

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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Traffic Engineering, Transportation Planning

May 7, 2016

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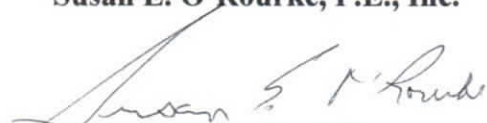
Re: Hallandale Medical

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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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

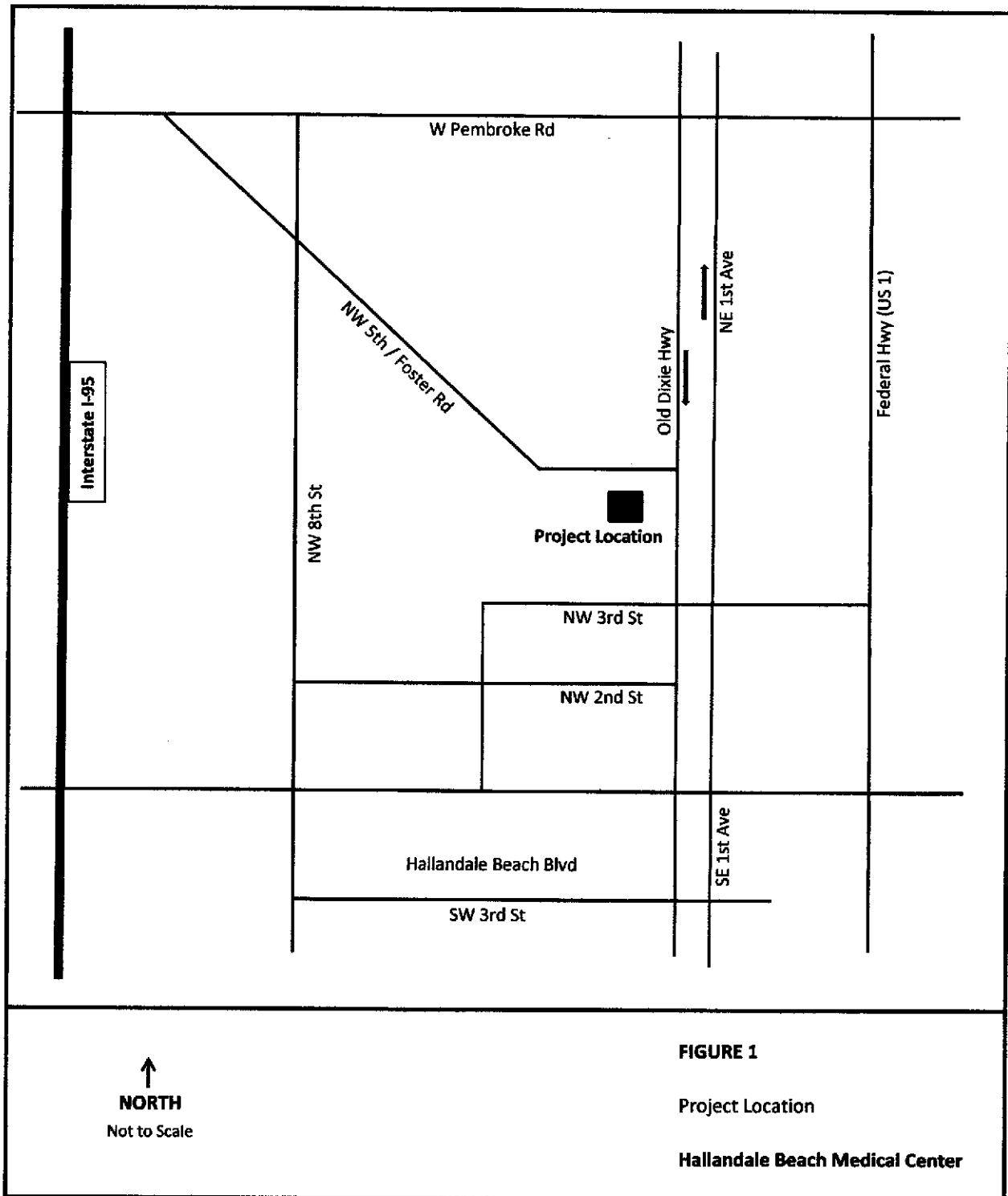
Each of these steps is outlined herein.

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)

Land Use	ITE Code	Intensity	Daily Trip Generation	Directional Split		Gross Trips			Daily Net New Trips		
				In	Out	In	Out	Total	In	Out	Total
Medical Office	720	24,000 SF	$T=40.89(x)-214.97$	50%	50%	383	383	766	383	383	766

TABLE 1b: AM Trip Generation (Proposed)

Land Use	ITE Code	Intensity	AM Trip Generation	Directional Split		Gross Trips			AM Net New Trips		
				In	Out	In	Out	Total	In	Out	Total
Medical Office	720	24,000 SF	$T=2.39(x)$	79%	21%	45	12	57	45	12	57

TABLE 1c: PM Trip Generation (Proposed)

Land Use	ITE Code	Intensity	PM Trip Generation	Directional Split		Gross Trips			PM Net New Trips		
				In	Out	In	Out	Total	In	Out	Total
Medical Office	720	24,000 SF	$\ln(T)=0.9\ln(x)+1.53$	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 3rd 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.

The project traffic was added to those volumes to estimate 2018 Total Traffic Volumes. **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.

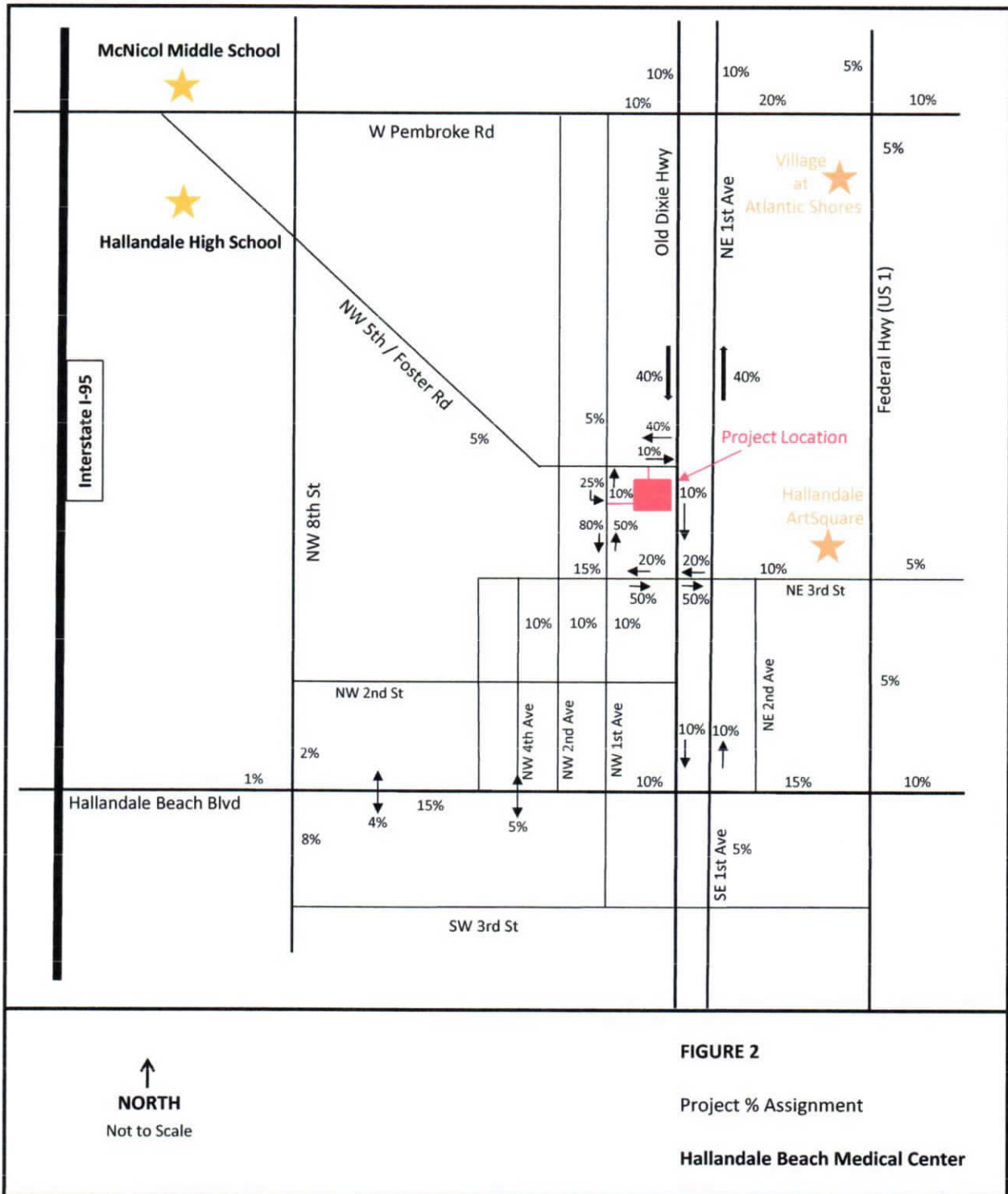


Table 2: Project Percent Impact

Segment	From	To	Functional Classification	Direction	LOS D Peak Hour	Project Volume- Peak Hour	% Project of Capacity-Peak Direction	Percent assignment Peak direction
Dixie Highway	W Pembroke Road	Foster Road	Urban Collector-one way CLII-4 lanes	SB	3636	9	0.25%	40%
	Foster Road	Hallandale Beach Blvd	Urban Collector-one way CLII - 4 lanes SB	SB	3636	6	0.16%	10%
	Hallandale Beach Blvd	SW 3rd Street	Urban Collector-one way CLII- 4 lanes SB	SB	3636	6	0.16%	10%
NE 1st Avenue	Hallandale Beach Blvd	NE 3rd Street	Urban Collector-one way CLII-1 lane	NB	798	2	0.29%	10%
SE 1st Avenue	NE 3rd Street	W Pembroke Road	Urban Collector-one way CLII-2 lanes	NB	1752	23	1.32%	40%
Hallandale Beach Blvd	SE 3rd Street	Hallandale Beach Blvd	Urban Collector-one way CLII - 2 lanes	NB	1752	1	0.07%	5%
NE 3rd Street	Federal Highway (US 1)	Dixie Highway	Urban Principal Arterial- 6 LD	EB/WB	5390	12	0.23%	15%
	Dixie Highway	NW 8th Street	Urban Principal Arterial - 6 LD	EB/WB	5390	12	0.23%	15%
	NW 2nd Avenue	NW 1st Avenue	City Collector - 2 L CLII	EB/WB	1197	12	1.02%	15%
	NW 1st Avenue	Dixie Highway	City Collector - 2 L CLII	EB/WB	1197	45	3.78%	50%
	Dixie Highway	NE 1st Avenue	City Collector- 2 L CLII	EB/WB	1197	45	3.78%	50%
Foster Road (NW 5th St)	NE 1st Avenue	Federal Highway (US 1)	City Collector - 2 L CLII	EB/WB	1197	8	0.68%	10%
NW 1st Avenue	NW 8th Street	NW 1st Avenue	City Collector - 2 L CLII	EB/WB	1197	4	0.34%	5%
	NW 1st Avenue	Dixie Highway	City Collector - 2 L CLII	EB/WB	1197	8	0.68%	10%
	Hallandale Beach Blvd	NW 3rd Street	City Collector - 2 L CLII	NB	1197	8	0.68%	10%
W Pembroke Road	NW 3rd Street	Foster Road	City Collector - 2 L CLII	NB	1197	69	5.80%	50%
	Foster Road	W Pembroke Road	City Collector - 2 L CLII	NB	1197	4	0.34%	5%
	NW 8th Street	Dixie Highway	Urban Principal Arterial - 4LD CLII	EB	2920	8	0.28%	10%
	Dixie Highway	Federal Highway (US 1)	Urban Principal Arterial - 4LD CLII	EB	2920	16	0.55%	20%
	Federal Highway (US 1)	East	Urban Principal Arterial - 2 L CLII	EB	1330	8	0.61%	10%

LOS D (MPO or 2012 Values 8LDx.6=3636, 6LD x .8= 2700, 4LDx.6=1752,
2L X.9=1197)

Trips In:
Trips Out:
Total Trips

23
58
81

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

Segment	From	To	Functional Classification	Direction	(1) 2016 Volume - Peak Hour Direction	Growth Rate	Committed 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	W Pembroke Road	Urban Collector	NB	498	1.010	1	508	1752	23	531	1.32%	yes	40%
NW 1st Avenue	NW 3rd Street	Foster Road	City Collector	NB	109	1.010	0	111	1197	52	163	4.36%	yes	10%
NE 3rd Street	NW 1st Avenue Dixie Highway	Dixie Highway NE 1st Avenue	City Collector	EB/WB	487	1.010	15	476	1197	12	488	0.97%	yes	20%
			City Collector	EB/WB	610	1.010	36	822	1197	16	638	1.35%	yes	20%

LOS D (MPO or 2012 Values 8LDx.6=3638, 6LD x.6=2700, 4LD x.6=1732, 2L x.9=1197)

Growth rate based on FDOT Historic Values

(1) Derived from TMC, 2016

Trips In: 23
Trips Out: 58
Total Trips: 81
Years Grown: 2

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

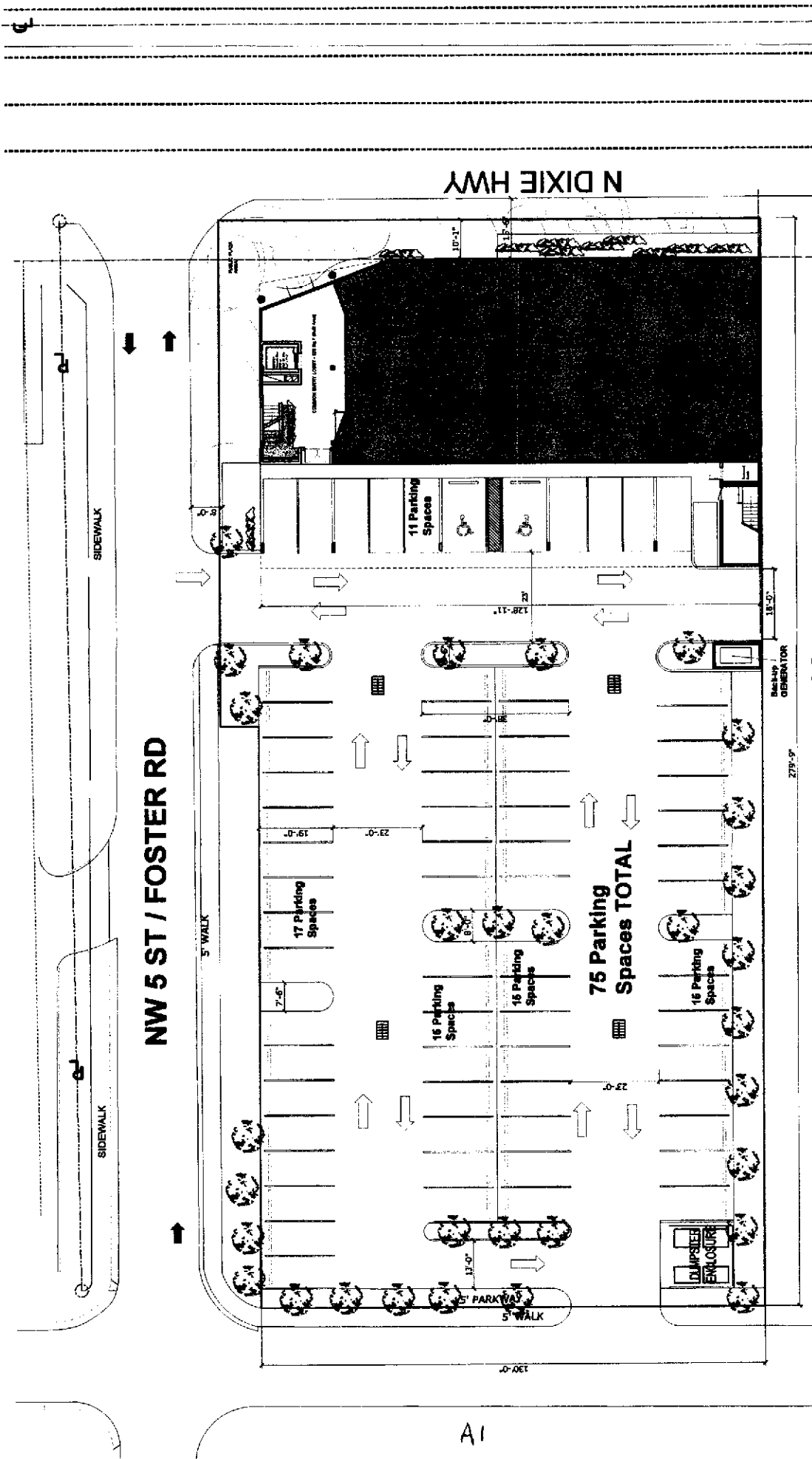
The proposed land use change will result in an increase in trips of 766 daily trips, 57 AM peak hour trips and 81 PM peak hour trips.

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.

Intersection	Existing						2018					
	AM			PM			AM			PM		
	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY
NE 1st Avenue and Pembroke Road (Signalized)	C	28.9	C	32.9	C	33.2	D	38.7	D	33.2	D	38.7
Dixie Highway and Pembroke Road (Signalized)	C	31.5	C	31.0	C	31.1	C	29.9	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	D	50.4	D	40.8
Dixie Highway and 3rd Street (Signalized)	C	26.9	C	33.0	C	27.8	D	35.5	D	27.8	D	35.5
NW 5th Street (Foster Road) and Dixie Highway (Unsignalized)	B	13.8	B	11.6	B	14.2	B	12.0	B	14.2	B	12.0
NW 1st Avenue and NW 3rd Street (Unsignalized)	B	11.3	B	12.6	B	11.7	B	14.7	B	11.7	B	14.7
NW 1st Avenue and NW 5th Street (Foster Road) (Unsignalized)	B	10.3	B	10.4	B	10.4	B	10.6	B	10.4	B	10.6

APPENDIX A

SITE PLAN



TOTAL FLOOR AREA BUILT = 24,000 Sq.F
 TOTAL Ground Floor = 5,680 Sq.F
 TOTAL Parking Spaces = 75 Spaces

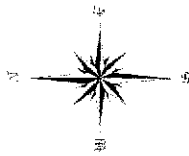
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 Minneapolis, MN 55438
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HALLANDALE BEACH

RAC REGULATING PLAN

LEGEND

- ★ GENERAL LOCATION OF PLANNED TRI-RAIL COASTAL LINK STATION
- PRIMARY STREETS
- FUTURE CONNECTIONS
- CENTRAL RAC SUBDISTRICTS**
 - RAC CORRIDOR
 - TRANSIT CORE
 - RAC NEIGHBORHOOD
 - TRANSITIONAL MIXED USE
 - FASHION/ART/DESIGN
 - GREYHOUND TRACK
- WEST RAC SUBDISTRICTS**
 - PEMBROKE ROAD
 - FOSTER ROAD
 - PALMS GATEWAY



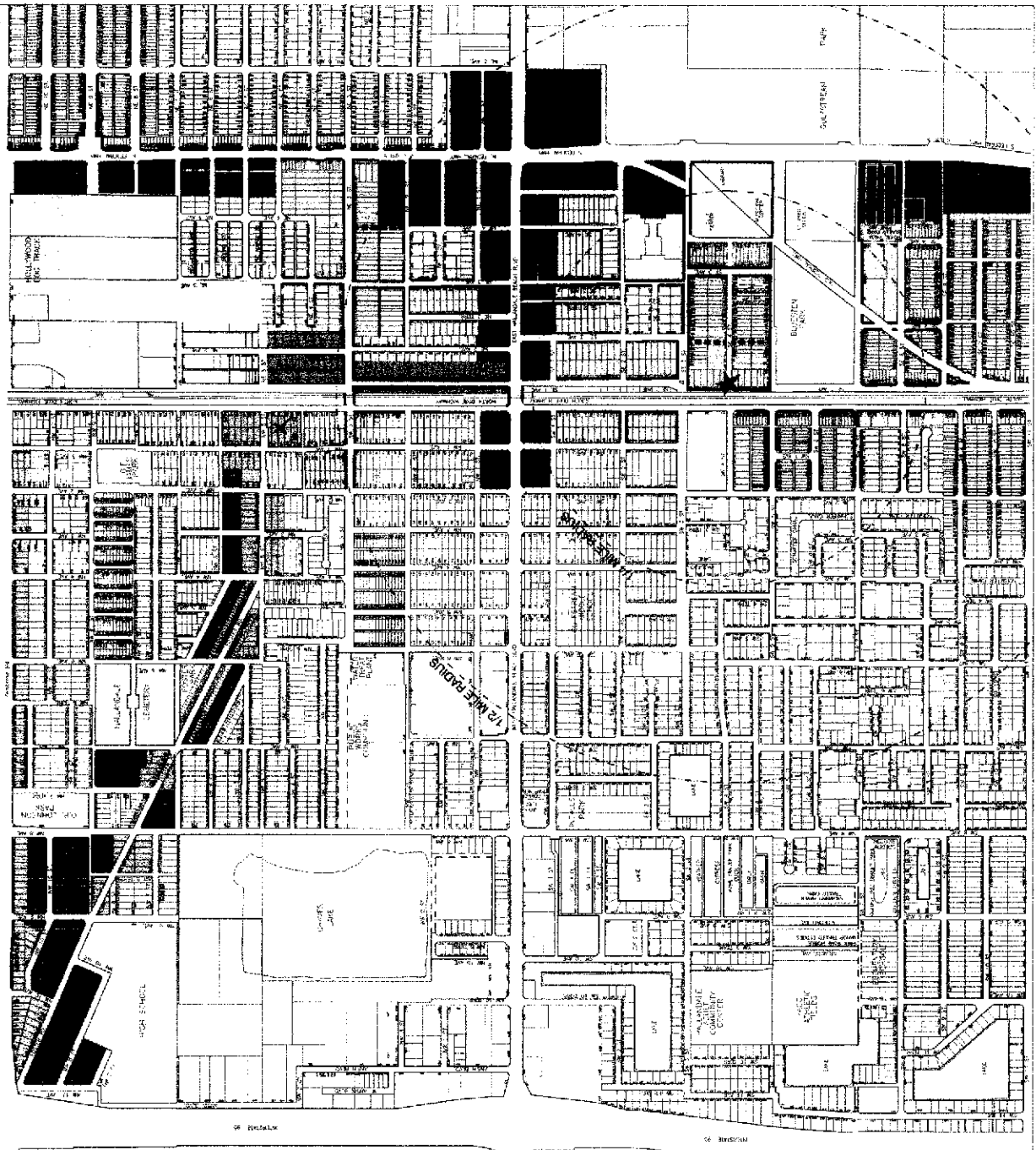
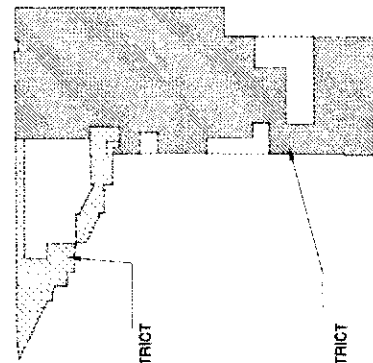
RAC FUTURE LAND USE

As Adopted 11/05/2014

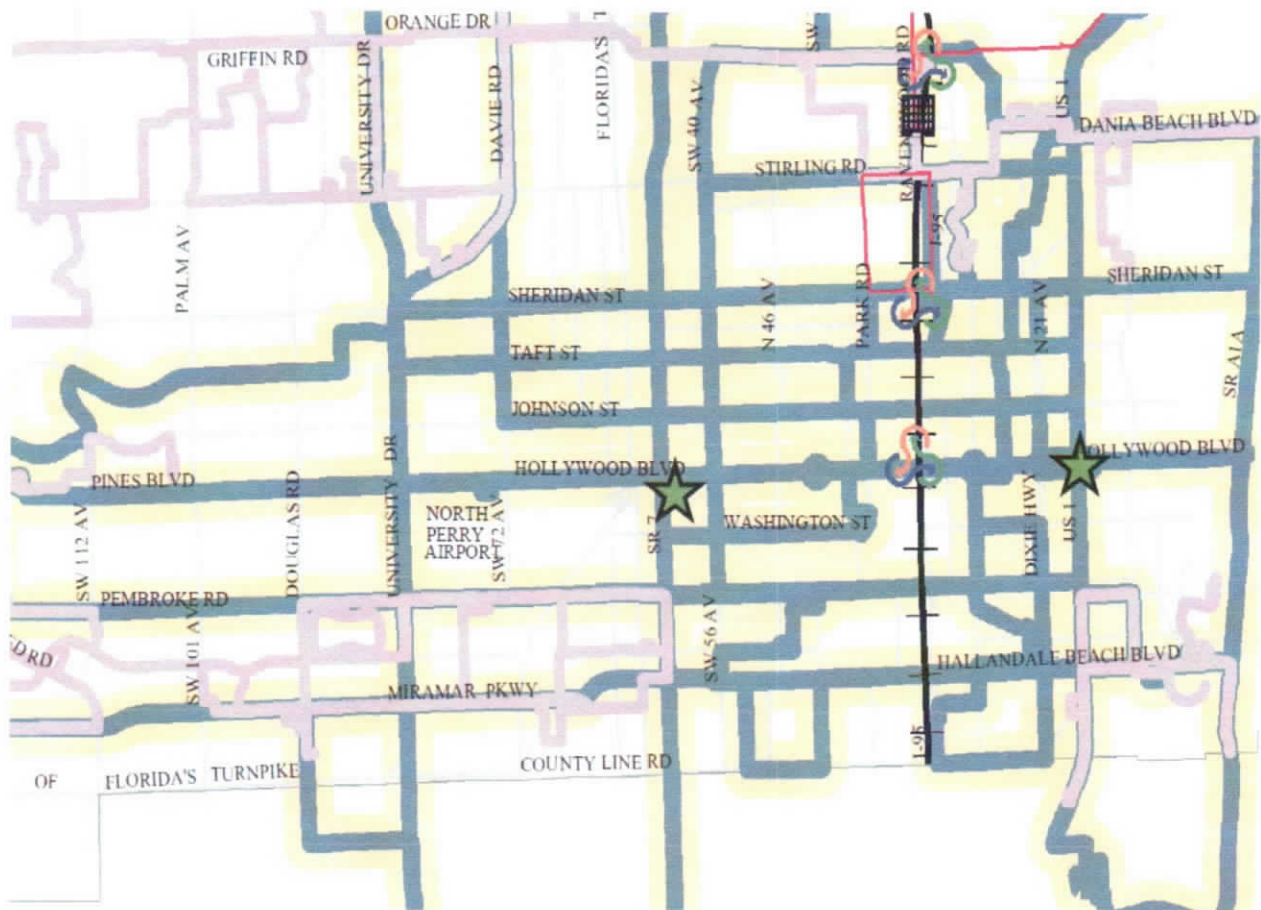
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WEST
RAC ZONING DISTRICT

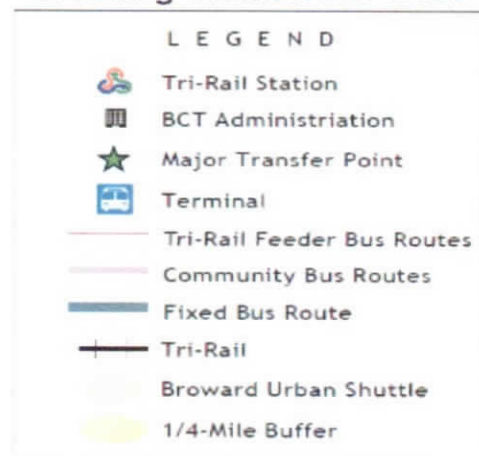
CENTRAL
RAC ZONING DISTRICT



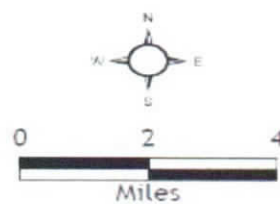
APPENDIX B
TRANSIT DATA

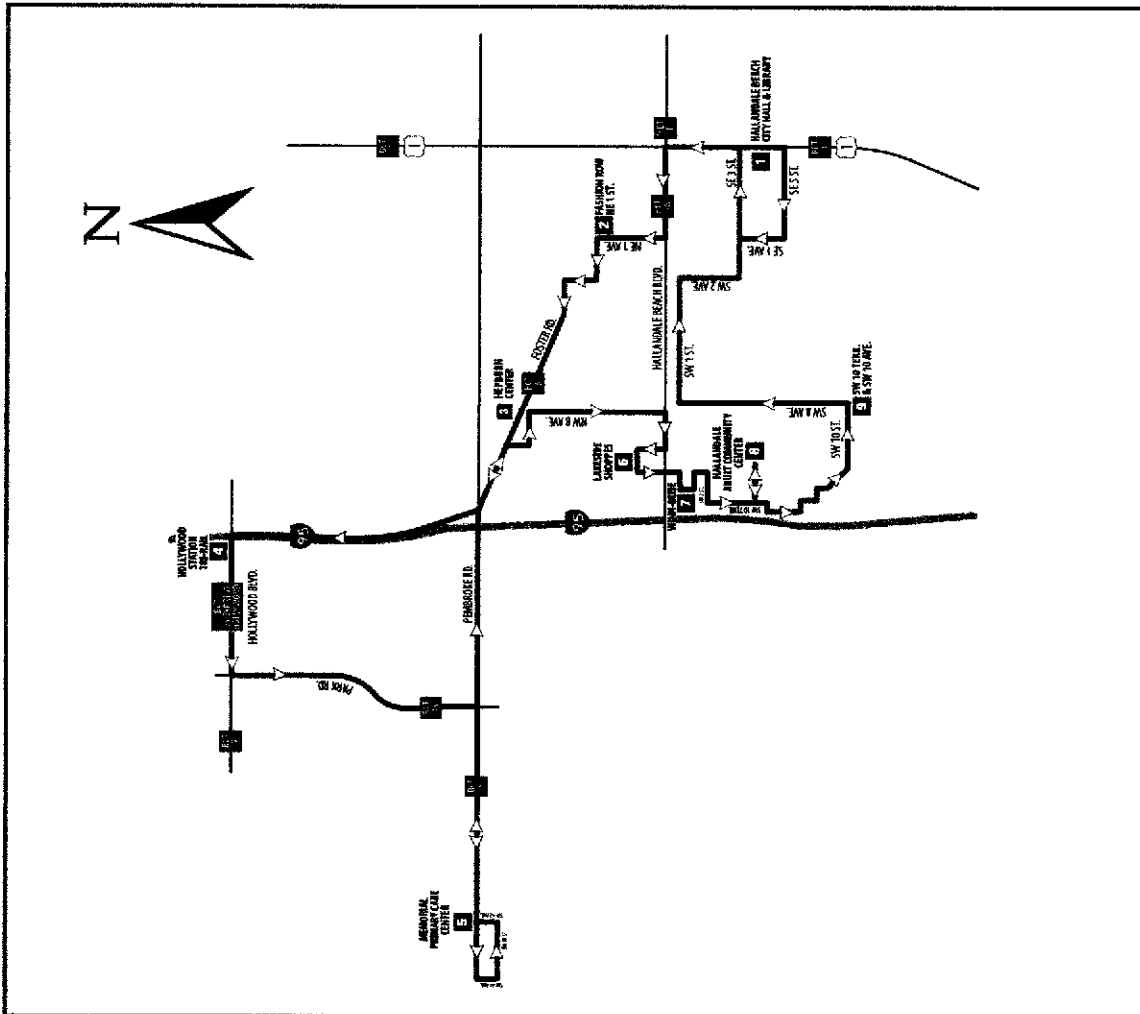


Existing Transit Services



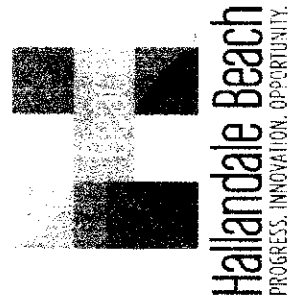
August 2006

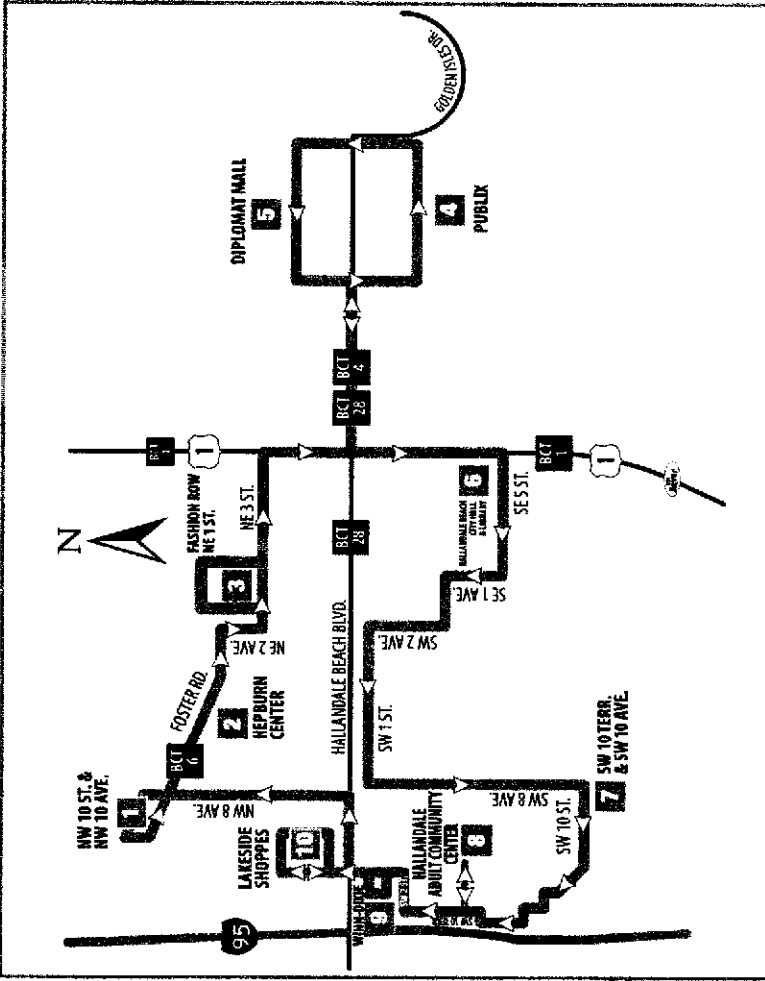




Route 3											
HALLANDALE CITY HALL LIBRARY	FASHION ROW NW 1 AVE	HEPBURN CENTER NW 8 AVE	TCRA HOLLYWOOD TRI-RAIL	BROWARD SOUTH REGIONAL HEALTH CTR	LAKE SIDE SHOPS	WINN-DIXIE HALLANDALE BB & SW 10 T	HALLANDALE ADULT COMMUNITY CENTER	SW 10 T SW 10 A HALLANDALE	HALLANDALE CITY HALL LIBRARY		
1	2	3	4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

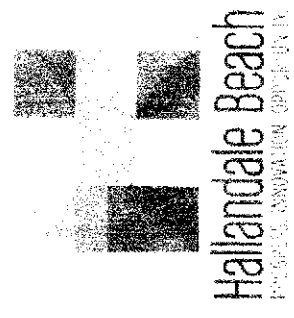
Bold type indicates PM hours.





