



Town of Pembroke Park

Agenda

REGULAR COMMISSION MEETING Meeting
Monday, August 26, 2019 @ 7:00 PM
Council Chambers

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Town of Pembroke Park
Bills over \$500
August 7, 2019 Wednesday

PAYMENTS				
Invoice#	Vendor	Service/Product	Dept.	Amount
584468	Ace Pump & Supply	Supplies for Repair to Irrigation Pump at Town Hall	Non Dept	\$ 549.01
12197	Aero Electric Inc	Replace Defective Parts on the Automatic Transfer Switch at the Peninsula Lift Station	Sewer	\$ 520.00
12199	Aero Electric Inc	Ordered Display Board Assemblies, LED Board, Key Pad for Lift Station	Sewer	\$ 893.24
12202	Aero Electric Inc	Received Ordered Parts for Multiple Automatic Transfer Switches for Various Lift Stations	Sewer	\$ 1,692.19
12203	Aero Electric Inc	Maintenance to Various Lift Stations	Sewer	\$ 520.00
12214	Aero Electric Inc	Maintenance & Repair to the Lift Station at Watkins Elementary	Sewer	\$ 581.66
207166	Brinkley Morgan	Matters Regarding the Progressive Waste Litigation Through June 30, 2019	Legal	\$ 1,189.65
01-30502	Burkhard's Tractor & Equipment	Maintenance to Scag Lawnmower (Replaced 3 Spindles, Air Filter, Fuel Filter, Oil Filter, Front Wheels, Spark Plugs, ect)	Roads	\$ 1,010.95
3017	C & I Construction & Design Inc	Concrete Grate Replacement for the Storm Drain on SW 31st Ave	Stormwater	\$ 9,200.00
14345487July2019	Florida Department of Revenue	Unemployment Compensation Reimbursement for Georgina Rodriguez (04/01/2019-06/30/2019)	Finance	\$ 1,025.36
26646	Florida Pumps Solution Corp	Irrigation Pump Replacement at the Preserve (Emergency Repair)	Parks	\$ 7,505.00
10876681	Gray Robinson	Matters Regarding the Code Amendment (Billed Through June 30, 2019) File#820081-5	Legal	\$ 1,085.40
07292019Petersen	Jeanne Petersen	Temporary Staffing W/E 07/28/2019	Sewer	\$ 720.00
17575	Keith & Associates	Review of Engineering Project By Craig A. Smith & Associates (September 30, 2018 to October 27, 2018)	Legal	\$ 875.00
26789	Luke's Heavy Trucks & Equipment Inc	Repairs to Bucket Truck #35	Roads	\$ 805.97
2019-PP-0701	Michael Miller Planning Associates	General Planning Services Rendered June 27, through July 31, 2019	Planning	\$ 14,048.00
2019-PP-0702	Michael Miller Planning Associates	Land Development Planning Services Rendered June 27 through July 31, 2019	Reimbursable	\$ 1,105.00
July2019	ProTech Auto Repair	Flush Brake System, Replace Front Brakes Calipers, Replace Master Cylinder and Oil/ Filter Change on Truck #29	Sewer	\$ 760.00
53640906	Robert Half	Temporary Staffing Services W/E 06/07/2019 (H. Taubenfeld)	Finance	\$ 5,176.25
53675931	Robert Half	Temporary Staffing Services W/E 06/14/2019 (H. Taubenfeld)	Finance	\$ 3,636.00
53743872	Robert Half	Temporary Staffing Services W/E 06/21/2019 (H. Taubenfeld)	Finance	\$ 3,232.00

151774	Sachs Sax & Caplan	Professional Services in Regards to the BSO Contract #13965-00001(Billed Through June 30, 2019)	Legal	\$ 5,108.80
369416	SNI Companies	Temporary Administrative Service W/E 07/14/2019 (Erica Carter)	Admin	\$ 558.80
370218	SNI Companies	Temporary Administrative Service W/E 07/21/2019 (Erica Carter)	Admin	\$ 546.10
354004	Seavey Garden & Equipment	Power Take-Off Switch (PTO) & Clutch for Riding Lawnmower	Parks	\$ 520.90
2030	Southeastern Fence Corp.	Fence Installation at Ryan Park (Previously Approved March 13, 2019)	Community Garden	\$ 12,033.61
2031	Southeastern Fence Corp.	Permit Processing Fees, Town of Pembroke Parks Fees and Notice of Commencement Recorded	Reimbursement	\$ 810.31
			Total:	\$75,709.20
Purchase Orders				
305296	Gallo Signs	New Aluminum Stand with Acrylic Plaques for the Preserve	Parks	\$ 1,122.00
			Total:	\$1,122.00
			Grand Total:	\$76,831.20

Town of Pembroke Park
Bills over \$500
August 26, 2019 Monday

PAYMENTS				
Invoice#	Vendor	Service/Product	Dept.	Amount
584468	Ace Pump & Supply	Supplies for Repair to Irrigation Pump at Town Hall	Non Dept	\$ 549.01
12197	Aero Electric Inc	Replace Defective Parts on the Automatic Transfer Switch at the Peninsula Lift Station	Sewer	\$ 520.00
12199	Aero Electric Inc	Ordered Display Board Assemblies, LED Board, Key Pad for Lift Station	Sewer	\$ 893.24
12202	Aero Electric Inc	Received Ordered Parts for Multiple Automatic Transfer Switches for Various Lift Stations	Sewer	\$ 1,692.19
12203	Aero Electric Inc	Maintenance to Various Lift Stations	Sewer	\$ 520.00
12214	Aero Electric Inc	Maintenance & Repair to the Lift Station at Watkins Elementary	Sewer	\$ 581.66
207166	Brinkley Morgan	Matters Regarding the Progressive Waste Litigation Through June 30, 2019	Legal	\$ 1,189.65
01-30502	Burkhard's Tractor & Equipment	Maintenance to Scag Lawnmower (Replaced 3 Spindles, Air Filter, Fuel Filter, Oil Filter, Front Wheels, Spark Plugs, ect)	Roads	\$ 1,010.95
3017	C & I Construction & Design Inc	Concrete Grate Replacement for the Storm Drain on SW 31st Ave	Stormwater	\$ 9,200.00
14345487July2019	Florida Department of Revenue	Unemployment Compensation Reimbursement for Georgina Rodriguez (04/01/2019-06/30/2019)	Finance	\$ 1,025.36
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10876681	Gray Robinson	Matters Regarding the Code Amendment (Billed Through June 30, 2019) File#820081-5	Legal	\$ 1,085.40
07292019Petersen	Jeanne Petersen	Temporary Staffing W/E 07/28/2019	Sewer	\$ 720.00
17575	Keith & Associates	Review of Engineering Project By Craig A. Smith & Associates (September 30, 2018 to October 27, 2018)	Legal	\$ 875.00
26789	Luke's Heavy Trucks & Equipment Inc	Repairs to Bucket Truck #35	Roads	\$ 805.97
2019-PP-0701	Michael Miller Planning Associates	General Planning Services Rendered June 27, through July 31, 2019	Planning	\$ 14,048.00
2019-PP-0702	Michael Miller Planning Associates	Land Development Planning Services Rendered June 27 through July 31, 2019	Reimbursable	\$ 1,105.00
July2019	ProTech Auto Repair	Flush Brake System, Replace Front Brakes Calipers, Replace Master Cylinder and Oil/ Filter Change on Truck #29	Sewer	\$ 760.00
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53675931	Robert Half	Temporary Staffing Services W/E 06/14/2019 (H. Taubenfeld)	Finance	\$ 3,636.00
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151774	Sachs Sax & Caplan	Professional Services in Regards to the BSO Contract #13965-00001(Billed Through June 30, 2019)	Legal	\$ 5,108.80
369416	SNI Companies	Temporary Administrative Service W/E 07/14/2019 (Erica Carter)	Admin	\$ 558.80
370218	SNI Companies	Temporary Administrative Service W/E 07/21/2019 (Erica Carter)	Admin	\$ 546.10
354004	Seavey Garden & Equipment	Power Take-Off Switch (PTO) & Clutch for Riding Lawnmower	Parks	\$ 520.90
2030	Southeastern Fence Corp.	Fence Installation at Ryan Park (Previously Approved March 13, 2019)	Community Garden	\$ 12,033.61
2031	Southeastern Fence Corp.	Permit Processing Fees, Town of Pembroke Parks Fees and Notice of Commencement Recorded	Reimbursement	\$ 810.31
Total:				\$75,709.20

Addendums				
10884934	Gray Robinson	Matters Regarding the Code Amendment (Billed Through July 31, 2019) File#820081-5	Legal	\$ 1,140.00
2019-PP-0701	Michael Miller Planning Associates	General Planning Services Rendered June 27, through July 31, 2019 (Revised Invoice)	Planning	\$ 14,341.75
930	Ryan & Ryan LLC	Matters Regarding the 44th Year Community Development Block Grant Program (June 28-August 19, 2019)	Project	\$ 1,242.50
931	Ryan & Ryan LLC	Representation at Special Town Meetings on July 16th and August 1st 2019 in Regards to Town Manager Position	Legal	\$ 1,487.50
934	Ryan & Ryan LLC	Preparation of RFP 19-05 for Professional Planning Consulting Services	Legal	\$ 1,172.50
935	Ryan & Ryan LLC	Preparation of RFP 19-06 for the Town Attorney Services	Legal	\$ 1,102.50
936	Ryan & Ryan LLC	Preparation of RFP 19-08 for Information Technology Services	Legal	\$ 1,032.50
937	Ryan & Ryan LLC	Matter Regarding Robert Patterson Employment Discrimination Claims (April 15-August 15, 2019)	Legal	\$ 717.50
938	Ryan & Ryan LLC	Matters Regarding the Housing and Urban Development Office of Inspector General Subpoena Duces Tecum (May29-August 20, 2019)	Legal	\$ 682.50
152365	Sachs Sax & Caplan	Professional Services in Regards to the BSO Contract #13965-00001(Billed Through July 31, 2019)	Legal	\$ 3,687.40
Total:				\$26,606.65

Purchase Orders				
305296	Gallo Signs	New Aluminum Stand with Acrylic Plaques for the Preserve	Parks	\$ 1,122.00
305297	Gallo Signs	Remove (1) Monument Sign from the Median on the East End of Town	Roads	\$ 875.00

305299	Pace Analytical Services Inc.	Annual Water Testing	Sewer	\$	1,175.00
305300	Aero Electric Inc	Change Control Board for Kohler Generator at Master Lift Station (Emergency)	Sewer	\$	1,770.00
305301	Seavey Garden & Equipment	Purchase & Replace Engine for Scag Riding Lawnmower (Emergency)	Parks	\$	2,866.00
305302	Live Long Unlimited LLC	(10) Acorn Shaped Covers for Street Lights	Roads	\$	1,499.89
305303	Aero Electric Inc	(15) Metal Halide Fixtures on Antique Pole Lights	Roads	\$	1,125.00
305304	Kailas Contractors	Pipe Repair on 52nd Ave (Proposal Includes Pipe Material, Limerock, Asphalt and Mot)	Stormwater	\$	10,966.72
305305	Frank Sheds	Repair (3) Sheds that were Vandalized	Parks	\$	2,407.50
305306	Live Long Unlimited LLC	(15) LED Corn Cob Shaped Lights	Roads	\$	750.00
305307	PCMG Inc.	(2) 3rd Generation Apple I-Pads, Keyboards/Cases, Pencils and Protection Plans for the Town Manager & Assistant Town Manager	NonDept	\$	4,629.00
305309	Dell Direct	(2) Dell Mobile Precision 7740 Laptops, USB Slim Drives and Cases for the Town Manager & Assistant Town Manager	NonDept	\$	3,350.84
305310	Hydra Service Inc	EMERGENCY REPAIR to the Pump at the Coca-Cola Lift Station	Sewer	\$	2,995.00
305311	Live Long Unlimited LLC	(15) Additional LED Corn Cob Shaped Lights	Roads	\$	750.00
305312	The Sign Men	Various "No Parking Anytime" Signs and Green U-Channel Post	Roads	\$	942.12
305313	Hydra Service Inc	EMERGENCY PUMP REPLACEMENT at the Coca-Cola Lift Station	Sewer	\$	15,000.00
305314	American Lighting and Signalization LLC	Light Pole Repair on 48th Ave and Hallandale Beach Blvd	Roads	\$	4,965.00
305313	American Lighting and Signalization LLC	Light Pole Repair in Front of Sesta Mobile Home Park at 3150 Hallandale Beach Blvd	Roads	\$	4,315.00
Total:					\$61,504.07

Grand Total:	\$163,819.92
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Town Of Pembroke Park
3150 S.W. 52nd Avenue
Pembroke Park, FL 33023-5413
Phone: (954) 966-4600 EXT:214 Fax: (954) 966-5186



JUST INSURANCE BROKERS
MAB INSURANCE CONSULTANT INC
4520 W HALL BCH BLVD, 4
PEMBROKE PARK FL 33023

ANNUAL BILLING STATEMENT

ACCOUNT NO.
081600

DATE
6/27/2019

BUSINESS DESCRIPTION
INSURANCE AGENCY

BUSINESS ADDRESS
4520 W HALL BCH BLVD, 4

DATE	DESCRIPTION	AMOUNT
FY 2018	Penalty Fee / Late Charges	250.00
	- Penalty Fee-Mar 1(Town Code 15-40c)	
FY 2019	Annual Fire Department Inspection	160.00
	- Date of Insp 06/29/18	
FY 2019	Annual Fire Department Inspection	85.00
	- Date of Re-Insp 10/16/18	
FY 2019	Annual Fire Department Inspection	85.00
	- Re-Insp Fee	
FY 2019	Penalty Fee / Late Charges	250.00
	- Mar 1-Penalty Fee(Town Code 15-40c)	
FY 2020	Business Tax	52.50
FY 2020	Alarm Registration	10.00
FY 2020	Certificate Of Use	52.50

ATTENTION!!! IMPORTANT NOTICE: Payments recieved by the Town will first be applied to the oldest outstanding balances due, if any, on your accounts payable to the Town and then to current account balances due. All outstanding account balances due to the Town must be paid in full prior to receiving a Business Tax Receipt renewal.

PAY ALL FEES BY SEPT 30th
TO AVOID THE FOLLOWING PENALTIES!!(F.S. 205.053)
Oct. 1st - 10% Nov. 1st - 15% Dec. 1st - 20% Jan. 1st - 25%
PAST DUE AMOUNT STARTING ON OR AFTER MARCH 1st
an additional penalty of \$250.00 will be imposed (P.P. Code 15-40c)

SUB-TOTAL **\$945.00**

PLEASE PAY **\$945.00**

Marc A Bonhomme
Just Insurance Brokers
4520 Hallandale Beach BLVD, Pembroke Park, FL 33023
Phone: 954-639-7809 | Fax: 954-639-7915 | marc.bonhomme@jibinc.net

Fax

TO: Town of Pembroke Park FROM: Marc A Bonhomme
FAX: _____ PAGES: _____
PHONE: _____ DATE: 6/23/19
RE: Case # 4481 CC: _____

☒ Urgent ☐ For review ☐ Please comment ☐ Please reply ☐ Please recycle

Comments:

TO whom It may concern,
My name is Marc Bonhomme, the owner of MAB Insurance Consultant INC. I am writing this letter in trying to get a break please.
I would like to inform the ~~board~~ the reason why I have been late with my renewal is because of hardship, my funds have been running low that makes it impossible for me to renew my license, so for this reason, I am asking please to remove the penalties and accept the regular payment.

Sincerely,
Marc A Bonhomme

Town of Pembroke Park

3150 SW 52nd Ave
Pembroke Park, FL, 33023
Phone (954) 966-4600
Fax (954) 966-5310

**SALES RECEIPT****Town of Pembroke Park**

3150 SW 52nd Ave
Pembroke Park FL, 33023
Phone (954) 966-4600 x211
Fax (954) 966-5310

Sold To MAB INSURANCE CONSULTANT INC

4520 W HALL BCH BLVD, STE 4
HOLLYWOOD, FL 33023
Phone 0000001590

Transaction #	Payment Method	Amount	Sale Date
19709	Money Order	\$144.45	6/27/2019 12:51:32 PM

Date Applied	Application #	Qty	Item	Total
6/27/2019	AP-80820	52.50	Business Tax - Deferred Billing	\$52.50
6/27/2019	AP-80820	52.50	Certificate Of Use - Deferred Billing	\$52.50
6/27/2019	AP-80820	35.00	Penalty Fee / Late Charges	\$0.70
6/27/2019	AP-80820	10.00	Alarm Registration - Deferred Billing	\$10.00
6/27/2019	AP-80820	28.75	Penalty Fee / Late Charges	\$28.75
	Total			\$144.45

Town Of Pembroke Park
3150 S.W. 52nd Avenue
Pembroke Park, FL 33023-5413
Phone: (954) 966-4600 EXT:214 Fax: (954) 966-5186



LIFT MASTERS & EQUIPMENT
LIFT MASTERS & EQUIPMENT INC
11670 SW 50 CT
COOPER CITY FL 33330

STATEMENT

ACCOUNT NO. 086100
DATE 5/9/2019

BUSINESS DESCRIPTION
WHLSE/STORAGE-AUTOMOTIVE EQUIP.

BUSINESS ADDRESS
3130 SW 19 ST, 461

DATE	DESCRIPTION	CHARGES	BALANCE
FY 2019	Penalty Fee / Late Charges	250.00	250.00
	- Penalty Fee(Town Code 15-40c)		

Payments not made within thirty (30) days of the billing date are considered LATE; a late payment charge of \$10.00 or two percent (2%) of amount due, whichever greater will be applied and your account may be subject to additional interest fees.

SUB-TOTAL \$250.00

PLEASE PAY \$250.00

7/9/19

To: TOWN OF PEMBROKE PARK,

MY NAME IS VINCENZO SCIOLINO, I AM THE OWNER
OPERATOR OF LIFT MASTERS & EQUIPMENT INC. I HAVE BEEN
PART OF THIS COMMUNITY FOR MANY YEARS, I RECENTLY
RELOADED AND WAS UNABLE TO RECEIVE ANY FOWANING
NOTIFICATION IN REGARDS TO MY BUSINESS. WITHIN
THAT TIME I INQUIRED A LATE FEE, PLEASE TAKE
INTO CONSIDERATION I WAS NOT INFORMED,
IS IT AT ALL POSSIBLE TO WAIVE LATE FEES

THANK YOU IN ADVANCE



LIFT MASTERS & EQUIPMENT
(754) 581-2428

ACCOUNT #

086100

Town of Pembroke Park

3150 SW 52nd Ave
Pembroke Park, FL, 33023
Phone (954) 966-4600
Fax (954) 966-5310



SALES RECEIPT

Town of Pembroke Park

3150 SW 52nd Ave
Pembroke Park FL, 33023
Phone (954) 966-4600 x211
Fax (954) 966-5310

Sold To **LIFT MASTERS & EQUIPMENT, INC**

3130 SW 19 ST, UNIT 461
PEMBROKE PK, FL 33009
Phone 0000002534

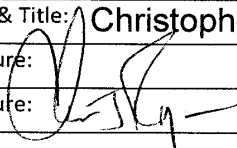
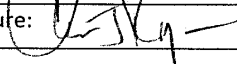
Transaction #	Payment Method	Amount	Sale Date
19564	Money Order	\$464.47	5/7/2019 2:40:31 PM

Date Applied	Application #	Qty	Item	Total
5/7/2019	AP-82013	52.50	Certificate Of Use - Deferred Billing	\$31.50
5/7/2019	AP-82013	160.00	Annual Fire Department Inspection	\$128.50
5/7/2019	AP-82013	23.15	Penalty Fee / Late Charges	\$23.15
5/7/2019	AP-82013	52.50	Certificate Of Use - Deferred Billing	\$52.50
5/7/2019	AP-82013	157.50	Business Tax - Deferred Billing	\$157.50
5/7/2019	AP-82013	71.32	Penalty Fee / Late Charges	\$71.32
	Total			\$464.47



Town of Pembroke Park
3150 SW 52nd Avenue
Pembroke Park, FL 33023

Agenda Request

Meeting Date:	8/12/19
Subject:	Revised FY 2019-2020 Work Order with FDOT
Initiated by:	☐ City Council ☐ City Attorney ☒ City Manager/Staff
Prepared by:	Name & Title: Michael L. Seiger
Reviewed by:	Name & Title: Christopher J. Ryan
Approved by Town Manager:	Signature: 
Approved by Town Attorney:	Signature: 
Attachments:	Draft resolution, Revised Work Order, and Agreement
Fiscal Impact:	\$22,726.08 in compensation paid to the Town
Policy Question(s) for Council Considerations:	Whether the Commission desires to approve the terms and conditions of the Revised Work Order
Summary:	
Background:	Town previously agreed to maintain lighting on the state highway system located in Town and FDOT agreed to compensate Town for said services.
Discussion/Analysis:	The prior agreement provides for annual Work Orders to be issued by FDOT setting forth the compensation paid by FDOT to Town for the services provided by the Town for each fiscal year. This Work Order covers FY 2019-2020.
Options:	Approve, deny, or seek modification of the Work Order
Advantages:	
Disadvantages:	
Possible action:	
Advantages:	
Disadvantages:	
Staff Recommendations:	Public Services Director recommends approving the Work Order
Additional Action Needed:	Adopt Resolution

RESOLUTION NO. 19-08-XX

A RESOLUTION OF THE TOWN COMMISSION OF THE TOWN OF PEMBROKE PARK, FLORIDA, AUTHORIZING THE TOWN TO EXECUTE AND DELIVER THE REVISED FISCAL YEAR 2019–2020 WORK ORDER WITH FLORIDA DEPARTMENT OF TRANSPORTATION; AUTHORIZING AND DIRECTING THE PUBLIC SERVICES DIRECTOR TO EXECUTE AND DELIVER THE WORK ORDER FOR AND ON BEHALF THE TOWN; SUPERSEDING CONFLICTING RESOLUTIONS AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Town and the State of Florida Department of Transportation (“FDOT”) entered into a State Highway Lighting, Maintenance, and Compensation Agreement (“Agreement”) in 2003 which provides the terms and conditions for the maintenance of lighting on the state highway system within the jurisdictional boundaries of the Town; and

WHEREAS, pursuant to the Agreement, the Town has agreed to maintain the lighting on the state highway system located in the Town and FDOT has agreed to compensate the Town for said services; and

WHEREAS, the Agreement provides for annual Work Orders to be issued by FDOT setting forth the compensation paid by FDOT to Town for the services provided by the Town for each fiscal year; and

WHEREAS, FDOT has delivered the revised FY 2019-2020 Work Order dated July 30, 2019 to the Town setting forth the compensation for the Fiscal Year 2019-2020; and

WHEREAS, the Town Public Services Director has determined that the compensation set forth in the Work Order is reasonable for the services to be provided and recommends that the Town agree to the terms and conditions of the Work Order.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COMMISSION OF THE TOWN OF PEMBROKE PARK, FLORIDA:

Town of Pembroke Park
Resolution No. 19-08-XX

Section 1: That the Town is hereby authorized to make and enter a Revised FY 2019-2020 Work Order with the Florida Department of Transportation for maintenance of the lighting located on the state highway system roadways located within the jurisdictional boundaries of the Town pursuant to the terms and conditions of the State Highway Lighting, Maintenance, and Compensation Agreement previously entered into by the parties, a copy of which is on file with the Town Clerk, and by reference made a part hereof.

Section 2: That the Town Public Services Director is authorized to execute and deliver said Revised FY 2019-2020 Work Order for and on behalf of the Town.

Section 3: That all Resolutions or parts of Resolutions in conflict herewith be and the same are hereby superseded to the extent of such conflict.

Section 4: That this Resolution shall be in force and take effect immediately upon its passage and adoption.

PASSED AND ADOPTED this ____ day of August, 2019.

ATTEST:

ASHIRA A. MOHAMMED
Mayor-Commissioner

NATASHA JOSEPH
Deputy Town Clerk



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

KEVIN J. THIBAUT, P.E.
SECRETARY

July 30, 2019

Mr. Todd Larson
Divisional Head for Public Services
3150 SW 52 Avenue
Pembroke Park, FL 33023

Town of Pembroke Park, REVISED FY 2019-2020 WORK ORDER
Contract No: BD617
Financial Proj. No: 405118-1-78-19
Description: Highway Lighting, Maintenance, and Compensation Agreement

Dear Mr. Larson:

This work order hereby authorizes you to begin performing maintenance on those lights contained within the subject Highway Lighting, Maintenance, and Compensation Agreement - BD617 on the FDOT highway system for fiscal year 2019-2020.

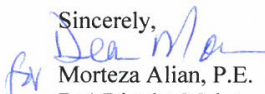
As stated on Page 2 of the executed Agreement, prior to the beginning fiscal year, the FDOT shall issue a work order confirming the amount and authorizing the performance of maintenance for each new fiscal year.

The amount of compensation for your maintenance of highway lighting on the FDOT highway system for fiscal year 2019-2020 is **\$22,726.08 (78 x \$291.36)**

Additionally, per the Agreement, your invoice(s) totaling the above amount may be submitted anytime after May 22, 2020 for services rendered during the subject period. The Invoice should have the following but not limited to: **Invoice #, Total amount, Contract #, FM#, Service period -July 1, 2019 – June 30, 2020 and Date.**

If you, the Maintaining Agency, agree with this amount and existing terms of the Agreement, please sign below and return a copy of this work order by mail to the address above Attention: Angelene Frederick District Maintenance Office; or by fax (954) 777-4223.

FDOT must receive your acknowledgement and agreement by August 28, 2019.

Sincerely,

Morteza Alian, P.E.
D-4 District Maintenance Engineer

Local Maintaining Agency - **Town of Pembroke Park**
cc: D4-Financial Services, File

Date

www.fdot.gov

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**STATE HIGHWAY LIGHTING, MAINTENANCE, AND COMPENSATION
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THIS AGREEMENT, entered into this _____ day of _____, year of _____, by and between the **STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION**, hereinafter referred to as the "**FDOT**", and **TOWN OF PEMBROKE PARK**, hereinafter referred to as the "**MAINTAINING AGENCY**";

WITNESSETH:

WHEREAS, the **MAINTAINING AGENCY** has the authority to enter into this Agreement and to undertake the maintenance and operation of lighting on the State Highway System, and the **FDOT** is authorized under Sections 334.044, Florida Statutes and 335.055, Florida Statutes to enter into this Agreement; and

WHEREAS, the **MAINTAINING AGENCY** has authorized its undersigned officers to enter into and execute this Agreement, and has designated the officer(s) authorized to receive and respond to the **FDOT's** work orders;

NOW, THEREFORE, in consideration of the premises and the mutual covenants contained herein, the **FDOT** and the **MAINTAINING AGENCY** hereby agree as follows:

1. Maintenance of Facilities

- a. The **MAINTAINING AGENCY** shall maintain all the lighting now or hereafter located on the State Highway System within the jurisdictional boundaries of the **MAINTAINING AGENCY**, hereinafter referred to as the "Facilities," throughout its expected useful life. For the purposes of this Agreement, the term Facilities shall be deemed to include, but not necessarily be limited to, lighting for roadways, as well as park and ride, pedestrian overpasses, and recreational areas owned by or located on the property of the **FDOT**, but shall exclude those systems listed in Exhibit "A" attached hereto and by this reference made a part hereof, and shall exclude lighting located in weigh stations, rest areas, or on Interstate highways.
- b. In maintaining the Facilities, the **MAINTAINING AGENCY** shall perform all activities necessary to keep the Facilities fully operating, properly functioning, with a minimum of 90% of the lights burning for any lighting type (ex. high mast, standard, underdeck, sign) or roadway system at all times for their normal expected useful life in accordance with the original design thereof, whether necessitated by normal wear and tear, accidental or intentional damage, or acts of nature. Said maintenance shall include, but shall not be limited to, providing electrical power and paying all charges associated therewith, routine inspection and testing, preventative maintenance, emergency maintenance, replacement of any component parts of the Facilities (including the poles and any and all other component parts installed as part of the Facilities), and locating (both vertically and horizontally) the Facilities, as may be necessary.
- c. All maintenance shall be in accordance with the provisions of the following:
 - (1) Manual of Uniform Traffic Control Devices; and,
 - (2) All other applicable local, state, or federal laws, rules, resolutions, or ordinances, and **FDOT** procedures.
- d. For lighting installed as part of an **FDOT** project, the **MAINTAINING AGENCY's** obligation to maintain shall commence upon the **MAINTAINING AGENCY's** receipt of notification from the **FDOT** that the **FDOT** has finally accepted the project, except for the obligation to provide for electrical power, which obligation to provide for electrical power shall commence at such time as the lighting system is ready to be energized; provided, however, that the **MAINTAINING AGENCY** shall not be required to perform any activities which are the responsibilities of **FDOT's** contractor.
- e. The continuing obligations under this paragraph 1 beyond the first fiscal year hereof are subject to the voluntary negotiation of the amount to be paid as set forth in subparagraph 2b hereof.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
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2. Compensation and Payment

- a. The **FDOT** agrees to pay to the **MAINTAINING AGENCY** a lump sum of \$ 1,504.80 for the fiscal year in which this Agreement is signed (fiscal year as referenced in this Agreement shall be **FDOT's** fiscal year).
- b. For each future fiscal year, the **FDOT** and the **MAINTAINING AGENCY** shall agree on the amount to be paid prior to the fiscal year beginning. The **FDOT** will issue a work order confirming the amount and authorizing the performance of maintenance for each new fiscal year.
- c. Invoices may be submitted anytime after May 19th of the fiscal year in which the services were provided, but no later than 180 days after the end of said fiscal year. Payment shall be made in one lump sum as provided in paragraph 4 hereof.
- d. Payment shall be made in accordance with Section 215.422, Florida Statutes.
- e. Bills for fees or other compensation for services or expenses shall be submitted in a format acceptable to the **FDOT** and in detail sufficient for a proper pre-audit and post-audit thereof.

3. Record Keeping

The **MAINTAINING AGENCY** shall keep records of all activities performed pursuant to this Agreement. The records shall be kept in a format approved by the **FDOT**.

Records shall be maintained and made available upon request to the **FDOT** at all times during the period of this Agreement and for three (3) years after final payment for the work pursuant to this Agreement is made. Copies of these documents and records shall be furnished to the **FDOT** upon request.

4. Invoicing

Upon receipt, the **FDOT** has five (5) working days to inspect and approve the goods and services. The **FDOT** has twenty (20) days to deliver a request for payment (voucher) to the Department of Financial Services. The twenty (20) days are measured from the latter of the date the invoice is received or the goods or services are received, inspected, and approved.

If a payment is not available within forty (40) days, a separate interest penalty at a rate as established pursuant to Section 215.422, Florida Statutes, shall be due and payable, in addition to the invoice amount, to the **MAINTAINING AGENCY**. Interest penalties of less than one (1) dollar shall not be enforced unless the **MAINTAINING AGENCY** requests payment. Invoices returned to a **MAINTAINING AGENCY** because of **MAINTAINING AGENCY** preparation errors shall result in a delay in the payment. The invoice payment requirements do not start until a properly completed invoice is provided to the **FDOT**.

A Vendor Ombudsman has been established within the Department of Financial Services. The duties of this individual include acting as an advocate for contractors/vendors who may be experiencing problems in obtaining timely payment(s) from a state agency. The Vendor Ombudsman may be contacted at (850) 410-9724 or by calling the Chief Financial Officer's Hotline, 1-800-848-3792.

The State of Florida's performance and obligation to pay under this Agreement is contingent upon an annual appropriation by the Legislature. In the event this Agreement is in excess of \$25,000 and has a term for a period of more than one (1) year, the provisions of Section 339.135(6)(a), Florida Statutes, are hereby incorporated:

The **FDOT**, during any fiscal year, shall not expend money, incur any liability, or enter into any contract which, by its terms, involves the expenditure of money in excess of the amounts budgeted as available for expenditure during such fiscal year. Any contract, verbal or written, made in violation of this subsection shall be null and void, and no money may be paid on such contract. The **FDOT** shall require a statement from the Comptroller of the **FDOT** that funds are available prior to entering into any such contract or other binding commitment of funds. Nothing herein contained shall prevent the making of contracts for periods exceeding one (1) year, but any contract so made shall be executory only for the value of the services to be rendered or agreed to be paid for in succeeding fiscal years, and this paragraph shall be incorporated verbatim in all contracts of the **FDOT** which are for an amount in excess of \$25,000 and which have a term for a period of more than one (1) year.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**STATE HIGHWAY LIGHTING, MAINTENANCE, AND COMPENSATION
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The FDOT will provide a copy of the statement referenced above to the **MAINTAINING AGENCY**.

5. Default

In the event that the **MAINTAINING AGENCY** breaches any provision of this Agreement, then in addition to any other remedies which are otherwise provided for in this Agreement, the FDOT may exercise one or more of the following options, provided that at no time shall the FDOT be entitled to receive double recovery of damages:

- a. Pursue a claim for damages suffered by the FDOT or the public.
- b. Pursue any other remedies legally available.
- c. As to any work not performed by the **MAINTAINING AGENCY**, perform such work with its own forces or through contractors and seek reimbursement for the cost thereof from the **MAINTAINING AGENCY** if the **MAINTAINING AGENCY** fails to cure the non-performance within fourteen (14) days after written notice from the FDOT of the non-performance; provided, however, that advance notice and cure shall not be preconditions in the event of an emergency.

6. Indemnification

The **MAINTAINING AGENCY**, to the extent allowed by Section 768.28, Florida Statutes, shall indemnify, defend, save, and hold harmless, the State, the FDOT, and all of their officers, agents, and employees from all suits, actions, claims, demands, and liabilities of any nature whatsoever arising out of, because of, or due to breach of this Agreement by the **MAINTAINING AGENCY**, its subcontractors, agents, or employees or due to any act or occurrence of omission or commission of the **MAINTAINING AGENCY**, its subcontractors, agents, or employees.

7. Force Majeure

Neither the **MAINTAINING AGENCY** nor the FDOT shall be liable to the other for any failure to perform under this Agreement to the extent such performance is prevented by an act of God, war, riots, natural catastrophe, or other event beyond the control of the non-performing party and which could not have been avoided or overcome by the exercise of due diligence; provided that the party claiming the excuse from performance has (a) promptly notified the other party of the occurrence and its estimate duration, (b) promptly remedied or mitigated the effect of the occurrence to the extent possible, and (c) resumed performance as soon as possible.

8. Miscellaneous

- a. The FDOT shall consider the employment by any contractor of unauthorized aliens a violation of Section 274A(e) of the Immigration and Nationality Act. If the contractor knowingly employs unauthorized aliens, such violation shall be cause for unilateral cancellation of this Agreement.
- b. The **MAINTAINING AGENCY** shall allow public access to all documents, papers, letters, or other material subject to the provisions of Chapter 119, Florida Statutes, and made or received by the **MAINTAINING AGENCY** in conjunction with this Agreement. Failure by the **MAINTAINING AGENCY** to grant such public access shall be grounds for immediate unilateral cancellation of this Agreement by the FDOT.
- c. This Agreement constitutes the complete and final expression of the parties with respect to the subject matter hereof and supersedes all prior agreements, understandings, or negotiations with respect thereto.
- d. This Agreement shall be governed by the laws of the State of Florida. Any provision hereof found to be unlawful or unenforceable shall be severable and shall not affect the validity of the remaining provisions hereof.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
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- e. Time is of the essence in the performance of all obligations under this Agreement.
- f. All notices required pursuant to the terms hereof may be sent by first class United States Mail, facsimile transmission, hand delivery, or express mail and shall be deemed to have been received by the end of five (5) business days from the proper sending thereof unless proof of prior actual receipt is provided. The **MAINTAINING AGENCY** shall have a continuing obligation to notify each District of the **FDOT** of the appropriate persons for notices to be sent pursuant to this Agreement. Unless otherwise notified in writing, notices shall be sent to the following addresses:

MAINTAINING AGENCY:

TOWN MANAGER

TOWN OF PEMBROKE PARK

3150 S.W. 52 AVENUE

PEMBROKE PARK, FL 33023

FDOT:

DISTRICT MAINTENANCE ENGINEER

3400 WEST COMMERCIAL BOULEVARD

FT. LAUDERDALE, FL 33309-3421

- g. **PUBLIC ENTITY CRIME INFORMATION STATEMENT:** A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to a public entity, may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work, may not submit bids on leases of real property to a public entity, may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity, and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, Florida Statutes, for **CATEGORY TWO** for a period of thirty six (36) months from the date of being placed on the convicted vendor list.
- h. An entity or affiliate who has been placed on the discriminatory vendor list may not submit a bid on a contract to provide any goods or services to a public entity, may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work, may not submit bids on leases of real property to a public entity, may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity, and may not transact business with any public entity.
- i. Nothing herein shall be construed as a waiver of either party's sovereign immunity.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
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9. Certification

This document is a printout of an FDOT form maintained in an electronic format and all revisions thereto by the Maintaining Agency in the form of additions, deletions or substitutions are reflected only in an Appendix "Changes To Form Document" and no change is made in the text of the document itself. Hand notations on affected portions of this document may refer to changes reflected in the above-named Appendix but are for reference purposes only and do not change the terms of the document. By signing this document, the Maintaining Agency hereby represents that no change has been made to the text of this document except through the terms of the Appendix entitled "Changes To Form Document."

You MUST signify by selecting or checking which of the following applies:

- ☒ No changes have been made to this Forms Document and no Appendix entitled "Changes To Form Document" is attached.
- ☐ No changes have been made to this Form Document, but changes are included on the attached Appendix entitled "Changes to Forms Document."

IN WITNESS WHEREOF, the parties hereto have executed this Agreement effective the day and year first written.

MAINTAINING AGENCY

BY: (Signature) *John P. Lyons*

(Typed Name: John P. Lyons)

(Typed Title: Mayor)

DATE: April 9, 2003

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

BY: (Signature) _____

DATE: _____

(Typed Name: _____)

(Typed Title: _____)

FDOT Legal Review

BY: (Signature) _____

District Counsel

DATE: _____

(Typed Name: _____)

70 dd
Please Review
Bob



Florida Department of Transportation

JEB BUSH
GOVERNOR

UTILITIES/DESIGN DEPARTMENT
3400 W. Commercial Boulevard, Ft. Lauderdale, FL 33309-3421
(954) 777-4128 / FAX (954) 777-4261 Toll free 1-866-336-8435

JOSÉ ABREU
SECRETARY

March 25, 2003

Dr. Robert Levy
Town Manager
Town of Pembroke Park
3150 S.W. 52 Avenue
Pembroke Park, FL 33023

Dear Dr. Levy:

RE: Master Street Lighting Maintenance Agreement

As you know, the process and procedure for maintaining street lights has been revised to permit the State to reimburse local governments for those street lights which are maintained on State roads. The attached agreement has been adopted and we are now in the process of obtaining executed agreements to begin the initial phase of this project. As you may recall, we have been tasked to reimburse local governments on a phased-in basis which should be fully funded in the third year. Based on the total number of lights we have identified in our inventory, you are responsible for 78 lights and the funding available for reimbursement in the first year is \$1,504.80.

Please have the Commission authorize the execution of this agreement and return two copies to our agency for execution by April 30, 2003. Following the execution of this agreement, you will be authorized to invoice us based on the terms contained in the agreement and not to exceed the amount authorized in the letter issued each year establishing the funding amount.

The funding for your agency will increase in each of the successive years following this execution and will not require the re-execution of this agreement. A letter will be issued authorizing each year's funding. If for some reason you decide not to execute this agreement, your current obligations for the existing Lighting Maintenance Agreements remain in effect. We have attached a copy of the inventory we utilized in the development of your basis for compensation.

If you have questions or wish a clarification to a question, please feel free to contact me at (954) 777-4128. We appreciate your cooperation to work together to benefit the people of Florida who are served by our mutual efforts.

Sincerely,

Anne V. Endsley
Utility Coordinator

AVE:bss

cc: Rocco DePrimo, File

Enclosures

www.dot.state.fl.us



Town of Pembroke Park
3150 SW 52nd Avenue
Pembroke Park, FL 33023

Agenda Request

Meeting Date:	08/12/2019
Subject:	Execution of First Amendment to 44th Year CDBG Agreement Preserve Tot Lot Playground
Initiated by:	☐ Town Commission ☐ Town Attorney ☒ Town Manager / Staff
Prepared by:	Name & Title: Myriam Jacques, Assistant Director of Public Services
Reviewed by:	Name & Title: Todd Larson, Director of Public Services
Approved by Town Manager:	Signature:
Approved by Town Attorney:	Signature:
Attachments:	First Amendment to Agreement between Broward County and Town of Pembroke Park for Funding and Administration of 44th Year Community Development Block Grant Programs for Pembroke Park Preserve Tot Lot extended to December 31, 2019.
Fiscal Impact:	\$61,672 from the CDBG; and \$5,000 Town funds
Summary:	This is an Agreement between Broward County CDBG and Town of Pembroke Park for funding and administration of 44th Year Community Development Block Grant Programs for the Preserve Tot Lot. The tot lot will include playground equipment, shade structure, poured-in-placed safety surfacing, fencing, and a walkway access. The Broward County CDBG staff reviewed and approved the bids and consented with the Town to award to the lowest Bidder.
Advantages:	Cost shared with CDBG funds for the construction of the project; increase access to recreational activities to families
Disadvantages:	
Possible action:	
Advantages:	Time extension is allowing the Town to research other playground alternatives for tot lots
Disadvantages:	
Staff Recommendations:	Execution of Agreement
Additional Action Needed:	Need resolution



Housing Finance and Community Redevelopment Division

110 Northeast 3rd Street, Suite 300 • Fort Lauderdale, Florida 33301 • 954-357-4900 • FAX 954-357-8221

July 9, 2019

Todd Larson, Public Services Director
Town of Pembroke Park
3150 S.W. 52nd Avenue
Pembroke Park, FL 33023

SUBJ: CDBG 44th Year- Oglesby Preserve Park Tot Lot Project

Dear Mr. Larson:

The Office of Housing Finance and Community Redevelopment Division is in concurrence with the Town of Pembroke Park recommendation of the award to the lowest responsive and responsible Bidder PlayMore West, Inc. for the construction of the subject project.

If you have additional questions or concerns, please do not hesitate to call me at 954.357.4911

Sincerely,

A handwritten signature in blue ink that reads "Glen Edwards".

Glen Edwards, Community Development Specialist
Grants/Contracts Administration

cc:

Olga Sheyner, Community Development Specialist

Broward County Board of County Commissioners
Mark D. Bogen • Lamar P. Fisher • Beam Furr • Steve Geller • Dale V.C. Holness • Nan H. Rich • Tim Ryan • Barbara Sharief • Michael Udine
www.broward.org



**FIRST AMENDMENT TO AGREEMENT BETWEEN BROWARD COUNTY AND
TOWN OF PEMBROKE PARK FOR FUNDING AND ADMINISTRATION OF 44TH
YEAR COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAMS FOR
PEMBROKE PARK PRESERVE TOT LOT**

This First Amendment ("First Amendment") to the Agreement (as defined below) is made and entered into by and between Broward County, a political subdivision of the State of Florida ("County") and Town of Pembroke Park, a municipal corporation of the State of Florida ("City") (collectively, County and City are the "Parties").

RECITALS

A. At its August 14, 2018 meeting, the Broward County Board of County Commissioners ("Board") approved fiscal year 2018-2019 Community Development Block Grant funding.

B. On March 20, 2019, the Parties entered into the Agreement for Funding and Administration of 44th Year Community Development Block Grant Programs for Pembroke Park Preserve Tot Lot ("Agreement").

C. City has requested, and County has agreed, that the term of the Agreement be extended to December 31, 2019.

D. The Parties now desire to enter into this First Amendment to extend the term of the Agreement.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree to the following:

1. The above recitals are true and correct and are incorporated herein by reference. All capitalized terms not expressly defined within this First Amendment shall retain the meaning ascribed to such terms in the Agreement.

2. Amendments made to the Agreement by this First Amendment are indicated by use of strikethroughs to indicate deletions and underlining to indicate additions, unless otherwise indicated.

3. This First Amendment shall be effective as of the date it is fully executed by the Parties.

4. Article 10 of the Agreement shall be amended as follows:

The term of this Agreement shall commence retroactively on October 1, 2018 ("Effective Date"), and shall end on ~~September 30, 2019~~ December 31, 2019, unless terminated earlier or extended pursuant to the terms of this Agreement. City may submit a written request for an extension to the term of this Agreement to the Contract Administrator no

less than ninety (90) days prior to the expiration date of this Agreement. If the Contract Administrator approves an extension to the term of this Agreement, the Parties shall enter into an amendment as provided in Section 12.17.

5. Exhibit C to the Agreement, Project Timeline, is hereby deleted and replaced in its entirety with Exhibit C attached hereto and incorporated herein.

6. This First Amendment may be executed in multiple originals, and may be executed in counterparts, each of which shall be deemed to be an original, but all of which, taken together, shall constitute one and the same amendment.

7. Preparation of this First Amendment has been a joint effort of the Parties and the resulting document shall not, solely as a matter of judicial construction, be construed more severely against one of the Parties than the other.

8. Except as modified in this First Amendment, all terms and conditions of the Agreement shall remain in full force and effect. If any conflict or ambiguity exists between this First Amendment and the Agreement, the Parties agree that this First Amendment shall control.

9. This First Amendment incorporates and includes all prior negotiations, correspondence, conversations, agreements, and understandings applicable to the matters contained herein, and the Parties agree that there are no commitments, agreements, or understandings concerning the subject matter of this First Amendment that are not contained in the Agreement and this First Amendment.

10. City represents and warrants that this First Amendment constitutes the legal, valid, binding, and enforceable obligation of City, and that neither the execution nor performance of this First Amendment constitutes a breach of any agreement that City has with any third party or violates any law, rule, regulation, or duty arising in law or equity applicable to City. City further represents and warrants that execution of this First Amendment is within City's legal powers, and each individual executing this First Amendment on behalf of City is duly authorized by all necessary and appropriate action to do so on behalf of City and does so with full legal authority.

[Signatures on Following Pages]

IN WITNESS WHEREOF, the Parties hereto have made and executed this First Amendment: BROWARD COUNTY, signing by and through its County Administrator, authorized to execute same by Board action on the 14th day of August, 2018 (Agenda Item No. 43), and Town of Pembroke Park, signing by and through its Mayor or Vice Mayor, duly authorized to execute same.

COUNTY

WITNESSES:

BROWARD COUNTY, by and through
its County Administrator

Signature

By: _____
Bertha Henry

Print Name

____ day of _____, 20__

Signature

Approved as to form by
Andrew J. Meyers
Broward County Attorney
Governmental Center, Suite 423
115 South Andrews Avenue
Fort Lauderdale, Florida 33301
Telephone: (954) 357-7600
Telecopier: (954) 357-7641

Print Name

By: _____
Alicia C. Lobeiras (Date)
Assistant County Attorney

By: _____
Annika E. Ashton (Date)
Deputy County Attorney

ACL/mdw
First Amendment – 44th Year CDBG Agreement (Pembroke Park – Capital).docx
07/17/19
#451416

**FIRST AMENDMENT TO AGREEMENT BETWEEN BROWARD COUNTY AND
TOWN OF PEMBROKE PARK FOR FUNDING AND ADMINISTRATION OF 44TH
YEAR COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAMS FOR
PEMBROKE PARK PRESERVE TOT LOT**

CITY

ATTEST:

TOWN OF PEMBROKE PARK

By: _____
Town Clerk (SEAL)

By: _____
Mayor

____ day of _____, 20__

By: _____
Town Manager

____ day of _____, 20__

I HEREBY CERTIFY that I have approved this
Agreement as to form and legal sufficiency
subject to execution by the parties:

By: _____
Town Attorney

EXHIBIT C

PROJECT TIMELINE

The table below lists the main work tasks required to complete Project objectives before the term of the Agreement expires.

Work Task	Start-Up Date	Date of Completion
Preparation of Design Plans and Specifications	April 1, 2019	May 31, 2019
Advertise, Bidding, and Pre-Bid Meeting	June 1, 2019	June 30, 2019
Bid Opening, Selection, and Award	July 1, 2019	July 31, 2019
Construction Contract Execution, Pre-construction Meeting, and Construction	August 1, 2019	October 31, 2019
Punch list Items	November 1, 2019	November 30, 2019
Completion of Construction	December 1, 2019	December 31, 2019

RESOLUTION NO. 19-08-XX

A RESOLUTION OF THE TOWN COMMISSION OF THE TOWN OF PEMBROKE PARK, FLORIDA, DECLARING CERTAIN ITEMS OF PERSONAL PROPERTY SURPLUS OR OBSOLETE; DIRECTING DONATION OF SURPLUS OR OBSOLETE PERSONAL PROPERTY; SUPERSEDING CONFLICTING RESOLUTIONS AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Town staff has prepared an inventory of certain electronic equipment owned by the Town which is either surplus or obsolete personal property; and

WHEREAS, Sec. 2-133, Pembroke Park Code of Ordinances, provides for the disposal or donation of surplus or obsolete property; and

WHEREAS, the Town Commission desires to designate certain property as surplus or obsolete and provide for the donation of the surplus property.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COMMISSION OF THE TOWN OF PEMBROKE PARK, FLORIDA:

Section 1: That the Town Commission hereby declares that the personal property listed in the attached Exhibit "A" is either surplus or obsolete and is of no further value to the Town.

Section 2: That pursuant to Sec. 2-133(b), Pembroke Park Code of Ordinances, the Town Commission hereby directs the donation of the surplus or obsolete personal property to ARC Broward, Inc., a Florida not-for-profit corporation, and directs Town staff to deliver said personal property to ARC Broward, Inc..

Section 3: That all Resolutions or parts of Resolutions in conflict herewith be and the same are hereby superseded to the extent of such conflict.

Section 4: That this Resolution shall be in force and take effect immediately upon its

passage and adoption.

PASSED AND ADOPTED this ____ day of August, 2019.

ATTEST:

ASHIRA A. MOHAMMED
Mayor-Commissioner

NATASHA JOSEPH
Deputy Town Clerk

Sec. 2-133. - Surplus property.

- (a) *Disposal of surplus property.* The Town may sell, trade or otherwise dispose of surplus and obsolete personal property belonging to the Town either by sale, barter or exchange, by competitive sealed bid, public auction, cannibalization, trade in or any other means of disposal as may be appropriate and in the best interests of the Town. Disposal of surplus or obsolete personal property requires prior approval by the Town Commission. No employee may purchase any such property without Town Commission approval.
- (b) *Donation of surplus property.* Surplus property may be donated by Town Commission approval, in any manner as the Town Commission deems fit.

(Ord. No. 18-01-01, § 2, 1-10-18)

Exhibit "A"

#	ASSET NO. DESCRIPTION	BUS % LIFE	DEPR. METHOD	TAG #	PROJECT/SERIAL #	DATE PLC IN SERVICE	DEPR. BASIS	ACCUM DEPR	CURRENT DEPR
1	HP DIGITAL COPIER	5 SL		1194	SG29G020DP	9/30/2015	451.41	451.41	0
2	27.01 DELL COMPUTER BL	5 SL		1562	DELL BV9FP2	10/1/2002	1062.00	0.00	0
3	39.01 LAPTOP COMPUTER	5 SL		1577	LATITUDE D510 5QL	10/1/2004	1566.00	1566.00	0
4	49.01 DELL M1710 XPS LAPTOP	5 SL		1793	CF54TB1	10/1/2005	1966.89	1966.89	0
5	58.01 DELL PRECISION LAPTOP	5 SL		1852		9/30/2015	1597.52	1597.52	0
6	309.01 LAPTOP COMPUTER	5 SL		1827	SONY V EE670G D	10/1/2005	1786.87	1786.87	0
7	495.00 DL INSPIRON 9100 LPTOP	5 SL-3		2002	8HKNW41	12/31/2014	0.00	0.00	0
8	496.00 DL INSPIRON 9100 LPTOP	5 SL-3		2005	HTP3N51	12/31/2014	0.00	0.00	0
9	497.00 DL INSPIRON 500n LPTOP	5 SL-3		2003	B314G1	12/31/2014	0.00	0.00	0
10	498.00 DL INSPIRON 8100 LPTOP	5 SL-3		2004	3TTX311	12/31/2014	0.00	0.00	0
11	499.00 DELL LAPTOP	5 SL-3		2006	32L0251	12/31/2014	0.00	0.00	0
12	500.00 SONY PCG 7A2L LAPTOP	5 SL-3		2007	28198233.34	12/31/2014	0.00	0.00	0
13	620.00 DELL LAPTOP	5 SL		1999	CN0N87194864361G	9/30/2016	0.00	0.00	0
14	HP LASERJET 2600n	5 SL		1850	HP LASERJET COLORS	7/31/2015	495.00	495.00	0
15	HP OFFICE JET5510	5 SL			MY47AG228B	9/30/2015	0.00	0.00	0
16	HP JET 7310 OFFICE	5 SL		1794	Q3461A	9/30/2015	0.00	0.00	0
17	HP PSC1610 PRINTER	5 SL			MY4CMU31H3	9/30/2015	0.00	0.00	0
18	HP 2600n PRINTER	5 SL		1790	CNBRH31702	9/30/2015	0.00	0.00	0
19	HP JET5510 ALL IN ONE	5 SL			MY47AG228B	9/30/2015	0.00	0.00	0
20	HP OFFICEJET 6310 ALL IN ONE	5 SL-3			Q8071A	10/1/2014	0.00	0.00	0
21	HP COLOR LASERJET 2600n	5 SL		1790	cnbrd73490	9/30/2016	0.00	0.00	0
22	HP DIGITAL COPIER	5 SL			MY38BF12DB	9/30/2016	0.00	0.00	0
23	HP DIGITAL COPIER	5 SL		1801	MY390F11Y4	9/30/2016	0.00	0.00	0
24	HP COLOR LASERJET PRINTER	5 SL		1899	CNGS806831	1/29/2010	430.00	430.00	0
25	HP COLOR LASERJET PRINTER	5 SL		1900	#901-CP1518NT	10/29/2010	299.00	299.00	0
26	DESKTOP COMPUTER	5 SL		1780	GX620	10/1/2005	1966.89	1966.14	0
27	DELL 2408 BLACK MONITOR	5 SL		1860		9/30/2015	1947.14	1947.14	0
28	DELL DESKTOP PRECISION 360	5 SL		1787	JLSBV91 42676237	12/31/2014	2154.44	2154.44	0
29	158.00 3 DELL OPTIPLEX GX280	5 SL		1571		10/1/2003	3006.99	3006.99	0
30	162.01 OPTIPLEX GX270T 2.26 GHZ	5 SL		1795		9/30/2015	858.00	858.00	0
31	167.01 DELL OPTIPLEX GX 520 MINI	5 SL		1779		12/31/2014	1280.02	1280.02	0
32	180 DELL OPTIPLEX 760 MINI TWR	5 SL		1879	CPU 18 SERVICE #3	9/30/2015	1164.39	1164.39	0
33	188 DELL SMALL MINITWR BASE	5 SL		1076	OPTIPLEXGX270T 2	12/31/2014	858.00	858.00	0
34	192 LAPTOP COMPUTER	5 SL		1580	DL INSPIRON 6000	10/1/2004	1380.15	1380.15	0
35	221.01 DELL COMPUTER	5 SL		2019	DL XPS SERIES P4	12/31/2014	3467.48	3467.48	0
36	236.01 DELL OPTIPLEX GX 520 P4	5 SL		1578	88TFJ81	10/1/2004	1033.00	1033.00	0
37	245 DL MINI-TWR OPTIPLEX 755	5 SL		1859	MODEL DCSM	9/26/2008	1938.00	1938.00	0
38	511.00 DELL INSPIRON 530	5 SL		2010	JNS4NF1	9/30/2015	0.00	0.00	0

[Florida Department of State](#)

DIVISION OF CORPORATIONS

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Florida Not For Profit Corporation
ARC BROWARD, INC.

Filing Information

Document Number 708576
FEI/EIN Number 59-0809623
Date Filed 03/02/1965
State FL
Status ACTIVE
Last Event NAME CHANGE AMENDMENT
Event Date Filed 05/19/2017
Event Effective Date NONE

Principal Address

10250 NW 53RD STREET
SUNRISE, FL 33351

Changed: 09/24/2007

Mailing Address

10250 NW 53RD STREET
SUNRISE, FL 33351

Changed: 03/19/2009

Registered Agent Name & Address

HAAS, DENNIS AESQ.
10250 NW 53RD ST.
SUNRISE, FL 33351

Name Changed: 10/29/2008

Address Changed: 03/19/2009

Officer/Director Detail**Name & Address**

Title President, CEO, Director

HAAS, DENNIS, Esq.
10250 NW 53RD STREET
SUNRISE, FL 33351

RESOLUTION NO. 19-08-XX

A RESOLUTION OF THE TOWN COMMISSION OF THE TOWN OF PEMBROKE PARK, FLORIDA, AUTHORIZING THE TOWN TO MAKE AND ENTER INTO THE INTERLOCAL AGREEMENT BETWEEN BROWARD COUNTY AND TOWN OF PEMBROKE PARK FOR OPTIONAL COUNTY SERVICES FOR KEEP BROWARD BEAUTIFUL, HOUSEHOLD HAZARDOUS WASTE AND ELECTRONICS, AND BULK TRASH AND YARD WASTE DROP-OFF PROGRAMS; AUTHORIZING THE MAYOR AND APPROPRIATE TOWN OFFICIALS TO EXECUTE AND DELIVER SAID INTERLOCAL AGREEMENT FOR AND ON BEHALF OF THE TOWN; SUPERSEDING CONFLICTING RESOLUTIONS AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Broward County's Keep Broward Beautiful Program provides assistance to municipalities with various litter prevention, educational, and cleanup efforts; and

WHEREAS, Broward County's Household Hazardous Waste and Electronics Program provides disposal services and electronics processing at permanent collection sites and at Remote Collection Events for residents of the various municipalities in Broward County; and

WHEREAS, Broward County's Bulk Trash and Yard Waste Drop-Off Program provides service to residential customers at permanent drop-off locations; and

WHEREAS, Town has participated in the aforesaid three programs with Broward County and is pleased with the results of each of the programs; and

WHEREAS, Broward County is offering the Town the option to participate in any or all three of the programs under the terms and conditions set forth in a proposed Interlocal Agreement; and

WHEREAS, the Town Commission has determined it is in the Town's best interest to participate in all three programs and enter into the Interlocal Agreement with Broward County for Optional County Waste Services for Keep Broward Beautiful, Household Hazardous Waste

and Electronics, and Bulk Trash and Yard Waste Drop-Off Programs.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COMMISSION OF THE
TOWN OF PEMBROKE PARK, FLORIDA:

Section 1: That the above recitals are true and correct and are incorporated in this
Resolution by reference herein.

Section 2: That the Town is authorized to make and enter into the Interlocal
Agreement between Broward County and Town of Pembroke Park for Optional County Waste
Services for Keep Broward Beautiful, Household Hazardous Waste and Electronics, and Bulk
Trash and Yard Waste Drop-Off Programs, a copy of said Agreement being on file with the
Town Clerk, and by reference made a part hereof.

Section 3: That the Mayor and appropriate Town officials are authorized and directed
to execute and deliver said Interlocal Agreement for and on behalf of the Town.

Section 4: That all Resolutions or parts of Resolutions in conflict herewith be and the
same are hereby superseded to the extent of such conflict.

Section 5: That this Resolution shall be in force and take effect immediately upon its
passage and adoption.

PASSED AND ADOPTED this ____ day of August, 2019.

ATTEST:

ASHIRA A. MOHAMMED
Mayor-Commissioner

NATASHA JOSEPH
Deputy Town Clerk



BERTHA W. HENRY, County Administrator

115 S. Andrews Avenue, Room 409 • Fort Lauderdale, Florida 33301 • 954-357-7362 • FAX 954-357-7360

June 12, 2019

To: Broward County Municipal Managers

Re: Interlocal Agreement for Optional County Services

Dear Municipal Managers:

On June 11, 2019, the Broward County Board of County Commissioners approved the attached shell Interlocal Agreement (ILA), which enables municipalities to participate in any or all of the following three County programs:

- Keep Broward Beautiful
- Household Hazardous Waste and Electronics
- Bulk Trash and Yard Waste Drop-Off

In order to allow for budgetary planning, government entities should execute and return the ILA by August 15, 2019. The ILA will become effective October 1, 2019 and terminate on September 30, 2020. The ILA may be extended for up to four additional one-year terms.

If your municipality would like to participate in these optional services, please print three hard copies of the attached ILA and indicate on Page 3 which optional programs the municipality is electing to participate in as well as execute Page 13 for each. Please send all original hard copies to:

Solid Waste and Recycling Services

Attn: Jeff Turpin, Director

1 N University Drive, Suite 400

Plantation, FL 33324

Please include additional original copies if your municipality requires more than one executed original.

If you have any questions, please contact Jeff Turpin at 954-474-1849.

Sincerely,

A blue ink signature of Bertha Henry, the County Administrator, is written over the word "Sincerely,".

Bertha Henry
County Administrator

Attachment

- c: Thomas Hutka, Director, Public Works Department
Jeff Turpin, Director, solid Waste and Recycling Services

Broward County Board of County Commissioners
Mark D. Bogen • Lamar P. Fisher • Beam Furr • Steve Geller • Dale V.C. Holness • Nan H. Rich • Tim Ryan • Barbara Sharief • Michael Udine
www.broward.org

INTERLOCAL AGREEMENT

Between

BROWARD COUNTY

and

for

OPTIONAL COUNTY SERVICES FOR KEEP BROWARD BEAUTIFUL,
HOUSEHOLD HAZARDOUS WASTE AND ELECTRONICS, AND BULK TRASH AND YARD WASTE
DROP-OFF PROGRAMS

This is an Interlocal Agreement ("Agreement") made and entered into by and between:
Broward County, a political subdivision of the State of Florida ("County"),

and

_____, established under the laws of the State of Florida ("Municipality"),
(collectively, the "Parties").

Recitals

A. County's Keep Broward Beautiful Program provides assistance with various litter prevention, educational, and clean-up efforts.

B. County's Household Hazardous Waste and Electronics Program provides disposal services and electronics processing at permanent collection sites and at Remote Collection Events.

C. County's Bulk Trash and Yard Waste Drop-Off Program provides service to residential customers at permanent drop-off locations.

D. County is offering Municipality the option to participate in any or all of these programs under the terms and conditions set forth in this Agreement.

E. This Agreement is entered into pursuant to Section 163.01, Florida Statutes, as may be amended from time to time, and prior to its effectiveness shall be filed as required by Section 163.01(11), Florida Statutes.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

ARTICLE 1
DEFINITIONS AND IDENTIFICATIONS

For purposes of this Agreement, reference to one gender shall include the other, use of the plural shall include the singular, and use of the singular shall include the plural. The following definitions apply unless the context in which the word or phrase is used requires a different definition:

- 1.1 **Adopt-a-Street**: A collaboration between County, participating municipalities, and volunteer groups, in which residents volunteer to remove litter from an adopted street in their municipality.
- 1.2 **Agreement**: Articles 1 through 9 and the exhibits and documents expressly incorporated herein by reference.
- 1.3 **Board**: The Board of County Commissioners of Broward County, Florida.
- 1.4 **Bulk Trash**: Large items such as sofas, chairs, mattresses, appliances, and carpeting, including "White Goods" as defined under Section 403.703, Florida Statutes, as well as woody waste such as fencing and lumber.
- 1.5 **County Administrator**: The administrative head of County appointed by the Board.
- 1.6 **County Attorney**: The chief legal counsel for County appointed by the Board.
- 1.7 **County Contract Administrator**: The Director of Broward County Solid Waste and Recycling Services.
- 1.8 **Electronic Waste or "E-Waste"**: End-of-life electronic devices such as computers, computer monitors, televisions, printers, fax machines, and copiers.
- 1.9 **Household Hazardous Waste**: Waste defined as hazardous in Chapter 62-730 of the Florida Administrative Code, provided it is designated as acceptable materials as part of County's Household Hazardous Waste and Electronics Program.
- 1.10 **Keep Broward Beautiful Program**: A set of programs that focuses on the organization, education, and coordination of volunteers for the removal of litter, including Adopt-a-Street, waterway cleanups, and municipal events.
- 1.11 **Municipal Contract Administrator**: _____
- 1.12 **Recycled Paint Program**: A program in which multiple colors of latex paint that have been collected are blended, recycled into new colors, and provided to a participating municipality to dispense to their residents free of charge.
- 1.13 **Remote Collection Events**: Periodic events hosted by participating municipalities within

Broward County in cooperation with County staff for the purpose of providing residents with opportunities to properly dispose of their Household Hazardous Waste and unwanted electronics, including Electronic Waste.

1.14 **Yard Waste**: Vegetative matter defined as "Yard Trash" under Section 403. 703, Florida Statutes.

