

Holland & Knight

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Pedro Gassant
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March 5, 2024

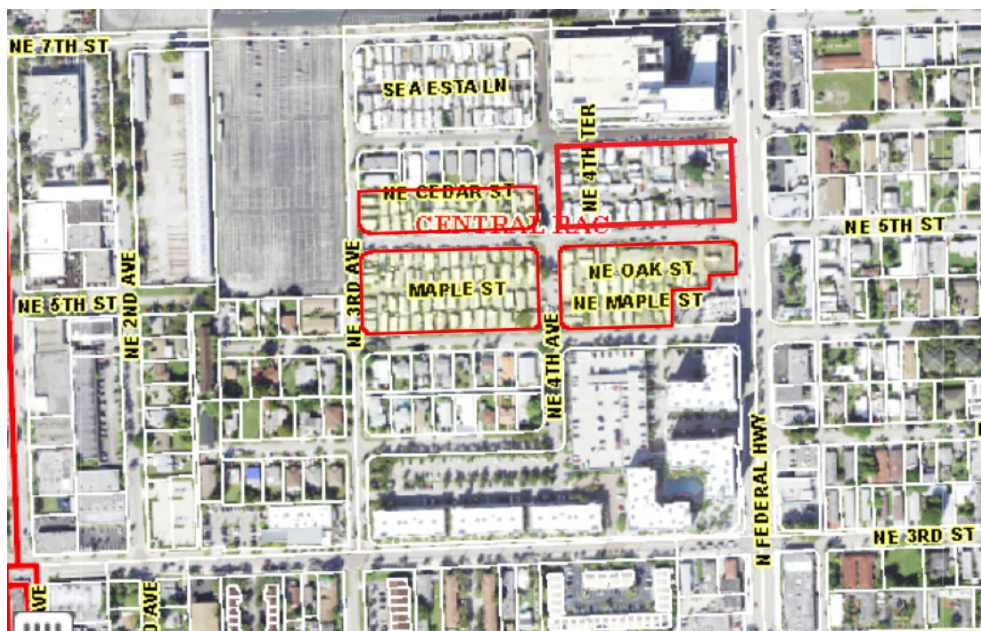
BY HAND DELIVERY

Vanessa Leroy
Director
Department of Sustainable Development
400 South Federal Highway
Hallandale Beach, FL 33009

**RE: Seville General Partners / Criteria Statement – Amending
Sub-District from RAC Neighborhood to RAC Corridor**

Dear Ms. Leroy:

On behalf of Seville General Partners (the "Applicant"), we hereby submit an application to amend property owned by the Applicant within the Central Regional Activity Center ("RAC") from RAC Neighborhood to RAC Corridor in the City of Hallandale Beach (the "City"). The application relates to a portion of the approximately 8.5 acres of land (as legally described in Exhibit "A") on the west side of North Federal Highway and south of NE 6th Street and identified by Parcel Nos. 51-42-22-35-0020 and 51-42-22-35-0040 (the "Property"). A rough depiction of the site is provided below:



The request to amend the sub-district map of the Central RAC is to permit a premiere mixed-use development on the Property consisting of six buildings where the majority of the density is close to North Federal Highway. The plans also contemplate ample open space for the project as well as parking. As currently zoned, the Property's zoning only allows for a limited mixed use development fronting on Federal Highway. The amendment to RAC Corridor for the entire Property will allow for the site to permit more activation in the area while providing for the opportunity to create an ideal location for residents to live, work and play.

The amendment will allow for the Property to be developed with additional flexibility to permit the premiere mixed use development to be brought to fruition. The Applicant is committed to ensuring a future mixed-used development that is not limited by the constraints of a previous conceptual plan that may not come to completion. Instead, the Applicant seeks to ensure flexibility and plan a development that is able to adapt for the long-term growth and benefit of the City of Hallandale Beach.

The Applicant also considered the effect of time and resources that would be required by Staff if it continued to pursue with an earlier request for rezoning to PDO in addition to the amendment. In weighing those factors against the outcome and the goals contemplated and committed to achieve, the amendment alone, will be a far more cost efficient use of time from everyone involved with the process. As it stands, the plan as presented, would allow for creating a mixed use development where residents can live, work, and play, meeting both the City and Applicant's intention.

The Applicant, as noted above, will have the flexibility required to allow for an innovated design that has the ability to shape, grow and change to grasp its fullest potential without being limited by staid or unrealized ambitions of today. The Applicant is providing a conceptual site plan to illustrate the contemplated development on the site. However, pursuant to Section 32-782(b) of the City's Code, the Applicant will submit a complete set of plans for review within one year of the approval of this request.

The amendment of the sub-district to RAC Corridor will comply with the City's Code because it satisfies the following criteria:

1. The relationship of the proposed amendment to the purposes and objectives of the city's comprehensive land use plan, when adopted, with appropriate consideration as to whether or not the proposed changes will further the purpose of this chapter and other codes, regulations and actions designed to implement the plan.

Response: The proposed amendment to the sub-district is in furtherance of the City's comprehensive land use plan. The City's land use plan recognizes the importance of creating compact mixed-use developments in the City to incentivize more opportunities for live, work and play. The conceptual plan submitted does exactly that by providing for residential, office and other commercial uses.

2. The proposed change would or would not be contrary to the established land use pattern.

Response: The proposed change would not be contrary to the established land use pattern. The land use for the area is regional activity center, which is the land use designation that contemplates providing the most flexibility to promote mixed use development.

3. The proposed change would or would not create an isolated district unrelated to adjacent and nearby districts.

Response: The proposed change will not create an isolated district and will be consistent with the existing central RAC that exists to promote the development of a district wide area that promotes a variety of mixed use developments. As a result, the requested amendment to the sub-district would be in furtherance of the Central RAC.

4. The proposed change would or would not alter the population density pattern and thereby have an adverse impact upon public facilities such as schools, utilities and streets.

Response: The proposed change will alter the population density pattern in a manner consistent with the Central RAC designation, which will positively impact the public facilities such as schools, utilities and streets by centralizing impact and bringing the population to an area where the public facilities already exist or can be made to exist.

5. Existing district boundaries are illogically drawn in relation to existing conditions on the property proposed for change.

Response: The existing district boundaries are illogically drawn as the portion of the Property currently designated RAC neighborhood is immediately adjacent to the Hollywood Dog Track (now known as The Big Easy Casino). By amending the portion of the Property from RAC neighborhood to RAC Corridor, the district boundaries will be more logically drawn to recognize the commercial like nature of the Hollywood Dog Track/Big Easy Casino property.

6. Changed or changing conditions make the passage of the proposed amendment necessary

Response: Recent developments in the City of Hallandale Beach make the passage of the amendment necessary as the trend in recent developments have contemplated, incorporated and encouraged a mix of uses to implement the RAC goals, objectives and policies.

7. Substantial reasons exist why the property cannot be used in accordance with the adopted land use plan and/or the existing zoning.

Response: The Property's location makes it the ideal location for a mixed use development. It's juxtaposition along federal highway and NE 6th street puts the Property in an area that is central to residential and commercial uses. The centrality of this location creates a unique opportunity to develop a premiere mixed use development on the Property.

8. Whether or not the change is out of scale with the needs of the neighborhood.

Response: The proposed change is not out of scale with the neighborhood. There exists in close proximity to the Property other similarly situated properties that are designated RAC corridor. Amending the sub-district of a portion of the Property to RAC Corridor will be consistent with the neighborhood.

We look forward to working with you and your staff to bring this excellent project to fruition. Should you have any questions or concerns, please feel free to contact me directly.

Sincerely,

Holland & Knight LLP

A handwritten signature in blue ink, appearing to read 'P. Gassant', with a stylized flourish extending to the right.

Pedro Gassant, Esq.

Cc: Alessandria San Roman, Esq.

Exhibit "A"

Legal Description

LEGAL DESCRIPTION

The South 1/2 of Block 9, all of Block 2 LESS the Easterly Seven Feet (7') thereof, and all of Block 8, all of "Hollywood Pines Estate", according to the Plat thereof, recorded in Plat Book 6, Page 41, of the Public Records of Broward County, Florida;

AND

Block 3 LESS the Easterly Seven feet (7') thereof, of "Hollywood Pines Estates", according to the Plat thereof, as recorded in Plat Book 6, at Page 41, of the Public Records of Broward County, Florida LESS that part as described as follows:

Beginning at a point on the East line of said Block 3 located 85 feet South of the Northeast corner of said Block, run West parallel to the North line of said Block, 75 feet; thence run South parallel to the West line of said Block, 34 feet; thence run West parallel to said North line 94 feet; thence run South parallel to said West line 93 feet to a point on the South line of said Block; thence run East 169 feet to the Southeast corner of said Block; thence run North 127 feet to the Point of Beginning.

Said lands situate within the City of Hallandale Beach, Broward County, Florida, containing 8.502 Acres, more or less.

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March 5, 2024

VIA ELECTRONIC MAIL

Vanessa Leroy
Director
Department of Sustainable Development
400 South Federal Highway
Hallandale Beach, FL 33009

Re: Seville General Partners d/b/a Seville Mobile Home / PDO Rezone Application / Notice of Withdrawal

Dear Ms. Dominguez:

On behalf of Seville General Partners d/b/a Seville Mobile Home (the “Applicant”) in connection with its zoning map amendment application for those certain parcels of land consisting of ±7.04-ac (306,673 sq. ft.) area between lots #5142-22-35-0040 and #5142-22-35-0020, (the “Property”), please accept this letter as formal notice that the Applicant is hereby withdrawing its request to rezone the Property to Planned Development Overlay.

The Applicant is committed to ensuring a future mixed-used development that is not limited by the constraints of a previous conceptual plan that may not come to fruition. Instead, the Applicant seeks to ensure flexibility and plan a development that is able to adapt for the long-term growth and benefit of the City of Hallandale Beach.. The Applicant is still pursuing its application to amend the sub-district map of the Central RAC and provide a voluntary declaration of restrictions as part of that application. Should the Applicant be eligible, the Applicant is further requesting reimbursement of any application fees.

Please confirm acceptance of the Applicant’s formal notice of withdrawal and whether the Applicant is eligible for any reimbursement of fees. Should you have any further questions, please do not hesitate to contact me at (305) 789-7430.

Sincerely,

HOLLAND & KNIGHT LLP

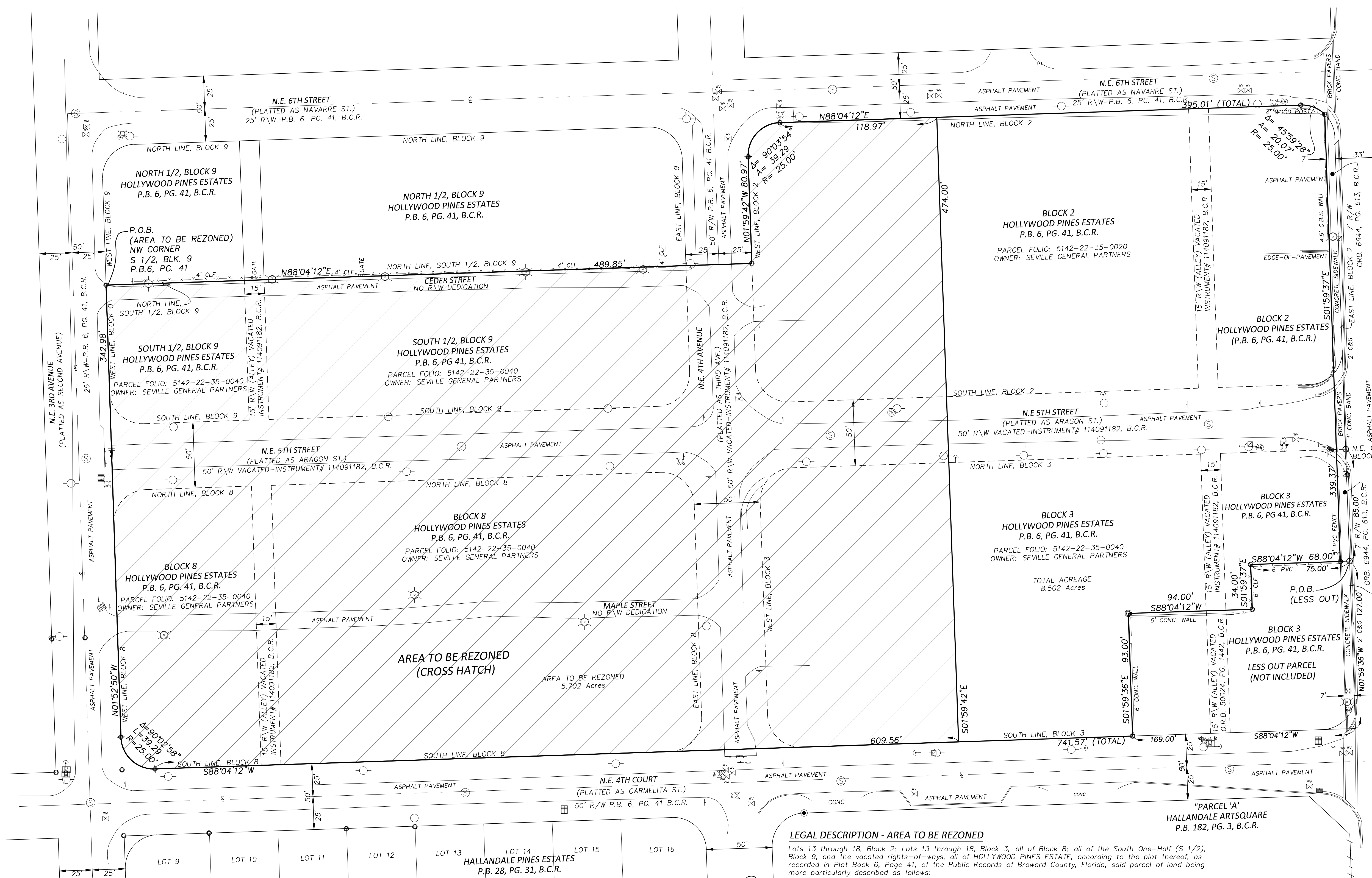


Pedro Gassant

Enclosures

Cc: Alessandria San Roman, Esq.

File Name: P:\Projects\2023\237733 Seville Mobile Home Park\Survey\SKETCH\23-7733-V-BS-Seville Trailer Park.dwg (Plotted by: Steve Watts on Monday, April 29, 2024 3:16:13 PM)



REPORT OF SURVEY

- 1. Calvin, Giordano & Associates Inc., did not research title for this property and the plat, right-of-way and deed information shown hereon as per a diligent search of the Public Records of Broward County, Florida.
- 2. The purpose of this Map of Survey is to prepare a Map of Boundary Survey for the parcel of land known as Seville Mobile Home Park, 426 N.E. 5th Street, Hallandale Beach, FL and having Broward County Parcel Folio No.'s: 5142-22-35-0020 and 5142-22-35-0040. No above-ground improvements were located other than utilities within the vacated rights-of-ways within the Seville Mobile Home Park.
- 3. Not valid without the signature and seal of a Florida Professional Surveyor & Mapper.
- 4. Underground improvements and/or encroachments were not located as part of this survey task.
- 5. Unless otherwise noted hereon, record and measured values are in substantial agreement.
- 6. Bearings shown hereon are assumed and referenced to the West line, Block 8, HOLLYWOOD PINES ESTATES, Plat Book 6, Page 41, B.C.R., having a bearing of N01°52'50"W.
- 7. The property as described hereon has a Flood Zone classification of Zone AE (7) and Zone X (0.2%) as per FEMA Flood Map 12011C0732H, Community Name & Number: City of Hallandale Beach 125110, Date of Map: 8/18/2014.
- 8. The horizontal features shown hereon are plotted to within 1/20 of the map scale.
- 9. Horizontal data shown hereon was obtained utilizing a "TOPCON ES-105" Total Station and "TDS-NOMAD" Data Collection System.
- 10. Horizontal feature location is to the center of the symbol and may be enlarged for clarity.

ABBREVIATIONS

- ALUM. = ALUMINUM FENCE
- B.C.R. = BROWARD COUNTY RECORDS
- BLDG. = BUILDING
- CATV = CABLE TELEVISION
- CLF = CENTERLINE
- COL. = COLUMN
- CONC. = CONCRETE
- CBS = CONCRETE BLOCK W STUCCO
- C&G = CURB & GUTTER
- E-O-P = EDGE-OF-PAVEMENT
- F.D.O.T. = FLORIDA DEPARTMENT OF TRANSPORTATION
- FPL = FLORIDA POWER & LIGHT
- FND. = FOUND
- I.P. = IRON PIPE
- I.R. = IRON ROD
- IRC = IRON ROD & CAP
- N&D = NAIL AND DISK
- O.R.B. = OFFICIAL RECORDS BOOK
- PG. = PAGE
- P.B. = PLAT BOOK
- PSM = PROFESSIONAL SURVEYOR & MAPPER
- R/W = RIGHT-OF-WAY
- S.R. = STATE ROAD
- W = WITH

SYMBOL LEGEND

- BACKFLOW PREVENTOR
- BOLLARD
- CATCH BASIN
- COLUMN
- CONC. POWER POLE
- CHAIN LINK FENCE
- ELECTRIC HANDHOLE
- ELECTRIC METER RACK
- FENCE
- FIRE HYDRANT
- EDGE-OF-PAVEMENT
- FPL TRANSFORMER PAD
- GUY ANCHOR
- IRRIGATION VALVE
- LAMP POST
- OVERHEAD ELECTRIC
- SANITARY MANHOLE
- SANITARY VALVE
- SIGN
- TELEPHONE HANDHOLE
- PAGE
- WATER METER
- WATER VALVE
- WOOD POWER POLE
- WOOD POWER POLE W LIGHT

LEGAL DESCRIPTION - OVERALL SEVILLE MOBILE HOME PARK

The South 1/2 of Block 9, all of Block 2 LESS the Easterly Seven Feet (7') thereof, and all of Block 8, all of "Hollywood Pines Estate", according to the Plat thereof, as recorded in Plat Book 6, at Page 41, of the Public Records of Broward County, Florida, LESS that part as described as follows:

Beginning at a point on the East line of said Block 3 located 85 feet South of the Northeast corner of said Block, run West parallel to the North line of said Block, 75 feet; thence run South parallel to the West line of said Block, 34 feet; thence run West parallel to said North line 94 feet; thence run South parallel to said West line 93 feet to a point on the South line of said Block; thence run East 169 feet to the Southeast corner of said Block; thence run North 127 feet to the Point of Beginning.

Said lands situate within the City of Hallandale Beach, Broward County, Florida, containing 8.502 Acres, more or less.

LEGAL DESCRIPTION - AREA TO BE REZONED

Lots 13 through 18, Block 2; Lots 13 through 18, Block 3; all of Block 8; all of the South One-Half (S 1/2), Block 9, and the vacated rights-of-ways, all of HOLLYWOOD PINES ESTATE, according to the plat thereof, as recorded in Plat Book 6, Page 41, of the Public Records of Broward County, Florida, said parcel of land being more particularly described as follows:

BEGIN at the Northwest corner of the said South One-Half (S 1/2) of Block 9;

THENCE on an assumed bearing of N 88° 04'12" E along the North line of the said South One-Half (S 1/2) of Block 9 and the Easterly extension thereof a distance of 489.85 feet to the West line of said Block 2;

THENCE N 01° 59'42" W along the said West line of Block 2, a distance of 80.97 feet to a point of curvature of a tangent curve concave to the Southeast;

THENCE Northerly, Northeasterly and Easterly continuing along the said West line of Block 2, along the arc of said curve to the right, having a central angle of 90° 03'54 and a radius of 25.00 feet for an arc distance of 39.29 feet to a point of tangency, said tangent line being the North line of said Block 2;

THENCE N 88° 04'12" E along the said North line of Block 2 a distance of 118.97 feet to the East line of said Lot 18, Block 2;

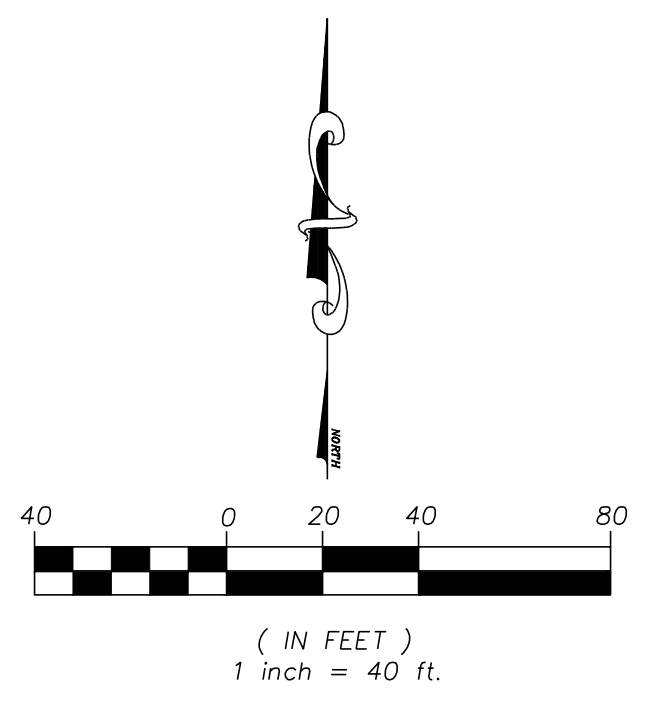
THENCE S 01° 59'42" E along the said East line of Lot 18, Block 2, and the East lines of Lot 13, Block 2; Lot 13, Block 3 and Lot 18, Block 3, a distance of 474.00 feet to the South line of said Block 3;

THENCE S 88° 04'12" W along the said South line of Block 3 and the South line of said Block 8, a distance of 609.56 feet to a point of curvature of a tangent curve concave to the Northeast;

THENCE Westerly, Northwesterly and Northerly continuing along the said West line of Block 8, along the arc of said curve to the right, having a central angle of 90° 02'58 and a radius of 25.00 feet for an arc distance of 39.29 feet to a point of tangency, said tangent line being the West line of said Block 8;

THENCE N 01° 52'50" W along the said West line of Block 8 and the West line of said Block 9, a distance of 342.98 feet to the POINT OF BEGINNING.

Said lands situate within the City of Hallandale Beach, Broward County, Florida, containing 5.702 Acres, more or less.



NO	DATE	REVISION	BY	NO	DATE	REVISION	BY
1	4/29/2024	SHOP AREA TO BE REZONED ON SURVEY	SMW				

CALVIN, GIORDANO & ASSOCIATES, INC. A SAFARI COMPANY
1800 Eller Drive, Suite 600, Fort Lauderdale, FL 33316
Phone: 954.921.7761 • Fax: 954.921.6607
Certificate of Authorization 6791

SEVILLE MOBILE HOME PARK
426 N.E. 5TH STREET, HALLANDALE BEACH, FL 33009
SEVILLE GENERAL PARTNERS

MAP OF BOUNDARY SURVEY

SEAL
NOT VALID WITHOUT THE SIGNATURE AND THE SEAL OF A FLORIDA LICENSED SURVEYOR & MAPPER
STEVEN M. WATTS
FSM No. 4598

SCALE 1" = 40'	SHEET: 1 OF 1
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Impact Evaluation Statement

Scope (§32-788(a))

Seville General Partners is proposing to redevelop the ±7.04-ac (306,673 sq. ft.) area between lots #5142-22-35-0040 and #5142-22-35-0020 into 750 residential units, 25,206 SF of retail space and 44,182 SF of office space with associated parking, landscaping, and utility and drainage infrastructure. The project area is bound to the west by NE 3rd Ave, to the east by N Federal Hwy, to the south by NE 4th Ct and to the north by Cedar St and NE 6th St. Per ownership, there are 130 permanent mobile homes and 35 seasonal RVs currently on site. For the purposes of the calculations below, only the 130 permanent residences were considered.

Groundwater Quality (§32-788(b))

This project will be designed in accordance with county, state, and federal provisions for the protection of groundwater quality. This will include provisions required for water quality treatment including on-site retention for one-inch (1”) of runoff of the total development area or two-and-a-half inches (2.5”) times the percent of impervious area, whichever is greater. The proposed stormwater system will retain water quality and attenuation on site for the 25-year 3-day storm event (perimeter berm elevation) and finished floor elevation will be provided above the 100-year 3-day storm event. In addition, the federal NPDES guidelines will be incorporated in the design for the elimination of pollutant discharges.

Wastewater (§32-788(c))

The City of Hallandale Beach transmits all wastewater to the City of Hollywood’s Southern Regional Wastewater Treatment Plant. According to the latest report (updated August 8th, 2023), the Southern Regional Wastewater Treatment Plant is rated for 55.5 MGD with a current average use of 48.9 MGD equating to a 6.6 MGD available capacity. The wastewater flow projections used below are based on levels of services as established by City of Hallandale Beach’s Code of Ordinances §32-883.

Table 1: Wastewater Flow Rates

Existing Development Flow Rates			
	Generation Rate (gpd/unit)	Quantity (units)	Flow Rate (gpd)
Residential (Multi-Family)	180	130	23,400

Proposed Development Flow Rates			
	Generation Rate	Quantity	Flow Rate (gpd)
Office Space	0.135 gpd / sq ft	44,182 sq ft	5,965
Retail Space	0.135 gpd / sq ft	25,206 sq ft	3,277
Residential (Multi-Family)	180 gpd / unit	750 units	135,000
Total Proposed Flow:			144,242
Net Increase in Wastewater Flow			120,842

Potable Water (§32-788(d))

The potable water system is supplied to the site by the City of Hallandale Beach Water Treatment Plant. The plant has a capacity of 12 MGD and meets a demand of roughly 7.1 MGD. The potable water demand projections used below are based on levels of services as established by City of Hallandale Beach’s Code of Ordinances §32-882.

Table 2: Potable Water Flow Rates

Existing Development Flow Rates			
	Demand Rate (gpd/unit)	Quantity (units)	Peak Demand (gpd)
Residential (Multi-Family)	200	130	26,000

Proposed Development Flow Rates			
	Demand Rate	Quantity	Peak Demand (gpd)
Office Space	0.15 gpd / sq ft	44,182 sq ft	6,627
Retail Space	0.15 gpd / sq ft	25,206 sq ft	3,781
Residential (Multi-Family)	200 gpd / unit	750 units	150,000
Total Proposed Flow:			160,408
Net Increase in Potable Water Demand			134,408

Solid Waste (§32-788(e))

The sanitation division is responsible for the collection and disposal of commercial garbage, trash, and recovery of recyclable materials. The site will be serviced four days a week for solid waste pickup. Additionally, the site will comply with the City’s recycling program requirements. The proposed development would produce a net increase of 8,791 lb/day of solid waste per Table 3 below. Flow rates for solid waste are the City of Hallandale Beach Code of Ordinances §32-886.

Table 3: Solid Waste Flow Rates

Existing Development Flow Rates			
	Generation Rate (lb/unit/day)	Quantity (units)	Daily Rate (lb/day)
Residential (Multi-Family)	8.9	130	1,157

Proposed Development Flow Rates			
	Generation Rate	Quantity	Daily Rate (lb/day)
Office Space	5 lb / 100 sq ft	44,182 sq ft	2,209
Retail Space	5 lb / 100 sq ft	25,206 sq ft	1,260
Residential (Multi-Family)	8.9 lb / unit / day	750 units	6,675
Total Proposed Flow:			10,144
Net Increase in Solid Waste Flow			8,987

Other Utilities (§32-788(f))

As the project site is a developed urban area, electrical and telecommunications services are available. The utilities having jurisdiction in this area include AT&T, Broward County Traffic Engineering, Crown Castle, FDOT, FPL, Hotwire Communication, Lumen, MCI and TECO People. The proposed project is not anticipated to burden the facilities of these utility companies.

Traffic (§32-788(g))

Please refer to the traffic study methodology for the proposed traffic impact analysis.

Public Safety (§32-788(h))

The project site is served by the City of Hallandale Beach Police Department and the City of Hallandale Beach Fire Rescue. It is not anticipated that the proposed development would place undue demand on policing or fire rescue services in the city.

Table 4: Public Safety Services

Location	Address	Approximate Distance from Site
Police Station	400 S Federal Highway	0.8 miles
Fire Station No. 7	121 SW 3 rd St	0.8 miles
Fire Station No. 60	2801 E Hallandale Beach Blvd	1.7 miles
Fire Station No. 90	101 Three Islands Blvd	1.2 miles
Aventura Hospital	21150 Biscayne Blvd	2.8 miles

School Facilities (§32-788(i))

The Project proposes 750 residential units. The School Board of Broward County, Florida issued a Preliminary School Capacity Availability Determination Letter for the Project on October 30, 2023; see attached *Exhibit A*. The total impact generated by the Project is 7 elementary school students and 11 middle school students, and high school students for a total impact of 23 students.

Parks and Open Space (§32-788(j))

The area surrounding the proposed development features several parks and open spaces. The table below shows all Hallandale Beach parks within a two-mile radius of the project site. No impact is anticipated to the local parks and open spaces as a result of this development.

Table 5: Parks and Open Space

Park	Address	Approximate Distance from Site
BF James Park & Pool	777 NW 1 st Ave	0.3 miles
Sunrise Park	800 NE 5 th St	0.3 miles
Foster Park & Plaza	609 NW 6 th Ave	0.6 miles
Ingalls Park	735 SW 1 st St	0.9 miles
Peter Bluesten Park	501 SE 1 st Ave	0.9 miles
Golden Isles Park & Tennis Center	600 Blue Heron Dr	1.0 miles

Park	Address	Approximate Distance from Site
Joseph Scavo Park	900 Three Islands Blvd	1.2 miles
Sunset Park	814 SW 6 th Ave	1.3 miles
OB Johnson Park	1000 NW 8 th Ave	1.4 miles
South City Beach Park	1870 S Ocean Dr	1.7 miles
North City Beach Park	111 S Surf Rd	1.7 miles

Community Facilities (§32-788(k))

The Project will support local community facilities by attracting new members to houses of worship; new library users, and new customers and supporters of local cultural attractions. There are no problems anticipated to be caused to community facilities by the Project.

Historical Aspects, Scenic Vistas (§32-788(l, m))

There are no known historical or archaeological sites or resources at the Project. There are no scenic vistas impacted by the Project.

Low and Moderate Priced Housing (§32-788(n))

To the extent applicable, the Applicant will provide at least 15 percent of the project’s residential units as affordable or contribute to the city’s affordable housing trust fund.

Energy Conservation

All appliances used in the Project will meet Energy Star ratings for efficiency and the building itself will be designed to meet the Florida Green Building requirements and standards.

Exhibit A
Preliminary School Capacity Availability Determination (SCAD)

The School Board of Broward County, Florida
PRELIMINARY SCHOOL CAPACITY AVAILABILITY DETERMINATION (SCAD)

SITE PLAN

SBBC-3682-2023

Municipality Number: N/A

Folio #: 514222350020, 514222350040

Seville General Partners Project

October 30, 2023



SCAD Expiration Date: April 27, 2024

Growth Management
Facility Planning and Real Estate Department
600 SE 3rd Avenue, 8th Floor
Fort Lauderdale, Florida 33301
Tel: (754) 321-2177 Fax: (754) 321-2179
www.browardschools.com

**PRELIMINARY SCHOOL CAPACITY AVAILABILITY DETERMINATION
SITE PLAN**

PROJECT INFORMATION	NUMBER & TYPE OF PROPOSED UNITS	OTHER PROPOSED USES	STUDENT IMPACT
Date: October 30, 2023	Single-Family:	25,206 SF of retail space and 44,182 SF of office space.	Elementary: 7
Name: Seville General Partners Project	Townhouse:		Middle: 11
SBBC Project Number: SBBC-3682-2023	Garden Apartments:		High: 5
County Project Number: N/A	Mid-Rise:		Total: 23
Municipality Project Number: N/A	High-Rise: 750		
Owner/Developer: Seville General Partners (Holland & Knight)	Mobile Home:		
Jurisdiction: Hallandale Beach	Total: 750		

SHORT RANGE - 5-YEAR IMPACT

Currently Assigned Schools	Gross Capacity	LOS * Capacity	Benchmark** Enrollment	Over/Under LOS	Classroom Equivalent Needed to Meet LOS	% of LOS*** Capacity	Cumulative Reserved Seats
Hallandale High	1,821	1,009	1,106	-715	-28	60.7%	25
Gulfstream Academy Of Hallandale	1,988	1,988	1,298	-690	-38	65.3%	49

Currently Assigned Schools	Adjusted Benchmark	Over/Under LOS-Adj. Benchmark Enrollment	% LOS Cap. Adj. Benchmark	Projected Enrollment				
				23/24	24/25	25/26	26/27	27/28
Hallandale High	1,131	-663	62.1%	1,041	1,000	964	928	892
Gulfstream Academy Of Hallandale	1,347	-303	67.8%	1,273	1,227	1,180	1,134	1,087

Students generated are based on the student generation rates contained in the currently adopted Broward County Land Development Code. Information contained herein is current as of the date of review. A traditional cohort survival methodology is used to project school-by-school District traditional school enrollment out over the next five years, and a proportional share of charter school enrollment is used to project future charter school enrollment by school level Districtwide. For more information: <https://www.browardschools.com/Page/34040>. The annual benchmark enrollment is taken on the Monday following Labor Day and is used to apply individual charter school enrollment impacts against school facility review processes.

*This number represents the higher of: 100% gross capacity or 110% permanent capacity. **The first Monday following Labor Day. ***Greater than 100% exceeds the adopted Level of Service (LOS).

CHARTER SCHOOL INFORMATION

Charter Schools within 2-mile radius	2022-23 Contract Permanent Capacity	2022-23 Benchmark Enrollment	Over/(Under)	Projected Enrollment		
				23/24	24/25	25/26
Ben Gamla Charter	625	349	-276	349	349	349
Ben Gamla Charter North Broward	900	289	-611	289	289	289
Hollywood Academy 6_8	450	478	28	478	478	478
Hollywood Academy K_5	1,100	1,130	30	1,130	1,130	1,130
International Studies Academy High School	800	207	-593	207	207	207
International Studies Academy Middle School	594	252	-342	252	252	252
South Broward Montessori Charter School	348	166	-182	166	166	166

PLANNED AND FUNDED CAPACITY ADDITIONS IN THE ADOPTED DISTRICT EDUCATIONAL FACILITIES PLAN

School(s)	Description of Improvements
Hallandale High	There are no capacity additions scheduled in the ADEFP that will increase the reflected FISH capacity of the school.
Gulfstream Academy Of Hallandale Beach	There are no capacity additions scheduled in the ADEFP that will increase the reflected FISH capacity of the school.

Students generated are based on the student generation rates contained in the currently adopted Broward County Land Development Code. Information contained herein is current as of the date of review. A traditional cohort survival methodology is used to project school-by-school District traditional school enrollment out over the next five years, and a proportional share of charter school enrollment is used to project future charter school enrollment by school level Districtwide. For more information: <https://www.browardschools.com/Page/34040>. The benchmark enrollment count taken on the first Monday following Labor Day is used to apply individual charter school enrollment impacts against school facility review processes.

Comments

The site plan application proposes 750 high-rise units, which are anticipated to generate 23 (7 elementary, 11 middle, and 5 high schools) into Broward County Public Schools.

Please be advised that this application was reviewed utilizing 2022/23 school year data because the current school year (2023/24) data will not be available until updates are made utilizing the benchmark day enrollment count and the five-year student enrollment projections. The school Concurrency Service Areas (CSA) serving the project site in the 2022/23 school year include Gulfstream Academy of Hallandale Beach and Hallandale High Schools. The schools will continue to serve the site for the academic year 2023/24. Based on the Public School Concurrency Document (PSCPD), both schools are currently operating below the Level of Service Standard (LOS), which is established as the higher of 100% gross capacity or 110% permanent capacity. Incorporating the cumulative students anticipated from this project as well as approved and vested developments anticipated to be built within the next three years, these schools are expected to maintain their status through the coming school years. Additionally, the school capacity or Florida Inventory of School Houses (FISH) for the impacted schools reflects compliance with the class size constitutional amendment.

Charter schools located within a two-mile radius of the site in the 2022/23 school year are depicted above. Students returning, attending, or anticipated to attend charter schools are factored into the five-year student enrollment projections for District schools. Enrollment projections are adjusted for all elementary, middle, and high schools impacted by a charter school until the charter school reaches full enrollment status.

To ensure maximum utilization of the impacted CSA, the Board may utilize school boundary changes to accommodate students generated from developments in the County.

Capital Improvements scheduled in the currently Adopted District Educational Facilities Plan (DEFP), Fiscal Years 2023/24 to 2027/28 regarding pertinent impacted schools are depicted above.

Therefore, this application satisfies public school concurrency on the basis that there is adequate school capacity anticipated to be available to support the project as proposed. This preliminary determination shall be valid for either the end of the current school year or 180 days, whichever is greater for a maximum of 750 high-rise units, and conditioned upon final approval by the applicable governmental body. As such, this Preliminary School Capacity Availability Determination (SCAD) Letter will expire on April 27, 2024. This preliminary school concurrency determination shall be deemed void unless prior to the referenced expiration of the preliminary SCAD, notification of final approval to the District has been provided, and/or an extension of this preliminary SCAD has been requested in writing and granted by the School District. Please be advised that the expiration of the SCAD will require the submission of a new application and fee for a new public school concurrency determination. Upon the District's receipt of sufficient evidence of final approval, which shall minimally specify the number, type, and bedroom mix for the approved residential units, the District will issue and provide a final SCAD letter for the approved units, which shall ratify and commence the vesting period for the approved residential project.

Please be advised that if a change is proposed to the development, which increases the number of students generated by the project, the additional students will not be considered vested for public school concurrency.

SBBC-3682-2023 Meets Public School Concurrency Requirements

Yes No

Reviewed By:

10/30/2023

Date

Glennika D. Gordon

Signature

Glennika D. Gordon, AICP

Name

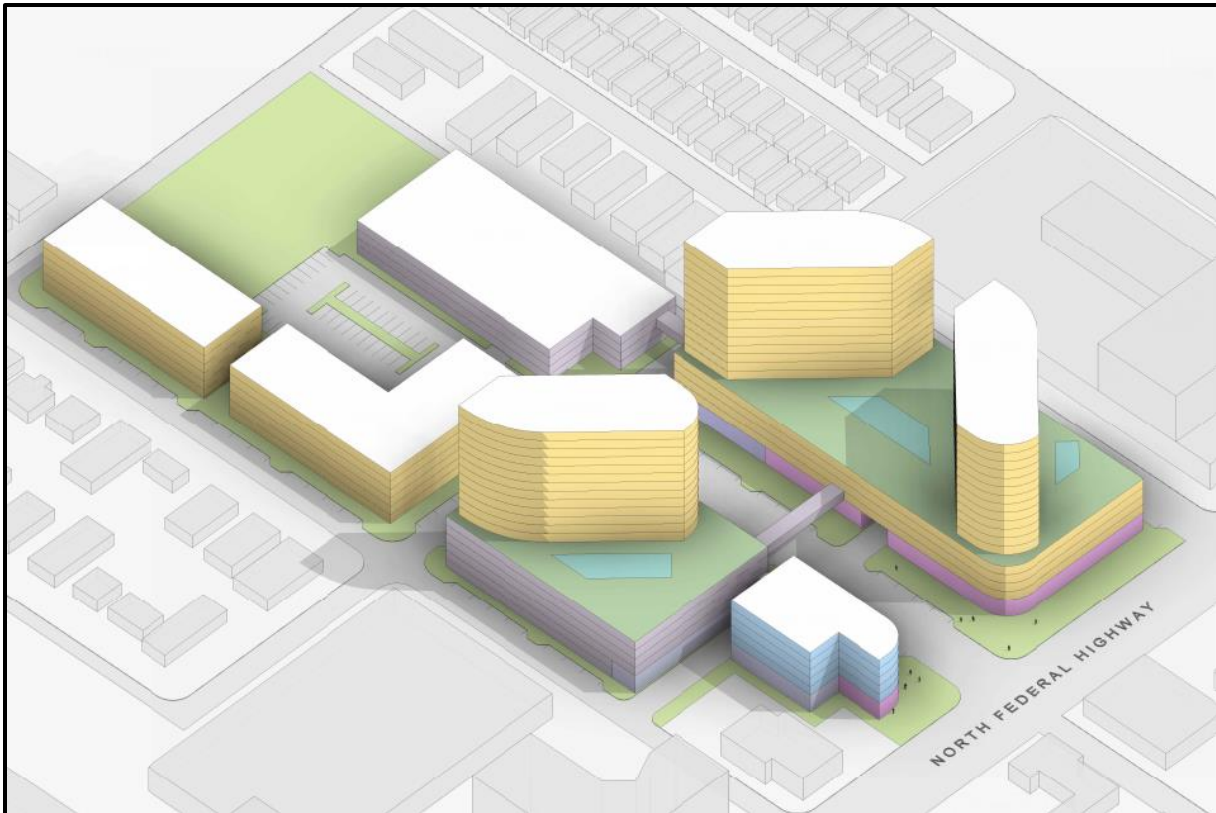
Planner

Title



*Traffic Impact Analysis
for Submittal to
the City of Hallandale Beach*

**SEVILLE HALLANDALE BEACH
HALLANDALE BEACH, FLORIDA**



Kimley»Horn

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Updated November 2024

October 2024

143745000

*Traffic Impact Analysis
for Submittal to
the City of Hallandale Beach*

**SEVILLE HALLANDALE BEACH
HALLANDALE BEACH, FLORIDA**

Prepared for:

Seville General Partners, GP
Hallandale Beach, Florida

Prepared by:

Kimley-Horn and Associates, Inc.



This item has been digitally signed and sealed by Derek Jeffrey d'Adesky, P.E., on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Kimley»Horn

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Updated November 2024
October 2024
143745000

Derek Jeffrey d'Adesky, P.E.
Florida Registration Number 90968
Kimley-Horn and Associates, Inc.
8201 Peters Road, Suite 2200
Plantation, FL 33324

EXECUTIVE SUMMARY

Seville General Partners, GP is proposing to redevelop the sites located at 426 NE 5th Street and 515 N Federal Highway in Hallandale Beach, Florida. Currently, the sites proposed for redevelopment consists of 130 mobile home park units and 35 seasonal recreational vehicles (RVs). Note that for the purposes of calculating the existing trip generation, only the 130 permanent mobile homes were included, and the 35 seasonal RVs were excluded in order to provide a conservative analysis. The proposed redevelopment consists of 765 mid-rise multifamily residential dwelling units and 100,000 square feet of retail space. The proposed redevelopment is expected to be completed by the year 2027.

Access to the proposed redevelopment will be provided via the following four (4) driveways:

- One (1) full access driveway at NE 6th Street and North Project Driveway
- Two (2) full access driveways along NE 5th Street; one (1) at NE 4th Avenue and one (1) at North Project Driveway/South Project Driveway
- One (1) full access driveway at NE 4th Court and South Project Driveway

Trip generation calculations for the proposed development were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The trip generation for the existing land use was determined using ITE Land Use Code (LUC) 240 (Mobile Home Park). Trip generation for the proposed land uses was determined using LUC 221 (Multifamily Housing [Mid-Rise]) and LUC 821 (Shopping Center). The project is expected to generate 7,233 net new daily trips, 403 net new weekday A.M. peak hour vehicular trips, and 356 net new weekday P.M. peak hour vehicular trips.

The results of the intersection capacity analysis indicate that the study intersections are expected to operate at adopted levels of service (LOS D or better) under all analysis conditions with the exception of the following:

- The intersection of US 1/S Federal Highway and Hallandale Beach Boulevard, which operates at LOS E during the A.M. peak hour under all analysis scenarios, and LOS E during the P.M. peak hour under existing conditions, and LOS F during the P.M. peak hour under future background and future total conditions. Note that the project assigns net new

traffic equivalent to approximately 1.5 percent (1.5%) of the overall traffic volume at this intersection during the A.M. peak hour and 1.3 percent (1.3%) of the overall traffic volume at this intersection during the P.M. peak hour. Therefore, the project is expected to have a nominal impact on this intersection. However, signal timings were optimized in an effort to mitigate the impact of the project such that the delay under future total conditions is less than or equal to the delay under future background conditions during the A.M. and P.M. peak hours.

- The intersection of NE 1st Avenue and NE 3rd Street, which operates at LOS F during the P.M. peak hour future total conditions. However, signal timings were optimized in an effort to mitigate the impact of the project such that the delay under future total conditions at the adopted LOS D. Note that this intersection operates as a clustered intersection to Dixie Highway and NE 3rd Street. Therefore, signal timing for the intersection of Dixie Highway and NE 3rd Street was also included.

The results of the roadway segment capacity analysis indicate that the study roadway segments are expected to operate at adopted LOS D or better under all analysis conditions during the A.M. and P.M. peak hours.

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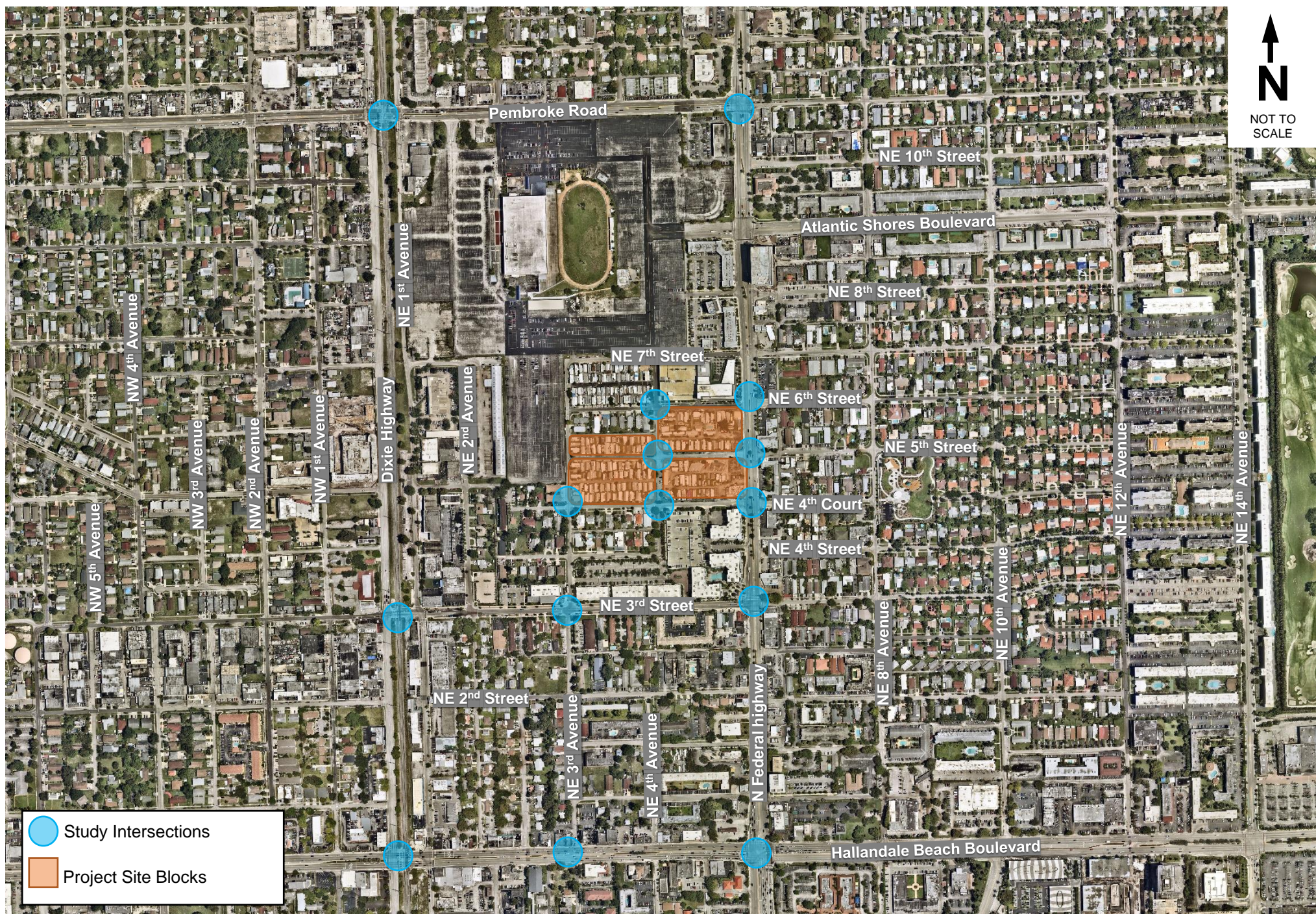
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INTRODUCTION

Seville General Partners, GP is proposing to redevelop the sites located at 426 NE 5th Street and 515 N Federal Highway in Hallandale Beach, Florida. Currently, the sites proposed for redevelopment consists of 130 mobile home park units and 35 seasonal recreational vehicles (RVs). Note that for the purposes of calculating the existing trip generation, only the 130 permanent mobile homes were included, and the 35 seasonal RVs were excluded in order to provide a conservative analysis. The proposed redevelopment consists of 765 mid-rise multifamily residential dwelling units and 100,000 square feet of retail space. Note that the development program is still being finalized. The proposed redevelopment is expected to be completed by the year 2027. A project location map is provided as Figure 1. A conceptual site plan is provided in Appendix A.

Kimley-Horn and Associates, Inc. has completed this traffic impact analysis for the proposed redevelopment. The purpose of the study is to assess the project's impact on the surrounding roadway network. The study's methodology is consistent with the requirements of the City of Hallandale Beach. Methodology correspondence detailing the traffic study requirements is included in Appendix B. Note that the development program has since changed and the report has been prepared based on the latest development program. This report summarizes the data collection, project trip generation, trip assignment and distribution, and capacity analysis for the proposed redevelopment.



EXISTING TRAFFIC

A.M. peak period (7:00 to 9:00 A.M.) and P.M. peak period (4:00 to 6:00 P.M.) turning movement counts were collected on Tuesday August 06, 2024 and Tuesday September 10, 2024 at the following intersections:

- Pembroke Road and Dixie Highway
- Pembroke Road and NE 1st Avenue
- Pembroke Road and US-1/Federal Highway
- NE 6th Street and US-1/Federal Highway
- NE 5th Street and US-1/Federal Highway
- NE 4th Court and US-1/Federal Highway
- NE 3rd Street and US-1/Federal Highway
- NE 3rd Street and NE 3rd Avenue
- Hallandale Beach Boulevard and NE 3rd Avenue
- NE 3rd Street and Dixie Highway
- NE 3rd Street and NE 1st Avenue
- Hallandale Beach Boulevard and US-1/Federal Highway
- Hallandale Beach Boulevard and Dixie Hwy
- Hallandale Beach Boulevard and NE 1st Avenue
- NE 4th Avenue and NE 6th Street
- NE 4th Avenue and NE 5th Street
- NE 4th Avenue and NE 4th Court
- NE 3rd Avenue and NE 4th Court

Additionally, 24-hour continuous counts were collected on Tuesday August 06, 2024 at the following roadway segments:

- Hallandale Beach Boulevard between I-95 and NE 14th Avenue
- US-1/Federal Highway between Pembroke Road and the Miami-Dade County Line
- Pembroke Road between US-1/Federal Highway and NW 8th Avenue
- NE 6th Street from US-1/Federal Highway to NE 3rd Avenue



- NE 4th Court from US-1/Federal Highway to NE 3rd Court
- NE 3rd Avenue from NE 7th Street to NE 3rd Street

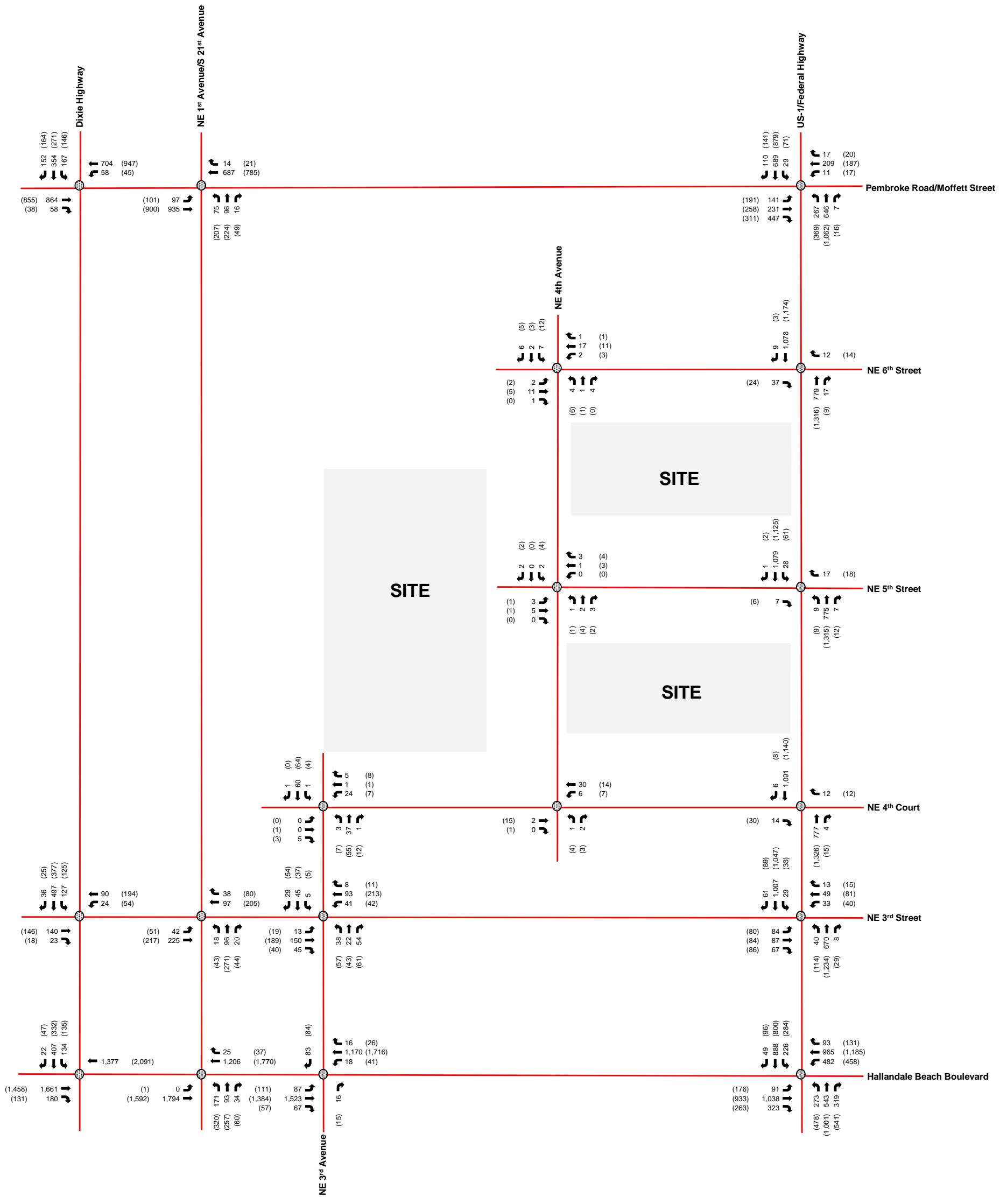
The traffic volumes were collected in 15-minute intervals and the peak hour was determined for each intersection. The appropriate Florida Department of Transportation (FDOT) peak season conversion factor (PSCF) of 1.05 was applied to traffic counts collected on Tuesday August 06, 2024. The appropriate PSCF for counts collected on Tuesday September 10, 2024 is 1.06. Signal timing information was obtained from Broward County Public Works Department - Traffic Engineering Division for all signalized intersections within the study area. The turning movement counts, 24-hour continuous roadway counts, FDOT peak season factor category report, and signal timing data are included in Appendix C. Figure 2 presents the existing turning movement volumes at the study intersections during the A.M. and P.M. peak hours.



NOT TO SCALE

Legend

-  Study Roadway
-  Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic



FUTURE BACKGROUND TRAFFIC

Future background traffic conditions are defined as expected traffic conditions on the roadway network in the year 2027 without the construction of the proposed development. Future background traffic volumes used in the analysis are the sum of the existing traffic and additional traffic generated by growth in the study area. Refer to Figure 3 for the future background 2027 peak hour traffic volumes.

BACKGROUND AREA GROWTH

Future traffic growth on the transportation network was determined based upon (a) historical growth trends at nearby FDOT traffic count stations and (b) traffic volume comparisons from the year 2015 and 2045 Florida Standard Urban Transportation Model Structure (FSUTMS) - Southeast Florida Regional Planning Model (SERPM).

FDOT count stations referenced in this analysis include:

- Count Station 860590: SR 858/Hallandale Beach Boulevard, west of SR 5/US 1/Federal Highway
- Count Station 865028: US 1/SR 5/Federal Highway, south of SR 824/Pembroke Road
- Count Station 865029: SR 858/Hallandale Beach Boulevard, east of SR 5/US 1/Federal Highway
- Count Station 865093: SR 824/Pembroke Road, west of SR 5/US 1/Federal Highway
- Count Station 867719: Dixie Highway, north of Hallandale Beach Boulevard
- Count Station 869634: NE 1st Avenue, south of Pembroke Road
- Count Station 869635: Dixie Highway, south of Pembroke Road

The historical growth rate analysis, based on FDOT count stations, examined linear, exponential, and decaying exponential growth rates for the most recent five (5) year and ten (10) year periods. Note that the historical growth based on FDOT count stations did not include the atypical volumes from 2020 and 2021 due to the COVID-19 pandemic, but rather interpolated volumes for those years using data from 2019 and 2022. The linear growth trend yielded an average growth rate of negative 1.29 percent (-1.29%) over the most recent five (5) year period and negative 0.60 percent (-0.60%) over the most recent 10-year period. The exponential growth trend yielded a growth rate of negative 1.74 percent (-1.74%) over the most recent five (5) year period and negative 0.76

percent (-0.76%) over the most recent 10-year period. The decaying exponential growth trend yielded a growth rate of negative 2.00 percent (-2.00%) over the most recent five (5) year period and negative 0.22 percent (-0.22%) over the most recent 10-year period. Based on the forecasted volumes obtained from the 2015 and 2045 FSUTMS SERPM, an annual growth rate of 0.87 percent (0.87%) was calculated in the vicinity of the development.

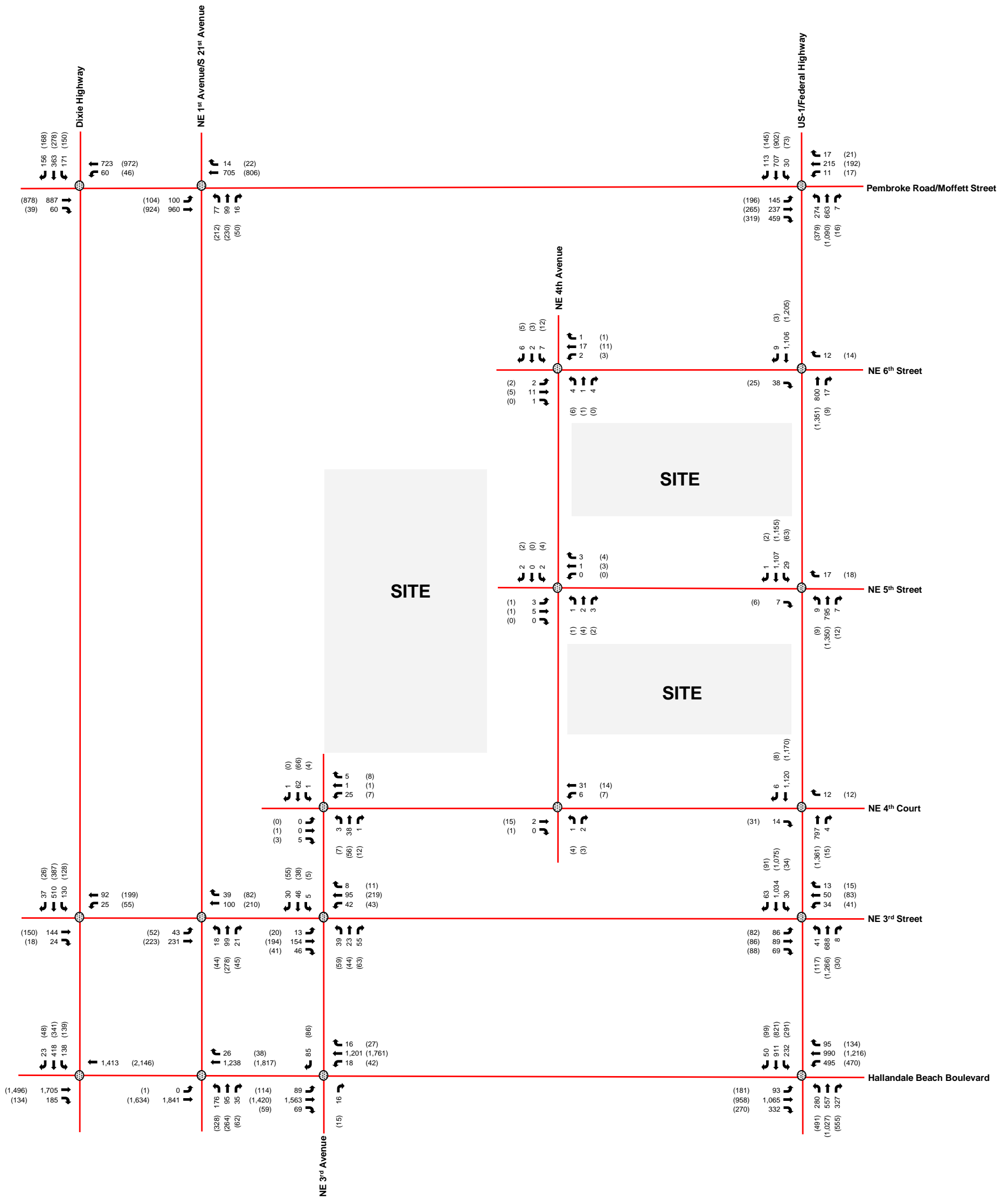
Therefore, to provide for a conservative analysis, the SERPM growth rate of 0.87 percent (0.87%) was applied to existing traffic volumes compounded annually to develop future 2027 volumes. The worksheets used to analyze the historical growth trends along with the FSUTMS transportation model outputs are included in Appendix D.



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Legend

- Study Roadway
- Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic



PROJECT TRAFFIC

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

EXISTING LAND USE

Currently, the site proposed for redevelopment consists of 130 mobile home park units and 35 seasonal recreational vehicles (RVs). Note that for the purposes of calculating the existing trip generation, only the 130 permanent mobile homes were included, and the 35 seasonal RVs were excluded in order to provide a conservative analysis.

PROPOSED LAND USE

The proposed redevelopment consists of 765 mid-rise multifamily residential dwelling units and 100,000 square feet of retail space.

PROJECT ACCESS

Access to the proposed redevelopment will be provided via the following four (4) driveways:

- One (1) full access driveway at NE 6th Street and North Project Driveway
- Two (2) full access driveways along NE 5th Street; one (1) at NE 4th Avenue and one (1) at North Project Driveway/South Project Driveway
- One (1) full access driveway at NE 4th Court and South Project Driveway

Note that currently the intersection of NE 4th Court and NE 4th Avenue does not allow northbound and southbound through movements. However, it is expected that vehicles will be permitted to make these movements in the future based on the proposed site plan.

TRIP GENERATION

Trip generation calculations for the proposed development were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The trip generation for the existing land use was determined using ITE Land Use Code (LUC) 240 (Mobile Home Park). Trip generation for the proposed land uses was determined using LUC 221 (Multifamily Housing [Mid-Rise]) and LUC 821 (Shopping Center).

MULTIMODAL REDUCTION

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in which the development is located. A multimodal factor of 7.9 percent (7.9%) was determined for the proposed development. It is expected that a portion of residents, guests, patrons and employees will choose to walk, bike, or use public transit to and from the proposed development.

Five (5) Broward County Transit (BCT) routes and four (4) City of Hallandale Community Shuttle Transit Service routes currently operate in close proximity (within ¼ mile) to the site during the A.M. and P.M. peak hours.

- **BCT Route 1** operates on US 1/Federal Highway in the vicinity of the project site with the nearest stop located just north of NE 6th Street. Route 1 operates with approximately 30-minute headways during the A.M. and P.M. peak periods.
- **BCT Route 4** operates on US 1/Federal Highway in the vicinity of the project site with the nearest stop located just north of NE 6th Street. Route 4 operates with approximately 45-minute headways during the A.M. and P.M. peak periods.
- **BCT Route 5** operates on Pembroke Road and US 1/Federal Highway in the vicinity of the project site with the nearest stop located just north of NE 6th Street. Route 5 operates with approximately 45-minute headways during the A.M. and P.M. peak periods.
- **BCT Route 6** operates on Dixie Highway in the vicinity of the project site with the nearest stop located just north of NE 3rd Street. Route 6 operates with approximately 45-minute headways during the A.M. and P.M. peak periods.
- **BCT Route 28** operates on Hallandale Beach Boulevard in the vicinity of the project site with the nearest stop located just west of US 1/Federal Highway. Route 28 operates with approximately 25-minute headways during the A.M. and P.M. peak periods.
- **City of Hallandale Beach Community Bus Service Route 1** operates on US 1/Federal Highway in the vicinity of the project site with the nearest stop located just south NE 4th

Court. Route 1 operates with approximately 45-minute headways during the A.M. and P.M. peak periods.

- **City of Hallandale Beach Community Bus Service Route 2** operates on US 1/Federal Highway and Hallandale Beach Boulevard in the vicinity of the project site with the nearest stop located just north of NE 6th Street. Route 2 operates with approximately 60-minute headways during the A.M. and P.M. peak periods.
- **City of Hallandale Beach Community Bus Service Route 3** operates on Pembroke Road in the vicinity of the project site with the nearest stop located along Hallandale Beach Boulevard just west of US-1/Federal Highway. Route 3 operates with approximately 60-minute headways during the A.M. and P.M. peak periods.
- **City of Hallandale Beach Community Bus Service Route 4** operates on US-1/Federal Highway in the vicinity of the project site with the nearest stop located just south of NE 1st Court. Route 4 operates with approximately 60-minute headways during the P.M.

Detailed route information and headway data is provided in Appendix E.

INTERNAL CAPTURE

Internal capture is expected between the complementary land uses within the project. Internal capture trips for the project were determined based upon methodology contained in the ITE's *Trip Generation Handbook*, 3rd Edition. An internal capture rate of 1.3 percent (1.3%) is expected for the proposed redevelopment for the A.M. peak hour trip generation and an internal capture rate of 22.8 percent (22.8%) is expected for the proposed redevelopment for the P.M. peak hour trip generation.

PASS-BY CAPTURE

Pass-by capture trip rates were determined based on average rates provided in the ITE's *Trip Generation Manual*, 11th Edition. The pass-by rate for the retail land use is 40.0 percent (40.0%) during the P.M. peak hour.

NET NEW PROJECT TRIPS

As shown in Table 1, the project is expected to generate 7,233 net new daily trips, 403 weekday A.M. peak hour vehicular trips, and 356 weekday P.M. peak hour trips. Detailed trip generation information is included in Appendix F.

Table 1: Proposed Trip Generation				
A.M.(P.M.) [Daily] Peak Hour Driveway Volume				
Future Land Use (ITE Code)	Scale	Entering Trips	Exiting Trips	Total Trips
<i>Existing Development Program</i>				
Mobile Home Park (240)	130 dwelling units	10 (42) [398]	39 (26) [397]	49 (68) [795]
<i>Proposed Redevelopment Development Program</i>				
Multifamily Housing (Mid-Rise) (221)	765 dwelling units	68 (104) [1,261]	228 (85) [1,302]	296 (189) [2,563]
Shopping Plaza (821)	100,000 square feet	96 (127) [2,753]	60 (108) [2,712]	156 (235) [5,465]
	<i>Subtotal</i>	164 (231) [4,014]	288 (193) [4,014]	452 (424) [8,028]
<i>Net New Redevelopment</i>				
	Net New Project Trips	154 (189) [3,616]	249 (167) [3,617]	403 (356) [7,233]



TRIP DISTRIBUTION AND ASSIGNMENT

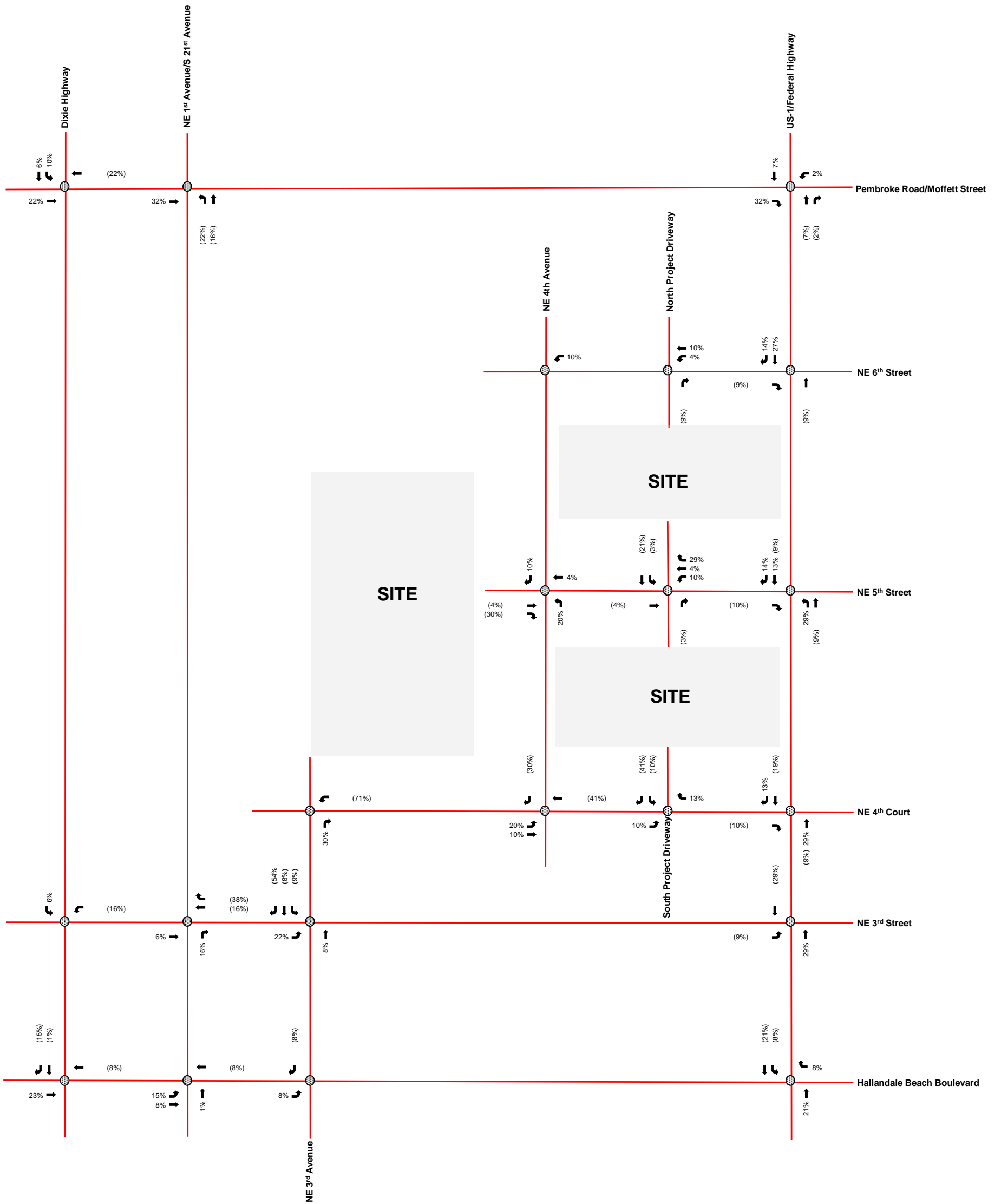
The trip distribution was determined using a selected zone analysis for the appropriate Traffic Analysis Zone (TAZ) in the Southeast Florida Regional Planning Model (SERPM). Adjustments to the traffic distribution were made to account for project trips utilizing the local roadway network as a result of the site’s access management restrictions. Detailed distribution calculations are contained in Appendix G.

Figures 4 and 5 show the project trip distribution and the project trip assignment at the project driveways and adjacent intersections for the A.M. and P.M. peak hours. Figure 6 details the project’s pass-by trip distribution for the weekday P.M. peak hour. Figure 7 details the project’s pass-by trip assignment for the P.M. peak hour. Note that while the intersection of NE 4th Court and NE 4th Avenue does not currently allow northbound and southbound through movements, it is expected that vehicles will be permitted to make these movement in the future based on the proposed site plan and is therefore reflected as such under future conditions.





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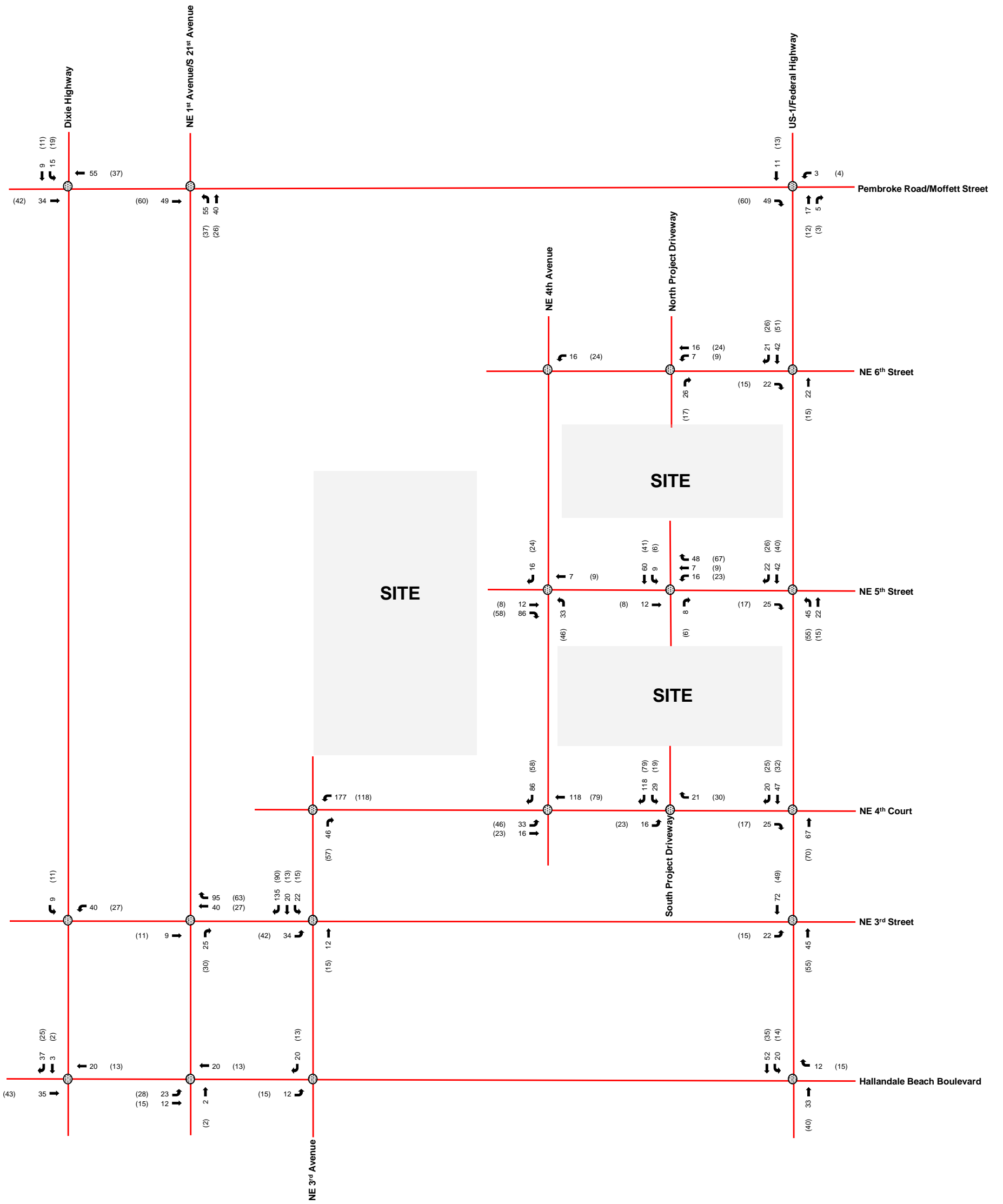
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-  Study Roadway
 -  Study Intersection
 - XX% Entering Trip Distribution
 - (XX%) Exiting Trip Distribution





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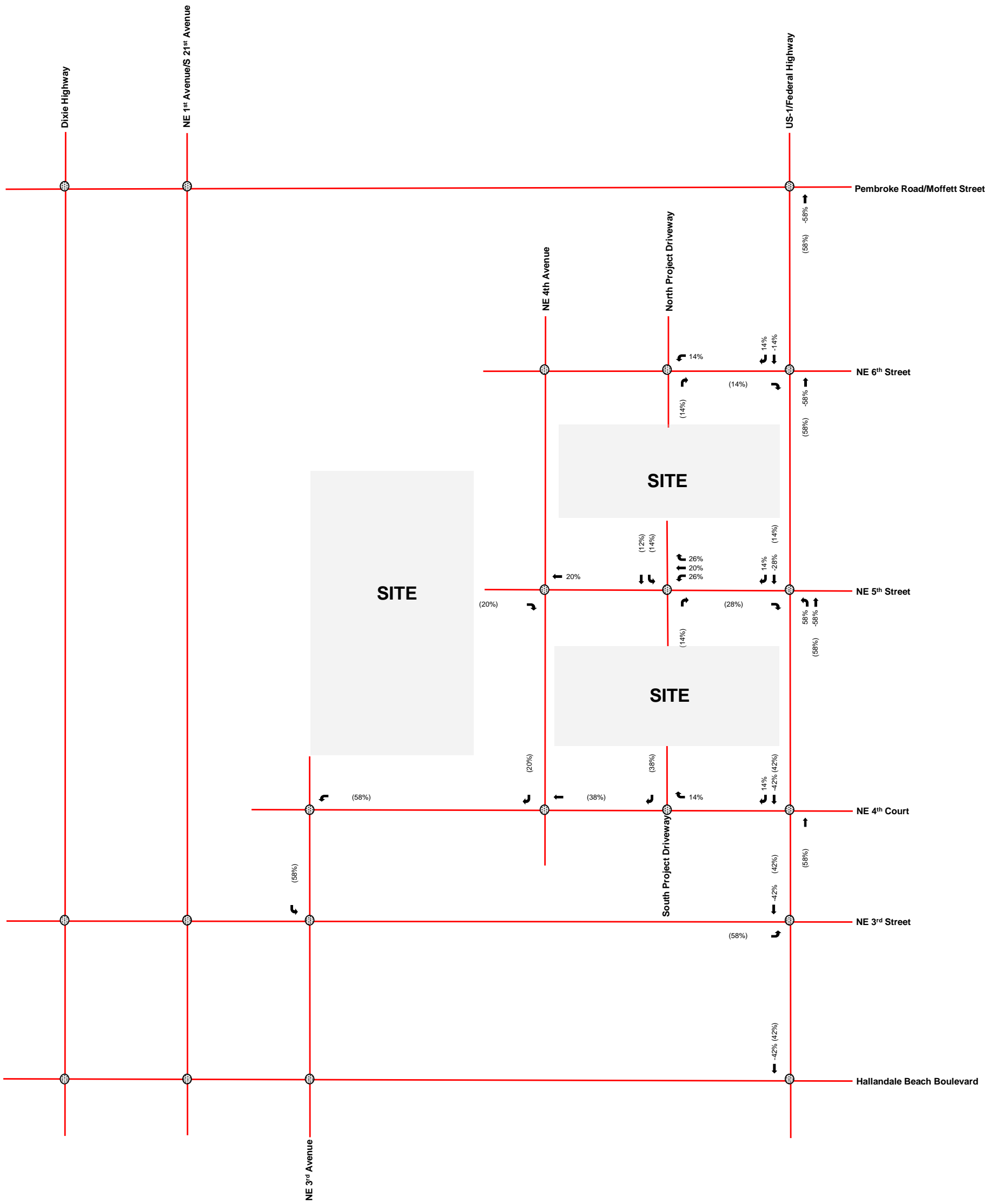
- Legend**
-  Study Roadway
 -  Study Intersection
 - XX A.M. Peak Hour Trip Assignment
 - (XX) P.M. Peak Hour Trip Assignment





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- Legend**
- Study Roadway
 - Study Intersection
 - XX% Entering Pass-By Trip Distribution
 - (XX%) Exiting Pass-By Trip Distribution

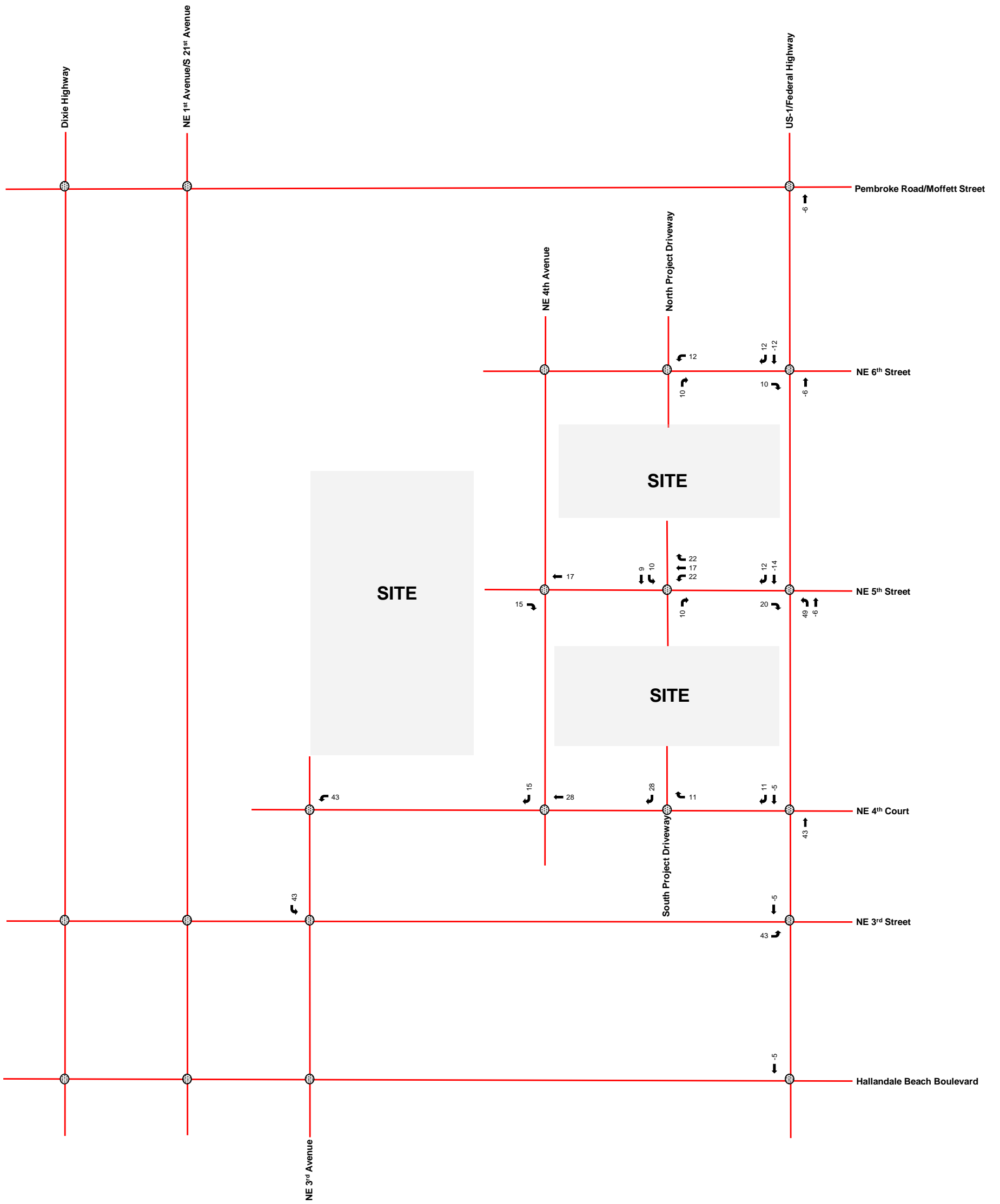




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-  Study Intersection
-  P.M. Peak Hour Pass-By Assignment



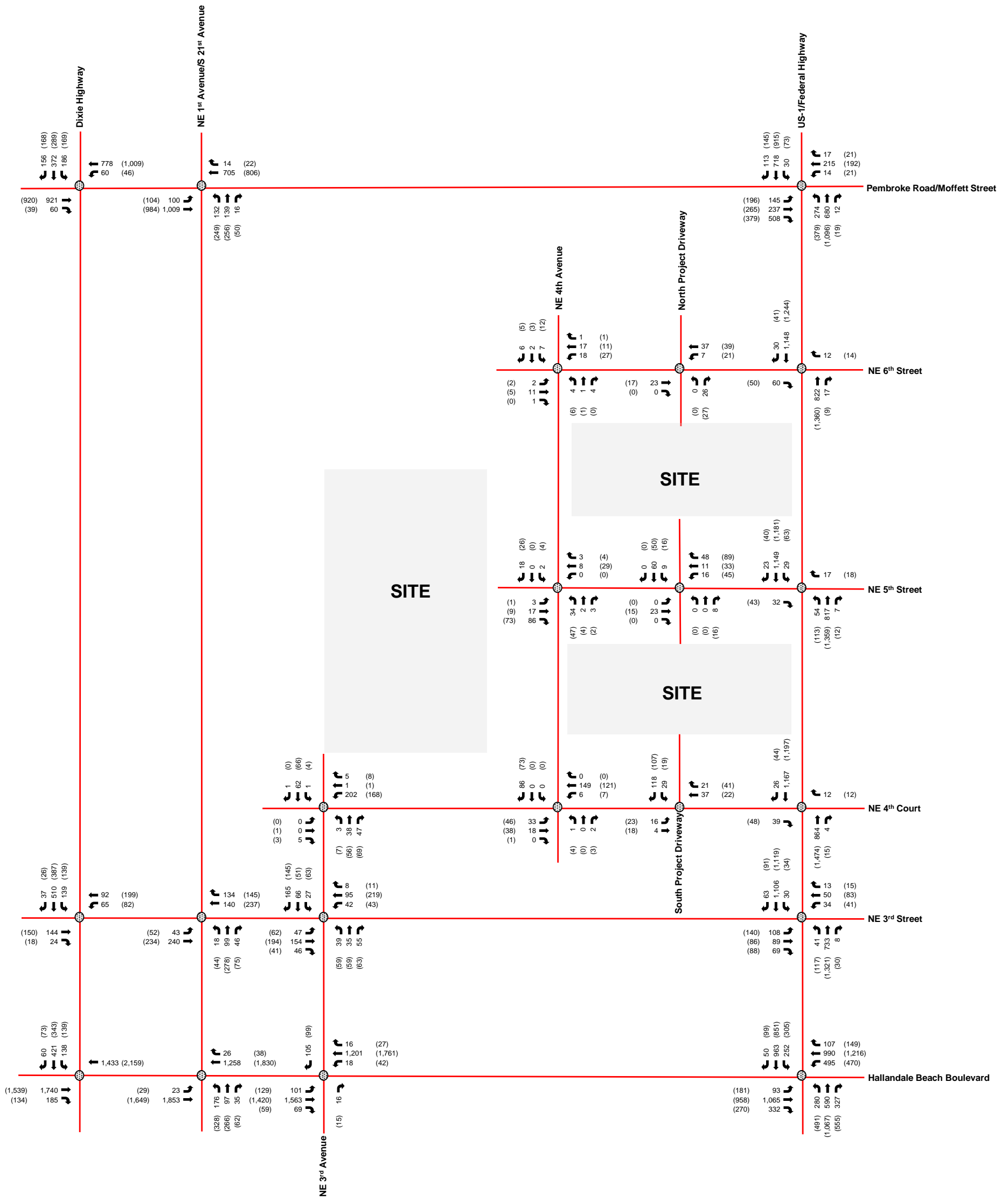
FUTURE TOTAL TRAFFIC

Future total traffic conditions are defined as the expected traffic conditions in the year 2027 after the opening of the project. Total traffic volumes considered in the analysis for this project are the sum of the background traffic volumes and expected project traffic volumes. Refer to Figure 8 for the 2027 future total peak hour traffic volumes. Volume development worksheets for the study intersections are included in Appendix H.



NOT TO SCALE

- Legend**
- Study Roadway
 - Study Intersection
 - XX A.M. Peak Hour Traffic
 - (XX) P.M. Peak Hour Traffic



INTERSECTION CAPACITY ANALYSIS

The study area intersection operating conditions were analyzed for three (3) scenarios (existing conditions, future background conditions, and future total conditions) during the A.M. and P.M. peak hours using Trafficware's *SYNCHRO 12.0* software, which applies methodologies outlined in the Transportation Research Board's (TRB's) *Highway Capacity Manual (HCM) 7th Edition*. Synchro worksheets for the study intersections are included in Appendix I. A summary of the intersection analyses is presented in Table 2 and Table 3.

The results of the intersection capacity analysis indicate that the study intersections are expected to operate at adopted LOS D or better during the A.M. and P.M. peak hours under all analysis conditions with the exception of the following:

- The intersection of US 1/S Federal Highway and Hallandale Beach Boulevard, which operates at LOS E during the A.M. peak hour under all analysis scenarios, and LOS E during the P.M. peak hour under existing conditions, LOS F during the P.M. peak hour under future background and future total conditions. Note that the project assigns net new traffic equivalent to approximately 1.5 percent (1.5%) of the overall traffic volume at this intersection during the A.M. peak hour and 1.3 percent (1.3%) of the overall traffic volume at this intersection during the P.M. peak hour. Therefore, the project is expected to have a nominal impact on this intersection. However, signal timings were optimized in an effort to mitigate the impact of the project such that the delay under future total conditions is less than or equal to the delay under future background conditions during the A.M. and P.M. peak hour.
- The intersection of NE 1st Avenue and NE 3rd Street, which operates at LOS F during the P.M. peak hour future total conditions. However, signal timings were optimized in an effort to mitigate the impact of the project such that the delay under future total conditions at the adopted LOS D. Note that this intersection operates as a clustered intersection to Dixie Highway and NE 3rd Street. Therefore, signal timing optimization for the intersection of Dixie Highway and NE 3rd Street was also included.

Table 2: A.M. Peak Hour Intersection Capacity Analysis							
ID	Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
				EB	WB	NB	SB
<i>Existing Conditions (Future Background Conditions) [Future Total Conditions] <Future Total Conditions with Improvements></i>							
1	Dixie Highway and Pembroke Road	Signalized	D/36.9 sec (D/37.4 sec) [D/39.2 sec]	D (D) [D]	A (A) [A]	⁽³⁾ (3) (3)	E (E) [E]
2	NE 1 st Avenue /S 21 st Avenue and Pembroke Road	Signalized	C/23.7 sec (C/25.1 sec) [C/28.3 sec]	A (A) [A]	D (D) [D]	E (E) [E]	⁽³⁾ (3) (3)
3	US 1/S Federal Highway and Pembroke Road/Moffett Street	Signalized	D/38.9 sec (D/39.3 sec) [D/41.4 sec]	E (E) [E]	E (E) [E]	C (C) [C]	C (C) [C]
4	US 1/S Federal Highway and NE 6 th Street	Two-Way Stop-Controlled	⁽¹⁾	A (A) [A]	A (A) [A]	⁽²⁾	⁽²⁾
5	US 1/S Federal Highway and NE 5 th Street	Two-Way Stop-Controlled	⁽¹⁾	A (A) [A]	A (A) [A]	⁽²⁾	⁽²⁾
6	US 1/S Federal Highway and NE 4 th Court	Two-Way Stop-Controlled	⁽¹⁾	A (A) [A]	A (A) [A]	⁽²⁾	⁽²⁾
7	US 1/S Federal Highway and NE 3 rd Street	Signalized	B/10.5 sec (B/10.5 sec) [B/10.7 sec]	E (E) [E]	E (E) [E]	A (A) [A]	A (A) [A]
8	NE 3 rd Avenue and NE 3 rd Street	All-Way Stop-Controlled	⁽¹⁾	A (A) [B]	A (A) [B]	A (A) [B]	A (A) [B]
9	NE 3 rd Avenue and Hallandale Beach Boulevard	Two-Way Stop-Controlled	⁽¹⁾	⁽²⁾	⁽²⁾	A (A) [A]	A (A) [A]
10	Dixie Highway and NE 3 rd Street	Signalized	C/31.1 sec (C/31.6 sec) [C/30.6 sec]	D (D) [D]	A (A) [A]	³⁾ (3) (3)	C (D) [D]
11	NE 1 st Avenue and NE 3 rd Street	Signalized	B/16.4 sec (B/16.5 sec) [C/34.9 sec]	A (A) [A]	C (C) [E]	C (C) [C]	⁽³⁾ (3) (3)
12	US-1/S Federal Highway and Hallandale Beach Boulevard	Signalized ⁽⁴⁾	E/58.3 sec (E/60.8 sec) [E/62.5 sec] <E/60.8 sec>	E (E) [E] <E>	D (D) [D] <D>	E (E) [E] <E>	E (E) [E] <E>
13	Dixie Highway and Hallandale Beach Boulevard	Signalized	B/19.7 sec (C/20.1 sec) [C/21.2 sec]	B (B) [B]	A (A) [A]	³⁾ (3) (3)	E (E) [E]
14	SE 1 st Avenue/NE 1 st Avenue and Hallandale Beach Boulevard	Signalized	B/13.0 sec (B/13.1 sec) [B/16.8 sec]	A (A) [A]	B (B) [B]	E (E) [E]	⁽³⁾ (3) (3)
15	NE 4 th Avenue NE 6 th Street	Two-Way, Stop-Controlled	⁽¹⁾	A (A) [A]	A (A) [A]	⁽²⁾	⁽²⁾
16	NE 4 th Avenue and NE 5 th Street	All-Way Stop-Controlled	⁽¹⁾	A (A) [A]	A (A) [A]	A (A) [A]	A (A) [A]

Table 2: A.M. Peak Hour Intersection Capacity Analysis							
ID	Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
				EB	WB	NB	SB
<i>Existing Conditions (Future Background Conditions) [Future Total Conditions] <Future Total Conditions with Improvements></i>							
17	NE 4 th Avenue and NE 4 th Court	Two-Way, Stop-Controlled	(1)	A (A) [A]	A (A) [A]	(2)	(3)
18	NE 3 rd Avenue and NE 4 th Court	Two-Way, Stop-Controlled	(1)	A (A) [A]	A (A) [A]	(2)	(2)
19	NE 6 th Street and North Project Driveway	Two-Way, Stop-Controlled	(1)	(2)	(2)	(3) (3) [A]	(3)
20	NE 5 th Street and Center Project Driveway	Two-Way, Stop-Controlled	(1)	(2)	(2)	(3) (3) [A]	(3) (3) [A]
21	NE 4 th Court and South Project Driveway	Two-Way, Stop-Controlled	(1)	(2)	(2)	(3) (3)	(3) (3) [A]

- Notes:
- (1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
 - (2) Approach operates under free-flow conditions. LOS is not defined.
 - (3) Approach does not exist.
 - (4) Signal timings optimized under future total conditions.

Table 3: P.M. Peak Hour Intersection Capacity Analysis							
ID	Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
				EB	WB	NB	SB
<i>Existing Conditions (Future Background Conditions) [Future Total Conditions] <Future Total Conditions with Improvements></i>							
1	Dixie Highway and Pembroke Road	Signalized	D/36.7 sec (D/37.3 sec) [D/38.9 sec]	D (E) [E]	A (A) [A]	⁽³⁾ (³) (³)	E (E) [E]
2	NE 1 st Avenue /S 21 st Avenue and Pembroke Road	Signalized	D/47.4 sec (D/47.7 sec) [D/49.8 sec]	A (A) [A]	E (E) [E]	F (F) [F]	⁽³⁾ (³) (³)
3	US 1/S Federal Highway and Pembroke Road/Moffett Street	Signalized	D/35.9 sec (D/36.4 sec) [D/37.0 sec]	D (D) [D]	E (E) [E]	C (C) [C]	C (C) [C]
4	US 1/S Federal Highway and NE 6 th Street	Two-Way Stop-Controlled	⁽¹⁾	A (A) [A]	A (A) [A]	⁽²⁾	⁽²⁾
5	US 1/S Federal Highway and NE 5 th Street	Two-Way Stop-Controlled	⁽¹⁾	A (A) [A]	A (A) [A]	⁽²⁾	⁽²⁾
6	US 1/S Federal Highway and NE 4 th Court	Two-Way Stop-Controlled	⁽¹⁾	A (A) [A]	A (A) [A]	⁽²⁾	⁽²⁾
7	US 1/S Federal Highway and NE 3 rd Street	Signalized	A/9.1 sec (A/9.2 sec) [B/10.3 sec]	E (E) [E]	E (E) [E]	A (A) [A]	A (A) [A]
8	NE 3 rd Avenue and NE 3 rd Street	All-Way Stop-Controlled	⁽¹⁾	B (B) [C]	B (B) [C]	B (B) [B]	A (A) [B]
9	NE 3 rd Avenue and Hallandale Beach Boulevard	Two-Way Stop-Controlled	⁽¹⁾	⁽²⁾	⁽²⁾	A (A) [A]	A (A) [B]
10	Dixie Highway and NE 3 rd Street	Signalized	C/24.5 sec (C/24.7 sec) [C/24.3 sec] <C/25.4 sec>	D (D) [D] <D>	A (A) [A] <A>	⁽³⁾ (³) (³) (³)	C (C) [C] <C>
11	NE 1 st Avenue and NE 3 rd Street	Signalized ⁽⁴⁾	D/38.9 sec (D/41.0 sec) [F/85.8 sec] <D/47.3 sec>	A (A) [A] <A>	E (F) [F] <F>	D (D) [D] <D>	⁽³⁾ (³) (³) (³)
12	US-1/S Federal Highway and Hallandale Beach Boulevard	Signalized ⁽⁴⁾	E/77.3 sec (F/80.8 sec) [F/81.7 sec] <F/80.5 sec>	E (E) [E] <E>	E (E) [E] <E>	F (F) [F] <F>	E (E) [E] <E>
13	Dixie Highway and Hallandale Beach Boulevard	Signalized	C/22.1 sec (C/22.6 sec) [C/23.8 sec]	D (D) [D]	A (A) [A]	⁽³⁾ (³) (³)	E (E) [E]
14	SE 1 st Avenue/NE 1 st Avenue and Hallandale Beach Boulevard	Signalized	C/20.6 sec (C/21.1 sec) [C/24.8 sec]	B (B) [C]	B (B) [B]	D (D) [D]	⁽³⁾ (³) (³)
15	NE 4 th Avenue NE 6 th Street	Two-Way, Stop-Controlled	⁽¹⁾	A (A) [A]	A (A) [A]	⁽²⁾	⁽²⁾
16	NE 4 th Avenue and NE 5 th Street	All-Way Stop-Controlled	⁽¹⁾	A (A)	A (A)	A (A)	A (A)

Table 3: P.M. Peak Hour Intersection Capacity Analysis							
ID	Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
				EB	WB	NB	SB
<i>Existing Conditions (Future Background Conditions) [Future Total Conditions] <Future Total Conditions with Improvements></i>							
				[A]	[A]	[A]	[A]
17	NE 4 th Avenue and NE 4 th Court	Two-Way, Stop-Controlled	(1)	A (A) [A]	A (A) [A]	(2)	(3)
18	NE 3 rd Avenue and NE 4 th Court	Two-Way, Stop-Controlled	(1)	A (A) [A]	A (A) [A]	(2)	(2)
19	NE 6 th Street and North Project Driveway	Two-Way, Stop-Controlled	(1)	(2)	(2)	(3) (3) [A]	(3)
20	NE 5 th Street and Center Project Driveway	Two-Way, Stop-Controlled	(1)	(2)	(2)	(3) (3) [A]	(3) (3) [A]
21	NE 4 th Court and South Project Driveway	Two-Way, Stop-Controlled	(1)	(2)	(2)	(3)	(3) (3) [A]

- Notes:
- (1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
 - (2) Approach operates under free-flow conditions. LOS is not defined.
 - (3) Approach does not exist.
 - (4) Signal timings optimized under future total conditions.

ROADWAY SEGMENT CAPACITY ANALYSIS

In addition to the intersection capacity analyses, an analysis was prepared for the following roadway segments within the immediate vicinity of the proposed project:

- Hallandale Beach Boulevard between I-95 and NE 14th Avenue
- US-1/Federal Highway between Pembroke Road and the Miami-Dade County Line
- Pembroke Road between US-1/Federal Highway and NW 8th Avenue
- NE 6th Street from US-1/Federal Highway to NE 3rd Avenue
- NE 4th Court from US-1/Federal Highway to NE 3rd Court
- NE 3rd Avenue from NE 7th Street to NE 3rd Street

CAPACITY ANALYSIS

Tables 4, 5, and 6 provide a summary of the A.M. and P.M. peak hour roadway segment analysis for existing, future background, and future total conditions, respectively, utilizing FDOT's 2023 *Multimodal Quality/Level of Service Handbook*. The results indicate that the study roadway segments are expected to operate at adopted LOS D or better under all analysis conditions during the A.M. and P.M. peak hours. Refer to Appendix J for generalized tables used in the analysis.

Table 4: Existing Peak Hour Roadway Capacity

Roadway	Segment	Facility Type ⁽¹⁾	Direction	Existing Raw Volumes		PSCF	Existing Peak Season Volumes		LOS C Standard Capacity ⁽⁶⁾	LOS D Standard Capacity ⁽⁶⁾	LOS E Standard Capacity ⁽⁶⁾	Existing LOS	
				A.M.	P.M.		A.M.	P.M.				A.M.	P.M.
Hallandale Beach Boulevard	I-95 to NE 14 th Avenue	6LD ⁽²⁾	EB/WB	3,364	3,548	1.05	3,532	3,725	4,432	5,634	5,998	C	C
US-1/Federal Highway	Pembroke Road to Miami-Dade County Line	4LD ⁽³⁾	NB/SB	1,798	2,386	1.05	1,888	2,505	2,426	3,583	4,046	C	D
Pembroke Road	US-1/Federal Highway to NW 8 th Avenue	4LD ⁽⁴⁾	EB/WB	2,180	2,399	1.05	2,289	2,519	2,310	3,413	3,854	C	D
NE 6 th Street	US-1/Federal Highway to NE 3 rd Avenue	2LU ⁽⁵⁾	EB/WB	30	30	1.05	32	32	-	1,138	1,555	C	C
NE 4 th Court	US-1/Federal Highway to NE 3 rd Court	2LU ⁽⁵⁾	EB/WB	17	23	1.05	18	24	-	1,138	1,555	C	C
NE 3 rd Avenue	NE 7 th Street to NE 3 rd Street	2LU ⁽⁵⁾	NB/SB	51	107	1.05	54	112	-	1,138	1,555	C	C

- Notes:
- ⁽¹⁾ 6LD - Six-lane divided, 4LD - four-lane divided, 2LU two-lane undivided
 - ⁽²⁾ Based on FDOT C4-Urban General six-lane divided roadway with a 5 percent capacity increase for exclusive right-turn lanes and a 5 percent capacity increase for left-turn lanes
 - ⁽³⁾ Based on FDOT C4-Urban General four-lane divided roadway with a 5 percent capacity increase for exclusive right-turn lanes and a 5 percent capacity increase for left-turn lanes
 - ⁽⁴⁾ Based on FDOT C4-Urban General four-lane divided roadway with a 5 percent capacity increase for exclusive left-turn lanes
 - ⁽⁵⁾ Based on FDOT C4-Urban General two-lane undivided roadway with a 10 percent capacity reduction for "Non-State Signalized Roadways" and a 20 percent capacity reduction for "no exclusive left-turn lanes"
 - ⁽⁶⁾ FDOT's 2023 *Quality Level of Service Handbook*

Table 5: Future Background 2027 Hour Roadway Capacity

Roadway	Segment	Facility Type ⁽¹⁾	Direction	Existing Peak Season Volumes		Growth Rate	Future Background Volumes		LOS C Standard Capacity ⁽⁶⁾	LOS D Standard Capacity ⁽⁶⁾	LOS E Standard Capacity ⁽⁶⁾	Future Background LOS	
				A.M.	P.M.		A.M.	P.M.				A.M.	P.M.
Hallandale Beach Boulevard	I-95 to NE 14 th Avenue	6LD ⁽²⁾	EB/WB	3,532	3,725	0.87%	3,625	3,823	4,432	5,634	5,998	C	C
US-1/Federal Highway	Pembroke Road to Miami-Dade County Line	4LD ⁽³⁾	NB/SB	1,888	2,505	0.87%	1,938	2,571	2,426	3,583	4,046	C	D
Pembroke Road	US-1/Federal Highway to NW 8 th Avenue	4LD ⁽⁴⁾	EB/WB	2,289	2,519	0.87%	2,349	2,585	2,310	3,413	3,854	D	D
NE 6 th Street	US-1/Federal Highway to NE 3 rd Avenue	2LU ⁽⁵⁾	EB/WB	32	32	0.87%	32	32	-	1,138	1,555	C	C
NE 4 th Court	US-1/Federal Highway to NE 3 rd Court	2LU ⁽⁵⁾	EB/WB	18	24	0.87%	18	25	-	1,138	1,555	C	C
NE 3 rd Avenue	NE 7 th Street to NE 3 rd Street	2LU ⁽⁵⁾	NB/SB	54	112	0.87%	55	115	-	1,138	1,555	C	C

- Notes:
- ⁽¹⁾ 6LD - Six-lane divided, 4LD - four-lane divided, 2LU two-lane undivided
 - ⁽²⁾ Based on FDOT C4-Urban General six-lane divided roadway with a 5 percent capacity increase for exclusive right-turn lanes and a 5 percent capacity increase for left-turn lanes
 - ⁽³⁾ Based on FDOT C4-Urban General four-lane divided roadway with a 5 percent capacity increase for exclusive right-turn lanes and a 5 percent capacity increase for left-turn lanes
 - ⁽⁴⁾ Based on FDOT C4-Urban General four-lane divided roadway with a 5 percent capacity increase for exclusive left-turn lanes
 - ⁽⁵⁾ Based on FDOT C4-Urban General two-lane undivided roadway with a 10 percent capacity reduction for "Non-State Signalized Roadways" and a 20 percent capacity reduction for "no exclusive left-turn lanes"
 - ⁽⁶⁾ FDOT's 2023 *Quality Level of Service Handbook*

Table 6: Future Total 2027 Hour Roadway Capacity

Roadway	Segment	Facility Type ⁽¹⁾	Direction	Future Back-ground Volumes		Net New Assignment		Future Total Volumes		LOS C Standard Capacity ⁽⁶⁾	LOS D Standard Capacity ⁽⁶⁾	LOS E Standard Capacity ⁽⁶⁾	Future Total LOS	
				A.M.	P.M.	A.M.	P.M.	A.M.	P.M.				A.M.	P.M.
Hallandale Beach Boulevard	I-95 to NE 14 th Avenue	6LD ⁽²⁾	EB/WB	3,625	3,823	35	43	3,660	3,866	4,432	5,634	5,998	C	C
US-1/Federal Highway	Pembroke Road to Miami-Dade County Line	4LD ⁽³⁾	NB/SB	1,938	2,571	159	143	2,097	2,714	2,426	3,583	4,046	C	D
Pembroke Road	US-1/Federal Highway to NW 8 th Avenue	4LD ⁽⁴⁾	EB/WB	2,349	2,585	104	98	2,453	2,683	2,310	3,413	3,854	D	D
NE 6 th Street	US-1/Federal Highway to NE 3 rd Avenue	2LU ⁽⁵⁾	EB/WB	32	32	21	27	53	59	-	1,138	1,555	C	C
NE 4 th Court	US-1/Federal Highway to NE 3 rd Court	2LU ⁽⁵⁾	EB/WB	18	25	226	188	244	213	-	1,138	1,555	C	C
NE 3 rd Avenue	NE 7 th Street to NE 3 rd Street	2LU ⁽⁵⁾	NB/SB	55	115	223	175	278	290	-	1,138	1,555	C	C

- Notes:
- ⁽¹⁾ 6LD - Six-lane divided, 4LD - four-lane divided, 2LU two-lane undivided
 - ⁽²⁾ Based on FDOT C4-Urban General six-lane divided roadway with a 5 percent capacity increase for exclusive right-turn lanes and a 5 percent capacity increase for left-turn lanes
 - ⁽³⁾ Based on FDOT C4-Urban General four-lane divided roadway with a 5 percent capacity increase for exclusive right-turn lanes and a 5 percent capacity increase for left-turn lanes
 - ⁽⁴⁾ Based on FDOT C4-Urban General four-lane divided roadway with a 5 percent capacity increase for exclusive left-turn lanes
 - ⁽⁵⁾ Based on FDOT C4-Urban General two-lane undivided roadway with a 10 percent capacity reduction for "Non-State Signalized Roadways" and a 20 percent capacity reduction for "no exclusive left-turn lanes"
 - ⁽⁶⁾ FDOT's 2023 *Quality Level of Service Handbook*

CONCLUSION

Seville General Partners, GP is proposing to redevelop the sites located at 426 NE 5th Street and 515 N Federal Highway in Hallandale Beach, Florida. Currently, the sites proposed for redevelopment consists of 130 mobile home park units and 35 seasonal recreational vehicles (RVs). Note that for the purposes of calculating the existing trip generation, only the 130 permanent mobile homes were included, and the 35 seasonal RVs were excluded in order to provide a conservative analysis. The proposed redevelopment consists of 765 mid-rise multifamily residential dwelling units and 100,000 square feet of retail space. The proposed redevelopment is expected to be completed by the year 2027.

Access to the proposed redevelopment will be provided via the following four (4) driveways:

- One (1) full access driveway at NE 6th Street and North Project Driveway
- Two (2) full access driveways along NE 5th Street; one (1) at NE 4th Avenue and one (1) at North Project Driveway/South Project Driveway
- One (1) full access driveway at NE 4th Court and South Project Driveway

Trip generation calculations for the proposed development were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The trip generation for the existing land use was determined using ITE Land Use Code (LUC) 240 (Mobile Home Park). Trip generation for the proposed land uses was determined using LUC 221 (Multifamily Housing [Mid-Rise]) and LUC 821 (Shopping Center). The project is expected to generate 7,233 net new daily trips, 403 net new weekday A.M. peak hour vehicular trips, and 356 net new weekday P.M. peak hour vehicular trips.

The results of the intersection capacity analysis indicate that the study intersections are expected to operate at adopted levels of service (LOS D or better) under all analysis conditions with the exception of the following:

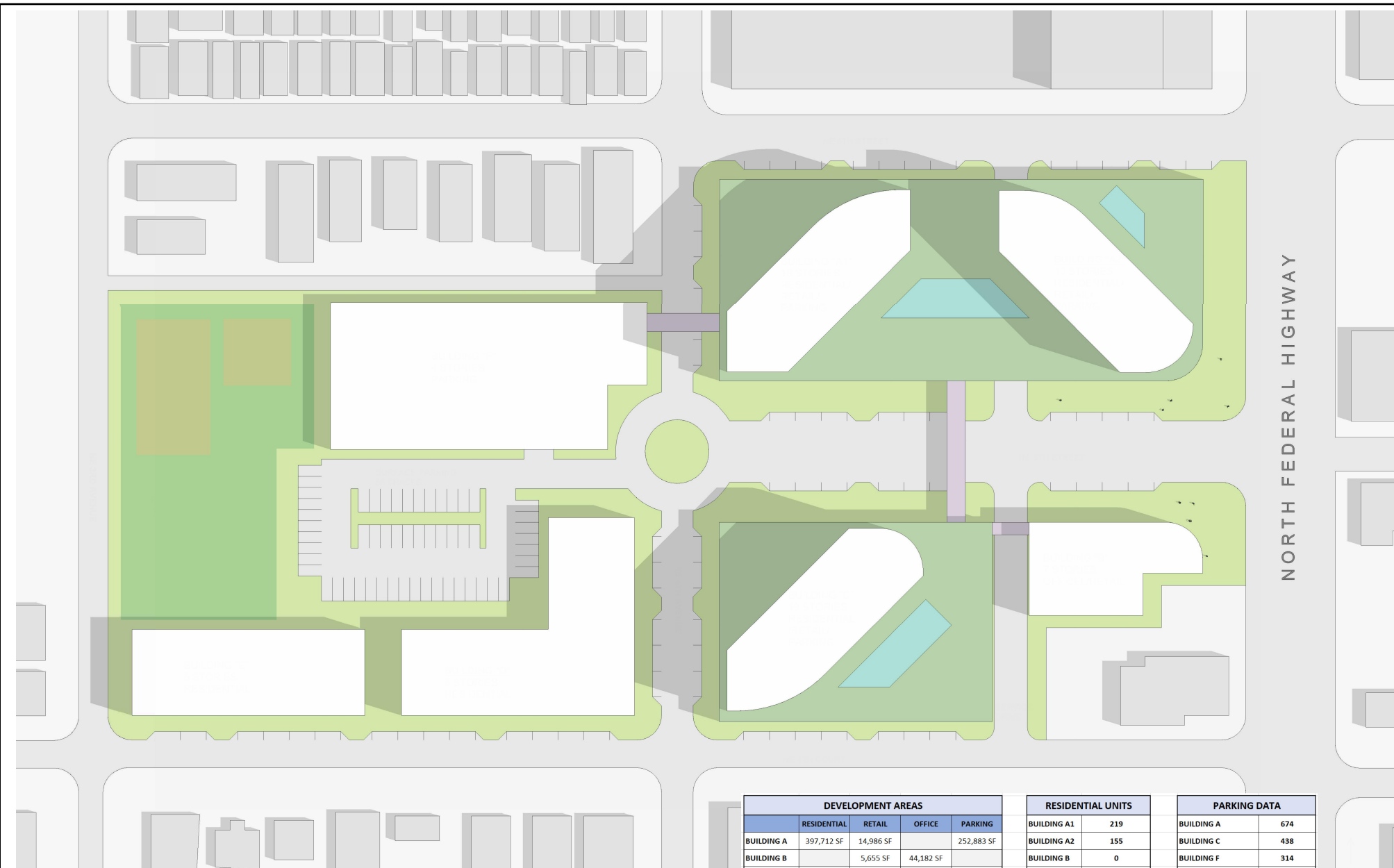
- The intersection of US 1/S Federal Highway and Hallandale Beach Boulevard, which operates at LOS E during the A.M. peak hour under all analysis scenarios, and LOS E during

the P.M. peak hour under existing conditions, and LOS F during the P.M. peak hour under future background and future total conditions. Note that the project assigns net new traffic equivalent to approximately 1.5 percent (1.5%) of the overall traffic volume at this intersection during the A.M. peak hour and 1.3 percent (1.3%) of the overall traffic volume at this intersection during the P.M. peak hour. Therefore, the project is expected to have a nominal impact on this intersection. However, signal timings were optimized in an effort to mitigate the impact of the project such that the delay under future total conditions is less than or equal to the delay under future background conditions during the A.M. and P.M. peak hours.

- The intersection of NE 1st Avenue and NE 3rd Street, which operates at LOS F during the P.M. peak hour future total conditions. However, signal timings were optimized in an effort to mitigate the impact of the project such that the delay under future total conditions at the adopted LOS D. Note that this intersection operates as a clustered intersection to Dixie Highway and NE 3rd Street. Therefore, signal timing for the intersection of Dixie Highway and NE 3rd Street was also included.

The results of the roadway segment capacity analysis indicate that the study roadway segments are expected to operate at adopted LOS D or better under all analysis conditions during the A.M. and P.M. peak hours.

Appendix A
Conceptual Site Plan



NORTH FEDERAL HIGHWAY

N

DEVELOPMENT AREAS					RESIDENTIAL UNITS		PARKING DATA	
	RESIDENTIAL	RETAIL	OFFICE	PARKING				
BUILDING A	397,712 SF	14,986 SF		252,883 SF	BUILDING A1	219	BUILDING A	674
BUILDING B		5,655 SF	44,182 SF		BUILDING A2	155	BUILDING C	438
BUILDING C	188,984 SF	4,565 SF		164,026 SF	BUILDING B	0	BUILDING F	314
BUILDING D	117,755 SF				BUILDING C	184	SURFACE PARKING	56
BUILDING E	79,605 SF				BUILDING D	114	ON-STREET PARKING	68
BUILDING F				117,188 SF	BUILDING E	78	TOTAL PARKING	1550
SUBTOTALS	784,056 SF	25,206 SF	44,182 SF	534,097 SF	TOTAL UNITS	750		
		PROJECT TOTAL		1,387,541 SF				

Appendix B
Methodology Correspondence

Updated October 29th, 2024

**City of Hallandale Beach, Florida
Land Development Application
Traffic Statement / Study Methodology**

Project: Seville Mobile Home Park / Mixed-Use Redevelopment - Rezoning (RAC)

Address: N/A

Location: West of US 1 / North of NE 4th Ct. / South of NE 6th St. / East of NE 3rd Ave.

Traffic Statement – Required for small-scale land development applications generating 100 or fewer new average daily trips. In this instance roadways / intersections within 1,000 feet of the site shall be analyzed for traffic impacts. (Comprehensive Plan Policy 1.3.7)

Traffic Study – Required for larger-scale land development applications generating over 100 new average daily trips. In this instance roadways / intersections within one (1) mile of the site shall be analyzed for traffic impacts. (Comprehensive Plan Policy 1.3.7)

Traffic Analysis – A description of vehicular traffic generated by the proposed development and its impact on average daily and peak hour basis as related to both current roadway usage, projected roadway usage, and design capacities at (1) vehicular access points to the site, and (2) street intersections within a 1,000-foot radius of the site (Section 32-788(g)).

Proposed Land Uses

Existing = 130+/- Mobile Homes / 35 RV Spots

Proposed: DU = 765 DU Office = 0 SF Retail = 100,000+/- SF

Estimated Traffic Generation

Net New Trips (Gross) ADT = 6,850+/- AMPH = 513+/- PMPH = 637+/-

(Traffic Study Required)

Proposed Access Description

Access to the 8.50 acre site is proposed via the existing adjoining roadways (US 1 / NE 4th Court / NE 5th Street / NE 6th Street / NE 3rd Avenue / NE 4th Avenue (exact driveway connections not delineated as yet). No detailed site plan proposed at this time.

The local roadways are 50-feet in width. US 1 is classified as an 80' wide Collector roadway in this area. The roadway is constructed as a 4-lane divided (4LD) road at this location.

Traffic Study Methodology

Following is the methodology to be used for the Traffic Study required for the above referenced land development project:

Data Collection (*May use other project's traffic count information if data is within 3 months*)

Four-hour (7:00-9:00 a.m. and 4:00-6:00 p.m.) turning-movement counts will be collected at the following intersections (3,600 foot distance from site vs. 1 mile – adjusted by MMPA):

Primary Intersections (Ops Analysis & Project Impacts for AM / PM Peak Hours)

- Pembroke Road at Dixie Hwy / NE 1st Avenue
- Pembroke Road at US 1
- NE 6th Street at US 1
- NE 5th Street at US 1
- NE 4th Court at US 1
- NE 3rd Street at US 1
- NE 3rd Street at NE 3rd Avenue
- NE 3rd Avenue at Hallandale Bch. Blvd.
- NE 3rd Street at Dixie Hwy / NE 1st Avenue
- Hallandale Bch. Blvd. at US 1
- Hallandale Bch. Blvd. at Dixie Hwy / NE 1st Avenue

Roadway link volumes may be obtained via original traffic counts and/or from the Florida Department of Transportation's (FDOT) Online Traffic Data for the latest year of collected data (currently 2018). The studied roadway links are proposed to be (1 mile distance from site – adjusted by MMPA):

- Hallandale Bch. Blvd. between I-95 and NE 14th Avenue
- US 1 between Pembroke Road and the Miami-Dade County Line
- Pembroke Road between US 1 and NW 8th Avenue
- NE 6th Street from US 1 to NE 3rd Avenue
- NE 4th Court from US 1 to NE 3rd Court
- NE 3rd Avenue from NE 7th Street to NE 3rd Street

All traffic counts will be adjusted to reflect peak season conditions by the use of a Peak Season Factor obtained from FDOT.

Traffic signal timing plans for each signalized intersection will be obtained from Broward County's Traffic Engineering Division and roadway geometrics will be obtained from field reviews and a review of aerial maps.

Trip Generation, Distribution and Assignment

Project trips shall be estimated using trip generation characteristics data obtained from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. Provide

Average Annual Daily / AM Peak Hour / PM Peak Hour trip generation calculations. Project trips will be distributed onto the study area roadway network based on knowledge of the local area roadways and a review of traffic volumes on those roadways.

Background Traffic

An annual growth rate will be developed by analyzing historic Annual Average Daily Traffic (AADT) volumes on the roadways within and near the study area. The existing traffic volumes collected in 2023-24 will be “grown” by the application of the annual growth factor to reflect the volumes expected in the buildout year (TBD).

In addition, committed development project trips will also be added to the buildout year adjusted traffic volumes. The list of approved City projects (under construction / not built as yet) will be provided by City staff. The sum of the annual growth rate adjustments and committed development trips will comprise the background conditions traffic volumes.

Capacity Analysis

All studied intersections will be analyzed using Synchro software, Version 9. The capacity analyses will be completed for the existing conditions, background conditions and total traffic conditions (background plus project trips). Roadway segment capacity analyses will be completed using information contained in the Broward County MPO’s latest version of *Roadway Capacity and Level of Service Analysis*.

Parking Analysis

Not applicable at this time. No Site Development Plan submitted at this time.

Site Circulation

Not applicable at this time. No Site Development Plan submitted at this time.

Mitigation


If it is determined that roadway, pedestrian or signalization impacts will occur, the study must include recommendation(s) to dedicate right-of-way / easements, and to construct / fund physical improvements to mitigate the impacts. This may include fees in lieu of improvements.

Report

A summary report will be prepared that summarizes the analyses and findings described above. The report will provide graphics and tables as appropriate to illustrate the data and findings. An electronic copy of the report and hard copies (# to be specified by City) will be provided to the City of Hallandale Beach for their use.

MEMORANDUM

To: Christy Dominguez
City of Hallandale Beach

From: John J. McWilliams, P.E. 

Date: March 18, 2024

**Subject: Seville Hallandale Beach
Traffic Study Methodology**

The purpose of this memorandum is to summarize the traffic study methodology for the proposed redevelopment located at 426 NE 5th Street and 515 N Federal Highway in Hallandale Beach, Florida. The properties proposed for redevelopment are currently occupied by 130 mobile home park units and 35 seasonal recreational vehicles (RVs). Note that for the purposes of calculating the existing trip generation, only the 130 permanent mobile homes were included, and the 35 seasonal RVs were excluded in order to provide a conservative analysis. The proposed redevelopment consists of 192 mid-rise multifamily residential dwelling units, 558 high-rise multifamily residential dwelling units, 25,206 square feet of retail space, and 44,182 square feet of office space. A location map and conceptual site plan for the proposed redevelopment are included in Attachment A. The following sections summarize our proposed methodology.

TRIP GENERATION

Trip generation calculations for the existing development and proposed redevelopment were performed using Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The trip generation for the existing development was determined using ITE Land Use Code (LUC) 240 (Mobile Home Park). The trip generation for the proposed redevelopment was determined using ITE LUC 221 (Multifamily Housing [Mid-Rise]), LUC 222 (Multifamily Housing [High-Rise]), LUC 822 (Strip Retail Plaza), and LUC 710 (General Office Building).

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in which the development is located. A multimodal factor of 7.9 percent (7.9%) was determined for the residential land uses. It is expected that a portion of residents and guests will choose to walk, bike, or use public transit to and from the proposed redevelopment.

Internal capture is expected between the complementary land uses within the project. Internal capture trips for the project were determined based upon methodology contained in the ITE's *Trip Generation Handbook*, 3rd Edition. An internal capture rate of 14.9 percent (14.9%) for the daily trip generation, 6.1 percent (6.1%) for the A.M. peak hour trip generation and 16.4 percent (16.4%) for the P.M. peak hour trip generation is expected for the proposed redevelopment.

Pass-by capture trip rates were determined based on average rates provided in the ITE's *Trip Generation Manual*, 11th Edition. Note that as ITE does not provide pass-by data for LUC 822, a pass-by rate of 40.0 percent (40.0%) based on LUC 821 (Shopping Plaza) was utilized during the P.M. peak hour.

The redevelopment is expected to generate 3,285 net new weekday vehicular trips, 259 net new weekday A.M. peak hour vehicular trips, and 257 net new weekday P.M. peak hour vehicular trips. Detailed trip generation calculations and US Census *Means of Transportation to Work* data are included in Attachment B.

STUDY AREA

The following intersections will be examined as part of the study area:

1. Pembroke Road and Dixie Highway/NE 1st Avenue
2. Pembroke Road and US-1/Federal Highway
3. NE 6th Street and US-1/Federal Highway
4. NE 5th Street and US-1/Federal Highway
5. NE 4th Court and US-1/Federal Highway
6. NE 3rd Street and US-1/Federal Highway
7. NE 3rd Street and NE 3rd Avenue
8. Hallandale Beach Boulevard and NE 3rd Avenue
9. NE 3rd Street and Dixie Highway/NE 1st Avenue
10. Hallandale Beach Boulevard and US-1/Federal Highway
11. Hallandale Beach Boulevard and Dixie Hwy / NE 1st Avenue

The following roadway segments were identified for analysis:

1. Hallandale Beach Boulevard between I-95 and NE 14th Avenue
2. US-1/Federal Highway between Pembroke Road and the Miami-Dade County Line
3. Pembroke Road between US-1/Federal Highway and NW 8th Avenue
4. NE 6th Street from US-1/Federal Highway to NE 3rd Avenue
5. NE 4th Court from US-1/Federal Highway to NE 3rd Court
6. NE 3rd Avenue from NE 7th Street to NE 3rd Street

DATA COLLECTION

A.M. (7:00 A.M. to 9:00 A.M.) and P.M. (4:00 P.M. to 6:00 P.M.) peak period turning movement counts will be collected at all identified study intersections on a typical weekday (Tuesday, Wednesday, or Thursday). Additionally, 24-hour continuous machine counts will be collected at all identified study roadway segments during the typical weekday (Tuesday, Wednesday, or Thursday).