Route 4										
NW 10 ST AND NW 10 AVE	HEPBURN CENTER NW 8 AVE HALLANDALE	FASHION ROW NE 1 AVE HALLANDALE	GOLDEN ISLES SC/PUBLIX SE 14 A	DIPLOMAT MALL	HALLANDALE CITY HALL & LIBRARY	SW 10 TERR / SW 10 STREET HALLANDALE	HALLANDALE ADULT COMMUNITY CENTER	WINN-DIXIE HALLANDALE BB & SW 10 T	LAKE SIDE SHOPS	NW 10 ST AND NW 10 AVE
1	2	3	4	5	6	7	8	9	10	1
7:00a	7:03a	7:07a	7:15a	7:19a	7:28a	7:38a	7:41a	7:45a	7:48a	7:57a
8:00a	8:03a	8:07a	8:15a	8:19a	8:28a	8:38a	8:41a	8:45a	8:48a	8:57a
9:00a	9:03a	9:07a	9:15a	9:19a	9:28a	9:38a	9:41a	9:45a	9:48a	9:57a
10:00a	10:03a	10:07a	10:15a	10:19a	10:28a	10:38a	10:41a	10:45a	10:48a	10:57a
11:00a	11:03a	11:07a	11:15a	11:19a	11:28a	11:38a	11:41a	11:45a	11:48a	11:57a
12:00p	12:03p	12:07p	12:15p	12:19p	12:28p	12:38p	12:41p	12:45p	12:48p	12:57p
1:00p	1:03p	1:07p	1:15p	1:19p	1:28p	1:38p	1:41p	1:45p	1:48p	1:57p
2:00p	2:03p	2:07p	2:15p	2:19p	2:28p	2:38p	2:41p	2:45p	2:48p	2:57p
3:00p	3:03p	3:07p	3:15p	3:19p	3:28p	3:38p	3:41p	3:45p	3:48p	3:57p
4:00p	4:03p	4:07p	4:15p	4:19p	4:28p	4:38p	4:41p	4:45p	4:48p	4:57p
5:00p	5:03p	5:07p	5:15p	5:19p	5:28p	5:38p	5:41p	5:45p	5:48p	5:57p
6:00p	6:03p	6:07p	6:15p	6:19p	6:28p	6:38p	6:42p	6:46p	6:50p	7:00p

Bold type indicates PM hours.



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	0	0	195	1,046	1,226	441	164
								3,071

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

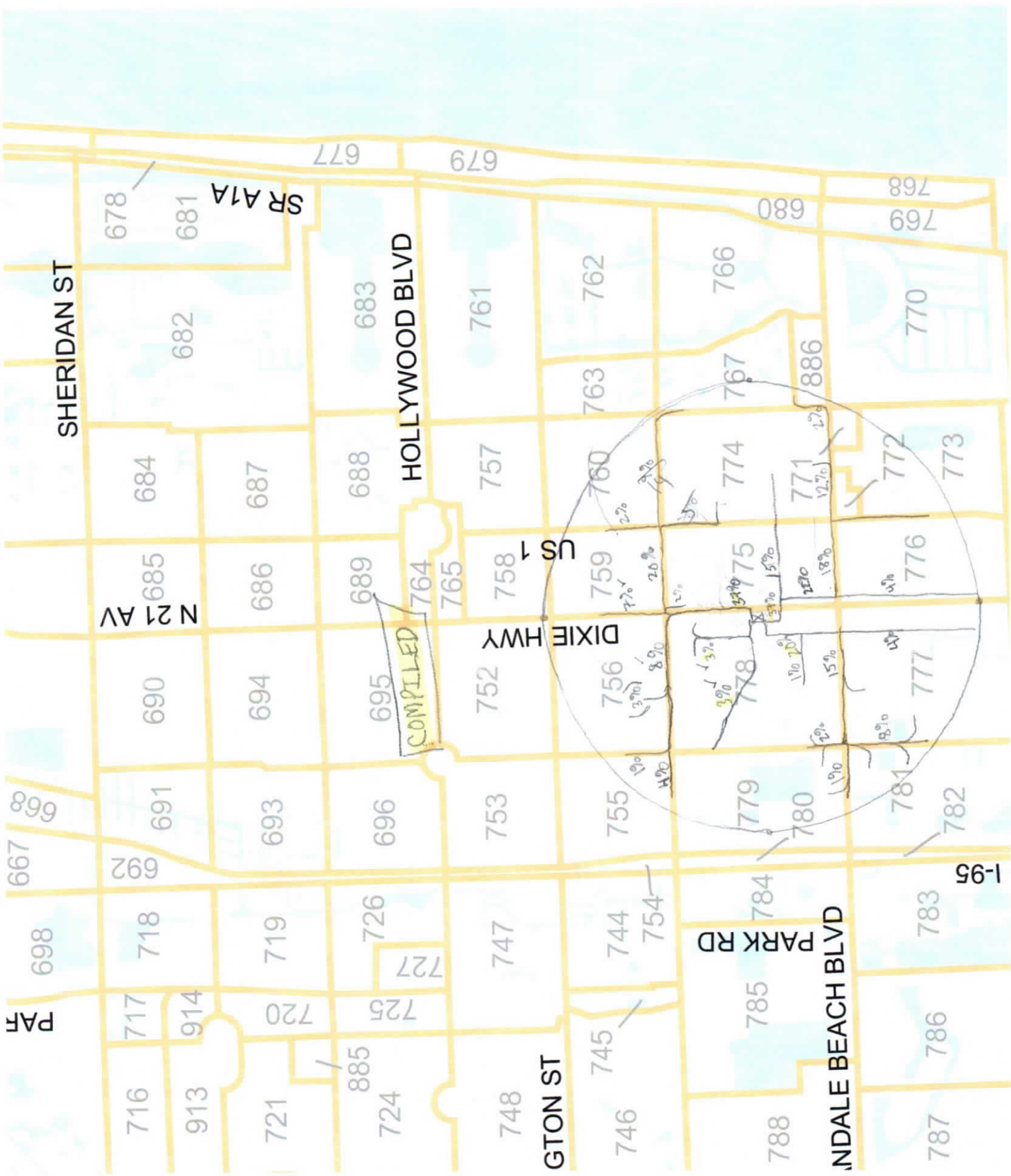
	North	East	South	West
2010 % Assignment	22%	38%	23%	16%

Units, Households, and Household Population Distributed to
Broward County's TAZs for Base Year 2010, 2025 and 2040 (continued)

TAZ	2010			2025 Forecasts			2040 Forecasts		
	Units	Household Population	Households	Units	Household Population	Households	Units	Household Population	Households
778	1,388	2,994	1,137	1,764	3,711	1,520	1,892	3,874	1,628
779	737	2,089	690	831	2,235	787	901	2,365	855
780	0	0	0	0	0	0	0	0	0
781	1,564	2,779	1,176	1,635	2,879	1,282	1,707	2,945	1,332
782	0	0	0	0	0	0	10	15	10
783	1,332	1,062	620	1,333	1,168	682	1,441	1,296	754
784	322	549	227	323	552	237	378	646	285
785	196	390	187	196	380	188	256	494	247
786	854	2,414	741	854	2,305	749	903	2,371	789
787	910	2,755	838	910	2,623	845	953	2,676	885
788	793	2,138	716	910	2,326	837	951	2,377	874
789	1,112	2,585	819	1,216	2,763	939	1,263	2,787	967
790	210	603	191	285	751	265	302	780	281
791	1,596	4,246	1,481	1,709	4,346	1,602	1,963	4,883	1,842
792	865	2,822	812	1,213	3,611	1,149	1,232	3,596	1,164
793	216	546	191	244	583	220	292	688	265
794	286	728	260	287	703	264	286	691	261
795	944	2,610	842	945	2,484	851	944	2,426	843
796	1,196	3,780	1,138	1,198	3,611	1,145	1,274	3,757	1,217
797	0	0	0	0	0	0	0	0	0
798	0	0	0	0	0	0	12	21	13
799	761	2,406	727	760	2,281	731	802	2,363	770
800	478	1,586	468	479	1,532	470	597	1,817	580
801	0	0	0	0	0	0	12	22	13
802	48	104	42	49	107	44	48	107	44
803	607	881	556	1,016	1,595	959	1,024	1,594	964
804	816	2,279	793	817	2,188	796	963	2,508	934
805	1,571	4,115	1,456	1,583	3,980	1,478	1,769	4,363	1,651
806	1,474	3,803	1,432	1,475	3,650	1,440	1,599	3,892	1,559
807	542	1,469	526	542	1,407	527	566	1,452	551
808	57	173	53	83	232	79	88	242	85
809	66	181	60	73	195	68	72	194	68

Units, Households, and Household Population Distributed to
Broward County's TAZs for Base Year 2010, 2025 and 2040 (continued)

TAZ	2010			2025 Forecasts			2040 Forecasts		
	Units	Household Population	Households	Units	Household Population	Households	Units	Household Population	Households
746	3,529	4,686	2,722	3,529	4,731	2,814	3,533	4,671	2,802
747	785	1,278	641	785	1,286	660	834	1,359	702
748	1,459	2,849	1,283	1,459	2,786	1,307	1,471	2,750	1,310
749	724	1,783	683	726	1,725	692	757	1,763	721
750	614	1,366	557	615	1,334	564	614	1,309	560
751	156	365	141	156	358	141	156	359	142
752	1,782	3,141	1,418	1,934	3,386	1,606	1,933	3,295	1,586
753	648	1,395	582	648	1,364	589	659	1,367	597
754	0	0	0	0	0	0	8	12	8
755	553	1,404	488	556	1,359	497	562	1,350	500
756	820	2,391	762	821	2,283	768	827	2,257	772
757	953	1,540	744	1,045	1,710	856	1,045	1,673	848
758	1,314	1,864	1,002	1,315	1,875	1,042	1,314	1,833	1,028
759	1,032	1,694	820	1,131	1,856	940	1,132	1,829	935
760	1,169	2,013	973	1,170	1,994	995	1,169	1,947	984
761	677	1,545	612	688	1,534	630	741	1,628	679
762	668	1,609	568	673	1,570	583	1,004	2,312	893
763	314	692	291	315	670	294	315	662	292
764	555	687	465	780	1,072	695	783	1,063	694
765	266	294	201	436	591	372	442	593	375
766	4,634	5,781	3,242	4,634	5,914	3,390	4,676	5,898	3,409
767	1,023	1,212	679	1,023	1,259	716	1,066	1,297	744
768	3,655	2,900	1,732	3,682	3,215	1,941	3,682	3,104	1,890
769	3,367	3,098	1,878	3,377	3,319	2,036	3,376	3,220	1,991
770	3,049	3,552	1,983	3,324	4,139	2,357	3,429	4,198	2,413
771	0	0	0	0	0	0	33	61	31
772	0	0	0	0	0	0	0	0	0
773	0	0	0	0	0	0	178	361	168
774	3,643	4,979	2,640	3,846	5,396	2,941	3,862	5,296	2,923
775	782	1,213	566	781	1,202	585	782	1,185	581
776	1,394	2,249	1,097	1,394	2,231	1,127	1,394	2,180	1,114
777	1,431	3,784	1,286	1,634	4,103	1,496	1,660	4,069	1,513



APPENDIX D

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

Table T – 1
FUNCTIONAL CLASSIFICATION OF ROADWAYS

North South Roadways	Segment	TIP Design Code	Functional Classification	Required Width	# of Lanes
I-95 (SIS)	I-95	1021	XWay	325'	10LD*
Dixie Highway	N of Dade CL	420	UCOLL	54'	4L
	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 Roadways					
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 I-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 1	221	CC	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

Legend: SIS = Strategic Intermodal System
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

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

Source: Broward County Roadway Capacity & Level of Service Analysis for 2005 / 2030 published 9/2006
Broward County Transportation Element - 2007
Michael Miller Planning Associates, Inc. – June 2008

**Generalized Peak Hour Two-Way Volumes for Florida's
Urbanized Areas¹**

TABLE 4

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Lanes	B	C	D	E	
Lanes	Median	B	C	D	E	4	4,120	5,540	6,700	7,190	
2	Undivided	*	1,510	1,600	**	6	6,130	8,370	10,060	11,100	
4	Divided	*	3,420	3,580	**	8	8,230	11,100	13,390	15,010	
6	Divided	*	5,250	5,390	**	10	10,330	14,040	16,840	18,930	
8	Divided	*	7,090	7,210	**	12	14,450	18,880	22,030	22,860	
Class II (35 mph or slower posted speed limit)						Freeway Adjustments					
Lanes	Median	B	C	D	E	Auxiliary Lanes Present in Both Directions + 1,800		Ramp Metering + 5%			
2	Undivided	*	660	1,330	1,410						
4	Divided	*	1,310	2,920	3,040						
6	Divided	*	2,090	4,500	4,590						
8	Divided	*	2,880	6,060	6,130						
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)											
Non-State Signalized Roadways - 10%											
Median & Turn Lane Adjustments											
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors							
2	Divided	Yes	No	+5%							
2	Undivided	No	No	-20%							
Multi	Undivided	Yes	No	-5%							
Multi	Undivided	No	No	-25%							
-	-	-	Yes	+5%							
* One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6						UNINTERRUPTED FLOW HIGHWAYS					
FL CLIF = 3636; 2L one way = 2700; 1 lane = 798						Lanes	Median	B	C	D	E
						2	Undivided	770	1,530	2,170	2,990
						4	Divided	3,300	4,660	5,900	6,530
						6	Divided	4,950	6,990	8,840	9,790
Uninterrupted Flow Highway Adjustments											
Lanes	Median	Exclusive left lanes		Adjustment factors							
2	Divided	Yes		+5%							
Multi	Undivided	Yes		-5%							
Multi	Undivided	No		-25%							
BICYCLE MODE ²						¹ Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.					
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Paved Shoulder/Bicycle											
Lane Coverage	B	C	D	E							
0-49%	*	260	680	1,770							
50-84%	190	600	1,770	>1,770							
85-100%	830	1,770	>1,770	**							
PEDESTRIAN MODE ²						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.					
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
Sidewalk Coverage	B	C	D	E	* Cannot be achieved using table input value defaults.						
0-49%	*	*	250	850 <th colspan="6" rowspan="3">^{**} Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.</th>	^{**} Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.						
50-84%	*	150	780	1,420							
85-100%	340	960	1,560	>1,770							
BUS MODE (Scheduled Fixed Route) ³ (Buses in peak hour in peak direction)						Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/plm/bs/default.htm					
Sidewalk Coverage	B	C	D	E							
0-84%	> 5	≥ 4	≥ 3	≥ 2							
85-100%	> 4	≥ 3	≥ 2	≥ 1							

FL CLIF = 3636; 2L ONE WAY = 2700; 1 lane = 798

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

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

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

* Cannot be achieved using table input value defaults.

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

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/hm/hs/default.htm

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

			2014										2014									
ID	N/S Roadway	Segment	Design Code	Daily Conditions				Peak Hour Conditions				Volume	Capacity	V/C	LOS							
				AADT	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS											
799		N of Commercial Blvd	464	11000	29160	0.38	C	1045	2628	0.40	C											
801		N of NE 56 St	264	3600	13320	0.27	C	342	1197	0.28	C											
1101	NW 6 Ave	N of Atlantic Blvd	264	8100	13320	0.61	D	770	1197	0.64	D											
803	NE 3 Ave	N of Copans Rd	264	9600	13320	0.72	D	912	1197	0.76	D											
805		N of Sample Rd	264	10500	13320	0.79	D	998	1197	0.83	D											
807		N of NE 48 St	264	8500	13320	0.64	D	808	1197	0.67	D											
1057		N of NE 54 St / SW 15 St	264	8500	13320	0.64	D	808	1197	0.67	D											
809	Natura Blvd	N of SE 10 St	464	7300	29160	0.25	C	694	2628	0.26	C											
811	Dixie Hwy/ 21 Ave	N of Dade C L	463	8400	34992	0.24	C	798	3154	0.25	C											
813		N of Hndle Bch Blvd	463	9800	34992	0.28	C	931	3154	0.29	C											
815		N of Pembroke Rd	463	10900	34992	0.31	C	1036	3154	0.33	C											
817		N of Hollywood Blvd	463	11100	34992	0.32	C	1055	3154	0.33	C											
819		N of Sheridan St	464	3500	29160	0.12	C	333	2628	0.13	C											
1049		N of Phippen Rd	264	2200	13320	0.17	C	209	1197	0.17	C											
821	SE 3 Ave	N of SE 17 St	432	7200	32400	0.22	C	684	2820	0.23	C											
823		N of Davie Blvd	432	12000	32400	0.37	C	1140	2920	0.39	C											
825		N of SE 7 St-CBD	432	21000	32400	0.65	D	1995	2920	0.68	D											
827	NE 3 Ave	N of Broward Blvd-CBD	432	21000	32400	0.65	D	1995	2920	0.68	D											
829		N of NE 6 St	432	12000	32400	0.37	C	1140	2920	0.39	C											
831	NE 4 Ave/Wilton Dr	N of Sunrise Blvd	432	17900	32400	0.55	D	1701	2920	0.58	D											
833	Dixie Hwy	N of Oakland Pk Blvd	432	24000	32400	0.74	D	2280	2920	0.78	D											
835		N of NE 38 St	422	25500	39800	0.64	C	2423	3580	0.68	C											
837		N of Commercial Blvd	422	20500	39800	0.52	C	1948	3580	0.54	C											
839		N of McNab Rd	633	22000	60000	0.37	B	2090	5400	0.39	B											
841		N of Pompano Park Pl	432	25000	32400	0.77	D	2375	2920	0.81	D											
843		N of Atlantic Blvd	432	25500	32400	0.79	D	2423	2920	0.83	D											
845		N of NW 15 St	422	25500	39800	0.64	C	2423	3580	0.68	C											
847		N of Copans Rd	422	17100	39800	0.43	C	1625	3580	0.45	C											
849		N of Sample Rd	422	23000	39800	0.58	C	2185	3580	0.61	C											
851		N of NE 48 St	422	18100	39800	0.45	C	1720	3580	0.48	C											
853		N of SW 10 St	422	11700	39800	0.29	C	1112	3580	0.31	C											

There are two way roads; we used FDOT one way and analyzed each link with actual counts

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

ID	E/W Roadway	Segment	2014				2014				2014			
			Design Code	Daily Conditions			LOS	Peak Hour Conditions			LOS			
				ADT	Capacity	V/C		Volume	Capacity	V/C				
1118	Honey Hill Rd	E of SW 148 Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A			
1120	Honey Hill Rd	E of Flamingo Rd	264	10500	13320	0.79	D	998	1197	0.83	D			
2	Bass Crk Rd	E of SW 184 Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A			
1162	Bass Crk Rd	E of SW 172 Ave	264	7400	13320	0.56	D	703	1197	0.59	D			
4	Bass Crk Rd	E of Dykes Rd	264	5800	13320	0.44	C	551	1197	0.46	C			
6	County Line Rd	E of University Dr	422	27600	39800	0.69	C	2622	3580	0.73	C			
8	County Line Rd	E of FTPK	422	32500	39800	0.82	C	3088	3580	0.86	C			
10	County Line Rd	E of SR 7	264	16000	13320	1.20	F	1520	1197	1.27	F			
1046	County Line Rd	E of SW 48 Ave	464	7700	29160	0.26	C	732	2628	0.28	C			
12	County Line Rd	E of SW 40 Ave	264	7700	13320	0.58	D	732	1197	0.61	D			
1124	SW 11 St	E of I-95	264	800	13320	0.06	C	76	1197	0.06	C			
14	Miramar Pkwy	E of SW 196 Ave	474	3400	35820	0.09	C	323	3222	0.10	C			
18	Miramar Pkwy	E of SW 184 Ave	422	18500	39800	0.46	C	1758	3580	0.49	C			
20	Miramar Pkwy	E of SW 172 Ave	622	45000	59900	0.75	C	4275	5390	0.79	C			
22	Miramar Pkwy	E of SW 160 Ave	622	65000	59900	1.08	F	6175	5390	1.15	F			
24	Miramar Pkwy	E of I-75	622	64000	59900	1.07	F	6080	5390	1.13	F			
26	Miramar Pkwy	E of SW 148 Ave	622	51500	59900	0.86	C	4893	5390	0.91	C			
28	Miramar Pkwy	E of SW 136 Ave	622	51500	59900	0.86	C	4893	5390	0.91	C			
30	Miramar Pkwy	E of Flamingo Rd	622	32500	59900	0.54	C	3088	5390	0.57	C			
32	Miramar Pkwy	E of Red Rd	622	37000	59900	0.62	C	3615	5390	0.65	C			
34	Miramar Pkwy	E of Palm Ave	422	38500	39800	0.97	D	3658	3580	1.02	F			
36	Miramar Pkwy	E of Douglas Rd	422	35500	39800	0.89	C	3373	3580	0.94	C			
38	Miramar Pkwy	E of University Dr	422	30000	39800	0.75	C	2850	3580	0.80	C			
40	Handle Bch Blvd	E of SR 7	422	25500	39800	0.64	C	2423	3580	0.68	C			
42	Handle Bch Blvd	E of I-95	622	64205	59900	1.07	F	6099	5390	1.13	F			
44	Handle Bch Blvd	E of US 1	622	38500	59900	0.64	C	3658	5390	0.68	C			
46	Handle Bch Blvd	E of Diplomat Pkwy	622	30000	59900	0.50	C	2850	5390	0.53	C			
1000	Monarch Lakes Blvd	N of Miramar Pkwy	464	5500	29160	0.19	C	523	2628	0.20	C			
1002	Miramar Blvd	E of Flamingo Rd	264	5500	13320	0.41	C	523	1197	0.44	C			
1004	Miramar Blvd	E of Red Rd	264	5500	13320	0.41	C	523	1197	0.44	C			
1006	Miramar Blvd	E of Hiatus Rd	264	6100	13320	0.46	C	580	1197	0.48	C			
50	Miramar Blvd	E of Palm Ave	464	33500	29160	1.15	F	3183	2628	1.21	F			
52	Miramar Blvd	E of Douglas Rd	264	9200	13320	0.69	D	874	1197	0.73	D			

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

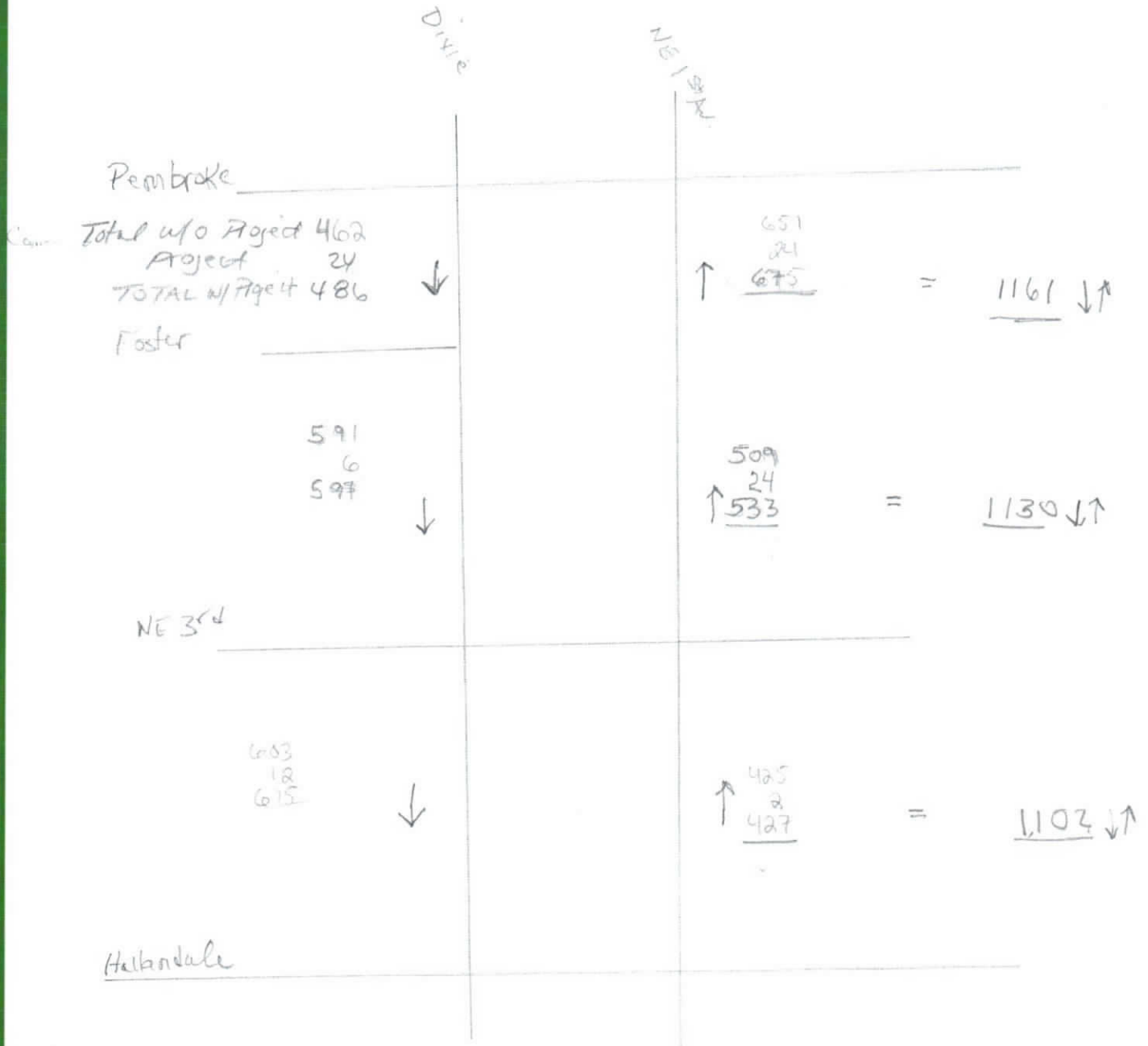
APPENDIX B: East / West Roadways Capacity and Level of Service Analysis 2014

ID	E/W Roadway	Segment	2014					2014					2014				
			Design		Daily Conditions			Peak Hour Conditions			LOS		Design		Daily Conditions		
			Code	AADT	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS	LOS	Code	AADT	Capacity	V/C	LOS
58	Pembroke Rd	E of US 27	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
58	Pembroke Rd	E of SW 196 Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
60	Pembroke Rd	E of SW 184 Ave	264	8000	13320	0.60	D	760	1197	0.63	D						
66	Pembroke Rd	E of SW 172 Ave	264	9000	13320	0.68	D	855	1197	0.71	D						
1154	Pembroke Rd	E of SW 160 Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
66	Pembroke Rd	E of SW 145 Ave	422	26000	39800	0.65	C	2470	3580	0.69	C						
62	Pembroke Rd	E of SW 136 Ave	422	26000	39800	0.65	C	2470	3580	0.69	C						
64	Pembroke Rd	E of Flamingo Rd	422	27500	39800	0.69	C	2613	3580	0.73	C						
66	Pembroke Rd	E of Hiatus Rd	422	33000	39800	0.83	C	3135	3580	0.88	C						
68	Pembroke Rd	E of Palm Ave	422	29500	39800	0.74	C	2803	3580	0.78	C						
70	Pembroke Rd	E of Douglas Rd	422	33500	39800	0.84	C	3183	3580	0.89	C						
72	Pembroke Rd	E of University Dr	622	42000	59900	0.70	C	3990	5390	0.74	C						
74	Pembroke Rd	E of SW 68 Ave	422	49000	39800	1.23	F	4655	3580	1.30	F						
1050	Pembroke Rd	E of SW 62 Ave	622	34000	59900	0.57	C	3230	5390	0.60	C						
76	Pembroke Rd	E of SR 7	622	39000	59900	0.65	C	3705	5390	0.69	C						
78	Pembroke Rd	E of I-95	432	33500	32400	1.03	E	3183	2920	1.09	F						
80	NE 9 St	E of US 1	264	9400	13320	0.71	D	893	1197	0.75	D						
1048	NE 9 St	E of Atlantic Shores Blvd	264	9400	13320	0.71	D	893	1197	0.75	D						
1060	Moffett St	E of US 1	264	7500	13320	0.56	D	713	1197	0.59	D						
82	Washington St	E of S 64 Ave	264	9900	13320	0.74	D	941	1197	0.79	D						
84	Washington St	E of SR 7	464	9500	29160	0.33	C	903	2628	0.34	C						
86	Washington St	E of S 56 Ave	264	9700	13320	0.73	D	922	1197	0.77	D						
88	Washington St	E of S 28 Ave	264	4500	13320	0.34	C	428	1197	0.36	C						
1116	Washington St	E of US 1	264	2200	13320	0.17	C	209	1197	0.17	C						
90	Pines Blvd	E of US 27	422	10300	39800	0.26	C	979	3580	0.27	C						
92	Pines Blvd	E of SW 196 Ave	622	24000	59900	0.40	C	2280	5390	0.42	C						
94	Pines Blvd	E of SW 184 Ave	622	40000	59900	0.67	C	3800	5390	0.70	C						
96	Pines Blvd	E of SW 172 Ave	622	48000	59900	0.80	C	4560	5390	0.85	C						
98	Pines Blvd	E of SW 160 Ave	622	65000	59900	1.09	F	6175	5390	1.15	F						
100	Pines Blvd	E of I-75	822	81000	80100	1.01	F	7695	7210	1.07	F						
102	Pines Blvd	E of SW 136 Ave	822	60000	80100	0.75	C	5700	7210	0.79	C						
104	Pines Blvd	E of Flamingo Rd	622	52000	59900	0.87	C	4940	5390	0.92	C						

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

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

Traffic Engineering, Transportation Planning



M170 capacity along corridor = 3154

CORRIDOR ANALYSIS

969 SE Federal Highway
Suite 402
Stuart, FL 34994

772.781.7918

SEORourke@comcast.net

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

S 21ST AVENUE					PEMBROKE ROAD					NE 1ST AVENUE					PEMBROKE ROAD					
From North					From East					From South					From West					
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total			
Date 10/28/15																				
07:00	0	0	0	1	0	0	0	1	0	1	0	4	0	0	0	0	7			
07:15	0	0	0	1	0	0	0	0	0	1	0	4	0	0	0	0	6			
07:30	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3			
07:45	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2			
Hr Total	0	3	0	2	0	2	0	1	0	2	0	8	0	0	0	0	18			
08:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2			
08:15	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4			
08:30	0	0	0	0	0	0	0	1	0	1	0	3	0	0	0	0	5			
08:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1			
Hr Total	0	1	0	4	0	0	0	1	0	2	0	4	0	0	0	0	12			
* BREAK *																				
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
16:15	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4			
16:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2			
16:45	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3			
Hr Total	0	5	0	3	0	0	0	0	0	0	0	2	0	0	0	0	10			
17:00	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	3			
17:15	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0	0	7			
17:30	0	1	0	3	0	0	0	2	0	3	0	3	0	0	0	0	12			
17:45	0	2	0	4	0	1	0	0	0	2	0	0	0	0	0	0	9			
Hr Total	0	5	0	7	0	2	0	2	0	10	0	5	0	0	0	0	31			
TOTAL																				
	0	14	0	16	0	4	0	4	0	14	0	19	0	0	0	0	71			

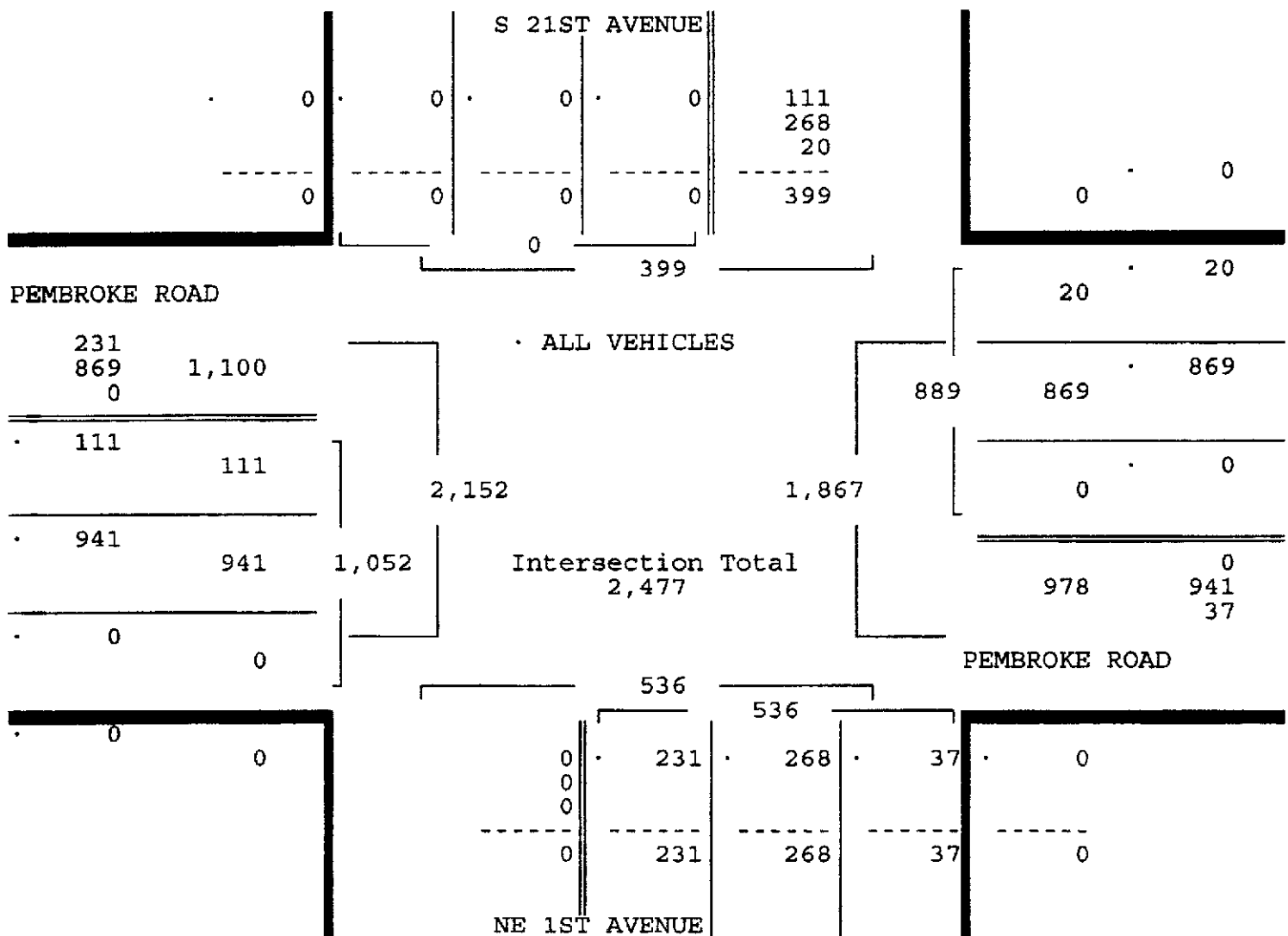
PEMBROKE ROAD & NE 1ST AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
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Site Code : 00150215
Start Date: 10/28/15
File I.D. : PEMB_1AV
Page : 3

