4	19.6			14.7	_	54.3		13.3		0.0	-
Incremental De				42.6	3.0		-	0.2	0.2	13.5		0.0		0.0	
	ial Queue Delay (d 3), s/veh			0.0	0.0			0.0	0.0	0.0 67.8		61.1		0.0	
	ntrol Delay (d), s/veh			84.0	22.6 C			14.8 B	14.8 B	67.8 E		E		0.0	
	evel of Service (LOS)			F 46.7		D	14.8		В	64.4		E	0.0)	
	proach Delay, s/veh / LOS ersection Delay, s/veh / LOS					38			J	04.			D		
THE SECTION DE	Jay, SIV	SIT EGG					W. E.								
Multimodal Re	esults				EB			WB			NB			SB	
Pedestrian LO		e/LOS		2.2		В	2.5	5	В	2.7		В	2.7	7	В
	core / L	08		1.6		Α	1.5	5	Α	1.1		Α	0.5	5	Α

		НС	S 201	0 Sig	nalize	ed Inte	rsec	tion I	nput l	Data					
Company Inform	otio-							le.	ntersect	ion Info	ormatio	n		4 4 4 1	le le
General Inform	ation	Curan E O'Dourka	DE I						uration,		0.25				
Agency		Susan E. O'Rourke	, P.E., II		is Data	1.44.0	016		rea Typ		Other	_	4		
Analyst		Greg McLane			is Date	Jul 1, 2 PM	016		HF	6	0.95		* *		- }-
Jurisdiction		Hallandale Beach		Time P					nalysis	Dorind	1> 7:0	10	- 4		
Urban Street		NE 1st Avenue		Analys			4-4		roke PN						
Intersection		NE 1st Avenue and				C4 NE	1st an	a Pemb	roke Piv	Bulldo	ul 2016	.xus	- 1	न । कि	P. C
Project Descript	tion	Hallandale Medical	- Buildo	out Traffi	С		102	Tell L	4.00	5		THE RES			
Demand Inforn	nation				EB			WB			NB			SB	
Approach Move	ment			L	Т	R	L	Т	R	L	T	R	L	T	R
Demand (v), v				135	1188			1128	41	286	332	57		0	
THE STATE OF		20021420													
Signal Informa		Reference Phase	2			- Z	1						V		4
Cycle, s	160.0				*1							1	7 2	3	4
Offset, s	0	Reference Point	End	Green		104.0	0.0	0.0	0.0	0.0					4
Uncoordinated	No	Simult. Gap E/W	On	Yellow	Acres and the second	4.0	0.0	0.0	0.0	0.0	-			7	
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	0.0	0.0	0.0	0.0	7.763			SE	
Traffic Informa	tion				EB	-		WB			NB			SB	
Approach Move	5.77.2		_	L	Т	R	L	T	R	L	Т	R	L	Т	R
Demand (v), ve	_			135	1188	11		1128	41	286	332	57		0	
					0			0	0	0	0	0		0	
	tial Queue (Q _b), veh/h				1900			1900	1900	1900	1900	1900		1900	
	se Saturation Flow Rate (s₀), veh/h				None			None	1300	1000	None	1000		None	
	rking (N _m), man/h				2			2	-		2			2	
Heavy Vehicles		%		0	0		0	0	0	0	0	0	0	0	_
Ped / Bike / RT				0			U	0	0	0	0	0	-	0	
Buses (N _b), bus				0	3			3	3	3	4	3		3	
Arrival Type (A			_	3	1.00			1.00	1.00	1.00	1.00	1.00	_	1.00	_
Upstream Filter				1.00				12.0	1.00	1.00	12.0	1.00	-	12.0	_
Lane Width (W				-	12.0			0			0		_	0	_
Turn Bay Lengt	th, ft			-	0			_	-		0			0	_
Grade (Pg), %				0.5	0			0	20	AE	45	45		45	+
Speed Limit, m	i/h		S. To. 17	25	25	9-10-0		30	30	45	45	40	100	45	
Phase Informa	ation			EBI	_	EBT	WB	SL	WBT	NBI	L	NBT	SB	L	SBT
		x) or Phase Split, s				110.0			110.0			50.0			50.0
Yellow Change						4.0			4.0			4.0			4.0
Red Clearance						2.0			2.0			2.0			2.0
Minimum Gree				6		6			6	6		6			6
Start-Up Lost T				2.0		2.0			2.0	2.0)	2.0			2.0
Extension of E				2.0		2.0			2.0	2.0)	2.0			2.0
Passage (PT),				2.0		2.0			2.0	2.0)	2.0			2.0
Recall Mode				Off		Off			Off	Off	f	Min			Min
Dual Entry				No		Yes			Yes	No		Yes			Yes
Walk (Walk), s				0.0		0.0			0.0	0.0)	0.0			0.0
Pedestrian Cle		Time (PC), s		0.0		0.0			0.0	0.0)	0.0			0.0
STATE OF THE PARTY	No. of Lot	AND THE REST.	MALE	THE R.			166		200	THE STREET	ALD.		ALC: N	CD	
Multimodal In					EB			WB	1 05	-	NB	0.5	0	SB	25
		n Walk / Corner Rad	lius	0	No	25	0	No	25	0	No	25	0	No 12	25
Mallaway / Cro	sswalk	Width / Length, ft		9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0 No
				0	0	No	0	0	No	0	0	No	0	0	140
Street Width /	et Width / Island / Curb h Outside / Bike Lane / Shoulder, ft				5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0

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						THE RES									
General Inform	nation							Inf	tersecti	on Info	rmation	1	-	イナナド	L Common of the
Agency		Susan E. O'Rourke,	, P.E., Ir	nc.				Du	uration, l	h	0.25			411.	
Analyst		Greg McLane		Analysi	is Date	Jul 1, 2	2016	Ar	геа Туре)	Other		A →		3.
Jurisdiction		Hallandale Beach		Time P	eriod	AM		PH	4F		0.95		\$=		4
Urban Street		Dixie Highway		Analysi	is Year	2016		Ar	nalysis F	eriod	1> 7:00)	7		Y
Intersection		Dixie Highway and I	Pem	NAME AND ADDRESS OF TAXABLE PARTY.			ie and P	embrok	ce AM E	xisting	2016.xu	s			
Project Descrip	tion	Hallandale Medical		A STATE OF THE PARTY OF THE PAR	3								1	4 1 4 4 1	1
		AUTO AUTOM				E WEY	THE R	12.10			NID	111		CD	NO SE
Demand Inform				-	EB	1 2		WB	1 0	-	NB	D	1	SB	R
Approach Move				L	T	R	L	T	R	L	T	R	152	472	134
Demand (v), v	eh/h				1065	62	80	998			0		152	412	134
Signal Informa	ation			1	JI.				S. C. LEWIS	-					
Cycle, s	160.0	Reference Phase	2	1 /	RAH	-) 6	7						1		*
Offset, s	0	Reference Point	End	1/	I	-8	1.0	2.0	0.0	0.0		.1	2	3	A 4
Uncoordinated		Simult. Gap E/W	On	Green Yellow		81.7 4.0	0.0	0.0	0.0	0.0	-	1	\		7
Force Mode	Fixed		On	Red	2.0	2.0	0.0	0.0	0.0	0.0		5	0	7	9
FOICE WIOGE	FIAGG	Simult. Oup 1470					384							486	
Timer Results				EBL		EBT	WBL	V	NBT	NBL	. 1	NBT	SBL		SBT
Assigned Phas						4			8			2			6
Case Number						8.0			8.0			8.0		_	6.0
Phase Duration	n, s				1	87.7		8	37.7		7	72.3		_	72.3
Change Period		c), s				6.0			6.0			6.0			6.0
Max Allow Hea						3.3			3.3			0.0			0.0
Queue Clearan						23.4		7	73.9						
Green Extension	-					8.2			7.7			0.0			0.0
Phase Call Pro						1.00		1	1.00						
Max Out Proba						0.00		(0.09						
					- FD			1A/D			NB	103		SB	N ST. LEW
Movement Gro		sults		-	EB	D	1	WB	R	L	T	R	L	T	R
Approach Move			_	L	T	R	2	_	K	L	2	- IX	1	6	16
Assigned Move				-	700	14	3	8			0		160	437	201
Adjusted Flow					798	388	492	642 1695			1863		1774	1863	1654
THE RESERVE THE PERSON NAMED IN COLUMN TWO		low Rate (s), veh/h/l	ın	-	1863	1808	1053	30.7			0.0		9.3	12.5	13.0
Queue Service	-			-	15.3	21.4	50.1	30.7			0.0		9.3	12.5	13.0
		ce Time (gc), s		-	15.3	0.51	71.9	0.51			0.41		0.41	0.41	0.41
Green Ratio (+	0.51	924	565	867			771		779	1542	684
Capacity (c),		- M- 7 47		-				_			0.000		0.205	0.283	0.294
Volume-to-Cap	THE OWNER OF TAXABLE PARTY.	THE RESERVE THE PARTY OF THE PA			0.419	-		689.4			0.000		183.6	242.7	228.8
		ft/In (95 th percentile)		-	376.3 14.8	14.5	26.5	27.1			0.0		7.3	9.6	9.2
		veh/ln (95 th percent		-	0.00	0.00	0.00	0.00			0.00		0.00	0.00	0.00
and the second s		(RQ) (95 th percent	(lie)	-	24.3	24.3	40.3	30.8			0.0		30.2	31.1	31.3
Uniform Delay				-	0.1	0.1	7.5	1.4			0.0		0.6	0.5	1.1
Incremental De				-	0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0
Initial Queue D	Name and Address of the Owner, where the Owner, which the			-	24.4	24.4	47.7	32.2			0.0		30.8	31.6	32.4
Control Delay	STREET, SQUARE			-	C C	C C	D D	C			0.0		C	C	C
Level of Service		NAME AND ADDRESS OF TAXABLE PARTY.		24.4	_	C	38.9	-	D	0.0			31.6	_	С
Approach Dela Intersection De	and the same of th			24.4	-		1.5		U	0.0			C		
Intersection De	Blay, wv	ell / LOG	A 1201										CHE !		
Multimodal R	esults				EB			WB			NB			SB	
Pedestrian LO		e / LOS		2.9		С	2.6		В	3.1		С	2.8		С
	Score / L	00		1.1		Α	1.4		Α	0.5		Α	0.9	1	Α

	HC	S 201	0 Sig	nalize	ed Inte	ersec	tion	Inpu	t Dat	ta					
					2000			19 30				20 7		47411	
General Information							-		ection			n	Ú	1111	
Agency	Susan E. O'Rourke	P.E., Ir	Tr.					Duration		_	0.25		3		-
Analyst	Greg McLane		Analys		Jul 1, 2	2016		Area T	ype	_	Other				←
Jurisdiction	Hallandale Beach		Time P		AM			PHF		_	0.95		₹		7
Urban Street	Dixie Highway				-				is Peri		1> 7:0		7		4
Intersection	Dixie Highway and	Pem	File Na	ime	C4 Dix	ie and l	Pemb	roke A	M Exist	ting 2	016.xı	us		1	
Project Description	Hallandale Medical	- Existi	ng Traffic										5	41441	10
Demand Information				EB		-	W	В			NB			SB	
Approach Movement			L	Т	R	L	Т	F	3	L	Т	R	L	Т	R
Demand (v), veh/h				1065	62	80	99	8			0		152	472	134
Demand (v); verm			100	100	188	10 30				1		REEL		BE	1000
Signal Information	T				5								+		
Cycle, s 160.0		2		1	₹ "							1	2	3	7 4
Offset, s 0	Reference Point	End	Green	66.3	81.7	0.0	0.0	0.	.0	0.0					_
Uncoordinated No	Simult. Gap E/W	On	Yellow	_	4.0	0.0	0.0	- Contract of the Contract of		0.0		4			~
Force Mode Fixed	Simult. Gap N/S	On	Red	2.0	2.0	0.0	0.0	0	.0	0.0		5	6	7	8
		3612	6500			1/3/19	100	19-19-	Section 1				1000		
Traffic Information				EB			WB			_	NB			SB	
Approach Movement			L	Т	R	L	Т	R	L	-	Т	R	L	Т	R
Demand (v), veh/h				1065	62	80	998				0		152	472	134
Initial Queue (Qb), veh	n/h			0	0	0	0				0		0	0	0
Base Saturation Flow	Rate (so), veh/h			1900	1900	1900	1900)		- 1	1900		1900	1900	1900
Parking (Nm), man/h	se Saturation Flow Rate (s ₀), veh/h king (N _m), man/h						None	е		1	Vone			None	
Heavy Vehicles (PHV),	%			2			2				2		2	2	
Ped / Bike / RTOR, /h			0	0	0	0	0		()	0		0	0	0
Buses (Nb), buses/h				0	0	0	0				0		0	0	0
Arrival Type (AT)				3	3	3	3				4		3	3	3
Upstream Filtering (I)				1.00	1.00	1.00	1.00)			1.00		1.00	1.00	1.00
Lane Width (W), ft				12.0			12.0)			12.0		12.0	12.0	
Turn Bay Length, ft				0			0				0		0	0	
Grade (Pg), %				0			0				0			0	
Speed Limit, mi/h				25	25	30	30				45		45	45	45
THE PARTY OF THE P	TO SECURITY OF SEC			SEC.		15 131							-		
Phase Information			EBL	_	EBT	WBI	L	WBT	-	NBL	_	NBT	SBL	_	SBT
Maximum Green (Gma			_	_	110.0		-	110.0	_		-	50.0	_	_	50.0
Yellow Change Interv				_	4.0		-	4.0	-		+	4.0	-	_	4.0
Red Clearance Interv				_	2.0		-	2.0	_		+	2.0	-	_	2.0
Minimum Green (Gmi			-	_	6	6	-	6	_		-	6	6	_	6
Start-Up Lost Time (/				_	2.0	2.0	-	2.0	_		+	2.0	2.0	$\overline{}$	2.0
Extension of Effective	Green (e), s		_		2.0	2.0	_	2.0	_		-	2.0	2.0	-	2.0
Passage (PT), s				_	2.0	2.0		2.0	-		+	2.0	2.0	-	2.0
Recall Mode			_		Off	Off		Off	_		\rightarrow	Min	Off	_	Min
Dual Entry					Yes	No		Yes				Yes	No		Yes
Walk (Walk), s	alk (Walk), s			_	0.0	0.0	-	0.0	_		+	0.0	0.0	-	0.0
Pedestrian Clearance	Time (PC), s		-		0.0	0.0		0.0	No.	1315		0.0	0.0		0.0
Multimodal Informat	tion		1	EB			WE	3			NB			SB	
85th % Speed / Rest		ius	0	No	25	0	No	2	5 (0	No	25	0	No	25
Walkway / Crosswalk			9.0	12	0	9.0	12	0	9	.0	12	0	9.0	12	0
Street Width / Island			0	0	No	0	0	N	0	0	0	No	0	0	No
Width Outside / Bike			12	5.0	2.0	12	5.0	2.	0 1	2	5.0	2.0	12	5.0	2.0
Pedestrian Signal / O			No		0.50	No		0.50		No		0.50	No		0.50

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General Inform	ation							In	tersect	ion Info	ormation	n	1	41411	1
		Susan E. O'Rourke	DF Ir	10				D	uration,	h	0.25			4117	_
Agency	_	Greg McLane	, , ,		s Date	Jul 1, 2	016	_	геа Тур		Other		A		3.
Analyst		Hallandale Beach		Time P		PM	0.10		HF		0.95		1		-
Jurisdiction				Analysi	The second second	1 111		_	nalysis	Period	1> 7:0	0	4		
Urban Street	_	Dixie Highway Dixie Highway and	Dom	File Na	_		e and P		The second liverage and the second		2016.xu		-		
Intersection		Hallandale Medical				O4 DIX	c and i	CITIOTO					-	न । न प	1
Project Descript	ion	Hallandale Medical	- EXISUI	ly Iraille					A SEE				THE PARTY		
Demand Inforn	nation				EB			WB			NB			SB	
Approach Move	The same of the same of			L	T	R	L	Т	R	L	T	R	L	Т	R
Demand (v), v					1070	49	77	1201			0		162	322	146
	NI ST														
Signal Informa	tion				1	L							+		
Cycle, s	160.0	Reference Phase	2		1	B "						1	2		4
Offset, s	0	Reference Point	End	Green	60.4	87.6	0.0	0.0	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0		1	17		V
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	0.0	0.0	0.0	0.0	THE REAL PROPERTY.	5	6	7	8
			1			THE REAL PROPERTY.				115		UDT	SBL		SBT
Timer Results				EBL		EBT	WBL	-	WBT	NB	L	NBT	SBL	-	
Assigned Phas	е					4			8		-	2	_	-	6
Case Number						8.0			8.0		_	8.0	_	-	6.0
Phase Duration	i, S					93.6			93.6			66.4		- '	66.4
Change Period	(Y+R	c), s				6.0			6.0		_	6.0			6.0
Max Allow Hea	dway (MAH), s				3.3			3.3			0.0			0.0
Queue Clearan	ce Time	e (gs), s				21.5			79.2						
Green Extension						9.4			8.3			0.0			0.0
Phase Call Pro	THE RESERVE OF THE PERSON NAMED IN					1.00			1.00						
Max Out Proba	bility					0.00			0.19						
					ED)AD			NB		The same of	SB	
	bability bility oup Results				EB	-		WB	R	L	T	R	L	T	R
Approach Move				L	T	R	L	_	K	-	2	IX.	1	6	16
Assigned Move					4	14	3	8		-	0	-	171	339	154
Adjusted Flow				-	791	387	613	732	-	-	_	_	1774	1863	1579
The second secon	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN	ow Rate (s), veh/h	/In		1863	1819	1205	1695	-	-	1863	_	10.6	10.0	10.8
Queue Service	Name and Address of the Owner, where			-	15.1	19.5	57.6	39.1			0.0	-	10.6	10.0	10.8
the state of the s		e Time (g c), s		-	15.1	19.5	77.2	39.1	-	-	0.38		0.38	0.38	0.38
Green Ratio (-	0.55	0.55	0.55	0.55			701	-	713	1402	594
Capacity (c),				-	2044	998	687	930	-	_				0.242	0.259
Volume-to-Cap		NAME AND ADDRESS OF TAXABLE PARTY.		-	0.387	0.387	0.892	0.787	-	-	0.000		0.239	205.4	192.2
		/In (95 th percentile		-	345.8	The second second	797.9	779.4			0	-	206.7 8.3	8.1	7.7
		reh/ln (95 th percen		-	13.6	13.4	31.9	30.7	-	-	0.0		0.00	0.00	0.00
		(RQ) (95 th percer	ntile)	-	0.00	0.00	0.00	0.00			0.00		_	34.2	34.5
Uniform Delay					20.7	20.7	36.4	28.7		-	0.0		34.4	0.4	1.1
Incremental De	_				0.0	0.1	9.6	2.7	-		0.0		0.8		0.0
Initial Queue D					0.0	0.0	0.0	0.0	-	-	0.0		0.0	0.0	35.5
Control Delay	The second name of				20.7	20.8	46.0	31.4	-	-	0.0	-	35.2 D	34.6 C	35.5 D
Level of Service	-	THE RESERVE OF THE PARTY OF THE			С	С	D	С	_					_	
Approach Dela				20.	7	С	38.0)	D	0.0	J		35.	U	D
Intersection De	elay, s/v	eh / LOS	THE REAL PROPERTY.			31	1.0		THE PER	No. of Street, or other Designation of the last of the	(E.S.)		С	THE STATE OF	
20.44		SING SHIPLY WATER	1000	-	EB	130		WB	1155	7	NB		THE PERSON	SB	
Multimodal R	esuits			2.9	THE RESERVE OF THE PERSON NAMED IN	С	2.6	_	В	3.	-	С	2.8		С
Pedestrian LO	00	1100		- 7 1	4		/ h		K				2.0	,	