ARTICLE 2

TERM AND TIME OF PERFORMANCE

2.1 This Agreement is effective, and the term of this Agreement shall begin, on the date it is fully executed by the Parties ("Effective Date"). The term of this Agreement shall terminate at 11:59 p.m. on September 30, 2020; provided, however, that said term is subject to early termination as provided in Article 7, and, if the term of this Agreement extends beyond a single fiscal year of County, the continuation of this Agreement beyond the end of any fiscal year shall be subject to both the appropriation and the availability of funds in accordance with Chapter 129, Florida Statutes. The term shall be extended automatically for four (4) additional one-year terms, provided that if either party desires not to extend, it shall provide the other party with written notice of same at least one hundred eighty (180) days prior to the end of the then current term.

2.2 The primary responsibilities of the County Contract Administrator under this Agreement are to coordinate and communicate with Municipality, through the Municipal Contract Administrator, and to manage and supervise execution and completion of the terms and conditions of this Agreement as set forth herein.

2.3 The primary responsibilities of the Municipal Contract Administrator are to coordinate and communicate with County, through the County Contract Administrator, and to manage and supervise execution and completion of the terms and conditions of this Agreement as set forth herein.

2.4 In the administration of this Agreement, as contrasted with matters of policy, the Parties may rely on the instructions or determinations made by the County Contract Administrator.

ARTICLE 3

SCOPE OF SERVICES

3.1 Municipality shall elect to participate in the following optional services by marking the box(es) and initialing below as appropriate:

- ☐ KEEP BROWARD BEAUTIFUL PROGRAM, as described in Exhibit "A" attached hereto and made a part hereof.
- ☐ HOUSEHOLD HAZARDOUS WASTE AND ELECTRONICS PROGRAM, as described in Exhibit "B" attached hereto and made a part hereof.
- ☐ BULK TRASH AND YARD WASTE DROP-OFF PROGRAM, as described in Exhibit "C" attached hereto and made a part hereof.

3.2 Prior to March 1 of any year, either the Municipal Contract Administrator or the County Contract Administrator may, with or without cause, add or delete the optional services referenced in Section 3.1 above for the following fiscal year.

3.3 The Parties shall perform all work identified in this Agreement and, as applicable, the optional services described in Exhibits "A," "B," and "C" ("Scope of Services"). The Parties agree that the Scope of Services is a description of the Parties' obligations and responsibilities and is deemed to include preliminary considerations and prerequisites, and all labor, materials, equipment, and tasks which are such an inseparable part of the work described that exclusion would render performance by both Municipality and County impractical, illogical, or unconscionable.

3.4 Except as provided in Section 3.2 above, neither the County Contract Administrator nor the Municipal Contract Administrator has authority to make changes that would increase, decrease, or otherwise modify the Scope of Services to be provided under this Agreement.

ARTICLE 4 PAYMENT

4.1 County shall invoice Municipality quarterly and payment shall be due within thirty (30) days of the invoice date. During the fiscal year beginning October 1, 2019, the quarterly payment shall be as shown on Exhibit "D" (ANNUAL COSTS OF COUNTY PROGRAMS, BY MUNICIPALITY) attached hereto and made a part hereof and shall be prorated based on the Effective Date of this Agreement as provided for in Section 2.1. Thereafter, the County has the right to increase the quarterly payment by an amount not to exceed three percent (3%) annually during the term of this Agreement. The annual escalation amount shall be determined by the County Contract Administrator based on County's increase in costs, if any, of operations to provide services to Municipality.

4.2 All payments to County shall be made at:

Broward County Board of County Commissioners
Solid Waste and Recycling Services
One North University Drive, Suite 400
Plantation, Florida 33324

ARTICLE 5 INDEMNIFICATION

5.1 Municipality and County are entities subject to Section 768.28, Florida Statutes, as may be amended from time to time, and agree to be fully responsible for the acts and omissions of their own agents or employees, who are acting within the scope of their employment and to the extent permitted by law. Nothing herein is intended to serve as a waiver of sovereign immunity

by any party nor will anything included herein be construed as consent to be sued by third parties in any matter arising out of this Agreement or any other contract.

5.2 Municipality shall at all times hereafter indemnify, hold harmless and, at the County Attorney's option, defend or pay for an attorney selected by the County Attorney to defend the County, its officers, agents, servants, and employees (collectively or individually, "Indemnified Party") from and against any and all causes of action, demands, claims, losses, liabilities and expenditures of any kind, including attorney fees, court costs, and expenses, caused or alleged to be caused by any intentional or negligent act of, or omission of, Municipality, its employees, agents, servants, or officers, including, without limitation, any and all claims, losses, liabilities, expenditures, demands or causes of action of any nature whatsoever resulting from injuries or damages sustained by any person or property. In the event any lawsuit or other proceeding is brought against any Indemnified Party by reason of any such claim, cause of action or demand, Municipality shall, upon written notice from County, resist and defend such lawsuit or proceeding by counsel satisfactory to County or, at County's option, pay for an attorney selected by the County Attorney to defend the Indemnified Party(ies). The provisions and obligations of this section shall survive the expiration or earlier termination of this Agreement. To the extent the County Administrator and the County Attorney, in their reasonable discretion, determine it is required, any sums due Municipality under this Agreement may be retained by County until all of County's claims for indemnification pursuant to this Agreement have been settled or otherwise resolved; and any amount withheld shall not be subject to payment of interest by County.

5.3 If Municipality contracts with a third party to provide any of the services set forth herein, any contract with such third party must include the following provision:

5.3.1 Indemnification: Municipality's contractor will indemnify and hold harmless County, its officers, agents, and employees, from liabilities, damages, losses, and costs, including, but not limited to reasonable attorneys' fees, to the extent caused by the negligence, recklessness, or intentionally wrongful conduct of Municipality's contractor and other persons employed or utilized by Municipality's contractor in the performance of this Agreement. These indemnifications will survive the term of this Agreement. If any action or proceeding is brought against County by reason of any such claim or demand, Municipality's contractor must, upon written notice from County, resist and defend such action or proceeding by counsel satisfactory to County.

5.4 The provisions of this Article will survive the termination of this Agreement.

ARTICLE 6 INSURANCE

6.1 Municipality is a governmental entity and is fully responsible for the acts and omissions of its agents or employees, subject to any applicable limitations of Section 768.28, Florida Statutes.

6.2 Upon request by County, Municipality must provide County with written verification of

liability protection that meets or exceeds any requirements of Florida law. If Municipality holds any excess liability coverage, Municipality must ensure that Broward County is named as an additional insured and certificate holder under such excess liability policy and provide evidence of same to County.

6.3 If Municipality maintains broader coverage or higher limits than the minimum coverage required under Florida law, County shall be entitled to such broader coverage and higher limits on a primary and non-contributory basis. County's insurance requirements shall apply to Municipality's self-insurance.

6.4 In the event Municipality contracts with a third-party to provide any of the services set forth herein, Municipality shall require that each third-party procure and maintain insurance coverage that adequately covers each third-party's exposure based on the services provided by that third-party. Municipality must ensure that all such third-party contractors name "Broward County" as an additional insured and certificate holder under applicable insurance policies. Municipality shall not permit any third-party to provide services until the insurance requirements of the contractor under this section are met. If requested by County, Municipality shall furnish evidence of insurance of all such third-parties.

6.5 County reserves the right, but not the responsibility, to periodically review any and all insurance policies and to reasonably adjust the limits and/or types of coverage required herein, from time to time throughout the term of this Agreement.

ARTICLE 7 TERMINATION

7.1 This Agreement may be terminated for cause at any time by the aggrieved party if the party in breach has not corrected the breach within ten (10) days after receipt of written notice from the aggrieved party identifying the breach. This Agreement may also be terminated for convenience by the Board. Termination for convenience by the Board shall be effective on the termination date stated in the written notice provided by County, which termination date shall not be less than thirty (30) days after the date of such written notice. This Agreement may also be terminated by the County Administrator upon such notice as the County Administrator deems appropriate under the circumstances in the event the County Administrator determines that termination is necessary to protect the public health, safety, or welfare. If County erroneously, improperly, or unjustifiably terminates for cause, such termination shall be deemed a termination for convenience, which shall be effective thirty (30) days after such notice of termination for cause is provided.

7.2 This Agreement may be terminated for cause for reasons including, but not limited to, Municipality's repeated (whether negligent or intentional) submission for payment of false or incorrect bills or invoices, failure to timely pay for services, failure to suitably perform the work, or failure to continuously perform the work in a manner calculated to meet or accomplish the objectives as set forth in this Agreement.

7.3 Notice of termination shall be provided in accordance with the "NOTICES" section of this Agreement, except that notice of termination by the County Administrator which the County Administrator deems necessary to protect the public health, safety, or welfare may be verbal notice that shall be promptly confirmed in writing in accordance with the "NOTICES" section of this Agreement.

ARTICLE 8
EQUAL EMPLOYMENT OPPORTUNITY COMPLIANCE

8.1 No party to this Agreement may discriminate on the basis of race, color, sex, religion, national origin, disability, age, marital status, political affiliation, sexual orientation, pregnancy, or gender identity and expression in the performance of this Agreement, the solicitation for or purchase of goods or services relating to this Agreement, or in subcontracting work in the performance of this Agreement, and the Parties shall not otherwise unlawfully discriminate in violation of the Broward County Code, Chapter 16½, as may be amended from time to time. Failure by Municipality to carry out any of these requirements shall constitute a material breach of this Agreement, which shall permit County to terminate this Agreement or to exercise any other remedy provided under this Agreement, the Broward County Code of Ordinances, the Broward County Administrative Code, or under applicable law, with all of such remedies being cumulative.

8.2 Municipality shall include the foregoing or similar language in its contracts with any subcontractors, except that any project assisted by the U.S. Department of Transportation funds shall comply with the nondiscrimination requirements in 49 C.F.R. Parts 23 and 26. Failure to comply with the foregoing requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as the non-breaching party deems appropriate.

8.3 The Parties shall not unlawfully discriminate against any person in their respective operations and activities or in their use or expenditure of funds in fulfilling their respective obligations under this Agreement and shall not otherwise unlawfully discriminate in violation of Chapter 16½, Broward County Code of Ordinances. The Parties shall affirmatively comply with all applicable provisions of the Americans with Disabilities Act ("ADA") in the course of fulfilling their obligations under this Agreement, including Titles I and II of the ADA (regarding nondiscrimination on the basis of disability), and all applicable regulations, guidelines, and standards. In addition, the Parties shall take affirmative steps to prevent discrimination in employment against disabled persons.

8.4 By execution of this Agreement, Municipality represents that it has not been placed on the discriminatory vendor list (as provided in Section 287.134, Florida Statutes, as may be amended from time to time). County hereby materially relies on such representation in entering into this Agreement. An untrue representation of the foregoing shall entitle County to terminate this Agreement.

ARTICLE 9
MISCELLANEOUS

9.1 **RIGHTS IN DOCUMENTS AND WORK.** Any and all reports, photographs, surveys, and other data and documents provided or created in connection with this Agreement are and shall remain the property of the party that created the same and will be available to the other party for inspection or use at no cost; provided that nothing herein shall prevent or restrict the owner of the documents from lawfully destroying or lawfully disposing of any such documents.

9.2 **AUDIT RIGHT AND RETENTION OF RECORDS.** Each party shall have the right to audit the books, records, and accounts of the other party that are related to this Agreement. Municipality and County shall keep such books, records, and accounts as may be necessary in order to record complete and correct entries related to this Agreement. Municipality and County shall preserve and, upon request, make available at reasonable times for examination and audit by the other party all financial records, supporting documents, statistical records, and any other documents pertinent to this Agreement for the required retention period of the Florida Public Records Act, Chapter 119, Florida Statutes, as may be amended from time to time, if applicable, or, if the Florida Public Records Act is not applicable, for a minimum period of three (3) years after the document or record came into existence. If any audit has been initiated and audit findings have not been resolved at the end of the retention period or three (3) years, whichever is longer, the books, records, and accounts shall be retained until resolution of the audit findings. Municipality shall ensure that the requirements of this Section are included in all agreements with its subcontractor(s).

9.3 **INDEPENDENT CONTRACTOR.** Municipality and County are independent contractors under this Agreement. Services provided by each party pursuant to this Agreement shall be subject to the supervision of that party. In providing such Services, each party and its respective officers, employees, or agents are not authorized to and shall not act as officers, employees, or agents of the other party. No partnership, joint venture, or other joint relationship is created hereby. Neither party extends to the other party or its respective agents any authority of any kind to bind it in any respect whatsoever.

9.4 **THIRD PARTY BENEFICIARIES.** Neither Municipality nor County intends to directly or substantially benefit a third party by this Agreement. Therefore, the Parties agree that there are no third party beneficiaries to this Agreement and that no third party shall be entitled to assert a right or claim against either of them based upon this Agreement.

9.5 **NOTICES.** Whenever either party desires to give notice to the other, such notice must be in writing, sent by certified United States Mail, postage prepaid, return receipt requested, or sent by commercial express carrier with acknowledgement of delivery, or by hand delivery with a request for a written receipt of acknowledgment of delivery, addressed to the party for whom it is intended at the place last specified. The place for giving notice shall remain the same as set forth herein until changed in writing in the manner provided in this Section. For the present, the Parties designate the following:

FOR COUNTY:

County Administrator
Governmental Center
Suite 409
115 South Andrews Avenue
Fort Lauderdale, Florida 33301

With a copy to:
Director, Solid Waste and Recycling Services
One North University Drive
Suite 400
Plantation, Florida 33324

FOR MUNICIPALITY:

With a copy to:

9.6 **ASSIGNMENT AND PERFORMANCE.** Neither this Agreement nor any right or interest herein shall be assigned, transferred, or encumbered without the written consent of Contract Administrator of the other party. Notwithstanding the Termination provisions of this Agreement under Article 7, County may terminate this Agreement, effective immediately, if there is any assignment, or attempted assignment, transfer, or encumbrance by Municipality of this Agreement or any right or interest herein without the County Contract Administrator's written consent.

9.7 **CONFLICTS.** Neither party nor its employees shall have or hold any continuing or frequently recurring employment or contractual relationship that is substantially antagonistic or incompatible with that party's loyal and conscientious exercise of judgment and care related to its performance under this Agreement.

Neither party nor its officers or employees shall, during the term of this Agreement, serve as an expert witness against the other party in any legal or administrative proceeding in which he, she, or the party is not a party, unless compelled by court process. Further, such persons

shall not give sworn testimony or issue a report or writing, as an expression of his or her expert opinion, which is adverse or prejudicial to the interests of the other party in connection with any such pending or threatened legal or administrative proceeding unless compelled by court process. The limitations of this section shall not preclude either party from representing themselves, including giving expert testimony in support thereof, in any action or in any administrative or legal proceeding.

In the event Municipality is permitted pursuant to this Agreement to use subcontractors to perform any services required by this Agreement, Municipality agrees to require such subcontractors, by written contract, to comply with the provisions of this Section to the same extent as Municipality.

9.8 MATERIALITY AND WAIVER OF BREACH. Each requirement, duty, and obligation set forth herein was bargained for at arm's-length and is agreed to by the Parties. Each requirement, duty, and obligation set forth herein is substantial and important to the formation of this Agreement and that each is, therefore, a material term of this Agreement. Municipality or County's failure to enforce any provision of this Agreement will not be deemed a waiver of such provision or modification of this Agreement. A waiver of any breach of a provision of this Agreement will not be deemed a waiver of any subsequent breach and will not be construed to be a modification of the terms of this Agreement. To be effective, any waiver must be in writing signed by an authorized signatory of that party.

9.9 COMPLIANCE WITH LAWS. Municipality and County will comply with all applicable federal, state, and local laws, codes, ordinances, rules, and regulations in performing their duties, responsibilities, and obligations under this Agreement.

9.10 SEVERANCE. If any part of this Agreement is found to be unenforceable by a court of competent jurisdiction, that part shall be deemed severed from this Agreement and the balance of this Agreement will remain in full force and effect.

9.11 JOINT PREPARATION. This Agreement has been jointly prepared by the Parties, and must not be construed more strictly against either party.

9.12 PRIORITY OF PROVISIONS. If there is a conflict or inconsistency between any term, statement, requirement, or provision of any exhibit attached hereto, any document or events referred to herein, or any document incorporated into this Agreement by reference and a term, statement, requirement, or provision of Articles 1 through 9 of this Agreement, the term, statement, requirement, or provision contained in Articles 1 through 9 shall prevail and be given effect.

9.13 LAW, JURISDICTION, VENUE, WAIVER OF JURY TRIAL. This Agreement shall be interpreted and construed in accordance with and governed by the laws of the State of Florida. Jurisdiction of any controversies or legal problems arising out of this Agreement, and any action involving the enforcement or interpretation of any rights hereunder, shall be exclusively in the state courts of the Seventeenth Judicial Circuit in Broward County, Florida, and venue for litigation arising out of this Agreement shall be exclusively in such state courts, forsaking any other jurisdiction which

either party may claim by virtue of its residency or other jurisdictional device. **BY ENTERING INTO THIS AGREEMENT, MUNICIPALITY AND COUNTY HEREBY EXPRESSLY WAIVE ANY RIGHTS EITHER PARTY MAY HAVE TO A TRIAL BY JURY OF ANY CIVIL LITIGATION RELATED TO THIS AGREEMENT.**

9.14 **AMENDMENTS**. No modification, amendment, or alteration in the terms or conditions contained herein shall be effective unless contained in a written document prepared with the same or similar formality as this Agreement and executed by the Board and Municipality or others delegated authority to or otherwise authorized to execute same on their behalf.

9.15 **PRIOR AGREEMENTS**. This document represents the final and complete understanding of the Parties and incorporates or supersedes all prior negotiations, correspondence, conversations, agreements, and understandings applicable to the matters contained herein. The Parties agree that there is no commitment, agreement, or understanding concerning the subject matter of this Agreement that is not contained in this written document. Accordingly, the Parties agree that no deviation from the terms hereof shall be predicated upon any prior representation or agreement, whether oral or written.

9.16 **INCORPORATION BY REFERENCE**. The truth and accuracy of each Recital set forth above is acknowledged by the Parties and the attached Exhibits "A," "B," "C," and "D" are incorporated into and made a part of this Agreement.

9.17 **REPRESENTATION OF AUTHORITY**. Each individual executing this Agreement on behalf of a party hereto hereby represents and warrants that he or she is, on the date he or she signs this Agreement, duly authorized by all necessary and appropriate action to execute this Agreement on behalf of such party and does so with full legal authority.

9.18 **MULTIPLE ORIGINALS**. Multiple copies of this Agreement may be executed by the Parties, each of which, bearing original signatures, shall have the force and effect of an original document. This Agreement may be executed by the Parties in counterparts which, when taken together, shall have the force and effect of an original binding document.

(The remainder of this page is intentionally left blank)

IN WITNESS WHEREOF, the Parties hereto have made and executed this Agreement: Broward County, through its Board of County Commissioners, signing by and through its Mayor or Vice-Mayor, authorized to execute same by Board action on the _____ day of _____, 20____ and _____, signing by and through its _____, duly authorized to execute same.

COUNTY

ATTEST:

BROWARD COUNTY, by and through its
Board of County Commissioner

Broward County Administrator, as ex officio
Clerk of the Broward County Board of County
Commissioners

By _____
Mayor

_____ day of _____, 20____

Approved as to form by
Andrew J. Meyers
Broward County Attorney
Governmental Center, Suite 423
115 South Andrews Avenue
Fort Lauderdale, Florida 33301
Telephone: (954) 357-7600
Telecopier: (954) 357-7641

Insurance requirements approved by
Broward County Risk Management Division

By _____
Signature (Date)

By _____
Keoki Baron (Date)
Assistant County Attorney

Print Name and Title above

By _____
Michael J. Kerr (Date)
Deputy County Attorney

INTERLOCAL AGREEMENT BETWEEN BROWARD COUNTY AND _____ FOR
OPTIONAL COUNTY SERVICES FOR KEEP BROWARD BEAUTIFUL, HOUSEHOLD HAZARDOUS
WASTE AND ELECTRONICS, AND BULK TRASH AND YARD WASTE DROP-OFF PROGRAMS.

MUNICIPALITY

ATTEST:

City Clerk

By _____
_____, Mayor

(Print or Type Name)

(Print or Type Name)

(SEAL)

APPROVED AS TO LEGAL FORM:

_____, City Attorney

EXHIBIT "A"
KEEP BROWARD BEAUTIFUL PROGRAM

County is responsible for the following:

- Contact interested groups and provide information on Keep Broward Beautiful programs.
- Provide Adopt-a-Street support services, including but not limited to: obtaining group and street approval from the appropriate participating municipality; obtaining letters of agreement from interested groups; providing signage that recognizes the appropriate participating municipality and group(s); conducting safety meetings; monitoring group events; and releasing non-performing groups.
- Provide the following Adopt-a-Street materials: signs, gloves, safety vests, first-aid kits, and road barricades.
- Coordinate Keep Broward Beautiful-related litter prevention events and activities, such as America Recycles Day, clean up events, and annual Litter Index review, subject to the availability of resources.
- Maintain event statistics for groups within each participating municipality and Countywide.
- Supply the participating municipalities with event reports.

Each participating municipality is responsible for the following:

- Provide timely payments to County.
- Designate a coordinator who will be responsible for: distributing information on Keep Broward Beautiful programs; forwarding information on interested groups; approving streets for adoption; supplying the participating municipality's logo(s) for artwork on signs and manuals; attending meetings as scheduled; assisting with municipal event permitting; and coordinating sign installation and maintenance.
- Approve participating groups such as homeowners' associations, schools, businesses, local residents groups, and other civic groups.
- Remove and dispose of trash and trash bags when necessary.

EXHIBIT "B"
HOUSEHOLD HAZARDOUS WASTE AND ELECTRONICS PROGRAM

County is responsible for the following:

- Maintain and staff permanent service locations for residential drop-off of Household Hazardous Waste and Electronic Waste, including electronics processing, with each location open to all residents of the participating municipalities at least one (1) day per week.
- Conduct Remote Collection Events upon request from a participating municipality, with each such Remote Collection Event to be located within participating municipalities that do not contain a permanent service location as described above.
- Determine the Remote Collection Event dates and locations based on criteria, including but not limited to municipal boundaries, historical event data, competing obligations, and availability of operational resources.
- Obtain cost-effective contract disposal and recycling services through competitive procurements for materials accepted at permanent service locations and Remote Collection Events.
- Provide regulatory oversight and compliance for permanent service locations and Remote Collection Events.
- Provide outreach and promotional activities including regional advertising and signage.
- Administer the "Paint it Broward" recycled paint program, which converts latex paint collected through the County's Household Hazardous Waste and Electronics Program into a high-quality exterior latex paint and distributes the converted paint at no charge to participating municipalities for use by their residents.
- Provide small businesses located within participating municipalities with the opportunity to use the Household Hazardous Waste and Electronics Program contracts.
- Collect and maintain data on resident usage and waste disposal.
- Provide quarterly reports to the participating municipalities on program activities, citizen usage, and associated costs.

Each participating municipality is responsible for the following:

- Provide timely payments to County.
- Provide a liaison for outreach and promotional activities, the Remote Collection Events, and the "Paint it Broward" recycled paint program, as applicable.
- Conduct municipal-based outreach and promotion for Household Hazardous Waste and Electronics Program services and events, such as inclusion in municipal newsletters and utility bills and promotion on municipal websites.
- Provide a municipal-based distribution outlet for recycled paint (if the participating municipality chooses to participate in the "Paint it Broward" recycled paint program).
- Provide a location and staff for any Remote Collection Event requested by the participating municipality, including sufficient staff for traffic control, customer surveys, and incident follow-up. The participating municipality shall be host to no more than one (1) Remote Collection Event annually unless sufficient resources are available to County.
- Abide by any applicable County code of conduct.

EXHIBIT "C"
BULK TRASH AND YARD WASTE DROP-OFF PROGRAM

County is responsible for the following:

- Administer and operate bulk trash, yard debris, and scrap metal drop-off services for the participating municipalities.
- Maintain and staff permanent service locations for residential yard waste and bulk trash drop-off, with each location open to all residents of the participating municipalities at least one (1) day per week.
- Collect and maintain data on resident usage and waste disposal.
- Provide quarterly reports to the participating municipalities on program activities, citizen usage, and associated costs.

Each participating municipality is responsible for the following:

- Provide timely payments to County.
- Provide a liaison for program-related assistance, and local outreach and promotional activities.
- Conduct municipal-based outreach and promotion for Bulk Trash and Yard Waste Drop-Off Program services and events, such as inclusion in municipal newsletters and utility bills and promotion on municipal websites.
- Abide by any applicable County code of conduct.
- Abide by any applicable County rules and regulations related to vehicles or vehicle specifications, such as: gross vehicle weight (e.g., 9,500 lbs. limit for vans; 14,000 lbs. limit for trucks); larger than full-size (1 ton) pickups; truck beds longer than eight feet (8'); truck beds wider than six feet (6'); commercial vehicles; all modified truck beds; open trailers longer than eight feet (8'); and enclosed trailers longer than eight feet (8').

EXHIBIT "D"
ANNUAL COSTS OF COUNTY PROGRAMS, BY MUNICIPALITY

Municipality	2010 Census Population*	Household Hazardous Waste Program	Bulk Trash and Yard Waste Drop Off Program	Keep Broward Beautiful Program
		@ \$2.42 /capita	@ \$1.31 /capita	@ \$0.37 /capita
Broward Municipal Services District	16,357	\$ 39,584	\$ 21,428	\$ 6,052
Coconut Creek	52,909	\$ 128,040	\$ 69,311	\$ 19,576
Cooper City	28,547	\$ 69,084	\$ 37,397	\$ 10,562
Coral Springs	121,096	\$ 293,052	\$ 158,636	\$ 44,806
Dania Beach	29,639	\$ 71,726	\$ 38,827	\$ 10,966
Davie	91,992	\$ 222,621	\$ 120,510	\$ 34,037
Deerfield Beach	75,018	\$ 181,544	\$ 98,274	\$ 27,757
Ft. Lauderdale	165,521	\$ 400,561	\$ 216,833	\$ 61,243
Hallandale Beach	37,113	\$ 89,813	\$ 48,618	\$ 13,732
Hillsboro Beach	1,875	\$ 4,538	\$ 2,456	\$ 694
Hollywood	140,768	\$ 340,659	\$ 184,406	\$ 52,084
Lauderdale by the Sea	6,056	\$ 14,656	\$ 7,933	\$ 2,241
Lauderdale Lakes	32,593	\$ 78,875	\$ 42,697	\$ 12,059
Lauderhill	66,887	\$ 161,867	\$ 87,622	\$ 24,748
Lazy Lake Village	24	\$ 58	\$ 31	\$ 9
Lighthouse Point	10,344	\$ 25,032	\$ 13,551	\$ 3,827
Margate	53,284	\$ 128,947	\$ 69,802	\$ 19,715
Miramar	122,041	\$ 295,339	\$ 159,874	\$ 45,155
North Lauderdale	41,023	\$ 99,276	\$ 53,740	\$ 15,179
Oakland Park	41,363	\$ 100,098	\$ 54,186	\$ 15,304
Parkland	23,962	\$ 57,988	\$ 31,390	\$ 8,866
Pembroke Park	6,102	\$ 14,767	\$ 7,994	\$ 2,258
Pembroke Pines	154,750	\$ 374,495	\$ 202,723	\$ 57,258
Plantation	84,955	\$ 205,591	\$ 111,291	\$ 31,433
Pompano Beach	99,845	\$ 241,625	\$ 130,797	\$ 36,943
Sea Ranch Lakes	670	\$ 1,621	\$ 878	\$ 248
Southwest Ranches	7,345	\$ 17,775	\$ 9,622	\$ 2,718
Sunrise	84,439	\$ 204,342	\$ 110,615	\$ 31,242
Tamarac	60,427	\$ 146,233	\$ 79,159	\$ 22,358
West Park	14,156	\$ 34,258	\$ 18,544	\$ 5,238
Weston	65,333	\$ 158,106	\$ 85,586	\$ 24,173
Wilton Manors	11,632	\$ 28,149	\$ 15,238	\$ 4,304

* Population figures are from the Office of Economic and Demographic Research (EDR) generated on March 17, 2011 (<http://edr.state.fl.us/content/population-demographics/data/index.cfm>).

Memo

To: Ashira Mohammed, Mayor
Howard Clark, Jr., Vice - Mayor
Geoffrey Jacobs, Clerk-Commissioner
Georgina Cohen, Commissioner
Reynold Dieuville, Commissioner
Natasha Joseph, Administrative Services Director

From: Todd Larson, Public Services Director

Date: August 12, 2019

Re: Status Report for Public Services Projects

Listed below are the major projects for the Town of Pembroke Park:

1. John P. Lyons Lane Storm Water Improvements Phase II

Scope: The project is a Drainage improvement project for John P. Lyons Lane (SW 31st Ave.) from 2000 feet north of Hallandale Beach Boulevard north to Carolina Street. There is also a pump station to the existing drainage system.

Status: We have applied for funding with the FEMA HMGP grant program. The Town has been listed on the Tier 1 list, and is being reviewed for funding.

2. Hallandale Beach Boulevard Improvements

Scope: The project is a public safety request from the Florida Department of Transportation. We have requested improvements to the traffic light at 48th avenue and guard rail between 48th avenue and 55th avenue on the North side of Hallandale Beach Boulevard.

Status: We worked with the Florida DOT and the Metropolitan Planning Organization to apply for funding. We are also working with Representative Jones' office and our lobbyists to move forward on the 48th Avenue traffic light improvements. The Project is ranked Number 6 on the MPO List and the list was approved by the full MPO Board. The next step is for the MPO and Department of Transportation to complete a constructability review. This should happen over the next few months and is required prior to the funding of the programs next cycle.

3. Town Hall Security

Scope: The Broward Sheriff's Office performed a Security Survey on Town Hall and recommended improvements to the Town Hall, both inside and out to improve security.

Status: We have added additional security to the doors, including electric locks, intercom systems with camera's and door controllers to the entrances. We are working on toward an upgrade of the video camera system, waiting on final BSO approval of the expenditure.

4. Rural Development Drainage Improvements

Scope: The Town is preparing an application for a grant/loan package with Rural Development. The project is designed to make needed improvements to the Town's drainage system with the help of federal grants and low interest loans.

Status: Peter Kunen was completing the preliminary Engineering and Environmental Reports while the application process proceeds. The project has been sent to the State Clearing House for review and the Notice of Application has been advertised. Peter Kunen sent the reports to Rural Development and was working with Rural Development to complete the additional items requested to obtain funding. This is on hold since Peter left.

5. Pembroke Park Fire Study

Scope: The Town is preparing to do a study to determine the best future status of fire and emergency medical services. The Study will evaluate the cost and benefits of the current contract system with Broward County versus alternatives.

Status: The Town prepared an RFP and has advertised and obtained three proposals. The proposals were evaluated and discussed at the May meeting. Andre Parks reviewed the BSO fire and police service contracts. He has prepared a preliminary report and is proceeding with legal remedies to the billing issues.

6. Pembroke Park Preserve Lighting Improvements. CDBG and Broward County Grants.

Scope: Installation of Lighting at the Pembroke Park Preserve and upgrading of existing lighting to provide adequate lighting. (\$250,000 Broward County Grant, \$161,482 CDBG 41-43 year funds)

Status: The Town has the funds from the Broward County Grant. The 43rd Year CDBG funds and the transferred 41st and 42nd Year CDBG funding have been approved. The project was bid in accordance to federal, state, and local laws, codes and ordinances. Broward County has provided a letter of concurrence The Contract was awarded by the Town Commission and Purchase Orders issued. The Notice to Proceed and Permits have been issued. The Poles, bollards, and conduit have been installed and are now being wired. The project is scheduled to be completed in July.

7. CDBG 44th Year Funding Cycle Tot Lot at Raymond P. Oglesby Preserve at Pembroke Park.

Scope: The Town applied for funding for the 44th year CDBG program. The Town received an award of \$61,672 award for the Tot Lot.

Status: The Town has been awarded \$61,672 funding for the tot lot at the Preserve. The project was advertised 6/2/19 and 6/9/19. The Commission approved the contract in July and Ryan and Ryan are finalizing the contract. Additional equipment is being proposed on this months meeting.

8. Recreation Hall Improvements.

Scope: The Town has budgeted to do improvements to the recreation hall located on the Howard P. Clark Sr. Walkway. These improvements include adding slabs to the East and West sides of the building and some repairs inside the building.

Status: The Town Commission has authorized the work to proceed and it is scheduled to be done in the spring. The toilet has been replaced. The additional slab on the West side should be completed in late summer or early fall.

9. Hardening of Town Hall and Emergency Generator.

Scope: The project consists of replacing the emergency generator at Town Hall with a larger generator and adding automatic transfer to power the entire building including air conditioning and elevators. Upgrading of the elevator to meet current standards and replacing the doors, garage doors and non-hurricane rated windows on the second floor.

Status: We applied for HMGP funding through Broward County and FEMA for this project. We have been selected as Tier 1 and are in final review for funding.

10. SW 25th Street Storm Water Project

Scope: Project includes drainage structures, storm water pump station, and piping to set up the backbone of the Park Road Drainage system for the south end of Park Road between Hallandale Beach Blvd. and SW 25th street.

Status: We applied for HMGP funding through Broward County and FEMA for this project. We have been ranked in Tier 1 and are under final review for funding.

11. Pembroke Park Community Garden Improvements

Scope: Proposed Project includes Fencing the Exotic Orchard and adding a walkway and signage to provide recreational and educational use of the facility.

Status: We have applied for funding to create the walkway and add signage The fence around the orchard is completed.

12. CDBG 45th Year Funding Cycle, ADA restrooms at Raymond P. Oglesby preserve at Pembroke Park.

Scope: Proposed Project includes construction of restroom facilities with two single stall restrooms and associated facilities to make them ADA compliant.

Status: Application has been filed with Broward County Community Development for the project.

13. Renovations to Administration section of first floor for relocation of the Building Department.

Scope: Design new floorplan layout and prepare drawings and complete renovations.

Status: The Town Commission approved a vendor, Rubin Juan Pujol Architect to design the project. The Town Commission approved a funding line item at the June 12, 2019 meeting in the amount of \$25,000. The project is in design and preliminary plans have been reviewed and are being returned with comments from the Structural, mechanical, and electrical inspectors.

Honorable Barbara Sharief
Broward County Commissioner
115 South Andrews Avenue
Fort Lauderdale, FL 33301

Dear Commissioner Sharief:

Thank you for taking time out of your busy schedule to meet with myself and staff on August 12, 2019, it was a pleasure meeting with you to discuss Federal, State, and Local funding sources for the Town of Pembroke Park's Food Forest Garden, Community Garden, Learning Center and Wellness Programs.

Pursuant to our discussion, thank you for offering to assist the Town of Pembroke Park in identifying funding sources for these projects. This Agro-Eco program will not only benefit the Town of Pembroke Park but all of South County. Todd Larson has been assigned to provide your office with the information you requested during our meeting. In addition, Mr. Larson will be the primary contact person, he can be contacted at tlarson@townofpembrokepark.com.

Please feel free to contact me if you have any questions.

Sincerely,

Howard P. Clark, Jr.
Vice Mayor



Town of Pembroke Park
3150 SW 52nd Avenue
Pembroke Park, FL 33023

Agenda Request

Meeting Date:	07/03/2019
Subject:	Sign Variance Request Moil, 3180 Hallandale Beach Blvd.
Initiated by:	☐ City Commission ☐ City Attorney ☒ City Manager / Staff
Prepared by:	Name & Title: Todd Larson, Public Services Director
Reviewed by:	Name & Title:
Approved by Town Manager:	Signature:
Approved by Town Attorney:	Signature:
Attachments:	Sign Variance Request Form, Drawings, and staff review.
Fiscal Impact:	none
Policy Question(s) for Commission Considerations:	Review request from Moil It and determine if request for sign variance is reasonable.
Summary:	Moil has requested a sign variance similar to the one granted for their other station.
Background:	The have requested larger signs on their canopies and a lighted orange stripe. They have also requested changes to their monument sign.
Discussion/Analysis:	The changes to the canopy signs on the West and North and the stripe on the east side are consistent with the variance granted for the other station. The addition of the sign on the third side and the proposed major change to the pole sign are strickly
Options:	Approve the variance, deny, or adjust.
Advantages:	Promotes a good relationship with town businesses.
Disadvantages:	
Possible action:	Approve the variance excluding Pole sign change and third face on east side of canopy
Advantages:	Keeps signage consistent with prior approval.
Disadvantages:	
Staff Recommendations:	Approve variance for West and North faces and lighted stripe.
Additional Action Needed:	



TOWN OF PEMBROKE PARK

3150 S.W. 52ND AVENUE • PEMBROKE PARK, FLORIDA 33023 • BROWARD (954) 966-4600 • FAX (954) 966-5186

Ashira A. Mohammed
Mayor

Howard P. Clark, Jr.
Vice Mayor

Geoffrey Jacobs
Clerk-Commissioner

Georgina Cohen
Commissioner

Reynold Dieuveille
Commissioner

Christopher J. Ryan
Town Attorney

Memo

To: Ashira Mohammed, Mayor
Howard Clark Jr., Vice Mayor
Geoffrey Jacobs, Clerk-Commissioner
Georgina Cohen, Commissioner
Reynold Dieuveille, Commissioner
Natasha Joseph, Administrative Services Director

From: Todd Larson, Public Services Director

Date: June 28, 2019

Re: Variance Request for 3180 WHBB LLC, Moil Station

3180 Pembroke LLC (MOIL Station) has requested a sign variance for the rebranding of the service station from Westar to Moil.

3181 WHBB LLC has requested signage as follows:

1. On the North side of the fuel canopy the name MOIL in 21 3/4 inch tall letters as shown in the diagram with a lighted orange 6 inch high stripe on the North and East sides. The code allows for a maximum letter height of 20 inches and does not allow for a lighted stripe, nor letters within 12 inches of the edge of the canopy. They have requested a variance to allow 21 3/4 inch tall letters, reduction to 6 inches the spacing from edge of canopy and lighting of the stripe.
2. On the West side of the fuel canopy the name MOIL in 21 3/4 inch tall letters as shown in the diagram with a lighted orange 6 inch high stripe on the west side. The code allows for a maximum letter height of 20 inches and does not allow for a lighted stripe, nor letters within 12 inches of the edge of the canopy. They have requested a variance to allow 21 3/4 inch tall letters, reduction to 6 inches the spacing from edge of canopy and lighting of the stripe.
3. On the East side of the fuel canopy the name MOIL in 21 3/4 inch tall letters as shown in the diagram with a lighted orange 6 inch high stripe on the east side. The code does not allow for a sign here if 1) Faces residential, 2) has a pole or monument sign, 3, does not face street. The sign would be directly behind the existing pole sign and not readily visible.
4. There is an existing pole sign located on the North East corner of the property. They have requested to change the entire configuration of the sign and leave it as a 5 foot taller pole sign. The code would not allow for this because pole signs must be removed if more than 50 % of the original cost of the sign is needed for repairs or rebuilding, and an increase in nonconformity is not allowed. Only a change of copy can be allowed or the sign would need to be changed to a monument sign.

The sign request is similar to those approved for the other Moil sign and other stations within the town. I am recommending approval of the changes to the North and West sides of the canopy and the addition of the orange stripe on the east side. I am recommending against the east side addition of the Moil name because it a) is not visible behind the pole sign, b) is prohibited by the code if you have a pole sign, and c) is prohibited because it faces residential. I am also recommending that no changes to the pole sign configuration be allowed and no sign variance would be needed for a simple change of copy.

**SIGN
VAR**

**TOWN OF PEMBROKE PARK
APPLICATION FOR SIGN VARIANCE**

Date: June 19th, 2019

Case No. TBD

Receipt No: 19-195

Filing Fees: An initial review and processing fee of \$700.00 is required. Of that amount, \$200.00 shall be non-refundable. The balance (\$500.00) is a deposit for non-administrative costs per Section 21-71 of the Town Code.

Petitioner/Applicant: Michael H. Merino, Esquire of Michael H. Merino, P.A.

Address: 6741 Orange Drive **City:** Davie

Phone: 954.321.7701 **Fax:** 954.791.3024 **Email:** mmerino@merinolegal.com

Petitioner's Relation to Subject Property: Attorney for Owner of Property

If Petitioner is not the Owner, Name of Owner: 3180 Pembroke LLC

Address of Owner: 3180 W. Hallandale Beach Blvd **City:** Pembroke Park, FL 33009

Signature of Petitioner: _____

Michael H. Merino

CONSENT OF OWNER:

I hereby consent to the erection of a sign (described below) on my property at the location indicated below:

Owner's Signature: _____

Phone: 986.405.6659

Fax: None

Email: Sinone@sm.us.com

Date: 6/18/19

Address of Property where sign is to be placed: 3180 W. Hallandale Beach Blvd, Pembroke Park, FL 33009

Legal Description of Property:

See EXHIBIT A

Variance Requested: (a) Petitioner hereby requests that the clearance required pursuant to Code of Ordinance 21-20 be reduced to 6 inches at the top of the sign and 6 inches at the bottom of the sign. See Attached (b) Petitioner further requests a variance of Code of Ordinance 21-17 related to illumination which ordinance appears to restrict designs or figures that are illuminated. Petitioner requests that the Town allow for an illuminated stripe on the canopy over the gasoline pumps as set forth in attached sign plans.

Details of Unnecessary Hardship or Circumstances: With regard to the request for a variance on the size of the sign as required pursuant to Code of Ordinance 21-20, the Petitioner would submit to the Town that the variance to increase the size of the letters will not endanger the health, safety or welfare of the residents of the Town and therefore should be granted. Similarly, request for an illuminated stripe on the canopy covering the gasoline pumps will not endanger the health, safety or welfare of the residents and therefore, the variance should be granted.

Attach:

- (1) Sketch or survey showing exact location of sign including distance from lot lines and right-of-way
- (2) Sketch of sign showing size and type of material used in construction and plans for construction.

OWNER/ AGENT CERTIFICATE:

This is to certify that I am the owner/ agent of subject lands described above in the Application for Sign Variance, and that all information supplied herein is true and correct to the best of my knowledge. By signing this application, owner/ agent specifically agrees to allow access to described property at reasonable times by Town personnel for the purpose of verification of information provided by owner/ agent.

Signature of Owner/Agent: _____

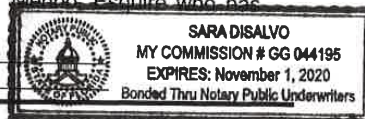
Michael H. Merino

Sworn and Subscribed before me this 18 day of June 2019 by Michael H. Merino, Esquire who has produced a Florida Drivers License as identification.

Signature of Notary Public: _____

Type of Print name of Notary: _____

SARA DISALVO



FOR STAFF USE ONLY:

Town Commission:
Conditions

Date: _____ () **Approved** () **Denied** () **Approved with**

Last Revised 10/09/2003

THE FACE OF THIS DOCUMENT HAS A COLORED BACKGROUND ON WHITE PAPER

MICHAEL H. MERINO, P.A.
6741 ORANGE DRIVE
DAVIE, FL 33314

BANKUNITED
7703 W. FLAGLER ST.
MIAMI, FL 33314
63-9059/2670

5192

6/19/2019

PAY
TO THE
ORDER OF

Town of Pembroke Park

\$ **700.00

Seven Hundred and 00/100*****

DOLLARS

Town of Pembroke Park

MEMO

AUTHORIZED SIGNATURE

THE BACK OF THIS DOCUMENT CONTAINS CHECK SECURITY WATERMARK AND COIN REACTIVE INK

⑈005192⑈ ⑆267090594⑆ 9852543107⑈

MICHAEL H. MERINO, P.A.

Town of Pembroke Park

6/19/2019

5192

700.00

BANK UNITED MHM-

700.00

The Law Offices of
MICHAEL H. MERINO, P.A.
Attorneys and Counselors at Law

6741 Orange Drive, Davie, Florida 33314
Tel: (954) 321-7701 • Fax: (954) 791-3024 • Toll Free: (800) 881-2534

www.merinolegal.com

June 19th, 2019

Ms. Myriam Jacques
Town of Pembroke Park
3150 SW 52nd Ave.
Hollywood, Florida 33023

VIA HAND-DELIVERED

RE: *Application for sign variance for at 3180 W. Hallandale Beach
 Blvd, Town of Pembroke Park ("Property")*

Dear Ms. Jacques:

Please be advised that the undersigned represents the owner of the property located at 3180 W. Hallandale Beach Blvd. in Pembroke Park, 3180 Pembroke LLC.

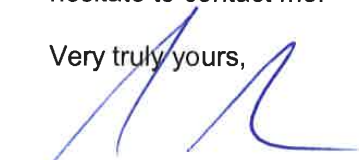
Enclosed please find the following documents:

1. Two (2) Original Application for Sign Variance for the Property
2. Two (2) original survey maps of Property
3. Three (3) sets of sign plans
4. A check in the amount of \$700.00 made payable to the Town of Pembroke Park.

I would appreciate you placing this matter on the agenda for the next Town of Pembroke Park City Commission Meeting. Please note that I recently submitted an identical Application for Sign Variance for another property my client owns located at 3151 W. Hallandale Beach Blvd. It is my understanding that that variance application for 3151 W. Hallandale Beach Blvd. has in fact already been approved. In the application for the 3180 property we are requesting the same signage and the same lighted stripe on the gasoline pump canopy.

If you have any questions or concerns or require any additional information, please do not hesitate to contact me.

Very truly yours,



MICHAEL H. MERINO, ESQ.
MHM/sg
enclosure

LEGAL DESCRIPTION AND CERTIFICATION

THE NORTH 115 FEET OF TRACT S, IN BLOCK 37, OF A RE-SUBDIVISION OF A PORTION OF LAKE FOREST SECTION FOUR, ACCORDING TO PLAT THEREOF, AS RECORDED IN PLAT BOOK 43, PAGE 45, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGIN AT THE NORTHEAST CORNER OF SAID TRACT S; THENCE SOUTH 00°26'12" EAST, ALONG SAID EAST LINE, FOR 115.00 FEET; THENCE SOUTH 89°28'25" WEST, PARALLEL WITH THE NORTH LINE OF SAID TRACT S, FOR 100.00 FEET TO THE EAST RIGHT-OF-WAY LINE OF SOUTHWEST 32ND AVENUE, THENCE NORTH 00°26'12" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, FOR 90.04 FEET TO A POINT OF CURVE; THENCE NORTHEASTERLY ALONG THE ARC OF A CIRCULAR CURVE CONCAVE TO THE SOUTHEAST, SAID CURVE HAVING A RADIUS OF 25.00 FEET, AND A CENTRAL ANGLE OF 89°54'37", FOR AN ARC DISTANCE OF 39.23 FEET TO A POINT OF TANGENCY WITH THE SOUTH RIGHT-OF-WAY LINE OF HALLANDALE BEACH BOULEVARD; THENCE NORTH 89°28'25" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, FOR 75.04 FEET TO THE POINT OF BEGINNING.

Community Number: 120052 Panel: 0731 Suffix: H Flood Zone: X Field Work: 5/10/2019

Certified To:

SIMONE MARSIGLIA; PRIORITY TITLE, INC.; ;

Property Address:

3180 W. HALLANDALE BEACH BOULEVARD
PEMBROKE PARK, FL 33023

Survey Number: 368040

Client File Number: 219-031

TOWN OF PEMBROKE PARK
Building Department
JUN 21 2019
Received

ABBREVIATION DESCRIPTION:

A.E. ANCHOR EASEMENT
A/C AIR CONDITIONER
B.M. BENCH MARK
B.R. BEARING REFERENCE
(C) CALCULATED
Δ CENTRAL / DELTA ANGLE
CH CHORD
(D) DEED / DESCRIPTION
D.E. DRAINAGE EASEMENT
D.H. DRILL HOLE
D.W. DRIVEWAY
E.O.W. EDGE OF WATER
F.C.M. FOUND CONCRETE MONUMENT

F.F. EL. FINISH FLOOR ELEVATION
F.I.P. FOUND IRON PIPE
F.I.R. FOUND IRON ROD
F.P.K. FOUND PARKER-KALON NAIL
(L) LENGTH
L.A.E. LIMITED ACCESS EASEMENT
L.M.E. LAKE MAINTENANCE EASEMENT
(M) MEASURED / FIELD VERIFIED
M.H. MANHOLE
M&D NAIL & DISK
N.R. NOT RADIAL
N.T.S. NOT TO SCALE
O.H.L. OVERHEAD UTILITY LINES

O.R.B. OFFICIAL RECORDS BOOK
(P) PLAT
P.B. PLAT BOOK
P.C. POINT OF CURVATURE
P.C.C. POINT OF COMPOUND CURVE
P.O.B. POINT OF BEGINNING
P.O.C. POINT OF COMMENCEMENT
P.R.C. POINT OF REVERSE CURVE
P.T. POINT OF TANGENCY
R/W RIGHT-OF-WAY
(R) RADIAL / RADIUS
(R) SET IRON ROD
S.I.R. SET IRON ROD
T.O.B. TOP OF BANK
U.E. UTILITY EASEMENT

SYMBOL DESCRIPTIONS:

 CATCH BASIN
 CENTERLINE ROAD
 COVERED AREA
 EXISTING ELEVATION
 HYDRANT
 MANHOLE
 METAL FENCE
 MISC. FENCE
 PROPERTY CORNER
 UTILITY BOX
 UTILITY POLE
 WATER METER
 WELL
 WOOD FENCE

PAGE 1 OF 2 PAGES
(NOT COMPLETE WITHOUT PAGE 2)

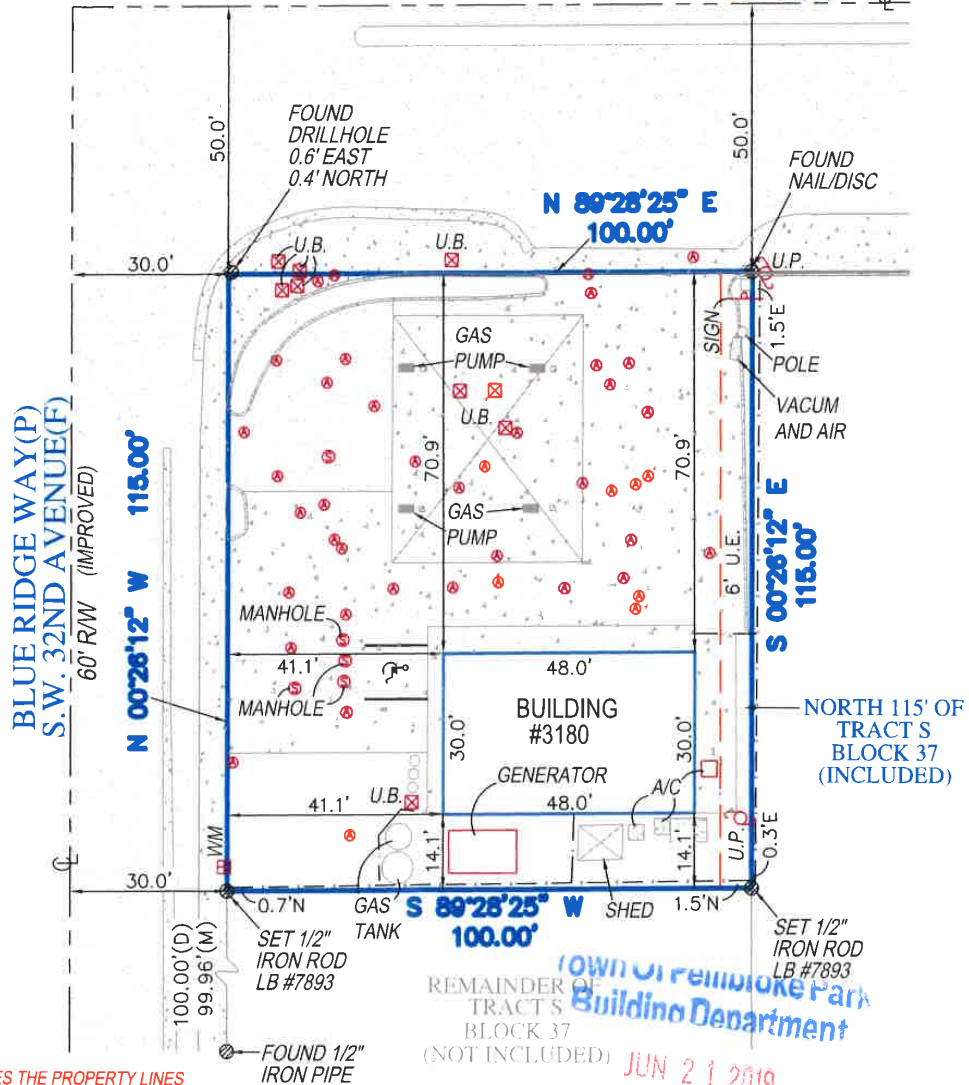
GENERAL NOTES:

- LEGAL DESCRIPTION PROVIDED BY OTHERS
- THE LANDS SHOWN HEREON WERE NOT ABSTRACTED FOR EASEMENTS OR OTHER RECORDED ENCUMBRANCES NOT SHOWN ON THE PLAT.
- UNDERGROUND PORTIONS OF FOOTINGS, FOUNDATIONS OR OTHER IMPROVEMENTS WERE NOT LOCATED.
- WALL TIES ARE TO THE FACE OF THE WALL AND ARE NOT TO BE USED TO RECONSTRUCT BOUNDARY LINES.
- ONLY VISIBLE ENCROACHMENTS LOCATED.
- DIMENSIONS SHOWN ARE PLAT AND MEASURED UNLESS OTHERWISE SHOWN.
- FENCE OWNERSHIP NOT DETERMINED.
- ELEVATIONS INDICATED HEREON ARE IN FEET AND DECIMALS REFERENCED TO N.G.V.D. 1929
- IN SOME INSTANCES, GRAPHIC REPRESENTATIONS HAVE BEEN EXAGGERATED TO MORE CLEARLY ILLUSTRATE RELATIONSHIPS BETWEEN PHYSICAL IMPROVEMENTS AND/OR LOT LINES. IN ALL CASES, DIMENSIONS SHALL CONTROL THE LOCATION OF THE IMPROVEMENTS OVER SCALED POSITIONS.

**TARGET
SURVEYING, LLC**
LB #7893
SERVING FLORIDA
6250 N. MILITARY TRAIL, SUITE 102
WEST PALM BEACH, FL 33407
PHONE (561) 640-4800
STATEWIDE PHONE (800) 228-4807
STATEWIDE FACSIMILE (800) 741-0576
WEBSITE: <http://targetsurveying.net>

BOUNDARY SURVEY
 100' R/W (IMPROVED)
HALLANDALE BEACH ROAD(P)
WEST HALLANDALE BEACH BOULEVARD(F)

SCALE
1"=30'



SURVEY NOTES
 CONCRETE CROSSES THE PROPERTY LINES
 ON THE NORTHERLY AND WESTERLY SIDES OF
 THE LOT.

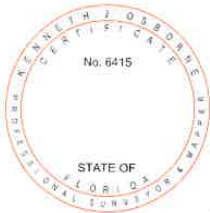
THERE ARE FENCES NEAR THE BOUNDARY
 OF THE PROPERTY.

⊗ MONITORING WELL

REMAINDER OF
 TRACT S
 BLOCK 37
 (NOT INCLUDED)

JUN 21 2019

Received



(SIGNED)

KENNETH J OSBORNE
 PROFESSIONAL SURVEYOR AND MAPPER #6415

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THIS BOUNDARY SURVEY
 IS A TRUE AND CORRECT REPRESENTATION OF A
 SURVEY PREPARED UNDER MY DIRECTION.
 NOT VALID WITHOUT AN AUTHENTICATED ELECTRONIC
 SIGNATURE AND AUTHENTICATED ELECTRONIC SEAL,
 OR A RAISED EMBOSSED SEAL AND SIGNATURE.

PAGE 2 OF 2 PAGES
 (NOT COMPLETE WITHOUT PAGE 1)



**TARGET
 SURVEYING, LLC**

LB #7893

SERVING FLORIDA

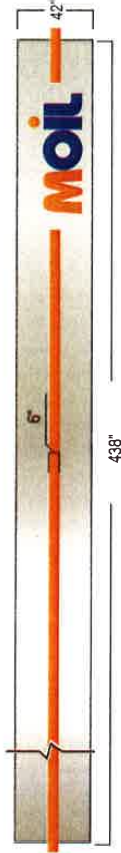
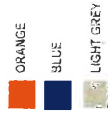
6250 N. MILITARY TRAIL, SUITE 102
 WEST PALM BEACH, FL 33407
 PHONE (561) 640-4800
 STATEWIDE PHONE (800) 226-4807
 STATEWIDE FACSIMILE (800) 741-0576
 WEBSITE: <http://targetsurveying.net>

MOIL / CANOPY

PROPOSED



EXISTING



NORTH
ELEVATION



LOWRIE REMEDIATION PARK
Building Department
JUN 21 2019
Received



PH (305) 694-0464

FAX: (305) 694-0465
License No. 11E000021

Address: 2450 N.W. 77th Terrace
Miami, FL 33147
info@machinsigns.com
www.machinsigns.com

CUSTOMER

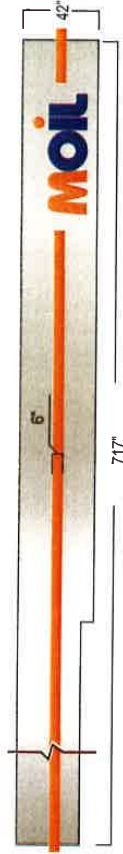
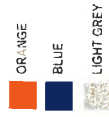
MOIL STATION
3180 W HALLANDALE BEACH BLVD

MOIL / CANOPY

PROPOSED



EXISTING



EAST
ELEVATION

Town of Palmdale Park
Building Department
JUN 21 2019
Received



PH (305) 694-0464
FAX: (305) 694-0465
License No. 11E000021

Address: 2450 N.W. 77th Terrace
Miami, FL 33147
info@machinsigns.com
www.machinsigns.com

CUSTOMER

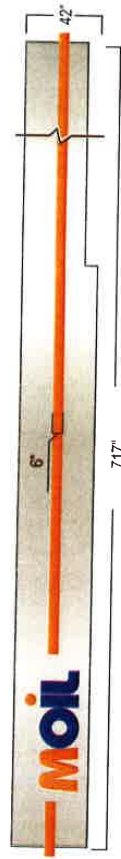
MOIL STATION
3180 W HALLANDALE BEACH BLVD

MOIL / CANOPY

PROPOSED



EXISTING



WEST
ELEVATION



LOWE'S REMODELING
Building Department

JUN 21 2019

Received



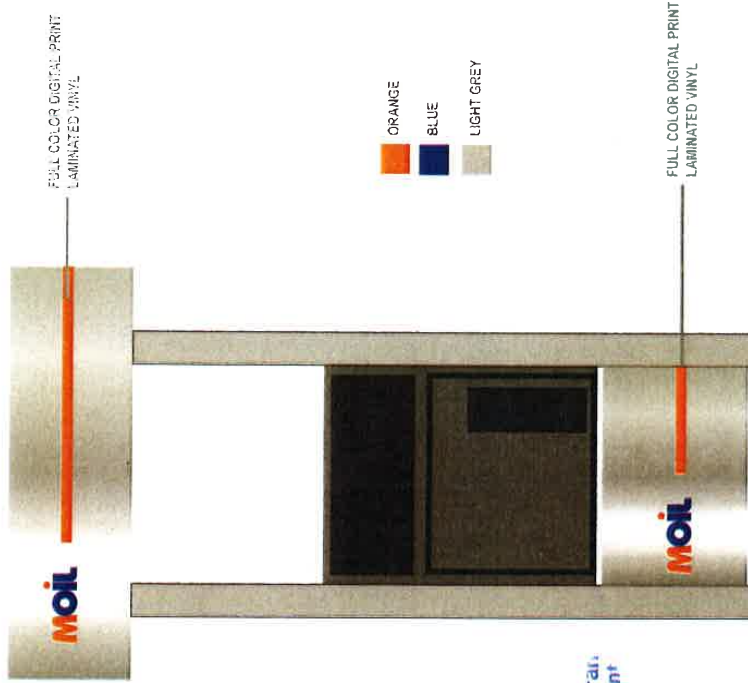
PH (305) 694-0464
FAX: (305) 694-0465
License No. 11E000021

Address: 2450 N.W. 77th Terrace
Miami, FL 33147
info@machinsigns.com
www.machinsigns.com

CUSTOMER

MOIL STATION
3180 W HALLANDALE BEACH BLVD

MOIL / PUMPS



LOWE'S REMODELING, INC.
Building Department

JUN 21 2019

Received



PH (305) 694-0464

FAX: (305) 694-0465
License No. 11E000021

Address: 2450 N.W. 77th Terrace
Miami, FL 33147
info@machinsigns.com
www.machinsigns.com

CUSTOMER

MOIL STATION
3180 W HALLANDALE BEACH BLVD

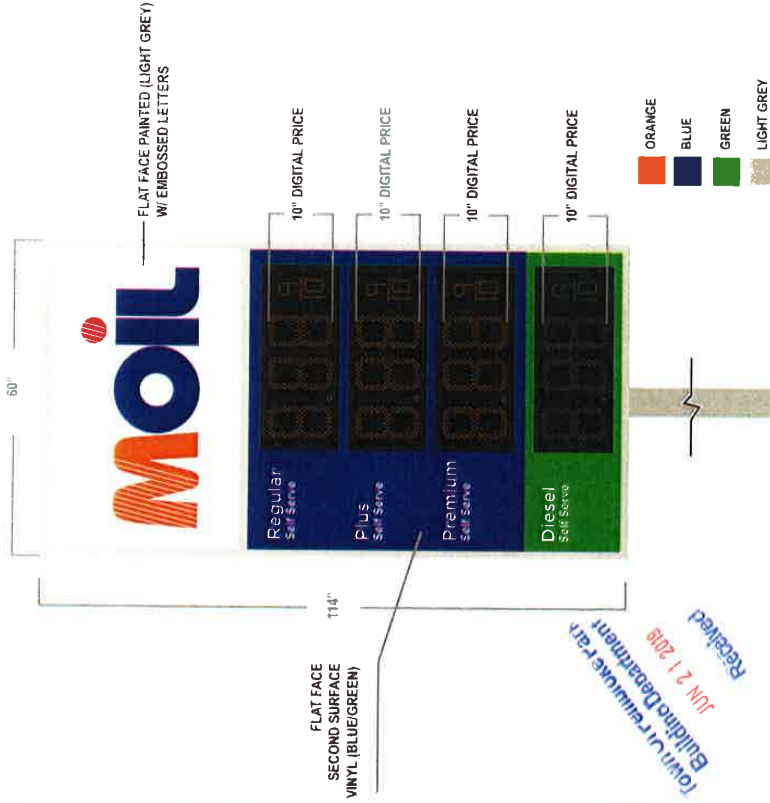
MOIL / PRICE SIGN



EXISTING



PROPOSED



PH (305) 694-0464
FAX: (305) 694-0465
License No. 11E000021

Address: 2450 N.W. 77th Terrace
Miami, FL 33147
info@machinsigns.com
www.machinsigns.com

CUSTOMER

MOIL STATION
3180 W HALLANDALE BEACH BLVD

(/)

Type: Dictionary **X** Search Law Insider...

Home (/) / Dictionary (/dictionary) / Broward County Trafficways Plan

Definition of Broward County Trafficways Plan

SHARE

CITE TERM

Broward County Trafficways Plan means the plan promulgated by the Broward County Planning Council pursuant to Chapter 59-1154, Laws of Florida, as amended, and the Broward County Charter, which depicts a network of trafficways for Broward County (also known as the Broward County Planning Council Trafficways Plan).

SAMPLE 1 BASED ON 1 DOCUMENTS

Complaint Form - Complete Online or Print

View Complaint Forms. Search Government Legal & Program Forms. govdocs.co

OPEN



Examples of Broward County Trafficways Plan in a sentence

Policy 1.1 Continue to require that all properties being platted have direct roadway access and that they provide for the dedication of necessary right of way pursuant to the **Broward County Trafficways Plan**.

The Broward County Planning Council, has exclusive jurisdiction over the **Broward County Trafficways Plan**, a right- of-way identification map.

CLOSE

BROWARD COUNTY TRAFFICWAYS PLAN

LEGEND

Classification	Symbol	R/W
Limited Access/ Controlled		325'
Arterial		200'
		144'
		120'
		110'
		106'
		100'
Collector		94'
		80'
		70'
One-Way-Pair		54'
		42'
Irregular Designation		0.0'
Context Sensitive Corridor		Subject to Specific Plans

AREA PLANNING B Adoption Dates

North: 10/9/62 South:
Central: 9/11/62 South:

GENERAL NOTES

1. TRAFFICWAYS LOCATIONS ARE
This plan shows traffic corridors, not
Alignments will be determined as a
studies.
2. LOCAL ROADS
Local roads are not included in the
3. RIGHT-OF-WAY REQUIREMENTS
The standard right-of-way requireme
Trafficways Plan may be less than th
shown only where existing condition
width and as determined and approv
Council.