All traffic counts will be adjusted to peak season conditions using the appropriate Florida Department of Transportation (FDOT) peak season category factors. Turning movement counts will be collected in 15-minute intervals during the two (2) peak periods. Turning movement counts will also include pedestrians and bicyclists. Signal timing information will be obtained from the Broward County Traffic Engineering Division. All traffic data collected will be provided in the Appendix of the traffic impact study. All traffic data collected will be provided in the Appendix of the traffic analysis report.

TRIP DISTRIBUTION

Trip distribution will be determined based on turning movements counts collected at the study area intersections and/or by utilizing a select zone analysis for the appropriate Traffic Analysis Zone (TAZ) in the Southeast Florida Regional Planning Model (SERPM).

BACKGROUND GROWTH RATE

A background growth rate will be calculated based on historic growth trends at nearby Florida Department of Transportation (FDOT) traffic count stations. Additionally, growth rates based on the Florida Standard Urban Transportation Model Structure (FSUTMS) Southeast Regional Planning Model (SERPM) projected 2015 and 2045 model network volumes will be examined. The higher of the two (2) growth rates will be used in the analysis. Documentation will be provided in the Appendix of the traffic impact study. The City's review of this document will determine any committed projects to include in background conditions. The City will provide the corresponding approved traffic study for any committed projects identified.

CAPACITY ANALYSIS

Capacity analyses will be conducted for the A.M. and P.M. peak hours at the study intersections and study segment. Intersection analyses will be performed using Trafficware's *Synchro* traffic engineering analysis software which applies the Transportation Research Board's (TRB's), *Highway Capacity Manual* (HCM), 2000 and 6th Edition methodologies. Roadway segment capacity analysis will be conducted using FDOT's *Quality/LOS Handbook – Generalized Tables*, 2023. Capacity analyses will be conducted for three (3) scenarios: existing, future build-out without project (future background conditions), and future build-out with project (future total conditions).

The following figures will be included for the study intersections:

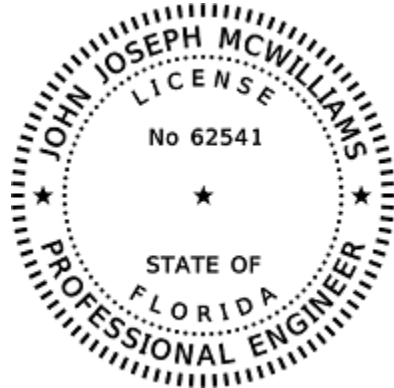
- Existing conditions
- Future background traffic conditions (with growth rate and committed development traffic)
- Trip distribution
- Trip assignment
- Future total traffic conditions (with project)

GARAGE ENTRY GATE OPERATIONS ANALYSIS

An entry gate analysis will be prepared for parking garage entry points, if entry gate is provided. The entry gate queuing analysis will be prepared for the weekday A.M. and school P.M. peak hours. Entry gate queuing analysis will be conducted consistent with the procedures outlined in ITE's *Transportation and Land Development*, 1988 and/or *Parking Structures – Planning, Design, Construction, Maintenance, and Repair*, 2000 and 2011. The purpose of this analysis is to determine any future queue storage deficiencies at the entry gates and provide preliminary recommendations for mitigating these deficiencies.

DOCUMENTATION

The results of the traffic analysis will be summarized in a report. The report will include supporting documents including signal timings, lane geometry, and software output sheets. The report will also include text and graphics necessary to summarize the assumptions and analysis.



This item has been electronically signed and sealed by John J. McWilliams, P.E. on **March 18, 2024** using a SHA authentication code.

Printed copies of this document are not considered signed and sealed and the SHA authentication code must be verified on any electronic copies.

John J. McWilliams, P.E.
Florida Registration Number 62541
Kimley-Horn and Associates, Inc.
8201 Peters Road, Suite 2200
Plantation, Florida 33324

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Appendix removed to reduce duplicate information

Appendix C

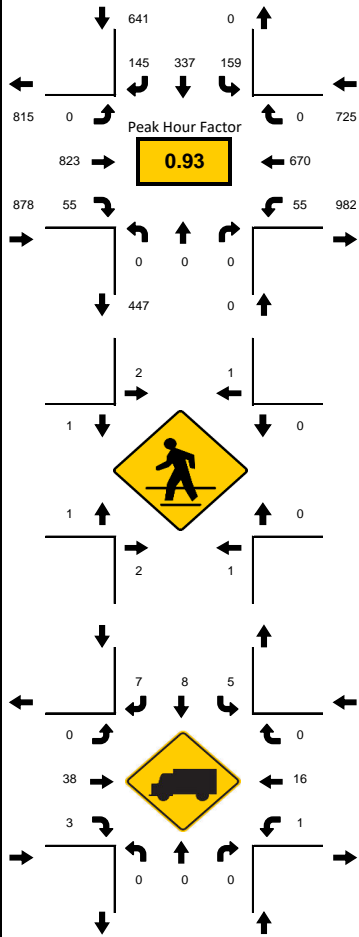
Traffic Data

Turning Movement Counts

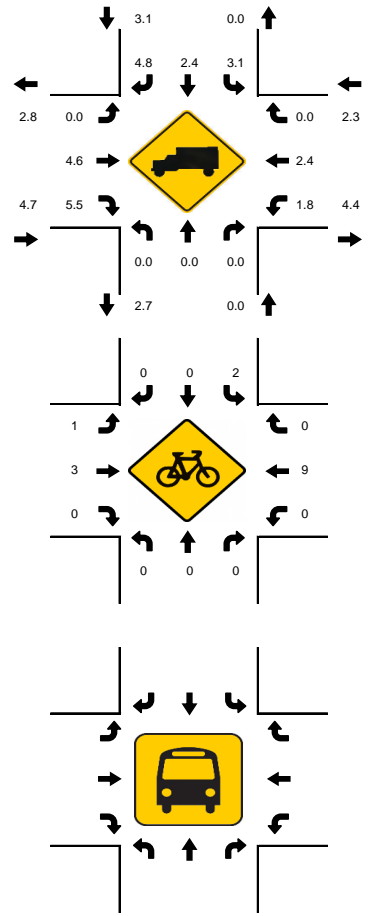
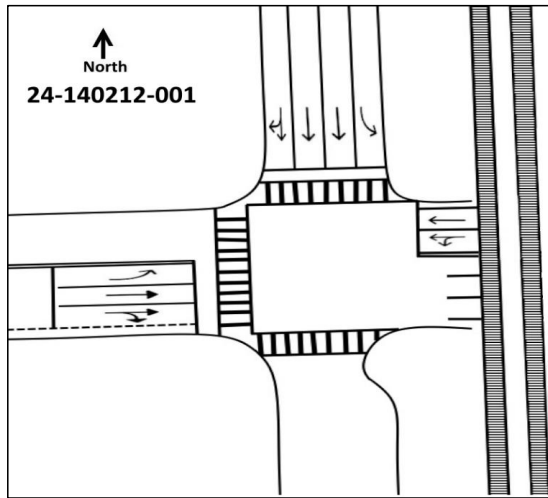
LOCATION: Dixie Hwy/NE 1st Ave/S 21st Ave SB & Pembroke Rd/SR 824
 CITY/STATE: Hallandale Beach, FL

PROJECT ID: 24-140212-001
 DATE: Tue, Aug 06, 2024

Peak-Hour: 08:00 AM - 09:00 AM
 Peak 15-Minute: 08:15 AM - 08:30 AM



National Data & Surveying Services



15-Min Count Period Beginning At	Dixie Hwy/NE 1st Ave/S 21st Ave S Northbound					Dixie Hwy/NE 1st Ave/S 21st Ave S Southbound					Pembroke Rd/SR 824 Eastbound				Pembroke Rd/SR 824 Westbound				Total	Hourly Total		
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt			U	R*
7:00 AM	0	0	0	0	0	16	40	28	0	0	0	139	11	0	0	4	128	0	0	0	366	1724
7:15 AM	0	0	0	0	0	21	36	29	0	0	0	149	11	0	0	7	136	0	0	0	389	1863
7:30 AM	0	0	0	0	0	36	77	31	0	0	0	158	16	0	0	13	166	0	0	0	497	2077
7:45 AM	0	0	0	0	0	28	57	31	0	0	0	178	9	0	0	8	161	0	0	0	472	2138
8:00 AM	0	0	0	0	0	31	96	33	0	0	0	197	13	0	0	5	130	0	0	0	505	2244
8:15 AM	0	0	0	0	0	43	84	38	0	0	0	209	14	0	0	19	196	0	0	0	603	1739
8:30 AM	0	0	0	0	0	34	82	28	0	0	0	230	13	0	0	14	157	0	0	0	558	1136
8:45 AM	0	0	0	0	0	51	75	46	0	0	0	187	15	0	0	17	187	0	0	0	578	578
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound				Westbound				Total			
All Vehicles	0	0	0	0	0	204	384	184	0	0	0	920	60	0	0	76	784	0	0	0	2612	
Heavy Trucks	0	0	0	0	0	12	16	8	0	0	0	44	8	0	0	4	20	0	0	0	112	
Pedestrians			8				8					8					0				24	
Bicycles	0	0	0	0	0	8	0	0	0	0	4	8	0	0	0	0	16	0	0	0	36	
Buses																						
Stopped Buses																						

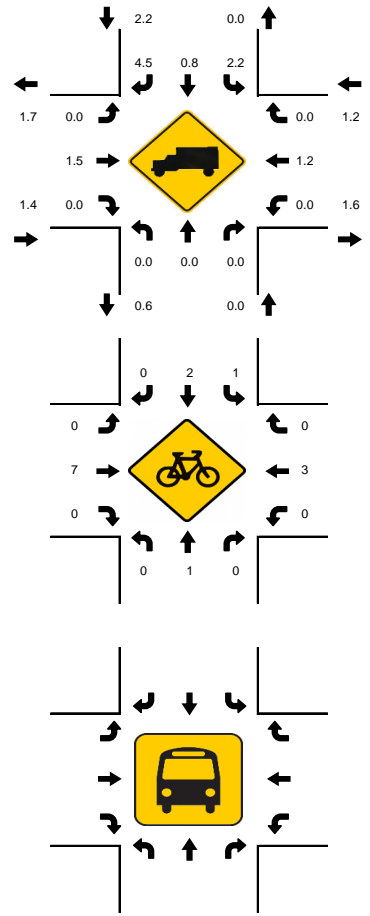
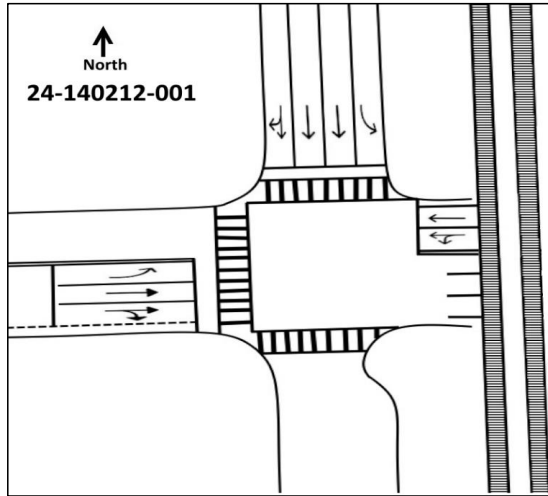
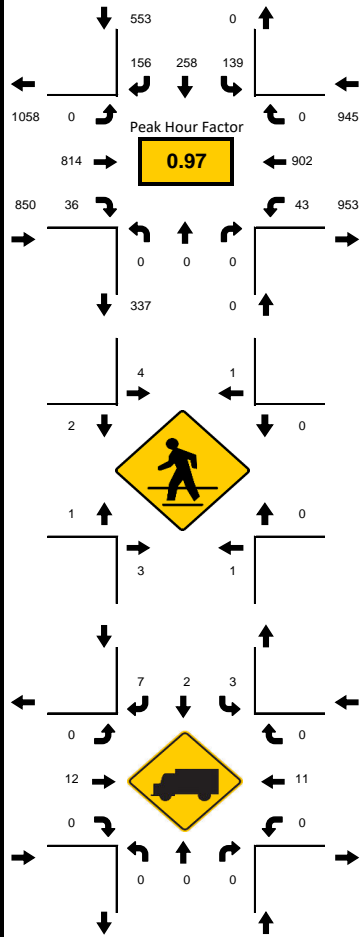
LOCATION: Dixie Hwy/NE 1st Ave/S 21st Ave SB & Pembroke Rd/SR 824
 CITY/STATE: Hallandale Beach, FL

PROJECT ID: 24-140212-001
 DATE: Tue, Aug 06, 2024

Peak-Hour: 04:45 PM - 05:45 PM
 Peak 15-Minute: 05:30 PM - 05:45 PM



National Data & Surveying Services

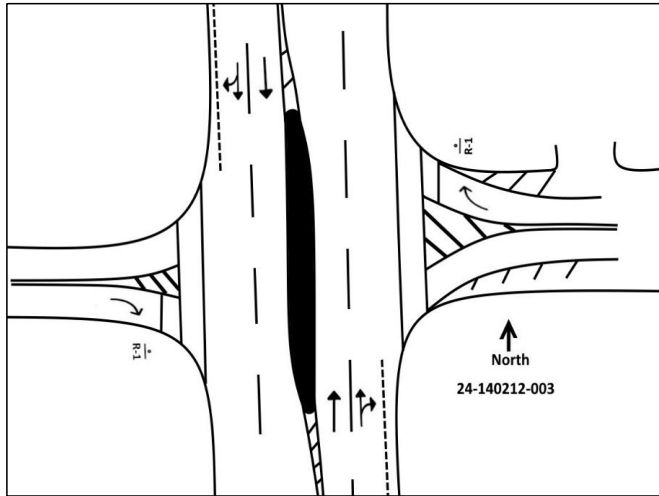
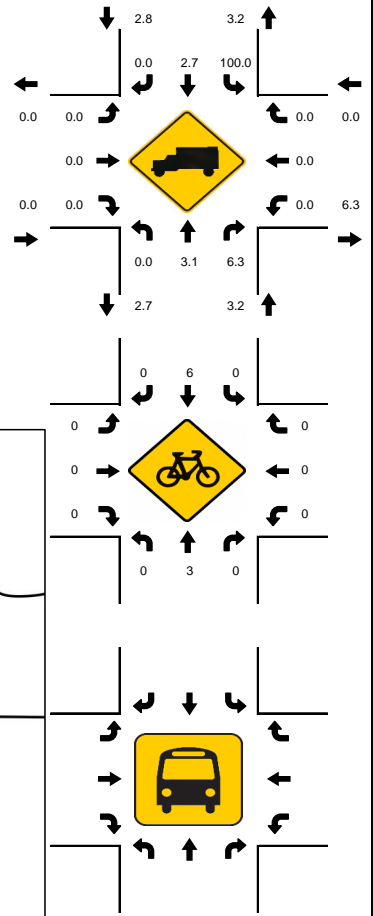
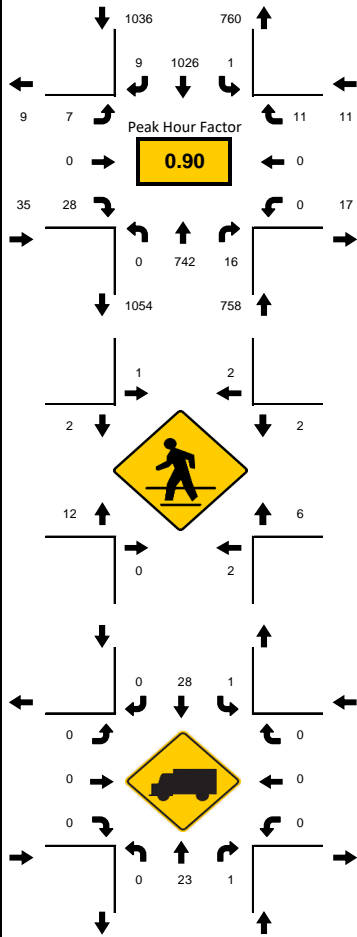


15-Min Count Period Beginning At	Dixie Hwy/NE 1st Ave/S 21st Ave S Northbound				Dixie Hwy/NE 1st Ave/S 21st Ave S Southbound				Pembroke Rd/SR 824 Eastbound				Pembroke Rd/SR 824 Westbound				Total	Hourly Total				
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left			Thru	Rgt	U	R*
4:00 PM	0	0	0	0	0	32	61	48	0	0	0	212	12	0	0	13	203	0	0	0	581	2274
4:15 PM	0	0	0	0	0	32	57	44	0	0	0	168	15	0	0	14	223	0	0	0	553	2274
4:30 PM	0	0	0	0	0	22	84	54	0	0	0	192	7	0	0	6	207	0	0	0	572	2317
4:45 PM	0	0	0	0	0	35	59	43	0	0	0	207	11	0	0	9	204	0	0	0	568	2348
5:00 PM	0	0	0	0	0	33	76	41	0	0	0	193	7	0	0	8	223	0	0	0	581	2346
5:15 PM	0	0	0	0	0	43	69	34	0	0	0	203	11	0	0	10	226	0	0	0	596	1765
5:30 PM	0	0	0	0	0	28	54	38	0	0	0	211	7	0	0	16	249	0	0	0	603	1169
5:45 PM	0	0	0	0	0	33	74	32	0	0	0	195	13	0	0	11	208	0	0	0	566	566
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total					
All Vehicles	0	0	0	0	0	172	304	172	0	0	0	844	44	0	0	64	996	0	0	0	2596	
Heavy Trucks	0	0	0	0	0	8	8	16	0	0	0	16	0	0	0	0	12	0	0	0	60	
Pedestrians	0	0	8	0	0	0	12	0	0	0	0	8	0	0	0	0	0	0	0	0	28	
Bicycles	0	4	0	0	0	4	4	0	0	0	0	16	0	0	0	0	8	0	0	0	36	
Buses																						
Stopped Buses																						

LOCATION: Federal Hwy/US 1/SR 5 & NE 6th St
 CITY/STATE: Hallandale Beach, FL

PROJECT ID: 24-140212-003
 DATE: Tue, Aug 06, 2024

Peak-Hour: 08:00 AM - 09:00 AM
 Peak 15-Minute: 08:45 AM - 09:00 AM



15-Min Count Period Beginning At	Federal Hwy/US 1/SR 5 Northbound				Federal Hwy/US 1/SR 5 Southbound				NE 6th St Eastbound				NE 6th St Westbound				Total	Hourly Total				
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left			Thru	Rgt	U	R*
7:00 AM	0	118	0	0	0	0	162	3	0	0	0	0	1	0	0	0	0	2	0	0	286	1380
7:15 AM	0	126	1	0	0	0	189	4	0	0	2	0	4	0	0	0	0	2	0	0	328	1468
7:30 AM	0	127	0	0	0	0	208	3	0	0	0	0	2	0	0	0	0	1	0	0	341	1613
7:45 AM	0	152	3	0	0	0	253	2	0	0	4	0	6	0	0	0	0	5	0	0	425	1752
8:00 AM	0	151	3	0	0	0	212	0	0	0	0	0	6	0	0	0	0	2	0	0	374	1840
8:15 AM	0	193	8	0	0	0	253	4	0	0	4	0	8	0	0	0	0	3	0	0	473	1466
8:30 AM	0	151	3	0	0	0	313	2	1	0	1	0	5	0	0	0	0	4	0	0	480	993
8:45 AM	0	247	2	0	0	0	248	3	0	0	2	0	9	0	0	0	0	2	0	0	513	513
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total					
All Vehicles	0	988	32	0	0	0	1252	16	4	0	16	0	36	0	0	0			0	16	0	0
Heavy Trucks	0	32	4	0	0	0	60	0	4	0	0	0	0	0	0	0	0	0	0	0	96	
Pedestrians	0	4	0	0	0	0	4	0	0	0	0	32	0	0	0	0	16	0	0	0	56	
Bicycles	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	16	
Buses																						
Stopped Buses																						

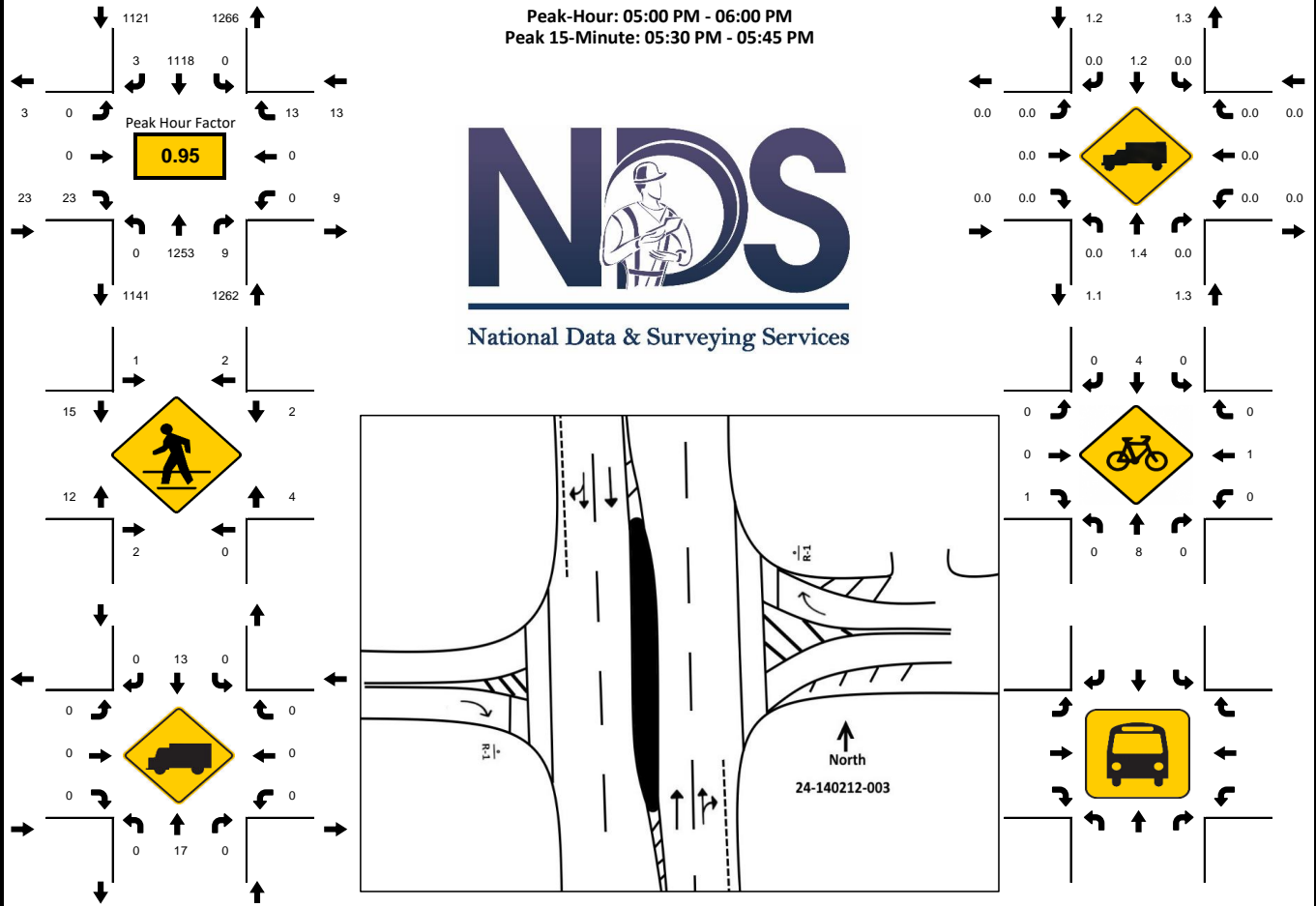
LOCATION: Federal Hwy/US 1/SR 5 & NE 6th St
 CITY/STATE: Hallandale Beach, FL

PROJECT ID: 24-140212-003
 DATE: Tue, Aug 06, 2024

Peak-Hour: 05:00 PM - 06:00 PM
 Peak 15-Minute: 05:30 PM - 05:45 PM



National Data & Surveying Services



15-Min Count Period Beginning At	Federal Hwy/US 1/SR 5 Northbound				Federal Hwy/US 1/SR 5 Southbound				NE 6th St Eastbound				NE 6th St Westbound				Total	Hourly Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left			Thru
4:00 PM	0	290	3	0	0	246	1	0	0	0	8	0	0	0	2	0	550	2266	
4:15 PM	0	311	5	0	0	245	3	0	0	0	5	0	0	0	6	0	575	2290	
4:30 PM	0	298	3	0	0	268	1	0	0	0	8	0	0	0	4	0	582	2343	
4:45 PM	0	304	0	0	0	247	3	0	0	0	5	0	0	0	0	0	559	2400	
5:00 PM	0	320	1	0	0	243	1	0	0	0	5	0	0	0	4	0	574	2419	
5:15 PM	0	334	2	0	0	283	1	0	0	0	5	0	0	0	3	0	628	1845	
5:30 PM	0	318	3	0	0	306	1	0	0	0	10	0	0	0	1	0	639	1217	
5:45 PM	0	281	3	0	0	286	0	0	0	0	3	0	0	0	5	0	578	578	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Rgt	U	Left	Thru	Rgt	U	Left	Thru	Rgt	U	Left	Thru	Rgt	U			
All Vehicles	0	1336	12	0	0	1224	4	0	0	0	40	0	0	0	20	0	2636		
Heavy Trucks	0	28	0	0	0	16	0	0	0	0	0	0	0	0	0	0	44		
Pedestrians		8				12				32				12			64		
Bicycles	0	16	0	0	0	8	0	0	0	0	4	0	0	4	0	0	32		
Buses																			
Stopped Buses																			

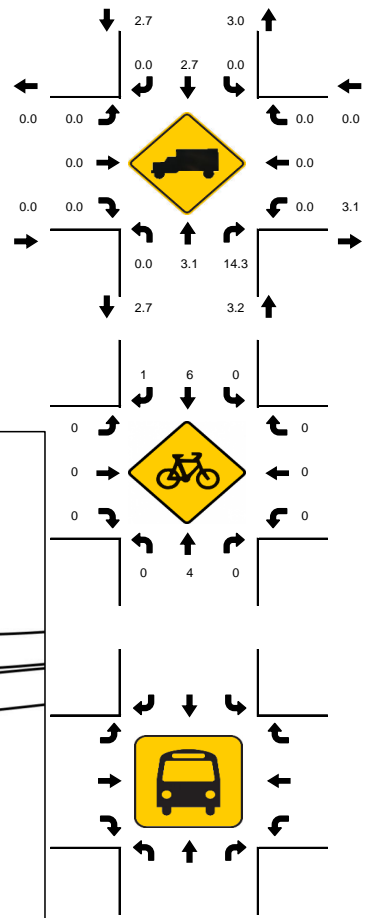
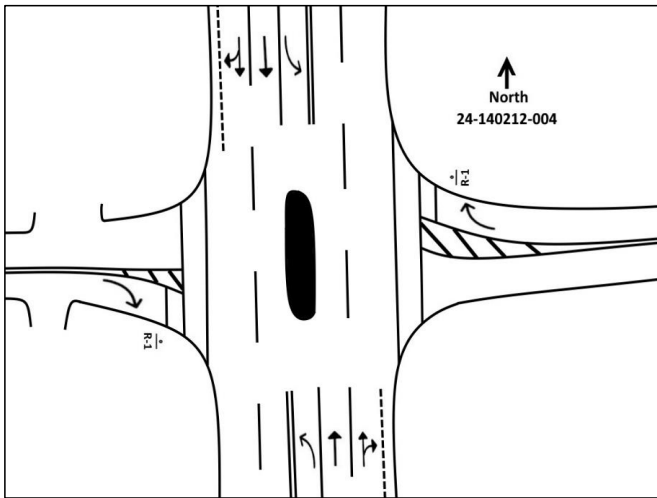
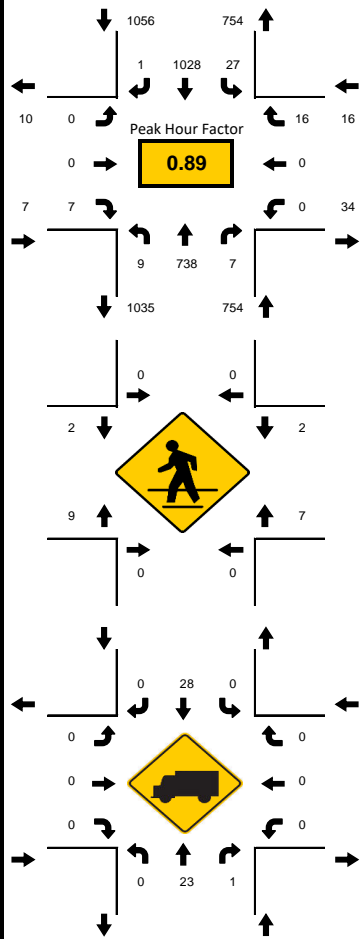
LOCATION: Federal Hwy/US 1/SR 5 & NE 5th St
 CITY/STATE: Hallandale Beach, FL

PROJECT ID: 24-140212-004
 DATE: Tue, Aug 06, 2024

Peak-Hour: 08:00 AM - 09:00 AM
 Peak 15-Minute: 08:45 AM - 09:00 AM



National Data & Surveying Services

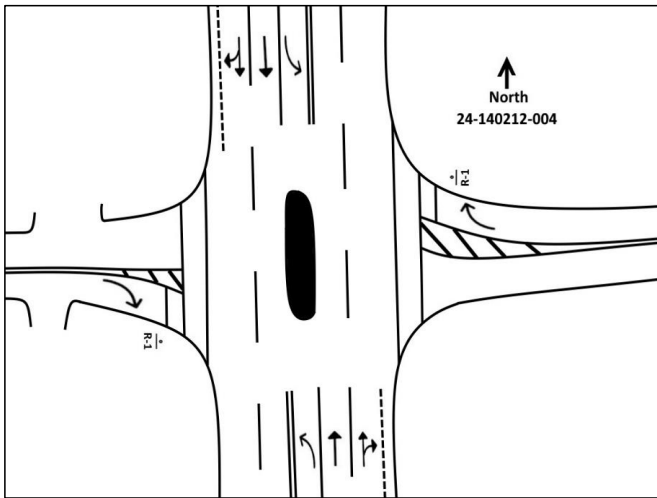
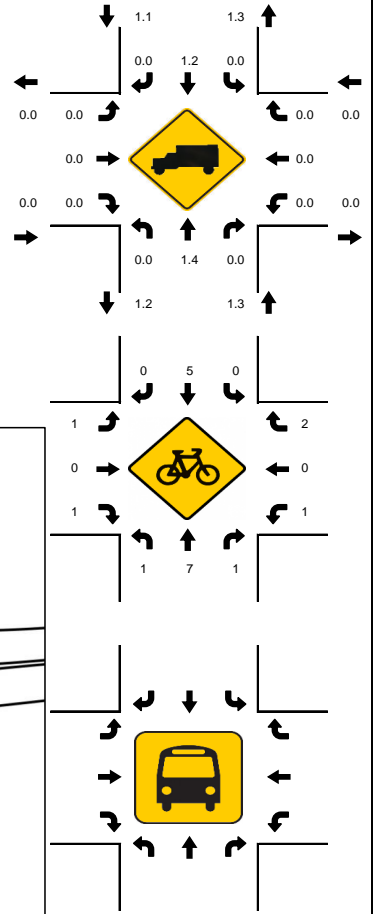
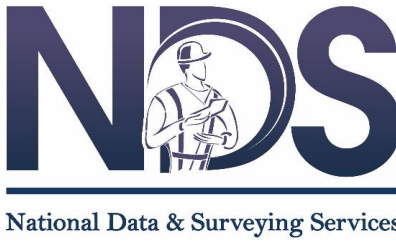
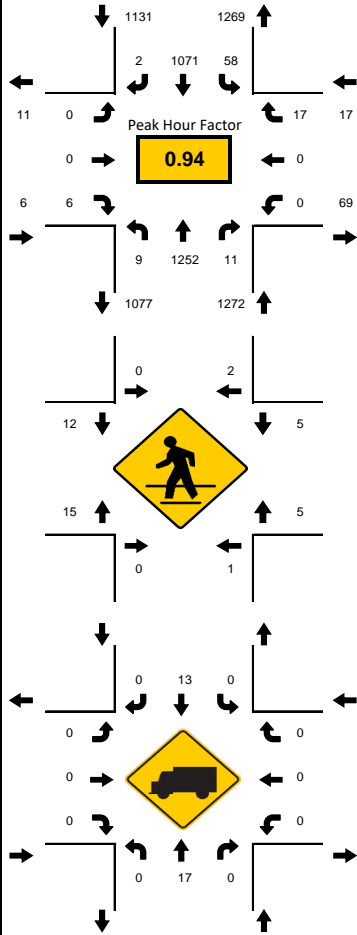


15-Min Count Period Beginning At	Federal Hwy/US 1/SR 5 Northbound				Federal Hwy/US 1/SR 5 Southbound				NE 5th St Eastbound				NE 5th St Westbound				Total	Hourly Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left			Thru
7:00 AM	0	117	1	1	6	160	0	0	0	0	0	0	0	0	2	0	287	1378	
7:15 AM	1	123	3	1	3	192	2	0	0	0	0	0	0	0	4	0	329	1463	
7:30 AM	0	121	2	1	4	201	0	0	0	0	2	0	0	0	2	0	333	1604	
7:45 AM	1	154	2	2	7	252	1	2	0	0	4	0	0	0	4	0	429	1747	
8:00 AM	1	147	1	1	7	205	0	1	0	0	4	0	0	0	5	0	372	1833	
8:15 AM	1	194	1	0	5	259	0	1	0	0	1	0	0	0	8	0	470	1461	
8:30 AM	1	151	4	1	6	310	0	0	0	0	1	0	0	0	2	0	476	991	
8:45 AM	2	246	1	2	7	254	1	0	0	0	1	0	0	0	1	0	515	515	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
All Vehicles	8	984	16	8	28	1240	4	4	0	0	16	0	0	0	32	0	2340		
Heavy Trucks	0	28	4	0	0	56	0	0	0	0	0	0	0	0	0	0	88		
Pedestrians	0	0	0	0	0	0	0	0	28	0	0	0	16	0	0	0	44		
Bicycles	0	8	0	0	0	12	4	0	0	0	0	0	0	0	0	0	24		
Buses																			
Stopped Buses																			

LOCATION: Federal Hwy/US 1/SR 5 & NE 5th St
 CITY/STATE: Hallandale Beach, FL

PROJECT ID: 24-140212-004
 DATE: Tue, Aug 06, 2024

Peak-Hour: 05:00 PM - 06:00 PM
 Peak 15-Minute: 05:30 PM - 05:45 PM

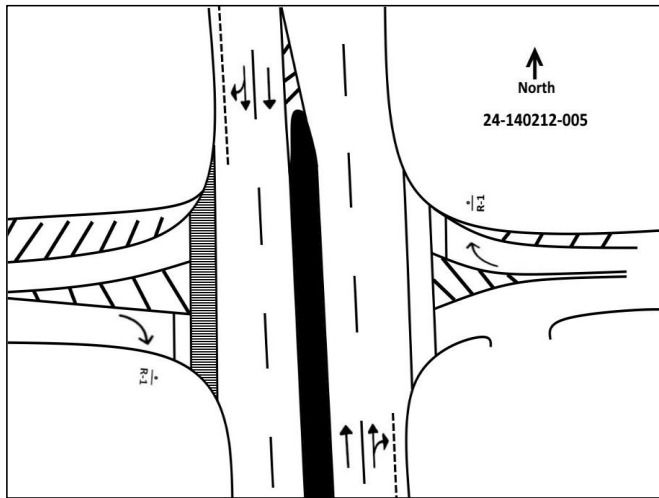
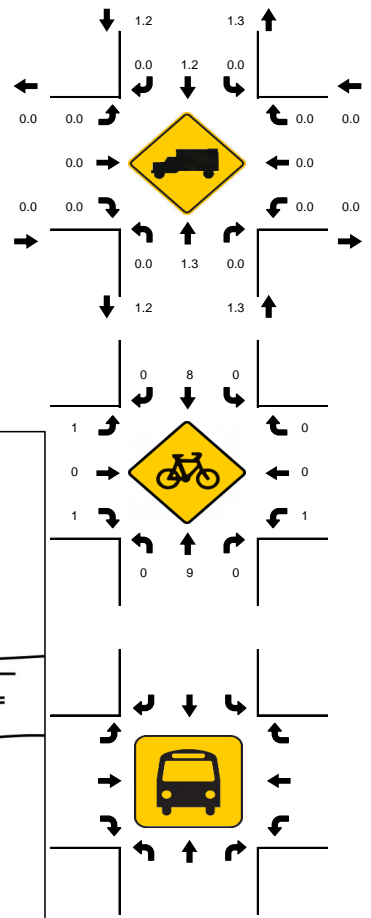
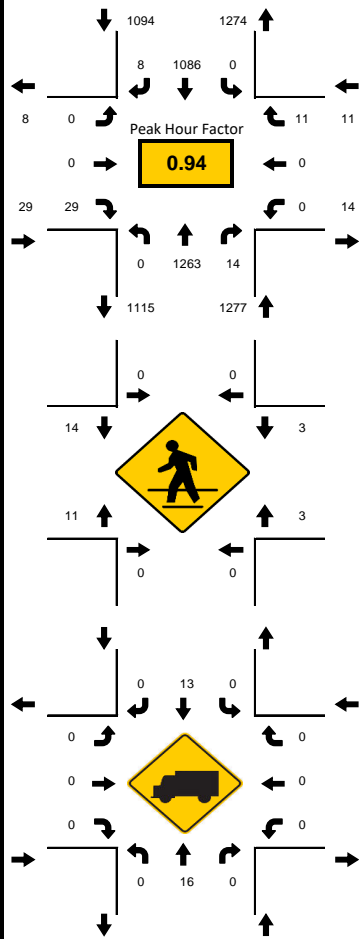


15-Min Count Period Beginning At	Federal Hwy/US 1/SR 5 Northbound				Federal Hwy/US 1/SR 5 Southbound				NE 5th St Eastbound				NE 5th St Westbound				Total	Hourly Total			
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left			Thru	Rgt	U
4:00 PM	4	284	3	1	7	251	0	0	0	0	4	0	0	0	4	0	558	2292			
4:15 PM	1	314	4	3	12	233	0	3	0	0	1	0	0	0	5	0	576	2316			
4:30 PM	5	292	3	3	14	270	1	0	0	0	0	0	0	0	4	0	592	2360			
4:45 PM	4	293	0	2	11	247	1	0	0	0	2	0	0	0	6	0	566	2414			
5:00 PM	0	324	2	1	4	245	0	2	0	0	1	0	0	0	3	0	582	2426			
5:15 PM	0	326	1	2	17	267	0	1	0	0	1	0	0	0	5	0	620	1844			
5:30 PM	1	323	4	4	20	287	2	1	0	0	1	0	0	0	3	0	646	1224			
5:45 PM	1	279	4	0	13	272	0	0	0	0	3	0	0	0	6	0	578	578			
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total				
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left		Thru	Rgt	U	R*
All Vehicles	4	1304	16	16	80	1148	8	8	0	0	12	0	0	0	24	0	2620				
Heavy Trucks	0	24	0	0	0	16	0	0	0	0	0	0	0	0	0	0	40				
Pedestrians		4				4				44				16			68				
Bicycles	0	12	4	4	0	8	0	0	4	0	4	0	4	0	4	0	40				
Buses																					
Stopped Buses																					

LOCATION: Federal Hwy/US 1/SR 5 & NE 4th Ct
 CITY/STATE: Hallandale Beach, FL

PROJECT ID: 24-140212-005
 DATE: Tue, Aug 06, 2024

Peak-Hour: 05:00 PM - 06:00 PM
 Peak 15-Minute: 05:30 PM - 05:45 PM



15-Min Count Period Beginning At	Federal Hwy/US 1/SR 5 Northbound				Federal Hwy/US 1/SR 5 Southbound				NE 4th Ct Eastbound				NE 4th Ct Westbound				Total	Hourly Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left			Thru
4:00 PM	0	278	1	0	0	257	1	0	0	0	8	0	0	0	7	0	552	2272	
4:15 PM	0	320	3	0	0	239	2	0	0	0	4	0	0	0	1	0	569	2307	
4:30 PM	0	305	2	0	0	268	3	0	0	0	3	0	0	0	3	0	584	2348	
4:45 PM	0	303	0	0	0	253	0	0	0	0	9	0	0	0	2	0	567	2402	
5:00 PM	0	323	4	0	0	246	4	0	0	0	8	0	0	0	2	0	587	2411	
5:15 PM	0	331	3	0	0	264	2	0	0	0	8	0	0	0	2	0	610	1824	
5:30 PM	0	322	5	0	0	296	2	0	0	0	8	0	0	0	5	0	638	1214	
5:45 PM	0	287	2	0	0	280	0	0	0	0	5	0	0	0	2	0	576	576	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
All Vehicles	0	1324	20	0	0	1184	16	0	0	0	32	0	0	0	20	0			2596
Heavy Trucks	0	24	0	0	0	16	0	0	0	0	0	0	0	0	0	0	40		
Pedestrians	0	0	0	0	0	0	0	0	44	0	0	0	8	0	0	0	52		
Bicycles	0	20	0	0	0	12	0	0	4	0	4	0	4	0	0	0	44		
Buses																			
Stopped Buses																			

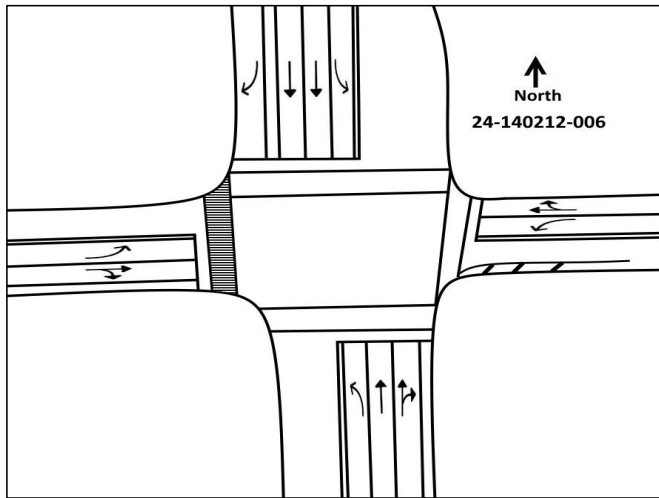
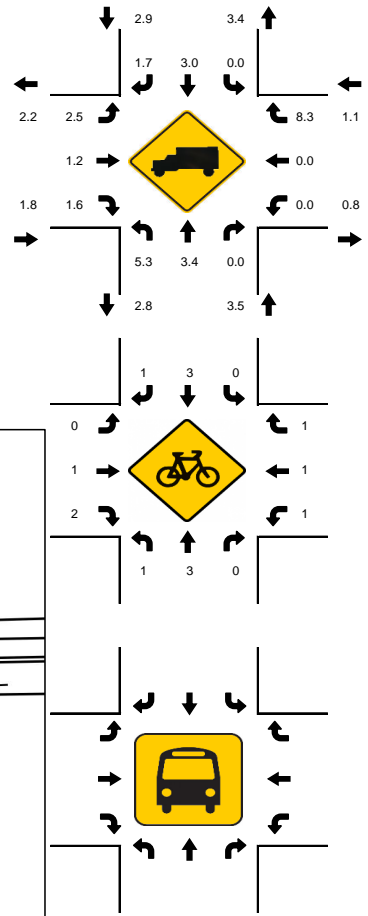
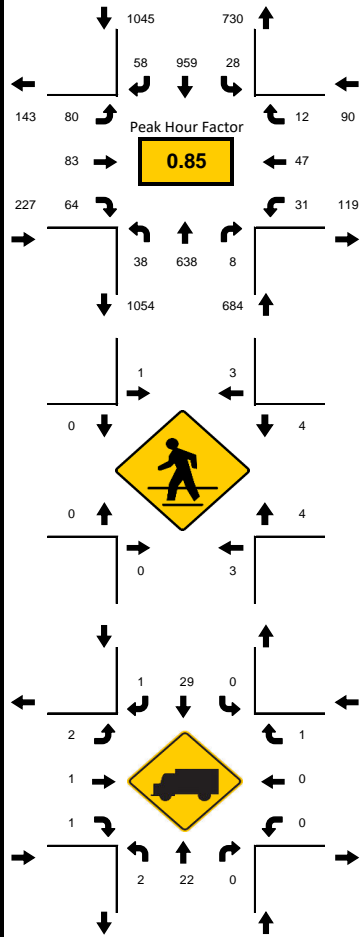
LOCATION: Federal Hwy/US 1/SR 5 & NE 3rd St
 CITY/STATE: Hallandale Beach, FL

PROJECT ID: 24-140212-006
 DATE: Tue, Aug 06, 2024

Peak-Hour: 08:00 AM - 09:00 AM
 Peak 15-Minute: 08:45 AM - 09:00 AM



National Data & Surveying Services



15-Min Count Period Beginning At	Federal Hwy/US 1/SR 5 Northbound					Federal Hwy/US 1/SR 5 Southbound					NE 3rd St Eastbound				NE 3rd St Westbound				Total	Hourly Total		
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt			U	R*
7:00 AM	5	110	0	1		1	160	7	0		2	3	12	0		6	5	2	0		314	1544
7:15 AM	6	114	0	0		0	178	9	1		11	6	21	0		7	8	1	0		362	1629
7:30 AM	9	121	1	1		6	203	10	0		8	12	17	0		11	2	2	0		403	1796
7:45 AM	10	137	0	0		6	232	17	0		14	13	15	0		5	12	4	0		465	1912
8:00 AM	5	119	3	1		7	188	5	0		18	21	13	0		7	11	1	0		399	2046
8:15 AM	12	166	0	0		9	254	13	0		18	25	13	0		10	6	3	0		529	1647
8:30 AM	8	136	4	1		5	279	16	0		18	13	20	0		6	12	1	0		519	1118
8:45 AM	9	217	1	2		6	238	24	1		26	24	18	0		8	18	7	0		599	599
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound				Westbound				Total			
All Vehicles	48	868	16	8		36	1116	96	4		104	100	80	0		40	72	28	0		2616	
Heavy Trucks	4	28	0	0		0	56	4	0		4	4	4	0		0	0	4	0		108	
Pedestrians		12					8					0					16				36	
Bicycles	4	4	0	0		0	8	4	0		0	4	4	0		4	4	4	0		40	
Buses																						
Stopped Buses																						

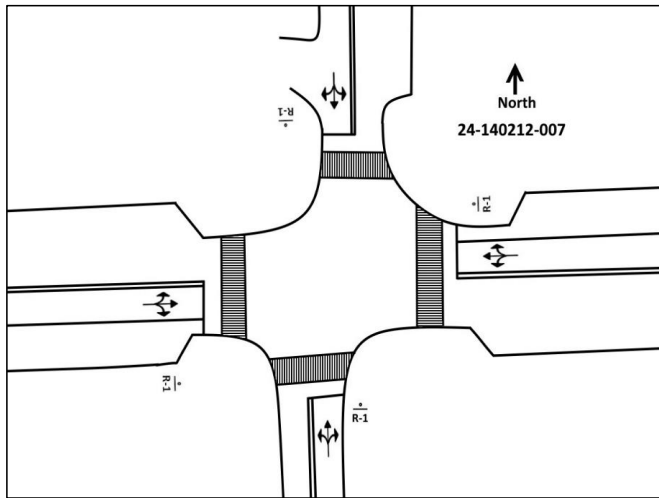
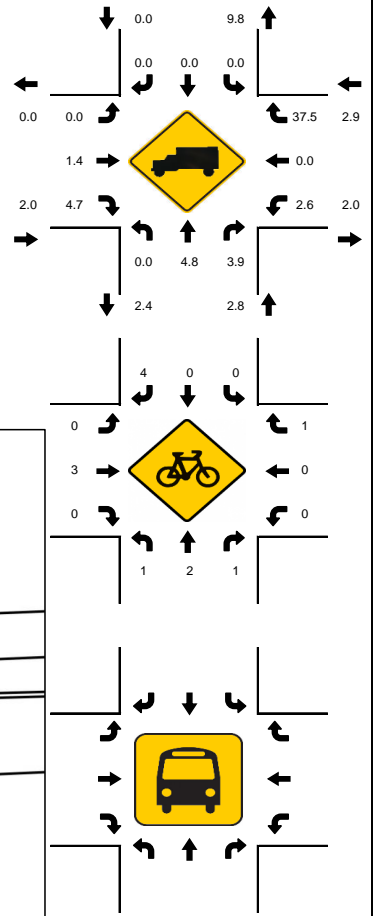
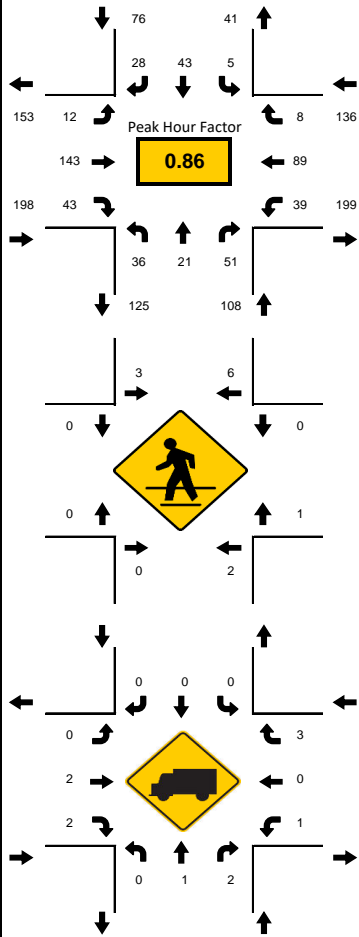
LOCATION: NE 3rd Ave & NE 3rd St
 CITY/STATE: Hallandale Beach, FL

PROJECT ID: 24-140212-007
 DATE: Tue, Aug 06, 2024

Peak-Hour: 08:00 AM - 09:00 AM
 Peak 15-Minute: 08:45 AM - 09:00 AM



National Data & Surveying Services



15-Min Count Period Beginning At	NE 3rd Ave Northbound					NE 3rd Ave Southbound					NE 3rd St Eastbound					NE 3rd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	4	5	3	0		0	4	8	0		1	14	2	0		4	10	1	0		56	321
7:15 AM	6	7	12	0		1	7	1	0		0	14	2	0		11	13	0	0		74	385
7:30 AM	12	6	9	0		3	9	4	0		3	20	4	0		5	12	1	0		88	429
7:45 AM	5	3	10	0		3	5	10	0		2	21	6	0		15	23	0	0		103	471
8:00 AM	9	5	11	0		2	9	10	0		0	32	15	0		12	15	0	0		120	518
8:15 AM	9	3	13	0		0	13	7	0		2	35	10	0		5	18	3	0		118	398
8:30 AM	8	6	6	0		1	10	7	0		5	35	12	0		10	27	3	0		130	280
8:45 AM	10	7	21	0		2	11	4	0		5	41	6	0		12	29	2	0		150	150
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	40	28	84	0		8	52	40	0		20	164	60	0		48	116	12	0			
Heavy Trucks	0	4	4	0		0	0	0	0		0	4	4	0		4	0	8	0		28	
Pedestrians		4					20					0					4				28	
Bicycles	4	4	4	0		0	0	8	0		0	8	0	0		0	0	4	0		32	
Buses																						
Stopped Buses																						

LOCATION: NE 3rd Ave & NE 3rd St
 CITY/STATE: Hallandale Beach, FL

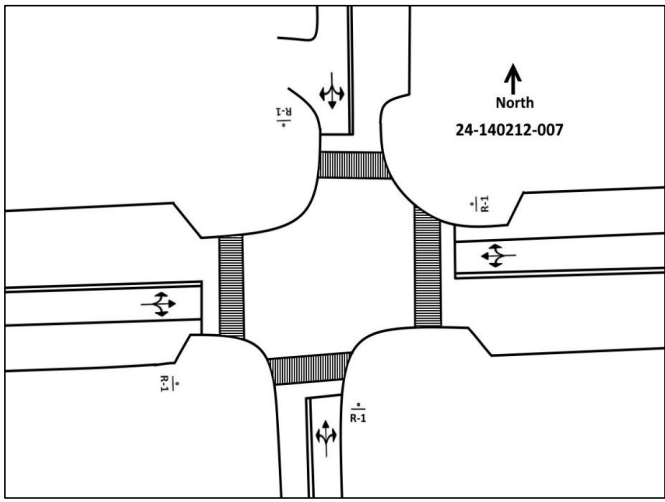
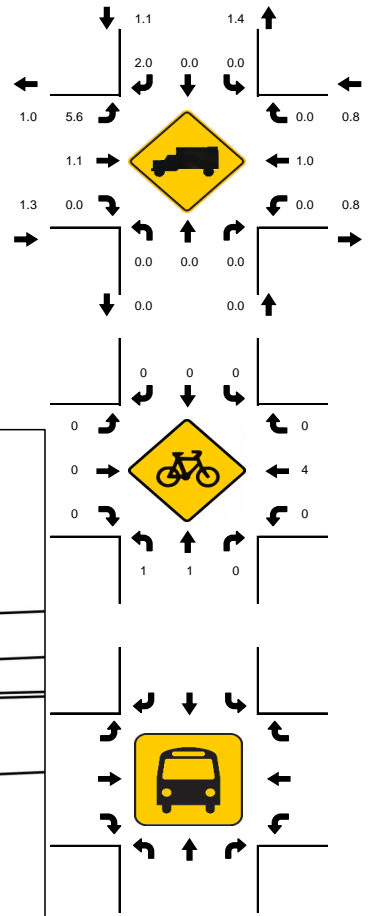
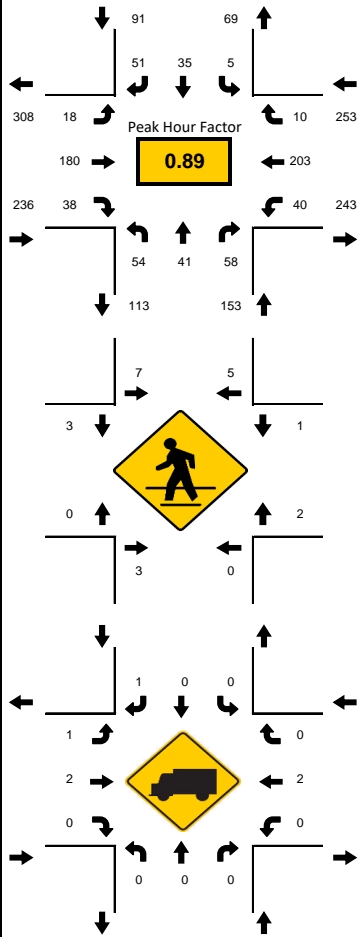
PROJECT ID: 24-140212-007
 DATE: Tue, Aug 06, 2024

Peak-Hour: 04:45 PM - 05:45 PM
 Peak 15-Minute: 05:00 PM - 05:15 PM

Peak Hour Factor
0.89



National Data & Surveying Services

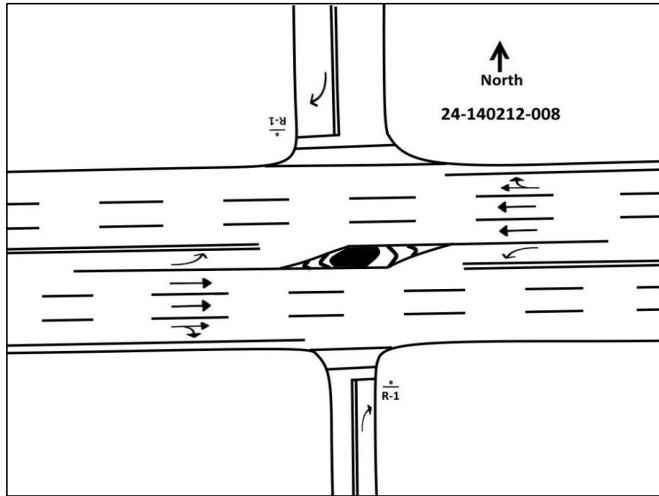
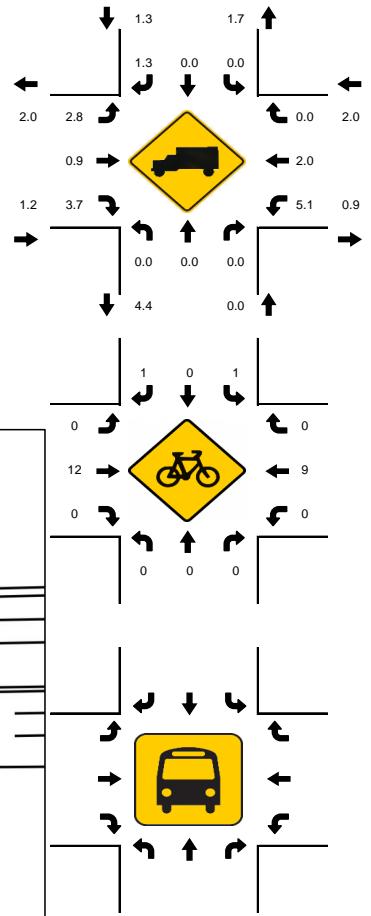
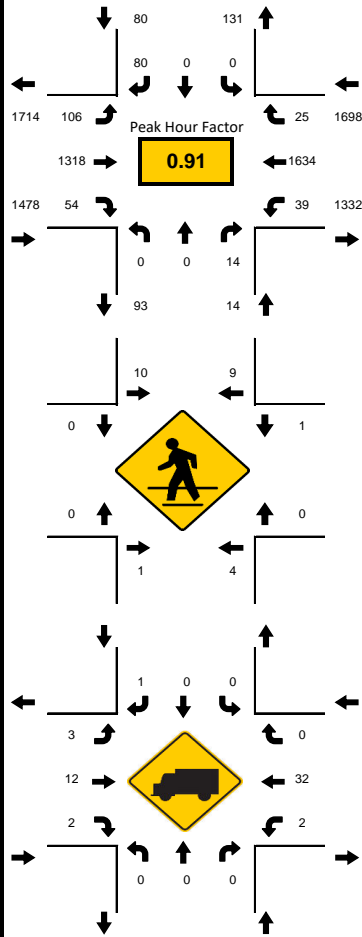


15-Min Count Period Beginning At	NE 3rd Ave Northbound					NE 3rd Ave Southbound					NE 3rd St Eastbound					NE 3rd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	5	10	9	0		1	6	15	0		8	42	6	0		6	67	4	0		179	668
4:15 PM	9	13	16	0		4	8	8	0		8	43	8	0		6	42	1	0		166	696
4:30 PM	6	2	23	0		3	11	6	0		4	38	9	0		6	47	1	0		156	717
4:45 PM	11	9	18	0		1	5	11	0		4	40	9	0		7	50	2	0		167	733
5:00 PM	18	12	9	0		1	13	13	0		4	52	16	0		11	53	5	0		207	713
5:15 PM	14	7	14	0		2	12	15	0		9	49	8	0		9	47	1	0		187	506
5:30 PM	11	13	17	0		1	5	12	0		1	39	5	0		13	53	2	0		172	319
5:45 PM	8	16	15	0		2	5	10	0		5	33	15	0		10	26	2	0		147	147
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	72	52	72	0		8	52	60	0		36	208	64	0		52	212	20	0		908	
Heavy Trucks	0	0	0	0		0	0	4	0		4	4	0	0		0	8	0	0		20	
Pedestrians		8					24					8					12				52	
Bicycles	4	4	0	0		0	0	0	0		0	0	0	0		0	12	0	0		20	
Buses																						
Stopped Buses																						

LOCATION: NE 3rd Ave & Hallandale Beach Blvd/SR 858
 CITY/STATE: Hallandale Beach, FL

PROJECT ID: 24-140212-008
 DATE: Tue, Aug 06, 2024

Peak-Hour: 04:30 PM - 05:30 PM
 Peak 15-Minute: 05:15 PM - 05:30 PM

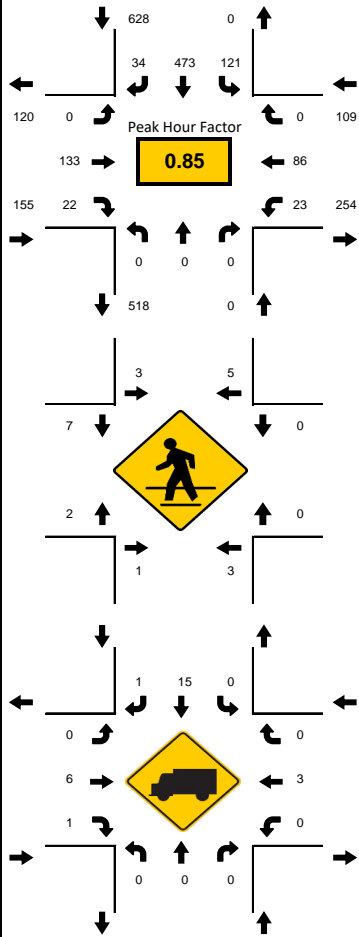


15-Min Count Period Beginning At	NE 3rd Ave Northbound				NE 3rd Ave Southbound				Hallandale Beach Blvd/SR 858 Eastbound				Hallandale Beach Blvd/SR 858 Westbound				Total	Hourly Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left			Thru
4:00 PM	0	0	0	0	0	0	11	0	23	317	12	2	11	390	6	5	777	3180	
4:15 PM	0	0	6	0	0	0	15	0	23	347	16	2	11	397	4	0	821	3197	
4:30 PM	0	0	7	0	0	0	16	0	18	318	19	4	12	423	3	0	820	3270	
4:45 PM	0	0	2	0	0	0	13	0	21	297	10	2	9	400	8	0	762	3244	
5:00 PM	0	0	2	0	0	0	29	0	32	324	8	2	0	391	6	0	794	3211	
5:15 PM	0	0	3	0	0	0	22	0	24	379	17	3	16	420	8	2	894	2417	
5:30 PM	0	0	6	0	0	0	16	0	26	328	18	4	11	374	10	1	794	1523	
5:45 PM	0	0	1	0	0	0	10	0	24	352	8	3	0	324	7	0	729	729	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
All Vehicles	0	0	28	0	0	0	116	0	128	1516	76	16	64	1692	32	8	3676		
Heavy Trucks	0	0	0	0	0	0	4	0	8	24	4	4	4	44	0	0	88		
Pedestrians	8				24				0				4				36		
Bicycles	0	0	0	0	4	0	4	0	0	20	0	0	0	12	0	0	40		
Buses																			
Stopped Buses																			

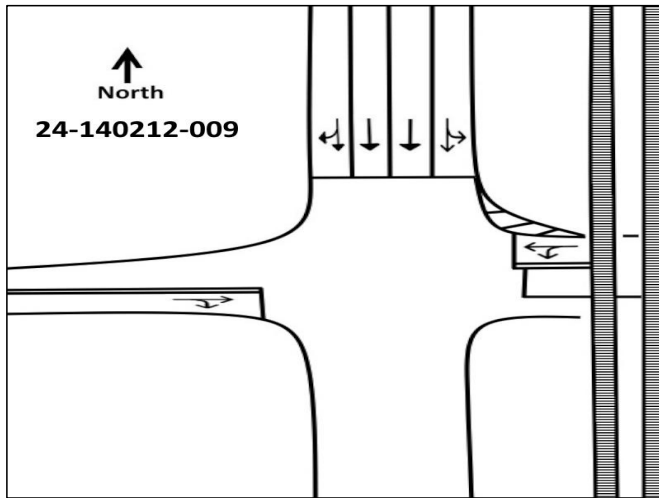
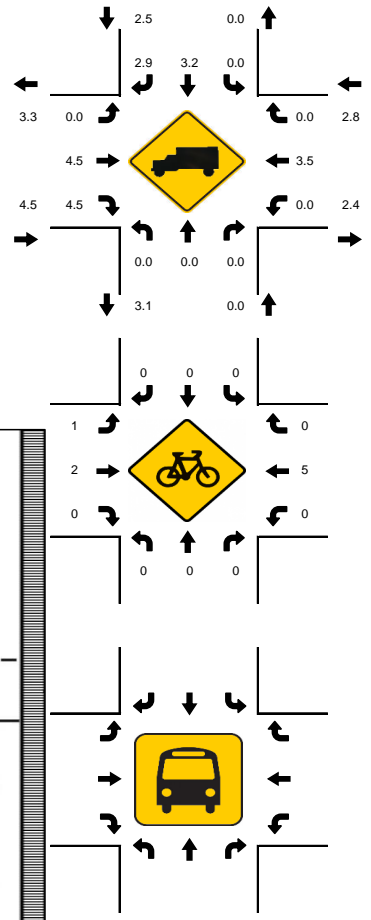
LOCATION: Dixie Hwy/NE 1st Ave SB & NE 3rd St
 CITY/STATE: Hallandale Beach, FL

PROJECT ID: 24-140212-009
 DATE: Tue, Aug 06, 2024

Peak-Hour: 08:00 AM - 09:00 AM
 Peak 15-Minute: 08:30 AM - 08:45 AM



National Data & Surveying Services



15-Min Count Period Beginning At	Dixie Hwy/NE 1st Ave SB Northbound				Dixie Hwy/NE 1st Ave SB Southbound				NE 3rd St Eastbound				NE 3rd St Westbound				Total	Hourly Total				
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left			Thru	Rgt	U	R*
7:00 AM	0	0	0	0	0	10	54	2	0	0	0	13	3	0	0	1	11	0	0	0	94	514
7:15 AM	0	0	0	0	0	11	55	6	0	0	0	9	4	1	0	4	11	0	0	0	101	628
7:30 AM	0	0	0	0	0	22	102	7	0	0	0	18	2	1	0	2	14	0	0	0	168	714
7:45 AM	0	0	0	0	0	16	74	5	0	0	0	25	8	0	0	8	15	0	0	0	151	807
8:00 AM	0	0	0	0	0	37	105	10	0	0	0	25	4	0	0	6	21	0	0	0	208	892
8:15 AM	0	0	0	0	0	26	110	4	0	0	0	25	3	0	0	5	14	0	0	0	187	684
8:30 AM	0	0	0	0	0	28	144	13	0	0	0	38	9	0	0	4	25	0	0	0	261	497
8:45 AM	0	0	0	0	0	30	114	7	0	0	0	45	6	0	0	8	26	0	0	0	236	236
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total					
All Vehicles	0	0	0	0	0	148	576	52	0	0	0	180	36	0	0	32	104	0	0	0	1128	
Heavy Trucks	0	0	0	0	0	0	24	4	0	0	0	8	4	0	0	0	4	0	0	0	44	
Pedestrians			8				16					12					0				36	
Bicycles	0	0	0	0	0	0	0	0	0	0	4	8	0	0	0	0	8	0	0	0	20	
Buses																						
Stopped Buses																						

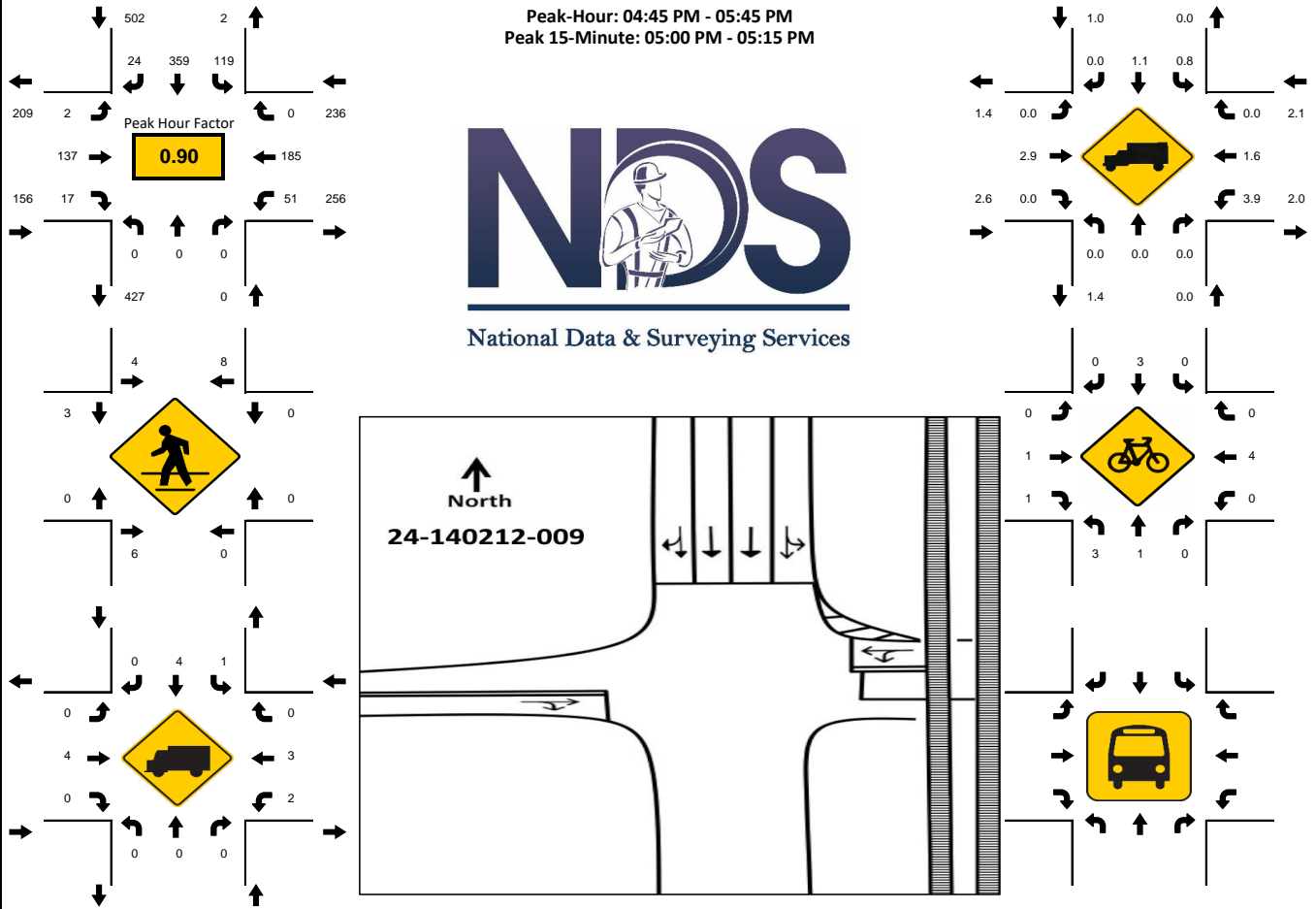
LOCATION: Dixie Hwy/NE 1st Ave SB & NE 3rd St
 CITY/STATE: Hallandale Beach, FL

PROJECT ID: 24-140212-009
 DATE: Tue, Aug 06, 2024

Peak-Hour: 04:45 PM - 05:45 PM
 Peak 15-Minute: 05:00 PM - 05:15 PM



National Data & Surveying Services



15-Min Count Period Beginning At	Dixie Hwy/NE 1st Ave SB Northbound					Dixie Hwy/NE 1st Ave SB Southbound					NE 3rd St Eastbound					NE 3rd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	0	0	0	15	59	7	0	0	0	35	8	0	0	16	55	0	0	0	195	819
4:15 PM	0	0	0	0	0	28	90	5	0	0	0	23	11	0	0	7	50	0	0	0	214	873
4:30 PM	0	0	0	0	0	24	65	2	0	0	0	33	7	1	0	18	36	0	0	0	186	877
4:45 PM	0	0	0	0	0	27	91	8	0	0	0	34	2	1	0	21	40	0	0	0	224	894
5:00 PM	0	0	0	0	0	37	96	8	0	0	0	40	6	0	0	8	54	0	0	0	249	863
5:15 PM	0	0	0	0	0	25	93	4	0	0	0	32	2	1	0	11	50	0	0	0	218	614
5:30 PM	0	0	0	0	0	30	79	4	0	0	0	31	7	0	0	11	41	0	0	0	203	396
5:45 PM	0	0	0	0	0	23	88	7	0	0	0	31	4	0	0	11	29	0	0	0	193	193
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	0	0	0	0	0	148	384	32	0	0	0	160	28	4	0	84	216	0	0	0	1056	
Heavy Trucks	0	0	0	0	0	4	8	0	0	0	0	8	0	0	0	8	4	0	0	0	32	
Pedestrians		12					24					12					0				48	
Bicycles	4	4	0	0	0	0	4	0	0	0	0	4	4	0	0	0	12	0	0	0	32	
Buses																						
Stopped Buses																						

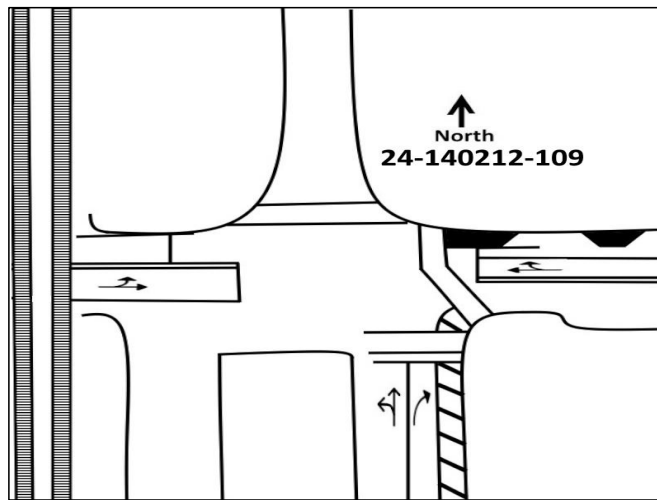
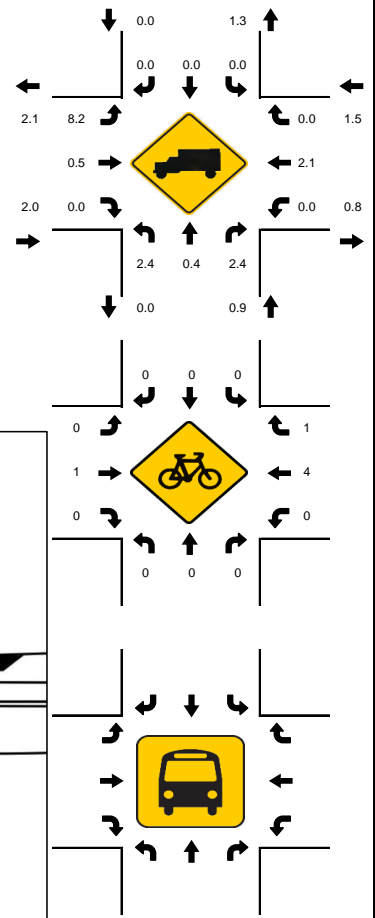
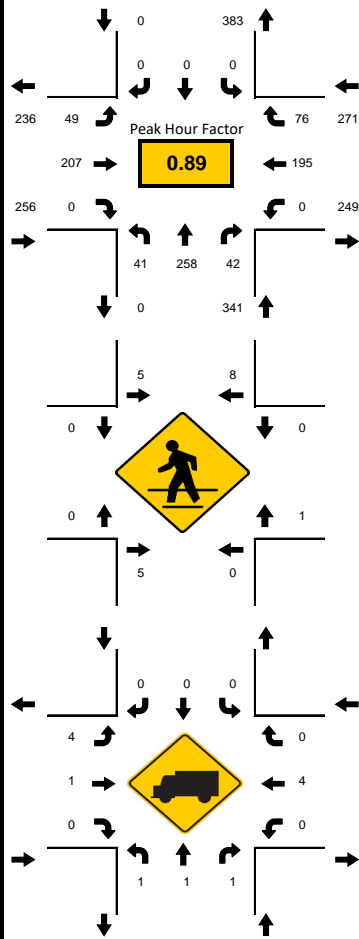
LOCATION: Dixie Hwy/NE 1st Ave NB & NE 3rd St
 CITY/STATE: Hallandale Beach, FL

PROJECT ID: 24-140212-109
 DATE: Tue, Aug 06, 2024

Peak-Hour: 04:45 PM - 05:45 PM
 Peak 15-Minute: 05:00 PM - 05:15 PM



National Data & Surveying Services



15-Min Count Period Beginning At	Dixie Hwy/NE 1st Ave NB Northbound					Dixie Hwy/NE 1st Ave NB Southbound					NE 3rd St Eastbound					NE 3rd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	12	44	19	0		0	0	0	0		11	39	0	0		0	59	11	0		195	764
4:15 PM	9	48	16	0		0	0	0	0		7	44	0	0		0	48	14	0		186	813
4:30 PM	7	53	5	0		0	0	0	0		9	48	0	0		0	47	14	0		183	848
4:45 PM	7	55	10	0		0	0	0	0		16	45	0	0		0	54	13	0		200	868
5:00 PM	13	71	14	0		0	0	0	0		13	64	0	0		0	49	20	0		244	831
5:15 PM	15	66	14	0		0	0	0	0		10	47	0	0		0	46	23	0		221	587
5:30 PM	6	66	4	0		0	0	0	0		10	51	0	0		0	46	20	0		203	366
5:45 PM	9	51	8	0		0	0	0	0		8	46	0	0		0	31	10	0		163	163
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	60	284	56	0		0	0	0	0		64	256	0	0		0	216	92	0		1028	
Heavy Trucks	4	4	4	0		0	0	0	0		8	4	0	0		0	12	0	0		36	
Pedestrians		16					20					0					4				40	
Bicycles	0	0	0	0		0	0	0	0		0	4	0	0		0	12	4	0		20	
Buses																						
Stopped Buses																						

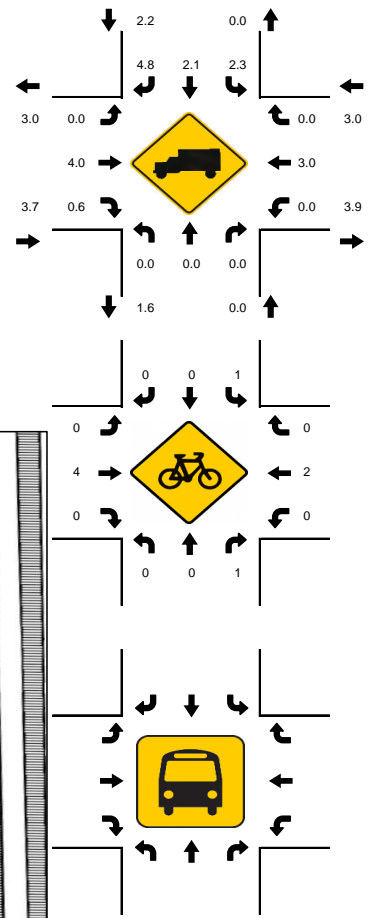
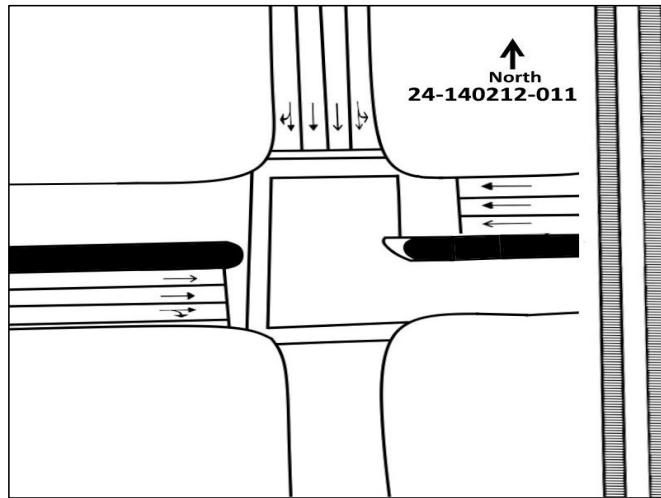
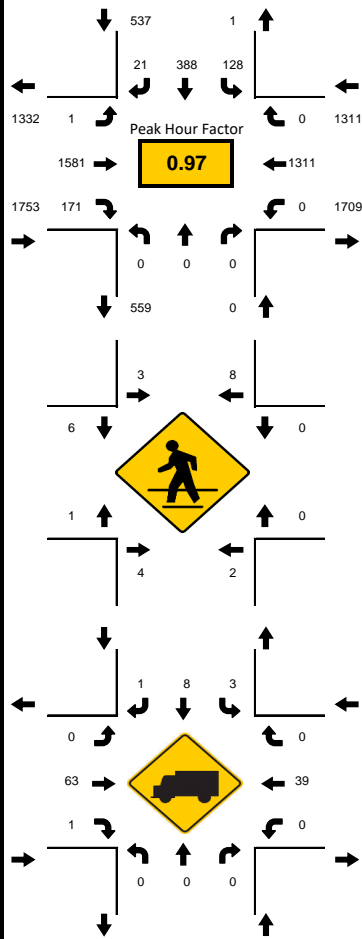
LOCATION: Dixie Hwy/NE 1st Ave SB & Hallandale Beach Blvd/SR 858
 CITY/STATE: Hallandale Beach, FL

PROJECT ID: 24-140212-011
 DATE: Tue, Aug 06, 2024

Peak-Hour: 07:45 AM - 08:45 AM
 Peak 15-Minute: 08:00 AM - 08:15 AM



National Data & Surveying Services



15-Min Count Period Beginning At	Dixie Hwy/NE 1st Ave SB Northbound				Dixie Hwy/NE 1st Ave SB Southbound				Hallandale Beach Blvd/SR 858 Eastbound				Hallandale Beach Blvd/SR 858 Westbound				Total	Hourly Total				
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left			Thru	Rgt	U	R*
7:00 AM	0	0	0	0	0	12	42	3	0	0	0	293	25	0	0	0	255	0	0	0	630	3029
7:15 AM	0	0	0	0	0	21	44	5	0	0	0	322	35	0	0	0	272	0	0	0	699	3330
7:30 AM	0	0	0	0	0	23	62	1	0	0	0	390	45	0	0	0	299	0	0	0	820	3512
7:45 AM	0	0	0	0	0	27	85	3	0	0	0	402	48	0	0	0	315	0	0	0	880	3601
8:00 AM	0	0	0	0	0	32	101	6	0	0	0	429	42	1	0	0	320	0	0	0	931	3594
8:15 AM	0	0	0	0	0	24	90	7	0	0	0	401	45	0	0	0	314	0	0	0	881	2663
8:30 AM	0	0	0	0	0	45	112	5	0	0	0	349	36	0	0	0	362	0	0	0	909	1782
8:45 AM	0	0	0	0	0	43	101	5	0	0	0	361	57	0	0	0	306	0	0	0	873	873
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total					
All Vehicles	0	0	0	0	0	180	448	28	0	0	0	1716	192	4	0	0	1448	0	0	0	4016	
Heavy Trucks	0	0	0	0	0	8	12	4	0	0	0	96	4	0	0	0	44	0	0	0	168	
Pedestrians			8				24					16					0				48	
Bicycles	0	0	4	0	0	4	0	0	0	0	0	12	0	0	0	0	8	0	0	0	28	
Buses																						
Stopped Buses																						

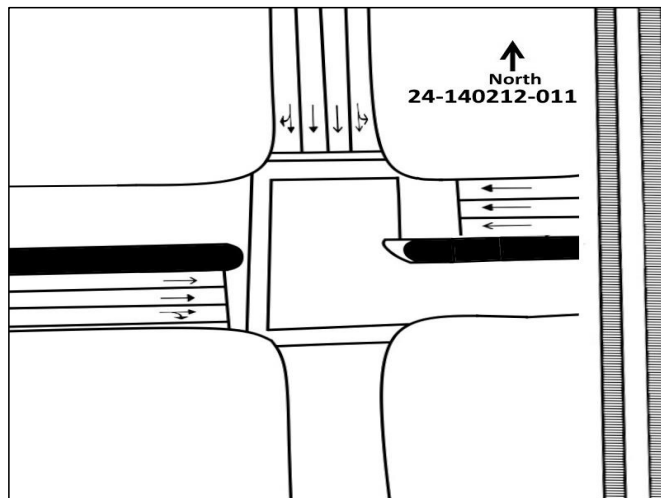
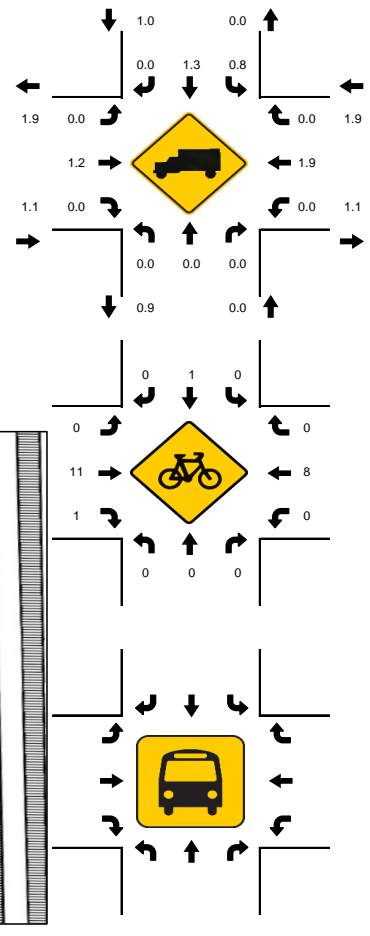
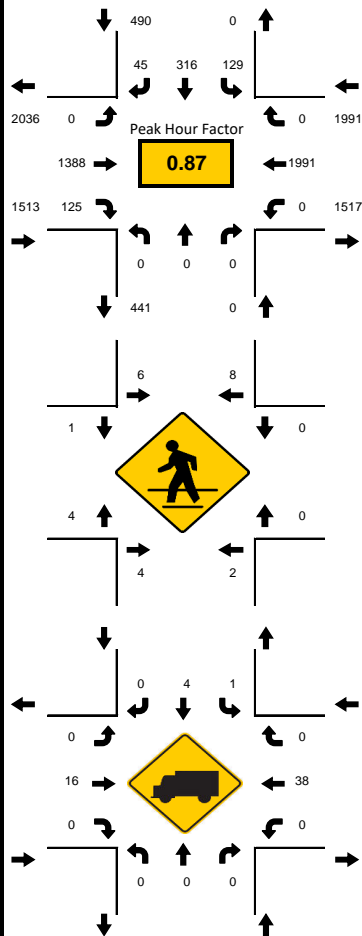
LOCATION: Dixie Hwy/NE 1st Ave SB & Hallandale Beach Blvd/SR 858
 CITY/STATE: Hallandale Beach, FL

PROJECT ID: 24-140212-011
 DATE: Tue, Aug 06, 2024

Peak-Hour: 04:30 PM - 05:30 PM
 Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services



15-Min Count Period Beginning At	Dixie Hwy/NE 1st Ave SB Northbound				Dixie Hwy/NE 1st Ave SB Southbound				Hallandale Beach Blvd/SR 858 Eastbound				Hallandale Beach Blvd/SR 858 Westbound				Total	Hourly Total				
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left			Thru	Rgt	U	R*
4:00 PM	0	0	0	0	0	21	52	18	0	0	0	332	27	0	0	0	470	0	0	0	920	3760
4:15 PM	0	0	0	0	0	23	62	17	0	0	0	336	33	0	0	0	474	0	0	0	945	3793
4:30 PM	0	0	0	0	0	29	71	11	0	0	0	345	31	0	0	0	514	0	0	0	1001	3994
4:45 PM	0	0	0	0	0	36	84	10	0	0	0	293	26	0	0	0	445	0	0	0	894	3952
5:00 PM	0	0	0	0	0	29	80	15	0	0	0	335	30	0	0	0	464	0	0	0	953	3904
5:15 PM	0	0	0	0	0	35	81	9	0	0	0	415	38	0	0	0	568	0	0	0	1146	2951
5:30 PM	0	0	0	0	0	32	76	14	0	0	0	334	25	0	0	0	478	0	0	0	959	1805
5:45 PM	0	0	0	0	0	21	66	9	0	0	0	348	27	1	0	0	374	0	0	0	846	846
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total					
All Vehicles	0	0	0	0	0	144	336	60	0	0	0	1660	152	0	0	0	2272	0	0	0	4624	
Heavy Trucks	0	0	0	0	0	4	8	0	0	0	0	24	0	0	0	0	52	0	0	0	88	
Pedestrians			8					20					8					0			36	
Bicycles	0	0	0	0	0	0	4	0	0	0	0	20	4	0	0	0	12	0	0	0	40	
Buses																						
Stopped Buses																						

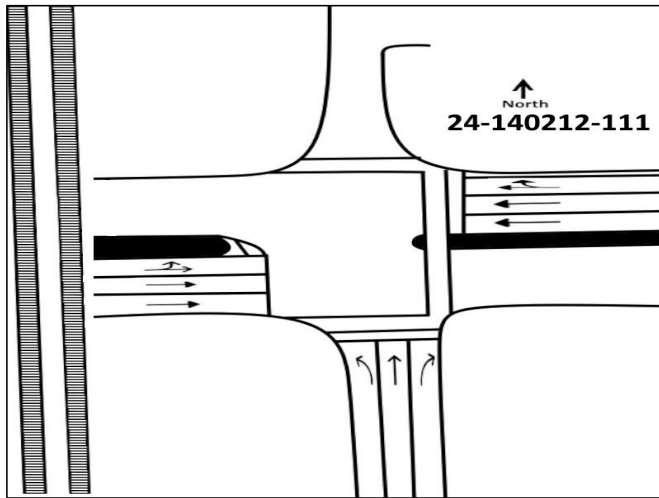
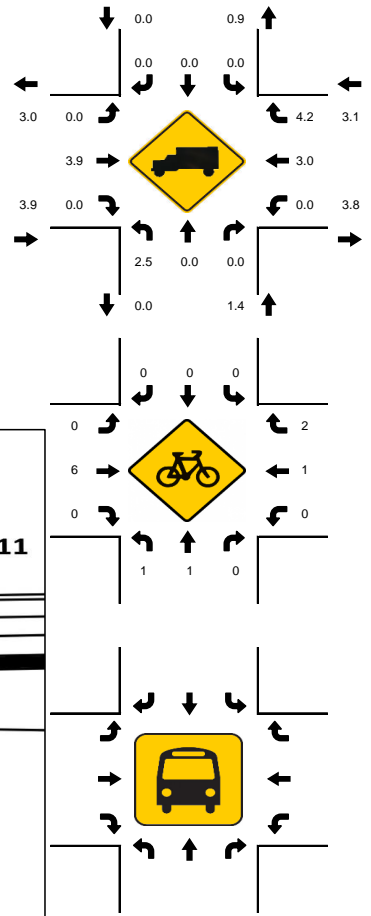
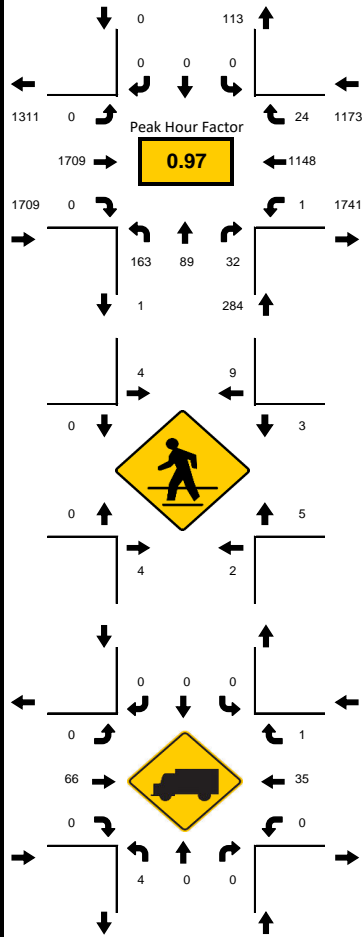
LOCATION: Dixie Hwy/NE 1st Ave NB & Hallandale Beach Blvd/SR 858
 CITY/STATE: Hallandale Beach, FL

PROJECT ID: 24-140212-111
 DATE: Tue, Aug 06, 2024

Peak-Hour: 07:45 AM - 08:45 AM
 Peak 15-Minute: 08:00 AM - 08:15 AM



National Data & Surveying Services

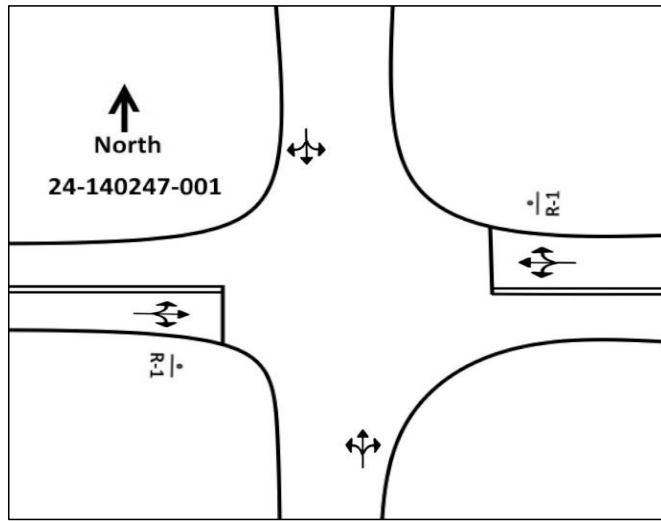
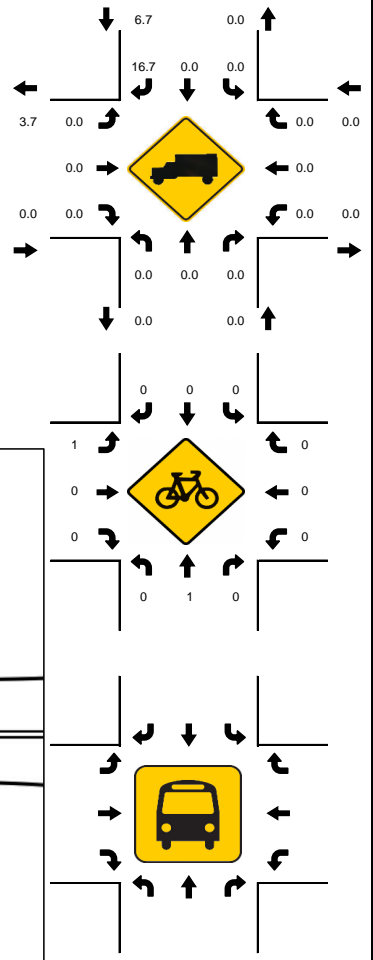
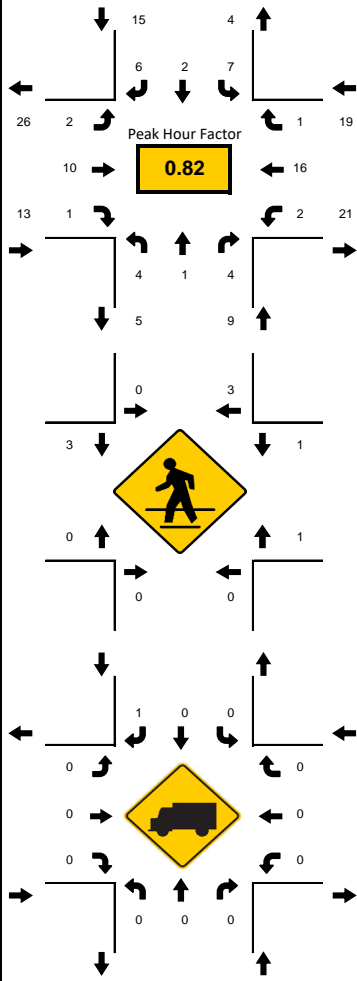


15-Min Count Period Beginning At	Dixie Hwy/NE 1st Ave NB Northbound					Dixie Hwy/NE 1st Ave NB Southbound					Hallandale Beach Blvd/SR 858 Eastbound					Hallandale Beach Blvd/SR 858 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	31	8	4	0		0	0	0	0		0	305	0	0		0	224	3	0		575	2733
7:15 AM	23	15	9	0		0	0	0	0		0	343	0	0		0	249	5	0		644	2977
7:30 AM	31	11	8	0		0	0	0	0		0	413	0	0		0	268	3	0		734	3104
7:45 AM	40	24	7	0		0	0	0	0		0	429	0	0		0	275	5	0		780	3166
8:00 AM	44	24	6	0		0	0	0	0		0	461	0	0		0	276	8	0		819	3152
8:15 AM	29	15	10	0		0	0	0	0		0	425	0	0		0	285	6	1		771	2333
8:30 AM	50	26	9	0		0	0	0	0		0	394	0	0		0	312	5	0		796	1562
8:45 AM	43	34	12	0		0	0	0	0		0	404	0	0		0	263	10	0		766	766
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	200	104	40	0		0	0	0	0		0	1844	0	0		0	1248	32	4		3472	
Heavy Trucks	4	0	0	0		0	0	0	0		0	96	0	0		0	40	4	0		144	
Pedestrians		8					24					0					12				44	
Bicycles	4	4	0	0		0	0	0	0		0	16	0	0		0	4	4	0		32	
Buses																						
Stopped Buses																						

Peak-Hour: 07:45 AM - 08:45 AM
 Peak 15-Minute: 08:00 AM - 08:15 AM



National Data & Surveying Services



15-Min Count Period Beginning At	NE 4th Ave Northbound					NE 4th Ave Southbound					NE 6th St Eastbound					NE 6th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	1	0	1	0		1	0	1	0		0	1	0	0		0	0	0	0		5	35
7:15 AM	0	1	1	0		1	0	3	0		0	1	0	0		0	0	0	0		7	47
7:30 AM	0	1	2	0		3	1	0	0		0	1	1	0		0	1	0	0		10	52
7:45 AM	0	0	2	0		2	1	1	0		0	3	0	1		1	2	0	0		13	56
8:00 AM	2	0	1	0		2	1	2	0		0	4	0	0		1	4	0	0		17	54
8:15 AM	1	1	0	0		1	0	1	0		0	3	1	0		0	3	1	0		12	37
8:30 AM	1	0	1	0		2	0	2	0		1	0	0	0		0	7	0	0		14	25
8:45 AM	1	1	0	0		1	1	0	0		1	2	0	0		0	3	1	0		11	11
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	8	4	8	0		8	4	8	0		4	16	4	4		4	28	4	0		104	
Heavy Trucks	0	0	0	0		0	0	4	0		0	0	0	0		0	0	0	0		4	
Pedestrians			0				12					12					8				32	
Bicycles	0	4	0	0		0	0	0	0		4	0	0	0		0	0	0	0		8	
Buses																						
Stopped Buses																						

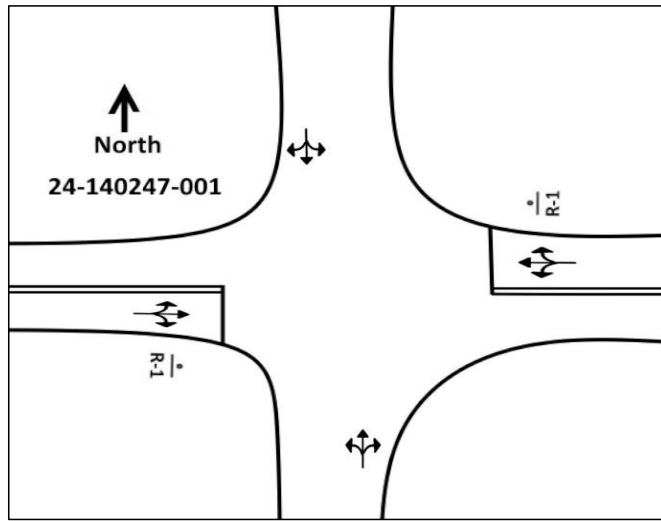
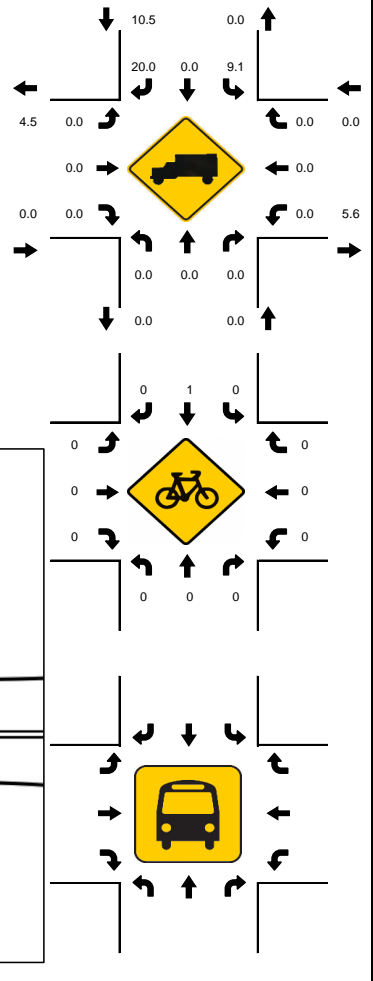
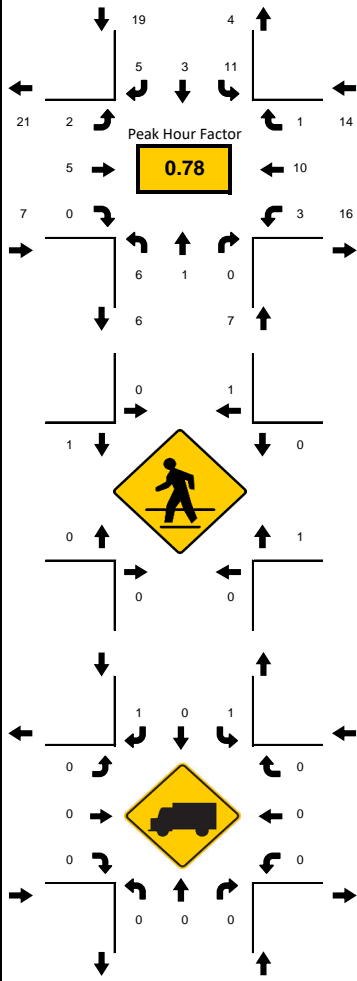
LOCATION: NE 4th Ave & NE 6th St
 CITY/STATE: Hallandale Beach, FL

PROJECT ID: 24-140247-001
 DATE: Tue, Sep 10, 2024

Peak-Hour: 04:00 PM - 05:00 PM
 Peak 15-Minute: 04:15 PM - 04:30 PM



National Data & Surveying Services



15-Min Count Period Beginning At	NE 4th Ave Northbound					NE 4th Ave Southbound					NE 6th St Eastbound					NE 6th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	3	0	1	0	8	47
4:15 PM	2	0	0	0	0	3	1	3	0	0	0	2	0	1	0	0	2	0	1	0	15	43
4:30 PM	1	0	0	0	0	4	1	0	0	0	0	2	0	0	0	0	4	0	0	0	12	43
4:45 PM	2	1	0	0	0	3	0	2	0	0	1	1	0	0	0	0	1	1	0	0	12	42
5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	4	41
5:15 PM	1	1	0	0	0	2	1	3	0	0	0	3	1	0	0	1	1	1	0	0	15	37
5:30 PM	0	0	0	0	0	1	0	1	0	0	0	4	2	0	0	1	2	0	0	0	11	22
5:45 PM	2	1	0	0	0	0	0	1	0	0	3	1	2	0	0	0	0	1	0	0	11	11
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	8	4	0	0	0	16	4	12	0	0	4	8	0	4	0	4	16	4	4	0	88	
Heavy Trucks	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	8	
Pedestrians	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	4	0	0	0	0	12	
Bicycles	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

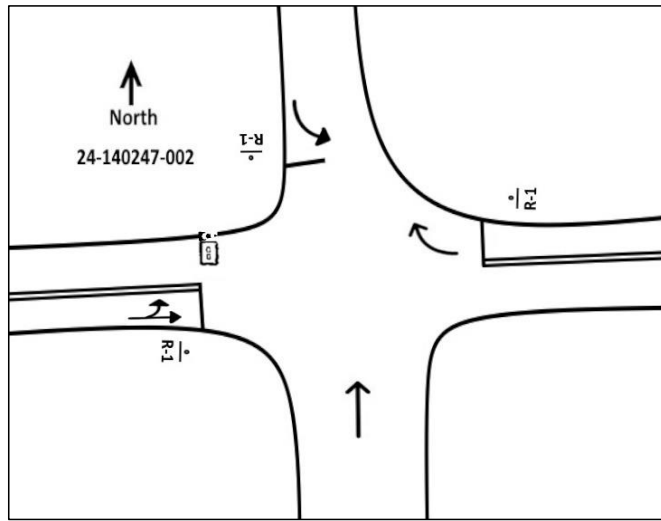
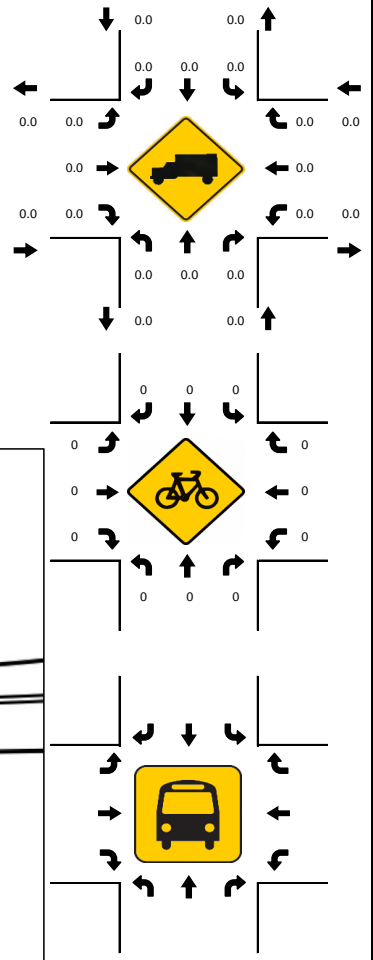
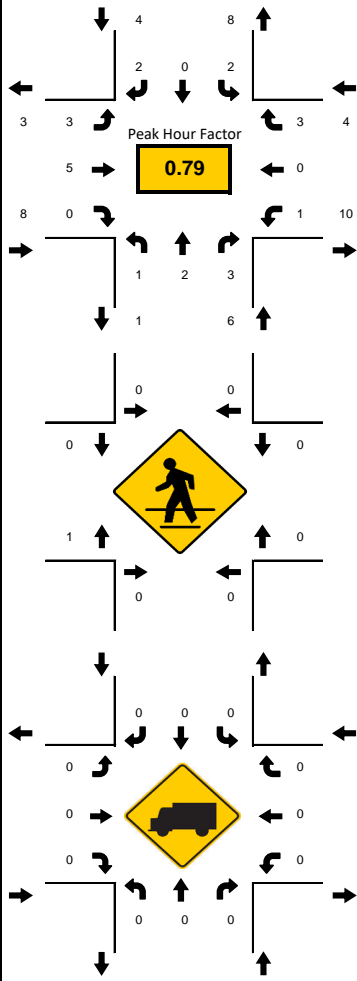
LOCATION: NE 4th Ave & NE 5th St
 CITY/STATE: Hallandale Beach, FL

PROJECT ID: 24-140247-002
 DATE: Tue, Sep 10, 2024

Peak-Hour: 07:30 AM - 08:30 AM
 Peak 15-Minute: 07:30 AM - 07:45 AM



National Data & Surveying Services

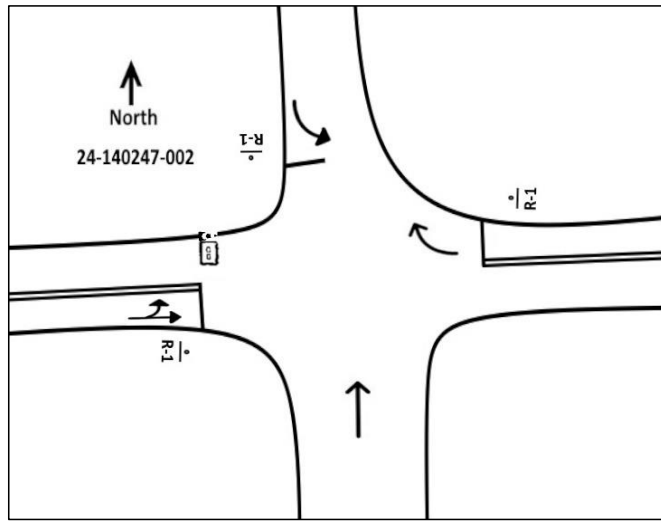
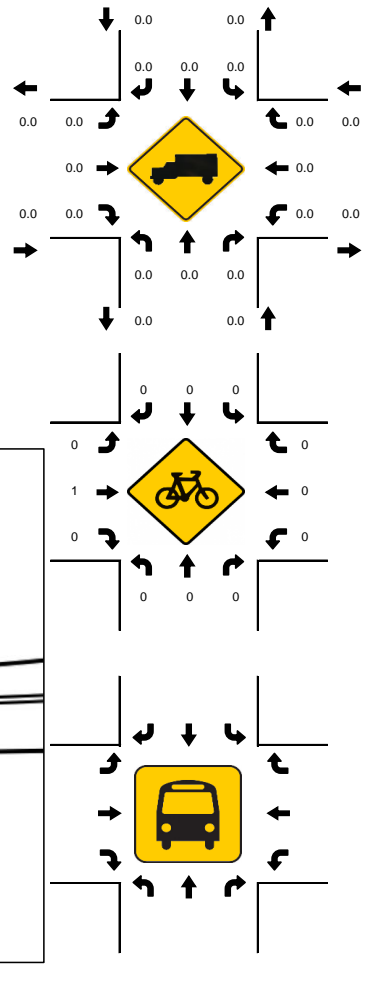
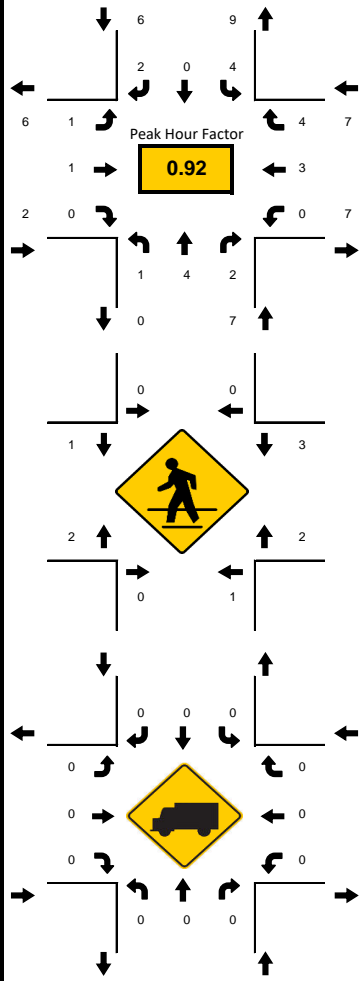


15-Min Count Period Beginning At	NE 4th Ave Northbound					NE 4th Ave Southbound					NE 5th St Eastbound					NE 5th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	13
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
7:30 AM	1	0	0	0	0	0	0	1	0	0	2	3	0	0	0	0	0	0	0	0	7	22
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	3	18
8:00 AM	0	1	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0	2	0	0	7	19
8:15 AM	0	1	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	5	12
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3	7
8:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	4	4
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	4	4	8	0		8	0	4	0		8	12	0	0		0	0	8	4		60	
Heavy Trucks	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Pedestrians	0					0					4					0					4	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Buses																						
Stopped Buses																						

Peak-Hour: 05:00 PM - 06:00 PM
 Peak 15-Minute: 05:00 PM - 05:15 PM



National Data & Surveying Services



15-Min Count Period Beginning At	NE 4th Ave Northbound					NE 4th Ave Southbound					NE 5th St Eastbound					NE 5th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	1	0		2	0	1	0		1	0	0	0		0	1	1	0		7	18
4:15 PM	1	0	0	0		0	0	1	0		0	2	0	0		0	0	2	0		6	17
4:30 PM	0	0	0	0		0	0	1	0		0	1	0	0		0	0	1	0		3	17
4:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	2	0		2	18
5:00 PM	1	0	2	0		0	0	0	0		0	0	0	0		0	2	1	0		6	22
5:15 PM	0	2	0	0		2	0	0	0		0	0	0	0		0	0	2	0		6	16
5:30 PM	0	1	0	0		2	0	1	0		0	0	0	0		0	0	0	0		4	10
5:45 PM	0	1	0	0		0	0	1	0		1	1	0	0		0	1	1	0		6	6
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	4	8	8	0		8	0	4	0		4	4	0	0		0	8	8	0			56
Heavy Trucks	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Pedestrians		4					0					4					8				16	
Bicycles	0	0	0	0		0	0	0	0		0	4	0	0		0	0	0	0		4	
Buses																						
Stopped Buses																						

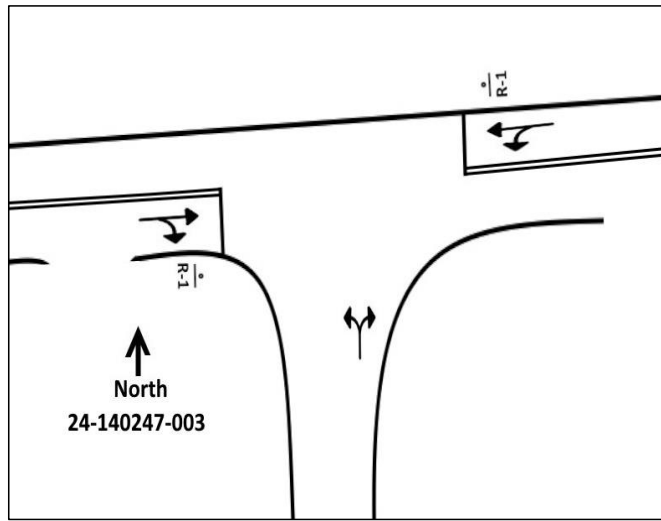
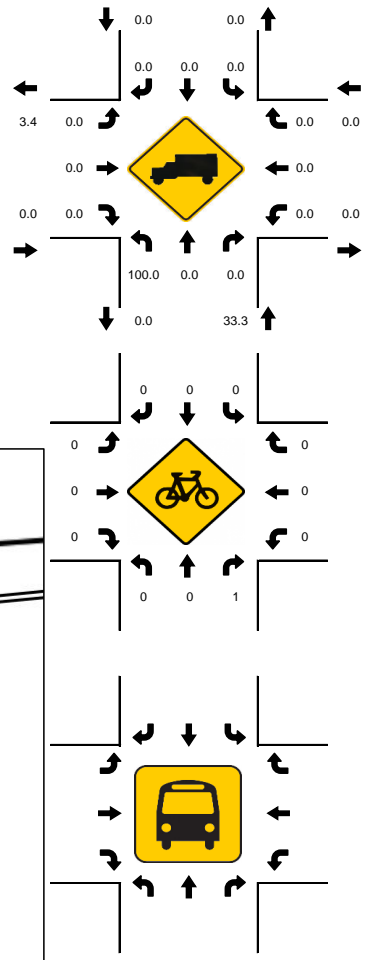
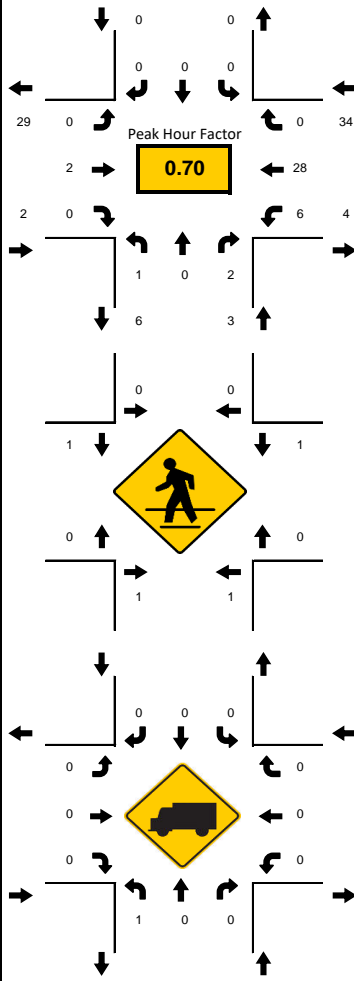
LOCATION: NE 4th Ave & NE 4th Ct
 CITY/STATE: Hallandale Beach, FL

PROJECT ID: 24-140247-003
 DATE: Tue, Sep 10, 2024

Peak-Hour: 08:00 AM - 09:00 AM
 Peak 15-Minute: 08:45 AM - 09:00 AM



National Data & Surveying Services



15-Min Count Period Beginning At	NE 4th Ave Northbound					NE 4th Ave Southbound					NE 4th Ct Eastbound					NE 4th Ct Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	1	0		0	0	0	0		0	1	0	0		1	0	0	0		3	23
7:15 AM	0	0	0	0		0	0	0	0		0	2	1	0		0	3	0	0		6	30
7:30 AM	0	0	0	0		0	0	0	0		0	1	1	0		4	2	0	0		8	29
7:45 AM	0	0	2	0		0	0	0	0		0	0	0	0		0	4	0	0		6	31
8:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		4	6	0	0		10	39
8:15 AM	0	0	0	0		0	0	0	0		0	1	0	0		0	4	0	0		5	29
8:30 AM	1	0	2	0		0	0	0	0		0	1	0	0		1	5	0	0		10	24
8:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		1	13	0	0		14	14
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	4	0	8	0		0	0	0	0		0	4	0	0		16	52	0	0		84	
Heavy Trucks	4	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		4	
Pedestrians	8					0					4					4					16	
Bicycles	0	0	4	0		0	0	0	0		0	0	0	0		0	0	0	0		4	
Buses																						
Stopped Buses																						

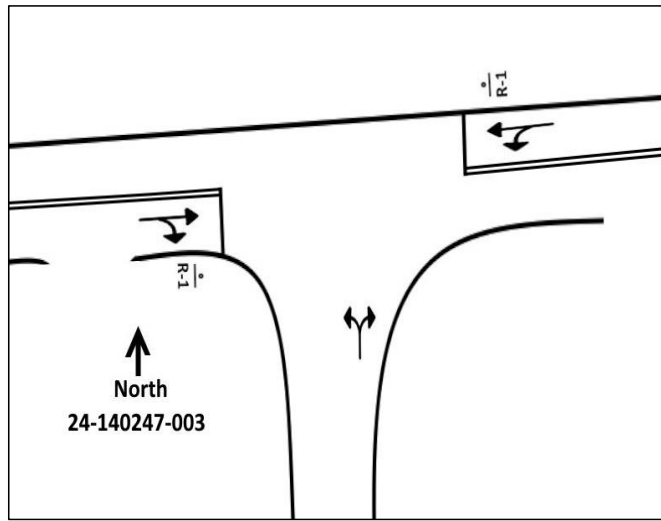
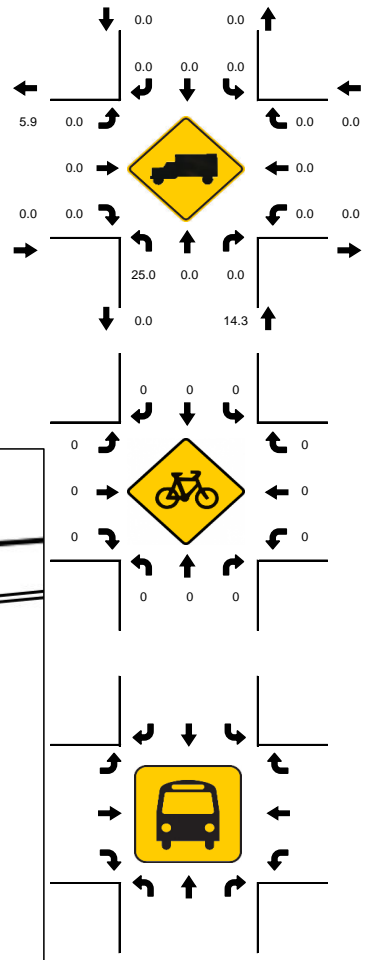
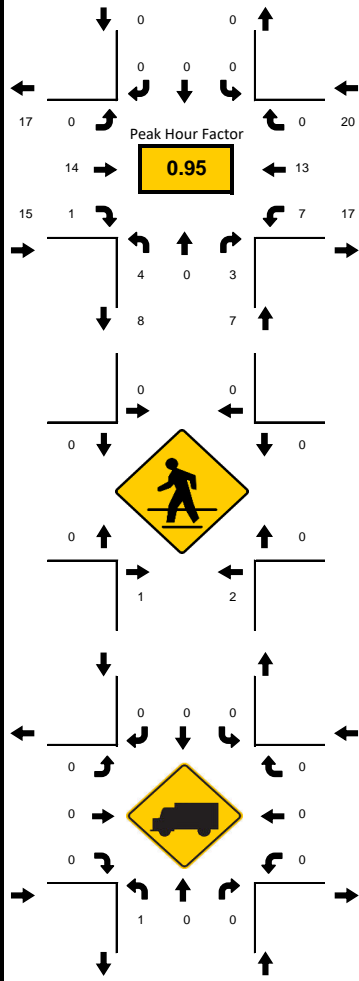
LOCATION: NE 4th Ave & NE 4th Ct
 CITY/STATE: Hallandale Beach, FL

PROJECT ID: 24-140247-003
 DATE: Tue, Sep 10, 2024

Peak-Hour: 05:00 PM - 06:00 PM
 Peak 15-Minute: 05:00 PM - 05:15 PM



National Data & Surveying Services

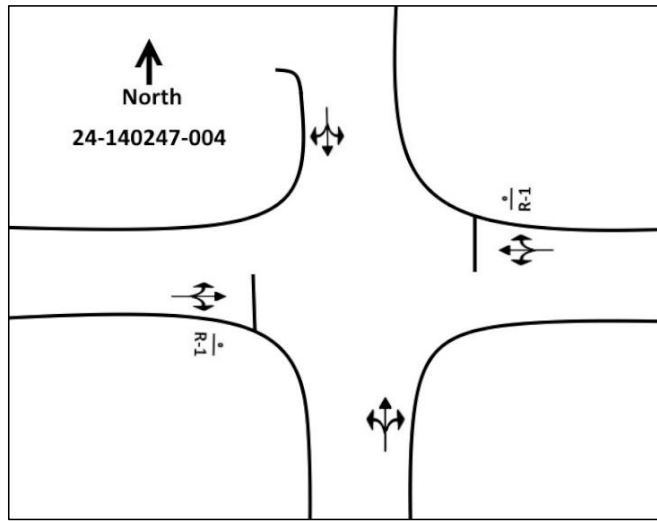
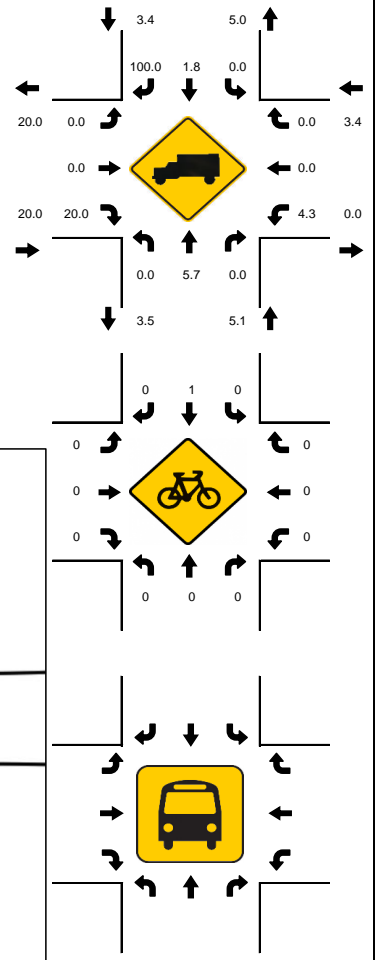
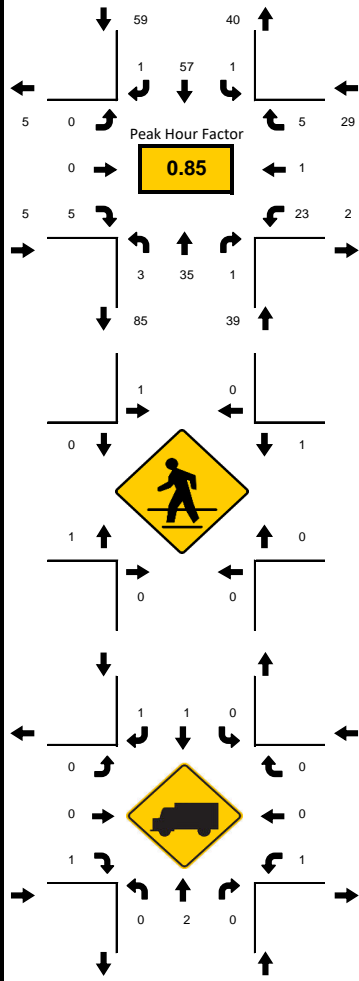


15-Min Count Period Beginning At	NE 4th Ave Northbound					NE 4th Ave Southbound					NE 4th Ct Eastbound					NE 4th Ct Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	1	0	1	0	0	0	0	0	0	0	0	3	1	0	0	0	8	0	0	0	14	41
4:15 PM	2	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	2	0	0	0	11	38
4:30 PM	1	0	1	0	0	0	0	0	0	0	0	3	1	0	0	0	2	0	0	0	8	36
4:45 PM	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	8	39
5:00 PM	2	0	1	0	0	0	0	0	0	0	0	2	1	0	0	3	2	0	0	0	11	42
5:15 PM	2	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	9	31
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	4	0	0	0	11	22
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	4	0	0	0	11	11
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	8	0	4	0	0	0	0	0	0	0	0	24	4	0	0	16	16	0	0	0	72	
Heavy Trucks	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Pedestrians	8					0					0					0					8	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses																						
Stopped Buses																						