HCS 2010 Signalized Intersection Input Data JALALAL Intersection Information General Information 0.25 Susan E. O'Rourke, P.E., Inc. Duration, h Agency Analysis Date Jul 1, 2016 Area Type Other Analyst Greg McLane Time Period PM PHF 0.95 Jurisdiction Hallandale Beach 1>7:00 Analysis Year 2016 Analysis Period **Urban Street** Dixie Highway C4 Dixie and Pembroke PM Existing 2016.xus Dixie Highway and Pem... File Name Intersection Hallandale Medical - Existing Traffic **Project Description** NB SB WB EB **Demand Information** R R L T R L T R L T Approach Movement L T 0 162 322 146 1070 49 77 1201 Demand (v), veh/h Signal Information 160.0 Reference Phase Cycle, s 0 Reference Point End Offset, s Green 60.4 87.6 0.0 0.0 0.0 0.0 Uncoordinated Simult. Gap E/W On No Yellow 4.0 4.0 0.0 0.0 0.0 0.0 2.0 0.0 Red 2.0 0.0 0.0 0.0 Simult. Gap N/S On Force Mode Fixed WB NB SB EB **Traffic Information** R L T R L Т R L T R Approach Movement L T 146 0 162 322 77 1201 1070 49 Demand (v), veh/h 0 0 0 0 0 0 0 0 Initial Queue (Qb), veh/h 1900 1900 1900 1900 1900 1900 1900 Base Saturation Flow Rate (so), veh/h 1900 None None None None Parking (Nm), man/h 2 2 2 2 Heavy Vehicles (PHV), % 0 0 0 0 0 0 0 0 0 0 Ped / Bike / RTOR. /h 0 0 0 0 0 0 0 Buses (Nb), buses/h 3 3 4 3 3 3 3 3 Arrival Type (AT) 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Upstream Filtering (I) 12.0 12.0 Lane Width (W), ft 12.0 12.0 12.0 0 0 0 0 0 Turn Bay Length, ft 0 0 0 0 Grade (Pg), % 45 45 45 45 30 25 25 30 Speed Limit, mi/h SBL SBT WBL **WBT** NBL **NBT** EBL **EBT Phase Information** 50.0 50.0 110.0 Maximum Green (Gmax) or Phase Split, s 110.0 4.0 4.0 4.0 4.0 Yellow Change Interval (Y), s 2.0 2.0 2.0 2.0 Red Clearance Interval (Rc), s 6 6 6 6 6 6 Minimum Green (Gmin), s 2.0 2.0 2.0 2.0 2.0 2.0 Start-Up Lost Time (It), s 2.0 2.0 2.0 2.0 2.0 2.0 Extension of Effective Green (e), s 2.0 2.0 2.0 2.0 2.0 2.0 Passage (PT), s Min Off Min Off Off Off Recall Mode Yes No Yes Yes No Yes **Dual Entry** 0.0 0.0 0.0 0.0 0.0 0.0 Walk (Walk), s 0.0 0.0 0.0 0.0 0.0 0.0 Pedestrian Clearance Time (PC), s SB WB NB EB **Multimodal Information** No 25 85th % Speed / Rest in Walk / Corner Radius 0 No 25 0 No 25 0 No 25 0 0 9.0 12 0 0 9.0 12 9.0 12 0 9.0 12 Walkway / Crosswalk Width / Length, ft 0 0 No Street Width / Island / Curb 0 0 No 0 0 No 0 0 No 2.0 12 5.0 2.0 12 5.0 12 5.0 2.0 12 5.0 2.0 Width Outside / Bike Lane / Shoulder, ft 0.50

Pedestrian Signal / Occupied Parking

0.50

No

0.50

No

Generated: 7/5/2016 2:57:09 PM

No

0.50

No

CONTROL: Signalized

E/W STREET: Pembroke Road

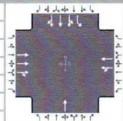
HCS 2010 Signalized Intersection Results Summary General Information Intersection Information JILL Agency Susan E. O'Rourke, P.E., Inc. 0.25 Duration, h Analyst Greg McLane Analysis Date Jul 1, 2016 Area Type Other Jurisdiction Hallandale Beach PHF Time Period AM 0.95 **Urban Street** Dixie Highway Analysis Year 2018 Analysis Period 1>7:00 Intersection Dixie Highway and Pem... File Name C4 Dixie and Pembroke AM Buildout 2018.xus **Project Description** Hallandale Medical - Buildout Traffic **Demand Information** EB WB NB SB Approach Movement L T R L T R L T R L Т R Demand (v), veh/h 1105 64 83 1026 160 0 484 137 Signal Information JI. Cycle, s 160.0 Reference Phase Offset, s 0 Reference Point End Green 63.4 0.0 0.0 84.6 0.0 0.0 Uncoordinated No Simult. Gap E/W On Yellow 4.0 4.0 0.0 0.0 0.0 0.0 Force Mode Float Simult. Gap N/S On Red 2.0 2.0 0.0 0.0 0.0 0.0 **Timer Results EBL FBT** WBL WBT NBL **NBT** SBL SBT **Assigned Phase** 4 8 2 6 Case Number 8.0 8.0 8.0 6.0 Phase Duration, s 90.6 90.6 69.4 69.4 Change Period, (Y+Rc), s 6.0 6.0 6.0 6.0 Max Allow Headway (MAH), s 3.3 3.3 0.0 0.0 Queue Clearance Time (gs), s 23.5 76.3 Green Extension Time (q e), s 8.8 8.1 0.0 0.0 Phase Call Probability 1.00 1.00 Max Out Probability 0.00 0.13 **Movement Group Results** EB WB NB SB Approach Movement L Т R Т L T R L R L T R Assigned Movement 4 14 3 8 2 1 6 16 Adjusted Flow Rate (v), veh/h 828 402 500 668 0 168 448 206 Adjusted Saturation Flow Rate (s), veh/h/ln 1863 1808 1029 1695 1863 1774 1863 1654 Queue Service Time (gs), s 16.0 21.5 52.4 32.5 0.0 10.2 13.2 13.8 Cycle Queue Clearance Time (gc), s 16.0 21.5 74.3 32.5 0.0 10.2 13.2 13.8 Green Ratio (g/C) 0.53 0.53 0.53 0.53 0.40 0.40 0.40 0.40 Capacity (c), veh/h 1974 958 572 898 736 654 746 1472 Volume-to-Capacity Ratio (X) 0.420 0.420 0.873 0.744 0.000 0.226 0.304 0.315 240.8 Back of Queue (Q), ft/ln (95 th percentile) 362.6 376.9 669.6 701.6 0 199 255.7 Back of Queue (Q), veh/ln (95 th percentile) 14.8 14.5 26.8 27.6 0.0 8.0 10.1 9.6 Queue Storage Ratio (RQ) (95 th percentile) 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 Uniform Delay (d 1), s/veh 22.7 22.7 38.9 29.2 0.0 32.3 33.3 33.4 Incremental Delay (d 2), s/veh 0.1 0.1 8.4 1.6 0.0 0.7 0.5 1.3 Initial Queue Delay (d 3), s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Control Delay (d), s/veh 22.8 22.8 47.2 30.8 0.0 33.0 33.8 34.7 Level of Service (LOS) C C D C C C C Approach Delay, s/veh / LOS 22.8 C 37.8 D 0.0 33.9 C Intersection Delay, s/veh / LOS 31.1 C **Multimodal Results** EB WB NB SB Pedestrian LOS Score / LOS 2.9 C 2.6 B 3.1 C 2.8 C Bicycle LOS Score / LOS 1.2 A 1.5 0.5

A

A

HCS 2010 Signalized Intersection Input Data

General Information	1			Intersection Info	ormation
Agency	Susan E. O'Rourke, P.E., Ir	nc.		Duration, h	0.25
Analyst	Greg McLane	Analysis Date	Jul 1, 2016	Area Type	Other
Jurisdiction	Hallandale Beach	Time Period	AM	PHF	0.95
Urban Street	Dixie Highway	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Dixie Highway and Pem	File Name	C4 Dixie and P	embroke AM Buildout	2018.xus
Project Description	Hallandale Medical - Buildo	out Traffic			



Demand Inform	nation				EB			WB			NB			SB	
Approach Move	ement			L	Т	R	L	T	R	L	Т	R	L	Т	R
Demand (v), v	eh/h				1105	64	83	1026			0		160	484	137
					-							To all			9.12
Signal Informa	ition				يال	-									
Cycle, s			2		+	- P.							T	_	₹
Offset, s	0	Reference Point	End	Green	63.4	84.6	0.0	0.0	0.0	0.0		1	2	-3	¥ .
Uncoordinated	No	Simult. Gap E/W	On			4.0	0.0	0.0	0.0	0.0		4	×		7
Force Mode	dinated No Simult. Gap E/W	On	Red	2.0	2.0	0.0	0.0	0.0	0.0		5	6	7		

Traffic Information		EB			WB			NB			SB	
Approach Movement	L	T	R	L	T	R	L	T	R	L	Т	R
Demand (v), veh/h		1105	64	83	1026			0		160	484	137
Initial Queue (Qb), veh/h		0	0	0	0			0		0	0	0
Base Saturation Flow Rate (so), veh/h		1900	1900	1900	1900			1900		1900	1900	1900
Parking (Nm), man/h		None			None			None			None	
Heavy Vehicles (PHV), %		2			2			2		2	2	
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0		0	0	0
Buses (N _b), buses/h		0	0	0	0			0		0	0	0
Arrival Type (AT)		3	3	3	3			4		3	3	3
Upstream Filtering (/)		1.00	1.00	1.00	1.00			1.00		1.00	1.00	1.00
Lane Width (W), ft		12.0			12.0			12.0		12.0	12.0	
Turn Bay Length, ft		0			0			0		0	0	
Grade (Pg), %		0			0			0			0	
Speed Limit, mi/h		25	25	30	30			45		45	45	45

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (Gmax) or Phase Split, s		110.0		110.0		50.0		50.0
Yellow Change Interval (Y), s		4.0		4.0		4.0		4.0
Red Clearance Interval (Rc), s		2.0		2.0		2.0		2.0
Minimum Green (Gmin), s		6	6	6		6	6	6
Start-Up Lost Time (It), s		2.0	2.0	2.0		2.0	2.0	2.0
Extension of Effective Green (e), s		2.0	2.0	2.0		2.0	2.0	2.0
Passage (PT), s		2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode		Off	Off	Off		Min	Off	Min
Dual Entry		Yes	No	Yes		Yes	No	Yes
Walk (Walk), s		0.0	0.0	0.0		0.0	0.0	0.0
Pedestrian Clearance Time (PC), s		0.0	0.0	0.0		0.0	0.0	0.0

Multimodal Information		EB			WB			NB			SB	
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50

HCS 2010 Signalized Intersection Results Summary

General Inform	nation							1	nter	rsection	on Info	rmatio	า	1	4 1444 4	Ļ
Agency		Susan E. O'Rourke	P.E., Ir	nc.				1	Dura	ation, h	1	0.25			4120	
Analyst		Greg McLane			is Date	Jul 1, 2	2016			Туре		Other		4		
Jurisdiction		Hallandale Beach		Time P		PM			PHF			0.95		÷	- i	= 4
Urban Street		Dixie Highway			is Year	2 00%				lysis P	eriod	1> 7:0	0	7		
Intersection		Dixie Highway and	Pem				ie and l	and the second second				2018.xt	ıs		•	
Project Descrip	tion	Hallandale Medical				0100		0						1	41441	1
Project Descrip	LIOIT	Tallaridate Wedicar	LAIST	ng main	36 13	- Sec. 19.			148	H	100	4 12				-1152
Demand Inform	nation				EB			WB	3			NB			SB	
Approach Move	ement			L	T	R	L	Т		R	L	Т	R	L	Т	R
Demand (v), v	eh/h				1128	56	93	129	3			0		175	337	149
	To the same															-
Signal Informa	ation				1		_							•		
Cycle, s	160.0	Reference Phase	2			3 8							4	2	3	V
Offset, s	0	Reference Point	End	Green	50.9	97.1	0.0	0.0		0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow		4.0	0.0	0.0		0.0	0.0		4	D		Z
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	0.0	0.0		0.0	0.0		5	5	7	5
			1000				11.5		NA F		NIDI		UDT	CDI		CDT
Timer Results				EBL		EBT	WBI	L	WE	-	NBL	- '	NBT	SBL		SBT
Assigned Phas	е					4		-	8			_	2	_	_	6
Case Number					_	8.0		_	8.0				8.0			6.0
Phase Duration				_	1	03.1	_	_	103	_		_	6.9	_		56.9
	ange Period, (Y+Rc), s					6.0		_	6.0	_			6.0	-	_	6.0
	x Allow Headway (MAH), s					3.3	_	_	3.3				0.0	-	_	0.0
Queue Clearan				_	_	20.3			89.			_		_	_	0.0
Green Extension	on Time	(ge), s				11.3		_	7.6	-		_	0.0	-		0.0
Phase Call Pro	bability				_	1.00	_		1.0			_		-	_	
Max Out Proba	bility					0.01			0.5	50	-	-	Sitte			-
Movement Gro	oun Res	sults			EB			WB		7	The same of the	NB			SB	
Approach Move		Suito		L	Т	R	L	Т	T	R	L	Т	R	L	Т	R
Assigned Move	_			_	4	14	3	8	+			2		1	6	16
Adjusted Flow		() veh/h			838	409	649	810				0		184	352	160
		ow Rate (s), veh/h/	ln .		1863	1816	1130	1695				1863		1774	1863	1583
Queue Service					16.2	18.3	69.2	46.7	\rightarrow			0.0		12.6	11.4	12.2
		e Time (gc), s			16.2	18.3	87.5	46.7	_			0.0		12.6	11.4	12.2
Green Ratio (c fille (g c), o			0.61	0.61	0.61	0.61	_			0.32		0.32	0.32	0.32
Capacity (c),					2261	1102	712	1029	_			593		609	1185	504
Volume-to-Cap		atio (X)			0.371		0.912		\rightarrow			0.000		0.302	0.297	0.317
		t/In (95 th percentile)		321.6		854.3	_	_			0		240.8	230.6	216
		reh/In (95 th percent			12.7	12.4	34.2	31.5				0.0		9.6	9.1	8.6
		(RQ) (95 th percen			0.00	0.00	0.00	0.00	_			0.00		0.00	0.00	0.00
Uniform Delay			illo)		16.0	16.0	33.0	23.7	_			0.0		41.5	41.1	41.4
Incremental De					0.0	0.1	14.0	3.2	-			0.0		1.3	0.6	1.6
Initial Queue D					0.0	0.0	0.0	0.0				0.0		0.0	0.0	0.0
					16.0	16.0	47.0	26.9	_			0.0		42.8	41.7	43.0
	trol Delay (d), s/veh				В	В	D	C						D	D	D
	el of Service (LOS) roach Delay, s/veh / LOS			16.0		В	35.		D)	0.0			42.3	3	D
Intersection De				1			9.9							С		
The second of th	o.u.j, u.v					NEW Y			1							1
Multimodal R	esults				EB			WB				NB			SB	
Pedestrian LO		/LOS		2.9)	С	2.6	3	E	3	3.1		С	2.9	_	С
						700		_			0.5			0.0		Λ

Bicycle LOS Score / LOS

0.5

0.9

1.2

HCS 2010 Signalized Intersection Input Data delah be be **General Information** Intersection Information 0.25 Agency Susan E. O'Rourke, P.E., Inc. Duration, h Analysis Date Jul 1, 2016 Area Type Other Analyst Greg McLane Time Period Jurisdiction Hallandale Beach PM PHF 0.95 Urban Street Dixie Highway Analysis Year 2018 Analysis Period 1>7:00 Dixie Highway and Pem... C4 Dixie and Pembroke PM Buildout 2018.xus Intersection File Name **Project Description** Hallandale Medical - Existing Traffic WB NB **Demand Information** EB SB Approach Movement L T R L Т R T R L T R L 1128 93 0 175 337 Demand (v), veh/h 56 1293 149 Signal Information 2 Reference Phase Cycle, s 160.0 Offset, s 0 Reference Point End Green 50.9 0.0 0.0 0.0 97.1 0.0 Uncoordinated No Simult, Gap E/W On Yellow 4.0 0.0 0.0 4.0 0.0 0.0 Force Mode Fixed Simult. Gap N/S On Red 2.0 2.0 0.0 0.0 0.0 0.0 EB WB NB SB Traffic Information Approach Movement L Т R L T R L T R L T R 175 337 149 1128 56 93 1293 0 Demand (v), veh/h Initial Queue (Qb), veh/h 0 0 0 0 0 0 0 0 1900 1900 1900 1900 1900 1900 1900 1900 Base Saturation Flow Rate (so), veh/h None None None None Parking (Nm), man/h 2 2 2 2 Heavy Vehicles (PHV), % 2 0 0 0 0 0 0 0 Ped / Bike / RTOR, /h 0 0 0 0 0 0 0 0 0 Buses (Nb), buses/h 0 3 3 3 3 4 3 3 3 Arrival Type (AT) Upstream Filtering (I) 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Lane Width (W), ft 12.0 12.0 12.0 12.0 12.0 0 0 0 0 0 Turn Bay Length, ft 0 0 0 0 Grade (Pg), % 45 25 25 30 45 45 45 Speed Limit, mi/h 30 **EBL WBT NBL NBT** SBL SBT **Phase Information EBT** WBL Maximum Green (Gmax) or Phase Split, s 110.0 110.0 50.0 50.0 4.0 4.0 4.0 Yellow Change Interval (Y), s 4.0 Red Clearance Interval (Rc), s 2.0 2.0 2.0 2.0 Minimum Green (Gmin), s 6 6 6 6 6 6 2.0 2.0 2.0 2.0 2.0 2.0 Start-Up Lost Time (It), s Extension of Effective Green (e), s 2.0 2.0 2.0 2.0 2.0 2.0 Passage (PT), s 2.0 2.0 2.0 2.0 2.0 2.0 Recall Mode Off Off Off Min Off Min Yes No Yes Yes No Yes **Dual Entry** 0.0 0.0 0.0 0.0 0.0 0.0 Walk (Walk), s 0.0 0.0 0.0 0.0 0.0 0.0 Pedestrian Clearance Time (PC), s NB SB **Multimodal Information** EB WB 85th % Speed / Rest in Walk / Corner Radius 0 No 25 0 No 25 0 No 25 0 No 25 9.0 12 0 9.0 12 0 9.0 12 0 9.0 12 0 Walkway / Crosswalk Width / Length, ft 0 0 No 0 0 No 0 0 No 0 0 No Street Width / Island / Curb 12 Width Outside / Bike Lane / Shoulder, ft 12 5.0 2.0 12 5.0 2.0 12 5.0 2.0 5.0 2.0 No 0.50 0.50 No 0.50 No 0.50 Pedestrian Signal / Occupied Parking No

Station: 3167 - Pembroke Rd & Dixie Hwy (Standard File)

Phase	1 (WL)	2 (WT)	3 (NT)	4 (EL)	5 (ET)	6 (ST)	7	8	9	10	11	12	13	14	15	16
Walk		7	5		7	5	,		į •							
Ped Clearance		9	13		10	13			<u> </u>		 					
Min Green	2_	7	5	2	7	5			9		·					
Gap Ext	-T	3	2.5	i. Servenserara	3	2.5			Ļ	! 						
Max1	2	26	18	2	35	18		9	9						+	
Max2		Ĺ	<u> </u>	Ĺ		<u> </u>		Ļ	÷	ا	3.5	3.5	3.5	3.5	3.5	3.5
Yellow Clr	4	4	4	4	4	4.5	4	4	4	3.5 1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Clr	2	2	2	2	2	2	<u>.</u>	Ļ	ļ	1.2	1.3	1.3				
Red Revert					<u></u>	ļ	<u>}</u>	ļ	ļ							
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Auto Flash Exit		<u> </u>	<u> </u>	<u> </u>	ON	<u> </u>	Ļ	<u> </u>		<u> </u>	ļ	ļ	<u></u>	<u> </u>		
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Max Recall				. ـــــ أ	ON				· į	ļ		-				
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Dual Entry		<u> </u>					. 		ON	ON	ON	ON	ON	ON	OÑ	ON
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Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell					4	ļ <u>-</u>
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Delay			} 			
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Min Walk	L		Ì			ļ —-
Ped Clear			<u> </u>		<u>.</u>	L
Track Green	5		.j		į	-
Min Dwell	5	1	i 4	ļ		<u> </u>
Max Presence	. }	ļ	<u> </u>			
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Track Veh 3			<u> </u>	ļ	. ۵۰ سیستان راد.	· .
Track Veh 4	1			<u> </u>	- دوستان	
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Preempt LP

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Enable) 	
Lock Mode	MAX	MAX	MAX	MAX
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Priority P1			<u> </u>	<u> </u>
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Exit 1	4					
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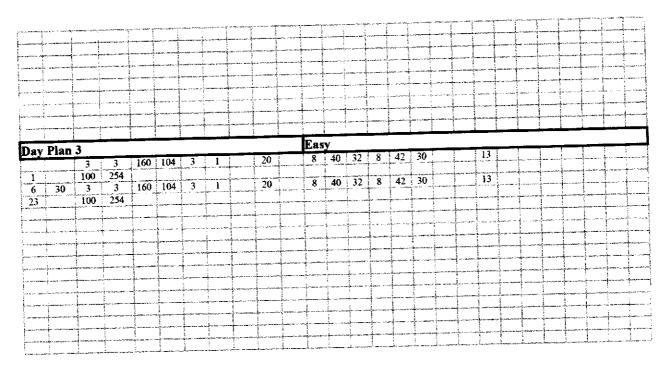
Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 6/8/2016 10:24:01 AM