Date of Last Revision
January 24, 2019

The GIS Version of the Broward County Trafficways Plan

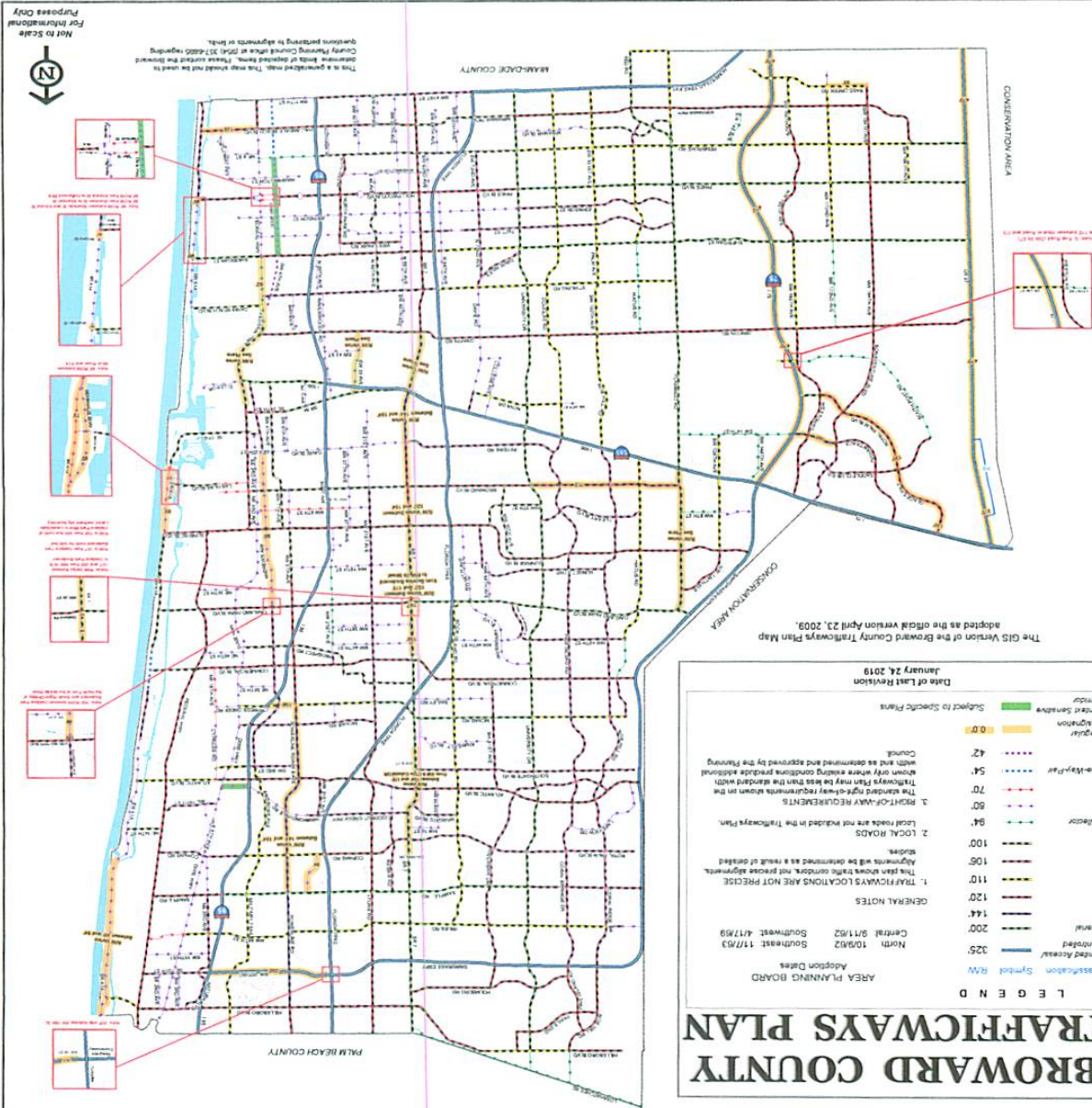
BROWARD COUNTY TRAFFICWAYS PLAN

AREA PLANNING BOARD
Adoption Dates

Classification	Symbol	R/W
Controlled	Blue line	325'
Unimproved	Green line	200'
Arterial	Red line	144'
Collector	Orange line	110'
One-Way	Yellow line	84'
Local	Blue line	60'
Right-of-Way	Green line	54'
Subject to Specific Plans	Orange line	42'

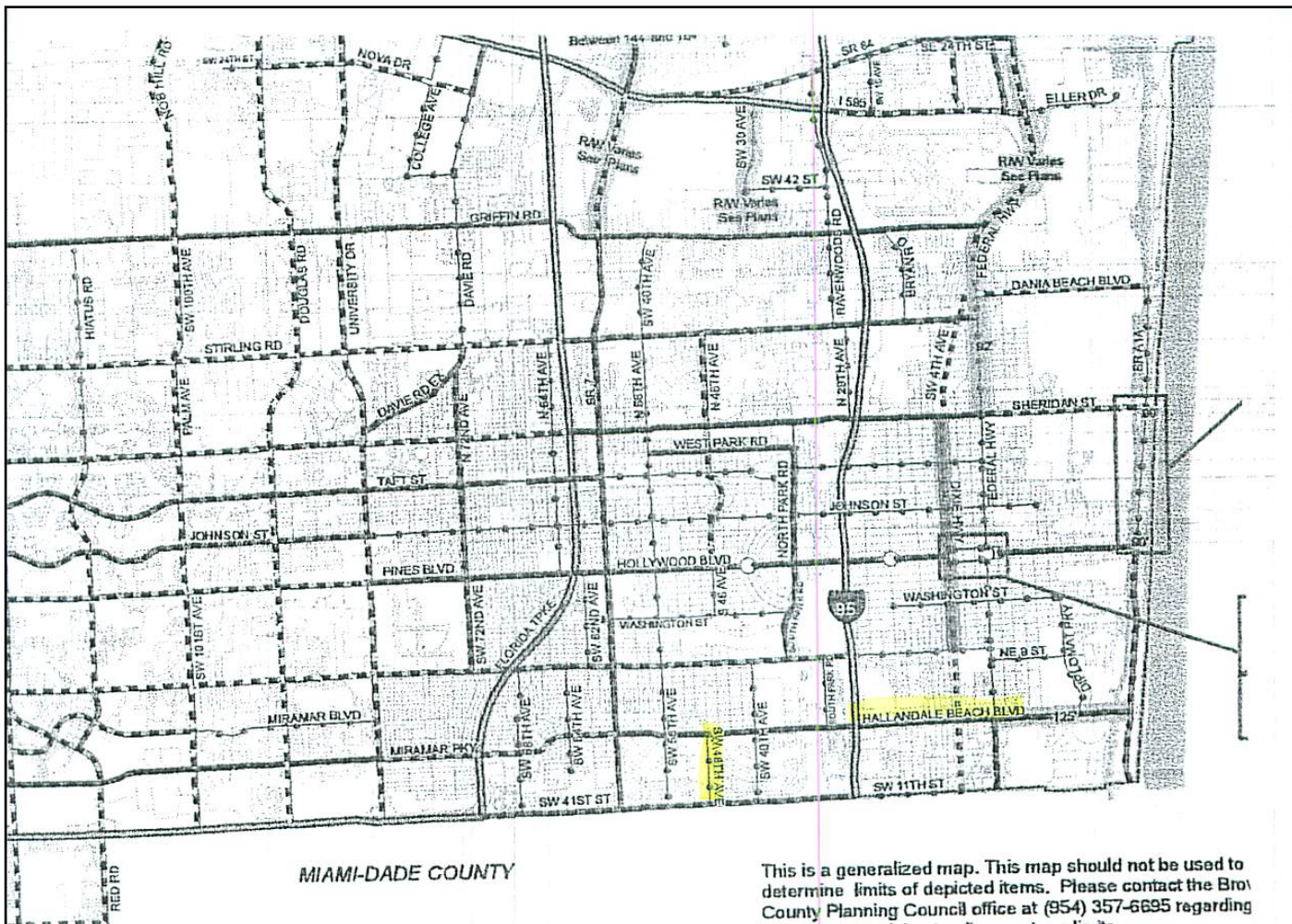
GENERAL NOTES
1. TRAFFICWAYS LOCATIONS ARE NOT PRECISE. This plan shows traffic corridors, not precise alignments. Alignments will be determined as a result of detailed studies.
2. LOCAL ROADS
Local roads are not included in the Trafficways Plan.
3. RIGHT-OF-WAY REQUIREMENTS
The existing right-of-way requirements shown on the Trafficways Plan may be less than the standard width shown only where existing conditions preclude additional width and as determined and approved by the Planning Council.
4.2' 54' 60' 84' 106' 110' 120' 144' 200' 325'

DATE OF LAST REVISION
January 24, 2019
The GIS Version of the Broward County Trafficways Plan Map adopted as the official version April 23, 2009.



Not to Scale
For Informational
Purposes Only

This is a generalized map. This map should not be used to determine boundaries of adjacent lands. Please contact the Broward County Planning Council office at (954) 357-6860 regarding questions pertaining to adjacent lands.



56-31, 101*

TOTALLY WOOD

RIDGE

FARNS

40 BRIDGE
ELECTRICITY,
CONCRETE

BRIDGE
BROWARD
COUNTY

COUNTY, FLORIDA
STATE OF FLORIDA

N SECTION 30 • TOWNSHIP 51 SOUTH • RANGE-42 EAST • CROOKED
REGISTERED LAND SURVEYOR NO. 677 • STATE OF FLORIDA

ARNOLD J.

5.1.155900 2014-01-01

[illegible][illegible]

CONFIRMING THAT HE IS THE OWNER OF THE PLATTED TRACT AND PARCEL OF LAND SET FORTH OPPOSITE HIS RESIDENCE AND WHERE SUCH UNDESIGNED MIGHT HAVE, AND, KNOWING OF THE SAME, HE HAS NOT, BY HIS ACTS OR OMISSIONS, IN ANY MANNER, CAUSED OR PERMITTED SUCH UNDESIGNED MIGHT HAVE, AND, FURTHER THAT EACH OF THE OTHERS OF THE UNDERSIGNED HEREBY RELEASES, QUITS, WAIVES, TO THE END AND PURPOSE THAT EACH OF THEM, IN AND TO ANY LAND OF THE OTHER, BECAUSE OF THE AFORESAID UNCERTAINTY OR DISCREPANCY IN DESCRIPTIONS IN ORDINANCE DEEDS, TO THE END AND PURPOSE THAT EACH OF THEM, IN AND TO ANY LAND OF THE OTHER, SET OPPOSITE HIS RESPECTIVE SIGNATURE AS SHOWN IN THIS AFFIDAVIT, HAS BEEN MET WITH THE ABSOLUTE TITLE OF LAND SET OPPOSITE HIS SIGNATURE HEREIN.

[illegible]

NO DEEDS UNDER WHICH THE UNDERSIGNED DERAIN THEIR RESPECTIVE TITLES, CONVEY THEIR RESPECTIVE TRACTS BY DESCRIBING SAME AS A PORTION OF SAID SECTION 30, & OR CONFUSION EXISTS THEREBY WITH RESPECT TO THE EXACT LOCATION OF THE BOUNDARIES OF THE RESPECTIVE TRACTS AND PARCELS OWNED BY THE UNDERSIGNED & IRREGULAR SIZE OF SAID SECTION 30.

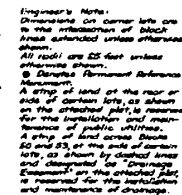
NOW THEREFORE, FOR THE PURPOSE OF PERMANENTLY LOCATING, DESCRIBING AND ESTABLISHING THE LINES, CORNERS AND SIZE OF THE LAND WHICH THE UNDERSIGNED WEST HALF OF SECTION 30, TOWNSHIP 51 SOUTH, RANGE 42 EAST, IN BROWARD COUNTY, FLORIDA, AND TO AVOID ANY CONFLICT OR DISPUTE WITH RESPECT THERETO, THE UNDERSIGNED BY EXECUTE THIS PLAT AND THEREBY BIND THEMSELVES, THEIR RESPECTIVE HEIRS, EXECUTORS, ADMINISTRATORS AND ASSIGNS, BY THE FOLLOWING AGREEMENT.

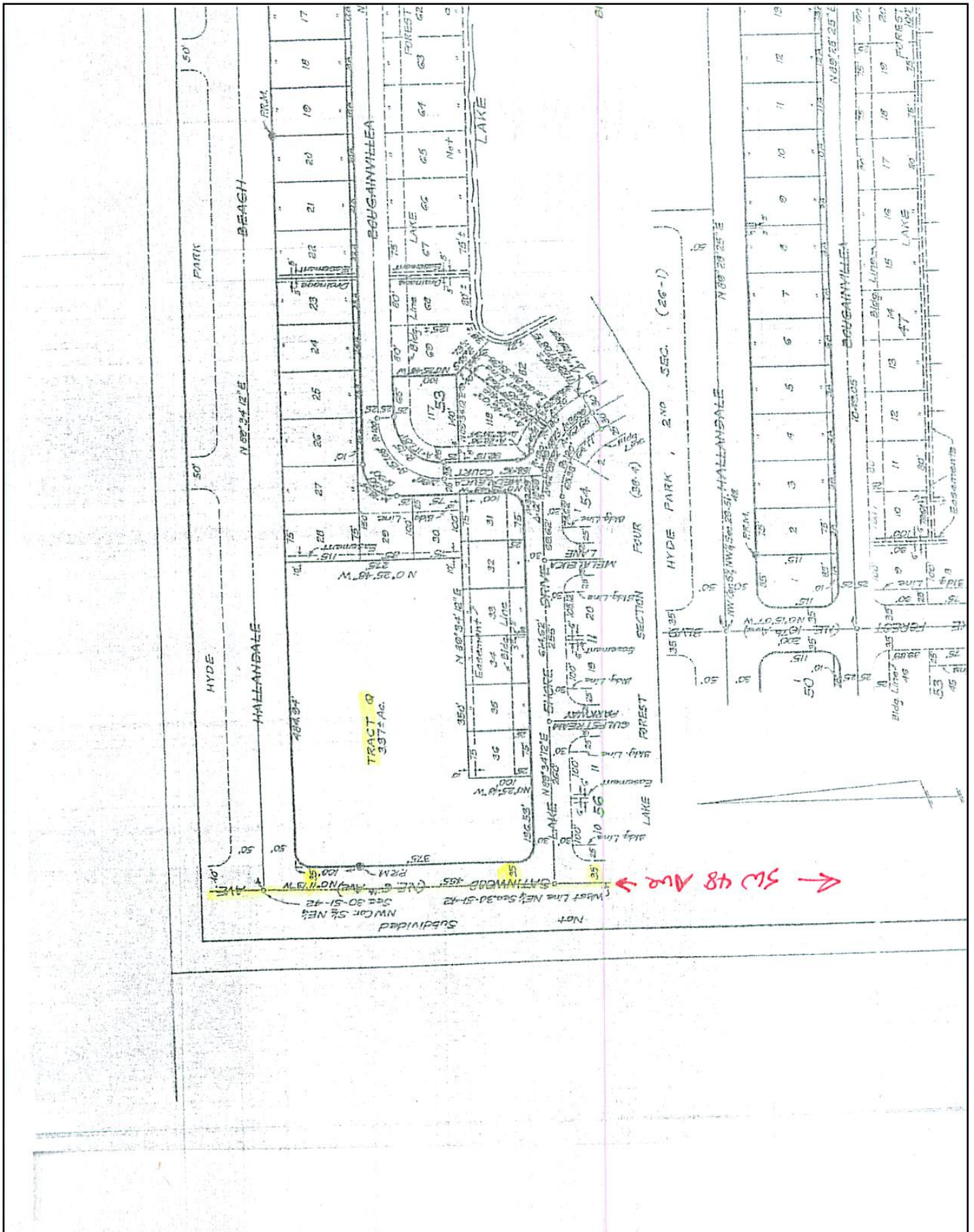
1. THE UNDERSIGNED AGREE THAT THE TRUE LOCATION OF THE BOUNDARY LINES AND THE SIZE OF THE PROPERTY OWNED BY EACH OF THE UNDERSIGNED IN SA SECTION 30, TOWNSHIP 51 SOUTH, RANGE 42 EAST, IN BROWARD COUNTY, FLORIDA, ARE AS SHOWN AND SET FORTH IN THIS PLAT, EACH OF THE UNDERSIGNED ACKNOWLEDGING AND CONFIRMING THAT HE IS THE OWNER OF THE PLATTED TRACT AND PARCEL OF LAND SET FORTH OPPOSITE HIS RESPECTIVE NAME.

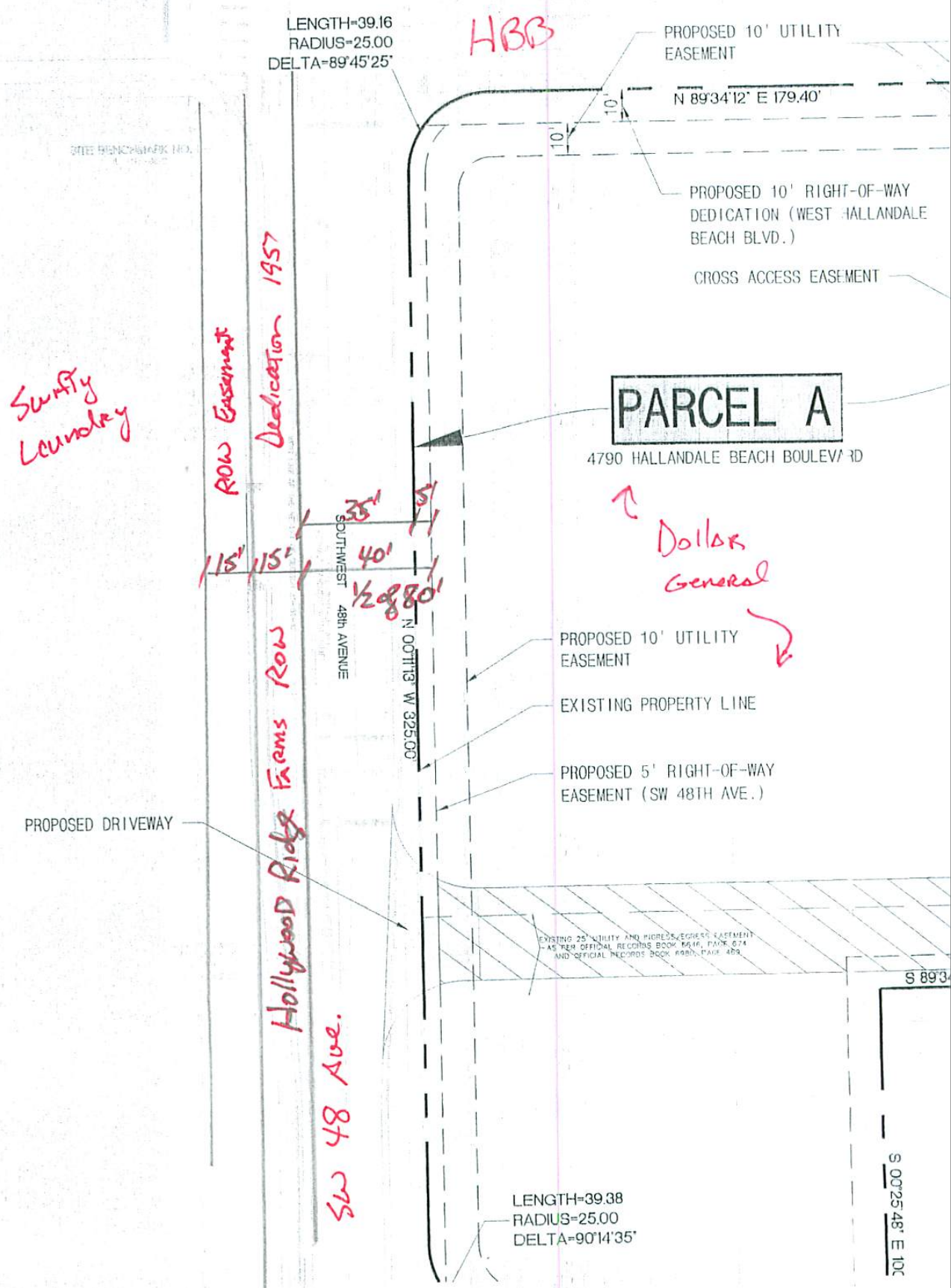
2. EACH OF THE UNDERSIGNED HEREBY REMISES, QUITCLAIMS AND RELEASES UNTO THE APPROPRIATE OTHER PARTY WHATEVER CLAIM OR INTEREST SUCH UNDERSIGNED MIGHT HAVE, IN AND TO ANY LAND OF THE OTHER BECAUSE OF THE AFORESAID AMBIGUITY OR DISCREPANCY IN DESCRIPTIONS IN PREVIOUS DEEDS, TO THE END AND PURPOSE THAT E SIGNED SHALL BECOME AND BE VESTED WITH THE ABSOLUTE TITLE OF THE SPECIFIC TRACT AND PARCEL OF LAND SET OPPOSITE HIS RESPECTIVE SIGNATURE AS SHOWN.

THE UNDERSIGNED DO ALSO DEDICATE TO THE PERPETUAL USE OF THE PUBLIC FOR PROPER PURPOSES THE STREETS AND AVENUES AS SHOWN HEREON.

TRACT NUMBER/S	OWNER	OWNER	WITNESS	WITNESS
26A	Anthony Borg, Jr.	Malet Borg	Laurentia Borg Oglesby	H. P. Oglesby
25B	Fred H. Lofland	Fred H. Lofland	Laurentia Borg Oglesby	Raymond E. Oglesby
23D	Willie Lofley	Wagel P. Lofley	Laurentia Borg Oglesby	Raymond E. Oglesby
19	Wagon Lofley	Bernice Lofley	H. P. Oglesby	Ronald C. Kellerman
21B	Jack Lofley	Walter Lofley	Fred H. Lofland	Ronald C. Kellerman
20D	Harvey M. Perry	Harvey M. Perry	Fred H. Lofland	Ronald C. Kellerman
20E	Harvey M. Perry	Harvey M. Perry	Fred H. Lofland	Ronald C. Kellerman
22C	James Lofley	James Lofley	Fred H. Lofland	Ronald C. Kellerman
26B	Charles Lofley	Charles Lofley	Fred H. Lofland	Ronald C. Kellerman
24H	William Lofley	William Lofley	Fred H. Lofland	Ronald C. Kellerman
4	James M. Christian	James M. Christian	Fred H. Lofland	H. P. Oglesby
23E	Ronald C. Kellerman	Ronald C. Kellerman	H. P. Oglesby	Laurentia Borg Oglesby
27C	David D. Harpley	David D. Harpley	David D. Harpley	Blanche L. Harpley
34 and 14	David D. Harpley	David D. Harpley	H. P. Oglesby	Laurentia Borg Oglesby
3	Charlotte M. Stenberg	Charlotte M. Stenberg	Laurentia Borg Oglesby	Laurentia Borg Oglesby
7635+36	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby
916+410	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby
21A	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby
27E	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby
18	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby
11 and 12	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby
23B-27A-27C-27D-11D	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby
26E	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby
23A-23C	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby
7A	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby
22A-22B	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby
22A-22B	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby
20F	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby
37B-70A	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby
37A	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby
16	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby	Laurentia Borg Oglesby







TAX DEED

78- 81860

No. 10895

(Chapter 20722, Acts of 1941)

STATE OF FLORIDA
COUNTY OF BROWARD

KNOW ALL MEN BY THESE PRESENTS: That, whereas, COUNTY

Tax Certificate No. 2934, issued the 1st day of JUNE 1970

was duly filed in the office of the COUNTY ADMINISTRATOR of the county and application made for the issuance of a tax deed based thereon; and the applicant having paid or redeemed all other taxes on the lands hereinafter described required by law to be paid or redeemed, and the costs and expenses of this sale; and due notice of sale having been published as required by law, and no person entitled

so to do having appeared to redeem said land, such land, was on the 12th day of OCTOBER 1977, offered for sale at the court house door for cash to the highest

bidder, and was then and there struck off and sold to THOMAS E WILLIAMS, 742 West 42nd Street, Houston, Texas 77018

he being the highest bidder for the same and having paid the sum of his bid;

THEREFORE The COUNTY OF BROWARD, STATE OF FLORIDA

in consideration of the premises, and in consideration of the sum of (\$497.12) FOUR HUNDRED

NINETY-SEVEN AND 12/100 Dollars, being the amount paid upon the said tax certificate and for costs and charges, and in pursuance of the statute in such cases made and provided, has given, granted, bargained and sold, and does hereby give, grant, bargain and sell, and convey to the said THOMAS E. WILLIAMS

and to HIS heirs and assigns forever, to their own proper use, benefit and behoof the following land situated in the county and state aforesaid and described as follows:

HOLLYWOOD RIDGE FARMS
2-16 MISC
15 STRIP LYING E OF LOT 41A
& S OF HALLANDALE BEACH BLVD



in the County of Broward, State of Florida, containing _____ acres, more or less, provided, however, that said land shall continue subject and liable for any unpaid taxes thereon.

IN TESTIMONY WHEREOF, By virtue of authority in me vested by law, and

for and on behalf of the COUNTY OF BROWARD, STATE OF FLORIDA

1. The undersigned, as COUNTY ADMINISTRATOR for the county and state aforesaid, have executed this deed and have thereunto set my official signature and seal at FORT LAUDERDALE in the

County of Broward and State of Florida, this the 4th day

of APRIL A. D. 1978

J. A. Hest (SEAL)
as COUNTY ADMINISTRATOR of Broward County, Florida

Signed, sealed and delivered in the presence of:

Dean D. Chalfant
Archie A. Galt

Return - Tax Collector



78 APR 5 AM 10:15

REC 7459 RE154

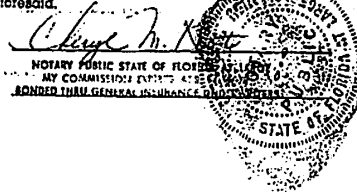
13

STATE OF FLORIDA
COUNTY OF BROWARD

On this 4th day of APRIL A. D. 19 78

Before me, a notary public, personally appeared L.A. HESTER
COUNTY ADMINISTRATOR in and for the State and County aforesaid, to me known to be the person de-
scribed in, and who executed the foregoing instrument, and acknowledged the execution thereof to
be his own free act and deed for the use and purposes therein mentioned.

Witness my hand and official seal the date aforesaid.



TAX DEED
COUNTY OF BROWARD
STATE OF FLORIDA
TO

7450 MAR 55
6613W 0047 78

NOTICE OF APPLICATION FOR TAX DEED NO. 10895

NOTICE is hereby given that BROWARD COUNTY BOARD OF COUNTY COMMISSIONERS
the holder of the following certificate has filed said certificate for a tax deed to be issued thereon. The certificate number
and year of issuance, the description of the property, and the name in which it was assessed are as follows:

Certificate No. 2934 Year of Issuance 6-1-70

Description of Property: **FOLIO: 1230 13 077**
HOLLYWOOD RIDGE FARMS 2-16 MISC
15 STRIP LYING E OF LOT 41 A & S
OF HALLANDALE BEACH BLVD

Name in which assessed: **HERBERT C. LITT**

All of said property being in the County of Broward, State of Florida.

Unless such certificate shall be redeemed according to law the property described in such certificate will be sold
to the highest bidder at the Court House door on 12th day of October 19 77
at 12:00 o'clock noon

Dated this 2nd day of September 19 77



L.A. Hester
County Administrator

By Ray J. Hester
Deputy

Published: **BROWARD REVIEW**
Issued: **9/9, 16, 23 & 30, 1977**

REC 7439 PAGE 156

CERTIFICATE OF MAILING NOTICES

Tax Deed No. 10895

STATE OF FLORIDA)
) ss.
COUNTY OF BROWARD)

THIS IS TO CERTIFY that I, County Administrator in and for Broward County, Florida, did on the 9th day of September A. D. 1977, mail a copy of the Notice of Application for Tax Deed to the following persons:

Herbert C. Litt, 213 Harrison Avenue, Harrison, N. Y. 10528
Chase Federal Savings & Loan Assoc., 1100 Lincoln Road, Miami Beach, FL 33139
Stephen B Fuchs, Trustee, 18139 N E 19th Ave., Miami, FL 33162
Robyn S. Fuchs, 18139 NE 19th Ave., Miami, FL 33162
Coral Investment Corp, Address unknown
Town of Pembroke Park, 3150 SW 52nd Avenue, Pembroke Park, FL 33023

Included in the names and addresses of the persons appearing herein are those of the owner or owners and each mortgagee, if any, if the name and addresses of said persons appear on the tax roll for the year in which the taxes were last extended on the property described in the above mentioned application for Tax Deed and the name and address of the person last paying taxes upon the property under this Tax Deed Application, as shown by the Tax Collector's receipt book.

I further certify that I enclosed with every copy mailed, a statement as follows: 'Warning - property in which you are interested is listed in the copy of the enclosed notice'.

A copy of said notice was mailed by certified mail to the municipality and to other taxing districts in which the property described in this Tax Deed Application is situated.

GIVEN UNDER MY HAND AND OFFICIAL SEAL, this 9th day of September A. D. 19 77, in compliance with Section 197.256, Florida Statutes, 1973, as amended by Chapter 75-192, House Bill No. 74, Laws of Florida 1975.



RECORDED IN THE OFFICIAL RECORDS BOOK
OF BROWARD COUNTY, FLORIDA
L. A. HESTER
COUNTY ADMINISTRATOR

L. A. HESTER
COUNTY ADMINISTRATOR
Department of Finance

By

Ray J. Stuef
Deputy

REC 1493 RECD 1977

2

This instrument prepared by:
Adam Chamack, Real Property Agent II of
Broward County Real Property Section
and approved as to form by:
Broward County Attorney's Office
115 South Andrews Ave, Rm. 423
Fort Lauderdale, FL 33301
954-357-7600

QUIT CLAIM DEED

(Pursuant to Section 125.411 Florida Statutes)

THIS DEED, made this 16 day of August, 2011, by BROWARD COUNTY, a political subdivision of the State of Florida (the "GRANTOR"), whose address is Governmental Center, Room 423, 115 South Andrews Avenue, Fort Lauderdale, Florida 33301, and the TOWN OF PEMBROKE PARK, a Florida municipal corporation (the "GRANTEE"), whose address is: 3150 SW 52 Avenue, Pembroke Park, Florida 33023.

WITNESSETH:

That GRANTOR for and in consideration of the sum of TEN DOLLARS (\$10.00) to it in hand paid by GRANTEE, the receipt whereof is hereby acknowledged, has granted, bargained and sold to GRANTEE, its successors and assigns, forever, the following described lands, lying and being in Broward County, Florida, to wit:

(See attached Exhibit "A-1")

Excepting therefrom a reservation of easement over the entire property for public road and public utility purposes.

TO HAVE AND TO HOLD the same together with all and singular the appurtenances thereunto belonging or in anywise appertaining, and all the estate, right, title, interest, lien, equity and claim whatsoever of the said Grantor, either in law or equity, to the only proper use, benefit and behalf of the said Grantee forever.

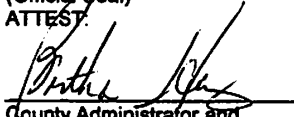
SUBJECT TO:

1. All existing public purpose utility and government easements and rights of way.
2. Resolution 2011-421, approved by the Board of County Commissioners of Broward County, Florida, on 8-16-2011 (date), approving the conveyance pursuant to Section 197.592, Florida Statutes, said Resolution recorded simultaneously herewith.
3. All other matters of record and taxes for the year 2011, and subsequent

years.

IN WITNESS WHEREOF, GRANTOR has caused these presents to be executed in its name by its Board of County Commissioners acting by the Mayor or Vice-Mayor of said Board, the day and year aforesaid.

(Official Seal)
ATTEST:


County Administrator and
Ex-Officio Clerk of the
Board of County Commissioners
of Broward County, Florida

BROWARD COUNTY, FLORIDA
by its Board of County Commissioners

By 
Mayor

16th day of August, 2011.



REF: Approved BCC 8-16-11 Item No: 11
Return to BC Real Property Section

G:\Shared\TaxDeeds\QuitCts\indoeed

Unbuildable

9-2010.doc

EXHIBIT "A-1"

Legal Description

HOLLYWOOD RIDGE FARMS 2-16 MISC 15 STRIP LYING E LOT 41 B; being the same property conveyed to Broward County pursuant Final Court Judgment executed August 25, 1971, certificate number 2928, as recorded in OR 4591 / 782, excepting therefrom a reservation of easement over the entire property for public road and public utility purposes.

Folio Number 5142-30-13-0780

Property Id: 514230130780

**Please see map di



August 5, 2019

Prepared by and return to:
Addys Dieguez

Qualified Title Services, L.L.C.
7950 NW 155 Street Suite 208
Miami Lakes, FL 33016
305-557-0590
File Number: 15-1783
Will Call No.:

[Space Above This Line For Recording Data]

Quit Claim Deed

This Quit Claim Deed made this 15th day of January, 2016 between Lenen E. Hernandez, whose post office address is 28706 Falling Leaves Way, Zephyrhills, FL 33543, Angannette G. Ramos n/k/a Angannette G H Flores whose post office address is 18784 SW 29 Court, Miramar, FL 33029, Arthur Hernandez whose post office address is 577 Golden Beach Drive, Golden Beach, FL 33160 and Carol V. Hernandez whose post office address is 5 Dawn Drive, East Northport, NY 11731, grantor, and ~~Kolnonia Worship Center & Village, Inc.~~, a Florida not for profit corporation whose post office address is 4900 W. Hallandale Beach Blvd , Bldg G, Hollywood, FL 33023, grantee:

(Whenever used herein the terms "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, trusts and trustees)

Witnesseth, that said grantor, for and in consideration of the sum TEN AND NO/100 DOLLARS (\$10.00) and other good and valuable consideration to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, does hereby remise, release, and quitclaim to the said grantee, and grantee's heirs and assigns forever, all the right, title, interest, claim and demand which grantor has in and to the following described land, situate, lying and being in Broward County, Florida to-wit:

See Exhibit "A"

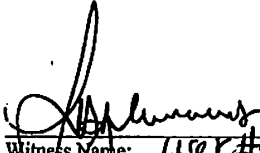
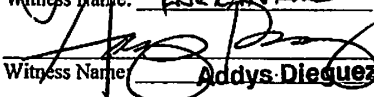
Folio: 514230-13-0770 - VACANT LAND

Parcel Identification Number: 514230-13-0770

To Have and to Hold, the same together with all and singular the appurtenances thereto belonging or in anywise appertaining, and all the estate, right, title, interest, lien, equity and claim whatsoever of grantors, either in law or equity, for the use, benefit and profit of the said grantee forever.

In Witness Whereof, grantor has hereunto set grantor's hand and seal the day and year first above written.

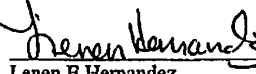
DoubleTime®


Witness Name: Lisa K. Homan

Witness Name: Addys Dieguez

State of Florida
County of ~~Pasco~~ BREVARD

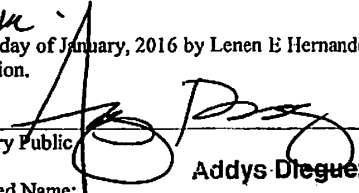
The foregoing instrument was acknowledged before me this 15th day of January, 2016 by Lenen E Hernandez, who ☐ is personally known or ☒ has produced a driver's license as identification.

[Notary Seal]


Lenen E Hernandez (Seal)

Notary Public

Printed Name:


Addys Dieguez

My Commission Expires:

7/29/2019.



[Signature]
Witness Name: Ugale Hernandez
[Signature]
Witness Name: Addys Dieguez
State of Florida
County of Duval

[Signature] (Seal)
Arthur Hernandez

The foregoing instrument was acknowledged before me this 15th day of January, 2016 by Arthur Hernandez, who ☐ is personally known or ☒ has produced a driver's license as identification.

[Notary Seal]



Notary Public

Printed Name:

My Commission Expires:

[Signature]
Addys Dieguez
7/29/2019

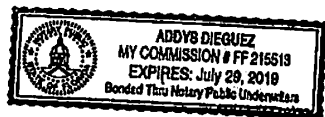
[Signature]
Witness Name: Lisa K. Hester
[Signature]
Witness Name: Addys Dieguez

[Signature] (Seal)
Angannette G Ramos

State of Florida
County of Broward

The foregoing instrument was acknowledged before me this 15th day of January, 2016 by Angannette G Ramos, who
☐ is personally known or ☒ has produced a driver's license as identification.

[Notary Seal]



[Signature]
Notary Public

Addys Dieguez

Printed Name:

My Commission Expires:

7/29/2019

Anthony Courtwakes
Witness Name: _____

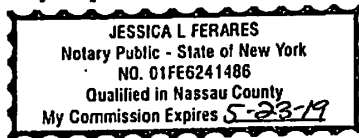
Anthony Courtwakes

Witness Name: *Anthony Courtwakes*

State of New York *Anthony Courtwakes*
County of Suffolk Nassau

The foregoing instrument was acknowledged before me this 14 day of January, 2016 by Carol Hernandez, who ☐ is personally known or ☒ has produced a driver's license as identification.

[Notary Seal]



Carol Hernandez (Seal)
Carol Hernandez

Jessica L. Ferares
Notary Public

Printed Name: Jessica L. Ferares

My Commission Expires: 5-23-19

Exhibit "A"

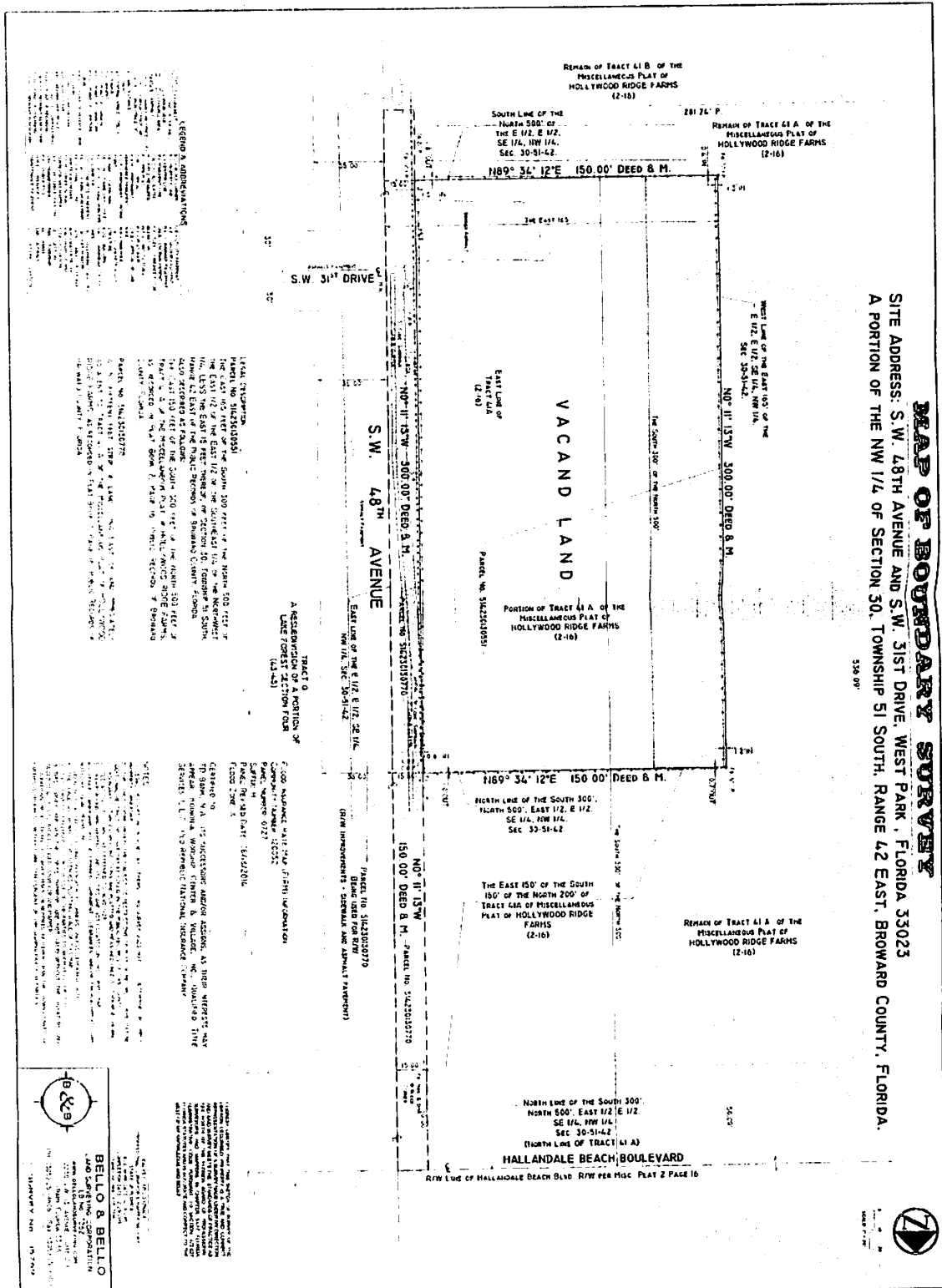
A 15 feet strip of land lying East of and immediately adjacent to Tract 41 A of the Miscellaneous Plat of HOLLYWOOD RIDGE FARMS, as recorded in Plat Book 2, Page 16, Public Records of Broward County, Florida.

Folio No.: 514230130770

MAP OF BOUNDARY SURVEY

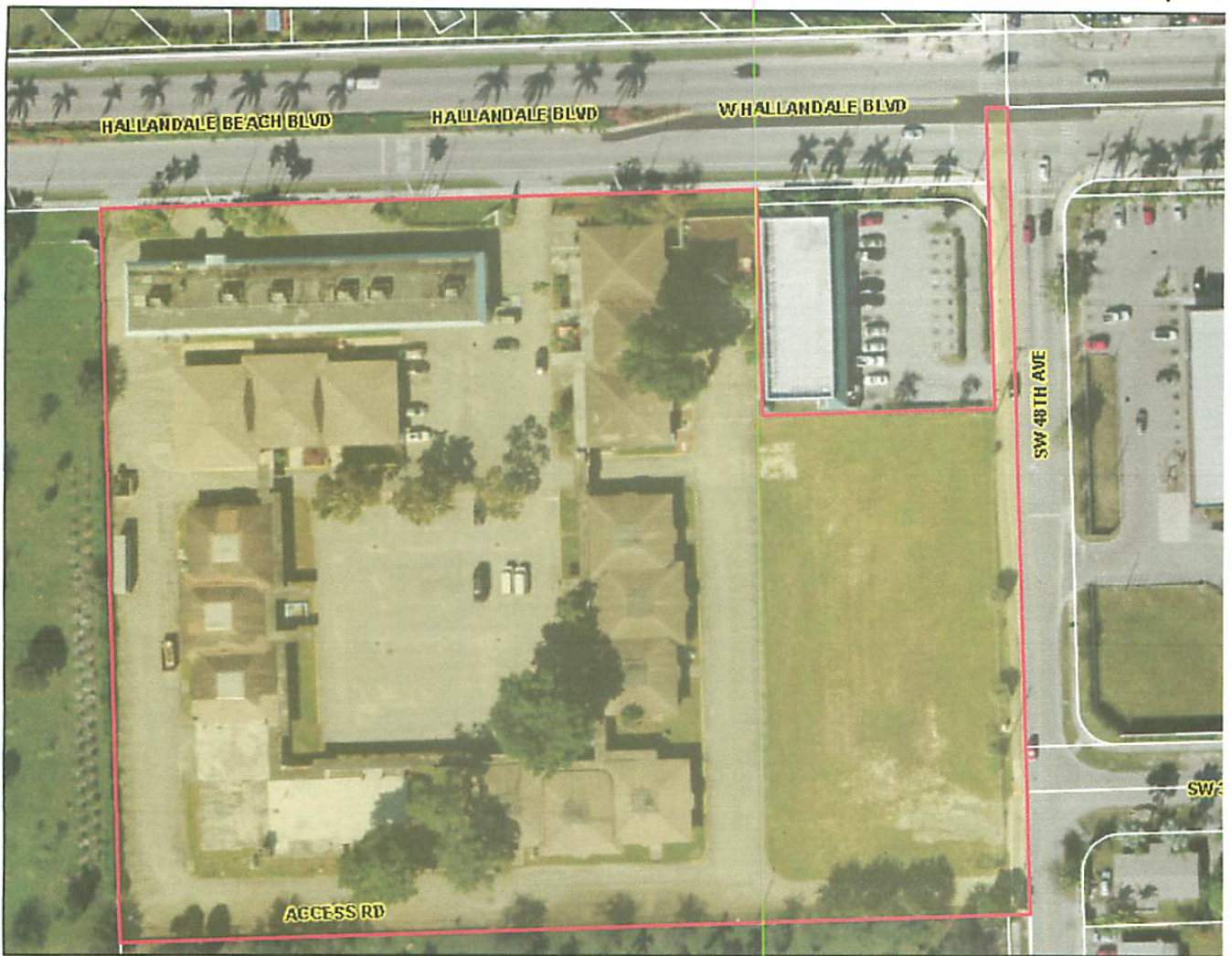
SITE ADDRESS: S.W. 48TH AVENUE AND S.W. 31ST DRIVE, WEST PARK, FLORIDA 33023
A PORTION OF THE NW 1/4 OF SECTION 30, TOWNSHIP 51 SOUTH, RANGE 42 EAST, BROWARD COUNTY, FLORIDA.

330.00'



Property Id: 514230130530

**Please see map di



August 1, 2019

Town
Complan - Trans. Element

**Table 2 – 1
FUNCTIONAL CLASSIFICATION OF ROADWAYS**

*Previous Table 2-1 is deleted in its entirety and replaced with new Table 2-1

Roadway	Segment	TIP Design Code	Functional Classification	Required Width	# of Lanes
I-95	Pembroke Road to Miami-Dade CLR	1421	XWay	325'	14LD*
Pembroke Road	SW 56 Avenue to I-95	623	SPA	100'	6LD
County Line Road	SW 56 Avenue to I-95	430	MaCOLL	106'	4LD/2/4LD/2
Hallandale Beach Boulevard	SW 56 Avenue to I-95	623	SPA	120'	4LD 6LD at I-95
SW 56 Avenue	Pembroke Road to Miami-Dade CLR	211	MiCOLL	80'	2L
SW 52 Avenue	Hall. Bch. Blvd. to Miami-Dade CLR	211	MiCOLL	60'	2L
SW 40 Avenue	Pembroke Road to CLR	211	MiCOLL	80'	2L
SW 48 Avenue	Hall. Bch. Blvd. to Miami-Dade CLR	211	MiCOLL	80'	2LD
Park Road	Pembroke Road to Hall. Bch. Blvd.	211	MiCOLL	80'	2LD
Local Roadways	Town-wide	N/A	LR	50'	2L

Legend: XWay = Expressway
 SPA = State Principal Arterial
 SMA = State Minor Arterial
 MaCOLL = Major Collector
 MiCOLL = Minor Collector
 LR = Local Road
 LD / LU = Lanes Divided / Lanes Undivided

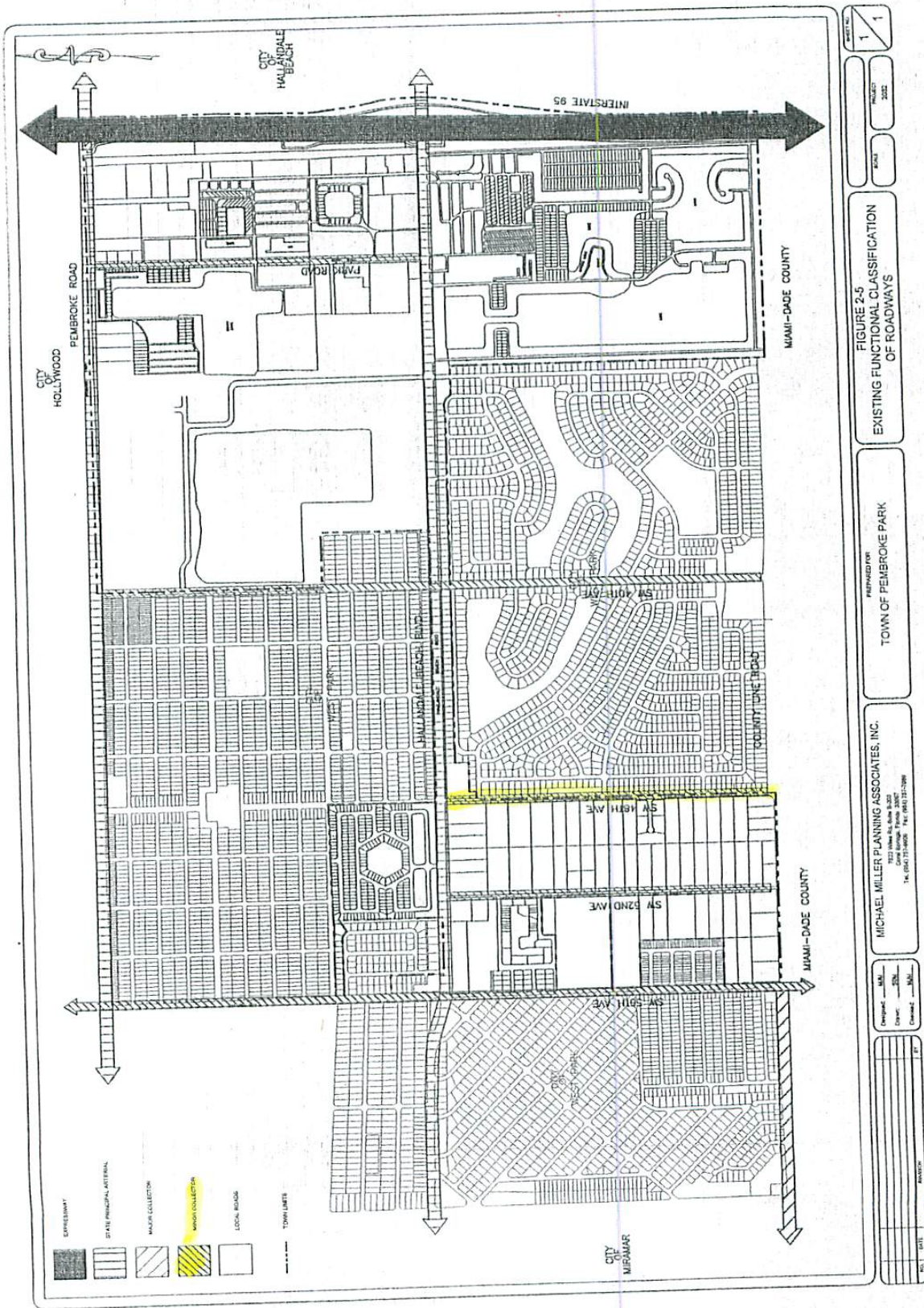
Note: Required Right of Way (ROW) width per BC Trafficways Plan
 * I-95 has 10 General Use Lanes (Through) and 4 Special Purpose Lanes (Tolls).

Source: Broward County Roadway Capacity & Level of Service Analysis - 2010 / 2030 published 9/2006
 Broward County Trafficways Map - 2016
 Michael Miller Planning Associates, Inc. – Aug 2016

Maintenance responsibilities are divided between the State Department of Transportation for I-95, Hallandale Beach Boulevard and Pembroke Road, Broward County for other arterials and County collector roadways and the Town for Town collector and local streets.

Number of Through Lanes for Each Roadway

The number of through lanes is described in Table 2-2 and illustrated in Figure 2-6



Policy 1.6.1: The Town shall review, in conjunction with its Evaluation and Appraisal Reports, or separately, right-of-way requirements for existing and future transportation needs to ensure continuity of the thoroughfare system. The Town will coordinate requests for Trafficways Plan amendments with Broward County through a designated Town representative assigned to process these amendments.

Policy 1.6.2: The Town shall address the proliferation of existing curb cuts and better manage future curb cuts by enforcing standards for the location and design of driveways which intersect arterial and collector streets.

Policy 1.6.3: The Town shall enforce its local right-of-way protection ordinance to ensure that no building permits or development orders are issued for construction within identified rights-of-way and that the minimum right-of-way necessary to maintain the adopted minimum level of services on all roads in the Town is provided for.

Policy 1.6.4: The Town shall through implementation of the Broward County Trafficways Plan and the minimum Town right-of-way standard of fifty (50) feet for local roads (60 feet for SW 52 Avenue), secure right-of-way dedications at time of development review to ensure that adequate right-of-way is provided to serve existing and future development.

Policy 1.6.5: At the time of platting and/or site plan approval, require the dedication of adjacent road right-of-ways in compliance with the effective trafficway plan.

Policy 1.6.6: Prohibit the use of existing or future right-of-way for parking or uses other than transportation related.

Objective 1.7: The Town shall encourage developments that promote safe and efficient on and off-site transportation improvements.

Measure: Quantity of improvements as noted below.

Policy 1.7.1: The Town shall require that site development designs incorporate safe and efficient on-site traffic circulation and adequate provisions for motorized and non-motorized parking where required, including bicycle parking.

Policy 1.7.2: The Town shall continue to require, at the time of development review, that developers include off-site project related transportation improvements including sidewalks, street and curb construction and/or reconstruction where required, including bicycle facilities consistent with the Town's Future Pedestrian and Bikeway System.

<i>Type of Development</i>	<i>Number of Access Points</i>	<i>Preferred Type of Access</i>
Nonresidential, <300 required parking spaces	2	Collector (FDOT, County)
Nonresidential, 300+ required parking spaces	3	Collector (FDOT, County) or Arterial

- a. A nonresidential development on a corner lot may be allowed two (2) points of access, provided that access onto an arterial or a collector shall be a minimum of three hundred (300) feet from the intersection of the centerlines of the rights-of-way or at the extreme property line. If the length of the property is less than three hundred (300) feet from centerline of roadways, then only one (1) driveway per street frontage shall be permitted if it is located no greater than five (5) feet from the furthestmost property line.
 - b. Schools and/or uses requiring emergency vehicle access may have one (1) additional access, provided that the additional access drive is limited to school bus or emergency vehicle use only.
- (2) All streets and roads proposed in a new development shall be designed and constructed pursuant to the standards in Broward County Land Development Code.
Reference: Future Land Use Policy 1.4.2.(2); Traffic Circulation Policy 2.1.3.
 - (3) Private streets may be allowed within manufactured housing developments, parks, recreational vehicle parks, multifamily residential projects, or commercial, office, or industrial projects. However, private streets shall be designed and constructed pursuant to the standards of Broward County Land Development Code.
 - (4) Proposed development shall not degrade the level of service adopted by the Town for affected roadways. Refer to Article VI of this code [chapter].
 - (5) Projects proposed on principal and minor arterials (see 2010 Future Land Use Map) shall include frontage or service roads, and shall take access from the frontage road rather than the arterial or major collector. This requirement may be met through interconnecting parking lots which abut the arterial or major collector facility. Where natural features cause this requirement to be physically infeasible, alternate designs may be approved.
Reference: Future Land Use Policy 1.4.2(5).
 - (6) Access points on arterial roadways shall be separated a minimum of sixty (60) feet. However, two (2) adjacent projects may share a common driveway, provided that appropriate access easements are granted between or among property owners.
 - (7) All proposed rights-of-way shall be dedicated in compliance with the transportation circulation element of the Town's Comprehensive Plan or Broward County Planning Council's Trafficways map.
Reference: Traffic Circulation Policy 2.1.4.



Environmental Protection and Growth Management Department
HOUSING FINANCE AND COMMUNITY REDEVELOPMENT DIVISION
110 NE 3rd Street, 3rd Floor • Fort Lauderdale, Florida 33301 • 954-357-4900 • FAX 954-357-8221

August 6, 2019

Todd Larson
Town of Pembroke Park/Town Hall
3150 SW 52nd Ave.
Pembroke Park, FL 33023

Subject: 45th Year CDBG (FY 2019-2020) Funding Award
Subrecipient: TOWN OF PEMBROKE PARK
Program: Pembroke Park Preserve ADA Restrooms
Total Allocation: \$61,508

Dear Todd Larson:

The Broward County Administrator has approved the Fiscal Year (FY) 2019-2020 Annual Action Plan (AAP) and the Board of County Commissioners will ratify it at an upcoming Commission meeting. The proposed funding allocations are for the Community Development Block Grant (CDBG) and Emergency Solutions Grants (ESG) Program activities/projects. The Housing Finance and Community Redevelopment Division (HFCRD) will submit the AAP to the Department of Housing and Urban Development (HUD) for final approval and award on or before Thursday, August 15, 2019. Your organization's award is \$61,508 of CDBG funding for Pembroke Park Preserve ADA Restrooms, subject to the AAP ratification.

The 2019-2020 Program Year begins on October 1, 2019 and ends on September 30, 2020. It is HFCRD's intent to complete the CDBG Agreements as quickly as possible. An integral part of the Agreement is the inclusion of the exhibits listed below. Your organization's exhibits used for the prior year's Agreement will be e-mailed to you in a MS Word file. Please update them with the 45th Year Project information to be used for the FY 2019-2020 Agreement.

Exhibit A: Project Description
Exhibit B: Budget Table/Costs for Project and Budget Narrative
Exhibit C: Project Schedule/Timeline
Exhibit D: Monthly/Quarterly Progress Report

Broward County Board of County Commissioners
Mark D. Bogen • Lamar P. Fisher • Beam Furr • Steve Geller • Dale V.C. Holness • Nan H. Rich • Tim Ryan • Barbara Sharief • Michael Udine
www.broward.org

Page 1 of 1

Exhibit E: Request for Payment

Exhibit F: Insurance Requirements (will be inserted by the County, as applicable)

To expedite the completion of Agreements, please e-mail the completed exhibits (A-E) in MS Word format to Olga Sheyner, Housing and Community Development Specialist, at **OSheyner@broward.org** no later than **August 30, 2019**. If you have any questions regarding the preparation of the exhibits, please feel free to contact Mrs. Sheyner at 954-357-4942. Thank you for your prompt attention to these contractual requirements.

Sincerely,

A handwritten signature in blue ink, appearing to read "R Stone".

Ralph Stone, Director
Housing Finance and Community Redevelopment Division

cc: Suzanne Fejes, Assistant Director, HFCRD
Angela Chin, Manager, HFCRD
Olga Sheyner, Housing and Community Development Specialist, HFCRD

EXHIBIT A

PROJECT DESCRIPTION

Project Name: PEMBROKE PARK PRESERVE ADA RESTROOMS

Project Description

CDBG Funds in the amount of \$ \$61,508 provided by County under the Agreement shall be used by City to contract with a construction contractor for the provision of infrastructure Improvements related to City's Preserve Restrooms.

The Project is for the Construction of a 2-cabin unisex restroom building, complete with sewer and electrical connections; concrete floor and walls; ADA-designed doors; toilets, and sinks; hand dryers, and water drinking fountain within the Raymond P. Oglesby Preserve at Pembroke Park located at 3115 SW 52nd Avenue.

The Project is located in Census Tract 1008.02, Block Group 2.

CDBG HUD National Objective: 24 CFR Part 570.208(a)(1), Area Benefit Activities

EXHIBIT B**BUDGET TABLE/COSTS FOR PROJECT**

Each cost category below reflects the proposed amount necessary to complete the Project by funding source(s).

Funding Sources					
Cost Category		(1) CDBG	(2) NON-CDBG CITY	(3)	Total
A.	Personnel	-	\$ 3,000	-	\$ 3,000
B.	Fringe Benefits	-	-	-	-
C.	Travel	-	-	-	-
D.	Equipment	-	-	-	-
E.	Supplies	-	-	-	-
F.	Contractual Services	-	-	-	-
G.	Construction	\$ 61,508	\$ 38,932	\$	\$ 100,440
H.	Other	-	\$ 2,000	\$	\$ 2,000
I.	Total	\$ 61,508	\$ 43,932	\$	\$ 105,440

EXHIBIT B

BUDGET NARRATIVE

The Budget Narrative statements below provide a detailed justification for each cost category shown in the budget table for both CDBG Funds and Non-CDBG funding sources utilized in financing the Project.

CDBG Funds: \$61,508

Construction:

City shall contract for the construction of one (1) ADA compliant 2-cabin restroom building equipped with power and sewer utilities hookups.

Non-CDBG Funds: \$43,932

City's Staff	\$3,000	City shall provide City staff for construction management and administration of the grant. This amount includes fringe benefits.
Construction:	\$24,740	City shall provide the remaining balance of the ADA compliant 2-cabin restroom building.
Building Foundation	\$16,740	City shall provide site preparation prior to construction of the ADA compliant 2-cabin restroom building
Other:	\$2,000	City shall prepare advertisement to solicit interested suppliers.

EXHIBIT B

Allowable Cost for U.S. HUD Share of Budget

Federal cost principles for grants and contracts with state and local governments are set forth in 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards. This document is an extensive and somewhat complicated series of principles governing the allowability of various types of costs under federal grants and contracts. General information concerning the cost principles is summarized below. The following types of costs are specifically unallowable:

- (A) Advertising costs other than those associated with recruitment of personnel and the solicitation of bids for goods and services.
- (B) Bad debts.
- (C) Contingencies.
- (D) Contribution and donations.
- (E) Entertainment.
- (F) Fines and penalties.
- (G) Interest.
- (H) Losses on other grants or contracts.

Most other categories of cost are generally allowable under the cost principles provided the costs are allowable and reasonable. General comments on individual cost elements are listed below:

Salary costs are generally allowable provided they are based on actual current salaries adjusted for any anticipated cost-of-living or merit increases during the grant period. Salary costs for unidentified new employees must be consistent with City's overall employee compensation structure. City's compensation policy should not change as a result of obtaining a federal grant.

Fringe Benefit costs such as pay for vacations, holidays, sick leave, employee insurance, and unemployment benefits are allowable to the extent required by law or established organizational policy.

EXHIBIT B

Travel costs consistent with established organizational policy are generally allowable. The difference between first class and coach air fare is specifically unallowable. In the absence of established organizational travel policy, it is a good practice to adopt policies consistent with the federal travel regulations.

Equipment costs should be based on the least cost method of acquisition (rent, purchase, lease with option to buy) over the grant period as demonstrated by competitive bidding. Equipment costs are only allowable to the extent the equipment is directly necessary to accomplish the grant. The cost of equipment not fully utilized under the grant must be allocated to other organization costs to assure a fair share distribution. Whenever practical, used equipment should be considered in meeting equipment needs.

Material cost directly associated with the Project is allowable. Prices must generally be justified through competitive bids except for nominal purchases.

Subcontracts must be awarded on a competitive basis except in extraordinary circumstances. The same principles applicable to individual cost principles for grantees are generally applicable cost-reimbursement type subcontracts under grants.

Consultant agreements should include a certification by the consultant that the consultant rate is equal to or less than the lowest rate the consultant accepts for comparable work. Additionally, Congress prohibits the salary component of consultant fees under HUD grants from exceeding the applicable approved rate schedule.

Construction costs include construction of new buildings, structures, or other real property as well as alteration or repair of existing structures. Construction costs should be supported by detailed cost estimates and competitive bidding. Consult with the Housing Finance and Community Redevelopment Division's Compliance Officer on applicability of the Davis-Bacon Wage determination to the Project.

Other costs include all types of direct costs not specified above. Normally, such costs include space, telephone, utilities, printing, and other basic operating expenses.

Leverage is that which the municipality or non-profit organization brings to the Project. It may be in the form of services or contributed operating expenses (in-kind contributions) or cash support from the organization itself or from other sources.

EXHIBIT C

PROJECT SCHEDULE/TIMELINE

The table below lists the main work tasks required to complete Project objectives before the term of the Agreement expires.

Work Task	Start-Up Date	Date of Completion
Preparation of Design Plans and Specifications	November 1, 2019	January 31, 2020
Advertise, Pre-Bid Meeting, and Bidding	February 1, 2020	March 31, 2020
Bid Opening, Selection, and Award	April 1, 2020	May 30, 2020
Construction Contract Execution, Pre-Construction Meeting, and Construction	June 1, 2020	August 31, 2020
Punch list Items	September 1, 2020	September 30, 2020
Completion of Construction	September 1, 2020	September 30, 2020

EXHIBIT D

QUARTERLY PROGRESS REPORT

Reporting Period: _____

Date Report Prepared: _____

A. Project Information:

Agency Name	City of Pembroke Park
Person Preparing the Report	Myriam Jacques
Job Title	Assistant Director of Public Services
Signature	<i>Myriam Jacques</i>
Project Name	Pembroke Park Preserve ADA Restrooms
Project Start-Up Date	October 1, 2019
Project Completion Date	September 30, 2020
Amended Completion Date (if applicable)	N/A

B.1 Project Cost

Fund Source	Budget	Funds Expended to Date	Percentage
Total Project	\$ 105,440	\$ 0.0	0%
CDBG Funds	\$ 61,508	\$ 0.0	0%
Other Funding (specify source below) <u>City</u>	\$ 43,932	\$ 0.0	0%

B.2 Declaration of Agency Budget Changes

Program Income: N/A

Source of Program Income: N/A

EXHIBIT D

B.3 Other Grant Awards N/A

Date(s): _____ Dollar Amount(s): _____

Funding Source(s): _____ Funding Contract Person(s): _____

B.4 Describe attempts to secure additional funding:

B.5 Percent of Project completed to date: 0%

B.6 Anticipated Changes in Staffing: None

1. Office Hours: Monday to Friday from 8:00 AM to 5:00 PM

2. Resignations: None

Part-time or Full-time Employee(s): No Change

C.1 Brief Project Description and Project Location (if applicable, include homeowner's name and address, general scope of work performed, and associated expenses):

The Project is for the Construction of a 2-cabin unisex restroom building, complete with sewer and electrical connections; concrete floor and walls; ADA-designed doors; toilets, and sinks; hand dryers, and water drinking fountain within the Raymond P. Oglesby Preserve at Pembroke Park located in the Census Tract 1008.02, Block Group 2, at 3115 SW 52nd Avenue.