ALL VEHICLES

S 21ST AVENUE					PEMBROKE ROAD					NE 1ST AVENUE					PEMBROKE ROAD					
From North					From East					From South					From West					
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		
Date 10/28/15																				Total
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 10/28/15																				
Peak start 16:30					16:30					16:30					16:30					
Volume	0	0	0	0	0	0	869	20		0	231	268	37		0	111	941	0		
Percent	0%	0%	0%	0%	0%	0%	98%	2%		0%	43%	50%	7%		0%	11%	89%	0%		
Pk total	0				889					536					1052					
Highest	07:00				17:00					17:00					17:15					
Volume	0	0	0	0	0	0	234	5		0	65	80	10		0	36	266	0		
Hi total	0				239					155					302					
PHF	.0				.93					.86					.87					



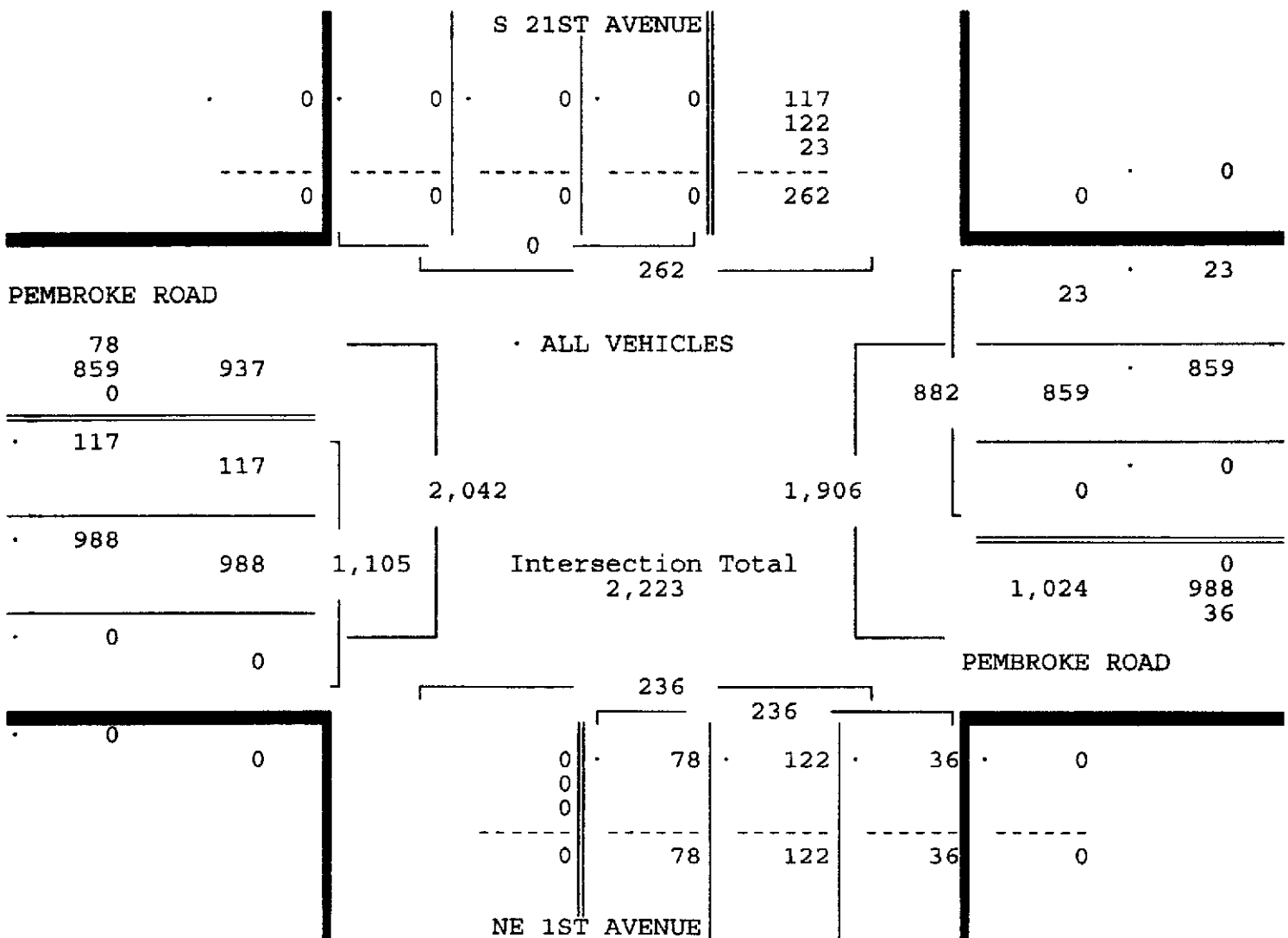
PEMBROKE ROAD & NE 1ST AVENUE
HALLANDALE BEACH, FLORIDA
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ALL VEHICLES

S 21ST AVENUE				PEMBROKE ROAD				NE 1ST AVENUE				PEMBROKE ROAD				
From North				From East				From South				From West				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 10/28/15																
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 10/28/15																
Peak start 08:00				08:00				08:00				08:00				
Volume	0	0	0	0	0	859	23	0	78	122	36	0	117	988	0	
Percent	0%	0%	0%	0%	0%	97%	3%	0%	33%	52%	15%	0%	11%	89%	0%	
Pk total	0			882				236				1105				
Highest	07:00			08:00				08:30				08:15				
Volume	0	0	0	0	0	245	2	0	12	41	11	0	30	268	0	
Hi total	0			247				64				298				
PHF	.0			.89				.92				.93				



Traffic Survey Specialists, Inc.

PEMBROKE ROAD & NE 1ST AVENUE
HALLANDALE BEACH, FLORIDA
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Site Code : 00150215
Start Date: 10/28/15
File I.D. : PEMB_1AV
Page : 1

ALL VEHICLES

S 21ST AVENUE					PEMBROKE ROAD				NE 1ST AVENUE				PEMBROKE ROAD				
From North					From East				From South				From West				
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 10/28/15																	
07:00	0	0	0	0	0	0	169	4	0	12	12	1	0	21	125	0	344
07:15	0	0	0	0	0	0	189	4	0	11	19	1	0	33	156	0	413
07:30	0	0	0	0	0	0	160	3	0	17	22	5	0	27	214	0	448
07:45	0	0	0	0	0	0	137	3	0	16	28	5	0	20	174	0	383
Hr Total	0	0	0	0	0	0	655	14	0	56	81	12	0	101	669	0	1588
08:00	0	0	0	0	0	0	245	2	0	17	23	9	0	23	262	0	581
08:15	0	0	0	0	0	0	217	2	0	24	29	7	0	30	268	0	577
08:30	0	0	0	0	0	0	202	5	0	12	41	11	0	40	231	0	542
08:45	0	0	0	0	0	0	195	14	0	25	29	9	0	24	227	0	523
Hr Total	0	0	0	0	0	0	859	23	0	78	122	36	0	117	988	0	2223
* BREAK *																	
16:00	0	0	0	0	0	0	181	1	0	57	55	9	0	35	230	0	568
16:15	0	0	0	0	0	0	253	5	0	71	65	8	0	28	193	0	623
16:30	0	0	0	0	0	0	226	3	0	55	57	12	0	23	239	0	615
16:45	0	0	0	0	0	0	193	2	0	53	63	8	0	28	241	0	588
Hr Total	0	0	0	0	0	0	853	11	0	236	240	37	0	114	903	0	2394
17:00	0	0	0	0	0	0	234	5	0	65	80	10	0	24	195	0	613
17:15	0	0	0	0	0	0	216	10	0	58	68	7	0	36	266	0	661
17:30	0	0	0	0	0	0	217	5	0	63	63	10	0	27	216	0	601
17:45	0	0	0	0	0	0	227	11	0	54	74	9	0	28	198	0	601
Hr Total	0	0	0	0	0	0	894	31	0	240	285	36	0	115	875	0	2476
TOTAL	0	0	0	0	0	0	3261	79	0	610	728	121	0	447	3435	0	8681

TURNING MOVEMENT VOLUME COUNTS

N/E Street
TMC Periods and Date
COUNT DATE
REPORT DATE

E/W STREET: Peninsula Road
CITY: Millerville Beach
DAY: Thursday
ANALYSIS YEAR: 2016

CONTROL: Signalized

15 Min Period	Northbound				Southbound				Eastbound				Westbound			
	NBL	NBT	NBR	NBL	SBL	SBT	SBR	SBL	EBL	EBT	EBR	WBL	WBT	WBR	WBL	WBT
7:00-7:15	0	0	0	14	34	34	16	0	0	126	11	3	175	0	379	1854
7:15-7:30	0	0	0	23	53	24	24	0	165	15	9	9	191	0	483	2124
7:30-7:45	0	0	0	38	80	39	19	0	193	8	8	10	144	0	502	2300
7:45-8:00	0	0	0	34	92	30	30	0	170	14	7	7	143	0	490	2414
8:00-8:15	0	0	0	30	95	35	35	0	241	7	21	21	230	0	949	2491
8:15-8:30	0	0	0	40	110	25	25	0	229	12	15	15	218	0	660	
8:30-8:45	0	0	0	24	99	28	28	0	236	19	9	9	210	0	615	
8:45-9:00	0	0	0	34	108	24	24	0	179	14	22	22	151	0	567	

AM PEAK HOUR IS FROM:

Volumes	2	0	0	318	397	113	0	895	52	67	819	0	2481
Season Factor	0	0	0	151	472	134	0	1065	62	80	958	0	2964
Growth	0	0	0	151	472	134	0	1065	62	80	958	0	2964
Adaptive	0	0	0	5	1	0	0	19	0	0	3	0	27
In/Out	0	0	0	0	0	0	0	0	0	0	0	0	0
Percentage	0%	0%	0%	0%	10%	0%	0%	10%	10%	10%	0%	0%	0%
PHASECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase-by In/Out	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase-by %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Phase-by Trip	0	0	0	0	0	0	0	0	0	0	0	0	0

Seasonal Factor: 1.19

Trips In: 0
Trips Out: 0
Growth Rate: 1
Year Growth: 0
Phase-by In: 0
Phase-by Out: 0

Total 0 0 0 157 473 134 0 1064 62 80 1003 0 2992

15 Min Period Times

15 Min Period Times	Northbound				Southbound				Eastbound				Westbound			
	NBL	NBT	NBR	NBL	SBL	SBT	SBR	SBL	EBL	EBT	EBR	WBL	WBT	WBR	WBL	WBT
4:30-4:45	0	0	0	37	63	31	31	0	230	11	11	16	222	0	610	2449
4:45-5:00	0	0	0	29	63	24	24	0	159	14	13	13	250	0	620	2463
5:00-5:15	0	0	0	27	86	24	24	0	219	5	5	13	252	0	606	2510
5:15-5:30	0	0	0	30	85	30	30	0	239	14	11	11	324	0	613	2544
5:30-5:45	0	0	0	34	74	37	37	0	181	7	22	22	259	0	634	2530
5:45-6:00	0	0	0	40	68	29	29	0	256	6	10	10	258	0	640	2577
6:00-6:15	0	0	0	32	64	27	27	0	223	14	22	22	258	0	640	2577
6:15-6:30	0	0	0	26	73	38	38	0	176	11	10	10	263	0	599	

PM PEAK HOUR IS FROM:

Volumes	2	0	0	136	271	123	0	899	41	65	1029	0	3244
Season Factor	0	0	0	182	312	146	0	1070	46	77	1301	0	3807
Growth	0	0	0	182	312	146	0	1070	46	77	1301	0	3807
Adaptive	0	0	0	10	2	0	0	37	0	0	85	0	267
In/Out	0	0	0	0	0	0	0	0	0	0	0	0	0
Percentage	0%	0%	0%	0%	10%	0%	0%	10%	10%	10%	0%	0%	0%
PHASECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase-by In/Out	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase-by %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Phase-by Trip	0	0	0	0	0	0	0	0	0	0	0	0	0

Seasonal Factor: 1.19

Trips In: 1
Trips Out: 0
Year Growth: 0
Phase-by In: 0
Phase-by Out: 0

Total 0 0 0 162 322 146 0 1070 46 77 1301 0 3807

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

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

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

PEDESTRIANS & BIKES

DIXIE HIGHWAY From North				PEMBROKE ROAD From East				DIXIE HIGHWAY From South				PEMBROKE ROAD From West				Total	
Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds		
Date 10/28/15 -----																	
07:00	0	0	0	1	0	0	0	0	0	1	0	6	0	1	0	0	9
07:15	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
07:30	0	1	0	3	0	0	0	0	0	1	0	1	0	0	0	0	6
07:45	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	5
Hr Total	0	2	0	5	0	0	0	0	0	5	0	9	0	1	0	0	22
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	5
08:30	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	0	4
08:45	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
Hr Total	0	2	0	9	0	0	0	0	0	1	0	1	0	1	0	0	14
----- * BREAK * -----																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1	4
16:30	0	2	0	0	0	0	0	0	0	2	0	1	0	0	0	0	5
16:45	0	4	0	1	0	0	0	0	0	2	0	1	0	1	0	1	10
Hr Total	0	7	0	2	0	0	0	0	0	4	0	3	0	1	0	2	19
17:00	0	1	0	1	0	0	0	0	0	0	0	2	0	1	0	0	5
17:15	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	6
17:30	0	3	0	3	0	0	0	0	0	3	0	0	0	2	0	0	11
17:45	0	1	0	3	0	0	0	0	0	3	0	0	0	1	0	0	8
Hr Total	0	8	0	7	0	0	0	0	0	9	0	2	0	4	0	0	30

TOTAL	0	19	0	23	0	0	0	0	0	19	0	15	0	7	0	2	85

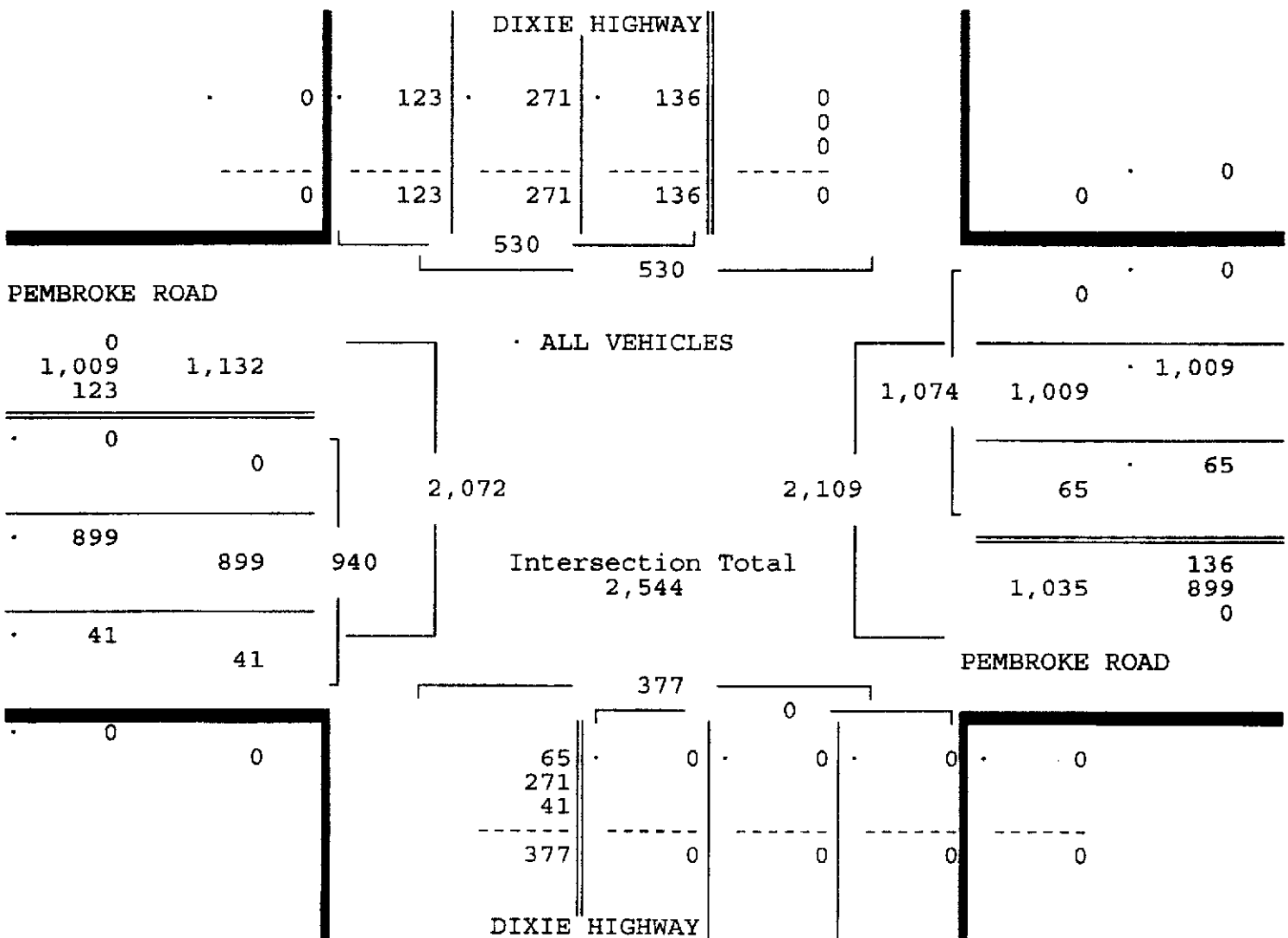
PEMBROKE ROAD & DIXIE HIGHWAY
HALLANDALE BEACH, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
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Page : 3

ALL VEHICLES

DIXIE HIGHWAY				PEMBROKE ROAD				DIXIE HIGHWAY				PEMBROKE ROAD				
From North				From East				From South				From West				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 10/28/15																
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 10/28/15																
Peak start 16:45				16:45				16:45				16:45				
Volume	0	136	271	123	0	65	1009	0	0	0	0	0	0	899	41	
Percent	0%	26%	51%	23%	0%	6%	94%	0%	0%	0%	0%	0%	0%	96%	4%	
Pk total	530				1074			0				940				
Highest	17:00				17:00			07:00				17:15				
Volume	0	34	74	37	0	22	269	0	0	0	0	0	0	256	6	
Hi total	145				291			0				262				
PHP	.91				.92			.0				.90				



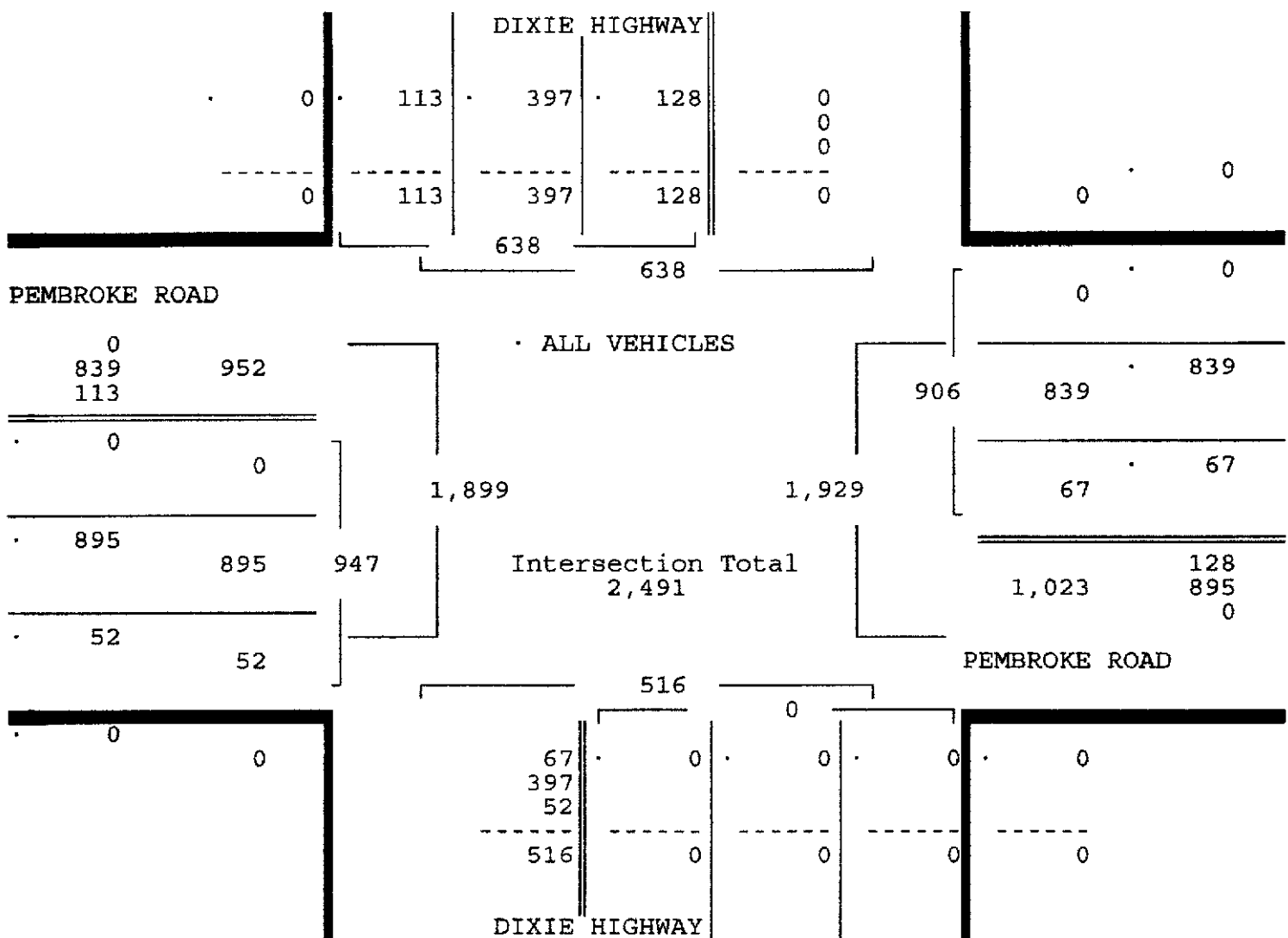
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Delray Beach, Florida 33483
Phone (561) 272-3255

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

ALL VEHICLES

DIXIE HIGHWAY					PEMBROKE ROAD					DIXIE HIGHWAY					PEMBROKE ROAD					
From North					From East					From South					From West					
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right	Total	
Date 10/28/15																				
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 10/28/15																				
Peak start 08:00					08:00					08:00					08:00					
Volume	0	128	397	113	0	67	839	0		0	0	0	0		0	0	895	52		
Percent	0%	20%	62%	18%	0%	7%	93%	0%		0%	0%	0%	0%		0%	0%	95%	5%		
Pk total	638				906					0					947					
Highest	08:15				08:00					07:00					08:30					
Volume	0	40	110	26	0	21	230	0		0	0	0	0		0	0	236	19		
Hi total	176				251					0					255					
PHF	.91				.90					.0					.93					



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

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

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

ALL VEHICLES

DIXIE HIGHWAY From North					PEMBROKE ROAD From East				DIXIE HIGHWAY From South				PEMBROKE ROAD From West				Total
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
Date 10/28/15																	
07:00	0	14	34	16	0	3	175	0	0	0	0	0	0	0	126	11	379
07:15	0	23	53	24	0	9	191	0	0	0	0	0	0	0	168	15	483
07:30	0	28	80	19	0	10	164	0	0	0	0	0	0	0	193	8	502
07:45	0	34	92	30	0	7	143	0	0	0	0	0	0	0	170	14	490
Hr Total	0	99	259	89	0	29	673	0	0	0	0	0	0	0	657	48	1854
08:00	0	30	85	35	0	21	230	0	0	0	0	0	0	0	241	7	649
08:15	0	40	110	26	0	15	218	0	0	0	0	0	0	0	239	12	660
08:30	0	24	99	28	0	9	200	0	0	0	0	0	0	0	236	19	615
08:45	0	34	103	24	0	22	191	0	0	0	0	0	0	0	179	14	567
Hr Total	0	128	397	113	0	67	839	0	0	0	0	0	0	0	895	52	2491
* BREAK *																	
16:00	0	37	63	31	0	16	222	0	0	0	0	0	0	0	230	11	610
16:15	0	29	61	24	0	13	280	0	0	0	0	0	0	0	199	14	620
16:30	0	27	66	24	0	13	252	0	0	0	0	0	0	0	219	5	606
16:45	0	30	65	30	0	11	224	0	0	0	0	0	0	0	239	14	613
Hr Total	0	123	255	109	0	53	978	0	0	0	0	0	0	0	887	44	2449
17:00	0	34	74	37	0	22	269	0	0	0	0	0	0	0	181	7	624
17:15	0	40	68	29	0	10	258	0	0	0	0	0	0	0	256	6	667
17:30	0	32	64	27	0	22	258	0	0	0	0	0	0	0	223	14	640
17:45	0	26	73	38	1	10	263	0	0	0	0	0	0	0	178	11	600
Hr Total	0	132	279	131	1	64	1048	0	0	0	0	0	0	0	838	38	2531
TOTAL	0	482	1190	442	1	213	3538	0	0	0	0	0	0	0	3277	182	9325

TURNING MOVEMENT VOLUME COUNTS

CONTROL: Signalized

E/W STREET: NE 3rd St

NE 3rd Ave

CA TMC 3rd and 3rd

COUNTY: 6221-6/23 2016

REPORT DATE: 6/20/2016

CITY: Hallandale Beach

DAY: Wednesday

ANALYSIS YEAR: 2016

15 Min Period	Northbound				Southbound				Eastbound				Westbound				ONE HOUR SUM
	NBL	NBT	NOR	NBR	SBL	SBT	SBR	SBR	EBL	EBT	EBR	WBL	WBT	WBR	WBR	TOTAL	
7:00-7:15	4	5	1	0	0	0	0	18	23	0	0	0	20	10	81	439	
7:15-7:30	5	20	1	0	0	0	0	16	12	0	0	0	31	20	85	475	
7:30-7:45	4	20	1	0	0	0	0	27	56	0	0	0	28	10	146	542	
7:45-8:00	4	13	3	0	0	0	0	22	54	0	0	0	20	21	137	540	
8:00-8:15	7	21	7	0	0	0	0	10	35	0	0	0	33	14	117	570	
8:15-8:30	4	29	7	0	0	0	0	18	42	0	0	0	39	18	152		
8:30-8:45	5	22	5	0	0	0	0	17	53	0	0	0	26	16	144		
8:45-9:00	7	22	30	0	0	0	0	28	64	0	0	0	28	21	137		

AM PEAK HOUR IS FROM:

Seasonal Factor: 1.19
 Trip In: 0
 Trip Out: 0
 Growth Rate: 1
 Years Screen: 0
 Priority In: 0
 Priority Out: 0

Total 27 112 35 0 0 0 0 0 75 227 0 0 138 64 678

15 Min Period	Northbound				Southbound				Eastbound				Westbound				ONE HOUR SUM
	NBL	NBT	NOR	NBR	SBL	SBT	SBR	SBR	EBL	EBT	EBR	WBL	WBT	WBR	WBR	TOTAL	
4:00-4:15	8	48	9	0	0	0	0	12	36	0	0	0	57	24	134	734	
4:15-4:30	7	63	5	0	0	0	0	13	37	0	0	0	41	25	186	798	
4:30-4:45	11	52	4	0	0	0	0	8	34	0	0	0	40	15	185	800	
4:45-5:00	14	56	6	0	0	0	0	15	40	0	0	0	41	17	189	837	
5:00-5:15	8	63	15	0	0	0	0	22	62	0	0	0	48	21	258	862	
5:15-5:30	4	63	5	0	0	0	0	16	34	0	0	0	39	27	198		
5:30-5:45	6	74	6	0	0	0	0	13	41	0	0	0	43	19	202		
5:45-6:00	10	70	8	0	0	0	0	15	51	0	0	0	44	15	214		

PM PEAK HOUR IS FROM:

Seasonal Factor: 1.19
 Trip In: 1
 Trip Out: 0
 Growth Rate: 1
 Years Screen: 0
 Priority In: 0
 Priority Out: 0

Total 33 320 63 0 0 0 0 80 234 0 0 257 99 1026

Standard Report

Location: NE 1st Ave and NE 3rd St AM
Unit ID: 4
Study Date: Thursday June 23, 2016
Interval: 15 minutes

Vehicles

	Southbound					Westbound					Northbound					Eastbound					Grand Total
	Left	Thru	Right	Total		Left	Thru	Right	Total		Left	Thru	Right	Total		Left	Thru	Right	Total		
07:00	0	0	0	0		2	20	10	32		4	5	1	10		18	23	0	41		83
07:15	0	0	0	0		1	11	20	32		5	20	1	26		16	12	0	28		86
07:30	0	0	0	0		0	28	10	38		4	20	1	25		27	56	0	83		146
07:45	0	0	0	0		0	20	21	41		4	13	3	20		12	54	0	66		127
Subtotal	0	0	0	0		3	79	61	143		17	58	6	81		73	145	0	218		442
08:00	0	0	0	0		0	23	14	37		7	21	7	35		10	35	0	45		117
08:15	0	0	0	0		0	39	13	52		4	29	7	40		18	42	0	60		152
08:30	0	0	0	0		0	26	16	42		5	22	5	32		17	53	0	70		144
08:45	0	0	0	0		0	28	11	39		7	22	10	39		18	61	0	79		157
Subtotal	0	0	0	0		0	116	54	170		23	94	29	146		63	191	0	254		570
09:00	0	0	0	0		0	4	1	5		0	3	1	4		0	8	0	8		17
Total	0	0	0	0		3	199	116	318		40	155	36	231		136	344	0	480		1029
Table %	0.0	0.0	0.0	0.0		0.3	19.3	11.3	30.9		3.9	15.1	3.5	22.4		13.2	33.4	0.0	45.6		100.0
Intersection %	0.0	0.0	0.0	0.0		0.3	19.3	11.3	30.9		3.9	15.1	3.5	22.4		13.2	33.4	0.0	46.6		100.0
Approach %	0	0	0	0		0	62.6	36.5	100.0		17.3	67.1	15.6	100.0		28.3	71.7	0.0	100.0		-
Total Approach %	0	0	0	0		0	62.6	36.5	100.0		17.3	67.1	15.6	100.0		28.3	71.7	0.0	100.0		-
Peak Hour	-	-	-	-		07:00	08:00	07:15	07:45		08:00	08:00	08:00	08:00		07:00	08:00	-	07:30		08:00
Peak Total	0	0	0	0		3	116	65	172		23	94	29	146		73	191	0	254		570
Peak Factor (PHF)	-	-	-	-		0.4	0.7	0.8	0.8		0.8	0.8	0.7	0.9		0.7	0.8	-	0.8		0.5

Standard Report

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

Unit ID: 4

Study Date: Wednesday June 22, 2016

Interval: 15 minutes

Vehicles

	Southbound					Westbound					Northbound					Eastbound					Grand	
	Left	Thru	Right	Total		Left	Thru	Right	Total		Left	Thru	Right	Total		Left	Thru	Right	Total		Total	
16:00	0	3	0	3		5	57	24	86		8	48	9	65		12	36	0	48		202	
16:15	0	0	0	0		7	41	20	68		7	63	5	75		13	37	0	50		193	
16:30	0	0	0	0		1	40	15	56		12	52	4	68		8	34	0	42		166	
16:45	0	0	0	0		0	41	17	58		14	56	6	76		15	40	0	55		189	
Subtotal	0	3	0	3		13	179	76	268		41	219	24	284		48	147	0	195		750	
17:00	0	0	0	0		7	68	21	96		8	62	15	85		22	62	0	84		265	
17:15	0	0	0	0		4	39	27	70		4	63	5	72		16	34	0	50		192	
17:30	0	0	0	0		1	43	19	63		6	74	6	86		13	41	0	54		203	
17:45	0	0	0	0		0	44	15	59		10	70	8	88		16	51	0	67		214	
Subtotal	0	0	0	0		12	194	82	288		28	269	34	331		67	188	0	255		874	
18:00	0	0	0	0		0	7	4	11		4	15	1	20		6	13	0	19		50	
Total	0	3	0	3		25	380	162	567		73	503	59	635		121	348	0	469		1674	
Table %	0.0	0.2	0.0	0.2		1.5	22.7	9.7	33.9		4.4	30.0	3.5	37.9		7.2	20.8	0.0	28.0		100.0	
Intersection %	0.0	0.2	0.0	0.2		1.5	22.7	9.7	33.9		4.4	30.0	3.5	37.9		7.2	20.8	0.0	28.0		100.0	
Approach %	0.0	100.0	0.0	100.0		4.4	67.0	28.6	100.0		11.5	79.2	9.3	100.0		25.8	74.2	0.0	100.0		-	
Total Approach %	0.0	100.0	0.0	100.0		4.4	67.0	28.6	100.0		11.5	79.2	9.3	100.0		25.8	74.2	0.0	100.0		-	
Peak Hour	-	16:00	-	16:00		16:15	17:00	16:45	17:00		16:00	17:00	17:00	17:00		17:00	17:00	-	17:00		17:00	
Peak Total	0	3	0	3		15	194	84	288		41	269	34	331		67	188	0	255		874	
Peak Factor (PHF)	-	0.3	-	0.3		0.5	0.7	0.8	0.8		0.7	0.9	0.6	0.9		0.8	0.8	-	0.8		0.5	