Peak-Hour: 08:00 AM - 09:00 AM
 Peak 15-Minute: 08:00 AM - 08:15 AM



National Data & Surveying Services



15-Min Count Period Beginning At	NE 3rd Ave Northbound					NE 3rd Ave Southbound					NE 4th Ct Eastbound					NE 4th Ct Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	1	7	0	0		0	8	0	0		0	1	1	0		0	0	0	0		18	95
7:15 AM	0	3	2	0		0	13	0	0		0	1	0	0		5	0	0	0		24	116
7:30 AM	0	8	2	0		0	9	0	0		0	0	0	0		4	0	0	0		23	119
7:45 AM	0	13	0	0		0	6	1	0		0	0	4	0		5	0	1	0		30	127
8:00 AM	2	8	0	0		0	21	1	0		0	0	1	0		6	0	0	0		39	132
8:15 AM	0	10	0	0		1	12	0	0		0	0	0	0		3	1	0	0		27	93
8:30 AM	0	11	1	0		0	11	0	0		0	0	2	0		5	0	1	0		31	66
8:45 AM	1	6	0	0		0	13	0	0		0	0	2	0		9	0	4	0		35	35
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	8	44	4	0		4	84	4	0		0	0	8	0		36	4	16	0		212	
Heavy Trucks	0	8	0	0		0	4	4	0		0	0	4	0		4	0	0	0		24	
Pedestrians	0						4					4					4				12	
Bicycles	0	0	0	0		0	4	0	0		0	0	0	0		0	0	0	0		4	
Buses																						
Stopped Buses																						

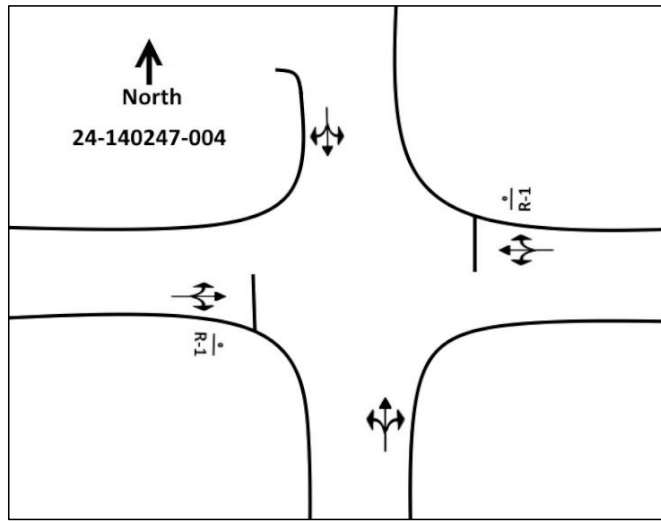
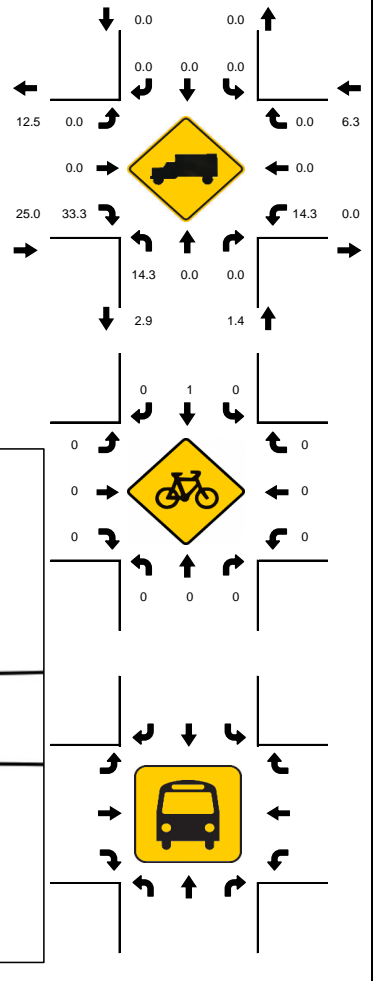
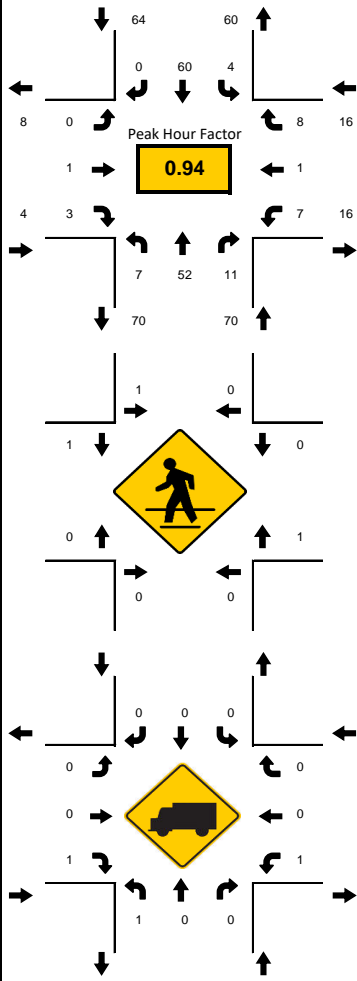
LOCATION: NE 3rd Ave & NE 4th Ct
 CITY/STATE: Hallandale Beach, FL

PROJECT ID: 24-140247-004
 DATE: Tue, Sep 10, 2024

Peak-Hour: 05:00 PM - 06:00 PM
 Peak 15-Minute: 05:45 PM - 06:00 PM



National Data & Surveying Services



15-Min Count Period Beginning At	NE 3rd Ave Northbound					NE 3rd Ave Southbound					NE 4th Ct Eastbound					NE 4th Ct Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	2	12	3	0		0	15	0	0		0	0	1	0		4	1	3	0		41	132
4:15 PM	1	12	5	1		1	11	0	0		0	0	0	0		2	0	1	1		35	127
4:30 PM	0	9	2	0		0	10	1	0		0	1	1	0		2	0	0	0		26	131
4:45 PM	1	10	3	0		1	12	0	0		0	0	0	0		2	0	1	0		30	143
5:00 PM	0	7	3	0		0	22	0	0		0	0	1	0		3	0	0	0		36	154
5:15 PM	1	18	1	0		0	14	0	0		0	1	0	0		2	0	2	0		39	118
5:30 PM	2	12	5	0		2	13	0	0		0	0	1	0		0	0	3	0		38	79
5:45 PM	4	15	2	0		2	11	0	0		0	0	1	0		2	1	3	0		41	41
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	16	72	20	0		8	88	0	0		0	4	4	0		12	4	12	0		240	
Heavy Trucks	4	0	0	0		0	0	0	0		0	0	4	0		4	0	0	0		12	
Pedestrians	0					4					4					4					12	
Bicycles	0	0	0	0		0	4	0	0		0	0	0	0		0	0	0	0		4	
Buses																						
Stopped Buses																						

24-Hour Continuous Roadway Count

VOLUME

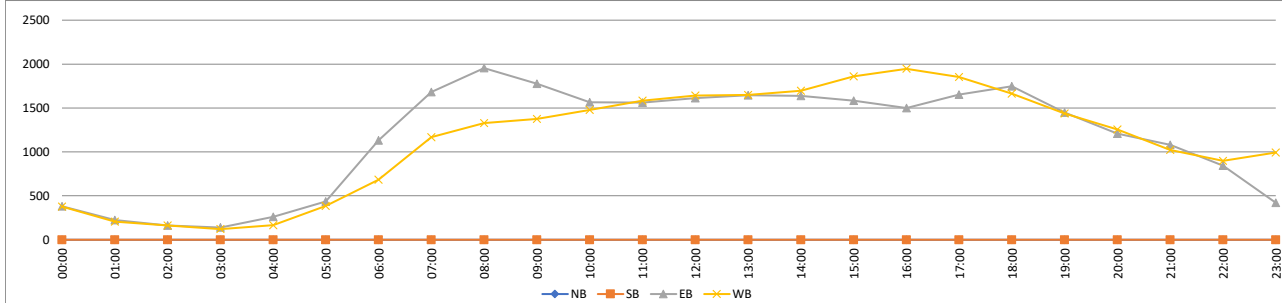
Hallandale Beach Blvd/SR 858 Bet 1-95 & NE 14th Ave

Day: Tuesday
Date: 8/6/2024

City: Hallandale Beach
Project #: FL24_140213_001

DAILY TOTALS					NB	SB	EB	WB	Total	DAILY TOTALS				
					0	0	27,675	26,954	54,629					

15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			105	107	212	12:00			403	444	847	00:00	01:00		381	376	757
0:15			112	106	218	12:15			403	364	767	01:00	02:00		226	207	433
0:30			90	79	169	12:30			380	415	795	02:00	03:00		164	163	327
0:45			74	84	158	12:45			428	418	846	03:00	04:00		139	121	260
1:00			59	53	112	13:00			367	432	799	04:00	05:00		261	167	428
1:15			66	61	127	13:15			391	442	833	05:00	06:00		434	384	818
1:30			54	46	100	13:30			474	407	881	06:00	07:00		1133	685	1818
1:45			47	47	94	13:45			415	369	784	07:00	08:00		1682	1167	2849
2:00			42	44	86	14:00			420	403	823	08:00	09:00		1954	1329	3283
2:15			38	56	94	14:15			386	462	848	09:00	10:00		1778	1374	3152
2:30			40	38	78	14:30			455	432	887	10:00	11:00		1567	1477	3044
2:45			44	25	69	14:45			378	401	779	11:00	12:00		1561	1582	3143
3:00			38	34	72	15:00			351	456	807	12:00	13:00		1614	1641	3255
3:15			27	36	63	15:15			430	447	877	13:00	14:00		1647	1650	3297
3:30			36	24	60	15:30			406	489	895	14:00	15:00		1639	1698	3337
3:45			38	27	65	15:45			398	468	866	15:00	16:00		1585	1860	3445
4:00			42	28	70	16:00			415	491	906	16:00	17:00		1501	1946	3447
4:15			62	43	105	16:15			351	501	852	17:00	18:00		1653	1854	3507
4:30			73	48	121	16:30			388	487	875	18:00	19:00		1749	1664	3413
4:45			84	48	132	16:45			347	467	814	19:00	20:00		1449	1438	2887
5:00			73	61	134	17:00			438	468	906	20:00	21:00		1210	1254	2464
5:15			74	103	177	17:15			425	528	953	21:00	22:00		1080	1023	2103
5:30			123	101	224	17:30			366	473	839	22:00	23:00		845	900	1745
5:45			164	119	283	17:45			424	385	809	23:00	00:00		423	994	1417
6:00			158	152	310	18:00			416	452	868	STATISTICS					
6:15			240	152	392	18:15			399	464	863						
6:30			329	181	510	18:30			499	398	897	Peak Period	00:00	to	12:00		
6:45			406	200	606	18:45			435	350	785	Volume			11280	9032	20312
7:00			356	270	626	19:00			372	349	721	Peak Hour			7:45	11:00	7:45
7:15			365	262	627	19:15			380	361	741	Peak Volume			2029	1582	3364
7:30			420	302	722	19:30			337	385	722	Peak Hour Factor			0.938	0.939	0.962
7:45			541	333	874	19:45			360	343	703	Peak Period	12:00	to	00:00		
8:00			519	316	835	20:00			327	346	673	Volume			16395	17922	34317
8:15			488	347	835	20:15			336	265	601	Peak Hour			18:00	16:30	16:30
8:30			481	339	820	20:30			275	303	578	Peak Volume			1749	1950	3548
8:45			466	327	793	20:45			272	340	612	Peak Hour Factor			0.876	0.923	0.931
9:00			507	340	847	21:00			262	272	534	Peak Period	07:00	to	09:00		
9:15			477	352	829	21:15			274	274	548	Volume			3636	2496	6132
9:30			446	330	776	21:30			294	260	554	Peak Hour			7:45	7:45	7:45
9:45			348	352	700	21:45			250	217	467	Peak Volume			2029	1335	3364
10:00			370	376	746	22:00			210	243	453	Peak Hour Factor			0.938	0.962	0.962
10:15			423	355	778	22:15			243	207	450	Peak Period	16:00	to	18:00		
10:30			366	374	740	22:30			198	222	420	Volume			3154	3800	6954
10:45			408	372	780	22:45			194	228	422	Peak Hour			17:00	16:30	16:30
11:00			365	353	718	23:00			107	242	349	Peak Volume			1653	1950	3548
11:15			385	407	792	23:15			113	291	404	Peak Hour Factor			0.943	0.923	0.931
11:30			388	421	809	23:30			103	236	339						
11:45			423	401	824	23:45			100	225	325						
TOTALS	0	0	11280	9032	20312	TOTALS	0	0	16395	17922	34317						
SPLIT %	0%	0%	56%	44%	37%	SPLIT %	0%	0%	48%	52%	63%						



VOLUME

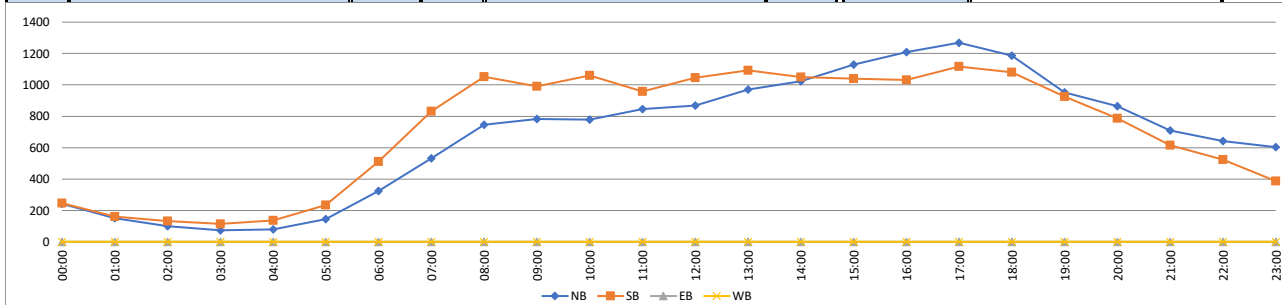
Federal Hwy/US 1/SR 5 Bet Pembroke Rd/SR 824 & Miami-Dade County Line

Day: Tuesday
Date: 8/6/2024

City: Hallandale Beach
Project #: FL24_140213_002

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS					
						16,222	17,120	0	0	33,342						

15-Minutes Interval											Hourly Intervals																																																																																																																																															
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL																																																																																																																																									
0:00	78	73			151	12:00	208	251			459	00:00	01:00	243	246		489																																																																																																																																									
0:15	63	57			120	12:15	224	265			489	01:00	02:00	151	161		312																																																																																																																																									
0:30	57	53			110	12:30	235	233			468	02:00	03:00	99	132		231																																																																																																																																									
0:45	45	63			108	12:45	201	296			497	03:00	04:00	73	114		187																																																																																																																																									
1:00	53	45			98	13:00	237	271			508	04:00	05:00	79	135		214																																																																																																																																									
1:15	33	45			78	13:15	253	262			515	05:00	06:00	145	233		378																																																																																																																																									
1:30	38	34			72	13:30	234	282			516	06:00	07:00	323	512		835																																																																																																																																									
1:45	27	37			64	13:45	246	277			523	07:00	08:00	531	831		1362																																																																																																																																									
2:00	35	39			74	14:00	263	267			530	08:00	09:00	746	1052		1798																																																																																																																																									
2:15	27	35			62	14:15	263	276			539	09:00	10:00	782	990		1772																																																																																																																																									
2:30	20	34			54	14:30	261	249			510	10:00	11:00	778	1061		1839																																																																																																																																									
2:45	17	24			41	14:45	236	257			493	11:00	12:00	846	958		1804																																																																																																																																									
3:00	14	27			41	15:00	278	256			534	12:00	13:00	868	1045		1913																																																																																																																																									
3:15	24	27			51	15:15	239	274			513	13:00	14:00	970	1092		2062																																																																																																																																									
3:30	22	28			50	15:30	311	244			555	14:00	15:00	1023	1049		2072																																																																																																																																									
3:45	13	32			45	15:45	302	266			568	15:00	16:00	1130	1040		2170																																																																																																																																									
4:00	16	29			45	16:00	282	260			542	16:00	17:00	1209	1032		2241																																																																																																																																									
4:15	17	23			40	16:15	319	245			564	17:00	18:00	1269	1117		2386																																																																																																																																									
4:30	22	36			58	16:30	310	267			577	18:00	19:00	1187	1081		2268																																																																																																																																									
4:45	24	47			71	16:45	298	260			558	19:00	20:00	951	926		1877																																																																																																																																									
5:00	25	39			64	17:00	325	256			581	20:00	21:00	864	787		1651																																																																																																																																									
5:15	37	49			86	17:15	331	269			600	21:00	22:00	710	616		1326																																																																																																																																									
5:30	43	75			118	17:30	327	300			627	22:00	23:00	642	524		1166																																																																																																																																									
5:45	40	70			110	17:45	286	292			578	23:00	00:00	603	386		989																																																																																																																																									
6:00	55	100			155	18:00	323	294			617	<table border="1"> <thead> <tr> <th colspan="6">STATISTICS</th> </tr> <tr> <th></th> <th>NB</th> <th>SB</th> <th>EB</th> <th>WB</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>Peak Period</td> <td colspan="2">00:00 to 12:00</td> <td colspan="3"></td> </tr> <tr> <td>Volume</td> <td>4796</td> <td>6425</td> <td colspan="3">11221</td> </tr> <tr> <td>Peak Hour</td> <td>10:45</td> <td>8:15</td> <td colspan="3">8:15</td> </tr> <tr> <td>Peak Volume</td> <td>851</td> <td>1111</td> <td colspan="3">1882</td> </tr> <tr> <td>Peak Hour Factor</td> <td>0.963</td> <td>0.899</td> <td colspan="3">0.912</td> </tr> <tr> <td>Peak Period</td> <td colspan="2">12:00 to 00:00</td> <td colspan="3"></td> </tr> <tr> <td>Volume</td> <td>11426</td> <td>10695</td> <td colspan="3">22121</td> </tr> <tr> <td>Peak Hour</td> <td>16:45</td> <td>17:30</td> <td colspan="3">17:30</td> </tr> <tr> <td>Peak Volume</td> <td>1281</td> <td>1187</td> <td colspan="3">2464</td> </tr> <tr> <td>Peak Hour Factor</td> <td>0.968</td> <td>0.986</td> <td colspan="3">0.960</td> </tr> <tr> <td>Peak Period</td> <td colspan="2">07:00 to 09:00</td> <td colspan="3"></td> </tr> <tr> <td>Volume</td> <td>1277</td> <td>1883</td> <td colspan="3">3160</td> </tr> <tr> <td>Peak Hour</td> <td>8:00</td> <td>8:00</td> <td colspan="3">8:00</td> </tr> <tr> <td>Peak Volume</td> <td>746</td> <td>1052</td> <td colspan="3">1798</td> </tr> <tr> <td>Peak Hour Factor</td> <td>0.743</td> <td>0.851</td> <td colspan="3">0.871</td> </tr> <tr> <td>Peak Period</td> <td colspan="2">16:00 to 18:00</td> <td colspan="3"></td> </tr> <tr> <td>Volume</td> <td>2478</td> <td>2149</td> <td colspan="3">4627</td> </tr> <tr> <td>Peak Hour</td> <td>16:45</td> <td>17:00</td> <td colspan="3">17:00</td> </tr> <tr> <td>Peak Volume</td> <td>1281</td> <td>1117</td> <td colspan="3">2386</td> </tr> <tr> <td>Peak Hour Factor</td> <td>0.968</td> <td>0.931</td> <td colspan="3">0.951</td> </tr> </tbody> </table>						STATISTICS							NB	SB	EB	WB	TOTAL	Peak Period	00:00 to 12:00					Volume	4796	6425	11221			Peak Hour	10:45	8:15	8:15			Peak Volume	851	1111	1882			Peak Hour Factor	0.963	0.899	0.912			Peak Period	12:00 to 00:00					Volume	11426	10695	22121			Peak Hour	16:45	17:30	17:30			Peak Volume	1281	1187	2464			Peak Hour Factor	0.968	0.986	0.960			Peak Period	07:00 to 09:00					Volume	1277	1883	3160			Peak Hour	8:00	8:00	8:00			Peak Volume	746	1052	1798			Peak Hour Factor	0.743	0.851	0.871			Peak Period	16:00 to 18:00					Volume	2478	2149	4627			Peak Hour	16:45	17:00	17:00			Peak Volume	1281	1117	2386			Peak Hour Factor	0.968	0.931	0.951							
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6:45	102	160			262	18:45	239	222			461																																																																																																																																															
7:00	119	166			285	19:00	248	275			523																																																																																																																																															
7:15	127	196			323	19:15	219	229			448																																																																																																																																															
7:30	128	212			340	19:30	263	210			473																																																																																																																																															
7:45	157	257			414	19:45	221	212			433																																																																																																																																															
8:00	146	213			359	20:00	223	187			410																																																																																																																																															
8:15	193	265			458	20:15	226	209			435																																																																																																																																															
8:30	156	309			465	20:30	230	190			420																																																																																																																																															
8:45	251	265			516	20:45	185	201			386																																																																																																																																															
9:00	171	272			443	21:00	188	197			385																																																																																																																																															
9:15	214	218			432	21:15	197	154			351																																																																																																																																															
9:30	181	257			438	21:30	175	138			313																																																																																																																																															
9:45	216	243			459	21:45	150	127			277																																																																																																																																															
10:00	185	244			429	22:00	178	139			317																																																																																																																																															
10:15	179	272			451	22:15	159	129			288																																																																																																																																															
10:30	195	245			440	22:30	144	118			262																																																																																																																																															
10:45	219	300			519	22:45	161	138			299																																																																																																																																															
11:00	203	210			413	23:00	124	93			217																																																																																																																																															
11:15	221	238			459	23:15	182	105			287																																																																																																																																															
11:30	208	273			481	23:30	134	87			221																																																																																																																																															
11:45	214	237			451	23:45	163	101			264																																																																																																																																															
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SPLIT %	43%	57%	0%	0%	34%	SPLIT %	52%	48%	0%	0%	66%																																																																																																																																															



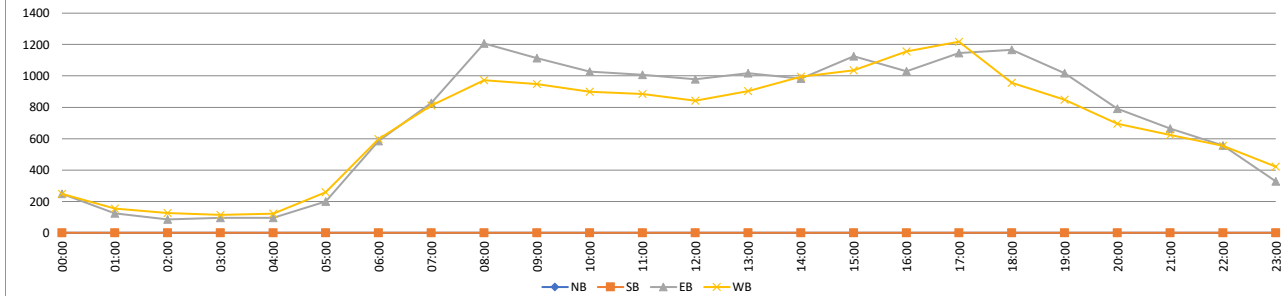
VOLUME

Pembroke Rd/SR 824 Bet Federal Hwy/US 1/SR 5 & NW 8th Ave

Day: Tuesday
Date: 8/6/2024

City: Hallandale Beach
Project #: FL24_140213_003

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	17,417	16,382	33,799							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			71	63	134	12:00			246	211	457	00:00	01:00		248	248	496
0:15			56	61	117	12:15			217	241	458	01:00	02:00		124	154	278
0:30			66	57	123	12:30			255	197	452	02:00	03:00		85	125	210
0:45			55	67	122	12:45			260	193	453	03:00	04:00		96	114	210
1:00			34	49	83	13:00			273	246	519	04:00	05:00		95	121	216
1:15			29	42	71	13:15			247	209	456	05:00	06:00		199	258	457
1:30			35	33	68	13:30			231	234	465	06:00	07:00		585	597	1182
1:45			26	30	56	13:45			267	215	482	07:00	08:00		828	812	1640
2:00			24	31	55	14:00			251	259	510	08:00	09:00		1207	973	2180
2:15			18	34	52	14:15			219	257	476	09:00	10:00		1113	947	2060
2:30			23	38	61	14:30			283	252	535	10:00	11:00		1028	899	1927
2:45			20	22	42	14:45			230	226	456	11:00	12:00		1007	885	1892
3:00			27	30	57	15:00			275	215	490	12:00	13:00		978	842	1820
3:15			27	20	47	15:15			281	296	577	13:00	14:00		1018	904	1922
3:30			23	35	58	15:30			284	266	550	14:00	15:00		983	994	1977
3:45			19	29	48	15:45			286	259	545	15:00	16:00		1126	1036	2162
4:00			15	32	47	16:00			246	296	542	16:00	17:00		1030	1157	2187
4:15			15	26	41	16:15			241	295	536	17:00	18:00		1146	1218	2364
4:30			20	30	50	16:30			258	270	528	18:00	19:00		1166	956	2122
4:45			45	33	78	16:45			285	296	581	19:00	20:00		1017	848	1865
5:00			32	42	74	17:00			322	295	617	20:00	21:00		790	694	1484
5:15			36	54	90	17:15			254	323	577	21:00	22:00		665	624	1289
5:30			59	86	145	17:30			297	327	624	22:00	23:00		556	555	1111
5:45			72	76	148	17:45			273	273	546	23:00	00:00		327	421	748
6:00			93	101	194	18:00			284	291	575	STATISTICS					
6:15			112	143	255	18:15			271	284	555						
6:30			163	156	319	18:30			315	207	522	Peak Period	00:00	to	12:00		
6:45			217	197	414	18:45			296	174	470	Volume			6615	6133	12748
7:00			162	186	348	19:00			270	250	520	Peak Hour			8:30	8:30	8:30
7:15			174	200	374	19:15			240	186	426	Peak Volume			1251	986	2237
7:30			255	197	452	19:30			241	222	463	Peak Hour Factor			0.954	0.906	0.973
7:45			237	229	466	19:45			266	190	456	Peak Period	12:00	to	00:00		
8:00			269	217	486	20:00			216	182	398	Volume			10802	10249	21051
8:15			295	253	548	20:15			186	159	345	Peak Hour			18:00	16:45	16:45
8:30			315	256	571	20:30			173	153	326	Peak Volume			1166	1241	2399
8:45			328	247	575	20:45			215	200	415	Peak Hour Factor			0.925	0.949	0.961
9:00			310	211	521	21:00			191	164	355	Peak Period	07:00	to	09:00		
9:15			298	272	570	21:15			172	174	346	Volume			2035	1785	3820
9:30			243	237	480	21:30			166	156	322	Peak Hour			8:00	8:00	8:00
9:45			262	227	489	21:45			136	130	266	Peak Volume			1207	973	2180
10:00			276	205	481	22:00			157	134	291	Peak Hour Factor			0.920	0.950	0.948
10:15			269	240	509	22:15			142	146	288	Peak Period	16:00	to	18:00		
10:30			224	230	454	22:30			128	138	266	Volume			2176	2375	4551
10:45			259	224	483	22:45			129	137	266	Peak Hour			16:45	16:45	16:45
11:00			264	204	468	23:00			99	121	220	Peak Volume			1158	1241	2399
11:15			241	237	478	23:15			76	113	189	Peak Hour Factor			0.899	0.949	0.961
11:30			234	214	448	23:30			78	105	183						
11:45			268	230	498	23:45			74	82	156						
TOTALS	0	0	6615	6133	12748	TOTALS	0	0	10802	10249	21051						
SPLIT %	0%	0%	52%	48%	38%	SPLIT %	0%	0%	51%	49%	62%						



VOLUME

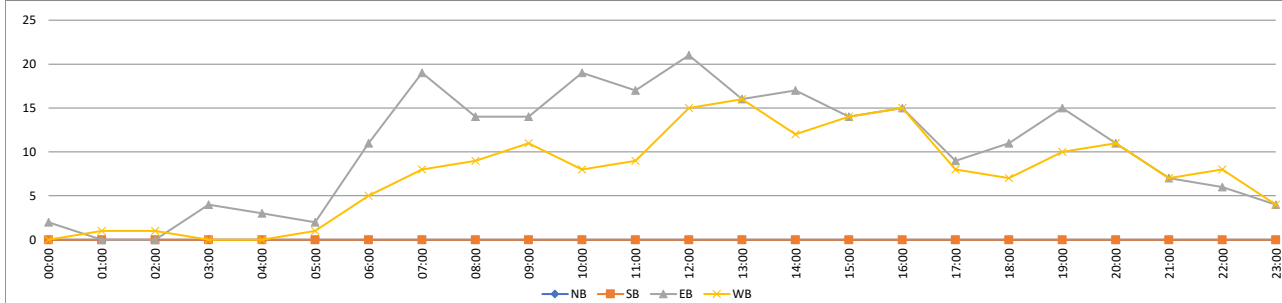
NE 6th St Bet Federal Hwy/US 1/SR 5 & NE 3rd Ave

Day: Tuesday
Date: 8/6/2024

City: Hallandale Beach
Project #: FL24_140213_004

DAILY TOTALS					NB	SB	EB	WB	Total	DAILY TOTALS				
					0	0	251	180	431					

15-Minutes Interval											Hourly Intervals																																																																																																																																										
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL																																																																																																																																				
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6:00			2	1	3	18:00			4	2	6	<table border="1"> <thead> <tr> <th colspan="6">STATISTICS</th> </tr> <tr> <th></th> <th>NB</th> <th>SB</th> <th>EB</th> <th>WB</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>Peak Period</td> <td colspan="5">00:00 to 12:00</td> </tr> <tr> <td>Volume</td> <td colspan="2">105</td> <td colspan="2">53</td> <td>158</td> </tr> <tr> <td>Peak Hour</td> <td colspan="2">7:15</td> <td colspan="2">9:45</td> <td>9:45</td> </tr> <tr> <td>Peak Volume</td> <td colspan="2">21</td> <td colspan="2">13</td> <td>31</td> </tr> <tr> <td>Peak Hour Factor</td> <td colspan="2">0.583</td> <td colspan="2">0.542</td> <td>0.861</td> </tr> <tr> <td>Peak Period</td> <td colspan="5">12:00 to 00:00</td> </tr> <tr> <td>Volume</td> <td colspan="2">146</td> <td colspan="2">127</td> <td>273</td> </tr> <tr> <td>Peak Hour</td> <td colspan="2">12:00</td> <td colspan="2">13:30</td> <td>13:45</td> </tr> <tr> <td>Peak Volume</td> <td colspan="2">21</td> <td colspan="2">17</td> <td>37</td> </tr> <tr> <td>Peak Hour Factor</td> <td colspan="2">0.750</td> <td colspan="2">0.708</td> <td>0.771</td> </tr> <tr> <td>Peak Period</td> <td colspan="5">07:00 to 09:00</td> </tr> <tr> <td>Volume</td> <td colspan="2">33</td> <td colspan="2">17</td> <td>50</td> </tr> <tr> <td>Peak Hour</td> <td colspan="2">7:15</td> <td colspan="2">7:30</td> <td>7:45</td> </tr> <tr> <td>Peak Volume</td> <td colspan="2">21</td> <td colspan="2">11</td> <td>30</td> </tr> <tr> <td>Peak Hour Factor</td> <td colspan="2">0.583</td> <td colspan="2">0.458</td> <td>0.625</td> </tr> <tr> <td>Peak Period</td> <td colspan="5">16:00 to 18:00</td> </tr> <tr> <td>Volume</td> <td colspan="2">24</td> <td colspan="2">23</td> <td>47</td> </tr> <tr> <td>Peak Hour</td> <td colspan="2">16:00</td> <td colspan="2">16:15</td> <td>16:00</td> </tr> <tr> <td>Peak Volume</td> <td colspan="2">15</td> <td colspan="2">17</td> <td>30</td> </tr> <tr> <td>Peak Hour Factor</td> <td colspan="2">0.750</td> <td colspan="2">0.472</td> <td>0.536</td> </tr> </tbody> </table>						STATISTICS							NB	SB	EB	WB	TOTAL	Peak Period	00:00 to 12:00					Volume	105		53		158	Peak Hour	7:15		9:45		9:45	Peak Volume	21		13		31	Peak Hour Factor	0.583		0.542		0.861	Peak Period	12:00 to 00:00					Volume	146		127		273	Peak Hour	12:00		13:30		13:45	Peak Volume	21		17		37	Peak Hour Factor	0.750		0.708		0.771	Peak Period	07:00 to 09:00					Volume	33		17		50	Peak Hour	7:15		7:30		7:45	Peak Volume	21		11		30	Peak Hour Factor	0.583		0.458		0.625	Peak Period	16:00 to 18:00					Volume	24		23		47	Peak Hour	16:00		16:15		16:00	Peak Volume	15		17		30	Peak Hour Factor	0.750		0.472		0.536
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SPLIT %	0%	0%	66%	34%	37%	SPLIT %	0%	0%	53%	47%	63%																																																																																																																																										



VOLUME

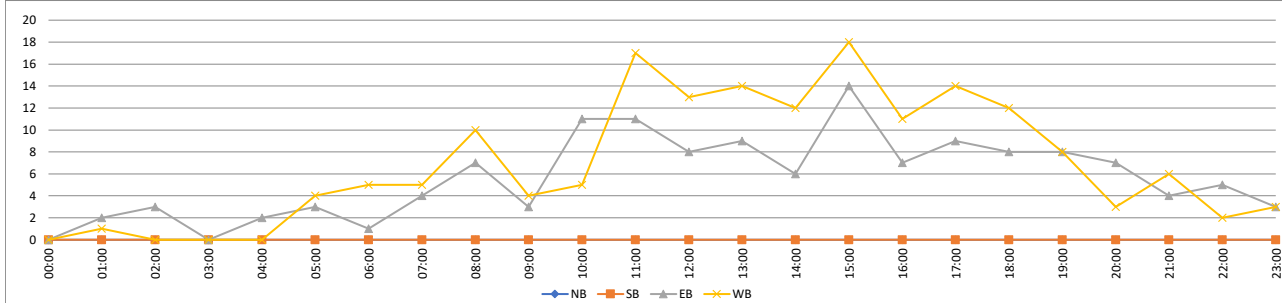
NE 4th Ct Bet Federal Hwy/US 1/SR 5 & NE 3rd Ave

Day: Tuesday
Date: 8/6/2024

City: Hallandale Beach
Project #: FL24_140213_005

DAILY TOTALS					NB	SB	EB	WB	Total	DAILY TOTALS				
					0	0	135	167	302					

15-Minutes Interval						Hourly Intervals											
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			0	0	0	12:00			2	3	5	00:00 01:00			0	0	0
0:15			0	0	0	12:15			1	6	7	01:00 02:00			2	1	3
0:30			0	0	0	12:30			4	2	6	02:00 03:00			3	0	3
0:45			0	0	0	12:45			1	2	3	03:00 04:00			0	0	0
1:00			0	1	1	13:00			2	2	4	04:00 05:00			2	0	2
1:15			0	0	0	13:15			1	4	5	05:00 06:00			3	4	7
1:30			2	0	2	13:30			2	3	5	06:00 07:00			1	5	6
1:45			0	0	0	13:45			4	5	9	07:00 08:00			4	5	9
2:00			2	0	2	14:00			1	3	4	08:00 09:00			7	10	17
2:15			1	0	1	14:15			2	3	5	09:00 10:00			3	4	7
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2:45			0	0	0	14:45			1	4	5	11:00 12:00			11	17	28
3:00			0	0	0	15:00			5	5	10	12:00 13:00			8	13	21
3:15			0	0	0	15:15			3	5	8	13:00 14:00			9	14	23
3:30			0	0	0	15:30			3	4	7	14:00 15:00			6	12	18
3:45			0	0	0	15:45			3	4	7	15:00 16:00			14	18	32
4:00			0	0	0	16:00			2	3	5	16:00 17:00			7	11	18
4:15			0	0	0	16:15			2	5	7	17:00 18:00			9	14	23
4:30			1	0	1	16:30			0	3	3	18:00 19:00			8	12	20
4:45			1	0	1	16:45			3	0	3	19:00 20:00			8	8	16
5:00			0	0	0	17:00			2	3	5	20:00 21:00			7	3	10
5:15			2	2	4	17:15			2	8	10	21:00 22:00			4	6	10
5:30			0	2	2	17:30			3	2	5	22:00 23:00			5	2	7
5:45			1	0	1	17:45			2	1	3	23:00 00:00			3	3	6
6:00			0	0	0	18:00			3	4	7	STATISTICS					
6:15			1	0	1	18:15			2	3	5						
6:30			0	2	2	18:30			2	3	5	Peak Period	00:00	to	12:00		
6:45			0	3	3	18:45			1	2	3	Volume			47	51	98
7:00			1	0	1	19:00			2	2	4	Peak Hour			10:00	11:00	11:00
7:15			1	2	3	19:15			3	3	6	Peak Volume			11	17	28
7:30			2	1	3	19:30			2	1	3	Peak Hour Factor			0.688	0.607	0.636
7:45			0	2	2	19:45			1	2	3	Peak Period	12:00	to	00:00		
8:00			0	3	3	20:00			1	0	1	Volume			88	116	204
8:15			3	3	6	20:15			2	1	3	Peak Hour			15:00	14:45	15:00
8:30			3	1	4	20:30			3	2	5	Peak Volume			14	18	32
8:45			1	3	4	20:45			1	0	1	Peak Hour Factor			0.700	0.900	0.800
9:00			0	1	1	21:00			1	2	3	Peak Period	07:00	to	09:00		
9:15			0	0	0	21:15			2	2	4	Volume			11	15	26
9:30			1	1	2	21:30			1	2	3	Peak Hour			8:00	8:00	8:00
9:45			2	2	4	21:45			0	0	0	Peak Volume			7	10	17
10:00			1	3	4	22:00			1	0	1	Peak Hour Factor			0.583	0.833	0.708
10:15			4	1	5	22:15			0	1	1	Peak Period	16:00	to	18:00		
10:30			3	0	3	22:30			2	0	2	Volume			16	25	41
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11:00			1	3	4	23:00			1	0	1	Peak Volume			10	14	23
11:15			3	7	10	23:15			0	0	0	Peak Hour Factor			0.833	0.438	0.575
11:30			2	1	3	23:30			2	2	4						
11:45			5	6	11	23:45			0	1	1						
TOTALS	0	0	47	51	98	TOTALS	0	0	88	116	204						
SPLIT %	0%	0%	48%	52%	32%	SPLIT %	0%	0%	43%	57%	68%						



VOLUME

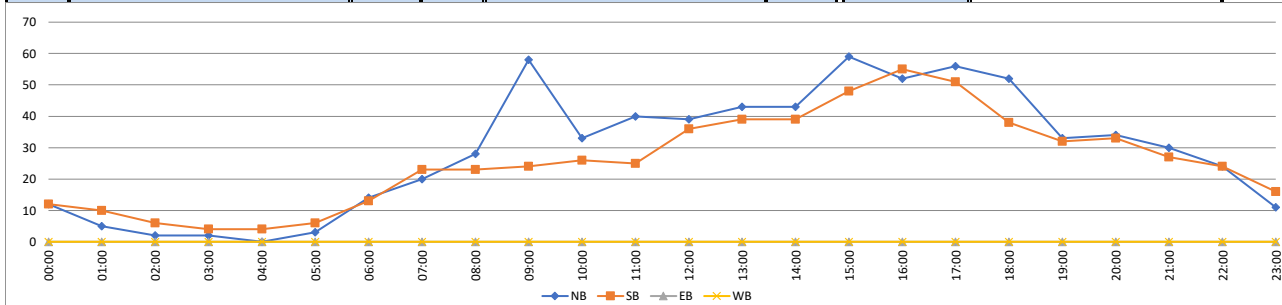
NE 3rd Ave Bet NE 3rd St and NE 7th St

Day: Tuesday
Date: 8/6/2024

City: Hallandale Beach
Project #: FL24_140213_006

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS					
						693	614	0	0	1,307						

15-Minutes Interval											Hourly Intervals																																																																																																																																										
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL																																																																																																																																				
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6:00	3	5			8	18:00	11	8			19	<table border="1"> <thead> <tr> <th colspan="6">STATISTICS</th> </tr> <tr> <th></th> <th>NB</th> <th>SB</th> <th>EB</th> <th>WB</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>Peak Period</td> <td colspan="2">00:00 to 12:00</td> <td colspan="3"></td> </tr> <tr> <td>Volume</td> <td colspan="2">217</td> <td colspan="2">176</td> <td>393</td> </tr> <tr> <td>Peak Hour</td> <td colspan="2">8:45</td> <td colspan="2">10:30</td> <td>9:00</td> </tr> <tr> <td>Peak Volume</td> <td colspan="2">61</td> <td colspan="2">32</td> <td>82</td> </tr> <tr> <td>Peak Hour Factor</td> <td colspan="2">0.763</td> <td colspan="2">0.889</td> <td>0.788</td> </tr> <tr> <td>Peak Period</td> <td colspan="2">12:00 to 00:00</td> <td colspan="3"></td> </tr> <tr> <td>Volume</td> <td colspan="2">476</td> <td colspan="2">438</td> <td>914</td> </tr> <tr> <td>Peak Hour</td> <td colspan="2">15:15</td> <td colspan="2">15:45</td> <td>15:15</td> </tr> <tr> <td>Peak Volume</td> <td colspan="2">69</td> <td colspan="2">56</td> <td>124</td> </tr> <tr> <td>Peak Hour Factor</td> <td colspan="2">0.908</td> <td colspan="2">0.737</td> <td>0.816</td> </tr> <tr> <td>Peak Period</td> <td colspan="2">07:00 to 09:00</td> <td colspan="3"></td> </tr> <tr> <td>Volume</td> <td colspan="2">48</td> <td colspan="2">46</td> <td>94</td> </tr> <tr> <td>Peak Hour</td> <td colspan="2">8:00</td> <td colspan="2">7:30</td> <td>8:00</td> </tr> <tr> <td>Peak Volume</td> <td colspan="2">28</td> <td colspan="2">28</td> <td>51</td> </tr> <tr> <td>Peak Hour Factor</td> <td colspan="2">0.538</td> <td colspan="2">0.875</td> <td>0.797</td> </tr> <tr> <td>Peak Period</td> <td colspan="2">16:00 to 18:00</td> <td colspan="3"></td> </tr> <tr> <td>Volume</td> <td colspan="2">108</td> <td colspan="2">106</td> <td>214</td> </tr> <tr> <td>Peak Hour</td> <td colspan="2">17:00</td> <td colspan="2">16:30</td> <td>16:00</td> </tr> <tr> <td>Peak Volume</td> <td colspan="2">56</td> <td colspan="2">56</td> <td>107</td> </tr> <tr> <td>Peak Hour Factor</td> <td colspan="2">0.875</td> <td colspan="2">0.933</td> <td>0.704</td> </tr> </tbody> </table>						STATISTICS							NB	SB	EB	WB	TOTAL	Peak Period	00:00 to 12:00					Volume	217		176		393	Peak Hour	8:45		10:30		9:00	Peak Volume	61		32		82	Peak Hour Factor	0.763		0.889		0.788	Peak Period	12:00 to 00:00					Volume	476		438		914	Peak Hour	15:15		15:45		15:15	Peak Volume	69		56		124	Peak Hour Factor	0.908		0.737		0.816	Peak Period	07:00 to 09:00					Volume	48		46		94	Peak Hour	8:00		7:30		8:00	Peak Volume	28		28		51	Peak Hour Factor	0.538		0.875		0.797	Peak Period	16:00 to 18:00					Volume	108		106		214	Peak Hour	17:00		16:30		16:00	Peak Volume	56		56		107	Peak Hour Factor	0.875		0.933		0.704
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Peak Period	00:00 to 12:00																																																																																																																																																				
Volume	217		176		393																																																																																																																																																
Peak Hour	8:45		10:30		9:00																																																																																																																																																
Peak Volume	61		32		82																																																																																																																																																
Peak Hour Factor	0.763		0.889		0.788																																																																																																																																																
Peak Period	12:00 to 00:00																																																																																																																																																				
Volume	476		438		914																																																																																																																																																
Peak Hour	15:15		15:45		15:15																																																																																																																																																
Peak Volume	69		56		124																																																																																																																																																
Peak Hour Factor	0.908		0.737		0.816																																																																																																																																																
Peak Period	07:00 to 09:00																																																																																																																																																				
Volume	48		46		94																																																																																																																																																
Peak Hour	8:00		7:30		8:00																																																																																																																																																
Peak Volume	28		28		51																																																																																																																																																
Peak Hour Factor	0.538		0.875		0.797																																																																																																																																																
Peak Period	16:00 to 18:00																																																																																																																																																				
Volume	108		106		214																																																																																																																																																
Peak Hour	17:00		16:30		16:00																																																																																																																																																
Peak Volume	56		56		107																																																																																																																																																
Peak Hour Factor	0.875		0.933		0.704																																																																																																																																																
6:15	2	6			8	18:15	17	12			29																																																																																																																																										
6:30	3	0			3	18:30	12	11			23																																																																																																																																										
6:45	6	2			8	18:45	12	7			19																																																																																																																																										
7:00	5	5			10	19:00	9	10			19																																																																																																																																										
7:15	5	2			7	19:15	10	7			17																																																																																																																																										
7:30	4	8			12	19:30	8	5			13																																																																																																																																										
7:45	6	8			14	19:45	6	10			16																																																																																																																																										
8:00	4	5			9	20:00	8	9			17																																																																																																																																										
8:15	4	7			11	20:15	7	6			13																																																																																																																																										
8:30	7	8			15	20:30	9	11			20																																																																																																																																										
8:45	13	3			16	20:45	10	7			17																																																																																																																																										
9:00	16	3			19	21:00	11	7			18																																																																																																																																										
9:15	20	6			26	21:15	6	3			9																																																																																																																																										
9:30	12	7			19	21:30	8	7			15																																																																																																																																										
9:45	10	8			18	21:45	5	10			15																																																																																																																																										
10:00	9	3			12	22:00	4	6			10																																																																																																																																										
10:15	7	6			13	22:15	6	3			9																																																																																																																																										
10:30	12	8			20	22:30	8	11			19																																																																																																																																										
10:45	5	9			14	22:45	6	4			10																																																																																																																																										
11:00	11	6			17	23:00	3	6			9																																																																																																																																										
11:15	13	9			22	23:15	2	5			7																																																																																																																																										
11:30	8	5			13	23:30	3	2			5																																																																																																																																										
11:45	8	5			13	23:45	3	3			6																																																																																																																																										
TOTALS	217	176	0	0	393	TOTALS	476	438	0	0	914																																																																																																																																										
SPLIT %	55%	45%	0%	0%	30%	SPLIT %	52%	48%	0%	0%	70%																																																																																																																																										



Peak Season Category Report

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2023 - 01/07/2023	1.01	1.04
2	01/08/2023 - 01/14/2023	1.00	1.03
3	01/15/2023 - 01/21/2023	0.99	1.02
* 4	01/22/2023 - 01/28/2023	0.98	1.01
* 5	01/29/2023 - 02/04/2023	0.98	1.01
* 6	02/05/2023 - 02/11/2023	0.97	1.00
* 7	02/12/2023 - 02/18/2023	0.96	0.99
* 8	02/19/2023 - 02/25/2023	0.96	0.99
* 9	02/26/2023 - 03/04/2023	0.96	0.99
*10	03/05/2023 - 03/11/2023	0.96	0.99
*11	03/12/2023 - 03/18/2023	0.96	0.99
*12	03/19/2023 - 03/25/2023	0.97	1.00
*13	03/26/2023 - 04/01/2023	0.98	1.01
*14	04/02/2023 - 04/08/2023	0.99	1.02
*15	04/09/2023 - 04/15/2023	1.00	1.03
*16	04/16/2023 - 04/22/2023	0.99	1.02
17	04/23/2023 - 04/29/2023	0.99	1.02
18	04/30/2023 - 05/06/2023	0.99	1.02
19	05/07/2023 - 05/13/2023	0.99	1.02
20	05/14/2023 - 05/20/2023	0.99	1.02
21	05/21/2023 - 05/27/2023	1.00	1.03
22	05/28/2023 - 06/03/2023	1.00	1.03
23	06/04/2023 - 06/10/2023	1.01	1.04
24	06/11/2023 - 06/17/2023	1.01	1.04
25	06/18/2023 - 06/24/2023	1.02	1.05
26	06/25/2023 - 07/01/2023	1.02	1.05
27	07/02/2023 - 07/08/2023	1.02	1.05
28	07/09/2023 - 07/15/2023	1.02	1.05
29	07/16/2023 - 07/22/2023	1.02	1.05
30	07/23/2023 - 07/29/2023	1.02	1.05
31	07/30/2023 - 08/05/2023	1.02	1.05
32	08/06/2023 - 08/12/2023	1.02	1.05
33	08/13/2023 - 08/19/2023	1.02	1.05
34	08/20/2023 - 08/26/2023	1.03	1.06
35	08/27/2023 - 09/02/2023	1.03	1.06
36	09/03/2023 - 09/09/2023	1.03	1.06
37	09/10/2023 - 09/16/2023	1.03	1.06
38	09/17/2023 - 09/23/2023	1.03	1.06
39	09/24/2023 - 09/30/2023	1.02	1.05
40	10/01/2023 - 10/07/2023	1.02	1.05
41	10/08/2023 - 10/14/2023	1.01	1.04
42	10/15/2023 - 10/21/2023	1.01	1.04
43	10/22/2023 - 10/28/2023	1.01	1.04
44	10/29/2023 - 11/04/2023	1.02	1.05
45	11/05/2023 - 11/11/2023	1.03	1.06
46	11/12/2023 - 11/18/2023	1.04	1.07
47	11/19/2023 - 11/25/2023	1.03	1.06
48	11/26/2023 - 12/02/2023	1.02	1.05
49	12/03/2023 - 12/09/2023	1.02	1.05
50	12/10/2023 - 12/16/2023	1.01	1.04
51	12/17/2023 - 12/23/2023	1.01	1.04
52	12/24/2023 - 12/30/2023	1.00	1.03
53	12/31/2023 - 12/31/2023	0.99	1.02

* PEAK SEASON

09-MAR-2024 18:41:40

830UPD

4_8601_PKSEASON.TXT

Signal Timings

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

Phase	1 (WT)	2 (NT)	3 (ET)	4 (ST)	5	6	7	8	9	10	11	12	13	14	15	16
Walk	7	7	7	7									7	7	7	7
Ped Clearance	15	19	15	19									15	19	15	19
Min Green	10	6	10	6	5	5	5	5								
Gap Ext	2.5	2	2.5	2	1	1	1	1								
Max1	30	20	30	20	25	25	25	25								
Max2					50	50	50	50								
Yellow Clr	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON												
Auto Flash Entry				ON												
Auto Flash Exit			ON													
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall			ON													
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry						ON		ON								
Sim Gap Enable	ON		ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	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 Auto Flash						
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green		6	6	10	6	10
Min Walk						
Ped Clear						
Track Green	5					
Min Dwell		8	8	10	8	10
Max Presence		180	180		180	180
Track Veh 1	9					
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	10		4	1	2	3
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

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				



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3167	Initial Operation Date	UNKNOWN
Controller Type	2070 TS2-BIU	System Number	3167
Modification Number	19	Modification Date	10/11/2021
Drawing/Project No	430590-2-52-01	FPL Grid Number	87570899404
Intersection	PEMBROKE ROAD (SR 824) and DIXIE HWY/NE 1 AVE.		
Municipality	HALLANDALE BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	2A,2,5	4,2,5	6,6A,1	8,1,6A				
Direction	WB	NB	EB	SB				
Initial Green(MIN)	10	6	10	6				
Vehicle Ext.(GAP)	2.5	2.0	2.5	2.0				
Maximum Green I	30	20	30	20				
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0				
All Red Clearance	2.0	2.0	2.0	2.0				
Phase Recall	OFF	OFF	MIN	OFF				
Detector Delay								
Walk	7+A	7+A	7+A	7+A				
Pedestrian Clearance	15	19	15	19				
Permissive								
Flash Operation	RED	RED	RED	RED				

Attachment **3167 SOP.pdf**

NOTES:

1. SEQUENTIAL OPERATION.
2. ACCESSIBLE PED SIGNALS (APS).
3. RAILROAD PREEMPTION (PHASE 9):
 - (A) CLEAR: 5G,4Y,1AR (2,2/5 (WB/WBL) AND 6A,1/6A (EB/EBL) FAR SIDES.
 - (B) DWELL: NB AND SB (HEADS 4 AND 8) WITH NO NB/SB LT BLANK-OUT SIGNS ACTIVE.
 - (C) RETURN: PHASE 3 (EB).
4. MOD. 19 REFLECTS INTERSECTION REBUILD UNDER FDOT CONTRACT.

Submitted By _____

Approved By _____

**3167 Pembroke and Dixie (Mod. 18 +)
Normal Operation**

Phase	Dixie	S 21/NE 1 Ave
Ø1 WB		
Ø2 NB		
Ø3 EB		
Ø4 SB		
Pre-emption		
TRACK CLEAR 5G, 4Y, 1AR		
DWELL		
RETURN Ø3		

Station : 3166 - US 1 & Pembroke Rd (Standard File)

Phase	1 (SL)	2 (NT)	3	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		5		7		5								
Ped Clearance		26		28		26		28								
Min Green	5	10		6	5	10	4	6								
Gap Ext	1.5	3		2	1.5	3	1.5	2								
Max1	18	50		20	20	50	20	20								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call	ON				ON				ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable				ON				ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6		6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8		8	8
Max Presence	180	180	180		180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4	1		2	4
Dwell Cyc Veh 2	6	8	6		5	7
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

Channel	1	2	3	4
Min				
Max	200		200	
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt	ON		ON	
No Skip	ON		ON	
Priority P1	6		2	
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3166	Initial Operation Date	9/9/77
Controller Type	2070 LN	System Number	3166
Modification Number	12	Modification Date	10/05/2016
Drawing/Project No	228034-1-52-01	FPL Grid Number	87670309605
Intersection	FEDERAL HWY. (US 1/SR 5) and PEMBROKE ROAD (SR 824)		
Municipality	HALLANDALE BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5,4R	6	7,6R	8
Direction	SBL	NB		EB	NBL	SB	EBL	WB
Initial Green(MIN)	5	10		6	5	10	4	6
Vehicle Ext.(GAP)	1.5	3.0		2.0	1.5	3.0	1.5	2.0
Maximum Green I	18	50		20	20	50	20	20
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0		2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN		OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		26		28		26		28
Permissive	NO				DUAL		5 SECT	
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED

Attachment

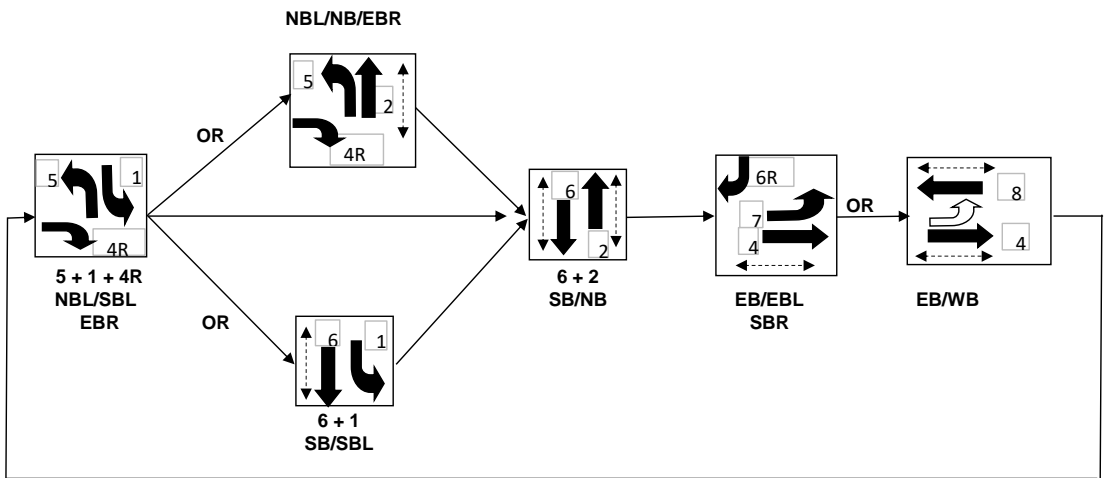
NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. EBR HARDWIRED TO NBL PHASE 5, SBR HARDWIRED TO EBL PHASE 7.
3. MOD. 12 UPDATES WALK VALUES ON PHASES 4 & 8 PER CURRENT STANDARDS.

Submitted By _____

Approved By _____

Sequence of Operation for (3166) FEDERAL HWY. (US 1/SR 5) and PEMBROKE ROAD (SR 824)



NOTE: EBR HARDWIRED TO NBL PHASE 5. SBR HARDWIRED TO EBL PHASE 7.

- Denotes Permissive Left turn
- Denotes Pedestrian Signal

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

Phase	1	2 (NT)	3	4 (ET)	5	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		11		20		11		28								
Min Green		10		6		10		6								
Gap Ext		3		2		3		2								
Max1		50		20		50		20								
Max2																
Yellow Clr		4		4		4		4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2		2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON		ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash			ON			
Override Higher Preempt			ON			
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6		6		6
Min Walk						6
Ped Clear						
Track Green						
Min Dwell	8	8		6		15
Max Presence	180	180		180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4		2	2	1
Dwell Cyc Veh 2	6	8		5	5	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

Channel	1	2	3	4
Min				
Max	200		200	
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt	ON		ON	
No Skip	ON		ON	
Priority P1	6		2	
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3223	Initial Operation Date	UNKNOWN
Controller Type	2070 LN	System Number	3223
Modification Number	13	Modification Date	05/06/2022
Drawing/Project No	228034-1-52-01	FPL Grid Number	87670294306
Intersection	FEDERAL HWY. (US 1/SR 5) and NE 3 STREET (HALLANDALE)		
Municipality	HALLANDALE BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		NB		EB		SB		WB
Initial Green(MIN)		10		6		10		6
Vehicle Ext.(GAP)		3.0		2.0		3.0		2.0
Maximum Green I		50		20		50		20
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		2.0		2.0		2.0		2.0
Phase Recall		MIN		OFF		MIN		OFF
Detector Delay				30RT				30RT
Walk		7		7		7		7
Pedestrian Clearance		11		20		11		20
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

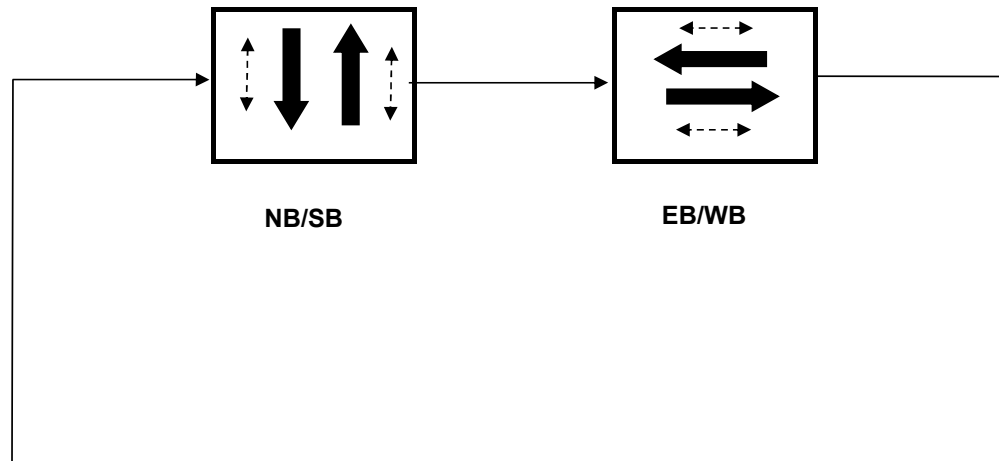
NOTES:

1. DUAL ENTRY EAST/WEST.
2. MOD. 13 UPDATES PEDESTRIAN CLEARANCES.

Submitted By _____

Approved By _____

Sequence of Operation
Federal Hwy (US 1/SR 5) and NE 3 Street (3223)
Hallandale Beach



Station : 3095 - Dixie Hwy & NE/NW 3 St (Hallandale) (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		6	6		6	7										
Gap Ext		2	2.5		2	2.5	1									
Max1		20	20		20	20										
Max2																
Yellow Clr	3.5	4	4	3.5	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2	2		2	2	1	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON	ON		ON	ON	ON									
Auto Flash Entry						ON										
Auto Flash Exit							ON									
Non-Actuated 1		ON				ON										
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall																
Max Recall		ON	ON		ON	ON										
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt	ON				ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green		6	6	6		
Min Walk						
Ped Clear						
Track Green	5					
Min Dwell	10	8	8	8		
Max Presence		180	180	180		
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						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

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				



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3095	Initial Operation Date	UNKNOWN
Controller Type	2070 LN	System Number	3095
Modification Number	15	Modification Date	07/12/2024
Drawing/Project No		FPL Grid Number	87570914204
Intersection	DIXIE HWY./N 1 AVE. and NE/NW 3 STREET		
Municipality	HALLANDALE BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number								
Direction		WB	NB			EB	SB	
Initial Green(MIN)		6	6			6	7	
Vehicle Ext.(GAP)		2.0	2.5			2.0	2.5	
Maximum Green I		20	20			20	20	
Maximum Green II								
Yellow Clearance		4.0	4.0			4.0	4.0	
All Red Clearance		2.0	2.0			2.0	2.0	
Phase Recall		MAX	MAX			MAX	MAX	
Detector Delay								
Walk								
Pedestrian Clearance								
Permissive								
Flash Operation		RED	YELLOW			RED	YELLOW	

Attachment

NOTES:





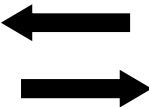


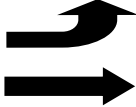
1. NO DETECTION, FIXED TIME OPERATION.
2. RAILROAD PREEMPTION SEQUENCE (UTILIZING PHASE 9):
 - (A) TRACK CLEARANCE = 6 G, 4 Y, 1 AR (EB/EBL+WB/WBL FARSIDES).
 - (B) DWELL NORTH/SOUTH.
 - (C) RETURN TO PHASE 2 (WB).
3. MOD. 15 UPDATES SOP (REMOVES EB START AND WB START PHASES).

Submitted By _____







Approved By _____

Sequence of Operation

Dixie Hwy / N 1 Ave and NE/NW 3 St, 3095

NORMAL OPERATION		
WEST side	Phase	EAST side
	Phase 2 WB	
	Phase 3 NB	
	Phase 5 EB	
	Phase 6 SB	



PREEMPTION		
	TRACK CLEARANCE	
	DWELL	
	RETURN TO PHASE 2	

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

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

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4	1	3	2	4
Dwell Cyc Veh 2	6	8	6	8	5	7
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

Channel	1	2	3	4
Min				
Max	200		200	
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt	ON		ON	
No Skip	ON		ON	
Priority P1	6		2	
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

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

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

Attachment

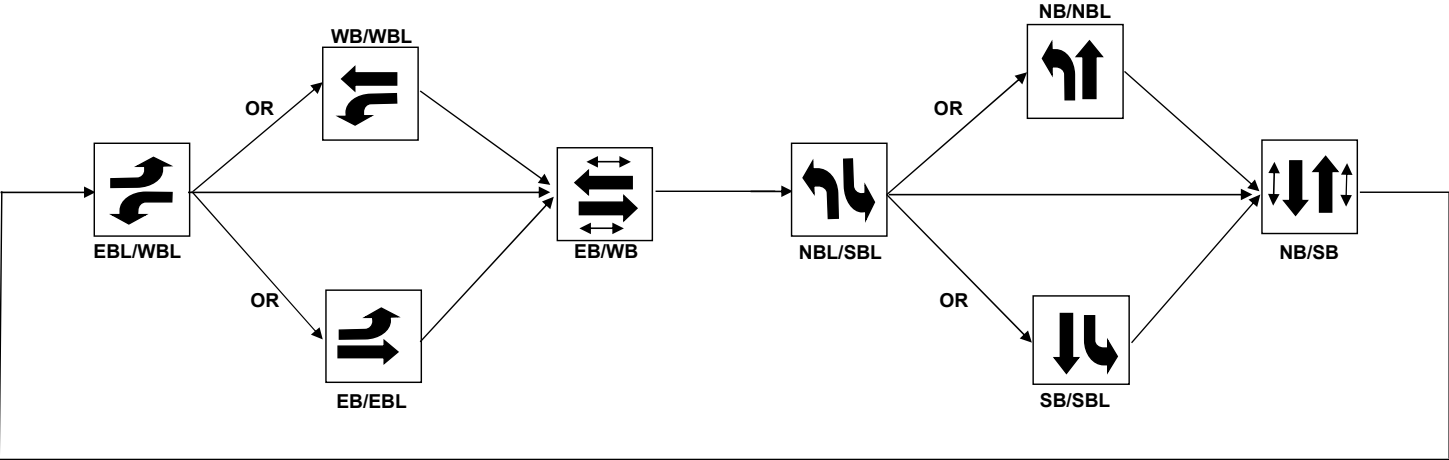
NOTES:

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

Submitted By _____

Approved By _____

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



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

Phase	1 (SL)	2 (ET)	3 (NL)	4 (ST)	5	6 (NT)	7	8	9	10	11	12	13	14	15	16
Walk	7	7	7							5						
Ped Clearance	28	18	26							28						
Min Green	6	10	6													
Gap Ext		3														
Max1	20	50	20													
Max2																
Yellow Clr	4	4.5	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON													
Auto Flash Entry			ON													
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable							ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green		6	6		6	
Min Walk						
Ped Clear						
Track Green	7					
Min Dwell	8	8	8		8	
Max Presence		180	180		180	
Track Veh 1	9					
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	10	2	1		3	
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

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				



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3085	Initial Operation Date	UNKNOWN
Controller Type	2070 LN	System Number	3085
Modification Number	20	Modification Date	06/09/2020
Drawing/Project No	413791-1-52-01	FPL Grid Number	87570901301
Intersection	HALLANDALE BEACH BLVD. and DIXIE HWY./E 1 AVENUE		
Municipality	HALLANDALE BEACH		

Controller Phase	1	2	3
Face Number			
Direction	SB	E/W	NB
Initial Green(MIN)	6	10	6
Vehicle Ext.(GAP)	0.0	3.0	0.0
Maximum Green I	20	50	20
Maximum Green II			
Yellow Clearance	4.0	4.5	4.0
All Red Clearance	2.0	2.0	2.0
Phase Recall	OFF	MIN*	OFF*
Detector Delay			30-RT
Walk	7	7	7
Pedestrian Clearance	28	18	26
Permissive			
Flash Operation	RED	YELLOW	RED

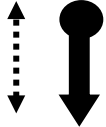

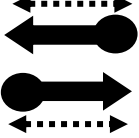
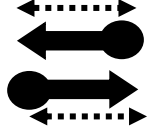



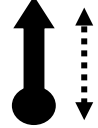




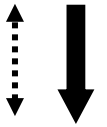
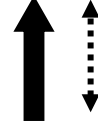
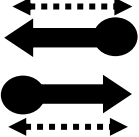
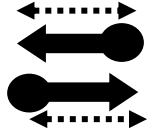
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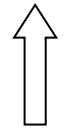
NOTES:

1. * DOUBLE CLEARANCE E/W FARSIDES: 6 G, 4.5 Y, 2.0 AR FOLLOWS PHASES 2 AND 3.
2. RAILROAD PRE-EMPTION :
 - (A) TRACK CLEAR: 7G, 4Y, 2AR (FARSIDES).
 - (B) DWELL: N/S WITH ACTUATED PEDS P4 AND P8.
 - (C) RETURN: PHASE 2 (E/W).
3. MOD. 20 UPDATES PEDESTRIAN TIMING.

Submitted By _____

Approved By _____

Hallandale Beach Blvd and Dixie/NE 1 Ave		
3085 Mod. 19		
West Side	PHASE	East Side
	φ 1 SB	
	φ 2 E/W	
	Clear 6G/4.5Y/2AR	
	φ 3 NB	
	Clear 6G/4.5Y/2AR	
Pre-emption Sequence		
	Clear 7G/4Y/2AR	
	Dwell (Actuated Peds)	
	Return	



NORTH



DETECTED MOVEMENT

Appendix D

Growth Rate Calculations

FDOT Historical Growth Trends

FDOT Growth Rate Summary

Station Number	Location	Historical Growth- Linear				Historical Growth- Exponential				Historical Growth- Decaying Exponential			
		5-year	R-squared	10-year	R-squared	5-year	R-squared	10-year	R-squared	5-year	R-squared	10-year	R-squared
0590	SR 858/Hallandale Beach Boulevard -- west of SR 5/US-1	1.41%	64.22%	1.51%	79.95%	1.28%	64.62%	1.45%	79.93%	1.17%	46.72%	1.46%	68.66%
5028	SR 5/US-1 -- south of SR 824/Pembroke Road	-4.31%	96.24%	-0.34%	0.58%	-4.74%	94.98%	0.00%	0.00%	-4.27%	85.21%	0.89%	3.04%
5029	SR 858/Hallandale Beach Boulevard -- east of SR 5/US-1	2.95%	54.62%	0.60%	8.27%	2.83%	55.86%	0.56%	8.61%	3.17%	68.71%	0.79%	12.91%
5093	SR 824/Pembroke Road -- west of SR 5/US-1	-2.20%	97.69%	-3.27%	26.11%	-2.16%	97.89%	-3.21%	28.97%	-2.25%	97.35%	-3.36%	20.53%
7719	Dixie Highway -- north of Hallandale Beach Boulevard	1.52%	81.76%	1.06%	86.74%	1.48%	82.39%	1.02%	87.40%	1.50%	66.72%	1.03%	66.01%
9634	NE 1 st Avenue -- south of Pembroke Road	-5.88%	30.77%	-2.92%	40.24%	-6.49%	27.92%	-3.34%	39.03%	-7.81%	45.55%	-2.59%	23.11%
9635	Dixie Highway -- south of Pembroke Road	-2.50%	1.63%	-0.85%	1.20%	-4.36%	3.97%	-1.80%	3.60%	-5.54%	8.11%	0.22%	0.03%
Total		-1.29%	60.99%	-0.60%	34.73%	-1.74%	61.09%	-0.76%	35.36%	-2.00%	59.77%	-0.22%	27.76%

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0590 - SR 858 / HALLANDALE BCH BLVD - W OF SR 5/US 1

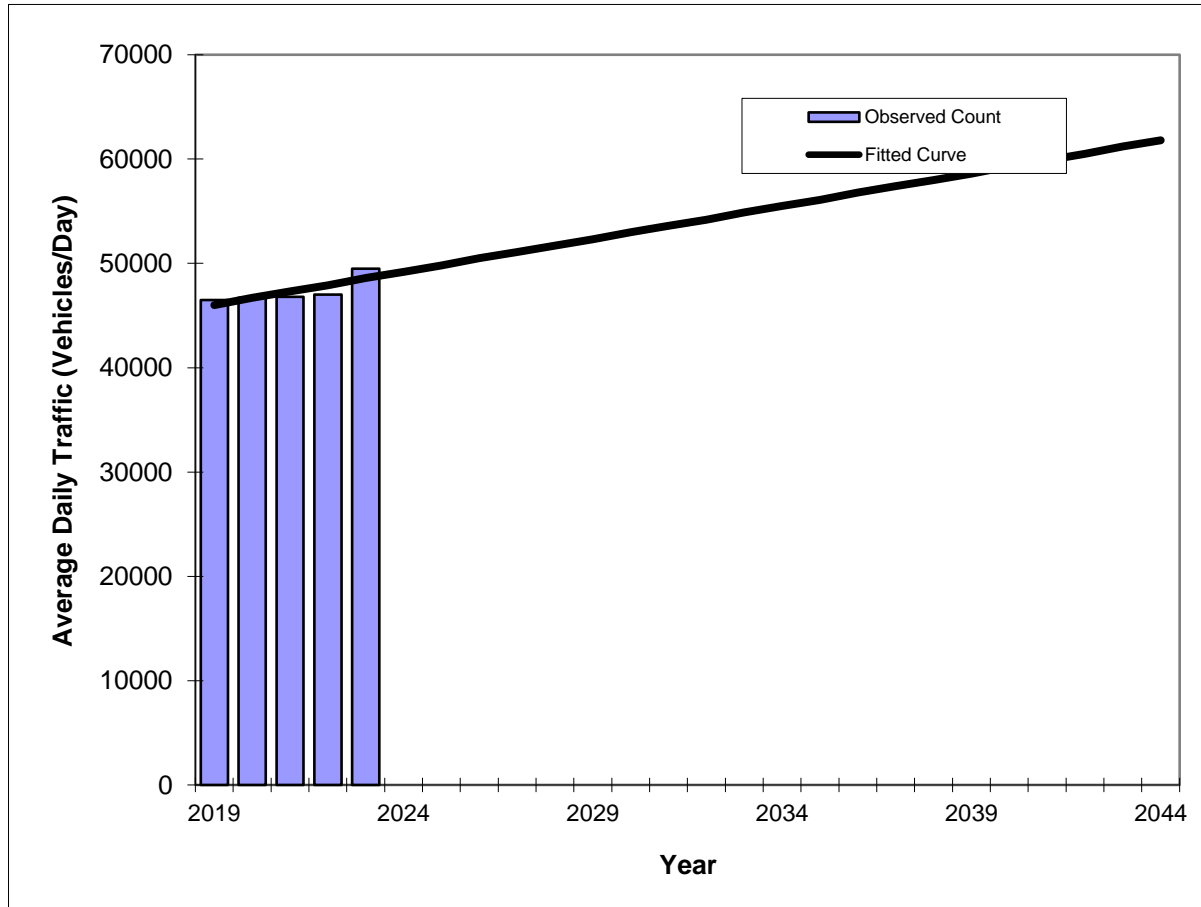
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	49500 C	E 23000	W 26500	9.00	57.90	6.50
2022	47000 C	E 23500	W 23500	9.00	57.00	6.50
2021	45000 C	E 22500	W 22500	9.00	53.80	6.50
2020	44000 F	E 23000	W 21000	9.00	53.90	4.00
2019	46500 C	E 24500	W 22000	9.00	54.60	4.00
2018	44000 C	E 22000	W 22000	9.00	54.50	4.00
2017	43000 C	E 22500	W 20500	9.00	51.90	3.30
2016	45500 C	E 23000	W 22500	9.00	54.10	3.30
2015	43500 C	E 22000	W 21500	9.00	54.00	3.30
2014	42500 C	E 20000	W 22500	9.00	54.20	10.10
2013	42500 C	E 19500	W 23000	9.00	53.60	10.10
2012	38500 C	E 18500	W 20000	9.00	52.20	10.10
2011	41500 C	E 18500	W 23000	9.00	52.50	2.50
2010	43000 C	E 21500	W 21500	8.35	52.69	4.10
2009	41500 C	E 20500	W 21000	8.53	53.89	2.90
2008	38500 C	E 20000	W 18500	8.81	54.16	2.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = 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

Traffic Trends

SR 858/Hallandale Beach Boulevard -- west of SR 5/US-1

County:	Broward (86)
Station #:	0590
Highway:	SR 858/Hallandale Beach Boulevard



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	46500	46000
2020	46700	46700
2021	46800	47300
2022	47000	47900
2023	49500	48600

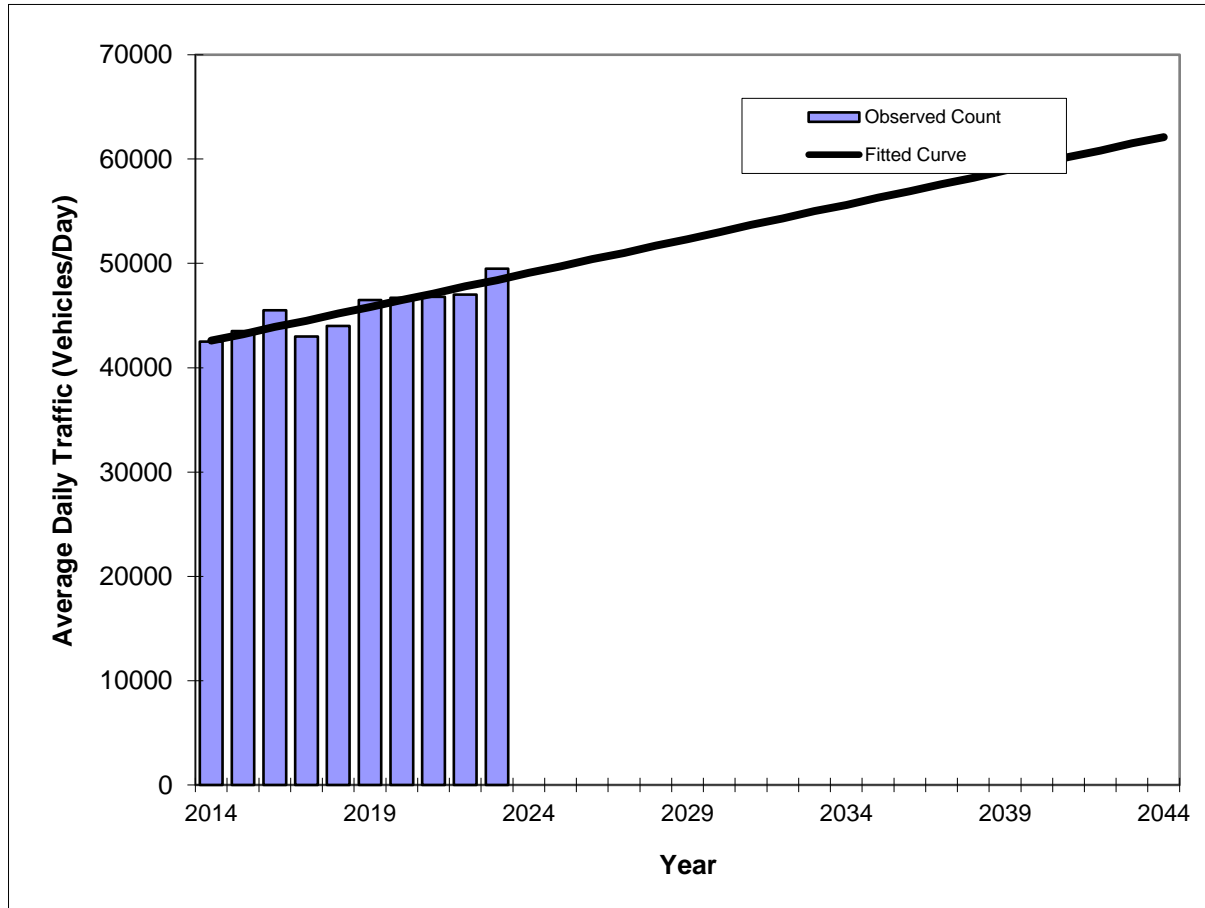
Trend R-squared:	64.22%
Trend Annual Historic Growth Rate:	1.41%
Printed:	12-Aug-24
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends

SR 858/Hallandale Beach Boulevard -- west of SR 5/US-1

County:	Broward (86)
Station #:	0590
Highway:	SR 858/Hallandale Beach Boulevard



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	42500	42600
2015	43500	43200
2016	45500	43900
2017	43000	44500
2018	44000	45200
2019	46500	45800
2020	46700	46500
2021	46800	47100
2022	47000	47800
2023	49500	48400

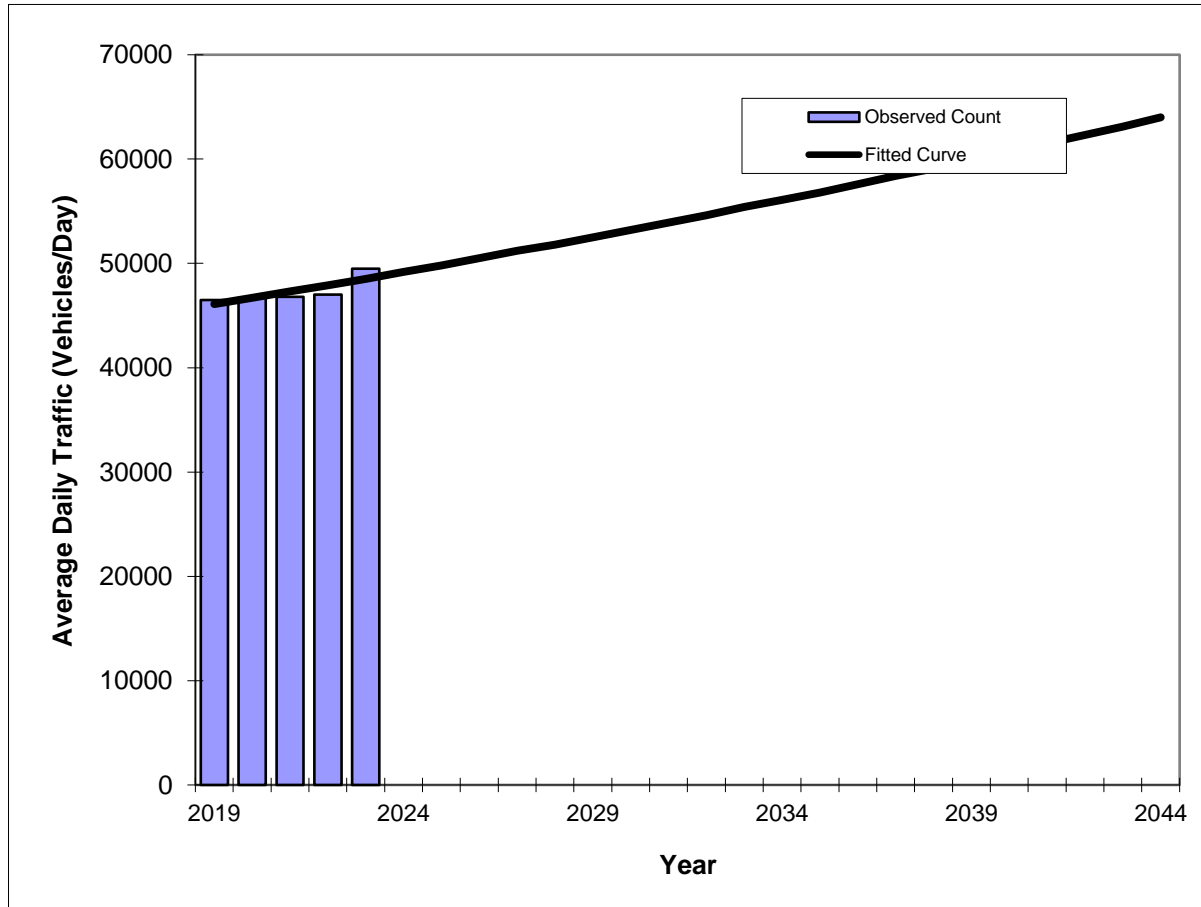
Trend R-squared:	79.95%
Trend Annual Historic Growth Rate:	1.51%
Printed:	9-Aug-24
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends

SR 858/Hallandale Beach Boulevard -- west of SR 5/US-1

County:	Broward (86)
Station #:	0590
Highway:	SR 858/Hallandale Beach Boulevard



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	46500	46100
2020	46700	46700
2021	46800	47300
2022	47000	47900
2023	49500	48500

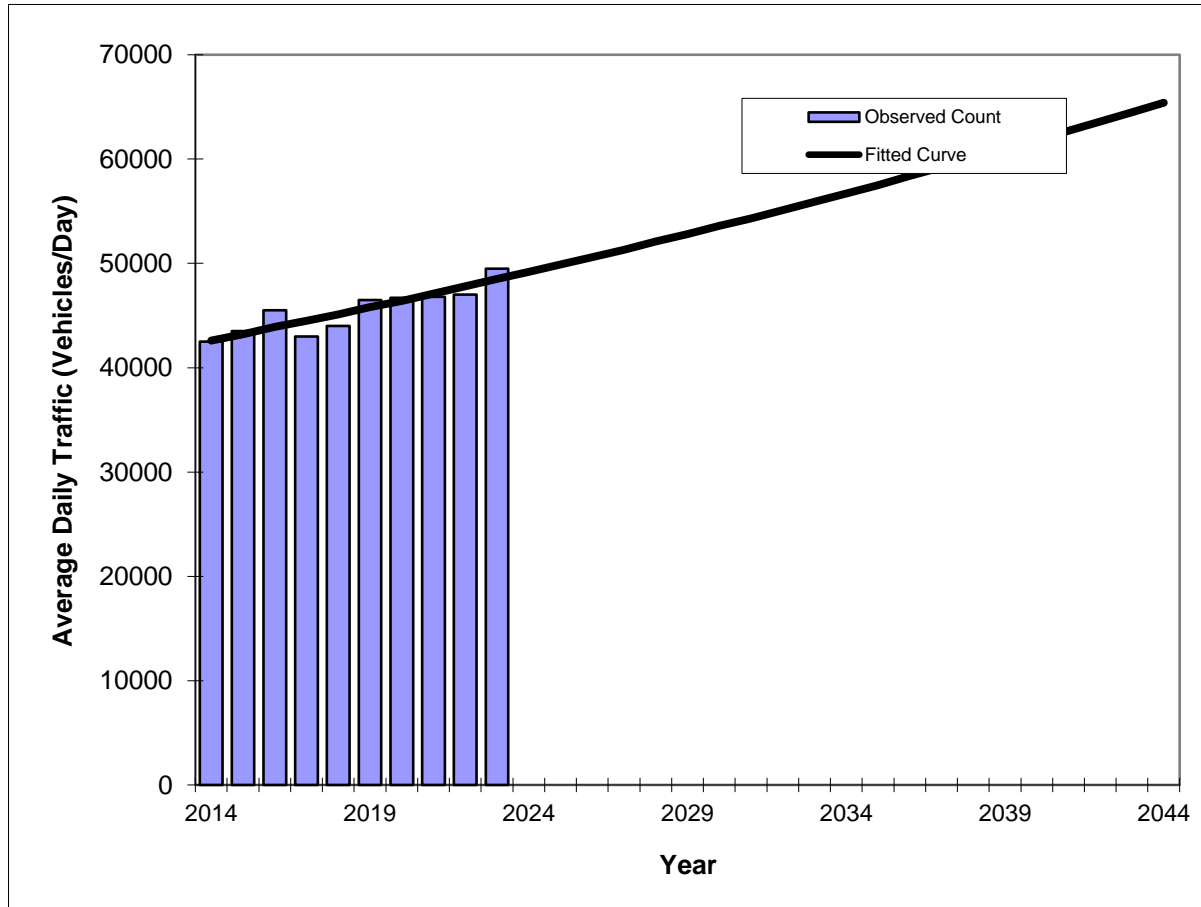
Trend R-squared:	64.62%
Compounded Annual Historic Growth Rate:	1.28%
Printed:	9-Aug-24
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

SR 858/Hallandale Beach Boulevard -- west of SR 5/US-1

County:	Broward (86)
Station #:	0590
Highway:	SR 858/Hallandale Beach Boulevard



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	42500	42600
2015	43500	43200
2016	45500	43900
2017	43000	44500
2018	44000	45100
2019	46500	45800
2020	46700	46400
2021	46800	47100
2022	47000	47800
2023	49500	48500

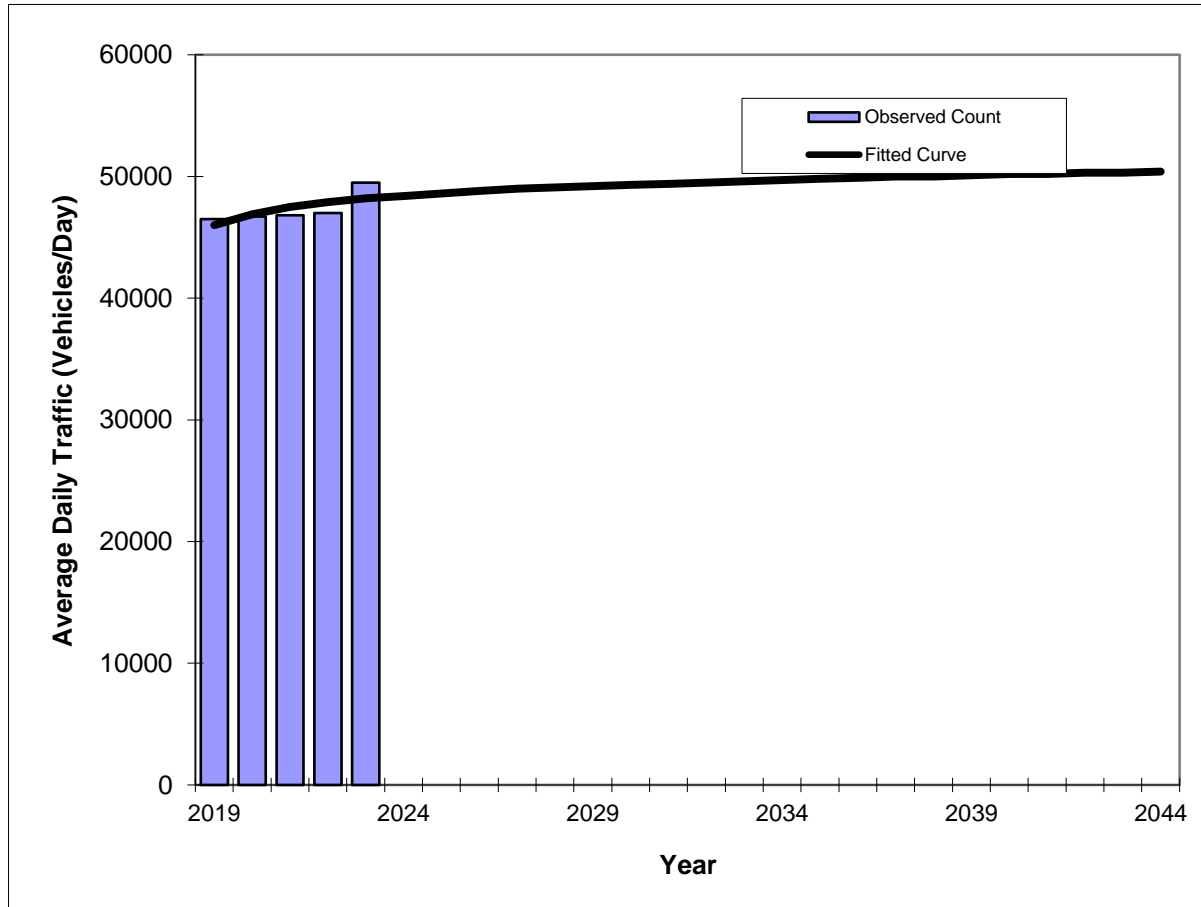
Trend R-squared:	79.93%
Compounded Annual Historic Growth Rate:	1.45%
Printed:	9-Aug-24
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

SR 858/Hallandale Beach Boulevard -- west of SR 5/US-1

County:	Broward (86)
Station #:	0590
Highway:	SR 858/Hallandale Beach Boulevard



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	46500	46000
2020	46700	46900
2021	46800	47500
2022	47000	47900
2023	49500	48200

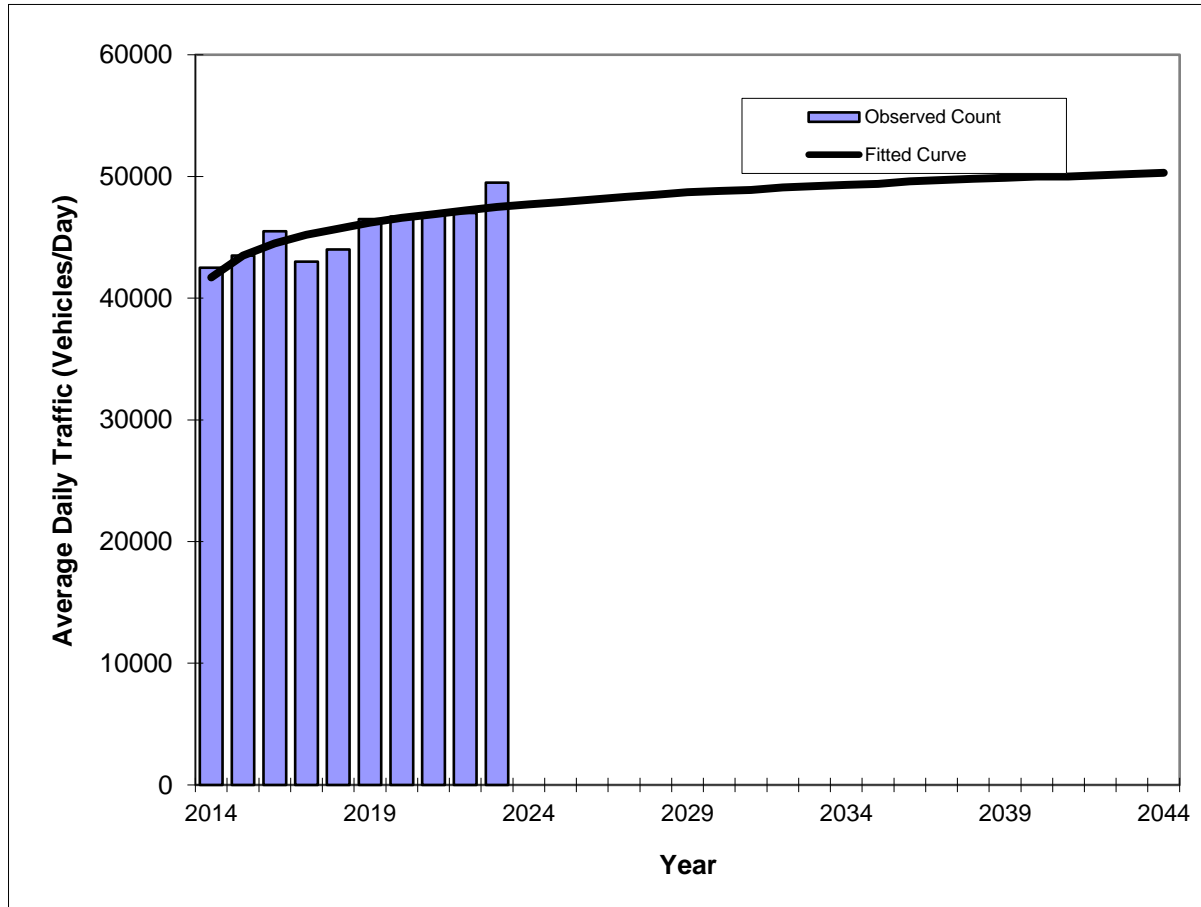
Trend R-squared:	46.72%
Compounded Annual Historic Growth Rate:	1.17%
Printed:	9-Aug-24
Decaying Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

SR 858/Hallandale Beach Boulevard -- west of SR 5/US-1

County:	Broward (86)
Station #:	0590
Highway:	SR 858/Hallandale Beach Boulevard



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	42500	41700
2015	43500	43500
2016	45500	44500
2017	43000	45200
2018	44000	45700
2019	46500	46200
2020	46700	46600
2021	46800	46900
2022	47000	47200
2023	49500	47500

Trend R-squared:	68.66%
Compounded Annual Historic Growth Rate:	1.46%
Printed:	9-Aug-24
Decaying Exponential Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 5028 - SR 5 / US 1 - S OF SR 824/PEMBROKE RD

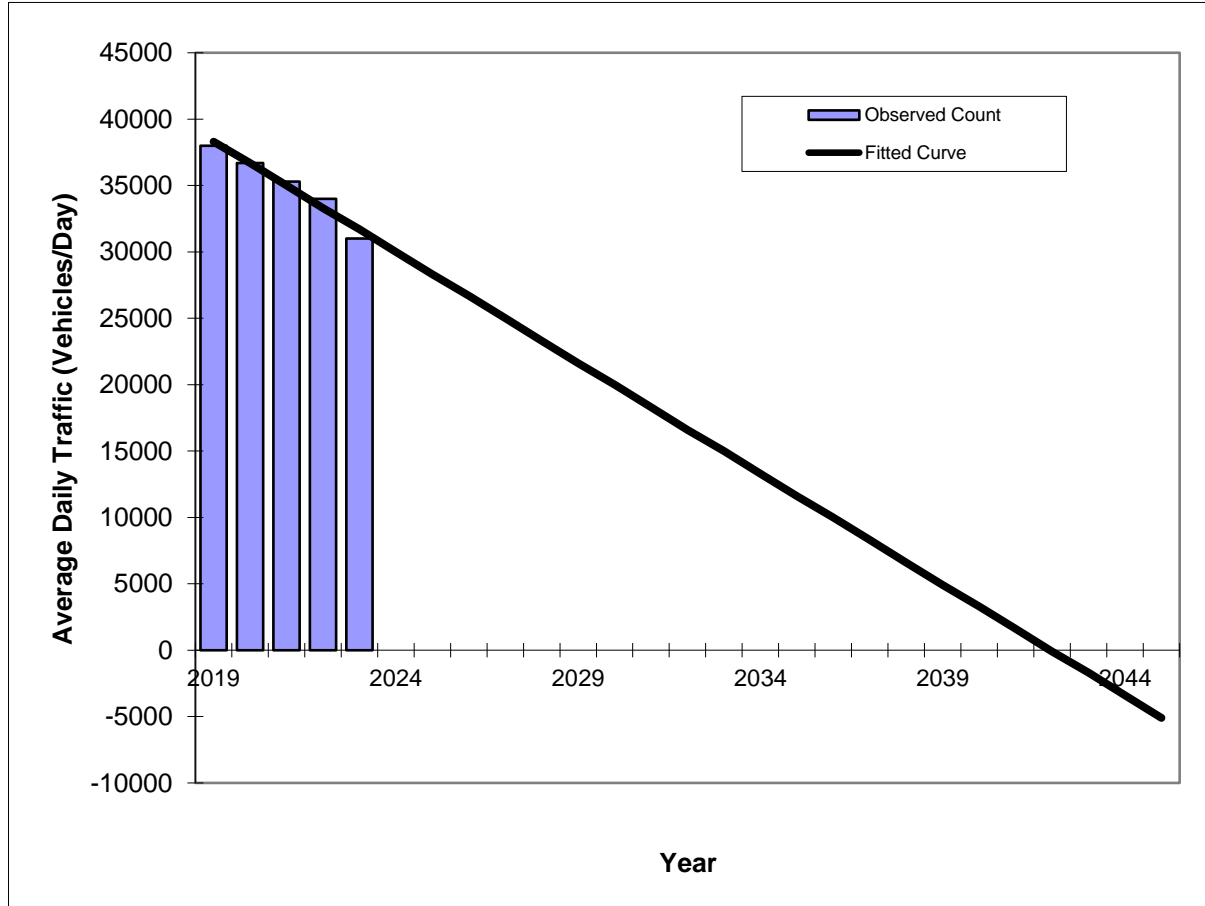
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	31000 C	N 15500	S 15500	9.00	54.20	3.20
2022	34000 C	N 17000	S 17000	9.00	53.50	3.20
2021	33000 C	N 16000	S 17000	9.00	54.50	3.80
2020	36000 F	N 18000	S 18000	9.00	53.50	3.80
2019	38000 C	N 19000	S 19000	9.00	54.70	3.80
2018	34000 C	N 17500	S 16500	9.00	54.10	3.00
2017	40500 C	N 20500	S 20000	9.00	53.80	3.00
2016	38500 C	N 19500	S 19000	9.00	55.20	3.00
2015	42000 C	N 23000	S 19000	9.00	54.90	4.00
2014	24500 C	N 12500	S 12000	9.00	54.50	4.00
2013	34000 C	N 17000	S 17000	9.00	54.60	4.00
2012	31000 C	N 15500	S 15500	9.00	55.00	4.20
2011	38000 C	N 18000	S 20000	9.00	54.50	4.20
2010	33000 C	N 15500	S 17500	9.37	54.06	4.20
2009	31500 C	N 15500	S 16000	9.31	53.74	2.20
2008	38000 C	N 20500	S 17500	9.70	54.48	2.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = 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

Traffic Trends

SR 5/US-1 -- south of SR 824/Pembroke Road

County:	Broward (86)
Station #:	5028
Highway:	SR 5/US-1



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	38000	38300
2020	36700	36700
2021	35300	35000
2022	34000	33300
2023	31000	31700

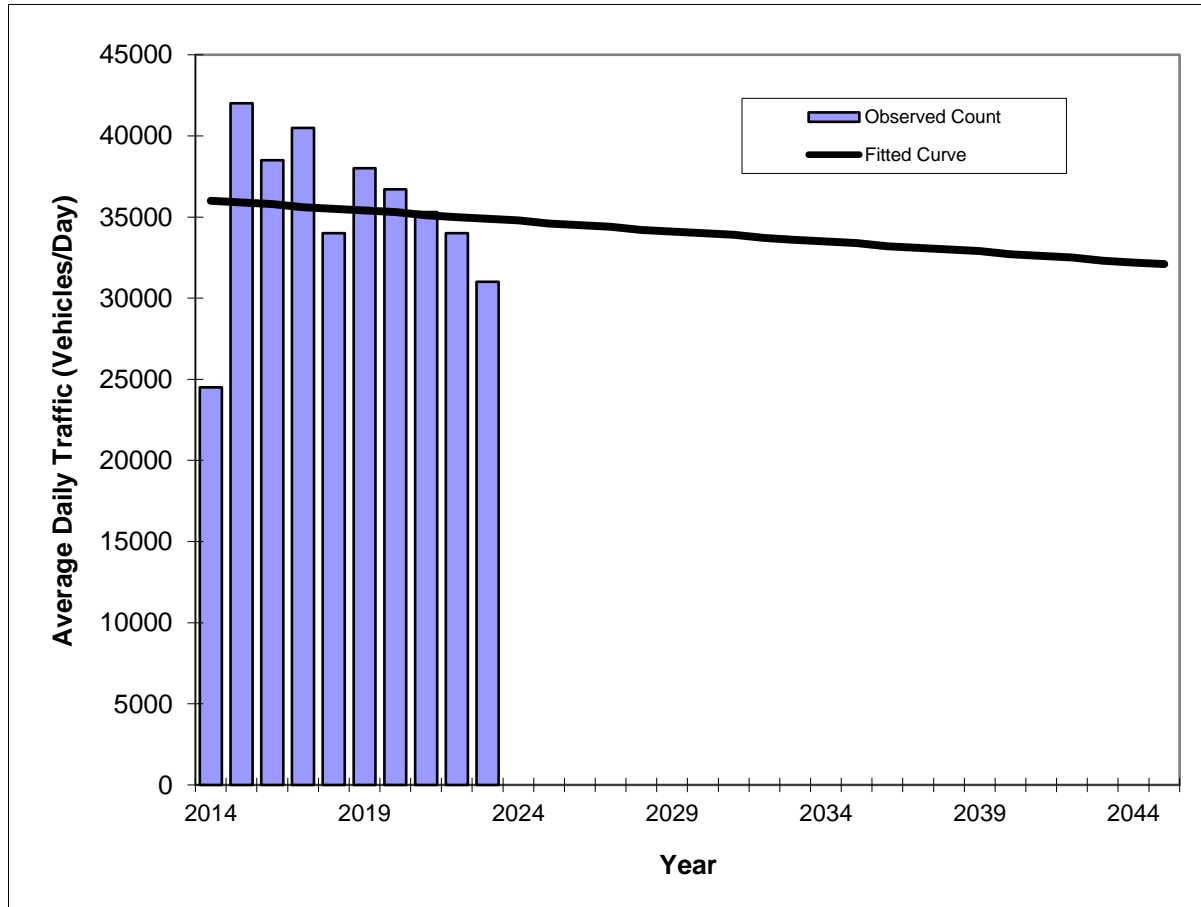
Trend R-squared: 96.24%
 Trend Annual Historic Growth Rate: -4.31%
 Printed: 9-Aug-24
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

SR 5/US-1 -- south of SR 824/Pembroke Road

County:	Broward (86)
Station #:	5028
Highway:	SR 5/US-1



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	24500	36000
2015	42000	35900
2016	38500	35800
2017	40500	35600
2018	34000	35500
2019	38000	35400
2020	36700	35300
2021	35300	35100
2022	34000	35000
2023	31000	34900

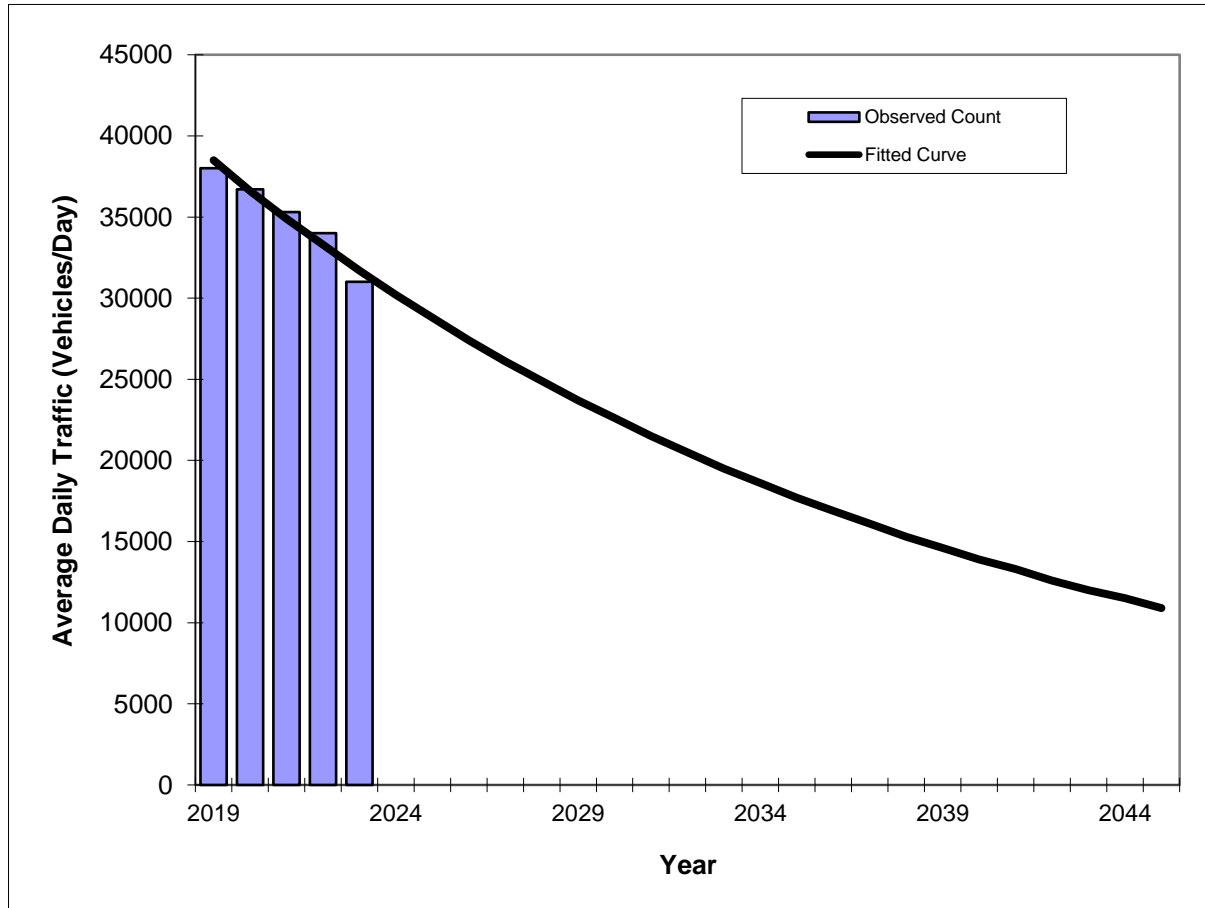
Trend R-squared:	0.58%
Trend Annual Historic Growth Rate:	-0.34%
Printed:	9-Aug-24
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends

SR 5/US-1 -- south of SR 824/Pembroke Road

County:	Broward (86)
Station #:	5028
Highway:	SR 5/US-1



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	38000	38500
2020	36700	36600
2021	35300	34900
2022	34000	33300
2023	31000	31700

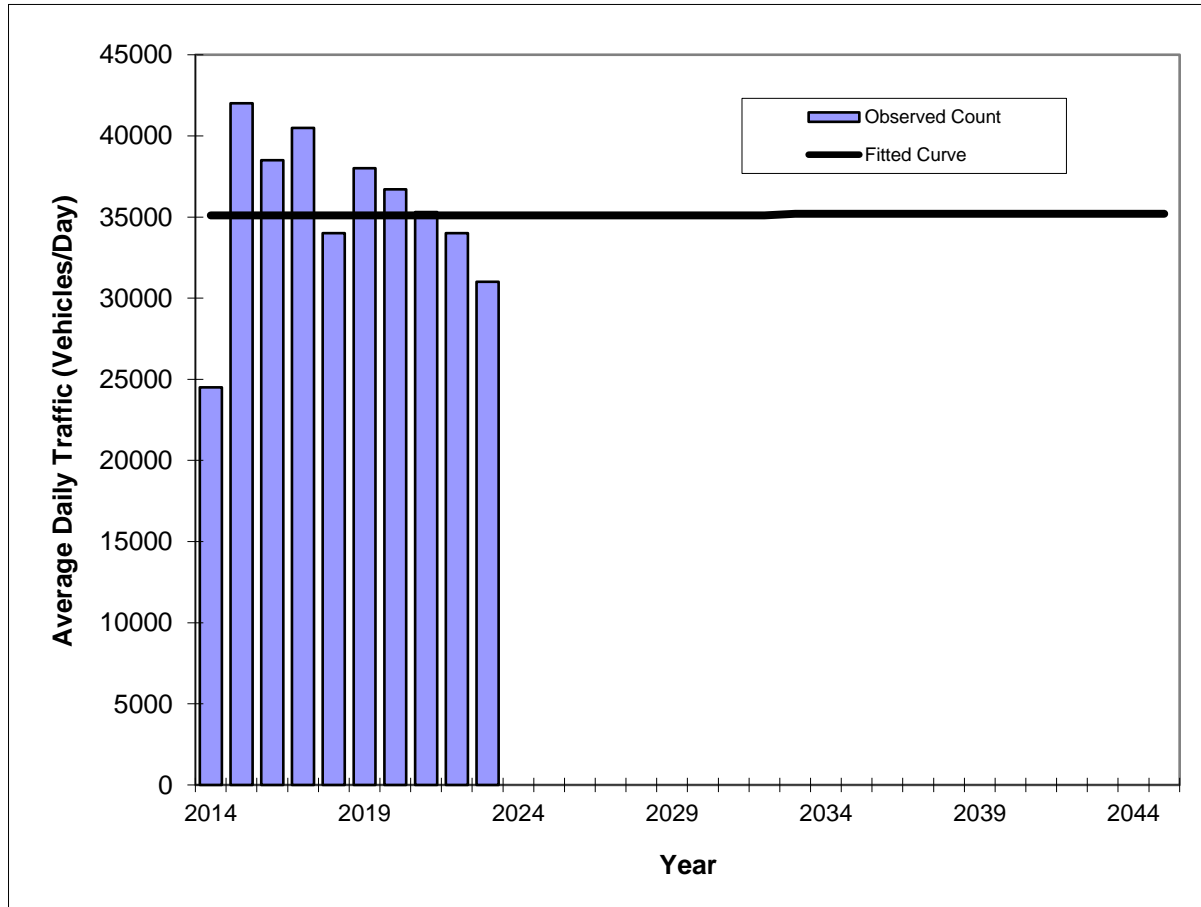
Trend R-squared:	94.98%
Compounded Annual Historic Growth Rate:	-4.74%
Printed:	9-Aug-24
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

SR 5/US-1 -- south of SR 824/Pembroke Road

County:	Broward (86)
Station #:	5028
Highway:	SR 5/US-1



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	24500	35100
2015	42000	35100
2016	38500	35100
2017	40500	35100
2018	34000	35100
2019	38000	35100
2020	36700	35100
2021	35300	35100
2022	34000	35100
2023	31000	35100

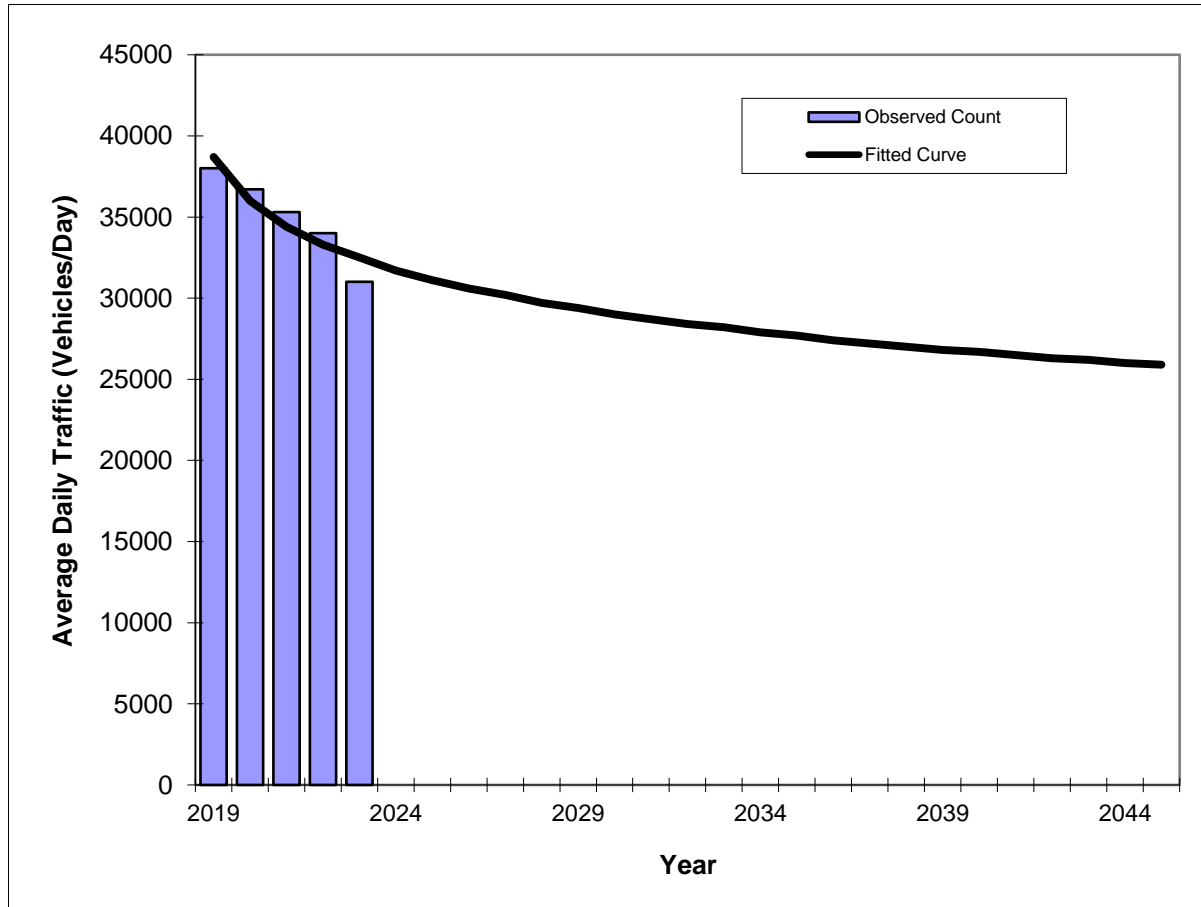
Trend R-squared:	0.00%
Compounded Annual Historic Growth Rate:	0.00%
Printed:	9-Aug-24
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

SR 5/US-1 -- south of SR 824/Pembroke Road

County:	Broward (86)
Station #:	5028
Highway:	SR 5/US-1



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	38000	38700
2020	36700	36000
2021	35300	34400
2022	34000	33300
2023	31000	32500

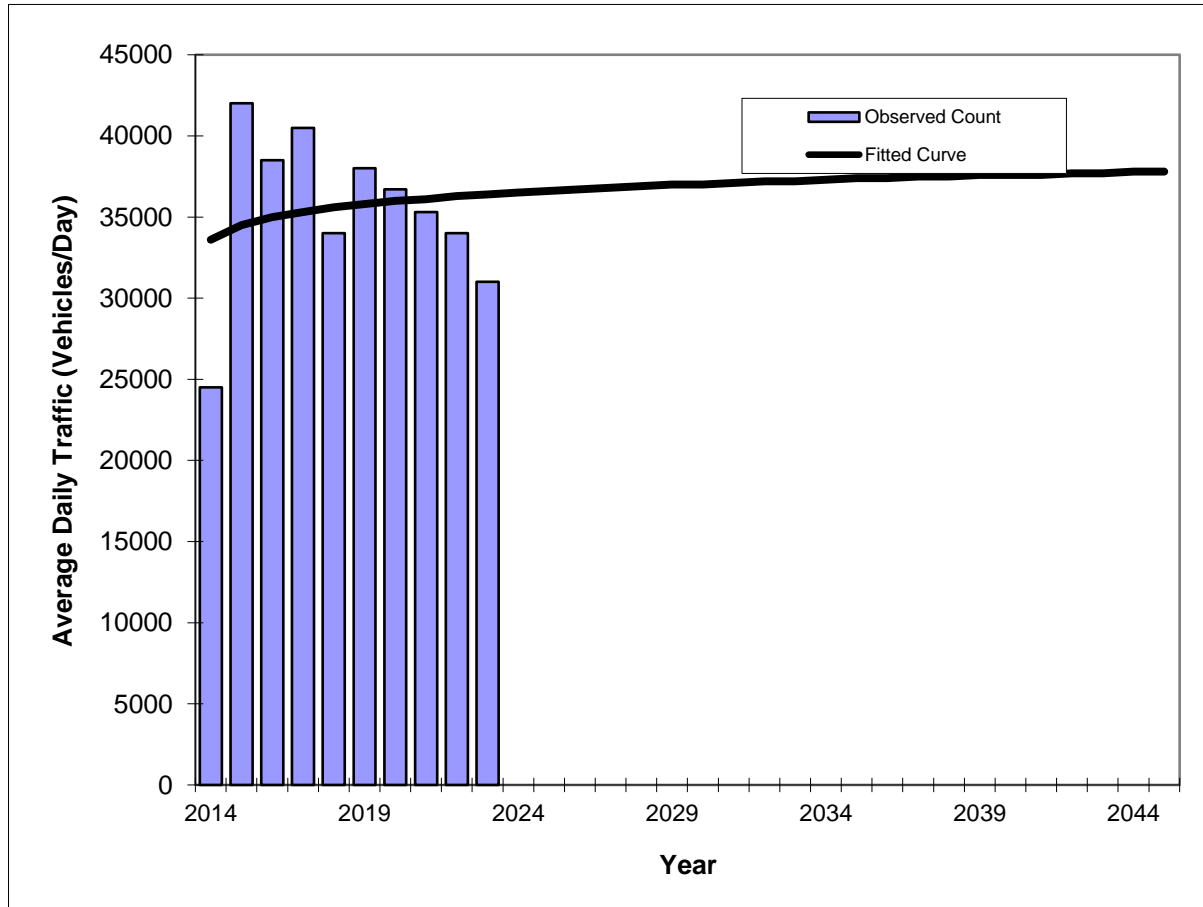
Trend R-squared:	85.21%
Compounded Annual Historic Growth Rate:	-4.27%
Printed:	9-Aug-24
Decaying Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

SR 5/US-1 -- south of SR 824/Pembroke Road

County:	Broward (86)
Station #:	5028
Highway:	SR 5/US-1



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	24500	33600
2015	42000	34500
2016	38500	35000
2017	40500	35300
2018	34000	35600
2019	38000	35800
2020	36700	36000
2021	35300	36100
2022	34000	36300
2023	31000	36400

Trend R-squared:	3.04%
Compounded Annual Historic Growth Rate:	0.89%
Printed:	9-Aug-24
Decaying Exponential Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 5029 - SR 858 / HALLANDALE BCH BLVD - E OF SR 5/US 1

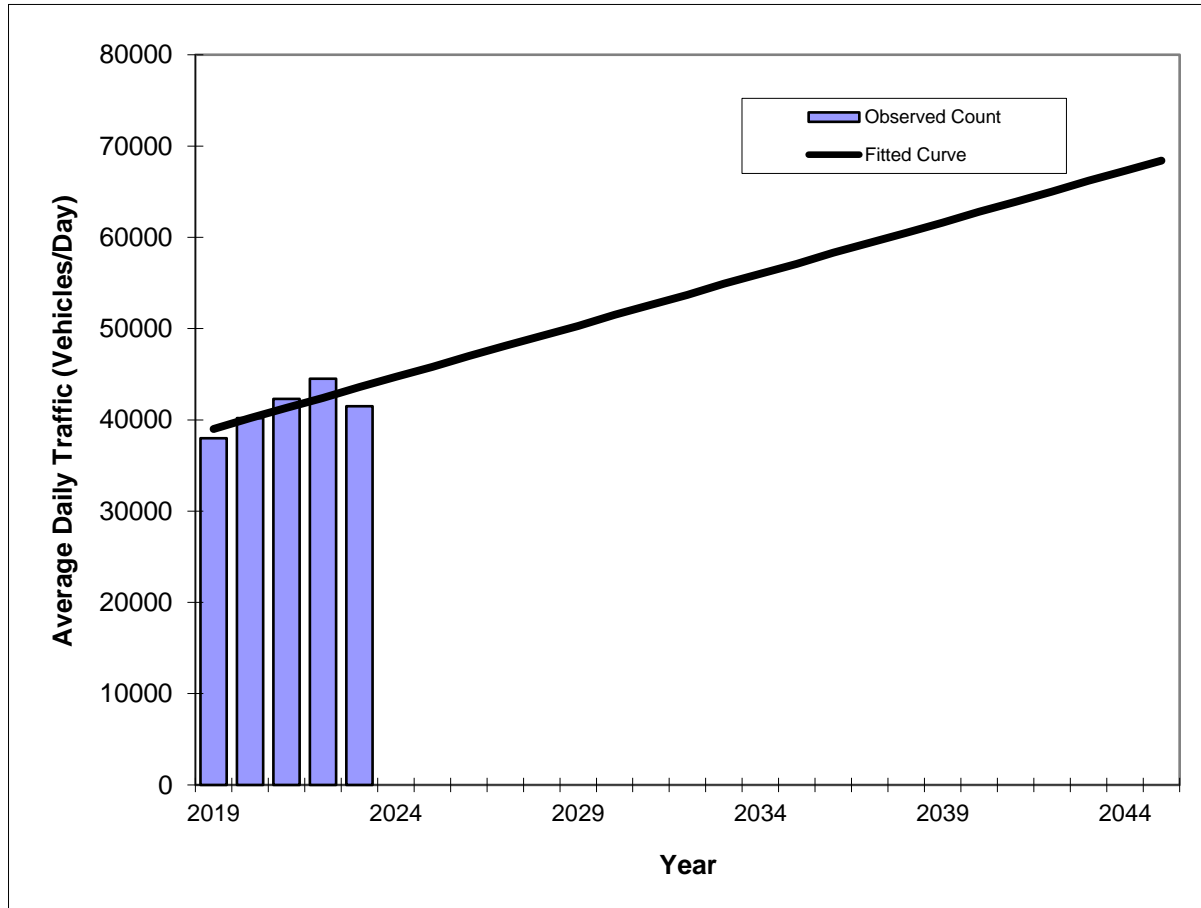
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	41500 C	E 21500	W 20000	9.00	54.20	6.90
2022	44500 C	E 23500	W 21000	9.00	53.50	6.90
2021	43500 C	E 22500	W 21000	9.00	54.50	9.10
2020	36000 F	E 19000	W 17000	9.00	53.50	9.10
2019	38000 C	E 20000	W 18000	9.00	54.70	9.10
2018	46500 C	E 24500	W 22000	9.00	54.10	4.10
2017	41500 C	E 21500	W 20000	9.00	53.80	4.10
2016	41500 C	E 20500	W 21000	9.00	55.20	4.10
2015	41500 C	E 21000	W 20500	9.00	54.90	3.50
2014	38500 C	E 20000	W 18500	9.00	54.50	3.50
2013	39500 C	E 22000	W 17500	9.00	54.60	3.50
2012	45000 C	E 23000	W 22000	9.00	55.00	2.70
2011	42000 C	E 21000	W 21000	9.00	54.50	2.70
2010	42500 C	E 21000	W 21500	9.37	54.06	2.70
2009	46500 C	E 23000	W 23500	9.31	53.74	2.20
2008	55000 C	E 27000	W 28000	9.70	54.48	2.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = 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

Traffic Trends

SR 858/Hallandale Beach Boulevard -- east of SR 5/US-1

County:	Broward (86)
Station #:	5029
Highway:	SR 858/Hallandale Beach Boulevard



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	38000	39000
2020	40200	40200
2021	42300	41300
2022	44500	42400
2023	41500	43600