Station: 3167 - Pembroke Rd & Dixie Hwy (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seque	Shert	Long I)well	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split 12	Split	Split 14	Split	Split
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Broward County

Timing Sheet

6/8/2016 10:24:01 AM

Station: 3167 - Pembroke Rd & Dixie Hwy (Standard File)

Iour	On : 3 Minute	Action	Pattern	Cycle	Rd 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	SpШt 13	Split 14	5pm 15	3p
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User Comments:

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General Inform	ation								itersecti		_	1	-		
Agency		Susan E. O'Rourke	, P.E., Ir	ic.					uration,		0.25		Á		
Analyst		Greg McLane		Analysi			016		геа Туре		Other		÷ 4		
Jurisdiction		Hallandale Beach		Time P	eriod	AM			HF		0.95		-		
Jrban Street		NE 1st Avenue		Analysi	s Year	2016			nalysis F		1> 7:00		7		
ntersection		NE 1st Avenue and	NE	File Na	me	C4 NE	1st and	NE 3r	d St AM	Existing	2016.x	us		111	
Project Descript	tion	Hallandale Medical	- Existin	ng Traffic			1000					100	1	41471	r
Demand Inform	nation	THE RESERVE AND ADDRESS.			EB			WB			NB			SB	
Approach Move	ment			L	Т	R	L	T	R	L	Т	R	L.	Т	F
Demand (v), v				75	227			138	64	27	112	35		0	
	STATE OF	The same of the same of	1000	No. Election		THE R	1 - 3 -	PIE			-				
Signal Informa	tion				1	- 5-							-+-		
Cycle, s	160.0	Reference Phase	2		R47							-1	Y	3	-
Offset, s	0	Reference Point	End	Green	109.4	38.6	0.0	0.0	0.0	0.0		I			A
Uncoordinated	No	Simult. Gap E/W	On	Yellow		4.0	0.0	0.0	0.0	0.0		1			-
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	0.0	0.0	0.0	0.0		5	6	7	
	5 B	THE RESERVE	TO THE							Total line	B. C.	Fast .		200	
Timer Results				EBL		EBT	WBL	-	WBT	NBL	. !	NBT	SBI	- 3	SBT
Assigned Phas						4			8			2			6
Case Number						8.0			7.0			7.0		_	8.0
Phase Duration	1. S					44.6			44.6		1	15.4			115.4
Change Period		c), s				6.0			6.0			6.0			6.0
Max Allow Hea						3.2			3.2			0.0			0.0
Queue Clearan						38.3			12.3						
Green Extension						0.3			1.1			0.0			0.0
Phase Call Pro						1.00			1.00						
Max Out Proba						1.00			0.00						
IVIAX OUL FIODA	Dility	THE RESERVE	The same	THE REAL PROPERTY.	THE R.	1337	-213	BE .	The state of	1	The same	100		Sept.	
Movement Gre	oup Re	sults			EB			WB			NB			SB	
Approach Move	ement			L	T	R	L	Т	R	L	Т	R	L	Т	F
Assigned Move				7	4			8	18	5	2	12		6	_
Adjusted Flow		/), veh/h			318			145	67	76	71	37		0	
		ow Rate (s), veh/h	/ln		1398			1863	1579	1669	1695	1579		1863	
Queue Service					26.0			10.3	5.4	0.0	0.6	1.2		0.0	
		ce Time (gc), s			36.3			10.3	5.4	1.2	0.6	1.2		0.0	
Green Ratio ((3-/1-			0.24			0.24	0.24	0.68	0.68	0.68		0.68	
Capacity (c),					365			449	380	1173	1160	1080		1274	
Volume-to-Car		atio (X)			0.871			0.324	0.177	0.064	0.061	0.034		0.000	
Available Capa					380			466	395	1173	1160	1080		1274	
The state of the s		veh/ln (95 th percen	ntile)		21.0			8.5	3.9	0.9	0.4	0.7		0.0	
		(RQ) (95 th perce			0.00			0.00	0.00	0.00	0.00	0.00		0.00	
Uniform Delay					61.9			50.0	_	4.5	2.3	8.2		0.0	
Incremental Delay					17.8			0.2	0.1	0.1	0.1	0.1		0.0	
Initial Queue D					0.0			0.0	0.0	0.0	0.0	0.0		0.0	
Control Delay					79.8			50.1	48.2	4.6	2.4	8.2		0.0	
					E			D	D	А	А	Α			
Level of Service Approach Dela				79.	_	E	49.	_	D	4.5	_	Α	0.0	0	
				70.			1.4						D		
Internation D	ciay, S/V	reil / LOG	200	Section 1	THE REAL PROPERTY.		5-3-E		-	1000	HOLE Y			S. Charles	430
Intersection D				THE PARTY OF	THE OWNER OF TAXABLE PARTY.	THE RESERVE	The same of the sa	14.00		1	NB			SB	
	esulte				EB			WB			IND			30	
Multimodal R Pedestrian LC		e/IOS		2.5		В	2.6		В	2.2		В	2.		В

HCS 2010 Signalized Intersection Input Data **General Information** 1414146 Intersection Information Susan E. O'Rourke, P.E., Inc. 0.25 Agency Duration, h Analyst Greg McLane Analysis Date Jul 1, 2016 Area Type Other Hallandale Beach PHF 0.95 Jurisdiction Time Period AM **Urban Street** NE 1st Avenue Analysis Year 2016 Analysis Period 1> 7:00 Intersection NE 1st Avenue and NE... File Name C4 NE 1st and NE 3rd St AM Existing 2016.xus **Project Description** Hallandale Medical - Existing Traffic **Demand Information** EB WB NB SB Approach Movement L T R L T R L Т R Т R L Demand (v), veh/h 75 227 138 64 27 112 35 0 Signal Information 160.0 Reference Phase 2 Cycle, s Offset, s 0 Reference Point End 0.0 Green 109.4 38.6 0.0 0.0 0.0 Uncoordinated Simult. Gap E/W No On Yellow 4.0 0.0 0.0 0.0 0.0 4.0 Force Mode Fixed Simult. Gap N/S On Red 2.0 2.0 0.0 0.0 0.0 0.0 EB WB Traffic Information NB SB T Т Approach Movement L R L R L T R L R 75 227 64 35 Demand (v), veh/h 138 27 112 0 0 Initial Queue (Qb), veh/h 0 0 0 0 0 0 0 Base Saturation Flow Rate (so), veh/h 1900 1900 1900 1900 1900 1900 1900 1900 Parking (Nm), man/h None None None None Heavy Vehicles (PHV), % 2 2 2 2 2 2 Ped / Bike / RTOR, /h 0 0 0 0 0 0 0 0 0 0 0 Buses (Nb), buses/h 0 0 0 0 0 0 0 Arrival Type (AT) 3 3 3 3 3 4 3 3 Upstream Filtering (1) 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Lane Width (W), ft 12.0 12.0 12.0 12.0 12.0 12.0 Turn Bay Length, ft 0 0 0 0 0 0 Grade (Pg), % 0 0 0 0 Speed Limit, mi/h 25 25 30 30 45 45 45 45 **Phase Information** EBL **EBT** WBL WBT NBL **NBT** SBL SBT Maximum Green (Gmax) or Phase Split, s 46.0 46.0 114.0 114.0 Yellow Change Interval (Y), s 4.0 4.0 4.0 4.0 Red Clearance Interval (Rc), s 2.0 2.0 2.0 2.0 Minimum Green (Gmin), s 6 6 6 6 6 6 Start-Up Lost Time (If), s 2.0 2.0 2.0 2.0 2.0 2.0 Extension of Effective Green (e), s 2.0 2.0 2.0 2.0 2.0 2.0 Passage (PT), s 2.0 2.0 2.0 2.0 2.0 2.0 Recall Mode Off Off Off Off Min Min **Dual Entry** Yes No Yes No Yes Yes Walk (Walk), s 0.0 0.0 0.0 0.0 0.0 0.0 Pedestrian Clearance Time (PC), s 0.0 0.0 0.0 0.0 0.0 0.0 Multimodal Information EB WB NB SB 85th % Speed / Rest in Walk / Corner Radius 0 25 0 No No 25 0 No 25 0 No 25 Walkway / Crosswalk Width / Length, ft 9.0 12 0 9.0 12 0 9.0 12 0 9.0 12 0 Street Width / Island / Curb 0 0 0 0 No No 0 0 0 No 0 No Width Outside / Bike Lane / Shoulder, ft 12 5.0 2.0 12 5.0 2.0 12 5.0 12 2.0 5.0 2.0

Pedestrian Signal / Occupied Parking

No

0.50

0.50

0.50

No

0.50

No

HCS 2010 Signalized Intersection Results Summary General Information 144444 Intersection Information Agency Susan E. O'Rourke, P.E., Inc. Duration, h 0.25 Analyst Grea McLane Analysis Date Jul 1, 2016 Area Type Other Jurisdiction Hallandale Beach Time Period PM PHF 0.95 Urban Street NE 1st Avenue Analysis Year 2018 Analysis Period 1> 7:00 Intersection NE 1st Avenue and NE... File Name C4 NE 1st and NE 3rd St PM Existing 2016.xus **Project Description** Hallandale Medical - Existing Traffic **Demand Information** EB WB NB SB Approach Movement L T R Т R L T R R L L Demand (v), veh/h 80 224 231 98 33 320 40 0 Signal Information Cycle, s 160.0 Reference Phase 2 Offset, s 0 Reference Point End 0.0 0.0 0.0 0.0 Green 101.6 46.4 Uncoordinated No Simult. Gap E/W On 0.0 0.0 Yellow 4.0 4.0 0.0 0.0 Force Mode 2.0 0.0 Fixed Simult. Gap N/S Red 2.0 0.0 0.0 0.0 On **Timer Results EBL** EBT WBL WBT NBL **NBT** SBL SBT Assigned Phase 4 8 6 Case Number 8.0 7.0 7.0 8.0 Phase Duration, s 52.4 52.4 107.6 107.6 Change Period, (Y+Rc), s 6.0 6.0 6.0 6.0 Max Allow Headway (MAH), s 3.3 3.3 0.0 0.0 Queue Clearance Time (gs), s 45.4 19.1 Green Extension Time (ge), s 1.0 1.4 0.0 0.0 Phase Call Probability 1.00 1.00 Max Out Probability 0.22 0.00 **Movement Group Results** FB WB NB SB Approach Movement L Т R L R R R T L L T Assigned Movement 7 4 8 18 5 2 12 6 Adjusted Flow Rate (v), veh/h 320 243 103 192 180 42 0 Adjusted Saturation Flow Rate (s), veh/h/ln 1185 1863 1579 1770 1695 1579 1863 Queue Service Time (gs), s 26.4 7.9 17.1 0.0 3.0 1.6 0.0 Cycle Queue Clearance Time (gc), s 43.4 17.1 7.9 3.6 3.0 1.6 0.0 Green Ratio (g/C) 0.29 0.29 0.29 0.64 0.64 0.64 0.64 Capacity (c), veh/h 372 540 457 1151 1077 1003 1184 Volume-to-Capacity Ratio (X) 0.861 0.451 0.226 0.167 0.167 0.042 0.000 Available Capacity (ca), veh/h 428 605 513 1151 1077 1003 1184 Back of Queue (Q), veh/ln (95 th percentile) 20.4 12.7 5.7 2.6 2.0 1.0 0.0 Queue Storage Ratio (RQ) (95 th percentile) 0.00 0.00 0.00 0.00 0.00 0.00 0.00 Uniform Delay (d1), s/veh 59.6 46.4 43.2 5.9 4.7 10.9 0.0 Incremental Delay (d 2), s/veh 13.3 0.2 0.1 0.3 0.3 0.1 0.0 Initial Queue Delay (d3), s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Control Delay (d), s/veh 72.9 46.7 43.3 6.2 5.0 11.0 0.0 Level of Service (LOS) E D D В A A Approach Delay, s/veh / LOS 72.9 45.6 6.2 E D Α 0.0 38.6 Intersection Delay, s/veh / LOS D Multimodal Results EB WB NB SB Pedestrian LOS Score / LOS 2.5 В 2.6 2.3 2.1 B B Bicycle LOS Score / LOS 1.0 A 1.1 0.8 0.5 A

		НС	S 201	0 Sig	nalize	d inte	rsec	tion	input [Data					
				The same		200/11/2	7							4141	. L
General Inform	ation							_	ntersect		_	n	- 1		
Agency		Susan E. O'Rourke,	, P.E., Ir						Ouration,		0.25		-		-
Analyst		Greg McLane		Analysi	s Date	Jul 1, 2	016		rea Type	9	Other		A -		- î
Jurisdiction		Hallandale Beach		Time P	eriod	PM		F	PHF		0.95		÷ -4		← †
Urban Street		NE 1st Avenue		Analysi	is Year	2018		P	Analysis F	Period	1> 7:0	0	7		*
Intersection		NE 1st Avenue and	NE	File Na	me	C4 NE	1st and	NE 3	rd St PM	Existing	g 2016.:	xus		111	
Project Descript	tion	Hallandale Medical	- Existir	ng Traffic									7	41441	. 1"
A STATE OF THE STATE OF					EB			WB			NB	100		SB	
Demand Inform				7	T	R	L	T	R	L	T	R	L	T	R
Approach Move				L		K	L	_		33	320	40	-	0	- 1
Demand (v), v	eh/h		10000	80	224	The same of	-	231	98	33	320	40	Name of Street	0	10.00
Signal Informa	tion				T	R		T		\top					
Cycle, s	160.0	Reference Phase	2	1	EAS		1						Y		4
Offset, s	0	Reference Point	End	0	101.6	46.4	0.0	0.0	0.0	0.0				3	
Uncoordinated	No	Simult. Gap E/W	On	Green Yellow		46.4	0.0	0.0	0.0	0.0					4
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	0.0	0.0	0.0	0.0		5	6	7	8
Force wode	Tixeu	Olimait. Oap 1470	OII	1100		THE REAL PROPERTY.		RIES.	7 . (2)	16 000	10.55		Note:		
Traffic Informa	tion			-	EB	_	-	WB			NB			SB	
				L	T	R	L	Т	R	L	Т	R	L	T	R
Approach Move				80	224	-10		231	98	33	320	40	-	0	
Demand (v), ve								0	0	0	0	0	-	0	
Initial Queue (C				0	0			_			1900	1900	_	1900	
		Rate (s₀), veh/h		1900	1900			1900	1900	1900	1.0.0.0	1900	-		-
Parking (N _m), m	nan/h				None			None	_		None	_	-	None	
Heavy Vehicles	(PHV),	%			2			2	2		2	2	-	2	
Ped / Bike / RT	OR, /h			0	0		0	0	0	0	0	0	0	0	
Buses (Nb), bus	ses/h			0	0			0	0	0	0	0		0	
Arrival Type (A	T)			3	3			3	3	3	4	3		3	
Upstream Filter	ring (/)			1.00	1.00			1.00	1.00	1.00	1.00	1.00		1.00	
Lane Width (W), ft				12.0			12.0	12.0		12.0	12.0		12.0	
Turn Bay Lengt					0			0	0		0	0		0	
Grade (Pg), %					0			0			0			0	
Speed Limit, m	i/h			25	25			30	30	45	45	45		45	
THE WAY		NAME OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OWNER, OWNER, OWNER, OWNER, OWNER,	the street			EDT	VA/D	No. of Lot,	WDT	NDI		NBT	SB		SBT
Phase Informa				EBL	_	EBT	WB	-	WBT	NBI		102.0	36	_	102.0
) or Phase Split, s		-	_	58.0	_	-	58.0	_	_			_	4.0
Yellow Change				_	_	4.0		-	4.0	_	_	4.0	_	_	
Red Clearance				_	_	2.0		_	2.0	-	-	2.0	-	_	2.0
Minimum Gree	n (Gmin), s		6		6			6	6	_	6	-	_	6
Start-Up Lost T	ime (It)), s		2.0		2.0		_	2.0	2.0	_	2.0	-	_	2.0
Extension of E	ffective	Green (e), s		2.0		2.0			2.0	2.0	$\overline{}$	2.0	_	_	2.0
Passage (PT),	s			2.0		2.0			2.0	2.0		2.0	_	_	2.0
Recall Mode				Off		Off			Off	Off	f	Min			Min
Dual Entry				No		Yes			Yes	No	_	Yes			Yes
Walk (Walk), s				0.0		0.0			0.0	0.0)	0.0			0.0
Pedestrian Cle		Time (PC), s		0.0		0.0			0.0	0.0)	0.0			0.0
				1336	EP	A PARTY	1000	WB	2000	No. of Lot	NB	DI TEN	-	SB	ALCOHOLD .
Multimodal In		i on n Walk / Corner Rad	lius	0	EB No	25	0	No	25	0	No	25	0	No	25
			iiuo	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
		Width / Length, ft		0	0	No	0	0	No	0	0	No	0	0	No
Street Width /			_	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
		ane / Shoulder, ft				0.50	No		0.50	No		0.50	N		0.50
Pedestrian Sig	inal / Od	ccupied Parking		No		0.50	140	<u>. </u>	0.00	140	_	5.50	1.40		

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NE 1st Ave C4 TMC 1st and 3rd	6/32-6/23 2016 6/30/2016	¥.	Ī	•	5	-	-	,	•	'n	-	4	21 22	; 8	=	104	,	8	0		23				ş	Į	}	-	r :	: :	: .			ខ្ព		2	# #		E Š	~·	₫ 0		æ	
M/S STREET: NO PILEMANNE: CO	20 章		15 Min	200-7:15	7:15-7:30	7:30-7:45	7:45-6:00	8:00-8:15	8:15-8:30	8:30-8:45	845-930	AM PEAK HOUR IS FROM:	Volumes Seeson Earths	Growth	In/Dut	Perceatige	Pacchy in Our	Prese-by %	Pass-by Tripa		Total				L	15 Miss Partod	- <u>I</u>	5.50-4.15	413-130	200-05-	500.546	063-503	5:30-5:45	5:45-6:00	PM PEAK HOUR IS FROM:	Volemes	Season Factor Growth				Pess-by % Pess-by Tribs		Total	E-5