TURNING MOVEMENT VOLUME COUNTS

CONTROL: Signalized

E/W STREET: NW 3rd St

N/S STREET: N 10th Hwy

CITY: Hollandale Beach

DATE: Thursday

ANALYSIS YEAR: 2016

DATE: 6/23/2016

REPORT DATE: 6/20/2016

15 Min Period	Northbound				Southbound				Eastbound				Westbound			
	NBL	NBT	NBR	NBL	SBL	SBT	SBR	SBL	EBT	EBR	EBL	EBT	WBL	WBT	WBR	TOTAL
7:00-7:15	0	0	0	24	49	5	5	0	15	4	4	20	0	133	0	926
7:15-7:30	0	0	0	16	51	9	9	0	13	2	0	11	0	96	0	594
7:30-7:45	0	0	0	49	78	7	7	0	98	4	6	28	0	211	0	812
7:45-8:00	0	0	0	36	98	5	5	0	28	7	2	20	0	198	0	827
8:00-8:15	0	0	0	25	94	1	1	0	21	7	8	23	0	179	0	900
8:15-8:30	0	0	0	35	110	4	4	0	24	8	7	36	0	224	0	1000
8:30-8:45	0	0	0	46	104	7	7	0	26	13	4	36	0	226	0	1000
8:45-9:00	0	0	0	36	132	9	9	0	43	14	18	39	0	271	0	1207

AM PEAK HOUR IS FROM:

VOLUMES

Season Factor

Growth

%/Out

Percentage

PROJECT

Pass-by In/Out

Pass-by %

Pass-by Trips

Seasonal Factor: 1.15

Trips In: 0

Trips Out: 0

Growth Rate: 1

Years Growth: 0

Pass-by In: 0

Pass-by Out: 0

D20

15 Min Period	Northbound				Southbound				Eastbound				Westbound			
	NBL	NBT	NBR	NBL	SBL	SBT	SBR	SBL	EBT	EBR	EBL	EBT	WBL	WBT	WBR	TOTAL
4:00-4:15	0	0	0	26	57	4	4	0	32	2	23	5	0	142	0	862
4:15-4:30	0	0	0	19	53	3	3	0	22	5	6	28	0	136	0	791
4:30-4:45	0	0	0	18	80	4	4	0	24	11	12	39	0	187	0	856
4:45-5:00	0	0	0	20	71	10	10	0	33	13	5	45	0	197	0	862
5:00-5:15	0	0	0	37	103	5	5	0	44	9	14	59	0	271	0	952
5:15-5:30	0	0	0	23	86	10	10	0	30	4	9	38	0	203	0	1000
5:30-5:45	0	0	0	26	98	6	6	0	27	6	10	40	0	219	0	1133
5:45-6:00	0	0	0	34	123	10	10	0	35	30	9	46	0	267	0	1483

PM PEAK HOUR IS FROM:

VOLUMES

Season Factor

Growth

%/Out

Percentage

PROJECT

Pass-by In/Out

Pass-by %

Pass-by Trips

Seasonal Factor: 1.15

Trips In: 1

Trips Out: 0

Growth Rate: 0

Years Growth: 0

Pass-by In: 0

Pass-by Out: 0

Standard Report

Location: Dixie Highway and NW 3rd AM

Unit ID: 3

Study Date: Thursday June 23, 2016

Interval: 15 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand Total
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
07:00	24	49	5	78	4	20	0	24	0	0	0	0	0	15	4	19	121
07:15	16	51	3	70	0	11	0	11	0	0	0	0	0	13	2	15	98
07:30	49	78	7	134	6	28	0	34	0	0	0	0	0	39	4	43	211
07:45	38	98	5	141	2	20	0	22	0	0	0	0	0	28	7	35	198
Subtotal	127	276	20	423	12	79	0	91	0	0	0	0	0	95	17	112	626
08:00	25	94	1	120	8	23	0	31	0	0	0	0	0	21	7	28	179
08:15	35	110	4	149	7	36	0	43	0	0	0	0	0	24	8	32	224
08:30	46	104	7	157	4	26	1	31	0	0	0	0	0	26	13	39	227
08:45	36	132	9	177	18	19	0	37	0	0	0	0	0	43	14	57	271
Subtotal	142	440	21	603	37	104	1	142	0	0	0	0	0	114	42	156	901
09:00	7	17	2	26	1	3	0	4	0	0	0	0	0	0	0	0	30
Total	276	733	43	1052	50	186	1	237	0	0	0	0	0	209	59	268	1557
Table %	17.7	47.1	2.8	67.6	3.2	11.9	0.1	15.2	0.0	0.0	0.0	0.0	0.0	13.4	3.8	17.2	100.0
Intersection %	17.7	47.1	2.8	67.6	3.2	11.9	0.1	15.2	0.0	0.0	0.0	0.0	0.0	13.4	3.8	17.2	100.0
Approach %	26.2	69.7	4.1	100.0	21.1	78.5	0.4	100.0	0	0	0	0	0	78.0	22.0	100.0	-
Total Approach %	26.2	69.7	4.1	100.0	21.1	78.5	0.4	100.0	0	0	0	0	0	78.0	22.0	100.0	-
Peak Hour	07:30	08:00	08:15	08:00	08:00	07:30	07:45	08:00	-	-	-	-	-	08:00	08:00	08:00	08:00
Peak Total	147	440	22	603	37	107	1	142	0	0	0	0	0	114	42	156	901
Peak Factor (PHF)	0.8	0.8	0.6	0.9	0.5	0.7	0.3	0.8	-	-	-	-	-	0.7	0.8	0.7	0.5

Standard Report

Location: Dixie Highway and NW 3rd PM
Unit ID: 3
Study Date: Wednesday June 22, 2016
Interval: 15 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand Total
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
16:00	16	67	4	87	13	50	1	64	0	0	0	0	0	32	5	37	188
16:15	19	53	3	75	6	28	0	34	0	0	0	0	1	22	5	28	137
16:30	18	80	4	102	11	39	0	50	0	0	0	0	0	24	11	35	187
16:45	20	71	10	101	5	45	0	50	0	0	0	0	0	33	13	46	197
Subtotal	73	271	21	365	35	162	1	198	0	0	0	0	1	111	34	146	709
17:00	37	103	5	145	14	59	1	74	0	0	0	0	1	44	9	54	273
17:15	23	86	10	119	9	39	0	48	0	1	0	1	0	30	4	34	202
17:30	26	98	6	130	10	40	0	50	0	0	0	0	0	27	6	33	213
17:45	34	123	10	167	9	46	0	55	1	0	0	1	0	35	10	45	268
Subtotal	120	410	31	561	42	184	1	227	1	1	0	2	1	136	29	166	956
18:00	7	20	1	28	2	9	0	11	0	0	0	0	0	8	1	9	48
Total	200	701	53	954	79	355	2	436	1	1	0	2	2	255	64	321	1713
Table %	11.7	40.9	3.1	55.7	4.6	20.7	0.1	25.5	0.1	0.1	0.0	0.1	0.1	14.9	3.7	18.7	100.0
Intersection %	11.7	40.9	3.1	55.7	4.6	20.7	0.1	25.5	0.1	0.1	0.0	0.1	0.1	14.9	3.7	18.7	100.0
Approach %	21.0	73.5	5.6	100.0	18.1	81.4	0.5	100.0	50.0	50.0	0.0	100.0	0.6	79.4	19.9	100.0	-
Total Approach %	21.0	73.5	5.6	100.0	18.1	81.4	0.5	100.0	50.0	50.0	0.0	100.0	0.6	79.4	19.9	100.0	-
Peak Hour	17:00	17:00	16:45	17:00	17:00	17:00	16:00	17:00	17:00	16:30	-	17:00	16:15	17:00	16:15	16:30	17:00
Peak Total	120	410	31	561	42	184	1	227	1	1	0	2	2	136	38	169	956
Peak Factor (PHF)	0.8	0.8	0.8	0.8	0.8	0.8	0.3	0.8	0.3	0.3	-	0.5	0.5	0.8	0.7	0.8	0.5

TURNING MOVEMENT VOLUME COUNTS

CONTROL: Non-signalized

DATE HIGHWAY: 12/15/2015

DATE: Wednesday

DATE: 6/30/2015

FILENAME: TMC Foster and NE 1st Ave

REPORT DATE: 6/30/2015

CITY: Hall County, Georgia

ANALYSIS YEAR: 2015

15 Min Period	Northbound				Southbound				Eastbound				Westbound			
	NBL	NBT	NBR	NBL	SBL	SBT	SBR	SBL	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	0	0	0	0	48	0	0	0	0	0	0	0	0	56	414
7:15-7:30	0	0	0	0	0	78	1	0	0	0	0	0	0	0	81	520
7:30-7:45	0	0	0	0	0	109	0	0	0	0	23	0	0	0	132	581
7:45-8:00	0	0	0	0	0	117	1	0	0	0	21	0	0	0	139	596
8:00-8:15	0	0	0	0	0	129	3	0	0	0	30	0	0	0	163	644
8:15-8:30	0	0	0	0	0	122	1	0	0	0	25	0	0	0	148	
8:30-8:45	0	0	0	0	0	121	2	0	0	0	24	0	0	0	147	
8:45-9:00	0	0	0	0	0	151	0	0	0	0	36	0	0	0	187	

AM PEAK HOUR IS FROM:

Volumes
Season Factor
Growth
Village of Atlantic Shores
In/Out
Percentage
PROJECT
Peak In/Out
Peak In
Peak by Trips

8:00AM TO 8:30AM

Volumes
Season Factor
Growth
Village of Atlantic Shores
In/Out
Percentage
PROJECT
Peak In/Out
Peak In
Peak by Trips

Seasonal Factor: 1.19

Trips In
Trips Out
Seasonal Factor
Village of Atlantic Shores
Peak In/Out
Peak In
Peak by Trips

Total

15 Min Period	Northbound				Southbound				Eastbound				Westbound			
	NBL	NBT	NBR	NBL	SBL	SBT	SBR	SBL	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:30-4:45	0	0	0	0	0	100	1	0	0	0	0	0	0	0	106	428
4:45-5:00	0	0	0	0	0	82	2	0	0	0	19	0	0	0	103	455
5:00-5:15	0	0	0	0	0	76	0	0	0	0	21	0	0	0	97	468
5:15-5:30	0	0	0	0	0	106	1	0	0	0	15	0	0	0	122	480
5:30-5:45	0	0	0	0	0	109	4	0	0	0	20	0	0	0	133	475
5:45-6:00	0	0	0	0	0	102	4	0	0	0	10	0	0	0	116	
	0	0	0	0	0	90	4	0	0	0	15	0	0	0	109	
	0	0	0	0	0	105	2	0	0	0	11	0	0	0	118	

PM PEAK HOUR IS FROM:

Volumes
Season Factor
Growth
Village of Atlantic Shores
In/Out
Percentage
PROJECT
Peak In/Out
Peak In
Peak by Trips

5:00PM TO 5:30PM

Volumes
Season Factor
Growth
Village of Atlantic Shores
In/Out
Percentage
PROJECT
Peak In/Out
Peak In
Peak by Trips

Seasonal Factor: 1.19

Trips In
Trips Out
Seasonal Factor
Village of Atlantic Shores
Peak In/Out
Peak In
Peak by Trips

Total

Standard Report

Location: Foster Road and Dixie Highway AM

Unit ID: 1

Study Date: Thursday June 30, 2016

Interval: 15 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand Total
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
07:00	0	48	0	48	0	0	0	0	0	0	0	0	0	0	8	8	56
07:15	0	78	1	79	0	0	0	0	0	0	0	0	0	0	8	8	87
07:30	0	109	0	109	0	0	0	0	0	0	0	0	0	0	23	23	132
07:45	0	117	1	118	0	0	0	0	0	0	0	0	0	0	21	21	139
Subtotal	0	352	2	354	0	0	0	0	0	0	0	0	0	0	60	60	414
08:00	0	129	3	132	0	0	0	0	0	0	0	0	0	0	30	30	162
08:15	0	122	1	123	0	0	0	0	0	0	0	0	0	0	25	25	148
08:30	0	121	2	123	0	0	0	0	0	0	0	0	0	0	24	24	147
08:45	0	151	0	151	0	0	0	0	0	0	0	0	0	0	36	36	187
Subtotal	0	523	6	529	0	0	0	0	0	0	0	0	0	0	115	115	644
09:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	876	8	884	0	0	0	0	0	0	0	0	0	0	175	175	1059
Table %	0.0	82.7	0.8	83.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.5	16.5	100.0
Intersection %	0.0	82.6	0.8	83.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.5	16.5	100.0
Approach %	0.0	99.1	0.9	100.0	0	0	0	0	0	0	0	0	0	0	100.0	100.0	-
Total Approach %	0.0	99.1	0.9	100.0	0	0	0	0	0	0	0	0	0	0	100.0	100.0	-
Peak Hour	-	08:00	07:45	08:00	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Peak Total	0	523	7	529	0	0	0	0	0	0	0	0	0	0	115	115	644
Peak Factor (PHF)	-	0.9	0.6	0.9	-	-	-	-	-	-	-	-	-	-	0.8	0.8	0.5

Standard Report

Location: Foster Road and Dixie Highway PM

Unit ID: 1

Study Date: Wednesday June 29, 2016

Interval: 15 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand Total
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
16:00	0	100	1	101	0	0	0	0	0	0	0	0	0	0	5	5	106
16:15	0	82	2	84	0	0	0	0	0	0	0	0	0	0	19	19	103
16:30	0	76	0	76	0	0	0	0	0	0	0	0	0	0	21	21	97
16:45	0	106	1	107	0	0	0	0	0	0	0	0	0	0	15	15	122
Subtotal	0	364	4	368	0	0	0	0	0	0	0	0	0	0	60	60	428
17:00	0	109	4	113	0	0	0	0	0	0	0	0	0	0	20	20	133
17:15	0	102	4	106	0	0	0	0	0	0	0	0	0	0	10	10	116
17:30	0	90	4	94	0	0	0	0	0	0	0	0	0	0	15	15	109
17:45	0	105	2	107	0	0	0	0	0	0	0	0	0	0	11	11	118
Subtotal	0	406	14	420	0	0	0	0	0	0	0	0	0	0	56	56	476
18:00	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	775	18	793	0	0	0	0	0	0	0	0	0	0	116	116	909
Table %	0.0	85.3	2.0	87.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.8	12.8	100.0
Intersection %	0.0	85.3	2.0	87.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.8	12.8	100.0
Approach %	0.0	97.7	2.3	100.0	0	0	0	0	0	0	0	0	0	0	100.0	100.0	-
Total Approach %	0.0	97.7	2.3	100.0	0	0	0	0	0	0	0	0	0	0	100.0	100.0	-
Peak Hour	-	16:45	17:00	16:45	-	-	-	-	-	-	-	-	-	-	16:15	16:15	16:45
Peak Total	0	407	14	420	0	0	0	0	0	0	0	0	0	0	75	75	480
Peak Factor (PHF)	-	0.9	0.9	0.9	-	-	-	-	-	-	-	-	-	-	0.9	0.9	0.5

TURNING MOVEMENT VOLUME COUNTS

HWY STREET:
 FILE NAME:
 COUNT DATE:
 REPORT DATE:

4444 1st Avenue
TINAC NE 1st Ave and 3rd
6/29/2016
6/30/2016

DAY: Wednesday
ANALYSIS YEAR: 2016

CITY: Mallandale
NEW STREET: NW 3rd St

CONTROL: Non-signalized

PERSONAL RECORDS				WORLD RECORDS				Olympic RECORDS					
50M	100M	200M	400M	500M	1000M	1500M	2000M	3000M	4000M	5000M	6000M		
0	0	0	0	2	2	0	1	16	2	4	13	0	159
0	2	1	0	0	0	2	16	0	0	0	13	0	213
0	3	1	2	1	3	1	27	1	6	26	0	34	282
1	4	0	1	2	0	0	17	0	2	20	0	47	297
2	5	3	2	5	1	1	27	2	8	23	0	79	338
0	3	4	1	3	1	3	27	2	5	34	0	85	
0	1	2	1	2	0	3	40	3	6	22	0	86	
0	1	5	1	2	0	2	33	2	18	24	0	86	

AM PEAK HOUR IS FROM:

2:00PM TO 9:00AM

3:00PM TO 5:00PM													
	5	10	12	11	11	4	9	127	9	37	103	0	335
Volumes	6	12	14	13	13	5	21	151	11	44	123	0	402
Season Factor	6	12	14	13	13	5	21	151	11	44	123	0	402
Jan/Feb	-	In	-	Out	Out	Out	In	-	-	-	-	In	-
Percentage	0%	15%	0%	50%	15%	15%	15%	0%	0%	0%	0%	50%	0
PREDICT	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by In/Out	-	-	-	-	-	-	-	-	-	-	-	-	-
Pass-by %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	12	14	13	13	5	21	151	11	44	123	0	402

Seasonal Factor: 1.19
 Trips In: 0
 Trips Out: 0
 Growth Rate: 1
 Years Grown: 0
 Pass-by In:
 Pass-by Out:

$\begin{array}{c} 31 \\ \uparrow \\ 23 \end{array}$
 $\begin{array}{c} 5 \\ \uparrow \\ 13 \end{array}$
 $\begin{array}{c} 11 \\ \uparrow \\ 151 \end{array}$
 $\begin{array}{c} 173 \\ \uparrow \\ 179 \end{array}$

15 Min
Period
1 times

Northbound				Southbound				Eastbound				Westbound				ONE HOUR SUM	
INBL	NET	MBR	SBL	SRT	SRR	EBL	EST	EBR	WBL	WRT	WBR	TOTAL	WBR	TOTAL	ONE HOUR SUM		
0	2	3	1	1	2	4	32	2	2	53	1	103	1	103	440		
1	10	3	1	0	2	4	31	1	1	38	5	97	5	97	462		
0	5	8	1	3	2	2	32	2	0	45	6	106	6	106	485		
6	3	8	2	2	0	6	35	1	4	61	4	134	4	134	486		
2	11	6	2	5	4	2	37	1	2	46	6	125	6	125	417		
0	9	6	2	2	4	3	41	2	0	48	3	120	3	120			
0	6	4	2	3	1	2	39	1	1	43	5	107	5	107			
2	7	1	0	1	1	2	35	3	1	37	5	95	5	95			

PM PEAK HOUR IS FROM:

MASTING OF MASTING

4.43PM TO 5.43PM												
	8	31	24	8	13	9	13	152	5	7	199	17
Volumes	10	37	29	10	15	11	15	181	6	8	237	20
Release Factor	10	37	29	10	15	11	15	181	6	8	237	20
Growth	10	37	29	10	15	11	15	181	6	8	237	20
In/Out	0%	15%	0%	50%	15%	0%	15%	0%	0%	0%	0%	50%
Percentage	0	0	0	0	0	0	0	0	0	0	0	0
Ass-by In/Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Ass-by %	0	0	0	0	0	0	0	0	0	0	0	0
Ass-by Trips	10	37	29	10	15	11	15	181	6	8	237	20

Seasonal Factor:	1.19
Growth Rate:	1
Trips In:	0
Trips Out:	0
Years Grown:	0
Pass-by In:	
Pass-by Out:	

36 73
↑ ↓

11 15 10
↓ ↑ ↓

15 181 5
↑ ↓ ↓

257 202 265
← — →

20 237 8
↓ ← ↓

PM

10 37 29
↓ ↑ ↓

30 75
↑ ↓

Standard Report

Location: NW 1st Ave and 3rd AM
Unit ID: 4
Study Date: Wednesday June 29, 2016
Interval: 15 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand Total
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
07:00	2	2	0	4	0	21	1	22	0	0	0	0	1	16	2	19	45
07:15	0	0	0	0	0	16	1	17	0	2	1	3	2	16	0	18	38
07:30	2	1	3	6	0	11	2	13	0	3	1	4	1	27	1	29	52
07:45	1	2	0	3	1	25	1	27	1	4	0	5	0	17	0	17	52
Subtotal	5	5	3	13	1	73	5	79	1	9	2	12	4	76	3	83	187
08:00	2	5	1	8	0	28	3	31	2	5	3	10	1	27	2	30	79
08:15	1	3	1	5	0	22	3	25	0	3	4	7	3	27	2	32	69
08:30	7	1	2	10	3	26	4	33	3	1	0	4	3	40	3	46	93
08:45	1	2	0	3	0	30	2	32	0	1	5	6	2	33	2	37	78
Subtotal	11	11	4	26	3	106	12	121	5	10	12	27	9	127	9	145	319
09:00	0	1	0	1	0	3	0	3	0	0	1	1	1	2	0	3	8
Total	16	17	7	40	4	182	17	203	6	19	15	40	14	205	12	231	514
Table %	3.1	3.3	1.4	7.8	0.8	35.4	3.3	39.5	1.2	3.7	2.9	7.8	2.7	39.9	2.3	44.9	100.0
Intersection %	3.1	3.3	1.4	7.8	0.8	35.4	3.3	39.5	1.2	3.7	2.9	7.8	2.7	39.9	2.3	44.9	100.0
Approach %	40.0	42.5	17.5	100.0	2.0	89.7	8.4	100.0	15.0	47.5	37.5	100.0	6.1	88.7	5.2	100.0	-
Total Approach %	40.0	42.5	17.5	100.0	2.0	89.7	8.4	100.0	15.0	47.5	37.5	100.0	6.1	88.7	5.2	100.0	-
Peak Hour	07:45	07:30	07:30	07:45	07:45	08:00	08:00	08:00	07:45	07:30	08:00	08:00	08:00	08:00	08:00	08:00	08:00
Peak Total	11	11	5	26	4	106	12	121	6	15	12	27	9	127	9	145	319
Peak Factor (PHF)	0.4	0.6	0.4	0.6	0.3	0.9	0.8	0.9	0.5	0.8	0.6	0.7	0.8	0.8	0.8	0.8	0.6

Standard Report

Location: NW 1st Ave and 3rd PM
Unit ID: 4
Study Date: Wednesday June 29, 2016
Interval: 15 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand Total
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
16:00	1	1	2	4	2	53	1	56	0	2	3	5	4	32	2	38	103
16:15	1	0	2	3	1	38	5	44	1	10	3	14	4	31	1	36	97
16:30	1	3	2	6	0	45	6	51	0	5	8	13	2	32	2	36	106
16:45	2	2	0	4	4	61	4	69	6	5	8	19	6	35	1	42	134
Subtotal	5	6	6	17	7	197	16	220	7	22	22	51	16	130	6	152	440
17:00	2	6	4	12	2	46	6	54	2	11	6	19	2	37	1	40	125
17:15	2	2	4	8	0	49	2	51	0	9	6	15	3	41	2	46	120
17:30	2	3	1	6	1	43	5	49	0	6	4	10	2	39	1	42	107
17:45	0	1	1	2	1	37	5	43	2	7	1	10	2	35	3	40	95
Subtotal	6	12	10	28	4	176	18	197	4	33	17	54	9	152	7	168	447
18:00	0	0	0	0	0	2	0	2	0	2	0	2	1	1	0	2	6
Total	11	18	16	45	11	374	34	419	11	57	39	107	26	283	13	322	893
Table %	1.2	2.0	1.8	5.0	1.2	41.9	3.8	46.9	1.2	6.4	4.4	12.0	2.9	31.7	1.5	36.1	100.0
Intersection %	1.2	2.0	1.8	5.0	1.2	41.9	3.8	46.9	1.2	6.4	4.4	12.0	2.9	31.7	1.5	36.1	100.0
Approach %	24.4	40.0	35.6	100.0	2.6	89.3	8.1	100.0	10.3	53.3	36.4	100.0	8.1	87.9	4.0	100.0	-
Total Approach %	24.4	40.0	35.6	100.0	2.6	89.3	8.1	100.0	10.3	53.3	36.4	100.0	8.1	87.9	4.0	100.0	-
Peak Hour	16:45	16:30	16:30	16:30	16:00	16:30	16:15	16:30	16:15	17:00	16:30	16:30	16:00	16:45	17:00	16:45	16:45
Peak Total	8	13	10	30	7	201	21	225	9	33	28	66	16	152	7	170	488
Peak Factor (PHF)	1.0	0.5	0.6	0.6	0.4	0.8	0.9	0.8	0.4	0.8	0.9	0.9	0.7	0.9	0.6	0.9	0.5

TURNING MOVEMENT VOLUME COUNTS

CONTROL: Non-signalized

E/W STREET: Foster Road

CITY: Hallandale Beach

N/S STREET: NW 1st Avenue

FILENAME: TMC Foster and NW 1st Ave

COUNT DATE: 6/19/2016

DATE: Wednesday

ANALYSIS YEAR: 2016

REPORT DATE: 6/30/2016

15 Min Period	Northbound				Southbound				Eastbound				Westbound			
	NBL	NBT	NBR	NRT	SBL	SBT	SBR	SRT	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	1	0	0	1	4	1	1	0	0	7	3	0	0	0	17	95
7:15-7:30	0	2	0	0	2	0	0	0	7	0	0	0	1	0	12	127
7:30-7:45	0	2	1	0	4	2	0	0	23	1	0	0	0	0	33	150
7:45-8:00	1	6	0	1	1	1	1	1	20	1	0	1	0	0	33	153
8:00-8:15	6	2	1	1	2	1	0	30	4	0	2	0	2	0	49	169
8:15-8:30	0	5	0	0	2	0	0	2	25	0	0	0	0	1	35	
8:30-8:45	2	2	2	0	2	1	1	24	0	1	1	1	0	0	36	
8:45-9:00	2	4	0	1	2	0	1	31	2	0	0	0	0	0	43	

AM PEAK HOUR IS FROM:

Seasonal Factor: 1.19
 Type In: 0
 Type Out: 0
 Growth Rate: 1
 Years Growth: 0
 Pass-by In: 0
 Pass-by Out: 0

Volume	10	13	3	2	8	2	4	110	6	1	3	1	163
Season Factor	12	15	4	2	10	2	5	131	7	1	4	1	184
Growth	12	15	4	2	10	2	5	131	7	1	4	1	184
In/Out	Out	Out	Out	In	In	In	In	In	In	In	In	In	In
Percentage	5%	5%	15%	0%	5%	0%	0%	0%	5%	15%	0%	0%	0%
PERCENT	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by In/Out	-	-	-	-	-	-	-	-	-	-	-	-	-
Pass-by %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0	0	0

Total 12 15 4 2 10 2 5 131 7 1 4 1 154

15 Min Period	Northbound				Southbound				Eastbound				Westbound			
	NBL	NBT	NBR	NRT	SBL	SBT	SBR	SRT	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	2	6	0	0	1	1	1	2	5	1	1	1	1	0	20	150
4:15-4:30	3	11	2	2	0	3	2	15	2	0	0	0	0	0	40	160
4:30-4:45	7	12	2	0	4	0	0	18	2	0	0	0	0	0	45	168
4:45-5:00	8	6	1	0	5	2	3	14	5	1	0	0	0	0	45	157
5:00-5:15	4	11	1	0	4	1	1	20	5	0	3	0	0	0	50	140
5:15-5:30	1	6	0	0	0	2	3	11	1	0	4	0	0	0	28	
5:30-5:45	5	6	0	1	1	0	2	12	4	0	3	0	0	0	34	
5:45-6:00	3	9	0	0	0	2	2	10	1	0	1	0	0	0	28	

PM PEAK HOUR IS FROM:

Seasonal Factor: 1.19
 Type In: 1
 Type Out: 0
 Growth Rate: 1
 Years Growth: 0
 Pass-by In: 0
 Pass-by Out: 0

4.15PM TO 5.15PM														
	Volume	22	40	6	2	13	6	6	67	14	1	3	0	189
Season Factor	26	48	7	2	15	7	7	7	80	17	1	4	0	214
Growth	26	48	7	2	15	7	7	7	80	17	1	4	0	214
In/Out	Out	Out	Out	Out	In	In	In	In	In	In	In	In	In	In
Percentage	5%	5%	15%	0%	5%	0%	0%	0%	0%	5%	15%	0%	0%	0%
PERCENT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by In/Out	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pass-by %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total 26 48 7 2 15 7 7 80 17 1 4 0 214

Standard Report

Location: Foster and NW 1st Ave AM

Unit ID: 3

Study Date: Thursday June 30, 2016

Interval: 15 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand Total
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
07:00	1	4	1	6	0	0	0	0	1	0	0	1	0	7	3	10	17
07:15	0	2	0	2	0	1	0	1	0	2	0	2	0	7	0	7	12
07:30	0	4	2	6	0	0	0	0	0	2	1	3	0	23	1	24	33
07:45	1	1	1	3	0	1	0	1	1	6	0	7	1	20	1	22	33
Subtotal	2	11	4	17	0	2	0	2	2	10	1	13	1	57	6	63	95
08:00	1	2	1	4	0	2	0	2	6	2	1	9	0	30	4	34	49
08:15	0	2	0	2	0	0	1	1	0	5	0	5	2	25	0	27	35
08:30	0	2	1	3	1	1	0	2	2	2	2	6	1	24	0	25	36
08:45	1	2	0	3	0	0	0	0	2	4	0	6	1	31	2	34	43
Subtotal	2	8	2	12	1	3	1	5	10	13	3	26	4	110	6	120	163
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	19	6	29	1	5	1	7	12	23	4	39	5	167	11	183	258
Table %	1.6	7.4	2.3	11.2	0.4	1.9	0.4	2.7	4.7	8.9	1.6	15.1	1.9	64.7	4.3	70.9	100.0
Intersection %	1.6	7.4	2.3	11.2	0.4	1.9	0.4	2.7	4.7	8.9	1.6	15.1	1.9	64.7	4.3	70.9	100.0
Approach %	13.8	65.5	20.7	100.0	14.3	71.4	14.3	100.0	30.8	59.0	10.3	100.0	2.7	91.3	6.0	100.0	-
Total Approach %	13.8	65.5	20.7	100.0	14.3	71.4	14.3	100.0	30.8	59.0	10.3	100.0	2.7	91.3	6.0	100.0	-
Peak Hour	07:00	07:00	07:00	07:00	07:45	07:15	07:30	07:45	08:00	07:30	07:45	07:45	07:45	08:00	07:15	08:00	08:00
Peak Total	2	11	4	17	1	4	1	6	10	15	3	27	4	110	6	120	163
Peak Factor (PHF)	0.5	0.7	0.5	0.7	0.3	0.5	0.3	0.8	0.4	0.6	0.4	0.8	0.5	0.9	0.4	0.9	0.5

Standard Report

Location: Foster and NW 1st Ave PM
Unit ID: 3
Study Date: Wednesday June 29, 2016
Interval: 15 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand Total
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
16:00	0	1	1	2	1	1	0	2	2	6	0	8	2	5	1	8	20
16:15	2	0	3	5	0	0	0	0	3	11	2	16	2	15	2	19	40
16:30	0	4	0	4	0	0	0	0	7	12	2	21	0	18	2	20	45
16:45	0	5	2	7	1	0	0	1	8	6	1	15	3	14	5	22	45
Subtotal	2	10	6	18	2	1	0	3	20	35	5	60	7	52	10	69	150
17:00	0	4	1	5	0	3	0	3	4	11	1	16	1	20	5	26	50
17:15	0	0	2	2	0	4	0	4	1	6	0	7	3	11	1	15	28
17:30	1	1	0	2	0	3	0	3	5	6	0	11	2	12	4	18	34
17:45	0	0	2	2	0	1	0	1	3	9	0	12	2	10	1	13	28
Subtotal	1	5	5	11	0	11	0	11	13	32	1	46	8	53	11	72	140
18:00	0	0	1	1	0	0	0	0	3	0	0	3	0	0	0	1	5
Total	3	15	12	30	2	12	0	14	36	67	6	109	15	105	22	142	295
Table %	1.0	5.1	4.1	10.2	0.7	4.1	0.0	4.7	12.2	22.7	2.0	38.9	5.1	35.6	7.5	48.1	100.0
Intersection %	1.0	5.1	4.1	10.2	0.7	4.1	0.0	4.7	12.2	22.7	2.0	38.9	5.1	35.6	7.5	48.1	100.0
Approach %	10.0	50.0	40.0	100.0	14.3	85.7	0.0	100.0	33.0	61.5	5.5	100.0	10.6	73.9	15.5	100.0	-
Total Approach %	10.0	50.0	40.0	100.0	14.3	85.7	0.0	100.0	33.0	61.5	5.5	100.0	10.6	73.9	15.5	100.0	-
Peak Hour	16:00	16:15	16:00	16:15	16:00	17:00	-	16:45	16:15	16:15	16:15	16:15	16:45	16:15	16:45	16:15	16:15
Peak Total	2	13	6	21	2	11	0	11	22	40	6	68	9	67	15	87	180
Peak Factor (PHF)	0.3	0.6	0.5	0.8	0.5	0.7	-	0.7	0.7	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.6

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2015 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	3500 V	0	0	9.00	99.90	3.40
2014	3400 R			9.00	99.90	7.40
2013	3400 T	0	0	9.00	99.90	7.60
2012	3400 S	0	0	9.00	99.90	5.90
2011	3400 E	0	0	9.00	99.90	6.30
2010	3400 C	N 3400	0	8.35	52.69	9.30
2009	4600 F	0	0	8.53	99.99	5.30
2008	4700 C	N 4700	0	8.81	99.99	6.50
2007	4300 C	N 4300	0	8.63	99.99	4.80
2006	4300 C	N 4300	0	8.40	99.99	2.90
2005	3900 C	N	0	8.20	99.90	0.00

$$\left[\frac{(3500 + 4300 + 20,500)}{(3400 + 4000 + 25,000)} \right] = \frac{29,300}{33,000} = \text{Negative use } 1\% + \text{complicated}$$

D32

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2015 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2015	6300 C	S 6300	0	9.00	99.90	6.60
2014	6400 S			9.00	99.90	1.20
2013	6300 F	0	0	9.00	99.90	1.20
2012	6300 C	S 6300	0	9.00	99.90	1.20
2011	4600 S	0	0	9.00	99.90	6.30
2010	4600 F	0	0	8.35	99.99	4.40
2009	4600 C	S 4600	0	8.53	99.99	4.40
2008	6600 C	S 6600	0	8.81	99.99	4.40
2007	4800 C	S 4800	0	8.63	99.99	4.80
2006	5700 C	S 5700	0	8.40	99.99	2.90
2005	5400 C	S		8.20	99.90	0.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2015 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 5093 - SR 824 / PEMBROKE RD - W OF SR 5/US 1

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	41000 C	E 10500	W 10000	9.00	54.00	4.20
2014	23000 C	E 11000	W 12000	9.00	54.20	4.20
2013	24000 C	E 13000	W 11000	9.00	53.60	4.20
2012	21500 C	E 11000	W 10500	9.00	52.20	5.30
2011	22500 C	E 12000	W 10500	9.00	52.50	5.30
2010	25000 C	E 12500	W 12500	8.35	52.69	5.30
2009	23500 C	E 11500	W 12000	8.53	53.89	1.60
2008	25500 C	E 13500	W 12000	8.81	54.16	1.60
2007	24500 C	E 13000	W 11500	8.63	55.75	2.30
2006	24000 C	E 12000	W 12000	8.40	55.34	2.70
2005	24000 C	E 12000	W 12000	8.20	51.70	4.80
2004	25000 C	E 13000	W 12000	9.10	55.30	4.80
2003	26500 C	E 13500	W 13000	8.60	57.50	4.80
2002	24500 C	E 12500	W 12000	8.70	56.40	2.90
2001	22500 C	E 11500	W 11000	9.00	60.20	2.60
2000	22500 C	E 11500	W 11000	8.90	57.80	3.00