C.2 Describe specific work tasks and status completed this quarter:

Work Tasks	Status (i.e., underway, completed)
Design Plans and Specifications	
Advertising and Pre-Bid Meeting	
Bid Submittal	
Bid Opening and Bidder Selection	
Award to Bidder	
Construction Contract Execution, Pre-construction Meeting	
Construction	
Punch List Items	
Completion/Closeout of Construction	

EXHIBIT D

C.3 Describe success or problems encountered with the Project:

C.4 Anticipated problems or concerns with the Project. Please identify technical assistance needed and requested from Housing Finance and Community Redevelopment Division staff.

C.5 Anticipated advertisements and other contractual services. If so, has the Housing Finance and Community Redevelopment Division staff been advised and appropriate steps taken to assure compliance?

CITY anticipates to advertise the project and solicit qualified vendor for it. The advertisement will be published and run for two consecutive weeks in the South Florida Sun Sentinel, Fort Lauderdale branch newspaper.

C.6 If applicable, please complete the information on the following Direct Benefit Form for all program participants.

EXHIBIT "D"

Direct Benefit Form

Indicate persons or households. Only unduplicated counts should be given.

Total number
served
this quarter

Total number
served
year to date

Ethnicity

Hispanic
Non-Hispanic

1. Total

Racial Data

Hispanic

11. White
12. Black/African American
13. Asian
14. American Indian/Alaskan Native
15. Native Hawaiian or other Pacific Islander
16. American Indian/Alaskan Native and White
17. Asian and White
18. Black/African American and White
19. American Indian/Alaskan Native and Black/African American
20. Other Multi-Racial

2. Total

Income Data

Extremely Low Income ≤30% of area median
Low Income ≤50% of area median
Moderate Income ≤80% of area median
Non-Low Moderate Income

income levels must equal persons benefiting* **3. Total

Other Demographic Data

Households
Persons
Homeless
Female Head of Household
Disabled Persons Assisted
Elderly Persons Assisted
Census Tract served

EXHIBIT D

Direct Benefit Form

Applicable if implementing one of the following activities:

	Total number this quarter	Total number year to date
<i>Public Services: Of the persons assisted</i>		

Number that have new access to this service or benefit
Number that have improved access to this service or benefit
Number that receive a service or benefit that is no longer substandard

Total 1.

Public Facilities or Infrastructure Improvements

Number that have new access to this type of public facility or infrastructure improvement

Number that have improved access to this type of public facility or infrastructure improvement

Number served by public facility or infrastructure that is no longer substandard

Total 2.

Overnight Shelter/Emergency Housing

Number of beds created in overnight shelter or other emergency housing

Total 3.

EXHIBIT D

Direct Benefit Form

Applicable if implementing one of the following activities:

Housing and Economic Development Data

Total number
this quarter

Total number
year to date

Rehab: Of the total owner units

Occupied by elderly
Units moved from sub-standard to standard (HQS or local code)
Units qualified as Energy Star
Units made accessible
Units brought into compliance with lead safety rules (24 CFR Part 35)

1. Total

1st Time Homebuyers: Of total households

Number received housing counseling
Number down payment assistance/closing costs

2. Total

Assistance to Businesses

Number of *new* businesses assisted
Number of *existing* businesses assisted

Number of existing businesses *expanding*
Number of existing businesses *relocating*

Number of businesses assisted with commercial facade treatment/
business building rehab

Number of businesses assisted that provide goods or services to
meet the needs of a service area, neighborhood or community

Women-owned business

3. Total

Name of Each Business Assisted

DUNS #

N/A

**DUNS number required for each business*

EXHIBIT D

D. Program Objectives

*Work Tasks	Projected Yearly Total Performance	Quarterly Progress	Progress Yr-To-Date	Supporting Documentation
Design Plans and Specifications	1			Copies of design plans and specifications
Advertise, Bidding, and Pre-Bid Meeting	1			Copy of advertisement, minutes, and pre-bid meeting sign-in sheets
Bid Opening, Selection, and Award	1			Copy of bid tabulations, and recommendation of award letter
Construction Contract Execution, Pre-construction Meeting, and Construction	1			Copy of executed construction contract, pre-construction meeting minutes/sign-in sheets, and construction progress/inspection reports
Punch list Items	1			Copy of punch list items
Completion of Construction	1			Final invoice and supporting documentation from City's construction contractor

*** Work Tasks as listed in Exhibit "C" (Project Schedule/Timeline) of the Agreement.**

EXHIBIT E

REQUEST FOR PAYMENT

**Community Development Block Grant Program
45thYear Funding**

Contract Period: October 1, 2019 to September 30, 2020

1. Project Name Pembroke Park Preserve ADA Restrooms			
2. Organization Town of Pembroke Park		Telephone Number: (954) 966-4600, ext. 200	
3. Billing Number			
4. Billing Period Covered			
5. % of Total Contract, Expended through this Billing			
6. Cost Categories	Total Expenditures Up to Last Billing	Expenditures This Billing	Total Expenditures To Date
A. Project Costs			
Salary and Fringes			
Contractual			
Construction			
Other Project Costs			
Total Expenditures			
Funds Obligated: (By Funding Agreement)			
Balance			
B. In-kind			

EXHIBIT E

REQUEST FOR PAYMENT
(Continued)

7. Detail of Request for Payment (Attach copies of Invoices, Other Applicable Documentation)			
Vendor Name	Invoice # (If Applicable)	Description of Service	Amount

Total Request for Reimbursement \$ _____

8. Certification:

I certify that Items 1 - 7 of this billing are correct and just and are based upon obligation(s) of record for the Project; that the work and services are in accordance with the Broward County approved Agreement, including any amendments thereto; and that the progress of the work and services under the Agreement are satisfactory and are consistent with the amount billed.

Signature and Title of Authorized Official
Form 608.700 Revised 06/04

Date



Dixie Highway Corridor Complete Streets

Hollywood and Hallandale Beach, Florida

Kimley»Horn

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June 2019
044241029



Traffic Analysis

**Dixie Highway Corridor Complete Streets
Hollywood and Hallandale Beach, Florida**

Prepared for:

The City of Hollywood and
The City of Hallandale Beach

Prepared by:

Kimley-Horn and Associates, Inc.



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June 2019
044241029
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Executive Summary

The Broward Metropolitan Planning Organization (MPO) developed the *Complete Streets Master Plan* (CSMP), adopted in February 2019, to guide future investment in Complete Streets improvements by developing a prioritized list of projects based on technical, data-driven analysis, including access to transit. The Dixie Highway corridor from the Miami-Dade/Broward County Line to Sheridan Street has been identified as a priority project within the CSMP. The limits of the Dixie Highway corridor encompass the Cities of Hollywood and Hallandale Beach. Both cities have also identified the Dixie Highway corridor as an important municipal goal for safe multimodal transportation.

Previous planning efforts have already been accomplished along the corridor. The City of Hollywood and Hollywood Community Redevelopment Agency (CRA) developed the Dixie Highway/21st Avenue Corridor Retrofit Plan in 2014. The Plan established a vision for the Dixie Highway and 21st Avenue corridor as a Complete Street through lane repurposing, creating a transit-ready corridor that provides access to the proposed Tri-Rail Coastal Link commuter rail station, existing Broward County Transit (BCT) routes, and links together residential and commercial neighborhoods. As part of the 2014 Plan the City achieved a Context Sensitive Corridor designation from Broward County.

The City of Hallandale Beach hosted a Walking Audit with the Broward MPO along the study corridor in March 2019 to evaluate pedestrian and bicyclist conditions. The Walking Audit provided an experiential hands-on exercise that will assist with project scoping. Most importantly, the Walking Audit provided a mechanism for the community to provide input on their experience walking and bicycling along the corridor and to identify what they would like to see changed along the corridor.

The City of Hollywood and Hallandale Beach conducted this traffic analysis study of improving the safety and comfort of multimodal accommodations along the Dixie Highway/21st Avenue/1st Avenue corridor from County Line Road/NE 215th Street to Sheridan Street through repurposing through traffic lanes. The traffic analysis study describes the results of the lane repurposing impacts along the corridor and is conducted based on the Broward County lane elimination policy thresholds established in 2018.

Dixie Highway is a one-way southbound roadway and currently varies from 3 to 4 lanes.

- 4 lanes from Sheridan Street to Taft Street
- 3 lanes from Taft Street to Washington Street
- 4 lanes from Washington Street to SW 3rd Street
- 3 lanes from SW 3rd Street to County Line Road/NE 215th Street

There are no bicycle facilities within the Dixie Highway corridor. There are existing 5-foot sidewalks directly adjacent to the back-of-curb along the west side of the roadway. There are gaps in sidewalk facilities throughout the corridor. The existing posted speed limit on Dixie Highway between County Line Road/NE 215th Street and Sheridan Street varies from 35-40 miles per hour (mph).

The northbound lanes of the corridor are on S/N 21st Avenue (in Hollywood) and SE/NE 1st Avenue (in Hallandale Beach).

- 2 lanes from to County Line Road/NE 215th Street to Hallandale Beach Boulevard
- 1 lane from Hallandale Beach Boulevard to the 200 Block of NE 1st Avenue
- 2 lanes from the 200 Block of NE 1st Avenue to Washington Street
- 3 lanes from Washington Street to Sheridan Street

There are no bicycle facilities on 21st Avenue/1st Avenue. There are existing 5-foot sidewalks directly adjacent to the back-of-curb in some areas and a furnishing zone is provided in limited other areas. The sidewalk is along the east side of the roadway. There are gaps in sidewalk facilities throughout the corridor. The existing posted speed limit on 21st Avenue/1st Avenue is 35 miles per hour (mph).

The intent of this study is to assess the impact of repurposing lanes to create 2 through lanes southbound on Dixie Highway, 1 through lane northbound on SE/NE 1st Avenue in Hallandale Beach, and 2 through lanes northbound on S/N 21st Avenue in Hollywood.

The annual traffic growth rate was calculated to be 1.04 percent (1.04%) for the study corridor using the Southeast Florida Regional Planning Model (SERPM) Version 7.071 volumes from the 2010 and 2040 approved travel demand models. By applying the model

growth rate to the most recently available traffic count data, 2040 Annual Average Daily Traffic (AADT) volumes on Dixie Highway/21st Avenue within the study area are expected to range from 4,600 to 15,800 depending on the segment.

Intersection turning movement counts (TMCs) were collected at key signalized intersections in the corridor study area in May 2019 and increased to 2040 volumes using the calculated 1.04% annual growth rate.

The roadway segment level of service (LOS) analysis for the Dixie Highway/21st Avenue/1st Avenue corridor shows that the corridor segments will operate in a range of LOS C and D in the future year 2040 “build” conditions with lane repurposing implemented, which is at or better than adopted level LOS standards.

A diversion analysis was conducted using SERPM 7.071 to compare the “build” future year 2040 conditions with lane repurposing conditions in place to the “no-build” future year 2040 conditions. No adverse impacts were found within the study area. No overcapacity roadways will receive 3% or more of its capacity as diversion from the Dixie Highway corridor due to the lane elimination.

The peak period intersection capacity analyses show that two intersections that are anticipated to operate at LOS F in the future “no-build” scenario do not have proposed lane changes in this project because they are at the ends of the study corridor – the County Line Road/NE 215th Street and Sheridan Street intersections – therefore the project has no impact on these two intersections. Two intersections that have proposed lane changes are also anticipated to operate at LOS F – the Pembroke Road and Johnson Street intersections.

Overall this study finds that the corridor segments will operate sufficiently after the proposed lane repurposing with minimal diversion to parallel arterial corridors. The results indicate no adverse impacts to the study area roadway segments from the proposed lane repurposing and is less than the Broward County de minimis upper threshold of 3%.

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Appendix G:	Segment Diversion Analyses using Broward MPO Roadway Capacity and LOS Tables

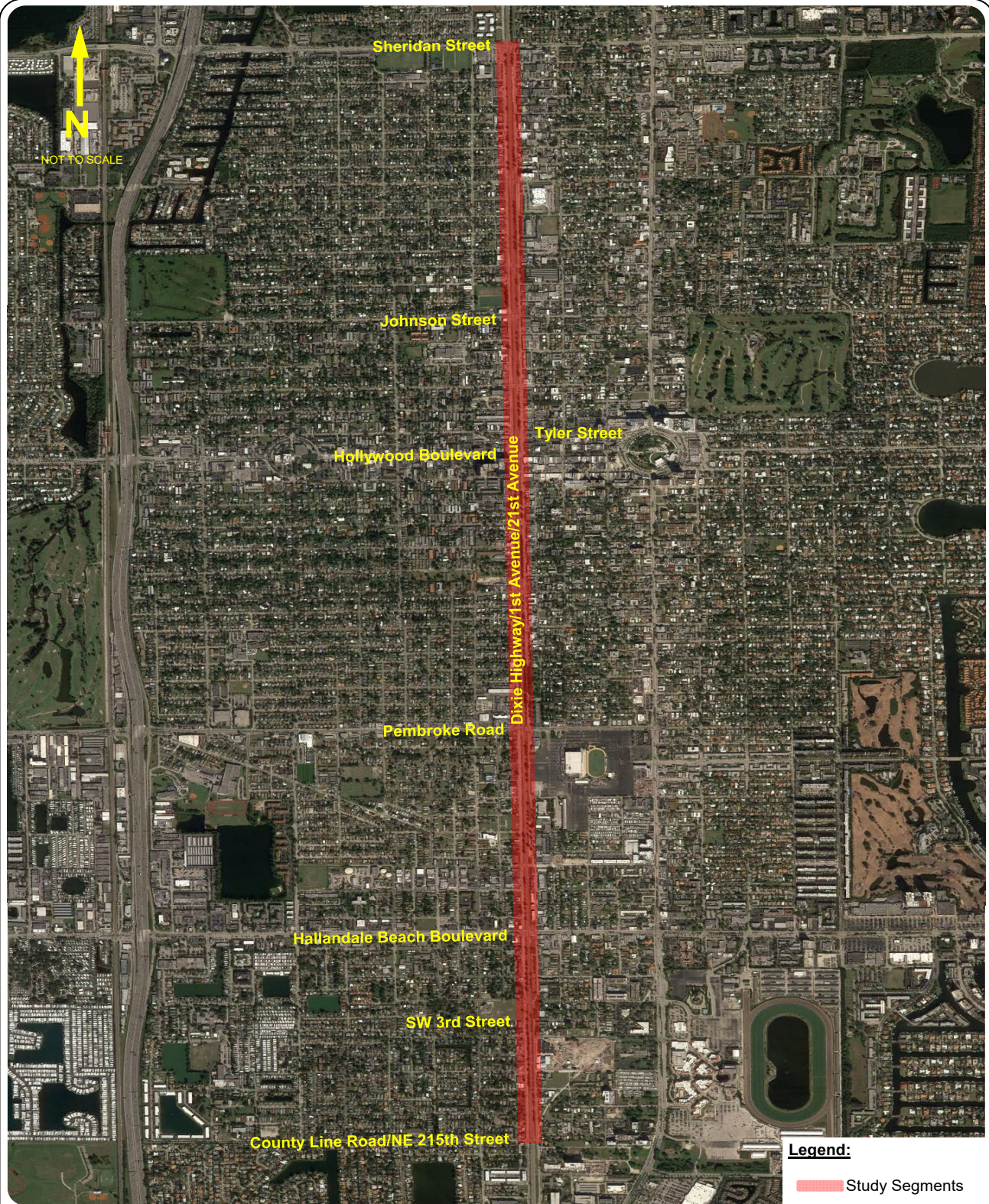
Introduction

Kimley-Horn and Associates, Inc. was retained to conduct traffic impact analyses and evaluate the feasibility of the lane repurposing strategy for Dixie Highway/21st Avenue/1st Avenue from County Line Road/NE 215th Street to Sheridan Street as shown in Figure 1 per Broward County's lane elimination policy threshold established in 2018. The study corridor was identified based on a priority corridor in the Broward MPO's CSMP along Dixie Highway/21st Avenue/1st Avenue. The intent of the study is to assess the impact of repurposing travel lanes to create 2 lanes southbound on Dixie Highway, 1 lane northbound on SE/NE 1st Avenue in Hallandale Beach, and 2 lanes northbound on S/N 21st Avenue in Hollywood. The study also assesses the potential diversion impact on adjacent arterial roadways.

Dixie Highway is a one-way roadway with 4 lanes from Sheridan Street to Taft Street, 3 lanes from Taft Street to Washington Street, 4 lanes from Washington Street to SW 3rd Street, and 3 lanes from SW 3rd Street to County Line Road/NE 215th Street. There are no bicycle facilities within the corridor. There are existing 5-foot sidewalks directly adjacent to the back-of-curb along the west side of the roadway. There are gaps in sidewalk facilities throughout the corridor. The existing posted speed limit on Dixie Highway ranges from 35-40 miles per hour (mph).

The northbound lanes of the corridor are on S/N 21st Avenue (in Hollywood) and SE/NE 1st Avenue (in Hallandale Beach), which is a one-way roadway that varies from 1 lane to 3 lanes in width. There are no bicycle facilities within the corridor. There are existing 5-foot sidewalks directly adjacent to the back-of-curb in some areas and a furnishing zone is provided in limited other areas. The sidewalk is along the east side of the roadway. There are gaps in sidewalk facilities throughout the corridor. The existing posted speed limit on 21st Avenue/1st Avenue is 35 mph.

This report summarizes the data collection, future growth rate analyses, roadway segment analyses, intersection capacity analyses, travel time analyses, and diversion analyses.



Kimley»Horn

© 2019

Figure 1
Location Map
Dixie Highway Corridor
Hollywood and Hallandale Beach, Florida

Existing Traffic

Annual Average Daily Traffic (AADT) volumes for the year 2018 were collected from the Florida Department of Transportation (FDOT) count stations located along Dixie Highway and 1st Avenue/21st Avenue between County Road/215th Street and Sheridan Street. The AADTs along Dixie Highway range from 6,000 to 11,000 and along 1st Avenue/21st Avenue range from 3,500 to 13,000.

Turning movement counts were collected during the A.M. peak period (7:00 A.M. to 9:00 A.M.) and P.M. peak period (4:00 P.M. to 6:00 P.M.) on Thursday, May 16, 2019. The following intersections are included in the study area. All volumes were collected in 15-minute intervals.

- County Line Road/215th Street and Dixie Highway/SE 1st Avenue
- SE 3rd Street and Dixie Highway/SE 1st Avenue
- Hallandale Beach Boulevard and Dixie Highway/SE 1st Avenue
- Pembroke Road and Dixie Highway/SE 1st Avenue/21st Avenue
- Hollywood Boulevard and Dixie Highway/21st Avenue
- Tyler Street and Dixie Highway/21st Avenue
- Johnson Street and Dixie Highway/21st Avenue
- Sheridan Street and Dixie Highway/21st Avenue

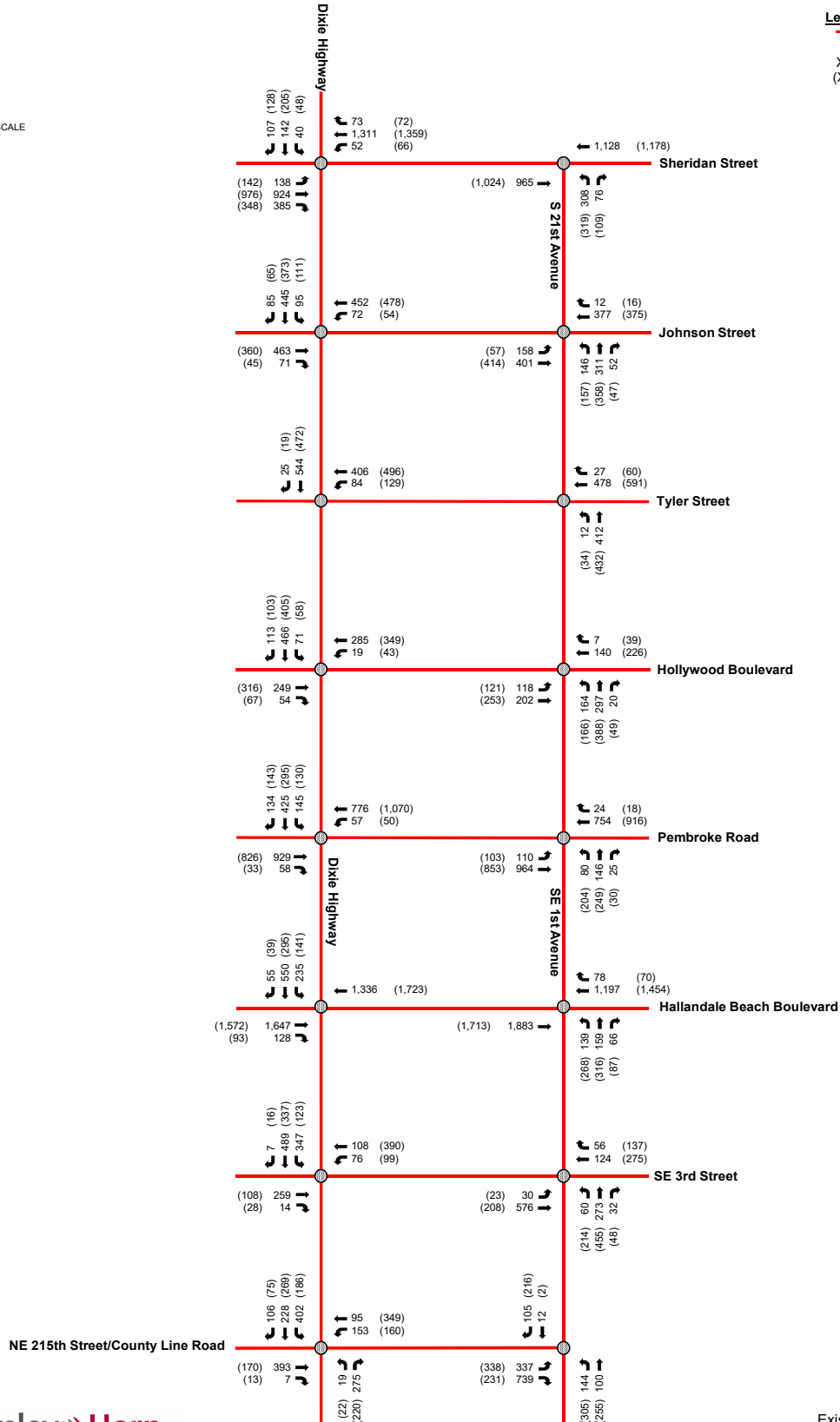
Signal timing information was obtained from Broward County's Public Works Department Traffic Engineering Division for all study area signalized intersections.

The appropriate FDOT peak season factor of 1.06 was applied to study area intersections. The 2018 AADTs, turning movement counts, FDOT peak season factor category report, and signal timing data are included in Appendix A. Figure 2 shows the existing turning movement volumes at the study intersections during the weekday A.M. and P.M. peak hours.

Figure 3 summarizes existing lane configuration for the study intersections.

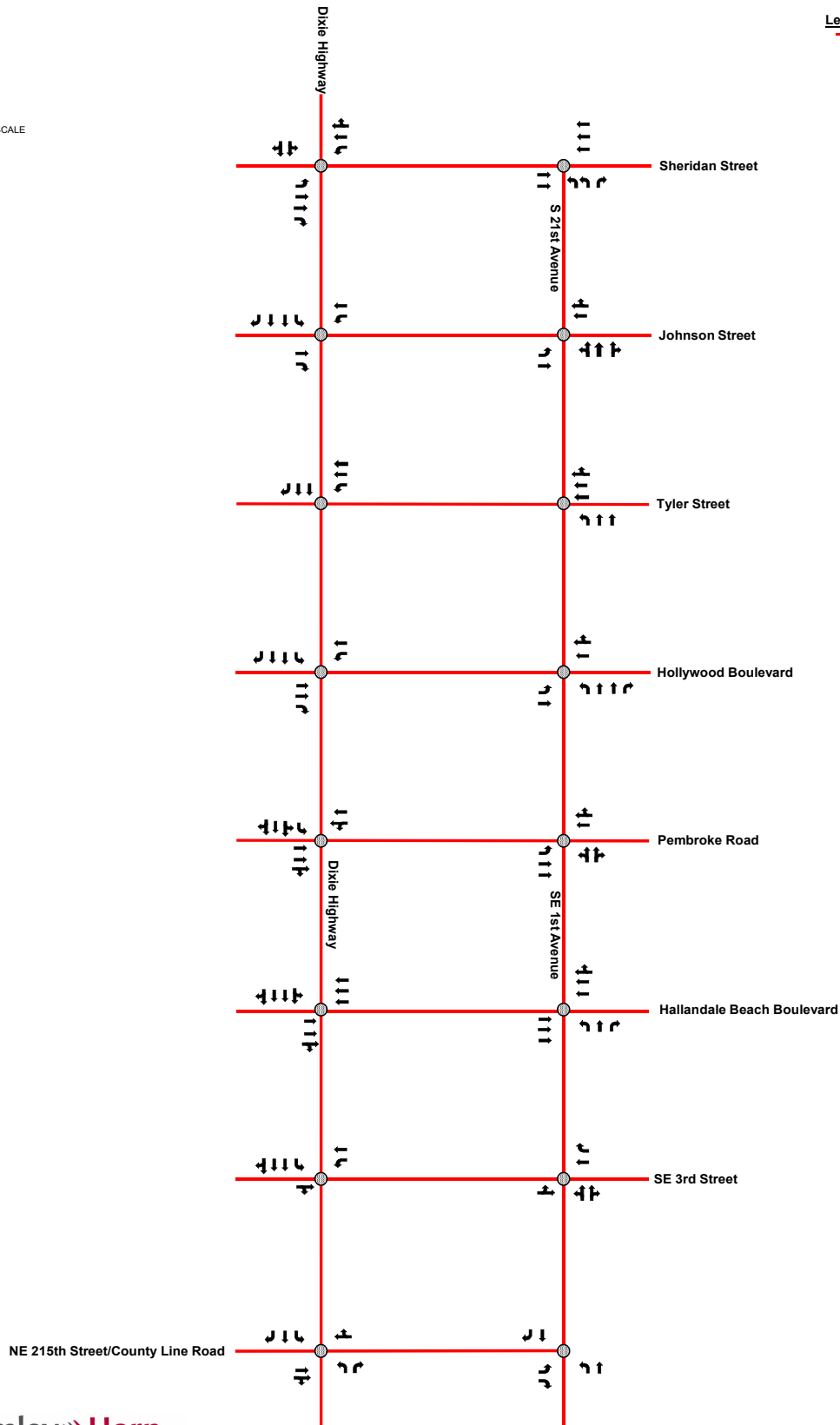


Legend
 Study Roadway
 Study Intersection
 XX A.M. Peak Hour Traffic
 (XX) P.M. Peak Hour Traffic





Legend
 — Study Roadway
 ● Study Intersection



Growth Rate Calculation

Future no-build traffic conditions are defined as expected traffic conditions on the roadway network in the year 2040 due to anticipated future traffic growth. Future no-build traffic volumes used in the analysis are the sum of the existing traffic and additional traffic growth that can be reasonably expected in the corridor.

Future traffic growth on the transportation network was determined using a comparison of the 2010 and 2040 traffic volume plots from the Florida Standard Urban Transportation Model Structure (FSUTMS) Southeast Florida Regional Planning Model (SERPM) Version 7.071. SERPM 7.071 was released on March 31, 2017.

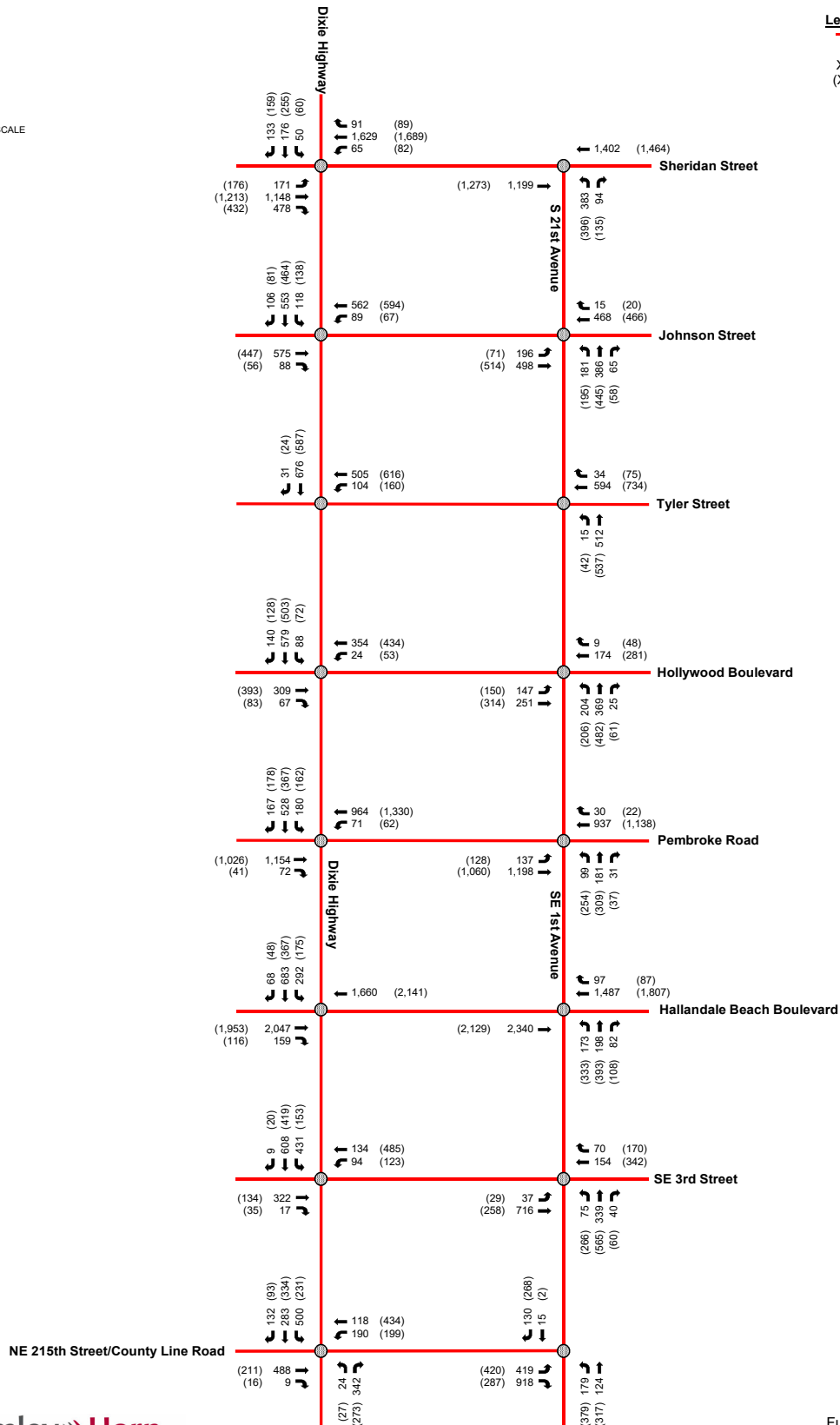
The model growth rate between SERPM 2010 and 2040 volumes was calculated and applied to recent traffic count data. The annual growth rate of 1.04 percent (1.04%) was calculated for the study corridor as shown in Table 1. The annual growth rate of 1.04 percent (1.04%) was applied to the existing traffic volumes for future (2040) no-build conditions. The worksheets used to analyze the FSUTMS transportation model outputs are included in Appendix B. The future peak hour traffic volumes for the A.M. and P.M. peak hours are shown in Figure 4. Volume development worksheets for the study intersections are included in Appendix C.

Table 1: Growth Rate Calculations for SERPM Volumes

	Roadway Segment	2010 Model Volumes	2040 Model Volumes	Difference	Calculated Growth Rate
Dixie Highway/ SE 1 st Avenue	County Line Road/NE 215 th Street to Hallandale Beach Boulevard	30,135	37,405	7,270	0.80%
		33,160	39,911	6,751	0.68%
	Hallandale Beach Boulevard to Pembroke Road	17,403	27,567	10,164	1.95%
		21,616	30,830	9,214	1.42%
	Pembroke Road to Washington Street	20,475	27,739	7,264	1.18%
		21,024	28,338	7,314	1.16%
	Washington Street to Hollywood Boulevard	21,830	29,054	7,224	1.10%
		22,834	30,291	7,457	1.09%
	Hollywood Boulevard to Johnson Street	27,689	34,868	7,179	0.86%
		26,330	32,273	5,943	0.75%
	Johnson Street to Taft Street	25,288	32,776	7,488	0.99%
		26,278	34,305	8,027	1.02%
	Taft Street to Sheridan Street	26,240	34,103	7,863	1.00%
		24,808	32,025	7,217	0.97%
10,739		15,512	4,773	1.48%	
Total		355,849	466,997	111,148	1.04%



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



Roadway Segment Analysis

An analysis was prepared using roadway segment volumes. Three (3) scenarios were analyzed using FDOT's 2013 Quality/Level of Service (QLOS). Figure 5 summarizes future lane configuration for the study intersections.

- Existing conditions (2018 2LO, 3LO, and 4LO)
- Future no-build conditions (2040 2LO, 3LO, and 4LO)
- Future lane repurposing conditions (2040 2LO)

The most recent available count data were obtained for the following locations.

- FDOT count station no. 7037 located on SE 1st Avenue, south of Hallandale Beach Boulevard
- FDOT count station no. 7719 located on Dixie Highway, north of Hallandale Beach Boulevard
- FDOT count station no. 8105 located on N 21st Avenue, south of Sheridan Street
- FDOT count station no. 8109 located on Dixie Highway, south of Sheridan Street
- FDOT count station no. 8132 located on N 21st Avenue, north of Johnson Street
- FDOT count station no. 8133 located on Dixie Highway, north of Johnson Street
- FDOT count station no. 8354 located on Dixie Highway, south of Hallandale Beach Boulevard
- FDOT count station no. 8148 located on Dixie Highway, south of Hollywood Boulevard
- FDOT count station no. 9634 located on NE 1st Avenue, south of Pembroke Road
- FDOT count station no. 9635 located on Dixie Highway, south of Pembroke Road

The annual growth rate of 1.04 percent (1.04%) was applied to the 2018 Annual Average Daily Traffic (AADT) volumes. Table 2, Table 3, and Table 4 provide a summary of the roadway segment analysis for existing traffic conditions, future no-build conditions, and future lane repurposing conditions.

The results of the analysis indicate that implementing lane repurposing measures along the Dixie Highway/21st Avenue/1st Avenue corridor does not result in significant or adverse impacts to the corridor. The results indicate that the roadway segments operate at LOS D or better under daily and peak hour conditions.



Legend
 Study Roadway
 Study Intersection

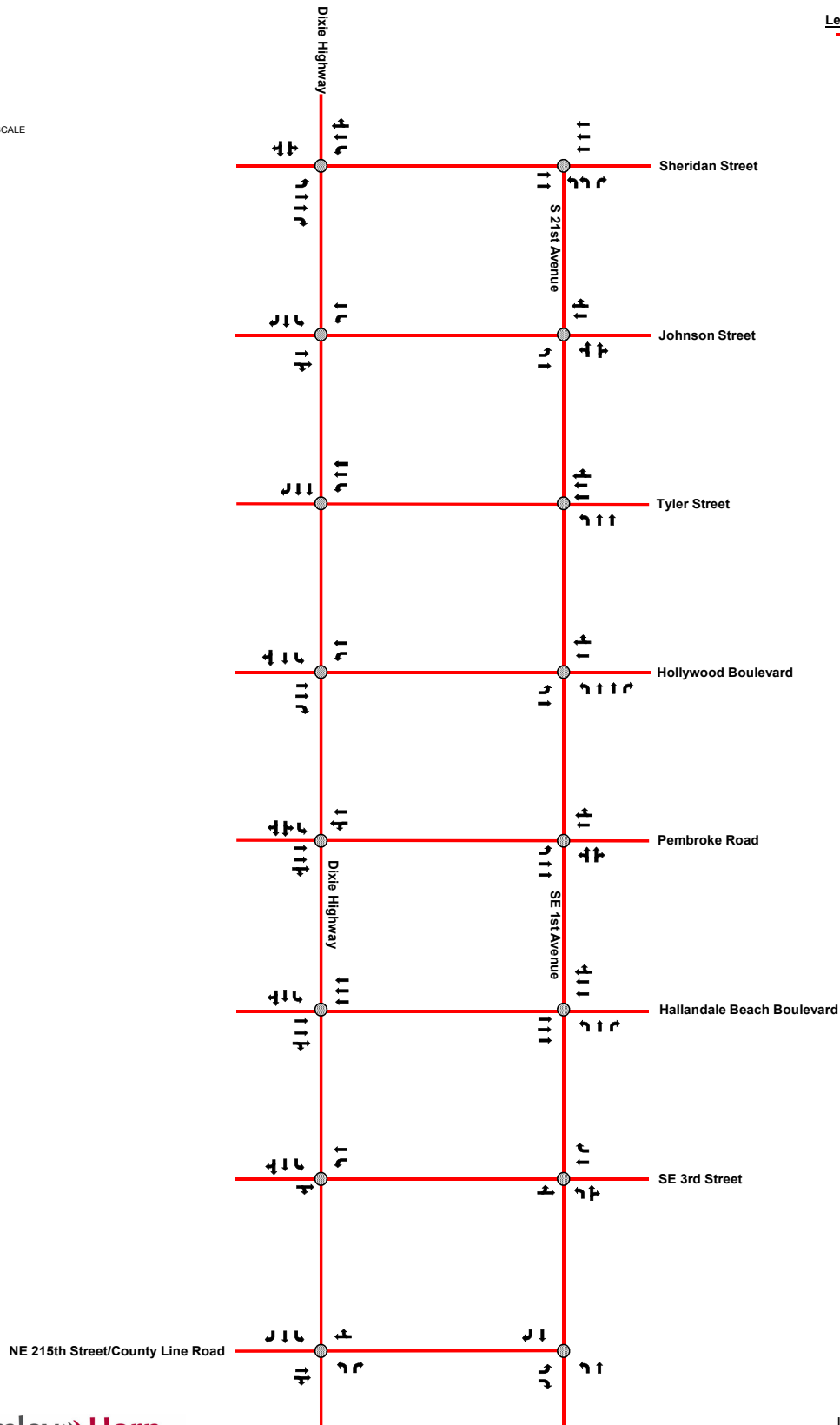


Table 2: Existing Conditions Roadway Segment Capacity Analysis
Peak Hour One-Way/AADT

Station Number	Roadway	Segment	Facility Type ⁽¹⁾	Adopted LOS Standard	2018 Volume	LOS C Standard Capacity ⁽¹⁰⁾	LOS D Standard Capacity ⁽¹⁰⁾	LOS E Standard Capacity ⁽¹⁰⁾	Existing LOS
8354	Dixie Highway	South of Hallandale Beach Boulevard	4LO ⁽²⁾	LOS D	657	1,835	3,865	3,899	C
					7,300	36,480	38,361	38,817	C
7719		North of Hallandale Beach Boulevard	4LO ⁽³⁾	LOS D	594	1,739	3,661	3,694	C
					6,600	17,280	36,342	36,774	C
9635		South of Pembroke Road	4LO ⁽³⁾	LOS D	540	1,739	3,661	3,694	C
					6,000	17,280	36,342	36,774	C
8148		South of Hollywood Boulevard	3LO ⁽⁴⁾	LOS D	990	3,352	3,443	3,443	C
					11,000	33,288	34,143	34,143	C
8133	NE/SE 1st Avenue/N/S 21st Avenue	North of Johnson Street	3LO ⁽⁵⁾	LOS D	612	3,175	3,262	3,262	C
					6,800	31,536	32,346	32,346	C
8109		South of Sheridan Street	4LO ⁽⁶⁾	LOS D	846	3,175	3,262	3,262	C
					9,400	31,536	32,346	32,346	C
7037		South of Hallandale Beach Boulevard	2LO ⁽⁷⁾	LOS D	558	832	1,858	1,938	C
					6,200	8,265	18,468	19,266	C
9634		South of Pembroke Road	2LO ⁽⁷⁾	LOS D	333	832	1,858	1,938	C
					3,700	8,265	18,468	19,266	C
8103		South of Hollywood Boulevard	3LO ⁽⁸⁾	LOS D	1,170	1,334	2,873	2,918	C
					13,000	13,281	28,500	29,013	C
8132		North of Johnson Street	3LO ⁽⁹⁾	LOS D	315	1,264	2,722	2,765	C
					3,500	12,582	27,000	27,486	C
8105		South of Sheridan Street	3LO ⁽⁸⁾	LOS D	639	1,334	2,873	2,918	C
					7,100	13,281	28,500	29,013	C

Notes:
(1) 2LO - Two-lane one-way, 3LO - Three-lane one-way, 4LO - Four-lane one-way
(2) Based on FDOT Class II four-lane roadway with 10 percent capacity reduction for "Non-State Signalized Roadways", 5 percent capacity increase for exclusive right-turn lanes, and 20 percent capacity increase for a "One-Way Facility".
(3) Based on FDOT Class II four-lane roadway with 10 percent capacity reduction for "Non-State Signalized Roadways" and 20 percent capacity increase for a "One-Way Facility".
(4) Based on FDOT Class I three-lane roadway with 10 percent capacity reduction for "Non-State Signalized Roadways", 5 percent capacity increase for exclusive right-turn lanes, and 20 percent capacity increase for a "One-Way Facility".
(5) Based on FDOT Class I three-lane roadway with 10 percent capacity reduction for "Non-State Signalized Roadways" and 20 percent capacity increase for a "One-Way Facility".
(6) Based on FDOT Class I four-lane roadway with 10 percent capacity reduction for "Non-State Signalized Roadways" and 20 percent capacity increase for a "One-Way Facility".
(7) Based on FDOT Class II two-lane roadway with 10 percent capacity reduction for "Non-State Signalized Roadways", 5 percent capacity increase for exclusive right-turn lanes, and 20 percent capacity increase for a "One-Way Facility".
(8) Based on FDOT Class II three-lane roadway with 10 percent capacity reduction for "Non-State Signalized Roadways", 5 percent capacity increase for exclusive right-turn lanes, and 20 percent capacity increase for a "One-Way Facility".
(9) Based on FDOT Class II three-lane roadway with 10 percent capacity reduction for "Non-State Signalized Roadways" and 20 percent capacity increase for a "One-Way Facility".
(10) Based on FDOT 2013 Quality/Level of Service Handbook

Table 3: Future No-Build Conditions Roadway Segment Capacity Analysis
Peak Hour One-Way/AADT

Station Number	Roadway	Segment	Facility Type ⁽¹⁾	Adopted LOS Standard	2018 Volume	Growth Rate	2040 Future Volumes	LOS C Standard Capacity ⁽⁹⁾	LOS D Standard Capacity ⁽⁹⁾	LOS E Standard Capacity ⁽⁹⁾	Future No-Build (2040) Level of Service
8354	Dixie Highway	South of Hallandale Beach Boulevard	4LO ⁽²⁾	LOS D	657	1.04%	800	1,835	3,865	3,899	C
					7,300	1.04%	8,894	36,480	38,361	38,817	C
7719		North of Hallandale Beach Boulevard	4LO ⁽³⁾	LOS D	594	1.04%	724	1,739	3,661	3,694	C
					6,600	1.04%	8,041	17,280	36,342	36,774	C
9635		South of Pembroke Road	4LO ⁽³⁾	LOS D	540	1.04%	658	1,739	3,661	3,694	C
					6,000	1.04%	7,310	17,280	36,342	36,774	C
8148		South of Hollywood Boulevard	3LO ⁽⁴⁾	LOS D	990	1.04%	1,206	3,352	3,443	3,443	C
					11,000	1.04%	13,402	33,288	34,143	34,143	C
8133	NE/SE 1st Avenue/N/S 21st Avenue	North of Johnson Street	3LO ⁽⁵⁾	LOS D	612	1.04%	746	3,175	3,262	3,262	C
					6,800	1.04%	8,285	31,536	32,346	32,346	C
8109		South of Sheridan Street	4LO ⁽⁶⁾	LOS D	846	1.04%	1,031	3,175	3,262	3,262	C
					9,400	1.04%	11,453	31,536	32,346	32,346	C
7037		South of Hallandale Beach Boulevard	2LO ⁽⁶⁾	LOS D	558	1.04%	680	832	1,858	1,938	C
					6,200	1.04%	7,554	8,265	18,468	19,266	C
9634		South of Pembroke Road	2LO ⁽⁶⁾	LOS D	333	1.04%	406	832	1,858	1,938	C
					3,700	1.04%	4,508	8,265	18,468	19,266	C
8103		South of Hollywood Boulevard	3LO ⁽⁷⁾	LOS D	1,170	1.04%	1,426	1,334	2,873	2,918	D
					13,000	1.04%	15,839	13,281	28,500	29,013	D
8132		North of Johnson Street	3LO ⁽⁸⁾	LOS D	315	1.04%	384	1,264	2,722	2,765	C
					3,500	1.04%	4,264	12,582	27,000	27,486	C
8105		South of Sheridan Street	3LO ⁽⁷⁾	LOS D	639	1.04%	779	1,334	2,873	2,918	C
					7,100	1.04%	8,651	13,281	28,500	29,013	C

Notes:
(1) 2LO - Two-lane one-way, 3LO - Three-lane one-way, 4LO - Four-lane one-way
(2) Based on FDOT Class II four-lane roadway with 10 percent capacity reduction for "Non-State Signalized Roadways", 5 percent capacity increase for exclusive right-turn lanes, and 20 percent capacity increase for a "One-Way Facility".
(3) Based on FDOT Class II four-lane roadway with 10 percent capacity reduction for "Non-State Signalized Roadways" and 20 percent capacity increase for a "One-Way Facility".
(4) Based on FDOT Class I three-lane roadway with 10 percent capacity reduction for "Non-State Signalized Roadways", 5 percent capacity increase for exclusive right-turn lanes, and 20 percent capacity increase for a "One-Way Facility".
(5) Based on FDOT Class I three-lane roadway with 10 percent capacity reduction for "Non-State Signalized Roadways" and 20 percent capacity increase for a "One-Way Facility".
(6) Based on FDOT Class I four-lane roadway with 10 percent capacity reduction for "Non-State Signalized Roadways" and 20 percent capacity increase for a "One-Way Facility".
(7) Based on FDOT Class II two-lane roadway with 10 percent capacity reduction for "Non-State Signalized Roadways", 5 percent capacity increase for exclusive right-turn lanes, and 20 percent capacity increase for a "One-Way Facility".
(8) Based on FDOT Class II three-lane roadway with 10 percent capacity reduction for "Non-State Signalized Roadways", 5 percent capacity increase for exclusive right-turn lanes, and 20 percent capacity increase for a "One-Way Facility".
(9) Based on FDOT Class II three-lane roadway with 10 percent capacity reduction for "Non-State Signalized Roadways" and 20 percent capacity increase for a "One-Way Facility".
(10) Based on FDOT 2013 Quality/Level of Service Handbook

Table 4: Lane Repurposing Conditions Roadway Segment Capacity Analysis
Peak Hour One-Way/AADT

Station Number	Roadway	Segment	Facility Type ⁽¹⁾	Adopted LOS Standard	Growth Rate	Future (2040) Volumes	LOS C Standard Capacity ⁽⁷⁾	LOS D Standard Capacity ⁽⁷⁾	LOS E Standard Capacity ⁽⁷⁾	Future Lane Repurposing Level of Service
8354	Dixie Highway	South of Hallandale Beach Boulevard	2LO ⁽²⁾	LOS D	1.04%	800	788	1,760	1,836	D
					1.04%	8,894	7,830	17,496	18,252	D
7719		North of Hallandale Beach Boulevard	2LO ⁽²⁾	LOS D	1.04%	724	788	1,760	1,836	C
					1.04%	8,041	7,830	17,496	18,252	D
9635		South of Pembroke Road	2LO ⁽²⁾	LOS D	1.04%	658	788	1,760	1,836	C
					1.04%	7,310	7,830	17,496	18,252	C
8148		South of Hollywood Boulevard	2LO ⁽³⁾	LOS D	1.04%	1,206	2,177	2,280	2,280	C
					1.04%	13,402	21,603	22,686	22,686	C
8133	NE/SE 1st Avenue/N/S 21st Avenue	North of Johnson Street	2LO ⁽⁴⁾	LOS D	1.04%	746	2,063	2,160	2,160	C
					1.04%	8,285	20,466	21,492	21,492	C
8109		South of Sheridan Street	2LO ⁽⁴⁾	LOS D	1.04%	1,031	2,063	2,160	2,160	C
					1.04%	11,453	20,466	21,492	21,492	C
7037		South of Hallandale Beach Boulevard	1LO ⁽⁵⁾	LOS D	1.04%	680	422	855	912	D
					1.04%	7,554	4,161	8,436	8,892	D
9634		South of Pembroke Road	1LO ⁽⁵⁾	LOS D	1.04%	406	422	855	912	C
					1.04%	4,508	4,161	8,436	8,892	D
8103		South of Hollywood Boulevard	2LO ⁽⁶⁾	LOS D	1.04%	1,426	832	1,858	1,938	D
					1.04%	15,839	8,265	18,468	19,266	D
8132		North of Johnson Street	2LO ⁽²⁾	LOS D	1.04%	384	788	1,760	1,836	C
					1.04%	4,264	7,830	17,496	18,252	C
8105		South of Sheridan Street	2LO ⁽⁶⁾	LOS D	1.04%	779	832	1,858	1,938	C
					1.04%	8,651	8,265	18,468	19,266	D
										D

Notes:
(1) 1LO - One-lane one-way, 2LO - Two-lane one-way
(2) Based on FDOT Class II two-lane roadway with 10 percent capacity reduction for "Non-State Signalized Roadways" and 20 percent capacity increase for a "One-Way Facility".
(3) Based on FDOT Class I two-lane roadway with 10 percent capacity reduction for "Non-State Signalized Roadways", 5 percent capacity increase for exclusive right-turn lanes, and 20 percent capacity increase for a "One-Way Facility".
(4) Based on FDOT Class I two-lane roadway with 10 percent capacity reduction for "Non-State Signalized Roadways" and 20 percent capacity increase for a "One-Way Facility".
(5) Based on FDOT Class II one-lane roadway with 10 percent capacity reduction for "Non-State Signalized Roadways", 5 percent capacity increase for exclusive right-turn lanes, and 20 percent capacity increase for a "One-Way Facility".
(6) Based on FDOT Class II two-lane roadway with 10 percent capacity reduction for "Non-State Signalized Roadways", 5 percent capacity increase for exclusive right-turn lanes, and 20 percent capacity increase for a "One-Way Facility".
(7) Based on FDOT 2013 Quality/Level of Service Handbook

Intersection Capacity Analysis

Operating conditions were analyzed for the study intersections. Three (3) scenarios were analyzed using Trafficware's *SYNCHRO* software, which applies methodologies outlined in the Transportation Research Board's (TRB's), *Highway Capacity Manual*, 6th Edition.

- Existing conditions (2018 2LO, 3LO, and 4LO)
- Future no-build conditions (2040 2LO, 3LO, and 4LO)
- Future lane repurposing conditions (2040 2LO)

Intersection capacity analysis worksheets for the study intersections are included in Appendix D. A summary of the intersection analyses for the A.M. and P.M. peak hours is presented in Table 5 and Table 6. Figure 5 summarizes future lane configuration for the study intersections.

The peak hour intersection capacity analyses indicate that the study intersections are expected to operate at level of service (LOS) D or better during the A.M. and P.M. peak hours under the 2040 lane repurposing analysis conditions with the exception of the following.

Several intersections that do not have proposed lane changes as part of this project are expected to operate at LOS E or F in the peak period of the peak season in the "future no-build" scenario. The implementation of this project will have negligible effect on the intersection capacity analysis at these locations.

- County Line Road/NE 215th Street and Dixie Highway
- Pembroke Road and 1st Avenue/21st Avenue
- Sheridan Street and Dixie Highway

The following intersections with lane configuration changes are anticipated to operate at LOS E or F in the peak period of the peak season.

- **SE 3rd Street and SE 1st Avenue**

The intersection of SE 3rd Street and SE 1st Avenue is expected to operate at LOS E during the P.M. peak hour only under the lane repurposing conditions for this

intersection. Please note that the number of lanes is the same under the future lane repurposing conditions; however, a lane assignment change converts one (1) shared through/left turn lane in the northbound direction to one (1) dedicated left turn lane in the northbound direction to accommodate the change to one (1) receiving lane on the departure side of the intersection.

- **Pembroke Road and Dixie Highway**

The intersection of Pembroke Road and Dixie Highway is expected to operate at LOS F during the A.M. peak hour only in the future lane repurposing conditions. Please note that the capacity analyses under the future lane repurposing conditions account for a proposed lane elimination of one (1) through lane in the southbound direction.

- **Johnson Street and Dixie Highway**

The intersection of Johnson Street and Dixie Highway is expected to operate at LOS F during the A.M. and P.M. peak hours in the future lane repurposing conditions. Please note that the capacity analyses under the future lane repurposing conditions account for a proposed lane elimination of one (1) through lane in the southbound direction.

Table 5: A.M. Peak Hour Intersection Capacity Analysis

Intersection	Traffic Control	Overall LOS/Delay (sec)
<i>Existing Conditions (Future No-Build Conditions) [Lane Repurposing Conditions]</i>		
County Line Road/215 th Street and Dixie Highway	Signalized	E/64.0 sec (F/98.3 sec) [F/98.3 sec]
County Line Road/215 th Street and SE 1 st Avenue	Signalized	C/21.1 sec (C/26.7 sec) [C/26.7 sec]
SE 3 rd Street and Dixie Highway	Signalized	B/18.1 sec (C/24.7 sec) [C/27.8 sec]
SE 3 rd Street and SE 1 st Avenue	Signalized	B/19.6 (C/26.1 sec) [C/33.2 sec]
Hallandale Beach Boulevard and Dixie Highway	Signalized	C 25.0 sec (C/30.4 sec) [C/34.9 sec]
Hallandale Beach Boulevard and SE 1 st Avenue	Signalized	B/15.2 sec (B/18.0 sec) [C/21.3]
Pembroke Road and Dixie Highway	Signalized	D/42.2 sec (D/51.3 sec) [F/86.3 sec]
Pembroke Road and SE 1 st Avenue/21 st Avenue	Signalized	C/32.4 sec (E/61.2 sec) [E/61.4 sec]
Hollywood Boulevard and Dixie Highway	Signalized	B/12.6 sec (B/13.6 sec) [B/14.5 sec]
Hollywood Boulevard and Dixie 21 st Avenue	Signalized	B/14.4 sec (B/17.5 sec) [B/18.1 sec]
Tyler Street and Dixie Highway	Signalized	B/15.9 sec (B/18.2 sec) [B/18.2 sec]
Tyler Street and Dixie 21 st Avenue	Signalized	C/26.3 sec (C/26.4 sec) [C/26.4 sec]
Johnson Street and Dixie Highway	Signalized	C/32.1 sec (D/37.9 sec) [F/85.0 sec]
Johnson Street and 21 st Avenue	Signalized	B/18.7 sec (B/19.2 sec) [C/29.1 sec]
Sheridan Street and Dixie Highway	Signalized	D/48.6 sec (E/79.9 sec) [E/79.9 sec]
Sheridan Street and 21 st Avenue	Signalized	C/29.2 sec (D/37.4 sec) [D/37.4 sec]

Table 6: P.M. Peak Hour Intersection Capacity Analysis

Intersection	Traffic Control	Overall LOS/Delay (sec)
<i>Existing Conditions (Future No-Build Conditions) [Lane Repurposing Conditions]</i>		
County Line Road/215 th Street and Dixie Highway	Signalized	D/36.4 sec (D/48.6 sec) [D/48.6 sec]
County Line Road/215 th Street and SE 1 st Avenue	Signalized	D/43.3 sec (E/65.9 sec) [E/65.9 sec]
SE 3 rd Street and Dixie Highway	Signalized	B/13.6 sec (B/13.8 sec) [B/12.8 sec]
SE 3 rd Street and SE 1 st Avenue	Signalized	C/23.0 sec (D/35.6 sec) [E/77.9 sec]
Hallandale Beach Boulevard and Dixie Highway	Signalized	B/18.3 sec (C/24.0 sec) [C/25.9 sec]
Hallandale Beach Boulevard and SE 1 st Avenue	Signalized	C/21.8 sec (C/26.0 sec) [C/27.9 sec]
Pembroke Road and Dixie Highway	Signalized	D/35.5 sec (D/39.7 sec) [D/50.2 sec]
Pembroke Road and SE 1 st Avenue/21 st Avenue	Signalized	D/47.8 sec (F/110.1 sec) [F/124.7 sec]
Hollywood Boulevard and Dixie Highway	Signalized	B/13.0 sec (B/15.0 sec) [B/16.0 sec]
Hollywood Boulevard and Dixie 21 st Avenue	Signalized	B/17.0 sec (B/19.5 sec) [C/21.0 sec]
Tyler Street and Dixie Highway	Signalized	B/13.2 sec (B/16.0 sec) [B/16.5 sec]
Tyler Street and Dixie 21 st Avenue	Signalized	C/27.9 sec (C/27.7 sec) [C/27.7 sec]
Johnson Street and Dixie Highway	Signalized	C/30.2 sec (C/33.5 sec) [E/62.3 sec]
Johnson Street and 21 st Avenue	Signalized	C/20.3 sec (C/22.0 sec) [D/54.8 sec]
Sheridan Street and Dixie Highway	Signalized	E/58.8 sec (F/97.6 sec) [F/97.6 sec]
Sheridan Street and 21 st Avenue	Signalized	C/31.6 sec (D/42.4 sec) [D/42.4 sec]

Travel Time Analysis

The corridor travel time was calculated using Trafficware *SYNCHRO*'s Arterial Level of Service. The 4-mile study corridor extending from County Line Road/NE 215th Street to Sheridan Street was examined in the Travel Time Analysis. The results between the future no-build conditions and the future lane repurposing conditions indicate that corridor travel times within the study area are expected to experience an increase between 45 and 202 seconds as a result of the lane repurposing. As the length of study corridor is 4 miles, an increase in travel time of 45 to 202 seconds over the 4-mile corridor is reasonable and does not deteriorate the roadway segment level of service to below adopted standards. Please note that the segment of Dixie Highway from Hollywood Boulevard to Pembroke Road experiences the greatest increase to travel time in the future lane repurposing conditions, which is consistent with the intersection capacity analysis. Travel time analysis worksheets for the study segments are included in Appendix E.

Table 7: Peak Hour Corridor Travel Time			
Roadway	Segment	A.M. Peak Hour	P.M. Peak Hour
<i>Existing Conditions (Future No-Build Conditions) [Lane Repurposing Conditions]</i>			
Dixie Highway	Sheridan Street to Johnson Street	127.4 (130.7) [165.4]	126.4 (128.9) [145.9]
	Johnson Street to Tyler Street	68.4 (75.0) [75.0]	71.9 (78.8) [79.9]
	Tyler Street to Hollywood Boulevard	27.4 (27.3) [28.3]	28.9 (32.9) [33.2]
	Hollywood Boulevard to Pembroke Road	163.2 (174.0) [307.0]	158.3 (161.2) [211.6]
	Pembroke Road to Hallandale Beach Boulevard	155.4 (155.2) [155.7]	153.3 (155.6) [155.8]
	Hallandale Beach Boulevard to SW 3 rd Street	47.4 (46.1) [46.7]	47.2 (50.6) [52.7]
	SW 3 rd Street to County Line Road/NE 215 th Street	85.4 (87.2) [87.2]	92.3 (95.3) [95.3]
	Total	674.4 (695.5) [865.3]	678.3 (703.3) [774.4]
SE 1 st Avenue	County Line Road to SE 3 rd Street	75.7 (81.1) [95.5]	72.0 (90.6) [208.8]
	SE 3 rd Street to Hallandale Beach Boulevard	132.3 (129.2) [129.2]	120.8 (120.6) [120.6]
NE 1 st Avenue	Hallandale Beach Boulevard to Pembroke Road	132.9 (138.8) [138.9]	154.7 (203.1) [203.8]
S 21 st Avenue	Pembroke Road to Hollywood Boulevard	125.8 (129.5) [130.3]	127.5 (130.5) [132.4]
N 21 st Avenue	Hollywood Boulevard to Tyler Street	15.9 (18.6) [18.6]	20.0 (22.7) [22.7]
	Tyler Street to Johnson Street	87.3 (87.9) [117.5]	87.8 (91.0) [172.2]
	Johnson Street to Sheridan Street	174.1 (182.0) [182.0]	175.9 (186.5) [186.5]
	Total	744.0 (767.1) [812.0]	758.7 (845.0) [1047.0]

Diversion Analysis

A diversion analysis was performed using SERPM 7.071 future no-build conditions and lane repurposing conditions. The purpose of the diversion analysis is to develop an understanding of potential route diversion that may take place to roadways within the study area due to the 4- and 3-lane to 2-lane repurposing on Dixie Highway/21st Avenue from County Line Road/NE 215th Street to Sheridan Street and the 2-lane to 1-lane repurposing on 1st Avenue in Hallandale Beach. The study area for diversion analysis purposes encompasses Park Road in the west to the Intracoastal Waterway in the east, and County Line Road in the south to Sheridan Street in the north. The trip table was held constant for the SERPM analysis for a conservative analysis.

Appendix F includes the model plot of the diversion analysis highlighting model segments that have greater than 1% of the diversion in the future lane repurposing conditions model. Please note, additional model plots are included in Appendix F, which provide free-flow and congested input model segment speeds, and volume-to-capacity ratios for roadways within the study area for a variety of time periods.

As previously shown in the Roadway Segment Analysis section of this report, Dixie Highway and 21st Avenue will be sufficient as 2-lane one-way roadways assuming no diversion takes place and all anticipated traffic growth remains on Dixie Highway/21st Avenue. However, the diversion analyses described herein were conducted to understand the possible effects of diversion that may take place according to SERPM 7.071.

The analysis shows a slight increase on Johnson Street and Sheridan Street east of Park Road. The increase in model AADT in these two segments is 169 to 193 respectively. The percent increase is approximately 1.27 and 0.32 percent respectively.

Segment diversion analyses were performed using the Broward MPO's 2017 and 2040 traffic volume and adopted capacity spreadsheet, which is the most recent published version of the spreadsheet. The spreadsheet analysis indicates some trip diversion to U.S. 1, NW 8th Avenue/26th Avenue, and NE/S 14th Avenue; however, the diversion is less than 3 percent of the capacity of these roads in all cases. Therefore, the diversion

does not exceed the de minimis threshold established by Broward County in 2018 for lane elimination analyses.

Therefore, the diversion analysis indicates there will be no adverse impact on the roadways within the study area.

Conclusion

The results of this traffic study indicate that the Dixie Highway lane repurposing does not result in significant or adverse impacts to the study area roadway segments or adjacent roadways.

Roadway segment capacity analyses were performed to assess the expected level of service for the study area roadway segments. The future 2040 AADT volumes on Dixie Highway/21st Avenue/1st Avenue are expected to range from 4,600 to 15,800 within the study area. Dixie Highway/21st Avenue/1st Avenue segments between County Line Road/NE 215th Street and Sheridan Street will operate within acceptable levels of service in the future year 2040 with lane repurposing implemented.

The results of the diversion analysis indicate that the Dixie Highway lane repurposing project does not result in significant or adverse impacts to adjacent arterial roadway segments. No overcapacity roadways will receive 3% or more of its capacity as diversion from the Dixie Highway corridor due to the lane elimination. Please note that for a conservative analysis in this study, no diversion was assumed for the peak hour intersection capacity analysis and roadway segment capacity analysis.