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General Inform	ation	ALL PROPERTY OF THE PARTY OF TH		SECTION ST			2000	Int	tersecti	on Info	rmatio	n	- 1	41414	Ų.
		Susan E. O'Rourke,	DE I	nc				1,511,51	uration,		0.25				
Agency		Greg McLane	, Г, 11		s Date	Jul 1, 2	016	_	Area Type		Other		4		
Analyst		Hallandale Beach		Time P		AM	010		PHF		0.95		44		=
Jurisdiction	_	NE 1st Avenue		Analysi					nalysis F	Period	1> 7:00		7		
Urban Street		NE 1st Avenue and	NE	File Na		C4 NE 1st and NE								410	
ntersection	_	Hallandale Medical				OTIVE	10t dila	112 010	. 017				- 5	41475	1
Project Descript	tion	Hallandale Medical	- Dulluc	Jul Traine		16.00	1000	The same	100		-		45	Walter Toll	HE
Demand Inform	nation			EB			WB	WB		NB			SB		
Approach Move				L	Т	R	L	T	R	L	Т			Т	R
Demand (v), v				81	233			146	66	33	114	35	-	0	
	1	THE RESERVE	100	7 7 2 3			THE REAL PROPERTY.								
Signal Informa				-	1	J €	=						KÎZ		A
Cycle, s	160.0	Reference Phase	2	-	200							1	2	3	_
Offset, s	0	Reference Point	End	Green		40.8	0.0	0.0	0.0	0.0					4
Uncoordinated	No	Simult. Gap E/W	On	Yellow		4.0	0.0	0.0	0.0	0.0		1		7	
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	0.0	0.0	0.0	0.0		5	0		
	THE R.	The state of the s	177-4	EBL		EBT	WBL	1	NBT	NBL		NBT	SBI		SBT
Timer Results	•			EBL		4	VVDL		8			2			6
Assigned Phas Case Number	е			-		8.0			7.0			7.0			8.0
					_	46.8		_	46.8		1	13.2		1	13.2
Phase Duration	_	١.٥		-	_	6.0		_	6.0			6.0		6.0	
Change Period					_	3.2		_	3.2			0.0		0.0	
Max Allow Hea						40.3		_	12.7		$\overline{}$				
Queue Clearan						0.4			1.1			0.0			0.0
Green Extension		(<i>g</i> e), s	_	_		1.00		_	1.00						
Phase Call Pro Max Out Proba						1.00	_	_	0.00						
Max Out Floba	Dility		FIN	RI SERVICE	3136	Willes.	-	ALC: N			THE REAL PROPERTY.		TO ST		
Movement Gre	oup Res	sults			EB			WB			NB	_		SB	-
Approach Mov	ement			L	Т	R	L	Т	R	L	T	R	L	T	R
Assigned Move	ement			7	4			8	18	5	2	12		6	-
Adjusted Flow	Rate (v	/), veh/h			331			154	69	80	75	37	_	0	_
Adjusted Satur	ation Fl	ow Rate (s), veh/h	/In		1375			1863	1579	1640	1695	1579	_	1863	-
Queue Service	Time (g s), S			27.6			10.7	5.5	0.0	0.8	1.3	_	0.0	
Cycle Queue C	Clearanc	ce Time (g c), s			38.3			10.7	5.5	1.5	0.8	1.3	-	0.0	-
Green Ratio (g/C)				0.25			0.25	0.25	0.67	0.67	0.67	_	0.67	-
	veh/h				379			474	402	1132	1136	1058	_	1249	-
Capacity (c),		atio (X)			0.873		_	0.324	_	0.070	0.066	-	-	0.000	
Volume-to-Cap					402		_	501	424	1132	1136	1058	-	1249	
Volume-to-Cap Available Capa	acity (c	a), veh/h		_		1		8.8	4.0	1.1	0.6	0.8		0.0	
Volume-to-Cap Available Capa Back of Queue	acity (c e (Q), v	a), veh/h veh/ln (95 th percen			21.5		_	4 44		0.00	0.00	0.00		0.00	-
Volume-to-Cap Available Capa Back of Queue Queue Storage	acity (c e (Q), v e Ratio	a), veh/h veh/ln (95 th percen (RQ) (95 th percer			0.00			0.00	0.00		0.0	0.0		0.0	
Volume-to-Cap Available Capa Back of Queue	acity (c e (Q), v e Ratio	a), veh/h veh/ln (95 th percen (RQ) (95 th percer			0.00 61.1			48.4	46.5	5.5	2.8	8.9		0.0	
Volume-to-Cap Available Capa Back of Queue Queue Storage	e (Q), ve Ratio (d1), s	a), veh/h reh/ln (95 th percen (RQ) (95 th percen s/veh			0.00 61.1 17.0			48.4 0.1	46.5 0.1	5.5 0.1	0.1	0.1		0.0	
Volume-to-Cap Available Capa Back of Queue Queue Storage Uniform Delay	acity (c e (Q), v e Ratio ((d 1), s elay (d	a), veh/h reh/ln (95 th percen (RQ) (95 th percen s/veh 2), s/veh			0.00 61.1 17.0 0.0			48.4 0.1 0.0	46.5 0.1 0.0	5.5 0.1 0.0	0.1	0.1		0.0	
Volume-to-Cap Available Capa Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue De Control Delay	acity (c e (Q), v e Ratio (d 1), s elay (d Delay (d (d), s/v	a), veh/h reh/ln (95 th percen (RQ) (95 th percen s/veh 2), s/veh d3), s/veh reh			0.00 61.1 17.0 0.0 78.1			48.4 0.1 0.0 48.6	46.5 0.1 0.0 46.6	5.5 0.1 0.0 5.6	0.1 0.0 3.0	0.1 0.0 9.0		0.0	
Volume-to-Cap Available Capa Back of Queue Queue Storage Uniform Delay Incremental Delay Initial Queue E Control Delay Level of Service	acity (c e (Q), v e Ratio ((d 1), s elay (d Delay (d (d), s/v ce (LOS	a), veh/h veh/ln (95 th percen (RQ) (95 th percen s/veh 2), s/veh d3), s/veh veh)			0.00 61.1 17.0 0.0 78.1 E			48.4 0.1 0.0 48.6 D	46.5 0.1 0.0 46.6 D	5.5 0.1 0.0 5.6 A	0.1 0.0 3.0 A	0.1 0.0 9.0 A	0.4	0.0 0.0 0.0	
Volume-to-Cap Available Capa Back of Queue Queue Storage Uniform Delay Incremental Delay Initial Queue Delay Control Delay Level of Servic Approach Delay	e (Q), ve Ratio (d1), selay (d1), solelay (d1), s/ve (LOSay, s/ver	a), veh/h reh/ln (95 th percen (RQ) (95 th percen s/veh 2), s/veh ///////////////////////////////////		78.	0.00 61.1 17.0 0.0 78.1 E	E	48.0	48.4 0.1 0.0 48.6 D	46.5 0.1 0.0 46.6	5.5 0.1 0.0 5.6	0.1 0.0 3.0 A	0.1 0.0 9.0	0.0	0.0 0.0 0.0	
Volume-to-Cap Available Capa Back of Queue Queue Storage Uniform Delay Incremental Delay Initial Queue E Control Delay Level of Service	e (Q), ve Ratio (d1), selay (d1), solelay (d1), s/ve (LOSay, s/ver	a), veh/h reh/ln (95 th percen (RQ) (95 th percen s/veh 2), s/veh ///////////////////////////////////		78.	0.00 61.1 17.0 0.0 78.1 E		48.0	48.4 0.1 0.0 48.6 D	46.5 0.1 0.0 46.6 D	5.5 0.1 0.0 5.6 A	0.1 0.0 3.0 A	0.1 0.0 9.0 A	0.0 D	0.0 0.0 0.0	
Volume-to-Cap Available Capa Back of Queue Queue Storage Uniform Delay Incremental Delay Initial Queue E Control Delay Level of Servic Approach Dela Intersection Delay	acity (c e (Q), v e Ratio (d 1), s elay (d o elay (d o elay (d o elay (d o elay (s/v))) ce (LOS ay, s/verelay,	a), veh/h reh/ln (95 th percen (RQ) (95 th percen s/veh 2), s/veh ///////////////////////////////////		78.	0.00 61.1 17.0 0.0 78.1 E			48.4 0.1 0.0 48.6 D	46.5 0.1 0.0 46.6 D	5.5 0.1 0.0 5.6 A	0.1 0.0 3.0 A	0.1 0.0 9.0 A	-	0.0 0.0 0.0	
Volume-to-Cap Available Capa Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue De Control Delay Level of Servic Approach Delay	acity (c e (Q), ve e Ratio (d 1), s elay (d Delay (d), s/ve (LOS ay, s/velelay, s/velesults	a), veh/h reh/ln (95 th percen (RQ) (95 th percen s/veh 2), s/veh // 3), s/veh // eh) n / LOS reh / LOS		78.	0.00 61.1 17.0 0.0 78.1 E			48.4 0.1 0.0 48.6 D	46.5 0.1 0.0 46.6 D	5.5 0.1 0.0 5.6 A	0.1 0.0 3.0 A	0.1 0.0 9.0 A	-	0.0 0.0 0.0	В

		НС	S 201	0 Sig	nalize	ed Inte	ersec	tion I	nput l	Data						
					1000		1000	le.	ntersect	ion Info	rmatio	n		4.4.4.4	. (.	
General Informa			D.F. 1	_				_	uration.		0.25			1		
Agency	_	Susan E. O'Rourke,	, P.E., Ir		D-4-	1.14.0	040				Other		4		3 30	
Analyst		Greg McLane				Jul 1, 2	010		rea Type HF	3	0.95		44		_	
Jurisdiction		Hallandale Beach		Time P		AM				Desiral	1> 7:00		-3			
Urban Street		NE 1st Avenue		Analys					nalysis				-			
Intersection		NE 1st Avenue and		File Na	100000	C4 NE	1st and	NE 3r	d St AM	Buildor	11 2018.	xus	- 4	411		
Project Descripti	on	Hallandale Medical	- Buildo	ut Traffi	С				1000	4000		Cincin Co.	1000	14 14 17	No.	
Demand Inform	ation				EB			WB		-	NB		Name and Address of the Owner, where	SB		
Approach Mover				L	Т	R	L	T	R	L	Т	R	L	T	R	
Demand (v), ve				81	233			146	66	33	114	35		0		
Demand (V), ve	211/11	The state of the s	26733			7777		100	13/2	1	1000			10-12	12 17	
Signal Informat	ion				Ţ	. 5										
Cycle, s	160.0	Reference Phase	2		RAZ							4	Y	3	4	
Offset, s	0	Reference Point	End	Green	111		0.0	0.0	0.0	0.0					K	
Uncoordinated	No	Simult. Gap E/W	On	Yellow		4.0	0.0	0.0	0.0	0.0					+	
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	0.0	0.0	0.0	0.0		5	- 6	7		
THE PARTY NAMED IN	VINE B	THE PARTY OF									1000		1	5,250		
Traffic Informat	tion				EB			WB			NB	_		SB	-	
Approach Mover	ment			L	T	R	L	Т	R	L	Т	R	L	Т	R	
Demand (v), veh	n/h			81	233			146	66	33	114	35	_	0		
Initial Queue (Qu	b), veh/	'h		0	0			0	0	0	0	0		0		
Base Saturation	Flow F	Rate (so), veh/h		1900	1900			1900	1900	1900	1900	1900		1900		
Parking (Nm), ma	an/h				None			None			None			None		
Heavy Vehicles		%			2			2	2		2	2		2		
Ped / Bike / RTC	OR, /h			0	0		0	0	0	0	0	0	0	0		
Buses (Nb), buse	es/h			0	0			0	0	0	0	0		0		
Arrival Type (AT)			3	3			3	3	3	4	3		3	_	
Upstream Filteri				1.00	1.00			1.00	1.00	1.00	1.00	1.00		1.00		
Lane Width (W)					12.0			12.0	12.0		12.0	12.0		12.0		
Turn Bay Length					0			0	0		0	0		0	_	
Grade (Pg), %					0			0			0			0		
Speed Limit, mi	/h			25	25			30	30	45	45	45		45		
THE RESERVE	2 17	STATE OF THE PARTY OF	THE PERSON	No. of Lot	1		WB		MET	NIDI		NDT	SB		SBT	
Phase Informa				EBI	_			_	WBT	NBI		111.0		_	111.0	
) or Phase Split, s				49.0	-		49.0			4.0		-	4.0	
Yellow Change				-	_	4.0	_	_						-	2.0	
Red Clearance				-		2.0			2.0		2.0			-	6	
Minimum Green				6		6				6		2.0		-	2.0	
Start-Up Lost Ti				2.0			_	2.0		2.0		2.0			2.0	
Extension of Eff		Green (e), s		2.0		2.0	-	-	2.0		$\overline{}$			_	2.0	
Passage (PT), s	S			2.0		2.0			Off	2.0 Off		2.0		2.0 Min		
Recall Mode				Off	-	Off	-	-	Yes	No	_	Min Yes	-	-	Yes	
Dual Entry				No	_	Yes	-	-	0.0	0.0	_	0.0			0.0	
Walk (Walk), s				0.0	-	0.0	-	-	0.0	0.0	$\overline{}$	0.0			0.0	
Pedestrian Clea	arance	Time (PC), s		0.0		0.0	1000		0.0	0.0		0.0	The same	N. PERSONAL PROPERTY.		
Multimodal Inf	ormati	on		1	EB			WB			NB			SB		
		n Walk / Corner Rad	lius	0	No	25	0	No	25	0	No	25	0	No	25	
		Width / Length, ft		9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0	
Street Width / Is				0	0	No	0	0	No	0	0	No	0	0	N	
		ane / Shoulder, ft		12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.	
VIGIT Outside /		ccupied Parking		No		0.50	No		0.50	No		0.50	N	0	0.50	

		HCS 20	010 Si	ignaliz	ed Ir	iterse	ction	Resi	ults Su	mma	ry			2000	2013	
11.6	-tion			15 21 1				Ir	ntersecti	on Info	rmation	n		41414	L	
General Informa	ation	Susan E. O'Rourke,	DE In	10				_	uration, h		0.25				L .	
Agency			, P.E., II	Analysi	c Date	Jul 1, 2	016	_	теа Туре		Other		A			
Analyst		Greg McLane		Time P		PM			HF		0.95		÷-4		-	
Jurisdiction		Hallandale Beach				1 111		_	nalysis P	eriod	1> 7:00	0	4-4-7			
Urban Street		NE 1st Avenue					1st and		rd St PM							
Intersection		NE 1st Avenue and		File Na		C4 NE	1St and	INE SI	u Strivi	Dulluou	2010.7		- 5	41471	0	
Project Descript	ion	Hallandale Medical	- Buildo	out Traffic			THE REAL PROPERTY.	die	THE REAL PROPERTY.	100	COLUMN TO A STATE OF THE PARTY	1	STATE OF	1	100	
Demand Inform	ation	,			EB			WB			NB			SB		
Approach Move				L	Т	R	L	Т	R	L	Т	R	L	Т	R	
Demand (v), ve				104	244			264	101	36	327	64		0		
	1119	ADDRESS OF THE PARTY OF THE PAR			A STREET			1	THE REAL PROPERTY.							
Signal Informa				-	1	1,7 €	=						ST2		A	
Cycle, s	160.0	Reference Phase	2	-	200							1	2	3		
Offset, s	0	Reference Point	End	Green	94.0	54.0	0.0	0.0	0.0	0.0					4	
Uncoordinated	No	Simult. Gap E/W	On	Yellow	Annual Contract of the Contrac	4.0	0.0	0.0	0.0	0.0		1		7		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	0.0	0.0	0.0	0.0	-	5	6	7		
			10 10	EDI	Name and	EBT	WBL		WBT	NBL		NBT	SBI		SBT	
Timer Results				EBL	-	4	VVDL	-	8	INDE		2			6	
Assigned Phase	9			-	-	8.0			7.0			7.0			8.0	
Case Number						60.0		+	60.0			0.00			100.0	
Phase Duration						6.0			6.0		6.0				6.0	
Change Period				-	_	3.3			3.3		0.0			0.0		
Max Allow Head					_	54.2			20.6		0.0					
Queue Clearan					-	0.0	_	_	1.7		0.0				0.0	
Green Extension					-	1.00	_		1.00							
Phase Call Pro				-	-	1.00		_	0.00							
Max Out Proba	bility		10000	-	NAME OF TAXABLE PARTY.	1.00	2000	To Burn	0.00	300 30	THE R		200	1	No.	
Movement Gro	oup Re	sults			EB			WB			NB			SB	-	
Approach Move				L	Т	R	L	Т	R	L	T	R	L	T	R	
Assigned Move				7	4			8	18	5	2	12		6	_	
Adjusted Flow		v), veh/h			366			278	106	197	185	67		0		
		low Rate (s), veh/h	/ln		1124			1863	1579	1764	1695	1579		1863		
Queue Service					33.7			18.6	7.7	0.0	4.4	2.9		0.0		
		ce Time (gc), s			52.2			18.6	7.7	5.0	4.4	2.9		0.0		
Green Ratio (0.34			0.34	0.34	0.59	0.59	0.59		0.59		
Capacity (c),					408			629	533	1063	996	927		1094		
Volume-to-Cap		Ratio (X)			0.897			0.442	2 0.200	0.185	0.186	0.073		0.000		
Available Capa					408	_		629	533	1063	996	927		1094		
		veh/ln (95 th percen	ntile)		24.0			13.5	5.5	3.7	2.9	1.9		0.0		
		(RQ) (95 th perce			0.00			0.00	0.00	0.00	0.00	0.00		0.00		
Uniform Delay					58.1	_		41.3	37.6	9.0	7.6	14.2		0.0		
Incremental Delay					21.3	_		0.2	0.1	0.4	0.4	0.2		0.0		
Initial Queue D					0.0			0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay					79.4			41.5	37.7	9.4	8.0	14.4		0.0		
					E			D	D	А	Α	В				
Level of Service Approach Dela				79.	_	E	40.		D	9.6	3	Α	0.	0		
Intersection Dela				1			8.04						D			
IIILEI SECTION D	Jiay, 31		THE STATE OF THE PARTY OF THE P	THE REAL PROPERTY.	1305		WOL -	400	A STATE OF				THE REAL PROPERTY.	FIRE	B B	
Multimodal R	esults				EB			WE			NB			SB	-	
Pedestrian LO				2.	5	В	2.6		В	2.		В	2.		В	
Bicycle LOS S				1.	1	Α	1.1	1	Α	0.	9	Α	0.	5	Α	

	TEN 200	пс	5 201	o Sigi	IIalize	u iiite	1560	uon	Input I	Jata	Williams	No. of Lot, House, etc., in case, the lot, the l		19790	
				Intersection Information									47411	l,	
General Inform		O F O'Develo	DE I						Duration,						
Agency		Susan E. O'Rourke,	P.E., II		a Data	Jul 1, 2016			Area Typ		0.25 Other		4		
Analyst		Greg McLane							PHF		0.95		4-4		-
Jurisdiction		Hallandale Beach		Time P						Dorind	1> 7:00		7		
Urban Street		NE 1st Avenue		Analys		2018			Analysis						
Intersection		NE 1st Avenue and		File Na		C4 NE	INE 3	rd St PM	Bulldoo	10 2010.	xus		41441	. (
Project Descript	tion	Hallandale Medical	- Buildo	out Traffi	C				No. of Lot		CO CONTRACTOR				C-12-01
		THE RESERVE		1	EB	E 100 1110		WE	3		NB	-		SB	
Demand Inform				L	Т	R	L	T	R	L	Т	R	L	Т	R
Approach Move				104	244	10	-	264	_	36	327	64		0	
Demand (v), v	en/n		Toronto.	104	244	CONTRACT OF	THE REAL PROPERTY.	20-	101	00	021	1000	10000	THE REAL PROPERTY.	TO NO
Signal Informa	tion					R		\top							all.
Cycle, s	160.0	Reference Phase	2	1			1						V	-	4
Offset, s	0	Reference Point	End		"11"		0.0	0.0	0.0	0.0		1	2	3	-
Uncoordinated		Simult. Gap E/W	On	Green Yellow	_	54.0	0.0	0.0	0.0	0.0					4
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	0.0	0.0		0.0		5	6	7	
roice wode	rixeu	Official Gap 14/0	Oil	7,00		-				BIB	PER SE				
Traffic Informa	ation	SOUTH A STATE OF THE PARTY OF		-	EB			WB			NB			SB	
Approach Move				L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), ve				104	244	- 11		264	101	36	327	64		0	
Initial Queue (C		/la		0	0			0	0	0	0	0		0	
				1900	1900			1900	1900	1900	1900	1900		1900	
		Rate (s _o), veh/h		1300	None			None		1000	None			None	
Parking (N _m), n		0/			2			2	2		2	2		2	
Heavy Vehicles		70		0	0		0	0	0	0	0	0	0	0	
Ped / Bike / RT				0	0		U	0	0	0	0	0	-	0	
Buses (N _b), bus				3	3			3	3	3	4	3		3	
Arrival Type (A				1.00	1.00			1.00		1.00	1.00	1.00		1.00	
Upstream Filte				1.00				12.0		1.00	12.0	12.0		12.0	
Lane Width (W	the same of the sa				12.0			0	0		0	0		0	
Turn Bay Leng	th, ft			-	0			0	- 0		0	-		0	
Grade (Pg), %				0.5	0			_	30	45	45	45		45	
Speed Limit, m	ni/h			25	25	Name of Street		30	30	45	40	45	F-1-12	40	1000
Phase Informa	ation		Tell (a)	EBI	-	EBT	WB		WBT	NB		NBT	SBI	_	SBT
		x) or Phase Split, s		LD		60.0		-	60.0		_	100.0			100.0
Yellow Change					+	4.0			4.0			4.0			4.0
Red Clearance						2.0			2.0			2.0			2.0
Minimum Gree				6		6			6	6		6			6
			_	2.0		2.0			2.0	2.0)	2.0			2.0
Start-Up Lost T Extension of E				2.0	_	2.0			2.0	2.0	-	2.0			2.0
		Oleen (e), s		2.0	_	2.0		_	2.0	2.0	-	2.0			2.0
Passage (PT),	5			Off	_	Off			Off	Of		Min			Min
Recall Mode				No	-	Yes		_	Yes	No	-	Yes			Yes
Dual Entry				0.0	-	0.0		_	0.0	0.0		0.0			0.0
Walk (Walk), s		Time (PC) s		0.0	-	0.0		-	0.0	0.0	-	0.0			0.0
Pedestrian Cle	earance	Time (PC), s		0.0		0.0	170 750		5.0	0.0					
Multimodal In	formati	ion	No. of Concession, Name of Street, or other Persons, Name of Street, or ot	T	EB			WB			NB			SB	
		n Walk / Corner Rad	lius	0	No	25	0	No		0	No	25	0	No	2
		Width / Length, ft		9.0	12	0	9.0	12		9.0	12	0	9.0	12	0
Street Width /				0	0	No	0	0	No	0	0	No	0	0	N
		ane / Shoulder, ft		12	5.0	2.0	12	5.0		12	5.0	2.0	12	5.0	2.
A AIGHT OUTSIDE	, DING L	ccupied Parking		No		0.50	No		0.50	No		0.50	No	,	0.50