10,500 + 10,000 = 20,500

D34

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

Hallandale

ArtSquare

Traffic

Impact

Study

prepared

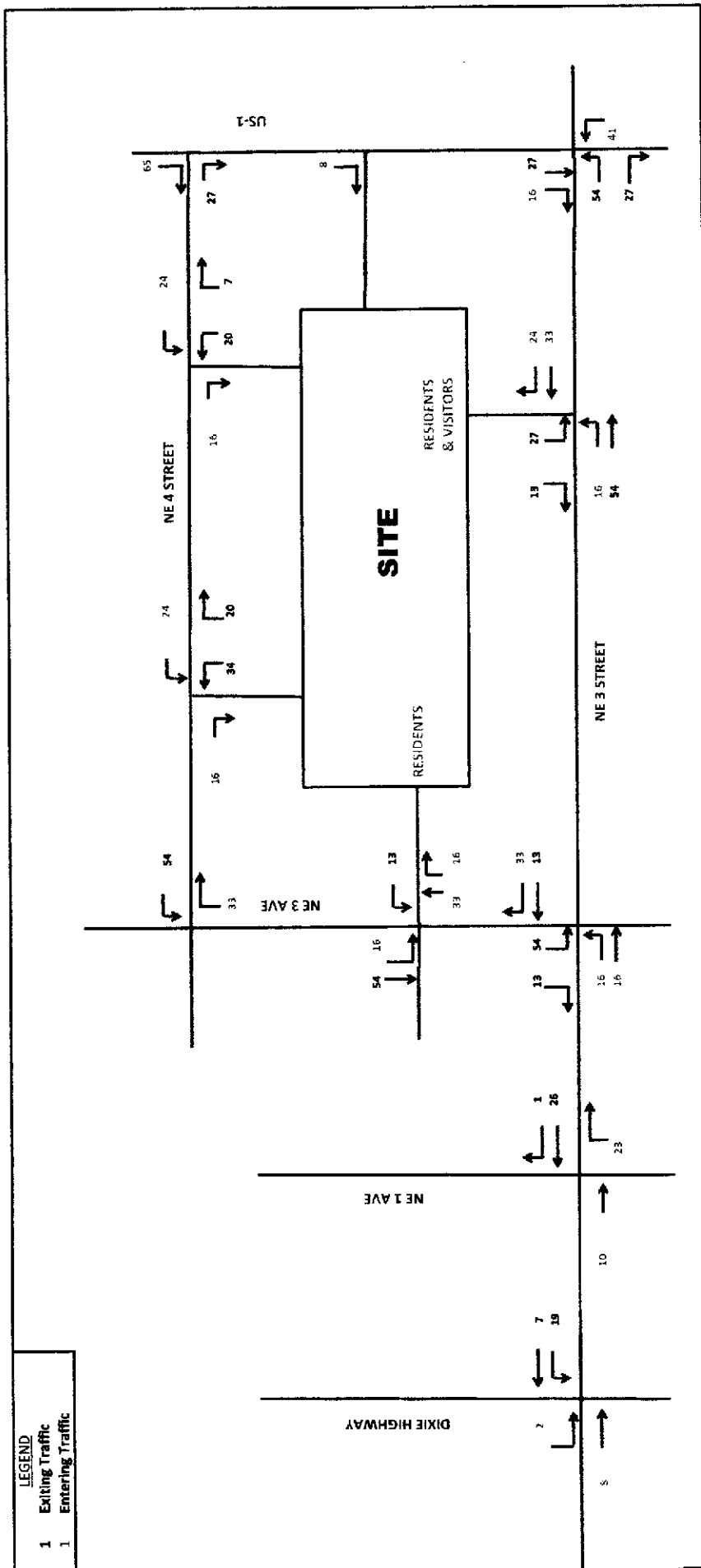
by

Calvin, Giordano and Associates



OCTOBER 2014

Figure 8: PM Peak Trip Assignment



TRAFFIC IMPACT 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 Wakiva Way
West Palm Beach, Florida 33411
561/845-0665 TEL

Table 1
Village at Atlantic Shores – Trip Generation Determination

Land Use	Intensity	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			Total	Inbound	Outbound	Total	Inbound	Outbound
GROSS TRIPS								
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 CAPTURE								
Office		54	3	1	2	8	2	6
Retail		54	3	2	1	8	6	2
Subtotal		108	6	3	3	16	8	8
DRIVEWAY VOLUMES		2268	54	46	8	245	87	158
PASS-BY TRIPS								
Retail	68.4%	1321	8	5	3	107	50	57
NET NEW 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)

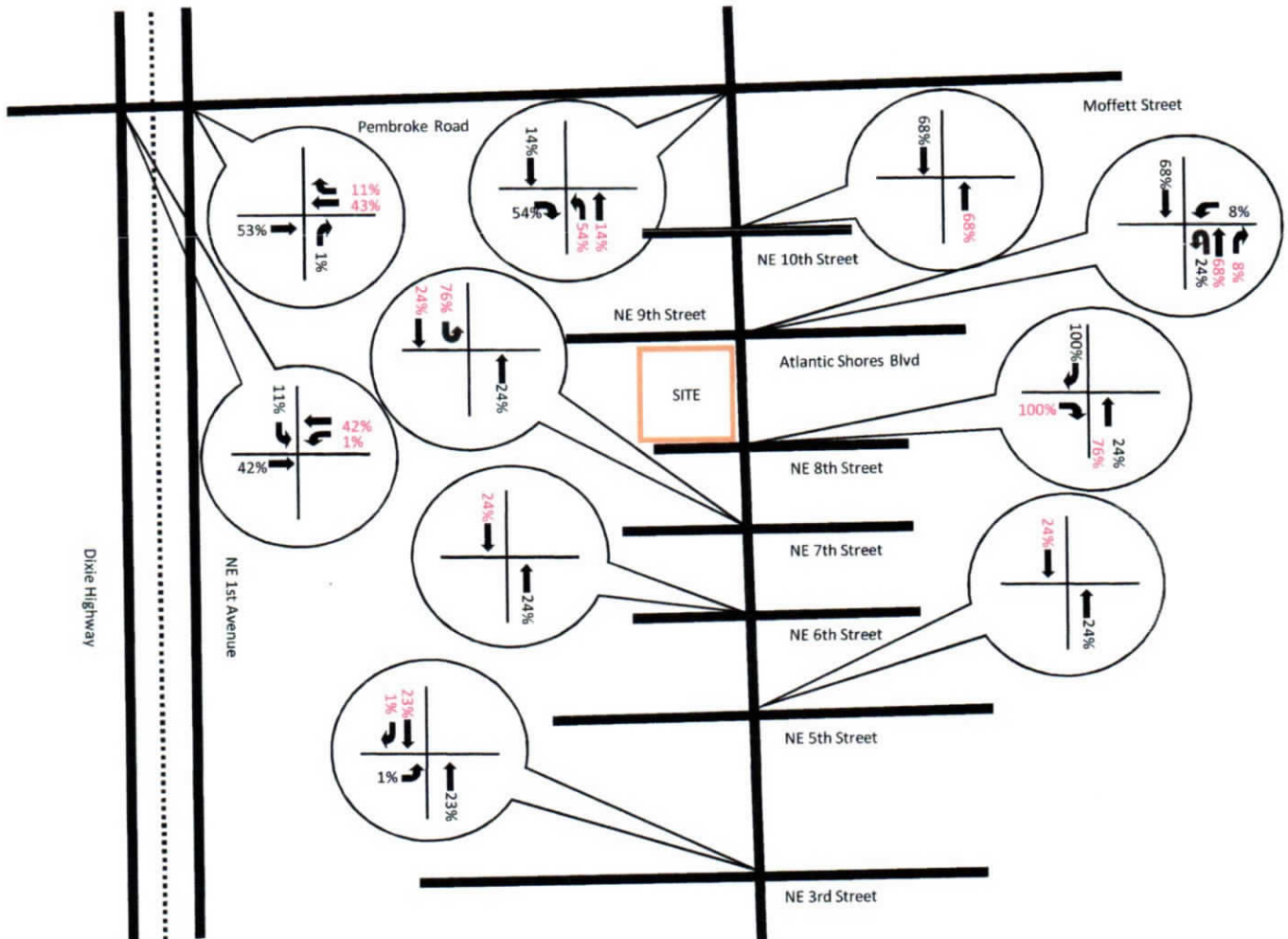
Shopping Center (Land Use 820)

AM Peak Hour: $T = 0.96 \text{ trips} / 1,000 \text{ SF}$ (62% in, 38% out)
 PM Peak Hour: $\ln(T) = 0.67 * \ln(X) + 3.31$ (48% in, 52% out)
 Pass-by: $\ln(T) = -.29 * \ln(X) + 5.00$

Roadway	From	To	Roadway Class	Existing		Committed		Existing Base Peak Hour Volume/LOS	Growth Rate	2020 Background Growth (growth rate)	Committed Traffic	2020 Background Traffic	PM Peak Hour Project Traffic			2020 Peak Hour Volume with Project Traffic	
				Lanes	LOS D* Service Volume	Lanes	LOS D* Service Volume						% Assignment	Project Trips	% Impact		
PM TWO-WAY PEAK HOUR																	
Federal Highway	Pembroke Road	Atlantic Shores Blvd	Class II	4LD	2920	4LD	2920	3230	F	0.50%	115	65	3,345	69%	95	3.25%	3,440
			Class II	4LD	2920	4LD	2920	F	0.50%	115	65	3,410	23%	32	1.10%	3,442	
Dixie Highway	Pembroke Road	Hallandale Beach Blvd	Class II	3LO	3154	3LO	3154	922	C	0.50%	33	2	955	1%	1	0.03%	956
Pembroke Rd/Moffett Street	I-95	Dixie Highway	Class II	4LD	2920	4LD	2920	3515	F	0.50%	254	0	3,769	42%	58	1.99%	3,827
			Class II	4LD	2920	4LD	2920	F	0.50%	254	0	3,769	54%	75	2.57%	3,844	
			Class II	2LU	1197	2LU	1197	D	0.50%	51	0	754	1%	1	0.08%	755	
Atlantic Shores	E of Federal Hwy																
E of Federal Highway			Class II	2LU	1,197	2LU	1,197	884	D	0.50%	31	0	915	9%	12	1.00%	927

* Roadway capacity and 2013 volumes provided by Broward County MPO

(1) Growth Rates based on historical data provided by Broward County MPO; a minimum of 1.0% growth was used for all links



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

AM Peak Hour												
	Northbound			Southbound			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												
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				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			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 10/28/2015	0	0	0	136	271	123	0	899	41	65	1,009	0
Peak Season Volume	0	0	0	139	276	125	0	917	42	66	1,029	0
Traffic Volume Growth	0	0	0	4	7	3	0	23	1	2	26	0
Hallandale Artsquare Committed												
Inbound Traffic Assignment	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Inbound Traffic Volumes	0	0	0	0	2	0	0	0	0	0	0	0
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Total Hallandale Artsquare	0	0	0	0	2	0	0	0	0	0	0	0
2020 Background Traffic	0	0	0	143	285	128	0	940	43	68	1,055	0
Project Traffic (Atlantic Shores)												
Inbound Traffic Assignment	0%	0%	0%	11%	0%	0%	0%	42%	0%	0%	0%	0%
Inbound Traffic Volumes	0	0	0	10	0	0	0	37	0	0	0	0
Outbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	42%	0%
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	2	66	0
Project Traffic	0	0	0	10	0	0	0	37	0	2	66	0
TOTAL TRAFFIC	0	0	0	153	285	128	0	977	43	70	1,121	0

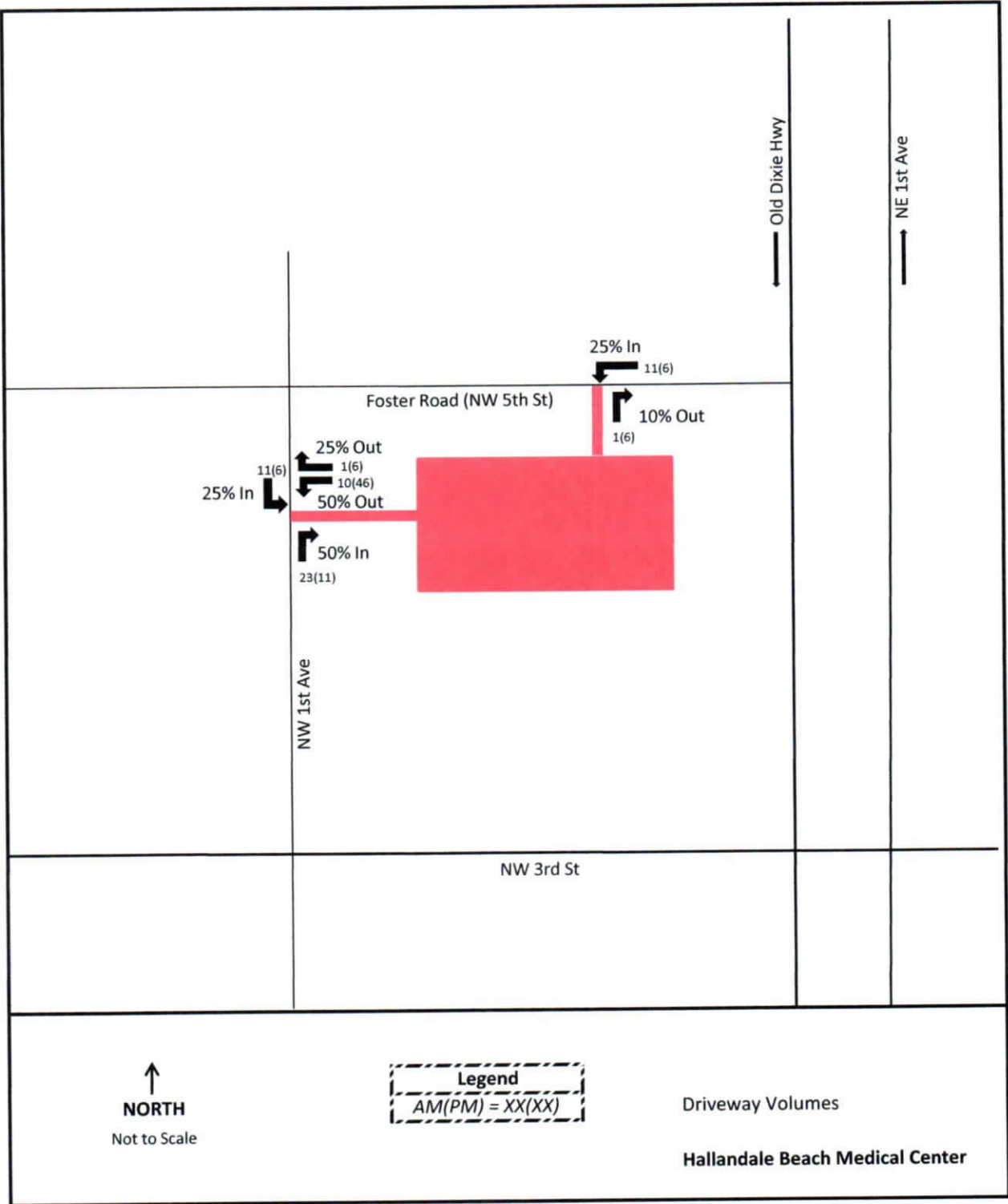
VOLUME DEVELOPMENT SHEET
Pembroke Road & NE 1st Avenue

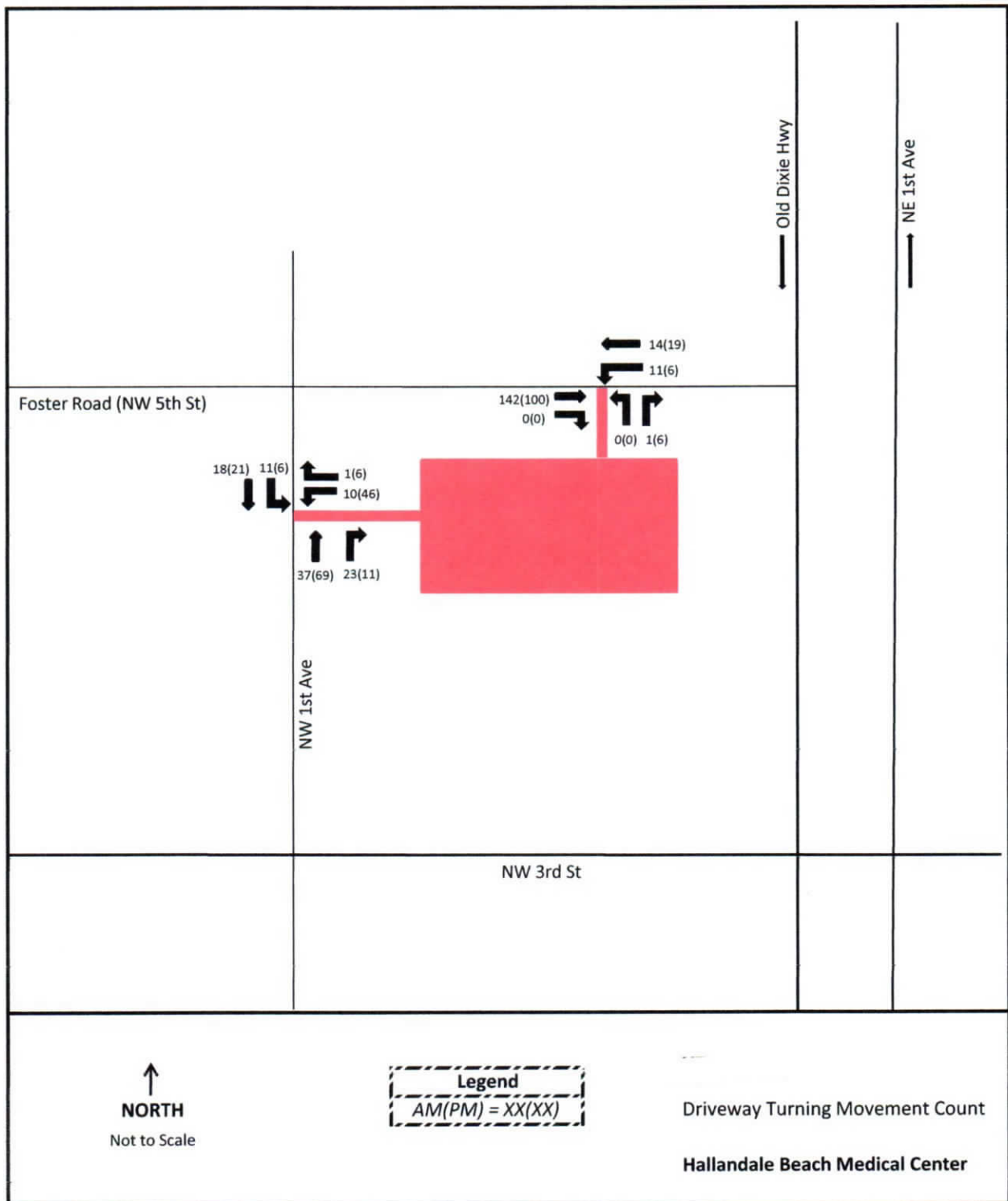
Growth Rate = 0.50%
 Peak Season = 1.02 1.02
 Buildout Year = 2020 2020
 Years = 5 5

AM Peak Hour												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 10/28/2015	78	122	36	0	0	0	117	988	0	0	859	23
Peak Season Volume	80	124	37	0	0	0	119	1,008	0	0	876	23
Traffic Volume Growth	2	3	1	0	0	0	3	25	0	0	22	1
Hallandale Artsquare Committed												
Inbound Traffic Assignment	0	0	0	0	0	0	0	0	0	0	0	0
Inbound Traffic Volumes		1%										
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	0	0
2020 Background Traffic	82	128	38	0	0	0	122	1,033	0	0	898	24
Project Traffic (Atlantic Shores)												
Inbound Traffic Assignment			1.0%					53.0%			0	0
Inbound Traffic Volumes	0	0	0	0	0	0	0	24	0	0	43.0%	11.0%
Outbound Traffic Assignment	0	0	0	0	0	0	0	0	0	0	3	1
Outbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	3	1
Project Traffic	0	0	0	0	0	0	0	24	0	0	3	1
TOTAL TRAFFIC	82	128	38	0	0	0	122	1,057	0	0	901	25
PM Peak Hour												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 10/28/2015	231	268	37	0	0	0	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	0	0	0	3	24	0	0	22	1
Hallandale Artsquare Committed												
Inbound Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Inbound Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0
2020 Background Traffic	242	281	39	0	0	0	116	984	0	0	908	21
Project Traffic (Atlantic Shores)												
Inbound Traffic Assignment	0%	0%	1%	0%	0%	0%	0%	53%	0%	0%	0%	0%
Inbound Traffic Volumes	0	0	1	0	0	0	0	46	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	0	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

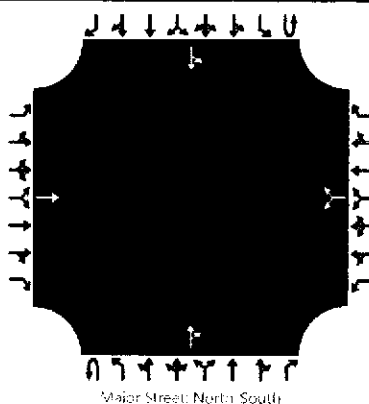
General Information

Analyst	Greg McLane
Agency/Co.	Susan E.O'Roarke P.E., Inc
Date Performed	7/6/2016
Analysis Year	2018
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	Hallandale Medical Facility

Site Information

Intersection	NW 1st Avenue / Driveway
Jurisdiction	Hallandale Beach
East/West Street	Project Driveway
North/South Street	NW 1st Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	10	1	2	3	4	5	6	
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			T				LR					TR		LT		
Volume (veh/h)			0			10		1			37	23		11	18	
Percent Heavy Vehicles			3			3		3						3		
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)			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					A											

HCS 2010 Two-Way Stop Control Summary Report

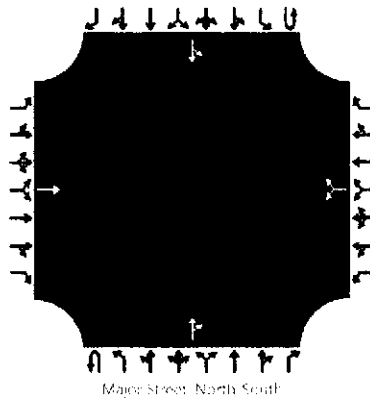
General Information

Analyst	Greg McLane
Agency/Co.	Susan E.O'Roarke P.E.,Inc
Date Performed	7/6/2016
Analysis Year	2018
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	Hallandale Medical Facility

Site Information

Intersection	NW 1st Avenue / Driveway
Jurisdiction	Hallandale Beach
East/West Street	Project Driveway
North/South Street	NW 1st Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	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	0	0	0	0	1	0	0	0	1	0
Configuration			T				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	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

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		
Level of Service (LOS)			A			A								A		
Approach Delay (s/veh)					9.4								1.8			
Approach LOS					A											

HCS 2010 Two-Way Stop Control Summary Report

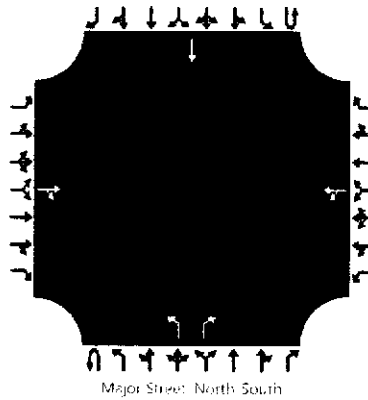
General Information

Analyst	Greg McLane
Agency/Co.	Susan E.O'Roarke P.E., Inc
Date Performed	7/6/2016
Analysis Year	2018
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	Hallandale Medical Facility

Site Information

Intersection	Foster Road / Driveway
Jurisdiction	Hallandale Beach
East/West Street	Foster Road
North/South Street	Project Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	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	1	0	1	0	0	1	0
Configuration				TR		LT				L		R			T	
Volume (veh/h)			142	0		11	14			0		1			0	
Percent Heavy Vehicles			3	3		3	3			3						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

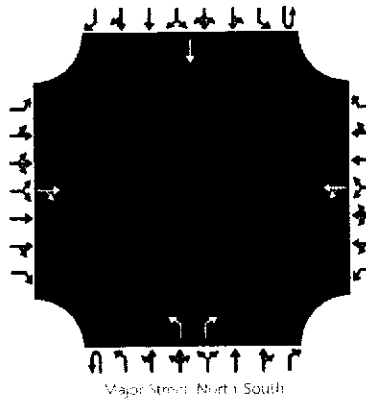
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)				154		27				0						
Capacity				893						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)				A						A						
Approach Delay (s/veh)	9.9								0.0							
Approach LOS	A															

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	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	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	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																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)				109		28				0						
Capacity				893						1614						
v/c Ratio				0.12						0.00						
95% Queue Length				0.4						0.0						
Control Delay (s/veh)				9.6						7.2						
Level of Service (LOS)				A						A						
Approach Delay (s/veh)	9.6								0.0							
Approach LOS	A															

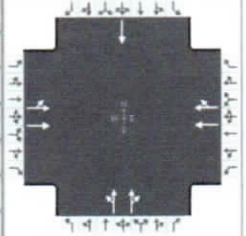
APPENDIX F

INTERSECTION DATA / HCS WORKSHEETS / TIMING SHEETS

HCS 2010 Signalized Intersection Results Summary

General Information




Agency	Susan E. O'Rourke, P.E., Inc.			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	NE 1st Avenue	Analysis Year	2016	Analysis Period	1> 7:00
Intersection	NE 1st Avenue and Pem...	File Name	C4 NE 1st and Pembroke AM Existing 2016 (003)...		
Project Description	Hallandale Medical - Existing Traffic				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	139	1176			1022	27	93	145	43		0	

Signal Information

Cycle, s	160.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	44.0	104.0	0.0	0.0	0.0	0.0	1		2	3		4
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						

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		110.0		110.0		50.0		50.0
Change Period, (Y+R _c), s		6.0		6.0		6.0		6.0
Max Allow Headway (MAH), s		3.4		3.4		0.0		0.0
Queue Clearance Time (g _s), s		104.0		25.8				
Green Extension Time (g _e), s		0.0		9.6		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		1.00		0.01				

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4			8	18	5	2	12		6	
Adjusted Flow Rate (v), veh/h	564	821			555	550	153		142		0	
Adjusted Saturation Flow Rate (s), veh/h/ln	878	1695			1863	1846	1556		1603		1863	
Queue Service Time (g _s), s	78.2	44.3			23.7	23.8	11.0		10.6		0.0	
Cycle Queue Clearance 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), veh/h	599	1102			1211	1200	465		441		512	
Volume-to-Capacity Ratio (X)	0.941	0.745			0.458	0.458	0.330		0.323		0.000	
Available Capacity (c _a), veh/h	599	1102			1211	1200	465		441		512	
Back of Queue (Q), veh/ln (95 th percentile)	33.5	28.9			15.2	15.1	8.5		7.7		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 (d ₁), s/veh	37.4	19.0			14.0	14.0	44.2		41.9		0.0	
Incremental Delay (d ₂), s/veh	23.0	2.5			0.1	0.1	1.9		1.9		0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0		0.0		0.0	
Control Delay (d), s/veh	60.4	21.5			14.1	14.1	46.1		43.9		0.0	
Level of Service (LOS)	E	C			B	B	D		D			
Approach Delay, s/veh / LOS	37.3		D	14.1		B	45.0		D	0.0		
Intersection Delay, s/veh / LOS	28.9						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.2		B	2.5		B	2.7		B	2.7		B
Bicycle LOS Score / LOS	1.6		A	1.4		A	0.7		A	0.5		A

HCS 2010 Signalized Intersection Input Data

General Information					Intersection Information				
Agency	Susan E. O'Rourke, P.E., Inc.				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	NE 1st Avenue	Analysis Year	2016		Analysis Period	1> 7:00			
Intersection	NE 1st Avenue and Pem...	File Name	C4 NE 1st and Pembroke AM Existing 2016 (003)...						
Project Description	Hallandale Medical - Existing Traffic								

Demand Information				EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	139	1176			1022	27	93	145	43				0		

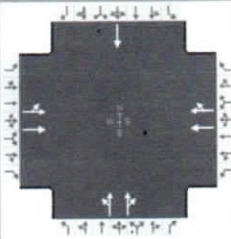
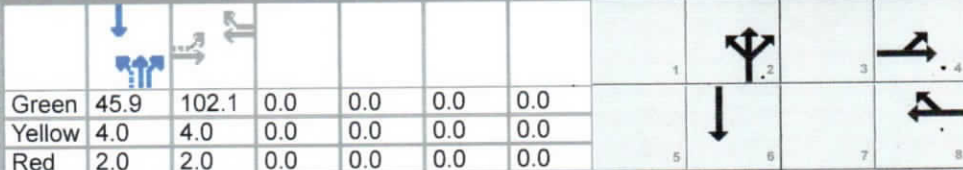
Signal Information				Signal Timing											
Cycle, s	160.0	Reference Phase	2	Green	44.0	104.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Offset, s	0	Reference Point	End	Yellow	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Red	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On												

Traffic Information				EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	139	1176			1022	27	93	145	43				0		
Initial Queue (Q _b), veh/h	0	0			0	0	0	0	0				0		
Base Saturation Flow Rate (s ₀), veh/h	1900	1900			1900	1900	1900	1900	1900				1900		
Parking (N _m), man/h		None			None			None					None		
Heavy Vehicles (P _{HV}), %		2			2			2					2		
Ped / Bike / RTOR, /h	0	0		0	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	3	4	3				3		
Upstream Filtering (f)	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 (G _{max}) 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 (R _c), s			2.0		2.0		2.0		2.0
Minimum Green (G _{min}), s		6	6		6	6	6		6
Start-Up Lost Time (l _t), 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
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	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	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	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	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50	No		0.50

HCS 2010 Signalized Intersection Results Summary

General Information					Intersection Information											
Agency		Susan E. O'Rourke, P.E., Inc.			Duration, h		0.25									
Analyst		Greg 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		2016		Analysis Period					1> 7:00			
Intersection		NE 1st Avenue and Pem...		File Name		C4 NE 1st and Pembroke PM Existing 2016.xus										
Project Description					Hallandale Medical - Existing Traffic											
Demand Information					EB			WB			NB			SB		
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h					132	1120			1034	24	275	319	44		0	
Signal Information																
Cycle, s	160.0	Reference Phase	2													
Offset, s	0	Reference Point	End													
Uncoordinated	No	Simult. Gap E/W	On													
Force Mode	Fixed	Simult. Gap N/S	On													
					Green	45.9	102.1	0.0	0.0	0.0	0.0					
					Yellow	4.0	4.0	0.0	0.0	0.0	0.0					
					Red	2.0	2.0	0.0	0.0	0.0	0.0					
Timer Results					EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase						4		8		2		6				
Case Number						8.0		8.0		8.0		8.0				
Phase Duration, s						108.1		108.1		51.9		51.9				
Change Period, (Y+R c), s						6.0		6.0		6.0		6.0				
Max Allow Headway (MAH), s						3.4		3.4		0.0		0.0				
Queue Clearance Time (g s), s						98.7		26.8								
Green Extension Time (g e), s						3.5		9.1		0.0		0.0				
Phase Call Probability						1.00		1.00								
Max Out Probability						0.87		0.00								
Movement Group Results					EB			WB			NB			SB		
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement					7	4			8	18	5	2	12		6	
Adjusted Flow Rate (v), veh/h					531	787		559	555	331			340		0	
Adjusted Saturation Flow Rate (s), veh/h/ln					862	1695		1863	1848	1456			1655		1863	
Queue Service Time (g s), s					71.9	40.7		24.0	24.8	33.5			28.2		0.0	
Cycle Queue Clearance Time (g c), s					96.7	40.7		24.0	24.8	33.5			28.2		0.0	
Green Ratio (g/C)					0.64	0.64		0.64	0.64	0.29			0.29		0.29	
Capacity (c), veh/h					579	1082		1189	1179	460			474		534	
Volume-to-Capacity Ratio (X)					0.918	0.727		0.470	0.470	0.721			0.717		0.000	
Available Capacity (c a), veh/h					592	1102		1211	1201	460			474		534	
Back of Queue (Q), veh/ln (95 th percentile)					30.7	27.7		15.9	15.8	19.0			17.7		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 (d 1), s/veh					37.4	19.5		15.0	15.0	51.8			44.9		0.0	
Incremental Delay (d 2), s/veh					18.8	2.1		0.1	0.1	9.4			9.0		0.0	
Initial Queue Delay (d 3), s/veh					0.0	0.0		0.0	0.0	0.0			0.0		0.0	
Control Delay (d), s/veh					56.1	21.6		15.1	15.1	61.2			53.9		0.0	
Level of Service (LOS)					E	C		B	B	E			D			
Approach Delay, s/veh / LOS					35.5	D		15.1	B		57.5	E		0.0		
Intersection Delay, s/veh / LOS					32.9						C					
Multimodal Results					EB			WB			NB			SB		
Pedestrian LOS Score / LOS					2.3	B		2.5	B		2.7	B		2.7	B	
Bicycle LOS Score / LOS					1.6	A		1.4	A		1.0	A		0.5	A	

HCS 2010 Signalized Intersection Input Data

General Information					Intersection Information												
Agency	Susan E. O'Rourke, P.E., Inc.				Duration, h	0.25											
Analyst	Greg 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	2016		Analysis Period	1> 7:00										
Intersection	NE 1st Avenue and Pem...		File Name	C4 NE 1st and Pembroke PM Existing 2016.xus													
Project Description	Hallandale Medical - Existing Traffic																
Demand Information					EB			WB			NB			SB			
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R	
Demand (v), veh/h					132	1120			1034	24		275	319	44		0	
Signal Information																	
Cycle, s	160.0	Reference Phase	2		Green	45.9	102.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Offset, s	0	Reference Point	End		Yellow	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Uncoordinated	No	Simult. Gap E/W	On		Red	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On														
Traffic Information					EB			WB			NB			SB			
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R	
Demand (v), veh/h					132	1120			1034	24		275	319	44		0	
Initial Queue (Q _b), veh/h					0	0			0	0		0	0	0		0	
Base Saturation Flow Rate (S ₀), veh/h					1900	1900			1900	1900		1900	1900	1900		1900	
Parking (N _m), man/h						None			None			None				None	
Heavy Vehicles (P _{HV}), %						2			2			2				2	
Ped / Bike / RTOR, /h					0	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		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 (P _g), %						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 (G _{max}) 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 (R _c), s						2.0		2.0		2.0		2.0					
Minimum Green (G _{min}), s					6	6		6	6	6		6					
Start-Up Lost Time (I _t), 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					
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		