Appendix A

Traffic Data

Florida Department of Transportation (FDOT)
Historical Traffic Data

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7037 - SE 1 AVE, S OF HALLANDALE BEACH BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2018	6200 T	0	0	9.00	99.90	6.00
2017	6200 S	0	0	9.00	99.90	6.20
2016	6200 F	0	0	9.00	99.90	2.90
2015	6100 C	N 6100	0	9.00	99.90	3.40
2014	4100 X			9.00	99.90	7.40
2013	4100 X	0	0	9.00	99.90	7.60
2012	4100 T	0	0	9.00	99.90	5.90
2011	4100 S	0	0	9.00	99.90	6.30
2010	4100 F	0	0	8.35	99.99	9.30
2009	4100 C	N 4100	0	8.53	99.99	5.30
2008	4400 C	N 4400	0	8.81	99.99	6.50
2007	4200 C	N 4200	0	8.63	99.99	4.80
2006	4400 C	N 4400	0	8.40	99.99	2.90
2005	3100 C	N 3100		8.20	99.90	0.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 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
----	-----		-----	-----	-----	-----	-----
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				9.00	99.90	1.20
2013	6300 F		0	0	9.00	99.90	1.20
2012	6300 C	S	6300	0	9.00	99.90	1.20
2011	4600 S		0	0	9.00	99.90	6.30
2010	4600 F		0	0	8.35	99.99	4.40
2009	4600 C	S	4600	0	8.53	99.99	4.40
2008	6600 C	S	6600	0	8.81	99.99	4.40
2007	4800 C	S	4800	0	8.63	99.99	4.80
2006	5700 C	S	5700	0	8.40	99.99	2.90
2005	5400 C	S			8.20	99.90	0.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 8105 - N 21 AVENUE, S OF SHERIDAN STREET

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2018	7100 T	0	0	9.00	99.90	6.00
2017	7100 S	0	0	9.00	99.90	6.20
2016	7100 F	0	0	9.00	99.90	2.90
2015	7000 C	N 7000	0	9.00	99.90	3.40
2014	5000 X			9.00	99.90	7.40
2013	5000 X	0	0	9.00	99.90	7.60
2012	5000 T	0	0	9.00	99.90	5.90
2011	5000 S	0	0	9.00	99.90	6.30
2010	5000 F	0	0	8.35	99.99	9.30
2009	5000 C	N 5000	0	8.53	99.99	5.30
2008	5500 C	N 5500	0	8.81	99.99	6.50
2007	6000 C	N 6000	0	8.63	99.99	4.80
2006	5700 C	N 5700	0	8.40	99.99	2.90
2005	4500 C	N		8.20	99.90	0.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 8109 - DIXIE HIGHWAY, S OF SHERIDAN STREET

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2018	9400 T	0	0	9.00	99.90	6.00
2017	9400 S	0	0	9.00	99.90	6.20
2016	9400 F	0	0	9.00	99.90	2.90
2015	9300 C	S 9300	0	9.00	99.90	3.40
2014	5600 X			9.00	99.90	7.40
2013	5600 X	0	0	9.00	99.90	7.60
2012	5600 T	0	0	9.00	99.90	5.90
2011	5600 S	0	0	9.00	99.90	6.30
2010	5600 F	0	0	8.35	99.99	9.30
2009	5600 C	S 5600	0	8.53	99.99	5.30
2008	5200 C	S 5200	0	8.81	99.99	6.50
2007	5900 C	S 5900	0	8.63	99.99	4.80
2006	6600 C	S 6600	0	8.40	99.99	2.90
2005	6300 C	S		8.20	99.90	0.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 8132 - N 21 AVENUE,N OF JOHNSON STREET

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2018	3500 S	0	0	9.00	99.90	6.00
2017	3500 F	0	0	9.00	99.90	6.20
2016	3500 C	N 3500	0	9.00	99.90	2.90
2015	5200 V	0	0	9.00	99.90	3.40
2014	5100 R			9.00	99.90	7.40
2013	5100 T	0	0	9.00	99.90	7.60
2012	5100 S	0	0	9.00	99.90	5.90
2011	5100 F	0	0	9.00	99.90	6.30
2010	5100 C	N 5100	0	8.35	99.99	9.30
2009	5300 F	0	0	8.53	99.99	5.30
2008	5400 C	N 5400	0	8.81	99.99	6.50
2007	5600 C	N 5600	0	8.63	99.99	4.80
2006	5200 C	N 5200	0	8.40	99.99	2.90
2005	5900 C	N		8.20	99.90	0.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 8133 - DIXIE HIGHWAY, N OF JOHNSON STREET

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2018	6800 S	0	0	9.00	99.90	6.00
2017	6800 F	0	0	9.00	99.90	6.20
2016	6800 C	S 6800	0	9.00	99.90	2.90
2015	5300 V	0	0	9.00	99.90	3.40
2014	5200 R			9.00	99.90	7.40
2013	5200 T	0	0	9.00	99.90	7.60
2012	5200 S	0	0	9.00	99.90	5.90
2011	5200 F	0	0	9.00	99.90	6.30
2010	5200 C	S 5200	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
2007	5800 C	S 5800	0	8.63	99.99	4.80
2006	6200 C	S 6200	0	8.40	99.99	2.90
2005	6500 C	S		8.20	99.90	0.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 8148 - DIXIE HIGHWAY, S OF HOLLYWOOD BLVD.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2018	11000 T	0	0	9.00	99.90	6.00
2017	11000 S	0	0	9.00	99.90	6.20
2016	11000 F	0	0	9.00	99.90	2.90
2015	11000 C	S 11000	0	9.00	99.90	3.40
2014	6000 T			9.00	99.90	7.40
2013	5900 S	0	0	9.00	99.90	7.60
2012	5900 F	0	0	9.00	99.90	5.90
2011	5900 C	S 5900	0	9.00	99.90	6.30
2010	7100 F	0	0	8.35	99.99	9.30
2009	7100 C	S 7100	0	8.53	99.99	5.30
2008	6800 C	S 6800	0	8.81	99.99	6.50
2007	5900 C	S 5900	0	8.63	99.99	4.80
2006	6100 C	S 6100	0	8.40	99.99	2.90
2005	6400 C	S		8.20	99.90	0.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8354 - WEST DIXIE HWY, 200' SOUTH OF NE 215 ST

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2018	7300 S	N	3700	S	3600	9.00	54.30	12.10
2017	7100 F	N	3600	S	3500	9.00	55.00	12.60
2016	6900 C	N	3500	S	3400	9.00	54.50	13.50
2015	5200 T	N	2600	S	2600	9.00	54.70	13.70
2014	5000 S	N	2500	S	2500	9.00	54.50	17.40
2013	5000 F	N	2500	S	2500	9.00	52.40	16.20
2012	5000 C	N	2500	S	2500	9.00	55.70	16.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 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
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			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
2007	4300 C	N 4300	0	8.63	99.99	4.80
2006	4300 C	N 4300	0	8.40	99.99	2.90
2005	3900 C	N		8.20	99.90	0.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 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
----	-----		-----	-----	-----	-----	-----
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
2007	6100 C	S	6100	0	8.63	99.99	4.80
2006	5600 C	S	5600	0	8.40	99.99	2.90
2005	6000 C	S			8.20	99.90	0.00

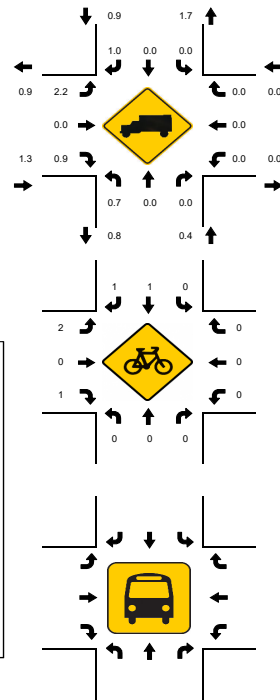
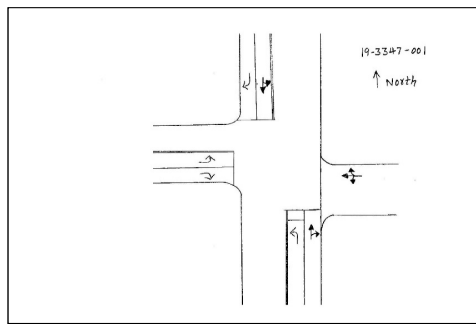
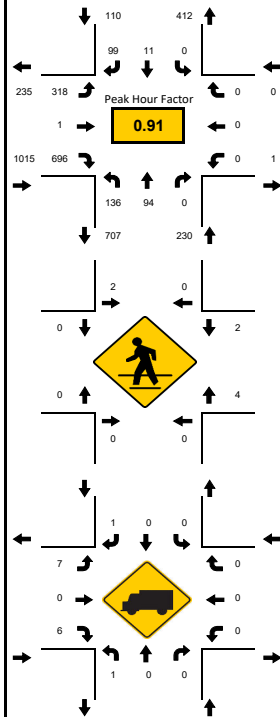
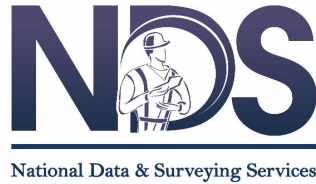
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Turning Movement Counts

LOCATION: Dixie Hwy/SE 1st Ave & County Line Rd/215th St
CITY/STATE: Hallandale Beach, FL

PROJECT ID: 19-03347-001
DATE: 05/16/2019

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

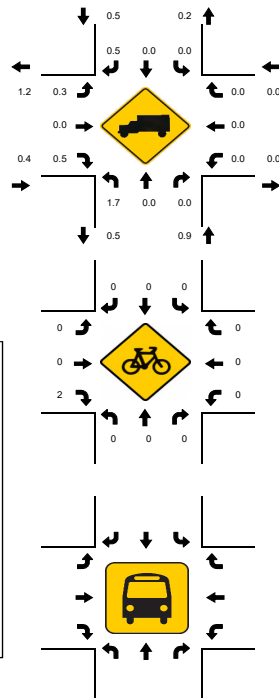
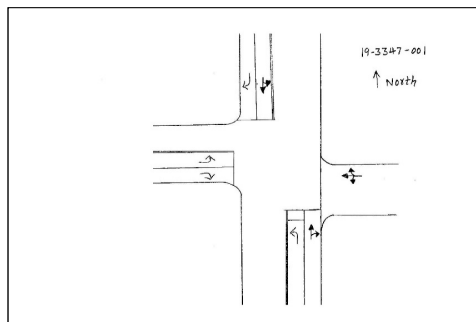
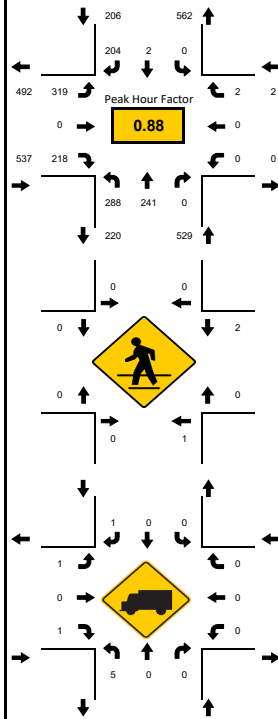
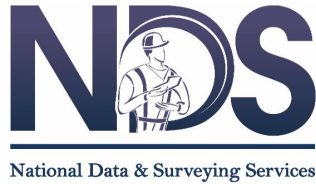


15-Min Count Period Beginning At	Dixie Hwy/SE 1st Ave Northbound					Dixie Hwy/SE 1st Ave Southbound					County Line Rd/215th St Eastbound					County Line Rd/215th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	18	16	0	0		0	1	6	0		37	0	79	0		0	0	0	0		157	837
07:15 AM	20	13	0	0		0	0	7	0		45	0	79	0		0	0	0	0		164	1031
07:30 AM	26	20	0	0		0	0	17	0		48	0	110	0		0	0	0	0		221	1238
07:45 AM	24	13	0	0		0	2	17	0		84	0	155	0		0	0	0	0		295	1355
08:00 AM	52	27	0	0		0	1	35	0		58	0	178	0		0	0	0	0		351	1354
08:15 AM	42	31	0	0		0	2	30	0		79	0	187	0		0	0	0	0		371	1003
08:30 AM	18	23	0	0		0	6	17	0		97	1	176	0		0	0	0	0		338	632
08:45 AM	13	27	0	0		0	3	14	0		64	1	171	0		0	0	1	0		294	294
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	208	124	0	0		0	24	140	0		388	4	748	0		0	0	0	0		1636	
Heavy Trucks	4	0	0	0		0	0	4			12	0	12			0	0	0	0		32	
Pedestrians		0						4				0					12				16	
Bicycles	0	0	0			0	4	4			8	0	4			0	0	0			20	
Railroad																						
Stopped Buses																						

LOCATION: Dixie Hwy/SE 1st Ave & County Line Rd/215th St
CITY/STATE: Hallandale Beach, FL

PROJECT ID: 19-03347-001
DATE: 05/16/2019

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

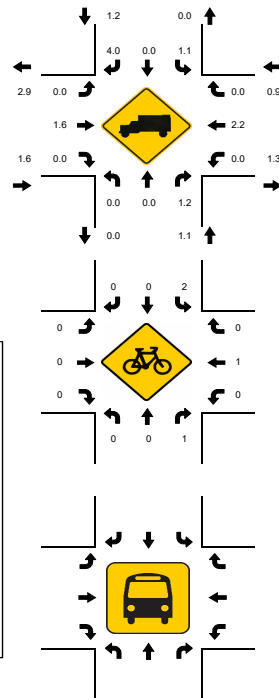
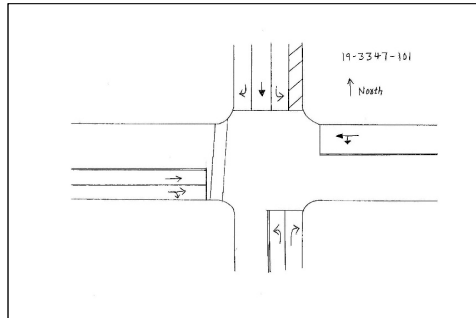
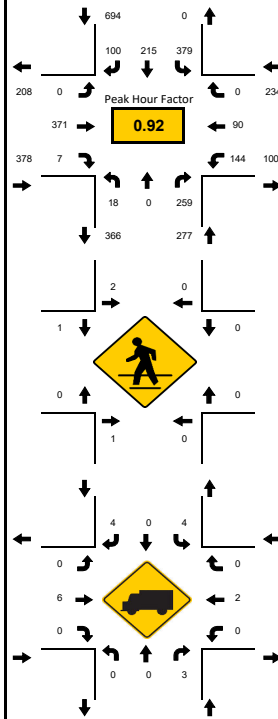
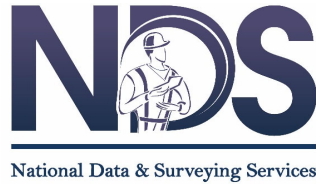


15-Min Count Period Beginning At	Dixie Hwy/SE 1st Ave Northbound					Dixie Hwy/SE 1st Ave Southbound					County Line Rd/215th St Eastbound					County Line Rd/215th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	80	65	0	0		0	5	27	0		75	0	54	0		0	0	0	0		306	1165
04:15 PM	53	51	0	0		0	2	28	0		90	1	67	0		0	0	1	0		293	1219
04:30 PM	34	61	0	1		0	3	33	0		88	0	74	0		0	0	0	0		294	1257
04:45 PM	56	42	0	0		0	0	52	0		74	0	48	0		0	0	0	0		272	1274
05:00 PM	84	78	0	0		0	2	50	0		79	0	67	0		0	0	0	0		360	1235
05:15 PM	79	67	0	0		0	0	50	0		87	0	47	0		0	0	1	0		331	875
05:30 PM	69	54	0	0		0	0	52	0		79	0	56	0		0	0	1	0		311	544
05:45 PM	30	22	1	0		0	0	26	0		94	0	60	0		0	0	0	0		233	233
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	336	312	0	0		0	8	208	0		348	0	268	0		0	0	4	0		1484	
Heavy Trucks	12	0	0	0		0	0	4	0		4	0	4	0		0	0	0	0		24	
Pedestrians	4							0					0				8				12	
Bicycles	0	0	0			0	0	0			0	0	4			0	0	0			4	
Railroad																						
Stopped Buses																						

LOCATION: Dixie Hwy/SE 1st Ave & County Line Rd/215th St
CITY/STATE: Hallandale Beach, FL

PROJECT ID: 19-03347-101
DATE: 05/16/2019

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

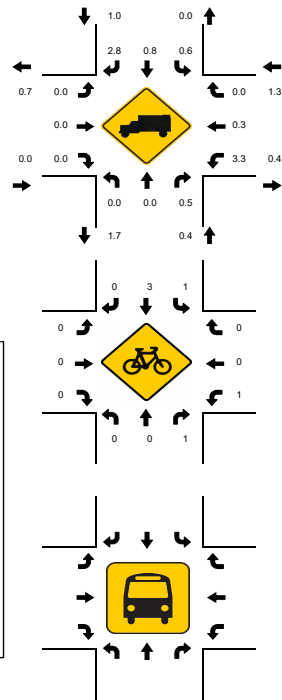
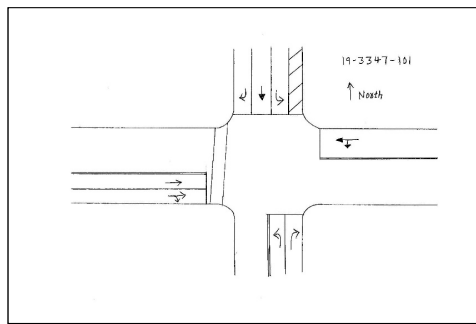
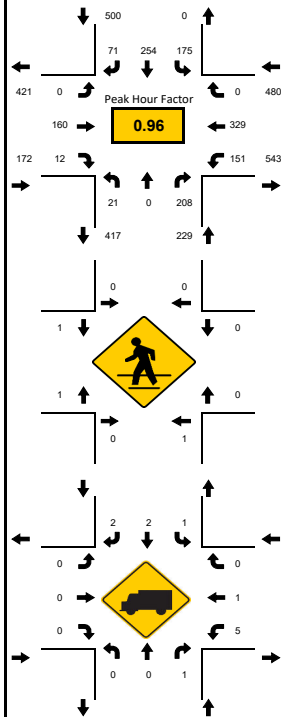
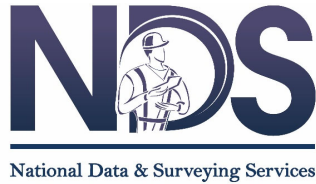


15-Min Count Period Beginning At	Dixie Hwy/SE 1st Ave Northbound					Dixie Hwy/SE 1st Ave Southbound					County Line Rd/215th St Eastbound					County Line Rd/215th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	1	0	25	0		57	14	5	0		0	29	2	0		9	16	0	0		158	1010
07:15 AM	3	0	28	0		53	37	10	0		0	39	4	0		8	19	0	0		201	1262
07:30 AM	0	0	18	0		63	67	16	0		0	81	2	0		21	22	0	0		290	1489
07:45 AM	2	0	43	0		99	52	24	0		0	90	3	0		27	21	0	0		361	1583
08:00 AM	3	0	65	0		89	62	20	0		0	89	2	0		59	21	0	0		410	1581
08:15 AM	9	0	72	0		100	45	35	0		0	88	1	0		47	31	0	0		428	1171
08:30 AM	4	0	79	0		91	56	21	0		0	104	1	0		11	17	0	0		384	743
08:45 AM	2	0	43	0		98	72	12	0		0	105	0	0		13	14	0	0		359	359
Peak 15-Min Flowrates	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	36	0	316	0		400	248	140	0		0	416	12	0		236	124	0	0		1928	
Heavy Trucks	0	0	8			8	0	8			0	12	0			0	8	0			44	
Pedestrians		4					4					4					0				12	
Bicycles	0	0	4			4	0	0			0	0	0			0	4	0			12	
Railroad																						
Stopped Buses																						

LOCATION: Dixie Hwy/SE 1st Ave & County Line Rd/215th St
CITY/STATE: Hallandale Beach, FL

PROJECT ID: 19-03347-101
DATE: 05/16/2019

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

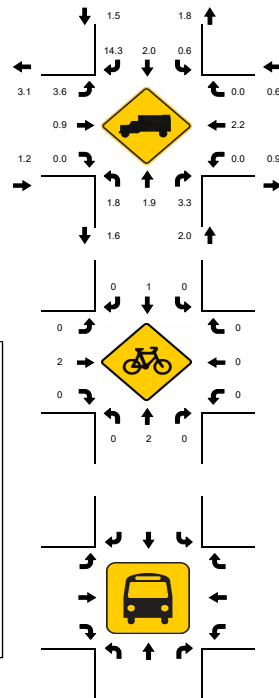
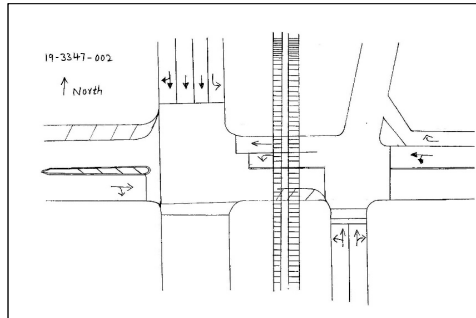
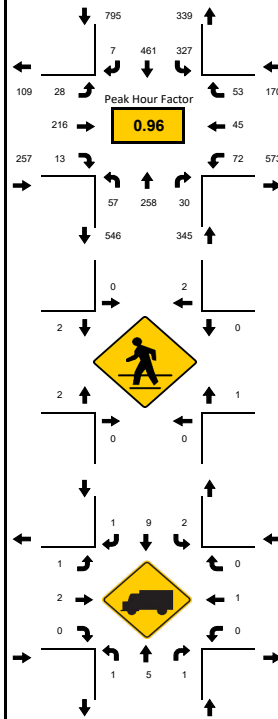
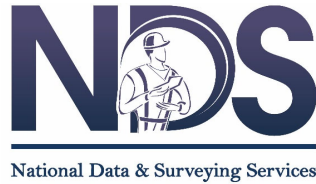


15-Min Count Period Beginning At	Dixie Hwy/SE 1st Ave Northbound					Dixie Hwy/SE 1st Ave Southbound					County Line Rd/215th St Eastbound					County Line Rd/215th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	5	0	54	0		40	56	21	0		0	40	3	0		36	64	0	0		319	1298
04:15 PM	3	0	64	0		51	49	23	0		0	42	4	0		28	54	0	0		318	1340
04:30 PM	8	0	56	0		50	62	17	0		0	48	6	0		27	52	0	0		326	1366
04:45 PM	7	0	42	0		46	73	17	0		0	38	6	0		33	73	0	0		335	1381
05:00 PM	5	0	57	0		48	56	18	0		0	41	1	0		37	98	0	0		361	1370
05:15 PM	5	0	54	1		42	62	15	0		0	45	1	0		37	82	0	0		344	1009
05:30 PM	3	0	55	0		39	63	21	0		0	36	4	0		44	76	0	0		341	665
05:45 PM	5	0	71	0		45	78	23	0		0	36	2	0		23	41	0	0		324	324
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	28	0	228	4		192	292	84	0		0	180	24	0		176	392	0	0		1600	
Heavy Trucks	0	0	4			4	4	8			0	0	0			12	4	0			36	
Pedestrians			4					0				4					0				8	
Bicycles	0	0	4			4	8	0			0	0	0			4	0	0			20	
Railroad																						
Stopped Buses																						

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

PROJECT ID: 19-03347-002
DATE: 05/16/2019

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

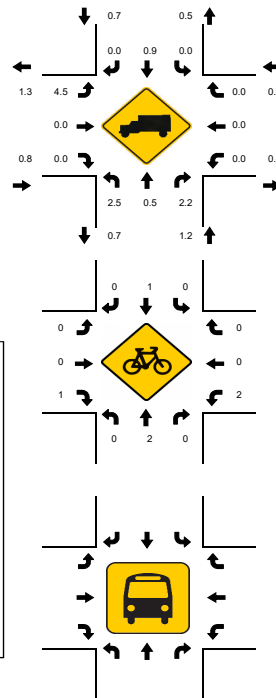
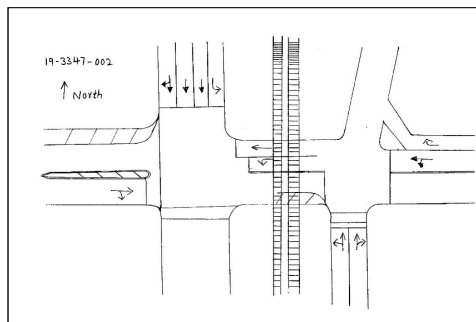
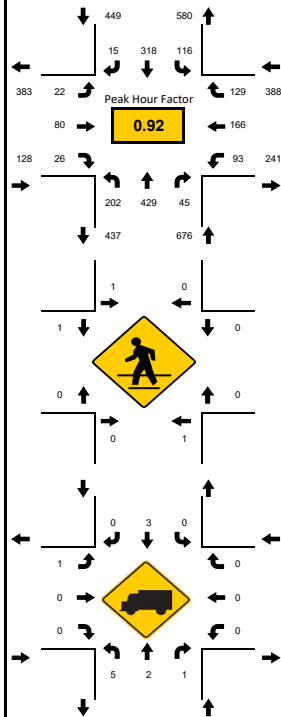
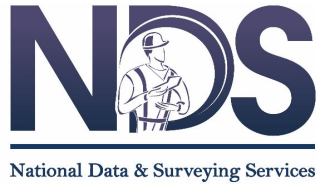


15-Min Count Period Beginning At	Dixie Hwy/SE 1st Ave Northbound					Dixie Hwy/SE 1st Ave Southbound					SE 3rd St Eastbound					SE 3rd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	9	32	6	1		12	54	1	0		1	20	1	0		6	6	3	0		152	983
07:15 AM	10	31	6	4		21	67	3	0		3	22	3	0		18	7	7	0		202	1239
07:30 AM	6	45	4	0		19	90	1	0		4	41	2	0		28	16	8	0		264	1422
07:45 AM	9	59	14	0		58	116	1	1		8	49	7	0		22	15	6	0		365	1545
08:00 AM	7	57	7	2		75	140	4	0		7	57	1	0		24	15	12	0		408	1567
08:15 AM	8	70	6	3		84	109	2	2		9	53	4	0		16	7	12	0		385	1159
08:30 AM	18	63	12	3		83	115	1	0		9	50	3	0		10	12	8	0		387	774
08:45 AM	11	68	5	5		82	97	0	1		3	56	5	0		22	11	21	0		387	387
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	72	280	48	20		336	560	16	8		36	228	20	0		96	60	84	0		1864	
Heavy Trucks	4	8	4			4	16	4			4	8	0			0	4	0			56	
Pedestrians		0					8					12					4				24	
Bicycles	0	4	0			0	4	0			0	4	0			0	0	0			12	
Railroad																						
Stopped Buses																						

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

PROJECT ID: 19-03347-002
DATE: 05/16/2019

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

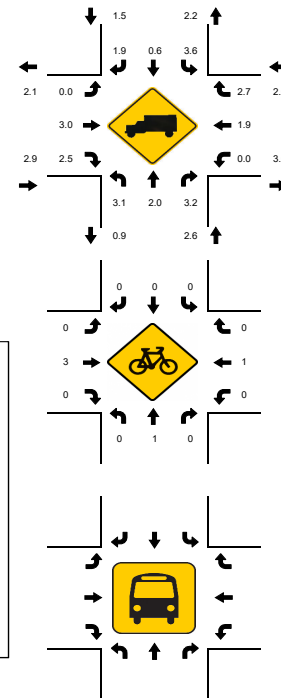
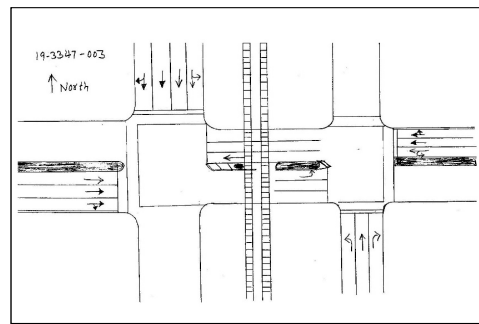
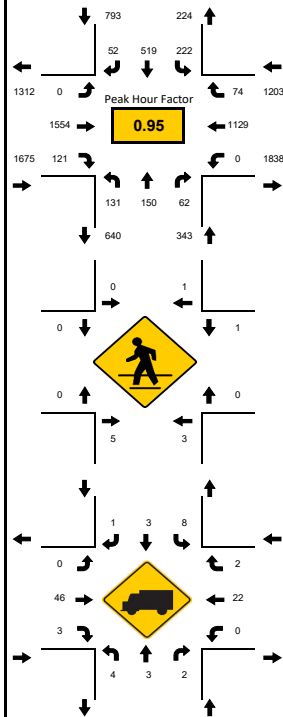
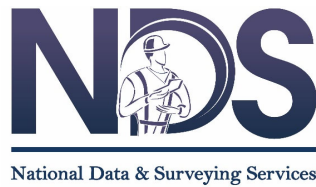


15-Min Count Period Beginning At	Dixie Hwy/SE 1st Ave Northbound					Dixie Hwy/SE 1st Ave Southbound					SE 3rd St Eastbound					SE 3rd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	44	93	10	5		27	83	2	1		6	27	3	0		22	41	25	0		389	1501
04:15 PM	29	86	13	5		24	69	4	2		3	27	4	0		21	25	24	0		336	1557
04:30 PM	54	100	8	4		20	81	1	3		5	23	3	0		26	33	32	0		393	1599
04:45 PM	42	95	10	3		28	78	2	2		3	24	10	0		19	34	33	0		383	1641
05:00 PM	57	118	8	4		30	77	6	3		10	19	2	0		29	45	37	0		445	1569
05:15 PM	37	88	15	4		26	77	3	3		3	20	8	0		15	49	30	0		378	1124
05:30 PM	55	128	12	0		21	86	4	3		6	17	6	0		30	38	29	0		435	746
05:45 PM	26	89	10	5		14	84	0	0		4	16	6	0		20	19	18	0		311	311
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	228	512	60	16		120	344	24	12		40	96	40	0		120	196	148	0		1956	
Heavy Trucks	12	4	4			0	4	0			4	0	0			0	0	0			28	
Pedestrians		4					4					4					0				12	
Bicycles	0	4	0			0	4	0			0	0	4			8	0	0			20	
Railroad																						
Stopped Buses																						

LOCATION: Dixie Hwy/SE 1st Ave & Hallandale Beach Blvd
CITY/STATE: Hallandale Beach, FL

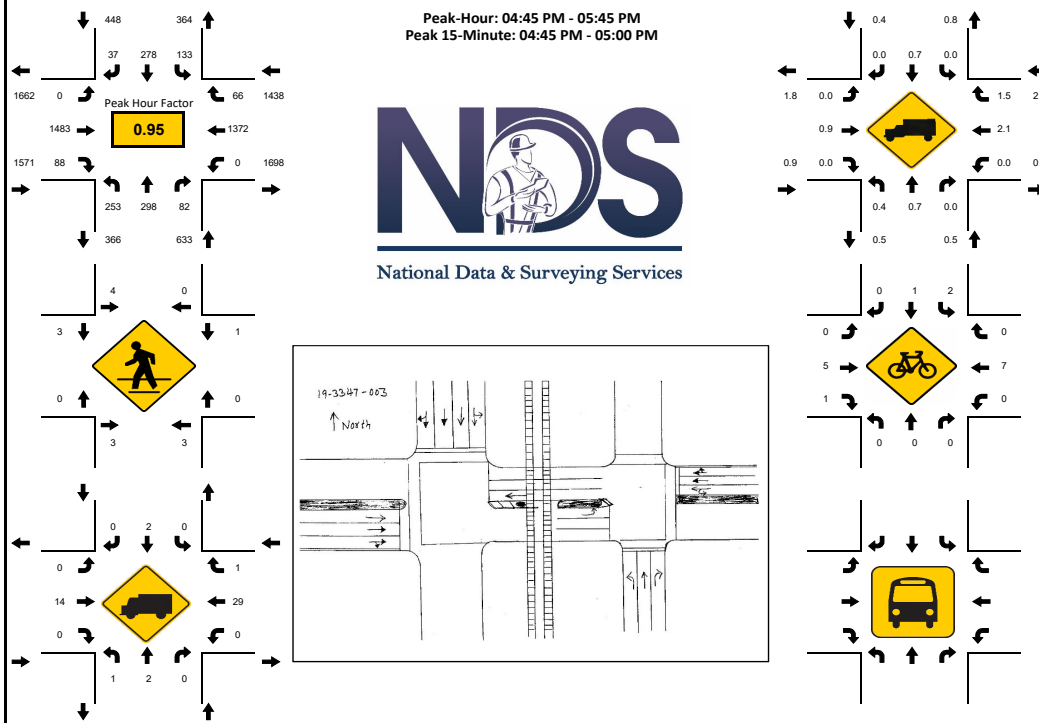
PROJECT ID: 19-03347-003
DATE: 05/16/2019

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



15-Min Count Period Beginning At	Dixie Hwy/SE 1st Ave Northbound					Dixie Hwy/SE 1st Ave Southbound					Hallandale Beach Blvd Eastbound					Hallandale Beach Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	27	15	5	0		13	41	5	0		0	282	30	0		0	236	8	0		662	3076
07:15 AM	19	17	12	0		34	49	5	0		0	298	26	0		0	271	8	0		739	3403
07:30 AM	34	16	6	0		35	72	8	0		0	312	33	0		0	286	9	0		811	3723
07:45 AM	34	35	17	0		60	135	8	0		0	295	17	0		0	250	13	0		864	3884
08:00 AM	29	29	16	0		74	129	9	0		0	401	38	0		0	241	23	0		989	4014
08:15 AM	32	43	11	0		60	128	9	0		0	394	29	0		0	332	21	0		1059	3025
08:30 AM	31	40	26	0		42	142	19	0		0	361	19	0		0	277	15	0		972	1966
08:45 AM	39	38	9	0		46	120	15	0		0	398	35	0		0	279	15	0		994	994
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	156	172	104	0		296	568	76	0		0	1604	152	0		0	1328	92	0		4548	
Heavy Trucks	8	8	8			12	8	4			0	56	8			0	24	4			140	
Pedestrians		12					4				0						4				20	
Bicycles	0	4	0			0	0	0			0	8	0			0	4	0			16	
Railroad																						
Stopped Buses																						

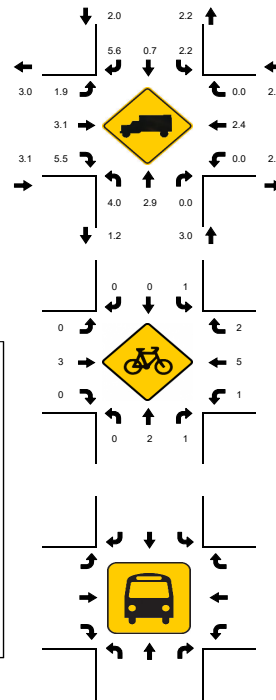
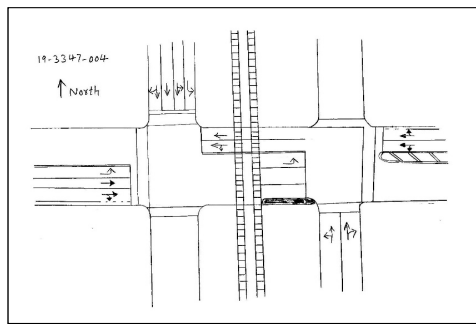
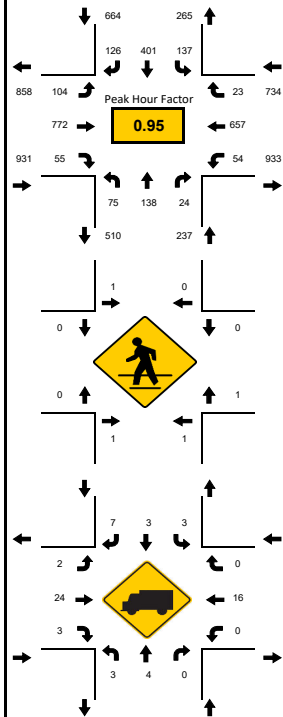
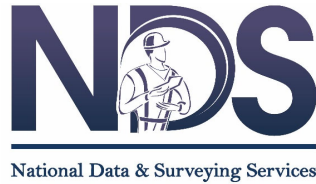
PROJECT ID: 19-03347-003
DATE: 05/16/2019

[illegible]

LOCATION: Dixie Hwy/SE 1st Ave/21st Ave & Pembroke Rd
CITY/STATE: Hollywood, FL

PROJECT ID: 19-03347-004
DATE: 05/16/2019

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

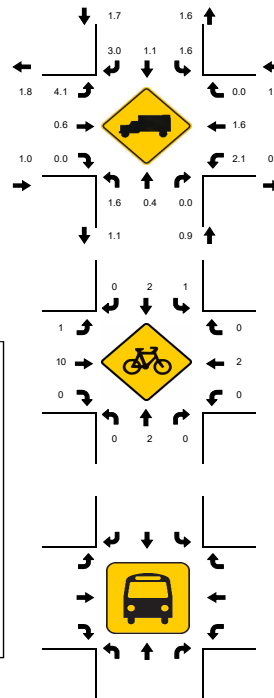
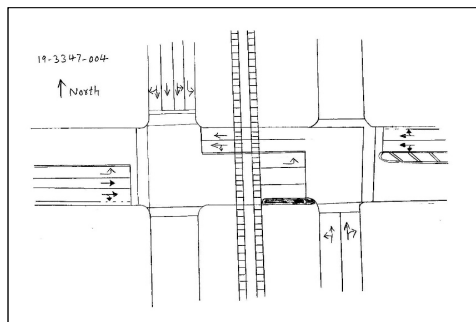
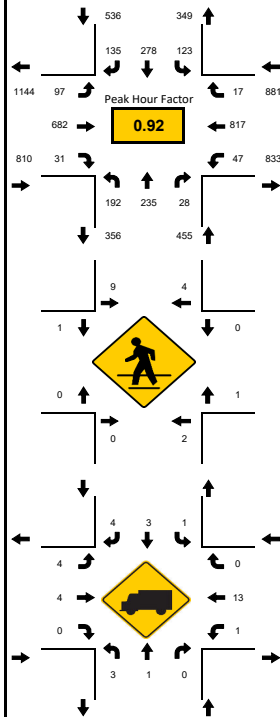
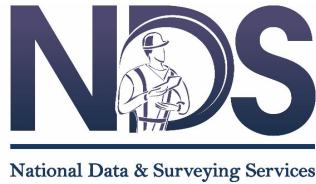


15-Min Count Period Beginning At	Dixie Hwy/SE 1st Ave/21st Ave Northbound					Dixie Hwy/SE 1st Ave/21st Ave Southbound					Pembroke Rd Eastbound					Pembroke Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	8	24	2	0		18	35	18	0		29	163	12	0		6	119	4	0		438	2077
07:15 AM	13	24	5	1		21	60	22	0		41	150	9	0		11	179	9	0		545	2290
07:30 AM	12	18	1	0		31	83	19	1		25	160	6	0		11	129	2	0		498	2421
07:45 AM	15	38	5	0		34	117	22	0		21	203	10	0		15	110	6	0		596	2544
08:00 AM	17	21	7	0		30	96	27	0		35	203	21	0		18	172	4	0		651	2566
08:15 AM	27	35	3	0		39	83	24	0		26	225	10	0		17	179	8	0		676	1915
08:30 AM	13	46	5	2		21	141	44	2		17	152	14	0		11	147	6	0		621	1239
08:45 AM	16	36	9	0		45	81	31	0		26	192	10	0		8	159	5	0		618	618
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	108	184	36	8		180	564	176	8		140	900	84	0		72	716	32	0		3208	
Heavy Trucks	8	8	0	0		8	4	16			8	44	8			0	20	0			124	
Pedestrians		8					4					0					4				16	
Bicycles	0	8	4			4	0	0			0	8	0			4	8	4			40	
Railroad																						
Stopped Buses																						

LOCATION: Dixie Hwy/SE 1st Ave/21st Ave & Pembroke Rd
CITY/STATE: Hollywood, FL

PROJECT ID: 19-03347-004
DATE: 05/16/2019

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

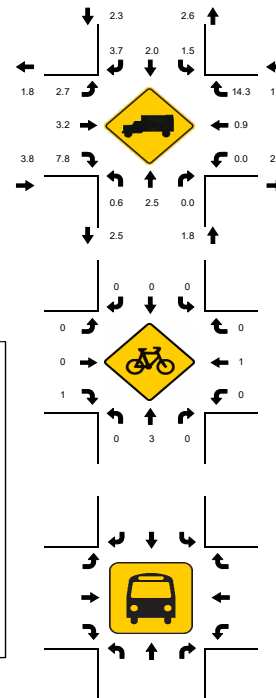
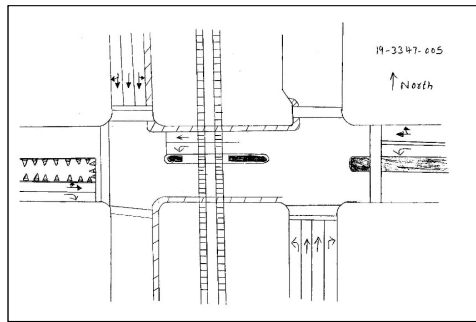
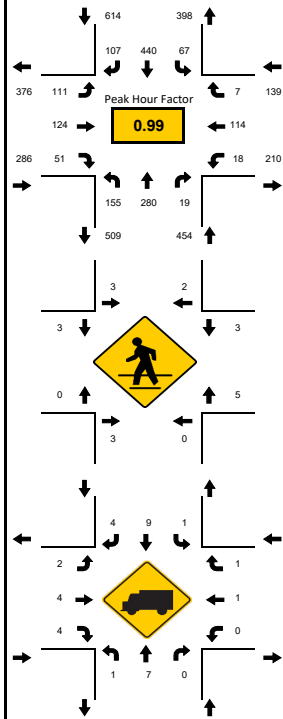
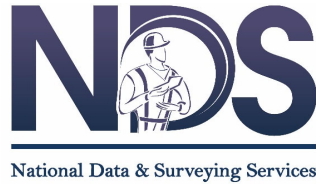


15-Min Count Period Beginning At	Dixie Hwy/SE 1st Ave/21st Ave Northbound					Dixie Hwy/SE 1st Ave/21st Ave Southbound					Pembroke Rd Eastbound					Pembroke Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	62	34	7	6		32	78	31	5		28	187	11	0		9	217	5	0		712	2591
04:15 PM	61	57	5	2		28	44	24	4		17	164	2	0		13	204	2	0		627	2555
04:30 PM	42	51	5	2		24	74	28	4		17	169	7	0		4	154	4	1		586	2540
04:45 PM	48	44	9	1		23	90	39	4		20	165	7	0		7	203	6	0		666	2682
05:00 PM	43	48	5	0		34	56	41	5		29	188	7	0		8	210	2	0		676	2606
05:15 PM	48	70	7	1		15	73	30	9		16	109	4	0		10	217	3	0		612	1930
05:30 PM	47	73	7	4		31	59	25	2		32	220	13	0		22	187	6	0		728	1318
05:45 PM	26	47	9	0		32	82	29	4		25	136	8	0		7	177	8	0		590	590
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	192	292	36	16		136	360	164	36		128	880	52	0		88	868	24	0		3272	
Heavy Trucks	8	4	0			4	8	8			8	12	0			4	20	0			76	
Pedestrians		8					36					4					4				52	
Bicycles	0	4	0			4	4	0			4	20	0			0	4	0			40	
Railroad																						
Stopped Buses																						

LOCATION: Dixie Hwy/21st Ave & Hollywood Blvd
CITY/STATE: Hollywood, FL

PROJECT ID: 19-03347-005
DATE: 05/16/2019

Peak-Hour: 07:30 AM - 08:30 AM
Peak 15-Minute: 08:00 AM - 08:15 AM

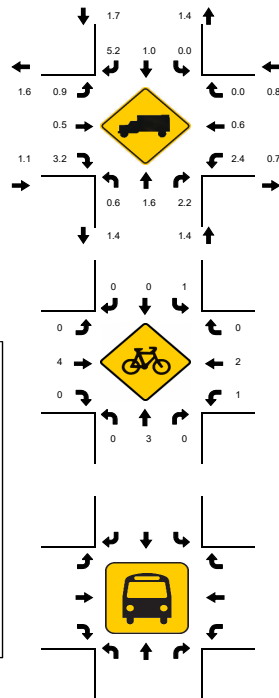
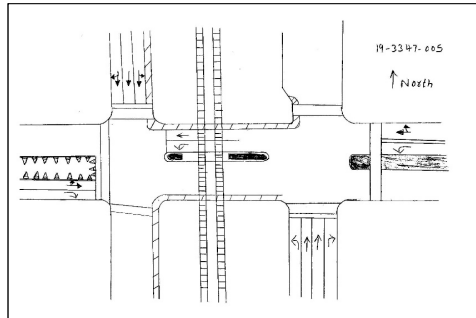
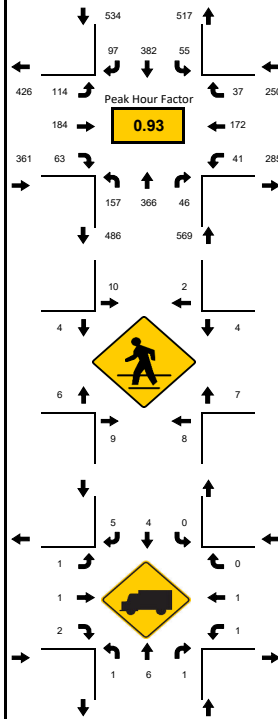
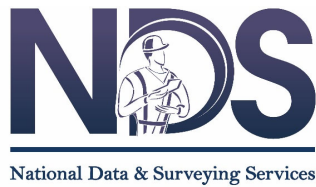


15-Min Count Period Beginning At	Dixie Hwy/21st Ave Northbound					Dixie Hwy/21st Ave Southbound					Hollywood Blvd Eastbound					Hollywood Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	26	81	3	2		5	57	12	3		23	31	2	3		4	15	1	0		268	1310
07:15 AM	29	70	3	0		3	83	22	0		20	33	7	4		5	16	1	1		297	1418
07:30 AM	36	64	5	3		16	115	26	2		21	29	6	5		2	41	1	0		372	1493
07:45 AM	42	68	6	2		12	105	26	1		25	39	13	5		3	22	4	0		373	1426
08:00 AM	39	65	3	4		24	106	25	5		28	31	8	2		9	26	1	0		376	1443
08:15 AM	28	83	5	1		6	114	30	1		20	25	24	5		4	25	1	0		372	1067
08:30 AM	27	68	7	3		3	72	32	1		13	31	19	6		8	13	2	0		305	695
08:45 AM	43	55	10	1		15	105	35	2		20	44	22	8		3	22	3	2		390	390
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	168	332	24	16		96	460	120	20		112	156	96	20		36	164	16	0		1836	
Heavy Trucks	4	20	0			4	16	8			4	8	8			0	4	4			80	
Pedestrians		4					12					8					16				40	
Bicycles	0	8	0			0	0	0			0	0	4			0	4	0			16	
Railroad																						
Stopped Buses																						

LOCATION: Dixie Hwy/21st Ave & Hollywood Blvd
CITY/STATE: Hollywood, FL

PROJECT ID: 19-03347-005
DATE: 05/16/2019

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

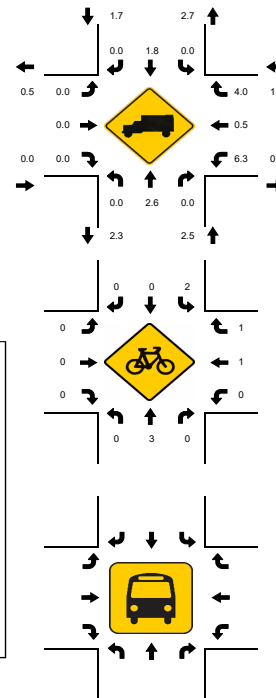
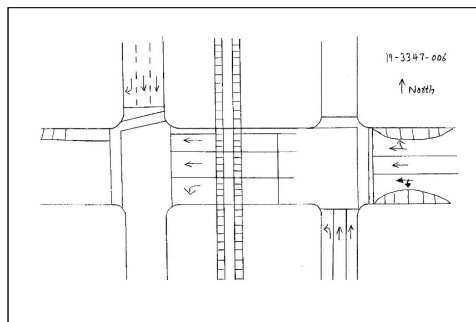
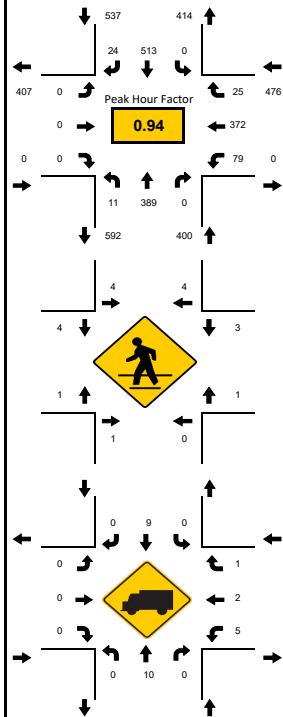
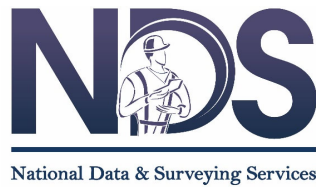


15-Min Count Period Beginning At	Dixie Hwy/21st Ave Northbound					Dixie Hwy/21st Ave Southbound					Hollywood Blvd Eastbound					Hollywood Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	34	61	5	4		10	110	40	2		12	54	20	6		10	27	4	1		400	1629
04:15 PM	27	79	4	3		8	96	32	5		21	43	10	5		5	49	7	0		394	1665
04:30 PM	39	84	4	7		9	103	55	2		15	33	8	3		9	39	3	6		419	1641
04:45 PM	24	82	13	0		15	87	32	4		21	57	15	9		11	36	6	4		416	1670
05:00 PM	43	87	8	2		11	93	22	2		16	50	15	5		10	59	9	4		436	1714
05:15 PM	32	90	8	5		7	81	24	2		15	34	19	4		8	34	6	1		370	1278
05:30 PM	39	86	13	3		11	109	27	3		34	46	10	7		11	39	8	2		448	908
05:45 PM	32	103	17	1		16	99	24	3		30	54	19	3		3	40	14	2		460	460
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	172	412	68	20		64	436	108	12		136	216	76	28		44	236	56	16		2100	
Heavy Trucks	4	12	4			0	8	8			4	4	8			4	4	0			60	
Pedestrians		32					24					16					16				88	
Bicycles	0	8	0			4	0	0			0	8	0			4	4	0			28	
Railroad																						
Stopped Buses																						

LOCATION: Dixie Hwy/21st Ave & Tyler St
CITY/STATE: Hollywood, FL

PROJECT ID: 19-03347-006
DATE: 05/16/2019

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

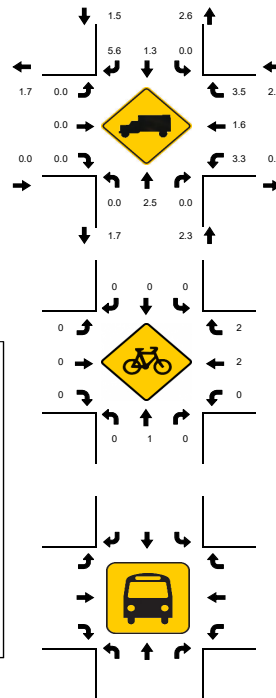
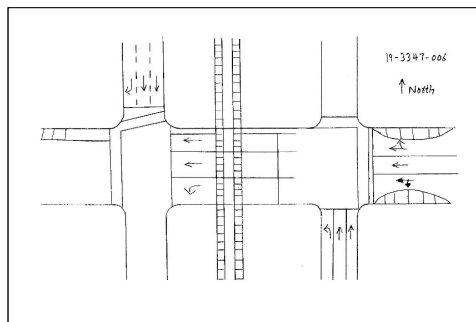
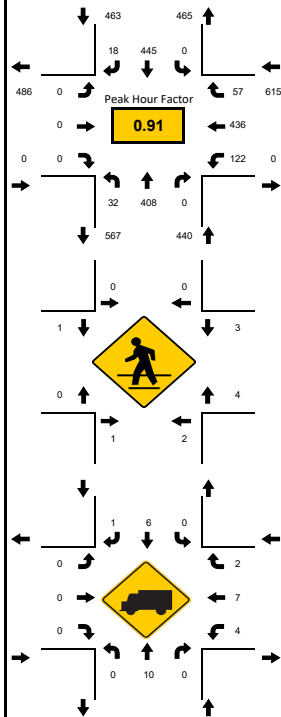
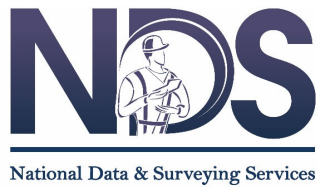


15-Min Count Period Beginning At	Dixie Hwy/21st Ave Northbound					Dixie Hwy/21st Ave Southbound					Tyler St Eastbound					Tyler St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	0	102	0	1		0	72	2	0		0	0	0	0		9	53	5	0		244	1216
07:15 AM	2	98	0	0		0	84	5	0		0	0	0	0		16	75	4	0		284	1321
07:30 AM	1	90	0	2		0	127	2	0		0	0	0	0		25	91	5	0		343	1413
07:45 AM	3	93	0	1		0	128	6	0		0	0	0	0		17	90	7	0		345	1339
08:00 AM	2	102	0	0		0	127	7	0		0	0	0	0		21	85	5	0		349	1297
08:15 AM	1	104	0	1		0	131	9	0		0	0	0	0		16	106	8	0		376	948
08:30 AM	1	80	0	0		0	94	6	0		0	0	0	0		22	58	8	0		269	572
08:45 AM	4	68	0	1		0	128	9	0		0	0	0	0		22	64	7	0		303	303
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	12	416	0	8		0	524	36	0		0	0	0	0		100	424	32	0		1552	
Heavy Trucks	0	24	0			0	16	0			0	0	0			8	4	4			56	
Pedestrians		4					16					12					8				40	
Bicycles	0	8	0			4	0	0			0	0	0			0	4	4			20	
Railroad																						
Stopped Buses																						

LOCATION: Dixie Hwy/21st Ave & Tyler St
CITY/STATE: Hollywood, FL

PROJECT ID: 19-03347-006
DATE: 05/16/2019

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

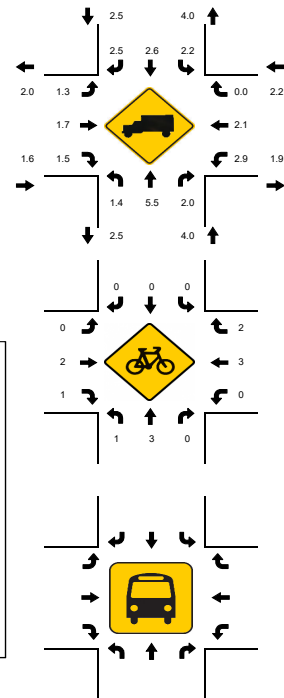
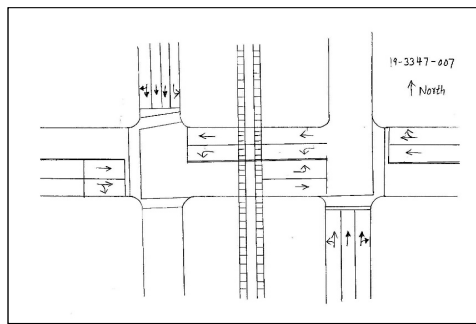
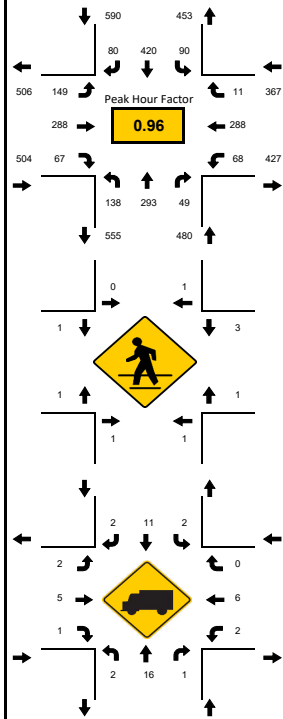
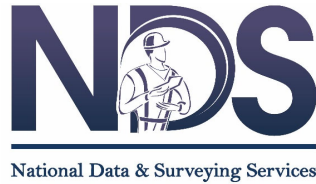


15-Min Count Period Beginning At	Dixie Hwy/21st Ave Northbound					Dixie Hwy/21st Ave Southbound					Tyler St Eastbound					Tyler St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	2	73	0	3		0	134	9	0		0	0	0	0		20	104	15	0		360	1460
04:15 PM	3	101	0	0		0	109	7	0		0	0	0	0		28	101	18	0		367	1518
04:30 PM	7	90	0	7		0	118	3	0		0	0	0	0		44	93	13	0		375	1495
04:45 PM	6	106	0	2		0	111	3	0		0	0	0	0		22	98	10	0		358	1517
05:00 PM	6	111	0	1		0	107	5	0		0	0	0	0		28	144	16	0		418	1516
05:15 PM	6	103	0	2		0	78	11	0		0	0	0	0		28	98	18	0		344	1098
05:30 PM	4	130	0	0		0	113	5	0		0	0	0	0		29	99	17	0		397	754
05:45 PM	10	136	0	4		0	101	3	0		0	0	0	0		25	70	8	0		357	357
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	28	444	0	28		0	472	28	0		0	0	0	0		176	576	72	0		1824	
Heavy Trucks	0	12	0			0	12	4			0	0	0			8	8	4			48	
Pedestrians		4					0					4					16				24	
Bicycles	0	4	0			0	0	0			0	0	0			0	8	8			20	
Railroad																						
Stopped Buses																						

LOCATION: Dixie Hwy/21st Ave & Johnson St
CITY/STATE: Hollywood, FL

PROJECT ID: 19-03347-007
DATE: 05/16/2019

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

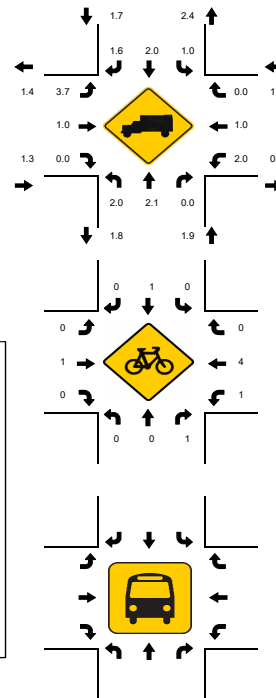
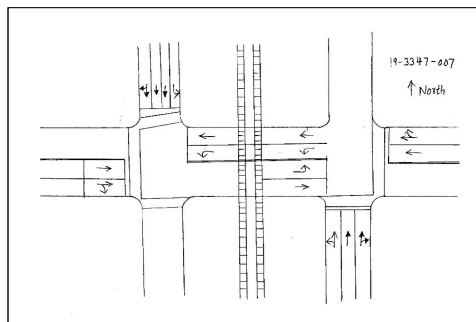
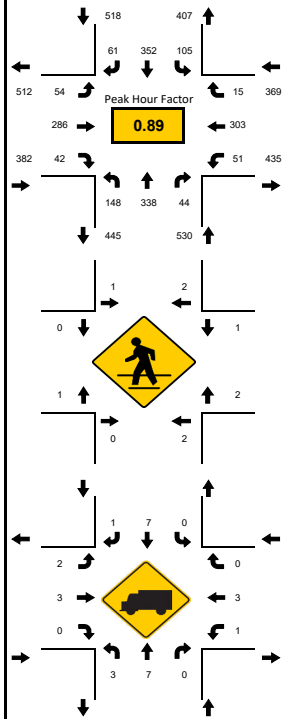
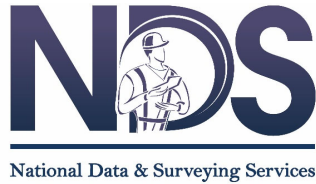


15-Min Count Period Beginning At	Dixie Hwy/21st Ave Northbound					Dixie Hwy/21st Ave Southbound					Johnson St Eastbound					Johnson St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	13	80	15	0		17	55	20	0		45	62	9	0		11	43	5	0		375	1745
07:15 AM	18	65	11	2		10	74	22	1		62	72	7	0		15	67	3	0		429	1864
07:30 AM	31	70	14	2		19	101	27	1		27	71	10	0		23	85	3	0		484	1941
07:45 AM	29	68	10	1		21	92	14	1		34	78	16	0		19	73	1	0		457	1839
08:00 AM	38	66	12	0		23	117	13	0		48	74	20	0		14	67	2	0		494	1774
08:15 AM	36	89	13	1		25	110	26	0		40	65	21	0		12	63	5	0		506	1280
08:30 AM	26	62	5	3		15	81	17	0		15	50	12	0		23	67	6	0		382	774
08:45 AM	23	52	11	0		28	93	12	0		14	62	10	0		14	71	2	0		392	392
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	152	356	56	8		100	468	108	4		192	312	84	0		92	340	20	0		2292	
Heavy Trucks	4	28	4			4	16	4			4	16	4			4	16	0			104	
Pedestrians		8					4					8					8				28	
Bicycles	4	4	0			0	0	0			0	4	4			0	4	4			24	
Railroad																						
Stopped Buses																						

LOCATION: Dixie Hwy/21st Ave & Johnson St
CITY/STATE: Hollywood, FL

PROJECT ID: 19-03347-007
DATE: 05/16/2019

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

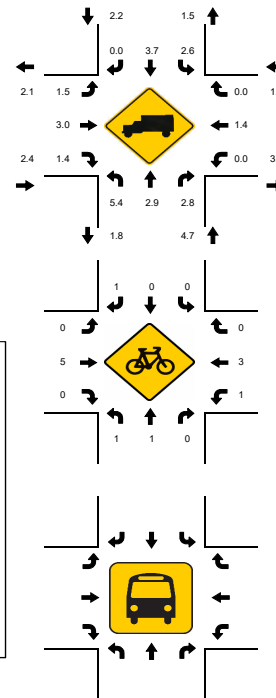
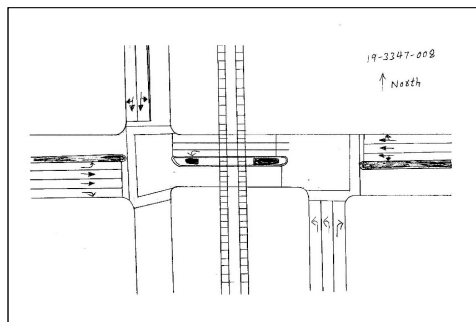
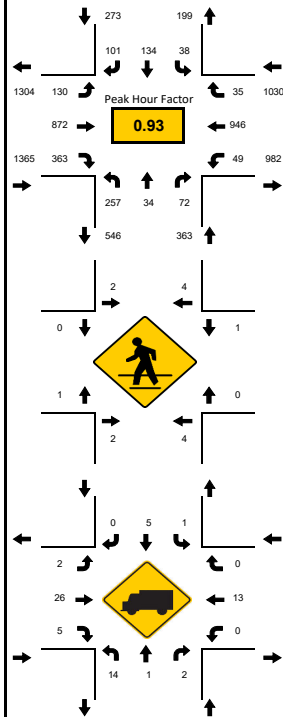
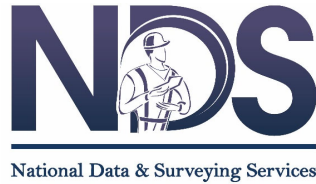


15-Min Count Period Beginning At	Dixie Hwy/21st Ave Northbound					Dixie Hwy/21st Ave Southbound					Johnson St Eastbound					Johnson St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	17	66	16	4		25	91	23	2		20	69	9	0		17	74	4	1		438	1722
04:15 PM	41	59	9	5		14	79	9	0		12	77	13	0		16	77	7	0		418	1720
04:30 PM	29	62	8	8		25	82	15	0		14	70	15	0		17	79	1	0		425	1686
04:45 PM	25	73	9	0		25	83	17	1		11	82	9	0		19	85	2	0		441	1764
05:00 PM	40	73	8	3		30	97	25	2		8	56	11	0		11	69	3	0		436	1799
05:15 PM	31	74	8	3		19	73	9	1		8	60	7	0		16	74	1	0		384	1363
05:30 PM	33	92	16	4		24	80	12	1		26	93	19	0		11	91	1	0		503	979
05:45 PM	32	99	12	2		27	102	15	1		12	77	5	0		13	69	10	0		476	476
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	160	396	64	16		120	408	100	8		104	372	76	0		64	364	40	0		2292	
Heavy Trucks	8	8	0			0	12	4			8	8	0			4	8	0			60	
Pedestrians		4						4				4					8				20	
Bicycles	0	0	4			0	4	0			0	4	0			4	12	0			28	
Railroad																						
Stopped Buses																						

LOCATION: Dixie Hwy/21st Ave & Sheridan St
CITY/STATE: Hollywood, FL

PROJECT ID: 19-03347-008
DATE: 05/16/2019

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

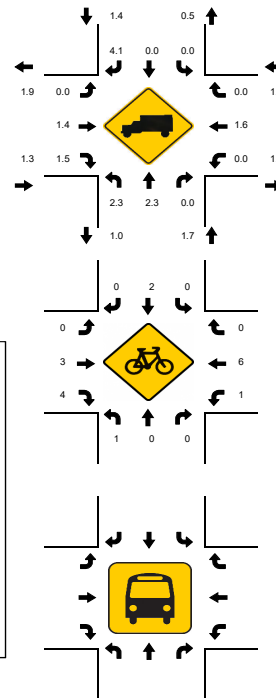
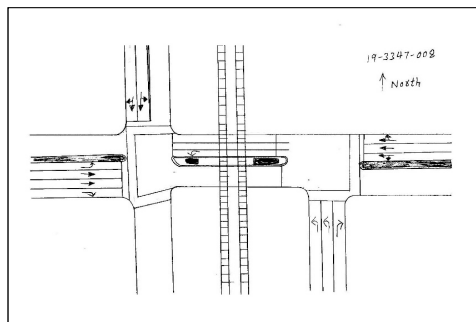
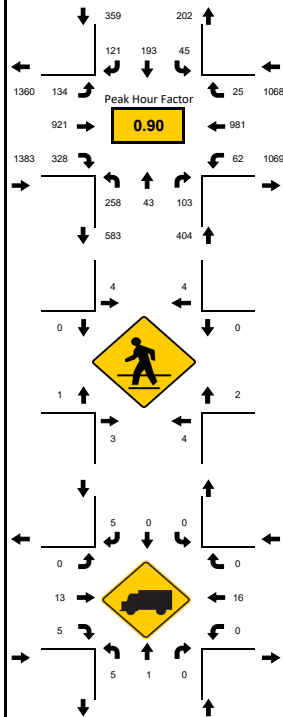
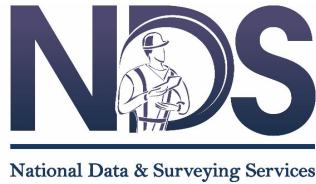


15-Min Count Period Beginning At	Dixie Hwy/21st Ave Northbound					Dixie Hwy/21st Ave Southbound					Sheridan St Eastbound					Sheridan St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	39	8	18	0		9	14	19	0		30	209	80	1		8	257	7	0		699	2912
07:15 AM	73	8	21	3		15	49	39	0		27	213	77	0		11	217	10	0		763	3031
07:30 AM	61	8	18	0		2	18	25	0		24	218	83	0		13	278	8	0		756	2987
07:45 AM	47	9	14	2		11	32	20	0		39	187	103	2		13	208	7	0		694	2945
08:00 AM	68	9	19	3		10	35	17	0		38	254	100	0		12	243	10	0		818	2933
08:15 AM	48	8	33	1		4	26	21	0		29	209	93	0		13	229	5	0		719	2115
08:30 AM	49	9	36	3		3	16	22	0		23	239	67	1		9	233	4	0		714	1396
08:45 AM	61	7	18	3		12	34	21	0		28	176	83	1		16	212	10	0		682	682
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	292	36	84	12		60	196	156	0		156	1016	412	8		52	1112	40	0		3632	
Heavy Trucks	28	4	8			4	16	0			4	36	12			0	20	0			132	
Pedestrians		12					12					4					4				32	
Bicycles	4	4	0			0	0	4			0	16	0			4	4	0			36	
Railroad																						
Stopped Buses																						

LOCATION: Dixie Hwy/21st Ave & Sheridan St
CITY/STATE: Hollywood, FL

PROJECT ID: 19-03347-008
DATE: 05/16/2019

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



15-Min Count Period Beginning At	Dixie Hwy/21st Ave Northbound					Dixie Hwy/21st Ave Southbound					Sheridan St Eastbound					Sheridan 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*		
04:00 PM	59	12	18	2		12	39	41	0		28	183	65	2		18	219	3	0		701	2809
04:15 PM	43	11	27	2		8	38	26	0		21	186	68	2		7	200	2	0		641	3004
04:30 PM	65	4	29	4		7	36	22	0		23	232	88	1		19	241	4	0		775	3117
04:45 PM	48	7	31	7		7	34	19	0		26	191	79	3		12	225	3	0		692	3190
05:00 PM	61	10	32	1		7	38	41	0		28	264	83	1		16	306	8	0		896	3214
05:15 PM	59	6	20	1		10	50	33	0		29	201	80	0		21	241	3	0		754	2318
05:30 PM	77	13	34	4		13	43	14	0		35	244	90	4		14	254	9	0		848	1564
05:45 PM	51	14	17	4		15	62	33	0		35	212	75	2		11	180	5	0		716	716
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	308	56	136	16		60	248	164	0		140	1056	360	16		84	1224	36	0		3904	
Heavy Trucks	8	4	0			0	0	12			0	20	12			0	36	0			92	
Pedestrians								12				4					8				32	
Bicycles	4	0	0			0	4	0			0	8	12			4	16	0			48	
Railroad																						
Stopped Buses																						

Signal Timing Data



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3092	Initial Operation Date	UNKNOWN
Controller Type	2070 LN	System Number	3092
Modification Number	11	Modification Date	08/15/2018
Drawing/Project No	GRP 4	FPL Grid Number	87569933700
Intersection	DIXIE HWY./SE 1 AVE. and SW/SE 11 STREET / COUNTY LINE RD		
Municipality	HALLANDALE BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	EB	N/S	SBL	N/S				
Direction	11 ST	DIXIE	DIXIE	1 AVE				
Initial Green(MIN)	6	10	4	6				
Vehicle Ext.(GAP)	2.0	2.5	1.5	2.0				
Maximum Green I	12	30	8	15				
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0				
All Red Clearance	2.0	2.0	NOTE 1	NOTE 1				
Phase Recall	MAX	MAX	MAX	MAX				
Detector Delay								
Walk								
Pedestrian Clearance								
Permissive			5 SECT					
Flash Operation	RED	YELLOW		YELLOW				

Attachment 3092-10 SOP.pdf

NOTES:

1. INSIDE CLEARANCE FOLLOWING PHASES 3 & 4:
7G, 4Y, 2AR: HEADS 4A,4A/7 FOLLOWS 3 AND 3/8,8 FOLLOWS 4.
2. FIXED TIME OPERATION, NO DETECTION.
3. RAILROAD PRE-EMPTION:
(A) TRACK CLEAR: 7G, 4Y, 2AR (HEADS 4A,4A/7,3/8 AND 8).
(B) DWELL: N/S DIXIE THEN N/S SE 1 AVE (HEADS 2,6,2A AND 6A).
(C) RETURN TO PHASE 1 (EB).
4. MOD. 11 REMOVES NIGHT FLASH.