F31

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THE RESIDENCE	16.00	HCS 20		3		1000	3 3 3 3	1259			Talke of					
General Informa	tion	SEE THE PROPERTY.	W. C. L.	-	SPECIAL PROPERTY.			Ir	ntersection	on Info		1114				
		Susan E. O'Rourke,	PF In	r				D	uration, h	1	0.25			+++	L .	
Agency			, F.L., III	Analysis	s Date	Jul 1, 2016			геа Туре		Other		4		A >	
Analyst		Greg McLane Hallandale Beach		Time Pe		AM			PHF		0.95		*		7	
Jurisdiction				Analysis				A	nalysis P	eriod	1> 7:00		7		Y	
Urban Street		Dixie Highway Dixie Highway and	NIVA	File Na		C4 NW	3rd and		AM Exis		16.xus					
Intersection	$\overline{}$	Hallandale Medical				041111	ord dire						54	4 4 4 4 4	٢	
Project Description	on	Hallandale Medical	- CAISUI	ig Trailic	STATE OF	-	1000	100	10000		Charles and	ABA	NAME OF	1	Ph. C	
Demand Informa	ation				EB			WB			NB			SB		
Approach Movem				L	Т	R	L	Т	R	L	T	R	L	T	R	
Demand (v), vel					136	50	44	124			0		169	524	25	
Demand (V), ver	11/11	DESCRIPTION OF THE PARTY OF THE	100 m		100	THE REAL PROPERTY.	NEW	0 69		E IR	-			Parties.		
Signal Informati	ion				117	_										
	160.0	Reference Phase	2			⇒ 5						1	2	3	7	
Offset, s	0	Reference Point	Begin	Green	118 7	29.3	0.0	0.0	0.0	0.0						
Uncoordinated	No	Simult. Gap E/W	On	Yellow		4.0	0.0	0.0	0.0	0.0		4			Y	
The second secon	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	0.0	0.0	0.0	0.0		5	6	7		
Toroc mode		A STATE OF THE STA		263						100		THE.	ALC: NO		A	
Timer Results				EBL		EBT	WBL	-	WBT	NBI		IBT	SBL		SBT	
Assigned Phase						4			8			2			6	
Case Number						8.0			8.0			3.0		_	8.0	
Phase Duration,	s					35.3			35.3		124.7				24.7	
Change Period,		c), s				6.0			6.0		6.0				6.0	
Max Allow Head						3.2	2		3.2		0.0		0.0		0.0	
Queue Clearance						18.2			29.0							
Green Extension						0.7			0.3			0.0			0.0	
Phase Call Prob		(3-71-				1.00			1.00							
Max Out Probab						0.00			1.00							
Wax Out 1 100al		THE RESERVE	57 351	THE REAL PROPERTY.	13 DB				-	100		11 3	THE REAL PROPERTY.	O.D.	1	
Movement Gro	up Res	sults			EB			WB	_		NB			SB	D	
Approach Move	ment			L	Т	R	L	Т	R	L	T	R	L	T	R	
Assigned Mover	ment				4	14	3	8			2		1	6	16	
Adjusted Flow R	Rate (v), veh/h			196			177			0		183	384	189	
			/ln		1777			1077			1863		1422	1695	1654	
Adjusted Saturation Flow Rate (s), veh/h/ln				100						0.0		= 66 ()	5.3	5.3		
Queue Service	mine (g s), s			16.2			10.8		_	-		6.0		E 0	
Queue Service Cycle Queue Cl					16.2			27.0			0.0		6.1	5.3	-	
	earanc				16.2 0.18			27.0 0.18			0.0		6.1 0.74	5.3 0.74	0.74	
Cycle Queue Cl	earanc				16.2 0.18 325			27.0 0.18 225			0.0 0.74 1382		6.1 0.74 1099	5.3 0.74 2516	0.74	
Cycle Queue Cl Green Ratio (g/	earanc /C) eh/h	e Time (g c), s			16.2 0.18 325 0.602			27.0 0.18 225 0.784	4		0.0 0.74 1382 0.000		6.1 0.74 1099 0.167	5.3 0.74 2516 0.153	0.74 122 0.15	
Cycle Queue Cl Green Ratio (g/ Capacity (c), v	earand /C) eh/h acity Ra	ee Time (gc), s			16.2 0.18 325 0.602 355			27.0 0.18 225 0.784 253	4		0.0 0.74 1382 0.000 1382		6.1 0.74 1099 0.167 1099	5.3 0.74 2516 0.153 2516	0.74 1227 0.15 1227	
Cycle Queue Cl Green Ratio (g/ Capacity (c), v Volume-to-Capa Available Capac	earand /C) eh/h acity Ra	ee Time (gc), s	ıtile)		16.2 0.18 325 0.602 355 12.0			27.0 0.18 225 0.784 253 12.5	4		0.0 0.74 1382 0.000 1382 0.0		6.1 0.74 1099 0.167 1099 3.2	5.3 0.74 2516 0.153 2516 3.2	0.74 122 0.15 122 3.2	
Cycle Queue Cl Green Ratio (g/ Capacity (c), v Volume-to-Capa Available Capac Back of Queue	earand /C) eh/h acity Racity (c (Q), v	e Time (<i>g c</i>), s atio (<i>X</i>) a), veh/h			16.2 0.18 325 0.602 355 12.0 0.00			27.0 0.18 225 0.784 253 12.5 0.00	4		0.0 0.74 1382 0.000 1382 0.0 0.00		6.1 0.74 1099 0.167 1099 3.2 0.00	5.3 0.74 2516 0.153 2516 3.2 0.00	0.74 122 0.15 122 3.2 0.00	
Cycle Queue Cl Green Ratio (g/ Capacity (c), v Volume-to-Capa Available Capac Back of Queue	earand /C) eh/h acity Racity (c (Q), v Ratio (e Time (<i>g c</i>), s atio (<i>X</i>) a), veh/h reh/ln (95 th percer (<i>RQ</i>) (95 th perce			16.2 0.18 325 0.602 355 12.0			27.0 0.18 225 0.784 253 12.5 0.00 65.5	4		0.0 0.74 1382 0.000 1382 0.0 0.00 0.00		6.1 0.74 1099 0.167 1099 3.2 0.00 6.1	5.3 0.74 2516 0.153 2516 3.2 0.00 6.0	0.74 122 0.15 122 3.2 0.00 6.0	
Cycle Queue Cl Green Ratio (g/ Capacity (c), v Volume-to-Capa Available Capac Back of Queue Queue Storage	earand /C) reh/h acity Ra city (c (Q), v Ratio (the Time (g_c), so attio (X) g_a), veh/h g_a), veh/ln (95 th percent) g_a (RQ) (95 th percent)			16.2 0.18 325 0.602 355 12.0 0.00 60.0			27.0 0.18 225 0.784 253 12.5 0.00 65.5 11.6	4		0.0 0.74 1382 0.000 1382 0.0 0.00 0.00		6.1 0.74 1099 0.167 1099 3.2 0.00 6.1 0.3	5.3 0.74 2516 0.153 2516 3.2 0.00 6.0 0.1	0.74 122 0.15 122 3.2 0.00 6.0 0.3	
Cycle Queue Cl Green Ratio (g/ Capacity (c), v/ Volume-to-Capa Available Capac Back of Queue Queue Storage Uniform Delay (earand /C) eh/h acity Racity (c (Q), v Ratio ((d 1), s lay (d	e Time (g c), s atio (X) a), veh/h reh/ln (95 th percer (RQ) (95 th perce			16.2 0.18 325 0.602 355 12.0 0.00 60.0 1.4 0.0			27.0 0.18 225 0.78 ⁴ 253 12.5 0.00 65.5 11.6	4 5 6 6 6 6 6 7		0.0 0.74 1382 0.000 1382 0.0 0.00 0.00 0.0		6.1 0.74 1099 0.167 1099 3.2 0.00 6.1 0.3	5.3 0.74 2516 0.153 2516 3.2 0.00 6.0 0.1 0.0	0.74 122 0.15 122 3.2 0.00 6.0 0.3	
Cycle Queue Cl Green Ratio (g, Capacity (c), v Volume-to-Capa Available Capac Back of Queue Queue Storage Uniform Delay (Incremental De	earance /C) eh/h acity Ra city (c (Q), v Ratio ((d 1), s lay (d	e Time (<i>g c</i>), s atio (<i>X</i>) a), veh/h reh/ln (95 th percer (<i>RQ</i>) (95 th percer s/veh 2), s/veh // 3), s/veh			16.2 0.18 325 0.602 355 12.0 0.00 60.0			27.0 0.18 225 0.78 ² 253 12.5 0.00 65.5 11.6 0.0	4 5 6 6 6 6 6 7		0.0 0.74 1382 0.000 1382 0.0 0.00 0.00		6.1 0.74 1099 0.167 1099 3.2 0.00 6.1 0.3 0.0 6.4	5.3 0.74 2516 0.153 2516 3.2 0.00 6.0 0.1 0.0 6.1	0.74 122 0.15 122 3.2 0.00 6.0 0.3 0.0 6.3	
Cycle Queue Cl Green Ratio (g/ Capacity (c), v Volume-to-Capa Available Capac Back of Queue Queue Storage Uniform Delay (Incremental Del Initial Queue De	earance /C) reh/h acity Racity (c (Q), v Ratio ((d 1), s lay (d elay (d d), s/v	eatio (X) a), veh/h reh/ln (95 th percer (RQ) (95 th percer s/veh 2), s/veh // 3), s/veh			16.2 0.18 325 0.602 355 12.0 0.00 60.0 1.4 0.0			27.0 0.18 225 0.784 253 12.5 0.00 65.5 11.6 0.0 77.1	4		0.0 0.74 1382 0.000 1382 0.0 0.00 0.0 0.0 0.0		6.1 0.74 1099 0.167 1099 3.2 0.00 6.1 0.3 0.0 6.4 A	5.3 0.74 2516 0.153 2516 3.2 0.00 6.0 0.1 0.0 6.1 A	0.74 122 0.15 122 3.2 0.00 6.0 0.3 0.0 6.3 A	
Cycle Queue Cl Green Ratio (g/ Capacity (c), v/ Volume-to-Capa Available Capac Back of Queue Queue Storage Uniform Delay (Incremental Del Initial Queue De Control Delay (earance /C) eh/h acity (c) (Q), v Ratio ((d1), s lay (d elay (d), s/v e (LOS	atio (X) a), veh/h reh/ln (95 th percer (RQ) (95 th percer s/veh 2), s/veh d 3), s/veh veh		61.	16.2 0.18 325 0.602 355 12.0 0.00 60.0 1.4 0.0 61.5	E	77.	27.0 0.18 225 0.784 253 12.5 0.00 65.5 11.6 0.0 77.1	4 5 6 6 6 6 6 7	0.0	0.0 0.74 1382 0.000 1382 0.0 0.00 0.0 0.0 0.0		6.1 0.74 1099 0.167 1099 3.2 0.00 6.1 0.3 0.0 6.4 A	5.3 0.74 2516 0.153 2516 3.2 0.00 6.0 0.1 0.0 6.1 A	0.74 122 0.15 122 3.2 0.00 6.0 0.3 0.0 6.3	
Cycle Queue Cl Green Ratio (g/ Capacity (c), v/ Volume-to-Capa Available Capac Back of Queue Queue Storage Uniform Delay (Incremental Del Initial Queue De Control Delay (Level of Service	earance /C) eh/h acity (c) (Q), v Ratio ((d1), s) lay (delay (dd), s/v e (LOS	the Time ($g c$), s That is a control of the percent of the per		61.	16.2 0.18 325 0.602 355 12.0 0.00 60.0 1.4 0.0 61.5	E	77.	27.0 0.18 225 0.784 253 12.5 0.00 65.5 11.6 0.0 77.1	4	0.4	0.0 0.74 1382 0.000 1382 0.0 0.00 0.0 0.0 0.0		6.1 0.74 1099 0.167 1099 3.2 0.00 6.1 0.3 0.0 6.4 A	5.3 0.74 2516 0.153 2516 3.2 0.00 6.0 0.1 0.0 6.1 A	0.74 1227 0.15- 1227 3.2 0.00 6.0 0.3 0.0 6.3 A	
Cycle Queue Cl Green Ratio (g/ Capacity (c), v Volume-to-Capa Available Capac Back of Queue Queue Storage Uniform Delay (Incremental Del Initial Queue De Control Delay (Level of Service Approach Delay	earance /C) eh/h acity (c) (Q), v Ratio ((d1), s) lay (delay (dd), s/v e (LOS	the Time ($g c$), s That is a control of the percent of the per		61.	16.2 0.18 325 0.602 355 12.0 0.00 60.0 1.4 0.0 61.5 E	E		27.0 0.18 225 0.784 253 12.5 0.00 65.5 11.6 0.0 77.1 E	4 5 6 6 7 8 8 8 8 8	0.	0.0 0.74 1382 0.000 1382 0.0 0.00 0.0 0.0 0.0		6.1 0.74 1099 0.167 1099 3.2 0.00 6.1 0.3 0.0 6.4 A	5.3 0.74 2516 0.153 2516 3.2 0.00 6.0 0.1 0.0 6.1 A	0.74 1227 0.15- 1227 3.2 0.00 6.0 0.3 0.0 6.3 A	
Cycle Queue Cl Green Ratio (g/ Capacity (c), v Volume-to-Capa Available Capac Back of Queue Queue Storage Uniform Delay (Incremental Del Initial Queue De Control Delay (Level of Service Approach Delay	earance /C) eh/h acity (c (Q), v Ratio (d 1), s lay (d elay (d elay (d elay, s/v elay, s/veh lay, s/v esults	atio (X) a), veh/h reh/ln (95 th percer (RQ) (95 th percer s/veh 2), s/veh // 3), s/veh // eh) n / LOS reh / LOS		61.	16.2 0.18 325 0.602 355 12.0 0.00 60.0 1.4 0.0 61.5 E	E		27.0 0.18 225 0.784 253 12.5 0.00 65.5 11.6 0.0 77.1 E	4 5 6 6 7 8 8 8 8 8	0.1	0.0 0.74 1382 0.000 1382 0.0 0.0 0.0 0.0 0.0	В	6.1 0.74 1099 0.167 1099 3.2 0.00 6.1 0.3 0.0 6.4 A	5.3 0.74 2516 0.153 2516 3.2 0.00 6.0 0.1 0.0 6.1 A	_	

HCS 2010 Signalized Intersection Input Data Intersection Information ما ط لم خدمار لجد الم General Information 0.25 Susan E. O'Rourke, P.E., Inc. Duration, h Agency Greg McLane Analysis Date Jul 1, 2016 Area Type Other Analyst PHF 0.95 Jurisdiction Hallandale Beach Time Period AM Analysis Period 1>7:00 Urban Street Dixie Highway Analysis Year 2016 Intersection Dixie Highway and NW... File Name C4 NW 3rd and Dixie AM Existing 2016.xus Hallandale Medical - Existing Traffic **Project Description Demand Information** FB WB NB SB R Т R L T R Т R Approach Movement L T L L 136 50 44 124 0 169 524 25 Demand (v), veh/h Signal Information بال Cycle, s 160.0 Reference Phase 0 Offset, s Reference Point Begin 0.0 0.0 0.0 Green 118.7 29.3 0.0 Uncoordinated Simult. Gap E/W No On Yellow 4.0 4.0 0.0 0.0 0.0 0.0 Force Mode Fixed Simult. Gap N/S On Red 2.0 2.0 0.0 0.0 0.0 0.0 Traffic Information WB EB NB SB Approach Movement L T R L T R L L T R Demand (v), veh/h 136 50 44 124 0 169 25 524 Initial Queue (Qb), veh/h 0 0 0 0 0 0 0 0 Base Saturation Flow Rate (so), veh/h 1900 1900 1900 1900 1900 1900 1900 1900 Parking (Nm), man/h None None None None Heavy Vehicles (PHV), % 2 2 2 2 Ped / Bike / RTOR, /h 0 0 0 0 0 0 0 0 0 0 Buses (Nb), buses/h 0 0 0 0 0 0 0 0 3 3 Arrival Type (AT) 3 3 4 3 3 3 Upstream Filtering (I) 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Lane Width (W), ft 12.0 12.0 12.0 12.0 Turn Bay Length, ft 0 0 0 0 Grade (Pg), % 0 0 0 0 Speed Limit, mi/h 25 25 30 30 45 45 45 45 Phase Information **EBL EBT** WBL WBT NBL **NBT** SBL SBT Maximum Green (Gmax) or Phase Split, s 38.0 38.0 122.0 122.0 Yellow Change Interval (Y), s 4.0 4.0 4.0 4.0 Red Clearance Interval (Rc), s 2.0 2.0 2.0 2.0 Minimum Green (Gmin), s 6 6 6 6 6 6 Start-Up Lost Time (It), s 2.0 2.0 2.0 2.0 2.0 2.0 Extension of Effective Green (e), s 2.0 2.0 2.0 2.0 2.0 2.0 Passage (PT), s 2.0 2.0 2.0 2.0 2.0 2.0 Recall Mode Off Off Off Min Off Min **Dual Entry** Yes No Yes Yes No Yes Walk (Walk), s 0.0 0.0 0.0 0.0 0.0 0.0 Pedestrian Clearance Time (PC), s 0.0 0.0 0.0 0.0 0.0 0.0 **Multimodal Information** EB WB NB SB 85th % Speed / Rest in Walk / Corner Radius 0 No No 25 0 25 0 No 25 0 No 25 Walkway / Crosswalk Width / Length, ft 9.0 12 0 9.0 12 0 9.0 0 12 9.0 12 0 0 Street Width / Island / Curb 0 0 0 No No 0 0 No 0 0 No Width Outside / Bike Lane / Shoulder, ft 12 5.0 2.0 12 5.0 2.0 12 5.0 2.0 12 5.0 2.0 Pedestrian Signal / Occupied Parking No 0.50 No 0.50 No 0.50 No