TURNING MOVEMENT VOLUME COUNTS

1st Ave	10/28/2018
TMC Pemb	6/27/2018

E/W STREET: Pembroke Road

PERIPHERAL SYMPTOMS

↑ 321

15 Min
Period

← 1150 142 142 29 1055 1084
 1273 0 1269 →
 1965 →

ALL PEAK HOURS IS FROM:

8:00AM TO 9:00AM

[illegible]

Exponential Factor: 1.19

Trips In	45
Trips Out	12
Growth Rate:	1.01
Years Grown:	2
Pass-by In:	
Pass-by Out:	

F5

[illegible]

15 Min	Period	Index
--------	--------	-------

Northward			Southward			Eastward			Westward			ONE HOUR SUM	
MAL	NWT	NBR	SBL	SRT	SNR	EBL	ERT	ENR	WBL	WRT	WNR	TOTAL	SUM
57	55	9	0	0	0	35	130	0	0	181	1	568	2394
71	65	8	0	0	0	28	339	0	0	253	5	823	2439
55	57	12	0	0	0	23	239	0	0	228	3	613	2477
53	63	8	0	0	0	28	241	0	0	199	2	548	2463
65	80	10	0	0	0	24	195	0	0	234	5	631	2476
58	68	7	0	0	0	36	266	0	0	216	10	681	
63	63	10	0	0	0	27	216	0	0	217	5	601	
54	74	9	0	0	0	28	198	0	0	237	7	601	

STAVES 21 11 NOV 2010 100

1420X-3 10.1002/1522-2675(20010301)10:3<1420::AID-HLCA1420>3.0.CO;2-1

[illegible]

Seasoned Factor: 1.19

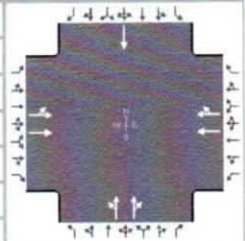
Growth Rate:	1.01
Trips In:	23
Trips Out:	58
Years Grown:	2
Pass-by In:	
Pass-by Out:	

Total	286	332	57	0	0	135	1188	0	0	1128	41	3169
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HCS 2010 Signalized Intersection Results Summary

General Information

Agency	Susan E. O'Rourke, P.E., Inc.			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	NE 1st Avenue	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	NE 1st Avenue and Pem...	File Name	C4 NE 1st 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	T	R
Demand (v), veh/h	142	1223			1055	29	96	150	46		0	

Signal Information

Cycle, s	160.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	44.0	104.0	0.0	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0	0.0		
				Red	2.0	2.0	0.0	0.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		110.0		110.0		50.0		50.0
Change Period, (Y+R _c), s		6.0		6.0		6.0		6.0
Max Allow Headway (MAH), s		3.4		3.4		0.0		0.0
Queue Clearance Time (g _s), s		106.0		26.9				
Green Extension Time (g _e), s		0.0		10.5		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		1.00		0.01				

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4			8	18	5	2	12		6	
Adjusted Flow Rate (v), veh/h	583	854			573	568	159		148		0	
Adjusted Saturation Flow 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 Clearance Time (g _c), 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), veh/h	581	1102			1211	1199	465		440		512	
Volume-to-Capacity Ratio (X)	1.004	0.775			0.473	0.474	0.343		0.336		0.000	
Back of Queue (Q), ft/ln (95 th percentile)	972.8	787.9			402.1	392.7	219.1		199.1		0	
Back of Queue (Q), veh/ln (95 th percentile)	38.9	31.0			15.8	15.7	8.8		8.0		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 (d ₁), s/veh	40.6	19.7			14.2	14.2	44.4		42.1		0.0	
Incremental Delay (d ₂), s/veh	38.3	3.2			0.1	0.1	2.0		2.1		0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0		0.0		0.0	
Control Delay (d), s/veh	78.9	22.9			14.3	14.3	46.4		44.2		0.0	
Level of Service (LOS)	F	C			B	B	D		D			
Approach Delay, s/veh / LOS	45.6		D	14.3		B	45.3		D	0.0		
Intersection Delay, s/veh / LOS	33.2						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.2		B	2.5		B	2.7		B	2.7		B
Bicycle LOS Score / LOS	1.7		A	1.4		A	0.7		A	0.5		A

HCS 2010 Signalized Intersection Input Data

General Information					Intersection Information							
Agency	Susan E. O'Rourke, P.E., Inc.				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	NE 1st Avenue	Analysis Year	2018		Analysis Period	1> 7:00						
Intersection	NE 1st Avenue and Pem...	File Name	C4 NE 1st 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	T	R	L	T	R
Demand (v), veh/h	142	1223					1055	29		96	150	46		0	

Signal Information															
Cycle, s	160.0	Reference Phase	2	Green	44.0	104.0	0.0	0.0	0.0	0.0					
Offset, s	0	Reference Point	End	Yellow	4.0	4.0	0.0	0.0	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Red	2.0	2.0	0.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On												

Traffic Information				EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	142	1223					1055	29		96	150	46		0	
Initial Queue (Q _b), veh/h	0	0					0	0		0	0	0		0	
Base Saturation Flow Rate (s ₀), veh/h	1900	1900					1900	1900		1900	1900	1900		1900	
Parking (N _m), man/h		None					None			None				None	
Heavy Vehicles (P _{HV}), %		2					2			2				2	
Ped / Bike / RTOR, /h	0	0		0	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		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	

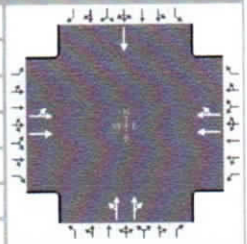
Phase Information		EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s			110.0		110.0		50.0		50.0
Yellow Change Interval (Y), s			4.0		4.0		4.0		4.0
Red Clearance Interval (R _c), s			2.0		2.0		2.0		2.0
Minimum Green (G _{min}), s		6	6		6	6	6		6
Start-Up Lost Time (I _t), s		2.0	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
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	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	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	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	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50	No		0.50

HCS 2010 Signalized Intersection Results Summary

General Information

Agency	Susan E. O'Rourke, P.E., Inc.			Duration, h	0.25
Analyst	Greg 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 Pem...	File Name	C4 NE 1st and Pembroke PM 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	T	R
Demand (v), veh/h	135	1188			1128	41	286	332	57		0	

Signal Information

Cycle, s	160.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	44.0	104.0	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0		
				Red	2.0	2.0	0.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		110.0		110.0		50.0		50.0
Change Period, (Y+R _c), s		6.0		6.0		6.0		6.0
Max Allow Headway (MAH), s		3.4		3.4		0.0		0.0
Queue Clearance Time (g _s), s		106.0		29.9				
Green Extension Time (g _e), s		0.0		11.0		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		1.00		0.02				

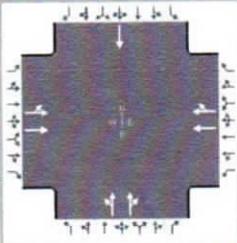
Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4			8	18	5	2	12		6	
Adjusted Flow Rate (v), veh/h	546	847			619	612	352		359		0	
Adjusted Saturation Flow Rate (s), veh/h/ln	783	1695			1863	1839	1463		1646		1863	
Queue Service Time (g _s), s	76.1	46.2			27.9	27.9	36.6		31.4		0.0	
Cycle Queue Clearance Time (g _c), s	104.0	46.2			27.9	27.9	36.6		31.4		0.0	
Green Ratio (g/C)	0.65	0.65			0.65	0.65	0.28		0.28		0.28	
Capacity (c), veh/h	537	1102			1211	1196	444		453		512	
Volume-to-Capacity Ratio (X)	1.015	0.769			0.511	0.512	0.792		0.793		0.000	
Back of Queue (Q), ft/ln (95 th percentile)	937.8	776.3			442.1	431.4	525.1		495.9		0	
Back of Queue (Q), veh/ln (95 th percentile)	37.5	30.6			17.4	17.3	21.0		19.8		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 (d ₁), s/veh	41.4	19.6			14.7	14.7	54.3		47.8		0.0	
Incremental Delay (d ₂), s/veh	42.6	3.0			0.2	0.2	13.5		13.3		0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0		0.0		0.0	
Control Delay (d), s/veh	84.0	22.6			14.8	14.8	67.8		61.1		0.0	
Level of Service (LOS)	F	C			B	B	E		E			
Approach Delay, s/veh / LOS	46.7		D		14.8	B	64.4		E		0.0	
Intersection Delay, s/veh / LOS	38.7						D					

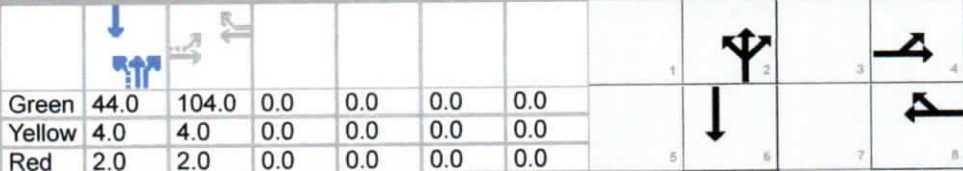
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.2		B	2.5		B	2.7		B	2.7		B
Bicycle LOS Score / LOS	1.6		A	1.5		A	1.1		A	0.5		A

HCS 2010 Signalized Intersection Input Data

General Information					Intersection Information							
Agency	Susan E. O'Rourke, P.E., Inc.				Duration, h	0.25						
Analyst	Greg 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 Pem...	File Name	C4 NE 1st and Pembroke PM 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	T	R
Demand (v), veh/h	135	1188			1128	41	286	332	57		0	

Signal Information													
Cycle, s	160.0	Reference Phase	2	Green	44.0	104.0	0.0	0.0	0.0	0.0			
Offset, s	0	Reference Point	End	Yellow	4.0	4.0	0.0	0.0	0.0	0.0			
Uncoordinated	No	Simult. Gap E/W	On	Red	2.0	2.0	0.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On										

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	135	1188			1128	41	286	332	57		0	
Initial Queue (Q _b), veh/h	0	0			0	0	0	0	0		0	
Base Saturation Flow Rate (S ₀), veh/h	1900	1900			1900	1900	1900	1900	1900		1900	
Parking (N _m), man/h		None			None			None			None	
Heavy Vehicles (P _{HV}), %		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	3	4	3		3	
Upstream Filtering (f)	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 (P _g), %		0			0			0			0	
Speed Limit, mi/h	25	25			30	30	45	45	45		45	

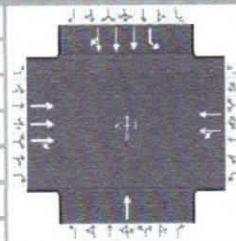
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s		110.0		110.0		50.0		50.0
Yellow Change Interval (Y), s		4.0		4.0		4.0		4.0
Red Clearance Interval (R _c), s		2.0		2.0		2.0		2.0
Minimum Green (G _{min}), s	6	6		6	6	6		6
Start-Up Lost Time (l _t), s	2.0	2.0		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
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 Information

Agency	Susan E. O'Rourke, P.E., Inc.			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	2015	Analysis Period	1> 7:00
Intersection	Dixie Highway and Pem...	File Name	C4 Dixie and Pembroke 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	T	R	L	T	R
Demand (v), veh/h		1065	62	80	998			0		152	472	134

Signal Information

Cycle, s	160.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	66.3	81.7	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0		
				Red	2.0	2.0	0.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	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		87.7		87.7		72.3		72.3
Change Period, (Y+R _c), 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 (g _s), s		23.4		73.9				
Green Extension Time (g _e), s		8.2		7.7		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.09				

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		4	14	3	8			2		1	6	16
Adjusted Flow Rate (v), veh/h		798	388	492	642			0		160	437	201
Adjusted Saturation Flow Rate (s), veh/h/ln		1863	1808	1053	1695			1863		1774	1863	1654
Queue Service Time (g_s), s		15.3	21.4	50.1	30.7			0.0		9.3	12.5	13.0
Cycle Queue Clearance Time (g_c), s		15.3	21.4	71.9	30.7			0.0		9.3	12.5	13.0
Green Ratio (g/C)		0.51	0.51	0.51	0.51			0.41		0.41	0.41	0.41
Capacity (c), veh/h		1904	924	565	867			771		779	1542	684
Volume-to-Capacity Ratio (X)		0.419	0.420	0.872	0.741			0.000		0.205	0.283	0.294
Back of Queue (Q), ft/ln (95 th percentile)		376.3	362.2	661.5	689.4			0		183.6	242.7	228.8
Back of Queue (Q), veh/ln (95 th percentile)		14.8	14.5	26.5	27.1			0.0		7.3	9.6	9.2
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		24.3	24.3	40.3	30.8			0.0		30.2	31.1	31.3
Incremental Delay (d_2), s/veh		0.1	0.1	7.5	1.4			0.0		0.6	0.5	1.1
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		24.4	24.4	47.7	32.2			0.0		30.8	31.6	32.4
Level of Service (LOS)		C	C	D	C					C	C	C
Approach Delay, s/veh / LOS	24.4	C		38.9	D		0.0			31.6	C	
Intersection Delay, s/veh / LOS	31.5						C					

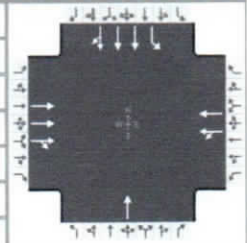
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.9	C		2.6	B		3.1	C		2.8	C	
Bicycle LOS Score / LOS	1.1	A		1.4	A		0.5	A		0.9	A	

HCS 2010 Signalized Intersection Input Data

General Information

Agency	Susan E. O'Rourke, P.E., Inc.			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 Pembroke 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	T	R	L	T	R
Demand (v), veh/h		1065	62	80	998			0		152	472	134

Signal Information

Cycle, s	160.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	66.3	81.7	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0	0.0
				Red	2.0	2.0	0.0	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	L	T	R
Demand (v), veh/h		1065	62	80	998			0		152	472	134
Initial Queue (Q _b), veh/h		0	0	0	0			0		0	0	0
Base Saturation Flow Rate (S ₀), veh/h		1900	1900	1900	1900			1900		1900	1900	1900
Parking (N _m), man/h		None			None			None			None	
Heavy Vehicles (P _{HV}), %		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 (f)		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 (P _g), %		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 (G _{max}) 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 (R _c), s		2.0		2.0		2.0		2.0
Minimum Green (G _{min}), s		6	6	6		6	6	6
Start-Up Lost Time (l _t), 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

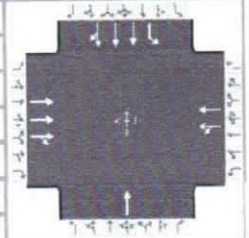
HCS 2010 Signalized Intersection Results Summary

General Information

Agency	Susan E. O'Rourke, P.E., Inc.
Analyst	Greg McLane
Jurisdiction	Hallandale Beach
Urban Street	Dixie Highway
Intersection	Dixie Highway and Pem...
Project Description	Hallandale Medical - Existing Traffic

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 7:00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		1070	49	77	1201			0		162	322	146

Signal Information

Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	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		93.6		93.6		66.4		66.4
Change Period, (Y+R _c), 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 (g _s), s		21.5		79.2				
Green Extension Time (g _e), s		9.4		8.3		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.19				

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		4	14	3	8			2		1	6	16
Adjusted Flow Rate (v), veh/h		791	387	613	732			0		171	339	154
Adjusted Saturation Flow Rate (s), veh/h/ln		1863	1819	1205	1695			1863		1774	1863	1579
Queue Service Time (g _s), s		15.1	19.5	57.6	39.1			0.0		10.6	10.0	10.8
Cycle Queue Clearance Time (g _c), s		15.1	19.5	77.2	39.1			0.0		10.6	10.0	10.8
Green Ratio (g/C)		0.55	0.55	0.55	0.55			0.38		0.38	0.38	0.38
Capacity (c), veh/h		2044	998	687	930			701		713	1402	594
Volume-to-Capacity Ratio (X)		0.387	0.387	0.892	0.787			0.000		0.239	0.242	0.259
Back of Queue (Q), ft/ln (95 th percentile)		345.8	334.4	797.9	779.4			0		206.7	205.4	192.2
Back of Queue (Q), veh/ln (95 th percentile)		13.6	13.4	31.9	30.7			0.0		8.3	8.1	7.7
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		20.7	20.7	36.4	28.7			0.0		34.4	34.2	34.5
Incremental Delay (d ₂), s/veh		0.0	0.1	9.6	2.7			0.0		0.8	0.4	1.1
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		20.7	20.8	46.0	31.4			0.0		35.2	34.6	35.5
Level of Service (LOS)		C	C	D	C					D	C	D
Approach Delay, s/veh / LOS	20.7	C		38.0	D		0.0			35.0	D	
Intersection Delay, s/veh / LOS	31.0						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	1.1	A		1.6	A		0.5	A		0.9	A	

HCS 2010 Signalized Intersection Input Data

General Information					Intersection Information											
Agency	Susan E. O'Rourke, P.E., Inc.				Duration, h	0.25										
Analyst	Greg McLane		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 Pem...		File Name	C4 Dixie and Pembroke PM Existing 2016.xus												
Project Description	Hallandale Medical - Existing Traffic															
Demand Information					EB			WB			NB			SB		
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h						1070	49	77	1201			0		162	322	146
Signal Information																
Cycle, s	160.0	Reference Phase	2		Green	60.4	87.6	0.0	0.0	0.0	0.0		1	2	3	4
Offset, s	0	Reference Point	End		Yellow	4.0	4.0	0.0	0.0	0.0	0.0		5	6	7	8
Uncoordinated	No	Simult. Gap E/W	On		Red	2.0	2.0	0.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On													
Traffic Information					EB			WB			NB			SB		
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h						1070	49	77	1201			0		162	322	146
Initial Queue (Q _b), veh/h						0	0	0	0			0		0	0	0
Base Saturation Flow Rate (s ₀), veh/h						1900	1900	1900	1900			1900		1900	1900	1900
Parking (N _m), man/h						None			None			None			None	
Heavy Vehicles (P _{HV}), %						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 (f)						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 (G _{max}) 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 (R _c), s						2.0		2.0		2.0		2.0				
Minimum Green (G _{min}), s						6	6	6		6	6	6				
Start-Up Lost Time (l _t), 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

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: N Dixie Hwy
 TMC Penobscot and Dixie
 COUNTY: Penobscot
 REPORT DATE: 10/26/2015
 ANALYSIS YEAR: 2015

E/W STREET: Penobscot Road
 CITY: Hallowell, ME

CONTROL: Signalized

NORTHBOUND										SOUTHBOUND										EASTBOUND										WESTBOUND									
MBL	MRT	NBR	SBL	SRT	SRB	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM																										
0	0	0	14	34	16	0	126	11	3	175	0	379	1854																										
0	0	0	21	53	24	0	168	15	9	191	0	483	2124																										
0	0	0	28	82	19	0	183	8	10	164	0	502	2301																										
0	0	0	34	92	30	0	170	14	7	143	0	480	2414																										
0	0	0	30	85	35	0	241	7	21	210	0	609	2491																										
0	0	0	40	110	26	0	219	12	15	218	0	660																											
0	0	0	24	99	28	0	216	19	9	200	0	615																											
0	0	0	34	103	24	0	179	14	22	191	0	587																											

AM PEAK HOUR IS FROM: 8:00AM TO 9:00AM

Volumes	0	0	128	397	113	0	895	52	67	839	0	2491	
Season Factor	0	0	0	152	472	134	0	1065	62	80	998	0	2864
Growth	0	0	0	155	482	137	0	1086	63	81	1018	0	3024
Atypical Shores	0	0	5				15			3		27	
Frequency	-	-	1	1	1	1	1	1	1	1	1	1	1
In/Out	-	-	Out	Out	Out	Out	Out	Out	Out	In	In	-	-
Percentage	0%	0%	0%	10%	10%	0%	0%	10%	10%	10%	10%	0%	0%
PROJECT	-	-	0	1	0	0	0	0	0	1	2	5	9
Pass-by In/Out	-	-	-	-	-	-	-	-	-	-	-	-	-
Pass-by %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0	0	0

Seasonal Factor: 1.15

Trips In: 45
 Trips Out: 12
 Growth Rate: 1.01
 Years Growth: 2
 Pass-by In:
 Pass-by Out:

F14

Total	0	0	0	160	484	137	0	1105	64	83	1018	0	2861
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Northbound					Southbound					Eastbound					Westbound					ONE HOUR SUM
MBL	MRT	NBR	SBL	SRT	SRB	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL								
0	0	0	37	83	31	0	239	11	16	222	0	610	2440							
0	0	0	29	61	24	0	199	14	13	280	0	520	2463							
0	0	0	27	66	24	0	219	5	13	252	0	596	2510							
0	0	0	30	65	30	0	239	14	11	224	0	613	2544							
0	0	0	34	74	37	0	181	7	22	269	0	624	2590							
0	0	0	40	68	29	0	256	6	10	253	0	667								
0	0	0	32	64	27	0	223	14	22	259	0	640								
0	0	0	26	73	38	0	178	11	10	263	0	599								

PM PEAK HOUR IS FROM: 4:30PM TO 5:30PM

Volumes	0	0	136	272	123	0	889	41	45	1008	0	2144	
Season Factor	0	0	152	322	146	0	1070	49	77	1201	0	3037	
Growth	0	0	155	329	149	0	1081	50	79	1235	0	3088	
Atypical Shores	0	0	10				37		2	68			
Frequency	-	-	1	1	1	1	1	1	1	1	1	1	1
In/Out	-	-	Out	Out	Out	Out	Out	Out	Out	In	In	-	-
Percentage	0%	0%	0%	10%	10%	0%	0%	10%	10%	10%	10%	0%	0%
PROJECT	-	-	0	5	0	0	0	0	0	12	2	0	26
Pass-by In/Out	-	-	-	-	-	-	-	-	-	-	-	-	-
Pass-by %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0	0	0

Seasonal Factor: 1.15

Growth Rate: 1.01
 Trips In: 23
 Trips Out: 18
 Years Growth: 2
 Pass-by In:
 Pass-by Out:

Total	0	0	0	175	337	149	0	1128	56	93	1235	0	3114
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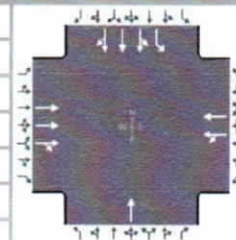
HCS 2010 Signalized Intersection Results Summary

General Information

Agency	Susan E. O'Rourke, P.E., Inc.
Analyst	Greg McLane
Jurisdiction	Hallandale Beach
Urban Street	Dixie Highway
Intersection	Dixie Highway and Pem...
Project Description	Hallandale Medical - Buildout Traffic

Intersection Information




Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 7:00
File Name	C4 Dixie and Pembroke AM Buildout 2018.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		1105	64	83	1026			0		160	484	137

Signal Information

Cycle, s	160.0	Reference Phase	2														
Offset, s	0	Reference Point	End		Green	63.4	84.6	0.0	0.0	0.0		0.0	1	2	3	4	
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		5	6	7	

Timer Results

	EBL	EBT	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+R _c), 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 (g _s), s		23.5		76.3				
Green Extension Time (g _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

Approach Movement	L	T	R	L	T	R	L	T	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 (g_s), s		16.0	21.5	52.4	32.5			0.0		10.2	13.2	13.8
Cycle Queue Clearance Time (g_c), 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		746	1472	654
Volume-to-Capacity Ratio (X)		0.420	0.420	0.873	0.744			0.000		0.226	0.304	0.315
Back of Queue (Q), ft/ln (95 th percentile)		376.9	362.6	669.6	701.6			0		199	255.7	240.8
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	A		0.5	A		0.9	A	

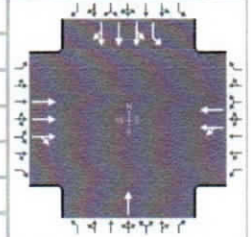
HCS 2010 Signalized Intersection Input Data

General Information

Agency	Susan E. O'Rourke, P.E., Inc.
Analyst	Greg McLane
Jurisdiction	Hallandale Beach
Urban Street	Dixie Highway
Intersection	Dixie Highway and Pem...
Project Description	Hallandale Medical - Buildout Traffic

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 7:00
File Name	C4 Dixie and Pembroke AM Buildout 2018.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		1105	64	83	1026			0		160	484	137

Signal Information

Cycle, s	160.0	Reference Phase	2	<div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div></div>																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																</
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Traffic Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		1105	64	83	1026			0		160	484	137
Initial Queue (Q _b), veh/h		0	0	0	0			0		0	0	0
Base Saturation Flow Rate (s ₀), veh/h		1900	1900	1900	1900			1900		1900	1900	1900
Parking (N _m), man/h		None			None			None			None	
Heavy Vehicles (P _{HV}), %		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 (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

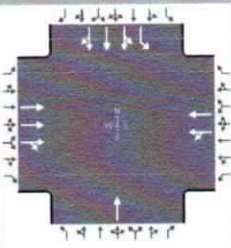
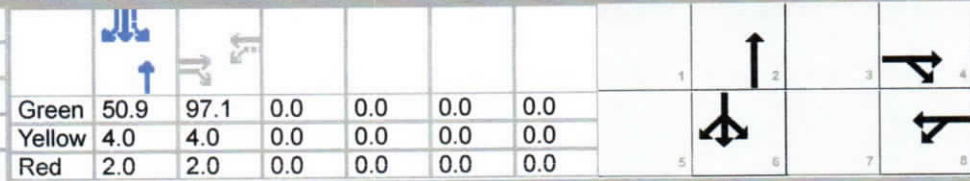
Phase Information

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) 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 (R _c), s		2.0		2.0		2.0		2.0
Minimum Green (G _{min}), s		6	6	6		6	6	6
Start-Up Lost Time (I _t), 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

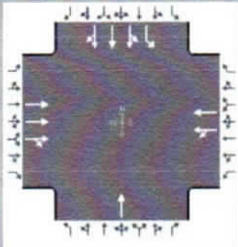
Multimodal Information

	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	

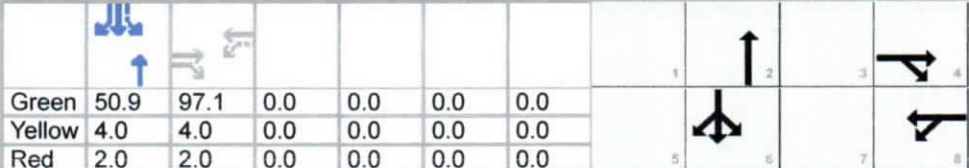
HCS 2010 Signalized Intersection Results Summary

General Information						Intersection Information									
Agency		Susan E. O'Rourke, P.E., Inc.				Duration, h		0.25							
Analyst		Greg McLane		Analysis Date		Jul 1, 2016		Area Type		Other					
Jurisdiction		Hallandale Beach		Time Period		PM		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 Pembroke PM Buildout 2018.xus									
Project Description		Hallandale Medical - Existing Traffic													
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h					1128	56	93	1293			0		175	337	149
Signal Information															
Cycle, s	160.0	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	No	Simult. Gap E/W	On												
Force Mode	Fixed	Simult. Gap N/S	On												
Green	50.9	97.1	0.0	0.0	0.0	0.0									
Yellow	4.0	4.0	0.0	0.0	0.0	0.0									
Red	2.0	2.0	0.0	0.0	0.0	0.0									
Timer Results				EBL	EBT	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					103.1		103.1		56.9		56.9				
Change Period, (Y+R c), 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 (g s), s					20.3		89.5								
Green Extension Time (g e), s					11.3		7.6		0.0		0.0				
Phase Call Probability					1.00		1.00								
Max Out Probability					0.01		0.50								
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement					4	14	3	8		2			1	6	16
Adjusted Flow Rate (v), veh/h					838	409	649	810		0			184	352	160
Adjusted Saturation Flow Rate (s), veh/h/ln					1863	1816	1130	1695		1863			1774	1863	1583
Queue Service Time (g s), s					16.2	18.3	69.2	46.7		0.0			12.6	11.4	12.2
Cycle Queue Clearance Time (g c), s					16.2	18.3	87.5	46.7		0.0			12.6	11.4	12.2
Green Ratio (g/C)					0.61	0.61	0.61	0.61		0.32			0.32	0.32	0.32
Capacity (c), veh/h					2261	1102	712	1029		593			609	1185	504
Volume-to-Capacity Ratio (X)					0.371	0.371	0.912	0.787		0.000			0.302	0.297	0.317
Back of Queue (Q), ft/ln (95 th percentile)					321.6	310.9	854.3	799.9		0			240.8	230.6	216
Back of Queue (Q), veh/ln (95 th percentile)					12.7	12.4	34.2	31.5		0.0			9.6	9.1	8.6
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					16.0	16.0	33.0	23.7		0.0			41.5	41.1	41.4
Incremental Delay (d 2), s/veh					0.0	0.1	14.0	3.2		0.0			1.3	0.6	1.6
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					16.0	16.0	47.0	26.9		0.0			42.8	41.7	43.0
Level of Service (LOS)					B	B	D	C					D	D	D
Approach Delay, s/veh / LOS				16.0	B		35.8	D		0.0			42.3	D	
Intersection Delay, s/veh / LOS				29.9						C					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS				2.9	C		2.6	B		3.1	C		2.9	C	
Bicycle LOS Score / LOS				1.2	A		1.7	A		0.5	A		0.9	A	

HCS 2010 Signalized Intersection Input Data

General Information						Intersection Information								
Agency	Susan E. O'Rourke, P.E., Inc.					Duration, h	0.25							
Analyst	Greg McLane		Analysis Date	Jul 1, 2016		Area Type	Other							
Jurisdiction	Hallandale Beach		Time Period	PM		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 Pembroke PM Buildout 2018.xus										
Project Description	Hallandale Medical - Existing Traffic													

Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h					1128	56	93	1293			0		175	337	149

Signal Information															
Cycle, s	160.0	Reference Phase	2	Green	50.9	97.1	0.0	0.0	0.0	0.0					
Offset, s	0	Reference Point	End	Yellow	4.0	4.0	0.0	0.0	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Red	2.0	2.0	0.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On												

Traffic Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h					1128	56	93	1293			0		175	337	149
Initial Queue (Q _b), veh/h					0	0	0	0			0		0	0	0
Base Saturation Flow Rate (s ₀), veh/h					1900	1900	1900	1900			1900		1900	1900	1900
Parking (N _m), man/h					None			None			None			None	
Heavy Vehicles (P _{HV}), %					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 (f)					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 (G _{max}) 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 (R _c), s			2.0		2.0		2.0		2.0
Minimum Green (G _{min}), s			6	6	6		6	6	6
Start-Up Lost Time (l _t), 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

Broward County

Timing Sheet

6/8/2016 10:24:01 AM

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										
Ped Clearance		9	13		10	13										
Min Green	2	7	5	2	7	5			9							
Gap Ext		3	2.5		3	2.5										
Max1	2	26	18	2	35	18		9	9							
Max2																
Yellow Clr	4	4	4	4	4	4.5	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2				1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON			ON							
Auto Flash Entry			ON													
Auto Flash Exit					ON											
Non-Actuated 1																
Non-Actuated 2										ON	ON	ON	ON	ON	ON	ON
Lock Call																
Min Recall					ON											
Max Recall					ON											
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable										ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk					ON											
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	1	1	1	1								

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						
Link to Preempt						
Delay						
Min Duration						
Min Green	1					
Min Walk						
Ped Clear						
Track Green	5					
Min Dwell	5					
Max Presence						
Track Veh 1	9					
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	10					
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						

Preempt LP

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

[illegible]

6/8/2016 10:24:01 AM

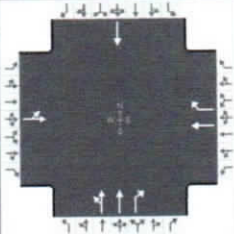
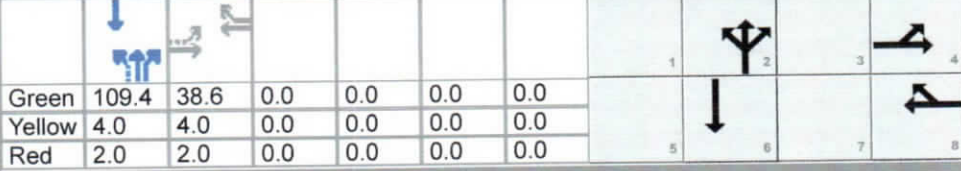
Station : 3167 - Pembroke Rd & Dixie Hwy (Standard File)

[illegible]

Scheduler

[illegible]

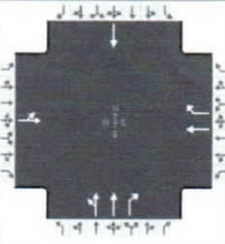
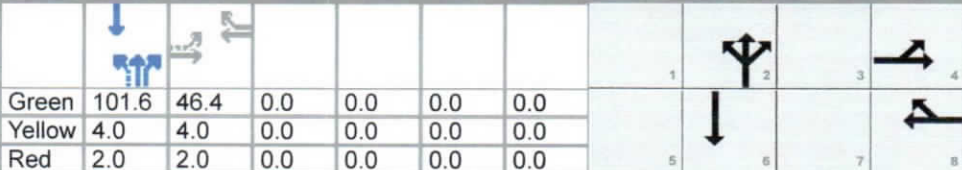
HCS 2010 Signalized Intersection Results Summary