Submitted By _____ Approved By _____

Broward County

Timing Sheet

5/21/2019 12:32:20 PM

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

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

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash						
Override Higher						
Flash Dwell						
Link						
Delay						
Min Duration	23					
Min Green						
Min Walk						
Ped Clear						
Track Green	7					
Min Dwell	10					
Max Presence						
Track R1	9					
Track R2						
Track R3						
Track R4						
Dwell Ped1						
Exit R1	1					
Exit R2						
Exit R3						
Exit R4						

Preempt LP

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

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Coordination

[illegible]

[illegible][illegible]

Page 196 of 564

TRAFFIC ENGINEERING DIVISION

SIGNALIZED INTERSECTION

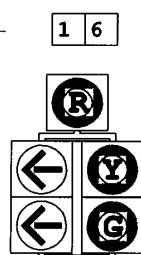
LOCATION DIXIE HWY/SE 1 AVE & SW 11 ST

ORDER NO. ---- ISSUE DATE ---- REV NO. 2 COMPLETION DATE 2/9/05

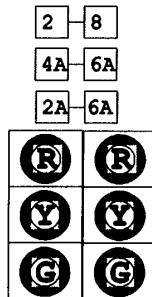
DWG. NO. 03-11-05-01 FILE NO. C-92 CITY HALLANDALE SCALE: 1" = 50'

DWN BY: LARRY

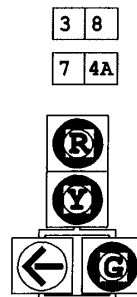
NORTH



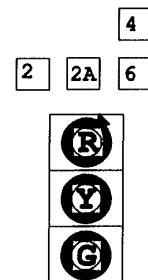
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1-WAY
1-REQ'D



3-SECT
2-WAY
3-REQ'D

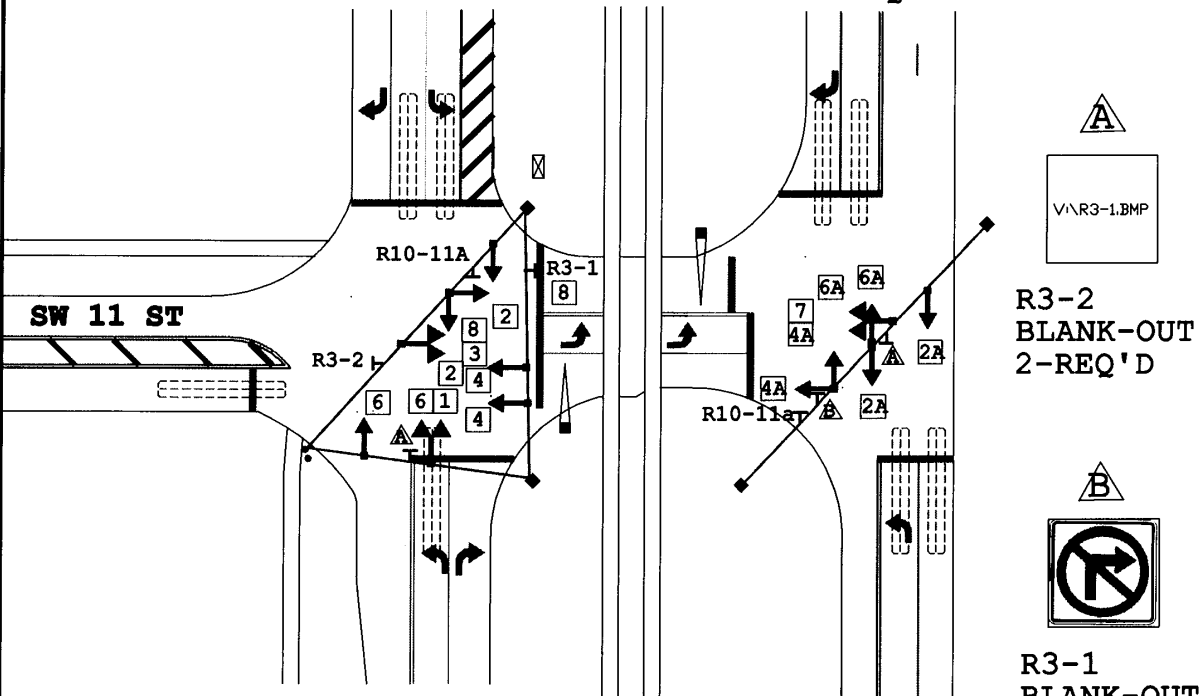


4-SECT
1-WAY
2-REQ'D



3-SECT
1-WAY
5-REQ'D

DIXIE HWY



THIS REVISION UPDATES OVERHEAD
REGULATORY SIGNAGE

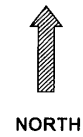
**FEC
R/R**

SE 1 AVE

R3-1
BLANK-OUT
1-REQ'D

Sequence of Operation
Dixie Hwy/SE 1 Avenue and SW/SE 11 St. (3092)
 MOD. 10 AND HIGHER

NORMAL OPERATION		
DIXIE HWY	Phase	SE 11 St/Countyline
4 →	Ø 1 EB	4A, 7 4A →
6 ↓ ↑ 2	Ø 2 NS DIXIE	4A, 7 4A →
6 ↘ ↙ 1, 6	Ø 3 SBL	4A, 7 4A →
	Clear 7G 4Y 2AR	4A, 7 4A →
↙ ↘ 8 3, 8	Ø4 NS SE 1 AVE	6A ↓ ↑ 2A
↙ ↘ 8 3, 8	Clear 7G 4Y 2AR	



PREEMPTION		
↙ ↘ 8 3, 8	TRACK CLEARANCE 7G, 4Y, 2AR	4A, 7 4A →
6 ↓ ↑ 2	DWELL 1 (N/S Dixie)	
	DWELL 2 (N/S SE 1 Ave)	6A ↓ ↑ 2A
4 →	RETURN TO Ø 1	4A, 7 4A →



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3094	Initial Operation Date	UNKNOWN
Controller Type	2070	System Number	3094
Modification Number	9	Modification Date	08/15/2018
Drawing/Project No	569/DG 4	FPL Grid Number	87579939007
Intersection	DIXIE HWY./SE 1 AVE. and SE/SW 3 STREET		
Municipality	HALLANDALE BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number								
Direction	WBST	WB	NB	EBST	EB	SB	NOTE 5	
Initial Green(MIN)	1	6	6	1	6	7	10	
Vehicle Ext.(GAP)	0.0	2.0	2.5	0.0	2.0	2.5	0.0	
Maximum Green I	1	15	20	1	15	20	10	
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Phase Recall	NOTE 1	MAX	MAX	NOTE 1	MAX	MAX	OFF	
Detector Delay								
Walk			7		7	7		
Pedestrian Clearance			7		9	7		
Permissive								
Flash Operation		RED	YELLOW		RED	YELLOW		

Attachment _____

NOTES:

1. DIODE STRAPPING: PHASE 2 CALL:PHASE 1 DETECT; PHASE 5 CALL:PHASE 4 DETECT.
2. NO DETECTION, FIXED TIME OPERATION.
3. RAILROAD PREEMPTION SEQUENCE:
 - (A) TRACK CLEARANCE = 6 G, 4 Y, 1 AR (EB/EBL + WB/WBL FARSIDES).
 - (B) DWELL NORTH/SOUTH.
 - (C) RETURN TO PHASE 2 (WB).
4. PHASE 7 USED DURING STARTUP AND EXITING FLASH (10G, 4Y, 2 AR).
5. MOD. 9 REMOVES NIGHT FLASH.

Submitted By _____ Approved By _____

Broward County

Timing Sheet

5/21/2019 1:13:18 PM

Station : 3094 - Dixie Hwy & SW 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			7		7	7										
Ped Clearance			7		9	7										
Min Green	1	6	6	1	6	7	10									
Passage		2	2.5		2	2.5										
Max1	1	15	20	1	15	20	10									
Max2																
Yellow	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2	2	2	2	2	2	2	1	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON									
Auto Entry					ON											
Auto Exit							ON									
Non Act1																
Non Act2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall																
Max Recall	ON	ON	ON	ON	ON	ON										
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk						ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Coordination

[illegible]

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

[illegible]

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V:\BCLDGD\00C.bmp

TRAFFIC ENGINEERING DIVISION SIGNALIZED INTERSECTION

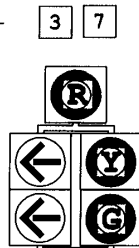
LOCATION **DIXIE HWY/SE 1 AVE & SW 3 ST**

ORDER NO. ----- ISSUE DATE ----- REV NO. **4** COMPLETION DATE -----

DWG. NO. **06010201** FILE NO. **C-94** CITY **HALLANDALE BEACH** SCALE: 1" = 50'

DWN BY: **KS** -----

NORTH



5-SECT
1-WAY
2-REQ'D

P2 P4

P6 P4A



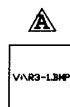
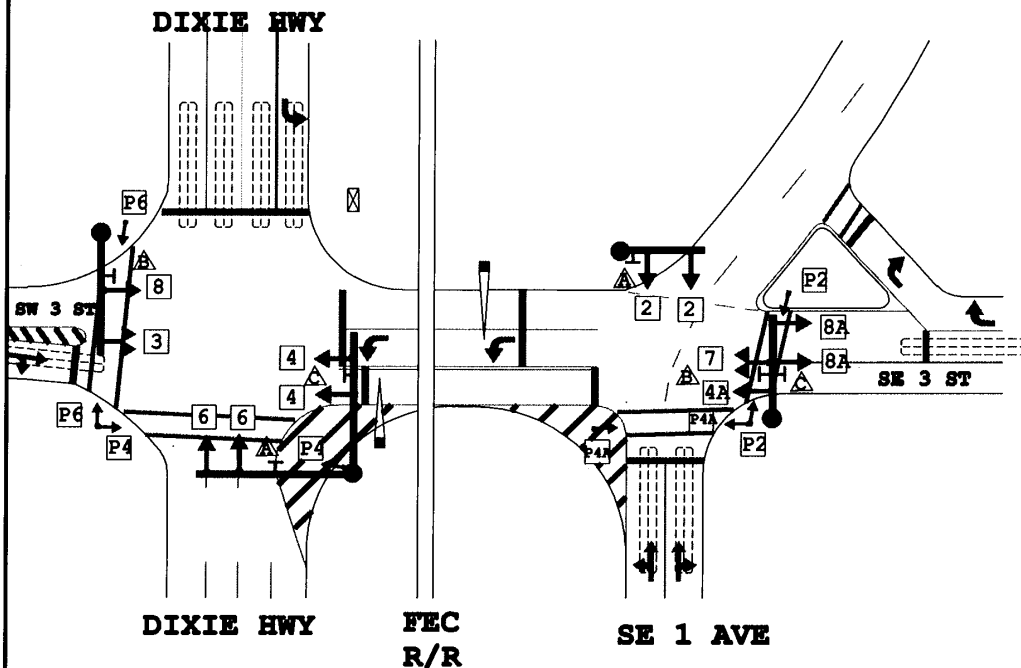
1-SECT
8-REQ'D

2 4 4A

6 8 8A



3-SECT
1-WAY
10-REQ'D



R3-2
BLANK-OUT
2-REQ'D



R3-1
2-REQ'D



R3-2
2-REQ'D

THIS REVISION REPLACES OVERHEAD
REGULATORY SIGNAGE

Sequence of Operation

Dixie Hwy / SE 1 Avenue and SE/SW 3 Street (Intersection #3094)

NORMAL OPERATION		
WEST side	Phase	EAST side
	Phase 1 WB ST	
	Phase 2 WB	
	Phase 3 NB	
	Phase 4 EB ST	
	Phase 5 EB	
	Phase 6 SB	



PREEMPTION		
	TRACK CLEARANCE	
	DWELL	
	AFTER PREEMPTION RETURN TO PHASE 2	



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	18	Modification Date	12/06/2017
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	5	7	5
------	---	---	---

Pedestrian Clearance	28	18	26
----------------------	----	----	----

Permissive

Flash Operation	RED	YELLOW	RED
-----------------	-----	--------	-----

Attachment 3085-18.pdf

NOTES:

- * DOUBLE CLEARANCE E/W FAR SIDES: 6 G, 4.5 Y, 2.0 AR FOLLOWS PHASES 2 AND 3.
- RAILROAD PRE-EMPTION (PHASES 9 +):
 - TIME BEFORE: 0.0 SECONDS.
 - TRACK CLEAR: 6 GREEN, 4 YELLOW, 2 ALL RED.
 - DWELL: NORTH/SOUTH WITH ACTUATED PEDS P4 AND P8.
 - RETURN PHASE: 2 (EASTBOUND/WESTBOUND).
- WITH WOIT2017110660 DATED 11/7/17, REPHASES SIGNAL PER FDOT AND CITY REQUEST.

Submitted By _____ Approved By _____

Broward County

Timing Sheet

5/21/2019 12:32:58 PM

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

Phase	1 (SL)	2 (WT)	3 (NL)	4 (ST)	5	6 (NT)	7	8	9	10	11	12	13	14	15	16
Walk	5	7	5							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		ON		ON		ON		ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2	1	1						

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	6					
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						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1	10					
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						

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				

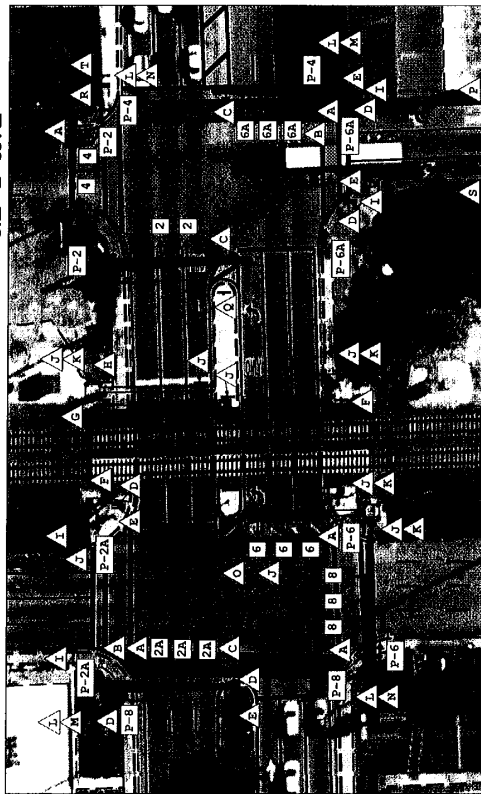
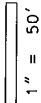
Coordination

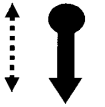
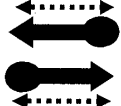
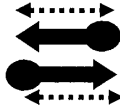
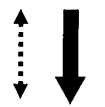
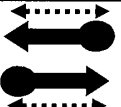
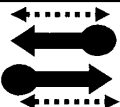
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LOCATION: HALLANDALE BEACH BLVD & DIXIE HWY/NE 1 AVE
 ORDER NO. --- ISSUE DATE --- REVISION NO. --- COMPLETION DATE 03/20/18
 DWG. NO. 18-02-02-02 FILE NO. 3085 CITY HALLANDALE BEACH
 DWN BY: LPATTERSON



Hallandale Beach Blvd and Dixie/NE 1 Ave		
3085 Mod. 18 and Higher		
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 6G/4Y/2AR	
	Dwell (Actuated Peds)	
	Return	


NORTH

 DETECTED MOVEMENT



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3167	Initial Operation Date	UNKNOWN
Controller Type	2070	System Number	
Modification Number	18	Modification Date	04/20/2017
Drawing/Project No	86018-3500	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								
Direction		WB	NB		EB	SB		
Initial Green(MIN)		7	5		7	5		
Vehicle Ext.(GAP)		3.0	2.5		3.0	2.5		
Maximum Green I		26	18		35	18		
Maximum Green II								
Yellow Clearance		4.0	4.0		4.0	4.5		
All Red Clearance		2.0	2.0		2.0	2.0		
Phase Recall		OFF	OFF		MIN	OFF		
Detector Delay								
Walk		7	7		7	7		
Pedestrian Clearance		15	19		15	19		
Permissive								
Flash Operation		YELLOW	RED		YELLOW	RED		

Attachment Pembroke and Dixie SOP Mod. 18.pdf

NOTES:

1. SEQUENTIAL OPERATION.
2. RAILROAD PREEMPTION (UTILIZING PHASE 9):
 - (A) TIME BEFORE: 0 SECONDS
 - (B) TRACK CLEAR: 5 GREEN, 4 YELLOW, 1 ALL RED EB AND WB FAR SIDE SIGNALS.
 - (C) DWELL NORTHBOUND AND SOUTHBOUND THROUGH.
 - (D) RETURN TO PHASE 5 (EASTBOUND)
3. MOD. 18 REMOVES STARTUP PHASES.

Submitted By _____ Approved By _____

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

Phase	1 (WL)	2 (WT)	3 (NT)	4 (EL)	5 (ET)	6 (ST)	7	8	9	10	11	12	13	14	15	16
Walk		7	7		7	7										
Ped Clearance		15	19		15	19										
Min Green		7	5		7	5			9							
Gap Ext		3	2.5		3	2.5										
Max1		26	18		35	18		9	9							
Max2																
Yellow Clr	4	4	4	4	4	4.5	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2				1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON	ON		ON	ON			ON							
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
Guar Passage																
Rest In Walk					ON											
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	1	1	1	1								

Preemption

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

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				

Coordination

[illegible]

[illegible][illegible]

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BROWARD COUNTY TRAFFIC ENGINEERING DIVISION

LOCATION **Pembroke Rd & Dixie Hwy/S 21 Ave/NE 1 Ave**

ORDER NO. _____ ISSUE DATE _____ REVISION NO. **Mod 17** COMPLETION DATE _____

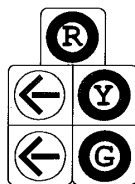
DWG. NO. _____ FILE NO. **3167** CITY **HALLANDALE BEACH** SCALE: 1" = 50'

2	2A	2A
4	4	
6	6	6A
8	8	



3-SECT
1-WAY
10-REQ'D

5	2
1	6A



5-SECT
1-WAY
2-REQ'D

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



12-REQ'D



Non-Illuminated
Street Name

4-REQ'D



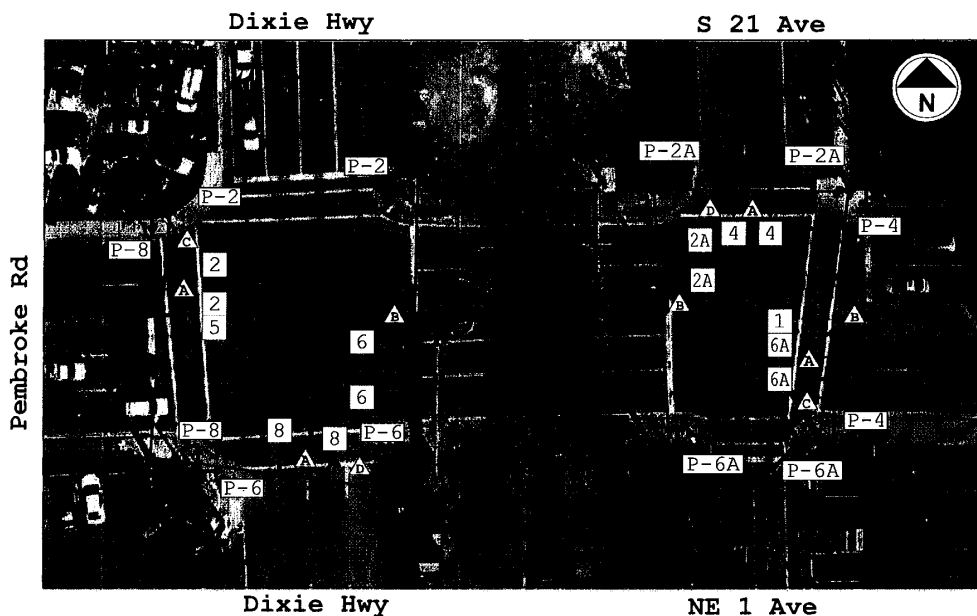
R3-2
3-REQ'D



R3-1
2-REQ'D



BLANK OUT
R3-2
2-REQ'D



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

Phase	Dixie	S 21/NE 1 Ave
ø2 WB		
ø3 NB		
ø5 EB		
ø6 SB		
Pre-emption - Returns to ø5		
TRACK CLEAR 5G, 4Y, 1AR		
DWELL		
RETURN ø5		



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3122	Initial Operation Date	9/76
Controller Type	2070	System Number	3122
Modification Number	16	Modification Date	07/11/2018
Drawing/Project No		FPL Grid Number	87572850305
Intersection	HOLLYWOOD BLVD. (SR 820) and DIXIE HWY./21 AVENUE		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number								
Direction	WBS	WB	NB	EBS	EB	SB		
Initial Green(MIN)	2	4	4	2	10	4		
Vehicle Ext.(GAP)	0.0	2.0	2.0	0.0	2.0	2.0		
Maximum Green I	2	30	20	2	30	20		
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0		
All Red Clearance	1.0	1.0	2.0	1.0	1.0	2.0		
Phase Recall	OFF	OFF	OFF	OFF	MIN	OFF		
Detector Delay						20-RT		
Walk		7	7		7	7		
Pedestrian Clearance		12	16		11	26		
Permissive								
Flash Operation		RED	RED		RED	RED		

Attachment

NOTES:

1. CNA 1: EASTBOUND (PHASE 5).
2. RAILROAD PREEMPTION (IN SECONDS):
 - (A) MINIMUM BEFORE: 2.0
 - (B) PHASE CLEARANCE YELLOW: 4.0
 - (C) TRACK CLEARANCE GREEN: 5.0
 - (D) TRACK CLEARANCE YELLOW: 4.0
 - (E) DWELLS IN NORTH/SOUTH (PHASES 3 AND 6)
 - (F) CLEARANCE AFTER PREEMPTION YELLOW: 4.0
 - (G) RETURN TO PHASE 2 (WESTBOUND)
3. DIODE STRAPPING: PH3 ON---]<---PH4 DETECT AND PH6 ON---]<---PH1 DETECT.
4. OPTICALLY PROGRAMMED FAR SIDE GREEN+GREEN ARROW, WESTBOUND.
5. NORTHBOUND/SOUTHBOUND GREENS UTILIZE LOUVERS.
6. WITH WOIT2018040612 DATED 4/6/18, INSTALLS LOUVERS ON SB GREENS.
7. MOD 16 UPDATES PEDESTRIAN WALK TIMES AND CLEARANCES.

Submitted By _____ Approved By _____

Broward County

Timing Sheet

5/21/2019 12:33:32 PM

Station : 3122 - Hollywood Blvd & Dixie Hwy/21 Ave (Standard File)

Phase	1	2 (WT)	3 (NT)	4	5 (ET)	6 (ST)	7	8	9	10	11	12	13	14	15	16
Walk		7	7		7	7										
Ped Clearance		12	16		11	26										
Min Green	2	4	4	2	10	4										
Gap Ext		2	2		2	2	2									
Max1	2	30	20	2	30	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	1	1	2	1	1	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												
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						ON										
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	1	1	1	1								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt						
Delay	2					
Min Duration						
Min Green		6	6	6	6	6
Min Walk						
Ped Clear						
Track Green	5		3	3	3	3
Min Dwell	6	8	15	15	15	15
Max Presence		180	360	360	360	360
Track Veh 1	9		9	9	9	9
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	10		6	2	3	5
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						

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				

Coordination

[illegible]

[illegible][illegible]

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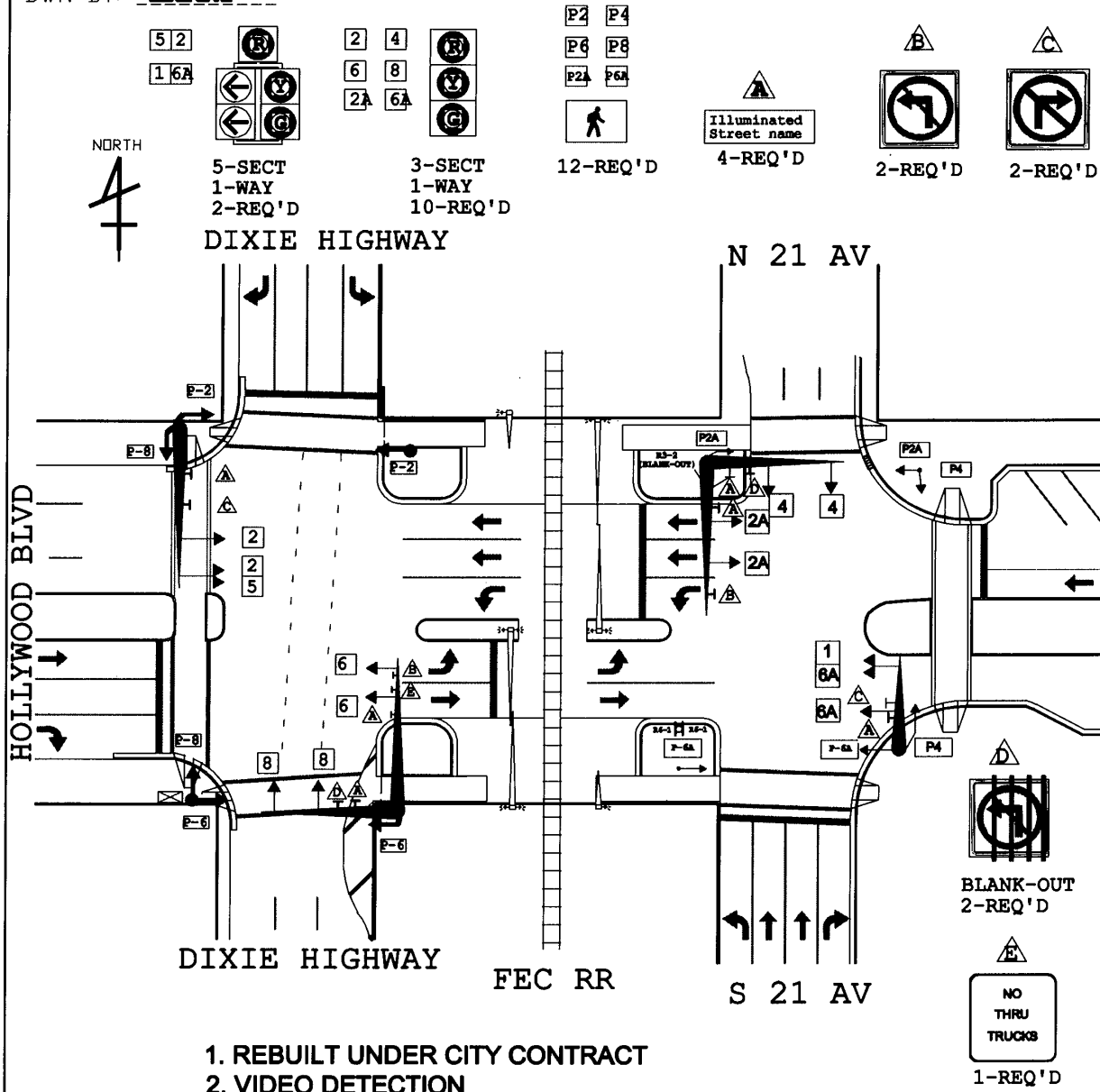
TRAFFIC ENGINEERING DIVISION SIGNALIZED INTERSECTION

LOCATION **HOLLYWOOD BLVD & 21 AVE/DIXIE HIGHWAY**

ORDER NO **CITY** ISSUE DATE ---- REV NO. **3** COMPLETION DATE **4/10/03**

DWG. NO. **06-03-07-01** FILE NO. **C-122** CITY **HOLLYWOOD** SCALE: **1" = 50'**

DWN BY: **LARRY**



Sequence of Operation 3122
Hollywood Blvd (SR 820) and Dixie Hwy / 21 Avenue

NORMAL OPERATION		
WEST side	Phase	EAST side
	Phase 1 WB ST	
	Phase 2 WB	
	Phase 3 NB	
	Phase 4 EB ST	
	Phase 5 EB	
	Phase 6 SB	



PREEMPTION		
	TRACK CLEARANCE	
	DWELL	
	AFTER PREEMPTION RETURN TO PHASE 2	



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3205	Initial Operation Date	10/76
Controller Type	2070 LN	System Number	
Modification Number	18	Modification Date	07/11/2018
Drawing/Project No	DES. GRP. 4	FPL Grid Number	87572851107
Intersection	DIXIE HWY./N 21 AVE. and TYLER STREET		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	3A	2,6	8,8A	5				
Direction	CLEAR	N/S	WB	NBL				
Initial Green(MIN)	3	15	6	5				
Vehicle Ext.(GAP)	0.0	3.0	2.0	1.5				
Maximum Green I	3	35	30	18				
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0				
All Red Clearance	2.0	2.0	2.0					
Phase Recall	OFF	MIN	OFF	OFF				
Detector Delay								
Walk		7	7					
Pedestrian Clearance		26	21					
Permissive								
Flash Operation		YELLOW	RED	RED				

Attachment

NOTES:

1. DIODE STRAPPING: PHASES 3 AND/OR 4 ON--|<---PHASE 1 DETECT.
2. RAILROAD PREEMPTION TIMING (IN SECONDS):
 - (A) TIME BEFORE PREEMPTION: 2.0
 - (B) CLEARANCE TO PREEMPTION: 4.0
 - (C) TRACK CLEAR GREEN: 5.0
 - (D) TRACK CLEAR YELLOW: 4.0
 - (E) MINIMUM DWELL: 10.0 NORTH/SOUTH (PHASE 2)
 - (F) CLEAR AFTER PREEMPTION: 4.0
 - (G) RETURN TO PHASE 3 (WB).
3. MOD. 18 UPDATES WALK VALUE AND YELLOW CLEARANCE.

Submitted By _____ Approved By _____

Broward County

Timing Sheet

5/21/2019 12:33:48 PM

Station : 3205 - Dixie Hwy & Tyler St (Standard File)

Phase	1	2 (ST)	3 (WT)	4 (NL)	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7	7													
Ped Clearance		26	21													
Min Green	3	15	6	5					3	5						
Passage		3	2	1.5												
Max1	3	35	30	18					5	5						
Max2																
Yellow	4	4	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5
Red	2	2	2						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 Entry		ON	ON													
Auto Exit																
Non Act1																
Non Act2																
Lock Call				ON					ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable											ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Coordination

[illegible]

[illegible][illegible]

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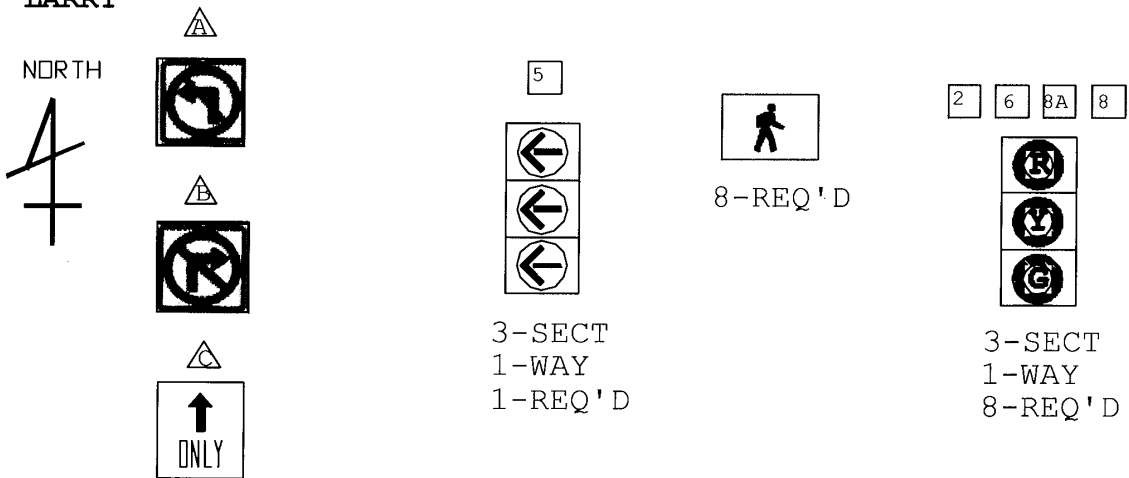
TRAFFIC ENGINEERING DIVISION SIGNALIZED INTERSECTION

LOCATION DIXIE HWY/N 21 AVE & TYLER ST

ORDER NO CITY ISSUE DATE ---- REVISION NO. 5 COMPLETION DATE 3/19/03

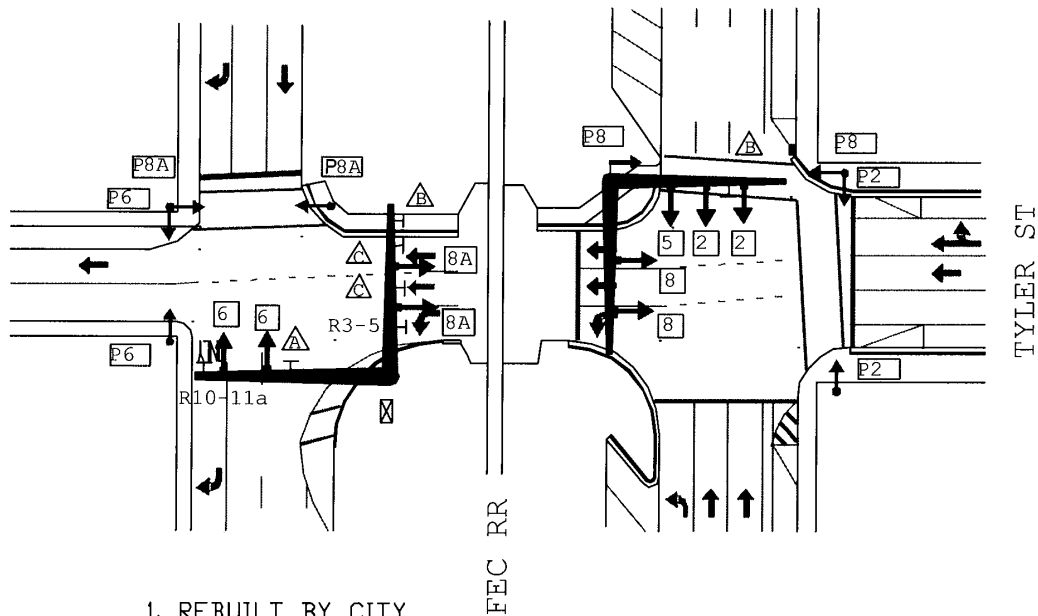
DWG. NO. 06-03-09-01 FILE NO. C-205 CITY HOLLYWOOD SCALE: 1" = 50'

LARRY

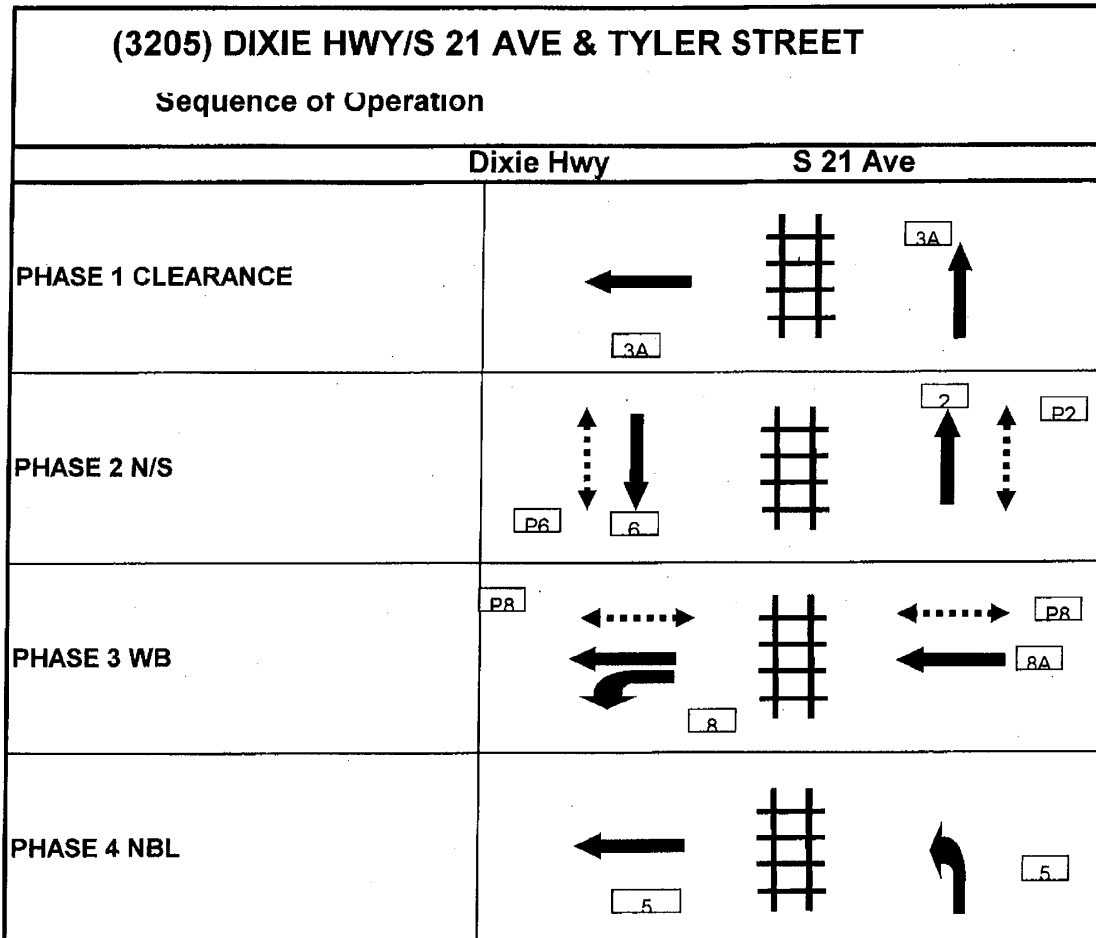


DIXIE HIGHWAY

N 21 AVENUE



1. REBUILT BY CITY
2. VIDEO DETECTION





BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3144	Initial Operation Date	10/01/76
Controller Type	2070 LN	System Number	3144
Modification Number	12	Modification Date	05/02/2019
Drawing/Project No	AFF 272584V	FPL Grid Number	87572846006
Intersection	DIXIE HWY./N 21 AVE. and JOHNSON STREET		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number								
Direction	WBST	WB	NB	EBST	EB	SB		
Initial Green(MIN)	1	6	7	1	6	6		
Vehicle Ext.(GAP)	1.0	2.0	1.0	1.0	2.0	1.0		
Maximum Green I	1	12	20	1	15	20		
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0		
All Red Clearance	1.5	1.0	1.0	1.5	1.0	1.0		
Phase Recall	NOTE 1	MAX	MAX	NOTE 1	MAX	MAX		
Detector Delay								
Walk		7	7		7	7		
Pedestrian Clearance		14	13		16	12		
Permissive								
Flash Operation		RED	YELLOW		RED	YELLOW		

Attachment **3144 -12.pdf**

NOTES:

1. DIODE STRAPPING: PHASE 3 ON ---|<--- PHASE 4 DETECT, PHASE 6 ON ---|<--- PHASE 1 DETECT.
2. NO DETECTION, FIXED TIME OPERATION.
3. RAILROAD PREEMPTION SEQUENCE:
 - (A) TRACK CLEARANCE = 6 G, 4 Y, 1AR (EB/EBL + WB/WBL FAR SIDES).
 - (B) DWELL NORTH/SOUTH.
 - (C) RETURN TO PHASE 2 (WB).
4. FLASH OPERATION: 2300-0600, 7 DAYS.
5. MOD. 12 ADDS PEDESTRIAN CROSSING ALL DIRECTIONS.

Submitted By _____ Approved By _____

Broward County

Timing Sheet

5/21/2019 12:34:01 PM

Station : 3144 - Dixie Hwy & Johnson St (Standard File)

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

Preemption

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

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				

Coordination

[illegible]

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

Day Plan 4

Easy

[illegible]

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V:\BCLOGDOC.bmp

TRAFFIC ENGINEERING DIVISION SIGNALIZED INTERSECTION

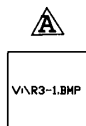
LOCATION **DIXIE HWY/N 21 AVE & JOHNSON ST**

ORDER NO. _____ ISSUE DATE _____ REV NO. **4** COMPLETION DATE _____

DWG. NO. **06020801** FILE NO. **C-144** CITY **HOLLYWOOD** SCALE: 1" = 50'

DWN BY: **KS**

NORTH



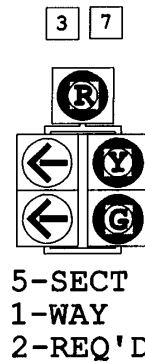
R3-2
ELECTRONIC
BLANK-OUT
2-REQ'D



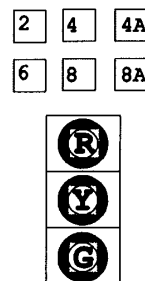
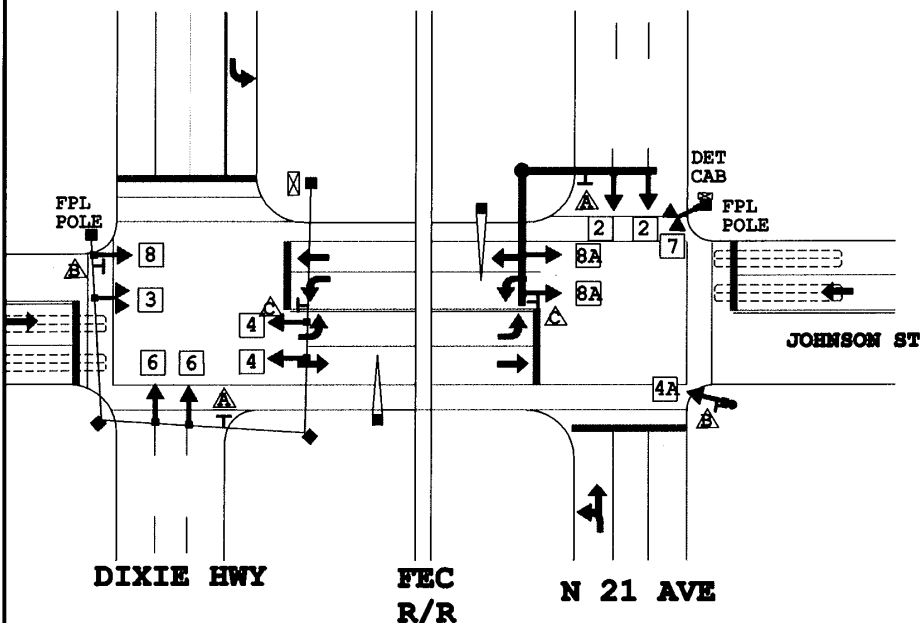
R3-1
2-REQ'D



R3-2
2-REQ'D

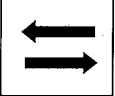
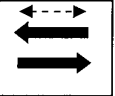
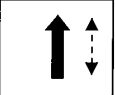
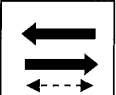
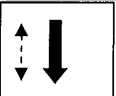
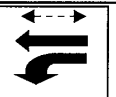
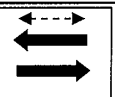


5-SECT
1-WAY
2-REQ'D



3-SECT
1-WAY
10-REQ'D

THIS REVISION UPDATES OVERHEAD
REGULATORY SIGNAGE

Dixie Highway/N 21 Ave and Johnson Street Intersection Number 3144 (Hollywood) Mod 12					
NORMAL OPERATION					
N Dixie Hwy		Phase	N 21 Ave		
	6	PHASE 1 WBST	8A + 4A		
	P8 3 + 8	Phase 2 WB	P8 8A + 4A		
	3 + 8	PHASE 3 NB	2		P2
	4 + 8	PHASE 4 EBST	2		
	4 + 8 P4	PHASE 5 EB	4A P4		
P6 	6	PHASE 6 SB	8A + 4A		
Railroad Preemption					
	3 + 8	Track Clear 6G/4Y/1AR	4A		
	6	Dwell	2		
	P8 3 + 8	Return Phase 2	P8 8A + 4A		



RAILROAD PREEMPTION SEQUENCE:

- (A) TRACK CLEARANCE = 6 G, 4 Y, 1 AR (EB/EBL + WB/WBL FAR SIDES);
- (B) DEWELL NORTH/SOUTH 2 (WB);
- (C) RETURN TO PHASE 4 (WESTBOUND).



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3174	Initial Operation Date	UNKNOWN
Controller Type	2070 LN	System Number	3174
Modification Number	8	Modification Date	01/24/2018
Drawing/Project No	JPA	FPL Grid Number	87573826602
Intersection	SHERIDAN STREET (SR 822) and DIXIE HWY./N 21 AVE.		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2,2A			5,5A	6,6A	4,7	3,8
Direction	EBL	WB			WBL	EB	NB	SB
Initial Green(MIN)	10	12			10	12	20	15
Vehicle Ext.(GAP)	1.5	3.0			2.0	3.0	2.0	2.0
Maximum Green I	12	50			15	50	25	15
Maximum Green II								
Yellow Clearance	4.5	4.5			4.5	4.5	4.0	4.5
All Red Clearance	2.0	*			2.0	*	*	2.0
Phase Recall	MIN	MAX			MIN	MAX	MIN	MIN
Detector Delay								
Walk		7				7	5	5
Pedestrian Clearance		12				12	18	23
Permissive	5-SECT				NO			
Flash Operation		RED			RED	RED	RED	RED

Attachment 3174 - Mod 8 or higher.pdf

NOTES:

1. HALF QUAD + 2 SOP WITH DOUBLE CLEARANCES.
2. NO DETECTION, SIGNAL OPERATES FIXED TIME.
3. ANTI-BACKDOWN WITH 4.0 SECOND RED REVERT WBL: CALL ON PHASE 5 (WBL) IN ABSENCE OF CALLS ON PHASES 7 OR 8 TRIGGERS RED REVERT (4.0 SEC.) THEN RESUMES IN PH'S 2+5 GREEN.
4. ANTI-BACKDOWN EBL: PHASES 2+6 ON--->OMIT PHASE 1.
5. *. DOUBLE CLEARANCE E/W AND NB: 7 G, 4 Y, 1 AR.
6. RAILROAD PRE-EMPTION (SECONDS):
 (A) TRACK CLEAR: (HEADS 2,5,6A) 10 G, 4 Y, 1 AR.
 (B) ACTIVE PHASES: 8 (SB:HEADS 8 ONLY), 1 (EBL:HEAD 1 ONLY).
 (C) RETURN TO PHASES 2+5 (WB/WBL)
7. MOD. 8 UPDATES PRE-EMPTION AND RECALLS.

Submitted By _____ Approved By _____

Station : 3174 - Sheridan St & Dixie Highway (Standard File)

Phase	1 (EL)	2 (WT)	3	4	5 (WL)	6 (ET)	7 (NT)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7				7	5	5								
Ped Clearance		12				12	18	23								
Min Green	10	12			10	12	20	15	20							
Gap Ext	1.5	3			2	3	2	2								
Max1	12	50			15	50	25	15	30							
Max2																
Yellow Clr	4.5	4.5			4.5	4.5	4	4.5	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2						1	2	1	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert		4				4										
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON			ON	ON	ON	ON								
Auto Flash Entry								ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call																
Min Recall	ON				ON		ON	ON								
Max Recall		ON				ON										
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				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2	2							

Preemption

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

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				

Coordination

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[illegible][illegible]

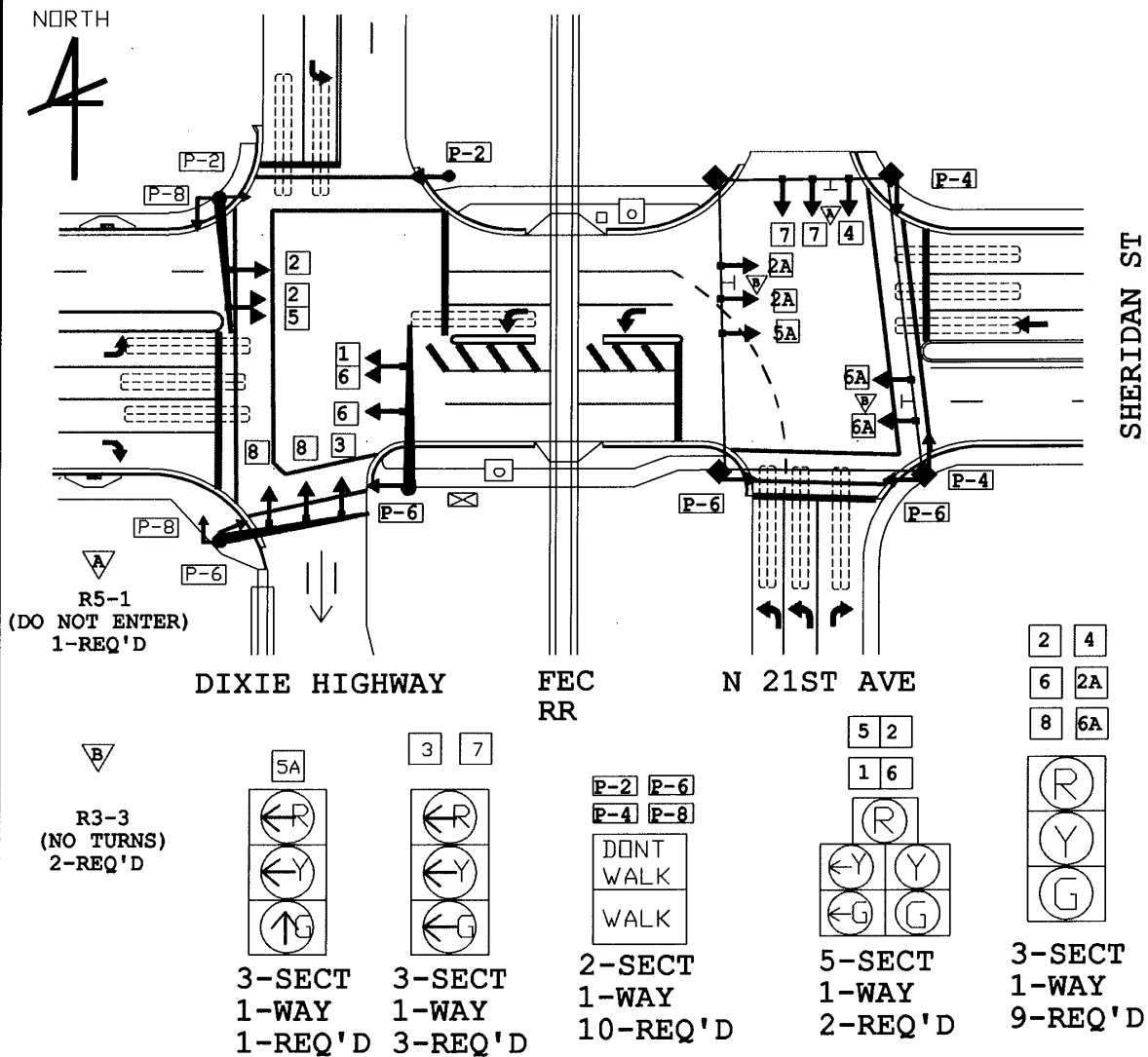
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BROWARD COUNTY TRAFFIC ENGINEERING DIVISION

LOCATION **SHERIDAN ST & DIXIE HWY/N 21 AVE**

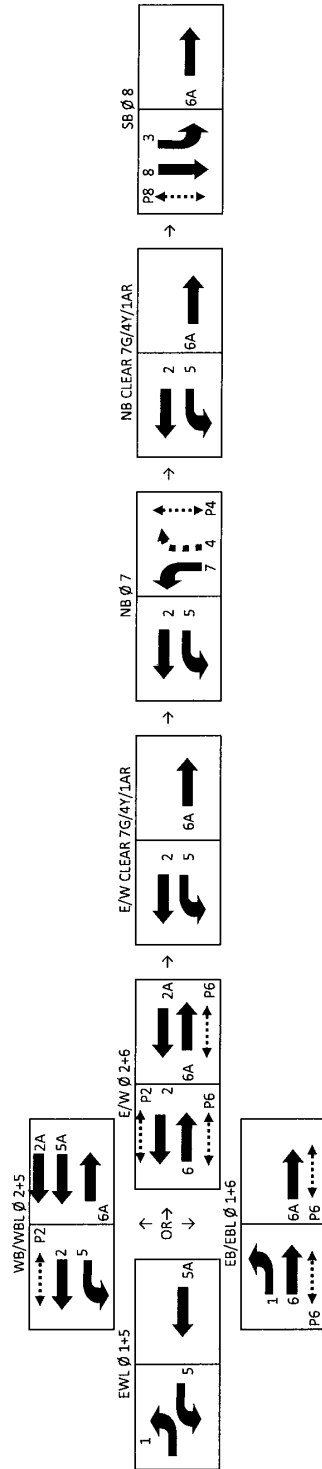
ORDER NO. _____ ISSUE DATE _____ REVISION NO. **4** COMPLETION DATE _____

DWG. NO. **98-12-06-01** FILE NO. **C-174** CITY **HOLLYWOOD** SCALE: 1" = 50'

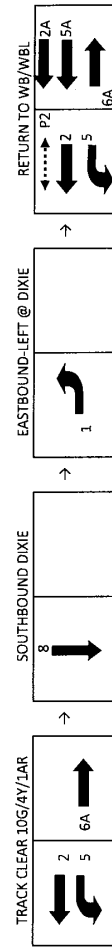


SHERIDAN ST (SR 822) AND DIXIE HIGHWAY/N 21 AVENUE SEQUENCE OF OPERATION (MOD. 8 AND HIGHER) 3174

NORMAL OPERATION



PRE-EMPTION



Peak Season Category Report

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8630 WEST-W OF US441

MOCF: 0.97
PSCF

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.02	1.05
2	01/07/2018 - 01/13/2018	1.02	1.05
3	01/14/2018 - 01/20/2018	1.01	1.04
4	01/21/2018 - 01/27/2018	1.00	1.03
* 5	01/28/2018 - 02/03/2018	0.98	1.01
* 6	02/04/2018 - 02/10/2018	0.97	1.00
* 7	02/11/2018 - 02/17/2018	0.95	0.98
* 8	02/18/2018 - 02/24/2018	0.95	0.98
* 9	02/25/2018 - 03/03/2018	0.96	0.99
*10	03/04/2018 - 03/10/2018	0.96	0.99
*11	03/11/2018 - 03/17/2018	0.96	0.99
*12	03/18/2018 - 03/24/2018	0.97	1.00
*13	03/25/2018 - 03/31/2018	0.97	1.00
*14	04/01/2018 - 04/07/2018	0.97	1.00
*15	04/08/2018 - 04/14/2018	0.97	1.00
*16	04/15/2018 - 04/21/2018	0.97	1.00
*17	04/22/2018 - 04/28/2018	0.99	1.02
18	04/29/2018 - 05/05/2018	1.00	1.03
19	05/06/2018 - 05/12/2018	1.02	1.05
20	05/13/2018 - 05/19/2018	1.03	1.06
21	05/20/2018 - 05/26/2018	1.03	1.06
22	05/27/2018 - 06/02/2018	1.04	1.07
23	06/03/2018 - 06/09/2018	1.04	1.07
24	06/10/2018 - 06/16/2018	1.04	1.07
25	06/17/2018 - 06/23/2018	1.04	1.07
26	06/24/2018 - 06/30/2018	1.05	1.08
27	07/01/2018 - 07/07/2018	1.05	1.08
28	07/08/2018 - 07/14/2018	1.05	1.08
29	07/15/2018 - 07/21/2018	1.06	1.09
30	07/22/2018 - 07/28/2018	1.04	1.07
31	07/29/2018 - 08/04/2018	1.03	1.06
32	08/05/2018 - 08/11/2018	1.02	1.05
33	08/12/2018 - 08/18/2018	1.01	1.04
34	08/19/2018 - 08/25/2018	1.01	1.04
35	08/26/2018 - 09/01/2018	1.01	1.04
36	09/02/2018 - 09/08/2018	1.01	1.04
37	09/09/2018 - 09/15/2018	1.01	1.04
38	09/16/2018 - 09/22/2018	1.01	1.04
39	09/23/2018 - 09/29/2018	1.00	1.03
40	09/30/2018 - 10/06/2018	1.00	1.03
41	10/07/2018 - 10/13/2018	0.99	1.02
42	10/14/2018 - 10/20/2018	0.99	1.02
43	10/21/2018 - 10/27/2018	0.99	1.02
44	10/28/2018 - 11/03/2018	1.00	1.03
45	11/04/2018 - 11/10/2018	1.00	1.03
46	11/11/2018 - 11/17/2018	1.00	1.03
47	11/18/2018 - 11/24/2018	1.01	1.04
48	11/25/2018 - 12/01/2018	1.01	1.04
49	12/02/2018 - 12/08/2018	1.02	1.05
50	12/09/2018 - 12/15/2018	1.02	1.05
51	12/16/2018 - 12/22/2018	1.02	1.05
52	12/23/2018 - 12/29/2018	1.01	1.04
53	12/30/2018 - 12/31/2018	1.01	1.04

* PEAK SEASON

25-FEB-2019 16:26:26

830UPD

4_8630_PKSEASON.TXT

Appendix B

Growth Rate Calculations

SERPM Growth Rate Summary

Street Name	2010	2040	Difference	Annual Growth Rate
Dixie Highway/SE 1st Avenue	30,135	37,405	7,270	0.80%
	33,160	39,911	6,751	0.68%
	17,403	27,567	10,164	1.95%
	21,616	30,830	9,214	1.42%
	20,475	27,739	7,264	1.18%
	21,024	28,338	7,314	1.16%
	21,830	29,054	7,224	1.10%
	22,834	30,291	7,457	1.09%
	27,689	34,868	7,179	0.86%
	26,330	32,273	5,943	0.75%
	25,288	32,776	7,488	0.99%
	26,278	34,305	8,027	1.02%
	26,240	34,103	7,863	1.00%
	24,808	32,025	7,217	0.97%
	10,739	15,512	4,773	1.48%
Total	355,849	466,997	111,148	1.04%

This is a detailed plat map of a section of land, likely in the NE 1/4 of a section. The map shows numerous small rectangular and irregular parcels of land, each labeled with a number. The parcels are arranged in a grid-like pattern, with some larger parcels at the edges. The map is oriented with North at the top. The text "Sheridan Street" is visible at the top, and "SE 1st Avenue" and "Dixie Highway" are visible on the right side. The bottom of the map shows a line labeled "County Line Road/NE 215th Street".