0.50

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General Inform	ntion			Charles S				Ir	ntersecti	on Info	rmation	1	J.	4 4 4 4 4	L.
		Susan E. O'Rourke,	DE In	10					uration,		0.25			4+++	L .
Agency			, F.L., II	Analysi	e Date	Jul 1, 2	016		геа Туре		Other		A		A PARTY
Analyst		Greg McLane Hallandale Beach		Time P		PM	010		HF		0.95		÷		+
Jurisdiction				Analysi		2016		100.0	nalysis F	Period	1> 7:00)	7		7
Jrban Street		Dixie Highway	NIA/	File Na			3rd and		PM Exis						-
Intersection		Dixie Highway and				C4 1444	oru aric	u Dixie	I WI LAK	ing 20	10.240		7	41477	1
Project Descrip	tion	Hallandale Medical	- EXISUI	ig Trailic	to The sale	100000	STATE OF THE PARTY NAMED IN	1000	A. 154				STATE OF	The same	19-17
Demand Inform	nation				EB			WB			NB			SB	
Approach Move	ement			L	Т	R	L	T	R	L	Т	R	L	Т	R
Demand (v), v					162	35	50	219			0		143	488	37
STATE STATE	124 3 5		The state of	ALC: N		The same	-	25	The same of				COLUMN TWO	S THU	
Signal Informa			_		717	5							1		
Cycle, s	160.0	Reference Phase	2		1	B						1	2	3	Z 4
Offset, s	0	Reference Point	End	Green	110.5	37.5	0.0	0.0	0.0	0.0					+
Uncoordinated	No	Simult. Gap E/W	On	Yellow	-	4.0	0.0	0.0	0.0	0.0		- ×	× .	7	×
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	0.0	0.0	0.0	0.0		3			1112
				EBL		EBT	WBL		WBT	NBL		NBT	SBL		SBT
Timer Results				EBL	-	4	VVDL	-	8	1100		2			6
Assigned Phas	е				_	8.0		_	8.0			8.0			8.0
Case Number					_	43.5		+	43.5			16.5		1	16.5
Phase Duration		1.			_	6.0		_	6.0		_	6.0			6.0
Change Period					_	3.2			3.2		_	0.0			0.0
Max Allow Hea					-	17.9		_	37.1						
Queue Clearar				_	_	1.0		_	0.4			0.0			0.0
Green Extension		(g e), S			_	1.00	-	_	1.00						
Phase Call Pro					_	0.00	_	_	1.00						
Max Out Proba	ability		ST IN SALE	1000000	ALC: UNKNOWN	0.00	12 DE	IS NOT	1.00	THE STREET	1930	-	THE PARTY NAMED IN		
Movement Gr	oup Res	sults			EB			WB			NB			SB	
Approach Mov				L	Т	R	L	Т	R	L	T	R	L	Т	R
Assigned Move					4	14	3	8			2		1	6	16
Adjusted Flow		/), veh/h			207			283			0		174	356	174
		ow Rate (s), veh/h/	/In		1805			1296			1863		1460	1695	1629
Queue Service					15.9			19.2			0.0		6.3	5.8	5.9
		AND DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED			15.9			35.1			0.0		6.6	5.8	5.9
Cycle Queue (Jearand	e line (gc), s				1							0.69	0.69	0.69
Cycle Queue (time (gc), s			0.23			0.23			0.69				
Green Ratio (g/C)	ce time (g ɛ), s						_			0.69 1287		1050	2342	
	g/C) veh/h				0.23			0.23 330 0.857	7		1287 0.000		1050 0.165	2342 0.152	0.15
Green Ratio (Capacity (c),	g/C) veh/h pacity R	atio (X)			0.23 423			0.23 330	7		1287 0.000 1287		1050 0.165 1050	2342 0.152 2342	0.154
Green Ratio () Capacity (c), Volume-to-Cap Available Capa	g/C) veh/h pacity R acity(c	atio (X)	tile)		0.23 423 0.490			0.23 330 0.857 357 18.8	7		1287 0.000 1287 0.0		1050 0.165 1050 3.8	2342 0.152 2342 3.7	0.154 1125 3.7
Green Ratio (Capacity (c), Volume-to-Capacity (c), Volume-to-Capack of Queue	g/C) veh/h pacity Racity(cacity(cacity)	atio (X) a), veh/h veh/ln (95 th percen			0.23 423 0.490 451			0.23 330 0.857 357 18.8 0.00	7		1287 0.000 1287 0.0 0.00		1050 0.165 1050 3.8 0.00	2342 0.152 2342 3.7 0.00	0.154 1125 3.7 0.00
Green Ratio (Capacity (c), Volume-to-Capacity (c), Volume-to-Capacity (c)	g/C) veh/h pacity R acity (c e (Q), v e Ratio	atio (X) _a), veh/h veh/ln (95 th percen (RQ) (95 th percer			0.23 423 0.490 451 11.8			0.23 330 0.857 357 18.8 0.00 62.1	7		1287 0.000 1287 0.0 0.00 0.00		1050 0.165 1050 3.8 0.00 8.7	2342 0.152 2342 3.7 0.00 8.6	0.154 1125 3.7 0.00 8.6
Green Ratio () Capacity (c), Volume-to-Cap Available Capa Back of Queue Queue Storag	g/C) veh/h pacity R acity (c e (Q), ve Ratio	atio (X) a), veh/h reh/ln (95 th percen (RQ) (95 th percer s/veh			0.23 423 0.490 451 11.8 0.00			0.23 330 0.857 357 18.8 0.00	7		1287 0.000 1287 0.0 0.00 0.00		1050 0.165 1050 3.8 0.00 8.7 0.3	2342 0.152 2342 3.7 0.00 8.6 0.1	0.15- 1125 3.7 0.00 8.6 0.3
Green Ratio (Capacity (c), Volume-to-Capa	g/C) veh/h pacity R acity (c e (Q), v e Ratio e (d1), e elay (d	atio (X) a), veh/h reh/ln (95 th percen (RQ) (95 th percer s/veh 2), s/veh			0.23 423 0.490 451 11.8 0.00 53.0			0.23 330 0.857 357 18.8 0.00 62.1 16.2 0.0	7		1287 0.000 1287 0.0 0.00 0.00 0.0 0.0		1050 0.165 1050 3.8 0.00 8.7 0.3 0.0	2342 0.152 2342 3.7 0.00 8.6 0.1 0.0	0.15- 1125 3.7 0.00 8.6 0.3 0.0
Green Ratio (Capacity (c), Volume-to-Capa	g/C) veh/h pacity (c e (Q), v e Ratio (d 1), s elay (d Delay (c	atio (X) a), veh/h veh/ln (95 th percen (RQ) (95 th percer s/veh 2), s/veh d 3), s/veh			0.23 423 0.490 451 11.8 0.00 53.0 0.3			0.23 330 0.857 357 18.8 0.00 62.1 16.2	7		1287 0.000 1287 0.0 0.00 0.00		1050 0.165 1050 3.8 0.00 8.7 0.3 0.0 9.0	2342 0.152 2342 3.7 0.00 8.6 0.1 0.0 8.7	0.154 1125 3.7 0.00 8.6 0.3 0.0 8.9
Green Ratio () Capacity (c), Volume-to-Cap Available Capa Back of Queue Queue Storag Uniform Delay Incremental D Initial Queue E	g/C) veh/h pacity Racity (c e (Q), ve Ratio ($d au$), selay (d Delay (c (d), s/	atio (X) a), veh/h veh/ln (95 th percen (RQ) (95 th percer s/veh 2), s/veh d 3), s/veh veh			0.23 423 0.490 451 11.8 0.00 53.0 0.3			0.23 330 0.857 357 18.8 0.00 62.1 16.2 0.0	7		1287 0.000 1287 0.0 0.00 0.0 0.0 0.0 0.0		1050 0.165 1050 3.8 0.00 8.7 0.3 0.0 9.0 A	2342 0.152 2342 3.7 0.00 8.6 0.1 0.0 8.7 A	0.154 1128 3.7 0.00 8.6 0.3 0.0 8.9 A
Green Ratio (Capacity (c), Volume-to-Cap Available Capa Back of Queue Storag Uniform Delay Incremental D Initial Queue Control Delay	g/C) veh/h pacity (c e (Q), v e Ratio f (d1), s elay (d Delay (c (d), s/c c (LOS	atio (X) a), veh/h reh/ln (95 th percen (RQ) (95 th percer s/veh 2), s/veh d 3), s/veh reh		53.	0.23 423 0.490 451 11.8 0.00 53.0 0.3 0.0 53.3 D		78.3	0.23 330 0.857 357 18.8 0.00 62.1 16.2 0.0 78.3	7	0.0	1287 0.000 1287 0.0 0.00 0.0 0.0 0.0 0.0		1050 0.165 1050 3.8 0.00 8.7 0.3 0.0 9.0 A 8.8	2342 0.152 2342 3.7 0.00 8.6 0.1 0.0 8.7 A	0.154 1125 3.7 0.00 8.6 0.3 0.0 8.9
Green Ratio (Capacity (c), Volume-to-Cap Available Capa Back of Queue Storag Uniform Delay Incremental D Initial Queue E Control Delay Level of Service	g/C) veh/h pacity R acity (c e (Q), v e Ratio (d1), s elay (d Delay (c (d), s ce (LOS ay, s/vel	atio (X) a), veh/h veh/ln (95 th percen (RQ) (95 th percer s/veh 2), s/veh d 3), s/veh veh c) n / LOS		53.	0.23 423 0.490 451 11.8 0.00 53.0 0.3 0.0 53.3 D	D	78.3	0.23 330 0.857 357 18.8 0.00 62.1 16.2 0.0 78.3	7	0.0	1287 0.000 1287 0.0 0.00 0.0 0.0 0.0 0.0		1050 0.165 1050 3.8 0.00 8.7 0.3 0.0 9.0 A	2342 0.152 2342 3.7 0.00 8.6 0.1 0.0 8.7 A	0.154 1125 3.7 0.00 8.6 0.3 0.0 8.9 A
Green Ratio () Capacity (c), Volume-to-Cap Available Capa Back of Queue Queue Storag Uniform Delay Incremental D Initial Queue D Control Delay Level of Servic Approach Dela Intersection D	g/C) veh/h pacity R acity (c e (Q), v e Ratio (d1), s elay (d Oelay (c (d), s ce (LOS ay, s/vel elay, s/vel	atio (X) a), veh/h veh/ln (95 th percen (RQ) (95 th percer s/veh 2), s/veh d 3), s/veh veh c) n / LOS		53.	0.23 423 0.490 451 11.8 0.00 53.0 0.3 0.0 53.3 D	D		0.23 330 0.857 357 18.8 0.00 62.1 16.2 0.0 78.3 E	7	0.0	1287 0.000 1287 0.0 0.00 0.0 0.0 0.0		1050 0.165 1050 3.8 0.00 8.7 0.3 0.0 9.0 A 8.8	2342 0.152 2342 3.7 0.00 8.6 0.1 0.0 8.7 A	0.154 1125 3.7 0.00 8.6 0.3 0.0 8.9 A
Green Ratio (Capacity (c), Volume-to-Cap Available Capa Back of Queue Storag Uniform Delay Incremental D Initial Queue D Control Delay Level of Service Approach Delay	g/C) veh/h pacity R acity (c e (Q), v e Ratio f (d1), s elay (d Delay (c d), s ce (LOS ay, s/vel elay, s/vel elay, s/vel elay, s/vel elay, s/vel elay, s/vel elay, s/vel	atio (X) a), veh/h yeh/ln (95 th percen (RQ) (95 th percer s/veh 2), s/veh d 3), s/veh yeh b) n / LOS		53.	0.23 423 0.490 451 11.8 0.00 53.0 0.3 0.0 53.3 D	D		0.23 330 0.857 357 18.8 0.00 62.1 16.2 0.0 78.3 E	7	0.0	1287 0.000 1287 0.0 0.00 0.0 0.0 0.0	В	1050 0.165 1050 3.8 0.00 8.7 0.3 0.0 9.0 A 8.8	2342 0.152 2342 3.7 0.00 8.6 0.1 0.0 8.7 A	_

HCS 2010 Signalized Intersection Input Data General Information Intersection Information باط الحداد ال Agency Susan E. O'Rourke, P.E., Inc. Duration, h 0.25 Greg McLane Analyst Analysis Date Jul 1, 2016 Area Type Other Jurisdiction Hallandale Beach Time Period PM PHF 0.95 Urban Street Dixie Highway Analysis Year 2016 Analysis Period 1>7:00 Intersection Dixie Highway and NW... File Name C4 NW 3rd and Dixie PM Existing 2016.xus **Project Description** Hallandale Medical - Existing Traffic **Demand Information** EB WB NB SB Approach Movement L R T R T Т L L R L T R Demand (v), veh/h 162 35 50 219 0 143 488 37 Signal Information 11. Cycle, s 160.0 Reference Phase 0 Reference Point Offset, s End Green 110.5 37.5 0.0 0.0 0.0 0.0 Uncoordinated No Simult. Gap E/W On Yellow 4.0 4.0 0.0 0.0 0.0 0.0 Force Mode Fixed Simult. Gap N/S On Red 2.0 2.0 0.0 0.0 0.0 0.0 Traffic Information EB WB NB SB Approach Movement Т Т L R L R L Т R R L T Demand (v), veh/h 162 35 50 219 0 143 488 37 Initial Queue (Qb), veh/h 0 0 0 0 0 0 0 0 Base Saturation Flow Rate (so), veh/h 1900 1900 1900 1900 1900 1900 1900 1900 Parking (Nm), man/h None None None None Heavy Vehicles (PHV), % 2 2 2 2 Ped / Bike / RTOR, /h 0 0 0 0 0 0 0 0 0 0 Buses (Nb), buses/h 0 0 0 0 0 0 0 3 Arrival Type (AT) 3 3 3 4 3 3 3 1.00 Upstream Filtering (I) 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Lane Width (W), ft 12.0 12.0 12.0 12.0 Turn Bay Length, ft 0 0 0 0 Grade (Pg), % 0 0 0 0 Speed Limit, mi/h 25 25 30 30 45 45 45 45 **Phase Information** EBL **EBT** WBL WBT NBL **NBT** SBL SBT Maximum Green (Gmax) or Phase Split, s 46.0 46.0 114.0 114.0 Yellow Change Interval (Y), s 4.0 4.0 4.0 4.0 Red Clearance Interval (Rc), s 2.0 2.0 2.0 2.0 Minimum Green (Gmin), s 6 6 6 6 6 6 Start-Up Lost Time (It), s 2.0 2.0 2.0 2.0 2.0 2.0 Extension of Effective Green (e), s 2.0 2.0 2.0 2.0 2.0 2.0 Passage (PT), s 2.0 2.0 2.0 2.0 2.0 2.0 Recall Mode Off Off Off Min Off Min **Dual Entry** Yes No Yes Yes No Yes Walk (Walk), s 0.0 0.0 0.0 0.0 0.0 0.0 Pedestrian Clearance Time (PC), s 0.0 0.0 0.0 0.0 0.0 0.0 **Multimodal Information** EB WB NB SB 85th % Speed / Rest in Walk / Corner Radius 0 No 25 0 No 25 0 No 25 0 No 25 9.0 Walkway / Crosswalk Width / Length, ft 12 0 9.0 12 0 9.0 9.0 12 0 12 0 Street Width / Island / Curb 0 0 No 0 0 No 0 0 No 0 0 No 12 5.0 12 12 Width Outside / Bike Lane / Shoulder, ft 2.0 5.0 2.0 5.0 2.0 12 5.0 2.0

Pedestrian Signal / Occupied Parking

0.50

No

0.50

No

F35

No

0.50

0.50

TURNING MOVEMENT VOLUME COUNTS

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								٥	₹ 135															
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					TOTAL		121	96	211	198	179	224	226	271		006	1071	1093		17			0	
					WBR		0	0	0	0	0	0	0	0		0	0	0	960	0	274	*	0	
			Westbound		WBT		20	11	28	20	23	36	36	19		100	124	126	20%	6		8	0	
	fi		×		WBL		4	0	9	2	60	2	4	18		37	44	45	960	0	10.7	360	0	
3rd St	CITY: Hallandale Beach			H	EBR		4	2	4	7	7	80	13	34		42	8	15	10%	1		960	0	
E/W STREET: NW 3rd St	OTT: Ha		Eastbound		EBT		15	13	38	28	23	24	36	43		114	136	138	40%	45	4	960	0	
E/W S			East		183		0	0	0	0	0	0	0	0		0	0		960					
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	day		Southbound		SBT S		49	51	78	86	26	110	104	132				534						
	DAY: Thursday	ANALYSIS YEAR: 2018	South												2								2	
	_	NALYSIS Y		F	286		24	16	49	28	25	35	46	36	8:00AM TO 9:00AM			27				6	٥	
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AM	TMC Dixie and 3rd 6/22-6/23 2016	9	Northbound		NBT		0	0	0	0	0	0	0	0		0	0	0	960	0		86	0	
M Dixie Hwy	TMC Dixie and 3 6/22-6/23 2016	6/30/2016		L	NBI		0	0	0	0	0	0	0	0	MON	0	0	0	960	0		É	0	
N/S STREET:	FILENAME:	REPORT DATE		15 Min	Period		7:00-7:15	7115-7130	7:30-7:45	7:45-8:00	8:00-8:15	8-15-8:30	8:30-8:45	8:45-9:00	AM PEAK HOUR IS FROM:	Volumes	C. K. C. L. V. P Season Factor	Growth	Percentage	PROJECT	Pass-by In/Out	Pass-by %	Pass-by Trips	
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	ONE	HOUR	50m	791	958	882	952															
		TOTAL	142	136	187	197	271	201	213	267		952	1133	1156				46			0	
		WBR	0	0	0	0	0	0	0	0		0	0	0			960	0	*	80	0	
	Westbound	WBT	5	28	38	45	65	39	40	46		184	219	223	7	=	20%	5	i i	%0	0	
		WBL	13	9	11	5	14	6	10	6		42	8	51	19		960	0		960	0	
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HCS 2010 Signalized Intersection Results Summary ياط لمحاسلة لدار General Information Intersection Information Duration, h 0.25 Agency Susan E. O'Rourke, P.E., Inc. Other Analyst Greg McLane Analysis Date Jul 1, 2016 Area Type Jurisdiction 0.95 Hallandale Beach Time Period AM PHF Analysis Year 2018 Analysis Period 1> 7:00 **Urban Street** Dixie Highway Intersection Dixie Highway and NW... File Name C4 NW 3rd and Dixie AM Buildout 2018.xus Hallandale Medical - Buildout Traffic **Project Description Demand Information** EB WB NB SB R Approach Movement T R T R T L T R L L L 143 52 45 135 0 173 535 25 Demand (v), veh/h JI. Signal Information Cycle, s 160.0 Reference Phase 2 Reference Point Offset, s 0 Begin 0.0 0.0 Green 117.2 30.8 0.0 0.0 Uncoordinated No Simult. Gap E/W On Yellow 4.0 4.0 0.0 0.0 0.0 0.0 Force Mode 2.0 2.0 0.0 0.0 0.0 0.0 Fixed Simult. Gap N/S On Red WBT **NBT** SBL SBT **Timer Results EBL EBT** WBL NBL 8 6 **Assigned Phase** 4 8.0 8.0 Case Number 8.0 8.0 123.2 Phase Duration, s 36.8 36.8 123.2 6.0 6.0 6.0 6.0 Change Period, (Y+Rc), s 0.0 0.0 Max Allow Headway (MAH), s 3.2 3.2 Queue Clearance Time (gs), s 18.9 30.6 0.7 0.2 0.0 0.0 Green Extension Time (ge), s 1.00 1.00 Phase Call Probability 0.00 1.00 Max Out Probability **Movement Group Results** EB WB NB SB Т R L T R L Т R L Т R L Approach Movement 4 14 3 8 2 1 6 16 Assigned Movement 0 187 392 205 189 193 Adjusted Flow Rate (v), veh/h 1863 1420 1695 1654 Adjusted Saturation Flow Rate (s), veh/h/ln 1777 1086 5.6 0.0 6.4 5.7 Queue Service Time (gs), s 16.9 11.7 6.5 0.0 5.6 5.7 Cycle Queue Clearance Time (gc), s 16.9 28.6 0.73 Green Ratio (g/C) 0.19 0.19 0.73 0.73 0.73 1364 1084 2483 1212 343 238 Capacity (c), veh/h Volume-to-Capacity Ratio (X) 0.599 0.798 0.000 0.172 0.158 0.159 311.1 333.7 0 85.2 86.5 86.3 Back of Queue (Q), ft/ln (95 th percentile) 0.0 3.4 3.4 3.5 Back of Queue (Q), veh/ln (95 th percentile) 12.4 13.3 0.00 0.00 0.00 0.00 Queue Storage Ratio (RQ) (95 th percentile) 0.00 0.00 6.6 58.9 64.9 0.0 6.5 6.5 Uniform Delay (d1), s/veh 1.5 13.2 0.0 0.3 0.1 0.3 Incremental Delay (d2), s/veh 0.0 0.0 0.0 0.0 0.0 0.0 Initial Queue Delay (d3), s/veh 60.4 78.1 0.0 6.9 6.6 6.8 Control Delay (d), s/veh F E Α Α A Level of Service (LOS) 60.4 78.1 E 0.0 6.7 A Approach Delay, s/veh / LOS E 27.8 C Intersection Delay, s/veh / LOS **Multimodal Results** EB WB NB SB 2.1 2.1 B 3.3 C 2.6 В В Pedestrian LOS Score / LOS Bicycle LOS Score / LOS 8.0 A 0.8 0.5 A 0.8 A