General Information						Intersection Information											
Agency		Susan E. O'Rourke, P.E., Inc.				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		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	T	R	L	T	R
Demand (v), veh/h						75	227			138	64	27	112	35		0	
Signal Information																	
Cycle, s	160.0	Reference Phase	2														
Offset, s	0	Reference Point	End														
Uncoordinated	No	Simult. Gap E/W	On														
Force Mode	Fixed	Simult. Gap N/S	On														
Green						109.4	38.6	0.0	0.0	0.0	0.0	Yellow					
Yellow						4.0	4.0	0.0	0.0	0.0	0.0	Red					
Red						2.0	2.0	0.0	0.0	0.0	0.0						
Timer Results						EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase							4		8		2		6				
Case Number							8.0		7.0		7.0		8.0				
Phase Duration, s							44.6		44.6		115.4		115.4				
Change Period, (Y+R c), s							6.0		6.0		6.0		6.0				
Max Allow Headway (MAH), s							3.2		3.2		0.0		0.0				
Queue Clearance Time (g s), s							38.3		12.3								
Green Extension Time (g e), s							0.3		1.1		0.0		0.0				
Phase Call Probability							1.00		1.00								
Max Out Probability							1.00		0.00								
Movement Group Results						EB			WB			NB			SB		
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement						7	4			8	18	5	2	12		6	
Adjusted Flow Rate (v), veh/h							318			145	67	76	71	37		0	
Adjusted Saturation Flow Rate (s), veh/h/ln							1398			1863	1579	1669	1695	1579		1863	
Queue Service Time (g s), s							26.0			10.3	5.4	0.0	0.6	1.2		0.0	
Cycle Queue Clearance Time (g c), s							36.3			10.3	5.4	1.2	0.6	1.2		0.0	
Green Ratio (g/C)							0.24			0.24	0.24	0.68	0.68	0.68		0.68	
Capacity (c), veh/h							365			449	380	1173	1160	1080		1274	
Volume-to-Capacity Ratio (X)							0.871			0.324	0.177	0.064	0.061	0.034		0.000	
Available Capacity (c a), veh/h							380			466	395	1173	1160	1080		1274	
Back of Queue (Q), veh/ln (95 th percentile)							21.0			8.5	3.9	0.9	0.4	0.7		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 (d 1), s/veh							61.9			50.0	48.1	4.5	2.3	8.2		0.0	
Incremental Delay (d 2), s/veh							17.8			0.2	0.1	0.1	0.1	0.1		0.0	
Initial Queue Delay (d 3), s/veh							0.0			0.0	0.0	0.0	0.0	0.0		0.0	
Control Delay (d), s/veh							79.8			50.1	48.2	4.6	2.4	8.2		0.0	
Level of Service (LOS)							E			D	D	A	A	A			
Approach Delay, s/veh / LOS						79.8	E		49.5	D		4.5	A		0.0		
Intersection Delay, s/veh / LOS						51.4						D					
Multimodal Results						EB			WB			NB			SB		
Pedestrian LOS Score / LOS						2.5	B		2.6	B		2.2	B		2.1	B	
Bicycle LOS Score / LOS						1.0	A		0.8	A		0.6	A		0.5	A	

HCS 2010 Signalized Intersection Input Data

General Information					Intersection Information											
Agency	Susan E. O'Rourke, P.E., Inc.				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	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	T	R	L	T	R
Demand (v), veh/h					75	227			138	64	27	112	35		0	
Signal Information																
Cycle, s	160.0	Reference Phase	2													
Offset, s	0	Reference Point	End													
Uncoordinated	No	Simult. Gap E/W	On													
Force Mode	Fixed	Simult. Gap N/S	On													
Traffic Information					EB			WB			NB			SB		
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h					75	227			138	64	27	112	35		0	
Initial Queue (Q _b), veh/h					0	0			0	0	0	0	0		0	
Base Saturation Flow Rate (s _o), veh/h					1900	1900			1900	1900	1900	1900	1900		1900	
Parking (N _m), man/h						None			None			None			None	
Heavy Vehicles (P _{HV}), %						2			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	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	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 (G _{max}) 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 (R _c), s						2.0		2.0		2.0		2.0				
Minimum Green (G _{min}), s					6	6		6	6	6		6				
Start-Up Lost Time (I _l), 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				
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	No	0.50		

HCS 2010 Signalized Intersection Results Summary

General Information					Intersection Information																
Agency		Susan E. O'Rourke, P.E., Inc.			Duration, h		0.25														
Analyst		Greg 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	L	T	R	L	T	R	L	T	R					
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																		
Uncoordinated	No	Simult. Gap E/W	On																		
Force Mode	Fixed	Simult. Gap N/S	On																		
Green					101.6	46.4	0.0	0.0	0.0	0.0	Yellow					4.0	4.0	0.0	0.0	0.0	0.0
Yellow					4.0	4.0	0.0	0.0	0.0	0.0	Red					2.0	2.0	0.0	0.0	0.0	0.0
Red					2.0	2.0	0.0	0.0	0.0	0.0											
Timer Results					EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT		
Assigned Phase							4				8				2				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+R c), 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 (g s), s							45.4				19.1										
Green Extension Time (g e), 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					EB			WB			NB			SB							
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R					
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 (g s), s						26.4			17.1	7.9	0.0	3.0	1.6		0.0						
Cycle Queue Clearance Time (g c), 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 (c a), 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 (d 1), 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 (d 3), 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	A	A	B								
Approach Delay, s/veh / LOS					72.9	E	45.6	D	6.2	A	0.0										
Intersection Delay, s/veh / LOS					38.6							D									
Multimodal Results					EB			WB			NB			SB							
Pedestrian LOS Score / LOS					2.5	B	2.6	B	2.3	B	2.1	B									
Bicycle LOS Score / LOS					1.0	A	1.1	A	0.8	A	0.5	A									

HCS 2010 Signalized Intersection Input Data

General Information					Intersection Information							
Agency	Susan E. O'Rourke, P.E., Inc.				Duration, h	0.25						
Analyst	Greg 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	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	80	224					231	98		33	320	40		0	

Signal Information															
Cycle, s	160.0	Reference Phase	2	Green	101.6	46.4	0.0	0.0	0.0	0.0					
Offset, s	0	Reference Point	End	Yellow	4.0	4.0	0.0	0.0	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Red	2.0	2.0	0.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On												

Traffic Information				EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	80	224					231	98		33	320	40		0	
Initial Queue (Q _b), veh/h	0	0					0	0		0	0	0		0	
Base Saturation Flow Rate (s ₀), veh/h	1900	1900					1900	1900		1900	1900	1900		1900	
Parking (N _m), man/h		None						None			None			None	
Heavy Vehicles (P _{HV}), %		2						2	2		2	2		2	
Ped / Bike / RTOR, /h	0	0		0	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		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	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 (G _{max}) or Phase Split, s			58.0		58.0		102.0		102.0
Yellow Change Interval (Y), s			4.0		4.0		4.0		4.0
Red Clearance Interval (R _c), s			2.0		2.0		2.0		2.0
Minimum Green (G _{min}), s		6	6		6	6	6		6
Start-Up Lost Time (I _t), 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
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	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	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	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	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50	No		0.50

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: NE 3rd Ave
 PLAN NAME: C1 TMC - 1st and 2nd
 COUNTY: CLATSOP
 CITY: Halsey Beach
 DATE: Wednesday
 ANALYSIS YEAR: 2018
 REPORT DATE: 6/30/2018
 CONTROL: Signalized

15 Min Period	Northbound				Southbound				Eastbound				Westbound			
	NBL	NBT	NMB	NMT	SBL	SBT	SBM	SMT	EBL	EBT	EBM	EBT	WBL	WBT	WBM	TOTAL SUM
7:00-7:15	4	5	1	0	0	0	0	0	18	28	0	0	0	20	10	81
7:15-7:30	5	20	1	0	0	0	0	0	16	12	0	0	0	11	20	85
7:30-7:45	4	20	3	0	0	0	0	0	27	56	0	0	0	28	10	146
7:45-8:00	4	13	3	0	0	0	0	0	12	54	0	0	0	20	21	127
8:00-8:15	7	21	7	0	0	0	0	0	10	35	0	0	0	23	14	113
8:15-8:30	4	29	7	0	0	0	0	0	18	42	0	0	0	39	18	132
8:30-8:45	5	22	5	0	0	0	0	0	17	53	0	0	0	26	16	144
8:45-9:00	7	22	10	0	0	0	0	0	18	61	0	0	0	28	11	137

AM PEAK HOUR IS FROM:

Volumes: 23 94 29 0 0 0 0 0 0 69 131 0 0 0 115 54 570
 Season Factor: 1.13
 Growth: 27 112 35 0 0 0 0 0 0 75 127 0 0 0 138 64 678
 In/Out: In - - - - - Out - - - - - In - - - - -
 Percentage: 10% 0% 0% 0% 0% 0% 0% 0% 0% 40% 10% 0% 0% 0% 0% 0% 16
 PROJECT: 5 0 0 0 0 0 0 0 0 5 1 0 0 0 5 0 0 16
 Pass-by In/Out: - - - - - - - - - - - - - - - - - -
 Pass-by %: 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0
 Pass-by Trips: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

F27

Total 33 114 35 0 0 0 0 0 0 81 223 0 0 0 146 56 708

15 Min Period	Northbound				Southbound				Eastbound				Westbound			
	NBL	NBT	NMB	NMT	SBL	SBT	SBM	SMT	EBL	EBT	EBM	EBT	WBL	WBT	WBM	TOTAL SUM
4:00-4:15	8	48	9	0	0	0	0	0	12	36	0	0	0	57	24	134
4:15-4:30	7	63	5	0	0	0	0	0	13	37	0	0	0	41	20	185
4:30-4:45	12	52	4	0	0	0	0	0	8	34	0	0	0	40	15	195
4:45-5:00	14	56	6	0	0	0	0	0	15	40	0	0	0	41	17	189
5:00-5:15	8	62	15	0	0	0	0	0	22	62	0	0	0	68	21	218
5:15-5:30	4	63	5	0	0	0	0	0	16	34	0	0	0	39	27	188
5:30-5:45	6	74	6	0	0	0	0	0	15	41	0	0	0	43	19	202
5:45-6:00	10	70	8	0	0	0	0	0	16	51	0	0	0	44	15	214

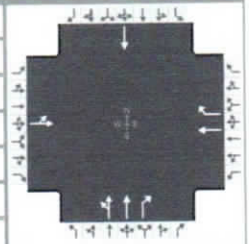

PM PEAK HOUR IS FROM:

Volumes: 28 269 34 0 0 0 0 0 0 67 188 0 0 0 1394 82 862
 Season Factor: 1.13
 Growth: 33 320 40 0 0 0 0 0 0 80 224 0 0 0 231 98 1025
 In/Out: In - - - - - Out - - - - - In - - - - -
 Percentage: 10% 0% 0% 0% 0% 0% 0% 0% 0% 40% 10% 0% 0% 0% 0% 0% 18
 PROJECT: 2 0 0 0 0 0 0 0 0 23 6 0 0 0 2 0 0 38
 Pass-by In/Out: - - - - - - - - - - - - - - - - - -
 Pass-by %: 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0
 Pass-by Trips: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Total 36 327 84 0 0 0 0 0 0 104 244 0 0 0 254 101 1079

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Susan E. O'Rourke, P.E., Inc.			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	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 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	T	R
Demand (v), veh/h	81	233			146	66	33	114	35		0	

Signal Information											
Cycle, s	160.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	107.2	40.8	0.0	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
				Red	2.0	2.0	0.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		8.0		7.0		7.0		8.0
Phase Duration, s		46.8		46.8		113.2		113.2
Change Period, (Y+R _c), s		6.0		6.0		6.0		6.0
Max Allow Headway (MAH), s		3.2		3.2		0.0		0.0
Queue Clearance Time (g _s), s		40.3		12.7				
Green Extension Time (g _e), s		0.4		1.1		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		1.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4			8	18	5	2	12		6	
Adjusted Flow Rate (v), veh/h		331			154	69	80	75	37		0	
Adjusted Saturation Flow Rate (s), veh/h/ln		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 Clearance 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	
Capacity (c), veh/h		379			474	402	1132	1136	1058		1249	
Volume-to-Capacity Ratio (X)		0.873			0.324	0.173	0.070	0.066	0.035		0.000	
Available Capacity (c _a), veh/h		402			501	424	1132	1136	1058		1249	
Back of Queue (Q), veh/ln (95 th percentile)		21.5			8.8	4.0	1.1	0.6	0.8		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 (d ₁), s/veh		61.1			48.4	46.5	5.5	2.8	8.9		0.0	
Incremental Delay (d ₂), s/veh		17.0			0.1	0.1	0.1	0.1	0.1		0.0	
Initial Queue Delay (d ₃), s/veh		0.0			0.0	0.0	0.0	0.0	0.0		0.0	
Control Delay (d), s/veh		78.1			48.6	46.6	5.6	3.0	9.0		0.0	
Level of Service (LOS)		E			D	D	A	A	A			
Approach Delay, s/veh / LOS	78.1	E		48.0	D		5.2	A		0.0		
Intersection Delay, s/veh / LOS	50.4						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.5	B	2.6	B	2.2	B	2.1	B
Bicycle LOS Score / LOS	1.0	A	0.9	A	0.6	A	0.5	A

HCS 2010 Signalized Intersection Input Data

General Information						Intersection Information											
Agency	Susan E. O'Rourke, P.E., Inc.					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	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 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	T	R
Demand (v), veh/h						81	233			146	66	33	114	35		0	
Signal Information																	
Cycle, s	160.0		Reference Phase	2		Green	107.2	40.8	0.0	0.0	0.0	0.0					
Offset, s	0		Reference Point	End		Yellow	4.0	4.0	0.0	0.0	0.0	0.0					
Uncoordinated	No		Simult. Gap E/W	On		Red	2.0	2.0	0.0	0.0	0.0	0.0					
Force Mode	Fixed		Simult. Gap N/S	On													
Traffic Information						EB			WB			NB			SB		
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h						81	233			146	66	33	114	35		0	
Initial Queue (Q _b), veh/h						0	0			0	0	0	0	0		0	
Base Saturation Flow Rate (S _o), veh/h						1900	1900			1900	1900	1900	1900	1900		1900	
Parking (N _m), man/h							None			None			None			None	
Heavy Vehicles (P _{HV}), %							2			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	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	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 (G _{max}) or Phase Split, s							49.0		49.0		111.0		111.0				
Yellow Change Interval (Y), s							4.0		4.0		4.0		4.0				
Red Clearance Interval (R _c), s							2.0		2.0		2.0		2.0				
Minimum Green (G _{min}), s						6	6		6	6	6		6				
Start-Up Lost Time (I _t), 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				
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 Information						Intersection Information									
Agency		Susan E. O'Rourke, P.E., Inc.				Duration, h		0.25							
Analyst		Greg 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 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	T	R
Demand (v), veh/h				104	244			264	101	36	327	64		0	
Signal Information															
Cycle, s	160.0	Reference Phase	2	Green	94.0	54.0	0.0	0.0	0.0	0.0					
Offset, s	0	Reference Point	End	Yellow	4.0	4.0	0.0	0.0	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Red	2.0	2.0	0.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On												
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase					4		8		2		6				
Case Number					8.0		7.0		7.0		8.0				
Phase Duration, s					60.0		60.0		100.0		100.0				
Change Period, (Y+R _c), 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 (g _s), s					54.2		20.6								
Green Extension Time (g _e), s					0.0		1.7		0.0		0.0				
Phase Call Probability					1.00		1.00								
Max Out Probability					1.00		0.00								
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4			8	18	5	2	12		6	
Adjusted Flow Rate (v), veh/h					366			278	106	197	185	67		0	
Adjusted Saturation Flow Rate (s), veh/h/ln					1124			1863	1579	1764	1695	1579		1863	
Queue Service Time (g _s), s					33.7			18.6	7.7	0.0	4.4	2.9		0.0	
Cycle Queue Clearance Time (g _c), s					52.2			18.6	7.7	5.0	4.4	2.9		0.0	
Green Ratio (g/C)					0.34			0.34	0.34	0.59	0.59	0.59		0.59	
Capacity (c), veh/h					408			629	533	1063	996	927		1094	
Volume-to-Capacity Ratio (X)					0.897			0.442	0.200	0.185	0.186	0.073		0.000	
Available Capacity (c _a), veh/h					408			629	533	1063	996	927		1094	
Back of Queue (Q), veh/ln (95 th percentile)					24.0			13.5	5.5	3.7	2.9	1.9		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 (d ₁), s/veh					58.1			41.3	37.6	9.0	7.6	14.2		0.0	
Incremental Delay (d ₂), s/veh					21.3			0.2	0.1	0.4	0.4	0.2		0.0	
Initial Queue Delay (d ₃), s/veh					0.0			0.0	0.0	0.0	0.0	0.0		0.0	
Control Delay (d), s/veh					79.4			41.5	37.7	9.4	8.0	14.4		0.0	
Level of Service (LOS)					E			D	D	A	A	B			
Approach Delay, s/veh / LOS				79.4	E		40.4	D		9.6	A		0.0		
Intersection Delay, s/veh / LOS				40.8						D					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS				2.5	B		2.6	B		2.3	B		2.1	B	
Bicycle LOS Score / LOS				1.1	A		1.1	A		0.9	A		0.5	A	

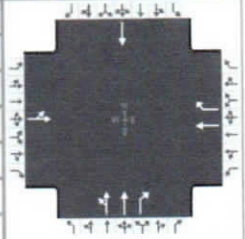
HCS 2010 Signalized Intersection Input Data

General Information

Agency	Susan E. O'Rourke, P.E., Inc.		
Analyst	Greg McLane	Analysis Date	Jul 1, 2016
Jurisdiction	Hallandale Beach	Time Period	PM
Urban Street	NE 1st Avenue	Analysis Year	2018
Intersection	NE 1st Avenue and NE...	File Name	C4 NE 1st and NE 3rd St PM Buildout 2018.xus
Project Description	Hallandale Medical - Buildout Traffic		

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 7:00

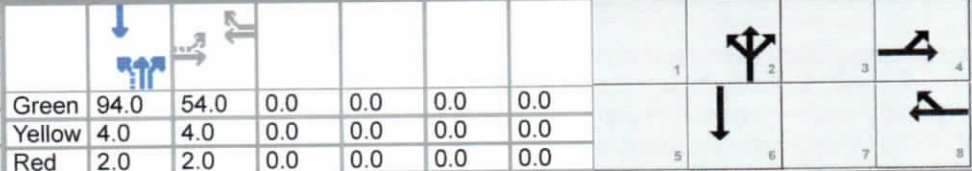


Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	104	244			264	101	36	327	64		0	

Signal Information

Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Traffic Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	104	244			264	101	36	327	64		0	
Initial Queue (Q _b), veh/h	0	0			0	0	0	0	0		0	
Base Saturation Flow Rate (S ₀), veh/h	1900	1900			1900	1900	1900	1900	1900		1900	
Parking (N _m), man/h		None			None			None			None	
Heavy Vehicles (P _{HV}), %		2			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	3	4	3		3	
Upstream Filtering (f)	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 (P _g), %		0			0			0			0	
Speed Limit, mi/h	25	25			30	30	45	45	45		45	

Phase Information

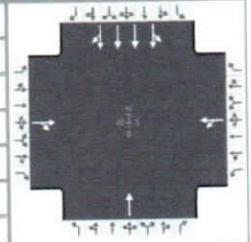
	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s		60.0		60.0		100.0		100.0
Yellow Change Interval (Y), s		4.0		4.0		4.0		4.0
Red Clearance Interval (R _c), s		2.0		2.0		2.0		2.0
Minimum Green (G _{min}), s	6	6		6	6	6		6
Start-Up Lost Time (l _t), s	2.0	2.0		2.0	2.0	2.0		2.0
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
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 Information				Intersection Information	
Agency	Susan E. O'Rourke, P.E., Inc.			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	2016	Analysis Period	1> 7:00
Intersection	Dixie Highway and NW...	File Name	C4 NW 3rd and Dixie 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	T	R	L	T	R
Demand (v), veh/h		136	50	44	124			0		169	524	25

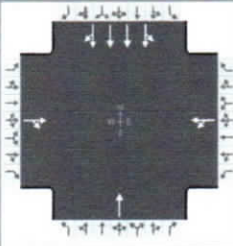
Signal Information												
Cycle, s	160.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	118.7	29.3	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0		
				Red	2.0	2.0	0.0	0.0	0.0	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		35.3		35.3		124.7		124.7
Change Period, (Y+R _c), s		6.0		6.0		6.0		6.0
Max Allow Headway (MAH), s		3.2		3.2		0.0		0.0
Queue Clearance Time (g _s), s		18.2		29.0				
Green Extension Time (g _e), s		0.7		0.3		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		1.00				

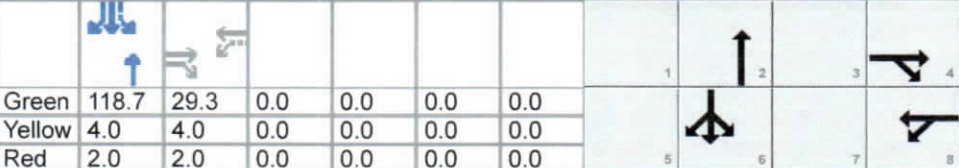
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement		4	14	3	8			2		1	6	16
Assigned Movement		4	14	3	8			2		1	6	16
Adjusted Flow Rate (v), veh/h		196			177			0		183	384	189
Adjusted Saturation Flow Rate (s), veh/h/ln		1777			1077			1863		1422	1695	1654
Queue Service Time (g_s), s		16.2			10.8			0.0		6.0	5.3	5.3
Cycle Queue Clearance Time (g_c), s		16.2			27.0			0.0		6.1	5.3	5.3
Green Ratio (g/C)		0.18			0.18			0.74		0.74	0.74	0.74
Capacity (c), veh/h		325			225			1382		1099	2516	1227
Volume-to-Capacity Ratio (X)		0.602			0.784			0.000		0.167	0.153	0.154
Available Capacity (c_a), veh/h		355			253			1382		1099	2516	1227
Back of Queue (Q), veh/ln (95 th percentile)		12.0			12.5			0.0		3.2	3.2	3.2
Queue Storage Ratio (RQ) (95 th percentile)		0.00			0.00			0.00		0.00	0.00	0.00
Uniform Delay (d_1), s/veh		60.0			65.5			0.0		6.1	6.0	6.0
Incremental Delay (d_2), s/veh		1.4			11.6			0.0		0.3	0.1	0.3
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0		0.0	0.0	0.0
Control Delay (d), s/veh		61.5			77.1			0.0		6.4	6.1	6.3
Level of Service (LOS)		E			E					A	A	A
Approach Delay, s/veh / LOS	61.5	E		77.1	E		0.0			6.2	A	
Intersection Delay, s/veh / LOS	26.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.3	C	2.6	B	2.1	B	2.1	B
Bicycle LOS Score / LOS	0.8	A	0.8	A	0.5	A	0.8	A

HCS 2010 Signalized Intersection Input Data

General Information					Intersection Information							
Agency	Susan E. O'Rourke, P.E., Inc.				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	2016		Analysis Period	1> 7:00					
Intersection	Dixie Highway and NW...		File Name	C4 NW 3rd and Dixie 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	T	R	L	T	R
Demand (v), veh/h					136	50	44	124			0		169	524	25

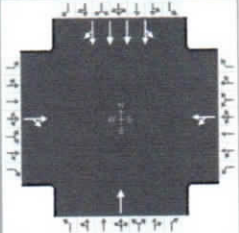
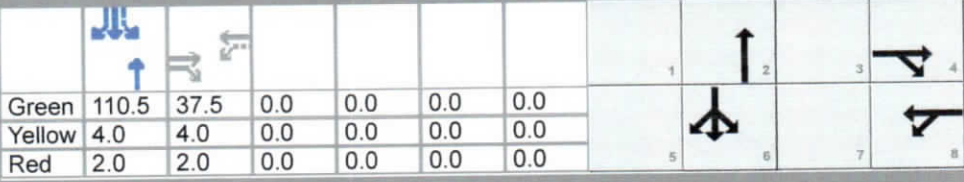
Signal Information															
Cycle, s	160.0	Reference Phase	2	Green	118.7	29.3	0.0	0.0	0.0	0.0					
Offset, s	0	Reference Point	Begin	Yellow	4.0	4.0	0.0	0.0	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Red	2.0	2.0	0.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On												

Traffic Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h					136	50	44	124			0		169	524	25
Initial Queue (Q _b), veh/h					0	0	0	0			0		0	0	0
Base Saturation Flow Rate (S ₀), veh/h					1900	1900	1900	1900			1900		1900	1900	1900
Parking (N _m), man/h					None			None			None			None	
Heavy Vehicles (P _{HV}), %					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 (f)					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 (G _{max}) 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 (R _c), s			2.0		2.0		2.0		2.0
Minimum Green (G _{min}), s			6	6	6		6	6	6
Start-Up Lost Time (l _t), 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

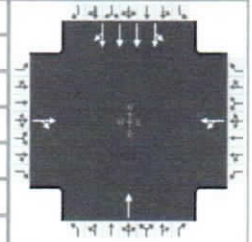
HCS 2010 Signalized Intersection Results Summary

General Information								Intersection Information							
Agency	Susan E. O'Rourke, P.E., Inc.							Duration, h	0.25						
Analyst	Greg McLane		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	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h					162	35	50	219			0		143	488	37
Signal Information															
Cycle, s	160.0	Reference Phase	2	Green	110.5	37.5	0.0	0.0	0.0	0.0					
Offset, s	0	Reference Point	End	Yellow	4.0	4.0	0.0	0.0	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Red	2.0	2.0	0.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On												
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase					4		8		2		6				
Case Number					8.0		8.0		8.0		8.0				
Phase Duration, s					43.5		43.5		116.5		116.5				
Change Period, (Y+R _c), s					6.0		6.0		6.0		6.0				
Max Allow Headway (MAH), s					3.2		3.2		0.0		0.0				
Queue Clearance Time (g _s), s					17.9		37.1								
Green Extension Time (g _e), s					1.0		0.4		0.0		0.0				
Phase Call Probability					1.00		1.00								
Max Out Probability					0.00		1.00								
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement					4	14	3	8			2		1	6	16
Adjusted Flow Rate (v), veh/h					207			283			0		174	356	174
Adjusted Saturation Flow Rate (s), veh/h/ln					1805			1296			1863		1460	1695	1629
Queue Service Time (g _s), s					15.9			19.2			0.0		6.3	5.8	5.9
Cycle Queue Clearance Time (g _c), s					15.9			35.1			0.0		6.6	5.8	5.9
Green Ratio (g/C)					0.23			0.23			0.69		0.69	0.69	0.69
Capacity (c), veh/h					423			330			1287		1050	2342	1125
Volume-to-Capacity Ratio (X)					0.490			0.857			0.000		0.165	0.152	0.154
Available Capacity (c _a), veh/h					451			357			1287		1050	2342	1125
Back of Queue (Q), veh/ln (95 th percentile)					11.8			18.8			0.0		3.8	3.7	3.7
Queue Storage Ratio (RQ) (95 th percentile)					0.00			0.00			0.00		0.00	0.00	0.00
Uniform Delay (d ₁), s/veh					53.0			62.1			0.0		8.7	8.6	8.6
Incremental Delay (d ₂), s/veh					0.3			16.2			0.0		0.3	0.1	0.3
Initial Queue Delay (d ₃), s/veh					0.0			0.0			0.0		0.0	0.0	0.0
Control Delay (d), s/veh					53.3			78.3			0.0		9.0	8.7	8.9
Level of Service (LOS)					D			E					A	A	A
Approach Delay, s/veh / LOS				53.3	D		78.3	E		0.0			8.8	A	
Intersection Delay, s/veh / LOS				33.0 C											
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS				3.3	C		2.6	B		2.1	B		2.1	B	
Bicycle LOS Score / LOS				0.8	A		1.0	A		0.5	A		0.8	A	

HCS 2010 Signalized Intersection Input Data

General Information

Agency	Susan E. O'Rourke, P.E., Inc.			Duration, h	0.25
Analyst	Greg McLane	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	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		162	35	50	219			0		143	488	37

Signal Information

Cycle, s	160.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	110.5	37.5	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0		
				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	L	T	R
Demand (v), veh/h		162	35	50	219			0		143	488	37
Initial Queue (Q _b), veh/h		0	0	0	0			0		0	0	0
Base Saturation Flow Rate (S ₀), veh/h		1900	1900	1900	1900			1900		1900	1900	1900
Parking (N _m), man/h		None			None			None			None	
Heavy Vehicles (P _{HV}), %		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 (f)		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 (P _g), %		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 (G _{max}) 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 (R _c), s		2.0		2.0		2.0		2.0
Minimum Green (G _{min}), s		6	6	6		6	6	6
Start-Up Lost Time (l _t), 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

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: NW 3rd St
 TMC Date and 3rd
 COUNT DATE: 6/22/2016
 REPORT DATE: 6/30/2016

DAY: Thursday
 CITY: Hallandale Beach
 ANALYSIS YEAR: 2018

CONTROL: Signalized

Northbound				Southbound				Eastbound				Westbound			
NBL	NBT	NBR	NBL	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBL	WBT	WBR	TOTAL
0	0	0	0	24	49	5	0	15	4	4	20	0	0	0	121
0	0	0	0	16	51	3	0	13	2	0	11	0	0	0	96
0	0	0	0	49	78	7	0	39	4	6	26	0	0	0	211
0	0	0	0	38	98	5	0	28	7	2	20	0	0	0	198
0	0	0	0	25	94	1	0	21	7	8	23	0	0	0	179
0	0	0	0	35	110	4	0	24	8	7	36	0	0	0	224
0	0	0	0	46	104	7	0	26	13	4	26	0	0	0	226
0	0	0	0	36	132	9	0	43	14	18	19	0	0	0	271

AM PEAK HOUR IS FROM:

8:00AM TO 9:00AM
 Volumes
 Season Factor
 Growth
 In/Out
 Percentage
 PROJECT
 Pass-by In/Out
 Pass-by %
 Pass-by Trips

Seasonal Factor: 1.19
 Trips In: 45
 Trips Out: 12
 Growth Rate: 1.01
 Years Growth: 2
 Pass-by In: 2
 Pass-by Out: 0

Existing →

Buildout →

15 Min Period

4:00-4:15
 4:15-4:30
 4:30-4:45
 4:45-5:00
 5:00-5:15
 5:15-5:30
 5:30-5:45
 5:45-6:00

Northbound				Southbound				Eastbound				Westbound			
NBL	NBT	NBR	NBL	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBL	WBT	WBR	TOTAL
0	0	0	0	16	67	4	0	32	5	13	5	0	0	0	142
0	0	0	0	19	53	3	0	22	5	6	28	0	0	0	136
0	0	0	0	18	80	4	0	24	11	11	39	0	0	0	187
0	0	0	0	20	71	10	0	33	13	5	45	0	0	0	197
0	0	0	0	37	103	5	0	44	9	14	59	0	0	0	271
0	0	0	0	23	86	10	0	30	4	9	39	0	0	0	201
0	0	0	0	26	98	6	0	27	6	10	40	0	0	0	213
0	0	0	0	34	123	10	0	35	10	9	46	0	0	0	267

PM PEAK HOUR IS FROM:

5:00PM TO 6:00PM
 Volumes
 Season Factor
 Growth
 In/Out
 Percentage
 PROJECT
 Pass-by In/Out
 Pass-by %
 Pass-by Trips

Seasonal Factor: 1.19
 Trips In: 23
 Trips Out: 58
 Growth Rate: 1.01
 Years Growth: 2
 Pass-by In: 2
 Pass-by Out: 0

Existing →

Buildout →

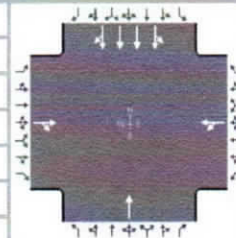
HCS 2010 Signalized Intersection Results Summary

General Information

Agency	Susan E. O'Rourke, P.E., Inc.
Analyst	Greg McLane
Jurisdiction	Hallandale Beach
Urban Street	Dixie Highway
Intersection	Dixie Highway and NW...
Project Description	Hallandale Medical - Buildout Traffic

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 7:00
File Name	C4 NW 3rd and Dixie AM Buildout 2018.xus

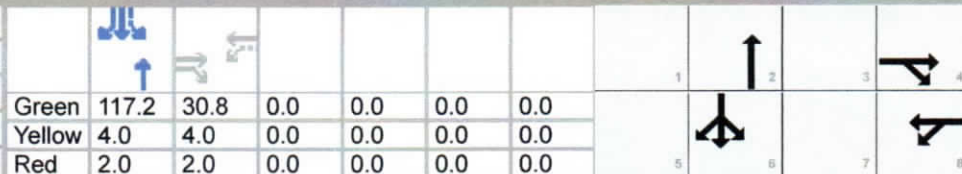


Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		143	52	45	135			0		173	535	25

Signal Information

Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		36.8		36.8		123.2		123.2
Change Period, (Y+R c), s		6.0		6.0		6.0		6.0
Max Allow Headway (MAH), s		3.2		3.2		0.0		0.0
Queue Clearance Time (g s), s		18.9		30.6				
Green Extension Time (g e), s		0.7		0.2		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		1.00				

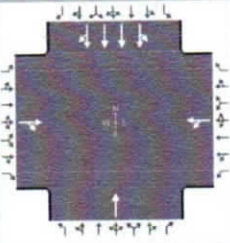
Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		4	14	3	8			2		1	6	16
Adjusted Flow Rate (v), veh/h		205			189			0		187	392	193
Adjusted Saturation Flow Rate (s), veh/h/ln		1777			1086			1863		1420	1695	1654
Queue Service Time (g s), s		16.9			11.7			0.0		6.4	5.6	5.7
Cycle Queue Clearance Time (g c), s		16.9			28.6			0.0		6.5	5.6	5.7
Green Ratio (g/C)		0.19			0.19			0.73		0.73	0.73	0.73
Capacity (c), veh/h		343			238			1364		1084	2483	1212
Volume-to-Capacity Ratio (X)		0.599			0.798			0.000		0.172	0.158	0.159
Back of Queue (Q), ft/ln (95 th percentile)		311.1			333.7			0		85.2	86.5	86.3
Back of Queue (Q), veh/ln (95 th percentile)		12.4			13.3			0.0		3.4	3.4	3.5
Queue Storage Ratio (RQ) (95 th percentile)		0.00			0.00			0.00		0.00	0.00	0.00
Uniform Delay (d 1), s/veh		58.9			64.9			0.0		6.6	6.5	6.5
Incremental Delay (d 2), s/veh		1.5			13.2			0.0		0.3	0.1	0.3
Initial Queue Delay (d 3), s/veh		0.0			0.0			0.0		0.0	0.0	0.0
Control Delay (d), s/veh		60.4			78.1			0.0		6.9	6.6	6.8
Level of Service (LOS)		E			E					A	A	A
Approach Delay, s/veh / LOS	60.4		E	78.1		E	0.0			6.7		A
Intersection Delay, s/veh / LOS	27.8						C					

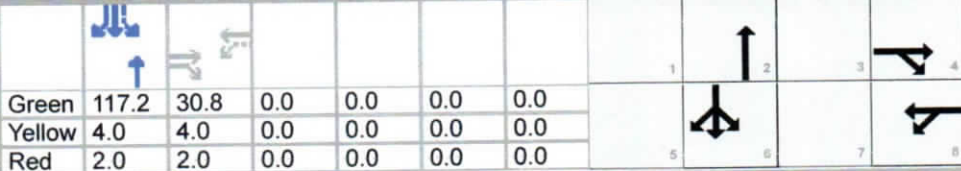
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	3.3		C	2.6		B	2.1		B	2.1		B
Bicycle LOS Score / LOS	0.8		A	0.8		A	0.5		A	0.8		A