(Licensed to Kimley Horn and Associates Inc)

Appendix C

Volume Development Worksheets

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: County Line Road/215th Street and Dixie Highway
 COUNT DATE: May 16, 2019
 AM PEAK HOUR FACTOR: 0.92
 PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			371	7		144	90			18		259		379	215	100
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
AM EXISTING CONDITIONS			393	7		153	95			19		275		402	228	106
"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			160	12		151	329			21		208		175	254	71
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
PM EXISTING CONDITIONS			170	13		160	349			22		220		186	269	75
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
AM BACKGROUND TRAFFIC GROWTH			95	2		37	23			5		67		96	55	26
AM NON-PROJECT TRAFFIC			488	9		190	118			24		342		500	283	132
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
PM BACKGROUND TRAFFIC GROWTH			41	3		39	85			5		53		45	65	18
PM NON-PROJECT TRAFFIC			211	16		199	434			27		273		231	334	93
AM TOTAL TRAFFIC			488	9		190	118			24		342		500	283	132
PM TOTAL TRAFFIC			211	16		199	434			27		273		231	334	93

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: County Line Road/215th Street and SE 1st Avenue
 COUNT DATE: May 16, 2019
 AM PEAK HOUR FACTOR: 0.91
 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		318		697						136	94				11	99
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
AM EXISTING CONDITIONS		337		739						144	100				12	105
"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		319		218						288	241				2	204
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
PM EXISTING CONDITIONS		338		231						305	255				2	216
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
AM BACKGROUND TRAFFIC GROWTH		82		179						35	24				3	25
AM NON-PROJECT TRAFFIC		419		918						179	124				15	130
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
PM BACKGROUND TRAFFIC GROWTH		82		56						74	62				0	52
PM NON-PROJECT TRAFFIC		420		287						379	317				2	268
AM TOTAL TRAFFIC		419		918						179	124				15	130
PM TOTAL TRAFFIC		420		287						379	317				2	268

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SE 3rd Street and Dixie Highway
 COUNT DATE: May 16, 2019
 AM PEAK HOUR FACTOR: 0.96
 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			244	13		72	102							327	461	7
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
AM EXISTING CONDITIONS			259	14		76	108							347	489	7
"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			102	26		93	368							116	318	15
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
PM EXISTING CONDITIONS			108	28		99	390							123	337	16
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
AM BACKGROUND TRAFFIC GROWTH			63	3		18	26							84	119	2
AM NON-PROJECT TRAFFIC			322	17		94	134							431	608	9
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
PM BACKGROUND TRAFFIC GROWTH			26	7		24	95							30	82	4
PM NON-PROJECT TRAFFIC			134	35		123	485							153	419	20
AM TOTAL TRAFFIC			322	17		94	134							431	608	9
PM TOTAL TRAFFIC			134	35		123	485							153	419	20

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SE 3rd Street and SE 1st Avenue
 COUNT DATE: May 16, 2019
 AM PEAK HOUR FACTOR: 0.96
 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		28	543				117	53		57	258	30				
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
AM EXISTING CONDITIONS		30	576				124	56		60	273	32				
"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		22	196				259	129		202	429	45				
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
PM EXISTING CONDITIONS		23	208				275	137		214	455	48				
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
AM BACKGROUND TRAFFIC GROWTH		7	140				30	14		15	66	8				
AM NON-PROJECT TRAFFIC		37	716				154	70		75	339	40				
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
PM BACKGROUND TRAFFIC GROWTH		6	50				67	33		52	110	12				
PM NON-PROJECT TRAFFIC		29	258				342	170		266	565	60				
AM TOTAL TRAFFIC		37	716				154	70		75	339	40				
PM TOTAL TRAFFIC		29	258				342	170		266	565	60				

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Hallandale Beach Boulevard and Dixie Highway
COUNT DATE: May 16, 2019
AM PEAK HOUR FACTOR: 0.95
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			1,554	121			1,260							222	519	52
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
AM EXISTING CONDITIONS			1,647	128			1,336							235	550	55
"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			1,483	88			1,625							133	278	37
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
PM EXISTING CONDITIONS			1,572	93			1,723							141	295	39
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
AM BACKGROUND TRAFFIC GROWTH			400	31			324							57	133	13
AM NON-PROJECT TRAFFIC			2,047	159			1,660							292	683	68
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
PM BACKGROUND TRAFFIC GROWTH			381	23			418							34	72	9
PM NON-PROJECT TRAFFIC			1,953	116			2,141							175	367	48
AM TOTAL TRAFFIC			2,047	159			1,660							292	683	68
PM TOTAL TRAFFIC			1,953	116			2,141							175	367	48

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Hallandale Beach Boulevard and SE 1st Avenue
 COUNT DATE: May 16, 2019
 AM PEAK HOUR FACTOR: 0.95
 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			1,776				1,129	74		131	150	62				
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
AM EXISTING CONDITIONS			1,883				1,197	78		139	159	66				
"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			1,616				1,372	66		253	298	82				
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
PM EXISTING CONDITIONS			1,713				1,454	70		268	316	87				
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
AM BACKGROUND TRAFFIC GROWTH			457				290	19		34	39	16				
AM NON-PROJECT TRAFFIC			2,340				1,487	97		173	198	82				
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
PM BACKGROUND TRAFFIC GROWTH			416				353	17		65	77	21				
PM NON-PROJECT TRAFFIC			2,129				1,807	87		333	393	108				
AM TOTAL TRAFFIC			2,340				1,487	97		173	198	82				
PM TOTAL TRAFFIC			2,129				1,807	87		333	393	108				

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Pembroke Road and Dixie Highway
 COUNT DATE: May 16, 2019
 AM PEAK HOUR FACTOR: 0.95
 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			876	55		54	732							137	401	126
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
AM EXISTING CONDITIONS			929	58		57	776							145	425	134
"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			779	31		47	1,009							123	278	135
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
PM EXISTING CONDITIONS			826	33		50	1,070							130	295	143
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
AM BACKGROUND TRAFFIC GROWTH			225	14		14	188							35	103	33
AM NON-PROJECT TRAFFIC			1,154	72		71	964							180	528	167
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
PM BACKGROUND TRAFFIC GROWTH			200	8		12	260							32	72	35
PM NON-PROJECT TRAFFIC			1,026	41		62	1,330							162	367	178
AM TOTAL TRAFFIC			1,154	72		71	964							180	528	167
PM TOTAL TRAFFIC			1,026	41		62	1,330							162	367	178

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Pembroke Road and SE 1st Avenue/21st Avenue
 COUNT DATE: May 16, 2019
 AM PEAK HOUR FACTOR: 0.95
 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		104	909				711	23		75	138	24				
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
AM EXISTING CONDITIONS		110	964				754	24		80	146	25				
"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		97	805				864	17		192	235	28				
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
PM EXISTING CONDITIONS		103	853				916	18		204	249	30				
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
AM BACKGROUND TRAFFIC GROWTH		27	234				183	6		19	35	6				
AM NON-PROJECT TRAFFIC		137	1,198				937	30		99	181	31				
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
PM BACKGROUND TRAFFIC GROWTH		25	207				222	4		50	60	7				
PM NON-PROJECT TRAFFIC		128	1,060				1,138	22		254	309	37				
AM TOTAL TRAFFIC		137	1,198				937	30		99	181	31				
PM TOTAL TRAFFIC		128	1,060				1,138	22		254	309	37				

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Hollywood Boulevard and Dixie Highway
 COUNT DATE: May 16, 2019
 AM PEAK HOUR FACTOR: 0.99
 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			235	51		18	269							67	440	107
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
AM EXISTING CONDITIONS			249	54		19	285							71	466	113
"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			298	63		41	329							55	382	97
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
PM EXISTING CONDITIONS			316	67		43	349							58	405	103
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
AM BACKGROUND TRAFFIC GROWTH			60	13		5	69							17	113	27
AM NON-PROJECT TRAFFIC			309	67		24	354							88	579	140
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
PM BACKGROUND TRAFFIC GROWTH			77	16		10	85							14	98	25
PM NON-PROJECT TRAFFIC			393	83		53	434							72	503	128
AM TOTAL TRAFFIC			309	67		24	354							88	579	140
PM TOTAL TRAFFIC			393	83		53	434							72	503	128

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Hollywood Boulevard and 21st Avenue
 COUNT DATE: May 16, 2019
 AM PEAK HOUR FACTOR: 0.99
 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		111	191				132	7		155	280	19				
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
AM EXISTING CONDITIONS		118	202				140	7		164	297	20				
"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		114	239				213	37		157	366	46				
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
PM EXISTING CONDITIONS		121	253				226	39		166	388	49				
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
AM BACKGROUND TRAFFIC GROWTH		29	49				34	2		40	72	5				
AM NON-PROJECT TRAFFIC		147	251				174	9		204	369	25				
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
PM BACKGROUND TRAFFIC GROWTH		29	61				55	9		40	94	12				
PM NON-PROJECT TRAFFIC		150	314				281	48		206	482	61				
AM TOTAL TRAFFIC		147	251				174	9		204	369	25				
PM TOTAL TRAFFIC		150	314				281	48		206	482	61				

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Tyler Street and Dixie Highway
 COUNT DATE: May 16, 2019
 AM PEAK HOUR FACTOR: 0.94
 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						79	383							0	513	24
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
AM EXISTING CONDITIONS						84	406							0	544	25
"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements						122	468							0	445	18
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
PM EXISTING CONDITIONS						129	496							0	472	19
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
AM BACKGROUND TRAFFIC GROWTH						20	99							0	132	6
AM NON-PROJECT TRAFFIC						104	505							0	676	31
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
PM BACKGROUND TRAFFIC GROWTH						31	120							0	115	5
PM NON-PROJECT TRAFFIC						160	616							0	587	24
AM TOTAL TRAFFIC						104	505							0	676	31
PM TOTAL TRAFFIC						160	616							0	587	24

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Tyler Street and 21st Avenue
 COUNT DATE: May 16, 2019
 AM PEAK HOUR FACTOR: 0.94
 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							451	25		11	389					
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
AM EXISTING CONDITIONS							478	27		12	412					
"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements							558	57		32	408					
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
PM EXISTING CONDITIONS							591	60		34	432					
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
AM BACKGROUND TRAFFIC GROWTH							116	7		3	100					
AM NON-PROJECT TRAFFIC							594	34		15	512					
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
PM BACKGROUND TRAFFIC GROWTH							143	15		8	105					
PM NON-PROJECT TRAFFIC							734	75		42	537					
AM TOTAL TRAFFIC							594	34		15	512					
PM TOTAL TRAFFIC							734	75		42	537					

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Johnson Street and Dixie Highway
 COUNT DATE: May 16, 2019
 AM PEAK HOUR FACTOR: 0.96
 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			437	67		68	426							90	420	80
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
AM EXISTING CONDITIONS			463	71		72	452							95	445	85
"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			340	42		51	451							105	352	61
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
PM EXISTING CONDITIONS			360	45		54	478							111	373	65
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
AM BACKGROUND TRAFFIC GROWTH			112	17		17	110							23	108	21
AM NON-PROJECT TRAFFIC			575	88		89	562							118	553	106
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
PM BACKGROUND TRAFFIC GROWTH			87	11		13	116							27	91	16
PM NON-PROJECT TRAFFIC			447	56		67	594							138	464	81
AM TOTAL TRAFFIC			575	88		89	562							118	553	106
PM TOTAL TRAFFIC			447	56		67	594							138	464	81

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Johnson Street and 21st Avenue
 COUNT DATE: May 16, 2019
 AM PEAK HOUR FACTOR: 0.96
 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		149	378				356	11		138	293	49				
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
AM EXISTING CONDITIONS		158	401				377	12		146	311	52				
"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		54	391				354	15		148	338	44				
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
PM EXISTING CONDITIONS		57	414				375	16		157	358	47				
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
AM BACKGROUND TRAFFIC GROWTH		38	97				91	3		35	75	13				
AM NON-PROJECT TRAFFIC		196	498				468	15		181	386	65				
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
PM BACKGROUND TRAFFIC GROWTH		14	100				91	4		38	87	11				
PM NON-PROJECT TRAFFIC		71	514				466	20		195	445	58				
AM TOTAL TRAFFIC		196	498				468	15		181	386	65				
PM TOTAL TRAFFIC		71	514				466	20		195	445	58				

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Sheridan Street and Dixie Highway
 COUNT DATE: May 16, 2019
 AM PEAK HOUR FACTOR: 0.93
 PM PEAK HOUR FACTOR: 0.9

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		130	872	363		49	1,237	69						38	134	101
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
AM EXISTING CONDITIONS		138	924	385		52	1,311	73						40	142	107
"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		134	921	328		62	1,282	68						45	193	121
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
PM EXISTING CONDITIONS		142	976	348		66	1,359	72						48	205	128
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
AM BACKGROUND TRAFFIC GROWTH		33	224	93		13	318	18						10	34	26
AM NON-PROJECT TRAFFIC		171	1,148	478		65	1,629	91						50	176	133
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
PM BACKGROUND TRAFFIC GROWTH		34	237	84		16	330	17						12	50	31
PM NON-PROJECT TRAFFIC		176	1,213	432		82	1,689	89						60	255	159
AM TOTAL TRAFFIC		171	1,148	478		65	1,629	91						50	176	133
PM TOTAL TRAFFIC		176	1,213	432		82	1,689	89						60	255	159

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Sheridan Street and 21st Avenue
 COUNT DATE: May 16, 2019
 AM PEAK HOUR FACTOR: 0.93
 PM PEAK HOUR FACTOR: 0.9

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			910				1,064			291		72				
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
AM EXISTING CONDITIONS			965				1,128			308		76				
"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			966				1,111			301		103				
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
PM EXISTING CONDITIONS			1,024				1,178			319		109				
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
AM BACKGROUND TRAFFIC GROWTH			234				274			75		18				
AM NON-PROJECT TRAFFIC			1,199				1,402			383		94				
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%	1.04%
PM BACKGROUND TRAFFIC GROWTH			249				286			77		26				
PM NON-PROJECT TRAFFIC			1,273				1,464			396		135				
AM TOTAL TRAFFIC			1,199				1,402			383		94				
PM TOTAL TRAFFIC			1,273				1,464			396		135				

Appendix D

Intersection Capacity Analysis Worksheets

Existing A.M.

Timings

1: Dixie Highway & County Line Road/NE 215th Street

Existing Conditions

A.M. Peak Hour

	→	←	↖	↗	↘	↓	↙				
Lane Group	EBT	WBT	NBL	NBR	SBL	SBT	SBR	Ø4	Ø5	Ø10	Ø11
Lane Configurations	↑↑	↑	↖	↗	↖	↑	↗				
Traffic Volume (vph)	393	95	19	275	402	228	106				
Future Volume (vph)	393	95	19	275	402	228	106				
Turn Type	NA	NA	D.Pm	Perm	custom	NA	custom				
Protected Phases	1	8			3	3 2		4	5	10	11
Permitted Phases			2	2	2		2				
Detector Phase	1	8	2	2	3	3 2	2				
Switch Phase											
Minimum Initial (s)	12.0	13.0	10.0	10.0	8.0		10.0	6.0	37.0	7.0	7.0
Minimum Split (s)	18.0	24.0	24.0	24.0	14.0		24.0	22.5	43.0	13.0	13.0
Total Split (s)	25.0	43.0	30.0	30.0	30.0		30.0	30.0	98.0	13.0	13.0
Total Split (%)	17.7%	30.5%	21.3%	21.3%	21.3%		21.3%	21%	70%	9%	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				
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0				
Lead/Lag	Lead		Lag	Lag	Lead		Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	Max	Max	Max	Max	Max		Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 141

Actuated Cycle Length: 141

Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow

Natural Cycle: 105

Control Type: Pretimed

Splits and Phases: 1: Dixie Highway & County Line Road/NE 215th Street

#1 → Ø1	#1 ↓ Ø2 (R)	#1 ↖ Ø3	Ø10	#1 ↗ Ø8
25 s	30 s	30 s	13 s	43 s
#2 ↘ Ø5				#2 ↑ Ø4
98 s				30 s
				13 s

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HCM Signalized Intersection Capacity Analysis
1: Dixie Highway & County Line Road/NE 215th Street

Existing Conditions
A.M. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	393	7	153	95	0	19	0	275	402	228	106
Future Volume (vph)	0	393	7	153	95	0	19	0	275	402	228	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0		6.0	6.0	6.0	6.0
Lane Util. Factor		0.95			1.00		1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes		1.00			1.00		1.00		1.00	1.00	1.00	0.98
Flpb, ped/bikes		1.00			1.00		1.00		1.00	1.00	1.00	1.00
Frt		1.00			1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00			0.97		0.95		1.00	0.95	1.00	1.00
Satd. Flow (prot)		3528			1807		1767		1583	1770	1863	1547
Flt Permitted		1.00			0.97		0.41		1.00	0.95	1.00	1.00
Satd. Flow (perm)		3528			1807		755		1583	1770	1863	1547
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	427	8	166	103	0	21	0	299	437	248	115
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	0	95
Lane Group Flow (vph)	0	434	0	0	269	0	21	0	299	437	248	20
Confl. Peds. (#/hr)			1	1			1					1
Turn Type		NA		Split	NA		D.Pm		Perm	custom	NA	custom
Protected Phases		1		8	8					3	3 2	
Permitted Phases							2		2	2		2
Actuated Green, G (s)		19.0			37.0		24.0		24.0	48.0	54.0	24.0
Effective Green, g (s)		19.0			37.0		24.0		24.0	48.0	54.0	24.0
Actuated g/C Ratio		0.13			0.26		0.17		0.17	0.34	0.38	0.17
Clearance Time (s)		6.0			6.0		6.0		6.0	6.0		6.0
Lane Grp Cap (vph)		475			474		128		269	677	713	263
v/s Ratio Prot		c0.12			c0.15					c0.11	0.13	
v/s Ratio Perm							0.03		c0.19	0.14		0.01
v/c Ratio		0.91			0.57		0.16		1.11	0.65	0.35	0.07
Uniform Delay, d1		60.2			45.1		49.9		58.5	39.1	31.0	49.2
Progression Factor		1.00			0.08		1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		24.6			4.0		2.7		88.2	4.7	1.3	0.5
Delay (s)		84.8			7.5		52.7		146.7	43.8	32.3	49.7
Level of Service		F			A		D		F	D	C	D
Approach Delay (s)		84.8			7.5			140.5			41.1	
Approach LOS		F			A			F			D	
Intersection Summary												
HCM 2000 Control Delay			64.0									
HCM 2000 Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			141.0							36.0		
Intersection Capacity Utilization			65.4%							C		
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

2: County Line Road/NE 215th Street & SE 1st Avenue

Existing Conditions

A.M. Peak Hour

												
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø3	Ø8	Ø10	Ø11
Lane Configurations												
Traffic Volume (vph)	337	739	144	100	12	105						
Future Volume (vph)	337	739	144	100	12	105						
Turn Type	Prot	Perm	Perm	NA	NA	Perm						
Protected Phases	5			4	4		1	2	3	8	10	11
Permitted Phases		5	4			4						
Detector Phase	5	5	4	4	4	4						
Switch Phase												
Minimum Initial (s)	37.0	37.0	6.0	6.0	6.0	6.0	12.0	10.0	8.0	13.0	7.0	7.0
Minimum Split (s)	43.0	43.0	22.5	22.5	22.5	22.5	18.0	24.0	14.0	24.0	13.0	13.0
Total Split (s)	98.0	98.0	30.0	30.0	30.0	30.0	25.0	30.0	30.0	43.0	13.0	13.0
Total Split (%)	69.5%	69.5%	21.3%	21.3%	21.3%	21.3%	18%	21%	21%	30%	9%	9%
Yellow Time (s)	4.0	4.0	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	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0						
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0						
Lead/Lag			Lead	Lead	Lead	Lead	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 141

Actuated Cycle Length: 141

Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow

Natural Cycle: 105

Control Type: Pretimed

Splits and Phases: 2: County Line Road/NE 215th Street & SE 1st Avenue

#1 	#1 	#1 		#1 		
Ø1	Ø2 (R)	Ø3	Ø10	Ø8		
25 s	30 s	30 s	13 s	43 s		
#2 				#2 		
Ø5				Ø4		
98 s				30 s		
						
				Ø11		
				13 s		

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HCM Signalized Intersection Capacity Analysis
2: County Line Road/NE 215th Street & SE 1st Avenue

Existing Conditions
A.M. Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	337	739	144	100	12	105
Future Volume (vph)	337	739	144	100	12	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	1863	1863	1548
Flt Permitted	0.95	1.00	0.75	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1395	1863	1863	1548
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	370	812	158	110	13	115
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	370	812	158	110	13	115
Confl. Peds. (#/hr)	2					
Confl. Bikes (#/hr)						1
Turn Type	Prot	Perm	Perm	NA	NA	Perm
Protected Phases	5			4	4	
Permitted Phases		5	4			4
Actuated Green, G (s)	92.0	92.0	24.0	24.0	24.0	24.0
Effective Green, g (s)	92.0	92.0	24.0	24.0	24.0	24.0
Actuated g/C Ratio	0.65	0.65	0.17	0.17	0.17	0.17
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Grp Cap (vph)	1154	1032	237	317	317	263
v/s Ratio Prot	0.21			0.06	0.01	
v/s Ratio Perm		c0.51	c0.11			0.07
v/c Ratio	0.32	0.79	0.67	0.35	0.04	0.44
Uniform Delay, d1	10.8	17.5	54.8	51.6	48.9	52.4
Progression Factor	0.01	0.45	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	3.1	13.9	3.0	0.2	5.2
Delay (s)	0.5	11.0	68.7	54.6	49.1	57.7
Level of Service	A	B	E	D	D	E
Approach Delay (s)	7.7			62.9	56.8	
Approach LOS	A			E	E	
Intersection Summary						
HCM 2000 Control Delay			21.1	HCM 2000 Level of Service		C
HCM 2000 Volume to Capacity ratio			0.84			
Actuated Cycle Length (s)			141.0	Sum of lost time (s)		36.0
Intersection Capacity Utilization			60.8%	ICU Level of Service		B
Analysis Period (min)			15			
c Critical Lane Group						

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Timings

3: Dixie Highway & SW 3rd Street/SE 3rd Street

Existing Conditions

A.M. Peak Hour

	→	↖	←	↗	↓			
Lane Group	EBT	WBL	WBT	SBL	SBT	Ø3	Ø5	Ø7
Lane Configurations	↖	↖	↖	↖	↖↖↖			
Traffic Volume (vph)	259	76	108	347	489			
Future Volume (vph)	259	76	108	347	489			
Turn Type	NA	D.P+P	NA	Split	NA			
Protected Phases	4	2	2 4	6	6	3	5	7
Permitted Phases		4						
Detector Phase	4	2	2 4	6	6			
Switch Phase								
Minimum Initial (s)	6.0	12.0		7.0	7.0	6.0	13.0	6.0
Minimum Split (s)	21.0	22.0		20.0	20.0	24.0	36.0	12.0
Total Split (s)	21.0	47.0		26.0	26.0	26.0	47.0	21.0
Total Split (%)	22.3%	50.0%		27.7%	27.7%	28%	50%	22%
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	0.0			
Total Lost Time (s)	6.0	6.0		6.0	6.0			
Lead/Lag	Lead			Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes			Yes	Yes	Yes		Yes
Recall Mode	None	Min		None	None	None	None	None

Intersection Summary

Cycle Length: 94

Actuated Cycle Length: 67

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Splits and Phases: 3: Dixie Highway & SW 3rd Street/SE 3rd Street

#3 ↖ Ø2 47 s		#3 ↖ Ø4 21 s		#3 ↖ Ø6 26 s	
#4 ↖ Ø7 21 s	#4 ↖ Ø3 26 s	#4 ↖ Ø5 47 s			

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HCM Signalized Intersection Capacity Analysis 3: Dixie Highway & SW 3rd Street/SE 3rd Street

Existing Conditions
A.M. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Traffic Volume (vph)	0	259	14	76	108	0	0	0	0	347	489	7
Future Volume (vph)	0	259	14	76	108	0	0	0	0	347	489	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0					6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00					1.00	0.91	
Frpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Frt		0.99		1.00	1.00					1.00	1.00	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1848		1770	1863					1770	5073	
Flt Permitted		1.00		0.44	1.00					0.95	1.00	
Satd. Flow (perm)		1848		813	1863					1770	5073	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	270	15	79	112	0	0	0	0	361	509	7
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	283	0	79	113	0	0	0	0	361	515	0
Confl. Peds. (#/hr)												4
Confl. Bikes (#/hr)			2									1
Turn Type		NA		D.P+P	NA					Split	NA	
Protected Phases		4		2	2 4					6	6	
Permitted Phases				4								
Actuated Green, G (s)		14.9		27.0	33.0					21.9	21.9	
Effective Green, g (s)		14.9		27.0	33.0					21.9	21.9	
Actuated g/C Ratio		0.22		0.40	0.49					0.33	0.33	
Clearance Time (s)		6.0		6.0						6.0	6.0	
Vehicle Extension (s)		2.0		2.0						2.5	2.5	
Lane Grp Cap (vph)		411		501	918					579	1660	
v/s Ratio Prot		c0.15		c0.03	c0.06					c0.20	0.10	
v/s Ratio Perm				0.04								
v/c Ratio		0.69		0.16	0.12					0.62	0.31	
Uniform Delay, d1		23.9		12.6	9.1					19.0	16.8	
Progression Factor		1.00		0.18	0.16					1.00	1.00	
Incremental Delay, d2		3.8		0.1	0.0					1.8	0.1	
Delay (s)		27.7		2.3	1.5					20.8	16.9	
Level of Service		C		A	A					C	B	
Approach Delay (s)		27.7			1.8			0.0			18.5	
Approach LOS		C			A			A			B	
Intersection Summary												
HCM 2000 Control Delay			18.1			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			66.9							18.0		
Intersection Capacity Utilization			58.7%							B		
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

4: SE 1st Avenue & SE 3rd Street

Existing Conditions

A.M. Peak Hour

								
Lane Group	EBL	EBT	WBT	WBR	NBT	Ø2	Ø4	Ø6
Lane Configurations								
Traffic Volume (vph)	30	576	124	56	273			
Future Volume (vph)	30	576	124	56	273			
Turn Type	D.P+P	NA	NA	Perm	NA			
Protected Phases	5	5 7	7		3	2	4	6
Permitted Phases	7			7				
Detector Phase	5	5 7	7	7	3			
Switch Phase								
Minimum Initial (s)	13.0		6.0	6.0	6.0	12.0	6.0	7.0
Minimum Split (s)	36.0		12.0	12.0	24.0	22.0	21.0	20.0
Total Split (s)	47.0		21.0	21.0	26.0	47.0	21.0	26.0
Total Split (%)	50.0%		22.3%	22.3%	27.7%	50%	22%	28%
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	Lead	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes		Yes	Yes
Recall Mode	None		None	None	None	Min	None	None

Intersection Summary

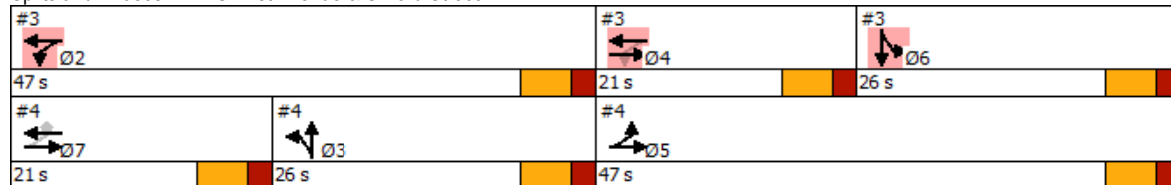
Cycle Length: 94

Actuated Cycle Length: 67

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Splits and Phases: 4: SE 1st Avenue & SE 3rd Street



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HCM Signalized Intersection Capacity Analysis 4: SE 1st Avenue & SE 3rd Street

Existing Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	576	0	0	124	56	60	273	32	0	0	0
Future Volume (vph)	30	576	0	0	124	56	60	273	32	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			1.00	1.00		0.95				
Frpb, ped/bikes		1.00			1.00	0.98		1.00				
Flpb, ped/bikes		1.00			1.00	1.00		1.00				
Frt		1.00			1.00	0.85		0.99				
Flt Protected		1.00			1.00	1.00		0.99				
Satd. Flow (prot)		1858			1863	1558		3456				
Flt Permitted		1.00			1.00	1.00		0.99				
Satd. Flow (perm)		1863			1863	1558		3456				
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	31	600	0	0	129	58	62	284	33	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	49	0	8	0	0	0	0
Lane Group Flow (vph)	0	631	0	0	129	9	0	372	0	0	0	0
Confl. Peds. (#/hr)	2					2			1			
Confl. Bikes (#/hr)									2			
Turn Type	D.P+P	NA			NA	Perm	Split	NA				
Protected Phases	5	5 7			7		3	3				
Permitted Phases	7					7						
Actuated Green, G (s)		36.9			10.4	10.4		12.0				
Effective Green, g (s)		36.9			10.4	10.4		12.0				
Actuated g/C Ratio		0.55			0.16	0.16		0.18				
Clearance Time (s)					6.0	6.0		6.0				
Vehicle Extension (s)					2.0	2.0		2.5				
Lane Grp Cap (vph)		1025			289	242		619				
v/s Ratio Prot		c0.24			0.07			c0.11				
v/s Ratio Perm		c0.10				0.01						
v/c Ratio		0.62			0.45	0.04		0.60				
Uniform Delay, d1		10.2			25.6	24.0		25.2				
Progression Factor		1.28			1.00	1.00		1.00				
Incremental Delay, d2		0.6			0.4	0.0		1.4				
Delay (s)		13.6			26.0	24.0		26.6				
Level of Service		B			C	C		C				
Approach Delay (s)		13.6			25.4			26.6			0.0	
Approach LOS		B			C			C			A	
Intersection Summary												
HCM 2000 Control Delay		19.6			HCM 2000 Level of Service				B			
HCM 2000 Volume to Capacity ratio		0.61										
Actuated Cycle Length (s)		66.9			Sum of lost time (s)				18.0			
Intersection Capacity Utilization		63.9%			ICU Level of Service				B			
Analysis Period (min)		15										
c Critical Lane Group												

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Timings
5: Dixie Highway & Hallandale Beach Boulevard

Existing Conditions
A.M. Peak Hour

	→	←	↓			
Lane Group	EBT	WBT	SBT	Ø3	Ø6	Ø9
Lane Configurations	↑↑↑	↑↑↑	↑↑↑			
Traffic Volume (vph)	1647	1336	550			
Future Volume (vph)	1647	1336	550			
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	16.0	6.0
Minimum Split (s)	31.5		39.0	37.0	41.5	12.5
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	4.0
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-Max		None	None	C-Max	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 59 (37%), Referenced to phase 2:EBWB and 6:, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

Splits and Phases: 5: Dixie Highway & Hallandale Beach Boulevard

#5 ← Ø1 46 s	#5 #6 ← Ø2 (R) 58 s	#5 ← Ø9 46 s
#6 → Ø6 (R) 114 s		#6 ↑ Ø3 46 s

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HCM Signalized Intersection Capacity Analysis 5: Dixie Highway & Hallandale Beach Boulevard

Existing Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
												
Lane Configurations		↑↑↑			↑↑↑						↑↑↑	
Traffic Volume (vph)	0	1647	128	0	1336	0	0	0	0	235	550	55
Future Volume (vph)	0	1647	128	0	1336	0	0	0	0	235	550	55
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	
Frpb, 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)		5020			5085						6257	
Flt Permitted		1.00			1.00						0.99	
Satd. Flow (perm)		5020			5085						6257	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1734	135	0	1406	0	0	0	0	247	579	58
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	1866	0	0	1406	0	0	0	0	0	876	0
Confl. Peds. (#/hr)			8	8								
Confl. Bikes (#/hr)			3									
Turn Type		NA			NA					Split	NA	
Protected Phases		2			2					1	1	
Permitted Phases												
Actuated Green, G (s)		98.9			122.6						25.4	
Effective Green, g (s)		98.9			122.6						25.4	
Actuated g/C Ratio		0.62			0.77						0.16	
Clearance Time (s)		6.5									6.0	
Vehicle Extension (s)		3.0									0.2	
Lane Grp Cap (vph)		3102			3896						993	
v/s Ratio Prot		c0.37			c0.28						c0.14	
v/s Ratio Perm												
v/c Ratio		0.60			0.36						0.88	
Uniform Delay, d1		18.6			6.0						65.8	
Progression Factor		1.00			0.05						1.02	
Incremental Delay, d2		0.9			0.0						8.3	
Delay (s)		19.4			0.3						75.8	
Level of Service		B			A						E	
Approach Delay (s)		19.4			0.3			0.0			75.8	
Approach LOS		B			A			A			E	
Intersection Summary												
HCM 2000 Control Delay			25.0		HCM 2000 Level of Service					C		
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			160.0		Sum of lost time (s)				18.5			
Intersection Capacity Utilization			57.6%		ICU Level of Service				B			
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

6: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard

Existing Conditions

A.M. Peak Hour

	→	←	↖	↑	↗		
Lane Group	EBT	WBT	NBL	NBT	NBR	Ø1	Ø9
Lane Configurations	↑↑↑	↑↑↑	↖	↑	↗		
Traffic Volume (vph)	1883	1197	139	159	66		
Future Volume (vph)	1883	1197	139	159	66		
Turn Type	NA	NA	Perm	NA	Perm		
Protected Phases	6	2		3		1	9
Permitted Phases			3		3		
Detector Phase	6	2	3	3	3		
Switch Phase							
Minimum Initial (s)	16.0	10.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	41.5	31.5	37.0	37.0	37.0	39.0	12.5
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	4.0
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	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-Max	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 59 (37%), Referenced to phase 2:EBWB and 6:, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

Splits and Phases: 6: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard

#5 ↖ Ø1	#5 #6 ↖ ↗ Ø2 (R)	#5 ← Ø9
46 s	68 s	46 s
#6 → Ø6 (R)		#6 ↑ Ø3
114 s		46 s

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HCM Signalized Intersection Capacity Analysis

6: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard

Existing Conditions

A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑		↑	↑	↑			
Traffic Volume (vph)	0	1883	0	0	1197	78	139	159	66	0	0	0
Future Volume (vph)	0	1883	0	0	1197	78	139	159	66	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			
Frpb, 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			0.99		1.00	1.00	0.85			
Flt Protected		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)		5085			5034		1770	1863	1559			
Flt Permitted		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)		5085			5034		1770	1863	1559			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1982	0	0	1260	82	146	167	69	0	0	0
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	58	0	0	0
Lane Group Flow (vph)	0	1982	0	0	1339	0	146	167	11	0	0	0
Confl. Peds. (#/hr)						1			1			
Confl. Bikes (#/hr)						1			1			
Turn Type		NA			NA		Perm	NA	Perm			
Protected Phases		6			2			3				
Permitted Phases							3		3			
Actuated Green, G (s)		130.3			98.9		17.2	17.2	17.2			
Effective Green, g (s)		130.3			98.9		17.2	17.2	17.2			
Actuated g/C Ratio		0.81			0.62		0.11	0.11	0.11			
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)		4141			3111		190	200	167			
v/s Ratio Prot		c0.39			0.27			c0.09				
v/s Ratio Perm							0.08		0.01			
v/c Ratio		0.48			0.43		0.77	0.83	0.07			
Uniform Delay, d1		4.5			15.9		69.5	70.0	64.2			
Progression Factor		0.15			1.00		1.00	1.00	1.00			
Incremental Delay, d2		0.3			0.4		15.3	23.9	0.1			
Delay (s)		1.0			16.3		84.8	93.9	64.2			
Level of Service		A			B		F	F	E			
Approach Delay (s)		1.0			16.3			85.1			0.0	
Approach LOS		A			B			F			A	
Intersection Summary												
HCM 2000 Control Delay			15.2			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)			18.5			
Intersection Capacity Utilization			57.6%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

7: Dixie Highway & Pembroke Road

Existing Conditions

A.M. Peak Hour

	→	←	↘	↓				
Lane Group	EBT	WBT	SBL	SBT	Ø2	Ø3	Ø5	Ø7
Lane Configurations	↑↑↑	↑↑	↘	↑↑↑				
Traffic Volume (vph)	929	776	145	425				
Future Volume (vph)	929	776	145	425				
Turn Type	NA	NA	Perm	NA				
Protected Phases	4	4 2		6	2	3	5	7
Permitted Phases			6					
Detector Phase	4	4 2	6	6				
Switch Phase								
Minimum Initial (s)	7.0		5.0	5.0	12.0	5.0	7.0	12.0
Minimum Split (s)	32.5		32.5	32.5	28.0	32.0	28.0	28.5
Total Split (s)	49.0		33.0	33.0	78.0	32.0	46.0	82.0
Total Split (%)	30.6%		20.6%	20.6%	49%	20%	29%	51%
Yellow Time (s)	4.0		4.5	4.5	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				
Total Lost Time (s)	6.0		6.5	6.5				
Lead/Lag	Lead		Lag	Lag		Lag	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None		None	None	C-Max	None	None	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 49 (31%), Referenced to phase 2:WBTL, Start of Yellow

Natural Cycle: 125

Control Type: Actuated-Coordinated

Splits and Phases: 7: Dixie Highway & Pembroke Road

#7 Ø2 (R) 78 s	#7 Ø4 49 s	#7 Ø6 33 s
#8 Ø5 46 s	#8 Ø3 32 s	#8 Ø7 82 s

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HCM Signalized Intersection Capacity Analysis 7: Dixie Highway & Pembroke Road

Existing Conditions
A.M. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	929	58	57	776	0	0	0	0	145	425	134
Future Volume (vph)	0	929	58	57	776	0	0	0	0	145	425	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0					6.5	6.5	
Lane Util. Factor		0.91			0.95					0.86	0.86	
Frpb, 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)		5035			3527					1522	4632	
Flt Permitted		1.00			0.74					0.95	1.00	
Satd. Flow (perm)		5035			2614					1522	4632	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	978	61	60	817	0	0	0	0	153	447	141
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	35	0
Lane Group Flow (vph)	0	1035	0	0	877	0	0	0	0	138	568	0
Confl. Peds. (#/hr)			2	2								
Confl. Bikes (#/hr)			2									
Turn Type		NA		Prot	NA					Perm	NA	
Protected Phases		4		2	4 2						6	
Permitted Phases										6		
Actuated Green, G (s)		43.0			117.4					24.1	24.1	
Effective Green, g (s)		43.0			117.4					24.1	24.1	
Actuated g/C Ratio		0.27			0.73					0.15	0.15	
Clearance Time (s)		6.0								6.5	6.5	
Vehicle Extension (s)		3.0								2.5	2.5	
Lane Grp Cap (vph)		1353			2342					229	697	
v/s Ratio Prot		c0.21			c0.17							
v/s Ratio Perm					0.10					0.09	0.12	
v/c Ratio		0.76			0.37					0.60	0.82	
Uniform Delay, d1		53.8			7.8					63.5	65.8	
Progression Factor		1.00			0.03					1.00	1.00	
Incremental Delay, d2		2.6			0.1					3.7	7.1	
Delay (s)		56.5			0.3					67.2	72.9	
Level of Service		E			A					E	E	
Approach Delay (s)		56.5			0.3			0.0			71.8	
Approach LOS		E			A			A			E	
Intersection Summary												
HCM 2000 Control Delay			42.2			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			160.0			Sum of lost time (s)				24.5		
Intersection Capacity Utilization			68.4%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

8: NE 1st Avenue/S 21st Avenue & Pembroke Road

Existing Conditions

A.M. Peak Hour

							
Lane Group	EBL	EBT	WBT	NBT	Ø2	Ø4	Ø6
Lane Configurations							
Traffic Volume (vph)	110	964	754	146			
Future Volume (vph)	110	964	754	146			
Turn Type	D,P+P	NA	NA	NA			
Protected Phases	7	7 5	5	3	2	4	6
Permitted Phases	5						
Detector Phase	7	7 5	5	3			
Switch Phase							
Minimum Initial (s)	12.0		7.0	5.0	12.0	7.0	5.0
Minimum Split (s)	28.5		28.0	32.0	28.0	32.5	32.5
Total Split (s)	82.0		46.0	32.0	78.0	49.0	33.0
Total Split (%)	51.3%		28.8%	20.0%	49%	31%	21%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0		0.0	0.0			
Total Lost Time (s)	6.5		6.0	6.0			
Lead/Lag			Lead	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes
Recall Mode	None		None	None	C-Max	None	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 49 (31%), Referenced to phase 2:WBTL, Start of Yellow

Natural Cycle: 125

Control Type: Actuated-Coordinated

Splits and Phases: 8: NE 1st Avenue/S 21st Avenue & Pembroke Road

#7  Ø2 (R)	#7  Ø4	#7  Ø6
78 s	49 s	33 s
#8  Ø5	#8  Ø3	#8  Ø7
46 s	32 s	82 s

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HCM Signalized Intersection Capacity Analysis
8: NE 1st Avenue/S 21st Avenue & Pembroke Road

Existing Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	964	0	0	754	24	80	146	25	0	0	0
Future Volume (vph)	110	964	0	0	754	24	80	146	25	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				
Lane Util. Factor	1.00	0.95			0.95			0.95				
Frpb, 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			3521			3427				
Flt Permitted	0.10	1.00			1.00			0.98				
Satd. Flow (perm)	178	3539			3521			3427				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	116	1015	0	0	794	25	84	154	26	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	5	0	0	0	0
Lane Group Flow (vph)	116	1015	0	0	818	0	0	259	0	0	0	0
Confl. Peds. (#/hr)	1					1			1			
Confl. Bikes (#/hr)						5			2			
Turn Type	D.P+P	NA			NA		Split	NA				
Protected Phases	7	7 5			5		3	3				
Permitted Phases	5											
Actuated Green, G (s)	115.0	121.5			41.9			26.5				
Effective Green, g (s)	115.0	121.5			41.9			26.5				
Actuated g/C Ratio	0.72	0.76			0.26			0.17				
Clearance Time (s)	6.5				6.0			6.0				
Vehicle Extension (s)	3.0				3.0			2.5				
Lane Grp Cap (vph)	855	2687			922			567				
v/s Ratio Prot	0.06	c0.29			c0.23			c0.08				
v/s Ratio Perm	0.04											
v/c Ratio	0.14	0.38			0.89			0.46				
Uniform Delay, d1	10.4	6.5			56.8			60.3				
Progression Factor	0.01	0.40			1.00			0.87				
Incremental Delay, d2	0.0	0.1			10.3			0.4				
Delay (s)	0.1	2.7			67.0			53.0				
Level of Service	A	A			E			D				
Approach Delay (s)		2.4			67.0			53.0			0.0	
Approach LOS		A			E			D			A	
Intersection Summary												
HCM 2000 Control Delay		32.4			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.58										
Actuated Cycle Length (s)		160.0			Sum of lost time (s)			24.5				
Intersection Capacity Utilization		54.7%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

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Timings

9: Dixie Highway & Hollywood Boulevard

Existing Conditions

A.M. Peak Hour

										
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR	Ø3	Ø5	Ø7
Lane Configurations	↑↑	↑	↑	↑	↑	↑↑	↑			
Traffic Volume (vph)	249	54	19	285	71	466	113			
Future Volume (vph)	249	54	19	285	71	466	113			
Turn Type	NA	Perm	D.P+P	NA	Split	NA	Prot			
Protected Phases	4		2	2 4	6	6	6	3	5	7
Permitted Phases		4	4							
Detector Phase	4	4	2	2 4	6	6	6			
Switch Phase										
Minimum Initial (s)	10.0	10.0	8.0		4.0	4.0	4.0	4.0	14.0	4.0
Minimum Split (s)	15.0	15.0	25.0		26.0	26.0	26.0	26.0	24.0	24.0
Total Split (s)	35.0	35.0	61.0		26.0	26.0	26.0	26.0	61.0	35.0
Total Split (%)	28.7%	28.7%	50.0%		21.3%	21.3%	21.3%	21%	50%	29%
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)	1.0	1.0	2.0		2.0	2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0			
Total Lost Time (s)	5.0	5.0	6.0		6.0	6.0	6.0			
Lead/Lag	Lead	Lead			Lag	Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes	Yes		Yes
Recall Mode	Min	Min	None		None	None	None	None	None	None

Intersection Summary

Cycle Length: 122

Actuated Cycle Length: 50.2

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Splits and Phases: 9: Dixie Highway & Hollywood Boulevard

#9  Ø2	#9  Ø4	#9  Ø6
61 s	35 s	26 s
#10  Ø7	#10  Ø3	#10  Ø5
35 s	26 s	61 s

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HCM Signalized Intersection Capacity Analysis 9: Dixie Highway & Hollywood Boulevard

Existing Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑					↑	↑↑	↑
Traffic Volume (vph)	0	249	54	19	285	0	0	0	0	71	466	113
Future Volume (vph)	0	249	54	19	285	0	0	0	0	71	466	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	6.0	6.0					6.0	6.0	6.0
Lane Util. Factor		0.95	1.00	1.00	1.00					1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00					1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	1.00
Satd. Flow (prot)		3539	1558	1768	1863					1770	3539	1583
Flt Permitted		1.00	1.00	0.60	1.00					0.95	1.00	1.00
Satd. Flow (perm)		3539	1558	1108	1863					1770	3539	1583
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	0	252	55	19	288	0	0	0	0	72	471	114
RTOR Reduction (vph)	0	0	43	0	0	0	0	0	0	0	0	87
Lane Group Flow (vph)	0	252	12	19	288	0	0	0	0	72	471	27
Confl. Peds. (#/hr)			3	3								3
Turn Type		NA	Perm	D.P+P	NA					Split	NA	Prot
Protected Phases		4		2	2 4					6	6	6
Permitted Phases			4	4								
Actuated Green, G (s)		10.6	10.6	21.0	27.0					12.0	12.0	12.0
Effective Green, g (s)		10.6	10.6	21.0	27.0					12.0	12.0	12.0
Actuated g/C Ratio		0.21	0.21	0.42	0.54					0.24	0.24	0.24
Clearance Time (s)		5.0	5.0	6.0						6.0	6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0						2.0	2.0	2.0
Lane Grp Cap (vph)		750	330	602	1006					424	849	379
v/s Ratio Prot		0.07		0.01	c0.15					0.04	c0.13	0.02
v/s Ratio Perm			0.01	0.01								
v/c Ratio		0.34	0.04	0.03	0.29					0.17	0.55	0.07
Uniform Delay, d1		16.7	15.6	8.5	6.3					15.1	16.7	14.7
Progression Factor		1.00	1.00	0.02	0.07					1.00	1.00	1.00
Incremental Delay, d2		0.1	0.0	0.0	0.1					0.1	0.4	0.0
Delay (s)		16.8	15.7	0.2	0.5					15.1	17.1	14.7
Level of Service		B	B	A	A					B	B	B
Approach Delay (s)		16.6			0.5			0.0			16.5	
Approach LOS		B			A			A			B	
Intersection Summary												
HCM 2000 Control Delay			12.6			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.42									
Actuated Cycle Length (s)			50.0							17.0		
Intersection Capacity Utilization			50.3%							A		
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

10: S 21st Avenue/N 21st Avenue & Hollywood Boulevard

Existing Conditions

A.M. Peak Hour

									
Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	Ø2	Ø4	Ø6
Lane Configurations									
Traffic Volume (vph)	118	202	140	164	297	20			
Future Volume (vph)	118	202	140	164	297	20			
Turn Type	D.P+P	NA	NA	Split	NA	Perm			
Protected Phases	5	5 7	7	3	3		2	4	6
Permitted Phases	7					3			
Detector Phase	5	5 7	7	3	3	3			
Switch Phase									
Minimum Initial (s)	14.0		4.0	4.0	4.0	4.0	8.0	10.0	4.0
Minimum Split (s)	24.0		24.0	26.0	26.0	26.0	25.0	15.0	26.0
Total Split (s)	61.0		35.0	26.0	26.0	26.0	61.0	35.0	26.0
Total Split (%)	50.0%		28.7%	21.3%	21.3%	21.3%	50%	29%	21%
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		1.0	2.0	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0		5.0	6.0	6.0	6.0			
Lead/Lag			Lead	Lag	Lag	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None		None	None	None	None	None	Min	None

Intersection Summary

Cycle Length: 122

Actuated Cycle Length: 50.2

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Splits and Phases: 10: S 21st Avenue/N 21st Avenue & Hollywood Boulevard

#9  Ø2	#9  Ø4	#9  Ø6
61 s	35 s	26 s
#10  Ø7	#10  Ø3	#10  Ø5
35 s	26 s	61 s

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HCM Signalized Intersection Capacity Analysis
10: S 21st Avenue/N 21st Avenue & Hollywood Boulevard

Existing Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	202	0	0	140	7	164	297	20	0	0	0
Future Volume (vph)	118	202	0	0	140	7	164	297	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			5.0		6.0	6.0	6.0			
Lane Util. Factor	1.00	1.00			0.95		1.00	0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	0.96			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			0.99		1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1766	1863			3511		1770	3539	1527			
Flt Permitted	0.66	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)	1223	1863			3511		1770	3539	1527			
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	119	204	0	0	141	7	166	300	20	0	0	0
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	16	0	0	0
Lane Group Flow (vph)	119	204	0	0	145	0	166	300	4	0	0	0
Confl. Peds. (#/hr)	5					5			8			
Confl. Bikes (#/hr)						1			3			
Turn Type	D.P+P	NA			NA		Split	NA	Perm			
Protected Phases	5	5 7			7		3	3				
Permitted Phases	7								3			
Actuated Green, G (s)	23.4	29.4			6.8		9.6	9.6	9.6			
Effective Green, g (s)	23.4	29.4			6.8		9.6	9.6	9.6			
Actuated g/C Ratio	0.47	0.59			0.14		0.19	0.19	0.19			
Clearance Time (s)	6.0				5.0		6.0	6.0	6.0			
Vehicle Extension (s)	2.0				2.0		2.0	2.0	2.0			
Lane Grp Cap (vph)	752	1095			477		339	679	293			
v/s Ratio Prot	0.05	c0.11			c0.04		c0.09	0.08				
v/s Ratio Perm	0.02								0.00			
v/c Ratio	0.16	0.19			0.30		0.49	0.44	0.01			
Uniform Delay, d1	7.6	4.8			19.5		18.0	17.8	16.4			
Progression Factor	1.05	1.18			1.00		1.00	1.00	1.00			
Incremental Delay, d2	0.0	0.0			0.1		0.4	0.2	0.0			
Delay (s)	8.0	5.7			19.6		18.4	18.0	16.4			
Level of Service	A	A			B		B	B	B			
Approach Delay (s)		6.5			19.6			18.1			0.0	
Approach LOS		A			B			B			A	
Intersection Summary												
HCM 2000 Control Delay		14.4			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.32										
Actuated Cycle Length (s)		50.0			Sum of lost time (s)			17.0				
Intersection Capacity Utilization		50.3%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

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Timings
11: Dixie Highway & Tyler Street

Existing Conditions
A.M. Peak Hour

	WBL	WBT	SBT	SBR	Ø1	Ø3	Ø4	Ø5	Ø6
Lane Group									
Lane Configurations	↰	↰↰	↰↰	↰					
Traffic Volume (vph)	84	406	544	25					
Future Volume (vph)	84	406	544	25					
Turn Type	Prot	NA	NA	Perm					
Protected Phases	1 3	1 5	2		1	3	4	5	6
Permitted Phases				2					
Detector Phase	1 3	1 5	2	2					
Switch Phase									
Minimum Initial (s)			15.0	15.0	3.0	6.0	5.0	11.0	18.0
Minimum Split (s)			39.0	39.0	9.0	34.0	11.0	34.0	39.0
Total Split (s)			40.0	40.0	9.0	36.0	15.0	51.0	49.0
Total Split (%)			40.0%	40.0%	9%	36%	15%	51%	49%
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					
Total Lost Time (s)			6.0	6.0					
Lead/Lag			Lag	Lag	Lead	Lead	Lag		
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes		
Recall Mode			C-Max	C-Max	None	None	None	None	C-Max

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 47 (47%), Referenced to phase 2:SBT and 6:, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Splits and Phases: 11: Dixie Highway & Tyler Street

#11 ↰ Ø1 9 s	#11 ↓ Ø2 (R) 40 s	#11 #12 ↰ Ø3 36 s	#12 ↰ Ø4 15 s
#12 ↑ Ø6 (R) 49 s	#11 ↰ Ø5 51 s		

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HCM Signalized Intersection Capacity Analysis 11: Dixie Highway & Tyler Street

Existing Conditions
A.M. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	84	406	0	0	0	0	0	544	25
Future Volume (vph)	0	0	0	84	406	0	0	0	0	0	544	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	6.0
Lane Util. Factor				1.00	0.95						0.95	1.00
Frpb, ped/bikes				1.00	1.00						1.00	0.98
Flpb, ped/bikes				1.00	1.00						1.00	1.00
Frt				1.00	1.00						1.00	0.85
Flt Protected				0.95	1.00						1.00	1.00
Satd. Flow (prot)				1770	3539						3539	1557
Flt Permitted				0.95	1.00						1.00	1.00
Satd. Flow (perm)				1770	3539						3539	1557
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	89	432	0	0	0	0	0	579	27
RTOR Reduction (vph)	0	0	0	72	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	17	432	0	0	0	0	0	579	27
Confl. Peds. (#/hr)				1								5
Turn Type				Prot	NA						NA	Perm
Protected Phases				1 3	1 5						2	
Permitted Phases												2
Actuated Green, G (s)				19.2	32.2						55.8	55.8
Effective Green, g (s)				19.2	32.2						55.8	55.8
Actuated g/C Ratio				0.19	0.32						0.56	0.56
Clearance Time (s)											6.0	6.0
Vehicle Extension (s)											3.0	3.0
Lane Grp Cap (vph)				339	1139						1974	868
v/s Ratio Prot				0.01	c0.12						c0.16	
v/s Ratio Perm												0.02
v/c Ratio				0.05	0.38						0.29	0.03
Uniform Delay, d1				33.0	26.2						11.7	9.9
Progression Factor				0.00	0.06						2.42	2.37
Incremental Delay, d2				0.0	0.1						0.3	0.1
Delay (s)				0.1	1.6						28.7	23.6
Level of Service				A	A						C	C
Approach Delay (s)		0.0			1.3			0.0			28.4	
Approach LOS		A			A			A			C	
Intersection Summary												
HCM 2000 Control Delay			15.9			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.38									
Actuated Cycle Length (s)			100.0						24.0			
Intersection Capacity Utilization			50.5%						A			
Analysis Period (min)			15									
c Critical Lane Group												

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Timings
12: N 21st Avenue & Tyler Street

Existing Conditions
A.M. Peak Hour

	←	↖	↑			
Lane Group	WBT	NBL	NBT	Ø1	Ø2	Ø5
Lane Configurations	↑↑↑	↖	↑↑			
Traffic Volume (vph)	478	12	412			
Future Volume (vph)	478	12	412			
Turn Type	NA	Prot	NA			
Protected Phases	3	4	6	1	2	5
Permitted Phases						
Detector Phase	3	4	6			
Switch Phase						
Minimum Initial (s)	6.0	5.0	18.0	3.0	15.0	11.0
Minimum Split (s)	34.0	11.0	39.0	9.0	39.0	34.0
Total Split (s)	36.0	15.0	49.0	9.0	40.0	51.0
Total Split (%)	36.0%	15.0%	49.0%	9%	40%	51%
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	None	None	C-Max	None	C-Max	None

Intersection Summary

Cycle Length: 100

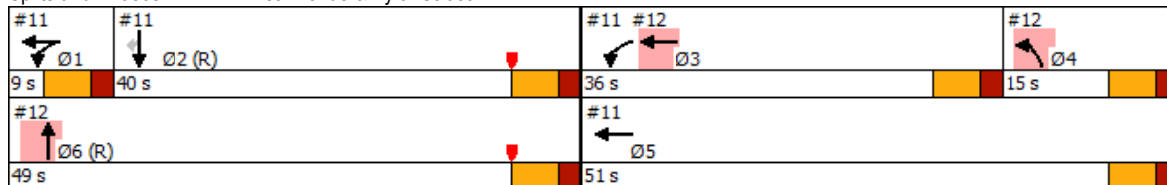
Actuated Cycle Length: 100

Offset: 47 (47%), Referenced to phase 2:SBT and 6:, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Splits and Phases: 12: N 21st Avenue & Tyler Street



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HCM Signalized Intersection Capacity Analysis 12: N 21st Avenue & Tyler Street

Existing Conditions
A.M. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	478	27	12	412	0	0	0	0
Future Volume (vph)	0	0	0	0	478	27	12	412	0	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					0.91		1.00	0.95				
Frpb, ped/bikes					1.00		1.00	1.00				
Flpb, ped/bikes					1.00		1.00	1.00				
Frt					0.99		1.00	1.00				
Flt Protected					1.00		0.95	1.00				
Satd. Flow (prot)					5038		1770	3539				
Flt Permitted					1.00		0.95	1.00				
Satd. Flow (perm)					5038		1770	3539				
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	0	509	29	13	438	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	8	0	13	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	530	0	0	438	0	0	0	0
Confl. Peds. (#/hr)						8			4			
Confl. Bikes (#/hr)						1						
Turn Type					NA		Prot	NA				
Protected Phases					3		4	6				
Permitted Phases												
Actuated Green, G (s)					15.7		1.0	65.3				
Effective Green, g (s)					15.7		1.0	65.3				
Actuated g/C Ratio					0.16		0.01	0.65				
Clearance Time (s)					6.0		6.0	6.0				
Vehicle Extension (s)					2.0		1.5	0.2				
Lane Grp Cap (vph)					790		17	2310				
v/s Ratio Prot					c0.11		c0.00	c0.12				
v/s Ratio Perm												
v/c Ratio					0.67		0.01	0.19				
Uniform Delay, d1					39.7		49.0	6.9				
Progression Factor					1.00		1.00	1.00				
Incremental Delay, d2					1.8		0.1	0.2				
Delay (s)					41.5		49.1	7.1				
Level of Service					D		D	A				
Approach Delay (s)		0.0			41.5			8.3			0.0	
Approach LOS		A			D			A			A	
Intersection Summary												
HCM 2000 Control Delay		26.3										
HCM 2000 Volume to Capacity ratio		0.30										
Actuated Cycle Length (s)		100.0							24.0			
Intersection Capacity Utilization		50.5%							A			
Analysis Period (min)		15										
c Critical Lane Group												

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Timings
13: Dixie Highway & Johnson Street

Existing Conditions
A.M. Peak Hour

	→	↖	←	↙	↓					
Lane Group	EBT	WBL	WBT	SBL	SBT	Ø1	Ø3	Ø5	Ø6	Ø7
Lane Configurations	↑↑	↖	↑	↙	↑↑↓					
Traffic Volume (vph)	463	72	452	95	445					
Future Volume (vph)	463	72	452	95	445					
Turn Type	NA	D.P+P	NA	Split	NA					
Protected Phases	4	2	2 4	1 6	1 6	1	3	5	6	7
Permitted Phases		4								
Detector Phase	4	2	2 4	1 6	1 6					
Switch Phase										
Minimum Initial (s)	7.0	13.0				1.0	8.0	6.0	6.0	7.0
Minimum Split (s)	28.5	26.0				6.5	24.5	25.0	17.0	26.0
Total Split (s)	33.0	42.0				8.0	25.0	25.0	17.0	33.0
Total Split (%)	33.0%	42.0%				8%	25%	25%	17%	33%
Yellow Time (s)	4.0	4.0				4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0				1.5	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0								
Total Lost Time (s)	5.0	5.0								
Lead/Lag		Lag				Lead	Lag			Lead
Lead-Lag Optimize?		Yes				Yes	Yes			Yes
Recall Mode	Max	Max				Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 49 (49%), Referenced to phase 7:EBWB, Start of Yellow

Natural Cycle: 95

Control Type: Pretimed

Splits and Phases: 13: Dixie Highway & Johnson Street

#13 Ø1	#13 Ø2	#13 Ø4	#13 #14 Ø6
8 s	42 s	33 s	17 s
#14 Ø7 (R)	#14 Ø3	#14 Ø5	
33 s	25 s	25 s	

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HCM Signalized Intersection Capacity Analysis 13: Dixie Highway & Johnson Street

Existing Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑					↑	↑↑↑	
Traffic Volume (vph)	0	463	71	72	452	0	0	0	0	95	445	85
Future Volume (vph)	0	463	71	72	452	0	0	0	0	95	445	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0					5.5	5.5	
Lane Util. Factor		0.95		1.00	1.00					1.00	0.91	
Frpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Frt		0.98		1.00	1.00					1.00	0.98	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		3461		1769	1863					1770	4941	
Flt Permitted		1.00		0.30	1.00					0.95	1.00	
Satd. Flow (perm)		3461		561	1863					1770	4941	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	482	74	75	471	0	0	0	0	99	464	89
RTOR Reduction (vph)	0	12	0	0	0	0	0	0	0	0	30	0
Lane Group Flow (vph)	0	544	0	75	471	0	0	0	0	99	523	0
Confl. Peds. (#/hr)			2	2								2
Confl. Bikes (#/hr)			2									
Turn Type		NA		D.P+P	NA					Split	NA	
Protected Phases		4		2	2 4					1 6	1 6	
Permitted Phases				4								
Actuated Green, G (s)		28.0		65.0	70.0					19.5	19.5	
Effective Green, g (s)		28.0		65.0	70.0					14.5	14.5	
Actuated g/C Ratio		0.28		0.65	0.70					0.14	0.14	
Clearance Time (s)		5.0		5.0								
Lane Grp Cap (vph)		969		811	1304					256	716	
v/s Ratio Prot		c0.16		0.03	c0.25					0.06	c0.11	
v/s Ratio Perm				0.03								
v/c Ratio		0.56		0.09	0.36					0.39	0.73	
Uniform Delay, d1		30.8		6.8	6.0					38.7	40.9	
Progression Factor		1.00		1.92	2.17					1.00	1.00	
Incremental Delay, d2		2.3		0.2	0.7					4.4	6.5	
Delay (s)		33.1		13.3	13.8					43.1	47.4	
Level of Service		C		B	B					D	D	
Approach Delay (s)		33.1			13.8			0.0			46.7	
Approach LOS		C			B			A			D	
Intersection Summary												
HCM 2000 Control Delay			32.1		HCM 2000 Level of Service				C			
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			100.0		Sum of lost time (s)				20.5			
Intersection Capacity Utilization			67.2%		ICU Level of Service				C			
Analysis Period (min)			15									
c Critical Lane Group												

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Timings
14: N 21st Avenue & Johnson Street

Existing Conditions
A.M. Peak Hour

									
Lane Group	EBL	EBT	WBT	NBT	Ø1	Ø2	Ø4	Ø6	Ø7
Lane Configurations									
Traffic Volume (vph)	158	401	377	311					
Future Volume (vph)	158	401	377	311					
Turn Type	custom	NA	NA	NA					
Protected Phases	5	5 6 7	6 7	3	1	2	4	6	7
Permitted Phases	7								
Detector Phase	5	5 6 7	6 7	3					
Switch Phase									
Minimum Initial (s)	6.0			8.0	1.0	13.0	7.0	6.0	7.0
Minimum Split (s)	25.0			24.5	6.5	26.0	28.5	17.0	26.0
Total Split (s)	25.0			25.0	8.0	42.0	33.0	17.0	33.0
Total Split (%)	25.0%			25.0%	8%	42%	33%	17%	33%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0			1.5	1.5	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0			0.0					
Total Lost Time (s)	5.0			5.5					
Lead/Lag				Lag	Lead	Lag			Lead
Lead-Lag Optimize?				Yes	Yes	Yes			Yes
Recall Mode	Max			Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 49 (49%), Referenced to phase 7:EBWB, Start of Yellow

Natural Cycle: 95

Control Type: Pretimed

Splits and Phases: 14: N 21st Avenue & Johnson Street

#13  Ø1	#13  Ø2	#13  Ø4	#13 #14  Ø6
8 s	42 s	33 s	17 s
#14  Ø7 (R)	#14  Ø3	#14  Ø5	
33 s	25 s	25 s	

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HCM Signalized Intersection Capacity Analysis 14: N 21st Avenue & Johnson Street

Existing Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	401	0	0	377	12	146	311	52	0	0	0
Future Volume (vph)	158	401	0	0	377	12	146	311	52	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			5.5				
Lane Util. Factor	1.00	1.00			0.95			0.91				
Frpb, 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			0.99				
Satd. Flow (prot)	1770	1863			3520			4919				
Flt Permitted	0.14	1.00			1.00			0.99				
Satd. Flow (perm)	266	1863			3520			4919				
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	165	418	0	0	393	12	152	324	54	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	14	0	0	0	0
Lane Group Flow (vph)	165	418	0	0	404	0	0	516	0	0	0	0
Confl. Peds. (#/hr)	1					1			4			
Confl. Bikes (#/hr)						3			3			
Turn Type	custom	NA			NA		Perm	NA				
Protected Phases	5	5 6 7			6 7			3				
Permitted Phases	7						3					
Actuated Green, G (s)	48.0	70.0			45.0			19.5				
Effective Green, g (s)	48.0	70.0			45.0			19.5				
Actuated g/C Ratio	0.48	0.70			0.45			0.20				
Clearance Time (s)	5.0							5.5				
Lane Grp Cap (vph)	428	1304			1584			959				
v/s Ratio Prot	c0.08	c0.22			0.11							
v/s Ratio Perm	c0.11							0.10				
v/c Ratio	0.39	0.32			0.25			0.54				
Uniform Delay, d1	18.1	5.8			17.1			36.2				
Progression Factor	0.30	0.70			1.00			0.89				
Incremental Delay, d2	2.3	0.6			0.4			2.2				
Delay (s)	7.7	4.6			17.5			34.2				
Level of Service	A	A			B			C				
Approach Delay (s)		5.5			17.5			34.2			0.0	
Approach LOS		A			B			C			A	
Intersection Summary												
HCM 2000 Control Delay			18.7			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.44									
Actuated Cycle Length (s)			100.0						20.5			
Intersection Capacity Utilization			67.2%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

15: Dixie Highway & Sheridan Street

Existing Conditions

A.M. Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	SBT	Ø2	Ø3	Ø5	Ø7	Ø9	Ø10
Lane Configurations												
Traffic Volume (vph)	138	924	385	52	1311	142						
Future Volume (vph)	138	924	385	52	1311	142						
Turn Type	pm+pt	NA	Perm	custom	NA	NA						
Protected Phases	1	6		5 9	2 9	8	2	3	5	7	9	10
Permitted Phases	6		6	2								
Detector Phase	1	6	6	5 9	2 9	8						
Switch Phase												
Minimum Initial (s)	10.0	12.0	12.0			15.0	12.0	7.0	10.0	20.0	34.0	22.0
Minimum Split (s)	16.5	24.5	24.5			34.5	24.5	12.0	16.5	28.0	39.0	28.5
Total Split (s)	21.0	50.0	50.0			36.0	50.0	12.0	21.0	29.0	53.0	48.0
Total Split (%)	13.1%	31.3%	31.3%			22.5%	31%	8%	13%	18%	33%	30%
Yellow Time (s)	4.5	4.5	4.5			4.5	4.5	4.0	4.5	4.0	4.0	4.5
All-Red Time (s)	2.0	1.0	1.0			2.0	1.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0						
Total Lost Time (s)	6.5	5.5	5.5			6.5						
Lead/Lag	Lead	Lag	Lag			Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	Max	Max	Max			Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 125

Control Type: Pretimed

Splits and Phases: 15: Dixie Highway & Sheridan Street

 #15 #16 Ø1	 #15 #16 Ø2 (R)	 #15 Ø9	 #15 Ø8
21 s	50 s	53 s	36 s
 #15 #16 Ø5	 #15 #16 Ø6 (R)	 #16 Ø3	 #16 Ø7
21 s	50 s	12 s	29 s
			48 s

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HCM Signalized Intersection Capacity Analysis 15: Dixie Highway & Sheridan Street

Existing Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	924	385	52	1311	73	0	0	0	40	142	107
Future Volume (vph)	138	924	385	52	1311	73	0	0	0	40	142	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	5.5	5.5	6.5	5.5						6.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95						0.95	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00						0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00						1.00	
Frt	1.00	1.00	0.85	1.00	0.99						0.94	
Flt Protected	0.95	1.00	1.00	0.95	1.00						0.99	
Satd. Flow (prot)	1770	3539	1535	1770	3506						3303	
Flt Permitted	0.09	1.00	1.00	0.09	1.00						0.99	
Satd. Flow (perm)	167	3539	1535	167	3506						3303	
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)	148	994	414	56	1410	78	0	0	0	43	153	115
RTOR Reduction (vph)	0	0	196	0	2	0	0	0	0	0	53	0
Lane Group Flow (vph)	148	994	218	56	1486	0	0	0	0	0	258	0
Confl. Peds. (#/hr)	6		6	6		6						1
Confl. Bikes (#/hr)			5			3						
Turn Type	pm+pt	NA	Perm	custom	NA					Split	NA	
Protected Phases	1	6		5 9	2 9					8	8	
Permitted Phases	6		6	2								
Actuated Green, G (s)	59.0	44.5	44.5	107.0	98.0						29.5	
Effective Green, g (s)	59.0	44.5	44.5	107.0	98.0						29.5	
Actuated g/C Ratio	0.37	0.28	0.28	0.67	0.61						0.18	
Clearance Time (s)	6.5	5.5	5.5								6.5	
Lane Grp Cap (vph)	206	984	426	737	2147						608	
v/s Ratio Prot	c0.06	c0.28		0.03	c0.42						c0.08	
v/s Ratio Perm	0.20		0.14	0.02								
v/c Ratio	0.72	1.01	0.51	0.08	0.69						0.42	
Uniform Delay, d1	40.4	57.8	48.6	14.3	20.8						57.7	
Progression Factor	1.00	1.00	1.00	0.96	0.80						1.00	
Incremental Delay, d2	19.3	31.2	4.4	0.2	1.5						2.2	
Delay (s)	59.7	89.0	53.0	14.0	18.2						59.9	
Level of Service	E	F	D	B	B						E	
Approach Delay (s)		76.6			18.0			0.0			59.9	
Approach LOS		E			B			A			E	
Intersection Summary												
HCM 2000 Control Delay			48.6		HCM 2000 Level of Service				D			
HCM 2000 Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			160.0		Sum of lost time (s)				28.5			
Intersection Capacity Utilization			85.7%		ICU Level of Service				E			
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

16: N 21st Avenue & Sheridan Street

Existing Conditions

A.M. Peak Hour

	→	←	↖	↗								
Lane Group	EBT	WBT	NBL	NBR	Ø1	Ø2	Ø3	Ø5	Ø6	Ø8	Ø9	Ø10
Lane Configurations	↑↑	↑↑↑	↖↖	↗								
Traffic Volume (vph)	965	1128	308	76								
Future Volume (vph)	965	1128	308	76								
Turn Type	NA	NA	Prot	Prot								
Protected Phases	6 10 3	1 2 5	7	7	1	2	3	5	6	8	9	10
Permitted Phases												
Detector Phase	6 10 3	1 2 5	7	7								
Switch Phase												
Minimum Initial (s)			20.0	20.0	10.0	12.0	7.0	10.0	12.0	15.0	34.0	22.0
Minimum Split (s)			28.0	28.0	16.5	24.5	12.0	16.5	24.5	34.5	39.0	28.5
Total Split (s)			29.0	29.0	21.0	50.0	12.0	21.0	50.0	36.0	53.0	48.0
Total Split (%)			18.1%	18.1%	13%	31%	8%	13%	31%	23%	33%	30%
Yellow Time (s)			4.0	4.0	4.5	4.5	4.0	4.5	4.5	4.5	4.0	4.5
All-Red Time (s)			1.0	1.0	2.0	1.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)			0.0	0.0								
Total Lost Time (s)			5.0	5.0								
Lead/Lag			Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode			Max	Max	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 125

Control Type: Pretimed

Splits and Phases: 16: N 21st Avenue & Sheridan Street

#15 #16 Ø1	#15 #16 Ø2 (R)	#15 Ø9	#15 Ø8
21 s	50 s	53 s	36 s
#15 #16 Ø5	#15 #16 Ø6 (R)	#16 Ø3	#16 Ø7
21 s	50 s	12 s	29 s
			48 s

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HCM Signalized Intersection Capacity Analysis
16: N 21st Avenue & Sheridan Street

Existing Conditions
A.M. Peak Hour

Movement	EBT	EBR	WBL	WBT	NBL	NBR
						
Lane Configurations	↑↑			↑↑↑	↑↑	↑
Traffic Volume (vph)	965	0	0	1128	308	76
Future Volume (vph)	965	0	0	1128	308	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5			6.5	5.0	5.0
Lane Util. Factor	0.95			0.91	0.97	1.00
Frpb, 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	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	3539			5085	3433	1583
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	3539			5085	3433	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1038	0	0	1213	331	82
RTOR Reduction (vph)	0	0	0	0	0	70
Lane Group Flow (vph)	1038	0	0	1213	331	12
Confl. Peds. (#/hr)						1
Confl. Bikes (#/hr)						1
Turn Type	NA			NA	Prot	Prot
Protected Phases	6 10 3			1 2 5	7	7
Permitted Phases						
Actuated Green, G (s)	98.5			65.5	24.0	24.0
Effective Green, g (s)	98.5			65.5	24.0	24.0
Actuated g/C Ratio	0.62			0.41	0.15	0.15
Clearance Time (s)					5.0	5.0
Lane Grp Cap (vph)	2178			2081	514	237
v/s Ratio Prot	c0.29			c0.24	c0.10	0.01
v/s Ratio Perm						
v/c Ratio	0.48			0.58	0.64	0.05
Uniform Delay, d1	16.7			36.7	64.0	58.3
Progression Factor	0.22			1.00	1.00	1.00
Incremental Delay, d2	0.2			1.2	6.1	0.4
Delay (s)	3.8			37.9	70.1	58.7
Level of Service	A			D	E	E
Approach Delay (s)	3.8			37.9	67.8	
Approach LOS	A			D	E	
Intersection Summary						
HCM 2000 Control Delay			29.2		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.59			
Actuated Cycle Length (s)			160.0		Sum of lost time (s)	28.5
Intersection Capacity Utilization			54.6%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

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Existing P.M.