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General Inform	ation					-		1	nte	rsection	n Info	rmatio	n	1	4 4 4 4 4	L.
		Susan E. O'Rourke	PF In	C				1	Dura	ation, h	1	0.25			4+++	
Agency Analyst		Greg McLane	, ,,		is Date	Jul 1, 2	016	1	Area	а Туре		Other		4		4
Jurisdiction		Hallandale Beach		Time P		AM			PHF			0.95		÷ 7		*
Urban Street		Dixie Highway		Analys	STATE OF THE PARTY			1	Ana	lysis P	eriod	1> 7:0	0	-		
		Dixie Highway and	NIM	File Na		C4 NW	3rd an					18.xus		—	1	
Intersection	ion	Hallandale Medical				011111	ora arr	u D 17111						7	বাক্ষ	0
Project Descript	ion	naliandale iviedical	- Bullao	ut ITalli			10. 10									
Demand Inform	nation				EB			WB	3			NB			SB	
Approach Move	_			L	Т	R	L	Т		R	L	Т	R	L	Т	R
Demand (v), v					143	52	45	135	5			0		173	535	25
Bornaria (17)							THE SALE	Res								
Signal Informa	tion					-								•		
Cycle, s	160.0	Reference Phase	2		4	⇒ 2°							1	2	3	₹.
Offset, s	0	Reference Point	Begin	Green	117.2	30.8	0.0	0.0		0.0	0.0					_
Uncoordinated	No	Simult. Gap E/W	On	Yellow		4.0	0.0	0.0		0.0	0.0		1			Z
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	0.0	0.0		0.0	0.0		5	6	7	
Traffic Informa	tion				EB			WB				NB			SB	
Approach Move	ement			L	Т	R	L	Т		R	L	Т	R	L	Т	R
Demand (v), ve					143	52	45	135				0		173	535	25
Initial Queue (C		/h			0	0	0	0				0		0	0	0
Base Saturation					1900	1900	1900	1900)			1900		1900	1900	1900
Parking (N _m), m					None			None	9			None			None	
Heavy Vehicles		%			2			2				2			2	
Ped / Bike / RT	_	70		0	0	0	0	0			0	0		0	0	0
Buses (N _b), bus					0	0	0	0				0		0	0	0
Arrival Type (A					3	3	3	3				4		3	3	3
Upstream Filter					1.00	1.00	1.00	1.00				1.00		1.00	1.00	1.00
Lane Width (W					12.0	7.00		12.0	-			12.0			12.0	
Turn Bay Lengt					0			0	†			0			0	
	ui, it				0			0	†			0			0	
Grade (Pg), %	i/h				25	25	30	30				45		45	45	45
Speed Limit, m	11/11	NATES OF		100			2.00	Halle		23		2 1	1			1
Phase Informa	ation			EBI		EBT	WB	L	W	/BT	NBI	L	NBT	SB	-	SBT
) or Phase Split, s				39.0			39	9.0			121.0			121.0
Yellow Change						4.0			4	.0			4.0			4.0
Red Clearance						2.0			2	2.0			2.0			2.0
Minimum Gree						6	6		(6			6	6		6
Start-Up Lost T						2.0	2.0)	2	2.0			2.0	2.0)	2.0
Extension of E						2.0	2.0)	2	2.0			2.0	2.0)	2.0
Passage (PT),		(-//				2.0	2.0)	2	2.0			2.0	2.0		2.0
Recall Mode						Off	Of	f	C	Off			Min	Of	f	Min
Dual Entry						Yes	No)	Y	'es			Yes	No)	Yes
Walk (Walk), s						0.0	0.0)	0	0.0			0.0	0.0)	0.0
Pedestrian Cle		Time (PC), s				0.0	0.0)	0	0.0			0.0	0.0)	0.0
			We let				THE REAL PROPERTY.		90	No Vine	No.			DE SE	00	45.63
Multimodal In					EB			WB	_		-	NB	0.5	-	SB	0.5
		n Walk / Corner Ra	dius	0	No	25	0	No	-	25	0	No	25	0	No	25
Walkway / Cro		Width / Length, ft		9.0	12	0	9.0	12	1	0	9.0	12	0	9.0	12	0 No
					0	No	0	0		No	0	0	No	0	0	No
Street Width /		Curb _ane / Shoulder, ft		12	5.0	2.0	12	5.0	_	2.0	12	5.0	2.0	12	5.0	2.0

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HCS 2010 Signalized Intersection Results Summary 1414161 Intersection Information **General Information** Susan E. O'Rourke, P.E., Inc. Duration, h 0.25 Agency Greg McLane Analysis Date Jul 1, 2016 Area Type Other Analyst 0.95 Hallandale Beach Time Period PM PHF Jurisdiction Analysis Period 1>7:00 Analysis Year 2018 Urban Street Dixie Highway C4 NW 3rd and Dixie PM Buildout 2018.1.xus Dixie Highway and NW... File Name Intersection **Project Description** Hallandale Medical - Buildout Traffic EB WB NB SB **Demand Information** T R T R T R Approach Movement L T R L L 0 504 38 196 41 70 235 154 Demand (v), veh/h Signal Information 160.0 Reference Phase Cycle, s 0 Reference Point End Offset, s 0.0 Green 102.5 45.5 0.0 0.0 0.0 Uncoordinated No Simult. Gap E/W On Yellow 4.0 4.0 0.0 0.0 0.0 0.0 2.0 2.0 0.0 0.0 0.0 0.0 Force Mode Fixed Simult. Gap N/S On Red SBT WBT NBL **NBT** SBL **Timer Results EBL EBT** WBL 8 2 6 4 Assigned Phase 8.0 8.0 Case Number 8.0 8.0 108.5 108.5 51.5 51.5 Phase Duration, s 6.0 6.0 6.0 6.0 Change Period, (Y+Rc), s 3.2 0.0 0.0 3.2 Max Allow Headway (MAH), s 20.3 45.4 Queue Clearance Time (gs), s 0.0 0.0 1.2 0.1 Green Extension Time (ge), s 1.00 1.00 Phase Call Probability Max Out Probability 0.00 1.00 EB WB NB SB Movement Group Results R Т R T R L Т R L Approach Movement L Т L 4 14 3 8 2 1 6 16 Assigned Movement 181 0 180 371 249 321 Adjusted Flow Rate (v), veh/h 1863 1448 1695 1630 1806 1189 Adjusted Saturation Flow Rate (s), veh/h/ln 7.1 7.2 0.0 7.9 18.3 25.1 Queue Service Time (gs), s 7.2 0.0 8.1 7.1 18.3 43.4 Cycle Queue Clearance Time (gc), s 0.64 0.64 0.64 0.64 0.28 0.28 Green Ratio (g/C) 1044 1193 970 2171 366 Capacity (c), veh/h 514 0.174 0.878 0.000 0.186 0.171 0.485 Volume-to-Capacity Ratio (X) 1044 970 2171 1193 Available Capacity (ca), veh/h 519 371 0.0 4.8 4.8 4.8 13.2 21.2 Back of Queue (Q), veh/ln (95 th percentile) 0.00 0.00 0.00 0.00 Queue Storage Ratio (RQ) (95 th percentile) 0.00 0.00 60.0 0.0 11.8 11.6 11.6 47.5 Uniform Delay (d1), s/veh 0.2 0.4 0.3 19.6 0.0 0.4 Incremental Delay (d 2), s/veh 0.0 0.0 0.0 0.0 0.0 0.0 Initial Queue Delay (d3), s/veh 11.8 12.0 47.8 79.6 0.0 12.2 Control Delay (d), s/veh В В F В Level of Service (LOS) D В 47.8 79.6 E 0.0 11.9 D Approach Delay, s/veh / LOS D 35.5 Intersection Delay, s/veh / LOS WB NB SB EB **Multimodal Results** 2.1 В 2.1 В 2.6 B Pedestrian LOS Score / LOS 3.3 0.9 1.0 0.5 A 0.8 A Bicycle LOS Score / LOS

				1	1 10 15		THE REAL PROPERTY.	12.0		THE REAL PROPERTY.				4441	L.
General Information											rmatior	1		4111	
Agency	Susan E. O'Rourke,	P.E., Ir	IC.				_		ation, h		0.25		-		
Analyst	Greg McLane		Analysi	s Date	Jul 1, 20	016			а Туре		Other		-		-
Jurisdiction	Hallandale Beach		Time P	eriod	PM		_	PHF			0.95		4		
Jrban Street	Dixie Highway		Analysi	s Year	2018				alysis Pe		1> 7:00		7		7
ntersection	Dixie Highway and	NW	File Na	me	C4 NW	3rd and	d Dixid	e P	M Build	lout 20	18.1.xu	S			Į.
Project Description	Hallandale Medical		out Traffic			No. of the			THE REAL PROPERTY.				7.	4 ነ ቀ ነ ነ	
Demand Information				EB			WE	3			NB			SB	
Approach Movement			L	Т	R	L	Т		R	L	Т	R	L	Т	R
				196	41	70	235	5			0		154	504	38
Demand (v), veh/h		633	1000	S. Carlo	To display	1111	12 16	REAL PROPERTY.	THE REAL PROPERTY.		NO.			10000	
Signal Information				11	6-								+		
Cycle, s 160.	0 Reference Phase	2		4	₩	1						1	2	3	V 4
Offset, s 0	Reference Point	End	Green	102.5	45.5	0.0	0.0)	0.0	0.0		1			_
Uncoordinated No		On	Yellow		4.0	0.0	0.0		0.0	0.0		4	7		V
Force Mode Fixe		On	Red	2.0	2.0	0.0	0.0)	0.0	0.0		5	6	7	8
Torce wode Trixe			THE PERSON	200			1000		HE LEW			No. of Lot, House, etc., in case, the last of the last		0.0	
Traffic Information				EB			WB	3			NB	_		SB	R
Approach Movement			L	Т	R	L	Т	_	R	L	Т	R	L	T	
Demand (v), veh/h				196	41	70	235	j	_		0		154	504	38
Initial Queue (Qb), ve	eh/h			0	0	0	0				0		0	0	0
Base Saturation Flor				1900	1900	1900	1900	0			1900		1900	1900	1900
Parking (N _m), man/h				None			None	е			None			None	
Heavy Vehicles (PHV				2			2				2			2	
Ped / Bike / RTOR,			0	0	0	0	0			0	0		0	0	0
Buses (N _b), buses/h				0	0	0	0				0		0	0	0
				3	3	3	3	T			4		3	3	3
Arrival Type (AT)	Λ			1.00	1.00	1.00	1.00	0			1.00		1.00	1.00	1.00
	pstream Filtering (/)			12.0			12.0	0			12.0			12.0	
Lane Width (W), ft			_	0			0				0			0	
Turn Bay Length, ft			_	0			0				0			0	
Grade (Pg), %			-	25	25	30	30				45		45	45	45
Speed Limit, mi/h	THE RESERVE AND ADDRESS.	123	The Real Property lies	20	20		SEE SEE			1	-100	1000	The same	THE PER	
Phase Information			EB	L	EBT	WB	L	_	VBT	NB		NBT	SB		SBT
	max) or Phase Split, s				52.0			_	52.0			108.0	-	_	108.0
Yellow Change Inte					4.0			- 4	4.0			4.0	-	_	4.0
Red Clearance Inte					2.0				2.0			2.0	-	_	2.0
Minimum Green (G					6	6			6			6	6	_	6
Start-Up Lost Time					2.0	2.0)		2.0			2.0	2.0		2.0
Extension of Effecti					2.0	2.0)		2.0			2.0	2.0		2.0
Passage (PT), s					2.0	2.0	0		2.0			2.0	2.0		2.0
Recall Mode					Off	Of	ff		Off			Min	01		Min
Dual Entry					Yes	No	0	2	Yes			Yes	No		Yes
Walk (Walk), s					0.0	0.0	0		0.0			0.0	0.		0.0
Pedestrian Clearar	ice Time (PC) s				0.0	0.	0		0.0			0.0	0.	0	0.0
Pedestrian Clearar	ioc fillo (r o), o			200	THE PARTY	7 64	SE MIL		TEND	1		ALL THE	Name of Street,	SB	No.
Multimodal Inforn	nation			EB			W	_			NB	0.5	0	No	25
	st in Walk / Corner Ra	adius	0	No	25	0	N		25	0	No	25	0	12	0
Walkway / Crosswa	alk Width / Length, ft		9.0	12	0	9.0	1:	_	0	9.0	12	0	9.0		No
Street Width / Islan			0	0	No	0	_	0	No	0	0	No	0	5.0	2.0
	ke Lane / Shoulder, ft		12	5.0	2.0	12	5.	.0	2.0	12	5.0	2.0	12		_
	Occupied Parking		N.	lo	0.50	N	0	1	0.50	III N	lo l	0.50	N	0	0.50

Station : 3095 - Dixie Hwy / N 1 Ave & NE/NW 3 ST (Standard File)

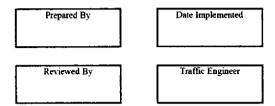
Phase	1	2 (WT)	3 (NT)	4	5 ŒT)	6 (ST)	7	8	9	10	11	12	13	14	15	16
Walk		1	1						!							
Ped Clearance					·				4			·	<u> </u>	f		ļ
Min Green	2	20	6	2	6	12	10		5	5		·	<u> </u>			f
Passage	1	2	12		12	2.5				1	<u>.</u>	†				l
Maxi	2	2 25	35	2	20	25	10		9	10	·	·	1			ļ
Max2	1	1						i can incom		 	ļ	·	 -	f		†
Yellow	4	4	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5
Red	2	2	4 2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	h	1.5
Red Revert		1								-	1	1	1			1
Added Initial	1								ļ		<u> </u>	· • · · · · · · · · · · · · · · · · · ·				b
Max Initial					1							ļ				ļ
Time Before Reduce	1		7	decree one man					\$ ***** #10 = 5 1	44 12 - 12 - 12 - 12 - 12 - 12 - 12	h	ļ	1		<u></u>	<u> </u>
Cars Before Reduce			-						i			ļ	<u> </u>			
Time To Reduce		1		***]]	anton company accordi	}	ļ		 	 			·
Reduce By			†···									ļ	†			
Min Gap			<u> </u>						}		j. (a. canada	<u> </u>	ļ			ļ
Dynamic Max Limit			[e e e e e e e e e e e e e e e e e e e					}	 	<u></u>	 		ļ	<u> </u>
Dynamic Max Step		i	1				·		,				<u> </u>		ļ	
Enable	ON	ON	ON	ON	ON	ON	ON			}		†	†			<u> </u>
Auto Entry	}	·	1				ON			<u> </u>		 	ļ		ļ	i
Auto Exit					h		ON								t	ļ
Non Act1			† -			are to the contract	اِسد المائات					ļ				<u> </u>
Non Act2			1		1								ļ			<u>i</u>
Lock Cali					1			4			ON	ON	ON	ON	ON	ON
Min Recall		ON	ON		ON	ON						- <u>``</u>			- 011	1 01
Max Recall		<u> </u>	ON		1	ON						†	}			
Ped Recall						er Talanca										}
Soft Recall		f sb	<u> </u>													: }
Dual Entry	<u> </u>	ţ	!		 							 		·		
Sim Gap Enable			ţ	******* =\ ***	 			· · · · · · · · · · ·			ON	ON	ÓN	ON	ON	ON
Guar Passage	-	<u> </u>	ļ		}							- 544	- OIV	_011	_ON	
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Cond Service	+	 			- -		·		~			 				
Add Init Calc		ļ			†					<u> </u>		ļ				

Preemption

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Preempt LP

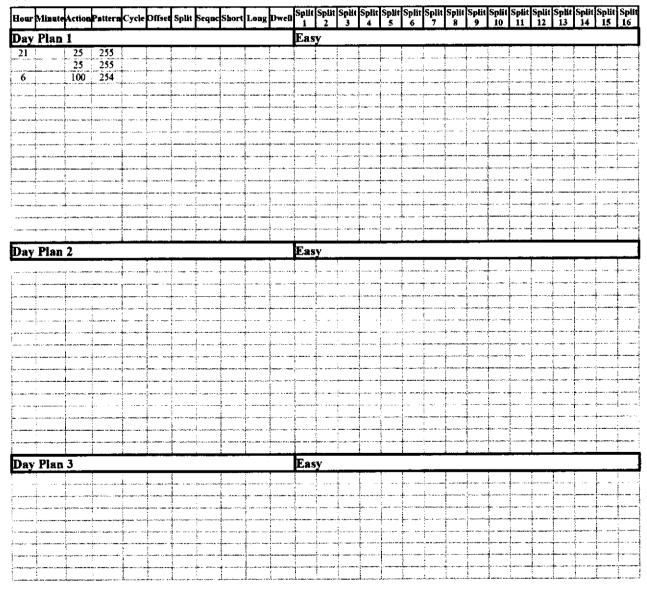
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Min				
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Lockout Mode	MAX	MAX	MAX	MAX
Coord in Preempt	1	1		
Priority P1		1		
Priority P2				
Priority P3				
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Priority P5	1	1		
Priority P6	1	ļ		····
Priority P7	7			
Priority P8				
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Priority P10				
Priority P11	1			
Priority P12	1			·
Max Lockout	1 1 4 1 1 - 1			

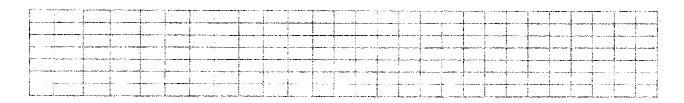


Broward County Timing Sheet 6/8/2016 10:23:06 AM

Station: 3095 - Dixie Hwy / N 1 Ave & NE/NW 3 ST (Standard File)

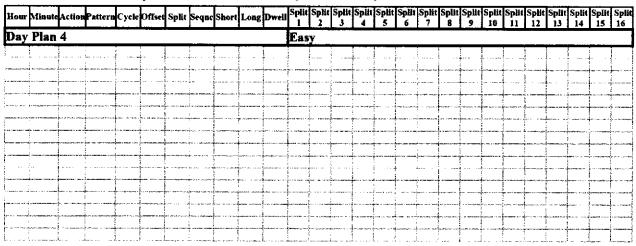
Coordination



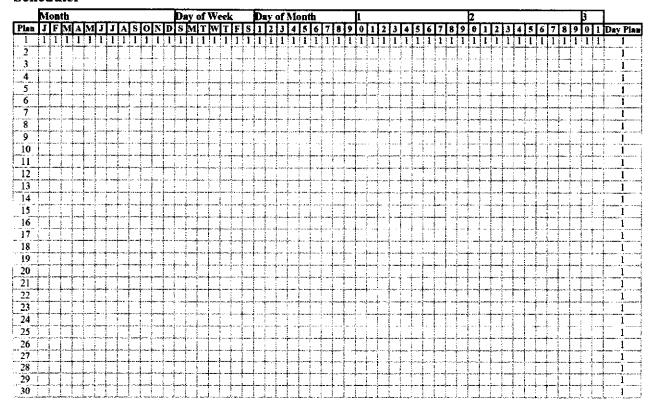


Broward County Timing Sheet 6/8/2016 10:23:06 AM

Station: 3095 - Dixie Hwy / N 1 Ave & NE/NW 3 ST (Standard File)



Scheduler



CONTROL: Non-signatured

E/W STREET: Foster Road

PARMAMII COUNT DATE: REPORT DATE:	TMC Foater and NE 3st Ave 6/29/2016 6/30/2016	ad ME 244 AW		DAY; Wedserda ANALYSIS YEAR: 2018	edweday 18			H 300	CTV: Hakandak Beach	a.							\$→	←"			
	į	Monthiboused		.5	Southbound		#	Extronerd		*	Wastened			ı							
35 Min Period	1	Ē	•	3	5.	5	1	1	1	, j	·	OT HETW	ONE TOTAL HOUR				μŢ	689	t.		
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Growth	o			•	SE .	۲-		0	9	0	0		F		Segment Factor: L.19						
Village et Atlantic Shorer					٠,	2			ja O		,										
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Pass-by In/Out	. 1	. }	. 8	. 1	. 8	. 8	. 8	. 8	. 15	· \$	· 8	· 6									
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Total	٥	٥	۰	٥	86	ы	•	•	141	۰	٠	۵	108								
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Volumes	ç a	00	0		≩ \$	# #A	9 0	, o	3 2				125		Sassonal Factor: 1.	1.19					
Growth			0	•		16	0	0	٤	•	•	۰	3								
Village of Atlantic Shorts In/Dut					\$ -	Ē			š	. ;	• 1	. 1				5 -					
Percentage	ğ c	ğ	8 0	ğ o	ğ o	\$ a	₹ □	ğ o	9 9	ğ o	6 0	5 0	2		Trips Out:	; ± ₹ •					
Pass-by In/Out			• •	. }	. 1	· į	. 3	. 1	٠ ۽	. 8	· ½	, ¥									
Pass-by %			Š o	\$ 0	5 -	5 0	š =	5 0		; a	0	0			Page-by Out:						
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Total	,	,	,	į		į															

HCS 2010 Two-Way Stop Control Summary Report General Information Site Information Greg McLane Intersection Dixie Highway / Foster Rd Susan E. O'Rourke P.E.Inc Jurisdiction Hallanadale Beach 7/1/2016 East/West Street Foster Road 2016 North/South Street Dixie Highway

Peak Hour Factor

Analysis Time Period (hrs)

0.92

0.25

Lanes

Analyst

Agency/Co.