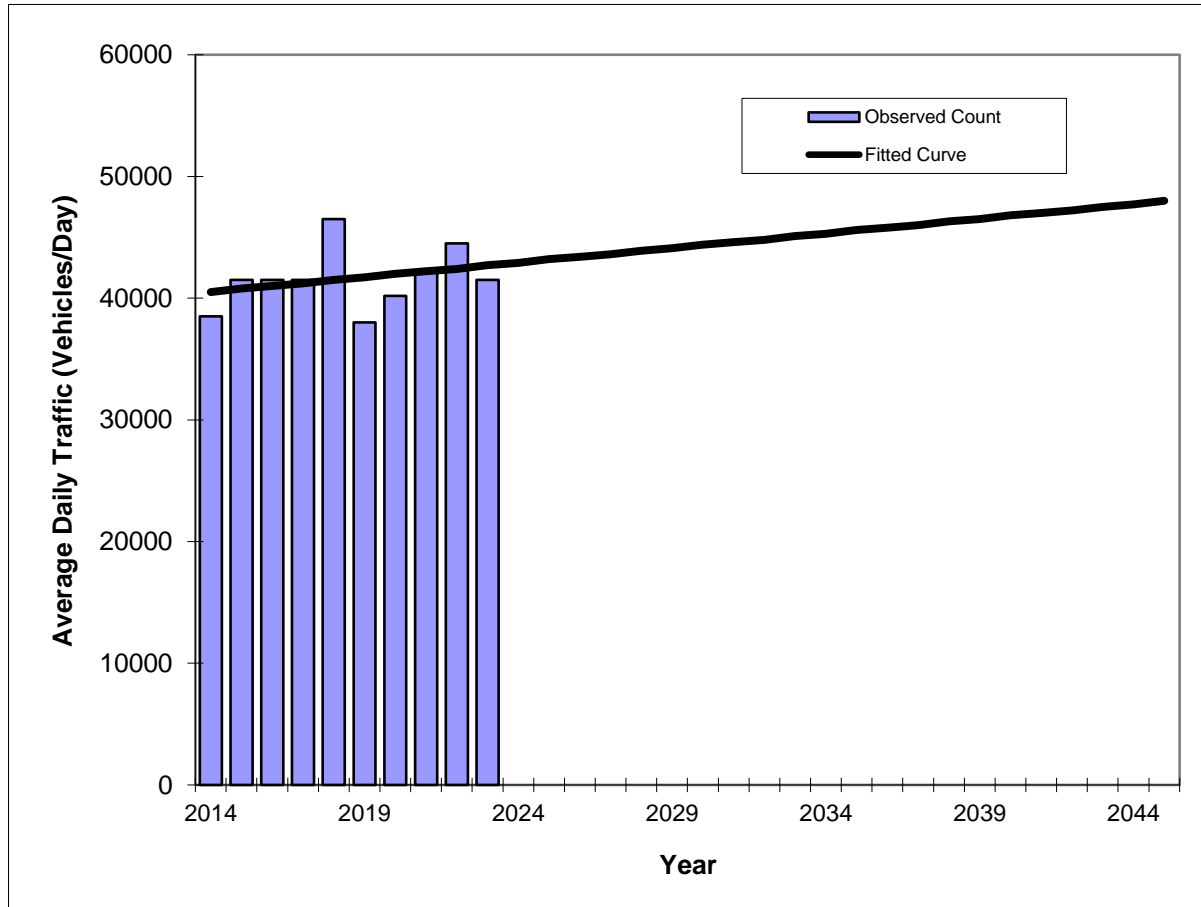
Trend R-squared:	54.62%
Trend Annual Historic Growth Rate:	2.95%
Printed:	12-Aug-24
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends

SR 858/Hallandale Beach Boulevard -- east of SR 5/US-1

County:	Broward (86)
Station #:	5029
Highway:	SR 858/Hallandale Beach Boulevard



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	38500	40500
2015	41500	40800
2016	41500	41000
2017	41500	41200
2018	46500	41500
2019	38000	41700
2020	40200	42000
2021	42300	42200
2022	44500	42400
2023	41500	42700

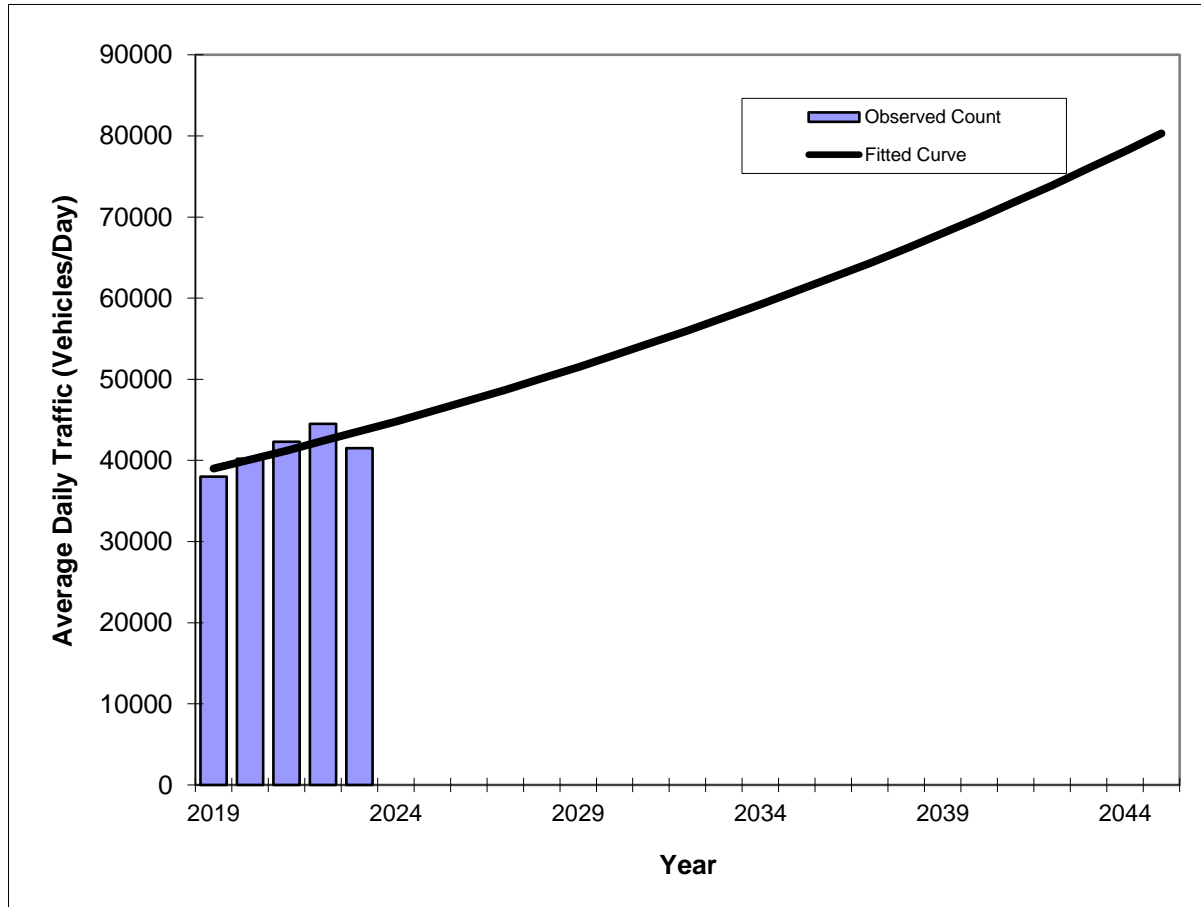
Trend R-squared: 8.27%
 Trend Annual Historic Growth Rate: 0.60%
 Printed: 12-Aug-24
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

SR 858/Hallandale Beach Boulevard -- east of SR 5/US-1

County:	Broward (86)
Station #:	5029
Highway:	SR 858/Hallandale Beach Boulevard



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	38000	39000
2020	40200	40100
2021	42300	41200
2022	44500	42400
2023	41500	43600

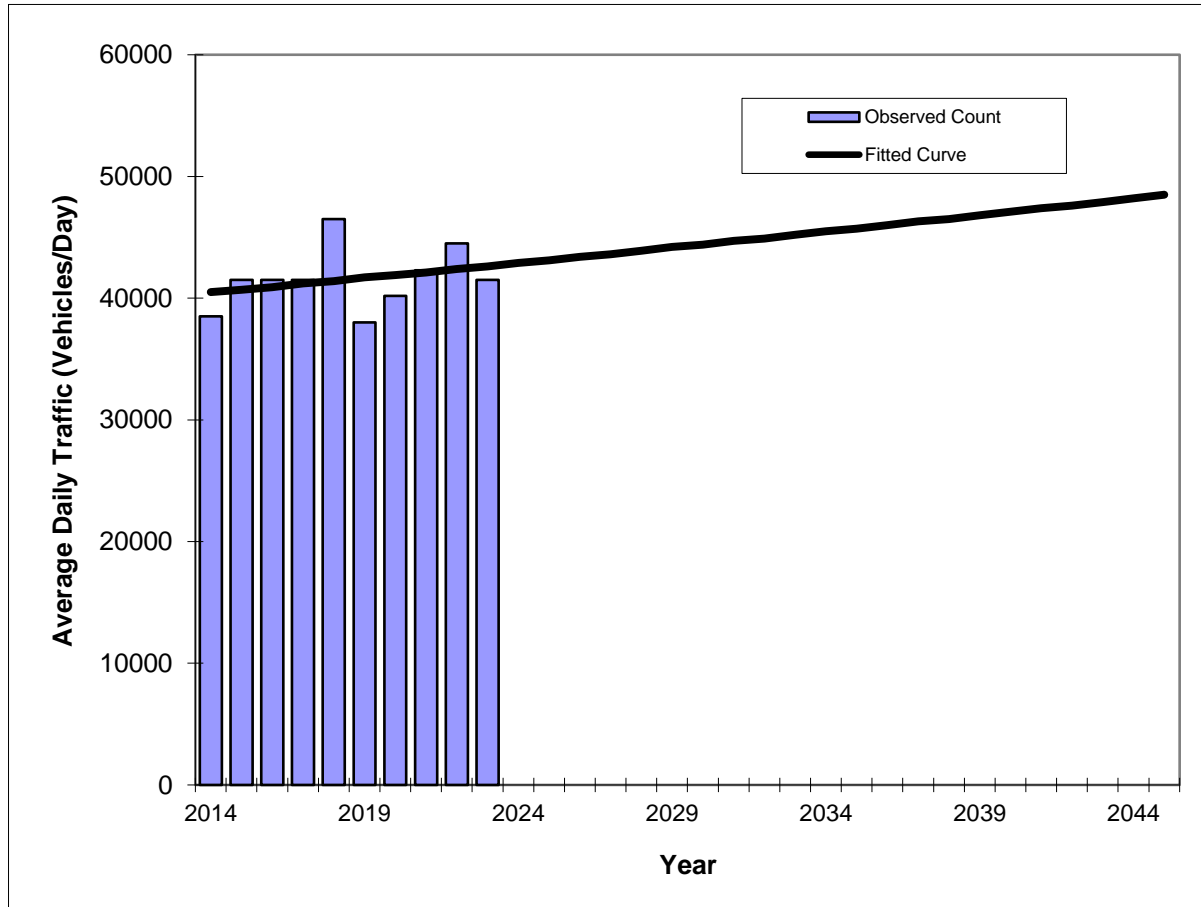
Trend R-squared:	55.86%
Compounded Annual Historic Growth Rate:	2.83%
Printed:	12-Aug-24
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

SR 858/Hallandale Beach Boulevard -- east of SR 5/US-1

County:	Broward (86)
Station #:	5029
Highway:	SR 858/Hallandale Beach Boulevard



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	38500	40500
2015	41500	40700
2016	41500	40900
2017	41500	41200
2018	46500	41400
2019	38000	41700
2020	40200	41900
2021	42300	42100
2022	44500	42400
2023	41500	42600

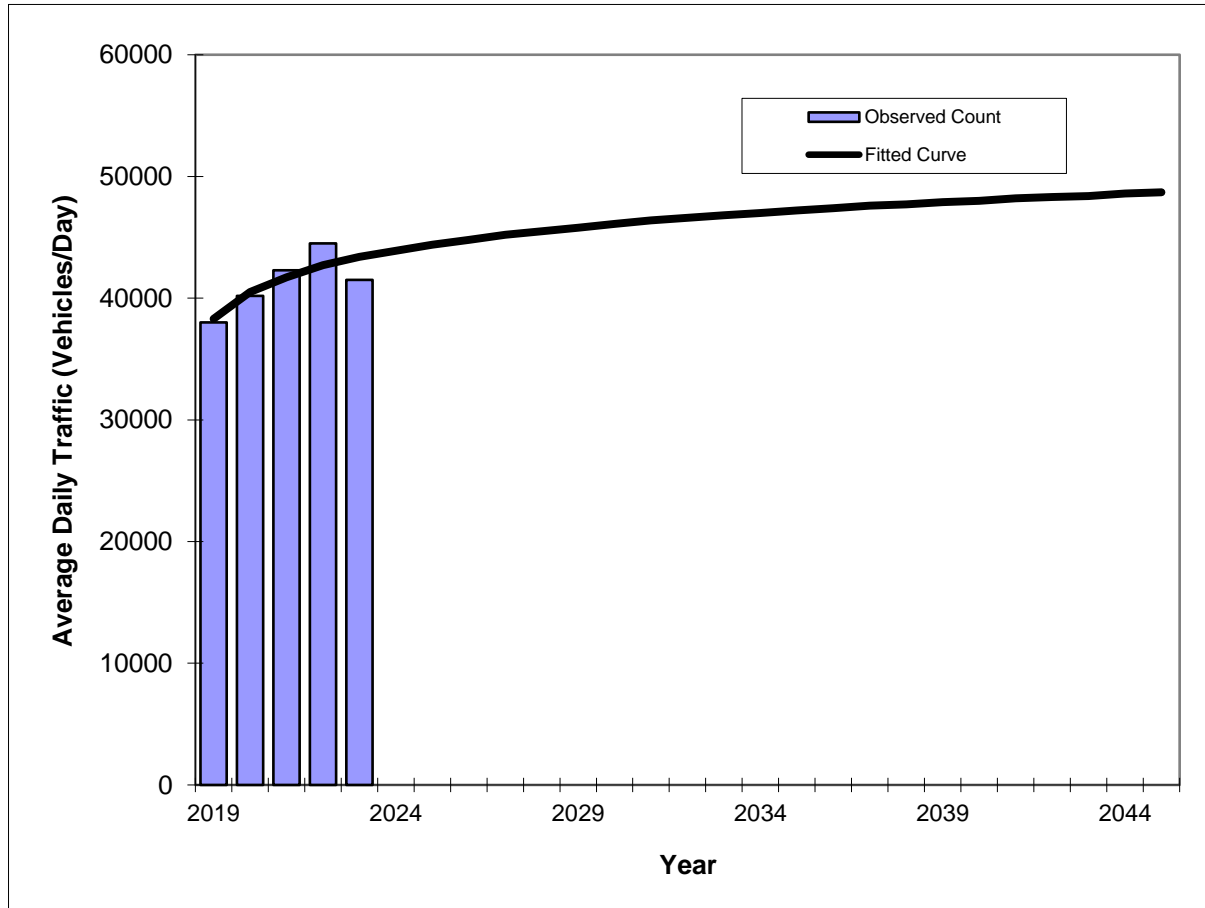
Trend R-squared:	8.61%
Compounded Annual Historic Growth Rate:	0.56%
Printed:	12-Aug-24
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

SR 858/Hallandale Beach Boulevard -- east of SR 5/US-1

County:	Broward (86)
Station #:	5029
Highway:	SR 858/Hallandale Beach Boulevard



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	38000	38300
2020	40200	40500
2021	42300	41700
2022	44500	42700
2023	41500	43400

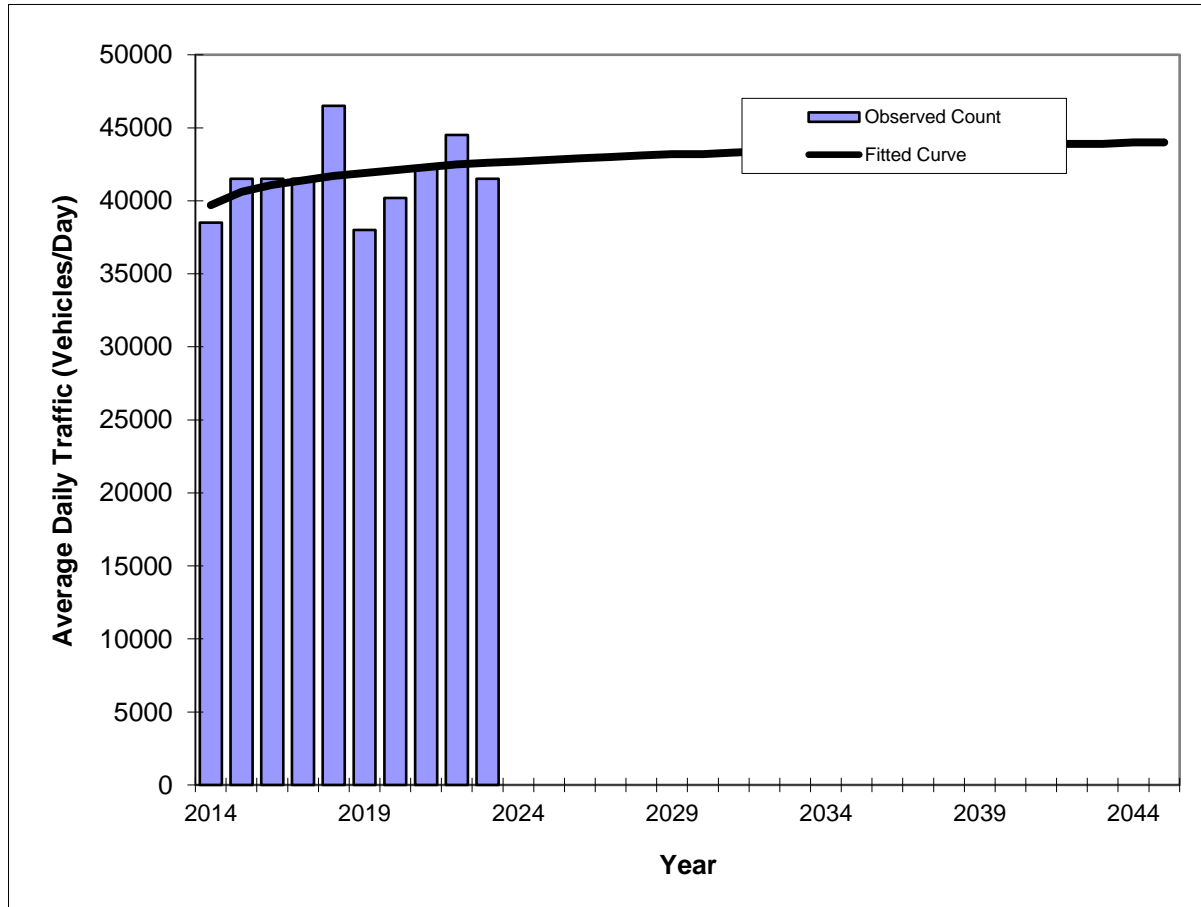
Trend R-squared:	68.71%
Compounded Annual Historic Growth Rate:	3.17%
Printed:	12-Aug-24
Decaying Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

SR 858/Hallandale Beach Boulevard -- east of SR 5/US-1

County:	Broward (86)
Station #:	5029
Highway:	SR 858/Hallandale Beach Boulevard



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	38500	39700
2015	41500	40600
2016	41500	41100
2017	41500	41400
2018	46500	41700
2019	38000	41900
2020	40200	42100
2021	42300	42300
2022	44500	42500
2023	41500	42600

Trend R-squared: 12.91%
 Compounded Annual Historic Growth Rate: 0.79%
 Printed: 12-Aug-24
Decaying Exponential Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

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

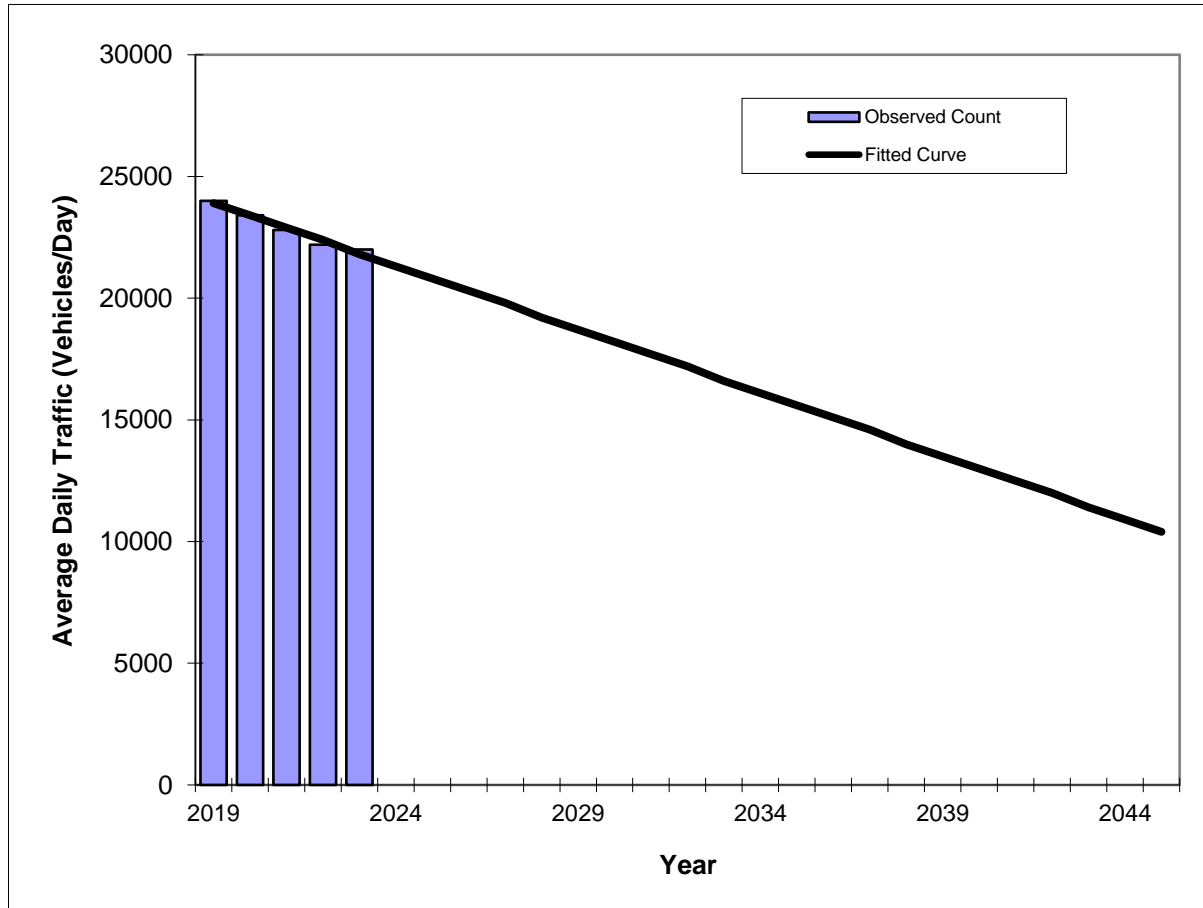
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	22000 C	E 12500	W 9500	9.00	57.90	3.40
2022	22200 C	E 12500	W 9700	9.00	57.00	3.40
2021	22500 C	E 12000	W 10500	9.00	53.80	2.90
2020	23000 F	E 11000	W 12000	9.00	53.90	2.90
2019	24000 C	E 11500	W 12500	9.00	54.60	2.90
2018	24500 C	E 13000	W 11500	9.00	54.50	2.10
2017	23000 C	E 12500	W 10500	9.00	51.90	2.10
2016	26500 C	E 13500	W 13000	9.00	54.10	2.10
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

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = 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

Traffic Trends

SR 824/Pembroke Road -- west of SR 5/US-1

County:	Broward (86)
Station #:	5093
Highway:	SR 824/Pembroke Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	24000	23900
2020	23400	23400
2021	22800	22900
2022	22200	22400
2023	22000	21800

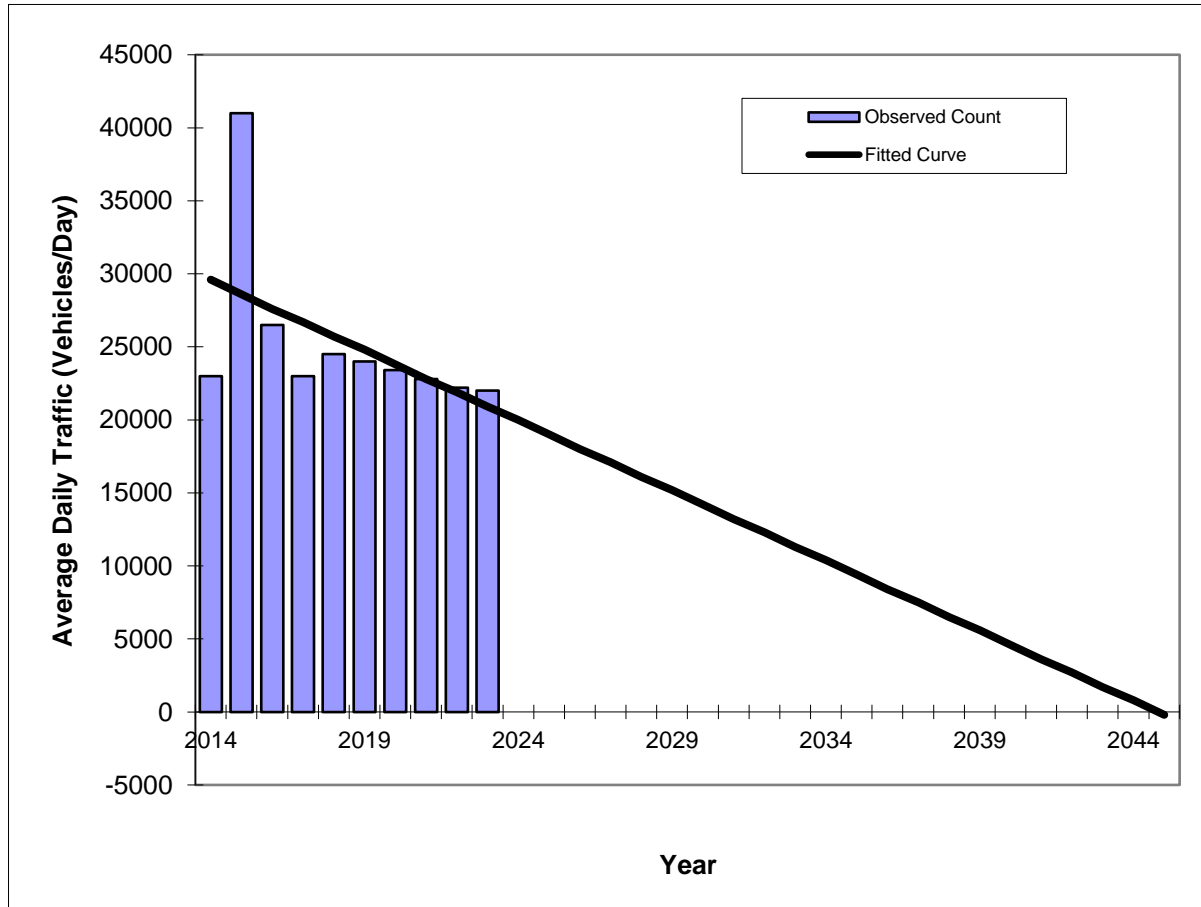
Trend R-squared:	97.69%
Trend Annual Historic Growth Rate:	-2.20%
Printed:	12-Aug-24
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends

SR 824/Pembroke Road -- west of SR 5/US-1

County:	Broward (86)
Station #:	5093
Highway:	SR 824/Pembroke Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	23000	29600
2015	41000	28600
2016	26500	27600
2017	23000	26700
2018	24500	25700
2019	24000	24800
2020	23400	23800
2021	22800	22800
2022	22200	21900
2023	22000	20900

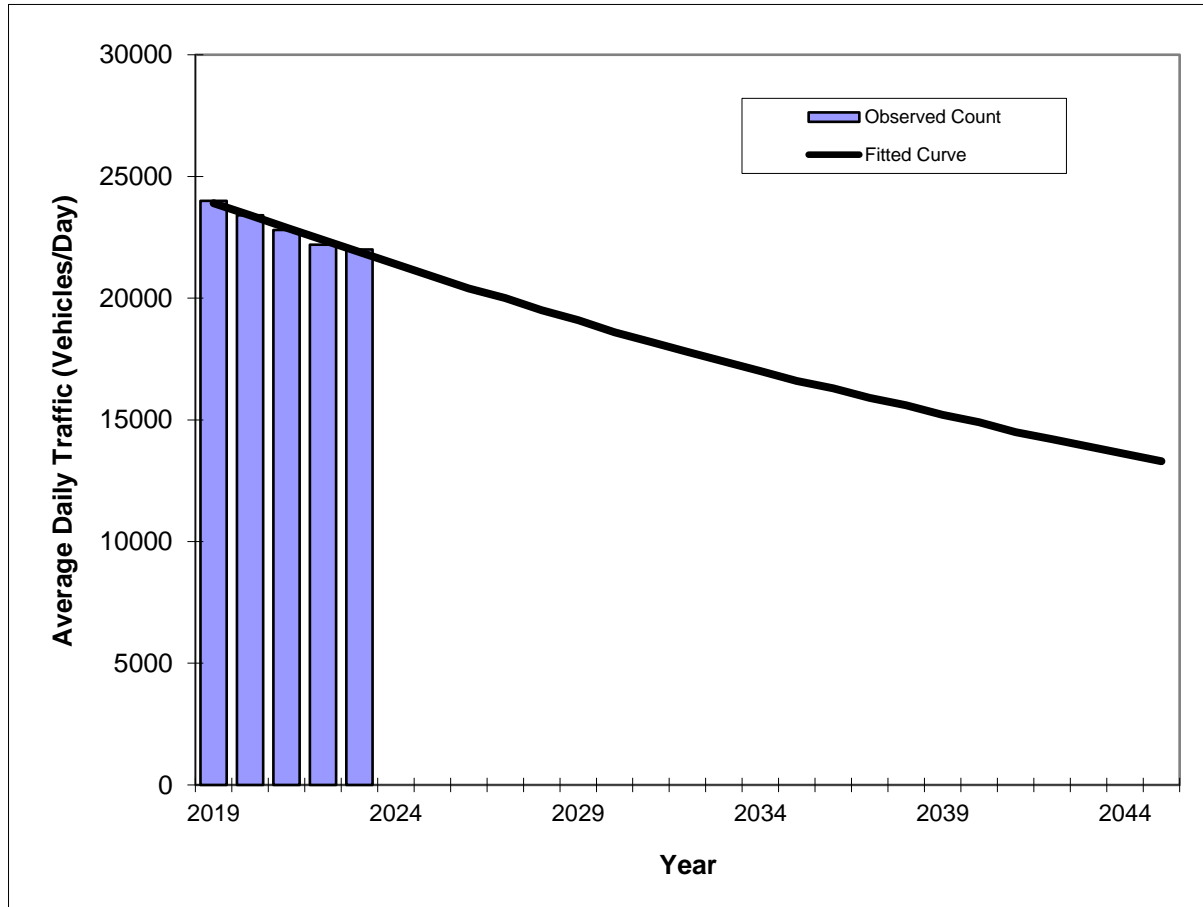
Trend R-squared:	26.11%
Trend Annual Historic Growth Rate:	-3.27%
Printed:	12-Aug-24
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends

SR 824/Pembroke Road -- west of SR 5/US-1

County:	Broward (86)
Station #:	5093
Highway:	SR 824/Pembroke Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	24000	23900
2020	23400	23400
2021	22800	22900
2022	22200	22400
2023	22000	21900

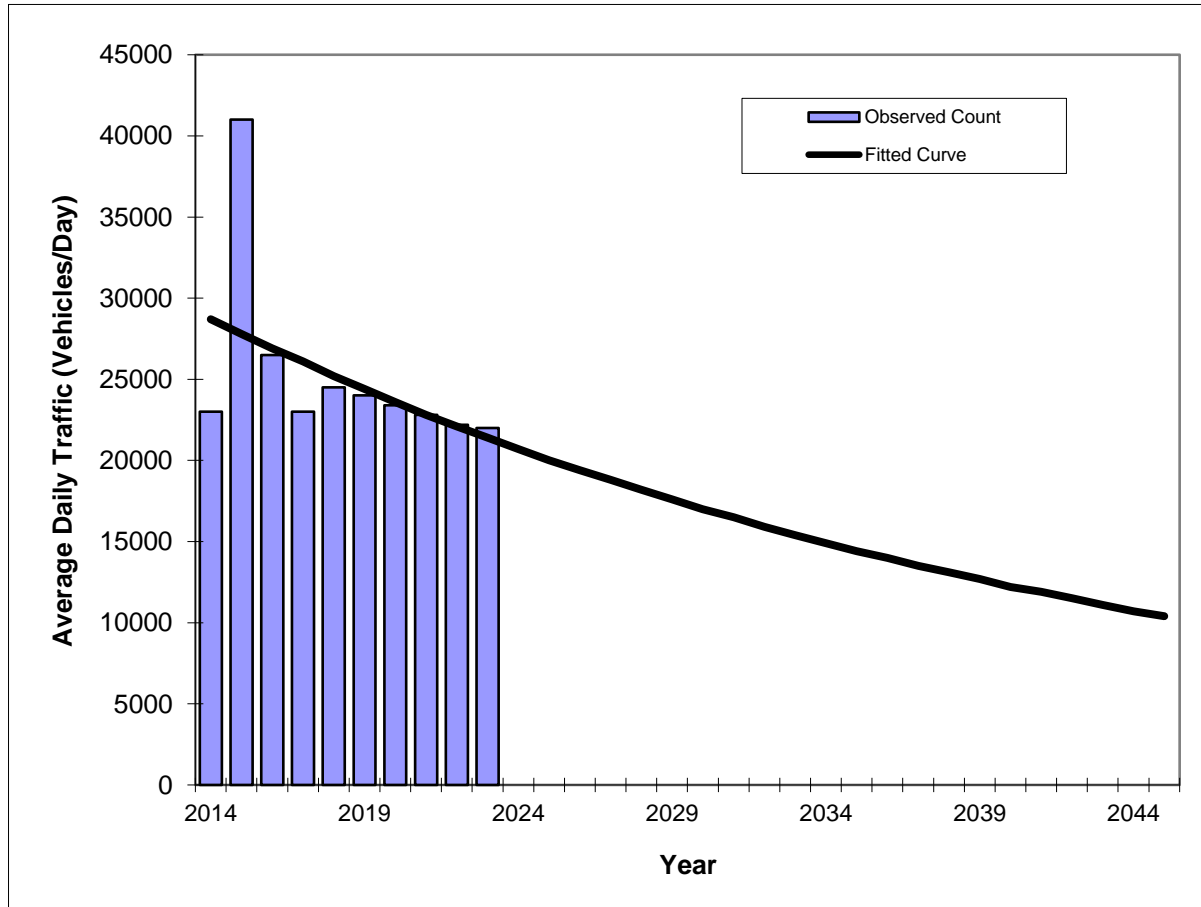
Trend R-squared:	97.89%
Compounded Annual Historic Growth Rate:	-2.16%
Printed:	12-Aug-24
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

SR 824/Pembroke Road -- west of SR 5/US-1

County:	Broward (86)
Station #:	5093
Highway:	SR 824/Pembroke Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	23000	28700
2015	41000	27800
2016	26500	26900
2017	23000	26100
2018	24500	25200
2019	24000	24400
2020	23400	23600
2021	22800	22800
2022	22200	22100
2023	22000	21400

Trend R-squared: 28.97%

Compounded Annual Historic Growth Rate: -3.21%

Printed: 12-Aug-24

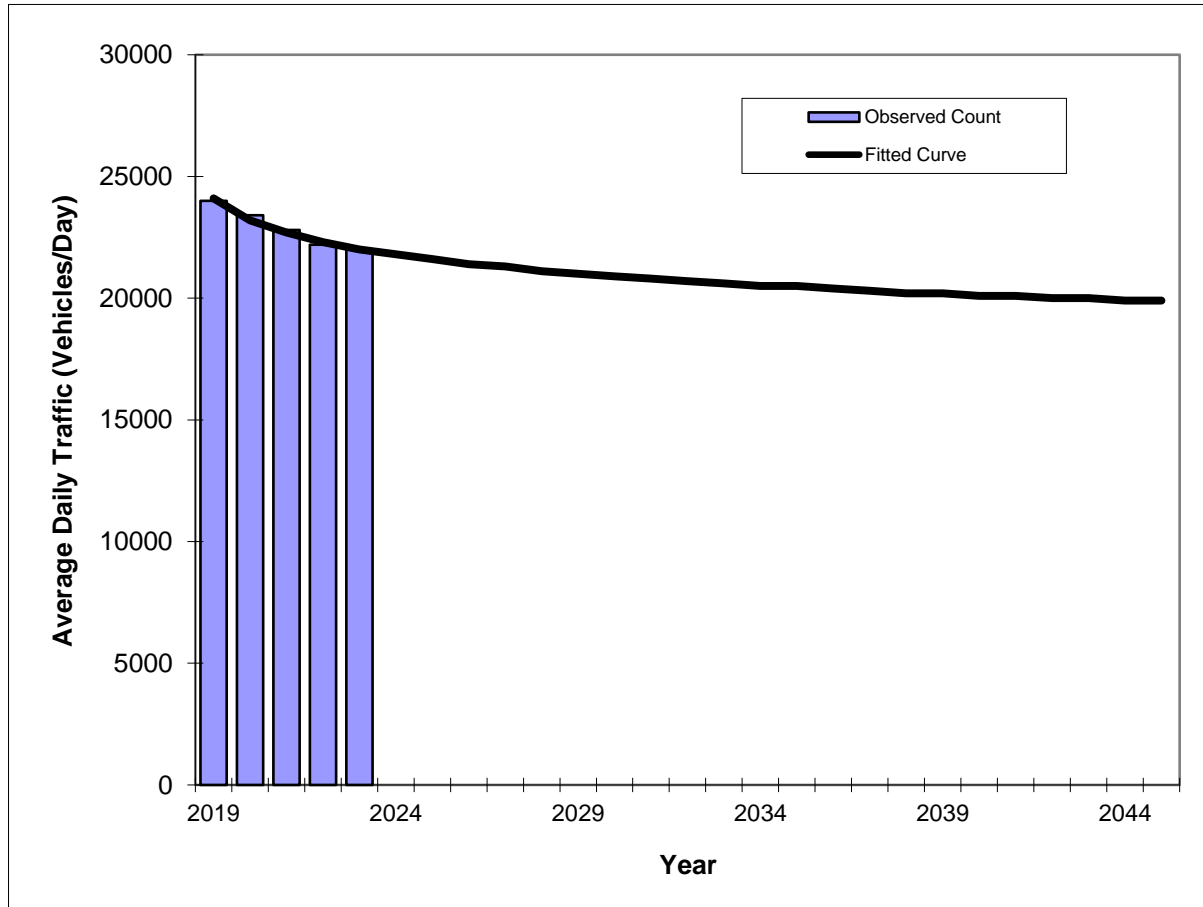
Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SR 824/Pembroke Road -- west of SR 5/US-1

County:	Broward (86)
Station #:	5093
Highway:	SR 824/Pembroke Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	24000	24100
2020	23400	23200
2021	22800	22700
2022	22200	22300
2023	22000	22000

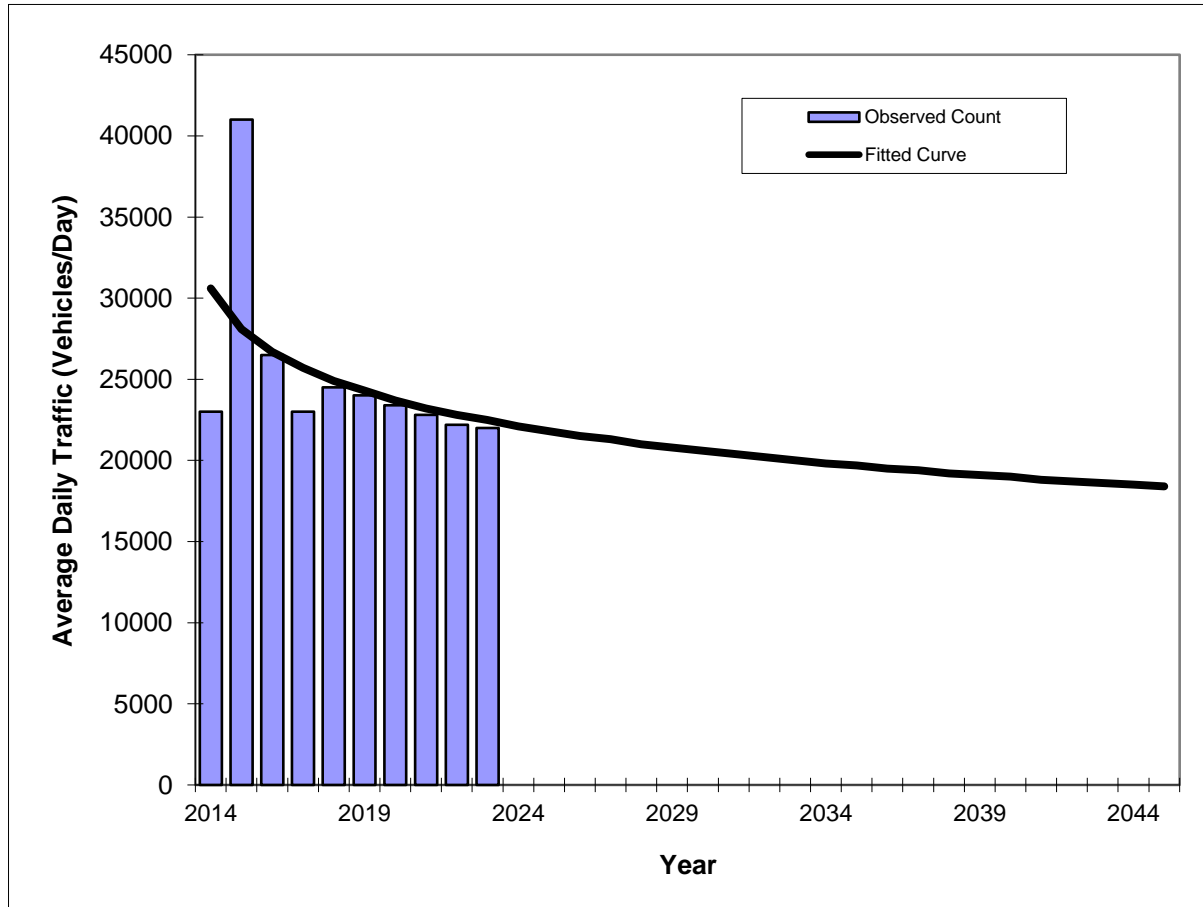
Trend R-squared:	97.35%
Compounded Annual Historic Growth Rate:	-2.25%
Printed:	12-Aug-24
Decaying Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

SR 824/Pembroke Road -- west of SR 5/US-1

County:	Broward (86)
Station #:	5093
Highway:	SR 824/Pembroke Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	23000	30600
2015	41000	28100
2016	26500	26700
2017	23000	25700
2018	24500	24900
2019	24000	24300
2020	23400	23700
2021	22800	23200
2022	22200	22800
2023	22000	22500

Trend R-squared:	20.53%
Compounded Annual Historic Growth Rate:	-3.36%
Printed:	12-Aug-24
Decaying Exponential Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

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

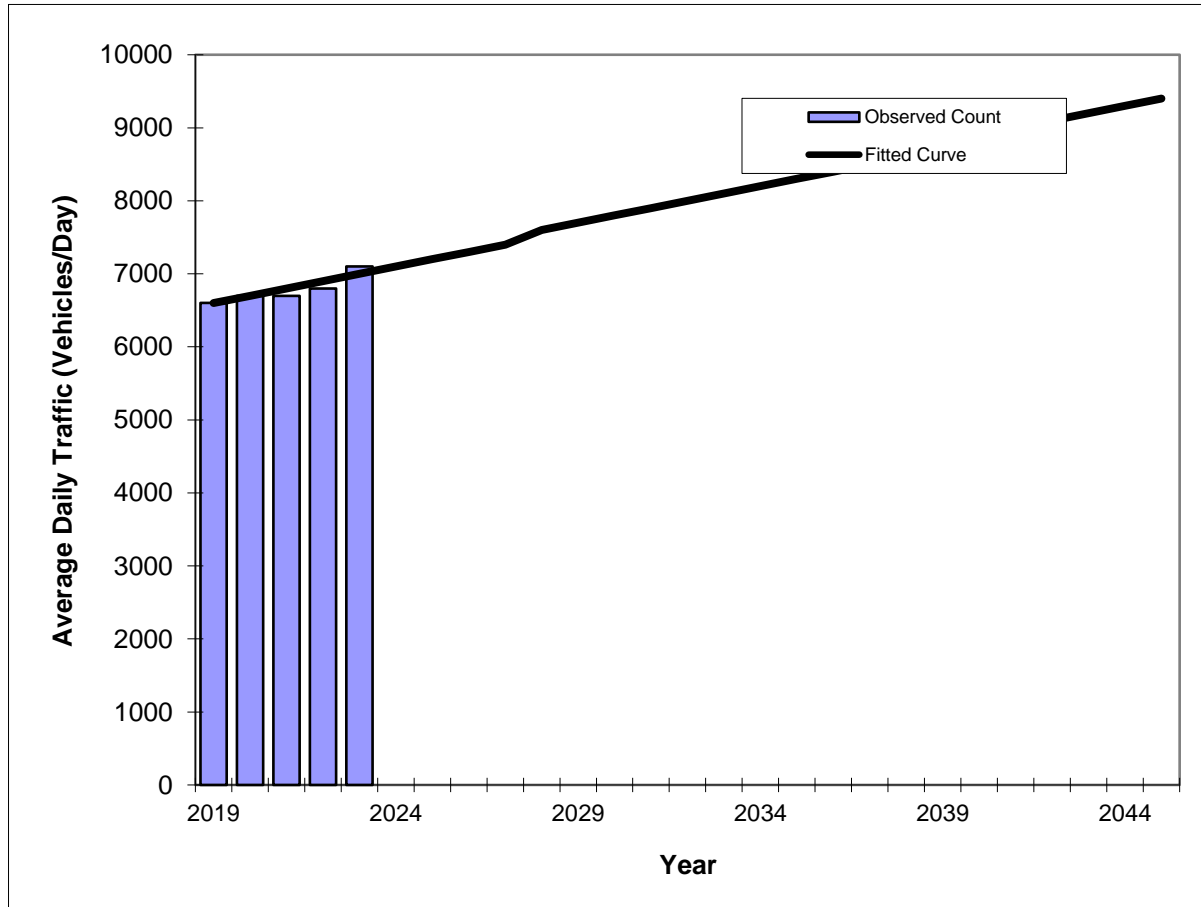
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	7100 S	0	0	9.00	99.90	5.60
2022	6800 F	0	0	9.00	99.90	5.60
2021	6900 C	S 6900	0	9.00	99.90	5.60
2020	6300 S	0	0	9.00	99.90	3.40
2019	6600 F	0	0	9.00	99.90	3.40
2018	6600 C	S 6600	0	9.00	99.90	3.40
2017	6400 S	0	0	9.00	99.90	6.60
2016	6400 F	0	0	9.00	99.90	6.60
2015	6300 C	S 6300	0	9.00	99.90	6.60
2014	6400 S	0	0	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

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = 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

Traffic Trends

DIXIE HIGHWAY -- north of Hallandale Beach Boulevard

County:	Broward (86)
Station #:	7719
Highway:	DIXIE HIGHWAY



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	6600	6600
2020	6700	6700
2021	6700	6800
2022	6800	6900
2023	7100	7000

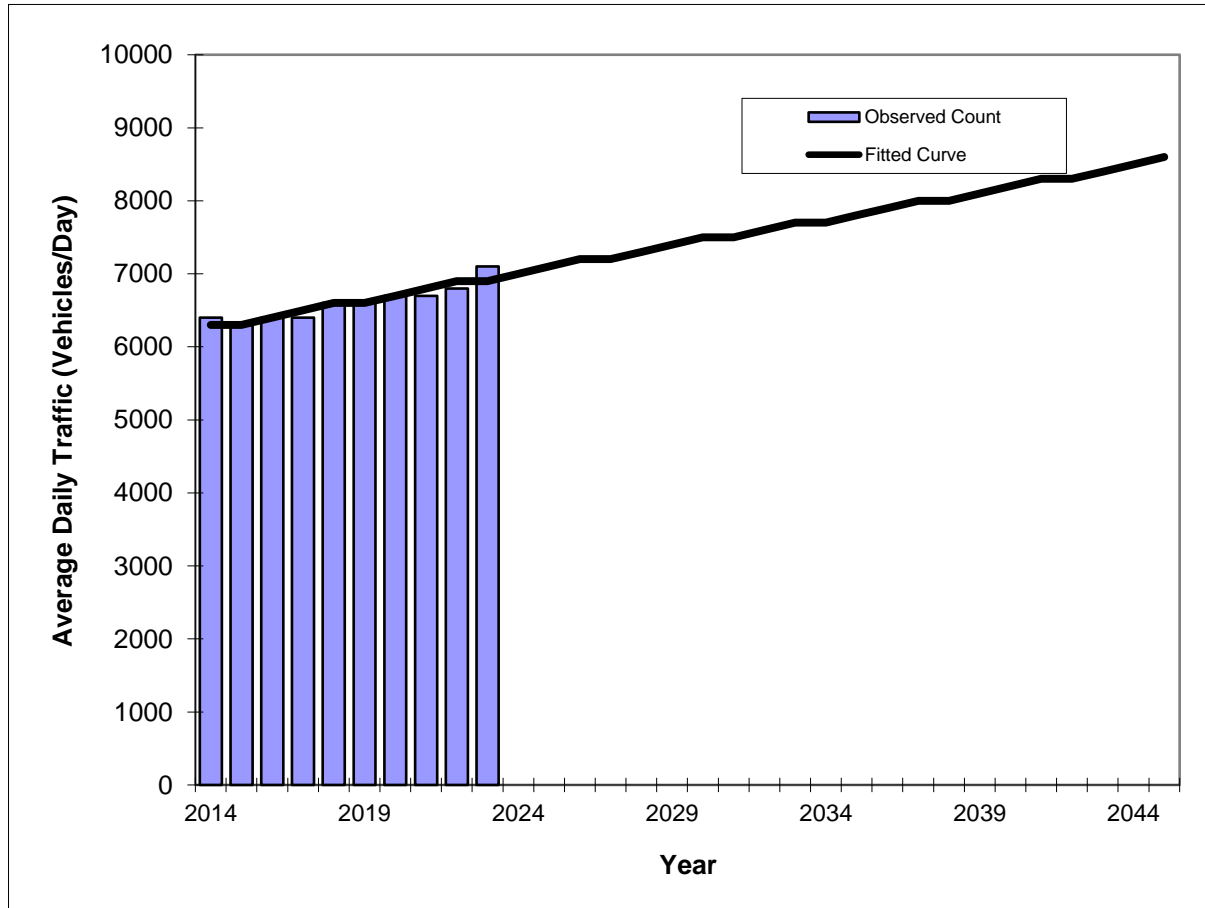
Trend R-squared:	81.76%
Trend Annual Historic Growth Rate:	1.52%
Printed:	12-Aug-24
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends

DIXIE HIGHWAY -- north of Hallandale Beach Boulevard

County:	Broward (86)
Station #:	7719
Highway:	DIXIE HIGHWAY



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	6400	6300
2015	6300	6300
2016	6400	6400
2017	6400	6500
2018	6600	6600
2019	6600	6600
2020	6700	6700
2021	6700	6800
2022	6800	6900
2023	7100	6900

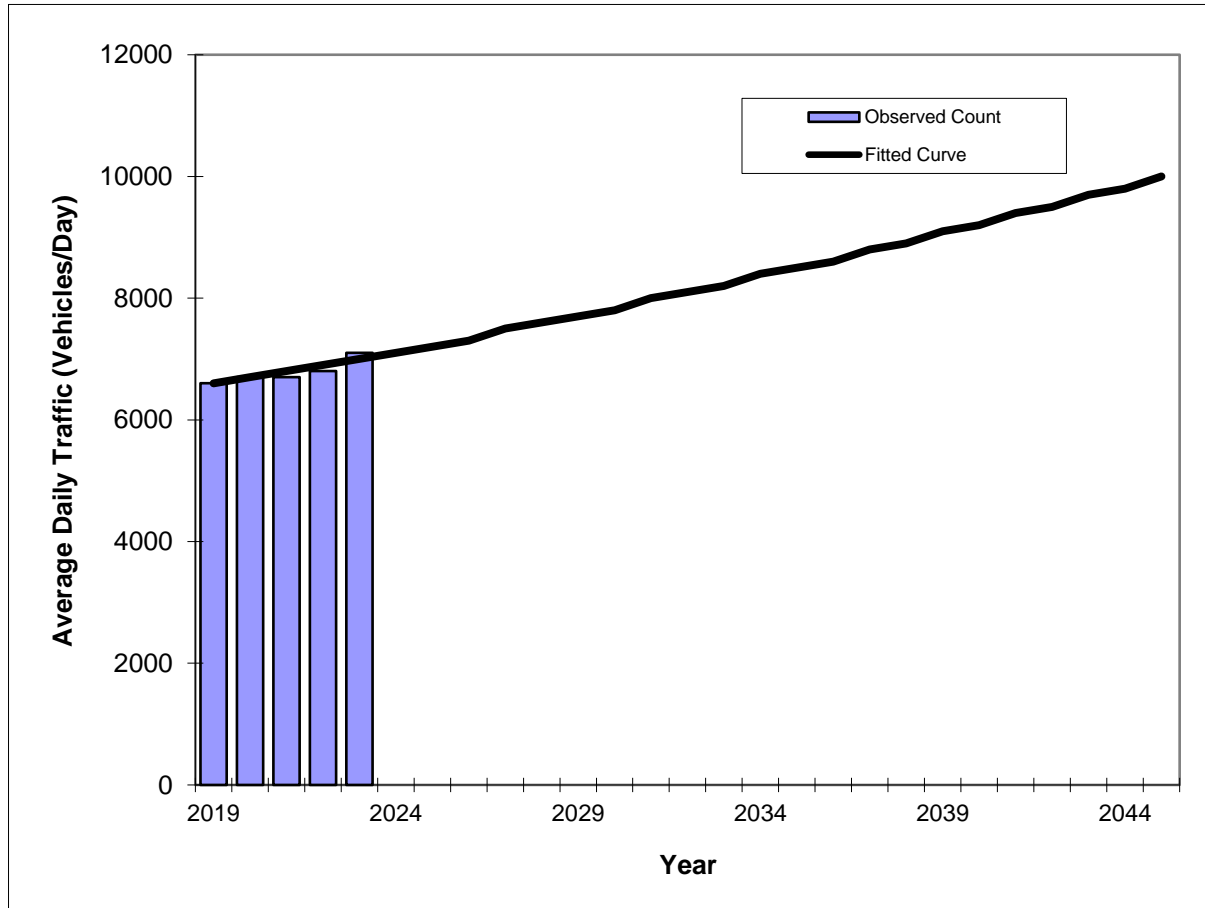
Trend R-squared:	86.74%
Trend Annual Historic Growth Rate:	1.06%
Printed:	12-Aug-24
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends

DIXIE HIGHWAY -- north of Hallandale Beach Boulevard

County:	Broward (86)
Station #:	7719
Highway:	DIXIE HIGHWAY



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	6600	6600
2020	6700	6700
2021	6700	6800
2022	6800	6900
2023	7100	7000

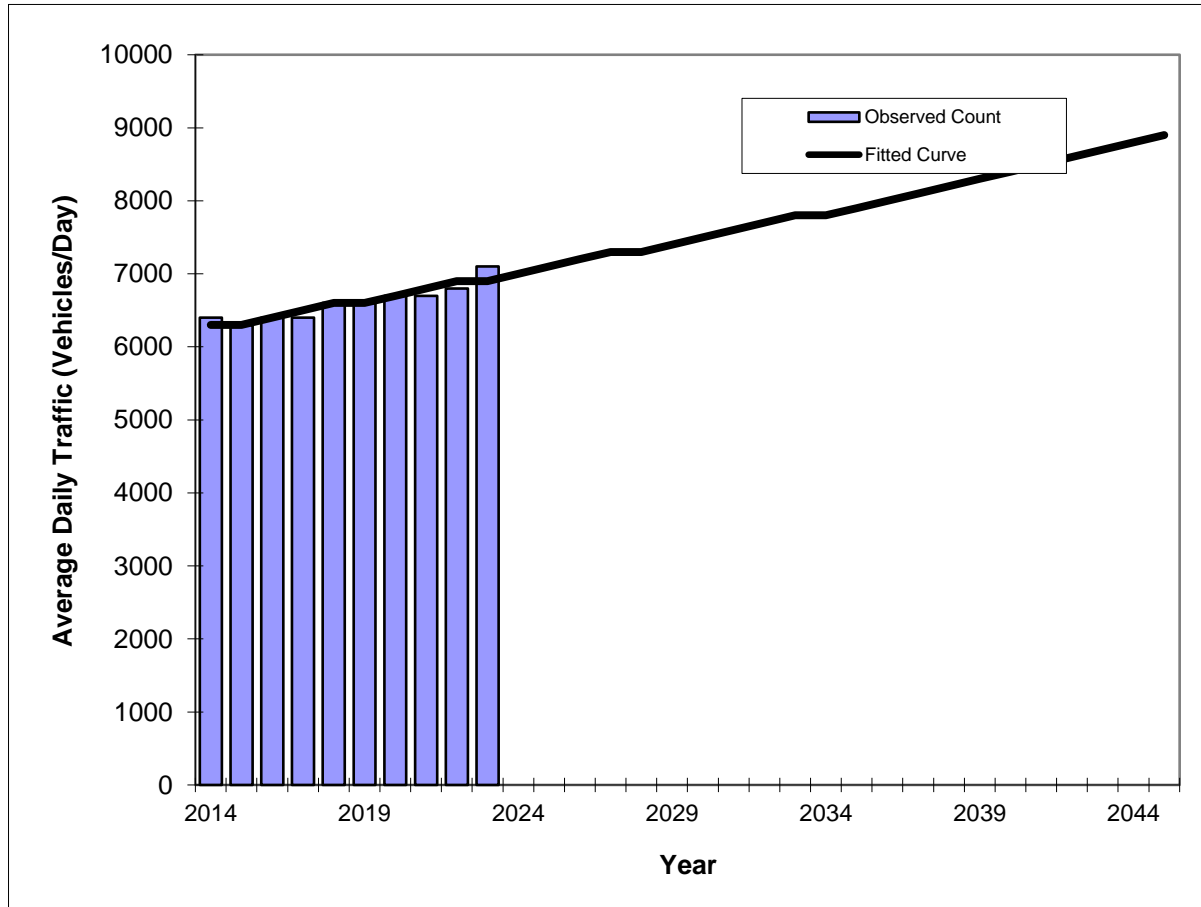
Trend R-squared:	82.39%
Compounded Annual Historic Growth Rate:	1.48%
Printed:	12-Aug-24
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

DIXIE HIGHWAY -- north of Hallandale Beach Boulevard

County:	Broward (86)
Station #:	7719
Highway:	DIXIE HIGHWAY



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	6400	6300
2015	6300	6300
2016	6400	6400
2017	6400	6500
2018	6600	6600
2019	6600	6600
2020	6700	6700
2021	6700	6800
2022	6800	6900
2023	7100	6900

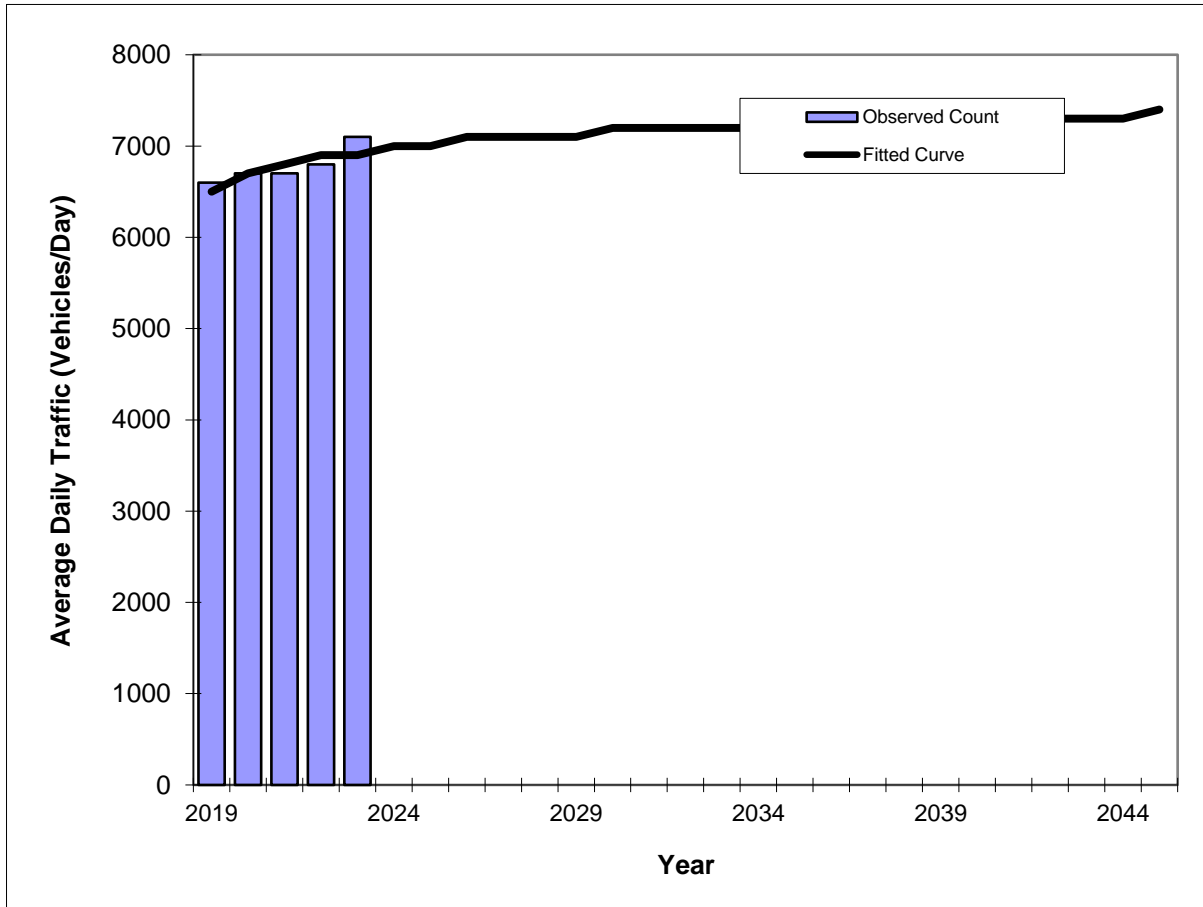
Trend R-squared:	87.40%
Compounded Annual Historic Growth Rate:	1.02%
Printed:	12-Aug-24
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

DIXIE HIGHWAY -- north of Hallandale Beach Boulevard

County:	Broward (86)
Station #:	7719
Highway:	DIXIE HIGHWAY



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	6600	6500
2020	6700	6700
2021	6700	6800
2022	6800	6900
2023	7100	6900

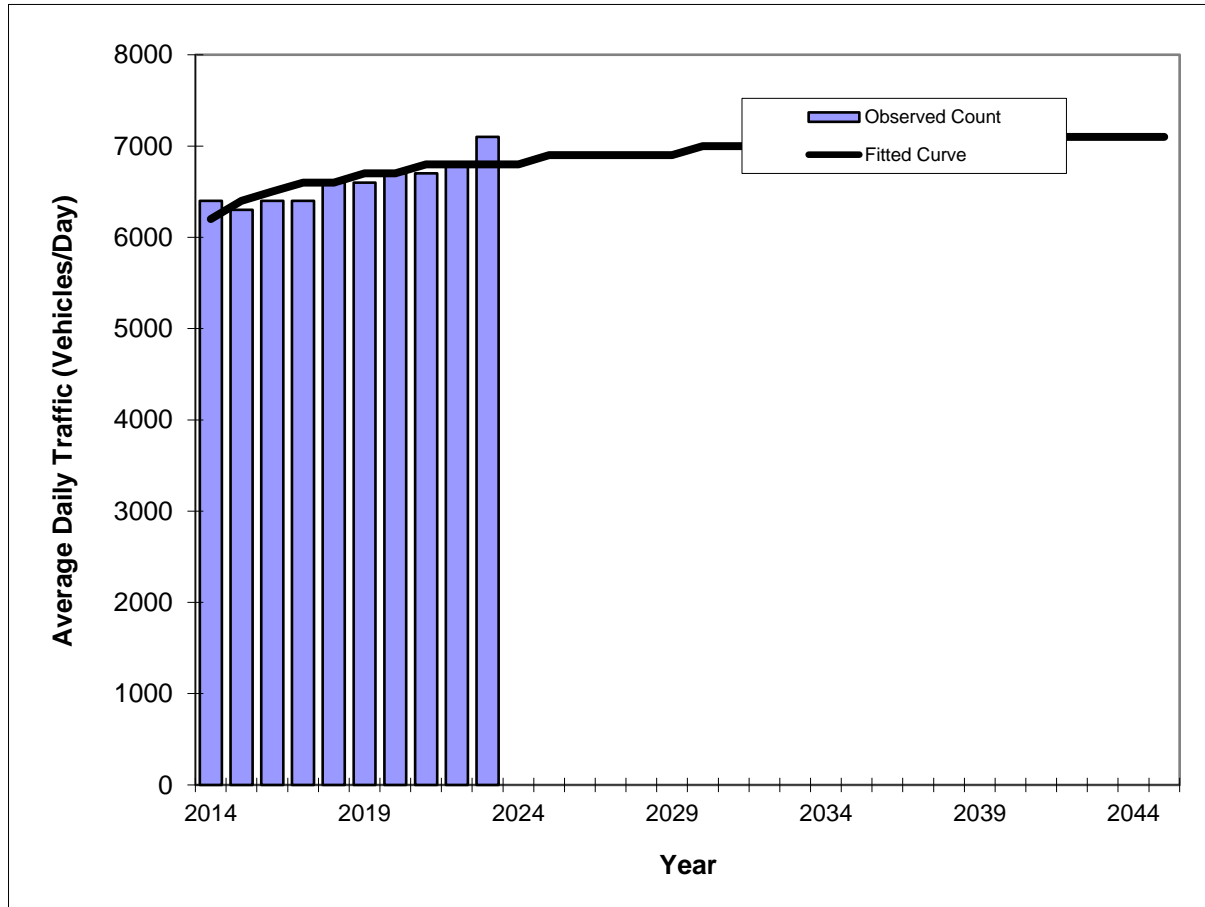
Trend R-squared:	66.72%
Compounded Annual Historic Growth Rate:	1.50%
Printed:	12-Aug-24
Decaying Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

DIXIE HIGHWAY -- north of Hallandale Beach Boulevard

County:	Broward (86)
Station #:	7719
Highway:	DIXIE HIGHWAY



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	6400	6200
2015	6300	6400
2016	6400	6500
2017	6400	6600
2018	6600	6600
2019	6600	6700
2020	6700	6700
2021	6700	6800
2022	6800	6800
2023	7100	6800

Trend R-squared:	66.01%
Compounded Annual Historic Growth Rate:	1.03%
Printed:	12-Aug-24
Decaying Exponential Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

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

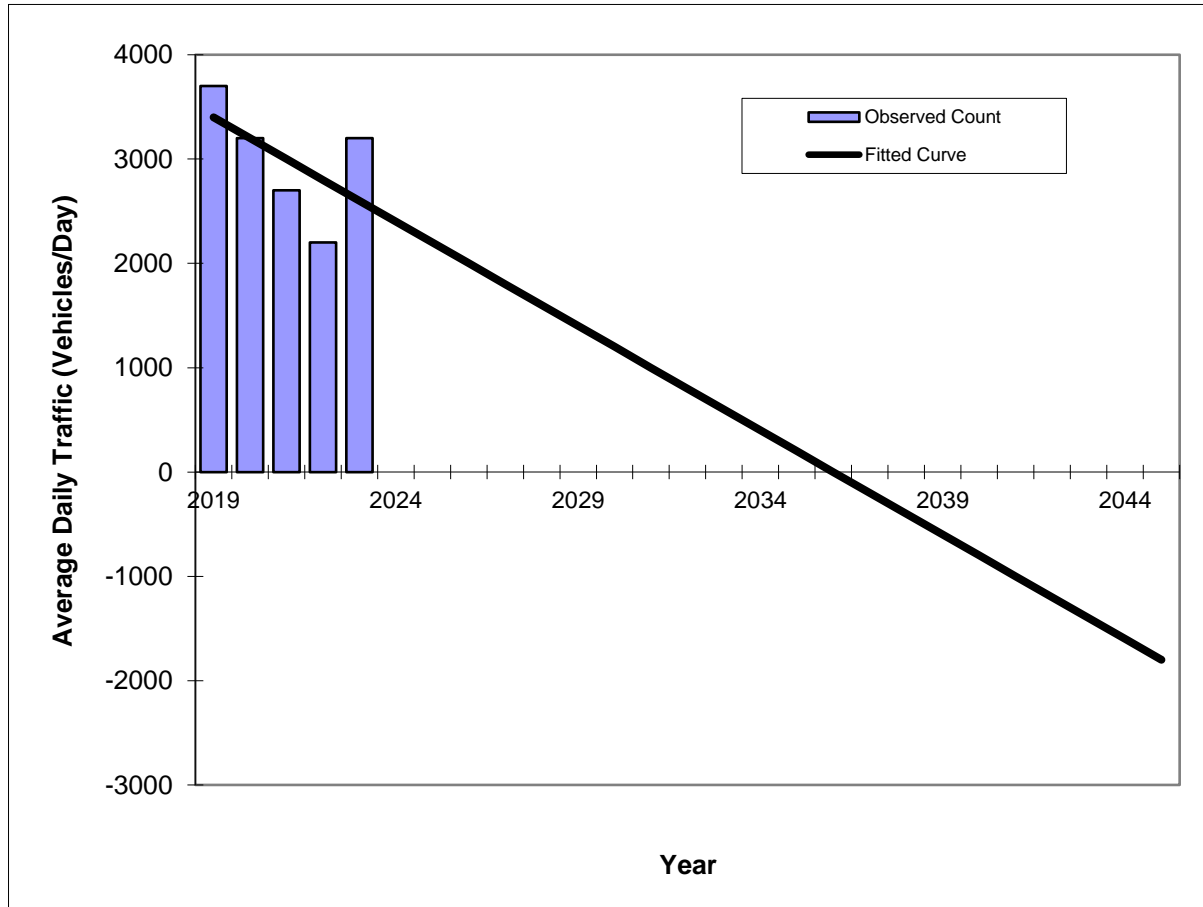
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	3200 C	N 3200	0	9.00	99.90	3.00
2022	2200 S	0	0	9.00	99.90	5.40
2021	2200 F	0	0	9.00	99.90	14.30
2020	2200 C	N 2200	0	9.00	99.90	8.80
2019	3700 T	0	0	9.00	99.90	5.50
2018	3700 S	0	0	9.00	99.90	6.00
2017	3700 F	0	0	9.00	99.90	6.20
2016	3700 C	N 3700	0	9.00	99.90	2.90
2015	3500 V	0	0	9.00	99.90	3.40
2014	3400 R	0	0	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 F	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

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = 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

Traffic Trends

NE 1st Avenue -- south of Pembroke Road

County:	Broward (86)
Station #:	9634
Highway:	NE 1st Avenue



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	3700	3400
2020	3200	3200
2021	2700	3000
2022	2200	2800
2023	3200	2600

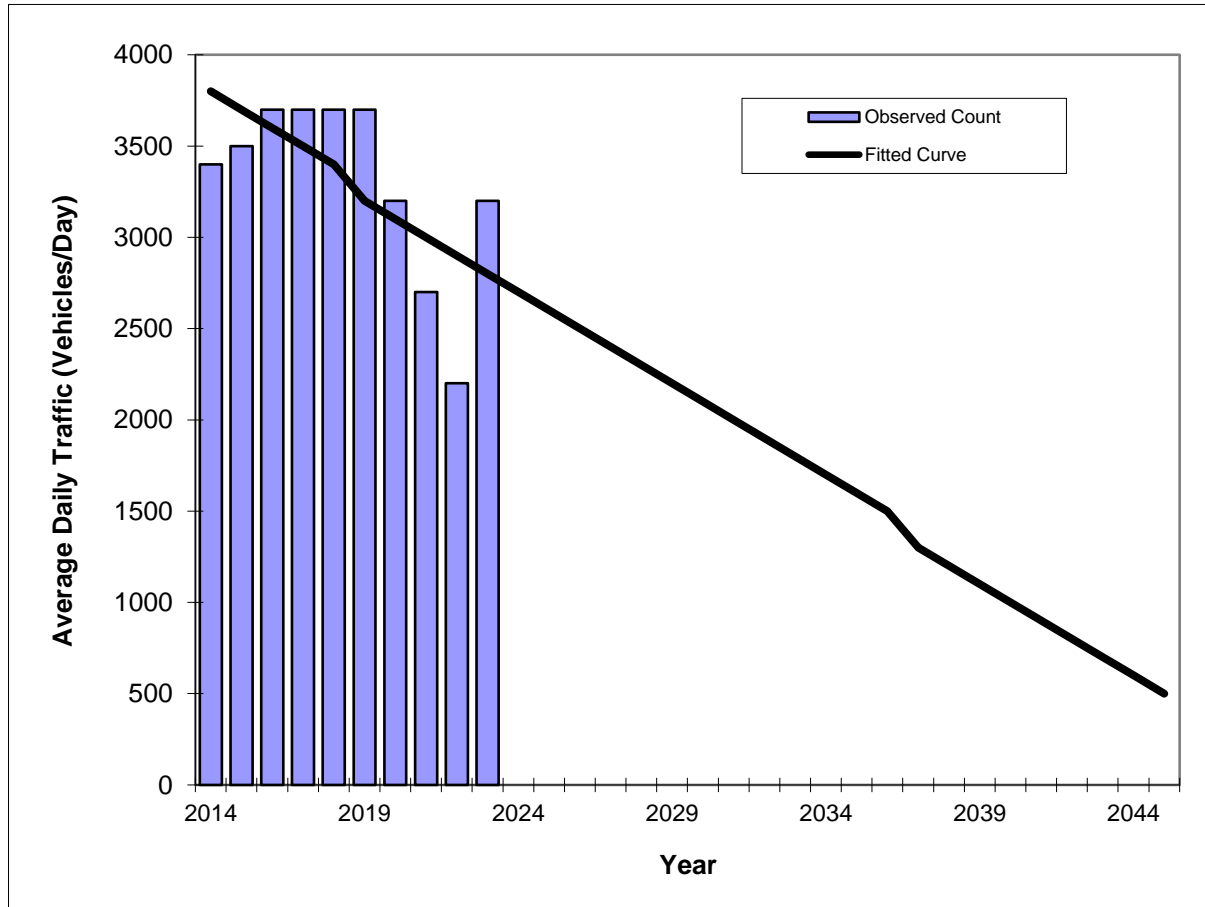
Trend R-squared:	30.77%
Trend Annual Historic Growth Rate:	-5.88%
Printed:	12-Aug-24
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends

NE 1st Avenue -- south of Pembroke Road

County:	Broward (86)
Station #:	9634
Highway:	NE 1st Avenue



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	3400	3800
2015	3500	3700
2016	3700	3600
2017	3700	3500
2018	3700	3400
2019	3700	3200
2020	3200	3100
2021	2700	3000
2022	2200	2900
2023	3200	2800

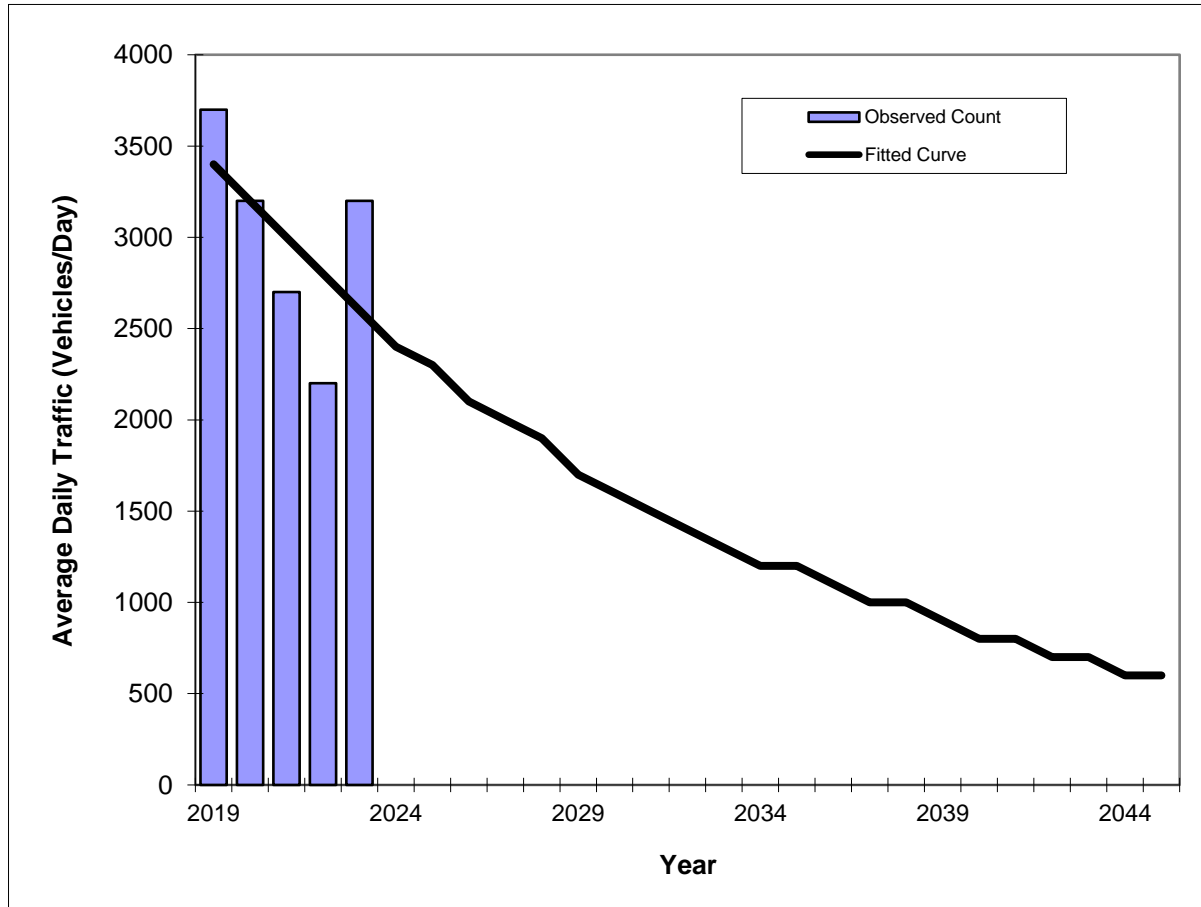
Trend R-squared: 40.24%
 Trend Annual Historic Growth Rate: -2.92%
 Printed: 12-Aug-24
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

NE 1st Avenue -- south of Pembroke Road

County:	Broward (86)
Station #:	9634
Highway:	NE 1st Avenue



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	3700	3400
2020	3200	3200
2021	2700	3000
2022	2200	2800
2023	3200	2600

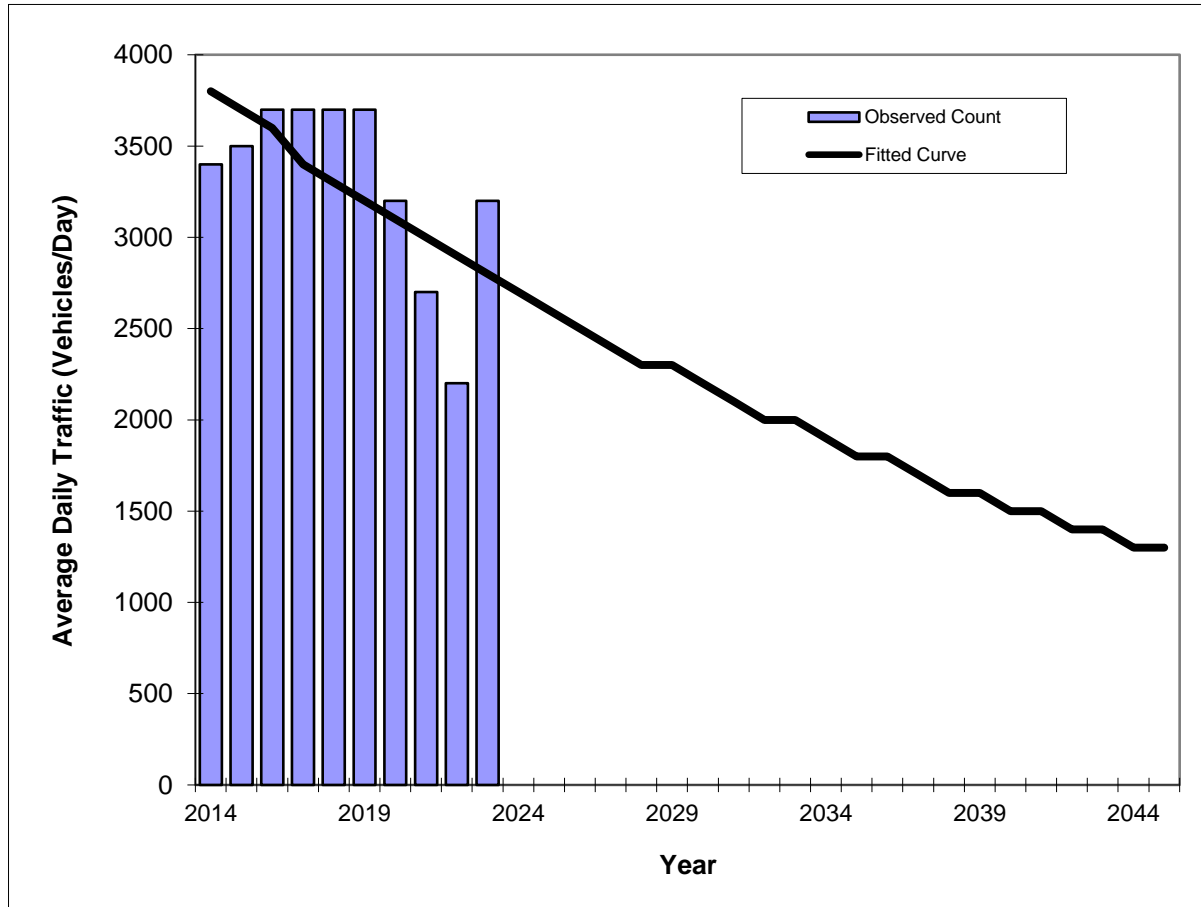
Trend R-squared: 27.92%
 Compounded Annual Historic Growth Rate: -6.49%
 Printed: 12-Aug-24
Exponential Growth Option

*Axle-Adjusted

Traffic Trends

NE 1st Avenue -- south of Pembroke Road

County:	Broward (86)
Station #:	9634
Highway:	NE 1st Avenue



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	3400	3800
2015	3500	3700
2016	3700	3600
2017	3700	3400
2018	3700	3300
2019	3700	3200
2020	3200	3100
2021	2700	3000
2022	2200	2900
2023	3200	2800

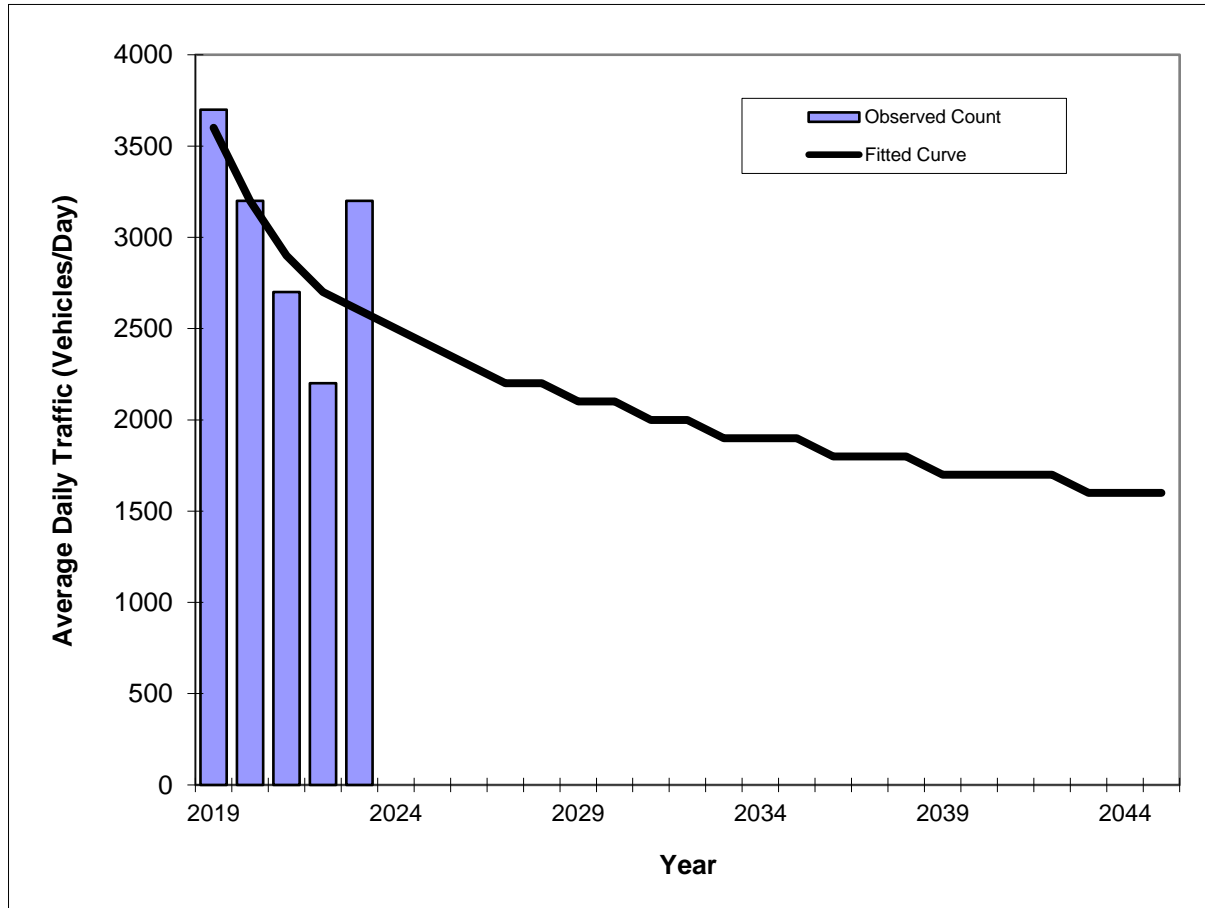
Trend R-squared: 39.03%
 Compounded Annual Historic Growth Rate: -3.34%
 Printed: 12-Aug-24
Exponential Growth Option

*Axle-Adjusted

Traffic Trends

NE 1st Avenue -- south of Pembroke Road

County:	Broward (86)
Station #:	9634
Highway:	NE 1st Avenue



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	3700	3600
2020	3200	3200
2021	2700	2900
2022	2200	2700
2023	3200	2600

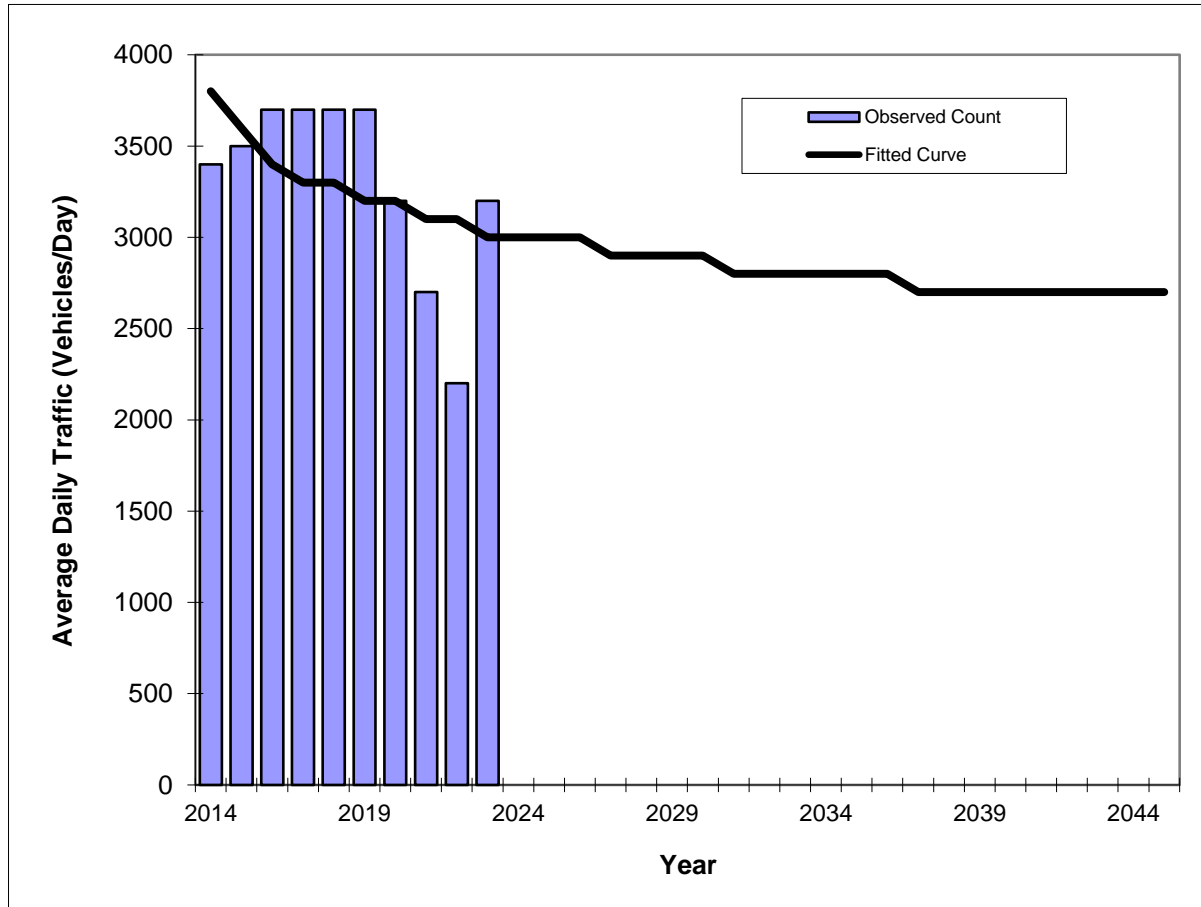
Trend R-squared: 45.55%
 Compounded Annual Historic Growth Rate: -7.81%
 Printed: 12-Aug-24
Decaying Exponential Growth Option

*Axle-Adjusted

Traffic Trends

NE 1st Avenue -- south of Pembroke Road

County:	Broward (86)
Station #:	9634
Highway:	NE 1st Avenue



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	3400	3800
2015	3500	3600
2016	3700	3400
2017	3700	3300
2018	3700	3300
2019	3700	3200
2020	3200	3200
2021	2700	3100
2022	2200	3100
2023	3200	3000

Trend R-squared: 23.11%
 Compounded Annual Historic Growth Rate: -2.59%
 Printed: 12-Aug-24
Decaying Exponential Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9635 - DIXIE HWY, S OF PEMBROKE RD

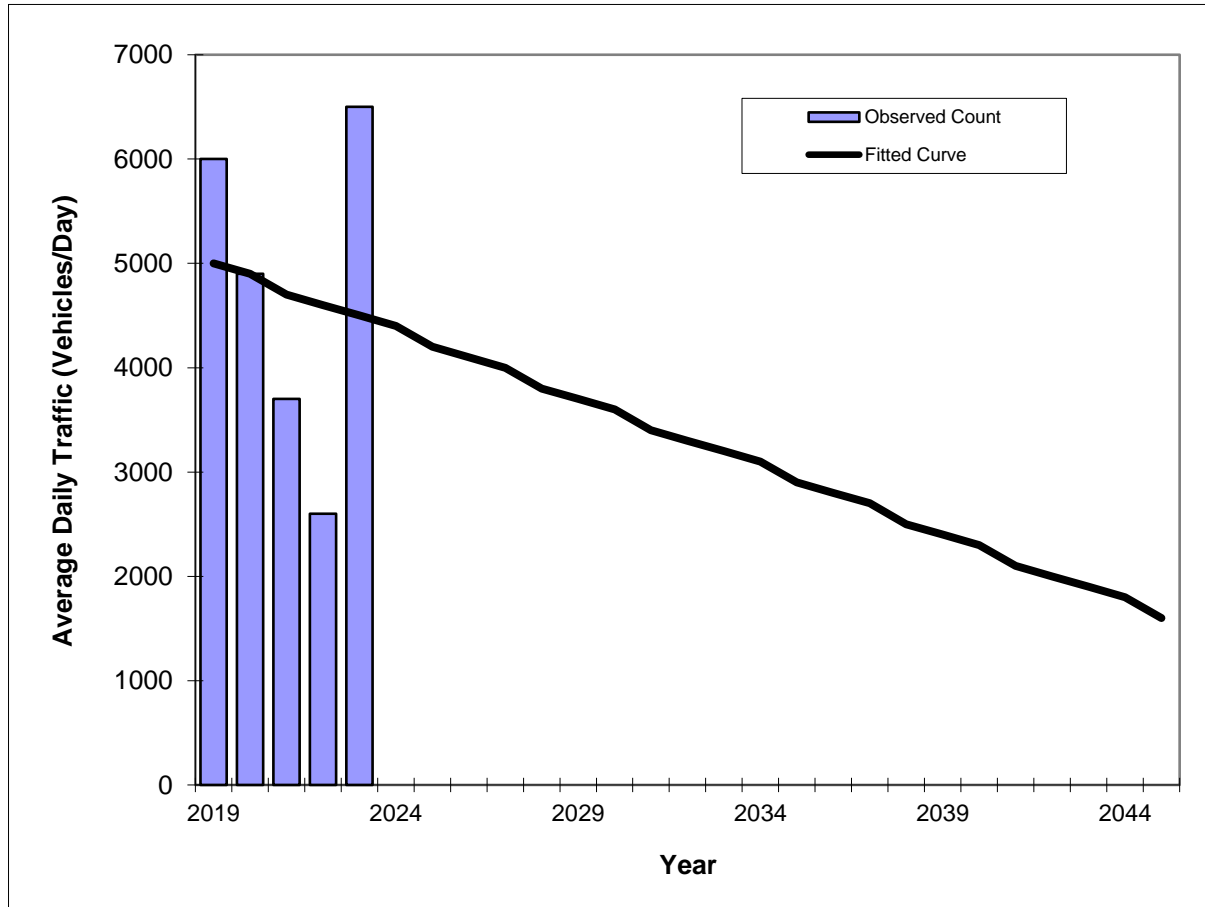
YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----	-----	-----	-----	-----
2023	6500 C	S	6500	0	9.00	99.90	3.00
2022	2600 S		0	0	9.00	99.90	5.40
2021	2600 F		0	0	9.00	99.90	14.30
2020	2600 C	S	2600	0	9.00	99.90	8.80
2019	6000 T		0	0	9.00	99.90	5.50
2018	6000 S		0	0	9.00	99.90	6.00
2017	6000 F		0	0	9.00	99.90	6.20
2016	6000 C	S	6000	0	9.00	99.90	2.90
2015	4400 V		0	0	9.00	99.90	3.40
2014	4300 R				9.00	99.90	7.40
2013	4300 T		0	0	9.00	99.90	7.60
2012	4300 S		0	0	9.00	99.90	5.90
2011	4300 F		0	0	9.00	99.90	6.30
2010	4300 C	S	4300	0	8.35	99.99	9.30
2009	5100 F		0	0	8.53	99.99	5.30
2008	5200 C	S	5200	0	8.81	99.99	6.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = 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

Traffic Trends

DIXIE HIGHWAY -- south of Pembroke Road

County:	Broward (86)
Station #:	9635
Highway:	DIXIE HIGHWAY



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	6000	5000
2020	4900	4900
2021	3700	4700
2022	2600	4600
2023	6500	4500

Trend R-squared: 1.63%
Trend Annual Historic Growth Rate: -2.50%
Printed: 12-Aug-24

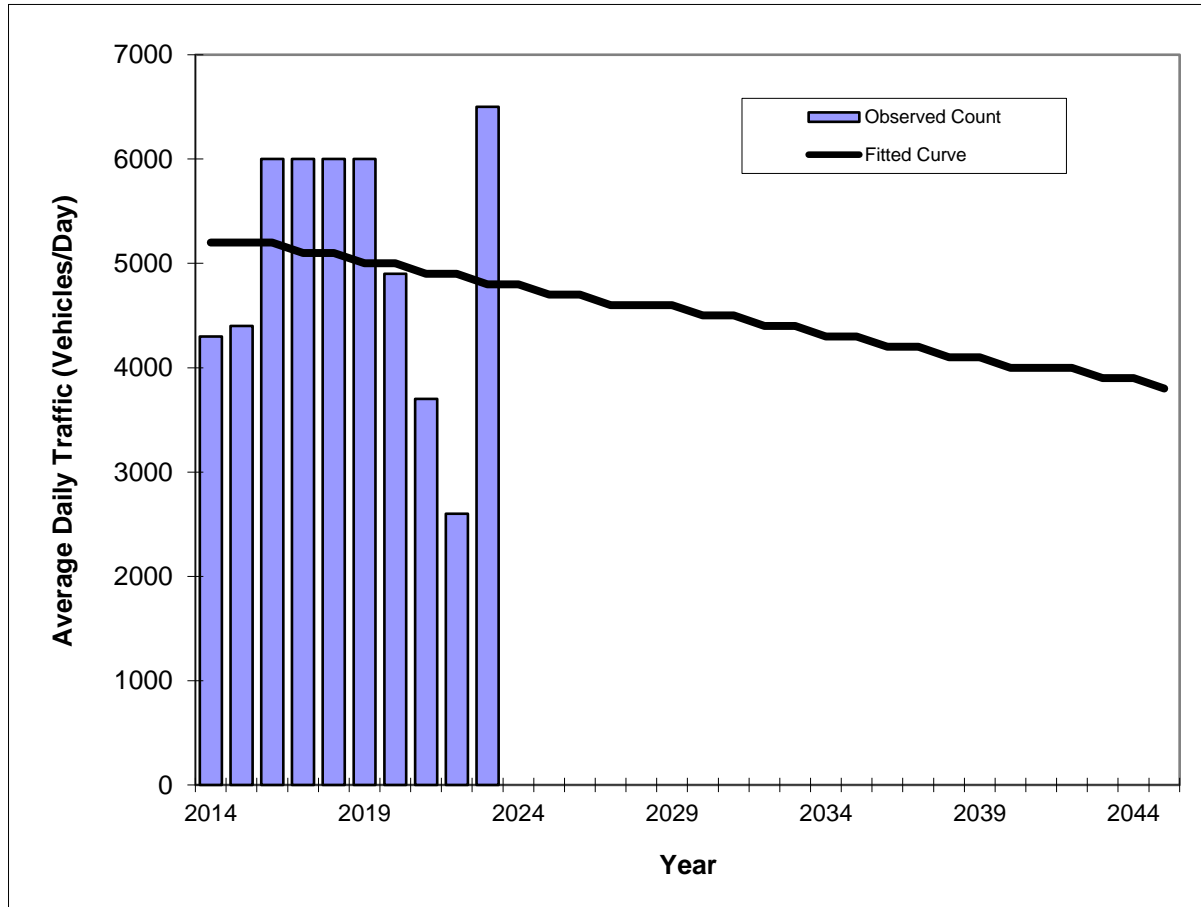
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

DIXIE HIGHWAY -- south of Pembroke Road

County:	Broward (86)
Station #:	9635
Highway:	DIXIE HIGHWAY



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	4300	5200
2015	4400	5200
2016	6000	5200
2017	6000	5100
2018	6000	5100
2019	6000	5000
2020	4900	5000
2021	3700	4900
2022	2600	4900
2023	6500	4800

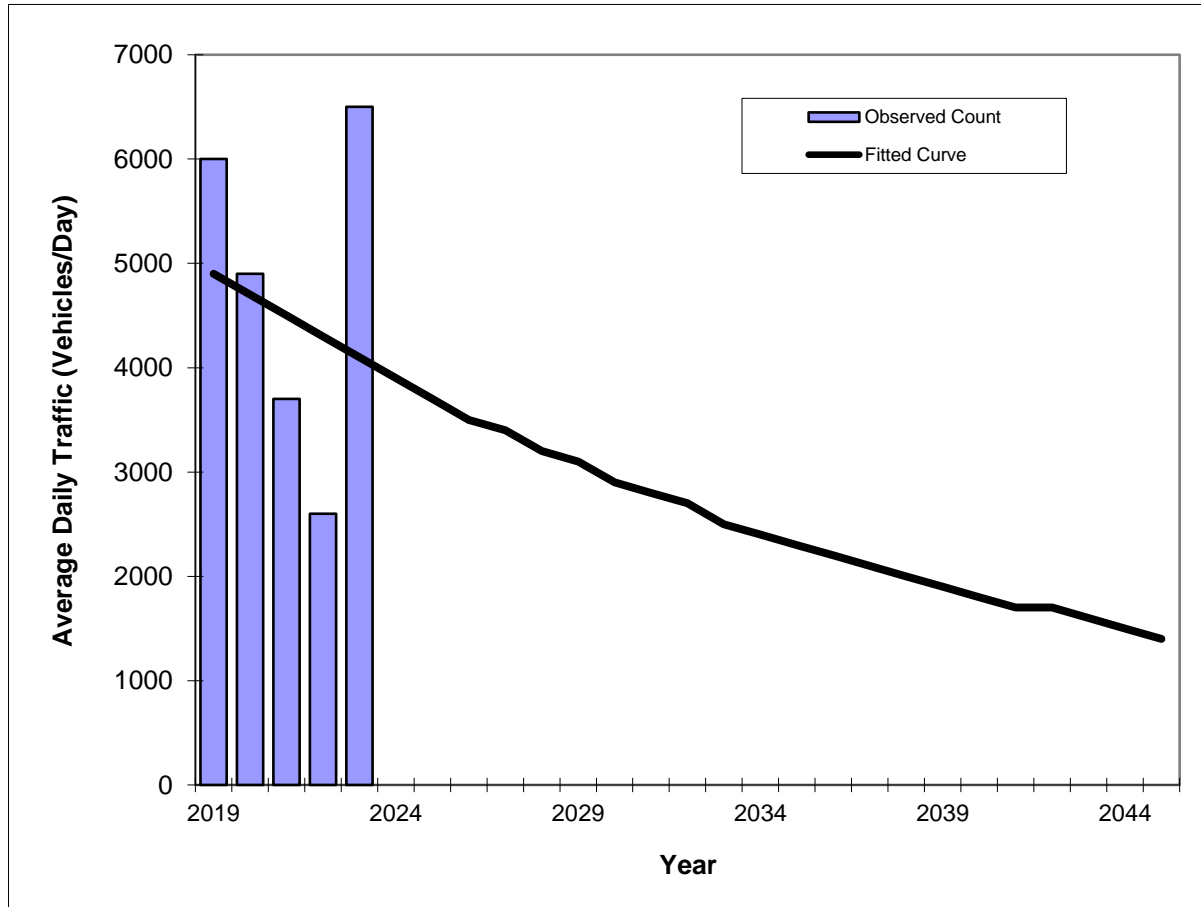
Trend R-squared:	1.20%
Trend Annual Historic Growth Rate:	-0.85%
Printed:	12-Aug-24
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends

DIXIE HIGHWAY -- south of Pembroke Road

County:	Broward (86)
Station #:	9635
Highway:	DIXIE HIGHWAY



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	6000	4900
2020	4900	4700
2021	3700	4500
2022	2600	4300
2023	6500	4100

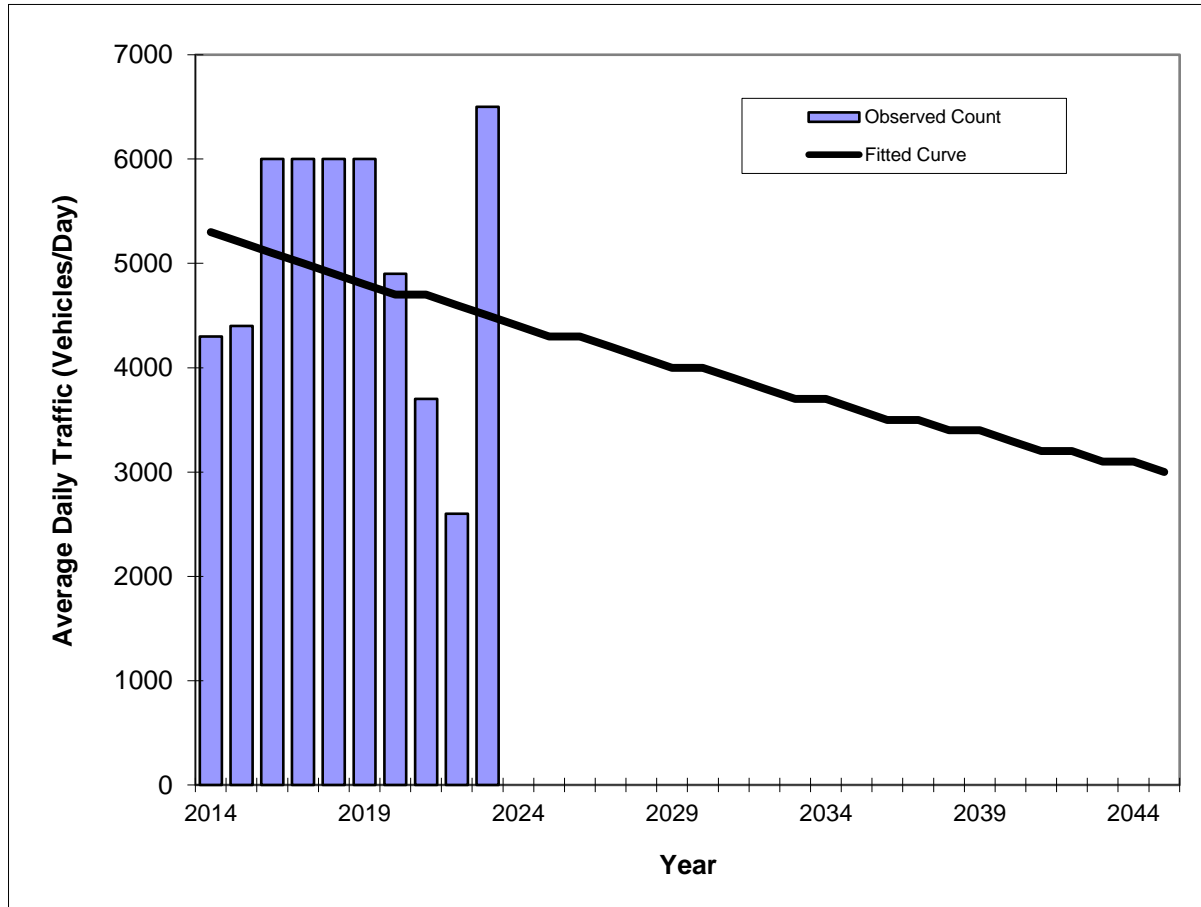
Trend R-squared:	3.97%
Compounded Annual Historic Growth Rate:	-4.36%
Printed:	12-Aug-24
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

DIXIE HIGHWAY -- south of Pembroke Road

County:	Broward (86)
Station #:	9635
Highway:	DIXIE HIGHWAY



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	4300	5300
2015	4400	5200
2016	6000	5100
2017	6000	5000
2018	6000	4900
2019	6000	4800
2020	4900	4700
2021	3700	4700
2022	2600	4600
2023	6500	4500

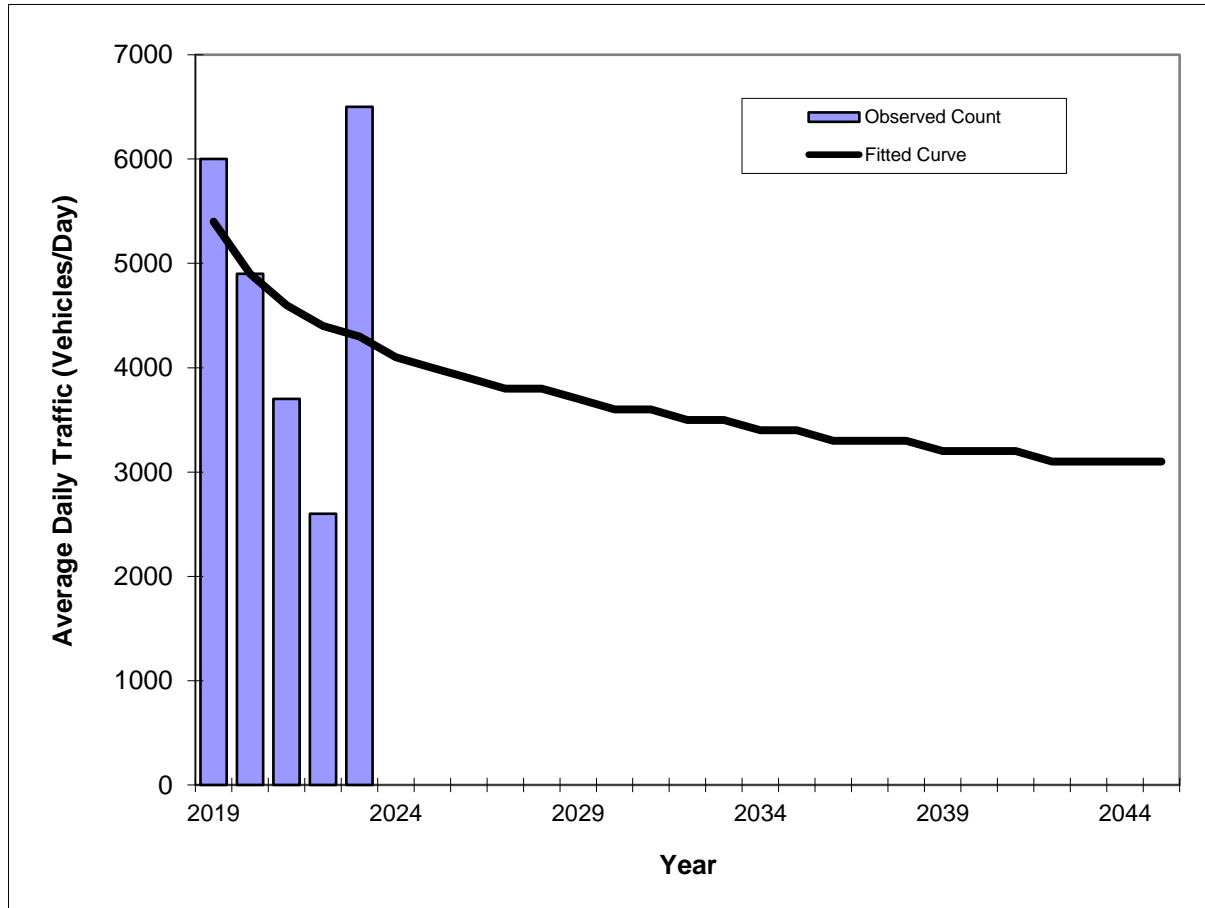
Trend R-squared:	3.60%
Compounded Annual Historic Growth Rate:	-1.80%
Printed:	12-Aug-24
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

DIXIE HIGHWAY -- south of Pembroke Road

County:	Broward (86)
Station #:	9635
Highway:	DIXIE HIGHWAY



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	6000	5400
2020	4900	4900
2021	3700	4600
2022	2600	4400
2023	6500	4300

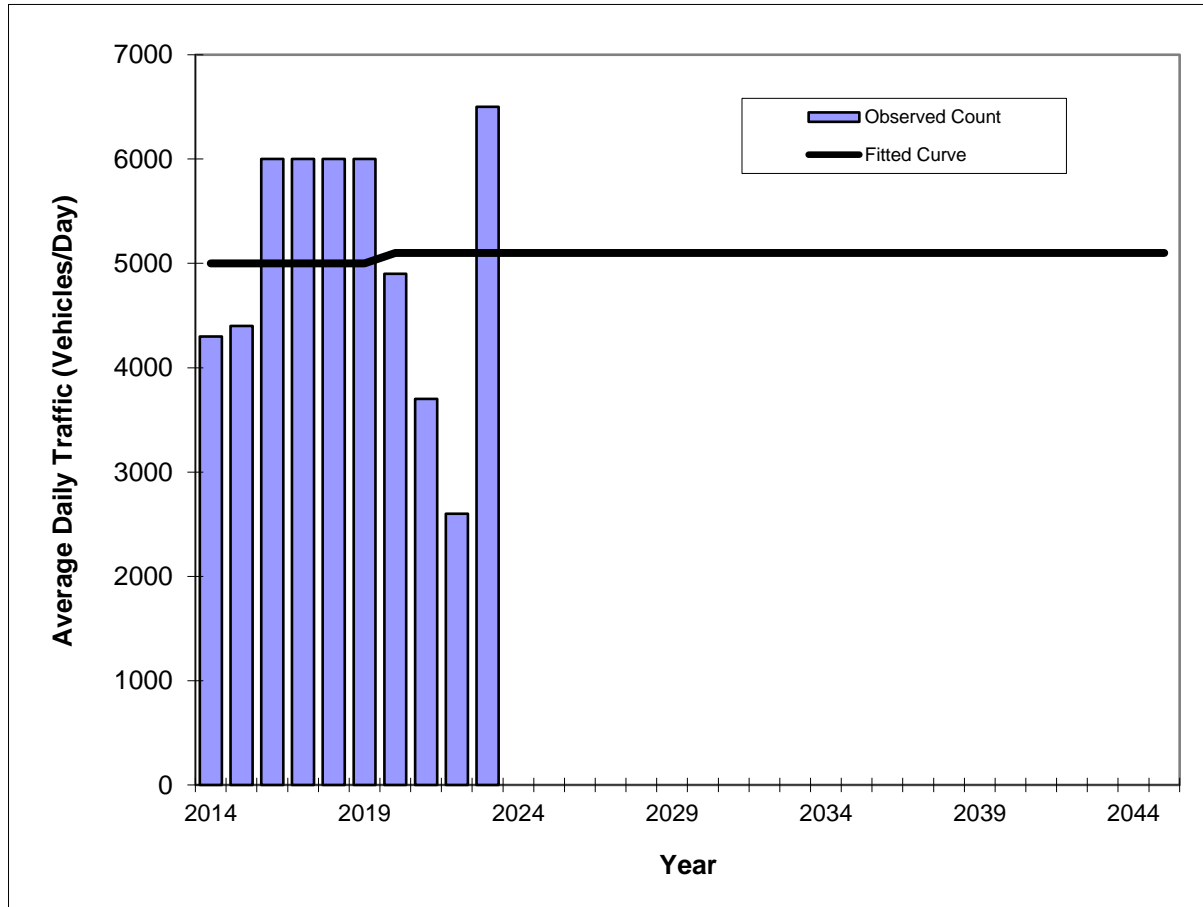
Trend R-squared:	8.11%
Compounded Annual Historic Growth Rate:	-5.54%
Printed:	12-Aug-24
Decaying Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

DIXIE HIGHWAY -- south of Pembroke Road

County:	Broward (86)
Station #:	9635
Highway:	DIXIE HIGHWAY



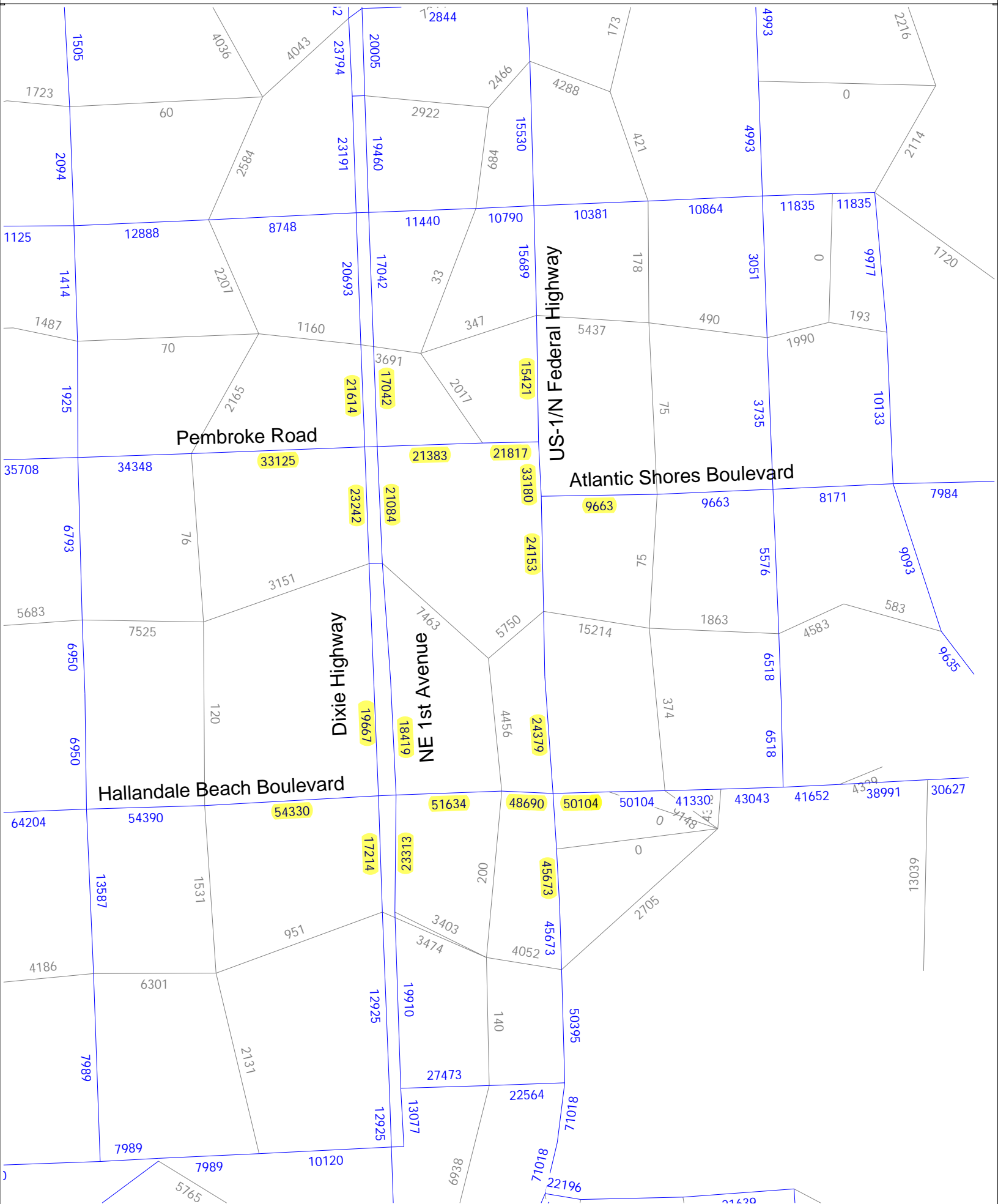
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	4300	5000
2015	4400	5000
2016	6000	5000
2017	6000	5000
2018	6000	5000
2019	6000	5000
2020	4900	5100
2021	3700	5100
2022	2600	5100
2023	6500	5100

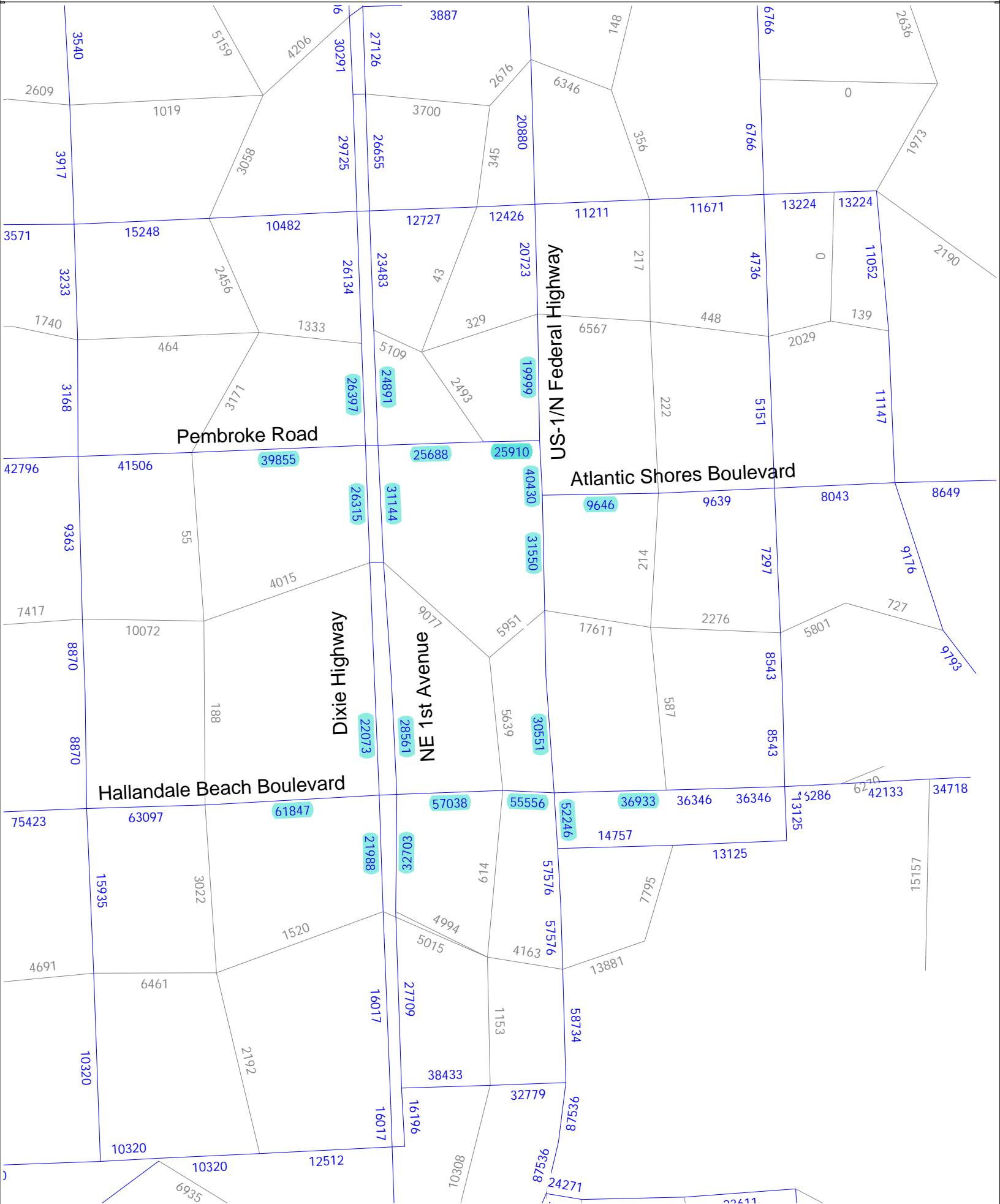
Trend R-squared:	0.03%
Compounded Annual Historic Growth Rate:	0.22%
Printed:	12-Aug-24
Decaying Exponential Growth Option	

*Axle-Adjusted

SERPM Analysis

SERPM Growth Rate Summary					
Street Name	2015	2045	Difference	Growth Rate	Annual Growth Rate
Dixie Highway	21,614	26,397	4,783	22.13%	0.74%
	23,242	26,315	3,073	13.22%	0.44%
	19,667	22,073	2,406	12.23%	0.41%
	17,214	21,988	4,774	27.73%	0.92%
NE 1st Avenue	17,042	24,891	7,849	46.06%	1.54%
	21,084	31,144	10,060	47.71%	1.59%
	18,419	28,561	10,142	55.06%	1.84%
	23,313	32,703	9,390	40.28%	1.34%
US-1/Federal Highway	15,421	19,999	4,578	29.69%	0.99%
	33,180	40,430	7,250	21.85%	0.73%
	24,153	31,550	7,397	30.63%	1.02%
	24,379	30,551	6,172	25.32%	0.84%
	45,673	52,246	6,573	14.39%	0.48%
Pembroke Road	33,125	39,855	6,730	20.32%	0.68%
	21,383	25,688	4,305	20.13%	0.67%
	21,817	25,910	4,093	18.76%	0.63%
Atlantic Shores Boulevard	9,663	9,646	-17	-0.18%	-0.01%
Hallandale Beach Boulevard	54,330	61,847	7,517	13.84%	0.46%
	51,634	57,038	5,404	10.47%	0.35%
	48,690	55,556	6,866	14.10%	0.47%
	50,104	36,933	-13,171	-26.29%	-0.88%
Total	380,726	480,301	106,174	26.15%	0.87%





Appendix E
Transit Route Information

For more details on our fares please visit our web site at Broward.org/BCT or call customer service: 954-357-8400.

Reading a Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol □.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Not paying your fare is a crime per Florida Statute 812.015. Violation constitutes a misdemeanor, punishable by jail time and/or a fine.

Information: 954-357-8400

Hearing-speech impaired:
Florida Relay Service- 711 or 1-800-955-8771
TTY- 954-357-8302

This publication can be made available in alternative formats upon request.



This symbol is used on bus stop signs to indicate accessible bus stops.



BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

1,000 copies of this public document were promulgated at a gross cost of \$275, or \$0.275 per copy to inform the public about the Transit Division's schedule and route information. Printed 3/24

Broward County Transit

ROUTE 1 ALL WEEK SCHEDULE

Aventura Mall to Broward Central Terminal
via Federal Highway/US 1

Effective 3/31/24



Safety Is Our Number One Priority



Mobile
Ticketing App

Now Your **Phone** Is Your
Ticket to ride BCT!
Download the App today.

MyRide
BROWARD.org

Real Time Bus Information
MyRide.Broward.org

BROWARD
COUNTY
Transit



Broward.org/BCT
954-357-8400

MONDAY-FRIDAY

There are additional bus stops in between those listed.