HCS 2010 Signalized Intersection Input Data

General Information						Intersection Information						
Agency	Susan E. O'Rourke, P.E., Inc.					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 NW...		File Name	C4 NW 3rd and Dixie 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	T	R
Demand (v), veh/h		143	52	45	135			0		173	535	25

Signal Information													
Cycle, s	160.0	Reference Phase	2	Green	117.2	30.8	0.0	0.0	0.0	0.0			
Offset, s	0	Reference Point	Begin	Yellow	4.0	4.0	0.0	0.0	0.0	0.0			
Uncoordinated	No	Simult. Gap E/W	On	Red	2.0	2.0	0.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On										

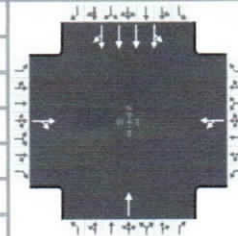
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		143	52	45	135			0		173	535	25
Initial Queue (Q _b), veh/h		0	0	0	0			0		0	0	0
Base Saturation Flow Rate (s ₀), veh/h		1900	1900	1900	1900			1900		1900	1900	1900
Parking (N _m), man/h		None			None			None			None	
Heavy Vehicles (P _{HV}), %		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 (f)		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 (G _{max}) or Phase Split, s		39.0		39.0		121.0		121.0
Yellow Change Interval (Y), s		4.0		4.0		4.0		4.0
Red Clearance Interval (R _c), s		2.0		2.0		2.0		2.0
Minimum Green (G _{min}), s		6	6	6		6	6	6
Start-Up Lost Time (l _t), 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 Information				Intersection Information		
Agency	Susan E. O'Rourke, P.E., Inc.			Duration, h	0.25	
Analyst	Greg McLane	Analysis Date	Jul 1, 2016	Area Type	Other	
Jurisdiction	Hallandale Beach	Time Period	PM	PHF	0.95	
Urban Street	Dixie Highway	Analysis Year	2018	Analysis Period	1> 7:00	
Intersection	Dixie Highway and NW...	File Name	C4 NW 3rd and Dixie PM Buildout 2018.1.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	T	R
Demand (v), veh/h		196	41	70	235			0		154	504	38

Signal Information												
Cycle, s	160.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	102.5	45.5	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0		
				Red	2.0	2.0	0.0	0.0	0.0	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		51.5		51.5		108.5		108.5
Change Period, (Y+R _c), s		6.0		6.0		6.0		6.0
Max Allow Headway (MAH), s		3.2		3.2		0.0		0.0
Queue Clearance Time (g _s), s		20.3		45.4				
Green Extension Time (g _e), s		1.2		0.1		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		1.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		4	14	3	8			2		1	6	16
Adjusted Flow Rate (v), veh/h		249			321			0		180	371	181
Adjusted Saturation Flow Rate (s), veh/h/ln		1806			1189			1863		1448	1695	1630
Queue Service Time (g_s), s		18.3			25.1			0.0		7.9	7.1	7.2
Cycle Queue Clearance Time (g_c), s		18.3			43.4			0.0		8.1	7.1	7.2
Green Ratio (g/C)		0.28			0.28			0.64		0.64	0.64	0.64
Capacity (c), veh/h		514			366			1193		970	2171	1044
Volume-to-Capacity Ratio (X)		0.485			0.878			0.000		0.186	0.171	0.174
Available Capacity (c_a), veh/h		519			371			1193		970	2171	1044
Back of Queue (Q), veh/ln (95 th percentile)		13.2			21.2			0.0		4.8	4.8	4.8
Queue Storage Ratio (RQ) (95 th percentile)		0.00			0.00			0.00		0.00	0.00	0.00
Uniform Delay (d_1), s/veh		47.5			60.0			0.0		11.8	11.6	11.6
Incremental Delay (d_2), s/veh		0.3			19.6			0.0		0.4	0.2	0.4
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0		0.0	0.0	0.0
Control Delay (d), s/veh		47.8			79.6			0.0		12.2	11.8	12.0
Level of Service (LOS)		D			E					B	B	B
Approach Delay, s/veh / LOS	47.8	D		79.6	E		0.0			11.9	B	
Intersection Delay, s/veh / LOS	35.5						D					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	3.3	C		2.6	B		2.1	B		2.1	B	
Bicycle LOS Score / LOS	0.9	A		1.0	A		0.5	A		0.8	A	

HCS 2010 Signalized Intersection Input Data

General Information						Intersection Information						
Agency	Susan E. O'Rourke, P.E., Inc.					Duration, h	0.25					
Analyst	Greg McLane		Analysis Date	Jul 1, 2016		Area Type	Other					
Jurisdiction	Hallandale Beach		Time Period	PM		PHF	0.95					
Urban Street	Dixie Highway		Analysis Year	2018		Analysis Period	1> 7:00					
Intersection	Dixie Highway and NW...		File Name	C4 NW 3rd and Dixie PM Buildout 2018.1.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	T	R
Demand (v), veh/h		196	41	70	235			0		154	504	38

Signal Information													
Cycle, s	160.0	Reference Phase	2	Green	102.5	45.5	0.0	0.0	0.0	0.0			
Offset, s	0	Reference Point	End	Yellow	4.0	4.0	0.0	0.0	0.0	0.0			
Uncoordinated	No	Simult. Gap E/W	On	Red	2.0	2.0	0.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On										

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		196	41	70	235			0		154	504	38
Initial Queue (Q _b), veh/h		0	0	0	0			0		0	0	0
Base Saturation Flow Rate (S ₀), veh/h		1900	1900	1900	1900			1900		1900	1900	1900
Parking (N _m), man/h		None			None			None			None	
Heavy Vehicles (P _{HV}), %		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 (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 (P _g), %		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 (G _{max}) or Phase Split, s		52.0		52.0		108.0		108.0
Yellow Change Interval (Y), s		4.0		4.0		4.0		4.0
Red Clearance Interval (R _c), s		2.0		2.0		2.0		2.0
Minimum Green (G _{min}), s		6	6	6		6	6	6
Start-Up Lost Time (I _f), 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

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

Phase	1	2 (WT)	3 (NT)	4	5 (ET)	6 (ST)	7	8	9	10	11	12	13	14	15	16
Walk																
Ped Clearance																
Min Green	2	20	6	2	6	12	10		5	5						
Passage		2	12		12	2.5										
Max1	2	25	35	2	20	25	10		9	10						
Max2																
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	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Entry								ON								
Auto Exit								ON								
Non Act1																
Non Act2																
Lock Call																
Min Recall		ON	ON		ON	ON					ON	ON	ON	ON	ON	ON
Max Recall			ON			ON										
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable											ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash						
Override Higher	ON					
Flash Dwell						
Link						
Delay						
Min Duration	15					
Min Green						
Min Walk						
Ped Clear						
Track Green	5					
Min Dwell	10					
Max Presence						
Track R1	9					
Track R2						
Track R3						
Track R4						
Dwell Ped1						
Exit R1	2					
Exit R2						
Exit R3						
Exit R4						

Preempt LP

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

[illegible]

Broward County

Timing Sheet

6/8/2016 10:23:06 AM

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

[illegible]

Scheduler

[illegible]

F43

TURNING MOVEMENT VOLUME COUNTS

DATE Highway
TMC Foster and NE 1st Ave
COUNT DATE:
6/29/2016
REPORT DATE:
6/30/2016

E/W STREET: Foster Road
CITY: Hillsdale Beach

CONTROL: Non-Signaled

Northbound				Southbound				Eastbound				Westbound			
NBL	WBT	NBR	WBR	SBL	SRT	SRW	SWR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM
0	0	0	0	0	48	0	0	0	0	0	0	0	0	56	414
0	0	0	0	0	78	1	0	0	0	0	0	0	0	87	520
0	0	0	0	0	309	0	0	0	0	23	0	0	0	132	581
0	0	0	0	0	137	1	0	0	0	21	0	0	0	139	596
0	0	0	0	0	129	3	0	0	0	30	0	0	0	162	644
0	0	0	0	0	122	1	0	0	0	25	0	0	0	148	
0	0	0	0	0	121	2	0	0	0	24	0	0	0	147	
0	0	0	0	0	151	0	0	0	0	36	0	0	0	187	

AM PEAK HOUR IS FROM:

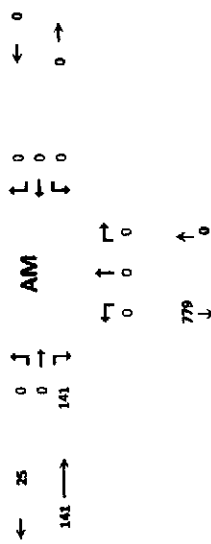
Volumes
Season Factor
Growth
Village of Atlantic Shores
In/Out
Percentage
PROJECT
Pass-by In/Out
Pass-by %
Pass-by Trips

8:00AM TO 8:30AM

0 0 0 0 513 6 0 0 115 0 0 0 0 0 0 644
0 0 0 0 523 7 0 0 137 0 0 0 0 0 0 704
0 0 0 0 535 7 0 0 140 0 0 0 0 0 0 762
4
In
Out
0% 0% 0% 40% 0% 10% 0% 0% 0%
0 0 0 0 13 0 0 1 0 0 0 0 0 0 19
0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Seasonal Factor: 1.19

Trips In: 45
Trips Out: 32
Growth Rate: 1.01
Years Growth: 2
Pass-by In:
Pass-by Out:



Total 0 0 0 0 639 25 0 0 141 0 0 0 0 0 0 801

Northbound				Southbound				Eastbound				Westbound			
NBL	WBT	NBR	WBR	SBL	SRT	SRW	SWR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM
0	0	0	0	0	100	1	0	0	0	5	0	0	0	106	428
0	0	0	0	0	82	2	0	0	0	19	0	0	0	103	435
0	0	0	0	0	76	0	0	0	0	21	0	0	0	97	468
0	0	0	0	0	106	1	0	0	0	15	0	0	0	122	480
0	0	0	0	0	109	4	0	0	0	20	0	0	0	135	476
0	0	0	0	0	102	4	0	0	0	10	0	0	0	116	
0	0	0	0	0	90	4	0	0	0	15	0	0	0	109	
0	0	0	0	0	105	2	0	0	0	11	0	0	0	118	

PM PEAK HOUR IS FROM:

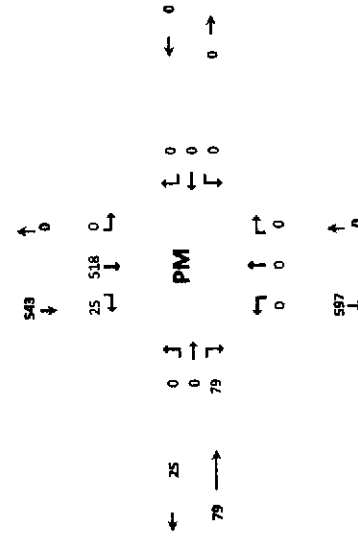
Volumes
Season Factor
Growth
Village of Atlantic Shores
In/Out
Percentage
PROJECT
Pass-by In/Out
Pass-by %
Pass-by Trips

4:00PM TO 5:00PM

0 0 0 0 407 13 0 0 60 0 0 0 0 0 0 480
0 0 0 0 484 15 0 0 71 0 0 0 0 0 0 571
0 0 0 0 494 16 0 0 73 0 0 0 0 0 0 583
24
In
Out
0% 0% 0% 40% 0% 10% 0% 0% 0%
0 0 0 0 9 0 0 6 0 0 0 0 0 0 15
0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Seasonal Factor: 1.19

Trips In: 1.01
Trips Out: 23
Growth Rate: 1.01
Years Growth: 2
Pass-by In:
Pass-by Out:



Total 0 0 0 0 518 25 0 0 79 0 0 0 0 0 0 586

F 44

HCS 2010 Two-Way Stop Control Summary Report

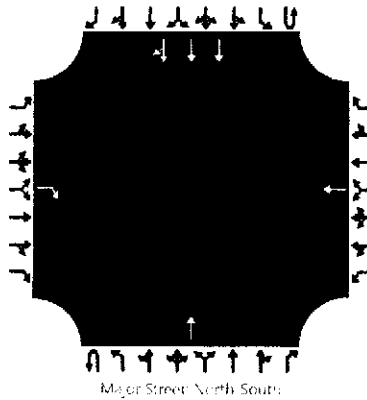
General Information

Analyst	Greg McLane
Agency/Co.	Susan E. O'Rourke P.E, Inc
Date Performed	7/1/2016
Analysis Year	2016
Time Analyzed	AM - Existing
Intersection Orientation	North-South
Project Description	Hallandale Medical Facility

Site Information

Intersection	Dixie Highway / Foster Rd
Jurisdiction	Hallandale Beach
East/West Street	Foster Road
North/South Street	Dixie Highway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	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			T				T				T	TR
Volume (veh/h)				137			0				0				622	7
Percent Heavy Vehicles				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)				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									
Level of Service (LOS)				B			B									
Approach Delay (s/veh)	13.8															
Approach LOS	B															

HCS 2010 Two-Way Stop Control Summary Report

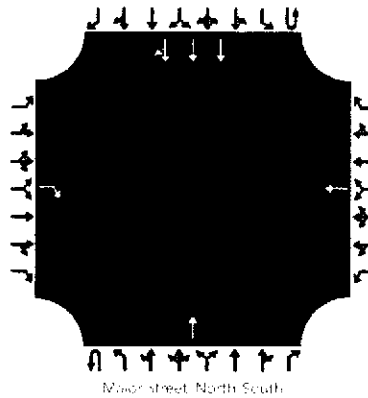
General Information

Analyst	Greg McLane
Agency/Co.	Susan E. O'Rourke P.E., Inc.
Date Performed	7/1/2016
Analysis Year	2016
Time Analyzed	PM - Existing
Intersection Orientation	North-South
Project Description	Hallandale Medical Facility

Site Information

Intersection	Dixie Highway / Foster Rd
Jurisdiction	Hallandale Beach
East/West Street	Foster Road
North/South Street	Dixie Highway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	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			T				T				T	TR
Volume (veh/h)				71			0				0				484	15
Percent Heavy Vehicles				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)				77			0									
Capacity				620			446									
v/c Ratio				0.12			0.00									
95% Queue Length				0.4			0.0									
Control Delay (s/veh)				11.6			13.1									
Level of Service (LOS)				B			B									
Approach Delay (s/veh)	11.6															
Approach LOS	B															

HCS 2010 Two-Way Stop Control Summary Report

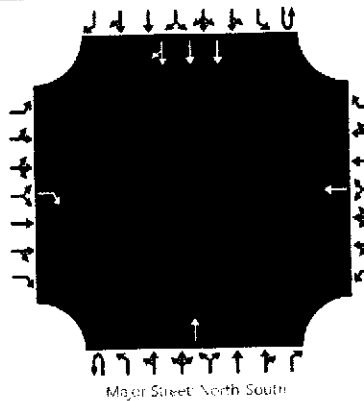
General Information

Analyst	Greg McLane
Agency/Co.	Susan E. O'Rourke P.E., Inc.
Date Performed	7/1/2016
Analysis Year	2016
Time Analyzed	AM - Buildout
Intersection Orientation	North-South
Project Description	Hallandale Medical Facility

Site Information

Intersection	Dixie Highway / Foster Rd
Jurisdiction	Hallandale Beach
East/West Street	Foster Road
North/South Street	Dixie Highway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	10	1	2	3	40	4	5	6
Number of Lanes		0	0	1		0	1	0	0	0	1	0	0	0	3	0
Configuration				R			T				T				T	TR
Volume (veh/h)				141			0				0				639	25
Percent Heavy Vehicles				2			2									
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

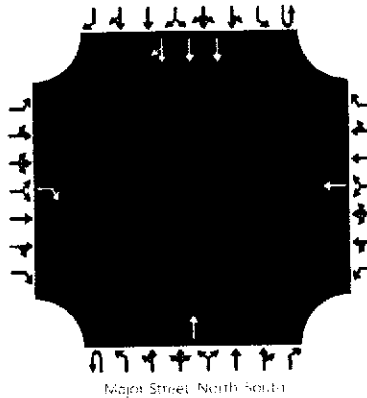
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)				153				0								
Capacity				543				351								
v/c Ratio				0.28				0.00								
95% Queue Length				1.2				0.0								
Control Delay (s/veh)				14.2				15.2								
Level of Service (LOS)				B				C								
Approach Delay (s/veh)	14.2															
Approach LOS	B															

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	2016	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	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	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			T				T				T	TR
Volume (veh/h)				79			0				0				518	25
Percent Heavy Vehicles				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)				86			0									
Capacity				598			419									
v/c Ratio				0.14			0.00									
95% Queue Length				0.5			0.0									
Control Delay (s/veh)				12.0			13.6									
Level of Service (LOS)				B			B									
Approach Delay (s/veh)	12.0															
Approach LOS	B															

TURNING MOVEMENT VOLUME COUNTS

W/S STREET:	NW 1st Avenue
FILENAME:	TMC, NE 1st Ave and 3rd
COUNT DATE:	6/29/2015
REPORT DATE:	6/30/2015

DAY: Wednesday
CITY: Hallandale
S/W STREET: NW 3rd St

CONTROL: Non-signalized

Northbound			Southbound			Eastbound			Westbound			ONE HOUR TOTAL	
MAI	NOY	NER	SEL	SBY	SMR	SEL	EET	EBR	WBL	WPT	WBR	TOTAL	ONE HOUR SUM
0	0	0	2	2	0	1	15	2	4	16	0	45	199
0	2	1	0	0	0	2	16	0	0	13	0	34	233
0	9	1	2	1	3	1	27	1	6	28	0	73	282
1	4	0	1	2	0	0	17	0	2	20	0	47	257
2	5	3	2	5	1	1	27	2	8	23	0	79	336
0	3	4	1	3	1	3	27	2	5	34	0	83	
3	1	0	7	1	2	3	40	3	6	22	0	86	
0	1	5	1	2	0	2	33	2	18	24	0	88	

AM PEAK HOUR IS FROM:

HW005.01 HW00:8

[illegible]

F49

Total	6	19	15	19	15	7	18	154	11	45	125	23	457
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Northbound				Southbound				Eastbound				Westbound				ONE	
MBL	MBT	MBR	MBL	SBL	SBT	SBR	ENL	EBT	EBR	WBL	WBT	WBR	TOTAL	WBR	WBR	WBR	WBR
0	2	3	1	1	1	2	4	32	2	2	53	1	103	440			
1	10	3	1	0	2	4	31	1	1	38	5	97	462				
0	5	8	1	3	2	2	32	2	0	45	6	106	485				
6	5	8	2	2	0	6	25	1	4	31	4	134	486				
2	11	6	2	6	4	2	37	1	2	46	6	125	447				
0	9	6	2	2	4	3	41	2	0	49	2	120					
0	6	4	2	3	1	2	39	1	1	43	5	107					
2	7	1	0	1	1	2	35	3	1	37	5	95					

PM PEAK HOUR IS FROM:

PHASE 5 COL PHASE 7

	4	8	16	32	64	128	256	512	1024	2048	4096	8192	16384	32768	65536	131072	262144	524288	1048576	2097152	4194304	8388608	16777216	33554432	67108864	134217728	268435456	536870912	1073741824	2147483648	4294967296	8589934592	17179869184	34359738368	68719476736	137438953472	274877906944	549755813888	1099511627776	2199023255552	4398046511104	8796093022208	17592186044416	35184372088832	70368744177664	140737488355328	281474976710656	562949953421312	1125899906842624	2251799813685248	4503599627370496	9007199254740992	18014398509481984	36028797018963968	72057594037927936	144115188075855872	288230376151711744	576460752303423488	1152921504606846976	2305843009213693952	4611686018427387904	9223372036854775808	18446744073709551616	36893488147419103232	73786976294838206464	147573952589676412928	295147905179352825856	590295810358705651712	1180591620717411303424	2361183241434822606848	4722366482869645213696	9444732965739290427392	18889465931478580854784	37778931862957161709568	75557863725914323419136	151115727451828646838272	302231454903657293676544	604462909807314587353088	1208925819614629174706176	2417851639229258349412352	4835703278458516698824704	9671406556917033397649408	19342813113834066795298816	38685626227668133590597632	77371252455336267181195264	154742504910672534362390528	309485009821345068724781056	618970019642690137449562112	1237940039285380274899124224	2475880078570760549798248448	4951760157141521099596496896	9903520314283042199192993792	19807040628566084398385987584	39614081257132168796771975168	79228162514264337593543950336	158456325028528675187087900672	316912650057057350374175801344	633825300114114700748351602688	1267650600228229401496703205376	2535301200456458802993406410752	5070602400912917605986812821504	10141204801825835211973625643008	20282409603651670423947251286016	40564819207303340847894502572032	81129638414606681695789005144064	162259276829213363391578010288128	324518553658426726783156020576256	649037107316853453566312041152512	1298074214633706907132624082305024	2596148429267413814265248164610048	5192296858534827628530496329220096	10384593717069655257060992658440192	20769187434139310514121985316880384	41538374868278621028243970633760768	83076749736557242056487941267521536	166153499473114484112975882535043072	332306998946228968225951765070086144	664613997892457936451903530140172288	1329227995784915872903807060280344704	2658455991569831745807614120560689408	5316911983139663491615228241121378816	10633823966279326983230456482242757632	21267647932558653966460912964485515264	42535295865117307932921825928971030528	85070591730234615865843651857942061056	170141183460469231731687303715884122112	340282366920938463463374607431768244224	68056473384187692692674921486353648848	136112946768375385385349842972707297696	272225893536750770770699685945414595392	544451787073501541541399371890829190784	1088903574147003083082798743781658381568	2177807148294006166165597487563316763136	4355614296588012332331194975126633526272	8711228593176024664662389950253267052544	17422457186352049329324779900506534105088	34844914372704098658649559801013068210176	69689828745408197317299119602026136420352	139379657490816394634598239204052272840704	278759314981632789269196478408104545681408	557518629963265578538392956816209091362816	1115037259926531157076785913632418182725312	2230074519853062314153571827264836365450624	4460149039706124628307143654529686730901248	892029807941224925661428730905937346180256	1784059615882449851322857461811874692360512	356811923176489970264
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	10	41	29	39	25	19	185	6	8	743	98
Total	10	41	29	39	25	19	185	6	8	743	98

HCS 2010 Two-Way Stop Control Summary Report

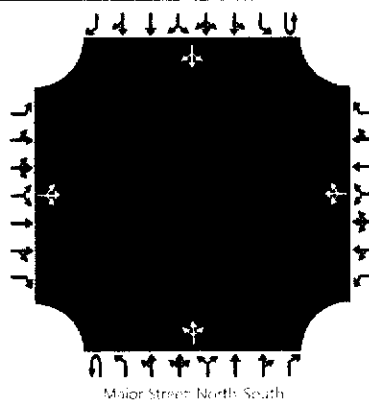
General Information

Analyst	Greg McLane
Agency/Co.	Susan E. O'Rourke P.E, Inc
Date Performed	7/1/2016
Analysis Year	2016 2016
Time Analyzed	AM - Existing
Intersection Orientation	North-South
Project Description	Hallandale Medical Facility

Site Information

Intersection	NW 1st Ave / NW 3rd St
Jurisdiction	Hallandale Beach
East/West Street	NW 3rd St
North/South Street	NW 1st Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	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	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

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

HCS 2010 Two-Way Stop Control Summary Report

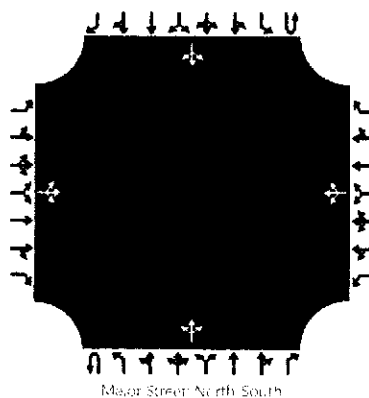
General Information

Analyst	Greg McLane
Agency/Co.	Susan E. O'Rourke P.E./Inc
Date Performed	7/1/2016
Analysis Year	2016 2016
Time Analyzed	PM - Existing
Intersection Orientation	North-South
Project Description	Hallandale Medical Facility

Site Information

Intersection	NW 1st Ave / NW 3rd St
Jurisdiction	Hallandale Beach
East/West Street	NW 3rd St
North/South Street	NW 1st Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	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)		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																
Right Turn Channelized	No				No				No				No			
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)			B				B				A				A	
Approach Delay (s/veh)	12.2				12.6				1.0				2.1			
Approach LOS	B				B											

HCS 2010 Two-Way Stop Control Summary Report

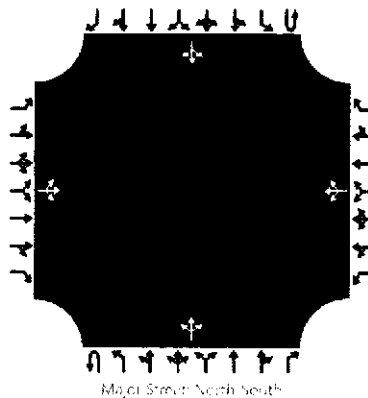
General Information

Analyst	Greg McLane
Agency/Co.	Susan E. O'Rourke P.E., Inc.
Date Performed	7/1/2016
Analysis Year	2018
Time Analyzed	AM - Buildout
Intersection Orientation	North-South
Project Description	Hallandale Medical Facility

Site Information

Intersection	NW 1st Ave / NW 3rd St
Jurisdiction	Hallandale Beach
East/West Street	NW 3rd St
North/South Street	NW 1st Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	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)		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				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

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

HCS 2010 Two-Way Stop Control Summary Report

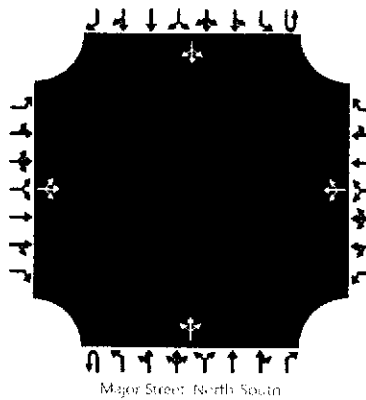
General Information

Analyst	Greg McLane
Agency/Co.	Susan E. O'Rourke P.E./Inc
Date Performed	7/1/2016
Analysis Year	2018
Time Analyzed	PM - Buildout
Intersection Orientation	North-South
Project Description	Hallandale Medical Facility

Site Information

Intersection	NW 1st Ave / NW 3rd St
Jurisdiction	Hallandale Beach
East/West Street	NW 3rd St
North/South Street	NW 1st Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	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)		19	185	6		8	242	33		10	41	29		39	25	20
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)			229				308				11				42	
Capacity			621				677				1557				1521	
v/c Ratio			0.37				0.45				0.01				0.03	
95% Queue Length			1.7				2.4				0.0				0.1	
Control Delay (s/veh)			14.1				14.7				7.3				7.4	
Level of Service (LOS)			B				B				A				A	
Approach Delay (s/veh)	14.1				14.7				1.0				3.5			
Approach LOS	B				B											

TURNING MOVEMENT VOLUME COUNTS

NW 1st Avenue
 TMC Foster and NE 1st Ave
 E/W STREET: Foster Road
 CITY: Miramar Beach
 CONTROL: Non-signalized
 DATE: Wednesday
 ANALYSIS YEAR: 2015
 COUNTY: 6/23/2016
 REPORT DATE: 6/23/2016

Northbound				Southbound				Eastbound				Westbound			
NBL	NBT	NBR	NBL	SBL	SRT	SBR	SBL	EBL	EBT	EBR	EBL	WBL	WBT	WBR	TOTAL
1	0	0	1	4	1	1	0	0	7	3	0	0	0	0	17
0	2	0	0	2	0	0	0	7	0	0	0	1	0	0	32
0	2	1	0	4	2	1	0	23	1	1	0	0	0	0	33
1	6	0	1	1	1	1	1	20	1	0	1	0	1	0	33
6	2	1	1	2	1	1	0	30	4	0	0	2	0	0	49
0	5	0	0	2	0	2	2	25	0	0	0	0	1	1	35
2	2	2	0	2	1	1	1	24	0	1	1	1	0	0	36
2	4	0	1	2	0	2	0	31	2	0	0	0	0	0	43
ONE HOUR SUM															

AM PEAK HOUR IS FROM:

8:00AM TO 8:30AM

Volumes	10	13	3	2	8	2	4	110	6	1	3	1	1	1	183
Season Factor	12	15	4	2	10	2	5	213	7	1	4	1	1	1	284
Growth	12	16	4	2	10	2	5	234	7	1	4	1	1	1	306
In/Out	Out	Out	Out	In	In	In	In	In	In	In	In	In	In	In	In
Percentage	5%	5%	15%	0%	5%	0%	0%	0%	5%	0%	15%	0%	0%	0%	0%
PROJECT	1	1	2	0	2	0	0	0	2	2	7	0	0	0	18
Pass-by In/Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Pass-by %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Seasonal Factor: 1.19
 Trips In: 45
 Trips Out: 12
 Growth Rate: 1.01
 Years Growth: 2
 Pass-by In:
 Pass-by Out:

Total 13 17 6 2 12 2 5 134 9 8 4 1 213

Northbound				Southbound				Eastbound				Westbound			
NBL	NBT	NBR	NBL	SBL	SRT	SBR	SBL	EBL	EBT	EBR	EBL	WBL	WBT	WBR	TOTAL
2	6	0	0	1	1	1	2	5	1	1	1	1	1	0	20
3	11	2	2	0	3	2	2	15	2	0	0	0	0	0	40
7	12	2	0	4	0	0	0	18	2	0	0	0	0	0	45
8	6	1	0	5	2	3	3	14	5	1	0	0	0	0	45
4	11	1	0	4	1	1	1	20	5	0	3	0	0	0	50
1	6	0	0	0	2	3	3	11	1	1	0	4	0	0	28
5	6	0	1	1	0	2	2	12	4	0	3	0	0	0	34
9	9	0	0	0	0	2	2	10	1	1	0	1	0	0	28
ONE HOUR SUM															

PM PEAK HOUR IS FROM:

4:15PM TO 5:15PM

Volumes	22	40	6	2	13	6	6	67	14	1	3	0	0	0	100
Season Factor	26	48	7	2	15	7	7	80	17	1	4	0	0	0	214
Growth	27	48	7	2	16	7	7	81	17	1	4	0	0	0	219
In/Out	Out	Out	Out	In	In	In	In	In	In	In	In	In	In	In	In
Percentage	5%	5%	15%	0%	5%	0%	0%	0%	5%	0%	15%	0%	0%	0%	0%
PROJECT	3	3	0	0	1	0	0	0	1	1	3	0	0	0	20
Pass-by In/Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Pass-by %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Seasonal Factor: 1.19
 Trips In: 23
 Trips Out: 58
 Growth Rate: 1.01
 Years Growth: 2
 Pass-by In:
 Pass-by Out:

Total 30 52 16 2 17 7 7 81 18 4 4 0 239

HCS 2010 Two-Way Stop Control Summary Report

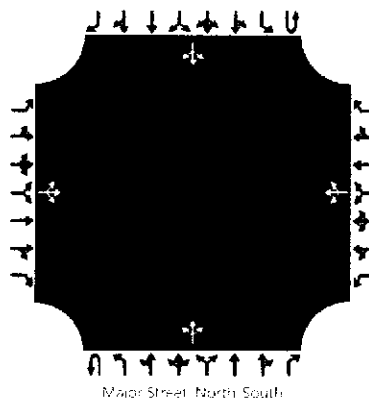
General Information

Analyst	Greg McLane
Agency/Co.	Susan E. O'Rourke P.E, Inc
Date Performed	7/1/2016
Analysis Year	2014 2016
Time Analyzed	AM - EXISTING
Intersection Orientation	North-South
Project Description	Hallandale Medical Facility

Site Information

Intersection	Foster Road / NW 1st Ave
Jurisdiction	Hallandale Beach
East/West Street	Foster Road
North/South Street	NW 1st Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	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)		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	No				No				No				No			
Median Type	Undivided															
Median Storage																

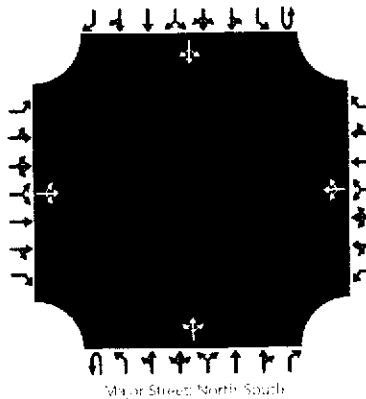
Delay, Queue Length, and Level of Service

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)			B				A				A				A	
Approach Delay (s/veh)	10.3				9.4				2.9				1.0			
Approach LOS	B				A											

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	Hallandale Beach
Date Performed	7/1/2016	East/West Street	Foster Road
Analysis Year	2016 2016	North/South Street	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	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	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)		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																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

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)			B				B				A				A	
Approach Delay (s/veh)	10.4				10.0				2.4				0.6			
Approach LOS	B				B											

HCS 2010 Two-Way Stop Control Summary Report

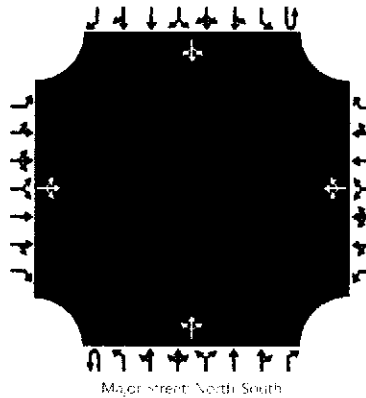
General Information

Analyst	Greg McLane
Agency/Co.	Susan E. O'Rourke P.E, Inc
Date Performed	7/1/2016
Analysis Year	2018
Time Analyzed	AM - Buildout
Intersection Orientation	North-South
Project Description	Hallandale Medical Facility

Site Information

Intersection	Foster Road / NW 1st Ave
Jurisdiction	Hallandale Beach
East/West Street	Foster Road
North/South Street	NW 1st Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	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)		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	No				No				No				No			
Median Type	Undivided															
Median Storage																

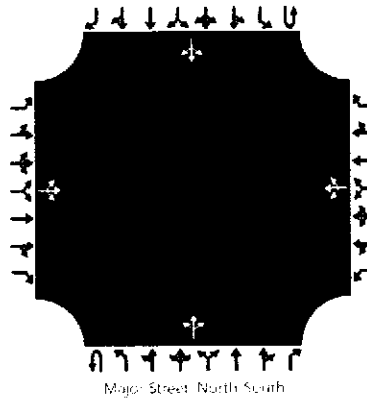
Delay, Queue Length, and Level of Service

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)			B				A			A				A		
Approach Delay (s/veh)	10.4				9.9				2.7				0.9			
Approach LOS	B				A											

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	Hallandale 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	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	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)		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)			B				B			A				A		
Approach Delay (s/veh)	10.6				10.4				2.4				0.5			
Approach LOS	B				B											