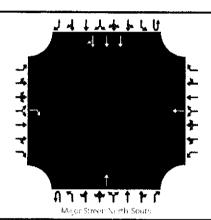
Analysis Year

Time Analyzed

Intersection Orientation

Project Description

Date Performed



Vehicle Volumes and Adjustments

AM - Existing

North-South

Hallandale Medical Facility

Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	1	0	0	0	1	0	0	0	3	0
Configuration				R			Т				Ŧ				Т	TR
Volume (veh/h)				137			0				0				622	7
Percent Heavy Vehicles				2			2									
Proportion Time Blocked																
Right Turn Channelized		N	ło	•		N	lo	L		N	lo			٨	lo	
Madian Tuna	<u> </u>					·		0 L al ²	المحالة الما		-					

Median Type Undivided

Median Storage

Delay, Queue Length, and Level of Service

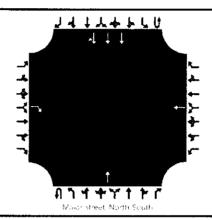
Flow Rate (veh/h)		149	0					
Capacity		558	370					
v/c Ratio		0.27	0.00					
95% Queue Length		1.1	0.0					
Control Delay (s/veh)		13.8	14.7	1				
Level of Service (LOS)		В	В					
Approach Delay (s/veh)	13.8							
Approach LOS	В				•			

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HCS 2010™ TWSC Version 6.80 Foster and Dixie AM Existing 2016.xtw Generated: 7/1/2016 1:56:36 PM

HCS 2010 Two-Way Stop Control Summary Report **General Information Site Information** Analyst Greg McLane Intersection Dixie Highway / Foster Rd Agency/Co. Susan E. O'Rourke P.E.Inc Jurisdiction Hallanadale Beach **Date Performed** 7/1/2016 East/West Street Foster Road Analysis Year 201% North/South Street Dixie Highway Time Analyzed PM - Existing Peak Hour Factor 0.92 Intersection Orientation North-South Analysis Time Period (hrs) 0.25 **Project Description** Hallandale Medical Facility

Lanes



Vehicle Volumes and Adjustments

Approach		Eastb	ound			Westi	bound			North	bound			South	nbound	
Movement	υ	L	T	R	Ų	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	1	0	0	0	1	0	0	0	3	0
Configuration				R			Т				Т				Т	TR
Volume (veh/h)				71			0				0				484	15
Percent Heavy Vehicles				2			2									
Proportion Time Blocked										<u> </u>					1	
Right Turn Channelized		N	lo			N	lo	4		N	lo				No	
Median Type				····				Undi	vided				•			
Median Storage																

Delay, Queue Length, and Level of Service

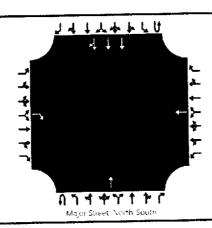
Flow Rate (veh/h)		77	0		T	T	T	ſ	ļ	
		- ''		 	 		<u> </u>	 		
Capacity		620	446			<u> </u>	l			
v/c Ratio		0.12	0.00							
95% Queue Length		0.4	0.0		T					
Control Delay (s/veh)		11.6	13.1							
Level of Service (LOS)		В	В							
Approach Delay (s/veh)	11.6									
Approach LOS	В									

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HCS 2010 Two-Way Stop Control Summary Re	~~~
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General Information		Site Information	
Analyst	Greg McLane	Intersection	Dixie Highway / Foster Rd
Agency/Co.	Susan E. O'Rourke P.E.inc	Jurisdiction	Hallanadale Beach
Date Performed	7/1/2016	East/West Street	Foster Road
Analysis Year	2018	North/South Street	Dixie Highway
Time Analyzed	AM - Buildout	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Hallandale Medical Facility		

Lanes



Vehicle Volumes and Adjustments

Approach		Eastb	ound	***		West	bound			North	bound			South	bound	
	U		Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Movement				12	- -		8	9	10	1	2	3	4U	4	5	6
Priority		10	11	12		<u> </u>	-	ļ <u>-</u>				0	0	0	3	0
Number of Lanes		0	0	1		0	1	0	<u> </u>	0		<u> </u>	'	ļ <u> </u>	 	
Configuration				R			T		<u> </u>		T				↓ [†]	TR
Volume (veh/h)				141			0				0			<u> </u>	639	25
Percent Heavy Vehicles				2			2	<u> </u>	<u> </u>		<u> </u>		<u> </u>	-	 -	
Proportion Time Blocked					<u> </u>		<u> </u>	<u></u>		<u> </u>	<u> </u>	<u> </u>	 	<u></u>	<u> </u>	<u></u>
Right Turn Channelized		١	10			!	No			1	No.		<u> </u>		No	
Median Type								Und	livided							

Median Storage

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		153		0		<u> </u>	 		ļ
Capacity		543	3	51		<u> </u>			
v/c Ratio		0.28	0	00					<u> </u>
95% Queue Length		1,2	(0.0					<u> </u>
Control Delay (s/veh)		14.2	1	5.2			 	<u> </u>	—
Level of Service (LOS)		В		С				<u></u>	<u> </u>
Approach Delay (s/veh)	14.2				 		 		
Approach LOS	В				<u>,</u>		 od: 7/1/		

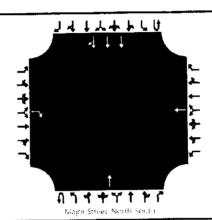
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HCS 2010™ TWSC Version 6.80 Foster and Dixie AM Buildout 2016.xtw Generated: 7/1/2016 12:44:57 PM

HCS 2010 Two-Way Stop Control Summary Report

		1 Street Section 201	
General Information		Site Information	
Analyst	Greg McLane	Intersection	Dixie Highway / Foster Rd
Agency/Co.	Susan E. O'Rourke P.E.Inc	Jurisdiction	Hallanadale Beach
Date Performed	7/1/2016	East/West Street	Foster Road
Analysis Year	2018	North/South Street	Dixie Highway
Time Analyzed	PM - Buildout	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Hallandale Medical Facility		

Lanes



Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	T	R	U	L	Т	R	U	L	T	R	U	Ł	Ť	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	1	0	0	0	1	0	0	0	3	0
Configuration				R	1		Ŧ				T				Т	TR
Volume (veh/h)				79			0				0				518	25
Percent Heavy Vehicles				2			2						ļ			
Proportion Time Blocked										L.	<u></u>	<u> </u>	ļ	<u> </u>	<u></u>	<u> </u>
Right Turn Channelized		١	No.			Ť	No.		<u> </u>		No		<u> </u>		No	
Median Type								Und	ivided	.=-						
Median Storage	1															

Delay, Queue Length, and Level of Service

Delay, Quille length, and					 - _T		т —		1		I.
Flow Rate (veh/h)		86		0	 						
Capacity		598	4	19						 	
v/c Ratio		0,14	0.	00		ļ	<u> </u>			Ь	ļ
95% Queue Length		0.5		0.0		<u> </u>					
Control Delay (s/veh)		12.0	1.	3.6						<u> </u>	
Level of Service (LOS)		В		В			<u> </u>	<u> </u>	<u> </u>		<u></u>
Approach Delay (s/veh)	12.0					_		↓			
Approach LOS	В				 			<u> </u>			

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HCS 2010™ TWSC Version 6.80 Foster and Dixie PM Buildout 2016.xtw Generated: 7/1/2016 2:51:04 PM

TURNING MOVEMENT VOLUME COUNTS

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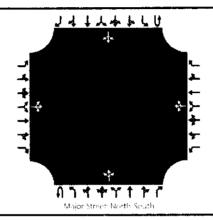
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Total

HCS 2010 Two-Way Stop Control Summary Report

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General Information		Site Information	
Analyst	Greg McLane	Intersection	NW 1st Ave / NW 3rd St
Agency/Co.	Susan E. O'Rourke P.E,Inc	Jurisdiction	Hallanadale Beach
Date Performed	7/1/2016	East/West Street	NW 3rd St
Analysis Year	2010 2016	North/South Street	NW 1st Ave
Time Analyzed	AM - Existing	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Hallandale Medical Facility		

Lanes



Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	Ł	Т	R	U	L	Т	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		11	151	11		44	123	0		6	12	14		13	13	5
Percent Heavy Vehicles		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Right Turn Channelized		١	10			١	No			N	lo	·		N	10	
Median Type				ŕ				Undi	vided							

Delay, Queue Length, and Level of Service

Median Storage

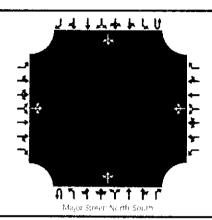
Approach LOS	В	В		1
Approach Delay (s/veh)	10.9	11.3	1.5	3.1
Level of Service (LOS)	В	В	A	A
Control Delay (s/veh)	10.9	11.3	7.3	7.3
95% Queue Length	0.9	0.9	0.0	0.0
v/c Ratio	0.23	0.24	0.00	0.01
Capacity	800	754	1596	1584
Flow Rate (veh/h)	188	182	7	14

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HCS 2010™ TWSC Version 6.80 NW 1st Ave and NW 3rd AM Existing 2016.xtw Generated: 7/1/2016 12:52:58 PM

HCS 2010 Two-Way Stop Control Summary Report General Information Site Information Greg McLane Analyst Intersection NW 1st Ave / NW 3rd St Susan E. O'Rourke P.E.Inc Agency/Co. Jurisdiction Hallanadale Beach Date Performed 7/1/2016 East/West Street NW 3rd St 2018 2016 North/South Street Analysis Year NW 1st Ave Time Analyzed PM - Existing Peak Hour Factor 0.92 Intersection Orientation North-South Analysis Time Period (hrs) 0.25 Project Description Hallandale Medical Facility

Lanes



Vehicle Volumes and Adjustments

Approach		East	oound			West	bound		}	North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U] [T	R	U	L	T	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		15	181	6		8	237	20		10	37	29		10	15	11
Percent Heavy Vehicles		2	2	2		2	2	2		2				2		
Proportion Time Blocked					1											
Right Turn Channelized		No				1	No	<u> </u>		١	lo			٨	lo	
54. P 7						•			1							

Median Type Undivided

Median Storage

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)	220	289	11	11
Capacity	722	759	1584	1527
v/c Ratio	0.30	0.38	0.01	0.01
95% Queue Length	1.3	1.8	0.0	0.0
Control Delay (s/veh)	12.2	12.6	7.3	7.4
Level of Service (LOS)	В	В	A	A
Approach Delay (s/veh)	12.2	12.6	1.0	2.1
Approach LOS	В	В		

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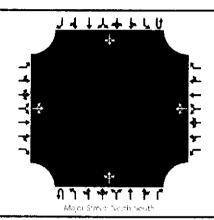
HCS 2010™ TWSC Version 6.80 NW 1st Ave and NW 3rd PM Existing 2016.xtw Generated: 7/1/2016 12:53:24 PM

HCS 2010 Two-Way Stop Control Summary Report **General Information** Site Information Greg McLane Analyst Intersection NW 1st Ave / NW 3rd St Agency/Co. Susan E. O'Rourke P.E,Inc. Jurisdiction Hallanadale Beach **Date Performed** 7/1/2016 East/West Street NW 3rd St Analysis Year 2018 NW 1st Ave North/South Street Time Analyzed AM - Buildout Peak Hour Factor 0.92 Intersection Orientation North-South Analysis Time Period (hrs) 0.25

Hallandale Medical Facility

Lanes

Project Description



Vehicle Volumes and Adjustments

Approach	_	Easth	bound			West	bound			North	bound			South	bound	
Movement	U	L	T	R	U	L	Ţ	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		18	154	11		45	125	23		6	19	15		19	15	7
Percent Heavy Vehicles		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Right Turn Channelized		No				1	No.	<u> </u>			lo			<u> </u>	10	<u> </u>
Median Type					•		·	Undi	vided							

Delay, Queue Length, and Level of Service

Median Storage

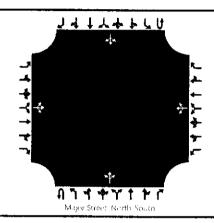
Approach LOS	В	В		
Approach Delay (s/veh)	11.4	11.7	1.2	3.5
Level of Service (LOS)	В	В	А	A
Control Delay (s/veh)	11.4	11.7	7.3	7.3
95% Queue Length	1.0	1.1	0.0	0.0
v/c Ratio	0.26	0.28	0.00	0.01
Capacity	762	749	1590	1572
Flow Rate (veh/h)	199	210	7	21

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HCS 2010™ TWSC Version 6.80 NW 1st Ave and NW 3rd AM Buildout 2016.xtw Generated: 7/1/2016 12:52:43 PM

HCS 2010 Two-Way Stop Control Summary Report General Information Site Information Analyst Greg McLane Intersection NW 1st Ave / NW 3rd St Agency/Co. Susan E. O'Rourke P.E.Inc Jurisdiction Hallanadale Beach 7/1/2016 **Date Performed** East/West Street NW 3rd St Analysis Year 2018 North/South Street NW 1st Ave Time Analyzed PM - Buildout Peak Hour Factor 0.92 Intersection Orientation North-South Analysis Time Period (hrs) 0.25 **Project Description** Hallandale Medical Facility

Lanes



Vehicle Volumes and Adjustments

Approach		East	bound			West	tbound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Ť	R	U	L	Ť	R	U	L	Т	R
Priority		10	11	12	1	7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR		 		LTR	
Volume (veh/h)		19	185	6		8	242	33		10	41	29		39	25	20
Percent Heavy Vehicles		2	2	2		2	2	2		2			 	2	<u> </u>	
Proportion Time Blocked							1							 	 	
Right Turn Channelized		No		<u> </u>	<u> </u>	No	L		١	lo		<u> </u>	<u></u>	l	L	
Median Type		No						Undi	vided				L			

undivided

Median Storage

Delay, Queue Length, and Level of Service

Approach LOS	В	В		
Approach Delay (s/veh)	14.1	14.7	1.0	3.5
Level of Service (LOS)	В	В	A	A
Control Delay (s/veh)	14.1	14.7	7.3	7.4
95% Queue Length	1.7	2.4	0.0	0.1
v/c Ratio	0.37	0.45	0.01	0.03
Capacity	621	677	1557	1521
Flow Rate (veh/h)	229	308	11	42

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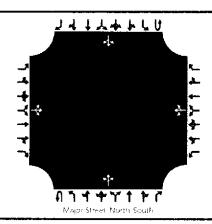
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HCS 2010 Two-Way Stop Control Summary Report **Site Information** General Information Analyst Greg McLane Intersection Foster Road / NW 1st Ave Susan E. O'Rourke P.E,Inc Jurisdiction Hallanadale Beach Agency/Co. 7/1/2016 **Date Performed** East/West Street Foster Road 2018 2016 Analysis Year North/South Street NW 1st Ave Time Analyzed AM - EXISTING Peak Hour Factor 0.92 Intersection Orientation North-South Analysis Time Period (hrs) 0.25 **Project Description** Hallandale Medical Facility

Lanes



Vehicle Volumes and Adjustments

Approach		East	bound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	υ	L	Т	R	U	L	Т	R	U	L	1	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		5	131	7		1	4	1		12	15	4		2	10	2
Percent Heavy Vehicles		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Right Turn Channelized		١	10			1	No	<u> </u>		N	lo			١	łо	
Median Type								Hodi	hebiv				-			

Delay, Queue Length, and Level of Service

Median Storage

Flow Rate (veh/h)	155	6	13	2
Capacity	834	832	1604	1595
v/c Ratio	0.19	0.01	0.01	0.00
95% Queue Length	0.7	0.0	0.0	0.0
Control Delay (s/veh)	10.3	9,4	7.3	7.3
Level of Service (LOS)	В	Α	Α	A
Approach Delay (s/veh)	10.3	9.4	2.9	1.0
Approach LOS	В	Α		

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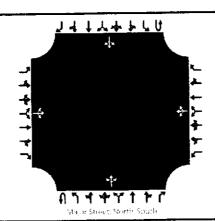
HCS 2010™ TWSC Version 6.80
Foster and NW 1st Ave AM Existing 2016.xtw

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HCS 2010 Two-Way Stop Control Summary Report Site Information **General Information** Foster Road / NW 1st Ave Intersection Greg McLane Analyst Hallanadale Beach Jurisdiction Susan E. O'Rourke P.E,Inc Agency/Co. Foster Road East/West Street 7/1/2016 **Date Performed** North/South Street NW 1st Ave 2018 ZOIL Analysis Year 0.92 PM - Existing Peak Hour Factor Time Analyzed 0.25 Analysis Time Period (hrs) Intersection Orientation North-South Hallandale Medical Facility **Project Description**

Lanes



Vehicle Volumes and Adjustments

Approach		Eastk	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	T	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		7	80	17		1	4	0		26	48	7		2	15	7
Percent Heavy Vehicles		2	2	2		2	2	2		2				2		
Proportion Time Blocked			Ì													Ĺ
Right Turn Channelized		No					No			1	No			I	No	
Median Type								Und	ivided							
Median Storage		***************************************														

Delay, Queue Length, and Level of Service

				1 1 1 1
Flow Rate (veh/h)	113	5	28	2
Capacity	779	724	1590	1542
v/c Ratio	0.15	0.01	0.02	0.00
95% Queue Length	0.5	0.0	0.1	0.0
Control Delay (s/veh)	10.4	10.0	7.3	7.3
Level of Service (LOS)	В	8	A	Α
Approach Delay (s/veh)	10.4	10.0	2.4	0.6
Approach LOS	В	В		

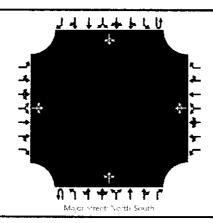
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HCS 2010™ TWSC Version 6.80
Foster and NW 1st Ave PM Existing 2016.xtw

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General Information		Stop Control Summary Report Site Information							
Analyst	Greg McLane	Intersection	Foster Road / NW 1st Ave						
Agency/Co.	Susan E. O'Rourke P.E,Inc	Jurisdiction	Hallanadale Beach						
Date Performed	7/1/2016	East/West Street	Foster Road						
Analysis Year	2018	North/South Street	NW 1st Ave						
Time Analyzed	AM - Buildout	Peak Hour Factor	0.92						
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25						
Project Description	Hallandale Medical Facility								

Lanes



Vehicle Volumes and Adjustments

Approach		Eastb	oound			West	bound			North	bound			South	bound	
Movement	U	L	T	R	U	L	Т	R	U	L	Т	R	U	L	T	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		5	134	9		8	4	1		13	17	6		2	12	2
Percent Heavy Vehicles		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Right Turn Channelized		N	lo			١	40	'		N	lo			١	io	
Median Type				···········				Undi	vided							

Delay, Queue Length, and Level of Service

Median Storage

						
Flow Rate (veh/h)	161	14	14	2		
Capacity	826	745	1602	1588		
v/c Ratio	0,19	0.02	0.01	0.00		
95% Queue Length	0.7	0.1	0.0	0.0		
Control Delay (s/veh)	10.4	9.9	7.3	7.3		
Level of Service (LOS)	В	A	A	Α		
Approach Delay (s/veh)	10.4	9.9	2,7	0.9		
Approach LOS	8	A				

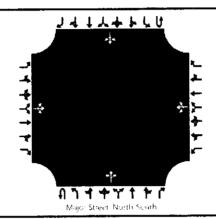
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HCS 2010 Two-Way Stop Control Summary Report									
General Information		Site Information							
Analyst	Greg McLane	Intersection	Foster Road / NW 1st Ave						
Agency/Co.	Susan E. O'Rourke P.E.inc	Jurisdiction	Hallanadale Beach						
Date Performed	7/1/2016	East/West Street	Foster Road						
Analysis Year	2018	North/South Street	NW 1st Ave						
Time Analyzed	PM - Buildout	Peak Hour Factor	0.92						
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25						
Project Description	Hallandale Medical Facility								

Lanes



Vehicle Volumes and Adjustments

Approach		Eastb	oound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4 U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		7	81	18		4	4	0		30	52	16		2	17	7
Percent Heavy Vehicles		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Right Turn Channelized		No No				No No										
Median Type		Undivided														
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)	116	8	33	2
Capacity	758	680	1587	1524
v/c Ratio	0.15	0.01	0.02	0.00
95% Queue Length	0.5	0.0	0.1	0.0
Control Delay (s/veh)	10.6	10.4	7.3	7.4
Level of Service (LOS)	В	В	Α	Α
Approach Delay (s/veh)	oach Delay (s/veh) 10.6		2,4	0.5
Approach LOS	В	В		

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