NORTHBOUND To Broward Central Terminal

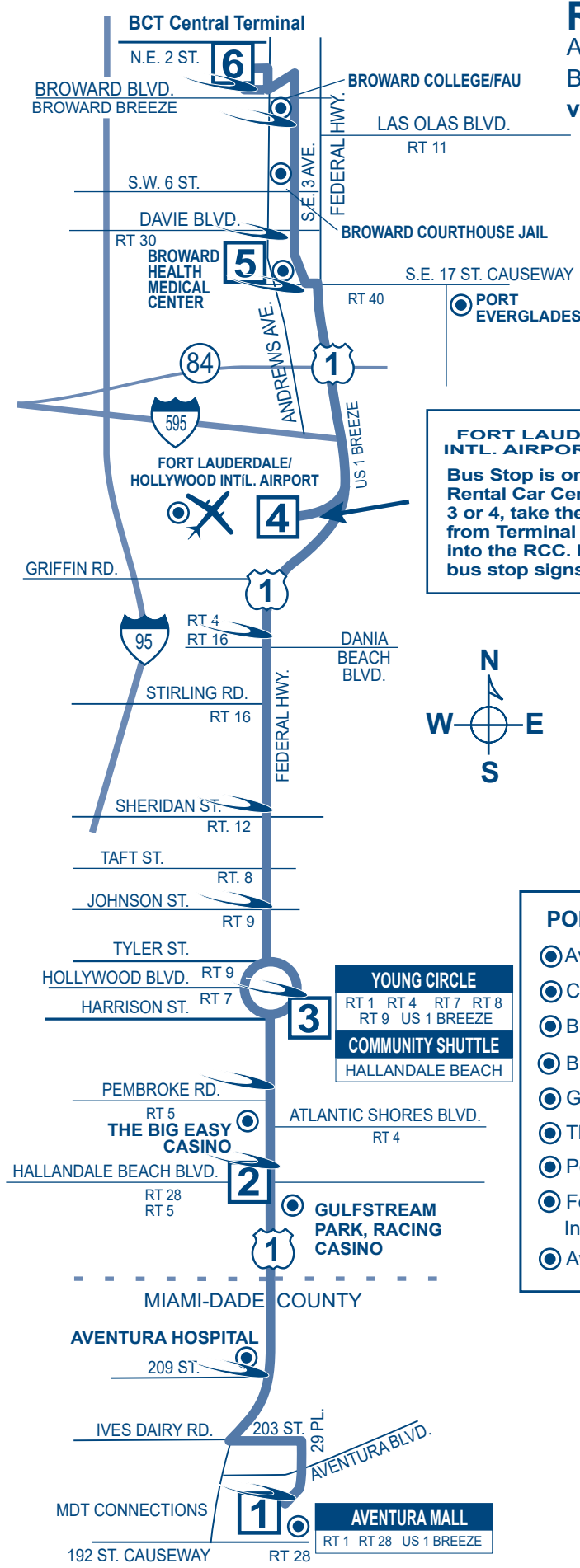
AVENTURA MALL	HALLANDALE BCH BLVD. & US 1	YOUNG CIRCLE	FTL/HWD INTERNATIONAL AIRPORT	BROWARD HEALTH MEDICAL CENTER	BROWARD CENTRAL TERMINAL
1	2	3	4	5	6
		4:55a	5:12a	5:23a	5:30a
5:00a	5:07a	5:13a	5:30a	5:41a	5:48a
5:25a	5:32a	5:38a	5:55a	6:06a	6:15a
5:50a	5:57a	6:04a	6:27a	6:38a	6:47a
6:15a	6:25a	6:33a	6:56a	7:07a	7:16a
6:40a	6:50a	6:58a	7:21a	7:32a	7:44a
7:00a	7:10a	7:18a	7:41a	7:54a	8:08a
7:23a	7:33a	7:41a	8:04a	8:17a	8:33a
7:47a	7:57a	8:06a	8:28a	8:41a	8:57a
8:13a	8:24a	8:34a	8:56a	9:08a	9:21a
8:38a	8:49a	8:59a	9:21a	9:32a	9:45a
9:03a	9:14a	9:24a	9:46a	9:57a	10:10a
9:27a	9:38a	9:48a	10:10a	10:21a	10:34a
9:52a	10:03a	10:13a	10:35a	10:46a	10:59a
10:17a	10:28a	10:38a	11:00a	11:11a	11:24a
10:42a	10:53a	11:03a	11:25a	11:36a	11:49a
11:07a	11:18a	11:28a	11:50a	12:01p	12:13p
11:32a	11:43a	11:53a	12:15p	12:26p	12:38p
11:57a	12:09p	12:20p	12:42p	12:53p	1:05p
12:22p	12:34p	12:45p	1:07p	1:18p	1:30p
12:47p	12:59p	1:10p	1:32p	1:43p	1:55p
1:12p	1:24p	1:35p	1:57p	2:08p	2:20p
1:37p	1:49p	2:00p	2:24p	2:35p	2:47p
2:02p	2:15p	2:27p	2:51p	3:02p	3:14p
2:27p	2:40p	2:52p	3:16p	3:27p	3:39p
2:52p	3:05p	3:17p	3:41p	3:52p	4:05p
3:17p	3:30p	3:42p	4:06p	4:16p	4:32p
3:34p	3:47p	3:59p	4:23p	4:33p	4:49p
3:51p	4:04p	4:15p	4:39p	4:49p	5:05p
4:11p	4:25p	4:36p	5:00p	5:10p	5:26p
4:33p	4:47p	4:58p	5:22p	5:32p	5:48p
4:52p	5:06p	5:17p	5:41p	5:51p	6:07p
5:09p	5:23p	5:34p	5:58p	6:08p	6:24p
5:35p	5:49p	6:00p	6:24p	6:34p	6:46p
6:00p	6:14p	6:25p	6:47p	6:57p	7:09p
6:22p	6:35p	6:44p	7:05p	7:15p	7:27p
6:45p	6:56p	7:05p	7:26p	7:36p	7:48p G
7:00p	7:11p	7:20p	7:41p	7:51p	8:02p
7:30p	7:41p	7:50p	8:11p	8:21p	8:30p
8:00p	8:11p	8:20p	8:41p	8:51p	9:00p
8:30p	8:41p	8:50p	9:11p	9:21p	9:30p
9:00p	9:11p	9:20p	9:39p	9:49p	9:57p
9:30p	9:39p	9:46p	10:03p	10:13p	10:21p
10:00p	10:09p	10:16p	10:33p	10:43p	10:51p
10:30p	10:39p	10:46p	11:03p	11:13p	11:21p G
11:00p	11:09p	11:16p	11:33p	11:43p	11:51p G
11:30p	11:39p	11:46p	12:03a	12:13a	12:21a G

SOUTHBOUND To Aventura Mall

BROWARD CENTRAL TERMINAL	BROWARD HEALTH MEDICAL CENTER	FTL/HWD INTERNATIONAL AIRPORT	YOUNG CIRCLE	HALLANDALE BCH BLVD. & US 1	AVENTURA MALL
6	5	4	3	2	1
			4:50a	5:01a	5:11a
			5:13a	5:24a	5:34a
5:00a	5:06a	5:17a	5:38a	5:49a	5:59a
5:22a	5:28a	5:38a	6:01a	6:12a	6:22a
5:44a	5:50a	6:00a	6:23a	6:34a	6:44a
6:06a	6:12a	6:22a	6:45a	6:56a	7:06a
6:28a	6:34a	6:44a	7:07a	7:19a	7:32a
6:50a	6:56a	7:06a	7:31a	7:44a	7:57a
7:10a	7:17a	7:30a	7:56a	8:09a	8:22a
7:35a	7:44a	7:57a	8:23a	8:35a	8:48a
8:00a	8:09a	8:22a	8:47a	8:59a	9:12a
8:25a	8:34a	8:47a	9:12a	9:24a	9:37a
8:50a	8:59a	9:12a	9:37a	9:49a	10:02a
9:15a	9:24a	9:37a	10:02a	10:14a	10:27a
9:38a	9:47a	10:00a	10:25a	10:37a	10:50a
10:03a	10:12a	10:25a	10:50a	11:02a	11:15a
10:28a	10:37a	10:50a	11:17a	11:29a	11:42a
10:53a	11:02a	11:16a	11:43a	11:55a	12:08p
11:18a	11:27a	11:41a	12:07p	12:19p	12:32p
11:43a	11:52a	12:04p	12:30p	12:42p	12:55p
12:08p	12:17p	12:29p	12:55p	1:07p	1:20p
12:33p	12:42p	12:54p	1:21p	1:33p	1:46p
12:58p	1:07p	1:20p	1:47p	1:59p	2:12p
1:23p	1:32p	1:45p	2:12p	2:24p	2:37p
1:48p	1:57p	2:10p	2:37p	2:49p	3:02p
2:13p	2:22p	2:35p	3:02p	3:15p	3:29p
2:37p	2:46p	2:59p	3:27p	3:40p	3:54p
2:57p	3:07p	3:22p	3:50p	4:03p	4:17p
3:16p	3:26p	3:41p	4:09p	4:22p	4:36p
3:35p	3:45p	4:00p	4:29p	4:42p	4:56p
3:55p	4:06p	4:21p	4:50p	5:03p	5:17p
4:20p	4:31p	4:46p	5:15p	5:28p	5:42p
4:45p	4:56p	5:12p	5:41p	5:54p	6:07p
5:07p	5:18p	5:34p	6:03p	6:14p	6:26p
5:26p	5:37p	5:53p	6:20p	6:31p	6:43p
5:45p	5:56p	6:10p	6:36p	6:47p	6:59p G
6:05p	6:14p	6:27p	6:53p	7:03p	7:14p
6:25p	6:34p	6:47p	7:11p	7:19p	7:30p G
6:45p	6:54p	7:07p	7:29p	7:37p	7:48p
7:08p	7:16p	7:29p	7:51p	7:59p	8:09p
7:25p	7:33p	7:46p	8:08p	8:16p	8:25p G
7:45p	7:53p	8:06p	8:29p	8:37p	8:46p
8:15p	8:21p	8:33p	8:56p	9:04p	9:13p
8:45p	8:51p	9:03p	9:26p	9:34p	9:43p
9:15p	9:21p	9:33p	9:54p	10:02p	10:11p
9:45p	9:51p	10:03p	10:24p	10:32p	10:41p
10:15p	10:21p	10:33p	10:54p	11:02p	11:11p
10:40p	10:46p	10:58p	11:19p	11:27p	11:36p G
11:10p	11:16p	11:28p	11:49p	11:57p	12:06a G

ROUTE 1

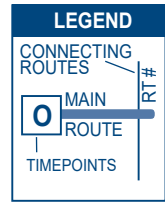
Aventura Mall to
Broward Central Terminal
via Federal Highway/US 1



BROWARD CENTRAL TERMINAL			
RT 1	RT 6	RT 9	RT 10
RT 11	RT 14	RT 20	RT 22
RT 30	RT 31	RT 40	RT 50
RT 60	RT 81	US 1 BREEZE	
COMMUNITY SHUTTLE			
FORT LAUDERDALE			

FORT LAUDERDALE/HOLLYWOOD INTL. AIRPORT TERMINAL COMPLEX

Bus Stop is on upper departure level at the Rental Car Center (RCC). From Terminal 2, 3 or 4, take the shuttle bus to the RCC; from Terminal 1, access moving sidewalk into the RCC. Look for BCT and Stop 7 bus stop signs.



- POINTS OF INTEREST**
- Aventura Mall
 - Courthouse/Jail
 - Broward Health Medical Center
 - Broward College/FAU
 - Gulfstream Park Racing Casino
 - The Big Easy Casino
 - Port Everglades
 - Fort Lauderdale/Hollywood International Airport
 - Aventura Hospital

YOUNG CIRCLE
RT 1 RT 4 RT 7 RT 8
RT 9 US 1 BREEZE

COMMUNITY SHUTTLE
HALLANDALE BEACH

AVENTURA MALL
RT 1 RT 28 US 1 BREEZE

SATURDAY

There are additional bus stops in between those listed.

NORTHBOUND To Broward Central Terminal

AVENTURA MALL	HALLANDALE BCH BLVD. & US 1	YOUNG CIRCLE	FTL/HWD INTERNATIONAL AIRPORT	BROWARD MEDICAL HEALTH CENTER	BROWARD CENTRAL TERMINAL
1	2	3	4	5	6
5:00a	5:08a	5:15a	5:33a	5:44a	5:51a
5:25a	5:33a	5:40a	5:58a	6:11a	6:18a
5:50a	5:58a	6:05a	6:23a	6:36a	6:43a
6:15a	6:25a	6:32a	6:50a	7:03a	7:10a
6:40a	6:50a	6:57a	7:15a	7:28a	7:35a
7:05a	7:15a	7:22a	7:40a	7:53a	8:00a
7:30a	7:40a	7:47a	8:05a	8:17a	8:24a
7:50a	8:00a	8:08a	8:27a	8:40a	8:48a
8:20a	8:31a	8:40a	8:59a	9:12a	9:20a
8:50a	9:02a	9:11a	9:30a	9:43a	9:51a
9:20a	9:32a	9:41a	10:00a	10:15a	10:23a
9:45a	9:57a	10:07a	10:28a	10:43a	10:51a
10:10a	10:23a	10:34a	10:55a	11:10a	11:18a
10:35a	10:48a	10:59a	11:20a	11:35a	11:43a
10:50a	11:03a	11:14a	11:35a	11:50a	11:58a
11:15a	11:28a	11:39a	12:00p	12:14p	12:24p
11:40a	11:53a	12:04p	12:27p	12:41p	12:51p
11:55a	12:09p	12:21p	12:44p	12:58p	1:08p
12:20p	12:35p	12:47p	1:10p	1:24p	1:34p
12:45p	1:00p	1:12p	1:35p	1:49p	1:59p
1:10p	1:25p	1:37p	2:00p	2:13p	2:21p
1:35p	1:50p	2:02p	2:24p	2:37p	2:45p
1:55p	2:10p	2:20p	2:42p	2:55p	3:03p
2:20p	2:35p	2:45p	3:07p	3:20p	3:28p
2:40p	2:55p	3:05p	3:27p	3:40p	3:48p
3:05p	3:20p	3:30p	3:52p	4:05p	4:14p
3:30p	3:45p	3:55p	4:18p	4:30p	4:39p
3:55p	4:09p	4:19p	4:42p	4:54p	5:03p
4:15p	4:28p	4:38p	5:01p	5:13p	5:22p
4:40p	4:53p	5:03p	5:26p	5:38p	5:47p
5:00p	5:13p	5:23p	5:46p	5:58p	6:06p
5:25p	5:38p	5:48p	6:10p	6:22p	6:30p
5:50p	6:03p	6:13p	6:34p	6:46p	6:54p
6:10p	6:24p	6:34p	6:55p	7:07p	7:15p
6:35p	6:49p	6:59p	7:20p	7:32p	7:40p
6:55p	7:09p	7:19p	7:40p	7:52p	8:00p
7:25p	7:39p	7:49p	8:09p	8:21p	8:30p
7:45p	7:59p	8:08p	8:27p	8:39p	8:48p G
8:04p	8:18p	8:27p	8:46p	8:58p	9:07p
8:30p	8:44p	8:53p	9:12p	9:24p	9:33p
9:00p	9:14p	9:23p	9:42p	9:54p	10:03p
9:30p	9:44p	9:53p	10:11p	10:23p	10:32p
9:55p	10:08p	10:17p	10:34p	10:46p	10:55p
10:15p	10:27p	10:36p	10:53p	11:05p	11:12p G
10:40p	10:52p	11:01p	11:18p	11:29p	11:36p
11:15p	11:26p	11:34p	11:51p	12:02a	12:09a G

SOUTHBOUND To Aventura Mall

BROWARD CENTRAL TERMINAL	BROWARD MEDICAL HEALTH CENTER	FTL/HWD INTERNATIONAL AIRPORT	YOUNG CIRCLE	HALLANDALE BCH BLVD. & US 1	AVENTURA MALL
6	5	4	3	2	1
5:00a	5:05a	5:15a	5:33a	5:44a	5:54a
5:25a	5:30a	5:40a	5:58a	6:09a	6:19a
5:50a	5:55a	6:05a	6:23a	6:34a	6:43a
6:15a	6:20a	6:30a	6:53a	7:05a	7:14a
6:38a	6:45a	6:56a	7:19a	7:31a	7:40a
7:03a	7:10a	7:21a	7:44a	7:56a	8:05a
7:28a	7:35a	7:46a	8:09a	8:22a	8:34a
7:53a	8:00a	8:11a	8:36a	8:50a	9:02a
8:15a	8:23a	8:37a	9:02a	9:16a	9:28a
8:40a	8:48a	9:02a	9:29a	9:43a	9:55a
9:05a	9:13a	9:27a	9:54a	10:08a	10:20a
9:21a	9:29a	9:43a	10:09a	10:23a	10:35a
9:43a	9:51a	10:05a	10:30a	10:44a	10:56a
10:06a	10:14a	10:28a	10:53a	11:07a	11:19a
10:24a	10:32a	10:46a	11:11a	11:25a	11:37a
10:45a	10:53a	11:07a	11:32a	11:45a	11:57a
11:10a	11:18a	11:32a	11:57a	12:10p	12:22p
11:35a	11:44a	11:58a	12:23p	12:36p	12:48p
12:00p	12:09p	12:23p	12:48p	1:01p	1:13p
12:22p	12:31p	12:45p	1:10p	1:24p	1:36p
12:45p	12:54p	1:09p	1:34p	1:48p	2:00p
1:05p	1:14p	1:30p	1:55p	2:09p	2:21p
1:30p	1:39p	1:55p	2:20p	2:34p	2:46p
1:55p	2:04p	2:20p	2:44p	2:58p	3:10p
2:20p	2:29p	2:45p	3:09p	3:23p	3:35p
2:40p	2:51p	3:07p	3:31p	3:43p	3:56p
3:00p	3:11p	3:27p	3:55p	4:07p	4:20p
3:25p	3:36p	3:52p	4:20p	4:32p	4:44p
3:45p	3:56p	4:12p	4:40p	4:54p	5:06p
4:10p	4:21p	4:37p	5:04p	5:18p	5:30p
4:30p	4:39p	4:56p	5:23p	5:37p	5:49p
4:55p	5:04p	5:21p	5:48p	6:02p	6:14p
5:20p	5:29p	5:46p	6:13p	6:27p	6:39p
5:43p	5:52p	6:11p	6:38p	6:52p	7:04p
6:05p	6:17p	6:37p	7:04p	7:18p	7:30p
6:24p	6:36p	6:56p	7:23p	7:37p	7:48p
6:50p	7:02p	7:22p	7:48p	8:01p	8:12p
7:10p	7:22p	7:38p	8:03p	8:16p	8:27p G
7:35p	7:46p	8:00p	8:25p	8:38p	8:49p
8:00p	8:11p	8:25p	8:50p	9:03p	9:13p
8:23p	8:34p	8:48p	9:12p	9:25p	9:35p
8:53p	9:04p	9:16p	9:40p	9:53p	10:03p
9:21p	9:31p	9:43p	10:07p	10:20p	10:30p
9:53p	10:03p	10:15p	10:39p	10:52p	11:02p
10:23p	10:33p	10:45p	11:07p	11:15p	11:23p G
10:45p	10:55p	11:05p	11:23p	11:31p	11:39p G
11:15p	11:23p	11:32p	11:50p	11:58p	12:06a G
11:50p	11:58p	12:07a	12:25a	12:33a	12:41a G

SUNDAY

NORTHBOUND To Broward Central Terminal

AVENTURA MALL	HALLANDALE BCH BLVD. & US 1	YOUNG CIRCLE	FTL/HWD INTERNATIONAL AIRPORT	BROWARD MEDICAL HEALTH CENTER	BROWARD CENTRAL TERMINAL
1	2	3	4	5	6
6:00a	6:12a	6:22a	6:41a	6:54a	7:01a
6:30a	6:40a	6:47a	7:05a	7:18a	7:25a
7:00a	7:10a	7:17a	7:35a	7:48a	7:55a
7:30a	7:40a	7:47a	8:06a	8:17a	8:24a
8:00a	8:12a	8:19a	8:39a	8:50a	8:57a
8:30a	8:42a	8:49a	9:09a	9:21a	9:29a
9:00a	9:12a	9:24a	9:45a	9:57a	10:05a
9:30a	9:42a	9:54a	10:15a	10:27a	10:35a
10:00a	10:12a	10:24a	10:45a	10:57a	11:05a
10:30a	10:46a	10:58a	11:19a	11:32a	11:40a
10:55a	11:11a	11:22a	11:44a	11:57a	12:05p
11:20a	11:33a	11:43a	12:05p	12:18p	12:26p
11:46a	11:59a	12:09p	12:31p	12:44p	12:53p
12:15p	12:28p	12:39p	1:00p	1:13p	1:22p
12:44p	12:59p	1:10p	1:31p	1:44p	1:53p
1:16p	1:31p	1:42p	2:03p	2:16p	2:25p
1:44p	1:59p	2:10p	2:31p	2:44p	2:53p
2:14p	2:29p	2:40p	3:01p	3:14p	3:23p
2:44p	2:59p	3:10p	3:31p	3:44p	3:52p
3:14p	3:29p	3:40p	4:03p	4:16p	4:24p
3:44p	3:59p	4:10p	4:33p	4:46p	4:54p
4:14p	4:29p	4:40p	5:03p	5:16p	5:24p
4:44p	4:59p	5:10p	5:33p	5:46p	5:54p
5:14p	5:29p	5:40p	6:03p	6:16p	6:24p
5:44p	5:59p	6:10p	6:33p	6:45p	6:53p
6:14p	6:29p	6:39p	7:02p	7:14p	7:22p
6:44p	6:56p	7:06p	7:29p	7:41p	7:49p
7:14p	7:26p	7:36p	7:59p	8:10p	8:17p G
7:44p	7:56p	8:07p	8:27p	8:38p	8:45p
8:14p	8:27p	8:38p	8:56p	9:07p	9:14p
8:44p	8:56p	9:03p	9:20p	9:31p	9:38p G
9:14p	9:26p	9:33p	9:50p	10:01p	10:08p G

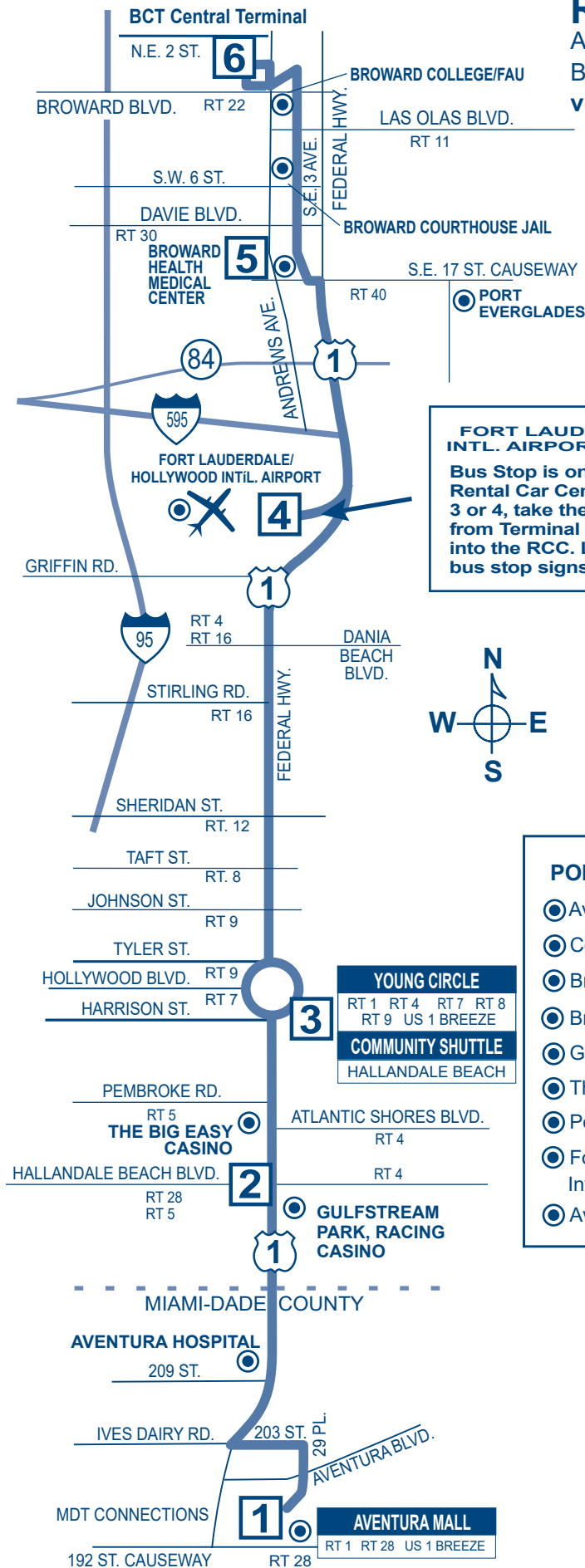
SOUTHBOUND To Aventura Mall

BROWARD CENTRAL TERMINAL	BROWARD MEDICAL HEALTH CENTER	FTL/HWD INTERNATIONAL AIRPORT	YOUNG CIRCLE	HALLANDALE BCH BLVD. & US 1	AVENTURA MALL
6	5	4	3	2	1
5:45a	5:52a	6:03a	6:24a	6:36a	6:45a
6:14a	6:21a	6:32a	6:53a	7:05a	7:14a
6:44a	6:51a	7:02a	7:23a	7:35a	7:44a
7:14a	7:21a	7:32a	7:53a	8:05a	8:16a
7:42a	7:49a	8:00a	8:24a	8:36a	8:47a
8:12a	8:20a	8:32a	8:56a	9:08a	9:19a
8:42a	8:50a	9:02a	9:26a	9:38a	9:49a
9:12a	9:20a	9:32a	9:56a	10:08a	10:19a
9:36a	9:44a	9:56a	10:20a	10:32a	10:43a
9:58a	10:06a	10:18a	10:42a	10:55a	11:06a
10:20a	10:28a	10:43a	11:07a	11:20a	11:31a
10:48a	10:57a	11:12a	11:36a	11:49a	12:00p
11:18a	11:27a	11:42a	12:06p	12:19p	12:30p
11:50a	11:59a	12:14p	12:38p	12:51p	1:02p
12:18p	12:27p	12:42p	1:06p	1:19p	1:30p
12:48p	12:57p	1:12p	1:37p	1:51p	2:02p
1:15p	1:24p	1:41p	2:09p	2:22p	2:33p
1:45p	1:54p	2:10p	2:38p	2:51p	3:02p
2:15p	2:24p	2:39p	3:07p	3:20p	3:31p
2:45p	2:54p	3:09p	3:36p	3:49p	4:00p
3:15p	3:22p	3:37p	4:04p	4:17p	4:28p
3:45p	3:54p	4:09p	4:36p	4:49p	5:00p
4:15p	4:24p	4:39p	5:06p	5:19p	5:30p
4:45p	4:54p	5:09p	5:36p	5:49p	6:00p
5:15p	5:25p	5:40p	6:07p	6:20p	6:32p
5:45p	5:55p	6:10p	6:36p	6:49p	6:59p
6:15p	6:24p	6:38p	7:01p	7:13p	7:22p
6:45p	6:54p	7:07p	7:29p	7:41p	7:50p
7:15p	7:24p	7:36p	7:58p	8:10p	8:18p
7:45p	7:54p	8:06p	8:28p	8:40p	8:48p
8:20p	8:29p	8:41p	9:03p	9:15p	9:23p G
9:00p	9:09p	9:21p	9:43p	9:55p	10:03p G
9:35p	9:44p	9:56p	10:18p	10:30p	10:38p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" indicate bus returns to garage.

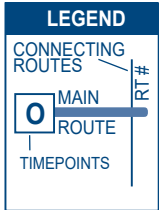
ROUTE 1

Aventura Mall to
Broward Central Terminal
via Federal Highway/US 1



BROWARD CENTRAL TERMINAL			
RT 1	RT 6	RT 9	RT 10
RT 11	RT 14	RT 20	RT 22
RT 30	RT 31	RT 40	RT 50
RT 60	RT 81	US 1 BREEZE	
COMMUNITY SHUTTLE			
FORT LAUDERDALE			

FORT LAUDERDALE/HOLLYWOOD INTL. AIRPORT TERMINAL COMPLEX
 Bus Stop is on upper departure level at the Rental Car Center (RCC). From Terminal 2, 3 or 4, take the shuttle bus to the RCC; from Terminal 1, access moving sidewalk into the RCC. Look for BCT and Stop 7 bus stop signs.



- POINTS OF INTEREST**
- Aventura Mall
 - Courthouse/Jail
 - Broward Health Medical Center
 - Broward College/FAU
 - Gulfstream Park Racing Casino
 - The Big Easy Casino
 - Port Everglades
 - Fort Lauderdale/Hollywood International Airport
 - Aventura Hospital

YOUNG CIRCLE			
RT 1	RT 4	RT 7	RT 8
RT 9	US 1 BREEZE		
COMMUNITY SHUTTLE			
HALLANDALE BEACH			

AVENTURA MALL	
RT 1	RT 28 US 1 BREEZE

Customer Service

Monday - Friday.....7AM - 7:45PM

Saturday, Sunday and Holidays.....8:30AM - 4:45PM

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying bus pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9AM - 4PM

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass: 10 Rides any time, any day. Expires after the tenth ride is taken.

7 Day Pass: Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

31 Day Adult Pass: Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass: Youth*, Seniors*, Disabled*, Medicare*, College Student*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

****Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

****Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus passes are not exchangeable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

** Premium Bus Pass can be purchased online at Broward.org/BCT and at select Broward County library locations.



TRANSIT WATCH

WHEN IT COMES TO OUR SAFETY,
WE CAN ALWAYS USE AN EXTRA PAIR OF EYES AND EARS.
BE ALERT.
CALL 954-357-LOOK (5665).
TELL US.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324.

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" before them indicate bus returns to garage.

To ensure reliable and safe connections for our customers, all trips

with the "W" note will NOT depart terminal until directed by either the terminal supervisor or radio.

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

Passengers using any BCT bus pass and transferring from a regular BCT route, to an Express bus route, must pay a \$1.00 upgrade fee. Passengers with a Premium bus pass do not have to pay the \$1.00 upgrade fee.

Passengers paying with cash, on a regular BCT bus route, will not be able to transfer to an Express bus route without paying the full premium fare when boarding the Express bus.

Passengers using an All-Day bus pass will be required to pay the \$1.00 upgrade fee when boarding Express buses.

PREMIUM BUS PASS CUSTOMERS

The BCT 31-Day Premium Bus Pass is acceptable on all BCT regular bus routes.

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays \$.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Premium Express Service, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

Transfer from MDT or Tri-Rail to Premium Express Service, a \$.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Premium Express Service does not connect with Palm Tran.

The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.

For more details on our fares please
visit our web site at
Broward.org/BCT or call
customer service: 954-357-8400.

Reading A Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol □.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

**Not paying your fare is a crime per
Florida Statute 812.015.
Violation constitutes a misdemeanor,
punishable by jail time and/or a fine.**

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Hearing-speech impaired:
Florida Relay Service- 711 or 1-800-955-8771
TTY- 954-357-8302

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This symbol is used on bus stop signs to
indicate accessible bus stops.



BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

1,000 copies of this public document were promulgated at a gross cost of \$275,
or \$0.275 per copy to inform the public about the Transit Division's
schedule and route information. Printed 9/22

Broward County Transit

ROUTE 4 ALL WEEK SCHEDULE

Hallandale Beach Blvd. to Fort Lauderdale/
Hollywood Airport Tri-Rail Station via A1A

Effective 9/18/22



New Schedules Monday – Saturday

Regular Sunday Schedule

- Face Covering Required • Maintain Social Distancing

Real Time Bus Information
MyRide.Broward.org



Broward.org/BCT
954-357-8400

Route 4

BROWARD COUNTY TRANSIT

Hallandale Beach Blvd. to
Fort Lauderdale/Hollywood Airport
Tri-Rail Station
via A1A



TRANSIT WATCH

WHEN IT COMES TO OUR SAFETY, WE
CAN ALWAYS USE AN EXTRA PAIR OF
EYES AND EARS.

BE ALERT.

CALL 954-357-LOOK (5665). TELL US.

**There are additional bus stops in
between those listed.**

MONDAY-FRIDAY

NORTHBOUND

To Fort Lauderdale Airport Tri-Rail

HALLANDALE BEACH BLVD. & N. E. 14 AVE.	YOUNG CIRCLE	DANIA BEACH	FORT LAUDERDALE AIRPORT TRI-RAIL STATION
1	2	3	4
5:50a	6:13a	6:27a	6:45a
6:20a	6:46a	7:00a	7:18a
6:54a	7:25a	7:39a	7:57a
7:28a	7:59a	8:14a	8:32a
8:02a	8:37a	8:52a	9:10a
8:36a	9:11a	9:26a	9:44a
9:15a	9:50a	10:08a	10:26a
9:50a	10:23a	10:41a	10:59a
10:25a	10:58a	11:16a	11:36a
11:00a	11:36a	11:54a	12:14p
11:40a	12:16p	12:34p	12:54p
12:20p	12:56p	1:14p	1:34p
1:00p	1:40p	2:00p	2:19p
1:40p	2:16p	2:36p	2:55p
2:20p	2:56p	3:14p	3:34p
3:00p	3:38p	3:56p	4:16p
3:40p	4:18p	4:36p	4:56p
4:20p	4:58p	5:16p	5:36p
5:00p	5:38p	5:57p	6:15p
5:40p	6:14p	6:33p	6:51p
6:25p	6:59p	7:18p	7:36p
7:00p	7:34p	7:52p	8:09p
7:35p	8:06p	8:23p	8:40p
8:15p	8:43p	9:00p	9:17p
8:55p	9:23p	9:40p	9:57p
9:35p	10:03p	10:20p	10:37p G

SOUTHBOUND

Hallandale Beach Blvd.

FORT LAUDERDALE AIRPORT TRI-RAIL STATION	DANIA BEACH	YOUNG CIRCLE	HALLANDALE BEACH BLVD. & N. E. 14 AVE.
4	3	2	1
5:15a	5:30a	5:43a	5:53a
6:00a	6:16a	6:32a	6:45a
6:33a	6:50a	7:06a	7:19a
7:05a	7:22a	7:39a	7:53a
7:36a	7:54a	8:11a	8:27a
8:10a	8:29a	8:48a	9:04a
8:45a	9:04a	9:21a	9:37a
9:20a	9:39a	9:56a	10:12a
9:55a	10:14a	10:31a	10:48a
10:35a	10:56a	11:15a	11:32a
11:10a	11:30a	11:50a	12:07p
11:50a	12:10p	12:30p	12:47p
12:30p	12:50p	1:10p	1:27p
1:10p	1:30p	1:50p	2:07p
1:50p	2:11p	2:31p	2:48p
2:30p	2:50p	3:13p	3:30p
3:10p	3:34p	3:55p	4:13p
3:50p	4:11p	4:34p	4:52p
4:30p	4:51p	5:14p	5:30p
5:10p	5:31p	5:52p	6:08p
5:50p	6:11p	6:32p	6:46p
6:30p	6:48p	7:06p	7:20p
7:10p	7:28p	7:46p	7:59p
7:50p	8:08p	8:24p	8:36p
8:25p	8:43p	8:59p	9:11p
9:00p	9:16p	9:31p	9:43p G
9:35p	9:51p	10:06p	10:18p G
10:15p	10:31p	10:46p	10:58p G

NUMBERS IN BOXES
REFER TO TIME
POINTS ON MAP
Times with the letter
"G" after them indi-
cate bus returns to
garage.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

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SATURDAY

NORTHBOUND

To Fort Lauderdale Airport Tri-Rail

HALLANDALE BEACH BLVD. & N. E. 14 AVE.	YOUNG CIRCLE	DANIA BEACH	FORT LAUDERDALE AIRPORT TRI-RAIL STATION
1	2	3	4
	6:00a	6:16a	6:32a
6:15a	6:35a	6:49a	7:05a
7:00a	7:29a	7:43a	8:00a
7:45a	8:14a	8:28a	8:45a
8:30a	8:59a	9:13a	9:31a
9:15a	9:46a	10:00a	10:18a
10:00a	10:32a	10:48a	11:06a
10:45a	11:17a	11:33a	11:53a
11:35a	12:09p	12:25p	12:43p
12:25p	1:00p	1:19p	1:37p
1:15p	1:50p	2:09p	2:29p
2:05p	2:44p	3:03p	3:22p
2:55p	3:30p	3:50p	4:09p
3:55p	4:30p	4:51p	5:09p
4:50p	5:23p	5:41p	6:00p
5:45p	6:22p	6:40p	6:59p
6:35p	7:11p	7:27p	7:44p
7:25p	7:58p	8:13p	8:30p
8:15p	8:44p	8:59p	9:16p
8:55p	9:24p	9:42p	9:58p
9:45p	10:11p	10:26p	10:42p G
10:25p	10:54p	11:09p	11:25p G

SOUTHBOUND

Hallandale Beach Blvd.

FORT LAUDERDALE AIRPORT TRI-RAIL STATION	DANIA BEACH	YOUNG CIRCLE	HALLANDALE BEACH BLVD. & N. E. 14 AVE.
4	3	2	1
6:00a	6:13a	6:27a	6:37a
6:45a	7:01a	7:16a	7:27a
7:30a	7:46a	8:01a	8:13a
8:15a	8:33a	8:51a	9:04a
9:00a	9:18a	9:36a	9:49a
9:45a	10:03a	10:21a	10:35a
10:30a	10:49a	11:07a	11:23a
11:20a	11:39a	11:57a	12:13p
12:10p	12:29p	12:47p	1:03p
12:55p	1:14p	1:36p	1:52p
1:50p	2:10p	2:31p	2:49p
2:40p	3:00p	3:23p	3:40p
3:35p	3:55p	4:18p	4:35p
4:30p	4:50p	5:13p	5:30p
5:25p	5:45p	6:08p	6:23p
6:15p	6:33p	6:55p	7:10p
7:10p	7:28p	7:50p	8:05p
7:55p	8:13p	8:33p	8:44p
8:45p	9:02p	9:20p	9:31p
9:30p	9:47p	10:04p	10:16p
10:10p	10:26p	10:43p	10:55p G

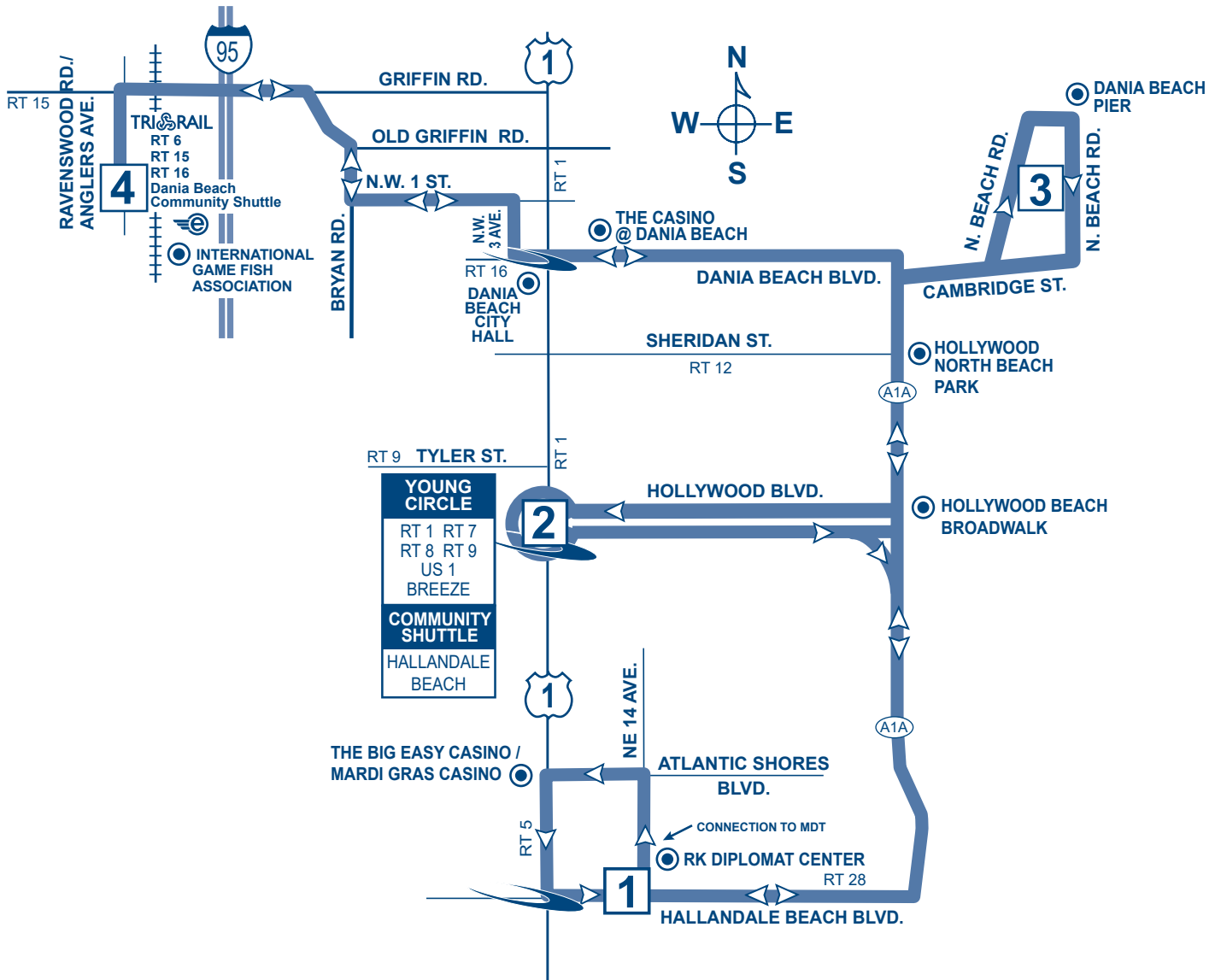
SUNDAY

7:45a	8:14a	8:35a	8:53a
8:30a	9:00a	9:20a	9:36a
9:20a	9:50a	10:08a	10:27a
10:10a	10:43a	10:59a	11:16a
11:00a	11:33a	11:52a	12:10p
11:50a	12:22p	12:41p	12:59p
12:40p	1:12p	1:31p	1:49p
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2:20p	2:53p	3:13p	3:32p
3:10p	3:44p	4:02p	4:22p
4:00p	4:37p	4:57p	5:14p
4:50p	5:20p	5:39p	5:56p
5:40p	6:12p	6:30p	6:50p
6:30p	7:05p	7:21p	7:37p
7:20p	7:49p	8:08p	8:24p
8:10p	8:39p	8:58p	9:14p
9:00p	9:29p	9:49p	10:05p G
9:40p	10:06p	10:28p	10:44p G

8:15a	8:32a	8:49a	9:04a
9:05a	9:22a	9:39a	9:54a
9:55a	10:12a	10:29a	10:44a
10:45a	11:02a	11:25a	11:39a
11:35a	11:52a	12:15p	12:29p
12:25p	12:45p	1:04p	1:19p
1:15p	1:35p	1:54p	2:09p
2:05p	2:22p	2:44p	3:00p
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4:35p	4:54p	5:13p	5:27p
5:25p	5:44p	6:05p	6:22p
6:15p	6:34p	6:55p	7:10p
7:05p	7:22p	7:42p	7:55p
7:55p	8:13p	8:31p	8:44p
8:45p	9:01p	9:15p	9:25p
9:25p	9:41p	9:55p	10:05p G

ROUTE 4

Hallandale Beach Blvd. to
Fort Lauderdale-Hollywood Airport
Tri-Rail Station
via A1A



YOUNG CIRCLE
RT 1 RT 7
RT 8 RT 9
US 1
BREEZE

COMMUNITY SHUTTLE
HALLANDALE BEACH

LEGEND

CONNECTING ROUTES → RT #

MAIN ROUTE →

TIMEPOINTS ↑

The Breeze stop location →

595 Express

POINTS OF INTEREST

- RK Diplomat Center
- Hollywood North Beach Park
- The Casino @ Dania Beach
- Dania Beach Fishing Pier
- International Game Fish Association
- Hollywood Beach Broadwalk
- Dania Beach City Hall
- The Big Easy Casino/Mardi Gras Casino

Due to COVID-19, some Breeze services may be suspended. Please contact BCT Customer Service or visit our website for the latest service updates.

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Saturday, Sunday and Holidays.....8:30 am - 4:45 pm

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TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Premium Express Service, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

Transfer from MDT or Tri-Rail to Premium Express Service, a \$.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

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Broward County Transit

ROUTE 5 ALL WEEK SCHEDULE

Pembroke Lakes Mall to Hallandale Beach City Hall
via Pembroke Road

Effective 1/22/23



Safety Is Our Number One Priority



Mobile
Ticketing App

Now Your Phone Is Your
Ticket to ride BCT!
Download the App today.



Real Time Bus Information
MyRide.Broward.org



Broward.org/BCT
954-357-8400

Route 5

Pembroke Lakes Mall to
Hallandale Beach City Hall

BROWARD COUNTY TRANSIT

via Pembroke Road

MONDAY-FRIDAY

There are additional bus stops in between those listed.

EASTBOUND

To Hallandale Beach City Hall

PEMBROKE LAKES MALL	MIRAMAR TOWN CENTER	PEMBROKE RD & UNIVERSITY DR	PEMBROKE RD & US 441	PEMBROKE RD & SW 40TH AVE	SE 3 ST & US 1
1	2	3	4	5	7
5:36a	5:53a	6:10a	6:20a	6:24a	6:50a
6:27a	6:45a	7:02a	7:13a	7:18a	7:49a
7:24a	7:42a	8:00a	8:13a	8:18a	8:44a
8:21a	8:42a	8:59a	9:11a	9:16a	9:42a
9:18a	9:36a	9:51a	10:02a	10:07a	10:31a
10:12a	10:29a	10:44a	10:54a	10:58a	11:21a
11:09a	11:26a	11:41a	11:56a	12:02p	12:26p
11:59a	12:17p	12:32p	12:43p	12:49p	1:15p
12:47p	1:04p	1:20p	1:33p	1:38p	2:03p
1:28p	1:45p	2:02p	2:12p	2:17p	2:42p
2:08p	2:26p	2:43p	2:55p	3:01p	3:28p
2:52p	3:10p	3:27p	3:40p	3:45p	4:11p
3:44p	4:02p	4:18p	4:30p	4:35p	4:59p
4:31p	4:49p	5:05p	5:16p	5:21p	5:43p
5:16p	5:34p	5:50p	6:02p	6:06p	6:26p
6:00p	6:19p	6:34p	6:45p	6:49p	7:08p
6:44p	7:01p	7:16p	7:26p	7:30p	7:48p
7:28p	7:45p	7:59p	8:08p	8:12p	8:30p
8:08p	8:25p	8:40p	8:49p	8:53p	9:11p
8:41p	8:59p	9:14p	9:23p	9:27p	9:45p G
9:16p	9:34p	9:49p	9:58p	10:02p	10:20p G

WESTBOUND

To Pembroke Lakes Mall

SE 3 ST & US 1	PEMBROKE RD & S 27 AVE	PEMBROKE RD & US 441	PEMBROKE RD & UNIVERSITY DR	MIRAMAR TOWN CENTER	PEMBROKE LAKES MALL
7	6	4	3	2	1
6:11a	6:23a	6:35a	6:45a	7:00a	7:12a
7:01a	7:14a	7:29a	7:42a	7:59a	8:11a
7:59a	8:14a	8:27a	8:40a	8:57a	9:08a
8:54a	9:07a	9:21a	9:32a	9:47a	9:58a
9:52a	10:06a	10:20a	10:31a	10:46a	10:57a
10:41a	10:55a	11:10a	11:21a	11:35a	11:46a
11:31a	11:45a	11:59a	12:10p	12:25p	12:36p
12:10p	12:24p	12:38p	12:48p	1:03p	1:15p
12:43p	12:58p	1:12p	1:22p	1:38p	1:51p
1:27p	1:42p	1:57p	2:08p	2:24p	2:37p
2:14p	2:30p	2:49p	3:00p	3:17p	3:31p
2:54p	3:11p	3:29p	3:42p	4:00p	4:14p
3:39p	3:56p	4:13p	4:27p	4:45p	4:59p
4:24p	4:44p	5:01p	5:14p	5:30p	5:43p
5:11p	5:32p	5:49p	6:00p	6:15p	6:27p
5:59p	6:18p	6:34p	6:44p	6:59p	7:11p
6:42p	6:58p	7:12p	7:22p	7:37p	7:50p
7:22p	7:37p	7:50p	8:00p	8:15p	8:27p
8:02p	8:17p	8:30p	8:40p	8:54p	9:05p
8:43p	8:58p	9:10p	9:20p	9:34p	9:44p G
9:26p	9:40p	9:51p	10:01p	10:15p	10:25p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

SATURDAY

EASTBOUND

To Hallandale Beach City Hall

PEMBROKE LAKES MALL	PEMBROKE RD & HIATUS RD	PEMBROKE RD & UNIVERSITY DR	PEMBROKE RD & US 441	PEMBROKE RD & SW 40TH AVE	SE 3 ST & US 1
1	2	3	4	5	7
6:45a	6:59a	7:08a	7:17a	7:21a	7:39a
7:30a	7:41a	7:51a	8:01a	8:05a	8:22a
8:11a	8:24a	8:36a	8:45a	8:50a	9:09a
9:00a	9:11a	9:22a	9:32a	9:36a	9:55a
9:47a	9:59a	10:10a	10:21a	10:25a	10:44a
10:34a	10:47a	10:59a	11:09a	11:13a	11:34a
11:24a	11:35a	11:46a	11:57a	12:00p	12:21p
12:12p	12:24p	12:35p	12:46p	12:52p	1:17p
1:04p	1:17p	1:29p	1:40p	1:45p	2:08p
1:55p	2:08p	2:20p	2:30p	2:35p	2:56p
2:47p	3:01p	3:11p	3:21p	3:25p	3:47p
3:37p	3:52p	4:02p	4:11p	4:17p	4:37p
4:27p	4:42p	4:53p	5:04p	5:08p	5:30p
5:15p	5:29p	5:39p	5:50p	5:54p	6:17p
6:04p	6:19p	6:28p	6:36p	6:43p	7:06p
6:54p	7:09p	7:20p	7:30p	7:34p	7:56p
7:40p	7:55p	8:05p	8:15p	8:19p	8:38p
8:26p	8:38p	8:47p	8:56p	9:00p	9:17p G
9:14p	9:26p	9:37p	9:45p	9:49p	10:06p G

WESTBOUND

To Pembroke Lakes Mall

SE 3 ST & US 1	PEMBROKE RD & S 27 AVE	PEMBROKE RD & US 441	PEMBROKE RD & UNIVERSITY DR	PEMBROKE RD & HIATUS RD	PEMBROKE LAKES MALL
7	6	4	3	2	1
7:10a	7:21a	7:32a	7:40a	7:49a	7:56a
7:56a	8:06a	8:17a	8:27a	8:36a	8:42a
8:39a	8:49a	9:01a	9:12a	9:23a	9:30a
9:25a	9:36a	9:48a	9:59a	10:09a	10:17a
10:12a	10:24a	10:37a	10:48a	10:59a	11:07a
11:00a	11:13a	11:26a	11:37a	11:49a	11:56a
11:49a	12:03p	12:17p	12:28p	12:40p	12:49p
12:36p	12:50p	1:11p	1:22p	1:32p	1:40p
1:29p	1:42p	1:59p	2:10p	2:22p	2:30p
2:21p	2:33p	2:48p	3:00p	3:11p	3:20p
3:08p	3:23p	3:41p	3:53p	4:04p	4:13p
4:00p	4:14p	4:29p	4:41p	4:53p	5:01p
4:52p	5:05p	5:18p	5:30p	5:41p	5:49p
5:42p	5:56p	6:11p	6:23p	6:33p	6:40p
6:30p	6:43p	6:58p	7:09p	7:19p	7:26p
7:19p	7:31p	7:43p	7:54p	8:03p	8:10p
8:09p	8:21p	8:35p	8:46p	8:56p	9:02p
8:52p	9:05p	9:19p	9:29p	9:39p	9:45p G

SUNDAY

EASTBOUND

To Hallandale Beach City Hall

PEMBROKE LAKES MALL	PEMBROKE RD & HIATUS RD	PEMBROKE RD & UNIVERSITY DR	PEMBROKE RD & US 441	PEMBROKE RD & SW 40TH AVE	SE 3 ST & US 1
1	2	3	4	5	7
8:00a	8:13a	8:26a	8:36a	8:39a	8:56a
9:02a	9:13a	9:22a	9:30a	9:33a	9:49a
10:02a	10:15a	10:25a	10:35a	10:39a	10:57a
11:04a	11:15a	11:24a	11:33a	11:37a	11:56a
12:03p	12:15p	12:25p	12:34p	12:38p	12:58p
1:05p	1:17p	1:26p	1:35p	1:40p	1:59p
2:07p	2:19p	2:28p	2:37p	2:41p	3:01p
3:09p	3:21p	3:31p	3:40p	3:45p	4:04p
4:10p	4:22p	4:33p	4:42p	4:46p	5:05p
5:12p	5:23p	5:35p	5:43p	5:48p	6:07p
6:14p	6:27p	6:36p	6:44p	6:48p	7:02p
7:13p	7:24p	7:34p	7:42p	7:45p	7:59p
8:08p	8:20p	8:28p	8:35p	8:38p	8:50p G

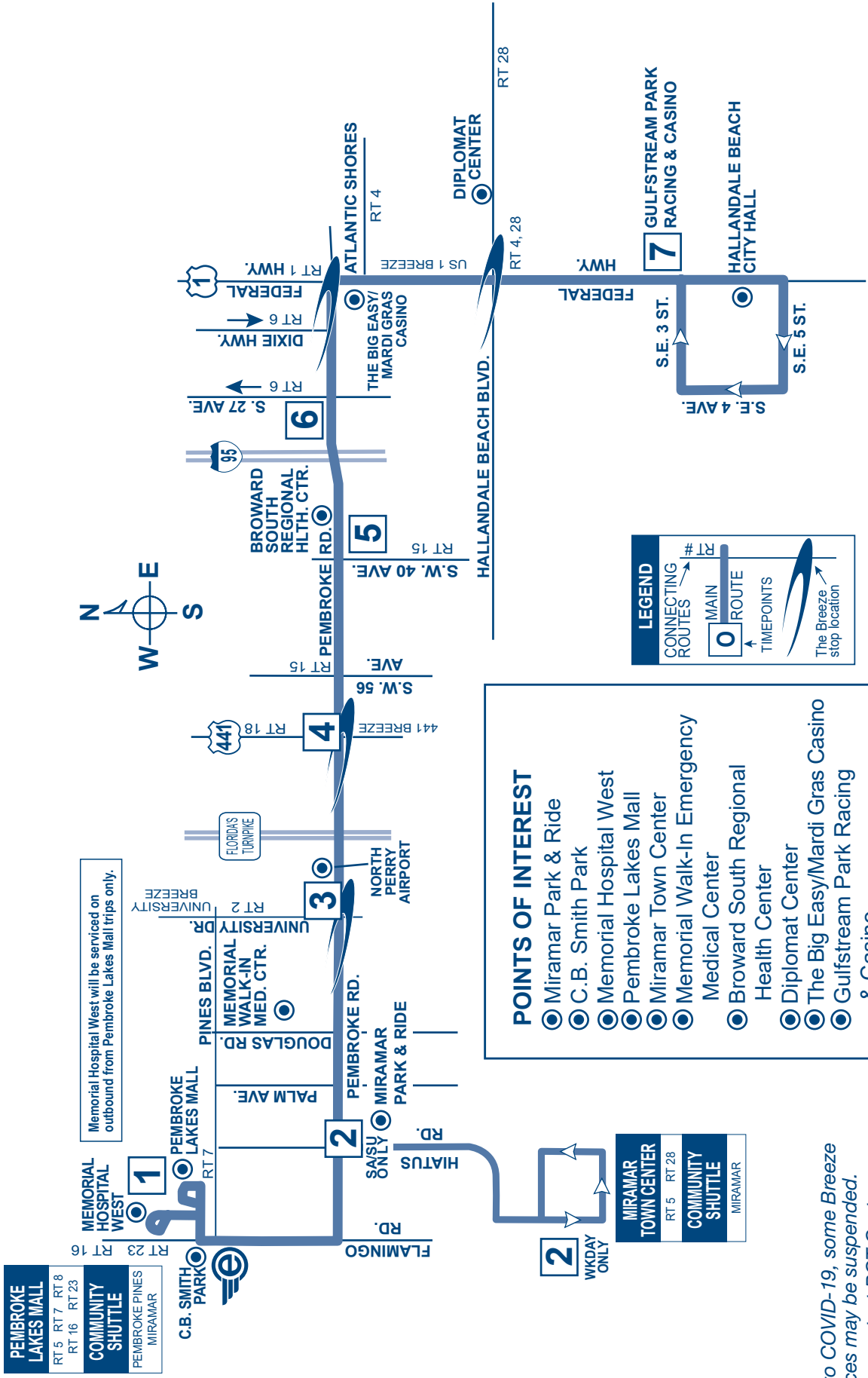
WESTBOUND

To Pembroke Lakes Mall

SE 3 ST & US 1	PEMBROKE RD & S 27 AVE	PEMBROKE RD & US 441	PEMBROKE RD & UNIVERSITY DR	PEMBROKE RD & HIATUS RD	PEMBROKE LAKES MALL
7	6	4	3	2	1
8:02a	8:12a	8:25a	8:34a	8:43a	8:50a
9:04a	9:14a	9:25a	9:34a	9:48a	9:54a
10:05a	10:16a	10:29a	10:37a	10:46a	10:53a
11:07a	11:18a	11:30a	11:38a	11:47a	11:52a
12:07p	12:18p	12:29p	12:37p	12:45p	12:51p
1:08p	1:19p	1:35p	1:43p	1:51p	1:57p
2:09p	2:21p	2:36p	2:45p	2:54p	3:00p
3:11p	3:22p	3:33p	3:43p	3:52p	3:59p
4:14p	4:26p	4:37p	4:48p	4:56p	5:02p
5:16p	5:27p	5:38p	5:48p	5:57p	6:03p
6:18p	6:30p	6:39p	6:47p	6:55p	7:00p
7:14p	7:25p	7:36p	7:45p	7:53p	7:58p
8:11p	8:23p	8:32p	8:41p	8:48p	8:53p G

ROUTE 5

Pembroke Lakes Mall to
Hallandale Beach City Hall
via Pembroke Road



PEMBROKE LAKES MALL
RT 5 RT 7 RT 8
RT 16 RT 23
COMMUNITY SHUTTLE
PEMBROKE PINES
MIRAMAR

Memorial Hospital West will be serviced on
outbound from Pembroke Lakes Mall trips only.



2
WKDAY ONLY
MIRAMAR TOWN CENTER
RT 5 RT 28
COMMUNITY SHUTTLE
MIRAMAR

- POINTS OF INTEREST**
- Miramar Park & Ride
 - C.B. Smith Park
 - Memorial Hospital West
 - Pembroke Lakes Mall
 - Miramar Town Center
 - Memorial Walk-In Emergency Medical Center
 - Broward South Regional Health Center
 - Diplomat Center
 - The Big Easy/Mardi Gras Casino & Casino
 - Gulfstream Park Racing
 - Hallandale Beach City Hall
 - North Perry Airport

LEGEND

CONNECTING ROUTES # RT

MAIN ROUTE

TIMEPOINTS

The Breeze stop location

Due to COVID-19, some Breeze services may be suspended. Please contact BCT Customer Service or visit our website for the latest service updates.

Customer Service

Monday - Friday.....7AM - 7:45PM

Saturday, Sunday and Holidays.....8:30AM - 4:45PM

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying bus pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9AM - 4PM

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass: 10 Rides any time, any day. Expires after the tenth ride is taken.

7 Day Pass: Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

31 Day Adult Pass: Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass: Youth*, Seniors*, Disabled*, Medicare*, College Student*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

****Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

****Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus passes are not exchangeable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

** Premium Bus Pass can be purchased online at Broward.org/BCT and at select Broward County library locations.



TRANSIT WATCH

WHEN IT COMES TO OUR SAFETY,
WE CAN ALWAYS USE AN EXTRA PAIR OF EYES AND EARS.
BE ALERT.
CALL 954-357-LOOK (5665).
TELL US.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324.

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" before them indicate bus returns to garage.

To ensure reliable and safe connections for our customers, all trips

with the "W" note will NOT depart terminal until directed by either the terminal supervisor or radio.

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

Passengers using any BCT bus pass and transferring from a regular BCT route, to an Express bus route, must pay a \$1.00 upgrade fee. Passengers with a Premium bus pass do not have to pay the \$1.00 upgrade fee.

Passengers paying with cash, on a regular BCT bus route, will not be able to transfer to an Express bus route without paying the full premium fare when boarding the Express bus.

Passengers using an All-Day bus pass will be required to pay the \$1.00 upgrade fee when boarding Express buses.

PREMIUM BUS PASS CUSTOMERS

The BCT 31-Day Premium Bus Pass is acceptable on all BCT regular bus routes.

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays \$.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Premium Express Service, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

Transfer from MDT or Tri-Rail to Premium Express Service, a \$.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Premium Express Service does not connect with Palm Tran.

The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.

For more details on our fares please
visit our web site at
Broward.org/BCT
or call customer service: 954-357-8400.

Reading A Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points.
Time points are shown with the symbol □.
3. The timetable lists major time points for bus route.
Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

**Not paying your fare is a crime per
Florida Statute 812.015.
Violation constitutes a misdemeanor,
punishable by jail time and/or a fine.**

Information: 954-357-8400

Hearing-speech impaired:
Florida Relay Service- 711 or 1-800-955-8771
TTY- 954-357-8302

This publication can be made available in
alternative formats upon request.



This symbol is used on bus stop signs to
indicate accessible bus stops.



BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

Broward County Transit

ROUTE 6 ALL WEEK SCHEDULE

County Line Road and Dixie Highway
to Broward Central Terminal

Effective 10/15/23



Safety Is Our Number One Priority



Mobile
Ticketing App

Now Your **Phone** Is Your
Ticket to ride BCT!
Download the App today.



Real Time Bus Information
MyRide.Broward.org



Broward.org/BCT
954-357-8400

MONDAY-FRIDAY

There are additional bus stops in between those listed.

NORTHBOUND

To Broward Central Terminal

COUNTY LINE RD. & DIXIE HWY.	PEMBROKE RD. & S. 26 AVE.	SHERIDAN ST. & N. 23 AVE.	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION ARRIVAL	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION DEPARTURE	S.R. 84 & S.W. 14 AVE.	BROWARD CENTRAL TERMINAL
1	2	4	5	5	6	7
5:03a	5:20a	5:34a	5:45a	5:52a	6:06a	6:24a
5:46a	6:04a	6:20a	6:36a	6:43a	6:57a	7:15a
6:34a	6:52a	7:08a	7:24a	7:31a	7:46a	8:04a
7:23a	7:44a	8:00a	8:16a	8:23a	8:38a	8:56a
8:08a	8:29a	8:45a	9:00a	9:07a	9:21a	9:39a
8:57a	9:18a	9:34a	9:48a	9:55a	10:09a	10:27a
9:45a	10:06a	10:21a	10:35a	10:42a	10:56a	11:14a
10:35a	10:56a	11:11a	11:28a	11:35a	11:49a	12:07p
11:20a	11:41a	11:56a	12:13p	12:20p	12:34p	12:52p
12:08p	12:29p	12:44p	1:01p	1:08p	1:22p	1:41p
12:57p	1:18p	1:33p	1:50p	1:57p	2:11p	2:30p
1:46p	2:07p	2:23p	2:40p	2:47p	3:03p	3:22p
2:33p	2:58p	3:14p	3:31p	3:38p	3:55p	4:14p
3:24p	3:47p	4:03p	4:20p	4:27p	4:44p	5:03p
4:15p	4:38p	4:54p	5:11p	5:18p	5:32p	5:51p
5:06p	5:29p	5:45p	6:01p	6:08p	6:22p	6:41p
5:56p	6:19p	6:33p	6:47p	6:54p	7:08p	7:23p
6:44p	7:04p	7:18p	7:32p	7:39p	7:53p	8:08p
7:32p	7:52p	8:06p	8:20p	8:27p	8:41p	8:56p G
8:16p	8:36p	8:50p	9:04p	9:11p	9:25p	9:40p
9:00p	9:20p	9:34p	9:48p			
9:46p	10:05p	10:19p	10:31p G			
10:34p	10:51p	11:05p	11:17p G			
11:18p	11:35p	11:49p	12:01a G			

SOUTHBOUND

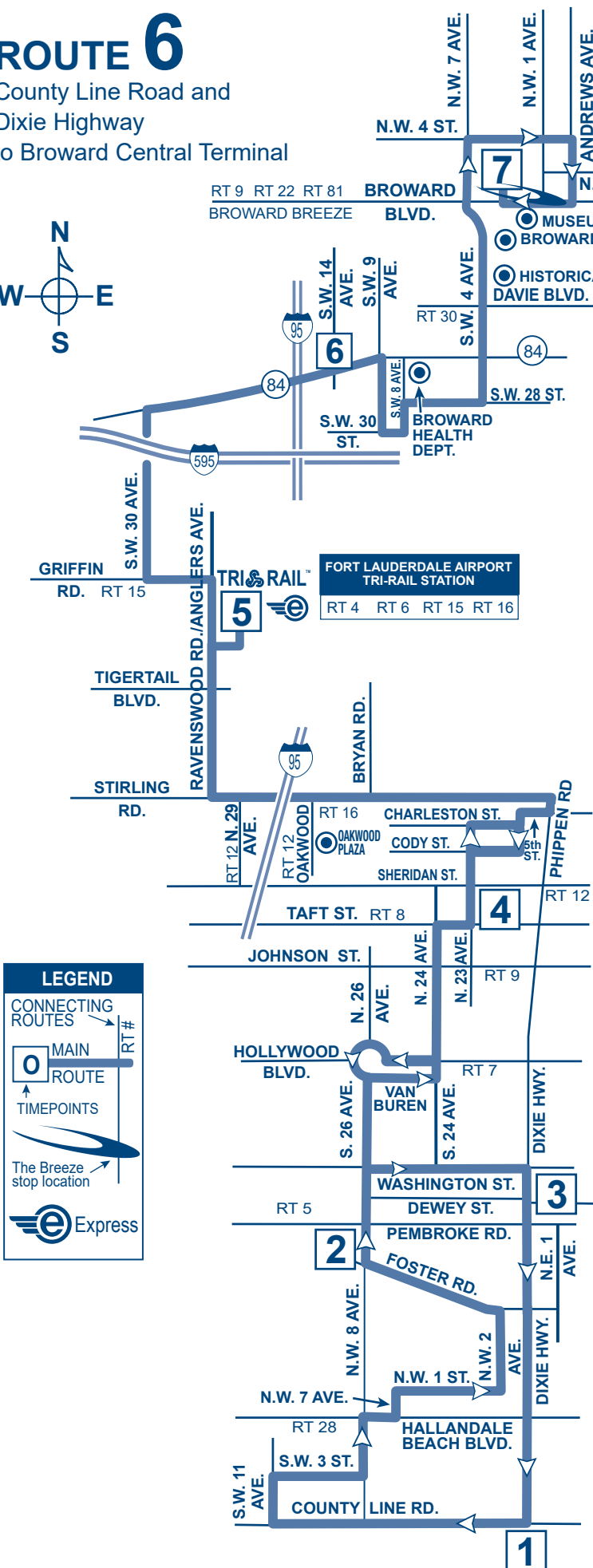
To County Line Road

BROWARD CENTRAL TERMINAL	S.R. 84 & S.W. 14 AVE.	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION ARRIVAL	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION DEPARTURE	SHERIDAN ST. & N. 23 AVE.	DIXIE HWY & DEWEY ST	COUNTY LINE RD. & DIXIE HWY.
7	6	5	5	4	3	1
5:17a	5:30a	5:42a	5:49a	6:02a	6:18a	6:32a
5:58a	6:13a	6:27a	6:34a	6:50a	7:06a	7:21a
6:42a	6:59a	7:13a	7:20a	7:37a	7:53a	8:06a
7:29a	7:47a	8:02a	8:09a	8:26a	8:42a	8:55a
8:18a	8:36a	8:51a	8:58a	9:14a	9:30a	9:43a
9:08a	9:26a	9:41a	9:48a	10:04a	10:20a	10:33a
9:55a	10:13a	10:28a	10:35a	10:51a	11:07a	11:18a
10:43a	11:01a	11:16a	11:23a	11:39a	11:55a	12:06p
11:31a	11:49a	12:04p	12:11p	12:27p	12:43p	12:54p
12:19p	12:37p	12:52p	12:59p	1:17p	1:33p	1:44p
1:07p	1:25p	1:39p	1:46p	2:04p	2:20p	2:31p
1:56p	2:16p	2:30p	2:37p	2:55p	3:11p	3:22p
2:43p	3:03p	3:20p	3:27p	3:46p	4:02p	4:13p
3:34p	3:54p	4:11p	4:18p	4:37p	4:53p	5:04p
4:25p	4:46p	5:03p	5:10p	5:29p	5:43p	5:54p
5:16p	5:37p	5:52p	5:59p	6:17p	6:31p	6:42p
6:05p	6:26p	6:41p	6:48p	7:05p	7:19p	7:30p
6:54p	7:12p	7:27p	7:34p	7:50p	8:04p	8:14p
7:39p	7:57p	8:12p	8:19p	8:35p	8:48p	8:58p
8:26p	8:43p	8:58p	9:05p	9:21p	9:34p	9:44p
9:14p	9:31p	9:46p	9:53p	10:09p	10:22p	10:32p
9:58p	10:15p	10:30p	10:37p	10:53p	11:06p	11:16p

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" after them indicate bus returns to garage.

ROUTE 6

County Line Road and
Dixie Highway
to Broward Central Terminal



BROWARD CENTRAL TERMINAL			
RT 1	RT 11	RT 30	RT 60
RT 6	RT 14	RT 31	RT 81
RT 9	RT 20	RT 40	
RT 10	RT 22	RT 50	
US 1 BREEZE			
COMMUNITY SHUTTLE			
FORT LAUDERDALE			

- MUSEUM OF DISCOVERY AND SCIENCE
- BROWARD CENTER FOR THE PERFORMING ARTS
- RIVERWALK
- HISTORICAL SOCIETY

- ### POINTS OF INTEREST
- Broward Center for the Performing Arts
 - Broward County Health Dept.
 - Tri-Rail
 - Museum of Discovery and Science
 - Riverwalk
 - Historical Society
 - Oakwood Plaza

LEGEND

CONNECTING ROUTES → RT #

○ MAIN ROUTE

↑ TIMEPOINTS

→ The Breeze stop location

Ⓜ Express

NORTHBOUND

To Broward Central Terminal

COUNTY LINE RD. & DIXIE HWY.	PEMBROKE RD. & S. 26 AVE.	SHERIDAN ST. & N. 23 AVE.	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION ARRIVAL	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION DEPARTURE	S.R. 84 & S.W. 14 AVE.	BROWARD CENTRAL TERMINAL
1	2	4	5	5	6	7
5:20a	5:35a	5:49a	6:03a	6:09a	6:21a	6:32a
6:16a	6:31a	6:45a	6:59a	7:05a	7:18a	7:32a
7:16a	7:33a	7:47a	8:01a	8:07a	8:20a	8:34a
8:12a	8:31a	8:45a	9:00a	9:06a	9:19a	9:33a
9:10a	9:29a	9:43a	9:58a	10:04a	10:17a	10:31a
10:10a	10:32a	10:46a	11:01a	11:07a	11:20a	11:34a
11:06a	11:28a	11:42a	11:58a	12:04p	12:17p	12:33p
12:05p	12:25p	12:39p	12:58p	1:04p	1:17p	1:33p
1:05p	1:25p	1:39p	1:55p	2:01p	2:14p	2:30p
2:03p	2:23p	2:37p	2:53p	2:59p	3:14p	3:30p
3:03p	3:23p	3:38p	3:54p	4:00p	4:15p	4:31p
4:03p	4:23p	4:38p	4:54p	5:00p	5:15p	5:31p
5:03p	5:23p	5:38p	5:54p	6:00p	6:13p	6:26p
6:03p	6:23p	6:37p	6:52p	6:58p	7:11p	7:24p
7:02p	7:20p	7:34p	7:48p	7:54p	8:07p	8:20p
7:58p	8:16p	8:30p	8:44p	8:50p	9:03p	9:16p
8:55p	9:13p	9:27p	9:39p G			
9:47p	10:05p	10:19p	10:31p G			
10:41p	10:59p	11:12p	11:24p G			

SOUTHBOUND

To County Line Road

BROWARD CENTRAL TERMINAL	S.R. 84 & S.W. 14 AVE.	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION ARRIVAL	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION DEPARTURE	SHERIDAN ST. & N. 23 AVE.	DIXIE HWY & DEWEY ST	COUNTY LINE RD. & DIXIE HWY.
7	6	5	5	4	3	1
			5:40a	5:53a	6:05a	6:14a
6:00a	6:15a	6:29a	6:35a	6:49a	7:01a	7:16a
6:55a	7:10a	7:25a	7:31a	7:46a	7:58a	8:10a
7:52a	8:07a	8:22a	8:28a	8:43a	8:56a	9:08a
8:48a	9:03a	9:18a	9:24a	9:39a	9:52a	10:08a
9:44a	9:59a	10:14a	10:20a	10:35a	10:48a	11:04a
10:44a	10:59a	11:14a	11:20a	11:36a	11:49a	12:03p
11:44a	11:59a	12:14p	12:20p	12:36p	12:49p	1:03p
12:44p	1:00p	1:15p	1:21p	1:37p	1:50p	2:01p
1:43p	2:00p	2:15p	2:21p	2:37p	2:50p	3:01p
2:41p	2:58p	3:13p	3:19p	3:35p	3:48p	4:01p
3:41p	3:58p	4:13p	4:19p	4:37p	4:50p	5:01p
4:41p	4:58p	5:13p	5:19p	5:37p	5:50p	6:01p
5:41p	5:58p	6:13p	6:19p	6:36p	6:49p	7:00p
6:41p	6:57p	7:11p	7:17p	7:34p	7:47p	7:56p
7:38p	7:54p	8:08p	8:14p	8:31p	8:44p	8:53p
8:32p	8:48p	9:02p	9:08p	9:23p	9:36p	9:45p
9:27p	9:42p	9:56p	10:02p	10:17p	10:30p	10:39p

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" after them indicate bus returns to garage.

SUNDAY

There are additional bus stops in between those listed.

NORTHBOUND

To Broward Central Terminal

COUNTY LINE RD. & DIXIE HWY.	PEMBROKE RD. & S. 26 AVE.	SHERIDAN ST. & N. 23 AVE.	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION ARRIVAL	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION DEPARTURE	S.R. 84 & S.W. 14 AVE.	BROWARD CENTRAL TERMINAL
1	2	4	5	5	6	7
8:20a	8:38a	8:52a	9:04a	9:10a	9:23a	9:38a
9:17a	9:35a	9:50a	10:02a	10:08a	10:21a	10:36a
10:14a	10:32a	10:47a	10:59a	11:05a	11:18a	11:34a
11:11a	11:29a	11:43a	11:55a	12:01p	12:14p	12:30p
12:08p	12:26p	12:40p	12:52p	12:58p	1:11p	1:26p
1:05p	1:22p	1:37p	1:49p	1:55p	2:08p	2:23p
2:02p	2:19p	2:34p	2:47p	2:53p	3:06p	3:21p
2:59p	3:16p	3:30p	3:43p	3:49p	4:02p	4:17p
3:56p	4:13p	4:28p	4:43p	4:49p	5:02p	5:16p
4:53p	5:05p	5:19p	5:34p	5:40p	5:52p	6:06p
5:50p	6:08p	6:21p	6:33p	6:39p	6:51p	7:05p
6:45p	7:04p	7:17p	7:29p	7:35p	7:47p	8:01p
7:31p	7:50p	8:04p	8:16p G			
8:27p	8:46p	8:59p	9:09p G			
9:22p	9:41p	9:54p	10:04p G			

SOUTHBOUND

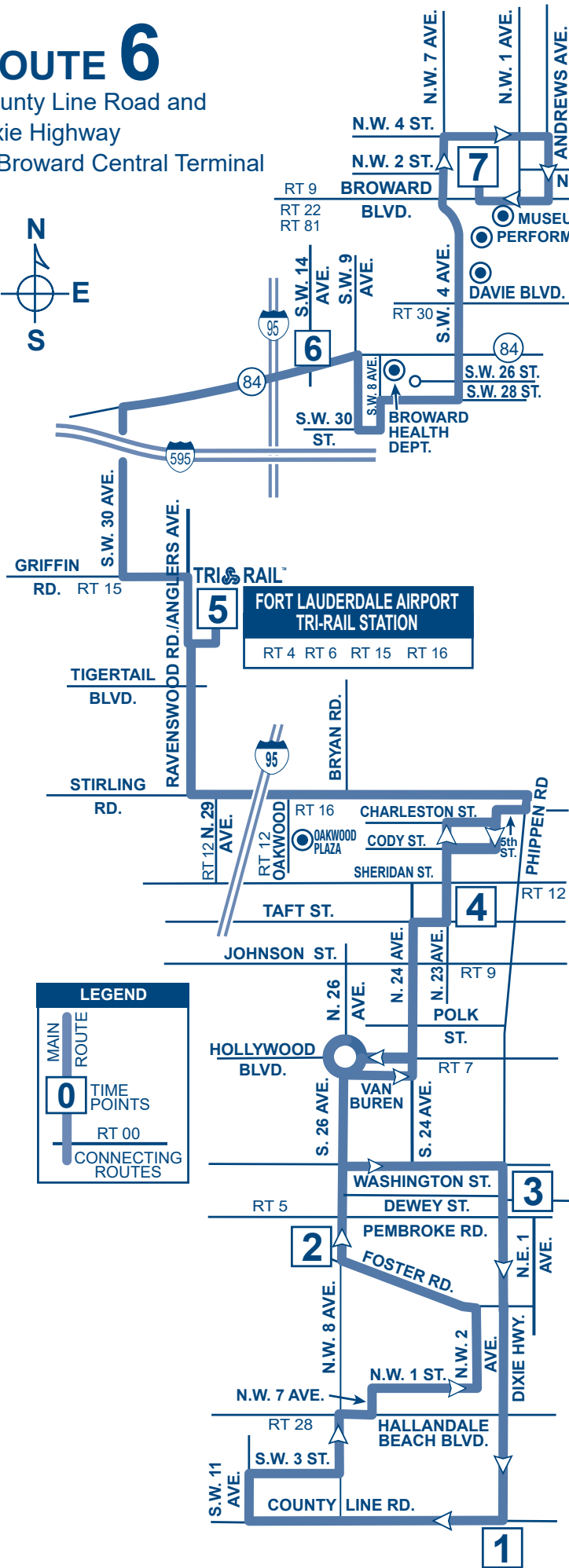
To County Line Road

BROWARD CENTRAL TERMINAL	S.R. 84 & S.W. 14 AVE.	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION ARRIVAL	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION DEPARTURE	SHERIDAN ST. & N. 23 AVE.	DIXIE HWY & DEWEY ST	COUNTY LINE RD. & DIXIE HWY.
7	6	5	5	4	3	1
9:00a	9:16a	9:28a	9:34a	9:49a	10:02a	10:12a
9:55a	10:11a	10:25a	10:31a	10:46a	10:59a	11:09a
10:50a	11:06a	11:20a	11:26a	11:42a	11:56a	12:06p
11:47a	12:03p	12:17p	12:23p	12:39p	12:53p	1:03p
12:42p	12:58p	1:12p	1:18p	1:35p	1:50p	2:00p
1:39p	1:55p	2:09p	2:15p	2:32p	2:47p	2:57p
2:36p	2:52p	3:07p	3:13p	3:30p	3:45p	3:54p
3:34p	3:49p	4:04p	4:10p	4:27p	4:42p	4:51p
4:31p	4:46p	5:01p	5:07p	5:24p	5:39p	5:48p
5:31p	5:46p	6:01p	6:07p	6:22p	6:34p	6:43p
6:21p	6:36p	6:48p	6:54p	7:09p	7:21p	7:29p
7:17p	7:32p	7:44p	7:50p	8:05p	8:17p	8:25p
8:13p	8:27p	8:39p	8:45p	9:00p	9:12p	9:20p

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" after them indicate bus returns to garage.

ROUTE 6

County Line Road and Dixie Highway to Broward Central Terminal



BROWARD CENTRAL TERMINAL			
RT 1	RT 11	RT 30	RT 60
RT 6	RT 14	RT 31	RT 81
RT 9	RT 20	RT 40	
RT 10	RT 22	RT 50	
COMMUNITY SHUTTLE			
FORT LAUDERDALE			

- POINTS OF INTEREST**
- Broward Center for the Performing Arts
 - Broward County Health Dept.
 - Tri-Rail
 - Museum of Discovery and Science
 - Riverwalk
 - Historical Society
 - Oakwood Plaza

LEGEND

- MAIN ROUTE
- TIME POINTS
- RT 00
- CONNECTING ROUTES

Customer Service

Monday - Friday.....7AM - 7:45PM

Saturday, Sunday and Holidays.....8:30AM - 4:45PM

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying Bus Pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9AM - 4PM

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass: 10 Rides any time, any day. Expires after the tenth ride is taken.

7 Day Pass: Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

31 Day Adult Pass: Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass: Youth*, Seniors*, Disabled*, Medicare*, College Student*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

****Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

****Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus Passes are not exchangeable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

** Premium Bus Pass can be purchased online at Broward.org/BCT and at select Broward County library locations.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324



TRANSIT WATCH

**WHEN IT COMES TO OUR SAFETY, WE CAN ALWAYS
USE AN EXTRA PAIR OF EYES AND EARS.
BE ALERT. CALL 954-357-LOOK (5665). TELL US.**

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

Passengers using any BCT bus pass and transferring from a regular BCT route, to an Express bus route, must pay a \$1.00 upgrade fee. Passengers with a Premium bus pass do not have to pay the \$1.00 upgrade fee.

Passengers paying with cash, on a regular BCT bus route, will not be able to transfer to an Express bus route without paying the full premium fare when boarding the Express bus.

Passengers using an All-Day bus pass will be required to pay the \$1.00 upgrade fee when boarding Express buses.

PREMIUM BUS PASS CUSTOMERS

The BCT 31-Day Premium Bus Pass is acceptable on all BCT regular bus routes.

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays \$.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Premium Express Service, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

Transfer from MDT or Tri-Rail to Premium Express Service, a \$.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Premium Express Service does not connect with Palm Tran.

The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.

For more details on our fares please visit our web site at Broward.org/BCT or call customer service: 954-357-8400.

Reading A Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol □.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Not paying your fare is a crime per Florida Statute 812.015. Violation constitutes a misdemeanor, punishable by jail time and/or a fine.

Information: 954-357-8400

Hearing-speech impaired:
Florida Relay Service- 711 or 1-800-955-8771
TTY- 954-357-8302

This publication can be made available in alternative formats upon request.



This symbol is used on bus stop signs to indicate accessible bus stops.



BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

Broward County Transit

ROUTE 28 ALL WEEK SCHEDULE

Memorial Hospital Miramar to Aventura Mall
via Miramar Pkwy/Hallandale Beach Blvd

Effective 3/31/24



Safety Is Our Number One Priority



Mobile
Ticketing App

Now Your **Phone** Is Your
Ticket to ride BCT!
Download the App today.



Real Time Bus Information
MyRide.Broward.org



Broward.org/BCT
954-357-8400

MONDAY -FRIDAY

There are additional bus stops in between those listed.

EASTBOUND

To Aventura Mall

MEMORIAL HOSPITAL MIRAMAR	MIRAMAR TOWN CENTER	MIRAMAR PARKWAY & PALM AVE	MIRAMAR PARKWAY & SW 69TH	HALLANDALE BCH BLVD & SW 10 TERR	HALLANDALE BCH BLVD & LAYNE BLVD	AVENTURA MALL
1	2	3	4	6	7	9
	5:00a	5:07a	5:18a	5:34a	5:44a	5:57a
	5:25a	5:32a	5:43a	5:59a	6:09a	6:22a
5:30a	5:56a	6:05a	6:23a	6:51a	7:08a	7:26a
5:55a	6:21a	6:30a	6:48a	7:16a	7:33a	7:51a
6:20a	6:46a	6:55a	7:13a	7:41a	7:58a	8:16a
6:45a	7:12a	7:21a	7:38a	8:03a	8:21a	8:40a
7:10a	7:37a	7:46a	8:03a	8:28a	8:46a	9:05a
7:35a	8:02a	8:11a	8:28a	8:53a	9:11a	9:30a
8:04a	8:31a	8:40a	8:57a	9:22a	9:40a	9:59a
8:29a	8:56a	9:05a	9:22a	9:47a	10:05a	10:24a
8:56a	9:21a	9:30a	9:47a	10:09a	10:25a	10:44a
9:21a	9:46a	9:55a	10:12a	10:34a	10:50a	11:09a
9:48a	10:13a	10:22a	10:39a	11:01a	11:17a	11:36a
10:13a	10:38a	10:47a	11:04a	11:26a	11:42a	12:01p
10:39a	11:04a	11:13a	11:30a	11:52a	12:08p	12:27p
11:03a	11:28a	11:37a	11:54a	12:16p	12:32p	12:51p
11:28a	11:53a	12:02p	12:19p	12:41p	12:57p	1:16p
11:54a	12:19p	12:28p	12:45p	1:07p	1:23p	1:42p
12:21p	12:46p	12:55p	1:11p	1:34p	1:50p	2:12p
12:46p	1:11p	1:20p	1:36p	1:59p	2:15p	2:37p
1:09p	1:34p	1:43p	1:59p	2:22p	2:38p	3:00p
1:31p	1:56p	2:05p	2:21p	2:44p	3:00p	3:22p
1:56p	2:21p	2:30p	2:46p	3:09p	3:25p	3:47p
2:21p	2:48p	2:57p	3:16p	3:41p	3:57p	4:20p
2:47p	3:14p	3:23p	3:42p	4:07p	4:23p	4:46p
3:13p	3:40p	3:49p	4:08p	4:33p	4:49p	5:12p
3:42p	4:09p	4:18p	4:37p	5:02p	5:18p	5:41p
4:09p	4:36p	4:45p	5:04p	5:29p	5:45p	6:08p
4:38p	5:07p	5:16p	5:33p	5:55p	6:09p	6:27p
5:07p	5:36p	5:45p	6:02p	6:24p	6:38p	6:56p
5:36p	6:05p	6:14p	6:31p	6:53p	7:07p	7:25p
6:02p	6:31p	6:40p	6:57p	7:19p	7:33p	7:51p
6:28p	6:57p	7:06p	7:23p	7:45p	7:59p	8:17p
6:55p	7:20p	7:29p	7:45p	8:01p	8:12p	8:27p G
7:20p	7:45p	7:54p	8:10p	8:26p	8:37p	8:52p
7:47p	8:12p	8:21p	8:37p	8:53p	9:04p	9:19p
8:17p	8:42p	8:51p	9:07p	9:23p	9:34p	9:49p
8:47p	9:09p	9:17p	9:29p	9:43p	9:51p	10:06p
9:17p	9:39p	9:47p	9:59p	10:13p	10:21p	10:36p
9:47p	10:09p	10:17p	10:29p	10:43p	10:51p	11:06p
10:17p	10:39p	10:47p	10:59p	11:13p	11:21p	11:36p
10:47p	11:09p	11:17p	11:29p	11:43p	11:51p	12:06a G
11:17p	11:39p	11:47p	11:59p	12:13a	12:21a	12:36a G
11:45p	12:07a	12:15a	12:27a	12:41a	12:49a	1:04a G

WESTBOUND

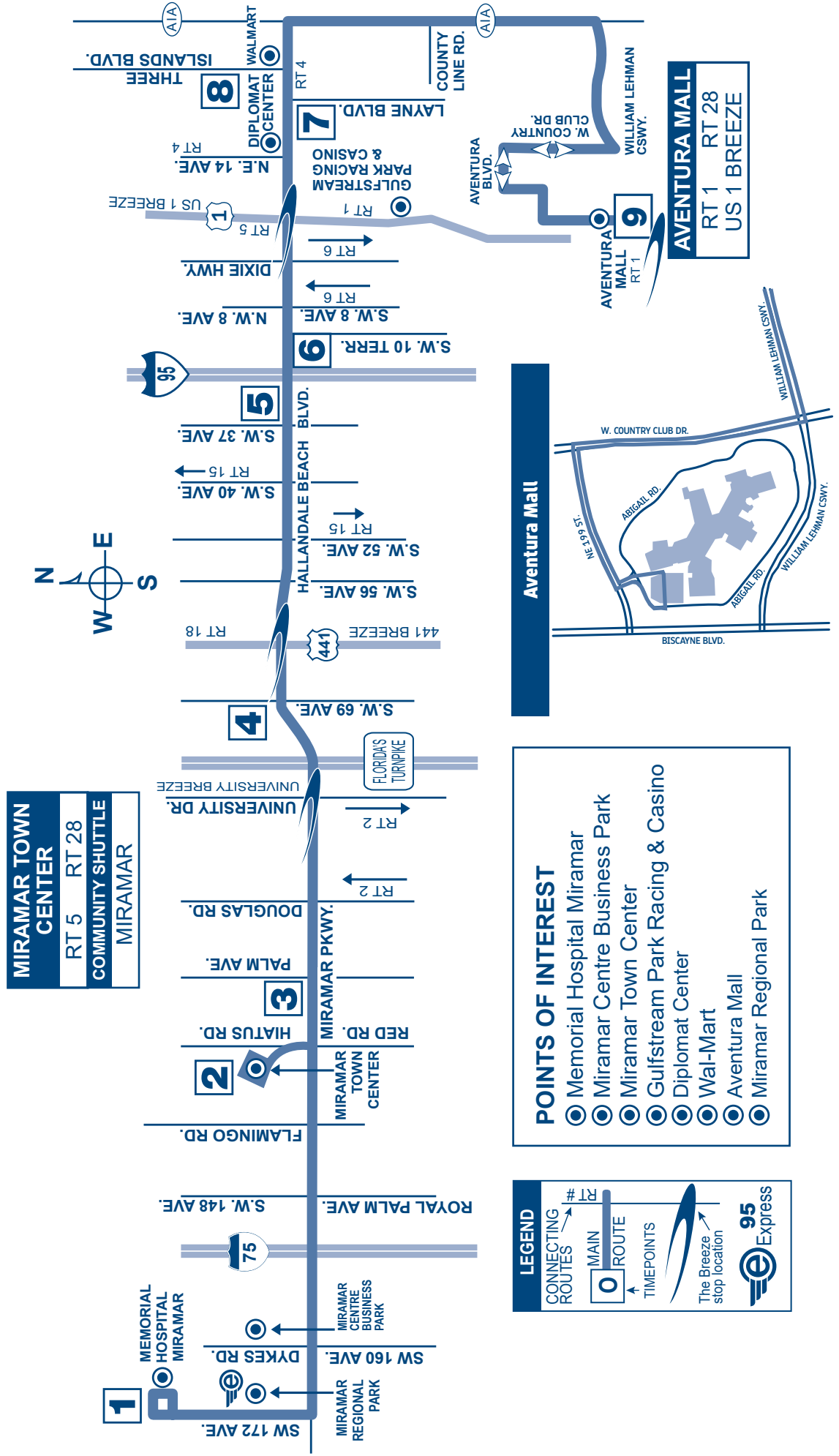
To Memorial Hospital Miramar

AVENTURA MALL	HALLANDALE BCH BLVD & THREE ISLANDS BLVD	HALLANDALE BCH B/SW 37 A	MIRAMAR PARKWAY & SW 69TH	MIRAMAR PARKWAY & PALM AVE	MIRAMAR TOWN CENTER	MEMORIAL HOSPITAL MIRAMAR
9	8	5	4	3	2	1
5:15a	5:29a	5:45a	5:58a	6:11a	6:23a	6:41a
5:43a	5:57a	6:13a	6:26a	6:39a	6:51a	7:09a
6:08a	6:24a	6:45a	7:01a	7:15a	7:26a	7:50a
6:33a	6:49a	7:10a	7:26a	7:40a	7:51a	8:15a
6:56a	7:12a	7:33a	7:49a	8:03a	8:14a	8:38a
7:15a	7:31a	7:52a	8:08a	8:22a	8:33a	8:57a
7:40a	7:58a	8:29a	8:45a	8:58a	9:09a	9:29a
8:05a	8:23a	8:54a	9:10a	9:23a	9:34a	9:54a
8:30a	8:48a	9:19a	9:35a	9:48a	9:59a	10:19a
8:55a	9:13a	9:44a	10:00a	10:13a	10:24a	10:44a
9:20a	9:38a	10:09a	10:25a	10:38a	10:49a	11:09a
9:46a	10:04a	10:35a	10:51a	11:04a	11:15a	11:35a
10:14a	10:32a	11:03a	11:19a	11:32a	11:43a	12:03p
10:39a	10:58a	11:20a	11:35a	11:47a	11:58a	12:20p
11:04a	11:23a	11:45a	12:00p	12:12p	12:23p	12:45p
11:27a	11:46a	12:08p	12:23p	12:35p	12:46p	1:08p
11:52a	12:11p	12:33p	12:48p	1:00p	1:11p	1:33p
12:16p	12:35p	12:57p	1:12p	1:24p	1:35p	1:57p
12:40p	12:59p	1:21p	1:36p	1:48p	1:59p	2:21p
1:04p	1:26p	1:54p	2:13p	2:27p	2:38p	2:58p
1:29p	1:51p	2:19p	2:38p	2:52p	3:03p	3:23p
1:57p	2:19p	2:47p	3:06p	3:20p	3:31p	3:51p
2:25p	2:47p	3:15p	3:34p	3:48p	3:59p	4:19p
2:53p	3:15p	3:43p	4:02p	4:16p	4:27p	4:47p
3:19p	3:45p	4:16p	4:34p	4:48p	4:59p	5:23p
3:41p	4:07p	4:38p	4:56p	5:10p	5:21p	5:45p
4:05p	4:31p	5:02p	5:20p	5:34p	5:45p	6:09p
4:30p	4:56p	5:27p	5:45p	5:59p	6:10p	6:34p
4:59p	5:25p	5:56p	6:14p	6:28p	6:39p	7:03p
5:29p	5:54p	6:21p	6:38p	6:51p	7:00p	7:19p
5:59p	6:24p	6:51p	7:08p	7:21p	7:30p	7:49p G
6:25p	6:45p	7:05p	7:18p	7:29p	7:40p	7:58p
6:54p	7:14p	7:34p	7:47p	7:58p	8:09p	8:27p
7:22p	7:42p	8:02p	8:15p	8:26p	8:37p	8:55p
7:49p	8:09p	8:29p	8:42p	8:53p	9:04p	9:22p
8:09p	8:27p	8:45p	8:58p	9:09p	9:20p	9:38p G
8:34p	8:52p	9:10p	9:23p	9:34p	9:45p	10:03p
9:04p	9:22p	9:40p	9:53p	10:04p	10:15p	10:33p
9:34p	9:50p	10:05p	10:17p	10:27p	10:38p	10:53p
10:03p	10:19p	10:34p	10:46p	10:56p	11:07p	11:22p
10:27p	10:43p	10:58p	11:10p	11:20p	11:31p	11:46p G
10:57p	11:13p	11:28p	11:40p	11:50p	12:01a	12:16a G
11:27p	11:43p	11:58p	12:10a	12:20a	12:31a	12:46a G
11:57p	12:13a	12:28a	12:40a	12:50a	1:01a	1:16a G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" after them indicate bus returns to garage.

ROUTE 28

Memorial Hospital Miramar to Aventura Mall
via Miramar Parkway/Hallandale Beach Boulevard



SATURDAY

There are additional bus stops in between those listed.

EASTBOUND

To Aventura Mall

MEMORIAL HOSPITAL MIRAMAR	MIRAMAR TOWN CENTER	MIRAMAR PARKWAY & PALM AVE	MIRAMAR PARKWAY & SW 69TH	HALLANDALE BCH BLVD & SW 10 TERR	HALLANDALE BCH BLVD & LAYNE BLVD	AVENTURA MALL
1	2	3	4	6	7	9
5:25a	5:45a	5:51a	6:04a	6:20a	6:31a	6:46a
5:48a	6:08a	6:14a	6:27a	6:43a	6:54a	7:09a
6:15a	6:35a	6:41a	6:54a	7:10a	7:21a	7:36a
6:45a	7:07a	7:15a	7:28a	7:45a	7:57a	8:14a
7:12a	7:34a	7:42a	7:55a	8:12a	8:24a	8:41a
7:42a	8:04a	8:12a	8:25a	8:42a	8:54a	9:11a
8:12a	8:34a	8:42a	8:55a	9:12a	9:24a	9:41a
8:42a	9:04a	9:12a	9:25a	9:42a	9:54a	10:11a
9:13a	9:35a	9:43a	9:56a	10:13a	10:25a	10:42a
9:45a	10:09a	10:18a	10:34a	10:53a	11:08a	11:27a
10:15a	10:39a	10:48a	11:04a	11:23a	11:38a	11:57a
10:45a	11:09a	11:18a	11:34a	11:53a	12:08p	12:27p
11:15a	11:39a	11:48a	12:04p	12:23p	12:38p	12:57p
11:45a	12:09p	12:18p	12:34p	12:53p	1:08p	1:27p
12:15p	12:39p	12:48p	1:04p	1:23p	1:38p	1:57p
12:45p	1:09p	1:18p	1:34p	1:53p	2:08p	2:27p
1:15p	1:39p	1:48p	2:04p	2:23p	2:38p	2:57p
1:40p	2:04p	2:13p	2:29p	2:48p	3:03p	3:23p
2:10p	2:34p	2:43p	2:59p	3:18p	3:33p	3:53p
2:41p	3:05p	3:14p	3:30p	3:49p	4:04p	4:24p
3:12p	3:36p	3:45p	4:01p	4:20p	4:35p	4:55p
3:43p	4:07p	4:16p	4:32p	4:51p	5:06p	5:26p
4:13p	4:37p	4:46p	5:02p	5:21p	5:36p	5:56p
4:43p	5:07p	5:16p	5:32p	5:51p	6:06p	6:26p
5:13p	5:37p	5:46p	6:02p	6:21p	6:36p	6:56p
5:38p	6:02p	6:11p	6:27p	6:46p	7:01p	7:21p
6:07p	6:31p	6:40p	6:56p	7:15p	7:30p	7:50p
6:38p	7:01p	7:10p	7:21p	7:36p	7:46p	8:00p G
7:06p	7:29p	7:38p	7:49p	8:04p	8:14p	8:28p
7:37p	8:00p	8:09p	8:20p	8:35p	8:45p	8:59p
8:08p	8:31p	8:40p	8:51p	9:06p	9:16p	9:30p
8:38p	9:01p	9:10p	9:21p	9:36p	9:46p	10:00p
9:10p	9:33p	9:42p	9:53p	10:08p	10:18p	10:32p
9:43p	10:06p	10:14p	10:24p	10:37p	10:47p	11:00p
10:14p	10:37p	10:45p	10:55p	11:08p	11:18p	11:31p
10:47p	11:10p	11:18p	11:28p	11:41p	11:51p	12:04a G
11:19p	11:42p	11:50p	12:00a	12:13a	12:23a	12:36a G

WESTBOUND

To Memorial Hospital Miramar

AVENTURA MALL	HALLANDALE BCH BLVD & THREE ISLANDS BLVD	HALLANDALE BCH B/SW 37 A	MIRAMAR PARKWAY & SW 69TH	MIRAMAR PARKWAY & PALM AVE	MIRAMAR TOWN CENTER	MEMORIAL HOSPITAL MIRAMAR
9	8	5	4	3	2	1
5:35a	5:50a	6:04a	6:16a	6:26a	6:40a	6:58a
6:02a	6:17a	6:31a	6:43a	6:53a	7:07a	7:25a
6:30a	6:45a	6:59a	7:11a	7:21a	7:35a	7:53a
6:59a	7:14a	7:28a	7:40a	7:50a	8:04a	8:22a
7:26a	7:42a	7:58a	8:12a	8:23a	8:36a	8:55a
7:57a	8:13a	8:29a	8:43a	8:54a	9:07a	9:26a
8:28a	8:44a	9:00a	9:14a	9:25a	9:38a	9:57a
8:55a	9:11a	9:27a	9:41a	9:52a	10:05a	10:24a
9:25a	9:43a	10:03a	10:18a	10:29a	10:41a	11:00a
9:55a	10:13a	10:33a	10:48a	10:59a	11:11a	11:30a
10:25a	10:43a	11:03a	11:18a	11:29a	11:41a	12:00p
10:55a	11:13a	11:33a	11:48a	11:59a	12:11p	12:30p
11:20a	11:38a	11:58a	12:13p	12:24p	12:36p	12:55p
11:45a	12:03p	12:23p	12:38p	12:49p	1:01p	1:20p
12:15p	12:33p	12:53p	1:08p	1:19p	1:31p	1:50p
12:45p	1:04p	1:25p	1:40p	1:52p	2:05p	2:24p
1:15p	1:34p	1:55p	2:10p	2:22p	2:35p	2:54p
1:45p	2:04p	2:25p	2:40p	2:52p	3:05p	3:24p
2:15p	2:34p	2:55p	3:10p	3:22p	3:35p	3:54p
2:45p	3:04p	3:25p	3:40p	3:52p	4:05p	4:24p
3:15p	3:34p	3:55p	4:10p	4:22p	4:35p	4:54p
3:43p	4:02p	4:23p	4:38p	4:50p	5:03p	5:22p
4:13p	4:34p	4:56p	5:10p	5:22p	5:33p	5:51p
4:43p	5:04p	5:26p	5:40p	5:52p	6:03p	6:21p
5:13p	5:34p	5:56p	6:10p	6:22p	6:33p	6:51p
5:43p	6:04p	6:26p	6:40p	6:52p	7:03p	7:21p
6:13p	6:34p	6:56p	7:10p	7:22p	7:33p	7:51p
6:43p	7:04p	7:26p	7:40p	7:52p	8:03p	8:21p
7:13p	7:34p	7:56p	8:10p	8:22p	8:33p	8:51p
7:38p	7:55p	8:11p	8:22p	8:32p	8:44p	9:00p G
8:05p	8:22p	8:38p	8:49p	8:59p	9:11p	9:27p
8:39p	8:56p	9:12p	9:23p	9:33p	9:45p	10:01p
9:11p	9:28p	9:44p	9:55p	10:05p	10:17p	10:33p
9:43p	10:00p	10:16p	10:27p	10:37p	10:49p	11:05p
10:13p	10:30p	10:46p	10:57p	11:07p	11:19p	11:35p G
10:46p	11:03p	11:19p	11:30p	11:40p	11:52p	12:08a G
11:14p	11:31p	11:47p	11:58p	12:08a	12:20a	12:36a G
11:44p	12:01a	12:17a	12:28a	12:38a	12:50a	1:06a G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" after them indicate bus returns to garage.

SUNDAY

EASTBOUND

To Aventura Mall

MEMORIAL HOSPITAL MIRAMAR	MIRAMAR TOWN CENTER	MIRAMAR PARKWAY & PALM AVE	MIRAMAR PARKWAY & SW 69TH	HALLANDALE BCH BLVD & SW 10 TERR	HALLANDALE BCH BLVD & LAYNE BLVD	AVENTURA MALL
1	2	3	4	6	7	9
8:00a	8:21a	8:29a	8:41a	8:59a	9:12a	9:29a
8:45a	9:06a	9:14a	9:26a	9:44a	9:57a	10:14a
9:25a	9:46a	9:54a	10:06a	10:24a	10:37a	10:54a
10:05a	10:27a	10:36a	10:51a	11:09a	11:23a	11:42a
10:45a	11:07a	11:16a	11:31a	11:49a	12:03p	12:22p
11:30a	11:52a	12:01p	12:16p	12:34p	12:48p	1:07p
12:15p	12:37p	12:46p	1:01p	1:19p	1:33p	1:52p
1:00p	1:22p	1:31p	1:46p	2:04p	2:18p	2:37p
1:45p	2:07p	2:16p	2:31p	2:49p	3:03p	3:22p
2:30p	2:53p	3:02p	3:15p	3:33p	3:46p	4:05p
3:15p	3:38p	3:47p	4:00p	4:18p	4:31p	4:50p
4:00p	4:23p	4:32p	4:45p	5:03p	5:16p	5:35p
4:45p	5:08p	5:17p	5:30p	5:48p	6:01p	6:20p
5:30p	5:53p	6:02p	6:15p	6:33p	6:46p	7:05p
6:15p	6:38p	6:46p	6:59p	7:14p	7:24p	7:40p
6:57p	7:20p	7:28p	7:41p	7:56p	8:06p	8:22p
7:42p	8:05p	8:13p	8:26p	8:41p	8:51p	9:07p G
8:22p	8:45p	8:53p	9:06p	9:21p	9:31p	9:47p G

WESTBOUND

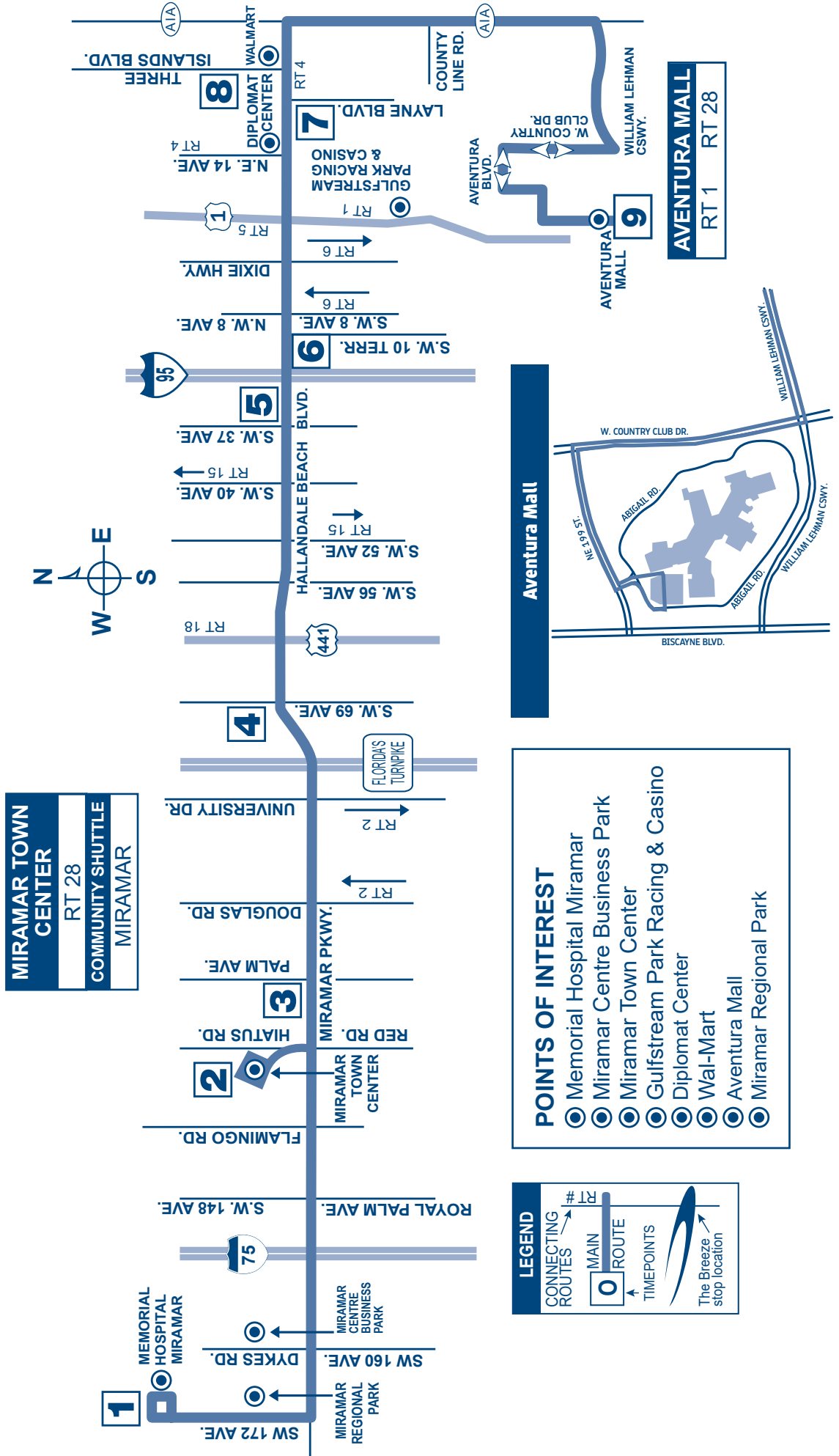
To Memorial Hospital Miramar

AVENTURA MALL	HALLANDALE BCH BLVD & THREE ISLANDS BLVD	HALLANDALE BCH B/SW 37 A	MIRAMAR PARKWAY & SW 69TH	MIRAMAR PARKWAY & PALM AVE	MIRAMAR TOWN CENTER	MEMORIAL HOSPITAL MIRAMAR
9	8	5	4	3	2	1
7:45a	8:02a	8:18a	8:31a	8:42a	8:52a	9:10a
8:25a	8:42a	8:58a	9:11a	9:22a	9:32a	9:50a
9:05a	9:22a	9:38a	9:51a	10:02a	10:12a	10:30a
9:50a	10:07a	10:23a	10:36a	10:47a	10:57a	11:15a
10:30a	10:49a	11:08a	11:22a	11:33a	11:43a	12:03p
11:12a	11:31a	11:50a	12:04p	12:15p	12:25p	12:45p
11:57a	12:16p	12:35p	12:49p	1:00p	1:10p	1:30p
12:41p	1:00p	1:19p	1:33p	1:44p	1:54p	2:14p
1:26p	1:45p	2:04p	2:18p	2:29p	2:39p	2:59p
2:08p	2:29p	2:50p	3:05p	3:16p	3:26p	3:45p
2:53p	3:14p	3:35p	3:50p	4:01p	4:11p	4:30p
3:38p	3:59p	4:20p	4:35p	4:46p	4:56p	5:15p
4:21p	4:42p	5:03p	5:18p	5:29p	5:39p	5:58p
5:05p	5:26p	5:47p	6:02p	6:13p	6:23p	6:42p
5:50p	6:11p	6:32p	6:47p	6:58p	7:08p	7:27p
6:35p	6:55p	7:14p	7:27p	7:38p	7:47p	8:04p
7:20p	7:40p	7:59p	8:12p	8:23p	8:32p	8:49p G
7:55p	8:15p	8:34p	8:47p	8:58p	9:07p	9:24p G
8:35p	8:55p	9:14p	9:27p	9:38p	9:47p	10:04p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" after them indicate bus returns to garage.

ROUTE 28

Memorial Hospital Miramar to Aventura Mall
via Miramar Parkway/Hallandale Beach Boulevard



MIRAMAR TOWN CENTER
RT 28
COMMUNITY SHUTTLE
MIRAMAR

- POINTS OF INTEREST**
- Memorial Hospital Miramar
 - Miramar Centre Business Park
 - Miramar Town Center
 - Gulfstream Park Racing & Casino
 - Diplomat Center
 - Wal-Mart
 - Aventura Mall
 - Miramar Regional Park

LEGEND

- CONNECTING ROUTES → RT #
- MAIN ROUTE →
- TIMEPOINTS →
- The Breeze stop location →

Customer Service

Monday - Friday.....7 am - 7:45 pm

Saturday, Sunday and Holidays.....8:30 am - 4:45 pm

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying Bus Pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9:00 am - 4:00 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass: 10 Rides any time, any day. Expires after the tenth ride is taken.

7 Day Pass: Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

31 Day Adult Pass: Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass: Youth*, Seniors*, Disabled*, Medicare*, College Student*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

****Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

****Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus Passes are not exchangeable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

** Premium Bus Pass can be purchased online at Broward.org/BCT and at select Broward County library locations.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324



TRANSIT WATCH

**WHEN IT COMES TO OUR SAFETY,
WE CAN ALWAYS USE AN EXTRA PAIR OF
EYES AND EARS. BE ALERT.
CALL 954-357-LOOK (5665). TELL US.**

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

Passengers using any BCT bus pass and transferring from a regular BCT route, to an Express bus route, must pay a \$1.00 upgrade fee. Passengers with a Premium bus pass do not have to pay the \$1.00 upgrade fee.

Passengers paying with cash, on a regular BCT bus route, will not be able to transfer to an Express bus route without paying the full premium fare when boarding the Express bus.

Passengers using an All-Day bus pass will be required to pay the \$1.00 upgrade fee when boarding Express buses.

PREMIUM BUS PASS CUSTOMERS

The BCT 31-Day Premium Bus Pass is acceptable on all BCT regular bus routes.

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays \$.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Premium Express Service, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

Transfer from MDT or Tri-Rail to Premium Express Service, a \$.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Premium Express Service does not connect with Palm Tran.

The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.

CITY OF HALLANDALE BEACH COMMUNITY BUS ROUTE 1

The City of Hallandale Beach and Broward County Transit (BCT) have partnered to provide Hallandale Beach Community Bus Route 1. This community bus service will increase the number of destinations and connections that can be reached through public transit. Destinations along the Hallandale Beach Route 1 include: Hallandale Beach Boulevard Wal-Mart, Diplomat Mall Winn-Dixie, Hallandale Beach City Hall and Hallandale Beach Branch Public Library, Mardi Gras Casino, Young Circle, Publix Golden Isles, Ocean Drive/County Line, North Beach Fire Station, and surrounding neighborhood.

Connections are available to BCT Routes 1, US-1 Breeze 4, 5, 7, 28 and Miami Dade Transit MDT "E" and Hallandale Beach Community Bus Routes 2, 3 and 4.

All buses on this route are air-conditioned and wheelchair accessible in accordance with the Americans with Disabilities Act (ADA). Bicycle racks are also provided. Please refer to this pamphlet for instruction on how to correctly use the bicycle racks.

The Hallandale Beach Route 1 is free of charge, but riders making connections to BCT routes are expected to pay the appropriate fares.

HOURS OF OPERATION

Monday Through Saturday: 7:00 am – 7:00 pm

The Hallandale Beach Route 1 operates approximately every 45 minutes, with assigned stops.

Please refer to the timetable and map on the reverse side of this pamphlet. The bus will operate as close to schedule as possible. Traffic conditions and/or inclement weather may cause the bus to arrive earlier or later than the expected time. Please allow yourself enough time when using this service.

The Hallandale Beach Route 1 will not operate once a hurricane warning has been issued or if other hazards do not allow for the safe operation of the bus.

HOLIDAYS

Hallandale Beach Route 1 does not operate on the following holidays observed by the City of Hallandale Beach:

- New Year's Day
- 4th of July
- Thanksgiving Day
- Christmas Eve/Day

Also if the holidays fall on a Saturday or Sunday they are not observed.

BIKE RACKS

Bike Racks are available on the Hallandale Beach Community Buses. Bike Racks are designed to carry two bikes only. It is important to have the operator's attention before loading and unloading your bike. As the bus approaches, have your bike ready to load. Remove any loose items that may fall off.

Loading

- Always load your bike from the curbside of the street.
- Lower-Squeeze the handle and pull down to release the folded bike rack.
- Lift your bike into the rack, fitting the wheels into the slots of the vacant position closest to the bus.
- Latch-Pull and release the support arm over the front tire, making sure the support arm is resting on the tire, not on the fender or frame.

Unloading

- Before exiting, notify the operator you are removing your bike.
- Pull the support arm off the tire. Move the support arm down and out of the way. Lift your bike out of the rack. If your bike is the only one on the rack, return the rack to the upright position.
- **Move quickly to the curb.**

INFORMATION

For more information about the City of Hallandale Beach Community Bus service routes and connections call:

954.457.1620

Monday through Friday: 8 a.m. – 5 p.m.

Hearing-speech impaired/TTY*

800.955.8771

***Teletype machine required**

Visit the City of Hallandale Beach web site at:

www.hallandalebeachfl.gov

For more information about BCT routes, fares or connections, call:

BCT Rider Info

954.357.8400

Hearing-speech impaired/TTY*

954.357.8302

***Teletype machine required**



Visit Broward County Transit's web site at:

www.Broward.org/BCT

This publication can be made available in LARGE PRINT, tape cassette or Braille by request.



**BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
TRANSPORTATION DEPARTMENT**

An equal opportunity employer and provider of services.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

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3,500 copies of this public document were promulgated at a gross cost of \$56.00, or \$0.015 per copy to inform the public about community bus service between Broward County Transit and the City of Hallandale Beach. 3/17

HALLANDALE BEACH COMMUNITY BUS SERVICE ROUTE 1

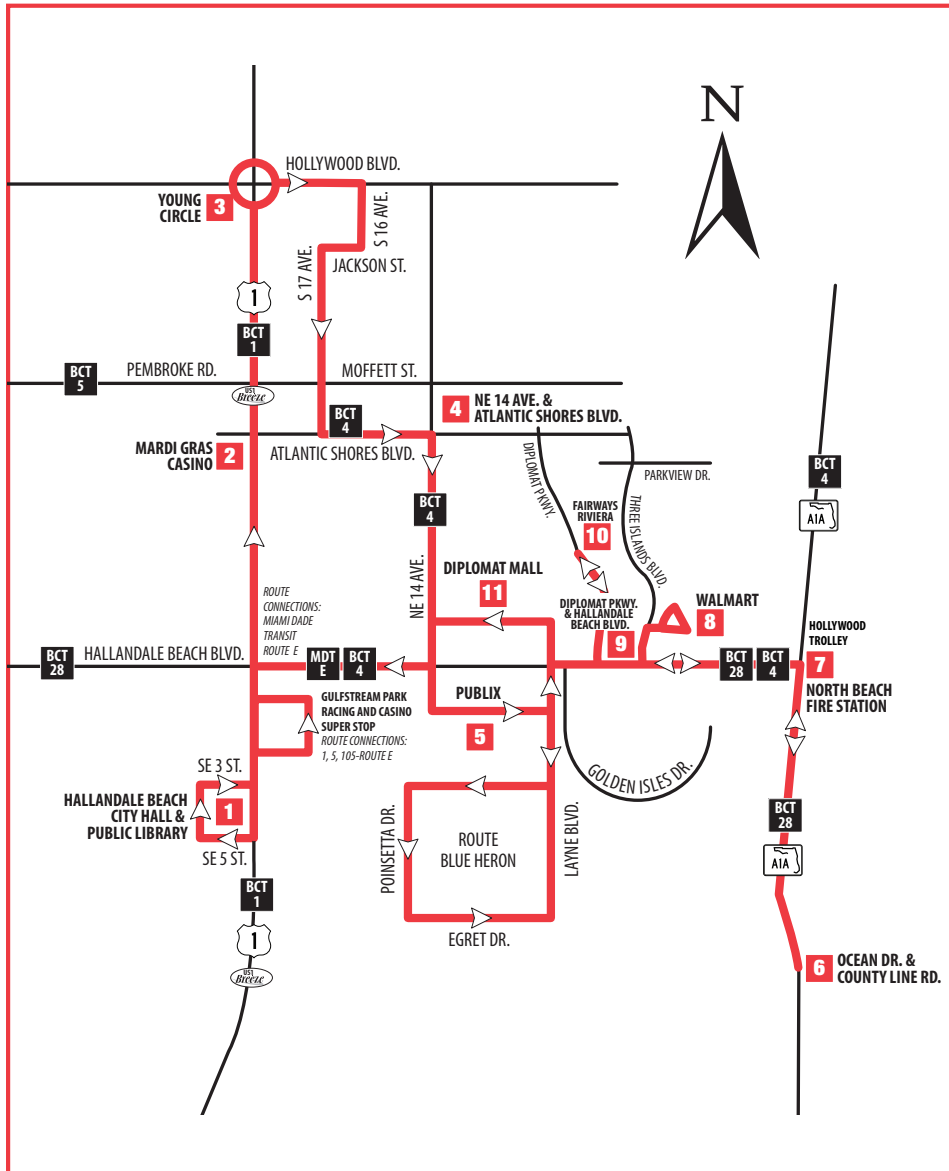
BCT - 731



Hallandale Beach
PROGRESS. INNOVATION. OPPORTUNITY.



Effective January 2017



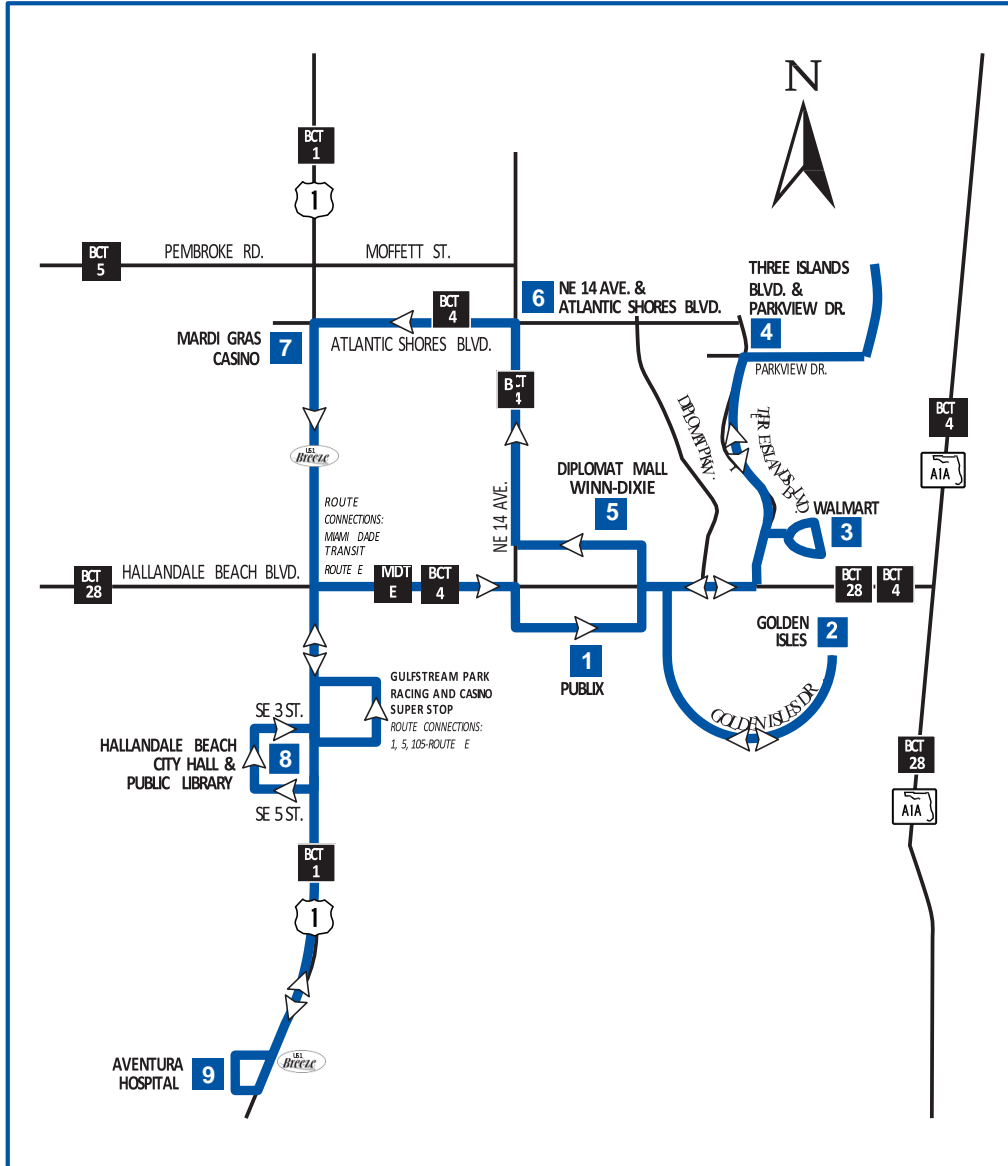
Route 1

HALLANDALE CITY HALL & LIBRARY	MARDI GRAS CASINO	YOUNG CIRCLE	NE 14 AVE & ATLANTIC SHORES BLVD	GOLDEN ISLES SC/ PUBLIX SE 14 AVE	OCEAN DR COUNTY LINE RD	NORTH BEACH FIRE STATION	WALMART HALLANDALE BEACH BLVD	DIPLOMAT PKWY/ HALLANDALE BEACH BLVD	FAIRWAYS RIVIERA	DIPLOMAT MALL	HALLANDALE CITY HALL & LIBRARY
1	2	3	4	5	6	7	8	9	10	11	1
7:00a	7:13a	7:23a	7:29a	7:37a	7:47a	7:53a	7:58a	8:03a	8:09a	8:15a	8:25a
7:45a	7:58a	8:08a	8:14a	8:22a	8:32a	8:38a	8:43a	8:48a	8:54a	9:00a	9:10a
8:30a	8:43a	8:53a	8:59a	9:07a	9:17a	9:23a	9:28a	9:33a	9:39a	9:45a	9:55a
9:15a	9:28a	9:38a	9:44a	9:52a	10:02a	10:08a	10:13a	10:18a	10:24a	10:30a	10:40a
10:00a	10:13a	10:23a	10:29a	10:37a	10:47a	10:53a	10:58a	11:03a	11:09a	11:15a	11:25a
10:45a	10:58a	11:08a	11:14a	11:22a	11:32a	11:38a	11:43a	11:48a	11:54a	12:00p	12:10p
11:30a	11:43a	11:53a	11:59a	12:07p	12:17p	12:23p	12:28p	12:33p	12:39p	12:45p	12:55p
12:15p	12:28p	12:38p	12:44p	12:52p	1:02p	1:08p	1:13p	1:18p	1:24p	1:30p	1:40p
1:00p	1:13p	1:23p	1:29p	1:37p	1:47p	1:53p	1:58p	2:03p	2:09p	2:15p	2:25p
1:45p	1:58p	2:08p	2:14p	2:22p	2:32p	2:38p	2:43p	2:48p	2:54p	3:00p	3:10p
2:30p	2:43p	2:53p	2:59p	3:07p	3:17p	3:23p	3:28p	3:33p	3:39p	3:45p	3:55p
3:15p	3:28p	3:38p	3:44p	3:52p	4:02p	4:08p	4:13p	4:18p	4:24p	4:30p	4:40p
4:00p	4:13p	4:23p	4:29p	4:37p	4:47p	4:53p	4:58p	5:03p	5:09p	5:15p	5:25p
4:45p	4:58p	5:08p	5:14p	5:22p	5:32p	5:38p	5:43p	5:48p	5:54p	6:00p	6:10p
5:30p	5:43p	5:53p	5:59p	6:07p	6:17p	6:23p	6:28p	6:33p	6:39p	6:45p	7:00p
6:15p	6:28p	6:38p	6:44p	6:52p	7:02p	7:08p	7:13p	7:18p	7:24p	7:30p	7:45p

Bold type indicates PM hours.



POINT OF INTEREST
GULFSTREAM PARK RACING AND CASINO SUPER STOP
BETWEEN STOP 5 AND STOP 6



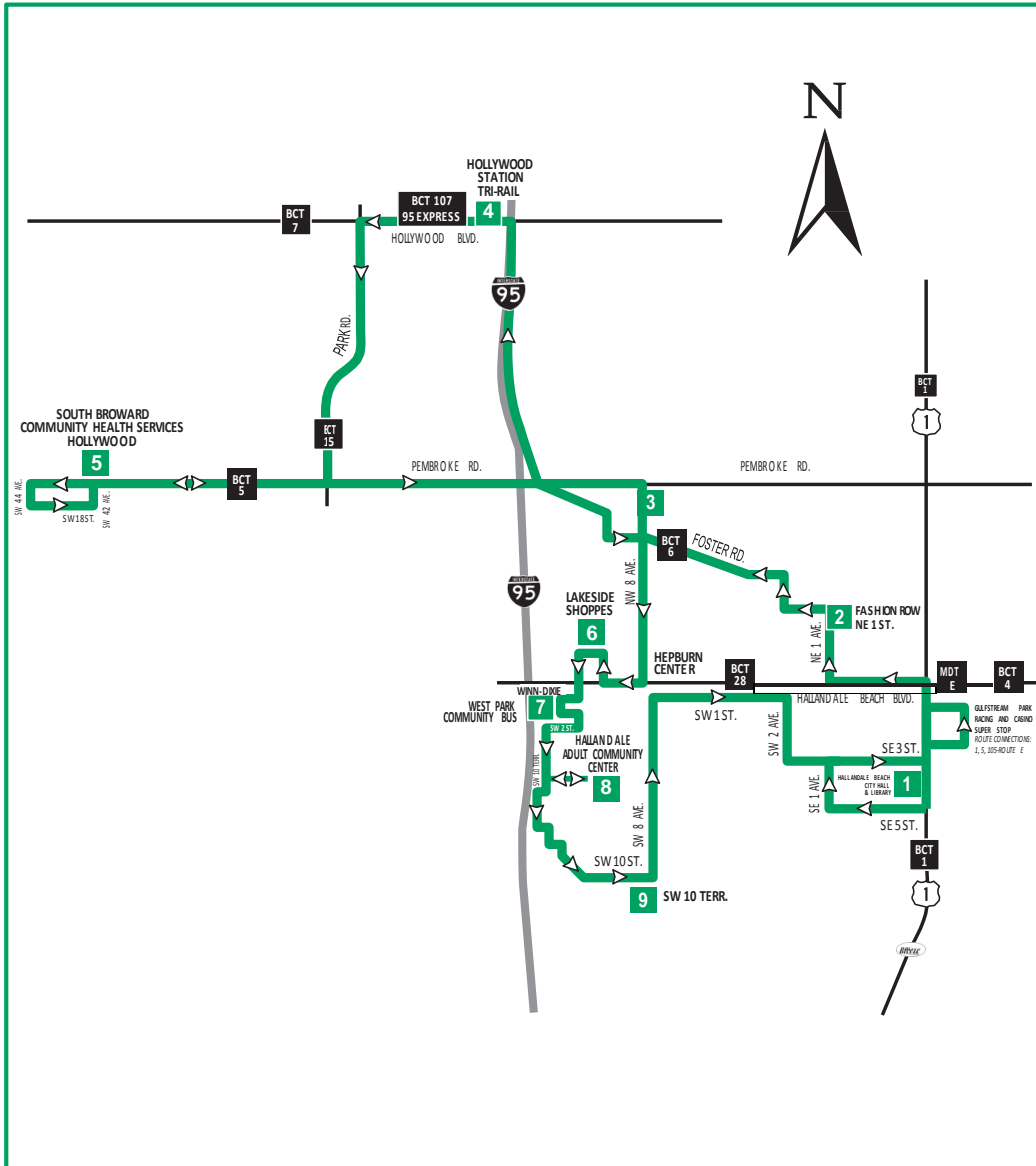
Route 2

PUBLIX SE 14 AVE RK PLAZA	GOLDEN SLES DR LAKE POINT TOWER	WALMART HALLANDALE BEACH BLVD	THREE ISLANDS BLVD & PARKVIEW DR	DIPLOMAT MALL WINN-DIXIE	NE 14 AVE ATLANTIC SHORES BLVD	MARDI GRAS CASINO	HALLANDALE BEACH CITY HALL & PUBLIC LIBRARY	AVENTURA HOSPITAL	PUBLIX SE 14 AVE RK PLAZA
1	2	3	4	5	6	7	8	9	1
7:00a	7:05a	7:12a	7:18a	7:27a	7:35a	7:39a	7:47a	7:53a	8:03a
8:04a	8:09a	8:16a	8:22a	8:31a	8:39a	8:43a	8:51a	8:57a	9:07a
9:08a	9:13a	9:20a	9:26a	9:35a	9:43a	9:47a	9:55a	10:01a	10:11a
10:12a	10:17a	10:24a	10:30a	10:39a	10:47a	10:51a	10:59a	11:05a	11:15a
11:16a	11:21a	11:28a	11:34a	11:43a	11:51a	11:55a	12:04p	12:11p	12:21p
12:22p	12:27p	12:34p	12:40p	12:49p	12:57p	1:01p	1:11p	1:18p	1:28p
1:29p	1:34p	1:41p	1:47p	1:56p	2:04p	2:08p	2:18p	2:25p	2:35p
2:36p	2:41p	2:48p	2:54p	3:03p	3:11p	3:15p	3:25p	3:32p	3:42p
3:42p	3:47p	3:54p	4:00p	4:09p	4:17p	4:21p	4:31p	4:38p	4:48p
4:48p	4:53p	5:00p	5:06p	5:15p	5:23p	5:27p	5:37p	5:44p	5:54p
5:54p	5:59p	6:06p	6:12p	6:21p	6:29p	6:33p	6:43p	6:50p	7:00p

Bold type indicates PM hours.

POINT OF INTEREST
GULFSTREAM PARK RACING AND
CASINO SUPER STOP
BETWEEN STOP 9 AND STOP 1





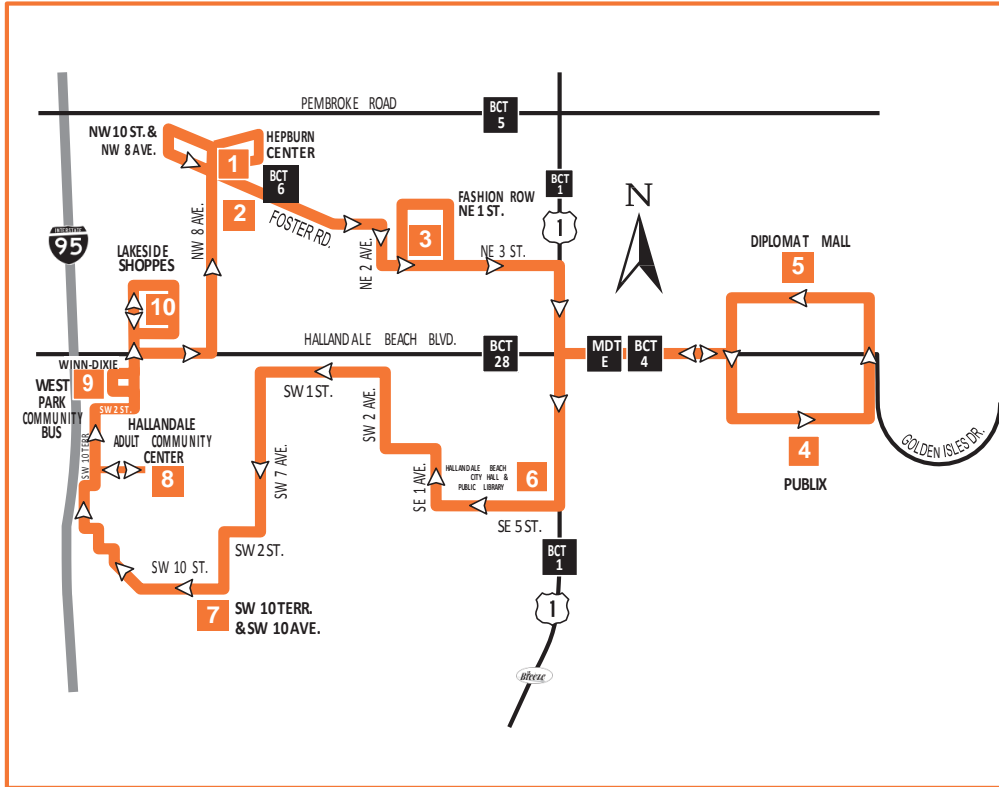
Route 3

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	4:39p	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		6:33p	6:38p	6:42p	6:50p	7:00p

Bold type indicates PM hours.

POINT OF INTEREST
GULFSTREAM PARK RACING AND CASINO SUPER STOP
BETWEEN STOP 1 AND STOP 2





Route 4

HEPBURN CENTER - NW 8 AVE SOUTH OF NW 10 ST	FORSTER RD NW 8 AVE	FASHION ROW NE 1 AVE	GOLDEN ISLES SCPUBLIX SE 14 AVE	DIPLOMAT MALL	HALLANDALE BEACH CITY HALL & PUBLIC LIBRARY	SW 10 TERR / SW 10 STREET HALLANDALE BEACH	HALLANDALE ADULT COMMUNITY CENTER SW 3 RD EAST OF SW 10 TER	WINN-DIXIE HALLANDALE BEACH BLVD & SW 10 TER	LAKESIDE SHOPS IHOP	HEPBURN CENTER - NW 8 AVE SOUTH OF NW 10 ST
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	6:29p	6:39p	6:42p	6:46p	6:50p	7:00p

Bold type indicates PM hours.



Appendix F
Trip Generation Calculations

DAILY TRIP GENERATION COMPARISON

EXISTING DAILY TRIP GENERATION

	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
						Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
	In	Out																							
1	Mobile Home Park	11	240	130	du	50%	50%	432	431	863	7.9%	68	398	397	795	0.0%	0	398	397	795	0.0%	0	398	397	795
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
		ITE Land Use Code		Rate or Equation		Total:		432	432	864	7.9%	68	398	397	795	0.0%	0	398	397	795	0.0%	0	398	397	795
		240		LN(Y) = 0.75*LN(X)+3.11																					

PROPOSED DAILY TRIP GENERATION

	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
						Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
	In	Out																							
1	Multifamily Housing (Mid-Rise)	11	221	765	du	50%	50%	1,801	1,800	3,601	7.9%	284	1,659	1,658	3,317	22.7%	754	1,261	1,302	2,563	0.0%	0	1,261	1,302	2,563
2	Shopping Plaza (40-150k)	11	821	100	ksf	50%	50%	3,376	3,376	6,752	7.9%	533	3,109	3,110	6,219	12.1%	754	2,753	2,712	5,465	0.0%	0	2,753	2,712	5,465
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
		ITE Land Use Code		Rate or Equation		Total:		5,176	5,175	10,351	7.9%	817	4,768	4,768	9,536	15.8%	1,508	4,014	4,014	8,028	0.0%	0	4,014	4,014	8,028
		221 821		Y=4.77*(X)+-46.46 Y=67.52(X)																					

	IN	OUT	TOTAL
NET NEW TRIPS	3,616	3,617	7,233

AM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY AM PEAK HOUR TRIP GENERATION

	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
						Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
	In	Out																							
1	Mobile Home Park	11	240	130	du	21%	79%	11	42	53	7.9%	4	10	39	49	0.0%	0	10	39	49	0.0%	0	10	39	49
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
	ITE Land Use Code		Rate or Equation			Total:		11	42	53	7.9%	4	10	39	49	0.0%	0	10	39	49	0.0%	0	10	39	49
	240		Y=0.3*(X)+14.45																						

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
						Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
	In	Out																							
1	Multifamily Housing (Mid-Rise)	11	221	765	du	23%	77%	75	250	325	7.9%	26	69	230	299	1.0%	3	68	228	296	0.0%	0	68	228	296
2	Shopping Plaza (40-150k)	11	821	100	ksf	62%	38%	107	66	173	7.9%	14	98	61	159	1.9%	3	96	60	156	0.0%	0	96	60	156
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
	ITE Land Use Code		Rate or Equation			Total:		182	316	498	7.9%	40	167	291	458	1.3%	6	164	288	452	0.0%	0	164	288	452
	221 821		Y=0.44*(X)+-11.61 Y=1.73(X)																						

NET NEW TRIPS	IN	OUT	TOTAL
	154	249	403

PM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY PM PEAK HOUR TRIP GENERATION

	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
						Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
	In	Out																							
1	Mobile Home Park	11	240	130	du	62%	38%	46	28	74	7.9%	6	42	26	68	0.0%	0	42	26	68	0.0%	0	42	26	68
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
ITE Land Use Code		Rate or Equation			Total:		46	28	74	7.9%	6	42	26	68	0.0%	0	42	26	68	0.0%	0	42	26	68	
240		Y=0.57*(X)+0.35																							

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
						Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
	In	Out																							
1	Multifamily Housing (Mid-Rise)	11	221	765	du	61%	39%	182	117	299	7.9%	24	167	108	275	31.3%	86	104	85	189	0.0%	0	104	85	189
2	Shopping Plaza (40-150k)	11	821	100	ksf	49%	51%	254	265	519	7.9%	41	234	244	478	18.0%	86	211	181	392	40.0%	157	127	108	235
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
ITE Land Use Code		Rate or Equation			Total:		436	382	818	7.9%	65	401	352	753	22.8%	172	315	266	581	27.0%	157	231	193	424	
221		Y=0.39*(X)+0.34																							
821		Y=5.19(X)																							

NET NEW TRIPS	IN	OUT	TOTAL
189	189	167	356

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour based on the Trip Generation Handbook, 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily

based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

SUMMARY (PROPOSED)

GROSS TRIP GENERATION							
INPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	3,109	3,110	98	61	234	244
	Restaurant	0	0	0	0	0	0
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	1,659	1,658	69	230	167	108
	Hotel	0	0	0	0	0	0
		4,768	4,768	167	291	401	352
INTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	356	398	2	1	23	63
	Restaurant	0	0	0	0	0	0
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	398	356	1	2	63	23
	Hotel	0	0	0	0	0	0
		754	754	3	3	86	86
OUTPUT	Total % Reduction	15.8%		1.3%		22.8%	
	Office						
	Retail	12.1%		1.9%		18.0%	
	Restaurant						
	Cinema/Entertainment						
	Residential	22.7%		1.0%		31.3%	
	Hotel						
EXTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	2,753	2,712	96	60	211	181
	Restaurant	0	0	0	0	0	0
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	1,261	1,302	68	228	104	85
	Hotel	0	0	0	0	0	0
		4,014	4,014	164	288	315	266



MEANS OF TRANSPORTATION TO WORK

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

$10+29+56 / 1195 = 7.9\%$			Census Tract 1002.01, Broward County, Florida
Label	Estimate	Margin of Error	
▼ Total:	1,195	±289	
▼ Car, truck, or van:	1,028	±285	
Drove alone	903	±208	
▼ Carpooled:	125	±136	
In 2-person carpool	106	±132	
In 3-person carpool	19	±30	
In 4-person carpool	0	±14	
In 5- or 6-person carpool	0	±14	
In 7-or-more-person carpool	0	±14	
▼ Public transportation (excluding taxicab):	56	±45	
Bus	56	±45	
Subway or elevated rail	0	±14	
Long-distance train or commuter rail	0	±14	
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±14	
Ferryboat	0	±14	
Taxicab	14	±20	
Motorcycle	0	±14	
Bicycle	29	±50	
Walked	10	±16	
Other means	0	±14	
Worked from home	58	±53	

Table Notes

MEANS OF TRANSPORTATION TO WORK

Survey/Program: American Community Survey

Universe: Workers 16 years and over

Year: 2021

Estimates: 5-Year

Table ID: B08301

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Source: U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

Several means of transportation to work categories were updated in 2019. For more information, see: [Change to Means of Transportation](#).

The 2017-2021 American Community Survey (ACS) data generally reflect the March 2020 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

-

The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself.

N

The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area.

(X)

The estimate or margin of error is not applicable or not available.

median-

The median falls in the lowest interval of an open-ended distribution (for example "2,500-")

median+

The median falls in the highest interval of an open-ended distribution (for example "250,000+").

**

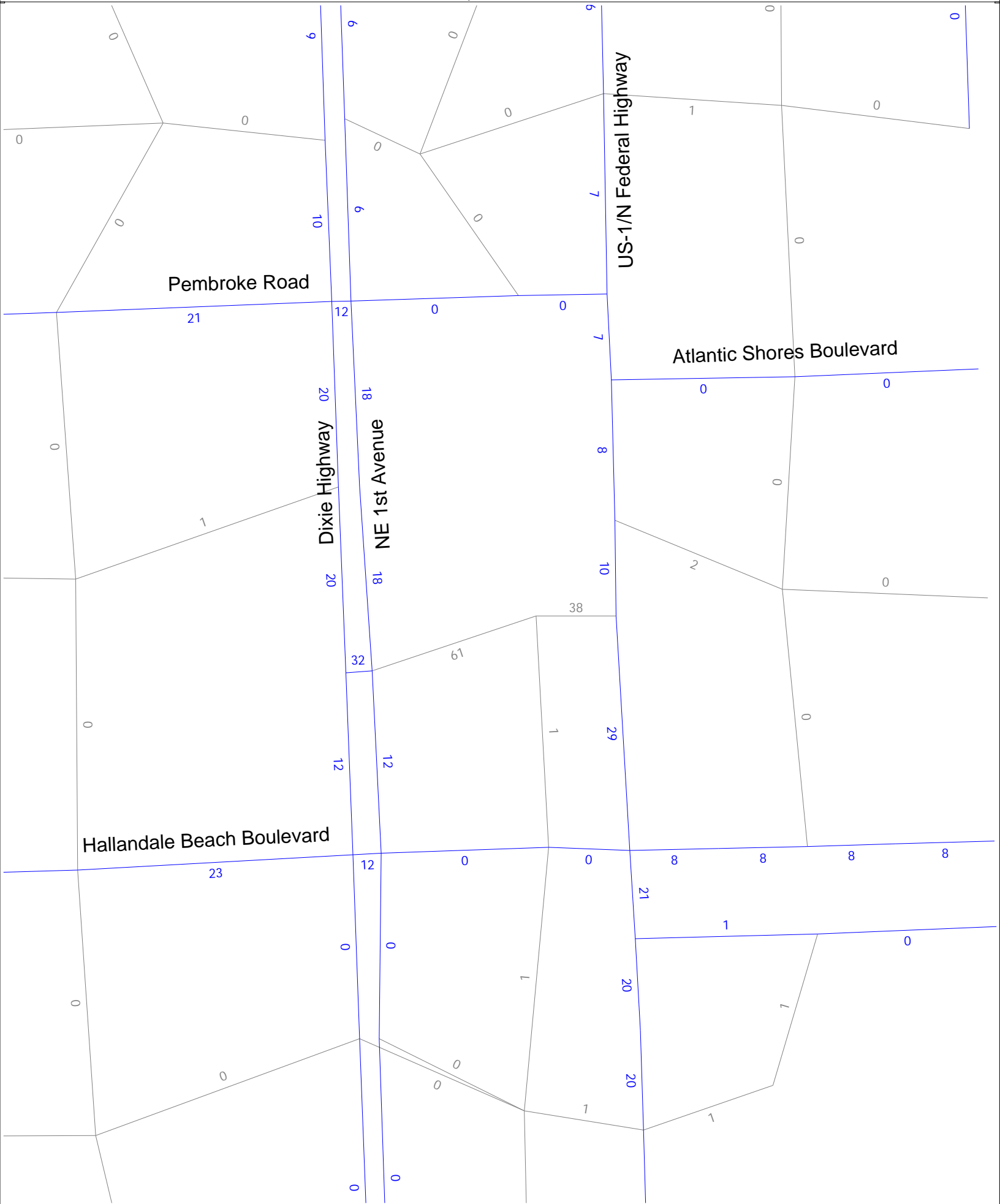
The margin of error could not be computed because there were an insufficient number of sample observations.

The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.

A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling error and the margin of error may be treated as zero.

Appendix G

Trip Distribution



Appendix H

Volume Development Worksheets

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SR 824/Pembroke Road and Dixie Highway
COUNT DATE: August 6, 2024
AM PEAK HOUR FACTOR: 0.93
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	823	55		55	670	0		0	0	0		159	337	145
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05

AM EXISTING CONDITIONS		0	864	58		58	704	0		0	0	0		167	354	152
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	814	36		43	902	0		0	0	0		139	258	156
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05

PM EXISTING CONDITIONS		0	855	38		45	947	0		0	0	0		146	271	164
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
AM BACKGROUND TRAFFIC GROWTH		0	23	2		2	19	0		0	0	0		4	9	4

AM NON-PROJECT TRAFFIC		0	887	60		60	723	0		0	0	0		171	363	156
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
PM BACKGROUND TRAFFIC GROWTH		0	23	1		1	25	0		0	0	0		4	7	4

PM NON-PROJECT TRAFFIC		0	878	39		46	972	0		0	0	0		150	278	168
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"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			22.0%										10.0%	6.0%		
	Exiting						22.0%										

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			22.0%										10.0%	6.0%		
	Exiting						22.0%										

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			34				55						15	9		
AM TOTAL PROJECT TRAFFIC			0	34	0		0	55	0		0	0	0	15	9	0	

AM TOTAL TRAFFIC		0	921	60		60	778	0		0	0	0		186	372	156
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"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			42				37						19	11		
PM TOTAL PROJECT TRAFFIC			0	42	0		0	37	0		0	0	0	19	11	0	

PM TOTAL TRAFFIC		0	920	39		46	1,009	0		0	0	0		169	289	168
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SR 824/Pembroke Road and NE 1st Avenue/S 21st Avenue
COUNT DATE: August 6, 2024
AM PEAK HOUR FACTOR: 0.93
PM PEAK HOUR FACTOR: 0.93

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		92	890	0		0	654	13		71	91	15		0	0	0
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05

AM EXISTING CONDITIONS		97	935	0		0	687	14		75	96	16		0	0	0
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		96	857	0		0	748	20		197	213	47		0	0	0
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05

PM EXISTING CONDITIONS		101	900	0		0	785	21		207	224	49		0	0	0
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
AM BACKGROUND TRAFFIC GROWTH		3	25	0		0	18	0		2	3	0		0	0	0

AM NON-PROJECT TRAFFIC		100	960	0		0	705	14		77	99	16		0	0	0
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
PM BACKGROUND TRAFFIC GROWTH		3	24	0		0	21	1		5	6	1		0	0	0

PM NON-PROJECT TRAFFIC		104	924	0		0	806	22		212	230	50		0	0	0
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"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			32.0%													
	Exiting									22.0%	16.0%						

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			32.0%													
	Exiting									22.0%	16.0%						

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			49						55	40						
AM TOTAL PROJECT TRAFFIC			0	49	0		0	0	0	55	40	0		0	0	0	

AM TOTAL TRAFFIC		100	1,009	0		0	705	14		132	139	16		0	0	0
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"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			60						37	26						
PM TOTAL PROJECT TRAFFIC			0	60	0		0	0	0	37	26	0		0	0	0	

PM TOTAL TRAFFIC		104	984	0		0	806	22		249	256	50		0	0	0
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SR 824/Pembroke Road and US-1/Federal Highway
COUNT DATE: August 6, 2024
AM PEAK HOUR FACTOR: 0.89
PM PEAK HOUR FACTOR: 0.99

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		134	220	426		10	199	16		254	615	7		28	656	105
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05

AM EXISTING CONDITIONS		141	231	447		11	209	17		267	646	7		29	689	110
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		182	246	296		16	178	19		351	1,011	15		68	837	134
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05

PM EXISTING CONDITIONS		191	258	311		17	187	20		369	1,062	16		71	879	141
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
AM BACKGROUND TRAFFIC GROWTH		4	6	12		0	6	0		7	17	0		1	18	3

AM NON-PROJECT TRAFFIC		145	237	459		11	215	17		274	663	7		30	707	113
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
PM BACKGROUND TRAFFIC GROWTH		5	7	8		0	5	1		10	28	0		2	23	4

PM NON-PROJECT TRAFFIC		196	265	319		17	192	21		379	1,090	16		73	902	145
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"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering				32.0%		2.0%									7.0%	
	Exiting										7.0%	2.0%					

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering											-58.0%					
	Exiting											58.0%					
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering				32.0%		2.0%									7.0%	
	Exiting										7.0%	2.0%					

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New				49		3					17	5			11	
AM TOTAL PROJECT TRAFFIC			0	0	49		3	0	0		0	17	5		0	11	0

AM TOTAL TRAFFIC		145	237	508		14	215	17		274	680	12		30	718	113
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"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By											-6					
	Valet																
	Net New				60		4					12	3			13	
PM TOTAL PROJECT TRAFFIC			0	0	60		4	0	0		0	6	3		0	13	0

PM TOTAL TRAFFIC		196	265	379		21	192	21		379	1,096	19		73	915	145
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: US-1/Federal Highway and NE 6th Street
COUNT DATE: August 6, 2024
AM PEAK HOUR FACTOR: 0.90
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	35		0	0	11		0	742	16		0	1,027	9
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05

AM EXISTING CONDITIONS		0	0	37		0	0	12		0	779	17		0	1,078	9
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	23		0	0	13		0	1,253	9		0	1,118	3
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05

PM EXISTING CONDITIONS		0	0	24		0	0	14		0	1,316	9		0	1,174	3
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
AM BACKGROUND TRAFFIC GROWTH		0	0	1		0	0	0		0	21	0		0	28	0

AM NON-PROJECT TRAFFIC		0	0	38		0	0	12		0	800	17		0	1,106	9
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
PM BACKGROUND TRAFFIC GROWTH		0	0	1		0	0	0		0	35	0		0	31	0

PM NON-PROJECT TRAFFIC		0	0	25		0	0	14		0	1,351	9		0	1,205	3
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"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering															27.0%	14.0%
	Exiting				9.0%						9.0%						

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting				14.0%							-58.0%				-14.0%	14.0%
Valet Distribution	Entering											58.0%					
	Exiting																
Net New Distribution	Entering															27.0%	14.0%
	Exiting				9.0%						9.0%						

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New				22							22				42	21
AM TOTAL PROJECT TRAFFIC			0	0	22		0	0	0		0	22	0		0	42	21

AM TOTAL TRAFFIC		0	0	60		0	0	12		0	822	17		0	1,148	30
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"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By				10							-6				-12	12
	Valet																
	Net New				15							15				51	26
PM TOTAL PROJECT TRAFFIC			0	0	25		0	0	0		0	9	0		0	39	38

PM TOTAL TRAFFIC		0	0	50		0	0	14		0	1,360	9		0	1,244	41
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: US-1/Federal Highway and NE 5th Street
COUNT DATE: August 6, 2024
AM PEAK HOUR FACTOR: 0.89
PM PEAK HOUR FACTOR: 0.94

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	7		0	0	16		9	738	7		27	1,028	1
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05

AM EXISTING CONDITIONS		0	0	7		0	0	17		9	775	7		28	1,079	1
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	6		0	0	17		9	1,252	11		58	1,071	2
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05

PM EXISTING CONDITIONS		0	0	6		0	0	18		9	1,315	12		61	1,125	2
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	20	0		1	28	0

AM NON-PROJECT TRAFFIC		0	0	7		0	0	17		9	795	7		29	1,107	1
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	35	0		2	30	0

PM NON-PROJECT TRAFFIC		0	0	6		0	0	18		9	1,350	12		63	1,155	2
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"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering									29.0%					13.0%	14.0%	
	Exiting				10.0%						9.0%				9.0%		

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering										58.0%	-58.0%				-28.0%	14.0%
	Exiting				28.0%							58.0%				14.0%	
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering									29.0%						13.0%	14.0%
	Exiting				10.0%						9.0%					9.0%	

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New				25						45	22				42	22
AM TOTAL PROJECT TRAFFIC			0	0	25		0	0	0		45	22	0		0	42	22

AM TOTAL TRAFFIC		0	0	32		0	0	17		54	817	7		29	1,149	23
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"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By				20						49	-6				-14	12
	Valet																
	Net New				17						55	15				40	26
PM TOTAL PROJECT TRAFFIC			0	0	37		0	0	0		104	9	0		0	26	38

PM TOTAL TRAFFIC		0	0	43		0	0	18		113	1,359	12		63	1,181	40
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: US-1/Federal Highway and NE 4th Court
COUNT DATE: August 6, 2024
AM PEAK HOUR FACTOR: 0.87
PM PEAK HOUR FACTOR: 0.94

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	13		0	0	11		0	740	4		0	1,039	6
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05

AM EXISTING CONDITIONS		0	0	14		0	0	12		0	777	4		0	1,091	6
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	29		0	0	11		0	1,263	14		0	1,086	8
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05

PM EXISTING CONDITIONS		0	0	30		0	0	12		0	1,326	15		0	1,140	8
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	20	0		0	29	0

AM NON-PROJECT TRAFFIC		0	0	14		0	0	12		0	797	4		0	1,120	6
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
PM BACKGROUND TRAFFIC GROWTH		0	0	1		0	0	0		0	35	0		0	30	0

PM NON-PROJECT TRAFFIC		0	0	31		0	0	12		0	1,361	15		0	1,170	8
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"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering											29.0%					13.0%
	Exiting				10.0%							9.0%					19.0%

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting											58.0%					-42.0%
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering											29.0%					13.0%
	Exiting				10.0%							9.0%					19.0%

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New				25							67				47	20
AM TOTAL PROJECT TRAFFIC			0	0	25		0	0	0		0	67	0		0	47	20

AM TOTAL TRAFFIC		0	0	39		0	0	12		0	864	4		0	1,167	26
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"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By											43				-5	11
	Valet																
	Net New				17							70				32	25
PM TOTAL PROJECT TRAFFIC			0	0	17		0	0	0		0	113	0		0	27	36

PM TOTAL TRAFFIC		0	0	48		0	0	12		0	1,474	15		0	1,197	44
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: US-1/Federal Highway and NE 3rd Street
COUNT DATE: August 6, 2024
AM PEAK HOUR FACTOR: 0.85
PM PEAK HOUR FACTOR: 0.94

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		80	83	64		31	47	12		38	638	8		28	959	58
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05

AM EXISTING CONDITIONS		84	87	67		33	49	13		40	670	8		29	1,007	61
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		76	80	82		38	77	14		109	1,175	28		31	997	85
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05

PM EXISTING CONDITIONS		80	84	86		40	81	15		114	1,234	29		33	1,047	89
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
AM BACKGROUND TRAFFIC GROWTH		2	2	2		1	1	0		1	18	0		1	27	2

AM NON-PROJECT TRAFFIC		86	89	69		34	50	13		41	688	8		30	1,034	63
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
PM BACKGROUND TRAFFIC GROWTH		2	2	2		1	2	0		3	32	1		1	28	2

PM NON-PROJECT TRAFFIC		82	86	88		41	83	15		117	1,266	30		34	1,075	91
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"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering										29.0%						
	Exiting		9.0%													29.0%	

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																-42.0%
	Exiting		58.0%														42.0%
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering										29.0%						
	Exiting		9.0%														29.0%

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New		22								45				72		
AM TOTAL PROJECT TRAFFIC			22	0	0		0	0	0		45	0		0	72	0	

AM TOTAL TRAFFIC		108	89	69		34	50	13		41	733	8		30	1,106	63
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"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By		43														-5
	Valet																
	Net New		15								55				49		
PM TOTAL PROJECT TRAFFIC			58	0	0		0	0	0		55	0		0	44	0	

PM TOTAL TRAFFIC		140	86	88		41	83	15		117	1,321	30		34	1,119	91
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NE 3rd Avenue and NE 3rd Street
 COUNT DATE: August 6, 2024
 AM PEAK HOUR FACTOR: 0.86
 PM PEAK HOUR FACTOR: 0.89

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		12	143	43		39	89	8		36	21	51		5	43	28
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05

AM EXISTING CONDITIONS		13	150	45		41	93	8		38	22	54		5	45	29
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		18	180	38		40	203	10		54	41	58		5	35	51
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05

PM EXISTING CONDITIONS		19	189	40		42	213	11		57	43	61		5	37	54
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
AM BACKGROUND TRAFFIC GROWTH		0	4	1		1	2	0		1	1	1		0	1	1

AM NON-PROJECT TRAFFIC		13	154	46		42	95	8		39	23	55		5	46	30
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
PM BACKGROUND TRAFFIC GROWTH		1	5	1		1	6	0		2	1	2		0	1	1

PM NON-PROJECT TRAFFIC		20	194	41		43	219	11		59	44	63		5	38	55
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"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering		22.0%								8.0%						
	Exiting													9.0%	8.0%	54.0%	

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting														58.0%		
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering		22.0%								8.0%						
	Exiting													9.0%	8.0%	54.0%	

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New		34								12				22	20	135
AM TOTAL PROJECT TRAFFIC			34	0	0		0	0	0	0	12	0		22	20	135	

AM TOTAL TRAFFIC		47	154	46		42	95	8		39	35	55		27	66	165
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"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By														43		
	Valet																
	Net New		42								15				15	13	90
PM TOTAL PROJECT TRAFFIC			42	0	0		0	0	0	0	15	0		58	13	90	

PM TOTAL TRAFFIC		62	194	41		43	219	11		59	59	63		63	51	145
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NE 3rd Avenue and SR 858/Hallandale Beach Boulevard
COUNT DATE: August 6, 2024
AM PEAK HOUR FACTOR: 0.96
PM PEAK HOUR FACTOR: 0.91

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		83	1,450	64		17	1,114	15		0	0	15		0	0	79
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05

AM EXISTING CONDITIONS		87	1,523	67		18	1,170	16		0	0	16		0	0	83
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		106	1,318	54		39	1,634	25		0	0	14		0	0	80
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05

PM EXISTING CONDITIONS		111	1,384	57		41	1,716	26		0	0	15		0	0	84
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
AM BACKGROUND TRAFFIC GROWTH		2	40	2		0	31	0		0	0	0		0	0	2

AM NON-PROJECT TRAFFIC		89	1,563	69		18	1,201	16		0	0	16		0	0	85
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
PM BACKGROUND TRAFFIC GROWTH		3	36	2		1	45	1		0	0	0		0	0	2

PM NON-PROJECT TRAFFIC		114	1,420	59		42	1,761	27		0	0	15		0	0	86
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"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering		8.0%														
	Exiting																8.0%

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering		8.0%														
	Exiting																8.0%

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New		12														20
AM TOTAL PROJECT TRAFFIC			12	0	0		0	0	0		0	0	0		0	0	20

AM TOTAL TRAFFIC		101	1,563	69		18	1,201	16		0	0	16		0	0	105
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"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New		15														13
PM TOTAL PROJECT TRAFFIC			15	0	0		0	0	0		0	0	0		0	0	13

PM TOTAL TRAFFIC		129	1,420	59		42	1,761	27		0	0	15		0	0	99
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NE 3rd Street and Dixie Highway
COUNT DATE: August 6, 2024
AM PEAK HOUR FACTOR: 0.85
PM PEAK HOUR FACTOR: 0.90

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	133	22		23	86	0		0	0	0		121	473	34
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05

AM EXISTING CONDITIONS		0	140	23		24	90	0		0	0	0		127	497	36
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	139	17		51	185	0		0	0	0		119	359	24
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05

PM EXISTING CONDITIONS		0	146	18		54	194	0		0	0	0		125	377	25
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
AM BACKGROUND TRAFFIC GROWTH		0	4	1		1	2	0		0	0	0		3	13	1

AM NON-PROJECT TRAFFIC		0	144	24		25	92	0		0	0	0		130	510	37
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
PM BACKGROUND TRAFFIC GROWTH		0	4	0		1	5	0		0	0	0		3	10	1

PM NON-PROJECT TRAFFIC		0	150	18		55	199	0		0	0	0		128	387	26
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"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering													6.0%			
	Exiting						16.0%										

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering													6.0%			
	Exiting						16.0%										

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New						40								9		
AM TOTAL PROJECT TRAFFIC			0	0	0		40	0	0		0	0	0		9	0	0

AM TOTAL TRAFFIC		0	144	24		65	92	0		0	0	0		139	510	37
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"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New						27								11		
PM TOTAL PROJECT TRAFFIC			0	0	0		27	0	0		0	0	0		11	0	0

PM TOTAL TRAFFIC		0	150	18		82	199	0		0	0	0		139	387	26
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NE 3rd Street and NE 1st Avenue
COUNT DATE: August 6, 2024
AM PEAK HOUR FACTOR: 0.84
PM PEAK HOUR FACTOR: 0.89

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		40	214	0		0	92	36		17	91	19		0	0	0
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05

AM EXISTING CONDITIONS		42	225	0		0	97	38		18	96	20		0	0	0
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		49	207	0		0	195	76		41	258	42		0	0	0
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05

PM EXISTING CONDITIONS		51	217	0		0	205	80		43	271	44		0	0	0
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
AM BACKGROUND TRAFFIC GROWTH		1	6	0		0	3	1		0	3	1		0	0	0

AM NON-PROJECT TRAFFIC		43	231	0		0	100	39		18	99	21		0	0	0
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
PM BACKGROUND TRAFFIC GROWTH		1	6	0		0	5	2		1	7	1		0	0	0

PM NON-PROJECT TRAFFIC		52	223	0		0	210	82		44	278	45		0	0	0
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"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			6.0%								16.0%					
	Exiting						16.0%	38.0%									

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			6.0%								16.0%					
	Exiting						16.0%	38.0%									

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			9				40	95				25				
AM TOTAL PROJECT TRAFFIC			0	9	0		0	40	95		0	0	25		0	0	0

AM TOTAL TRAFFIC		43	240	0		0	140	134		18	99	46		0	0	0
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"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			11				27	63				30				
PM TOTAL PROJECT TRAFFIC			0	11	0		0	27	63		0	0	30		0	0	0

PM TOTAL TRAFFIC		52	234	0		0	237	145		44	278	75		0	0	0
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: US-1/Federal Highway and SR 858/Hallandale Beach Boulevard
COUNT DATE: August 6, 2024
AM PEAK HOUR FACTOR: 0.93
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		87	989	308		459	919	89		260	517	304		215	846	47
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05

AM EXISTING CONDITIONS		91	1,038	323		482	965	93		273	543	319		226	888	49
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		168	889	250		436	1,129	125		455	953	515		270	762	91
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05

PM EXISTING CONDITIONS		176	933	263		458	1,185	131		478	1,001	541		284	800	96
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
AM BACKGROUND TRAFFIC GROWTH		2	27	9		13	25	2		7	14	8		6	23	1

AM NON-PROJECT TRAFFIC		93	1,065	332		495	990	95		280	557	327		232	911	50
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
PM BACKGROUND TRAFFIC GROWTH		5	25	7		12	31	3		13	26	14		7	21	3

PM NON-PROJECT TRAFFIC		181	958	270		470	1,216	134		491	1,027	555		291	821	99
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"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering								8.0%			21.0%					
	Exiting														8.0%	21.0%	

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																-42.0%
Valet Distribution	Entering																42.0%
	Exiting																
Net New Distribution	Entering								8.0%			21.0%					
	Exiting														8.0%	21.0%	

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New								12			33			20	52	
AM TOTAL PROJECT TRAFFIC			0	0	0		0	0	12		0	33	0		20	52	0

AM TOTAL TRAFFIC		93	1,065	332		495	990	107		280	590	327		252	963	50
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"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																-5
	Valet																
	Net New								15			40			14	35	
PM TOTAL PROJECT TRAFFIC			0	0	0		0	0	15		0	40	0		14	30	0

PM TOTAL TRAFFIC		181	958	270		470	1,216	149		491	1,067	555		305	851	99
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SR 858/Hallandale Beach Boulevard and Dixie Highway
COUNT DATE: August 6, 2024
AM PEAK HOUR FACTOR: 0.97
PM PEAK HOUR FACTOR: 0.87

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	1,582	171		0	1,311	0		0	0	0		128	388	21
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05

AM EXISTING CONDITIONS		0	1,661	180		0	1,377	0		0	0	0		134	407	22
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	1,389	125		0	1,991	0		0	0	0		129	316	45
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05

PM EXISTING CONDITIONS		0	1,458	131		0	2,091	0		0	0	0		135	332	47
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
AM BACKGROUND TRAFFIC GROWTH		0	44	5		0	36	0		0	0	0		4	11	1

AM NON-PROJECT TRAFFIC		0	1,705	185		0	1,413	0		0	0	0		138	418	23
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
PM BACKGROUND TRAFFIC GROWTH		0	38	3		0	55	0		0	0	0		4	9	1

PM NON-PROJECT TRAFFIC		0	1,496	134		0	2,146	0		0	0	0		139	341	48
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"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			23.0%													
	Exiting						8.0%								1.0%	15.0%	

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			23.0%													
	Exiting						8.0%								1.0%	15.0%	

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			35				20							3	37	
AM TOTAL PROJECT TRAFFIC			0	35	0		0	20	0		0	0	0		0	3	37

AM TOTAL TRAFFIC		0	1,740	185		0	1,433	0		0	0	0		138	421	60
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"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			43				13							2	25	
PM TOTAL PROJECT TRAFFIC			0	43	0		0	13	0		0	0	0		0	2	25

PM TOTAL TRAFFIC		0	1,539	134		0	2,159	0		0	0	0		139	343	73
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SR 858/Hallandale Beach Boulevard and NE 1st Avenue
COUNT DATE: August 6, 2024
AM PEAK HOUR FACTOR: 0.97
PM PEAK HOUR FACTOR: 0.88

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	1,709	0		0	1,149	24		163	89	32		0	0	0
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05

AM EXISTING CONDITIONS		0	1,794	0		0	1,206	25		171	93	34		0	0	0
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		1	1,516	0		0	1,686	35		305	245	57		0	0	0
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05

PM EXISTING CONDITIONS		1	1,592	0		0	1,770	37		320	257	60		0	0	0
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
AM BACKGROUND TRAFFIC GROWTH		0	47	0		0	32	1		5	2	1		0	0	0

AM NON-PROJECT TRAFFIC		0	1,841	0		0	1,238	26		176	95	35		0	0	0
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
PM BACKGROUND TRAFFIC GROWTH		0	42	0		0	47	1		8	7	2		0	0	0

PM NON-PROJECT TRAFFIC		1	1,634	0		0	1,817	38		328	264	62		0	0	0
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"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering		15.0%	8.0%							1.0%						
	Exiting						8.0%										

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering		15.0%	8.0%							1.0%						
	Exiting						8.0%										

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New		23	12				20			2						
AM TOTAL PROJECT TRAFFIC			23	12	0		0	20	0		0	2	0		0	0	0

AM TOTAL TRAFFIC		23	1,853	0		0	1,258	26		176	97	35		0	0	0
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"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New		28	15				13			2						
PM TOTAL PROJECT TRAFFIC			28	15	0		0	13	0		0	2	0		0	0	0

PM TOTAL TRAFFIC		29	1,649	0		0	1,830	38		328	266	62		0	0	0
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NE 4th Avenue and NE 6th Street
COUNT DATE: August 6, 2024
AM PEAK HOUR FACTOR: 0.82
PM PEAK HOUR FACTOR: 0.78

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		2	10	1		2	16	1		4	1	4		7	2	6
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06

AM EXISTING CONDITIONS		2	11	1		2	17	1		4	1	4		7	2	6
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		2	5	0		3	10	1		6	1	0		11	3	5
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06

PM EXISTING CONDITIONS		2	5	0		3	11	1		6	1	0		12	3	5
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	0	0		0	0	0

AM NON-PROJECT TRAFFIC		2	11	1		2	17	1		4	1	4		7	2	6
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	0	0		0	0	0

PM NON-PROJECT TRAFFIC		2	5	0		3	11	1		6	1	0		12	3	5
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"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering					10.0%											
	Exiting																

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering					10.0%											
	Exiting																

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New					16											
AM TOTAL PROJECT TRAFFIC			0	0	0	16	0	0		0	0	0		0	0	0	

AM TOTAL TRAFFIC		2	11	1		18	17	1		4	1	4		7	2	6
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"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New					24											
PM TOTAL PROJECT TRAFFIC			0	0	0	24	0	0		0	0	0		0	0	0	

PM TOTAL TRAFFIC		2	5	0		27	11	1		6	1	0		12	3	5
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NE 4th Avenue and NE 5th Street
COUNT DATE: August 6, 2024
AM PEAK HOUR FACTOR: 0.79
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		3	5	0		0	1	3		1	2	3		2	0	2
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06

AM EXISTING CONDITIONS		3	5	0		0	1	3		1	2	3		2	0	2
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		1	1	0		0	3	4		1	4	2		4	0	2
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06

PM EXISTING CONDITIONS		1	1	0		0	3	4		1	4	2		4	0	2
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	0	0		0	0	0

AM NON-PROJECT TRAFFIC		3	5	0		0	1	3		1	2	3		2	0	2
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	0	0		0	0	0

PM NON-PROJECT TRAFFIC		1	1	0		0	3	4		1	4	2		4	0	2
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"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering						4.0%			20.0%							10.0%
	Exiting			4.0%	30.0%												

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering							20.0%									
	Exiting				20.0%												
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering						4.0%			20.0%							10.0%
	Exiting			4.0%	30.0%												

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			12	86			7			33						16
AM TOTAL PROJECT TRAFFIC			0	12	86		0	7	0	33	0	0		0	0		16

AM TOTAL TRAFFIC		3	17	86		0	8	3		34	2	3		2	0	18
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"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By				15			17									
	Valet																
	Net New			8	58			9			46						24
PM TOTAL PROJECT TRAFFIC			0	8	73		0	26	0	46	0	0		0	0		24

PM TOTAL TRAFFIC		1	9	73		0	29	4		47	4	2		4	0	26
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NE 4th Avenue and NE 4th Court
COUNT DATE: August 6, 2024
AM PEAK HOUR FACTOR: 0.70
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	2	0		6	28	0		1	0	2		0	0	0
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06

AM EXISTING CONDITIONS		0	2	0		6	30	0		1	0	2		0	0	0
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	14	1		7	13	0		4	0	3		0	0	0
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06

PM EXISTING CONDITIONS		0	15	1		7	14	0		4	0	3		0	0	0
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	1	0		0	0	0		0	0	0

AM NON-PROJECT TRAFFIC		0	2	0		6	31	0		1	0	2		0	0	0
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	0	0		0	0	0

PM NON-PROJECT TRAFFIC		0	15	1		7	14	0		4	0	3		0	0	0
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"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering		20.0%	10.0%													
	Exiting							41.0%									30.0%

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting							38.0%									20.0%
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering		20.0%	10.0%													
	Exiting							41.0%									30.0%

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New		33	16				118									86
AM TOTAL PROJECT TRAFFIC			33	16	0	0	0	118	0	0	0	0	0	0	0	0	86

AM TOTAL TRAFFIC		33	18	0		6	149	0		1	0	2		0	0	86
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"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By							28									15
	Valet																
	Net New		46	23				79									58
PM TOTAL PROJECT TRAFFIC			46	23	0	0	0	107	0	0	0	0	0	0	0	0	73

PM TOTAL TRAFFIC		46	38	1		7	121	0		4	0	3		0	0	73
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NE 3rd Avenue and NE 4th Court
 COUNT DATE: August 6, 2024
 AM PEAK HOUR FACTOR: 0.85
 PM PEAK HOUR FACTOR: 0.94

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	5		23	1	5		3	35	1		1	57	1
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06

AM EXISTING CONDITIONS		0	0	5		24	1	5		3	37	1		1	60	1
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	1	3		7	1	8		7	52	11		4	60	0
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06

PM EXISTING CONDITIONS		0	1	3		7	1	8		7	55	12		4	64	0
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		1	0	0		0	1	0		0	2	0

AM NON-PROJECT TRAFFIC		0	0	5		25	1	5		3	38	1		1	62	1
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	1	0		0	2	0

PM NON-PROJECT TRAFFIC		0	1	3		7	1	8		7	56	12		4	66	0
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"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering												30.0%				
	Exiting						71.0%										

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting						58.0%										
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering												30.0%				
	Exiting						71.0%										

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New						177						46				
AM TOTAL PROJECT TRAFFIC			0	0	0		177	0	0		0	0	46		0	0	0

AM TOTAL TRAFFIC		0	0	5		202	1	5		3	38	47		1	62	1
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"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By						43										
	Valet																
	Net New						118						57				
PM TOTAL PROJECT TRAFFIC			0	0	0		161	0	0		0	0	57		0	0	0

PM TOTAL TRAFFIC		0	1	3		168	1	8		7	56	69		4	66	0
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: North Project Driveway and NE 6th Street
COUNT DATE: August 6, 2024
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	21	0		0	19	0		0	0	0		0	0	0
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06

AM EXISTING CONDITIONS		0	22	0		0	20	0		0	0	0		0	0	0
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	16	0		0	14	0		0	0	0		0	0	0
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06

PM EXISTING CONDITIONS		0	17	0		0	15	0		0	0	0		0	0	0
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
AM BACKGROUND TRAFFIC GROWTH		0	1	0		0	1	0		0	0	0		0	0	0

AM NON-PROJECT TRAFFIC		0	23	0		0	21	0		0	0	0		0	0	0
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	0	0		0	0	0

PM NON-PROJECT TRAFFIC		0	17	0		0	15	0		0	0	0		0	0	0
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"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering					4.0%	10.0%										
	Exiting											9.0%					

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering						14.0%										
	Exiting											14.0%					
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering					4.0%	10.0%										
	Exiting											9.0%					

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New					7	16					26					
AM TOTAL PROJECT TRAFFIC			0	0	0	7	16	0	0	0	0	26		0	0	0	

AM TOTAL TRAFFIC		0	23	0		7	37	0		0	0	26		0	0	0
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"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By						12						10				
	Valet																
	Net New					9	24					17					
PM TOTAL PROJECT TRAFFIC			0	0	0	21	24	0	0	0	0	27		0	0	0	

PM TOTAL TRAFFIC		0	17	0		21	39	0		0	0	27		0	0	0
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Center Project Driveway and NE 5th Street
COUNT DATE: August 6, 2024
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	10	0		0	4	0		0	0	0		0	0	0
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06

AM EXISTING CONDITIONS		0	11	0		0	4	0		0	0	0		0	0	0
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	7	0		0	7	0		0	0	0		0	0	0
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06

PM EXISTING CONDITIONS		0	7	0		0	7	0		0	0	0		0	0	0
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	0	0		0	0	0

AM NON-PROJECT TRAFFIC		0	11	0		0	4	0		0	0	0		0	0	0
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	0	0		0	0	0

PM NON-PROJECT TRAFFIC		0	7	0		0	7	0		0	0	0		0	0	0
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"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering					10.0%	4.0%	29.0%									
	Exiting			4.0%									3.0%		3.0%	21.0%	

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering					26.0%	20.0%	26.0%									
	Exiting												14.0%		14.0%	12.0%	
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering					10.0%	4.0%	29.0%									
	Exiting			4.0%									3.0%		3.0%	21.0%	

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			12			16	7	48				8		9	60	
AM TOTAL PROJECT TRAFFIC			0	12	0		16	7	48		0	0	8		9	60	0

AM TOTAL TRAFFIC		0	23	0		16	11	48		0	0	8		9	60	0
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"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By						22	17	22				10		10	9	
	Valet																
	Net New			8			23	9	67				6		6	41	
PM TOTAL PROJECT TRAFFIC			0	8	0		45	26	89		0	0	16		16	50	0

PM TOTAL TRAFFIC		0	15	0		45	33	89		0	0	16		16	50	0
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: South Project Driveway and NE 4th Court
COUNT DATE: August 6, 2024
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	4	0		0	34	0		0	0	0		0	0	0
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06

AM EXISTING CONDITIONS		0	4	0		0	36	0		0	0	0		0	0	0
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	17	0		0	20	0		0	0	0		0	0	0
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06

PM EXISTING CONDITIONS		0	18	0		0	21	0		0	0	0		0	0	0
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	1	0		0	0	0		0	0	0

AM NON-PROJECT TRAFFIC		0	4	0		0	37	0		0	0	0		0	0	0
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%	0.87%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	1	0		0	0	0		0	0	0

PM NON-PROJECT TRAFFIC		0	18	0		0	22	0		0	0	0		0	0	0
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"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering		10.0%						13.0%								
	Exiting													10.0%			41.0%

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering								14.0%								
	Exiting																38.0%
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering		10.0%						13.0%								
	Exiting													10.0%			41.0%

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New		16						21						29		118
AM TOTAL PROJECT TRAFFIC			16	0	0		0	0	21		0	0	0		29	0	118

AM TOTAL TRAFFIC		16	4	0		0	37	21		0	0	0		29	0	118
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"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By								11								28
	Valet																
	Net New		23						30						19		79
PM TOTAL PROJECT TRAFFIC			23	0	0		0	0	41		0	0	0		19	0	107

PM TOTAL TRAFFIC		23	18	0		0	22	41		0	0	0		19	0	107
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Appendix I

Intersection Capacity Analysis Worksheets

Existing A.M.

Timings
1: Dixie Highway & Pembroke Road

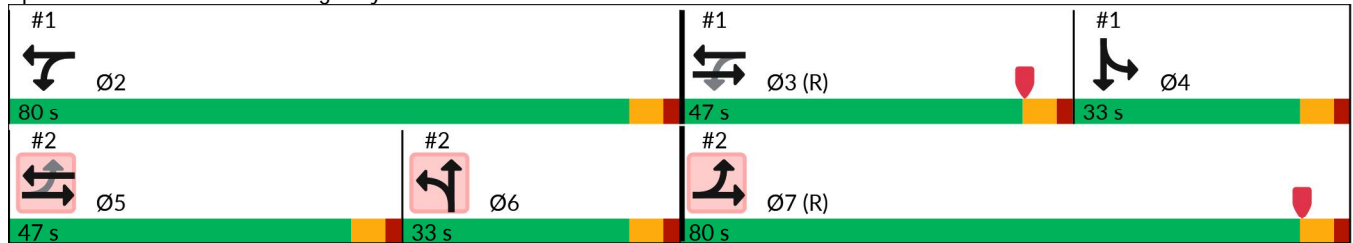
A.M. Peak Hour
Existing Conditions

	→	↙	←	↘	↓	Ø5	Ø6	Ø7
Lane Group	EBT	WBL	WBT	SBL	SBT			
Lane Configurations	↑↑↑		↔↑	↙	↑↑↑			
Traffic Volume (vph)	864	58	704	167	354			
Future Volume (vph)	864	58	704	167	354			
Turn Type	NA	pm+pt	NA	Split	NA			
Protected Phases	3	2	2 3	4	4	5	6	7
Permitted Phases		2 3						
Detector Phase	3	2	2 3	4	4			
Switch Phase								
Minimum Initial (s)	10.0	10.0		6.0	6.0	10.0	6.0	10.0
Minimum Split (s)	28.0	32.0		32.0	32.0	30.0	32.0	32.0
Total Split (s)	47.0	80.0		33.0	33.0	47.0	33.0	80.0
Total Split (%)	29.4%	50.0%		20.6%	20.6%	29%	21%	50%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0			
Total Lost Time (s)	6.0			6.0	6.0			
Lead/Lag	Lead			Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	
Recall Mode	C-Min	None		None	None	None	None	C-Min

Intersection Summary


















Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 49 (31%), Referenced to phase 3:EBWB and 7:, Start of Yellow
 Natural Cycle: 125
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Dixie Highway & Pembroke Road











HCM Signalized Intersection Capacity Analysis
1: Dixie Highway & Pembroke Road

A.M. Peak Hour
Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	864	58	58	704	0	0	0	0	167	354	152
Future Volume (vph)	0	864	58	58	704	0	0	0	0	167	354	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0					6.0	6.0	
Lane Util. Factor		0.91			0.95					1.00	0.91	
Frbp, ped/bikes		1.00			1.00					1.00	1.00	
Flpb, ped/bikes		1.00			1.00					1.00	1.00	
Frt		0.99			1.00					1.00	0.96	
Flt Protected		1.00			1.00					0.95	1.00	
Satd. Flow (prot)		5031			3526					1770	4834	
Flt Permitted		1.00			0.76					0.95	1.00	
Satd. Flow (perm)		5031			2693					1770	4834	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	929	62	62	757	0	0	0	0	180	381	163
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	50	0
Lane Group Flow (vph)	0	987	0	0	819	0	0	0	0	180	494	0
Confl. Peds. (#/hr)	3		3	3		3	2					2
Confl. Bikes (#/hr)			3			9						
Turn Type		NA		pm+pt	NA					Split	NA	
Protected Phases		3		2	2 3					4	4	
Permitted Phases				2 3								
Actuated Green, G (s)		58.0			120.1					21.9	21.9	
Effective Green, g (s)		58.0			120.1					21.9	21.9	
Actuated g/C Ratio		0.36			0.75					0.14	0.14	
Clearance Time (s)		6.0								6.0	6.0	
Vehicle Extension (s)		2.5								2.0	2.0	
Lane Grp Cap (vph)		1823			2344					242	661	
v/s Ratio Prot		c0.20			c0.14					0.10	c0.10	
v/s Ratio Perm					0.13							
v/c Ratio		0.54			0.35					0.74	0.75	
Uniform Delay, d1		40.5			6.7					66.4	66.4	
Progression Factor		1.00			0.00					1.00	1.00	
Incremental Delay, d2		1.2			0.0					10.3	4.0	
Delay (s)		41.6			0.1					76.7	70.4	
Level of Service		D			A					E	E	
Approach Delay (s/veh)		41.6			0.1			0.0			72.0	
Approach LOS		D			A			A			E	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			36.9									D
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			160.0							24.0		
Intersection Capacity Utilization			65.5%									C
Analysis Period (min)			15									
c Critical Lane Group												

Timings
2: NE 1st Avenue/S 21st Avenue & Pembroke Road

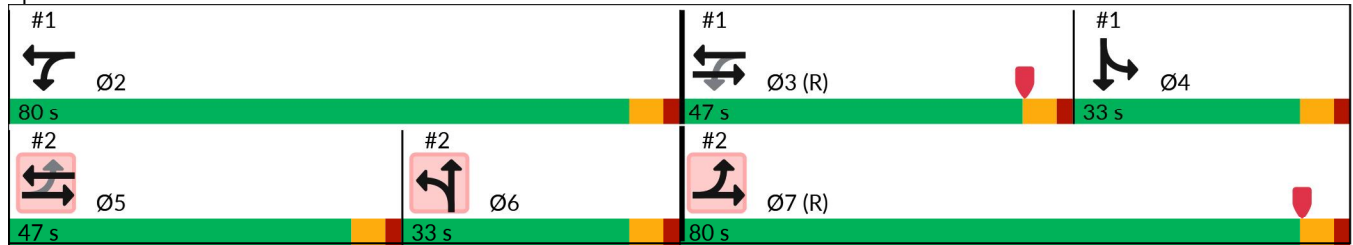
A.M. Peak Hour
Existing Conditions

							
Lane Group	EBL	EBT	WBT	NBT	Ø2	Ø3	Ø4
Lane Configurations							
Traffic Volume (vph)	97	935	687	96			
Future Volume (vph)	97	935	687	96			
Turn Type	pm+pt	NA	NA	NA			
Protected Phases	7	5 7	5	6	2	3	4
Permitted Phases	5 7						
Detector Phase	7	5 7	5	6			
Switch Phase							
Minimum Initial (s)	10.0		10.0	6.0	10.0	10.0	6.0
Minimum Split (s)	32.0		30.0	32.0	32.0	28.0	32.0
Total Split (s)	80.0		47.0	33.0	80.0	47.0	33.0
Total Split (%)	50.0%		29.4%	20.6%	50%	29%	21%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0			
Total Lost Time (s)	6.0		6.0	6.0			
Lead/Lag			Lead	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes
Recall Mode	C-Min		None	None	None	C-Min	None

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 49 (31%), Referenced to phase 3:EBWB and 7:, Start of Yellow
 Natural Cycle: 125
 Control Type: Actuated-Coordinated

















Splits and Phases: 2: NE 1st Avenue/S 21st Avenue & Pembroke Road



HCM Signalized Intersection Capacity Analysis

2: NE 1st Avenue/S 21st Avenue & Pembroke Road

A.M. Peak Hour
Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	935	0	0	687	14	75	96	16	0	0	0
Future Volume (vph)	97	935	0	0	687	14	75	96	16	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0				
Lane Util. Factor	1.00	0.95			0.95			0.95				
Frbp, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			1.00			0.99				
Flt Protected	0.95	1.00			1.00			0.98				
Satd. Flow (prot)	1770	3539			3527			3421				
Flt Permitted	0.13	1.00			1.00			0.98				
Satd. Flow (perm)	245	3539			3527			3421				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	104	1005	0	0	739	15	81	103	17	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	5	0	0	0	0
Lane Group Flow (vph)	104	1005	0	0	753	0	0	196	0	0	0	0
Confl. Peds. (#/hr)	5		5	5		5			1	1		
Confl. Bikes (#/hr)			5			8			1			
Turn Type	pm+pt	NA			NA		Split	NA				
Protected Phases	7	5 7			5		6	6				
Permitted Phases	5 7											
Actuated Green, G (s)	128.4	134.4			42.5			13.6				
Effective Green, g (s)	128.4	134.4			42.5			13.6				
Actuated g/C Ratio	0.80	0.84			0.27			0.09				
Clearance Time (s)	6.0				6.0			6.0				
Vehicle Extension (s)	2.5				2.5			2.0				
Lane Grp Cap (vph)	1015	2972			936			290				
v/s Ratio Prot	0.06	c0.28			c0.21			c0.06				
v/s Ratio Perm	0.03											
v/c Ratio	0.10	0.34			0.80			0.68				
Uniform Delay, d1	6.1	2.9			54.9			71.1				
Progression Factor	0.01	0.66			0.68			1.00				
Incremental Delay, d2	0.0	0.0			4.5			4.9				
Delay (s)	0.1	1.9			42.0			75.9				
Level of Service	A	A			D			E				
Approach Delay (s/veh)		1.8			42.0			75.9			0.0	
Approach LOS		A			D			E			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			23.7									C
HCM 2000 Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			160.0						24.0			
Intersection Capacity Utilization			48.7%									A
Analysis Period (min)			15									
c Critical Lane Group												

Timings
3: US-1/S Federal Highway & Pembroke Road/Moffet Street

A.M. Peak Hour
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	141	231	447	11	209	267	646	29	689	110
Future Volume (vph)	141	231	447	11	209	267	646	29	689	110
Turn Type	pm+pt	NA	pm+ov	Perm	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	5		8	5	2	1	6	7
Permitted Phases	4		4	8						6
Detector Phase	7	4	5	8	8	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	4.0	6.0	5.0	6.0	6.0	5.0	10.0	5.0	10.0	4.0
Minimum Split (s)	10.0	39.0	11.0	39.0	39.0	11.0	39.0	11.0	39.0	10.0
Total Split (s)	18.0	54.0	37.0	36.0	36.0	37.0	78.0	28.0	69.0	18.0
Total Split (%)	11.3%	33.8%	23.1%	22.5%	22.5%	23.1%	48.8%	17.5%	43.1%	11.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	None

Intersection Summary






















Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 37 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 3: US-1/S Federal Highway & Pembroke Road/Moffet Street



HCM 7th Signalized Intersection Summary
 3: US-1/S Federal Highway & Pembroke Road/Moffet Street

A.M. Peak Hour
 Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	231	447	11	209	17	267	646	7	29	689	110
Future Volume (veh/h)	141	231	447	11	209	17	267	646	7	29	689	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	158	260	502	12	235	19	300	726	8	33	774	124
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	266	544	617	31	289	23	346	2035	22	42	1739	878
Arrive On Green	0.02	0.10	0.10	0.18	0.18	0.18	0.10	0.76	0.76	0.02	0.66	0.49
Sat Flow, veh/h	1767	1856	1563	39	1599	126	3428	3570	39	1767	3526	1540
Grp Volume(v), veh/h	158	260	502	266	0	0	300	358	376	33	774	124
Grp Sat Flow(s),veh/h/ln	1767	1856	1563	1764	0	0	1714	1763	1847	1767	1763	1540
Q Serve(g_s), s	11.4	21.2	44.5	8.8	0.0	0.0	13.8	10.8	10.8	3.0	17.1	6.0
Cycle Q Clear(g_c), s	11.4	21.2	44.5	23.0	0.0	0.0	13.8	10.8	10.8	3.0	17.1	6.0
Prop In Lane	1.00		1.00	0.05		0.07	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	266	544	617	343	0	0	346	1005	1053	42	1739	878
V/C Ratio(X)	0.59	0.48	0.81	0.78	0.00	0.00	0.87	0.36	0.36	0.78	0.45	0.14
Avail Cap(c_a), veh/h	266	557	627	354	0	0	664	1005	1053	243	1739	878
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.33	1.33	1.00	1.33	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.5	60.6	54.8	62.9	0.0	0.0	70.9	9.6	9.6	77.6	16.9	16.2
Incr Delay (d2), s/veh	2.3	0.2	7.1	9.1	0.0	0.0	2.6	1.0	0.9	10.7	0.8	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	10.7	20.0	11.3	0.0	0.0	6.2	4.0	4.1	1.5	6.4	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.9	60.9	61.8	72.0	0.0	0.0	73.5	10.6	10.6	88.3	17.7	16.5
LnGrp LOS	D	E	E	E			E	B	B	F	B	B
Approach Vol, veh/h		920			266			1034			931	
Approach Delay, s/veh		59.8			72.0			28.8			20.0	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	97.2		52.9	22.1	84.9	18.0	34.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	22.0	72.0		48.0	31.0	63.0	12.0	30.0				
Max Q Clear Time (g_c+I1), s	5.0	12.8		46.5	15.8	19.1	13.4	25.0				
Green Ext Time (p_c), s	0.0	5.4		0.4	0.3	7.1	0.0	0.5				

Intersection Summary

HCM 7th Control Delay, s/veh	38.9
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 7th TWSC
 4: US-1/S Federal Highway & NE 6th Street

A.M. Peak Hour
 Existing Conditions

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↑			↑		↑↑			↑↑	
Traffic Vol, veh/h	0	0	37	0	0	12	0	779	17	0	1078	9
Future Vol, veh/h	0	0	37	0	0	12	0	779	17	0	1078	9
Conflicting Peds, #/hr	3	0	2	2	0	3	14	0	8	8	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	41	0	0	13	0	866	19	0	1198	10

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	620	-	-	453	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	2	-	-	2	-	-
Pot Cap-1 Maneuver	0	0	1125	0	0	1278	0	-
Stage 1	0	0	-	0	0	-	0	-
Stage 2	0	0	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1110	-	-	1266	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	8.37		7.87		0		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	1110	1266	-	-
HCM Lane V/C Ratio	-	-	0.037	0.011	-	-
HCM Control Delay (s/veh)	-	-	8.4	7.9	-	-
HCM Lane LOS	-	-	A	A	-	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-	-

HCM 7th TWSC
 5: US-1/S Federal Highway & NE 5th Street

A.M. Peak Hour
 Existing Conditions

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↗	↕		↗	↕	
Traffic Vol, veh/h	0	0	7	0	0	17	9	775	7	28	1079	1
Future Vol, veh/h	0	0	7	0	0	17	9	775	7	28	1079	1
Conflicting Peds, #/hr	0	0	0	0	0	0	11	0	9	9	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	145	-	-	155	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	8	0	0	19	10	871	8	31	1212	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	-	-	618	-	-	448	1224	0	0	888	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	3.7	-	-	3.7	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	2	-	-	2	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	1127	0	0	1283	565	-	-	759	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1117	-	-	1273	560	-	-	753	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s/v	8.25		7.87		0.13			0.25		
HCM LOS	A		A							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	560	-	-	1117	1273	753	-	-
HCM Lane V/C Ratio	0.018	-	-	0.007	0.015	0.042	-	-
HCM Control Delay (s/veh)	11.5	-	-	8.2	7.9	10	-	-
HCM Lane LOS	B	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0	0.1	-	-

HCM 7th TWSC
 6: US-1/S Federal Highway & NE 4th Court /NE 4th Court

A.M. Peak Hour
 Existing Conditions

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕↔			↕↔	
Traffic Vol, veh/h	0	0	14	0	0	12	0	777	4	0	1091	6
Future Vol, veh/h	0	0	14	0	0	12	0	777	4	0	1091	6
Conflicting Peds, #/hr	0	0	2	2	0	0	14	0	7	7	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	16	0	0	14	0	893	5	0	1254	7



















Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	646	-	-	456	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	2	-	-	2	-	-
Pot Cap-1 Maneuver	0	0	1102	0	0	1275	0	-
Stage 1	0	0	-	0	0	-	0	-
Stage 2	0	0	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1088	-	-	1268	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	8.36		7.87		0		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	-	-	1088	1268	-
HCM Lane V/C Ratio	-	-	0.015	0.011	-
HCM Control Delay (s/veh)	-	-	8.4	7.9	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Timings
7: US-1/S Federal Highway & NE 3rd Street

A.M. Peak Hour
Existing Conditions

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	84	87	33	49	40	670	29	1007	61
Future Volume (vph)	84	87	33	49	40	670	29	1007	61
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.0	33.0	41.0	41.0	27.0	27.0	27.0	27.0	27.0
Total Split (s)	43.0	43.0	43.0	43.0	117.0	117.0	117.0	117.0	117.0
Total Split (%)	26.9%	26.9%	26.9%	26.9%	73.1%	73.1%	73.1%	73.1%	73.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min

Intersection Summary























Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 134 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 7: US-1/S Federal Highway & NE 3rd Street



HCM 7th Signalized Intersection Summary
 7: US-1/S Federal Highway & NE 3rd Street

A.M. Peak Hour
 Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	87	67	33	49	13	40	670	8	29	1007	61
Future Volume (veh/h)	84	87	67	33	49	13	40	670	8	29	1007	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	99	102	79	39	58	15	47	788	9	34	1185	72
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	205	152	117	114	224	58	381	2737	31	563	2704	1174
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1308	960	743	1189	1415	366	438	3569	41	675	3526	1531
Grp Volume(v), veh/h	99	0	181	39	0	73	47	389	408	34	1185	72
Grp Sat Flow(s),veh/h/ln	1308	0	1703	1189	0	1781	438	1763	1847	675	1763	1531
Q Serve(g_s), s	11.5	0.0	16.0	5.1	0.0	5.8	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	17.3	0.0	16.0	21.1	0.0	5.8	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.44	1.00		0.21	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	205	0	269	114	0	281	381	1352	1416	563	2704	1174
V/C Ratio(X)	0.48	0.00	0.67	0.34	0.00	0.26	0.12	0.29	0.29	0.06	0.44	0.06
Avail Cap(c_a), veh/h	300	0	394	201	0	412	381	1352	1416	563	2704	1174
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.7	0.0	63.5	73.4	0.0	59.1	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	1.1	0.7	0.0	0.2	0.7	0.5	0.5	0.2	0.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	7.1	1.6	0.0	2.6	0.1	0.2	0.2	0.0	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.4	0.0	64.5	74.1	0.0	59.3	0.7	0.5	0.5	0.2	0.5	0.1
LnGrp LOS	E		E	E		E	A	A	A	A	A	A
Approach Vol, veh/h		280			112			844			1291	
Approach Delay, s/veh		65.5			64.5			0.5			0.5	
Approach LOS		E			E			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		128.7		31.3		128.7		31.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		111.0		37.0		111.0		37.0				
Max Q Clear Time (g_c+I1), s		2.0		19.3		2.0		23.1				
Green Ext Time (p_c), s		7.1		0.8		14.0		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			10.5									
HCM 7th LOS			B									

HCM 7th AWSC
8: NE 3rd Avenue & NE 3rd Street

A.M. Peak Hour
Existing Conditions

Intersection

Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	13	150	45	41	93	8	38	22	54	5	45	29
Future Vol, veh/h	13	150	45	41	93	8	38	22	54	5	45	29
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	15	174	52	48	108	9	44	26	63	6	52	34
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay, s/veh	9.7			9.2			8.9			8.6		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	6%	29%	6%
Vol Thru, %	19%	72%	65%	57%
Vol Right, %	47%	22%	6%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	114	208	142	79
LT Vol	38	13	41	5
Through Vol	22	150	93	45
RT Vol	54	45	8	29
Lane Flow Rate	133	242	165	92
Geometry Grp	1	1	1	1
Degree of Util (X)	0.177	0.307	0.22	0.124
Departure Headway (Hd)	4.802	4.576	4.8	4.868
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	744	781	745	732
Service Time	2.858	2.625	2.853	2.928
HCM Lane V/C Ratio	0.179	0.31	0.221	0.126
HCM Control Delay, s/veh	8.9	9.7	9.2	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	1.3	0.8	0.4

HCM 7th TWSC
 9: NE 3rd Avenue & Hallandale Beach Boulevard

A.M. Peak Hour
 Existing Conditions

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑		↘	↑↑↑				↗			↗
Traffic Vol, veh/h	87	1523	67	18	1170	16	0	0	16	0	0	83
Future Vol, veh/h	87	1523	67	18	1170	16	0	0	16	0	0	83
Conflicting Peds, #/hr	25	0	13	13	0	25	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	91	1586	70	19	1219	17	0	0	17	0	0	86

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1260	0	0	1669	0	0	-	-	842	-	-	643
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.36	-	-	5.36	-	-	-	-	3.7	-	-	3.7
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	-	-	2	-	-	2
Pot Cap-1 Maneuver	290	-	-	182	-	-	0	0	948	0	0	1106
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	284	-	-	180	-	-	-	-	937	-	-	1083
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.22			0.41			8.91			8.61		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	937	284	-	-	180	-	-	1083
HCM Lane V/C Ratio	0.018	0.319	-	-	0.104	-	-	0.08
HCM Control Delay (s/veh)	8.9	23.5	-	-	27.4	-	-	8.6
HCM Lane LOS	A	C	-	-	D	-	-	A
HCM 95th %tile Q(veh)	0.1	1.3	-	-	0.3	-	-	0.3

Timings
10: Dixie Highway & NE 3rd Street

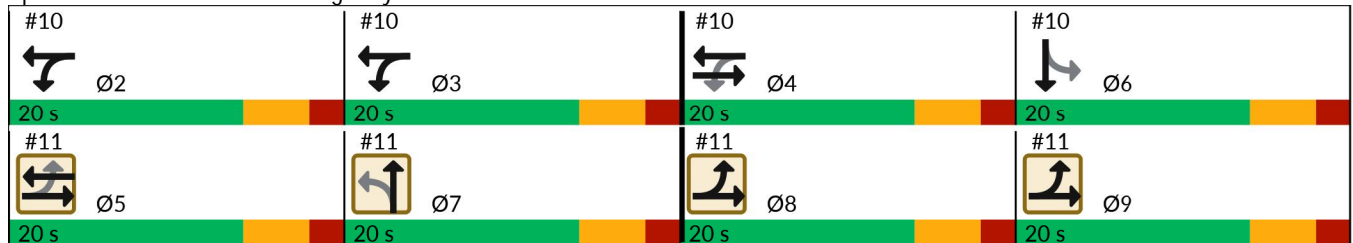
A.M. Peak Hour
Existing Conditions

	→	↙	←	↓	Ø2	Ø3	Ø5	Ø7	Ø8	Ø9
Lane Group	EBT	WBL	WBT	SBT						
Lane Configurations										
Traffic Volume (vph)	140	24	90	497						
Future Volume (vph)	140	24	90	497						
Turn Type	NA	pm+pt	NA	NA						
Protected Phases	4	2 3	2 3 4	6	2	3	5	7	8	9
Permitted Phases		2 3 4								
Detector Phase	4	2 3	2 3 4	6						
Switch Phase										
Minimum Initial (s)	6.0			7.0	6.0	6.0	6.0	6.0	6.0	7.0
Minimum Split (s)	12.0			13.0	12.0	12.0	12.0	12.0	12.0	16.0
Total Split (s)	20.0			20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	25.0%			25.0%	25%	25%	25%	25%	25%	25%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0						
Total Lost Time (s)	6.0			6.0						
Lead/Lag					Lead	Lag	Lead	Lag		
Lead-Lag Optimize?					Yes	Yes	Yes	Yes		
Recall Mode	Max			Max	Max	Max	Max	Max	Max	Max

Intersection Summary

















Cycle Length: 80
 Actuated Cycle Length: 80
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord

Splits and Phases: 10: Dixie Highway & NE 3rd Street



HCM Signalized Intersection Capacity Analysis
 10: Dixie Highway & NE 3rd Street

A.M. Peak Hour
 Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	140	23	24	90	0	0	0	0	127	497	36
Future Volume (vph)	0	140	23	24	90	0	0	0	0	127	497	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0						6.0	
Lane Util. Factor		1.00			1.00						0.86	
Frbp, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.98			1.00						0.99	
Flt Protected		1.00			0.99						0.99	
Satd. Flow (prot)		1822			1843						6280	
Flt Permitted		1.00			1.00						0.99	
Satd. Flow (perm)		1822			1862						6280	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	0	165	27	28	106	0	0	0	0	149	585	42
RTOR Reduction (vph)	0	7	0	0	0	0	0	0	0	0	10	0
Lane Group Flow (vph)	0	185	0	0	134	0	0	0	0	0	766	0
Confl. Peds. (#/hr)	8		4	4		8	9					9
Confl. Bikes (#/hr)			2			5						
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		4		2 3	2 3 4						6	
Permitted Phases				2 3 4						6		
Actuated Green, G (s)		14.0			48.0						14.0	
Effective Green, g (s)		14.0			48.0						14.0	
Actuated g/C Ratio		0.18			0.60						0.18	
Clearance Time (s)		6.0									6.0	
Vehicle Extension (s)		2.0									2.5	
Lane Grp Cap (vph)		318			1109						1099	
v/s Ratio Prot		c0.10			c0.05							
v/s Ratio Perm					0.02						0.12	
v/c Ratio		0.58			0.12						0.70	
Uniform Delay, d1		30.3			6.9						31.0	
Progression Factor		1.00			0.12						1.00	
Incremental Delay, d2		7.5			0.2						3.7	
Delay (s)		37.8			1.0						34.7	
Level of Service		D			A						C	
Approach Delay (s/veh)		37.8			1.0			0.0			34.7	
Approach LOS		D			A			A			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			31.1									C
HCM 2000 Volume to Capacity ratio			0.39									
Actuated Cycle Length (s)			80.0							24.0		
Intersection Capacity Utilization			39.7%									A
Analysis Period (min)			15									
c Critical Lane Group												

Timings
11: NE 1st Avenue & NE 3rd Street

A.M. Peak Hour
Existing Conditions

Lane Group	EBL	EBT	WBT	NBT	Ø2	Ø3	Ø4	Ø6	Ø8	Ø9
Lane Configurations										
Traffic Volume (vph)	42	225	97	96						
Future Volume (vph)	42	225	97	96						
Turn Type	D.P+P	NA	NA	NA						
Protected Phases	8 9	5 8 9	5	7	2	3	4	6	8	9
Permitted Phases	5									
Detector Phase	8 9	5 8 9	5	7						
Switch Phase										
Minimum Initial (s)			6.0	6.0	6.0	6.0	6.0	7.0	6.0	7.0
Minimum Split (s)			12.0	12.0	12.0	12.0	12.0	13.0	12.0	16.0
Total Split (s)			20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)			25.0%	25.0%	25%	25%	25%	25%	25%	25%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)			0.0	0.0						
Total Lost Time (s)			6.0	6.0						
Lead/Lag			Lead	Lag	Lead	Lag				
Lead-Lag Optimize?			Yes	Yes	Yes	Yes				
Recall Mode			Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary













Cycle Length: 80
 Actuated Cycle Length: 80
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord

Splits and Phases: 11: NE 1st Avenue & NE 3rd Street



HCM Signalized Intersection Capacity Analysis
 11: NE 1st Avenue & NE 3rd Street

A.M. Peak Hour
 Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			1			4				
Traffic Volume (vph)	42	225	0	0	97	38	18	96	20	0	0	0
Future Volume (vph)	42	225	0	0	97	38	18	96	20	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0				
Lane Util. Factor		1.00			1.00			0.95				
Frbp, ped/bikes		1.00			0.99			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.96			0.98				
Flt Protected		0.99			1.00			0.99				
Satd. Flow (prot)		1848			1778			3421				
Flt Permitted		0.99			1.00			0.99				
Satd. Flow (perm)		1852			1778			3421				
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	50	268	0	0	115	45	21	114	24	0	0	0
RTOR Reduction (vph)	0	0	0	0	17	0	0	18	0	0	0	0
Lane Group Flow (vph)	0	318	0	0	143	0	0	141	0	0	0	0
Confl. Peds. (#/hr)	6		4	4		6	1		1	1		1
Confl. Bikes (#/hr)			2			5			2			
Turn Type	D.P+P	NA			NA		Perm	NA				
Protected Phases	8 9	5 8 9			5			7				
Permitted Phases	5						7					
Actuated Green, G (s)		48.0			14.0			14.0				
Effective Green, g (s)		48.0			14.0			14.0				
Actuated g/C Ratio		0.60			0.18			0.18				
Clearance Time (s)					6.0			6.0				
Vehicle Extension (s)					2.0			2.5				
Lane Grp Cap (vph)		1109			311			598				
v/s Ratio Prot		c0.12			c0.08							
v/s Ratio Perm		0.05						0.04				
v/c Ratio		0.29			0.46			0.24				
Uniform Delay, d1		7.7			29.6			28.4				
Progression Factor		0.04			1.00			1.00				
Incremental Delay, d2		0.5			4.8			0.9				
Delay (s)		0.8			34.4			29.3				
Level of Service		A			C			C				
Approach Delay (s/veh)		0.8			34.4			29.3			0.0	
Approach LOS		A			C			C			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			16.4									B
HCM 2000 Volume to Capacity ratio			0.35									
Actuated Cycle Length (s)			80.0						24.0			
Intersection Capacity Utilization			44.4%									A
Analysis Period (min)			15									
c Critical Lane Group												

Timings
 12: US-1/S Federal Highway & Hallandale Beach Boulevard

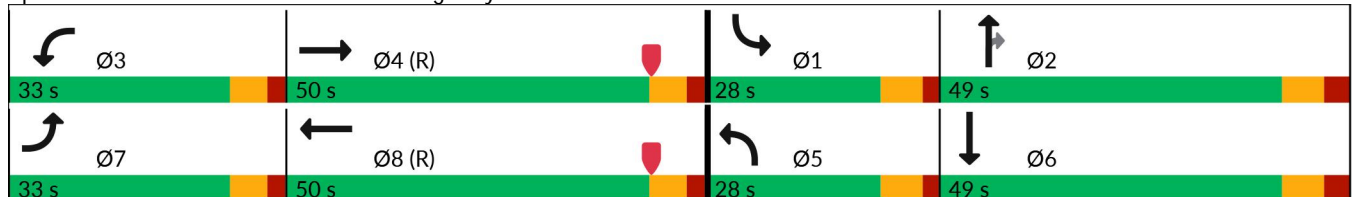
A.M. Peak Hour
 Existing Conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	91	1038	482	965	273	543	319	226	888
Future Volume (vph)	91	1038	482	965	273	543	319	226	888
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	24.5	46.5	11.5	46.5	12.0	47.0	47.0	12.0	47.0
Total Split (s)	33.0	50.0	33.0	50.0	28.0	49.0	49.0	28.0	49.0
Total Split (%)	20.6%	31.3%	20.6%	31.3%	17.5%	30.6%	30.6%	17.5%	30.6%
Yellow Time (s)	4.5	4.5	4.5	4.5	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	7.0	8.0	8.0	7.0	8.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 159 (99%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated

Splits and Phases: 12: US-1/S Federal Highway & Hallandale Beach Boulevard



HCM 7th Signalized Intersection Summary
 12: US-1/S Federal Highway & Hallandale Beach Boulevard

A.M. Peak Hour
 Existing Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	1038	323	482	965	93	273	543	319	226	888	49
Future Volume (veh/h)	91	1038	323	482	965	93	273	543	319	226	888	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	98	1116	347	518	1038	100	294	584	343	243	955	53
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	119	1266	394	556	2004	193	337	1248	376	287	1136	63
Arrive On Green	0.07	0.44	0.44	0.16	0.57	0.57	0.10	0.25	0.25	0.08	0.23	0.23
Sat Flow, veh/h	1767	3802	1182	3428	4689	451	3428	5066	1527	3428	4902	271
Grp Volume(v), veh/h	98	991	472	518	747	391	294	584	343	243	657	351
Grp Sat Flow(s),veh/h/ln	1767	1689	1608	1714	1689	1763	1714	1689	1527	1714	1689	1796
Q Serve(g_s), s	8.8	42.9	42.9	23.9	21.6	21.7	13.5	15.7	34.9	11.2	29.7	29.8
Cycle Q Clear(g_c), s	8.8	42.9	42.9	23.9	21.6	21.7	13.5	15.7	34.9	11.2	29.7	29.8
Prop In Lane	1.00		0.74	1.00		0.26	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	119	1124	535	556	1443	753	337	1248	376	287	782	416
V/C Ratio(X)	0.82	0.88	0.88	0.93	0.52	0.52	0.87	0.47	0.91	0.85	0.84	0.84
Avail Cap(c_a), veh/h	293	1124	535	568	1443	753	450	1298	391	450	865	460
HCM Platoon Ratio	1.00	1.33	1.33	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.6	41.7	41.7	66.2	24.4	24.5	71.1	51.4	58.6	72.3	58.6	58.7
Incr Delay (d2), s/veh	5.2	10.0	18.6	21.8	1.3	2.5	11.1	0.2	24.3	5.0	6.6	11.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	18.6	19.0	12.2	8.4	9.0	6.5	6.8	16.1	5.1	13.5	15.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.8	51.7	60.3	87.9	25.8	27.0	82.2	51.6	82.9	77.3	65.2	70.6
LnGrp LOS	E	D	E	F	C	C	F	D	F	E	E	E
Approach Vol, veh/h		1561			1656			1221			1251	
Approach Delay, s/veh		56.0			45.5			67.7			69.1	
Approach LOS		E			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.4	47.4	32.4	59.8	22.7	45.1	17.3	74.9				
Change Period (Y+Rc), s	7.0	8.0	6.5	6.5	7.0	8.0	6.5	6.5				
Max Green Setting (Gmax), s	21.0	41.0	26.5	43.5	21.0	41.0	26.5	43.5				
Max Q Clear Time (g_c+I1), s	13.2	36.9	25.9	44.9	15.5	31.8	10.8	23.7				
Green Ext Time (p_c), s	0.2	1.7	0.1	0.0	0.2	3.8	0.1	6.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			58.3									
HCM 7th LOS			E									

Timings
 13: Dixie Highway & Hallandale Beach Boulevard

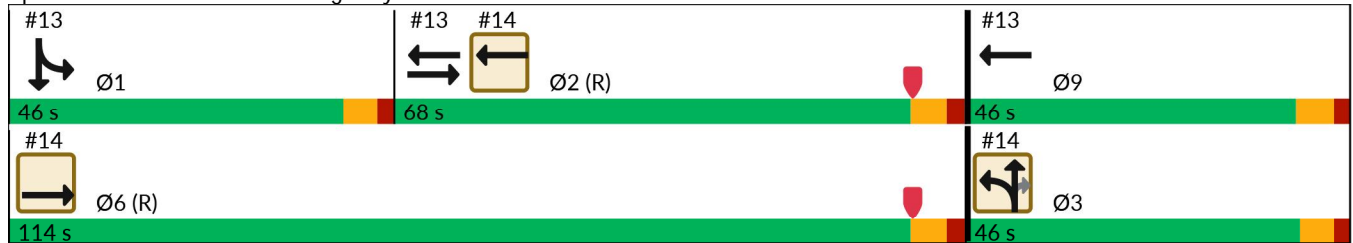
A.M. Peak Hour
 Existing Conditions

Lane Group	→ EBT	← WBT	↓ SBT	Ø3	Ø6	Ø9
Lane Configurations	↑↑↑	↑↑↑	↓↑↑			
Traffic Volume (vph)	1661	1377	407			
Future Volume (vph)	1661	1377	407			
Turn Type	NA	NA	NA			
Protected Phases	2	2 9	1	3	6	9
Permitted Phases						
Detector Phase	2	2 9	1			
Switch Phase						
Minimum Initial (s)	10.0		6.0	6.0	10.0	10.0
Minimum Split (s)	31.5		41.0	39.0	39.5	24.0
Total Split (s)	68.0		46.0	46.0	114.0	46.0
Total Split (%)	42.5%		28.8%	29%	71%	29%
Yellow Time (s)	4.5		4.0	4.0	4.5	4.5
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			
Total Lost Time (s)	6.5		6.0			
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	None	C-Min	None

Intersection Summary
















Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 108 (68%), Referenced to phase 2:EBWB and 6:, Start of Yellow
 Natural Cycle: 135
 Control Type: Actuated-Coordinated

Splits and Phases: 13: Dixie Highway & Hallandale Beach Boulevard



HCM Signalized Intersection Capacity Analysis
 13: Dixie Highway & Hallandale Beach Boulevard

A.M. Peak Hour
 Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1661	180	0	1377	0	0	0	0	134	407	22
Future Volume (vph)	0	1661	180	0	1377	0	0	0	0	134	407	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5			6.5						6.0	
Lane Util. Factor		0.91			0.91						0.86	
Frbp, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.99			1.00						0.99	
Flt Protected		1.00			1.00						0.99	
Satd. Flow (prot)		4998			5085						6290	
Flt Permitted		1.00			1.00						0.99	
Satd. Flow (perm)		4998			5085						6290	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	1712	186	0	1420	0	0	0	0	138	420	23
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	1893	0	0	1420	0	0	0	0	0	577	0
Confl. Peds. (#/hr)	11		6	6		11	7					7
Confl. Bikes (#/hr)			4			2						
Turn Type		NA			NA					Split	NA	
Protected Phases		2			2					1	1	
Permitted Phases												
Actuated Green, G (s)		104.4			130.0						17.5	
Effective Green, g (s)		104.4			130.0						17.5	
Actuated g/C Ratio		0.65			0.81						0.11	
Clearance Time (s)		6.5									6.0	
Vehicle Extension (s)		3.0									0.2	
Lane Grp Cap (vph)		3261			4131						687	
v/s Ratio Prot		c0.38			c0.28						c0.09	
v/s Ratio Perm												
v/c Ratio		0.58			0.34						0.84	
Uniform Delay, d1		15.6			3.9						69.9	
Progression Factor		1.00			0.08						1.00	
Incremental Delay, d2		0.8			0.0						8.5	
Delay (s)		16.3			0.3						78.4	
Level of Service		B			A						E	
Approach Delay (s/veh)		16.3			0.3			0.0			78.4	
Approach LOS		B			A			A			E	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			19.7									B
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			160.0							19.0		
Intersection Capacity Utilization			59.2%									B
Analysis Period (min)			15									
c Critical Lane Group												

Timings
 14: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard

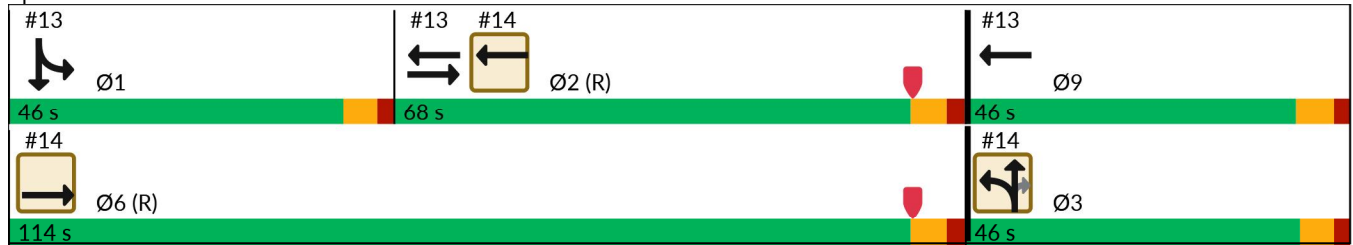
A.M. Peak Hour
 Existing Conditions

Lane Group	EBT	WBT	NBL	NBT	NBR	Ø1	Ø9
Lane Configurations	↑↑↑	↑↑↑	↖	↑	↗		
Traffic Volume (vph)	1794	1206	171	93	34		
Future Volume (vph)	1794	1206	171	93	34		
Turn Type	NA	NA	Split	NA	Perm		
Protected Phases	6	2	3	3		1	9
Permitted Phases					3		
Detector Phase	6	2	3	3	3		
Switch Phase							
Minimum Initial (s)	10.0	10.0	6.0	6.0	6.0	6.0	10.0
Minimum Split (s)	39.5	31.5	39.0	39.0	39.0	41.0	24.0
Total Split (s)	114.0	68.0	46.0	46.0	46.0	46.0	46.0
Total Split (%)	71.3%	42.5%	28.8%	28.8%	28.8%	29%	29%
Yellow Time (s)	4.5	4.5	4.0	4.0	4.0	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.0	6.0	6.0		
Lead/Lag		Lag				Lead	
Lead-Lag Optimize?		Yes				Yes	
Recall Mode	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 108 (68%), Referenced to phase 2:EBWB and 6:, Start of Yellow
 Natural Cycle: 135
 Control Type: Actuated-Coordinated

Splits and Phases: 14: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard



HCM Signalized Intersection Capacity Analysis
 14: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard

A.M. Peak Hour
 Existing Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑		↗	↑	↗			
Traffic Volume (vph)	0	1794	0	0	1206	25	171	93	34	0	0	0
Future Volume (vph)	0	1794	0	0	1206	25	171	93	34	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5			6.5		6.0	6.0	6.0			
Lane Util. Factor		0.91			0.91		1.00	1.00	1.00			
Frbp, ped/bikes		1.00			1.00		1.00	1.00	0.97			
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00			
Frt		1.00			1.00		1.00	1.00	0.85			
Flt Protected		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)		5085			5063		1770	1863	1543			
Flt Permitted		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)		5085			5063		1770	1863	1543			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	1849	0	0	1243	26	176	96	35	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	31	0	0	0
Lane Group Flow (vph)	0	1849	0	0	1268	0	176	96	4	0	0	0
Confl. Peds. (#/hr)	13		6	6		13			8	8		
Confl. Bikes (#/hr)			6			1			1			
Turn Type		NA			NA		Split	NA	Perm			
Protected Phases		6			2		3	3				
Permitted Phases									3			
Actuated Green, G (s)		127.9			104.4		19.6	19.6	19.6			
Effective Green, g (s)		127.9			104.4		19.6	19.6	19.6			
Actuated g/C Ratio		0.80			0.65		0.12	0.12	0.12			
Clearance Time (s)		6.5			6.5		6.0	6.0	6.0			
Vehicle Extension (s)		3.0			3.0		0.2	0.2	0.2			
Lane Grp Cap (vph)		4064			3303		216	228	189			
v/s Ratio Prot		c0.36			0.25		c0.10	0.05				
v/s Ratio Perm									0.00			
v/c Ratio		0.45			0.38		0.81	0.42	0.02			
Uniform Delay, d1		5.1			12.9		68.4	65.0	61.8			
Progression Factor		0.15			1.12		1.00	1.00	1.00			
Incremental Delay, d2		0.3			0.3		19.5	0.5	0.0			
Delay (s)		1.1			14.7		88.0	65.4	61.8			
Level of Service		A			B		F	E	E			
Approach Delay (s/veh)		1.1			14.7			77.9			0.0	
Approach LOS		A			B			E			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			13.0				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			160.0				Sum of lost time (s)				19.0	
Intersection Capacity Utilization			59.2%				ICU Level of Service				B	
Analysis Period (min)			15									
c Critical Lane Group												

HCM 7th TWSC
15: NE 4th Avenue & NE 6th Street

A.M. Peak Hour
Existing Conditions

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	2	11	1	2	17	1	4	1	4	7	2	6
Future Vol, veh/h	2	11	1	2	17	1	4	1	4	7	2	6
Conflicting Peds, #/hr	3	0	0	0	0	3	3	0	2	2	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	2	13	1	2	21	1	5	1	5	9	2	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	51	44	9	42	45	9	13	0	0	8	0	0
Stage 1	26	26	-	15	15	-	-	-	-	-	-	-
Stage 2	24	18	-	26	30	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	1203	1177	1788	1209	1176	1788	1599	-	-	1606	-	-
Stage 1	1200	1165	-	1217	1179	-	-	-	-	-	-	-
Stage 2	1203	1176	-	1200	1161	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	1165	1162	1783	1183	1161	1781	1595	-	-	1603	-	-
Mov Cap-2 Maneuver	1165	1162	-	1183	1161	-	-	-	-	-	-	-
Stage 1	1190	1156	-	1211	1174	-	-	-	-	-	-	-
Stage 2	1174	1171	-	1179	1151	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	8.06		8.1		3.23		3.39	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	690	-	-	1192	1184	730	-	-
HCM Lane V/C Ratio	0.003	-	-	0.014	0.021	0.005	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.1	8.1	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

HCM 7th AWSC
16: NE 4th Avenue & NE 5th Street

A.M. Peak Hour
Existing Conditions

Intersection

Intersection Delay, s/veh	6.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			1			4			1	
Traffic Vol, veh/h	3	5	0	0	1	3	1	2	3	2	0	2
Future Vol, veh/h	3	5	0	0	1	3	1	2	3	2	0	2
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	4	6	0	0	1	4	1	3	4	3	0	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB				WB			NB		SB		
Opposing Approach	WB				EB			SB		NB		
Opposing Lanes	1				1			1		1		
Conflicting Approach Left	SB				NB			EB		WB		
Conflicting Lanes Left	1				1			1		1		
Conflicting Approach Right	NB				SB			WB		EB		
Conflicting Lanes Right	1				1			1		1		
HCM Control Delay, s/veh	7.1				6.6			6.7		6.8		
HCM LOS	A				A			A		A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	38%	0%	50%
Vol Thru, %	33%	63%	25%	0%
Vol Right, %	50%	0%	75%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	8	4	4
LT Vol	1	3	0	2
Through Vol	2	5	1	0
RT Vol	3	0	3	2
Lane Flow Rate	8	10	5	5
Geometry Grp	1	1	1	1
Degree of Util (X)	0.008	0.011	0.005	0.005
Departure Headway (Hd)	3.716	4.054	3.532	3.784
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	968	888	1018	950
Service Time	1.72	2.056	1.536	1.789
HCM Lane V/C Ratio	0.008	0.011	0.005	0.005
HCM Control Delay, s/veh	6.7	7.1	6.6	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0

HCM 7th TWSC
17: NE 4th Avenue & NE 4th Court

A.M. Peak Hour
Existing Conditions

Intersection												
Int Delay, s/veh	7.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2	0	6	30	0	1	0	2	0	0	0
Future Vol, veh/h	0	2	0	6	30	0	1	0	2	0	0	0
Conflicting Peds, #/hr	0	0	2	2	0	0	1	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	3	0	9	43	0	1	0	3	0	0	0

Major/Minor	Minor2		Minor1			Major1			
Conflicting Flow All	-	8	3	9	6	-	1	0	0
Stage 1	-	1	-	5	5	-	-	-	-
Stage 2	-	7	-	3	1	-	-	-	-
Critical Hdwy	-	3.1	3.7	3.7	3.1	-	4.13	-	-
Critical Hdwy Stg 1	-	-	-	6.13	5.53	-	-	-	-
Critical Hdwy Stg 2	-	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	-	3	2	2.9	3	-	2.227	-	-
Pot Cap-1 Maneuver	0	1196	1796	1235	1197	0	1615	-	-
Stage 1	0	-	-	1233	1193	0	-	-	-
Stage 2	0	1191	-	-	-	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	1193	1791	1228	1194	-	1614	-	-
Mov Cap-2 Maneuver	-	1193	-	1228	1194	-	-	-	-
Stage 1	-	-	-	1231	1191	-	-	-	-
Stage 2	-	1189	-	-	-	-	-	-	-

Approach	EB		WB		NB	
HCM Control Delay, s/v	8.03		8.14		2.41	
HCM LOS	A		A			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	500	-	-	1193	1199
HCM Lane V/C Ratio	0.001	-	-	0.002	0.043
HCM Control Delay (s/veh)	7.2	0	-	8	8.1
HCM Lane LOS	A	A	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.1

HCM 7th TWSC
18: NE 3rd Avenue & NE 4th Court

A.M. Peak Hour
Existing Conditions

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	0	0	5	24	1	5	3	37	1	1	60	1
Future Vol, veh/h	0	0	5	24	1	5	3	37	1	1	60	1
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	6	28	1	6	4	44	1	1	71	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	127	127	72	125	127	46	73	0	0	46	0	0
Stage 1	75	75	-	52	52	-	-	-	-	-	-	-
Stage 2	52	53	-	73	75	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	1146	1133	1705	1148	1133	1739	1521	-	-	1556	-	-
Stage 1	1127	1104	-	1160	1132	-	-	-	-	-	-	-
Stage 2	1160	1131	-	1129	1103	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	1136	1128	1704	1139	1128	1736	1520	-	-	1554	-	-
Mov Cap-2 Maneuver	1136	1128	-	1139	1128	-	-	-	-	-	-	-
Stage 1	1125	1102	-	1156	1128	-	-	-	-	-	-	-
Stage 2	1151	1127	-	1124	1101	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	7.12		8.07		0.54		0.12	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	131	-	-	1704	1208	29	-	-
HCM Lane V/C Ratio	0.002	-	-	0.003	0.029	0.001	-	-
HCM Control Delay (s/veh)	7.4	0	-	7.1	8.1	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Future Background A.M.

Timings
1: Dixie Highway & Pembroke Road

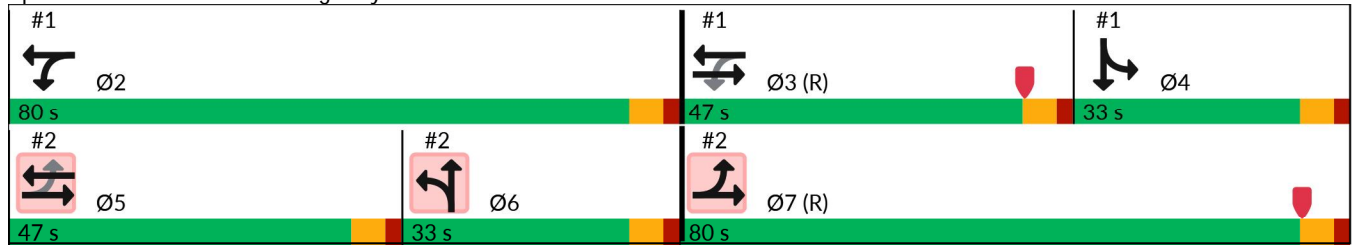
A.M. Peak Hour
Future Background Conditions

	→	↙	←	↘	↓	Ø5	Ø6	Ø7
Lane Group	EBT	WBL	WBT	SBL	SBT			
Lane Configurations	↑↑↑		↔↑	↙	↑↑↑			
Traffic Volume (vph)	887	60	723	171	363			
Future Volume (vph)	887	60	723	171	363			
Turn Type	NA	pm+pt	NA	Split	NA			
Protected Phases	3	2	2 3	4	4	5	6	7
Permitted Phases		2 3						
Detector Phase	3	2	2 3	4	4			
Switch Phase								
Minimum Initial (s)	10.0	10.0		6.0	6.0	10.0	6.0	10.0
Minimum Split (s)	28.0	32.0		32.0	32.0	30.0	32.0	32.0
Total Split (s)	47.0	80.0		33.0	33.0	47.0	33.0	80.0
Total Split (%)	29.4%	50.0%		20.6%	20.6%	29%	21%	50%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0			
Total Lost Time (s)	6.0			6.0	6.0			
Lead/Lag	Lead			Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	
Recall Mode	C-Min	None		None	None	None	None	C-Min

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 49 (31%), Referenced to phase 3:EBWB and 7:, Start of Yellow
 Natural Cycle: 125
 Control Type: Actuated-Coordinated

















Splits and Phases: 1: Dixie Highway & Pembroke Road



HCM Signalized Intersection Capacity Analysis









1: Dixie Highway & Pembroke Road

A.M. Peak Hour
Future Background Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	887	60	60	723	0	0	0	0	171	363	156
Future Volume (vph)	0	887	60	60	723	0	0	0	0	171	363	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0					6.0	6.0	
Lane Util. Factor		0.91			0.95					1.00	0.91	
Frbp, ped/bikes		1.00			1.00					1.00	1.00	
Flpb, ped/bikes		1.00			1.00					1.00	1.00	
Frt		0.99			1.00					1.00	0.95	
Flt Protected		1.00			1.00					0.95	1.00	
Satd. Flow (prot)		5030			3525					1770	4833	
Flt Permitted		1.00			0.74					0.95	1.00	
Satd. Flow (perm)		5030			2608					1770	4833	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	954	65	65	777	0	0	0	0	184	390	168
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	50	0
Lane Group Flow (vph)	0	1015	0	0	842	0	0	0	0	184	508	0
Confl. Peds. (#/hr)	3		3	3		3	2					2
Confl. Bikes (#/hr)			3			9						
Turn Type		NA		pm+pt	NA					Split	NA	
Protected Phases		3		2	2 3					4	4	
Permitted Phases				2 3								
Actuated Green, G (s)		57.1			119.8					22.2	22.2	
Effective Green, g (s)		57.1			119.8					22.2	22.2	
Actuated g/C Ratio		0.36			0.75					0.14	0.14	
Clearance Time (s)		6.0								6.0	6.0	
Vehicle Extension (s)		2.5								2.0	2.0	
Lane Grp Cap (vph)		1795			2312					245	670	
v/s Ratio Prot		c0.20			c0.14					0.10	c0.11	
v/s Ratio Perm					0.13							
v/c Ratio		0.57			0.36					0.75	0.76	
Uniform Delay, d1		41.5			6.9					66.2	66.3	
Progression Factor		1.00			0.02					1.00	1.00	
Incremental Delay, d2		1.3			0.0					10.9	4.4	
Delay (s)		42.8			0.2					77.1	70.7	
Level of Service		D			A					E	E	
Approach Delay (s/veh)		42.8			0.2			0.0			72.3	
Approach LOS		D			A			A			E	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			37.4									D
HCM 2000 Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			160.0							24.0		
Intersection Capacity Utilization			66.5%									C
Analysis Period (min)			15									
c Critical Lane Group												

Timings
2: NE 1st Avenue/S 21st Avenue & Pembroke Road

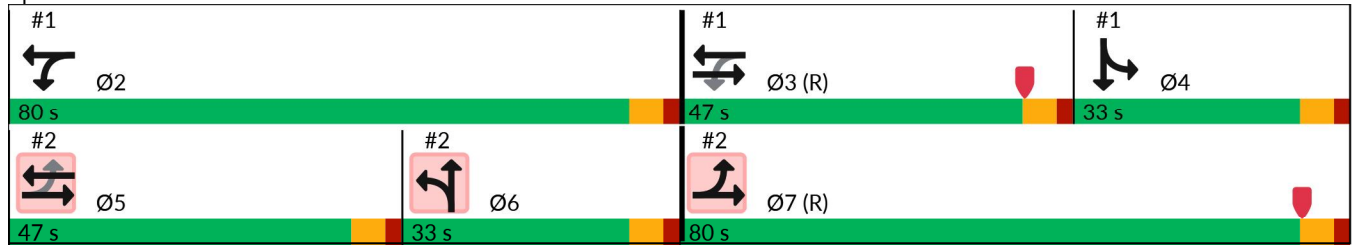
A.M. Peak Hour
Future Background Conditions

							
Lane Group	EBL	EBT	WBT	NBT	Ø2	Ø3	Ø4
Lane Configurations							
Traffic Volume (vph)	100	960	705	99			
Future Volume (vph)	100	960	705	99			
Turn Type	pm+pt	NA	NA	NA			
Protected Phases	7	5 7	5	6	2	3	4
Permitted Phases	5 7						
Detector Phase	7	5 7	5	6			
Switch Phase							
Minimum Initial (s)	10.0		10.0	6.0	10.0	10.0	6.0
Minimum Split (s)	32.0		30.0	32.0	32.0	28.0	32.0
Total Split (s)	80.0		47.0	33.0	80.0	47.0	33.0
Total Split (%)	50.0%		29.4%	20.6%	50%	29%	21%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0			
Total Lost Time (s)	6.0		6.0	6.0			
Lead/Lag			Lead	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes
Recall Mode	C-Min		None	None	None	C-Min	None

Intersection Summary

















Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 49 (31%), Referenced to phase 3:EBWB and 7:, Start of Yellow
 Natural Cycle: 125
 Control Type: Actuated-Coordinated

Splits and Phases: 2: NE 1st Avenue/S 21st Avenue & Pembroke Road



HCM Signalized Intersection Capacity Analysis
 2: NE 1st Avenue/S 21st Avenue & Pembroke Road

A.M. Peak Hour
 Future Background Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	960	0	0	705	14	77	99	16	0	0	0
Future Volume (vph)	100	960	0	0	705	14	77	99	16	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0				
Lane Util. Factor	1.00	0.95			0.95			0.95				
Frbp, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			1.00			0.99				
Flt Protected	0.95	1.00			1.00			0.98				
Satd. Flow (prot)	1770	3539			3527			3422				
Flt Permitted	0.12	1.00			1.00			0.98				
Satd. Flow (perm)	229	3539			3527			3422				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	108	1032	0	0	758	15	83	106	17	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	5	0	0	0	0
Lane Group Flow (vph)	108	1032	0	0	772	0	0	201	0	0	0	0
Confl. Peds. (#/hr)	5		5	5		5			1	1		
Confl. Bikes (#/hr)			5			8			1			
Turn Type	pm+pt	NA			NA		Split	NA				
Protected Phases	7	5 7			5		6	6				
Permitted Phases	5 7											
Actuated Green, G (s)	128.2	134.2			42.9			13.8				
Effective Green, g (s)	128.2	134.2			42.9			13.8				
Actuated g/C Ratio	0.80	0.84			0.27			0.09				
Clearance Time (s)	6.0				6.0			6.0				
Vehicle Extension (s)	2.5				2.5			2.0				
Lane Grp Cap (vph)	1005	2968			945			295				
v/s Ratio Prot	0.06	c0.29			c0.22			c0.06				
v/s Ratio Perm	0.03											
v/c Ratio	0.11	0.35			0.82			0.68				
Uniform Delay, d1	6.3	2.9			54.9			71.0				
Progression Factor	0.01	0.67			0.74			1.00				
Incremental Delay, d2	0.0	0.0			4.9			5.1				
Delay (s)	0.1	2.0			45.7			76.1				
Level of Service	A	A			D			E				
Approach Delay (s/veh)		1.8			45.7			76.1			0.0	
Approach LOS		A			D			E			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			25.1									C
HCM 2000 Volume to Capacity ratio			0.55									
Actuated Cycle Length (s)			160.0									24.0
Intersection Capacity Utilization			49.3%									A
Analysis Period (min)			15									
c Critical Lane Group												

Timings
3: US-1/S Federal Highway & Pembroke Road/Moffet Street

A.M. Peak Hour
Future Background Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	145	237	459	11	215	274	663	30	707	113
Future Volume (vph)	145	237	459	11	215	274	663	30	707	113
Turn Type	pm+pt	NA	pm+ov	Perm	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	5		8	5	2	1	6	7
Permitted Phases	4		4	8						6
Detector Phase	7	4	5	8	8	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	4.0	6.0	5.0	6.0	6.0	5.0	10.0	5.0	10.0	4.0
Minimum Split (s)	10.0	39.0	11.0	39.0	39.0	11.0	39.0	11.0	39.0	10.0
Total Split (s)	18.0	54.0	37.0	36.0	36.0	37.0	78.0	28.0	69.0	18.0
Total Split (%)	11.3%	33.8%	23.1%	22.5%	22.5%	23.1%	48.8%	17.5%	43.1%	11.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	None

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 37 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 3: US-1/S Federal Highway & Pembroke Road/Moffet Street



HCM 7th Signalized Intersection Summary
 3: US-1/S Federal Highway & Pembroke Road/Moffet Street

A.M. Peak Hour
 Future Background Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	237	459	11	215	17	274	663	7	30	707	113
Future Volume (veh/h)	145	237	459	11	215	17	274	663	7	30	707	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	163	266	516	12	242	19	308	745	8	34	794	127
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	268	553	628	31	298	23	354	2016	22	44	1714	866
Arrive On Green	0.02	0.10	0.10	0.19	0.19	0.19	0.10	0.75	0.75	0.02	0.65	0.49
Sat Flow, veh/h	1767	1856	1563	38	1604	123	3428	3572	38	1767	3526	1540
Grp Volume(v), veh/h	163	266	516	273	0	0	308	368	385	34	794	127
Grp Sat Flow(s),veh/h/ln	1767	1856	1563	1765	0	0	1714	1763	1847	1767	1763	1540
Q Serve(g_s), s	11.7	21.7	45.6	8.9	0.0	0.0	14.2	11.5	11.5	3.1	18.2	6.3
Cycle Q Clear(g_c), s	11.7	21.7	45.6	23.6	0.0	0.0	14.2	11.5	11.5	3.1	18.2	6.3
Prop In Lane	1.00		1.00	0.04		0.07	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	268	553	628	351	0	0	354	995	1043	44	1714	866
V/C Ratio(X)	0.61	0.48	0.82	0.78	0.00	0.00	0.87	0.37	0.37	0.78	0.46	0.15
Avail Cap(c_a), veh/h	268	557	631	354	0	0	664	995	1043	243	1714	866
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.33	1.33	1.00	1.33	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.0	60.4	54.4	62.5	0.0	0.0	70.7	10.1	10.1	77.6	17.7	16.8
Incr Delay (d2), s/veh	2.8	0.2	7.6	9.4	0.0	0.0	2.6	1.1	1.0	10.5	0.9	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	11.0	20.6	11.6	0.0	0.0	6.4	4.2	4.4	1.5	6.9	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.8	60.6	61.9	71.9	0.0	0.0	73.3	11.2	11.1	88.1	18.7	17.2
LnGrp LOS	D	E	E	E			E	B	B	F	B	B
Approach Vol, veh/h		945			273			1061			955	
Approach Delay, s/veh		59.8			71.9			29.2			20.9	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	96.3		53.7	22.5	83.8	18.0	35.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	22.0	72.0		48.0	31.0	63.0	12.0	30.0				
Max Q Clear Time (g_c+I1), s	5.1	13.5		47.6	16.2	20.2	13.7	25.6				
Green Ext Time (p_c), s	0.0	5.6		0.1	0.3	7.3	0.0	0.4				

Intersection Summary

HCM 7th Control Delay, s/veh	39.3
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 7th TWSC
 4: US-1/S Federal Highway & NE 6th Street

A.M. Peak Hour
 Future Background Conditions

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↑			↑		↑↑			↑↑	
Traffic Vol, veh/h	0	0	38	0	0	12	0	800	17	0	1106	9
Future Vol, veh/h	0	0	38	0	0	12	0	800	17	0	1106	9
Conflicting Peds, #/hr	3	0	2	2	0	3	14	0	8	8	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	42	0	0	13	0	889	19	0	1229	10

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	635	-	-	465	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	2	-	-	2	-	-
Pot Cap-1 Maneuver	0	0	1112	0	0	1267	0	-
Stage 1	0	0	-	0	0	-	0	-
Stage 2	0	0	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1097	-	-	1255	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	8.41		7.9		0		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	1097	1255	-	-
HCM Lane V/C Ratio	-	-	0.038	0.011	-	-
HCM Control Delay (s/veh)	-	-	8.4	7.9	-	-
HCM Lane LOS	-	-	A	A	-	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-	-

HCM 7th TWSC
 5: US-1/S Federal Highway & NE 5th Street

A.M. Peak Hour
 Future Background Conditions

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↗	↕		↗	↕	
Traffic Vol, veh/h	0	0	7	0	0	17	9	795	7	29	1107	1
Future Vol, veh/h	0	0	7	0	0	17	9	795	7	29	1107	1
Conflicting Peds, #/hr	0	0	0	0	0	0	11	0	9	9	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	145	-	-	155	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	8	0	0	19	10	893	8	33	1244	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	-	-	633	-	-	460	1256	0	0	910	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	3.7	-	-	3.7	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	2	-	-	2	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	1114	0	0	1272	550	-	-	744	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1103	-	-	1262	545	-	-	738	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s/v	8.29		7.9		0.13			0.26		
HCM LOS	A		A							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	545	-	-	1103	1262	738	-	-
HCM Lane V/C Ratio	0.019	-	-	0.007	0.015	0.044	-	-
HCM Control Delay (s/veh)	11.7	-	-	8.3	7.9	10.1	-	-
HCM Lane LOS	B	-	-	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0	0.1	-	-

HCM 7th TWSC
 6: US-1/S Federal Highway & NE 4th Court /NE 4th Court

A.M. Peak Hour
 Future Background Conditions

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↑			↑		↑↑			↑↑	
Traffic Vol, veh/h	0	0	14	0	0	12	0	797	4	0	1120	6
Future Vol, veh/h	0	0	14	0	0	12	0	797	4	0	1120	6
Conflicting Peds, #/hr	0	0	2	2	0	0	14	0	7	7	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	16	0	0	14	0	916	5	0	1287	7

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	663	-	-	467	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	2	-	-	2	-	-
Pot Cap-1 Maneuver	0	0	1088	0	0	1264	0	-
Stage 1	0	0	-	0	0	-	0	-
Stage 2	0	0	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1074	-	-	1257	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	8.4		7.9		0		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	-	-	1074	1257	-
HCM Lane V/C Ratio	-	-	0.015	0.011	-
HCM Control Delay (s/veh)	-	-	8.4	7.9	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Timings
7: US-1/S Federal Highway & NE 3rd Street

A.M. Peak Hour
Future Background Conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	86	89	34	50	41	688	30	1034	63
Future Volume (vph)	86	89	34	50	41	688	30	1034	63
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.0	33.0	41.0	41.0	27.0	27.0	27.0	27.0	27.0
Total Split (s)	43.0	43.0	43.0	43.0	117.0	117.0	117.0	117.0	117.0
Total Split (%)	26.9%	26.9%	26.9%	26.9%	73.1%	73.1%	73.1%	73.1%	73.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min

Intersection Summary























Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 134 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 7: US-1/S Federal Highway & NE 3rd Street



HCM 7th Signalized Intersection Summary
 7: US-1/S Federal Highway & NE 3rd Street

A.M. Peak Hour
 Future Background Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	89	69	34	50	13	41	688	8	30	1034	63
Future Volume (veh/h)	86	89	69	34	50	13	41	688	8	30	1034	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	101	105	81	40	59	15	48	809	9	35	1216	74
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	208	155	120	114	229	58	369	2727	30	551	2693	1169
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1307	962	742	1183	1420	361	424	3570	40	662	3526	1531
Grp Volume(v), veh/h	101	0	186	40	0	74	48	399	419	35	1216	74
Grp Sat Flow(s),veh/h/ln	1307	0	1704	1183	0	1782	424	1763	1847	662	1763	1531
Q Serve(g_s), s	11.7	0.0	16.5	5.3	0.0	5.8	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	17.5	0.0	16.5	21.7	0.0	5.8	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.44	1.00		0.20	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	208	0	274	114	0	287	369	1347	1411	551	2693	1169
V/C Ratio(X)	0.49	0.00	0.68	0.35	0.00	0.26	0.13	0.30	0.30	0.06	0.45	0.06
Avail Cap(c_a), veh/h	300	0	394	197	0	412	369	1347	1411	551	2693	1169
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.4	0.0	63.2	73.4	0.0	58.7	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	1.1	0.7	0.0	0.2	0.7	0.6	0.5	0.2	0.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	7.3	1.6	0.0	2.7	0.1	0.2	0.2	0.0	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.1	0.0	64.3	74.1	0.0	58.9	0.7	0.6	0.5	0.2	0.5	0.1
LnGrp LOS	E		E	E		E	A	A	A	A	A	A
Approach Vol, veh/h		287			114			866			1325	
Approach Delay, s/veh		65.3			64.2			0.6			0.5	
Approach LOS		E			E			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		128.2		31.8		128.2		31.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		111.0		37.0		111.0		37.0				
Max Q Clear Time (g_c+I1), s		2.0		19.5		2.0		23.7				
Green Ext Time (p_c), s		7.4		0.8		14.7		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			10.5									
HCM 7th LOS			B									

HCM 7th AWSC
8: NE 3rd Avenue & NE 3rd Street

A.M. Peak Hour
Future Background Conditions

Intersection

Intersection Delay, s/veh 9.3
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	154	46	42	95	8	39	23	55	5	46	30
Future Vol, veh/h	13	154	46	42	95	8	39	23	55	5	46	30
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	15	179	53	49	110	9	45	27	64	6	53	35
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay, s/veh	9.8			9.3			9			8.7		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	6%	29%	6%
Vol Thru, %	20%	72%	66%	57%
Vol Right, %	47%	22%	6%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	117	213	145	81
LT Vol	39	13	42	5
Through Vol	23	154	95	46
RT Vol	55	46	8	30
Lane Flow Rate	136	248	169	94
Geometry Grp	1	1	1	1
Degree of Util (X)	0.183	0.316	0.226	0.128
Departure Headway (Hd)	4.832	4.597	4.825	4.896
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	737	778	740	727
Service Time	2.892	2.65	2.883	2.961
HCM Lane V/C Ratio	0.185	0.319	0.228	0.129
HCM Control Delay, s/veh	9	9.8	9.3	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	1.4	0.9	0.4

HCM 7th TWSC
 9: NE 3rd Avenue & Hallandale Beach Boulevard

A.M. Peak Hour
 Future Background Conditions

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑		↘	↑↑↑				↗			↗
Traffic Vol, veh/h	89	1563	69	18	1201	16	0	0	16	0	0	85
Future Vol, veh/h	89	1563	69	18	1201	16	0	0	16	0	0	85
Conflicting Peds, #/hr	25	0	13	13	0	25	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	93	1628	72	19	1251	17	0	0	17	0	0	89

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1293	0	0	1713	0	0	-	-	864	-	-	659
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.36	-	-	5.36	-	-	-	-	3.7	-	-	3.7
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	-	-	2	-	-	2
Pot Cap-1 Maneuver	279	-	-	173	-	-	0	0	933	0	0	1092
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	274	-	-	171	-	-	-	-	922	-	-	1069
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.28			0.42			8.98			8.67		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	922	274	-	-	171	-	-	1069
HCM Lane V/C Ratio	0.018	0.339	-	-	0.11	-	-	0.083
HCM Control Delay (s/veh)	9	24.8	-	-	28.7	-	-	8.7
HCM Lane LOS	A	C	-	-	D	-	-	A
HCM 95th %tile Q(veh)	0.1	1.4	-	-	0.4	-	-	0.3

Timings
10: Dixie Highway & NE 3rd Street

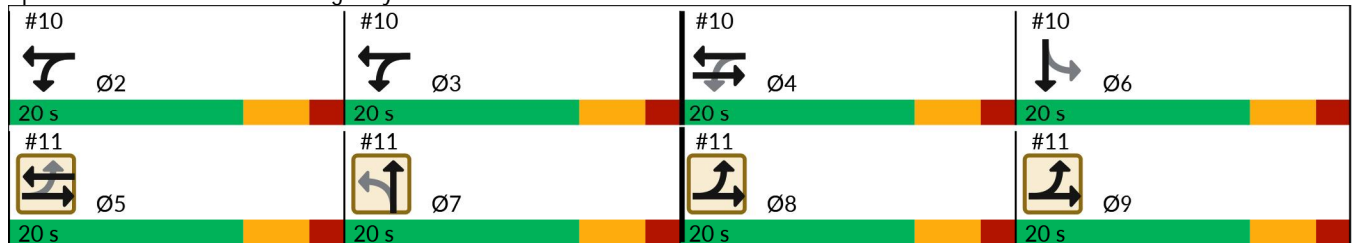
A.M. Peak Hour
Future Background Conditions

	→	↙	←	↓	Ø2	Ø3	Ø5	Ø7	Ø8	Ø9
Lane Group	EBT	WBL	WBT	SBT						
Lane Configurations										
Traffic Volume (vph)	144	25	92	510						
Future Volume (vph)	144	25	92	510						
Turn Type	NA	pm+pt	NA	NA						
Protected Phases	4	2 3	2 3 4	6	2	3	5	7	8	9
Permitted Phases		2 3 4								
Detector Phase	4	2 3	2 3 4	6						
Switch Phase										
Minimum Initial (s)	6.0		7.0	6.0	6.0	6.0	6.0	6.0	6.0	7.0
Minimum Split (s)	12.0		13.0	12.0	12.0	12.0	12.0	12.0	12.0	16.0
Total Split (s)	20.0		20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	25.0%		25.0%	25%	25%	25%	25%	25%	25%	25%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0						
Total Lost Time (s)	6.0		6.0	6.0						
Lead/Lag					Lead	Lag	Lead	Lag		
Lead-Lag Optimize?					Yes	Yes	Yes	Yes		
Recall Mode	Max		Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

















Cycle Length: 80
 Actuated Cycle Length: 80
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord

Splits and Phases: 10: Dixie Highway & NE 3rd Street










HCM Signalized Intersection Capacity Analysis
 10: Dixie Highway & NE 3rd Street

A.M. Peak Hour
 Future Background Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	144	24	25	92	0	0	0	0	130	510	37
Future Volume (vph)	0	144	24	25	92	0	0	0	0	130	510	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0						6.0	
Lane Util. Factor		1.00			1.00						0.86	
Frbp, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.98			1.00						0.99	
Flt Protected		1.00			0.99						0.99	
Satd. Flow (prot)		1821			1843						6279	
Flt Permitted		1.00			1.00						0.99	
Satd. Flow (perm)		1821			1862						6279	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	0	169	28	29	108	0	0	0	0	153	600	44
RTOR Reduction (vph)	0	7	0	0	0	0	0	0	0	0	11	0
Lane Group Flow (vph)	0	190	0	0	137	0	0	0	0	0	786	0
Confl. Peds. (#/hr)	8		4	4		8	9					9
Confl. Bikes (#/hr)			2			5						
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		4		2 3	2 3 4						6	
Permitted Phases				2 3 4						6		
Actuated Green, G (s)		14.0			48.0						14.0	
Effective Green, g (s)		14.0			48.0						14.0	
Actuated g/C Ratio		0.18			0.60						0.18	
Clearance Time (s)		6.0									6.0	
Vehicle Extension (s)		2.0									2.5	
Lane Grp Cap (vph)		318			1109						1098	
v/s Ratio Prot		c0.10			c0.05							
v/s Ratio Perm					0.02						0.13	
v/c Ratio		0.60			0.12						0.72	
Uniform Delay, d1		30.4			6.9						31.1	
Progression Factor		1.00			0.11						1.00	
Incremental Delay, d2		8.0			0.2						4.0	
Delay (s)		38.4			1.0						35.1	
Level of Service		D			A						D	
Approach Delay (s/veh)		38.4			1.0			0.0			35.1	
Approach LOS		D			A			A			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			31.6									C
HCM 2000 Volume to Capacity ratio			0.40									
Actuated Cycle Length (s)			80.0							24.0		
Intersection Capacity Utilization			40.4%									A
Analysis Period (min)			15									
c Critical Lane Group												

Timings
11: NE 1st Avenue & NE 3rd Street

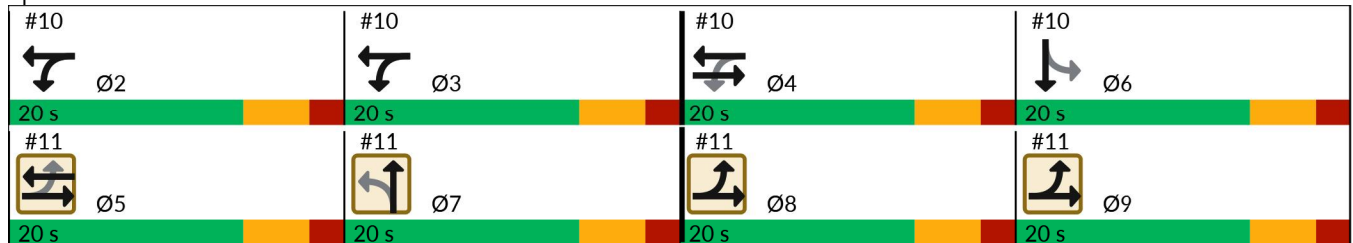
A.M. Peak Hour
Future Background Conditions

										
Lane Group	EBL	EBT	WBT	NBT	Ø2	Ø3	Ø4	Ø6	Ø8	Ø9
Lane Configurations										
Traffic Volume (vph)	43	231	100	99						
Future Volume (vph)	43	231	100	99						
Turn Type	D.P+P	NA	NA	NA						
Protected Phases	8 9	5 8 9	5	7	2	3	4	6	8	9
Permitted Phases	5									
Detector Phase	8 9	5 8 9	5	7						
Switch Phase										
Minimum Initial (s)			6.0	6.0	6.0	6.0	6.0	7.0	6.0	7.0
Minimum Split (s)			12.0	12.0	12.0	12.0	12.0	13.0	12.0	16.0
Total Split (s)			20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)			25.0%	25.0%	25%	25%	25%	25%	25%	25%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)			0.0	0.0						
Total Lost Time (s)			6.0	6.0						
Lead/Lag			Lead	Lag	Lead	Lag				
Lead-Lag Optimize?			Yes	Yes	Yes	Yes				
Recall Mode			Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary













Cycle Length: 80
 Actuated Cycle Length: 80
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord

Splits and Phases: 11: NE 1st Avenue & NE 3rd Street



HCM Signalized Intersection Capacity Analysis
 11: NE 1st Avenue & NE 3rd Street

A.M. Peak Hour
 Future Background Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			1			4				
Traffic Volume (vph)	43	231	0	0	100	39	18	99	21	0	0	0
Future Volume (vph)	43	231	0	0	100	39	18	99	21	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0				
Lane Util. Factor		1.00			1.00			0.95				
Frbp, ped/bikes		1.00			0.99			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.96			0.98				
Flt Protected		0.99			1.00			0.99				
Satd. Flow (prot)		1848			1778			3421				
Flt Permitted		0.99			1.00			0.99				
Satd. Flow (perm)		1849			1778			3421				
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	51	275	0	0	119	46	21	118	25	0	0	0
RTOR Reduction (vph)	0	0	0	0	17	0	0	18	0	0	0	0
Lane Group Flow (vph)	0	326	0	0	148	0	0	146	0	0	0	0
Confl. Peds. (#/hr)	6		4	4		6	1		1	1		1
Confl. Bikes (#/hr)			2			5			2			
Turn Type	D.P+P	NA			NA		Perm	NA				
Protected Phases	8 9	5 8 9			5			7				
Permitted Phases	5						7					
Actuated Green, G (s)		48.0			14.0			14.0				
Effective Green, g (s)		48.0			14.0			14.0				
Actuated g/C Ratio		0.60			0.18			0.18				
Clearance Time (s)					6.0			6.0				
Vehicle Extension (s)					2.0			2.5				
Lane Grp Cap (vph)		1108			311			598				
v/s Ratio Prot		c0.12			c0.08							
v/s Ratio Perm		0.05						0.04				
v/c Ratio		0.29			0.47			0.24				
Uniform Delay, d1		7.8			29.7			28.4				
Progression Factor		0.04			1.00			1.00				
Incremental Delay, d2		0.5			5.1			1.0				
Delay (s)		0.8			34.8			29.4				
Level of Service		A			C			C				
Approach Delay (s/veh)		0.8			34.8			29.4			0.0	
Approach LOS		A			C			C			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			16.5									B
HCM 2000 Volume to Capacity ratio			0.36									
Actuated Cycle Length (s)			80.0						24.0			
Intersection Capacity Utilization			45.0%									A
Analysis Period (min)			15									
c Critical Lane Group												

Timings
12: US-1/S Federal Highway & Hallandale Beach Boulevard

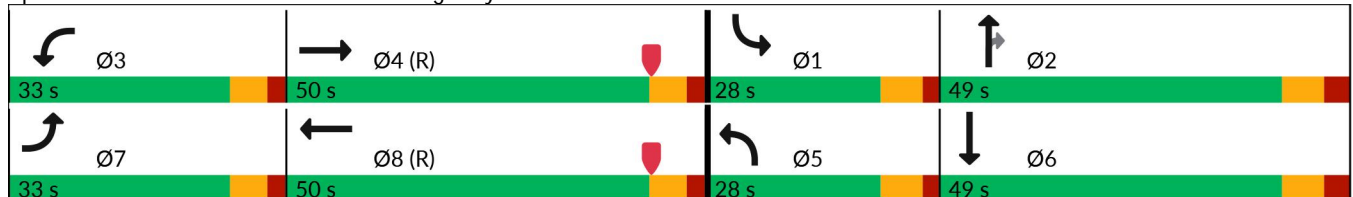
A.M. Peak Hour
Future Background Conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	93	1065	495	990	280	557	327	232	911
Future Volume (vph)	93	1065	495	990	280	557	327	232	911
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	24.5	46.5	11.5	46.5	12.0	47.0	47.0	12.0	47.0
Total Split (s)	33.0	50.0	33.0	50.0	28.0	49.0	49.0	28.0	49.0
Total Split (%)	20.6%	31.3%	20.6%	31.3%	17.5%	30.6%	30.6%	17.5%	30.6%
Yellow Time (s)	4.5	4.5	4.5	4.5	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	7.0	8.0	8.0	7.0	8.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary























Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 159 (99%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

Splits and Phases: 12: US-1/S Federal Highway & Hallandale Beach Boulevard



HCM 7th Signalized Intersection Summary
 12: US-1/S Federal Highway & Hallandale Beach Boulevard

A.M. Peak Hour
 Future Background Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	1065	332	495	990	95	280	557	327	232	911	50
Future Volume (veh/h)	93	1065	332	495	990	95	280	557	327	232	911	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	100	1145	357	532	1065	102	301	599	352	249	980	54
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	121	1234	385	568	1979	189	344	1262	381	293	1149	63
Arrive On Green	0.07	0.43	0.43	0.17	0.56	0.56	0.10	0.25	0.25	0.09	0.23	0.23
Sat Flow, veh/h	1767	3799	1184	3428	4692	449	3428	5066	1527	3428	4904	270
Grp Volume(v), veh/h	100	1018	484	532	766	401	301	599	352	249	674	360
Grp Sat Flow(s),veh/h/ln	1767	1689	1607	1714	1689	1763	1714	1689	1527	1714	1689	1797
Q Serve(g_s), s	8.9	45.7	45.7	24.5	22.8	22.9	13.9	16.1	36.0	11.5	30.6	30.7
Cycle Q Clear(g_c), s	8.9	45.7	45.7	24.5	22.8	22.9	13.9	16.1	36.0	11.5	30.6	30.7
Prop In Lane	1.00		0.74	1.00		0.25	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	121	1097	522	568	1424	744	344	1262	381	293	791	421
V/C Ratio(X)	0.82	0.93	0.93	0.94	0.54	0.54	0.87	0.47	0.92	0.85	0.85	0.85
Avail Cap(c_a), veh/h	293	1097	522	568	1424	744	450	1298	391	450	865	460
HCM Platoon Ratio	1.00	1.33	1.33	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.5	43.7	43.7	65.9	25.3	25.3	71.0	51.1	58.6	72.2	58.6	58.7
Incr Delay (d2), s/veh	5.2	14.6	25.1	23.0	1.5	2.8	11.8	0.2	26.9	5.8	7.4	13.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	20.4	20.9	12.6	8.9	9.6	6.7	6.9	16.8	5.3	13.9	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.7	58.2	68.7	88.9	26.8	28.1	82.8	51.3	85.5	77.9	66.1	71.9
LnGrp LOS	E	E	E	F	C	C	F	D	F	E	E	E
Approach Vol, veh/h		1602			1699			1252			1283	
Approach Delay, s/veh		62.7			46.6			68.5			70.0	
Approach LOS		E			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.7	47.9	33.0	58.5	23.1	45.5	17.5	74.0				
Change Period (Y+Rc), s	7.0	8.0	6.5	6.5	7.0	8.0	6.5	6.5				
Max Green Setting (Gmax), s	21.0	41.0	26.5	43.5	21.0	41.0	26.5	43.5				
Max Q Clear Time (g_c+I1), s	13.5	38.0	26.5	47.7	15.9	32.7	10.9	24.9				
Green Ext Time (p_c), s	0.2	1.4	0.0	0.0	0.2	3.7	0.1	6.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			60.8									
HCM 7th LOS			E									

Timings
 13: Dixie Highway & Hallandale Beach Boulevard

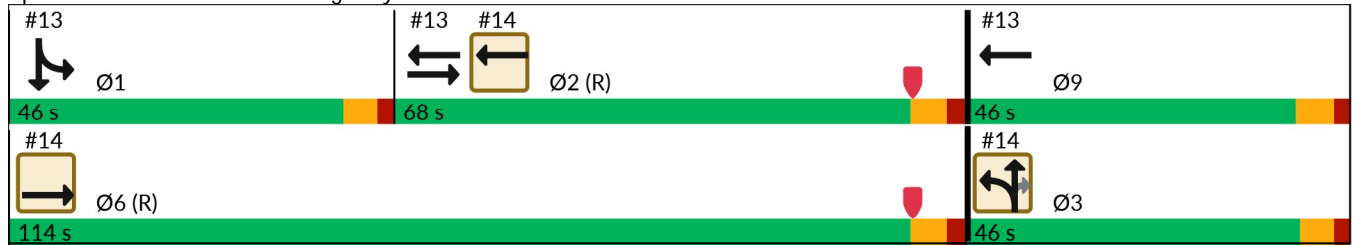
A.M. Peak Hour
 Future Background Conditions

	→	←	↓			
Lane Group	EBT	WBT	SBT	Ø3	Ø6	Ø9
Lane Configurations	↑↑↑	↑↑↑	↓↑↑			
Traffic Volume (vph)	1705	1413	418			
Future Volume (vph)	1705	1413	418			
Turn Type	NA	NA	NA			
Protected Phases	2	2 9	1	3	6	9
Permitted Phases						
Detector Phase	2	2 9	1			
Switch Phase						
Minimum Initial (s)	10.0		6.0	6.0	10.0	10.0
Minimum Split (s)	31.5		41.0	39.0	39.5	24.0
Total Split (s)	68.0		46.0	46.0	114.0	46.0
Total Split (%)	42.5%		28.8%	29%	71%	29%
Yellow Time (s)	4.5		4.0	4.0	4.5	4.5
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			
Total Lost Time (s)	6.5		6.0			
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	None	C-Min	None

Intersection Summary
















Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 108 (68%), Referenced to phase 2:EBWB and 6:, Start of Yellow
 Natural Cycle: 135
 Control Type: Actuated-Coordinated

Splits and Phases: 13: Dixie Highway & Hallandale Beach Boulevard



HCM Signalized Intersection Capacity Analysis
 13: Dixie Highway & Hallandale Beach Boulevard

A.M. Peak Hour
 Future Background Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1705	185	0	1413	0	0	0	0	138	418	23
Future Volume (vph)	0	1705	185	0	1413	0	0	0	0	138	418	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5			6.5						6.0	
Lane Util. Factor		0.91			0.91						0.86	
Frbp, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.99			1.00						0.99	
Flt Protected		1.00			1.00						0.99	
Satd. Flow (prot)		4998			5085						6289	
Flt Permitted		1.00			1.00						0.99	
Satd. Flow (perm)		4998			5085						6289	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	1758	191	0	1457	0	0	0	0	142	431	24
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	1944	0	0	1457	0	0	0	0	0	593	0
Confl. Peds. (#/hr)	11		6	6		11	7					7
Confl. Bikes (#/hr)			4			2						
Turn Type		NA			NA					Split	NA	
Protected Phases		2			2					1	1	
Permitted Phases												
Actuated Green, G (s)		103.4			129.5						18.0	
Effective Green, g (s)		103.4			129.5						18.0	
Actuated g/C Ratio		0.65			0.81						0.11	
Clearance Time (s)		6.5									6.0	
Vehicle Extension (s)		3.0									0.2	
Lane Grp Cap (vph)		3229			4115						707	
v/s Ratio Prot		c0.39			c0.29						c0.09	
v/s Ratio Perm												
v/c Ratio		0.60			0.35						0.84	
Uniform Delay, d1		16.4			4.1						69.6	
Progression Factor		1.00			0.07						1.00	
Incremental Delay, d2		0.8			0.0						8.2	
Delay (s)		17.2			0.3						77.8	
Level of Service		B			A						E	
Approach Delay (s/veh)		17.2			0.3			0.0			77.8	
Approach LOS		B			A			A			E	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			20.1									C
HCM 2000 Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			160.0								19.0	
Intersection Capacity Utilization			60.4%									B
Analysis Period (min)			15									
c Critical Lane Group												

Timings
 14: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard

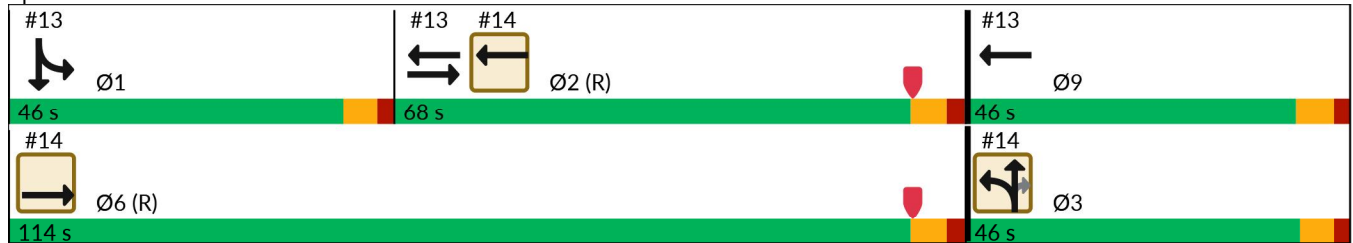
A.M. Peak Hour
 Future Background Conditions

						Ø1	Ø9
Lane Group	EBT	WBT	NBL	NBT	NBR		
Lane Configurations							
Traffic Volume (vph)	1841	1238	176	95	35		
Future Volume (vph)	1841	1238	176	95	35		
Turn Type	NA	NA	Split	NA	Perm		
Protected Phases	6	2	3	3		1	9
Permitted Phases					3		
Detector Phase	6	2	3	3	3		
Switch Phase							
Minimum Initial (s)	10.0	10.0	6.0	6.0	6.0	6.0	10.0
Minimum Split (s)	39.5	31.5	39.0	39.0	39.0	41.0	24.0
Total Split (s)	114.0	68.0	46.0	46.0	46.0	46.0	46.0
Total Split (%)	71.3%	42.5%	28.8%	28.8%	28.8%	29%	29%
Yellow Time (s)	4.5	4.5	4.0	4.0	4.0	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.0	6.0	6.0		
Lead/Lag		Lag				Lead	
Lead-Lag Optimize?		Yes				Yes	
Recall Mode	C-Min	C-Min	None	None	None	None	None

Intersection Summary













Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 108 (68%), Referenced to phase 2:EBWB and 6:, Start of Yellow
 Natural Cycle: 135
 Control Type: Actuated-Coordinated

Splits and Phases: 14: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard



HCM Signalized Intersection Capacity Analysis
 14: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard

A.M. Peak Hour
 Future Background Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑		↗	↑	↗			
Traffic Volume (vph)	0	1841	0	0	1238	26	176	95	35	0	0	0
Future Volume (vph)	0	1841	0	0	1238	26	176	95	35	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5			6.5		6.0	6.0	6.0			
Lane Util. Factor		0.91			0.91		1.00	1.00	1.00			
Frbp, ped/bikes		1.00			1.00		1.00	1.00	0.97			
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00			
Frt		1.00			1.00		1.00	1.00	0.85			
Flt Protected		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)		5085			5063		1770	1863	1544			
Flt Permitted		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)		5085			5063		1770	1863	1544			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	1898	0	0	1276	27	181	98	36	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	31	0	0	0
Lane Group Flow (vph)	0	1898	0	0	1302	0	181	98	5	0	0	0
Confl. Peds. (#/hr)	13		6	6		13			8	8		
Confl. Bikes (#/hr)			6			1			1			
Turn Type		NA			NA		Split	NA	Perm			
Protected Phases		6			2		3	3				
Permitted Phases									3			
Actuated Green, G (s)		127.4			103.4		20.1	20.1	20.1			
Effective Green, g (s)		127.4			103.4		20.1	20.1	20.1			
Actuated g/C Ratio		0.80			0.65		0.13	0.13	0.13			
Clearance Time (s)		6.5			6.5		6.0	6.0	6.0			
Vehicle Extension (s)		3.0			3.0		0.2	0.2	0.2			
Lane Grp Cap (vph)		4048			3271		222	234	193			
v/s Ratio Prot		c0.37			0.26		c0.10	0.05				
v/s Ratio Perm									0.00			
v/c Ratio		0.47			0.40		0.82	0.42	0.02			
Uniform Delay, d1		5.3			13.5		68.1	64.6	61.3			
Progression Factor		0.14			1.09		1.00	1.00	1.00			
Incremental Delay, d2		0.3			0.3		19.1	0.4	0.0			
Delay (s)		1.1			15.0		87.3	65.0	61.4			
Level of Service		A			B		F	E	E			
Approach Delay (s/veh)		1.1			15.0			77.4			0.0	
Approach LOS		A			B			E			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			13.1				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			160.0				Sum of lost time (s)				19.0	
Intersection Capacity Utilization			60.4%				ICU Level of Service				B	
Analysis Period (min)			15									
c Critical Lane Group												

HCM 7th TWSC
15: NE 4th Avenue & NE 6th Street

A.M. Peak Hour
Future Background Conditions

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	2	11	1	2	17	1	4	1	4	7	2	6
Future Vol, veh/h	2	11	1	2	17	1	4	1	4	7	2	6
Conflicting Peds, #/hr	3	0	0	0	0	3	3	0	2	2	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	2	13	1	2	21	1	5	1	5	9	2	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	51	44	9	42	45	9	13	0	0	8	0	0
Stage 1	26	26	-	15	15	-	-	-	-	-	-	-
Stage 2	24	18	-	26	30	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	1203	1177	1788	1209	1176	1788	1599	-	-	1606	-	-
Stage 1	1200	1165	-	1217	1179	-	-	-	-	-	-	-
Stage 2	1203	1176	-	1200	1161	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	1165	1162	1783	1183	1161	1781	1595	-	-	1603	-	-
Mov Cap-2 Maneuver	1165	1162	-	1183	1161	-	-	-	-	-	-	-
Stage 1	1190	1156	-	1211	1174	-	-	-	-	-	-	-
Stage 2	1174	1171	-	1179	1151	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	8.06		8.1		3.23		3.39	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	690	-	-	1192	1184	730	-	-
HCM Lane V/C Ratio	0.003	-	-	0.014	0.021	0.005	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.1	8.1	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

HCM 7th AWSC
16: NE 4th Avenue & NE 5th Street

A.M. Peak Hour
Future Background Conditions

Intersection												
Intersection Delay, s/veh	6.8											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	3	5	0	0	1	3	1	2	3	2	0	2
Future Vol, veh/h	3	5	0	0	1	3	1	2	3	2	0	2
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	4	6	0	0	1	4	1	3	4	3	0	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB				WB			NB			SB	
Opposing Approach	WB				EB			SB			NB	
Opposing Lanes	1				1			1			1	
Conflicting Approach Left	SB				NB			EB			WB	
Conflicting Lanes Left	1				1			1			1	
Conflicting Approach Right	NB				SB			WB			EB	
Conflicting Lanes Right	1				1			1			1	
HCM Control Delay, s/veh	7.1				6.6			6.7			6.8	
HCM LOS	A				A			A			A	

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	38%	0%	50%
Vol Thru, %	33%	63%	25%	0%
Vol Right, %	50%	0%	75%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	8	4	4
LT Vol	1	3	0	2
Through Vol	2	5	1	0
RT Vol	3	0	3	2
Lane Flow Rate	8	10	5	5
Geometry Grp	1	1	1	1
Degree of Util (X)	0.008	0.011	0.005	0.005
Departure Headway (Hd)	3.716	4.054	3.532	3.784
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	968	888	1018	950
Service Time	1.72	2.056	1.536	1.789
HCM Lane V/C Ratio	0.008	0.011	0.005	0.005
HCM Control Delay, s/veh	6.7	7.1	6.6	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0

HCM 7th TWSC
17: NE 4th Avenue & NE 4th Court

A.M. Peak Hour
Future Background Conditions

Intersection												
Int Delay, s/veh	7.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2	0	6	31	0	1	0	2	0	0	0
Future Vol, veh/h	0	2	0	6	31	0	1	0	2	0	0	0
Conflicting Peds, #/hr	0	0	2	2	0	0	1	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	3	0	9	44	0	1	0	3	0	0	0

Major/Minor	Minor2		Minor1			Major1			
Conflicting Flow All	-	8	3	9	6	-	1	0	0
Stage 1	-	1	-	5	5	-	-	-	-
Stage 2	-	7	-	3	1	-	-	-	-
Critical Hdwy	-	3.1	3.7	3.7	3.1	-	4.13	-	-
Critical Hdwy Stg 1	-	-	-	6.13	5.53	-	-	-	-
Critical Hdwy Stg 2	-	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	-	3	2	2.9	3	-	2.227	-	-
Pot Cap-1 Maneuver	0	1196	1796	1235	1197	0	1615	-	-
Stage 1	0	-	-	1233	1193	0	-	-	-
Stage 2	0	1191	-	-	-	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	1193	1791	1228	1194	-	1614	-	-
Mov Cap-2 Maneuver	-	1193	-	1228	1194	-	-	-	-
Stage 1	-	-	-	1231	1191	-	-	-	-
Stage 2	-	1189	-	-	-	-	-	-	-

Approach	EB		WB		NB	
HCM Control Delay, s/v	8.03		8.14		2.41	
HCM LOS	A		A			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	500	-	-	1193	1199
HCM Lane V/C Ratio	0.001	-	-	0.002	0.044
HCM Control Delay (s/veh)	7.2	0	-	8	8.1
HCM Lane LOS	A	A	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.1

HCM 7th TWSC
18: NE 3rd Avenue & NE 4th Court

A.M. Peak Hour
Future Background Conditions

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	0	0	5	25	1	5	3	38	1	1	62	1
Future Vol, veh/h	0	0	5	25	1	5	3	38	1	1	62	1
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	6	29	1	6	4	45	1	1	73	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	130	131	75	129	131	47	75	0	0	47	0	0
Stage 1	77	77	-	53	53	-	-	-	-	-	-	-
Stage 2	53	54	-	75	77	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	1144	1132	1702	1145	1132	1737	1518	-	-	1554	-	-
Stage 1	1123	1101	-	1158	1130	-	-	-	-	-	-	-
Stage 2	1158	1130	-	1125	1100	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	1133	1126	1701	1136	1126	1734	1517	-	-	1553	-	-
Mov Cap-2 Maneuver	1133	1126	-	1136	1126	-	-	-	-	-	-	-
Stage 1	1121	1099	-	1154	1127	-	-	-	-	-	-	-
Stage 2	1149	1126	-	1121	1098	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	7.12		8.09		0.53		0.11	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	128	-	-	1701	1203	28	-	-
HCM Lane V/C Ratio	0.002	-	-	0.003	0.03	0.001	-	-
HCM Control Delay (s/veh)	7.4	0	-	7.1	8.1	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Future Total A.M.

Timings
1: Dixie Highway & Pembroke Road

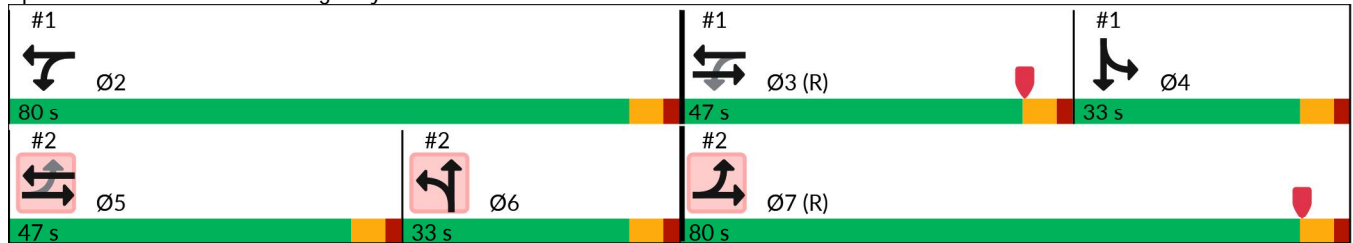
A.M. Peak Hour
Future Total Conditions

	→	↙	←	↘	↓	Ø5	Ø6	Ø7
Lane Group	EBT	WBL	WBT	SBL	SBT			
Lane Configurations	↑↑↑		↔↑	↙	↑↑↑			
Traffic Volume (vph)	921	60	778	186	372			
Future Volume (vph)	921	60	778	186	372			
Turn Type	NA	pm+pt	NA	Split	NA			
Protected Phases	3	2	2 3	4	4	5	6	7
Permitted Phases		2 3						
Detector Phase	3	2	2 3	4	4			
Switch Phase								
Minimum Initial (s)	10.0	10.0		6.0	6.0	10.0	6.0	10.0
Minimum Split (s)	28.0	32.0		32.0	32.0	30.0	32.0	32.0
Total Split (s)	47.0	80.0		33.0	33.0	47.0	33.0	80.0
Total Split (%)	29.4%	50.0%		20.6%	20.6%	29%	21%	50%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0			
Total Lost Time (s)	6.0			6.0	6.0			
Lead/Lag	Lead			Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	
Recall Mode	C-Min	None		None	None	None	None	C-Min

Intersection Summary

















Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 49 (31%), Referenced to phase 3:EBWB and 7:, Start of Yellow
 Natural Cycle: 125
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Dixie Highway & Pembroke Road











HCM Signalized Intersection Capacity Analysis
 1: Dixie Highway & Pembroke Road

A.M. Peak Hour
 Future Total Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	921	60	60	778	0	0	0	0	186	372	156
Future Volume (vph)	0	921	60	60	778	0	0	0	0	186	372	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0					6.0	6.0	
Lane Util. Factor		0.91			0.95					1.00	0.91	
Frbp, ped/bikes		1.00			1.00					1.00	1.00	
Flpb, ped/bikes		1.00			1.00					1.00	1.00	
Frft		0.99			1.00					1.00	0.96	
Flt Protected		1.00			1.00					0.95	1.00	
Satd. Flow (prot)		5032			3527					1770	4837	
Flt Permitted		1.00			0.72					0.95	1.00	
Satd. Flow (perm)		5032			2561					1770	4837	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	990	65	65	837	0	0	0	0	200	400	168
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	49	0
Lane Group Flow (vph)	0	1051	0	0	902	0	0	0	0	200	519	0
Confl. Peds. (#/hr)	3		3	3		3	2					2
Confl. Bikes (#/hr)			3			9						
Turn Type		NA		pm+pt	NA					Split	NA	
Protected Phases		3		2	2 3					4	4	
Permitted Phases				2 3								
Actuated Green, G (s)		51.8			119.1					22.9	22.9	
Effective Green, g (s)		51.8			119.1					22.9	22.9	
Actuated g/C Ratio		0.32			0.74					0.14	0.14	
Clearance Time (s)		6.0								6.0	6.0	
Vehicle Extension (s)		2.5								2.0	2.0	
Lane Grp Cap (vph)		1629			2312					253	692	
v/s Ratio Prot		c0.21			c0.16					c0.11	0.11	
v/s Ratio Perm					0.13							
v/c Ratio		0.65			0.39					0.79	0.75	
Uniform Delay, d1		46.2			7.4					66.2	65.8	
Progression Factor		1.00			0.01					1.00	1.00	
Incremental Delay, d2		2.0			0.0					14.4	4.1	
Delay (s)		48.2			0.2					80.7	69.9	
Level of Service		D			A					F	E	
Approach Delay (s/veh)		48.2			0.2			0.0			72.7	
Approach LOS		D			A			A			E	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			39.2									D
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			160.0							24.0		
Intersection Capacity Utilization			68.8%									C
Analysis Period (min)			15									
c Critical Lane Group												

Timings
2: NE 1st Avenue/S 21st Avenue & Pembroke Road

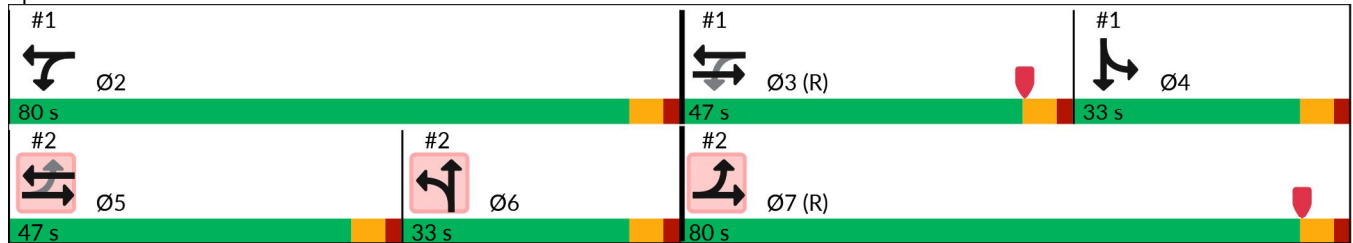
A.M. Peak Hour
Future Total Conditions

							
Lane Group	EBL	EBT	WBT	NBT	Ø2	Ø3	Ø4
Lane Configurations							
Traffic Volume (vph)	100	1009	705	139			
Future Volume (vph)	100	1009	705	139			
Turn Type	pm+pt	NA	NA	NA			
Protected Phases	7	5 7	5	6	2	3	4
Permitted Phases	5 7						
Detector Phase	7	5 7	5	6			
Switch Phase							
Minimum Initial (s)	10.0		10.0	6.0	10.0	10.0	6.0
Minimum Split (s)	32.0		30.0	32.0	32.0	28.0	32.0
Total Split (s)	80.0		47.0	33.0	80.0	47.0	33.0
Total Split (%)	50.0%		29.4%	20.6%	50%	29%	21%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0			
Total Lost Time (s)	6.0		6.0	6.0			
Lead/Lag			Lead	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes
Recall Mode	C-Min		None	None	None	C-Min	None

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 49 (31%), Referenced to phase 3:EBWB and 7:, Start of Yellow
 Natural Cycle: 125
 Control Type: Actuated-Coordinated




















Splits and Phases: 2: NE 1st Avenue/S 21st Avenue & Pembroke Road



HCM Signalized Intersection Capacity Analysis

2: NE 1st Avenue/S 21st Avenue & Pembroke Road

A.M. Peak Hour
Future Total Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 				
Traffic Volume (vph)	100	1009	0	0	705	14	132	139	16	0	0	0
Future Volume (vph)	100	1009	0	0	705	14	132	139	16	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0				
Lane Util. Factor	1.00	0.95			0.95			0.95				
Frbp, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			1.00			0.99				
Flt Protected	0.95	1.00			1.00			0.98				
Satd. Flow (prot)	1770	3539			3527			3428				
Flt Permitted	0.12	1.00			1.00			0.98				
Satd. Flow (perm)	226	3539			3527			3428				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	108	1085	0	0	758	15	142	149	17	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	3	0	0	0	0
Lane Group Flow (vph)	108	1085	0	0	772	0	0	305	0	0	0	0
Confl. Peds. (#/hr)	5		5	5		5			1	1		
Confl. Bikes (#/hr)			5			8			1			
Turn Type	pm+pt	NA			NA		Split	NA				
Protected Phases	7	5 7			5		6	6				
Permitted Phases	5 7											
Actuated Green, G (s)	123.4	129.4			42.7			18.6				
Effective Green, g (s)	123.4	129.4			42.7			18.6				
Actuated g/C Ratio	0.77	0.81			0.27			0.12				
Clearance Time (s)	6.0				6.0			6.0				
Vehicle Extension (s)	2.5				2.5			2.0				
Lane Grp Cap (vph)	953	2862			941			398				
v/s Ratio Prot	0.06	c0.31			c0.22			c0.09				
v/s Ratio Perm	0.03											
v/c Ratio	0.11	0.38			0.82			0.77				
Uniform Delay, d1	7.4	4.2			55.1			68.6				
Progression Factor	0.02	0.56			0.80			1.00				
Incremental Delay, d2	0.0	0.0			5.2			7.8				
Delay (s)	0.1	2.4			49.4			76.4				
Level of Service	A	A			D			E				
Approach Delay (s/veh)		2.2			49.4			76.4			0.0	
Approach LOS		A			D			E			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			28.3									C
HCM 2000 Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			160.0						24.0			
Intersection Capacity Utilization			51.9%									A
Analysis Period (min)			15									
c Critical Lane Group												

Timings
3: US-1/S Federal Highway & Pembroke Road/Moffet Street

A.M. Peak Hour
Future Total Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	145	237	508	14	215	274	680	30	718	113
Future Volume (vph)	145	237	508	14	215	274	680	30	718	113
Turn Type	pm+pt	NA	pm+ov	Perm	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	5		8	5	2	1	6	7
Permitted Phases	4		4	8						6
Detector Phase	7	4	5	8	8	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	4.0	6.0	5.0	6.0	6.0	5.0	10.0	5.0	10.0	4.0
Minimum Split (s)	10.0	39.0	11.0	39.0	39.0	11.0	39.0	11.0	39.0	10.0
Total Split (s)	18.0	54.0	37.0	36.0	36.0	37.0	78.0	28.0	69.0	18.0
Total Split (%)	11.3%	33.8%	23.1%	22.5%	22.5%	23.1%	48.8%	17.5%	43.1%	11.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	None

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 37 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 3: US-1/S Federal Highway & Pembroke Road/Moffet Street



HCM 7th Signalized Intersection Summary
 3: US-1/S Federal Highway & Pembroke Road/Moffet Street

A.M. Peak Hour
 Future Total Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	237	508	14	215	17	274	680	12	30	718	113
Future Volume (veh/h)	145	237	508	14	215	17	274	680	12	30	718	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	163	266	571	16	242	19	308	764	13	34	807	127
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	266	557	631	34	292	22	354	1995	34	44	1708	864
Arrive On Green	0.02	0.10	0.10	0.19	0.19	0.19	0.10	0.75	0.75	0.02	0.64	0.48
Sat Flow, veh/h	1767	1856	1563	54	1557	119	3428	3545	60	1767	3526	1540
Grp Volume(v), veh/h	163	266	571	277	0	0	308	380	397	34	807	127
Grp Sat Flow(s),veh/h/ln	1767	1856	1563	1730	0	0	1714	1763	1842	1767	1763	1540
Q Serve(g_s), s	11.6	21.7	48.0	11.5	0.0	0.0	14.2	12.2	12.2	3.1	18.7	6.3
Cycle Q Clear(g_c), s	11.6	21.7	48.0	24.5	0.0	0.0	14.2	12.2	12.2	3.1	18.7	6.3
Prop In Lane	1.00		1.00	0.06		0.07	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	266	557	631	348	0	0	354	992	1037	44	1708	864
V/C Ratio(X)	0.61	0.48	0.90	0.80	0.00	0.00	0.87	0.38	0.38	0.78	0.47	0.15
Avail Cap(c_a), veh/h	266	557	631	348	0	0	664	992	1037	243	1708	864
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.33	1.33	1.00	1.33	1.00
Upstream Filter(I)	0.93	0.93	0.93	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.8	60.2	56.3	62.5	0.0	0.0	70.7	10.3	10.3	77.6	18.0	16.9
Incr Delay (d2), s/veh	2.9	0.2	15.3	11.2	0.0	0.0	2.6	1.1	1.1	10.5	0.9	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	10.9	24.2	12.0	0.0	0.0	6.4	4.4	4.6	1.5	7.2	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.6	60.4	71.6	73.7	0.0	0.0	73.3	11.4	11.4	88.1	19.0	17.3
LnGrp LOS	D	E	E	E			E	B	B	F	B	B
Approach Vol, veh/h		1000			277			1085			968	
Approach Delay, s/veh		65.4			73.7			29.0			21.2	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	96.0		54.0	22.5	83.5	18.0	36.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	22.0	72.0		48.0	31.0	63.0	12.0	30.0				
Max Q Clear Time (g_c+I1), s	5.1	14.2		50.0	16.2	20.7	13.6	26.5				
Green Ext Time (p_c), s	0.0	5.8		0.0	0.3	7.4	0.0	0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			41.4									
HCM 7th LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 7th TWSC
 4: US-1/S Federal Highway & NE 6th Street

A.M. Peak Hour
 Future Total Conditions

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↑			↑		↑↑			↑↑	
Traffic Vol, veh/h	0	0	60	0	0	12	0	822	17	0	1148	30
Future Vol, veh/h	0	0	60	0	0	12	0	822	17	0	1148	30
Conflicting Peds, #/hr	3	0	2	2	0	3	14	0	8	8	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	67	0	0	13	0	913	19	0	1276	33

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	670	-	-	477	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	2	-	-	2	-	-
Pot Cap-1 Maneuver	0	0	1082	0	0	1255	0	0
Stage 1	0	0	-	0	0	-	0	0
Stage 2	0	0	-	0	0	-	0	0
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1068	-	-	1243	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	8.6		7.93		0		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	-	-	1068	1243	-
HCM Lane V/C Ratio	-	-	0.062	0.011	-
HCM Control Delay (s/veh)	-	-	8.6	7.9	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

HCM 7th TWSC
 5: US-1/S Federal Highway & NE 5th Street

A.M. Peak Hour
 Future Total Conditions

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↗	↕		↗	↕	
Traffic Vol, veh/h	0	0	32	0	0	17	54	817	7	29	1149	23
Future Vol, veh/h	0	0	32	0	0	17	54	817	7	29	1149	23
Conflicting Peds, #/hr	0	0	0	0	0	0	11	0	9	9	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	145	-	-	155	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	36	0	0	19	61	918	8	33	1291	26

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	-	-	669	-	-	472	1328	0	0	935	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	3.7	-	-	3.7	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	2	-	-	2	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	1083	0	0	1260	516	-	-	728	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1073	-	-	1250	511	-	-	723	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s/v	8.47		7.92		0.8			0.25		
HCM LOS	A		A							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	511	-	-	1073	1250	723	-	-
HCM Lane V/C Ratio	0.119	-	-	0.033	0.015	0.045	-	-
HCM Control Delay (s/veh)	13	-	-	8.5	7.9	10.2	-	-
HCM Lane LOS	B	-	-	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	0	0.1	-	-

HCM 7th TWSC
 6: US-1/S Federal Highway & NE 4th Court /NE 4th Court

A.M. Peak Hour
 Future Total Conditions

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↑			↑		↑↑			↑↑	
Traffic Vol, veh/h	0	0	39	0	0	12	0	864	4	0	1167	26
Future Vol, veh/h	0	0	39	0	0	12	0	864	4	0	1167	26
Conflicting Peds, #/hr	0	0	2	2	0	0	14	0	7	7	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	45	0	0	14	0	993	5	0	1341	30



















Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	702	-	-	506	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	2	-	-	2	-	-
Pot Cap-1 Maneuver	0	0	1057	0	0	1228	0	-
Stage 1	0	0	-	0	0	-	0	-
Stage 2	0	0	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1043	-	-	1220	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	8.61		7.98		0		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	-	-	1043	1220	-
HCM Lane V/C Ratio	-	-	0.043	0.011	-
HCM Control Delay (s/veh)	-	-	8.6	8	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Timings
7: US-1/S Federal Highway & NE 3rd Street

A.M. Peak Hour
Future Total Conditions

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	108	89	34	50	41	733	30	1106	63
Future Volume (vph)	108	89	34	50	41	733	30	1106	63
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.0	33.0	41.0	41.0	27.0	27.0	27.0	27.0	27.0
Total Split (s)	43.0	43.0	43.0	43.0	117.0	117.0	117.0	117.0	117.0
Total Split (%)	26.9%	26.9%	26.9%	26.9%	73.1%	73.1%	73.1%	73.1%	73.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min

Intersection Summary























Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 134 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 7: US-1/S Federal Highway & NE 3rd Street



HCM 7th Signalized Intersection Summary
7: US-1/S Federal Highway & NE 3rd Street

A.M. Peak Hour
Future Total Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	89	69	34	50	13	41	733	8	30	1106	63
Future Volume (veh/h)	108	89	69	34	50	13	41	733	8	30	1106	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	127	105	81	40	59	15	48	862	9	35	1301	74
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	208	155	120	114	229	58	344	2729	28	526	2693	1169
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1307	962	742	1183	1420	361	391	3573	37	630	3526	1531
Grp Volume(v), veh/h	127	0	186	40	0	74	48	425	446	35	1301	74
Grp Sat Flow(s),veh/h/ln	1307	0	1704	1183	0	1782	391	1763	1848	630	1763	1531
Q Serve(g_s), s	15.1	0.0	16.5	5.3	0.0	5.8	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	20.9	0.0	16.5	21.7	0.0	5.8	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.44	1.00		0.20	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	208	0	274	114	0	287	344	1347	1411	526	2693	1169
V/C Ratio(X)	0.61	0.00	0.68	0.35	0.00	0.26	0.14	0.32	0.32	0.07	0.48	0.06
Avail Cap(c_a), veh/h	300	0	394	197	0	412	344	1347	1411	526	2693	1169
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.9	0.0	63.2	73.4	0.0	58.7	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	1.1	0.7	0.0	0.2	0.8	0.6	0.6	0.2	0.6	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	7.3	1.6	0.0	2.7	0.1	0.2	0.2	0.0	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	69.0	0.0	64.3	74.1	0.0	58.9	0.8	0.6	0.6	0.2	0.6	0.1
LnGrp LOS	E		E	E		E	A	A	A	A	A	A
Approach Vol, veh/h		313			114			919			1410	
Approach Delay, s/veh		66.2			64.2			0.6			0.6	
Approach LOS		E			E			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		128.2		31.8		128.2		31.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		111.0		37.0		111.0		37.0				
Max Q Clear Time (g_c+I1), s		2.0		22.9		2.0		23.7				
Green Ext Time (p_c), s		8.2		0.8		16.8		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			10.7									
HCM 7th LOS			B									

HCM 7th AWSC
8: NE 3rd Avenue & NE 3rd Street

A.M. Peak Hour
Future Total Conditions

Intersection

Intersection Delay, s/veh 11.6
Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	47	154	46	42	95	8	39	35	55	27	66	165
Future Vol, veh/h	47	154	46	42	95	8	39	35	55	27	66	165
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	55	179	53	49	110	9	45	41	64	31	77	192
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay, s/veh	12.4			10.8			10.2			11.9		
HCM LOS	B			B			B			B		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	19%	29%	10%
Vol Thru, %	27%	62%	66%	26%
Vol Right, %	43%	19%	6%	64%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	129	247	145	258
LT Vol	39	47	42	27
Through Vol	35	154	95	66
RT Vol	55	46	8	165
Lane Flow Rate	150	287	169	300
Geometry Grp	1	1	1	1
Degree of Util (X)	0.23	0.428	0.265	0.425
Departure Headway (Hd)	5.509	5.37	5.662	5.105
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	650	669	632	705
Service Time	3.562	3.415	3.712	3.15
HCM Lane V/C Ratio	0.231	0.429	0.267	0.426
HCM Control Delay, s/veh	10.2	12.4	10.8	11.9
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	0.9	2.1	1.1	2.1

HCM 7th TWSC
 9: NE 3rd Avenue & Hallandale Beach Boulevard

A.M. Peak Hour
 Future Total Conditions

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑		↘	↑↑↑				↗			↗
Traffic Vol, veh/h	101	1563	69	18	1201	16	0	0	16	0	0	105
Future Vol, veh/h	101	1563	69	18	1201	16	0	0	16	0	0	105
Conflicting Peds, #/hr	25	0	13	13	0	25	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	105	1628	72	19	1251	17	0	0	17	0	0	109

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1293	0	0	1713	0	0	-	-	864	-	-	659
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.36	-	-	5.36	-	-	-	-	3.7	-	-	3.7
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	-	-	2	-	-	2
Pot Cap-1 Maneuver	279	-	-	173	-	-	0	0	933	0	0	1092
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	274	-	-	171	-	-	-	-	922	-	-	1069
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.52			0.42			8.98			8.75		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	922	274	-	-	171	-	-	1069
HCM Lane V/C Ratio	0.018	0.384	-	-	0.11	-	-	0.102
HCM Control Delay (s/veh)	9	26.1	-	-	28.7	-	-	8.7
HCM Lane LOS	A	D	-	-	D	-	-	A
HCM 95th %tile Q(veh)	0.1	1.7	-	-	0.4	-	-	0.3

Timings
10: Dixie Highway & NE 3rd Street

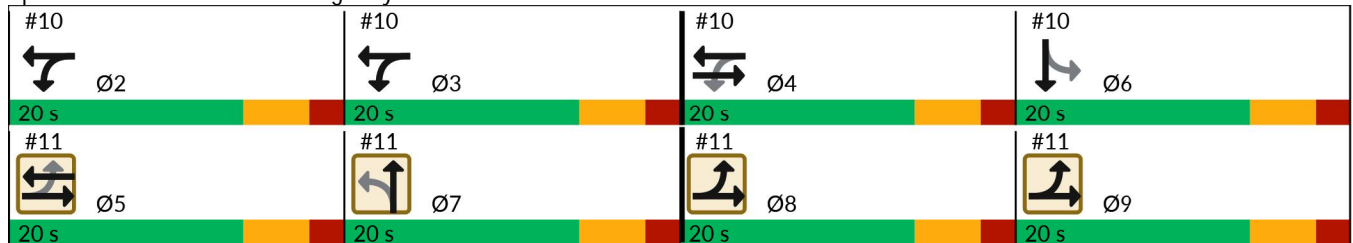
A.M. Peak Hour
Future Total Conditions

	→	↙	←	↓	Ø2	Ø3	Ø5	Ø7	Ø8	Ø9
Lane Group	EBT	WBL	WBT	SBT						
Lane Configurations										
Traffic Volume (vph)	144	65	92	510						
Future Volume (vph)	144	65	92	510						
Turn Type	NA	pm+pt	NA	NA						
Protected Phases	4	2 3	2 3 4	6	2	3	5	7	8	9
Permitted Phases		2 3 4								
Detector Phase	4	2 3	2 3 4	6						
Switch Phase										
Minimum Initial (s)	6.0			7.0	6.0	6.0	6.0	6.0	6.0	7.0
Minimum Split (s)	12.0			13.0	12.0	12.0	12.0	12.0	12.0	16.0
Total Split (s)	20.0			20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	25.0%			25.0%	25%	25%	25%	25%	25%	25%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0						
Total Lost Time (s)	6.0			6.0						
Lead/Lag					Lead	Lag	Lead	Lag		
Lead-Lag Optimize?					Yes	Yes	Yes	Yes		
Recall Mode	Max			Max	Max	Max	Max	Max	Max	Max

Intersection Summary

















Cycle Length: 80
 Actuated Cycle Length: 80
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord

Splits and Phases: 10: Dixie Highway & NE 3rd Street










HCM Signalized Intersection Capacity Analysis
 10: Dixie Highway & NE 3rd Street

A.M. Peak Hour
 Future Total Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	144	24	65	92	0	0	0	0	139	510	37
Future Volume (vph)	0	144	24	65	92	0	0	0	0	139	510	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0						6.0	
Lane Util. Factor		1.00			1.00						0.86	
Frbp, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.98			1.00						0.99	
Flt Protected		1.00			0.98						0.99	
Satd. Flow (prot)		1821			1824						6276	
Flt Permitted		1.00			0.91						0.99	
Satd. Flow (perm)		1821			1699						6276	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	0	169	28	76	108	0	0	0	0	164	600	44
RTOR Reduction (vph)	0	7	0	0	0	0	0	0	0	0	11	0
Lane Group Flow (vph)	0	190	0	0	184	0	0	0	0	0	797	0
Confl. Peds. (#/hr)	8		4	4		8	9					9
Confl. Bikes (#/hr)			2			5						
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		4		2 3	2 3 4						6	
Permitted Phases				2 3 4						6		
Actuated Green, G (s)		14.0			48.0						14.0	
Effective Green, g (s)		14.0			48.0						14.0	
Actuated g/C Ratio		0.18			0.60						0.18	
Clearance Time (s)		6.0									6.0	
Vehicle Extension (s)		2.0									2.5	
Lane Grp Cap (vph)		318			1072						1098	
v/s Ratio Prot		c0.10			c0.07							
v/s Ratio Perm					0.03						0.13	
v/c Ratio		0.60			0.17						0.73	
Uniform Delay, d1		30.4			7.1						31.2	
Progression Factor		1.00			0.17						1.00	
Incremental Delay, d2		8.0			0.2						4.2	
Delay (s)		38.4			1.4						35.4	
Level of Service		D			A						D	
Approach Delay (s/veh)		38.4			1.4			0.0			35.4	
Approach LOS		D			A			A			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			30.6									C
HCM 2000 Volume to Capacity ratio			0.43									
Actuated Cycle Length (s)			80.0							24.0		
Intersection Capacity Utilization			42.7%									A
Analysis Period (min)			15									
c Critical Lane Group												

Timings
11: NE 1st Avenue & NE 3rd Street

A.M. Peak Hour
Future Total Conditions

										
Lane Group	EBL	EBT	WBT	NBT	Ø2	Ø3	Ø4	Ø6	Ø8	Ø9
Lane Configurations										
Traffic Volume (vph)	43	240	140	99						
Future Volume (vph)	43	240	140	99						
Turn Type	D.P+P	NA	NA	NA						
Protected Phases	8 9	5 8 9	5	7	2	3	4	6	8	9
Permitted Phases	5									
Detector Phase	8 9	5 8 9	5	7						
Switch Phase										
Minimum Initial (s)			6.0	6.0	6.0	6.0	6.0	7.0	6.0	7.0
Minimum Split (s)			12.0	12.0	12.0	12.0	12.0	13.0	12.0	16.0
Total Split (s)			20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)			25.0%	25.0%	25%	25%	25%	25%	25%	25%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)			0.0	0.0						
Total Lost Time (s)			6.0	6.0						
Lead/Lag			Lead	Lag	Lead	Lag				
Lead-Lag Optimize?			Yes	Yes	Yes	Yes				
Recall Mode			Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary













Cycle Length: 80
 Actuated Cycle Length: 80
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord

Splits and Phases: 11: NE 1st Avenue & NE 3rd Street



HCM Signalized Intersection Capacity Analysis
 11: NE 1st Avenue & NE 3rd Street

A.M. Peak Hour
 Future Total Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			1			4				
Traffic Volume (vph)	43	240	0	0	140	134	18	99	46	0	0	0
Future Volume (vph)	43	240	0	0	140	134	18	99	46	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0				
Lane Util. Factor		1.00			1.00			0.95				
Frbp, ped/bikes		1.00			0.99			0.99				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.93			0.96				
Flt Protected		0.99			1.00			0.99				
Satd. Flow (prot)		1848			1716			3344				
Flt Permitted		0.99			1.00			0.99				
Satd. Flow (perm)		1845			1716			3344				
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	51	286	0	0	167	160	21	118	55	0	0	0
RTOR Reduction (vph)	0	0	0	0	43	0	0	45	0	0	0	0
Lane Group Flow (vph)	0	337	0	0	284	0	0	149	0	0	0	0
Confl. Peds. (#/hr)	6		4	4		6	1		1	1		1
Confl. Bikes (#/hr)			2			5			2			
Turn Type	D.P+P	NA			NA		Perm	NA				
Protected Phases	8 9	5 8 9			5			7				
Permitted Phases	5						7					
Actuated Green, G (s)		48.0			14.0			14.0				
Effective Green, g (s)		48.0			14.0			14.0				
Actuated g/C Ratio		0.60			0.18			0.18				
Clearance Time (s)					6.0			6.0				
Vehicle Extension (s)					2.0			2.5				
Lane Grp Cap (vph)		1108			300			585				
v/s Ratio Prot		c0.13			c0.17							
v/s Ratio Perm		0.05						0.04				
v/c Ratio		0.30			0.95			0.25				
Uniform Delay, d1		7.8			32.6			28.5				
Progression Factor		0.10			1.00			1.00				
Incremental Delay, d2		0.5			40.0			1.0				
Delay (s)		1.3			72.7			29.5				
Level of Service		A			E			C				
Approach Delay (s/veh)		1.3			72.7			29.5			0.0	
Approach LOS		A			E			C			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			34.9									C
HCM 2000 Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			80.0						24.0			
Intersection Capacity Utilization			54.0%									A
Analysis Period (min)			15									
c Critical Lane Group												

Timings
12: US-1/S Federal Highway & Hallandale Beach Boulevard

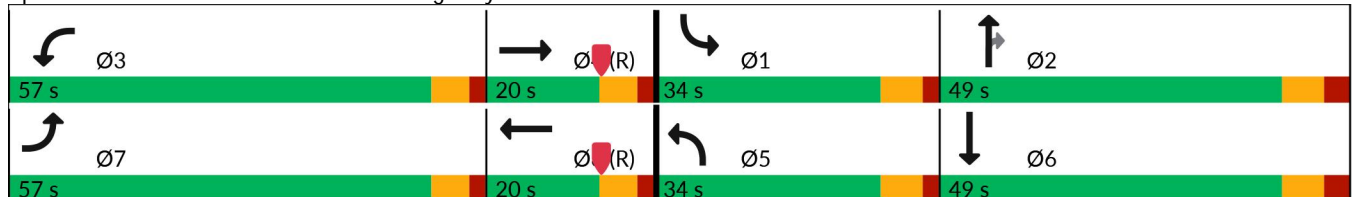
A.M. Peak Hour
Optimized Future Total Conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	93	1065	495	990	280	590	327	252	963
Future Volume (vph)	93	1065	495	990	280	590	327	252	963
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	24.5	46.5	11.5	46.5	12.0	47.0	47.0	12.0	47.0
Total Split (s)	57.0	20.0	57.0	20.0	34.0	49.0	49.0	34.0	49.0
Total Split (%)	35.6%	12.5%	35.6%	12.5%	21.3%	30.6%	30.6%	21.3%	30.6%
Yellow Time (s)	4.5	4.5	4.5	4.5	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	7.0	8.0	8.0	7.0	8.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 9 (6%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

Splits and Phases: 12: US-1/S Federal Highway & Hallandale Beach Boulevard



HCM 7th Signalized Intersection Summary
 12: US-1/S Federal Highway & Hallandale Beach Boulevard

A.M. Peak Hour
 Optimized Future Total Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	1065	332	495	990	107	280	590	327	252	963	50
Future Volume (veh/h)	93	1065	332	495	990	107	280	590	327	252	963	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	100	1145	357	532	1065	115	301	634	352	271	1035	54
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	123	1199	374	580	1924	207	346	1256	379	316	1177	61
Arrive On Green	0.02	0.42	0.42	0.17	0.55	0.55	0.10	0.25	0.25	0.09	0.24	0.24
Sat Flow, veh/h	1767	3799	1184	3428	4631	499	3428	5066	1527	3428	4921	256
Grp Volume(v), veh/h	100	1018	484	532	776	404	301	634	352	271	710	379
Grp Sat Flow(s),veh/h/ln	1767	1689	1606	1714	1689	1753	1714	1689	1527	1714	1689	1800
Q Serve(g_s), s	9.0	46.7	46.7	24.4	23.7	23.8	13.8	17.2	36.0	12.5	32.4	32.5
Cycle Q Clear(g_c), s	9.0	46.7	46.7	24.4	23.7	23.8	13.8	17.2	36.0	12.5	32.4	32.5
Prop In Lane	1.00		0.74	1.00		0.28	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	123	1066	507	580	1403	728	346	1256	379	316	808	431
V/C Ratio(X)	0.82	0.96	0.96	0.92	0.55	0.55	0.87	0.50	0.93	0.86	0.88	0.88
Avail Cap(c_a), veh/h	558	1066	507	1082	1403	728	579	1298	391	579	865	461
HCM Platoon Ratio	0.33	1.33	1.33	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.2	45.3	45.3	65.3	26.2	26.2	70.9	51.7	58.8	71.6	58.6	58.7
Incr Delay (d2), s/veh	4.9	18.7	30.3	2.6	1.6	3.0	3.8	0.2	27.8	2.6	9.6	16.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	21.4	22.0	10.9	9.3	9.9	6.3	7.4	16.9	5.6	15.0	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	82.1	64.0	75.6	67.9	27.8	29.3	74.7	52.0	86.6	74.2	68.2	75.2
LnGrp LOS	F	E	E	E	C	C	E	D	F	E	E	E
Approach Vol, veh/h		1602			1712			1287			1360	
Approach Delay, s/veh		68.6			40.6			66.7			71.4	
Approach LOS		E			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.7	47.7	33.6	57.0	23.1	46.3	17.6	73.0				
Change Period (Y+Rc), s	7.0	8.0	6.5	6.5	7.0	8.0	6.5	6.5				
Max Green Setting (Gmax), s	27.0	41.0	50.5	13.5	27.0	41.0	50.5	13.5				
Max Q Clear Time (g_c+I1), s	14.5	38.0	26.4	48.7	15.8	34.5	11.0	25.8				
Green Ext Time (p_c), s	0.3	1.4	0.7	0.0	0.3	3.3	0.1	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			60.8									
HCM 7th LOS			E									

Notes

User approved pedestrian interval to be less than phase max green.

Timings
12: US-1/S Federal Highway & Hallandale Beach Boulevard

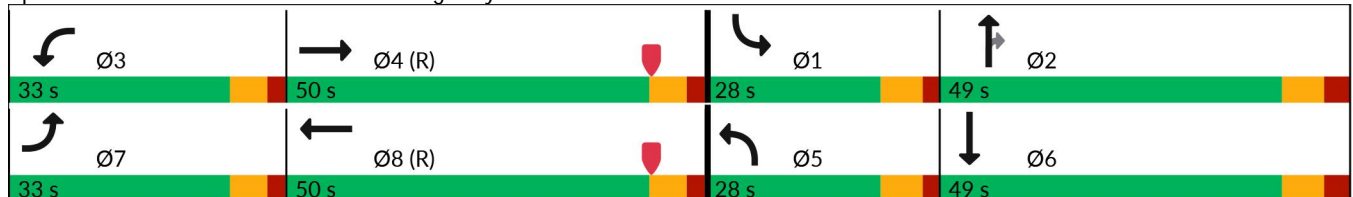
A.M. Peak Hour
Future Total Conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	93	1065	495	990	280	590	327	252	963
Future Volume (vph)	93	1065	495	990	280	590	327	252	963
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	24.5	46.5	11.5	46.5	12.0	47.0	47.0	12.0	47.0
Total Split (s)	33.0	50.0	33.0	50.0	28.0	49.0	49.0	28.0	49.0
Total Split (%)	20.6%	31.3%	20.6%	31.3%	17.5%	30.6%	30.6%	17.5%	30.6%
Yellow Time (s)	4.5	4.5	4.5	4.5	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	7.0	8.0	8.0	7.0	8.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 159 (99%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

Splits and Phases: 12: US-1/S Federal Highway & Hallandale Beach Boulevard



HCM 7th Signalized Intersection Summary
 12: US-1/S Federal Highway & Hallandale Beach Boulevard

A.M. Peak Hour
 Future Total Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	1065	332	495	990	107	280	590	327	252	963	50
Future Volume (veh/h)	93	1065	332	495	990	107	280	590	327	252	963	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	100	1145	357	532	1065	115	301	634	352	271	1035	54
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	121	1215	379	568	1930	208	344	1255	378	314	1177	61
Arrive On Green	0.07	0.43	0.43	0.17	0.55	0.55	0.10	0.25	0.25	0.09	0.24	0.24
Sat Flow, veh/h	1767	3799	1184	3428	4631	499	3428	5066	1527	3428	4921	256
Grp Volume(v), veh/h	100	1018	484	532	776	404	301	634	352	271	710	379
Grp Sat Flow(s),veh/h/ln	1767	1689	1606	1714	1689	1753	1714	1689	1527	1714	1689	1800
Q Serve(g_s), s	8.9	46.2	46.3	24.5	23.6	23.7	13.9	17.2	36.1	12.5	32.4	32.5
Cycle Q Clear(g_c), s	8.9	46.2	46.3	24.5	23.6	23.7	13.9	17.2	36.1	12.5	32.4	32.5
Prop In Lane	1.00		0.74	1.00		0.28	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	121	1080	514	568	1407	731	344	1255	378	314	808	431
V/C Ratio(X)	0.82	0.94	0.94	0.94	0.55	0.55	0.87	0.51	0.93	0.86	0.88	0.88
Avail Cap(c_a), veh/h	293	1080	514	568	1407	731	450	1298	391	450	865	461
HCM Platoon Ratio	1.00	1.33	1.33	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.5	44.6	44.6	65.9	26.1	26.1	71.0	51.7	58.8	71.7	58.6	58.7
Incr Delay (d2), s/veh	5.2	16.6	27.7	23.0	1.6	3.0	11.8	0.2	27.9	8.4	9.6	16.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	20.9	21.5	12.6	9.2	9.9	6.7	7.4	16.9	5.9	15.0	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.7	61.2	72.3	88.9	27.6	29.1	82.8	52.0	86.7	80.1	68.2	75.2
LnGrp LOS	E	E	E	F	C	C	F	D	F	F	E	E
Approach Vol, veh/h		1602			1712			1287			1360	
Approach Delay, s/veh		65.6			47.0			68.7			72.5	
Approach LOS		E			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.7	47.7	33.0	57.7	23.1	46.3	17.5	73.2				
Change Period (Y+Rc), s	7.0	8.0	6.5	6.5	7.0	8.0	6.5	6.5				
Max Green Setting (Gmax), s	21.0	41.0	26.5	43.5	21.0	41.0	26.5	43.5				
Max Q Clear Time (g_c+I1), s	14.5	38.1	26.5	48.3	15.9	34.5	10.9	25.7				
Green Ext Time (p_c), s	0.2	1.4	0.0	0.0	0.2	3.3	0.1	6.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			62.5									
HCM 7th LOS			E									

Timings
 13: Dixie Highway & Hallandale Beach Boulevard

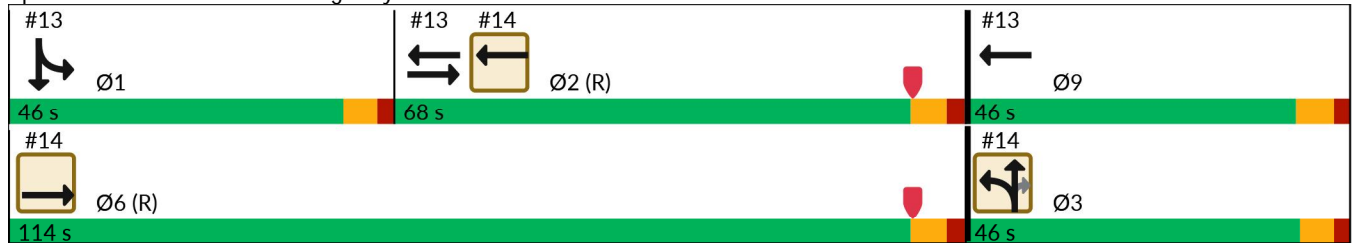
A.M. Peak Hour
 Future Total Conditions

Lane Group	→ EBT	← WBT	↓ SBT	Ø3	Ø6	Ø9
Lane Configurations	↑↑↑	↑↑↑	↓↑↑			
Traffic Volume (vph)	1740	1433	421			
Future Volume (vph)	1740	1433	421			
Turn Type	NA	NA	NA			
Protected Phases	2	2 9	1	3	6	9
Permitted Phases						
Detector Phase	2	2 9	1			
Switch Phase						
Minimum Initial (s)	10.0		6.0	6.0	10.0	10.0
Minimum Split (s)	31.5		41.0	39.0	39.5	24.0
Total Split (s)	68.0		46.0	46.0	114.0	46.0
Total Split (%)	42.5%		28.8%	29%	71%	29%
Yellow Time (s)	4.5		4.0	4.0	4.5	4.5
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			
Total Lost Time (s)	6.5		6.0			
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	None	C-Min	None

Intersection Summary
















Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 108 (68%), Referenced to phase 2:EBWB and 6:, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated

Splits and Phases: 13: Dixie Highway & Hallandale Beach Boulevard



HCM Signalized Intersection Capacity Analysis
 13: Dixie Highway & Hallandale Beach Boulevard

A.M. Peak Hour
 Future Total Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1740	185	0	1433	0	0	0	0	138	421	60
Future Volume (vph)	0	1740	185	0	1433	0	0	0	0	138	421	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5			6.5						6.0	
Lane Util. Factor		0.91			0.91						0.86	
Frbp, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.99			1.00						0.99	
Flt Protected		1.00			1.00						0.99	
Satd. Flow (prot)		5000			5085						6232	
Flt Permitted		1.00			1.00						0.99	
Satd. Flow (perm)		5000			5085						6232	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	1794	191	0	1477	0	0	0	0	142	434	62
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	13	0
Lane Group Flow (vph)	0	1980	0	0	1477	0	0	0	0	0	625	0
Confl. Peds. (#/hr)	11		6	6		11	7					7
Confl. Bikes (#/hr)			4			2						
Turn Type		NA			NA					Split	NA	
Protected Phases		2			2					1	1	
Permitted Phases												
Actuated Green, G (s)		101.7			128.6						18.9	
Effective Green, g (s)		101.7			128.6						18.9	
Actuated g/C Ratio		0.64			0.80						0.12	
Clearance Time (s)		6.5									6.0	
Vehicle Extension (s)		3.0									0.2	
Lane Grp Cap (vph)		3178			4087						736	
v/s Ratio Prot		c0.40			c0.29						c0.10	
v/s Ratio Perm												
v/c Ratio		0.62			0.36						0.85	
Uniform Delay, d1		17.6			4.3						69.2	
Progression Factor		1.00			0.05						1.00	
Incremental Delay, d2		0.9			0.1						8.7	
Delay (s)		18.5			0.2						77.8	
Level of Service		B			A						E	
Approach Delay (s/veh)		18.5			0.2			0.0			77.8	
Approach LOS		B			A			A			E	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			21.2									C
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			160.0							19.0		
Intersection Capacity Utilization			61.6%									B
Analysis Period (min)			15									
c Critical Lane Group												

Timings
 14: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard

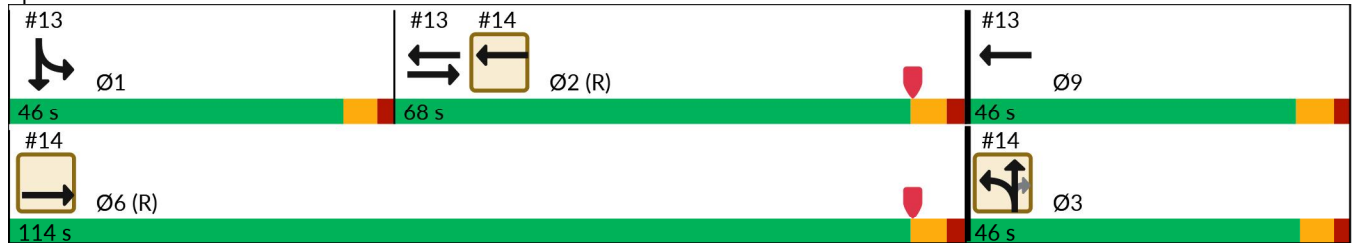
A.M. Peak Hour
 Future Total Conditions

	→	←	↙	↑	↗		
Lane Group	EBT	WBT	NBL	NBT	NBR	Ø1	Ø9
Lane Configurations	↑↑↑	↑↑↑	↙	↑	↗		
Traffic Volume (vph)	1853	1258	176	97	35		
Future Volume (vph)	1853	1258	176	97	35		
Turn Type	NA	NA	Split	NA	Perm		
Protected Phases	6	2	3	3		1	9
Permitted Phases					3		
Detector Phase	6	2	3	3	3		
Switch Phase							
Minimum Initial (s)	10.0	10.0	6.0	6.0	6.0	6.0	10.0
Minimum Split (s)	39.5	31.5	39.0	39.0	39.0	41.0	24.0
Total Split (s)	114.0	68.0	46.0	46.0	46.0	46.0	46.0
Total Split (%)	71.3%	42.5%	28.8%	28.8%	28.8%	29%	29%
Yellow Time (s)	4.5	4.5	4.0	4.0	4.0	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.0	6.0	6.0		
Lead/Lag		Lag				Lead	
Lead-Lag Optimize?		Yes				Yes	
Recall Mode	C-Min	C-Min	None	None	None	None	None

Intersection Summary













Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 108 (68%), Referenced to phase 2:EBWB and 6:, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated

Splits and Phases: 14: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard



HCM Signalized Intersection Capacity Analysis
 14: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard

A.M. Peak Hour
 Future Total Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑		↗	↑	↗			
Traffic Volume (vph)	23	1853	0	0	1258	26	176	97	35	0	0	0
Future Volume (vph)	23	1853	0	0	1258	26	176	97	35	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5			6.5		6.0	6.0	6.0			
Lane Util. Factor		0.91			0.91		1.00	1.00	1.00			
Frbp, ped/bikes		1.00			1.00		1.00	1.00	0.97			
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00			
Frt		1.00			1.00		1.00	1.00	0.85			
Flt Protected		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)		5082			5063		1770	1863	1544			
Flt Permitted		0.89			1.00		0.95	1.00	1.00			
Satd. Flow (perm)		4526			5063		1770	1863	1544			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	24	1910	0	0	1297	27	181	100	36	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	31	0	0	0
Lane Group Flow (vph)	0	1934	0	0	1323	0	181	100	5	0	0	0
Confl. Peds. (#/hr)	13		6	6		13			8	8		
Confl. Bikes (#/hr)			6			1			1			
Turn Type		NA			NA		Split	NA	Perm			
Protected Phases		6			2		3	3				
Permitted Phases									3			
Actuated Green, G (s)		126.6			101.7		20.9	20.9	20.9			
Effective Green, g (s)		126.6			101.7		20.9	20.9	20.9			
Actuated g/C Ratio		0.79			0.64		0.13	0.13	0.13			
Clearance Time (s)		6.5			6.5		6.0	6.0	6.0			
Vehicle Extension (s)		3.0			3.0		0.2	0.2	0.2			
Lane Grp Cap (vph)		3581			3218		231	243	201			
v/s Ratio Prot					0.26		c0.10	0.05				
v/s Ratio Perm		c0.43							0.00			
v/c Ratio		0.54			0.41		0.78	0.41	0.02			
Uniform Delay, d1		6.1			14.4		67.4	63.9	60.7			
Progression Factor		1.24			1.08		1.00	1.00	1.00			
Incremental Delay, d2		0.5			0.3		14.7	0.4	0.0			
Delay (s)		8.0			15.8		82.1	64.3	60.7			
Level of Service		A			B		F	E	E			
Approach Delay (s/veh)		8.0			15.8			74.0			0.0	
Approach LOS		A			B			E			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			16.8				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			160.0				Sum of lost time (s)				19.0	
Intersection Capacity Utilization			72.6%				ICU Level of Service				C	
Analysis Period (min)			15									
c Critical Lane Group												

HCM 7th TWSC
15: NE 4th Avenue & NE 6th Street

A.M. Peak Hour
Future Total Conditions

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	2	11	1	18	17	1	4	1	4	7	2	6
Future Vol, veh/h	2	11	1	18	17	1	4	1	4	7	2	6
Conflicting Peds, #/hr	3	0	0	0	0	3	3	0	2	2	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	2	13	1	22	21	1	5	1	5	9	2	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	51	44	9	42	45	9	13	0	0	8	0	0
Stage 1	26	26	-	15	15	-	-	-	-	-	-	-
Stage 2	24	18	-	26	30	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	1203	1177	1788	1209	1176	1788	1599	-	-	1606	-	-
Stage 1	1200	1165	-	1217	1179	-	-	-	-	-	-	-
Stage 2	1203	1176	-	1200	1161	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	1165	1162	1783	1183	1161	1781	1595	-	-	1603	-	-
Mov Cap-2 Maneuver	1165	1162	-	1183	1161	-	-	-	-	-	-	-
Stage 1	1190	1156	-	1211	1174	-	-	-	-	-	-	-
Stage 2	1174	1171	-	1179	1151	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.06	8.16	3.23	3.39
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	690	-	-	1192	1183	730	-	-
HCM Lane V/C Ratio	0.003	-	-	0.014	0.037	0.005	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.1	8.2	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

HCM 7th AWSC
16: NE 4th Avenue & NE 5th Street

A.M. Peak Hour
Future Total Conditions

Intersection

Intersection Delay, s/veh 7.3
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			1			4			1	
Traffic Vol, veh/h	3	17	86	0	8	3	34	2	3	2	0	18
Future Vol, veh/h	3	17	86	0	8	3	34	2	3	2	0	18
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	4	22	109	0	10	4	43	3	4	3	0	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay, s/veh	7.2			7.1			7.7			6.9		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	87%	3%	0%	10%
Vol Thru, %	5%	16%	73%	0%
Vol Right, %	8%	81%	27%	90%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	39	106	11	20
LT Vol	34	3	0	2
Through Vol	2	17	8	0
RT Vol	3	86	3	18
Lane Flow Rate	49	134	14	25
Geometry Grp	1	1	1	1
Degree of Util (X)	0.06	0.135	0.016	0.026
Departure Headway (Hd)	4.356	3.61	4.02	3.725
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	819	988	884	953
Service Time	2.398	1.651	2.072	1.778
HCM Lane V/C Ratio	0.06	0.136	0.016	0.026
HCM Control Delay, s/veh	7.7	7.2	7.1	6.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.5	0	0.1

HCM 7th TWSC
17: NE 4th Avenue & NE 4th Court

A.M. Peak Hour
Future Total Conditions

Intersection												
Int Delay, s/veh	8.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	18	0	6	149	0	1	0	2	0	0	86
Future Vol, veh/h	33	18	0	6	149	0	1	0	2	0	0	86
Conflicting Peds, #/hr	0	0	2	2	0	0	1	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	47	26	0	9	213	0	1	0	3	0	0	123

Major/Minor	Minor2		Minor1			Major1			
Conflicting Flow All	110	8	3	20	6	-	1	0	0
Stage 1	1	1	-	5	5	-	-	-	-
Stage 2	109	7	-	15	1	-	-	-	-
Critical Hdwy	7.13	3.1	3.7	3.7	3.1	-	4.13	-	-
Critical Hdwy Stg 1	-	-	-	6.13	5.53	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	3	2	2.9	3	-	2.227	-	-
Pot Cap-1 Maneuver	866	1196	1796	1226	1197	0	1615	-	-
Stage 1	-	-	-	1233	1193	0	-	-	-
Stage 2	894	1191	-	-	-	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	710	1193	1791	1195	1194	-	1614	-	-
Mov Cap-2 Maneuver	710	1193	-	1195	1194	-	-	-	-
Stage 1	-	-	-	1231	1191	-	-	-	-
Stage 2	733	1189	-	-	-	-	-	-	-

Approach	EB		WB		NB	
HCM Control Delay, s/v	8.08		8.7		2.41	
HCM LOS	A		A			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	500	-	-	1193	1194
HCM Lane V/C Ratio	0.001	-	-	0.022	0.186
HCM Control Delay (s/veh)	7.2	0	-	8.1	8.7
HCM Lane LOS	A	A	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.7

HCM 7th TWSC
18: NE 3rd Avenue & NE 4th Court

A.M. Peak Hour
Future Total Conditions

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	0	0	5	202	1	5	3	38	47	1	62	1
Future Vol, veh/h	0	0	5	202	1	5	3	38	47	1	62	1
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	6	238	1	6	4	45	55	1	73	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	130	185	75	156	158	74	75	0	0	101	0	0
Stage 1	77	77	-	80	80	-	-	-	-	-	-	-
Stage 2	53	108	-	75	77	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	1144	1104	1702	1126	1118	1702	1518	-	-	1485	-	-
Stage 1	1123	1101	-	1118	1096	-	-	-	-	-	-	-
Stage 2	1158	1063	-	1125	1100	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	1133	1099	1701	1117	1112	1699	1517	-	-	1484	-	-
Mov Cap-2 Maneuver	1133	1099	-	1117	1112	-	-	-	-	-	-	-
Stage 1	1121	1099	-	1114	1093	-	-	-	-	-	-	-
Stage 2	1149	1059	-	1121	1098	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	7.12	9.08	0.25	0.12
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	55	-	-	1701 1126	28	-	-
HCM Lane V/C Ratio	0.002	-	-	0.003 0.217 0.001		-	-
HCM Control Delay (s/veh)	7.4	0	-	7.1 9.1 7.4	0	-	-
HCM Lane LOS	A	A	-	A A A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0 0.8 0	0	-	-

HCM 7th TWSC
 19: North Project Driveway & NE 6th Street

A.M. Peak Hour
 Future Total Conditions

Intersection						
Int Delay, s/veh	2.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T			T	T	
Traffic Vol, veh/h	23	0	7	37	0	26
Future Vol, veh/h	23	0	7	37	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	0	8	40	0	28

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	25	0	80
Stage 1	-	-	-	-	25
Stage 2	-	-	-	-	55
Critical Hdwy	-	-	4.12	-	3.7
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	2.9
Pot Cap-1 Maneuver	-	-	1589	-	1180
Stage 1	-	-	-	-	1208
Stage 2	-	-	-	-	1168
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1589	-	1175
Mov Cap-2 Maneuver	-	-	-	-	1175
Stage 1	-	-	-	-	1208
Stage 2	-	-	-	-	1162

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.16	7.07
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1767	-	-	286	-
HCM Lane V/C Ratio	0.016	-	-	0.005	-
HCM Control Delay (s/veh)	7.1	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 7th TWSC
 20: South Project Driveway/North Project Driveway & NE 5th Street

A.M. Peak Hour
 Future Total Conditions

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	0	23	0	16	11	48	0	0	8	9	60	0
Future Vol, veh/h	0	23	0	16	11	48	0	0	8	9	60	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	25	0	17	12	52	0	0	9	10	65	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	64	0	0	25	0	0	104	124	25	98	98	38
Stage 1	-	-	-	-	-	-	25	25	-	73	73	-
Stage 2	-	-	-	-	-	-	79	99	-	25	25	-
Critical Hdwy	4.12	-	-	4.12	-	-	3.7	3.1	3.7	3.7	3.1	3.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	2.9	3	2	2.9	3	2
Pot Cap-1 Maneuver	1538	-	-	1589	-	-	1163	1135	1767	1167	1149	1749
Stage 1	-	-	-	-	-	-	1202	1167	-	1129	1106	-
Stage 2	-	-	-	-	-	-	1120	1074	-	1202	1167	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1538	-	-	1589	-	-	1084	1122	1767	1148	1136	1749
Mov Cap-2 Maneuver	-	-	-	-	-	-	1084	1122	-	1148	1136	-
Stage 1	-	-	-	-	-	-	1202	1167	-	1116	1093	-
Stage 2	-	-	-	-	-	-	1041	1062	-	1196	1167	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0			1.56			7.05			8.39		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1767	1538	-	-	330	-	-	1137
HCM Lane V/C Ratio	0.005	-	-	-	0.011	-	-	0.066
HCM Control Delay (s/veh)	7	0	-	-	7.3	0	-	8.4
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

HCM 7th TWSC
 21: NE 4th Court & South Project Driveway

A.M. Peak Hour
 Future Total Conditions

Intersection

Int Delay, s/veh	5.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	4		4	
Traffic Vol, veh/h	16	4	37	21	29	118
Future Vol, veh/h	16	4	37	21	29	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	4	40	23	32	128

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	63	0	-	0	91
Stage 1	-	-	-	-	52
Stage 2	-	-	-	-	39
Critical Hdwy	4.12	-	-	-	3.7
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	2.9
Pot Cap-1 Maneuver	1540	-	-	-	1173
Stage 1	-	-	-	-	1173
Stage 2	-	-	-	-	1189
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1540	-	-	-	1159
Mov Cap-2 Maneuver	-	-	-	-	1159
Stage 1	-	-	-	-	1159
Stage 2	-	-	-	-	1189

Approach	EB	WB	SB
HCM Control Delay, s/v	5.89	0	7.54
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1440	-	-	-	1578
HCM Lane V/C Ratio	0.011	-	-	-	0.101
HCM Control Delay (s/veh)	7.4	0	-	-	7.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Existing P.M.

Timings
1: Dixie Highway & Pembroke Road

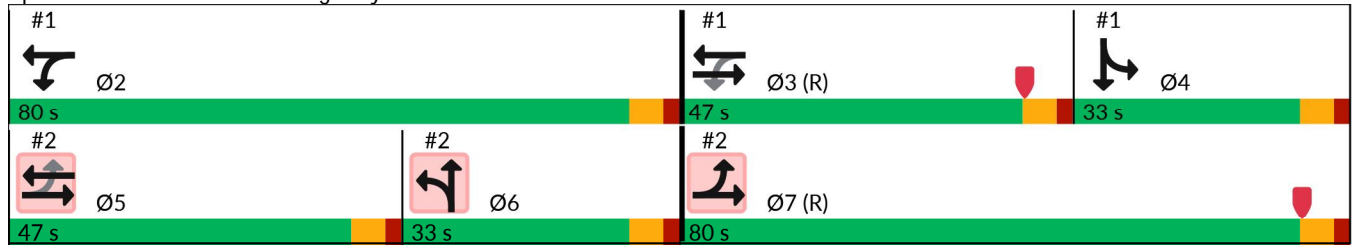
P.M. Peak Hour
Existing Conditions

	→	↙	←	↘	↓	Ø5	Ø6	Ø7
Lane Group	EBT	WBL	WBT	SBL	SBT			
Lane Configurations	↑↑↑		↔↑	↙	↑↑↑			
Traffic Volume (vph)	855	45	947	146	271			
Future Volume (vph)	855	45	947	146	271			
Turn Type	NA	pm+pt	NA	Split	NA			
Protected Phases	3	2	2 3	4	4	5	6	7
Permitted Phases		2 3						
Detector Phase	3	2	2 3	4	4			
Switch Phase								
Minimum Initial (s)	10.0	10.0		6.0	6.0	10.0	6.0	10.0
Minimum Split (s)	32.0	32.0		32.0	32.0	30.0	32.0	28.0
Total Split (s)	47.0	80.0		33.0	33.0	47.0	33.0	80.0
Total Split (%)	29.4%	50.0%		20.6%	20.6%	29%	21%	50%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0			
Total Lost Time (s)	6.0			6.0	6.0			
Lead/Lag	Lead			Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	
Recall Mode	C-Min	None		None	None	None	None	C-Min

Intersection Summary

















Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 140 (88%), Referenced to phase 3:EBWB and 7:, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Dixie Highway & Pembroke Road











HCM Signalized Intersection Capacity Analysis
 1: Dixie Highway & Pembroke Road

P.M. Peak Hour
 Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	855	38	45	947	0	0	0	0	146	271	164
Future Volume (vph)	0	855	38	45	947	0	0	0	0	146	271	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0					6.0	6.0	
Lane Util. Factor		0.91			0.95					1.00	0.91	
Frbp, ped/bikes		1.00			1.00					1.00	0.99	
Flpb, ped/bikes		1.00			1.00					1.00	1.00	
Frt		0.99			1.00					1.00	0.94	
Flt Protected		1.00			1.00					0.95	1.00	
Satd. Flow (prot)		5047			3531					1770	4759	
Flt Permitted		1.00			0.90					0.95	1.00	
Satd. Flow (perm)		5047			3181					1770	4759	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	881	39	46	976	0	0	0	0	151	279	169
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	73	0
Lane Group Flow (vph)	0	917	0	0	1022	0	0	0	0	151	375	0
Confl. Peds. (#/hr)	5		4	4		5	3					3
Confl. Bikes (#/hr)			7			3			1			2
Turn Type		NA		pm+pt	NA					Split	NA	
Protected Phases		3		2	2 3					4	4	
Permitted Phases				2 3								
Actuated Green, G (s)		43.9			123.1					18.9	18.9	
Effective Green, g (s)		43.9			123.1					18.9	18.9	
Actuated g/C Ratio		0.27			0.77					0.12	0.12	
Clearance Time (s)		6.0								6.0	6.0	
Vehicle Extension (s)		2.5								2.0	2.0	
Lane Grp Cap (vph)		1384			2620					209	562	
v/s Ratio Prot		c0.18			c0.19					c0.09	0.08	
v/s Ratio Perm					0.11							
v/c Ratio		0.66			0.39					0.72	0.67	
Uniform Delay, d1		51.5			6.1					68.0	67.5	
Progression Factor		1.00			0.06					1.00	1.00	
Incremental Delay, d2		2.5			0.0					10.0	2.3	
Delay (s)		54.0			0.4					78.0	69.9	
Level of Service		D			A					E	E	
Approach Delay (s/veh)		54.0			0.4			0.0			71.9	
Approach LOS		D			A			A			E	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			36.7									D
HCM 2000 Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			160.0							24.0		
Intersection Capacity Utilization			71.1%									C
Analysis Period (min)			15									
c Critical Lane Group												

Timings
2: NE 1st Avenue/S 21st Avenue & Pembroke Road

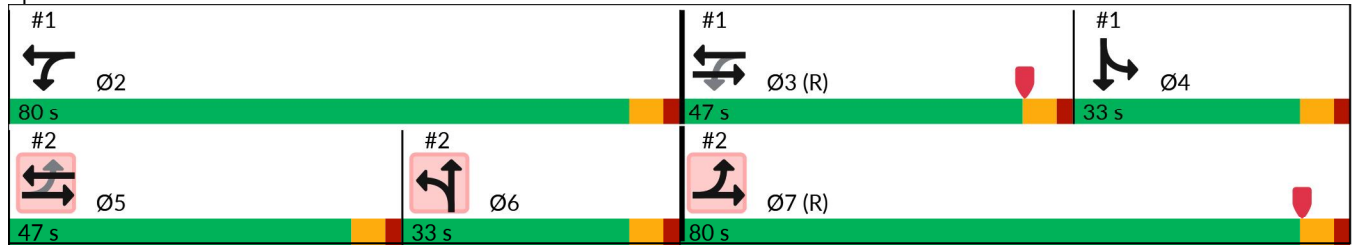
P.M. Peak Hour
Existing Conditions

							
Lane Group	EBL	EBT	WBT	NBT	Ø2	Ø3	Ø4
Lane Configurations							
Traffic Volume (vph)	101	900	785	224			
Future Volume (vph)	101	900	785	224			
Turn Type	pm+pt	NA	NA	NA			
Protected Phases	7	5 7	5	6	2	3	4
Permitted Phases	5 7						
Detector Phase	7	5 7	5	6			
Switch Phase							
Minimum Initial (s)	10.0		10.0	6.0	10.0	10.0	6.0
Minimum Split (s)	28.0		30.0	32.0	32.0	32.0	32.0
Total Split (s)	80.0		47.0	33.0	80.0	47.0	33.0
Total Split (%)	50.0%		29.4%	20.6%	50%	29%	21%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0			
Total Lost Time (s)	6.0		6.0	6.0			
Lead/Lag			Lead	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes
Recall Mode	C-Min		None	None	None	C-Min	None

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 140 (88%), Referenced to phase 3:EBWB and 7:, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated




















Splits and Phases: 2: NE 1st Avenue/S 21st Avenue & Pembroke Road



HCM Signalized Intersection Capacity Analysis

2: NE 1st Avenue/S 21st Avenue & Pembroke Road

P.M. Peak Hour
Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 				
Traffic Volume (vph)	101	900	0	0	785	21	207	224	49	0	0	0
Future Volume (vph)	101	900	0	0	785	21	207	224	49	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0				
Lane Util. Factor	1.00	0.95			0.95			0.95				
Frbp, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			1.00			0.98				
Flt Protected	0.95	1.00			1.00			0.98				
Satd. Flow (prot)	1770	3539			3523			3405				
Flt Permitted	0.10	1.00			1.00			0.98				
Satd. Flow (perm)	191	3539			3523			3405				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	109	968	0	0	844	23	223	241	53	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	6	0	0	0	0
Lane Group Flow (vph)	109	968	0	0	866	0	0	511	0	0	0	0
Confl. Peds. (#/hr)	5		8	8		5			2	2		
Confl. Bikes (#/hr)			6			3			1			
Turn Type	pm+pt	NA			NA		Split	NA				
Protected Phases	7	5 7			5		6	6				
Permitted Phases	5 7											
Actuated Green, G (s)	115.9	121.9			47.1			26.1				
Effective Green, g (s)	115.9	121.9			47.1			26.1				
Actuated g/C Ratio	0.72	0.76			0.29			0.16				
Clearance Time (s)	6.0				6.0			6.0				
Vehicle Extension (s)	2.5				2.5			2.0				
Lane Grp Cap (vph)	817	2696			1037			555				
v/s Ratio Prot	0.06	c0.27			c0.25			c0.15				
v/s Ratio Perm	0.04											
v/c Ratio	0.13	0.36			0.83			0.92				
Uniform Delay, d1	10.5	6.2			52.8			65.9				
Progression Factor	0.04	0.43			1.41			1.00				
Incremental Delay, d2	0.0	0.0			5.2			20.5				
Delay (s)	0.5	2.7			79.8			86.5				
Level of Service	A	A			E			F				
Approach Delay (s/veh)		2.5			79.8			86.5			0.0	
Approach LOS		A			E			F			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			47.4									D
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			160.0						24.0			
Intersection Capacity Utilization			60.0%									B
Analysis Period (min)			15									
c Critical Lane Group												

Timings
 3: US-1/S Federal Highway & Pembroke Road/Moffet Street

P.M. Peak Hour
 Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	191	258	311	17	187	369	1062	71	879	141
Future Volume (vph)	191	258	311	17	187	369	1062	71	879	141
Turn Type	pm+pt	NA	pm+ov	Perm	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	5		8	5	2	1	6	7
Permitted Phases	4		4	8						6
Detector Phase	7	4	5	8	8	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	4.0	6.0	5.0	6.0	6.0	5.0	10.0	5.0	10.0	4.0
Minimum Split (s)	10.0	39.0	11.0	39.0	39.0	11.0	39.0	11.0	39.0	10.0
Total Split (s)	19.0	59.0	28.0	40.0	40.0	28.0	73.0	28.0	73.0	19.0
Total Split (%)	11.9%	36.9%	17.5%	25.0%	25.0%	17.5%	45.6%	17.5%	45.6%	11.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	None

Intersection Summary






















Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 153 (96%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 3: US-1/S Federal Highway & Pembroke Road/Moffet Street



HCM 7th Signalized Intersection Summary
 3: US-1/S Federal Highway & Pembroke Road/Moffet Street

P.M. Peak Hour
 Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	258	311	17	187	20	369	1062	16	71	879	141
Future Volume (veh/h)	191	258	311	17	187	20	369	1062	16	71	879	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.96	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	193	261	314	17	189	20	373	1073	16	72	888	142
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	298	543	641	37	260	26	410	1957	29	90	1700	869
Arrive On Green	0.03	0.10	0.10	0.17	0.17	0.17	0.24	0.73	0.73	0.05	0.64	0.48
Sat Flow, veh/h	1781	1870	1560	74	1514	154	3456	3582	53	1781	3554	1547
Grp Volume(v), veh/h	193	261	314	226	0	0	373	532	557	72	888	142
Grp Sat Flow(s),veh/h/ln	1781	1870	1560	1742	0	0	1728	1777	1858	1781	1777	1547
Q Serve(g_s), s	13.0	21.2	26.0	8.1	0.0	0.0	16.8	21.8	21.8	6.4	21.8	7.1
Cycle Q Clear(g_c), s	13.0	21.2	26.0	19.4	0.0	0.0	16.8	21.8	21.8	6.4	21.8	7.1
Prop In Lane	1.00		1.00	0.08		0.09	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	298	543	641	323	0	0	410	971	1015	90	1700	869
V/C Ratio(X)	0.65	0.48	0.49	0.70	0.00	0.00	0.91	0.55	0.55	0.80	0.52	0.16
Avail Cap(c_a), veh/h	298	620	705	392	0	0	475	971	1015	245	1700	869
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	2.00	1.33	1.33	1.00	1.33	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.4	60.9	45.4	62.7	0.0	0.0	60.2	12.9	12.9	75.2	19.1	17.1
Incr Delay (d2), s/veh	3.6	0.2	0.2	2.8	0.0	0.0	18.4	2.2	2.1	6.0	1.2	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	10.8	11.0	9.0	0.0	0.0	7.7	7.9	8.3	3.1	8.5	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.0	61.1	45.6	65.5	0.0	0.0	78.5	15.1	15.0	81.1	20.3	17.5
LnGrp LOS	D	E	D	E			E	B	B	F	C	B
Approach Vol, veh/h		768			226			1462			1102	
Approach Delay, s/veh		53.2			65.5			31.3			23.9	
Approach LOS		D			E			C			C	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.1	93.4		52.5	25.0	82.5	19.0	33.5				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	22.0	67.0		53.0	22.0	67.0	13.0	34.0				
Max Q Clear Time (g_c+I1), s	8.4	23.8		28.0	18.8	23.8	15.0	21.4				
Green Ext Time (p_c), s	0.0	9.3		1.6	0.2	8.5	0.0	0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh			35.9									
HCM 7th LOS			D									

HCM 7th TWSC
 4: US-1/S Federal Highway & NE 6th Street

P.M. Peak Hour
 Existing Conditions

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕↔			↕↔	
Traffic Vol, veh/h	0	0	24	0	0	14	0	1316	9	0	1174	3
Future Vol, veh/h	0	0	24	0	0	14	0	1316	9	0	1174	3
Conflicting Peds, #/hr	3	0	2	2	0	3	27	0	6	6	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	25	0	0	15	0	1385	9	0	1236	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	648	-	-	706	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	3.7	-	-	3.7	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	2	-	-	2	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	1101	0	0	1053	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1074	-	-	1045	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB				
HCM Control Delay, s/v	8.43		8.49		0		0				
HCM LOS	A		A								

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	1074	1045	-	-
HCM Lane V/C Ratio	-	-	0.024	0.014	-	-
HCM Control Delay (s/veh)	-	-	8.4	8.5	-	-
HCM Lane LOS	-	-	A	A	-	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-	-

HCM 7th TWSC
 5: US-1/S Federal Highway & NE 5th Street

P.M. Peak Hour
 Existing Conditions

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↗	↕		↗	↕	
Traffic Vol, veh/h	0	0	6	0	0	18	9	1315	12	61	1125	2
Future Vol, veh/h	0	0	6	0	0	18	9	1315	12	61	1125	2
Conflicting Peds, #/hr	2	0	1	1	0	2	27	0	10	10	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	145	-	-	155	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	6	0	0	19	10	1399	13	65	1197	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	-	-	627	-	-	718	1226	0	0	1422	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	3.7	-	-	3.7	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	2	-	-	2	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	1119	0	0	1044	564	-	-	475	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1093	-	-	1033	552	-	-	471	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s/v	8.31		8.55		0.08			0.71		
HCM LOS	A		A							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	552	-	-	1093	1033	471	-	-
HCM Lane V/C Ratio	0.017	-	-	0.006	0.019	0.138	-	-
HCM Control Delay (s/veh)	11.6	-	-	8.3	8.5	13.9	-	-
HCM Lane LOS	B	-	-	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.1	0.5	-	-

HCM 7th TWSC
 6: US-1/S Federal Highway & NE 4th Court

P.M. Peak Hour
 Existing Conditions

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↑			↑		↑↑			↑↑	
Traffic Vol, veh/h	0	0	30	0	0	12	0	1326	15	0	1140	8
Future Vol, veh/h	0	0	30	0	0	12	0	1326	15	0	1140	8
Conflicting Peds, #/hr	0	0	0	0	0	0	25	0	6	6	0	25
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	32	0	0	13	0	1411	16	0	1213	9

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	636	-	-	719	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	2	-	-	2	-	-
Pot Cap-1 Maneuver	0	0	1112	0	0	1043	0	-
Stage 1	0	0	-	0	0	-	0	-
Stage 2	0	0	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1089	-	-	1037	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	8.41		8.51		0		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	1089	1037	-	-
HCM Lane V/C Ratio	-	-	0.029	0.012	-	-
HCM Control Delay (s/veh)	-	-	8.4	8.5	-	-
HCM Lane LOS	-	-	A	A	-	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-	-

Timings
7: US-1/S Federal Highway & NE 3rd Street

P.M. Peak Hour
Existing Conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	80	84	40	81	114	1234	33	1047	89
Future Volume (vph)	80	84	40	81	114	1234	33	1047	89
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.0	33.0	41.0	41.0	27.0	27.0	27.0	27.0	27.0
Total Split (s)	43.0	43.0	43.0	43.0	117.0	117.0	117.0	117.0	117.0
Total Split (%)	26.9%	26.9%	26.9%	26.9%	73.1%	73.1%	73.1%	73.1%	73.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min

Intersection Summary























Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 120 (75%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 7: US-1/S Federal Highway & NE 3rd Street



HCM 7th Signalized Intersection Summary
 7: US-1/S Federal Highway & NE 3rd Street

P.M. Peak Hour
 Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	84	86	40	81	15	114	1234	29	33	1047	89
Future Volume (veh/h)	80	84	86	40	81	15	114	1234	29	33	1047	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	89	91	43	86	16	121	1313	31	35	1114	95
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	204	145	148	134	265	49	392	2664	63	350	2670	1153
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1276	833	852	1193	1525	284	461	3545	84	406	3554	1534
Grp Volume(v), veh/h	85	0	180	43	0	102	121	658	686	35	1114	95
Grp Sat Flow(s),veh/h/ln	1276	0	1686	1193	0	1808	461	1777	1852	406	1777	1534
Q Serve(g_s), s	10.0	0.0	15.8	5.5	0.0	7.9	0.1	0.1	0.1	0.0	0.1	0.0
Cycle Q Clear(g_c), s	17.9	0.0	15.8	21.3	0.0	7.9	0.2	0.1	0.1	0.1	0.1	0.0
Prop In Lane	1.00		0.51	1.00		0.16	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	204	0	293	134	0	314	392	1335	1391	350	2670	1153
V/C Ratio(X)	0.42	0.00	0.61	0.32	0.00	0.32	0.31	0.49	0.49	0.10	0.42	0.08
Avail Cap(c_a), veh/h	277	0	390	203	0	418	392	1335	1391	350	2670	1153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.7	0.0	61.2	71.0	0.0	57.9	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.8	0.5	0.0	0.2	2.0	1.3	1.3	0.6	0.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	6.9	1.7	0.0	3.7	0.2	0.5	0.5	0.1	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.2	0.0	61.9	71.5	0.0	58.1	2.1	1.3	1.3	0.6	0.5	0.2
LnGrp LOS	E		E	E		E	A	A	A	A	A	A
Approach Vol, veh/h		265			145			1465			1244	
Approach Delay, s/veh		63.3			62.1			1.4			0.5	
Approach LOS		E			E			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		126.2		33.8		126.2		33.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		111.0		37.0		111.0		37.0				
Max Q Clear Time (g_c+I1), s		2.2		19.9		2.1		23.3				
Green Ext Time (p_c), s		18.9		0.8		13.4		0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			9.1									
HCM 7th LOS			A									

HCM 7th AWSC
8: NE 3rd Avenue & NE 3rd Street

P.M. Peak Hour
Existing Conditions

Intersection

Intersection Delay, s/veh 11.2
Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	19	189	40	42	213	11	57	43	61	5	37	54
Future Vol, veh/h	19	189	40	42	213	11	57	43	61	5	37	54
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	212	45	47	239	12	64	48	69	6	42	61
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay, s/veh	11.4			12			10.6			9.5		
HCM LOS	B			B			B			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	8%	16%	5%
Vol Thru, %	27%	76%	80%	39%
Vol Right, %	38%	16%	4%	56%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	161	248	266	96
LT Vol	57	19	42	5
Through Vol	43	189	213	37
RT Vol	61	40	11	54
Lane Flow Rate	181	279	299	108
Geometry Grp	1	1	1	1
Degree of Util (X)	0.274	0.395	0.428	0.163
Departure Headway (Hd)	5.453	5.099	5.154	5.426
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	658	705	699	660
Service Time	3.493	3.134	3.188	3.469
HCM Lane V/C Ratio	0.275	0.396	0.428	0.164
HCM Control Delay, s/veh	10.6	11.4	12	9.5
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	1.1	1.9	2.2	0.6

HCM 7th TWSC
 9: NE 3rd Avenue & Hallandale Beach Boulevard

P.M. Peak Hour
 Existing Conditions

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑		↘	↑↑↑				↗			↗
Traffic Vol, veh/h	111	1384	57	41	1716	26	0	0	15	0	0	84
Future Vol, veh/h	111	1384	57	41	1716	26	0	0	15	0	0	84
Conflicting Peds, #/hr	19	0	5	5	0	19	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	122	1521	63	45	1886	29	0	0	16	0	0	92

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1933	0	0	1589	0	0	-	-	798	-	-	976
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.36	-	-	5.36	-	-	-	-	3.7	-	-	3.7
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	-	-	2	-	-	2
Pot Cap-1 Maneuver	134	-	-	199	-	-	0	0	981	0	0	855
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	131	-	-	198	-	-	-	-	977	-	-	842
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	8.89			0.65			8.75			9.8		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	977	131	-	-	198	-	-	842
HCM Lane V/C Ratio	0.017	0.928	-	-	0.227	-	-	0.11
HCM Control Delay (s/veh)	8.7	124.3	-	-	28.4	-	-	9.8
HCM Lane LOS	A	F	-	-	D	-	-	A
HCM 95th %tile Q(veh)	0.1	6.2	-	-	0.8	-	-	0.4

Timings
10: Dixie Highway & NE 3rd Street

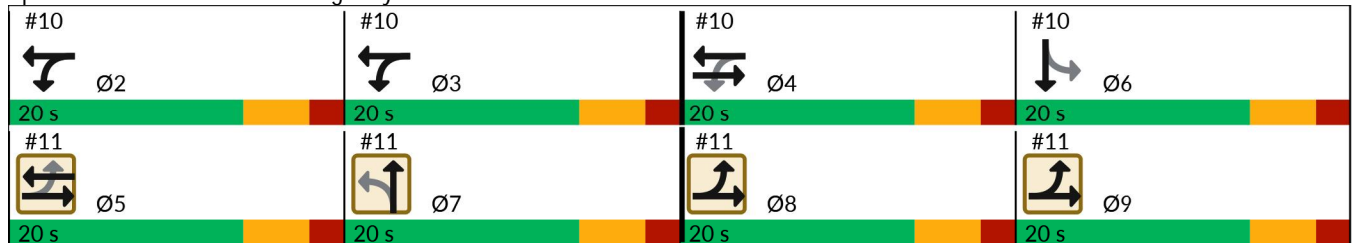
P.M. Peak Hour
Existing Conditions

	→	↙	←	↓	Ø2	Ø3	Ø5	Ø7	Ø8	Ø9
Lane Group	EBT	WBL	WBT	SBT						
Lane Configurations										
Traffic Volume (vph)	146	54	194	377						
Future Volume (vph)	146	54	194	377						
Turn Type	NA	pm+pt	NA	NA						
Protected Phases	4	2 3	2 3 4	6	2	3	5	7	8	9
Permitted Phases		2 3 4								
Detector Phase	4	2 3	2 3 4	6						
Switch Phase										
Minimum Initial (s)	6.0		7.0	6.0	6.0	6.0	6.0	6.0	6.0	7.0
Minimum Split (s)	12.0		13.0	12.0	12.0	12.0	12.0	12.0	12.0	13.0
Total Split (s)	20.0		20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	25.0%		25.0%	25%	25%	25%	25%	25%	25%	25%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0						
Total Lost Time (s)	6.0		6.0							
Lead/Lag					Lead	Lag	Lead	Lag		
Lead-Lag Optimize?					Yes	Yes	Yes	Yes		
Recall Mode	Max		Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary













Cycle Length: 80
 Actuated Cycle Length: 80
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord

Splits and Phases: 10: Dixie Highway & NE 3rd Street










HCM Signalized Intersection Capacity Analysis
 10: Dixie Highway & NE 3rd Street

P.M. Peak Hour
 Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4						411B	
Traffic Volume (vph)	0	146	18	54	194	0	0	0	0	125	377	25
Future Volume (vph)	0	146	18	54	194	0	0	0	0	125	377	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0						6.0	
Lane Util. Factor		1.00			1.00						0.86	
Frbp, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.99			1.00						0.99	
Flt Protected		1.00			0.99						0.99	
Satd. Flow (prot)		1830			1842						6277	
Flt Permitted		1.00			0.97						0.99	
Satd. Flow (perm)		1830			1813						6277	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	162	20	60	216	0	0	0	0	139	419	28
RTOR Reduction (vph)	0	6	0	0	0	0	0	0	0	0	9	0
Lane Group Flow (vph)	0	176	0	0	276	0	0	0	0	0	577	0
Confl. Peds. (#/hr)	12		6	6		12	3					3
Confl. Bikes (#/hr)			1			4			1			3
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		4		2 3	2 3 4						6	
Permitted Phases				2 3 4						6		
Actuated Green, G (s)		14.0			48.0						14.0	
Effective Green, g (s)		14.0			48.0						14.0	
Actuated g/C Ratio		0.18			0.60						0.18	
Clearance Time (s)		6.0									6.0	
Vehicle Extension (s)		2.0									2.5	
Lane Grp Cap (vph)		320			1100						1098	
v/s Ratio Prot		c0.10			c0.11							
v/s Ratio Perm					0.04						0.09	
v/c Ratio		0.55			0.25						0.53	
Uniform Delay, d1		30.1			7.5						30.0	
Progression Factor		1.00			0.08						1.00	
Incremental Delay, d2		6.7			0.2						1.8	
Delay (s)		36.8			0.8						31.8	
Level of Service		D			A						C	
Approach Delay (s/veh)		36.8			0.8			0.0			31.8	
Approach LOS		D			A			A			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			24.5			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.42									
Actuated Cycle Length (s)			80.0			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			44.8%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

Timings
11: NE 1st Avenue & NE 3rd Street

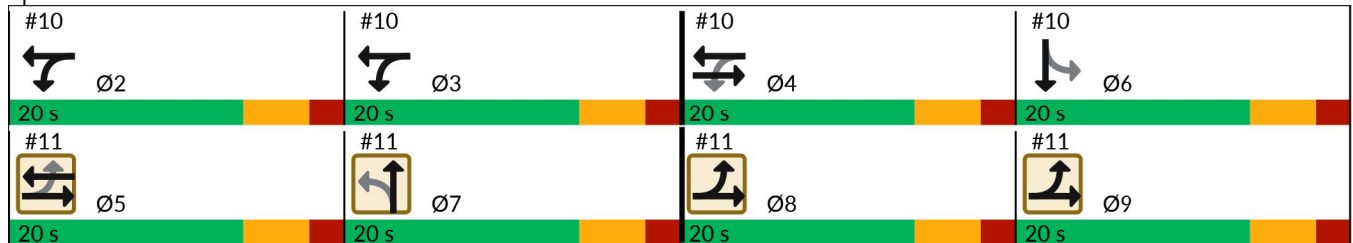
P.M. Peak Hour
Existing Conditions

										
Lane Group	EBL	EBT	WBT	NBT	Ø2	Ø3	Ø4	Ø6	Ø8	Ø9
Lane Configurations										
Traffic Volume (vph)	51	217	205	271						
Future Volume (vph)	51	217	205	271						
Turn Type	D.P+P	NA	NA	NA						
Protected Phases	8 9	5 8 9	5	7	2	3	4	6	8	9
Permitted Phases	5									
Detector Phase	8 9	5 8 9	5	7						
Switch Phase										
Minimum Initial (s)			6.0	6.0	6.0	6.0	6.0	7.0	6.0	7.0
Minimum Split (s)			12.0	12.0	12.0	12.0	12.0	13.0	12.0	13.0
Total Split (s)			20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)			25.0%	25.0%	25%	25%	25%	25%	25%	25%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)			0.0	0.0						
Total Lost Time (s)			6.0	6.0						
Lead/Lag			Lead	Lag	Lead	Lag				
Lead-Lag Optimize?			Yes	Yes	Yes	Yes				
Recall Mode			Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary













Cycle Length: 80
 Actuated Cycle Length: 80
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord

Splits and Phases: 11: NE 1st Avenue & NE 3rd Street



HCM Signalized Intersection Capacity Analysis
 11: NE 1st Avenue & NE 3rd Street

P.M. Peak Hour
 Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			1			4				
Traffic Volume (vph)	51	217	0	0	205	80	43	271	44	0	0	0
Future Volume (vph)	51	217	0	0	205	80	43	271	44	0	0	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0				
Lane Util. Factor		1.00			1.00			0.95				
Frbp, ped/bikes		1.00			0.99			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.96			0.98				
Flt Protected		0.99			1.00			0.99				
Satd. Flow (prot)		1844			1772			3444				
Flt Permitted		0.98			1.00			0.99				
Satd. Flow (perm)		1816			1772			3444				
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	57	244	0	0	230	90	48	304	49	0	0	0
RTOR Reduction (vph)	0	0	0	0	17	0	0	13	0	0	0	0
Lane Group Flow (vph)	0	301	0	0	303	0	0	388	0	0	0	0
Confl. Peds. (#/hr)	13		5	5		13			1	1		
Confl. Bikes (#/hr)			1			4						
Turn Type	D.P+P	NA			NA		Perm	NA				
Protected Phases	8 9	5 8 9			5			7				
Permitted Phases	5						7					
Actuated Green, G (s)		48.0			14.0			14.0				
Effective Green, g (s)		48.0			14.0			14.0				
Actuated g/C Ratio		0.60			0.18			0.18				
Clearance Time (s)					6.0			6.0				
Vehicle Extension (s)					2.0			2.5				
Lane Grp Cap (vph)		1101			310			602				
v/s Ratio Prot		c0.12			c0.17							
v/s Ratio Perm		0.05						0.11				
v/c Ratio		0.27			0.98			0.64				
Uniform Delay, d1		7.7			32.8			30.7				
Progression Factor		0.05			1.00			1.00				
Incremental Delay, d2		0.5			45.5			5.2				
Delay (s)		0.9			78.3			35.9				
Level of Service		A			E			D				
Approach Delay (s/veh)		0.9			78.3			35.9			0.0	
Approach LOS		A			E			D			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			38.9									D
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			80.0						24.0			
Intersection Capacity Utilization			55.4%									B
Analysis Period (min)			15									
c Critical Lane Group												

Timings
 12: US-1/S Federal Highway & Hallandale Beach Boulevard

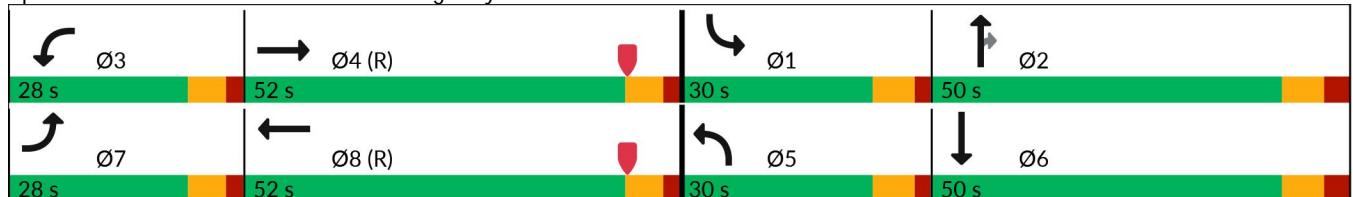
P.M. Peak Hour
 Existing Conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	176	933	458	1185	478	1001	541	284	800
Future Volume (vph)	176	933	458	1185	478	1001	541	284	800
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	24.5	46.5	11.5	46.5	12.0	47.0	47.0	12.0	47.0
Total Split (s)	28.0	52.0	28.0	52.0	30.0	50.0	50.0	30.0	50.0
Total Split (%)	17.5%	32.5%	17.5%	32.5%	18.8%	31.3%	31.3%	18.8%	31.3%
Yellow Time (s)	4.5	4.5	4.5	4.5	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	7.0	8.0	8.0	7.0	8.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary























Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 143 (89%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated

Splits and Phases: 12: US-1/S Federal Highway & Hallandale Beach Boulevard



HCM 7th Signalized Intersection Summary
 12: US-1/S Federal Highway & Hallandale Beach Boulevard

P.M. Peak Hour
 Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	933	263	458	1185	131	478	1001	541	284	800	96
Future Volume (veh/h)	176	933	263	458	1185	131	478	1001	541	284	800	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	181	962	271	472	1222	135	493	1032	558	293	825	99
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	1245	350	464	1567	173	497	1412	423	337	1059	126
Arrive On Green	0.04	0.42	0.42	0.13	0.45	0.45	0.14	0.28	0.28	0.10	0.23	0.23
Sat Flow, veh/h	1781	3935	1106	3456	4652	514	3456	5106	1529	3456	4599	548
Grp Volume(v), veh/h	181	832	401	472	894	463	493	1032	558	293	609	315
Grp Sat Flow(s),veh/h/ln	1781	1702	1637	1728	1702	1762	1728	1702	1529	1728	1702	1743
Q Serve(g_s), s	16.2	33.5	33.7	21.5	35.6	35.7	22.8	29.3	44.2	13.4	26.8	27.1
Cycle Q Clear(g_c), s	16.2	33.5	33.7	21.5	35.6	35.7	22.8	29.3	44.2	13.4	26.8	27.1
Prop In Lane	1.00		0.68	1.00		0.29	1.00		1.00	1.00		0.31
Lane Grp Cap(c), veh/h	203	1077	518	464	1147	594	497	1412	423	337	784	402
V/C Ratio(X)	0.89	0.77	0.77	1.02	0.78	0.78	0.99	0.73	1.32	0.87	0.78	0.78
Avail Cap(c_a), veh/h	239	1077	518	464	1147	594	497	1412	423	497	894	458
HCM Platoon Ratio	0.33	1.33	1.33	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.0	41.4	41.4	69.3	39.1	39.1	68.4	52.5	57.9	71.2	57.7	57.8
Incr Delay (d2), s/veh	26.1	5.4	10.8	46.0	5.3	9.8	38.3	1.9	159.6	7.7	3.6	7.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	14.3	14.6	12.5	15.0	16.3	12.7	12.9	35.8	6.3	12.0	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	102.1	46.8	52.2	115.2	44.4	48.9	106.7	54.4	217.5	78.8	61.3	65.0
LnGrp LOS	F	D	D	F	D	D	F	D	F	E	E	E
Approach Vol, veh/h		1414			1829			2083			1217	
Approach Delay, s/veh		55.4			63.8			110.5			66.5	
Approach LOS		E			E			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.6	52.2	28.0	57.1	30.0	44.9	24.7	60.4				
Change Period (Y+Rc), s	7.0	8.0	6.5	6.5	7.0	8.0	6.5	6.5				
Max Green Setting (Gmax), s	23.0	42.0	21.5	45.5	23.0	42.0	21.5	45.5				
Max Q Clear Time (g_c+I1), s	15.4	46.2	23.5	35.7	24.8	29.1	18.2	37.7				
Green Ext Time (p_c), s	0.2	0.0	0.0	5.0	0.0	4.3	0.1	4.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			77.3									
HCM 7th LOS			E									

Timings
 13: Dixie Highway & Hallandale Beach Boulevard

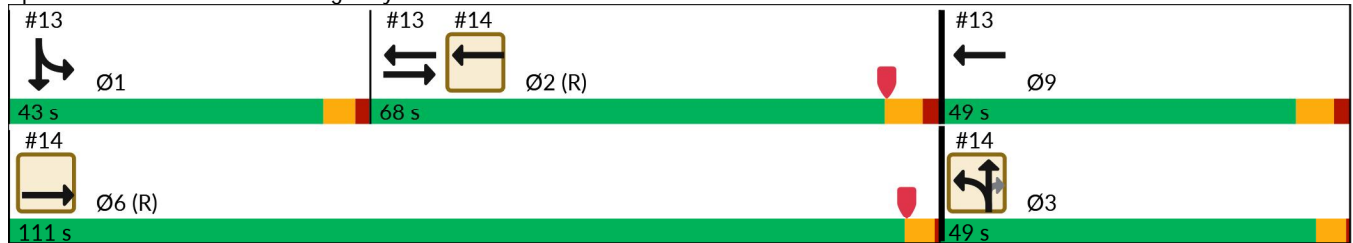
P.M. Peak Hour
 Existing Conditions

	→	←	↓			
Lane Group	EBT	WBT	SBT	Ø3	Ø6	Ø9
Lane Configurations	↑↑↑	↑↑↑	↓↑↑			
Traffic Volume (vph)	1458	2091	332			
Future Volume (vph)	1458	2091	332			
Turn Type	NA	NA	NA			
Protected Phases	2	2 9	1	3	6	9
Permitted Phases						
Detector Phase	2	2 9	1			
Switch Phase						
Minimum Initial (s)	10.0		6.0	6.0	10.0	10.0
Minimum Split (s)	31.5		41.0	10.0	20.0	16.5
Total Split (s)	68.0		43.0	49.0	111.0	49.0
Total Split (%)	42.5%		26.9%	31%	69%	31%
Yellow Time (s)	4.5		4.0	3.5	3.5	4.5
All-Red Time (s)	2.0		1.5	0.5	0.5	2.0
Lost Time Adjust (s)	0.0		0.0			
Total Lost Time (s)	6.5		5.5			
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	None	C-Max	None

Intersection Summary
















Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 55 (34%), Referenced to phase 2:EBWB and 6:, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated

Splits and Phases: 13: Dixie Highway & Hallandale Beach Boulevard



HCM Signalized Intersection Capacity Analysis
 13: Dixie Highway & Hallandale Beach Boulevard

P.M. Peak Hour
 Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1458	131	0	2091	0	0	0	0	135	332	47
Future Volume (vph)	0	1458	131	0	2091	0	0	0	0	135	332	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5			6.5						5.5	
Lane Util. Factor		0.91			0.91						0.86	
Frbp, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.99			1.00						0.99	
Flt Protected		1.00			1.00						0.99	
Satd. Flow (prot)		5011			5085						6227	
Flt Permitted		1.00			1.00						0.99	
Satd. Flow (perm)		5011			5085						6227	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	1676	151	0	2403	0	0	0	0	155	382	54
RTOR Reduction (vph)	0	6	0	0	0	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	1821	0	0	2403	0	0	0	0	0	583	0
Confl. Peds. (#/hr)	14		6	6		14	5					5
Confl. Bikes (#/hr)			11			8						1
Turn Type		NA			NA					Split	NA	
Protected Phases		2			2					1	1	
Permitted Phases												
Actuated Green, G (s)		77.7			126.6						21.4	
Effective Green, g (s)		77.7			126.6						21.4	
Actuated g/C Ratio		0.49			0.79						0.13	
Clearance Time (s)		6.5									5.5	
Vehicle Extension (s)		3.0									3.0	
Lane Grp Cap (vph)		2433			4023						832	
v/s Ratio Prot		c0.36			c0.47						c0.09	
v/s Ratio Perm												
v/c Ratio		0.75			0.60						0.70	
Uniform Delay, d1		33.3			6.6						66.2	
Progression Factor		1.00			0.05						1.00	
Incremental Delay, d2		2.2			0.1						2.7	
Delay (s)		35.4			0.5						68.9	
Level of Service		D			A						E	
Approach Delay (s/veh)		35.4			0.5			0.0			68.9	
Approach LOS		D			A			A			E	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			22.1									C
HCM 2000 Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			160.0								18.5	
Intersection Capacity Utilization			61.4%									B
Analysis Period (min)			15									
c Critical Lane Group												

Timings
 14: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard

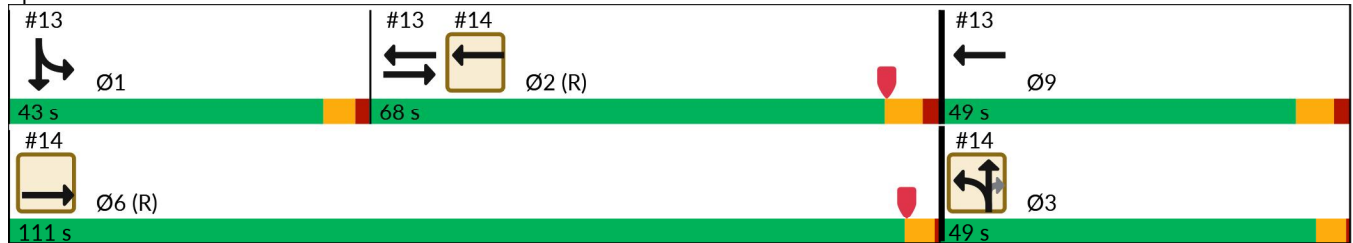
P.M. Peak Hour
 Existing Conditions

	→	←	↙	↑	↗		
Lane Group	EBT	WBT	NBL	NBT	NBR	Ø1	Ø9
Lane Configurations	↑↑↑	↑↑↔	↙	↑	↗		
Traffic Volume (vph)	1592	1770	320	257	60		
Future Volume (vph)	1592	1770	320	257	60		
Turn Type	NA	NA	Split	NA	Perm		
Protected Phases	6	2	3	3		1	9
Permitted Phases					3		
Detector Phase	6	2	3	3	3		
Switch Phase							
Minimum Initial (s)	10.0	10.0	6.0	6.0	6.0	6.0	10.0
Minimum Split (s)	20.0	31.5	10.0	10.0	10.0	41.0	16.5
Total Split (s)	111.0	68.0	49.0	49.0	49.0	43.0	49.0
Total Split (%)	69.4%	42.5%	30.6%	30.6%	30.6%	27%	31%
Yellow Time (s)	3.5	4.5	3.5	3.5	3.5	4.0	4.5
All-Red Time (s)	0.5	2.0	0.5	0.5	0.5	1.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.0	6.5	4.0	4.0	4.0		
Lead/Lag		Lag				Lead	
Lead-Lag Optimize?		Yes				Yes	
Recall Mode	C-Max	C-Min	None	None	None	None	None

Intersection Summary













Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 55 (34%), Referenced to phase 2:EBWB and 6:, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated

Splits and Phases: 14: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard



HCM Signalized Intersection Capacity Analysis
 14: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard

P.M. Peak Hour
 Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑		↗	↑	↗			
Traffic Volume (vph)	1	1592	0	0	1770	37	320	257	60	0	0	0
Future Volume (vph)	1	1592	0	0	1770	37	320	257	60	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			6.5		4.0	4.0	4.0			
Lane Util. Factor		0.91			0.91		1.00	1.00	1.00			
Frbp, ped/bikes		1.00			1.00		1.00	1.00	0.98			
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00			
Frt		1.00			1.00		1.00	1.00	0.85			
Flt Protected		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)		5085			5062		1770	1863	1556			
Flt Permitted		0.94			1.00		0.95	1.00	1.00			
Satd. Flow (perm)		4776			5062		1770	1863	1556			
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	1	1809	0	0	2011	42	364	292	68	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	44	0	0	0
Lane Group Flow (vph)	0	1810	0	0	2052	0	364	292	24	0	0	0
Confl. Peds. (#/hr)	15		7	7		15			5	5		
Confl. Bikes (#/hr)			11			8						
Turn Type		NA			NA		Split	NA	Perm			
Protected Phases		6			2		3	3				
Permitted Phases									3			
Actuated Green, G (s)		107.1			77.7		44.9	44.9	44.9			
Effective Green, g (s)		107.1			77.7		44.9	44.9	44.9			
Actuated g/C Ratio		0.67			0.49		0.28	0.28	0.28			
Clearance Time (s)		4.0			6.5		4.0	4.0	4.0			
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0			
Lane Grp Cap (vph)		3196			2458		496	522	436			
v/s Ratio Prot					c0.41		c0.21	0.16				
v/s Ratio Perm		c0.38							0.02			
v/c Ratio		0.57			0.83		0.73	0.56	0.06			
Uniform Delay, d1		14.1			35.6		52.1	49.1	42.1			
Progression Factor		0.89			0.38		1.00	1.00	1.00			
Incremental Delay, d2		0.5			2.3		5.6	1.3	0.1			
Delay (s)		13.0			15.9		57.7	50.4	42.1			
Level of Service		B			B		E	D	D			
Approach Delay (s/veh)		13.0			15.9			53.3			0.0	
Approach LOS		B			B			D			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			20.6				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			160.0				Sum of lost time (s)		18.5			
Intersection Capacity Utilization			61.5%				ICU Level of Service		B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM 7th TWSC
15: NE 4th Avenue & NE 6th Street

P.M. Peak Hour
Existing Conditions

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	2	5	0	3	11	1	6	1	0	12	3	5
Future Vol, veh/h	2	5	0	3	11	1	6	1	0	12	3	5
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	3	6	0	4	14	1	8	1	0	15	4	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	64	56	8	55	60	3	11	0	0	2	0	0
Stage 1	39	39	-	18	18	-	-	-	-	-	-	-
Stage 2	25	18	-	38	42	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	1193	1170	1789	1199	1168	1796	1601	-	-	1613	-	-
Stage 1	1180	1149	-	1213	1176	-	-	-	-	-	-	-
Stage 2	1202	1176	-	1182	1145	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	1159	1151	1788	1174	1150	1793	1600	-	-	1612	-	-
Mov Cap-2 Maneuver	1159	1151	-	1174	1150	-	-	-	-	-	-	-
Stage 1	1168	1137	-	1206	1170	-	-	-	-	-	-	-
Stage 2	1180	1170	-	1164	1133	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	8.15		8.09		6.22		4.35	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1543	-	-	1154	1183	960	-	-
HCM Lane V/C Ratio	0.005	-	-	0.008	0.016	0.01	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.1	8.1	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 7th AWSC
 16: NE 4th Avenue & NE 5th Street

P.M. Peak Hour
 Existing Conditions

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	1	1	0	0	3	4	1	4	2	4	0	2
Future Vol, veh/h	1	1	0	0	3	4	1	4	2	4	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	1	1	0	0	3	4	1	4	2	4	0	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay, s/veh	7.1			6.7			6.9			6.9		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	50%	0%	67%
Vol Thru, %	57%	50%	43%	0%
Vol Right, %	29%	0%	57%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	2	7	6
LT Vol	1	1	0	4
Through Vol	4	1	3	0
RT Vol	2	0	4	2
Lane Flow Rate	8	2	8	7
Geometry Grp	1	1	1	1
Degree of Util (X)	0.008	0.002	0.008	0.007
Departure Headway (Hd)	3.831	4.082	3.635	3.908
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	939	881	989	921
Service Time	1.834	2.087	1.639	1.911
HCM Lane V/C Ratio	0.009	0.002	0.008	0.008
HCM Control Delay, s/veh	6.9	7.1	6.7	6.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0

HCM 7th TWSC
 17: NE 4th Avenue & NE 4th Court

P.M. Peak Hour
 Existing Conditions

Intersection

Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	15	1	7	14	0	4	0	3	0	0	0
Future Vol, veh/h	0	15	1	7	14	0	4	0	3	0	0	0
Conflicting Peds, #/hr	0	0	3	3	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	16	1	7	15	0	4	0	3	0	0	0

Major/Minor	Minor2		Minor1		Major1				
Conflicting Flow All	-	12	3	21	10	-	0	0	0
Stage 1	-	0	-	10	10	-	-	-	-
Stage 2	-	12	-	11	0	-	-	-	-
Critical Hdwy	-	3.1	3.7	3.7	3.1	-	4.13	-	-
Critical Hdwy Stg 1	-	-	-	6.13	5.53	-	-	-	-
Critical Hdwy Stg 2	-	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	-	3	2	2.9	3	-	2.227	-	-
Pot Cap-1 Maneuver	0	1194	1796	1225	1195	0	-	-	-
Stage 1	0	-	-	1225	1187	0	-	-	-
Stage 2	0	1185	-	-	-	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	1194	1791	1205	1195	-	-	-	-
Mov Cap-2 Maneuver	-	1194	-	1205	1195	-	-	-	-
Stage 1	-	-	-	1225	1187	-	-	-	-
Stage 2	-	1185	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	7.99	8.06	
HCM LOS	A	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	1219	1198
HCM Lane V/C Ratio	-	-	-	0.014	0.018
HCM Control Delay (s/veh)	-	-	-	8	8.1
HCM Lane LOS	-	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0	0.1

HCM 7th TWSC
18: NE 3rd Avenue & NE 4th Court

P.M. Peak Hour
Existing Conditions

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	0	1	3	7	1	8	7	55	12	4	64	0
Future Vol, veh/h	0	1	3	7	1	8	7	55	12	4	64	0
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	1	3	7	1	9	7	59	13	4	68	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	153	165	69	158	158	67	69	0	0	72	0	0
Stage 1	78	78	-	81	81	-	-	-	-	-	-	-
Stage 2	75	87	-	77	78	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	1128	1114	1709	1124	1118	1712	1525	-	-	1521	-	-
Stage 1	1122	1100	-	1117	1096	-	-	-	-	-	-	-
Stage 2	1126	1088	-	1123	1100	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	1110	1104	1708	1111	1107	1709	1524	-	-	1520	-	-
Mov Cap-2 Maneuver	1110	1104	-	1111	1107	-	-	-	-	-	-	-
Stage 1	1118	1096	-	1111	1090	-	-	-	-	-	-	-
Stage 2	1113	1082	-	1116	1096	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	7.4	7.71	0.7	0.43
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	164	-	-	1502 1346	106	-	-
HCM Lane V/C Ratio	0.005	-	-	0.003 0.013 0.003		-	-
HCM Control Delay (s/veh)	7.4	0	-	7.4 7.7 7.4	0	-	-
HCM Lane LOS	A	A	-	A A A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0 0 0		-	-

Future Background P.M.

Timings
1: Dixie Highway & Pembroke Road

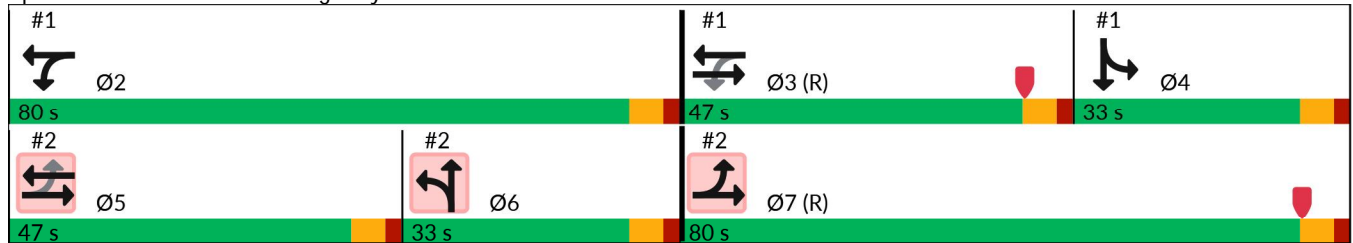
P.M. Peak Hour
Future Background Conditions

	→	↙	←	↘	↓	Ø5	Ø6	Ø7
Lane Group	EBT	WBL	WBT	SBL	SBT			
Lane Configurations	↑↑↑		↔↑	↘	↑↑↑			
Traffic Volume (vph)	878	46	972	150	278			
Future Volume (vph)	878	46	972	150	278			
Turn Type	NA	pm+pt	NA	Split	NA			
Protected Phases	3	2	2 3	4	4	5	6	7
Permitted Phases		2 3						
Detector Phase	3	2	2 3	4	4			
Switch Phase								
Minimum Initial (s)	10.0	10.0		6.0	6.0	10.0	6.0	10.0
Minimum Split (s)	32.0	32.0		32.0	32.0	30.0	32.0	28.0
Total Split (s)	47.0	80.0		33.0	33.0	47.0	33.0	80.0
Total Split (%)	29.4%	50.0%		20.6%	20.6%	29%	21%	50%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0			
Total Lost Time (s)	6.0			6.0	6.0			
Lead/Lag	Lead			Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	
Recall Mode	C-Min	None		None	None	None	None	C-Min

Intersection Summary

















Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 140 (88%), Referenced to phase 3:EBWB and 7:, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Dixie Highway & Pembroke Road











HCM Signalized Intersection Capacity Analysis
 1: Dixie Highway & Pembroke Road

P.M. Peak Hour
 Future Background Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	878	39	46	972	0	0	0	0	150	278	168
Future Volume (vph)	0	878	39	46	972	0	0	0	0	150	278	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0					6.0	6.0	
Lane Util. Factor		0.91			0.95					1.00	0.91	
Frbp, ped/bikes		1.00			1.00					1.00	0.99	
Flpb, ped/bikes		1.00			1.00					1.00	1.00	
Frt		0.99			1.00					1.00	0.94	
Flt Protected		1.00			1.00					0.95	1.00	
Satd. Flow (prot)		5047			3531					1770	4760	
Flt Permitted		1.00			0.89					0.95	1.00	
Satd. Flow (perm)		5047			3161					1770	4760	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	905	40	47	1002	0	0	0	0	155	287	173
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	72	0
Lane Group Flow (vph)	0	942	0	0	1049	0	0	0	0	155	388	0
Confl. Peds. (#/hr)	5		4	4		5	3					3
Confl. Bikes (#/hr)			7			3			1			2
Turn Type		NA		pm+pt	NA					Split	NA	
Protected Phases		3		2	2 3					4	4	
Permitted Phases				2 3								
Actuated Green, G (s)		42.9			122.7					19.3	19.3	
Effective Green, g (s)		42.9			122.7					19.3	19.3	
Actuated g/C Ratio		0.27			0.77					0.12	0.12	
Clearance Time (s)		6.0								6.0	6.0	
Vehicle Extension (s)		2.5								2.0	2.0	
Lane Grp Cap (vph)		1353			2608					213	574	
v/s Ratio Prot		c0.19			c0.20					c0.09	0.08	
v/s Ratio Perm					0.11							
v/c Ratio		0.70			0.40					0.73	0.68	
Uniform Delay, d1		52.7			6.3					67.8	67.4	
Progression Factor		1.00			0.09					1.00	1.00	
Incremental Delay, d2		3.0			0.0					10.0	2.5	
Delay (s)		55.7			0.6					77.8	69.8	
Level of Service		E			A					E	E	
Approach Delay (s/veh)		55.7			0.6			0.0			71.9	
Approach LOS		E			A			A			E	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			37.3									D
HCM 2000 Volume to Capacity ratio			0.56									
Actuated Cycle Length (s)			160.0							24.0		
Intersection Capacity Utilization			72.0%									C
Analysis Period (min)			15									
c Critical Lane Group												

Timings
2: NE 1st Avenue/S 21st Avenue & Pembroke Road

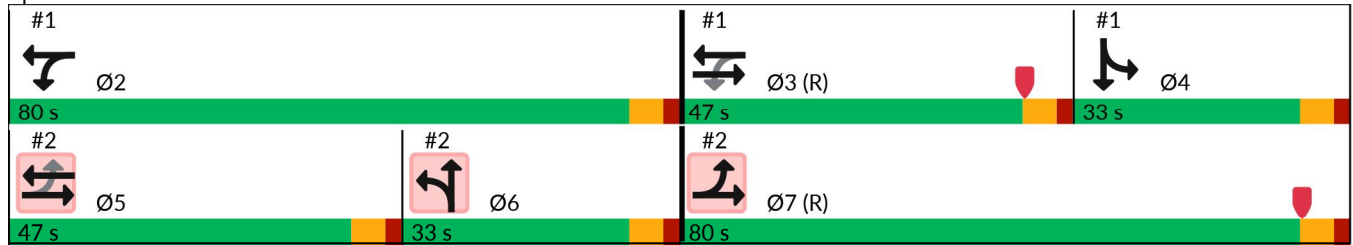
P.M. Peak Hour
Future Background Conditions

							
Lane Group	EBL	EBT	WBT	NBT	Ø2	Ø3	Ø4
Lane Configurations							
Traffic Volume (vph)	104	924	806	230			
Future Volume (vph)	104	924	806	230			
Turn Type	pm+pt	NA	NA	NA			
Protected Phases	7	5 7	5	6	2	3	4
Permitted Phases	5 7						
Detector Phase	7	5 7	5	6			
Switch Phase							
Minimum Initial (s)	10.0		10.0	6.0	10.0	10.0	6.0
Minimum Split (s)	28.0		30.0	32.0	32.0	32.0	32.0
Total Split (s)	80.0		47.0	33.0	80.0	47.0	33.0
Total Split (%)	50.0%		29.4%	20.6%	50%	29%	21%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0			
Total Lost Time (s)	6.0		6.0	6.0			
Lead/Lag			Lead	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes
Recall Mode	C-Min		None	None	None	C-Min	None

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 140 (88%), Referenced to phase 3:EBWB and 7:, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated

















Splits and Phases: 2: NE 1st Avenue/S 21st Avenue & Pembroke Road



HCM Signalized Intersection Capacity Analysis

2: NE 1st Avenue/S 21st Avenue & Pembroke Road

P.M. Peak Hour
Future Background Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	924	0	0	806	22	212	230	50	0	0	0
Future Volume (vph)	104	924	0	0	806	22	212	230	50	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0				
Lane Util. Factor	1.00	0.95			0.95			0.95				
Frbp, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			1.00			0.98				
Flt Protected	0.95	1.00			1.00			0.98				
Satd. Flow (prot)	1770	3539			3523			3406				
Flt Permitted	0.09	1.00			1.00			0.98				
Satd. Flow (perm)	174	3539			3523			3406				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	112	994	0	0	867	24	228	247	54	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	6	0	0	0	0
Lane Group Flow (vph)	112	994	0	0	890	0	0	523	0	0	0	0
Confl. Peds. (#/hr)	5		8	8		5			2	2		
Confl. Bikes (#/hr)			6			3			1			
Turn Type	pm+pt	NA			NA		Split	NA				
Protected Phases	7	5 7			5		6	6				
Permitted Phases	5 7											
Actuated Green, G (s)	115.7	121.7			47.5			26.3				
Effective Green, g (s)	115.7	121.7			47.5			26.3				
Actuated g/C Ratio	0.72	0.76			0.30			0.16				
Clearance Time (s)	6.0				6.0			6.0				
Vehicle Extension (s)	2.5				2.5			2.0				
Lane Grp Cap (vph)	806	2691			1045			559				
v/s Ratio Prot	0.06	c0.28			c0.25			c0.15				
v/s Ratio Perm	0.04											
v/c Ratio	0.14	0.37			0.85			0.94				
Uniform Delay, d1	10.9	6.4			52.9			66.0				
Progression Factor	0.04	0.45			1.39			1.00				
Incremental Delay, d2	0.0	0.0			5.9			22.9				
Delay (s)	0.4	2.9			79.3			88.9				
Level of Service	A	A			E			F				
Approach Delay (s/veh)		2.6			79.3			88.9			0.0	
Approach LOS		A			E			F			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			47.7									D
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			160.0						24.0			
Intersection Capacity Utilization			60.9%									B
Analysis Period (min)			15									
c Critical Lane Group												

Timings
 3: US-1/S Federal Highway & Pembroke Road/Moffet Street

P.M. Peak Hour
 Future Background Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	196	265	319	17	192	379	1090	73	902	145
Future Volume (vph)	196	265	319	17	192	379	1090	73	902	145
Turn Type	pm+pt	NA	pm+ov	Perm	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	5		8	5	2	1	6	7
Permitted Phases	4		4	8						6
Detector Phase	7	4	5	8	8	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	4.0	6.0	5.0	6.0	6.0	5.0	10.0	5.0	10.0	4.0
Minimum Split (s)	10.0	39.0	11.0	39.0	39.0	11.0	39.0	11.0	39.0	10.0
Total Split (s)	19.0	59.0	28.0	40.0	40.0	28.0	73.0	28.0	73.0	19.0
Total Split (%)	11.9%	36.9%	17.5%	25.0%	25.0%	17.5%	45.6%	17.5%	45.6%	11.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	None

Intersection Summary






















Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 153 (96%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 3: US-1/S Federal Highway & Pembroke Road/Moffet Street



HCM 7th Signalized Intersection Summary
 3: US-1/S Federal Highway & Pembroke Road/Moffet Street

P.M. Peak Hour
 Future Background Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	265	319	17	192	21	379	1090	16	73	902	145
Future Volume (veh/h)	196	265	319	17	192	21	379	1090	16	73	902	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.96	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	198	268	322	17	194	21	383	1101	16	74	911	146
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	296	547	649	37	262	27	420	1947	28	92	1684	861
Arrive On Green	0.03	0.10	0.10	0.17	0.17	0.17	0.24	0.72	0.72	0.05	0.63	0.47
Sat Flow, veh/h	1781	1870	1561	72	1512	158	3456	3583	52	1781	3554	1546
Grp Volume(v), veh/h	198	268	322	232	0	0	383	546	571	74	911	146
Grp Sat Flow(s),veh/h/ln	1781	1870	1561	1742	0	0	1728	1777	1859	1781	1777	1546
Q Serve(g_s), s	13.0	21.7	26.5	8.5	0.0	0.0	17.3	23.1	23.1	6.6	23.0	7.4
Cycle Q Clear(g_c), s	13.0	21.7	26.5	20.0	0.0	0.0	17.3	23.1	23.1	6.6	23.0	7.4
Prop In Lane	1.00		1.00	0.07		0.09	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	296	547	649	326	0	0	420	965	1010	92	1684	861
V/C Ratio(X)	0.67	0.49	0.50	0.71	0.00	0.00	0.91	0.57	0.57	0.80	0.54	0.17
Avail Cap(c_a), veh/h	296	620	709	392	0	0	475	965	1010	245	1684	861
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	2.00	1.33	1.33	1.00	1.33	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.5	61.0	45.0	62.7	0.0	0.0	59.7	13.3	13.3	75.0	19.8	17.5
Incr Delay (d2), s/veh	4.4	0.2	0.2	3.3	0.0	0.0	19.3	2.4	2.3	5.9	1.3	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	11.1	11.2	9.3	0.0	0.0	8.0	8.5	8.8	3.2	9.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.9	61.2	45.2	66.0	0.0	0.0	79.1	15.7	15.6	81.0	21.1	17.9
LnGrp LOS	E	E	D	E			E	B	B	F	C	B
Approach Vol, veh/h		788			232			1500			1131	
Approach Delay, s/veh		53.4			66.0			31.9			24.6	
Approach LOS		D			E			C			C	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.3	92.9		52.8	25.4	81.8	19.0	33.8				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	22.0	67.0		53.0	22.0	67.0	13.0	34.0				
Max Q Clear Time (g_c+I1), s	8.6	25.1		28.5	19.3	25.0	15.0	22.0				
Green Ext Time (p_c), s	0.0	9.6		1.6	0.2	8.8	0.0	0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh			36.4									
HCM 7th LOS			D									

HCM 7th TWSC
 4: US-1/S Federal Highway & NE 6th Street

P.M. Peak Hour
 Future Background Conditions

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↑			↑		↑↑			↑↑	
Traffic Vol, veh/h	0	0	25	0	0	14	0	1351	9	0	1205	3
Future Vol, veh/h	0	0	25	0	0	14	0	1351	9	0	1205	3
Conflicting Peds, #/hr	3	0	2	2	0	3	27	0	6	6	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	26	0	0	15	0	1422	9	0	1268	3

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	665	-	-	725	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	2	-	-	2	-	-
Pot Cap-1 Maneuver	0	0	1087	0	0	1038	0	-
Stage 1	0	0	-	0	0	-	0	-
Stage 2	0	0	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1061	-	-	1030	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	8.48		8.54		0		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	1061	1030	-	-
HCM Lane V/C Ratio	-	-	0.025	0.014	-	-
HCM Control Delay (s/veh)	-	-	8.5	8.5	-	-
HCM Lane LOS	-	-	A	A	-	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-	-

HCM 7th TWSC
 5: US-1/S Federal Highway & NE 5th Street

P.M. Peak Hour
 Future Background Conditions

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↗	↕		↗	↕	
Traffic Vol, veh/h	0	0	6	0	0	18	9	1350	12	63	1155	2
Future Vol, veh/h	0	0	6	0	0	18	9	1350	12	63	1155	2
Conflicting Peds, #/hr	2	0	1	1	0	2	27	0	10	10	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	145	-	-	155	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	6	0	0	19	10	1436	13	67	1229	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	-	-	643	-	-	736	1258	0	0	1459	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	3.7	-	-	3.7	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	2	-	-	2	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	1105	0	0	1029	549	-	-	459	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1079	-	-	1019	536	-	-	455	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s/v	8.36		8.6		0.08			0.74		
HCM LOS	A		A							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	536	-	-	1079	1019	455	-	-
HCM Lane V/C Ratio	0.018	-	-	0.006	0.019	0.147	-	-
HCM Control Delay (s/veh)	11.8	-	-	8.4	8.6	14.3	-	-
HCM Lane LOS	B	-	-	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.1	0.5	-	-

HCM 7th TWSC
6: US-1/S Federal Highway & NE 4th Court

P.M. Peak Hour
Future Background Conditions

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↑			↑		↑↑			↑↑	
Traffic Vol, veh/h	0	0	31	0	0	12	0	1361	15	0	1170	8
Future Vol, veh/h	0	0	31	0	0	12	0	1361	15	0	1170	8
Conflicting Peds, #/hr	0	0	0	0	0	0	25	0	6	6	0	25
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	33	0	0	13	0	1448	16	0	1245	9

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	652	-	-	738	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	2	-	-	2	-	-
Pot Cap-1 Maneuver	0	0	1098	0	0	1028	0	-
Stage 1	0	0	-	0	0	-	0	-
Stage 2	0	0	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1075	-	-	1023	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	8.45		8.56		0		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	1075	1023	-	-
HCM Lane V/C Ratio	-	-	0.031	0.012	-	-
HCM Control Delay (s/veh)	-	-	8.5	8.6	-	-
HCM Lane LOS	-	-	A	A	-	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-	-

Timings
7: US-1/S Federal Highway & NE 3rd Street

P.M. Peak Hour
Future Background Conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	82	86	41	83	117	1266	34	1075	91
Future Volume (vph)	82	86	41	83	117	1266	34	1075	91
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.0	33.0	41.0	41.0	27.0	27.0	27.0	27.0	27.0
Total Split (s)	43.0	43.0	43.0	43.0	117.0	117.0	117.0	117.0	117.0
Total Split (%)	26.9%	26.9%	26.9%	26.9%	73.1%	73.1%	73.1%	73.1%	73.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min

Intersection Summary























Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 120 (75%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 7: US-1/S Federal Highway & NE 3rd Street



HCM 7th Signalized Intersection Summary
7: US-1/S Federal Highway & NE 3rd Street

P.M. Peak Hour
Future Background Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	86	88	41	83	15	117	1266	30	34	1075	91
Future Volume (veh/h)	82	86	88	41	83	15	117	1266	30	34	1075	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	91	94	44	88	16	124	1347	32	36	1144	97
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	205	146	151	134	270	49	379	2654	63	338	2661	1149
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1274	829	856	1188	1531	278	448	3545	84	393	3554	1534
Grp Volume(v), veh/h	87	0	185	44	0	104	124	675	704	36	1144	97
Grp Sat Flow(s),veh/h/ln	1274	0	1685	1188	0	1810	448	1777	1852	393	1777	1534
Q Serve(g_s), s	10.3	0.0	16.3	5.7	0.0	8.0	0.5	0.5	0.5	0.1	0.4	0.0
Cycle Q Clear(g_c), s	18.3	0.0	16.3	22.0	0.0	8.0	0.9	0.5	0.5	0.6	0.4	0.0
Prop In Lane	1.00		0.51	1.00		0.15	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	205	0	297	134	0	319	379	1331	1387	338	2661	1149
V/C Ratio(X)	0.42	0.00	0.62	0.33	0.00	0.33	0.33	0.51	0.51	0.11	0.43	0.08
Avail Cap(c_a), veh/h	276	0	390	199	0	418	379	1331	1387	338	2661	1149
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.6	0.0	61.0	71.2	0.0	57.6	0.1	0.1	0.1	0.1	0.1	0.1
Incr Delay (d2), s/veh	0.5	0.0	0.8	0.5	0.0	0.2	2.3	1.4	1.3	0.6	0.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	7.1	1.8	0.0	3.7	0.3	0.6	0.6	0.1	0.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.1	0.0	61.8	71.7	0.0	57.8	2.4	1.5	1.4	0.7	0.6	0.2
LnGrp LOS	E		E	E		E	A	A	A	A	A	A
Approach Vol, veh/h		272			148			1503			1277	
Approach Delay, s/veh		63.2			61.9			1.5			0.6	
Approach LOS		E			E			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		125.8		34.2		125.8		34.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		111.0		37.0		111.0		37.0				
Max Q Clear Time (g_c+I1), s		2.9		20.3		2.6		24.0				
Green Ext Time (p_c), s		20.2		0.8		14.1		0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			9.2									
HCM 7th LOS			A									

HCM 7th AWSC
8: NE 3rd Avenue & NE 3rd Street

P.M. Peak Hour
Future Background Conditions

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	20	194	41	43	219	11	59	44	63	5	38	55
Future Vol, veh/h	20	194	41	43	219	11	59	44	63	5	38	55
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	218	46	48	246	12	66	49	71	6	43	62
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay, s/veh	11.7			12.3			10.8			9.7		
HCM LOS	B			B			B			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	36%	8%	16%	5%
Vol Thru, %	27%	76%	80%	39%
Vol Right, %	38%	16%	4%	56%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	166	255	273	98
LT Vol	59	20	43	5
Through Vol	44	194	219	38
RT Vol	63	41	11	55
Lane Flow Rate	187	287	307	110
Geometry Grp	1	1	1	1
Degree of Util (X)	0.286	0.41	0.443	0.168
Departure Headway (Hd)	5.511	5.148	5.202	5.494
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	651	699	690	651
Service Time	3.554	3.186	3.24	3.543
HCM Lane V/C Ratio	0.287	0.411	0.445	0.169
HCM Control Delay, s/veh	10.8	11.7	12.3	9.7
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	1.2	2	2.3	0.6

HCM 7th TWSC
 9: NE 3rd Avenue & Hallandale Beach Boulevard

P.M. Peak Hour
 Future Background Conditions

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑		↘	↑↑↑				↗			↗
Traffic Vol, veh/h	114	1420	59	42	1761	27	0	0	15	0	0	86
Future Vol, veh/h	114	1420	59	42	1761	27	0	0	15	0	0	86
Conflicting Peds, #/hr	19	0	5	5	0	19	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	125	1560	65	46	1935	30	0	0	16	0	0	95

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1984	0	0	1630	0	0	-	-	819	-	-	1001
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.36	-	-	5.36	-	-	-	-	3.7	-	-	3.7
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	-	-	2	-	-	2
Pot Cap-1 Maneuver	126	-	-	190	-	-	0	0	966	0	0	839
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	~ 124	-	-	189	-	-	-	-	961	-	-	825
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v10.85		0.69	8.81	9.93
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	961	~ 124	-	-	189	-	-	825
HCM Lane V/C Ratio	0.017	1.011	-	-	0.244	-	-	0.115
HCM Control Delay (s/veh)	8.8	151.6	-	-	30.1	-	-	9.9
HCM Lane LOS	A	F	-	-	D	-	-	A
HCM 95th %tile Q(veh)	0.1	6.9	-	-	0.9	-	-	0.4

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
10: Dixie Highway & NE 3rd Street

P.M. Peak Hour
Future Background Conditions

	→	↙	←	↓	Ø2	Ø3	Ø5	Ø7	Ø8	Ø9
Lane Group	EBT	WBL	WBT	SBT						
Lane Configurations										
Traffic Volume (vph)	150	55	199	387						
Future Volume (vph)	150	55	199	387						
Turn Type	NA	pm+pt	NA	NA						
Protected Phases	4	2 3	2 3 4	6	2	3	5	7	8	9
Permitted Phases		2 3 4								
Detector Phase	4	2 3	2 3 4	6						
Switch Phase										
Minimum Initial (s)	6.0		7.0	6.0	6.0	6.0	6.0	6.0	6.0	7.0
Minimum Split (s)	12.0		13.0	12.0	12.0	12.0	12.0	12.0	12.0	13.0
Total Split (s)	20.0		20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	25.0%		25.0%	25%	25%	25%	25%	25%	25%	25%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0						
Total Lost Time (s)	6.0		6.0	6.0						
Lead/Lag					Lead	Lag	Lead	Lag		
Lead-Lag Optimize?					Yes	Yes	Yes	Yes		
Recall Mode	Max		Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

















Cycle Length: 80
 Actuated Cycle Length: 80
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord

Splits and Phases: 10: Dixie Highway & NE 3rd Street

#10 Ø2 20 s	#10 Ø3 20 s	#10 Ø4 20 s	#10 Ø6 20 s
#11 Ø5 20 s	#11 Ø7 20 s	#11 Ø8 20 s	#11 Ø9 20 s








HCM Signalized Intersection Capacity Analysis
 10: Dixie Highway & NE 3rd Street

P.M. Peak Hour
 Future Background Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	150	18	55	199	0	0	0	0	128	387	26
Future Volume (vph)	0	150	18	55	199	0	0	0	0	128	387	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0						6.0	
Lane Util. Factor		1.00			1.00						0.86	
Frbp, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.99			1.00						0.99	
Flt Protected		1.00			0.99						0.99	
Satd. Flow (prot)		1831			1842						6277	
Flt Permitted		1.00			0.97						0.99	
Satd. Flow (perm)		1831			1810						6277	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	167	20	61	221	0	0	0	0	142	430	29
RTOR Reduction (vph)	0	6	0	0	0	0	0	0	0	0	9	0
Lane Group Flow (vph)	0	181	0	0	282	0	0	0	0	0	592	0
Confl. Peds. (#/hr)	12		6	6		12	3					3
Confl. Bikes (#/hr)			1			4			1			3
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		4		2 3	2 3 4						6	
Permitted Phases				2 3 4						6		
Actuated Green, G (s)		14.0			48.0						14.0	
Effective Green, g (s)		14.0			48.0						14.0	
Actuated g/C Ratio		0.18			0.60						0.18	
Clearance Time (s)		6.0									6.0	
Vehicle Extension (s)		2.0									2.5	
Lane Grp Cap (vph)		320			1099						1098	
v/s Ratio Prot		c0.10			c0.11							
v/s Ratio Perm					0.04						0.09	
v/c Ratio		0.57			0.26						0.54	
Uniform Delay, d1		30.2			7.6						30.1	
Progression Factor		1.00			0.09						1.00	
Incremental Delay, d2		7.1			0.2						1.9	
Delay (s)		37.3			0.9						32.0	
Level of Service		D			A						C	
Approach Delay (s/veh)		37.3			0.9			0.0			32.0	
Approach LOS		D			A			A			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			24.7			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.43									
Actuated Cycle Length (s)			80.0			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			45.6%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

Timings
11: NE 1st Avenue & NE 3rd Street

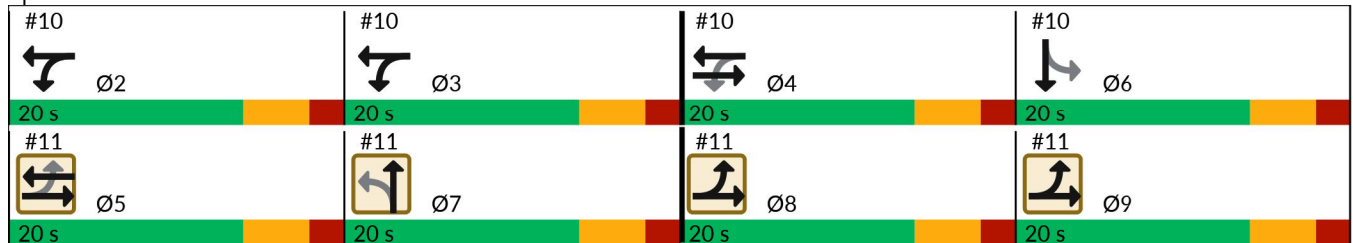
P.M. Peak Hour
Future Background Conditions

										
Lane Group	EBL	EBT	WBT	NBT	Ø2	Ø3	Ø4	Ø6	Ø8	Ø9
Lane Configurations										
Traffic Volume (vph)	52	223	210	278						
Future Volume (vph)	52	223	210	278						
Turn Type	D.P+P	NA	NA	NA						
Protected Phases	8 9	5 8 9	5	7	2	3	4	6	8	9
Permitted Phases	5									
Detector Phase	8 9	5 8 9	5	7						
Switch Phase										
Minimum Initial (s)			6.0	6.0	6.0	6.0	6.0	7.0	6.0	7.0
Minimum Split (s)			12.0	12.0	12.0	12.0	12.0	13.0	12.0	13.0
Total Split (s)			20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)			25.0%	25.0%	25%	25%	25%	25%	25%	25%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)			0.0	0.0						
Total Lost Time (s)			6.0	6.0						
Lead/Lag			Lead	Lag	Lead	Lag				
Lead-Lag Optimize?			Yes	Yes	Yes	Yes				
Recall Mode			Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary













Cycle Length: 80
 Actuated Cycle Length: 80
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord

Splits and Phases: 11: NE 1st Avenue & NE 3rd Street



HCM Signalized Intersection Capacity Analysis
 11: NE 1st Avenue & NE 3rd Street

P.M. Peak Hour
 Future Background Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			1			4				
Traffic Volume (vph)	52	223	0	0	210	82	44	278	45	0	0	0
Future Volume (vph)	52	223	0	0	210	82	44	278	45	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0				
Lane Util. Factor		1.00			1.00			0.95				
Frbp, ped/bikes		1.00			0.99			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.96			0.98				
Flt Protected		0.99			1.00			0.99				
Satd. Flow (prot)		1844			1773			3443				
Flt Permitted		0.97			1.00			0.99				
Satd. Flow (perm)		1812			1773			3443				
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	58	251	0	0	236	92	49	312	51	0	0	0
RTOR Reduction (vph)	0	0	0	0	17	0	0	14	0	0	0	0
Lane Group Flow (vph)	0	309	0	0	311	0	0	398	0	0	0	0
Confl. Peds. (#/hr)	13		5	5		13			1	1		
Confl. Bikes (#/hr)			1			4						
Turn Type	D.P+P	NA			NA		Perm	NA				
Protected Phases	8 9	5 8 9			5			7				
Permitted Phases	5						7					
Actuated Green, G (s)		48.0			14.0			14.0				
Effective Green, g (s)		48.0			14.0			14.0				
Actuated g/C Ratio		0.60			0.18			0.18				
Clearance Time (s)					6.0			6.0				
Vehicle Extension (s)					2.0			2.5				
Lane Grp Cap (vph)		1100			310			602				
v/s Ratio Prot		c0.12			c0.18							
v/s Ratio Perm		0.05						0.12				
v/c Ratio		0.28			1.00			0.66				
Uniform Delay, d1		7.7			33.0			30.8				
Progression Factor		0.04			1.00			1.00				
Incremental Delay, d2		0.5			51.7			5.6				
Delay (s)		0.9			84.7			36.4				
Level of Service		A			F			D				
Approach Delay (s/veh)		0.9			84.7			36.4			0.0	
Approach LOS		A			F			D			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			41.0									D
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			80.0						24.0			
Intersection Capacity Utilization			56.4%									B
Analysis Period (min)			15									
c Critical Lane Group												

Timings
12: US-1/S Federal Highway & Hallandale Beach Boulevard

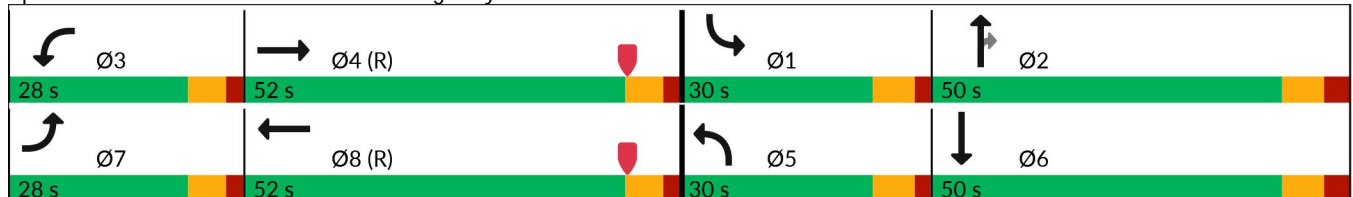
P.M. Peak Hour
Future Background Conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	181	958	470	1216	491	1027	555	291	821
Future Volume (vph)	181	958	470	1216	491	1027	555	291	821
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	24.5	46.5	11.5	46.5	12.0	47.0	47.0	12.0	47.0
Total Split (s)	28.0	52.0	28.0	52.0	30.0	50.0	50.0	30.0	50.0
Total Split (%)	17.5%	32.5%	17.5%	32.5%	18.8%	31.3%	31.3%	18.8%	31.3%
Yellow Time (s)	4.5	4.5	4.5	4.5	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	7.0	8.0	8.0	7.0	8.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 143 (89%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

Splits and Phases: 12: US-1/S Federal Highway & Hallandale Beach Boulevard



HCM 7th Signalized Intersection Summary
 12: US-1/S Federal Highway & Hallandale Beach Boulevard

P.M. Peak Hour
 Future Background Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	958	270	470	1216	134	491	1027	555	291	821	99
Future Volume (veh/h)	181	958	270	470	1216	134	491	1027	555	291	821	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	187	988	278	485	1254	138	506	1059	572	300	846	102
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	209	1238	348	464	1544	170	497	1411	423	344	1067	128
Arrive On Green	0.04	0.42	0.42	0.13	0.44	0.44	0.14	0.28	0.28	0.10	0.23	0.23
Sat Flow, veh/h	1781	3935	1105	3456	4654	512	3456	5106	1529	3456	4596	551
Grp Volume(v), veh/h	187	854	412	485	917	475	506	1059	572	300	625	323
Grp Sat Flow(s),veh/h/ln	1781	1702	1637	1728	1702	1762	1728	1702	1529	1728	1702	1743
Q Serve(g_s), s	16.7	35.0	35.2	21.5	37.5	37.6	23.0	30.3	44.2	13.7	27.6	27.9
Cycle Q Clear(g_c), s	16.7	35.0	35.2	21.5	37.5	37.6	23.0	30.3	44.2	13.7	27.6	27.9
Prop In Lane	1.00		0.68	1.00		0.29	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	209	1071	515	464	1129	585	497	1411	423	344	790	405
V/C Ratio(X)	0.89	0.80	0.80	1.04	0.81	0.81	1.02	0.75	1.35	0.87	0.79	0.80
Avail Cap(c_a), veh/h	239	1071	515	464	1129	585	497	1411	423	497	894	457
HCM Platoon Ratio	0.33	1.33	1.33	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.9	42.1	42.1	69.3	40.4	40.4	68.5	52.9	57.9	71.0	57.8	57.9
Incr Delay (d2), s/veh	27.6	6.2	12.3	53.8	6.4	11.7	45.2	2.2	174.0	8.4	4.1	8.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	15.0	15.4	13.0	16.0	17.4	13.3	13.3	37.5	6.5	12.4	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	103.5	48.3	54.4	123.1	46.8	52.1	113.7	55.1	231.9	79.4	61.9	66.0
LnGrp LOS	F	D	D	F	D	D	F	E	F	E	E	E
Approach Vol, veh/h		1453			1877			2137			1248	
Approach Delay, s/veh		57.1			67.8			116.3			67.2	
Approach LOS		E			E			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.9	52.2	28.0	56.8	30.0	45.2	25.3	59.6				
Change Period (Y+Rc), s	7.0	8.0	6.5	6.5	7.0	8.0	6.5	6.5				
Max Green Setting (Gmax), s	23.0	42.0	21.5	45.5	23.0	42.0	21.5	45.5				
Max Q Clear Time (g_c+I1), s	15.7	46.2	23.5	37.2	25.0	29.9	18.7	39.6				
Green Ext Time (p_c), s	0.2	0.0	0.0	4.6	0.0	4.3	0.0	3.8				
Intersection Summary												
HCM 7th Control Delay, s/veh			80.8									
HCM 7th LOS			F									

Timings
 13: Dixie Highway & Hallandale Beach Boulevard

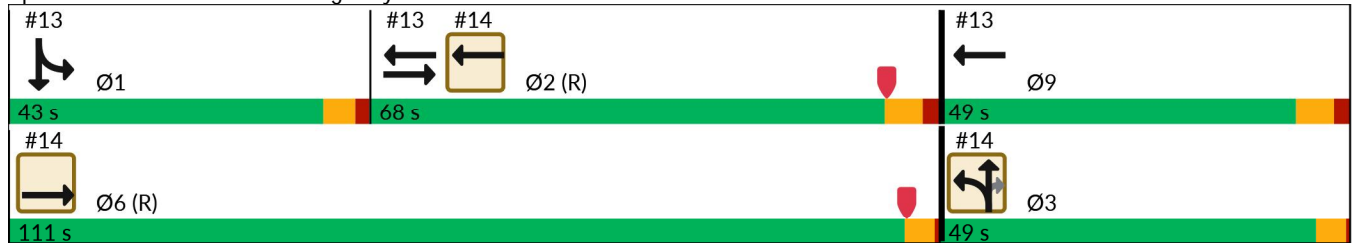
P.M. Peak Hour
 Future Background Conditions

Lane Group	→ EBT	← WBT	↓ SBT	Ø3	Ø6	Ø9
Lane Configurations	↑↑↑	↑↑↑	↓↑↑			
Traffic Volume (vph)	1496	2146	341			
Future Volume (vph)	1496	2146	341			
Turn Type	NA	NA	NA			
Protected Phases	2	2 9	1	3	6	9
Permitted Phases						
Detector Phase	2	2 9	1			
Switch Phase						
Minimum Initial (s)	10.0		6.0	6.0	10.0	10.0
Minimum Split (s)	31.5		41.0	10.0	20.0	16.5
Total Split (s)	68.0		43.0	49.0	111.0	49.0
Total Split (%)	42.5%		26.9%	31%	69%	31%
Yellow Time (s)	4.5		4.0	3.5	3.5	4.5
All-Red Time (s)	2.0		1.5	0.5	0.5	2.0
Lost Time Adjust (s)	0.0		0.0			
Total Lost Time (s)	6.5		5.5			
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	None	C-Max	None

Intersection Summary
















Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 55 (34%), Referenced to phase 2:EBWB and 6:, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated

Splits and Phases: 13: Dixie Highway & Hallandale Beach Boulevard



HCM Signalized Intersection Capacity Analysis
 13: Dixie Highway & Hallandale Beach Boulevard

P.M. Peak Hour
 Future Background Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1496	134	0	2146	0	0	0	0	139	341	48
Future Volume (vph)	0	1496	134	0	2146	0	0	0	0	139	341	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5			6.5						5.5	
Lane Util. Factor		0.91			0.91						0.86	
Frbp, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.99			1.00						0.99	
Flt Protected		1.00			1.00						0.99	
Satd. Flow (prot)		5011			5085						6227	
Flt Permitted		1.00			1.00						0.99	
Satd. Flow (perm)		5011			5085						6227	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	1720	154	0	2467	0	0	0	0	160	392	55
RTOR Reduction (vph)	0	6	0	0	0	0	0	0	0	0	6	0
Lane Group Flow (vph)	0	1868	0	0	2467	0	0	0	0	0	601	0
Confl. Peds. (#/hr)	14		6	6		14	5					5
Confl. Bikes (#/hr)			11			8						1
Turn Type		NA			NA					Split	NA	
Protected Phases		2			2					1	1	
Permitted Phases												
Actuated Green, G (s)		77.2			126.2						21.8	
Effective Green, g (s)		77.2			126.2						21.8	
Actuated g/C Ratio		0.48			0.79						0.14	
Clearance Time (s)		6.5									5.5	
Vehicle Extension (s)		3.0									3.0	
Lane Grp Cap (vph)		2417			4010						848	
v/s Ratio Prot		c0.37			c0.49						c0.10	
v/s Ratio Perm												
v/c Ratio		0.77			0.62						0.71	
Uniform Delay, d1		34.2			6.9						66.1	
Progression Factor		1.00			0.06						1.00	
Incremental Delay, d2		2.5			0.1						2.7	
Delay (s)		36.6			0.6						68.8	
Level of Service		D			A						E	
Approach Delay (s/veh)		36.6			0.6			0.0			68.8	
Approach LOS		D			A			A			E	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			22.6									C
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			160.0								18.5	
Intersection Capacity Utilization			62.6%									B
Analysis Period (min)			15									
c Critical Lane Group												

Timings
 14: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard

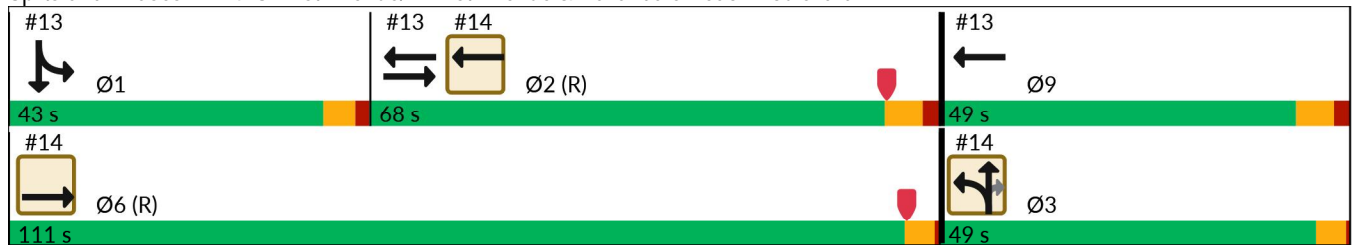
P.M. Peak Hour
 Future Background Conditions

	→	←	↙	↑	↗		
Lane Group	EBT	WBT	NBL	NBT	NBR	Ø1	Ø9
Lane Configurations	↑↑↑	↑↑↔	↙	↑	↗		
Traffic Volume (vph)	1634	1817	328	264	62		
Future Volume (vph)	1634	1817	328	264	62		
Turn Type	NA	NA	Split	NA	Perm		
Protected Phases	6	2	3	3		1	9
Permitted Phases					3		
Detector Phase	6	2	3	3	3		
Switch Phase							
Minimum Initial (s)	10.0	10.0	6.0	6.0	6.0	6.0	10.0
Minimum Split (s)	20.0	31.5	10.0	10.0	10.0	41.0	16.5
Total Split (s)	111.0	68.0	49.0	49.0	49.0	43.0	49.0
Total Split (%)	69.4%	42.5%	30.6%	30.6%	30.6%	27%	31%
Yellow Time (s)	3.5	4.5	3.5	3.5	3.5	4.0	4.5
All-Red Time (s)	0.5	2.0	0.5	0.5	0.5	1.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.0	6.5	4.0	4.0	4.0		
Lead/Lag		Lag				Lead	
Lead-Lag Optimize?		Yes				Yes	
Recall Mode	C-Max	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 55 (34%), Referenced to phase 2:EBWB and 6:, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated

Splits and Phases: 14: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard



HCM Signalized Intersection Capacity Analysis
 14: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard

P.M. Peak Hour
 Future Background Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑		↗	↑	↗			
Traffic Volume (vph)	1	1634	0	0	1817	38	328	264	62	0	0	0
Future Volume (vph)	1	1634	0	0	1817	38	328	264	62	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			6.5		4.0	4.0	4.0			
Lane Util. Factor		0.91			0.91		1.00	1.00	1.00			
Frbp, ped/bikes		1.00			1.00		1.00	1.00	0.98			
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00			
Frt		1.00			1.00		1.00	1.00	0.85			
Flt Protected		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)		5085			5062		1770	1863	1556			
Flt Permitted		0.94			1.00		0.95	1.00	1.00			
Satd. Flow (perm)		4776			5062		1770	1863	1556			
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	1	1857	0	0	2065	43	373	300	70	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	44	0	0	0
Lane Group Flow (vph)	0	1858	0	0	2107	0	373	300	26	0	0	0
Confl. Peds. (#/hr)	15		7	7		15			5	5		
Confl. Bikes (#/hr)			11			8						
Turn Type		NA			NA		Split	NA	Perm			
Protected Phases		6			2		3	3				
Permitted Phases									3			
Actuated Green, G (s)		107.0			77.2		45.0	45.0	45.0			
Effective Green, g (s)		107.0			77.2		45.0	45.0	45.0			
Actuated g/C Ratio		0.67			0.48		0.28	0.28	0.28			
Clearance Time (s)		4.0			6.5		4.0	4.0	4.0			
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0			
Lane Grp Cap (vph)		3193			2442		497	523	437			
v/s Ratio Prot					c0.42		c0.21	0.16				
v/s Ratio Perm		c0.39							0.02			
v/c Ratio		0.58			0.86		0.75	0.57	0.06			
Uniform Delay, d1		14.4			36.7		52.4	49.3	42.0			
Progression Factor		0.91			0.36		1.00	1.00	1.00			
Incremental Delay, d2		0.5			2.7		6.3	1.5	0.1			
Delay (s)		13.6			16.1		58.7	50.8	42.1			
Level of Service		B			B		E	D	D			
Approach Delay (s/veh)		13.6			16.1			53.9			0.0	
Approach LOS		B			B			D			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			21.1				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			160.0				Sum of lost time (s)				18.5	
Intersection Capacity Utilization			62.9%				ICU Level of Service				B	
Analysis Period (min)			15									
c Critical Lane Group												

HCM 7th TWSC
15: NE 4th Avenue & NE 6th Street

P.M. Peak Hour
Future Background Conditions

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	2	5	0	3	11	1	6	1	0	12	3	5
Future Vol, veh/h	2	5	0	3	11	1	6	1	0	12	3	5
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	3	6	0	4	14	1	8	1	0	15	4	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	64	56	8	55	60	3	11	0	0	2	0	0
Stage 1	39	39	-	18	18	-	-	-	-	-	-	-
Stage 2	25	18	-	38	42	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	1193	1170	1789	1199	1168	1796	1601	-	-	1613	-	-
Stage 1	1180	1149	-	1213	1176	-	-	-	-	-	-	-
Stage 2	1202	1176	-	1182	1145	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	1159	1151	1788	1174	1150	1793	1600	-	-	1612	-	-
Mov Cap-2 Maneuver	1159	1151	-	1174	1150	-	-	-	-	-	-	-
Stage 1	1168	1137	-	1206	1170	-	-	-	-	-	-	-
Stage 2	1180	1170	-	1164	1133	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.15	8.09	6.22	4.35
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1543	-	-	1154	1183	960	-	-
HCM Lane V/C Ratio	0.005	-	-	0.008	0.016	0.01	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.1	8.1	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 7th AWSC
 16: NE 4th Avenue & NE 5th Street

P.M. Peak Hour
 Future Background Conditions

Intersection												
Intersection Delay, s/veh	6.9											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	1	1	0	0	3	4	1	4	2	4	0	2
Future Vol, veh/h	1	1	0	0	3	4	1	4	2	4	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	1	1	0	0	3	4	1	4	2	4	0	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB				WB			NB		SB		
Opposing Approach	WB				EB			SB		NB		
Opposing Lanes	1				1			1		1		
Conflicting Approach Left	SB				NB			EB		WB		
Conflicting Lanes Left	1				1			1		1		
Conflicting Approach Right	NB				SB			WB		EB		
Conflicting Lanes Right	1				1			1		1		
HCM Control Delay, s/veh	7.1				6.7			6.9		6.9		
HCM LOS	A				A			A		A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	50%	0%	67%
Vol Thru, %	57%	50%	43%	0%
Vol Right, %	29%	0%	57%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	2	7	6
LT Vol	1	1	0	4
Through Vol	4	1	3	0
RT Vol	2	0	4	2
Lane Flow Rate	8	2	8	7
Geometry Grp	1	1	1	1
Degree of Util (X)	0.008	0.002	0.008	0.007
Departure Headway (Hd)	3.831	4.082	3.635	3.908
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	939	881	989	921
Service Time	1.834	2.087	1.639	1.911
HCM Lane V/C Ratio	0.009	0.002	0.008	0.008
HCM Control Delay, s/veh	6.9	7.1	6.7	6.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0

HCM 7th TWSC
 17: NE 4th Avenue & NE 4th Court

P.M. Peak Hour
 Future Background Conditions

Intersection

Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	15	1	7	14	0	4	0	3	0	0	0
Future Vol, veh/h	0	15	1	7	14	0	4	0	3	0	0	0
Conflicting Peds, #/hr	0	0	3	3	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	16	1	7	15	0	4	0	3	0	0	0

Major/Minor	Minor2		Minor1			Major1		
Conflicting Flow All	-	12	3	21	10	-	0	0
Stage 1	-	0	-	10	10	-	-	-
Stage 2	-	12	-	11	0	-	-	-
Critical Hdwy	-	3.1	3.7	3.7	3.1	-	4.13	-
Critical Hdwy Stg 1	-	-	-	6.13	5.53	-	-	-
Critical Hdwy Stg 2	-	5.53	-	-	-	-	-	-
Follow-up Hdwy	-	3	2	2.9	3	-	2.227	-
Pot Cap-1 Maneuver	0	1194	1796	1225	1195	0	-	-
Stage 1	0	-	-	1225	1187	0	-	-
Stage 2	0	1185	-	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	1194	1791	1205	1195	-	-	-
Mov Cap-2 Maneuver	-	1194	-	1205	1195	-	-	-
Stage 1	-	-	-	1225	1187	-	-	-
Stage 2	-	1185	-	-	-	-	-	-

Approach	EB		WB		NB	
HCM Control Delay, s/v	7.99		8.06			
HCM LOS	A		A			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	1219	1198
HCM Lane V/C Ratio	-	-	-	0.014	0.018
HCM Control Delay (s/veh)	-	-	-	8	8.1
HCM Lane LOS	-	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0	0.1

HCM 7th TWSC
18: NE 3rd Avenue & NE 4th Court

P.M. Peak Hour
Future Background Conditions

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	0	1	3	7	1	8	7	56	12	4	66	0
Future Vol, veh/h	0	1	3	7	1	8	7	56	12	4	66	0
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	1	3	7	1	9	7	60	13	4	70	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	156	168	71	161	162	68	71	0	0	73	0	0
Stage 1	80	80	-	82	82	-	-	-	-	-	-	-
Stage 2	76	88	-	79	80	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	1126	1113	1706	1122	1116	1710	1523	-	-	1520	-	-
Stage 1	1119	1097	-	1116	1095	-	-	-	-	-	-	-
Stage 2	1124	1087	-	1120	1097	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	1108	1102	1705	1109	1105	1708	1521	-	-	1519	-	-
Mov Cap-2 Maneuver	1108	1102	-	1109	1105	-	-	-	-	-	-	-
Stage 1	1115	1093	-	1109	1088	-	-	-	-	-	-	-
Stage 2	1111	1080	-	1113	1093	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	7.41		7.71		0.69		0.42	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	162	-	-	1500	1344	103	-	-
HCM Lane V/C Ratio	0.005	-	-	0.003	0.013	0.003	-	-
HCM Control Delay (s/veh)	7.4	0	-	7.4	7.7	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Future Total P.M.

Timings
1: Dixie Highway & Pembroke Road

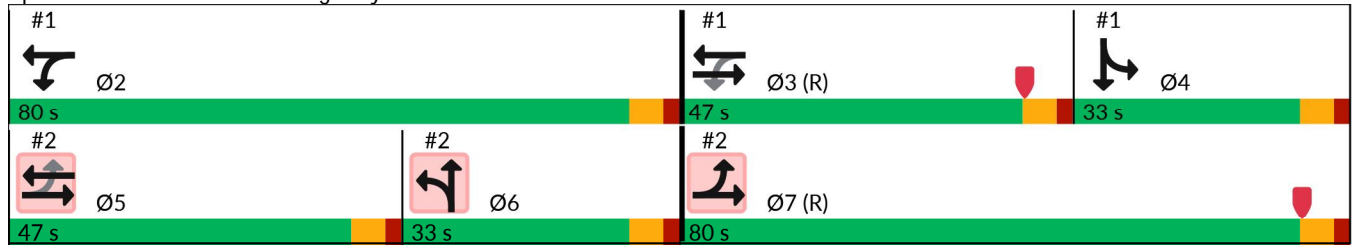
P.M. Peak Hour
Future Total Conditions

	→	↙	←	↘	↓	Ø5	Ø6	Ø7
Lane Group	EBT	WBL	WBT	SBL	SBT			
Lane Configurations	↑↑↑		↔↑	↙	↑↑↑			
Traffic Volume (vph)	920	46	1009	169	289			
Future Volume (vph)	920	46	1009	169	289			
Turn Type	NA	pm+pt	NA	Split	NA			
Protected Phases	3	2	2 3	4	4	5	6	7
Permitted Phases		2 3						
Detector Phase	3	2	2 3	4	4			
Switch Phase								
Minimum Initial (s)	10.0	10.0		6.0	6.0	10.0	6.0	10.0
Minimum Split (s)	32.0	32.0		32.0	32.0	30.0	32.0	28.0
Total Split (s)	47.0	80.0		33.0	33.0	47.0	33.0	80.0
Total Split (%)	29.4%	50.0%		20.6%	20.6%	29%	21%	50%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0			
Total Lost Time (s)	6.0			6.0	6.0			
Lead/Lag	Lead			Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	
Recall Mode	C-Min	None		None	None	None	None	C-Min

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 140 (88%), Referenced to phase 3:EBWB and 7:, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated


















Splits and Phases: 1: Dixie Highway & Pembroke Road



HCM Signalized Intersection Capacity Analysis









1: Dixie Highway & Pembroke Road

P.M. Peak Hour
Future Total Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	920	39	46	1009	0	0	0	0	169	289	168
Future Volume (vph)	0	920	39	46	1009	0	0	0	0	169	289	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0					6.0	6.0	
Lane Util. Factor		0.91			0.95					1.00	0.91	
Frbp, ped/bikes		1.00			1.00					1.00	0.99	
Flpb, ped/bikes		1.00			1.00					1.00	1.00	
Frt		0.99			1.00					1.00	0.94	
Flt Protected		1.00			1.00					0.95	1.00	
Satd. Flow (prot)		5049			3532					1770	4768	
Flt Permitted		1.00			0.87					0.95	1.00	
Satd. Flow (perm)		5049			3085					1770	4768	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	948	40	47	1040	0	0	0	0	174	298	173
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	69	0
Lane Group Flow (vph)	0	985	0	0	1087	0	0	0	0	174	402	0
Confl. Peds. (#/hr)	5		4	4		5	3					3
Confl. Bikes (#/hr)			7			3			1			2
Turn Type		NA		pm+pt	NA					Split	NA	
Protected Phases		3		2	2 3					4	4	
Permitted Phases				2 3								
Actuated Green, G (s)		40.7			121.5					20.5	20.5	
Effective Green, g (s)		40.7			121.5					20.5	20.5	
Actuated g/C Ratio		0.25			0.76					0.13	0.13	
Clearance Time (s)		6.0								6.0	6.0	
Vehicle Extension (s)		2.5								2.0	2.0	
Lane Grp Cap (vph)		1284			2568					226	610	
v/s Ratio Prot		c0.20			c0.21					c0.10	0.08	
v/s Ratio Perm					0.11							
v/c Ratio		0.77			0.42					0.77	0.66	
Uniform Delay, d1		55.3			6.8					67.5	66.4	
Progression Factor		1.00			0.09					1.00	1.00	
Incremental Delay, d2		4.4			0.0					13.2	2.0	
Delay (s)		59.7			0.6					80.7	68.4	
Level of Service		E			A					F	E	
Approach Delay (s/veh)		59.7			0.6			0.0			71.7	
Approach LOS		E			A			A			E	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			38.9									D
HCM 2000 Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			160.0							24.0		
Intersection Capacity Utilization			73.5%									D
Analysis Period (min)			15									
c Critical Lane Group												

Timings
2: NE 1st Avenue/S 21st Avenue & Pembroke Road

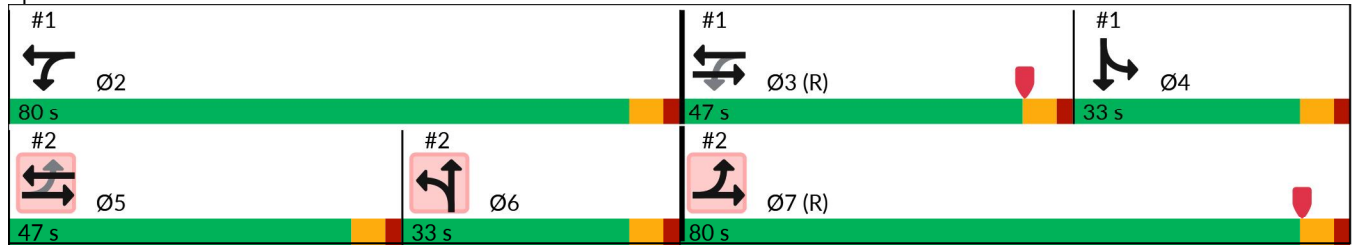
P.M. Peak Hour
Future Total Conditions

							
Lane Group	EBL	EBT	WBT	NBT	Ø2	Ø3	Ø4
Lane Configurations							
Traffic Volume (vph)	104	984	806	256			
Future Volume (vph)	104	984	806	256			
Turn Type	pm+pt	NA	NA	NA			
Protected Phases	7	5 7	5	6	2	3	4
Permitted Phases	5 7						
Detector Phase	7	5 7	5	6			
Switch Phase							
Minimum Initial (s)	10.0		10.0	6.0	10.0	10.0	6.0
Minimum Split (s)	28.0		30.0	32.0	32.0	32.0	32.0
Total Split (s)	80.0		47.0	33.0	80.0	47.0	33.0
Total Split (%)	50.0%		29.4%	20.6%	50%	29%	21%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0			
Total Lost Time (s)	6.0		6.0	6.0			
Lead/Lag			Lead	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes
Recall Mode	C-Min		None	None	None	C-Min	None

Intersection Summary




















Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 140 (88%), Referenced to phase 3:EBWB and 7:, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated

Splits and Phases: 2: NE 1st Avenue/S 21st Avenue & Pembroke Road



HCM Signalized Intersection Capacity Analysis
 2: NE 1st Avenue/S 21st Avenue & Pembroke Road

P.M. Peak Hour
 Future Total Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 				
Traffic Volume (vph)	104	984	0	0	806	22	249	256	50	0	0	0
Future Volume (vph)	104	984	0	0	806	22	249	256	50	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0				
Lane Util. Factor	1.00	0.95			0.95			0.95				
Frbp, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			1.00			0.99				
Flt Protected	0.95	1.00			1.00			0.98				
Satd. Flow (prot)	1770	3539			3523			3409				
Flt Permitted	0.09	1.00			1.00			0.98				
Satd. Flow (perm)	161	3539			3523			3409				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	112	1058	0	0	867	24	268	275	54	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	5	0	0	0	0
Lane Group Flow (vph)	112	1058	0	0	890	0	0	592	0	0	0	0
Confl. Peds. (#/hr)	5		8	8		5			2	2		
Confl. Bikes (#/hr)			6			3			1			
Turn Type	pm+pt	NA			NA		Split	NA				
Protected Phases	7	5 7			5		6	6				
Permitted Phases	5 7											
Actuated Green, G (s)	113.8	119.8			46.6			28.2				
Effective Green, g (s)	113.8	119.8			46.6			28.2				
Actuated g/C Ratio	0.71	0.75			0.29			0.18				
Clearance Time (s)	6.0				6.0			6.0				
Vehicle Extension (s)	2.5				2.5			2.0				
Lane Grp Cap (vph)	790	2649			1026			600				
v/s Ratio Prot	0.06	c0.30			c0.25			c0.17				
v/s Ratio Perm	0.04											
v/c Ratio	0.14	0.40			0.87			0.99				
Uniform Delay, d1	11.6	7.2			53.8			65.7				
Progression Factor	0.03	0.45			1.33			1.00				
Incremental Delay, d2	0.0	0.1			6.9			33.0				
Delay (s)	0.4	3.3			78.6			98.7				
Level of Service	A	A			E			F				
Approach Delay (s/veh)		3.0			78.6			98.7			0.0	
Approach LOS		A			E			F			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			49.8									D
HCM 2000 Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			160.0						24.0			
Intersection Capacity Utilization			62.6%									B
Analysis Period (min)			15									
c Critical Lane Group												

Timings
3: US-1/S Federal Highway & Pembroke Road/Moffet Street

P.M. Peak Hour
Future Total Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	196	265	379	21	192	379	1096	73	915	145
Future Volume (vph)	196	265	379	21	192	379	1096	73	915	145
Turn Type	pm+pt	NA	pm+ov	Perm	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	5		8	5	2	1	6	7
Permitted Phases	4		4	8						6
Detector Phase	7	4	5	8	8	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	4.0	6.0	5.0	6.0	6.0	5.0	10.0	5.0	10.0	4.0
Minimum Split (s)	10.0	39.0	11.0	39.0	39.0	11.0	39.0	11.0	39.0	10.0
Total Split (s)	19.0	59.0	28.0	40.0	40.0	28.0	73.0	28.0	73.0	19.0
Total Split (%)	11.9%	36.9%	17.5%	25.0%	25.0%	17.5%	45.6%	17.5%	45.6%	11.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	None

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 153 (96%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 3: US-1/S Federal Highway & Pembroke Road/Moffet Street



HCM 7th Signalized Intersection Summary
 3: US-1/S Federal Highway & Pembroke Road/Moffet Street

P.M. Peak Hour
 Future Total Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	265	379	21	192	21	379	1096	19	73	915	145
Future Volume (veh/h)	196	265	379	21	192	21	379	1096	19	73	915	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.96	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	198	268	383	21	194	21	383	1107	19	74	924	146
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	296	552	653	41	258	27	420	1932	33	92	1674	857
Arrive On Green	0.03	0.10	0.10	0.18	0.18	0.18	0.24	0.72	0.72	0.05	0.63	0.47
Sat Flow, veh/h	1781	1870	1561	92	1462	152	3456	3572	61	1781	3554	1546
Grp Volume(v), veh/h	198	268	383	236	0	0	383	551	575	74	924	146
Grp Sat Flow(s),veh/h/ln	1781	1870	1561	1706	0	0	1728	1777	1856	1781	1777	1546
Q Serve(g_s), s	13.0	21.7	31.9	10.4	0.0	0.0	17.3	23.7	23.7	6.6	23.7	7.5
Cycle Q Clear(g_c), s	13.0	21.7	31.9	20.8	0.0	0.0	17.3	23.7	23.7	6.6	23.7	7.5
Prop In Lane	1.00		1.00	0.09		0.09	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	296	552	653	325	0	0	420	961	1004	92	1674	857
V/C Ratio(X)	0.67	0.49	0.59	0.73	0.00	0.00	0.91	0.57	0.57	0.80	0.55	0.17
Avail Cap(c_a), veh/h	296	620	710	384	0	0	475	961	1004	245	1674	857
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	2.00	1.33	1.33	1.00	1.33	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.1	60.7	46.8	62.6	0.0	0.0	59.7	13.6	13.6	75.0	20.2	17.7
Incr Delay (d2), s/veh	4.3	0.2	0.6	4.1	0.0	0.0	19.3	2.5	2.4	5.9	1.3	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	11.1	13.5	9.6	0.0	0.0	8.0	8.7	9.1	3.2	9.3	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.5	61.0	47.4	66.7	0.0	0.0	79.1	16.1	16.0	81.0	21.5	18.1
LnGrp LOS	E	E	D	E			E	B	B	F	C	B
Approach Vol, veh/h		849			236			1509			1144	
Approach Delay, s/veh		53.5			66.7			32.1			24.9	
Approach LOS		D			E			C			C	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.3	92.5		53.2	25.4	81.4	19.0	34.2				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	22.0	67.0		53.0	22.0	67.0	13.0	34.0				
Max Q Clear Time (g_c+I1), s	8.6	25.7		33.9	19.3	25.7	15.0	22.8				
Green Ext Time (p_c), s	0.0	9.7		1.7	0.2	8.9	0.0	0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh			37.0									
HCM 7th LOS			D									

HCM 7th TWSC
 4: US-1/S Federal Highway & NE 6th Street

P.M. Peak Hour
 Future Total Conditions

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↑			↑		↑↑			↑↑	
Traffic Vol, veh/h	0	0	50	0	0	14	0	1360	9	0	1244	41
Future Vol, veh/h	0	0	50	0	0	14	0	1360	9	0	1244	41
Conflicting Peds, #/hr	3	0	2	2	0	3	27	0	6	6	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	53	0	0	15	0	1432	9	0	1309	43

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	705	-	-	730	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	2	-	-	2	-	-
Pot Cap-1 Maneuver	0	0	1054	0	0	1034	0	0
Stage 1	0	0	-	0	0	-	0	0
Stage 2	0	0	-	0	0	-	0	0
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1028	-	-	1027	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	8.69		8.56		0		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	1028	1027	-	-
HCM Lane V/C Ratio	-	-	0.051	0.014	-	-
HCM Control Delay (s/veh)	-	-	8.7	8.6	-	-
HCM Lane LOS	-	-	A	A	-	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-	-

HCM 7th TWSC
 5: US-1/S Federal Highway & NE 5th Street

P.M. Peak Hour
 Future Total Conditions

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↗	↕		↗	↕	
Traffic Vol, veh/h	0	0	43	0	0	18	113	1359	12	63	1181	40
Future Vol, veh/h	0	0	43	0	0	18	113	1359	12	63	1181	40
Conflicting Peds, #/hr	2	0	1	1	0	2	27	0	10	10	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	145	-	-	155	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	46	0	0	19	120	1446	13	67	1256	43

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	-	-	677	-	-	741	1326	0	0	1469	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	3.7	-	-	3.7	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	2	-	-	2	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	1077	0	0	1025	517	-	-	455	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1051	-	-	1015	505	-	-	452	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s/v	8.58		8.62		1.09			0.7		
HCM LOS	A		A							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	505	-	-	1051	1015	452	-	-
HCM Lane V/C Ratio	0.238	-	-	0.044	0.019	0.148	-	-
HCM Control Delay (s/veh)	14.3	-	-	8.6	8.6	14.4	-	-
HCM Lane LOS	B	-	-	A	A	B	-	-
HCM 95th %tile Q(veh)	0.9	-	-	0.1	0.1	0.5	-	-

HCM 7th TWSC
6: US-1/S Federal Highway & NE 4th Court

P.M. Peak Hour
Future Total Conditions

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕↔			↕↔	
Traffic Vol, veh/h	0	0	48	0	0	12	0	1474	15	0	1197	44
Future Vol, veh/h	0	0	48	0	0	12	0	1474	15	0	1197	44
Conflicting Peds, #/hr	0	0	0	0	0	0	25	0	6	6	0	25
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	51	0	0	13	0	1568	16	0	1273	47

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	685	-	-	798	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	2	-	-	2	-	-
Pot Cap-1 Maneuver	0	0	1070	0	0	981	0	-
Stage 1	0	0	-	0	0	-	0	-
Stage 2	0	0	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1048	-	-	976	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	8.61		8.74		0		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	-	-	1048	976	-
HCM Lane V/C Ratio	-	-	0.049	0.013	-
HCM Control Delay (s/veh)	-	-	8.6	8.7	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Timings
7: US-1/S Federal Highway & NE 3rd Street

P.M. Peak Hour
Future Total Conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	140	86	41	83	117	1321	34	1119	91
Future Volume (vph)	140	86	41	83	117	1321	34	1119	91
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.0	33.0	41.0	41.0	27.0	27.0	27.0	27.0	27.0
Total Split (s)	43.0	43.0	43.0	43.0	117.0	117.0	117.0	117.0	117.0
Total Split (%)	26.9%	26.9%	26.9%	26.9%	73.1%	73.1%	73.1%	73.1%	73.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min

Intersection Summary
























Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 120 (75%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 7: US-1/S Federal Highway & NE 3rd Street



HCM 7th Signalized Intersection Summary
7: US-1/S Federal Highway & NE 3rd Street

P.M. Peak Hour
Future Total Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 			 	
Traffic Volume (veh/h)	140	86	88	41	83	15	117	1321	30	34	1119	91
Future Volume (veh/h)	140	86	88	41	83	15	117	1321	30	34	1119	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	149	91	94	44	88	16	124	1405	32	36	1190	97
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	213	151	155	141	278	51	361	2638	60	318	2642	1141
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.99	0.99	0.99	0.99	0.99	0.99
Sat Flow, veh/h	1274	829	856	1189	1531	278	429	3549	81	371	3554	1534
Grp Volume(v), veh/h	149	0	185	44	0	104	124	703	734	36	1190	97
Grp Sat Flow(s),veh/h/ln	1274	0	1686	1189	0	1810	429	1777	1853	371	1777	1534
Q Serve(g_s), s	18.4	0.0	16.1	5.7	0.0	8.0	1.5	1.5	1.5	0.4	1.1	0.1
Cycle Q Clear(g_c), s	26.4	0.0	16.1	21.8	0.0	8.0	2.6	1.5	1.5	1.9	1.1	0.1
Prop In Lane	1.00		0.51	1.00		0.15	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	213	0	306	141	0	329	361	1321	1377	318	2642	1141
V/C Ratio(X)	0.70	0.00	0.60	0.31	0.00	0.32	0.34	0.53	0.53	0.11	0.45	0.09
Avail Cap(c_a), veh/h	276	0	390	200	0	419	361	1321	1377	318	2642	1141
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.3	0.0	60.2	70.2	0.0	56.9	0.3	0.2	0.2	0.3	0.2	0.2
Incr Delay (d2), s/veh	3.0	0.0	0.7	0.5	0.0	0.2	2.6	1.5	1.5	0.7	0.6	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.0	7.0	1.8	0.0	3.7	0.3	0.8	0.8	0.1	0.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	71.3	0.0	60.9	70.7	0.0	57.1	2.9	1.8	1.7	1.0	0.8	0.4
LnGrp LOS	E		E	E		E	A	A	A	A	A	A
Approach Vol, veh/h		334			148			1561			1323	
Approach Delay, s/veh		65.5			61.1			1.8			0.8	
Approach LOS		E			E			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		125.0		35.0		125.0		35.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		111.0		37.0		111.0		37.0				
Max Q Clear Time (g_c+I1), s		4.6		28.4		3.9		23.8				
Green Ext Time (p_c), s		22.2		0.7		15.2		0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			10.3									
HCM 7th LOS			B									

HCM 7th AWSC
8: NE 3rd Avenue & NE 3rd Street

P.M. Peak Hour
Future Total Conditions

Intersection

Intersection Delay, s/veh 15.6
Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	62	194	41	43	219	11	59	59	63	63	51	145
Future Vol, veh/h	62	194	41	43	219	11	59	59	63	63	51	145
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	70	218	46	48	246	12	66	66	71	71	57	163
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay, s/veh	17			16.1			13.2			15		
HCM LOS	C			C			B			B		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	21%	16%	24%
Vol Thru, %	33%	65%	80%	20%
Vol Right, %	35%	14%	4%	56%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	181	297	273	259
LT Vol	59	62	43	63
Through Vol	59	194	219	51
RT Vol	63	41	11	145
Lane Flow Rate	203	334	307	291
Geometry Grp	1	1	1	1
Degree of Util (X)	0.365	0.568	0.53	0.494
Departure Headway (Hd)	6.46	6.128	6.226	6.113
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	555	587	577	588
Service Time	4.522	4.184	4.285	4.169
HCM Lane V/C Ratio	0.366	0.569	0.532	0.495
HCM Control Delay, s/veh	13.2	17	16.1	15
HCM Lane LOS	B	C	C	B
HCM 95th-tile Q	1.7	3.5	3.1	2.7

HCM 7th TWSC
 9: NE 3rd Avenue & Hallandale Beach Boulevard

P.M. Peak Hour
 Future Total Conditions

Intersection												
Int Delay, s/veh	7.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑		↘	↑↑↑				↗			↗
Traffic Vol, veh/h	129	1420	59	42	1761	27	0	0	15	0	0	99
Future Vol, veh/h	129	1420	59	42	1761	27	0	0	15	0	0	99
Conflicting Peds, #/hr	19	0	5	5	0	19	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	142	1560	65	46	1935	30	0	0	16	0	0	109

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1984	0	0	1630	0	0	-	-	819	-	-	1001
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.36	-	-	5.36	-	-	-	-	3.7	-	-	3.7
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	-	-	2	-	-	2
Pot Cap-1 Maneuver	~ 126	-	-	190	-	-	0	0	966	0	0	839
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	~ 124	-	-	189	-	-	-	-	961	-	-	825
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v15.49		0.69	8.81	10.02
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	961	~ 124	-	-	189	-	-	825
HCM Lane V/C Ratio	0.017	1.144	-	-	0.244	-	-	0.132
HCM Control Delay (s/veh)	8.8	193.1	-	-	30.1	-	-	10
HCM Lane LOS	A	F	-	-	D	-	-	B
HCM 95th %tile Q(veh)	0.1	8.5	-	-	0.9	-	-	0.5

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
10: Dixie Highway & NE 3rd Street

P.M. Peak Hour
Optimized Future Total Conditions

	→	↙	←	↓	Ø2	Ø3	Ø5	Ø7	Ø8	Ø9
Lane Group	EBT	WBL	WBT	SBT						
Lane Configurations										
Traffic Volume (vph)	150	82	199	387						
Future Volume (vph)	150	82	199	387						
Turn Type	NA	pm+pt	NA	NA						
Protected Phases	4	2 3	2 3 4	6	2	3	5	7	8	9
Permitted Phases		2 3 4								
Detector Phase	4	2 3	2 3 4	6						
Switch Phase										
Minimum Initial (s)	6.0			7.0	6.0	6.0	6.0	6.0	6.0	7.0
Minimum Split (s)	12.0			13.0	12.0	12.0	12.0	12.0	12.0	13.0
Total Split (s)	18.0			20.0	24.0	18.0	24.0	18.0	18.0	20.0
Total Split (%)	22.5%			25.0%	30%	23%	30%	23%	23%	25%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0						
Total Lost Time (s)	6.0			6.0						
Lead/Lag					Lead	Lag	Lead	Lag		
Lead-Lag Optimize?					Yes	Yes	Yes	Yes		
Recall Mode	Max			Max	Max	Max	Max	Max	Max	Max

Intersection Summary

















Cycle Length: 80
 Actuated Cycle Length: 80
 Natural Cycle: 65
 Control Type: Semi Act-Uncoord

Splits and Phases: 10: Dixie Highway & NE 3rd Street

#10 Ø2 24 s	#10 Ø3 18 s	#10 Ø4 18 s	#10 Ø6 20 s
#11 Ø5 24 s	#11 Ø7 18 s	#11 Ø8 18 s	#11 Ø9 20 s

HCM Signalized Intersection Capacity Analysis
 10: Dixie Highway & NE 3rd Street

P.M. Peak Hour
 Optimized Future Total Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	150	18	82	199	0	0	0	0	139	387	26
Future Volume (vph)	0	150	18	82	199	0	0	0	0	139	387	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0						6.0	
Lane Util. Factor		1.00			1.00						0.86	
Frbp, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.99			1.00						0.99	
Flt Protected		1.00			0.99						0.99	
Satd. Flow (prot)		1831			1835						6273	
Flt Permitted		1.00			0.93						0.99	
Satd. Flow (perm)		1831			1723						6273	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	167	20	91	221	0	0	0	0	154	430	29
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	9	0
Lane Group Flow (vph)	0	182	0	0	312	0	0	0	0	0	604	0
Confl. Peds. (#/hr)	12		6	6		12	3					3
Confl. Bikes (#/hr)			1			4			1			3
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		4		2 3	2 3 4						6	
Permitted Phases				2 3 4						6		
Actuated Green, G (s)		12.0			48.0						14.0	
Effective Green, g (s)		12.0			48.0						14.0	
Actuated g/C Ratio		0.15			0.60						0.18	
Clearance Time (s)		6.0									6.0	
Vehicle Extension (s)		2.0									2.5	
Lane Grp Cap (vph)		274			1084						1097	
v/s Ratio Prot		c0.10			c0.13							
v/s Ratio Perm					0.04						0.10	
v/c Ratio		0.66			0.29						0.55	
Uniform Delay, d1		32.1			7.7						30.1	
Progression Factor		1.00			0.10						1.00	
Incremental Delay, d2		12.0			0.2						2.0	
Delay (s)		44.1			1.0						32.1	
Level of Service		D			A						C	
Approach Delay (s/veh)		44.1			1.0			0.0			32.1	
Approach LOS		D			A			A			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			25.4									C
HCM 2000 Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			80.0							24.0		
Intersection Capacity Utilization			47.2%								A	
ICU Level of Service												
Analysis Period (min)			15									
c Critical Lane Group												

Timings
10: Dixie Highway & NE 3rd Street

P.M. Peak Hour
Future Total Conditions

	→	↙	←	↓	Ø2	Ø3	Ø5	Ø7	Ø8	Ø9
Lane Group	EBT	WBL	WBT	SBT						
Lane Configurations										
Traffic Volume (vph)	150	82	199	387						
Future Volume (vph)	150	82	199	387						
Turn Type	NA	pm+pt	NA	NA						
Protected Phases	4	2 3	2 3 4	6	2	3	5	7	8	9
Permitted Phases		2 3 4								
Detector Phase	4	2 3	2 3 4	6						
Switch Phase										
Minimum Initial (s)	6.0			7.0	6.0	6.0	6.0	6.0	6.0	7.0
Minimum Split (s)	12.0			13.0	12.0	12.0	12.0	12.0	12.0	13.0
Total Split (s)	20.0			20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	25.0%			25.0%	25%	25%	25%	25%	25%	25%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0						
Total Lost Time (s)	6.0			6.0						
Lead/Lag					Lead	Lag	Lead	Lag		
Lead-Lag Optimize?					Yes	Yes	Yes	Yes		
Recall Mode	Max			Max	Max	Max	Max	Max	Max	Max

Intersection Summary


















Cycle Length: 80
 Actuated Cycle Length: 80
 Natural Cycle: 65
 Control Type: Semi Act-Uncoord

Splits and Phases: 10: Dixie Highway & NE 3rd Street

#10 Ø2 20 s	#10 Ø3 20 s	#10 Ø4 20 s	#10 Ø6 20 s
#11 Ø5 20 s	#11 Ø7 20 s	#11 Ø8 20 s	#11 Ø9 20 s








HCM Signalized Intersection Capacity Analysis
 10: Dixie Highway & NE 3rd Street

P.M. Peak Hour
 Future Total Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Traffic Volume (vph)	0	150	18	82	199	0	0	0	0	139	387	26
Future Volume (vph)	0	150	18	82	199	0	0	0	0	139	387	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0						6.0	
Lane Util. Factor		1.00			1.00						0.86	
Frbp, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.99			1.00						0.99	
Flt Protected		1.00			0.99						0.99	
Satd. Flow (prot)		1831			1835						6273	
Flt Permitted		1.00			0.91						0.99	
Satd. Flow (perm)		1831			1699						6273	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	167	20	91	221	0	0	0	0	154	430	29
RTOR Reduction (vph)	0	6	0	0	0	0	0	0	0	0	9	0
Lane Group Flow (vph)	0	181	0	0	312	0	0	0	0	0	604	0
Confl. Peds. (#/hr)	12		6	6		12	3					3
Confl. Bikes (#/hr)			1			4			1			3
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		4		2 3	2 3 4						6	
Permitted Phases				2 3 4						6		
Actuated Green, G (s)		14.0			48.0						14.0	
Effective Green, g (s)		14.0			48.0						14.0	
Actuated g/C Ratio		0.18			0.60						0.18	
Clearance Time (s)		6.0									6.0	
Vehicle Extension (s)		2.0									2.5	
Lane Grp Cap (vph)		320			1077						1097	
v/s Ratio Prot		c0.10			c0.12							
v/s Ratio Perm					0.05						0.10	
v/c Ratio		0.57			0.29						0.55	
Uniform Delay, d1		30.2			7.7						30.1	
Progression Factor		1.00			0.14						1.00	
Incremental Delay, d2		7.1			0.1						2.0	
Delay (s)		37.3			1.1						32.1	
Level of Service		D			A						C	
Approach Delay (s/veh)		37.3			1.1			0.0			32.1	
Approach LOS		D			A			A			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			24.3			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.45									
Actuated Cycle Length (s)			80.0			Sum of lost time (s)				24.0		
Intersection Capacity Utilization			47.2%			ICU Level of Service				A		
Analysis Period (min)			15									
c Critical Lane Group												

Timings
11: NE 1st Avenue & NE 3rd Street








P.M. Peak Hour
Optimized Future Total Conditions

										
Lane Group	EBL	EBT	WBT	NBT	Ø2	Ø3	Ø4	Ø6	Ø8	Ø9
Lane Configurations										
Traffic Volume (vph)	52	234	237	278						
Future Volume (vph)	52	234	237	278						
Turn Type	D.P+P	NA	NA	NA						
Protected Phases	8 9	5 8 9	5	7	2	3	4	6	8	9
Permitted Phases	5									
Detector Phase	8 9	5 8 9	5	7						
Switch Phase										
Minimum Initial (s)			6.0	6.0	6.0	6.0	6.0	7.0	6.0	7.0
Minimum Split (s)			12.0	12.0	12.0	12.0	12.0	13.0	12.0	13.0
Total Split (s)			24.0	18.0	24.0	18.0	18.0	20.0	18.0	20.0
Total Split (%)			30.0%	22.5%	30%	23%	23%	25%	23%	25%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)			0.0	0.0						
Total Lost Time (s)			6.0	6.0						
Lead/Lag			Lead	Lag	Lead	Lag				
Lead-Lag Optimize?			Yes	Yes	Yes	Yes				
Recall Mode			Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary













Cycle Length: 80
 Actuated Cycle Length: 80
 Natural Cycle: 65
 Control Type: Semi Act-Uncoord

Splits and Phases: 11: NE 1st Avenue & NE 3rd Street

#10  Ø2 24 s	#10  Ø3 18 s	#10  Ø4 18 s	#10  Ø6 20 s
#11  Ø5 24 s	#11  Ø7 18 s	#11  Ø8 18 s	#11  Ø9 20 s








HCM Signalized Intersection Capacity Analysis
 11: NE 1st Avenue & NE 3rd Street

P.M. Peak Hour
 Optimized Future Total Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			1			4				
Traffic Volume (vph)	52	234	0	0	237	145	44	278	75	0	0	0
Future Volume (vph)	52	234	0	0	237	145	44	278	75	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0				
Lane Util. Factor		1.00			1.00			0.95				
Frbp, ped/bikes		1.00			0.99			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.95			0.97				
Flt Protected		0.99			1.00			0.99				
Satd. Flow (prot)		1845			1745			3405				
Flt Permitted		0.89			1.00			0.99				
Satd. Flow (perm)		1660			1745			3405				
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	58	263	0	0	266	163	49	312	84	0	0	0
RTOR Reduction (vph)	0	0	0	0	28	0	0	26	0	0	0	0
Lane Group Flow (vph)	0	321	0	0	401	0	0	420	0	0	0	0
Confl. Peds. (#/hr)	13		5	5		13			1	1		
Confl. Bikes (#/hr)			1			4						
Turn Type	D.P+P	NA			NA		Perm	NA				
Protected Phases	8 9	5 8 9			5			7				
Permitted Phases	5						7					
Actuated Green, G (s)		50.0			18.0			12.0				
Effective Green, g (s)		50.0			18.0			12.0				
Actuated g/C Ratio		0.63			0.23			0.15				
Clearance Time (s)					6.0			6.0				
Vehicle Extension (s)					2.0			2.5				
Lane Grp Cap (vph)		1111			392			510				
v/s Ratio Prot		c0.12			c0.23							
v/s Ratio Perm		0.06						0.12				
v/c Ratio		0.29			1.02			0.82				
Uniform Delay, d1		6.9			31.0			33.0				
Progression Factor		0.05			1.00			1.00				
Incremental Delay, d2		0.5			51.5			13.9				
Delay (s)		0.9			82.5			46.9				
Level of Service		A			F			D				
Approach Delay (s/veh)		0.9			82.5			46.9			0.0	
Approach LOS		A			F			D			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			47.3									D
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			80.0						24.0			
Intersection Capacity Utilization			63.4%									B
Analysis Period (min)			15									
c Critical Lane Group												

Timings
11: NE 1st Avenue & NE 3rd Street

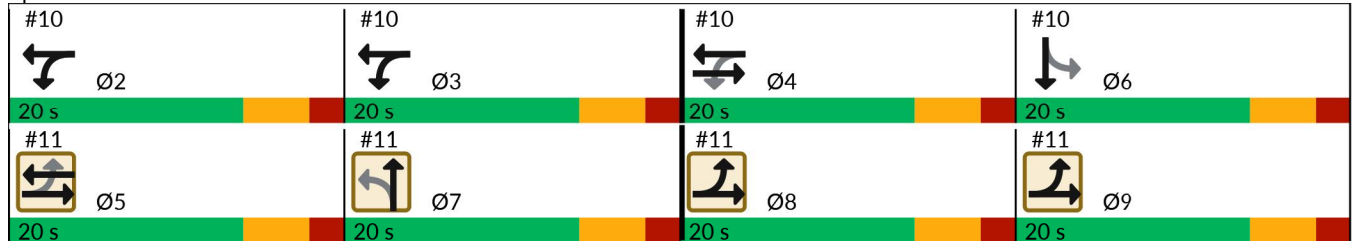
P.M. Peak Hour
Future Total Conditions

										
Lane Group	EBL	EBT	WBT	NBT	Ø2	Ø3	Ø4	Ø6	Ø8	Ø9
Lane Configurations										
Traffic Volume (vph)	52	234	237	278						
Future Volume (vph)	52	234	237	278						
Turn Type	D.P+P	NA	NA	NA						
Protected Phases	8 9	5 8 9	5	7	2	3	4	6	8	9
Permitted Phases	5									
Detector Phase	8 9	5 8 9	5	7						
Switch Phase										
Minimum Initial (s)			6.0	6.0	6.0	6.0	6.0	7.0	6.0	7.0
Minimum Split (s)			12.0	12.0	12.0	12.0	12.0	13.0	12.0	13.0
Total Split (s)			20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)			25.0%	25.0%	25%	25%	25%	25%	25%	25%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)			0.0	0.0						
Total Lost Time (s)			6.0	6.0						
Lead/Lag			Lead	Lag	Lead	Lag				
Lead-Lag Optimize?			Yes	Yes	Yes	Yes				
Recall Mode			Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary













Cycle Length: 80
 Actuated Cycle Length: 80
 Natural Cycle: 65
 Control Type: Semi Act-Uncoord

Splits and Phases: 11: NE 1st Avenue & NE 3rd Street



HCM Signalized Intersection Capacity Analysis
 11: NE 1st Avenue & NE 3rd Street

P.M. Peak Hour
 Future Total Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			1			4				
Traffic Volume (vph)	52	234	0	0	237	145	44	278	75	0	0	0
Future Volume (vph)	52	234	0	0	237	145	44	278	75	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0				
Lane Util. Factor		1.00			1.00			0.95				
Frbp, ped/bikes		1.00			0.99			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.95			0.97				
Flt Protected		0.99			1.00			0.99				
Satd. Flow (prot)		1845			1741			3405				
Flt Permitted		0.82			1.00			0.99				
Satd. Flow (perm)		1530			1741			3405				
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	58	263	0	0	266	163	49	312	84	0	0	0
RTOR Reduction (vph)	0	0	0	0	27	0	0	26	0	0	0	0
Lane Group Flow (vph)	0	321	0	0	402	0	0	419	0	0	0	0
Confl. Peds. (#/hr)	13		5	5		13			1	1		
Confl. Bikes (#/hr)			1			4						
Turn Type	D.P+P	NA			NA		Perm	NA				
Protected Phases	8 9	5 8 9			5			7				
Permitted Phases	5						7					
Actuated Green, G (s)		48.0			14.0			14.0				
Effective Green, g (s)		48.0			14.0			14.0				
Actuated g/C Ratio		0.60			0.18			0.18				
Clearance Time (s)					6.0			6.0				
Vehicle Extension (s)					2.0			2.5				
Lane Grp Cap (vph)		1051			304			595				
v/s Ratio Prot		c0.13			c0.23							
v/s Ratio Perm		0.05						0.12				
v/c Ratio		0.31			1.32			0.70				
Uniform Delay, d1		7.8			33.0			31.1				
Progression Factor		0.05			1.00			1.00				
Incremental Delay, d2		0.6			166.0			6.9				
Delay (s)		1.0			199.0			37.9				
Level of Service		A			F			D				
Approach Delay (s/veh)		1.0			199.0			37.9			0.0	
Approach LOS		A			F			D			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			85.8									F
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			80.0						24.0			
Intersection Capacity Utilization			63.4%									B
Analysis Period (min)			15									
c Critical Lane Group												

Timings
12: US-1/S Federal Highway & Hallandale Beach Boulevard

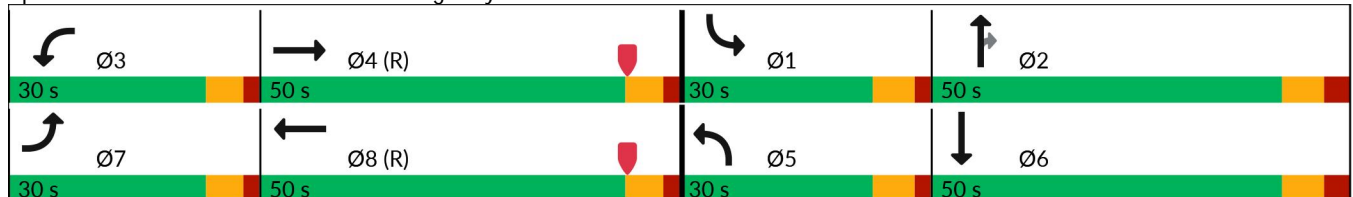
P.M. Peak Hour
Optimized Future Total Conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	181	958	470	1216	491	1067	555	305	851
Future Volume (vph)	181	958	470	1216	491	1067	555	305	851
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	24.5	46.5	11.5	46.5	12.0	47.0	47.0	12.0	47.0
Total Split (s)	30.0	50.0	30.0	50.0	30.0	50.0	50.0	30.0	50.0
Total Split (%)	18.8%	31.3%	18.8%	31.3%	18.8%	31.3%	31.3%	18.8%	31.3%
Yellow Time (s)	4.5	4.5	4.5	4.5	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	7.0	8.0	8.0	7.0	8.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 143 (89%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

Splits and Phases: 12: US-1/S Federal Highway & Hallandale Beach Boulevard





























HCM 7th Signalized Intersection Summary
 12: US-1/S Federal Highway & Hallandale Beach Boulevard

P.M. Peak Hour
 Optimized Future Total Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	958	270	470	1216	149	491	1067	555	305	851	99
Future Volume (veh/h)	181	958	270	470	1216	149	491	1067	555	305	851	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	187	988	278	485	1254	154	506	1100	572	314	877	102
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	209	1180	331	508	1512	186	497	1402	420	358	1082	125
Arrive On Green	0.04	0.40	0.40	0.15	0.44	0.44	0.14	0.27	0.27	0.10	0.23	0.23
Sat Flow, veh/h	1781	3935	1105	3456	4591	564	3456	5106	1529	3456	4617	534
Grp Volume(v), veh/h	187	854	412	485	930	478	506	1100	572	314	645	334
Grp Sat Flow(s),veh/h/ln	1781	1702	1636	1728	1702	1751	1728	1702	1529	1728	1702	1747
Q Serve(g_s), s	16.7	36.2	36.4	22.3	38.6	38.6	23.0	31.9	43.9	14.3	28.7	28.9
Cycle Q Clear(g_c), s	16.7	36.2	36.4	22.3	38.6	38.6	23.0	31.9	43.9	14.3	28.7	28.9
Prop In Lane	1.00		0.68	1.00		0.32	1.00		1.00	1.00		0.31
Lane Grp Cap(c), veh/h	209	1021	491	508	1121	577	497	1402	420	358	798	409
V/C Ratio(X)	0.89	0.84	0.84	0.96	0.83	0.83	1.02	0.78	1.36	0.88	0.81	0.81
Avail Cap(c_a), veh/h	262	1021	491	508	1121	577	497	1402	420	497	894	458
HCM Platoon Ratio	0.33	1.33	1.33	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.9	44.6	44.6	67.7	41.0	41.0	68.5	53.7	58.0	70.7	57.9	58.0
Incr Delay (d2), s/veh	23.1	8.1	15.7	28.7	7.1	13.0	45.2	2.9	177.9	9.8	4.8	9.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	15.8	16.3	11.9	16.5	18.0	13.3	14.1	37.7	6.9	12.9	13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	99.0	52.7	60.3	96.5	48.1	54.0	113.7	56.6	235.9	80.5	62.7	67.4
LnGrp LOS	F	D	E	F	D	D	F	E	F	F	E	E
Approach Vol, veh/h		1453			1893			2178			1293	
Approach Delay, s/veh		60.8			62.0			116.9			68.2	
Approach LOS		E			E			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.6	51.9	30.0	54.5	30.0	45.5	25.3	59.2				
Change Period (Y+Rc), s	7.0	8.0	6.5	6.5	7.0	8.0	6.5	6.5				
Max Green Setting (Gmax), s	23.0	42.0	23.5	43.5	23.0	42.0	23.5	43.5				
Max Q Clear Time (g_c+I1), s	16.3	45.9	24.3	38.4	25.0	30.9	18.7	40.6				
Green Ext Time (p_c), s	0.2	0.0	0.0	3.1	0.0	4.2	0.1	2.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			80.5									
HCM 7th LOS			F									

Timings
12: US-1/S Federal Highway & Hallandale Beach Boulevard

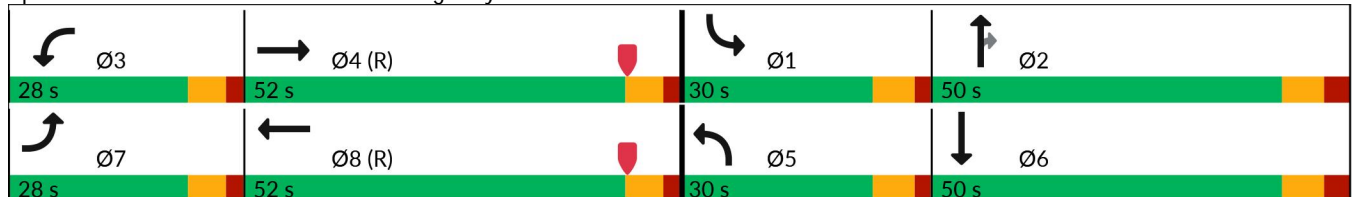
P.M. Peak Hour
Future Total Conditions

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations		 	 	 	 	 	 	 	 
Traffic Volume (vph)	181	958	470	1216	491	1067	555	305	851
Future Volume (vph)	181	958	470	1216	491	1067	555	305	851
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	24.5	46.5	11.5	46.5	12.0	47.0	47.0	12.0	47.0
Total Split (s)	28.0	52.0	28.0	52.0	30.0	50.0	50.0	30.0	50.0
Total Split (%)	17.5%	32.5%	17.5%	32.5%	18.8%	31.3%	31.3%	18.8%	31.3%
Yellow Time (s)	4.5	4.5	4.5	4.5	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	7.0	8.0	8.0	7.0	8.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary























Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 143 (89%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

Splits and Phases: 12: US-1/S Federal Highway & Hallandale Beach Boulevard



HCM 7th Signalized Intersection Summary
 12: US-1/S Federal Highway & Hallandale Beach Boulevard

P.M. Peak Hour
 Future Total Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	958	270	470	1216	149	491	1067	555	305	851	99
Future Volume (veh/h)	181	958	270	470	1216	149	491	1067	555	305	851	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	187	988	278	485	1254	154	506	1100	572	314	877	102
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	209	1230	345	464	1513	186	497	1402	420	358	1082	125
Arrive On Green	0.04	0.42	0.42	0.13	0.44	0.44	0.14	0.27	0.27	0.10	0.23	0.23
Sat Flow, veh/h	1781	3935	1105	3456	4591	564	3456	5106	1529	3456	4617	534
Grp Volume(v), veh/h	187	854	412	485	930	478	506	1100	572	314	645	334
Grp Sat Flow(s),veh/h/ln	1781	1702	1636	1728	1702	1751	1728	1702	1529	1728	1702	1747
Q Serve(g_s), s	16.7	35.2	35.3	21.5	38.6	38.6	23.0	31.9	43.9	14.3	28.7	28.9
Cycle Q Clear(g_c), s	16.7	35.2	35.3	21.5	38.6	38.6	23.0	31.9	43.9	14.3	28.7	28.9
Prop In Lane	1.00		0.68	1.00		0.32	1.00		1.00	1.00		0.31
Lane Grp Cap(c), veh/h	209	1064	511	464	1122	577	497	1402	420	358	798	409
V/C Ratio(X)	0.89	0.80	0.81	1.04	0.83	0.83	1.02	0.78	1.36	0.88	0.81	0.81
Avail Cap(c_a), veh/h	239	1064	511	464	1122	577	497	1402	420	497	894	458
HCM Platoon Ratio	0.33	1.33	1.33	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.9	42.4	42.5	69.3	41.0	41.0	68.5	53.7	58.0	70.7	57.9	58.0
Incr Delay (d2), s/veh	27.6	6.4	12.7	53.8	7.1	12.9	45.2	2.9	177.9	9.8	4.8	9.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	15.2	15.5	13.0	16.5	17.9	13.3	14.1	37.7	6.9	12.9	13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	103.5	48.9	55.2	123.1	48.1	53.9	113.7	56.6	235.9	80.5	62.7	67.4
LnGrp LOS	F	D	E	F	D	D	F	E	F	F	E	E
Approach Vol, veh/h		1453			1893			2178			1293	
Approach Delay, s/veh		57.7			68.8			116.9			68.2	
Approach LOS		E			E			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.6	51.9	28.0	56.5	30.0	45.5	25.3	59.2				
Change Period (Y+Rc), s	7.0	8.0	6.5	6.5	7.0	8.0	6.5	6.5				
Max Green Setting (Gmax), s	23.0	42.0	21.5	45.5	23.0	42.0	21.5	45.5				
Max Q Clear Time (g_c+I1), s	16.3	45.9	23.5	37.3	25.0	30.9	18.7	40.6				
Green Ext Time (p_c), s	0.2	0.0	0.0	4.5	0.0	4.2	0.0	3.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			81.7									
HCM 7th LOS			F									

Timings
 13: Dixie Highway & Hallandale Beach Boulevard

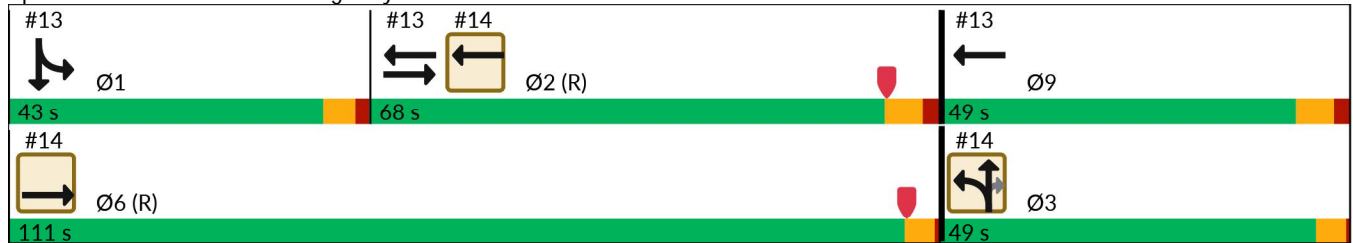
P.M. Peak Hour
 Future Total Conditions

Lane Group	→ EBT	← WBT	↓ SBT	Ø3	Ø6	Ø9
Lane Configurations	↑↑↑	↑↑↑	↓↑↑			
Traffic Volume (vph)	1539	2159	343			
Future Volume (vph)	1539	2159	343			
Turn Type	NA	NA	NA			
Protected Phases	2	2 9	1	3	6	9
Permitted Phases						
Detector Phase	2	2 9	1			
Switch Phase						
Minimum Initial (s)	10.0		6.0	6.0	10.0	10.0
Minimum Split (s)	31.5		41.0	10.0	20.0	16.5
Total Split (s)	68.0		43.0	49.0	111.0	49.0
Total Split (%)	42.5%		26.9%	31%	69%	31%
Yellow Time (s)	4.5		4.0	3.5	3.5	4.5
All-Red Time (s)	2.0		1.5	0.5	0.5	2.0
Lost Time Adjust (s)	0.0		0.0			
Total Lost Time (s)	6.5		5.5			
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	None	C-Max	None

Intersection Summary
















Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 55 (34%), Referenced to phase 2:EBWB and 6:, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

Splits and Phases: 13: Dixie Highway & Hallandale Beach Boulevard



HCM Signalized Intersection Capacity Analysis
 13: Dixie Highway & Hallandale Beach Boulevard

P.M. Peak Hour
 Future Total Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1539	134	0	2159	0	0	0	0	139	343	73
Future Volume (vph)	0	1539	134	0	2159	0	0	0	0	139	343	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5			6.5						5.5	
Lane Util. Factor		0.91			0.91						0.86	
Frbp, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.99			1.00						0.98	
Flt Protected		1.00			1.00						0.99	
Satd. Flow (prot)		5013			5085						6187	
Flt Permitted		1.00			1.00						0.99	
Satd. Flow (perm)		5013			5085						6187	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	1769	154	0	2482	0	0	0	0	160	394	84
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	6	0
Lane Group Flow (vph)	0	1918	0	0	2482	0	0	0	0	0	632	0
Confl. Peds. (#/hr)	14		6	6		14	5					5
Confl. Bikes (#/hr)			11			8						1
Turn Type		NA			NA					Split	NA	
Protected Phases		2			2					1	1	
Permitted Phases												
Actuated Green, G (s)		75.7			124.7						23.3	
Effective Green, g (s)		75.7			124.7						23.3	
Actuated g/C Ratio		0.47			0.78						0.15	
Clearance Time (s)		6.5									5.5	
Vehicle Extension (s)		3.0									3.0	
Lane Grp Cap (vph)		2371			3963						900	
v/s Ratio Prot		c0.38			c0.49						c0.10	
v/s Ratio Perm												
v/c Ratio		0.81			0.63						0.70	
Uniform Delay, d1		36.0			7.6						65.0	
Progression Factor		1.00			0.09						1.00	
Incremental Delay, d2		3.1			0.2						2.5	
Delay (s)		39.1			0.8						67.5	
Level of Service		D			A						E	
Approach Delay (s/veh)		39.1			0.8			0.0			67.5	
Approach LOS		D			A			A			E	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			23.8									C
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			160.0							18.5		
Intersection Capacity Utilization			63.3%									B
Analysis Period (min)			15									
c Critical Lane Group												

Timings
 14: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard

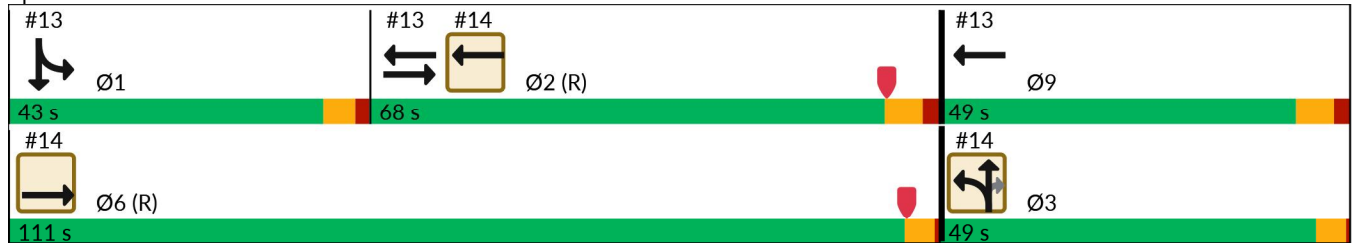
P.M. Peak Hour
 Future Total Conditions

	→	←	↙	↑	↗		
Lane Group	EBT	WBT	NBL	NBT	NBR	Ø1	Ø9
Lane Configurations	↑↑↑	↑↑↔	↙	↑	↗		
Traffic Volume (vph)	1649	1830	328	266	62		
Future Volume (vph)	1649	1830	328	266	62		
Turn Type	NA	NA	Split	NA	Perm		
Protected Phases	6	2	3	3		1	9
Permitted Phases					3		
Detector Phase	6	2	3	3	3		
Switch Phase							
Minimum Initial (s)	10.0	10.0	6.0	6.0	6.0	6.0	10.0
Minimum Split (s)	20.0	31.5	10.0	10.0	10.0	41.0	16.5
Total Split (s)	111.0	68.0	49.0	49.0	49.0	43.0	49.0
Total Split (%)	69.4%	42.5%	30.6%	30.6%	30.6%	27%	31%
Yellow Time (s)	3.5	4.5	3.5	3.5	3.5	4.0	4.5
All-Red Time (s)	0.5	2.0	0.5	0.5	0.5	1.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.0	6.5	4.0	4.0	4.0		
Lead/Lag		Lag				Lead	
Lead-Lag Optimize?		Yes				Yes	
Recall Mode	C-Max	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 55 (34%), Referenced to phase 2:EBWB and 6:, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

Splits and Phases: 14: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard



HCM Signalized Intersection Capacity Analysis
 14: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard

P.M. Peak Hour
 Future Total Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑		↗	↑	↗			
Traffic Volume (vph)	29	1649	0	0	1830	38	328	266	62	0	0	0
Future Volume (vph)	29	1649	0	0	1830	38	328	266	62	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			6.5		4.0	4.0	4.0			
Lane Util. Factor		0.91			0.91		1.00	1.00	1.00			
Frbp, ped/bikes		1.00			1.00		1.00	1.00	0.98			
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00			
Frt		1.00			1.00		1.00	1.00	0.85			
Flt Protected		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)		5081			5062		1770	1863	1556			
Flt Permitted		0.72			1.00		0.95	1.00	1.00			
Satd. Flow (perm)		3683			5062		1770	1863	1556			
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	33	1874	0	0	2080	43	373	302	70	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	44	0	0	0
Lane Group Flow (vph)	0	1907	0	0	2122	0	373	302	26	0	0	0
Confl. Peds. (#/hr)	15		7	7		15			5	5		
Confl. Bikes (#/hr)			11			8						
Turn Type		NA			NA		Split	NA	Perm			
Protected Phases		6			2		3	3				
Permitted Phases									3			
Actuated Green, G (s)		107.0			75.7		45.0	45.0	45.0			
Effective Green, g (s)		107.0			75.7		45.0	45.0	45.0			
Actuated g/C Ratio		0.67			0.47		0.28	0.28	0.28			
Clearance Time (s)		4.0			6.5		4.0	4.0	4.0			
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0			
Lane Grp Cap (vph)		2463			2394		497	523	437			
v/s Ratio Prot					c0.42		c0.21	0.16				
v/s Ratio Perm		c0.52							0.02			
v/c Ratio		0.77			0.89		0.75	0.58	0.06			
Uniform Delay, d1		18.2			38.2		52.4	49.3	42.0			
Progression Factor		1.09			0.38		1.00	1.00	1.00			
Incremental Delay, d2		1.5			3.3		6.3	1.5	0.1			
Delay (s)		21.3			17.7		58.7	50.9	42.1			
Level of Service		C			B		E	D	D			
Approach Delay (s/veh)		21.3			17.7			54.0			0.0	
Approach LOS		C			B			D			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			24.8				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			160.0				Sum of lost time (s)				18.5	
Intersection Capacity Utilization			77.2%				ICU Level of Service				D	
Analysis Period (min)			15									
c Critical Lane Group												

HCM 7th TWSC
15: NE 4th Avenue & NE 6th Street

P.M. Peak Hour
Future Total Conditions

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	2	5	0	27	11	1	6	1	0	12	3	5
Future Vol, veh/h	2	5	0	27	11	1	6	1	0	12	3	5
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	3	6	0	35	14	1	8	1	0	15	4	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	64	56	8	55	60	3	11	0	0	2	0	0
Stage 1	39	39	-	18	18	-	-	-	-	-	-	-
Stage 2	25	18	-	38	42	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	1193	1170	1789	1199	1168	1796	1601	-	-	1613	-	-
Stage 1	1180	1149	-	1213	1176	-	-	-	-	-	-	-
Stage 2	1202	1176	-	1182	1145	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	1159	1151	1788	1174	1150	1793	1600	-	-	1612	-	-
Mov Cap-2 Maneuver	1159	1151	-	1174	1150	-	-	-	-	-	-	-
Stage 1	1168	1137	-	1206	1170	-	-	-	-	-	-	-
Stage 2	1180	1170	-	1164	1133	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.15	8.19	6.22	4.35
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1543	-	-	1154 1178	960	-	-
HCM Lane V/C Ratio	0.005	-	-	0.008 0.042	0.01	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.1 8.2	7.3	0	-
HCM Lane LOS	A	A	-	A A	A A	-	-
HCM 95th %tile Q(veh)	0	-	-	0 0.1	0	-	-

HCM 7th AWSC
16: NE 4th Avenue & NE 5th Street

P.M. Peak Hour
Future Total Conditions

Intersection

Intersection Delay, s/veh 7.2
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	1	9	73	0	29	4	47	4	2	4	0	26
Future Vol, veh/h	1	9	73	0	29	4	47	4	2	4	0	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	1	10	79	0	32	4	51	4	2	4	0	28
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay, s/veh	7			7.3			7.7			6.9		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	89%	1%	0%	13%
Vol Thru, %	8%	11%	88%	0%
Vol Right, %	4%	88%	12%	87%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	53	83	33	30
LT Vol	47	1	0	4
Through Vol	4	9	29	0
RT Vol	2	73	4	26
Lane Flow Rate	58	90	36	33
Geometry Grp	1	1	1	1
Degree of Util (X)	0.07	0.09	0.041	0.034
Departure Headway (Hd)	4.35	3.608	4.103	3.719
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	821	984	866	955
Service Time	2.391	1.663	2.16	1.773
HCM Lane V/C Ratio	0.071	0.091	0.042	0.035
HCM Control Delay, s/veh	7.7	7	7.3	6.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.1	0.1

HCM 7th TWSC
17: NE 4th Avenue & NE 4th Court

P.M. Peak Hour
Future Total Conditions

Intersection												
Int Delay, s/veh	8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	38	1	7	121	0	4	0	3	0	0	73
Future Vol, veh/h	46	38	1	7	121	0	4	0	3	0	0	73
Conflicting Peds, #/hr	0	0	3	3	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	48	40	1	7	127	0	4	0	3	0	0	77

Major/Minor	Minor2		Minor1			Major1		
Conflicting Flow All	72	12	3	33	10	-	0	0
Stage 1	0	0	-	10	10	-	-	-
Stage 2	72	12	-	23	0	-	-	-
Critical Hdwy	7.13	3.1	3.7	3.7	3.1	-	4.13	-
Critical Hdwy Stg 1	-	-	-	6.13	5.53	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	-	-	-	-	-
Follow-up Hdwy	3.527	3	2	2.9	3	-	2.227	-
Pot Cap-1 Maneuver	916	1194	1796	1216	1195	0	-	-
Stage 1	-	-	-	1225	1187	0	-	-
Stage 2	935	1185	-	-	-	0	-	-
Platoon blocked, %								
Mov Cap-1 Maneuver	819	1194	1791	1172	1195	-	-	-
Mov Cap-2 Maneuver	819	1194	-	1172	1195	-	-	-
Stage 1	-	-	-	1225	1187	-	-	-
Stage 2	835	1185	-	-	-	-	-	-

Approach	EB		WB		NB	
HCM Control Delay, s/v	8.1		8.4			
HCM LOS	A		A			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	1204	1193
HCM Lane V/C Ratio	-	-	-	0.034	0.113
HCM Control Delay (s/veh)	-	-	-	8.1	8.4
HCM Lane LOS	-	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.1	0.4

HCM 7th TWSC
18: NE 3rd Avenue & NE 4th Court

P.M. Peak Hour
Future Total Conditions

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	0	1	3	168	1	8	7	56	69	4	66	0
Future Vol, veh/h	0	1	3	168	1	8	7	56	69	4	66	0
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	1	3	179	1	9	7	60	73	4	70	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	156	229	71	191	192	98	71	0	0	134	0	0
Stage 1	80	80	-	112	112	-	-	-	-	-	-	-
Stage 2	76	149	-	79	80	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	1126	1082	1706	1100	1101	1672	1523	-	-	1444	-	-
Stage 1	1119	1097	-	1073	1058	-	-	-	-	-	-	-
Stage 2	1124	1015	-	1120	1097	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	1107	1072	1705	1087	1090	1669	1521	-	-	1443	-	-
Mov Cap-2 Maneuver	1107	1072	-	1087	1090	-	-	-	-	-	-	-
Stage 1	1115	1093	-	1066	1051	-	-	-	-	-	-	-
Stage 2	1111	1009	-	1113	1093	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	7.43	8.93	0.39	0.43
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	86	-	-	1485	1104	103	-
HCM Lane V/C Ratio	0.005	-	-	0.003	0.17	0.003	-
HCM Control Delay (s/veh)	7.4	0	-	7.4	8.9	7.5	0
HCM Lane LOS	A	A	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.6	0	-

HCM 7th TWSC
 19: North Project Driveway & NE 6th Street

P.M. Peak Hour
 Future Total Conditions

Intersection

Int Delay, s/veh	3.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T			T	T	
Traffic Vol, veh/h	17	0	21	39	0	27
Future Vol, veh/h	17	0	21	39	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	0	23	42	0	29

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	18	0	107
Stage 1	-	-	-	-	18
Stage 2	-	-	-	-	88
Critical Hdwy	-	-	4.12	-	3.7
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	2.9
Pot Cap-1 Maneuver	-	-	1598	-	1161
Stage 1	-	-	-	-	1216
Stage 2	-	-	-	-	1126
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1598	-	1144
Mov Cap-2 Maneuver	-	-	-	-	1144
Stage 1	-	-	-	-	1216
Stage 2	-	-	-	-	1110

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.55	7.06
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1775	-	-	630	-
HCM Lane V/C Ratio	0.017	-	-	0.014	-
HCM Control Delay (s/veh)	7.1	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 7th TWSC
 20: South Project Driveway/North Project Driveway & NE 5th Street

P.M. Peak Hour
 Future Total Conditions

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	0	15	0	45	33	89	0	0	16	16	50	0
Future Vol, veh/h	0	15	0	45	33	89	0	0	16	16	50	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	0	49	36	97	0	0	17	17	54	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	133	0	0	16	0	0	177	247	16	198	198	84
Stage 1	-	-	-	-	-	-	16	16	-	182	182	-
Stage 2	-	-	-	-	-	-	161	230	-	16	16	-
Critical Hdwy	4.12	-	-	4.12	-	-	3.7	3.1	3.7	3.7	3.1	3.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	2.9	3	2	2.9	3	2
Pot Cap-1 Maneuver	1452	-	-	1601	-	-	1110	1073	1778	1095	1097	1690
Stage 1	-	-	-	-	-	-	1215	1178	-	979	978	-
Stage 2	-	-	-	-	-	-	1007	926	-	1215	1178	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1452	-	-	1601	-	-	1020	1038	1778	1049	1061	1690
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	1038	-	1049	1061	-
Stage 1	-	-	-	-	-	-	1215	1178	-	947	946	-
Stage 2	-	-	-	-	-	-	917	895	-	1204	1178	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	1.97	7.04	8.65
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1778	1452	-	-	423	-	-	1058
HCM Lane V/C Ratio	0.01	-	-	-	0.031	-	-	0.068
HCM Control Delay (s/veh)	7	0	-	-	7.3	0	-	8.7
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-	-	0.2

HCM 7th TWSC
 21: NE 4th Court & South Project Driveway

P.M. Peak Hour
 Future Total Conditions

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	4		4	
Traffic Vol, veh/h	23	18	22	41	19	107
Future Vol, veh/h	23	18	22	41	19	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	20	24	45	21	116

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	68	0	-	0	116
Stage 1	-	-	-	-	46
Stage 2	-	-	-	-	70
Critical Hdwy	4.12	-	-	-	3.7
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	2.9
Pot Cap-1 Maneuver	1533	-	-	-	1154
Stage 1	-	-	-	-	1180
Stage 2	-	-	-	-	1150
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1533	-	-	-	1135
Mov Cap-2 Maneuver	-	-	-	-	1135
Stage 1	-	-	-	-	1160
Stage 2	-	-	-	-	1150

Approach	EB	WB	SB
HCM Control Delay, s/v	4.14	0	7.44
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1010	-	-	-	1610
HCM Lane V/C Ratio	0.016	-	-	-	0.085
HCM Control Delay (s/veh)	7.4	0	-	-	7.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Appendix J

Roadway Segment Capacity Analysis

Roadway Segment Analysis - Peak Hour Two-Way Volumes

Existing (2024) Conditions																
Roadway	Segment	Context Class	Roadway Type	Number of Lanes	State Road?	Median Type	Left-Turn Lanes?	Right-Turn Lanes?	Volume		Capacity Thresholds				LOS	
									A.M. Peak Hour	P.M. Peak Hour	B	C	D	E	A.M. Peak Hour	P.M. Peak Hour
1 Hallandale Beach Boulevard	I-95 to NE 14th Avenue	C4	Two-Way	6	State	Divided	Yes	Yes	3,532	3,725	-	4,432	5,634	5,998	C	C
2 US-1/Federal Highway	Pembroke Road to Miami-Dade County Line	C4	Two-Way	4	State	Divided	Yes	Yes	1,888	2,505	-	2,426	3,583	4,046	C	D
3 Pembroke Road	US-1/Federal Highway to NW 8th Avenue	C4	Two-Way	4	State	Divided	Yes	No	2,289	2,519	-	2,310	3,413	3,854	C	D
4 NE 6th Street	US-1/Federal Highway to NE 3rd Avenue	C4	Two-Way	2	Non-State	Undivided	No	No	32	32	-	-	1,138	1,555	C	C
5 NE 4th Court	US-1/Federal Highway to NE 3rd Court	C4	Two-Way	2	Non-State	Undivided	No	No	18	24	-	-	1,138	1,555	C	C
6 NE 3rd Avenue	NE 7th Street to NE 3rd Street	C4	Two-Way	2	Non-State	Undivided	No	No	54	112	-	-	1,138	1,555	C	C
Future Background (2027) Conditions																
Roadway	Segment	Context Class	Roadway Type	Number of Lanes	State Road?	Median Type	Left-Turn Lanes?	Right-Turn Lanes?	Volume		Capacity Thresholds				LOS	
									A.M. Peak Hour	P.M. Peak Hour	B	C	D	E	A.M. Peak Hour	P.M. Peak Hour
1 Hallandale Beach Boulevard	I-95 to NE 14th Avenue	C4	Two-Way	6	State	Divided	Yes	Yes	3,625	3,823	-	4,432	5,634	5,998	C	C
2 US-1/Federal Highway	Pembroke Road to Miami-Dade County Line	C4	Two-Way	4	State	Divided	Yes	Yes	1,938	2,571	-	2,426	3,583	4,046	C	D
3 Pembroke Road	US-1/Federal Highway to NW 8th Avenue	C4	Two-Way	4	State	Divided	Yes	No	2,349	2,585	-	2,310	3,413	3,854	D	D
4 NE 6th Street	US-1/Federal Highway to NE 3rd Avenue	C4	Two-Way	2	Non-State	Undivided	No	No	32	32	-	-	1,138	1,555	C	C
5 NE 4th Court	US-1/Federal Highway to NE 3rd Court	C4	Two-Way	2	Non-State	Undivided	No	No	18	25	-	-	1,138	1,555	C	C
6 NE 3rd Avenue	NE 7th Street to NE 3rd Street	C4	Two-Way	2	Non-State	Undivided	No	No	55	115	-	-	1,138	1,555	C	C
Future Total (2027) Conditions																
Roadway	Segment	Context Class	Roadway Type	Number of Lanes	State Road?	Median Type	Left-Turn Lanes?	Right-Turn Lanes?	Volume		Capacity Thresholds				LOS	
									A.M. Peak Hour	P.M. Peak Hour	B	C	D	E	A.M. Peak Hour	P.M. Peak Hour
1 Hallandale Beach Boulevard	I-95 to NE 14th Avenue	C4	Two-Way	6	State	Divided	Yes	Yes	3,660	3,866	-	4,432	5,634	5,998	C	C
2 US-1/Federal Highway	Pembroke Road to Miami-Dade County Line	C4	Two-Way	4	State	Divided	Yes	Yes	2,097	2,714	-	2,426	3,583	4,046	C	D
3 Pembroke Road	US-1/Federal Highway to NW 8th Avenue	C4	Two-Way	4	State	Divided	Yes	No	2,453	2,683	-	2,310	3,413	3,854	D	D
4 NE 6th Street	US-1/Federal Highway to NE 3rd Avenue	C4	Two-Way	2	Non-State	Undivided	No	No	53	59	-	-	1,138	1,555	C	C
5 NE 4th Court	US-1/Federal Highway to NE 3rd Court	C4	Two-Way	2	Non-State	Undivided	No	No	244	213	-	-	1,138	1,555	C	C
6 NE 3rd Avenue	NE 7th Street to NE 3rd Street	C4	Two-Way	2	Non-State	Undivided	No	No	278	290	-	-	1,580	2,160	C	C