Timings

1: Dixie Highway & County Line Road/NE 215th Street

Existing Conditions

P.M. Peak Hour

	→	←	↖	↗	↘	↓	↙				
Lane Group	EBT	WBT	NBL	NBR	SBL	SBT	SBR	Ø4	Ø5	Ø10	Ø11
Lane Configurations	↑↑	↑	↖	↗	↖	↑	↗				
Traffic Volume (vph)	170	349	22	220	186	269	75				
Future Volume (vph)	170	349	22	220	186	269	75				
Turn Type	NA	NA	D.Pm	Perm	custom	NA	custom				
Protected Phases	1	8			3	3 2		4	5	10	11
Permitted Phases			2	2	2		2				
Detector Phase	1	8	2	2	3	3 2	2				
Switch Phase											
Minimum Initial (s)	12.0	13.0	10.0	10.0	6.0		10.0	6.0	37.0	7.0	7.0
Minimum Split (s)	18.0	24.0	24.0	24.0	12.0		24.0	22.5	43.0	13.0	13.0
Total Split (s)	21.0	53.0	40.0	40.0	12.0		40.0	40.0	86.0	13.0	13.0
Total Split (%)	15.1%	38.1%	28.8%	28.8%	8.6%		28.8%	29%	62%	9%	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				
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0				
Lead/Lag	Lead		Lag	Lag	Lead		Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	Max	Max	Max	Max	Max		Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 139

Actuated Cycle Length: 139

Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow

Natural Cycle: 105

Control Type: Pretimed

Splits and Phases: 1: Dixie Highway & County Line Road/NE 215th Street

#1 → Ø1 21 s	#1 ↓ Ø2 (R) 40 s	#1 ↖ Ø3 12 s	#1 ↗ Ø10 13 s	#1 ↗ Ø8 53 s
#2 ↖ Ø5 86 s	#2 ↗ Ø4 40 s			#2 ↗ Ø11 13 s

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HCM Signalized Intersection Capacity Analysis
1: Dixie Highway & County Line Road/NE 215th Street

Existing Conditions
P.M. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	170	13	160	349	0	22	0	220	186	269	75
Future Volume (vph)	0	170	13	160	349	0	22	0	220	186	269	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0		6.0	6.0	6.0	6.0
Lane Util. Factor		0.95			1.00		1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes		1.00			1.00		1.00		1.00	1.00	1.00	0.98
Flpb, ped/bikes		1.00			1.00		1.00		1.00	1.00	1.00	1.00
Frt		0.99			1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00			0.98		0.95		1.00	0.95	1.00	1.00
Satd. Flow (prot)		3494			1834		1768		1583	1770	1863	1548
Flt Permitted		1.00			0.98		0.40		1.00	0.95	1.00	1.00
Satd. Flow (perm)		3494			1834		735		1583	1770	1863	1548
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	177	14	167	364	0	23	0	229	194	280	78
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	0	59
Lane Group Flow (vph)	0	187	0	0	531	0	23	0	229	194	280	19
Confl. Peds. (#/hr)			1	1			1					1
Confl. Bikes (#/hr)						1						
Turn Type		NA		Split	NA		D.Pm		Perm	custom	NA	custom
Protected Phases		1		8	8					3	3 2	
Permitted Phases							2		2	2		2
Actuated Green, G (s)		15.0			47.0		34.0		34.0	40.0	46.0	34.0
Effective Green, g (s)		15.0			47.0		34.0		34.0	40.0	46.0	34.0
Actuated g/C Ratio		0.11			0.34		0.24		0.24	0.29	0.33	0.24
Clearance Time (s)		6.0			6.0		6.0		6.0	6.0		6.0
Lane Grp Cap (vph)		377			620		179		387	585	616	378
v/s Ratio Prot		c0.05			c0.29					0.01	c0.15	
v/s Ratio Perm							0.03		c0.14	0.10		0.01
v/c Ratio		0.49			0.86		0.13		0.59	0.33	0.45	0.05
Uniform Delay, d1		58.4			42.9		40.9		46.4	39.6	36.6	40.2
Progression Factor		1.00			0.19		1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		4.6			7.7		1.5		6.5	1.5	2.4	0.3
Delay (s)		63.0			15.8		42.4		52.9	41.1	39.0	40.4
Level of Service		E			B		D		D	D	D	D
Approach Delay (s)		63.0			15.8			51.9			40.0	
Approach LOS		E			B			D			D	
Intersection Summary												
HCM 2000 Control Delay			36.4		HCM 2000 Level of Service					D		
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			139.0		Sum of lost time (s)					36.0		
Intersection Capacity Utilization			69.2%		ICU Level of Service					C		
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

2: E Dixie Highway/SE 1st Avenue & County Line Road/NE 215th Street

Existing Conditions

P.M. Peak Hour

												
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø3	Ø8	Ø10	Ø11
Lane Configurations												
Traffic Volume (vph)	338	231	305	255	2	216						
Future Volume (vph)	338	231	305	255	2	216						
Turn Type	Prot	Perm	Perm	NA	NA	Perm						
Protected Phases	5			4	4		1	2	3	8	10	11
Permitted Phases		5	4			4						
Detector Phase	5	5	4	4	4	4						
Switch Phase												
Minimum Initial (s)	37.0	37.0	6.0	6.0	6.0	6.0	12.0	10.0	6.0	13.0	7.0	7.0
Minimum Split (s)	43.0	43.0	22.5	22.5	22.5	22.5	18.0	24.0	12.0	24.0	13.0	13.0
Total Split (s)	86.0	86.0	40.0	40.0	40.0	40.0	21.0	40.0	12.0	53.0	13.0	13.0
Total Split (%)	61.9%	61.9%	28.8%	28.8%	28.8%	28.8%	15%	29%	9%	38%	9%	9%
Yellow Time (s)	4.0	4.0	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	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0						
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0						
Lead/Lag			Lead	Lead	Lead	Lead	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 139

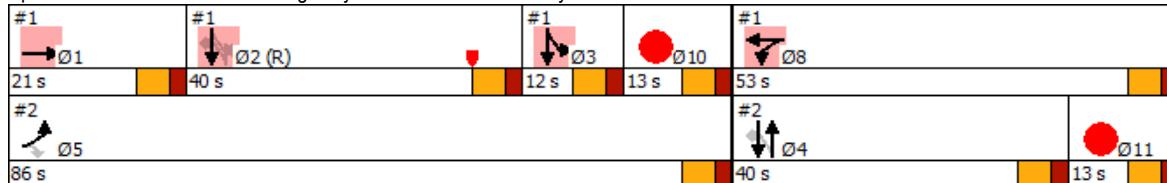
Actuated Cycle Length: 139

Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow

Natural Cycle: 105

Control Type: Pretimed

Splits and Phases: 2: E Dixie Highway/SE 1st Avenue & County Line Road/NE 215th Street



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HCM Signalized Intersection Capacity Analysis
2: E Dixie Highway/SE 1st Avenue & County Line Road/NE 215th Street

Existing Conditions
P.M. Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	338	231	305	255	2	216
Future Volume (vph)	338	231	305	255	2	216
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1550	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.76	1.00	1.00	1.00
Satd. Flow (perm)	1770	1550	1409	1863	1863	1583
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	384	262	347	290	2	245
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	384	263	347	290	2	245
Confl. Peds. (#/hr)		1				
Turn Type	Prot	Perm	Perm	NA	NA	Perm
Protected Phases	5			4	4	
Permitted Phases		5	4			4
Actuated Green, G (s)	80.0	80.0	34.0	34.0	34.0	34.0
Effective Green, g (s)	80.0	80.0	34.0	34.0	34.0	34.0
Actuated g/C Ratio	0.58	0.58	0.24	0.24	0.24	0.24
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Grp Cap (vph)	1018	892	344	455	455	387
v/s Ratio Prot	c0.22			0.16	0.00	
v/s Ratio Perm		0.17	c0.25			0.15
v/c Ratio	0.38	0.29	1.01	0.64	0.00	0.63
Uniform Delay, d1	16.0	15.1	52.5	47.0	39.7	46.9
Progression Factor	0.09	0.07	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	0.8	50.7	6.7	0.0	7.7
Delay (s)	2.5	1.8	103.2	53.7	39.7	54.6
Level of Service	A	A	F	D	D	D
Approach Delay (s)	2.2			80.7	54.5	
Approach LOS	A			F	D	
Intersection Summary						
HCM 2000 Control Delay			43.3		HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.63			
Actuated Cycle Length (s)			139.0		Sum of lost time (s)	36.0
Intersection Capacity Utilization			64.4%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

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Timings

3: Dixie Highway & SW 3rd Street/SE 3rd Street

Existing Conditions

P.M. Peak Hour

	→	↖	←	↗	↓			
Lane Group	EBT	WBL	WBT	SBL	SBT	Ø3	Ø5	Ø7
Lane Configurations	↖	↖	↖	↖	↖↖↖			
Traffic Volume (vph)	108	99	390	123	337			
Future Volume (vph)	108	99	390	123	337			
Turn Type	NA	D.P+P	NA	Split	NA			
Protected Phases	4	2	2 4	6	6	3	5	7
Permitted Phases		4						
Detector Phase	4	2	2 4	6	6			
Switch Phase								
Minimum Initial (s)	6.0	12.0		7.0	7.0	6.0	13.0	6.0
Minimum Split (s)	21.0	22.0		20.0	20.0	24.0	36.0	12.0
Total Split (s)	21.0	47.0		26.0	26.0	26.0	47.0	21.0
Total Split (%)	22.3%	50.0%		27.7%	27.7%	28%	50%	22%
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	0.0			
Total Lost Time (s)	6.0	6.0		6.0	6.0			
Lead/Lag	Lead			Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes			Yes	Yes	Yes		Yes
Recall Mode	None	Min		None	None	None	None	None

Intersection Summary

Cycle Length: 94

Actuated Cycle Length: 66

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Splits and Phases: 3: Dixie Highway & SW 3rd Street/SE 3rd Street

#3 ↖ Ø2 47 s		#3 ↖ Ø4 21 s		#3 ↖ Ø6 26 s	
#4 ↖ Ø7 21 s	#4 ↖ Ø3 26 s	#4 ↖ Ø5 47 s			

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HCM Signalized Intersection Capacity Analysis 3: Dixie Highway & SW 3rd Street/SE 3rd Street

Existing Conditions
P.M. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Traffic Volume (vph)	0	108	28	99	390	0	0	0	0	123	337	16
Future Volume (vph)	0	108	28	99	390	0	0	0	0	123	337	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0					6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00					1.00	0.91	
Frpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Frt		0.97		1.00	1.00					1.00	0.99	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1807		1768	1863					1770	5046	
Flt Permitted		1.00		0.66	1.00					0.95	1.00	
Satd. Flow (perm)		1807		1235	1863					1770	5046	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	117	30	108	424	0	0	0	0	134	366	17
RTOR Reduction (vph)	0	10	0	0	0	0	0	0	0	0	5	0
Lane Group Flow (vph)	0	137	0	108	424	0	0	0	0	134	378	0
Confl. Peds. (#/hr)			1	1								1
Confl. Bikes (#/hr)												1
Turn Type		NA		D.P+P	NA					Split	NA	
Protected Phases		4		2	2 4					6	6	
Permitted Phases				4								
Actuated Green, G (s)		9.8		24.8	30.8					23.2	23.2	
Effective Green, g (s)		9.8		24.8	30.8					23.2	23.2	
Actuated g/C Ratio		0.15		0.38	0.47					0.35	0.35	
Clearance Time (s)		6.0		6.0						6.0	6.0	
Vehicle Extension (s)		2.0		2.0						2.5	2.5	
Lane Grp Cap (vph)		268		585	869					622	1773	
v/s Ratio Prot		0.08		0.04	c0.23					c0.08	0.07	
v/s Ratio Perm				0.03								
v/c Ratio		0.51		0.18	0.49					0.22	0.21	
Uniform Delay, d1		25.9		13.7	12.2					15.0	15.0	
Progression Factor		1.00		0.68	0.68					1.00	1.00	
Incremental Delay, d2		0.7		0.0	0.1					0.1	0.0	
Delay (s)		26.6		9.4	8.3					15.1	15.0	
Level of Service		C		A	A					B	B	
Approach Delay (s)		26.6			8.5			0.0			15.1	
Approach LOS		C			A			A			B	
Intersection Summary												
HCM 2000 Control Delay			13.6			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.42									
Actuated Cycle Length (s)			66.0			Sum of lost time (s)				18.0		
Intersection Capacity Utilization			39.6%			ICU Level of Service				A		
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

4: SE 1st Avenue & SE 3rd Street

Existing Conditions

P.M. Peak Hour

								
Lane Group	EBL	EBT	WBT	WBR	NBT	Ø2	Ø4	Ø6
Lane Configurations								
Traffic Volume (vph)	23	208	275	137	455			
Future Volume (vph)	23	208	275	137	455			
Turn Type	D.P+P	NA	NA	Perm	NA			
Protected Phases	5	5 7	7		3	2	4	6
Permitted Phases	7			7				
Detector Phase	5	5 7	7	7	3			
Switch Phase								
Minimum Initial (s)	13.0		6.0	6.0	6.0	12.0	6.0	7.0
Minimum Split (s)	36.0		12.0	12.0	24.0	22.0	21.0	20.0
Total Split (s)	47.0		21.0	21.0	26.0	47.0	21.0	26.0
Total Split (%)	50.0%		22.3%	22.3%	27.7%	50%	22%	28%
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	Lead	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes		Yes	Yes
Recall Mode	None		None	None	None	Min	None	None

Intersection Summary

Cycle Length: 94

Actuated Cycle Length: 66

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Splits and Phases: 4: SE 1st Avenue & SE 3rd Street

#3 	#3 	#3 
Ø2	Ø4	Ø6
47 s	21 s	26 s
#4 	#4 	#4 
Ø7	Ø3	Ø5
21 s	26 s	47 s

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HCM Signalized Intersection Capacity Analysis 4: SE 1st Avenue & SE 3rd Street

Existing Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	208	0	0	275	137	214	455	48	0	0	0
Future Volume (vph)	23	208	0	0	275	137	214	455	48	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			1.00	1.00		0.95				
Frpb, ped/bikes		1.00			1.00	0.99		1.00				
Flpb, ped/bikes		1.00			1.00	1.00		1.00				
Frt		1.00			1.00	0.85		0.99				
Flt Protected		1.00			1.00	1.00		0.99				
Satd. Flow (prot)		1853			1863	1562		3447				
Flt Permitted		0.98			1.00	1.00		0.99				
Satd. Flow (perm)		1818			1863	1562		3447				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	226	0	0	299	149	233	495	52	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	115	0	5	0	0	0	0
Lane Group Flow (vph)	0	251	0	0	299	34	0	775	0	0	0	0
Confl. Peds. (#/hr)	1					1						
Confl. Bikes (#/hr)									2			
Turn Type	D.P+P	NA			NA	Perm	Split	NA				
Protected Phases	5	5 7			7		3	3				
Permitted Phases	7					7						
Actuated Green, G (s)		28.0			15.0	15.0		20.0				
Effective Green, g (s)		28.0			15.0	15.0		20.0				
Actuated g/C Ratio		0.42			0.23	0.23		0.30				
Clearance Time (s)					6.0	6.0		6.0				
Vehicle Extension (s)					2.0	2.0		2.5				
Lane Grp Cap (vph)		778			423	355		1044				
v/s Ratio Prot		c0.06			c0.16			c0.22				
v/s Ratio Perm		0.07				0.02						
v/c Ratio		0.32			0.71	0.10		0.74				
Uniform Delay, d1		12.7			23.5	20.1		20.7				
Progression Factor		1.38			1.00	1.00		1.00				
Incremental Delay, d2		0.1			4.4	0.0		2.7				
Delay (s)		17.6			27.8	20.2		23.4				
Level of Service		B			C	C		C				
Approach Delay (s)		17.6			25.3			23.4			0.0	
Approach LOS		B			C			C			A	
Intersection Summary												
HCM 2000 Control Delay		23.0			HCM 2000 Level of Service				C			
HCM 2000 Volume to Capacity ratio		0.62										
Actuated Cycle Length (s)		66.0			Sum of lost time (s)				18.0			
Intersection Capacity Utilization		60.5%			ICU Level of Service				B			
Analysis Period (min)		15										
c Critical Lane Group												

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Timings

5: Dixie Highway & Hallandale Beach Boulevard

Existing Conditions

P.M. Peak Hour

	→	←	↓			
Lane Group	EBT	WBT	SBT	Ø3	Ø6	Ø9
Lane Configurations	↑↑↑	↑↑↑	↑↑↑			
Traffic Volume (vph)	1572	1723	295			
Future Volume (vph)	1572	1723	295			
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	16.0	6.0
Minimum Split (s)	31.5		39.0	37.0	41.5	12.5
Total Split (s)	73.0		38.0	49.0	111.0	49.0
Total Split (%)	45.6%		23.8%	31%	69%	31%
Yellow Time (s)	4.5		4.0	4.0	4.5	4.0
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-Max		None	None	C-Max	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 131 (82%), Referenced to phase 2:EBWB and 6:, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Splits and Phases: 5: Dixie Highway & Hallandale Beach Boulevard

#5 ← Ø1	#5 #6 ← Ø2 (R)	#5 ← Ø9
38 s	73 s	49 s
#6 → Ø6 (R)		#6 ↑ Ø3
111 s		49 s

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HCM Signalized Intersection Capacity Analysis
5: Dixie Highway & Hallandale Beach Boulevard

Existing Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
												
Lane Configurations												
Traffic Volume (vph)	0	1572	93	0	1723	0	0	0	0	141	295	39
Future Volume (vph)	0	1572	93	0	1723	0	0	0	0	141	295	39
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	
Frpb, 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)		5036			5085						6227	
Flt Permitted		1.00			1.00						0.99	
Satd. Flow (perm)		5036			5085						6227	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1655	98	0	1814	0	0	0	0	148	311	41
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	10	0
Lane Group Flow (vph)	0	1750	0	0	1814	0	0	0	0	0	490	0
Confl. Peds. (#/hr)			6	6								3
Confl. Bikes (#/hr)			5			7						1
Turn Type		NA			NA					Split	NA	
Protected Phases		2			2					1	1	
Permitted Phases												
Actuated Green, G (s)		94.5			132.7						15.3	
Effective Green, g (s)		94.5			132.7						15.3	
Actuated g/C Ratio		0.59			0.83						0.10	
Clearance Time (s)		6.5									6.0	
Vehicle Extension (s)		3.0									0.2	
Lane Grp Cap (vph)		2974			4217						595	
v/s Ratio Prot		c0.35			c0.36						c0.08	
v/s Ratio Perm												
v/c Ratio		0.59			0.43						0.82	
Uniform Delay, d1		20.5			3.6						71.0	
Progression Factor		1.00			0.03						0.92	
Incremental Delay, d2		0.9			0.0						7.6	
Delay (s)		21.4			0.1						73.2	
Level of Service		C			A						E	
Approach Delay (s)		21.4			0.1			0.0			73.2	
Approach LOS		C			A			A			E	
Intersection Summary												
HCM 2000 Control Delay			18.3			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			160.0			Sum of lost time (s)				18.5		
Intersection Capacity Utilization			60.4%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

6: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard

Existing Conditions

P.M. Peak Hour

	→	←	↖	↑	↗		
Lane Group	EBT	WBT	NBL	NBT	NBR	Ø1	Ø9
Lane Configurations	↑↑↑	↑↑↑	↖	↑	↗		
Traffic Volume (vph)	1713	1454	268	316	87		
Future Volume (vph)	1713	1454	268	316	87		
Turn Type	NA	NA	Perm	NA	Perm		
Protected Phases	6	2		3		1	9
Permitted Phases			3		3		
Detector Phase	6	2	3	3	3		
Switch Phase							
Minimum Initial (s)	16.0	10.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	41.5	31.5	37.0	37.0	37.0	39.0	12.5
Total Split (s)	111.0	73.0	49.0	49.0	49.0	38.0	49.0
Total Split (%)	69.4%	45.6%	30.6%	30.6%	30.6%	24%	31%
Yellow Time (s)	4.5	4.5	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	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-Max	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 131 (82%), Referenced to phase 2:EBWB and 6:, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Splits and Phases: 6: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard

#5 ↖ Ø1	#5 #6 ↖ Ø2 (R)	#5 ← Ø9
38 s	73 s	49 s
#6 → Ø6 (R)		#6 ↑ Ø3
111 s		49 s

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HCM Signalized Intersection Capacity Analysis

6: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard

Existing Conditions

P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑		↑	↑	↑			
Traffic Volume (vph)	0	1713	0	0	1454	70	268	316	87	0	0	0
Future Volume (vph)	0	1713	0	0	1454	70	268	316	87	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			
Frpb, ped/bikes		1.00			1.00		1.00	1.00	0.99			
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00			
Frt		1.00			0.99		1.00	1.00	0.85			
Flt Protected		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)		5085			5045		1770	1863	1562			
Flt Permitted		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)		5085			5045		1770	1863	1562			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1803	0	0	1531	74	282	333	92	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	52	0	0	0
Lane Group Flow (vph)	0	1803	0	0	1603	0	282	333	40	0	0	0
Confl. Peds. (#/hr)						4			1			
Confl. Bikes (#/hr)						7						
Turn Type		NA			NA		Perm	NA	Perm			
Protected Phases		6			2			3				
Permitted Phases							3		3			
Actuated Green, G (s)		115.8			94.5		31.7	31.7	31.7			
Effective Green, g (s)		115.8			94.5		31.7	31.7	31.7			
Actuated g/C Ratio		0.72			0.59		0.20	0.20	0.20			
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)		3680			2979		350	369	309			
v/s Ratio Prot		c0.35			c0.32			c0.18				
v/s Ratio Perm							0.16		0.03			
v/c Ratio		0.49			0.54		0.81	0.90	0.13			
Uniform Delay, d1		9.5			19.7		61.2	62.6	52.8			
Progression Factor		0.11			1.00		1.00	1.00	1.00			
Incremental Delay, d2		0.4			0.7		12.0	23.9	0.1			
Delay (s)		1.5			20.4		73.2	86.6	52.9			
Level of Service		A			C		E	F	D			
Approach Delay (s)		1.5			20.4			76.9			0.0	
Approach LOS		A			C			E			A	
Intersection Summary												
HCM 2000 Control Delay		21.8					HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio		0.63										
Actuated Cycle Length (s)		160.0					Sum of lost time (s)		18.5			
Intersection Capacity Utilization		60.4%					ICU Level of Service		B			
Analysis Period (min)		15										
c Critical Lane Group												

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Timings

7: Dixie Highway & Pembroke Road

Existing Conditions

P.M. Peak Hour

	→	←	↘	↓				
Lane Group	EBT	WBT	SBL	SBT	Ø2	Ø3	Ø5	Ø7
Lane Configurations	↑↑↑	↑↑	↘	↑↑↑				
Traffic Volume (vph)	826	1070	130	295				
Future Volume (vph)	826	1070	130	295				
Turn Type	NA	NA	Perm	NA				
Protected Phases	4	4 2		6	2	3	5	7
Permitted Phases			6					
Detector Phase	4	4 2	6	6				
Switch Phase								
Minimum Initial (s)	7.0		5.0	5.0	12.0	5.0	7.0	12.0
Minimum Split (s)	32.5		32.5	32.5	28.0	32.0	28.0	28.5
Total Split (s)	47.0		33.0	33.0	80.0	33.0	47.0	80.0
Total Split (%)	29.4%		20.6%	20.6%	50%	21%	29%	50%
Yellow Time (s)	4.0		4.5	4.5	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				
Total Lost Time (s)	6.0		6.5	6.5				
Lead/Lag	Lead		Lag	Lag		Lag	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None		None	None	C-Max	None	None	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 140 (88%), Referenced to phase 2:WBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Splits and Phases: 7: Dixie Highway & Pembroke Road

#7 ↘ Ø2 (R) 80 s		#7 ↘ Ø4 47 s		#7 ↓ Ø6 33 s
#8 ↘ Ø5 47 s	#8 ↘ Ø3 33 s	#8 ↘ Ø7 80 s		

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HCM Signalized Intersection Capacity Analysis 7: Dixie Highway & Pembroke Road

Existing Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
												
Lane Configurations												
Traffic Volume (vph)	0	826	33	50	1070	0	0	0	0	130	295	143
Future Volume (vph)	0	826	33	50	1070	0	0	0	0	130	295	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0					6.5	6.5	
Lane Util. Factor		0.91			0.95					0.86	0.86	
Frpb, 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	0.95	
Flt Protected		1.00			1.00					0.95	1.00	
Satd. Flow (prot)		5051			3531					1522	4546	
Flt Permitted		1.00			0.84					0.95	1.00	
Satd. Flow (perm)		5051			2974					1522	4546	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	898	36	54	1163	0	0	0	0	141	321	155
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	54	0
Lane Group Flow (vph)	0	931	0	0	1217	0	0	0	0	127	436	0
Confl. Peds. (#/hr)			2	2								1
Confl. Bikes (#/hr)			10									2
Turn Type		NA		Prot	NA					Perm	NA	
Protected Phases		4		2	4 2						6	
Permitted Phases										6		
Actuated Green, G (s)		41.0			120.8					20.7	20.7	
Effective Green, g (s)		41.0			120.8					20.7	20.7	
Actuated g/C Ratio		0.26			0.75					0.13	0.13	
Clearance Time (s)		6.0								6.5	6.5	
Vehicle Extension (s)		3.0								2.5	2.5	
Lane Grp Cap (vph)		1294			2523					196	588	
v/s Ratio Prot		c0.18			c0.24							
v/s Ratio Perm					0.12					0.08	0.10	
v/c Ratio		0.72			0.48					0.65	0.74	
Uniform Delay, d1		54.3			7.6					66.2	67.1	
Progression Factor		1.00			0.15					1.00	1.00	
Incremental Delay, d2		1.9			0.0					6.4	4.8	
Delay (s)		56.2			1.2					72.6	71.8	
Level of Service		E			A					E	E	
Approach Delay (s)		56.2			1.2			0.0			72.0	
Approach LOS		E			A			A			E	
Intersection Summary												
HCM 2000 Control Delay			35.5			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			160.0			Sum of lost time (s)				24.5		
Intersection Capacity Utilization			72.4%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

8: NE 1st Avenue/S 21st Avenue & Pembroke Road

Existing Conditions

P.M. Peak Hour

							
Lane Group	EBL	EBT	WBT	NBT	Ø2	Ø4	Ø6
Lane Configurations							
Traffic Volume (vph)	103	853	916	249			
Future Volume (vph)	103	853	916	249			
Turn Type	D,P+P	NA	NA	NA			
Protected Phases	7	7 5	5	3	2	4	6
Permitted Phases	5						
Detector Phase	7	7 5	5	3			
Switch Phase							
Minimum Initial (s)	12.0		7.0	5.0	12.0	7.0	5.0
Minimum Split (s)	28.5		28.0	32.0	28.0	32.5	32.5
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)	4.5		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
Lost Time Adjust (s)	0.0		0.0	0.0			
Total Lost Time (s)	6.5		6.0	6.0			
Lead/Lag			Lead	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes
Recall Mode	None		None	None	C-Max	None	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 140 (88%), Referenced to phase 2:WBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Splits and Phases: 8: NE 1st Avenue/S 21st Avenue & Pembroke Road

#7  Ø2 (R) 80 s	#7  Ø4 47 s	#7  Ø6 33 s
#8  Ø5 47 s	#8  Ø3 33 s	#8  Ø7 80 s

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HCM Signalized Intersection Capacity Analysis
8: NE 1st Avenue/S 21st Avenue & Pembroke Road

Existing Conditions
P.M. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	853	0	0	916	18	204	249	30	0	0	0
Future Volume (vph)	103	853	0	0	916	18	204	249	30	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				
Lane Util. Factor	1.00	0.95			0.95			0.95				
Frpb, 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			3526			3430				
Flt Permitted	0.09	1.00			1.00			0.98				
Satd. Flow (perm)	159	3539			3526			3430				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	112	927	0	0	996	20	222	271	33	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	3	0	0	0	0
Lane Group Flow (vph)	112	927	0	0	1015	0	0	523	0	0	0	0
Confl. Peds. (#/hr)	13					13			1			
Confl. Bikes (#/hr)						2			2			
Turn Type	D.P+P	NA			NA		Split	NA				
Protected Phases	7	7 5			5		3	3				
Permitted Phases	5											
Actuated Green, G (s)	114.5	121.0			46.8			27.0				
Effective Green, g (s)	114.5	121.0			46.8			27.0				
Actuated g/C Ratio	0.72	0.76			0.29			0.17				
Clearance Time (s)	6.5				6.0			6.0				
Vehicle Extension (s)	3.0				3.0			2.5				
Lane Grp Cap (vph)	795	2676			1031			578				
v/s Ratio Prot	0.06	c0.26			c0.29			c0.15				
v/s Ratio Perm	0.04											
v/c Ratio	0.14	0.35			0.98			0.90				
Uniform Delay, d1	12.8	6.4			56.2			65.2				
Progression Factor	0.00	0.40			1.00			0.90				
Incremental Delay, d2	0.1	0.1			24.2			15.9				
Delay (s)	0.1	2.6			80.4			74.5				
Level of Service	A	A			F			E				
Approach Delay (s)		2.3			80.4			74.5			0.0	
Approach LOS		A			F			E			A	
Intersection Summary												
HCM 2000 Control Delay		47.8			HCM 2000 Level of Service			D				
HCM 2000 Volume to Capacity ratio		0.70										
Actuated Cycle Length (s)		160.0			Sum of lost time (s)			24.5				
Intersection Capacity Utilization		65.4%			ICU Level of Service			C				
Analysis Period (min)		15										
c Critical Lane Group												

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Timings

9: Dixie Highway & Hollywood Boulevard

Existing Conditions

P.M. Peak Hour

	→	↘	↙	←	↘	↓	↙			
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR	Ø3	Ø5	Ø7
Lane Configurations	↑↑	↑	↘	↑	↘	↑↑	↑			
Traffic Volume (vph)	316	67	43	349	58	405	103			
Future Volume (vph)	316	67	43	349	58	405	103			
Turn Type	NA	Perm	D.P+P	NA	Split	NA	Prot			
Protected Phases	4		2	2 4	6	6	6	3	5	7
Permitted Phases		4	4							
Detector Phase	4	4	2	2 4	6	6	6			
Switch Phase										
Minimum Initial (s)	10.0	10.0	8.0		4.0	4.0	4.0	4.0	14.0	4.0
Minimum Split (s)	15.0	15.0	25.0		26.0	26.0	26.0	26.0	24.0	24.0
Total Split (s)	35.0	35.0	61.0		26.0	26.0	26.0	26.0	61.0	35.0
Total Split (%)	28.7%	28.7%	50.0%		21.3%	21.3%	21.3%	21%	50%	29%
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)	1.0	1.0	2.0		2.0	2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0			
Total Lost Time (s)	5.0	5.0	6.0		6.0	6.0	6.0			
Lead/Lag	Lead	Lead			Lag	Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes	Yes		Yes
Recall Mode	Min	Min	None		None	None	None	None	None	None

Intersection Summary

Cycle Length: 122

Actuated Cycle Length: 55.6

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Splits and Phases: 9: Dixie Highway & Hollywood Boulevard

#9 ↘ Ø2 61 s		#9 ↘ Ø4 35 s		#9 ↘ Ø6 26 s
#10 ↘ Ø7 35 s	#10 ↘ Ø3 26 s	#10 ↘ Ø5 61 s		

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HCM Signalized Intersection Capacity Analysis
9: Dixie Highway & Hollywood Boulevard

Existing Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑					↑	↑↑	↑
Traffic Volume (vph)	0	316	67	43	349	0	0	0	0	58	405	103
Future Volume (vph)	0	316	67	43	349	0	0	0	0	58	405	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	6.0	6.0					6.0	6.0	6.0
Lane Util. Factor		0.95	1.00	1.00	1.00					1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.96	1.00	1.00					1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	1.00
Satd. Flow (prot)		3539	1522	1761	1863					1770	3539	1583
Flt Permitted		1.00	1.00	0.55	1.00					0.95	1.00	1.00
Satd. Flow (perm)		3539	1522	1014	1863					1770	3539	1583
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	340	72	46	375	0	0	0	0	62	435	111
RTOR Reduction (vph)	0	0	56	0	0	0	0	0	0	0	0	84
Lane Group Flow (vph)	0	340	16	46	375	0	0	0	0	62	435	27
Confl. Peds. (#/hr)			17	17								10
Confl. Bikes (#/hr)			4									
Turn Type		NA	Perm	D.P+P	NA					Split	NA	Prot
Protected Phases		4		2	2 4					6	6	6
Permitted Phases			4	4								
Actuated Green, G (s)		12.0	12.0	24.7	30.7					13.5	13.5	13.5
Effective Green, g (s)		12.0	12.0	24.7	30.7					13.5	13.5	13.5
Actuated g/C Ratio		0.22	0.22	0.45	0.56					0.24	0.24	0.24
Clearance Time (s)		5.0	5.0	6.0						6.0	6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0						2.0	2.0	2.0
Lane Grp Cap (vph)		769	330	625	1036					432	865	387
v/s Ratio Prot		c0.10		0.02	c0.20					0.04	c0.12	0.02
v/s Ratio Perm			0.01	0.02								
v/c Ratio		0.44	0.05	0.07	0.36					0.14	0.50	0.07
Uniform Delay, d1		18.7	17.1	8.7	6.8					16.3	18.0	16.0
Progression Factor		1.00	1.00	0.12	0.14					1.00	1.00	1.00
Incremental Delay, d2		0.1	0.0	0.0	0.1					0.1	0.2	0.0
Delay (s)		18.9	17.1	1.1	1.0					16.4	18.1	16.1
Level of Service		B	B	A	A					B	B	B
Approach Delay (s)		18.5			1.0			0.0			17.6	
Approach LOS		B			A			A			B	
Intersection Summary												
HCM 2000 Control Delay			13.0			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			55.2			Sum of lost time (s)				17.0		
Intersection Capacity Utilization			57.1%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

10: S 21st Avenue/N 21st Avenue & Hollywood Boulevard

Existing Conditions

P.M. Peak Hour

									
Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	Ø2	Ø4	Ø6
Lane Configurations									
Traffic Volume (vph)	121	253	226	166	388	49			
Future Volume (vph)	121	253	226	166	388	49			
Turn Type	D.P+P	NA	NA	Split	NA	Perm			
Protected Phases	5	5 7	7	3	3		2	4	6
Permitted Phases	7					3			
Detector Phase	5	5 7	7	3	3	3			
Switch Phase									
Minimum Initial (s)	14.0		4.0	4.0	4.0	4.0	8.0	10.0	4.0
Minimum Split (s)	24.0		24.0	26.0	26.0	26.0	25.0	15.0	26.0
Total Split (s)	61.0		35.0	26.0	26.0	26.0	61.0	35.0	26.0
Total Split (%)	50.0%		28.7%	21.3%	21.3%	21.3%	50%	29%	21%
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		1.0	2.0	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0		5.0	6.0	6.0	6.0			
Lead/Lag			Lead	Lag	Lag	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None		None	None	None	None	None	Min	None

Intersection Summary

Cycle Length: 122

Actuated Cycle Length: 55.6

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Splits and Phases: 10: S 21st Avenue/N 21st Avenue & Hollywood Boulevard

#9  Ø2	#9  Ø4	#9  Ø6
61 s	35 s	26 s
#10  Ø7	#10  Ø3	#10  Ø5
35 s	26 s	61 s

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HCM Signalized Intersection Capacity Analysis
10: S 21st Avenue/N 21st Avenue & Hollywood Boulevard

Existing Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	253	0	0	226	39	166	388	49	0	0	0
Future Volume (vph)	121	253	0	0	226	39	166	388	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			5.0		6.0	6.0	6.0			
Lane Util. Factor	1.00	1.00			0.95		1.00	0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	0.96			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			0.98		1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1763	1863			3448		1770	3539	1520			
Flt Permitted	0.58	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)	1071	1863			3448		1770	3539	1520			
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)	130	272	0	0	243	42	178	417	53	0	0	0
RTOR Reduction (vph)	0	0	0	0	12	0	0	0	41	0	0	0
Lane Group Flow (vph)	130	272	0	0	273	0	178	417	12	0	0	0
Confl. Peds. (#/hr)	12					12			11			
Confl. Bikes (#/hr)						2			3			
Turn Type	D.P+P	NA			NA		Split	NA	Perm			
Protected Phases	5	5 7			7		3	3				
Permitted Phases	7								3			
Actuated Green, G (s)	25.9	31.9			10.4		12.3	12.3	12.3			
Effective Green, g (s)	25.9	31.9			10.4		12.3	12.3	12.3			
Actuated g/C Ratio	0.47	0.58			0.19		0.22	0.22	0.22			
Clearance Time (s)	6.0				5.0		6.0	6.0	6.0			
Vehicle Extension (s)	2.0				2.0		2.0	2.0	2.0			
Lane Grp Cap (vph)	696	1076			649		394	788	338			
v/s Ratio Prot	0.05	c0.15			c0.08		0.10	c0.12				
v/s Ratio Perm	0.04								0.01			
v/c Ratio	0.19	0.25			0.42		0.45	0.53	0.03			
Uniform Delay, d1	8.4	5.8			19.7		18.5	18.9	16.8			
Progression Factor	1.69	1.86			1.00		1.00	1.00	1.00			
Incremental Delay, d2	0.0	0.0			0.2		0.3	0.3	0.0			
Delay (s)	14.2	10.8			19.9		18.8	19.2	16.8			
Level of Service	B	B			B		B	B	B			
Approach Delay (s)		11.9			19.9			18.9			0.0	
Approach LOS		B			B			B			A	
Intersection Summary												
HCM 2000 Control Delay		17.0			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.41										
Actuated Cycle Length (s)		55.2			Sum of lost time (s)			17.0				
Intersection Capacity Utilization		57.1%			ICU Level of Service			B				
Analysis Period (min)		15										
c Critical Lane Group												

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Timings
11: Dixie Highway & Tyler Street

Existing Conditions
P.M. Peak Hour

	←	←	↓	↘					
Lane Group	WBL	WBT	SBT	SBR	Ø1	Ø3	Ø4	Ø5	Ø6
Lane Configurations	↘	↑↑	↑↑	↘					
Traffic Volume (vph)	129	496	472	19					
Future Volume (vph)	129	496	472	19					
Turn Type	Prot	NA	NA	Perm					
Protected Phases	1 3	1 5	2		1	3	4	5	6
Permitted Phases				2					
Detector Phase	1 3	1 5	2	2					
Switch Phase									
Minimum Initial (s)			15.0	15.0	3.0	6.0	5.0	11.0	18.0
Minimum Split (s)			39.0	39.0	9.0	34.0	11.0	34.0	39.0
Total Split (s)			40.0	40.0	9.0	36.0	15.0	51.0	49.0
Total Split (%)			40.0%	40.0%	9%	36%	15%	51%	49%
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					
Total Lost Time (s)			6.0	6.0					
Lead/Lag			Lag	Lag	Lead	Lead	Lag		
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes		
Recall Mode			C-Max	C-Max	None	None	None	None	C-Max

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 47 (47%), Referenced to phase 2:SBT and 6:, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Splits and Phases: 11: Dixie Highway & Tyler Street

#11 ↘ Ø1 9 s	#11 ↓ Ø2 (R) 40 s	#11 #12 ↘ Ø3 36 s	#12 ↘ Ø4 15 s
#12 ↑ Ø6 (R) 49 s	#11 ← Ø5 51 s		

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HCM Signalized Intersection Capacity Analysis 11: Dixie Highway & Tyler Street

Existing Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	129	496	0	0	0	0	0	472	19
Future Volume (vph)	0	0	0	129	496	0	0	0	0	0	472	19
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	1.00
Frpb, ped/bikes				1.00	1.00						1.00	0.99
Flpb, ped/bikes				1.00	1.00						1.00	1.00
Frt				1.00	1.00						1.00	0.85
Flt Protected				0.95	1.00						1.00	1.00
Satd. Flow (prot)				1770	3539						3539	1563
Flt Permitted				0.95	1.00						1.00	1.00
Satd. Flow (perm)				1770	3539						3539	1563
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	142	545	0	0	0	0	0	519	21
RTOR Reduction (vph)	0	0	0	108	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	34	545	0	0	0	0	0	519	21
Confl. Peds. (#/hr)				3								1
Turn Type				Prot	NA						NA	Perm
Protected Phases				1 3	1 5						2	
Permitted Phases												2
Actuated Green, G (s)				23.8	38.8						49.2	49.2
Effective Green, g (s)				23.8	38.8						49.2	49.2
Actuated g/C Ratio				0.24	0.39						0.49	0.49
Clearance Time (s)											6.0	6.0
Vehicle Extension (s)											3.0	3.0
Lane Grp Cap (vph)				421	1373						1741	768
v/s Ratio Prot				0.02	c0.15						c0.15	
v/s Ratio Perm												0.01
v/c Ratio				0.08	0.40						0.30	0.03
Uniform Delay, d1				29.6	22.1						15.1	13.1
Progression Factor				0.00	0.08						1.84	1.85
Incremental Delay, d2				0.0	0.1						0.4	0.1
Delay (s)				0.2	1.8						28.3	24.2
Level of Service				A	A						C	C
Approach Delay (s)		0.0			1.5			0.0			28.1	
Approach LOS		A			A			A			C	
Intersection Summary												
HCM 2000 Control Delay			13.2			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.40									
Actuated Cycle Length (s)			100.0						24.0			
Intersection Capacity Utilization			51.2%						A			
Analysis Period (min)			15									
c Critical Lane Group												

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Timings
12: N 21st Avenue & Tyler Street

Existing Conditions
P.M. Peak Hour

	←	↙	↑			
Lane Group	WBT	NBL	NBT	Ø1	Ø2	Ø5
Lane Configurations	↑↑↑	↑	↑↑			
Traffic Volume (vph)	591	34	432			
Future Volume (vph)	591	34	432			
Turn Type	NA	Prot	NA			
Protected Phases	3	4	6	1	2	5
Permitted Phases						
Detector Phase	3	4	6			
Switch Phase						
Minimum Initial (s)	6.0	5.0	18.0	3.0	15.0	11.0
Minimum Split (s)	34.0	11.0	39.0	9.0	39.0	34.0
Total Split (s)	36.0	15.0	49.0	9.0	40.0	51.0
Total Split (%)	36.0%	15.0%	49.0%	9%	40%	51%
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	None	None	C-Max	None	C-Max	None

Intersection Summary

Cycle Length: 100

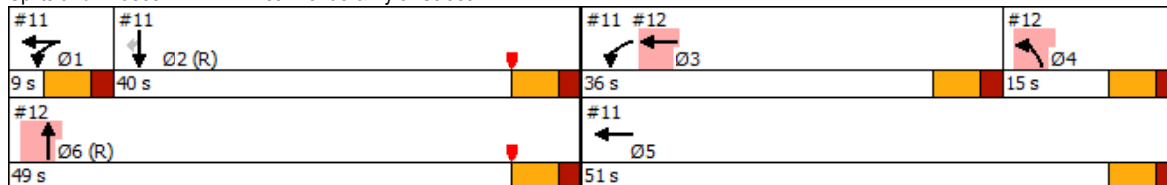
Actuated Cycle Length: 100

Offset: 47 (47%), Referenced to phase 2:SBT and 6:, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Splits and Phases: 12: N 21st Avenue & Tyler Street



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HCM Signalized Intersection Capacity Analysis 12: N 21st Avenue & Tyler Street

Existing Conditions
P.M. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					  			 				
Traffic Volume (vph)	0	0	0	0	591	60	34	432	0	0	0	0
Future Volume (vph)	0	0	0	0	591	60	34	432	0	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					0.91		1.00	0.95				
Frpb, ped/bikes					1.00		1.00	1.00				
Flpb, ped/bikes					1.00		1.00	1.00				
Frt					0.99		1.00	1.00				
Flt Protected					1.00		0.95	1.00				
Satd. Flow (prot)					5008		1770	3539				
Flt Permitted					1.00		0.95	1.00				
Satd. Flow (perm)					5008		1770	3539				
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	0	649	66	37	475	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	14	0	36	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	701	0	1	475	0	0	0	0
Confl. Bikes (#/hr)						2						
Turn Type					NA		Prot	NA				
Protected Phases					3		4	6				
Permitted Phases												
Actuated Green, G (s)					20.1		3.0	58.9				
Effective Green, g (s)					20.1		3.0	58.9				
Actuated g/C Ratio					0.20		0.03	0.59				
Clearance Time (s)					6.0		6.0	6.0				
Vehicle Extension (s)					2.0		1.5	0.2				
Lane Grp Cap (vph)					1006		53	2084				
v/s Ratio Prot					c0.14		c0.00	c0.13				
v/s Ratio Perm												
v/c Ratio					0.70		0.02	0.23				
Uniform Delay, d1					37.1		47.1	9.8				
Progression Factor					1.00		1.00	1.00				
Incremental Delay, d2					1.7		0.1	0.3				
Delay (s)					38.8		47.1	10.0				
Level of Service					D		D	B				
Approach Delay (s)		0.0			38.8			12.7			0.0	
Approach LOS		A			D			B			A	
Intersection Summary												
HCM 2000 Control Delay			27.9									
HCM 2000 Volume to Capacity ratio			0.36									
Actuated Cycle Length (s)			100.0									
Intersection Capacity Utilization			51.2%									
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

13: Dixie Highway & Johnson Street

Existing Conditions

P.M. Peak Hour

	→	↖	←	↙	↓					
Lane Group	EBT	WBL	WBT	SBL	SBT	Ø1	Ø3	Ø5	Ø6	Ø7
Lane Configurations	↑↑	↑	↑	↑	↑↑↑					
Traffic Volume (vph)	360	54	478	111	373					
Future Volume (vph)	360	54	478	111	373					
Turn Type	NA	D.P+P	NA	Split	NA					
Protected Phases	4	2	2 4	1 6	1 6	1	3	5	6	7
Permitted Phases		4								
Detector Phase	4	2	2 4	1 6	1 6					
Switch Phase										
Minimum Initial (s)	7.0	13.0				1.0	8.0	6.0	6.0	7.0
Minimum Split (s)	28.5	26.0				6.5	24.5	25.0	17.0	26.0
Total Split (s)	33.0	42.0				8.0	25.0	25.0	17.0	33.0
Total Split (%)	33.0%	42.0%				8%	25%	25%	17%	33%
Yellow Time (s)	4.0	4.0				4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0				1.5	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0								
Total Lost Time (s)	5.0	5.0								
Lead/Lag		Lag				Lead	Lag			Lead
Lead-Lag Optimize?		Yes				Yes	Yes			Yes
Recall Mode	Max	Max				Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 48 (48%), Referenced to phase 7:EBWB, Start of Yellow

Natural Cycle: 95

Control Type: Pretimed

Splits and Phases: 13: Dixie Highway & Johnson Street

#13 Ø1	#13 Ø2	#13 Ø4	#13 #14 Ø6
8 s	42 s	33 s	17 s
#14 Ø7 (R)	#14 Ø3	#14 Ø5	
33 s	25 s	25 s	

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HCM Signalized Intersection Capacity Analysis 13: Dixie Highway & Johnson Street

Existing Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑					↑	↑↑↑	
Traffic Volume (vph)	0	360	45	54	478	0	0	0	0	111	373	65
Future Volume (vph)	0	360	45	54	478	0	0	0	0	111	373	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0					5.5	5.5	
Lane Util. Factor		0.95		1.00	1.00					1.00	0.91	
Frpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Frt		0.98		1.00	1.00					1.00	0.98	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		3474		1769	1863					1770	4953	
Flt Permitted		1.00		0.38	1.00					0.95	1.00	
Satd. Flow (perm)		3474		715	1863					1770	4953	
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)	0	404	51	61	537	0	0	0	0	125	419	73
RTOR Reduction (vph)	0	10	0	0	0	0	0	0	0	0	27	0
Lane Group Flow (vph)	0	445	0	61	537	0	0	0	0	125	465	0
Confl. Peds. (#/hr)			2	2								1
Confl. Bikes (#/hr)			1									1
Turn Type		NA		D.P+P	NA					Split	NA	
Protected Phases		4		2	2 4					1 6	1 6	
Permitted Phases				4								
Actuated Green, G (s)		28.0		65.0	70.0					19.5	19.5	
Effective Green, g (s)		28.0		65.0	70.0					14.5	14.5	
Actuated g/C Ratio		0.28		0.65	0.70					0.14	0.14	
Clearance Time (s)		5.0		5.0								
Lane Grp Cap (vph)		972		854	1304					256	718	
v/s Ratio Prot		c0.13		0.03	c0.29					0.07	c0.09	
v/s Ratio Perm				0.02								
v/c Ratio		0.46		0.07	0.41					0.49	0.65	
Uniform Delay, d1		29.7		6.5	6.3					39.3	40.3	
Progression Factor		1.00		1.84	2.09					1.00	1.00	
Incremental Delay, d2		1.6		0.2	0.9					6.5	4.5	
Delay (s)		31.3		12.2	14.1					45.9	44.8	
Level of Service		C		B	B					D	D	
Approach Delay (s)		31.3			13.9			0.0			45.0	
Approach LOS		C			B			A			D	
Intersection Summary												
HCM 2000 Control Delay			30.2			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			20.5			
Intersection Capacity Utilization			65.4%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

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Timings
14: N 21st Avenue & Johnson Street

Existing Conditions
P.M. Peak Hour

									
Lane Group	EBL	EBT	WBT	NBT	Ø1	Ø2	Ø4	Ø6	Ø7
Lane Configurations									
Traffic Volume (vph)	57	414	375	358					
Future Volume (vph)	57	414	375	358					
Turn Type	custom	NA	NA	NA					
Protected Phases	5	5 6 7	6 7	3	1	2	4	6	7
Permitted Phases	7								
Detector Phase	5	5 6 7	6 7	3					
Switch Phase									
Minimum Initial (s)	6.0			8.0	1.0	13.0	7.0	6.0	7.0
Minimum Split (s)	25.0			24.5	6.5	26.0	28.5	17.0	26.0
Total Split (s)	25.0			25.0	8.0	42.0	33.0	17.0	33.0
Total Split (%)	25.0%			25.0%	8%	42%	33%	17%	33%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0			1.5	1.5	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0			0.0					
Total Lost Time (s)	5.0			5.5					
Lead/Lag				Lag	Lead	Lag			Lead
Lead-Lag Optimize?				Yes	Yes	Yes			Yes
Recall Mode	Max			Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 48 (48%), Referenced to phase 7:EBWB, Start of Yellow

Natural Cycle: 95

Control Type: Pretimed

Splits and Phases: 14: N 21st Avenue & Johnson Street

#13  Ø1	#13  Ø2	#13  Ø4	#13 #14  Ø6
8 s	42 s	33 s	17 s
#14  Ø7 (R)	#14  Ø3	#14  Ø5	
33 s	25 s	25 s	

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HCM Signalized Intersection Capacity Analysis 14: N 21st Avenue & Johnson Street

Existing Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	414	0	0	375	16	157	358	47	0	0	0
Future Volume (vph)	57	414	0	0	375	16	157	358	47	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			5.5				
Lane Util. Factor	1.00	1.00			0.95			0.91				
Frpb, 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			0.99			0.99				
Flt Protected	0.95	1.00			1.00			0.99				
Satd. Flow (prot)	1770	1863			3514			4941				
Flt Permitted	0.14	1.00			1.00			0.99				
Satd. Flow (perm)	266	1863			3514			4941				
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)	64	465	0	0	421	18	176	402	53	0	0	0
RTOR Reduction (vph)	0	0	0	0	3	0	0	10	0	0	0	0
Lane Group Flow (vph)	64	465	0	0	436	0	0	621	0	0	0	0
Confl. Peds. (#/hr)	3					3			3			
Confl. Bikes (#/hr)						4						
Turn Type	custom	NA			NA		Perm	NA				
Protected Phases	5	5 6 7			6 7			3				
Permitted Phases	7						3					
Actuated Green, G (s)	48.0	70.0			45.0			19.5				
Effective Green, g (s)	48.0	70.0			45.0			19.5				
Actuated g/C Ratio	0.48	0.70			0.45			0.20				
Clearance Time (s)	5.0							5.5				
Lane Grp Cap (vph)	428	1304			1581			963				
v/s Ratio Prot	0.03	c0.25			0.12							
v/s Ratio Perm	0.04							0.13				
v/c Ratio	0.15	0.36			0.28			0.64				
Uniform Delay, d1	17.0	6.0			17.3			37.1				
Progression Factor	0.52	0.77			1.00			0.84				
Incremental Delay, d2	0.7	0.7			0.4			3.3				
Delay (s)	9.5	5.3			17.7			34.3				
Level of Service	A	A			B			C				
Approach Delay (s)		5.8			17.7			34.3			0.0	
Approach LOS		A			B			C			A	
Intersection Summary												
HCM 2000 Control Delay			20.3									
HCM 2000 Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			100.0									
Intersection Capacity Utilization			65.4%									
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

15: Dixie Highway & Sheridan Street

Existing Conditions

P.M. Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	SBT	Ø2	Ø3	Ø5	Ø7	Ø9	Ø10
Lane Configurations												
Traffic Volume (vph)	142	976	348	66	1359	205						
Future Volume (vph)	142	976	348	66	1359	205						
Turn Type	pm+pt	NA	Perm	custom	NA	NA						
Protected Phases	1	6		5 9	2 9	8	2	3	5	7	9	10
Permitted Phases	6		6	2								
Detector Phase	1	6	6	5 9	2 9	8						
Switch Phase												
Minimum Initial (s)	10.0	12.0	12.0			15.0	12.0	7.0	10.0	20.0	34.0	22.0
Minimum Split (s)	16.5	24.5	24.5			34.5	24.5	12.0	16.5	28.0	39.0	28.5
Total Split (s)	21.0	50.0	50.0			36.0	50.0	12.0	21.0	29.0	53.0	48.0
Total Split (%)	13.1%	31.3%	31.3%			22.5%	31%	8%	13%	18%	33%	30%
Yellow Time (s)	4.5	4.5	4.5			4.5	4.5	4.0	4.5	4.0	4.0	4.5
All-Red Time (s)	2.0	1.0	1.0			2.0	1.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0						
Total Lost Time (s)	6.5	5.5	5.5			6.5						
Lead/Lag	Lead	Lag	Lag			Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	Max	Max	Max			Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 160

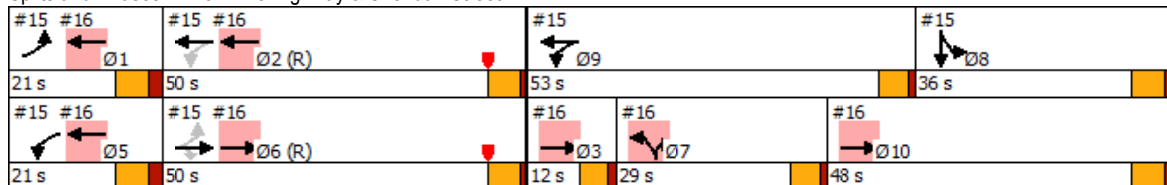
Actuated Cycle Length: 160

Offset: 143 (89%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 135

Control Type: Pretimed

Splits and Phases: 15: Dixie Highway & Sheridan Street



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HCM Signalized Intersection Capacity Analysis 15: Dixie Highway & Sheridan Street

Existing Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	976	348	66	1359	72	0	0	0	48	205	128
Future Volume (vph)	142	976	348	66	1359	72	0	0	0	48	205	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	5.5	5.5	6.5	5.5						6.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95						0.95	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00						0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00						1.00	
Frt	1.00	1.00	0.85	1.00	0.99						0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00						0.99	
Satd. Flow (prot)	1770	3539	1533	1770	3507						3322	
Flt Permitted	0.09	1.00	1.00	0.09	1.00						0.99	
Satd. Flow (perm)	167	3539	1533	167	3507						3322	
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)	158	1084	387	73	1510	80	0	0	0	53	228	142
RTOR Reduction (vph)	0	0	167	0	2	0	0	0	0	0	39	0
Lane Group Flow (vph)	158	1084	220	73	1588	0	0	0	0	0	384	0
Confl. Peds. (#/hr)	8		7	7		8				2		1
Confl. Bikes (#/hr)			3			6						2
Turn Type	pm+pt	NA	Perm	custom	NA					Split	NA	
Protected Phases	1	6		5 9	2 9					8	8	
Permitted Phases	6		6	2								
Actuated Green, G (s)	59.0	44.5	44.5	107.0	98.0						29.5	
Effective Green, g (s)	59.0	44.5	44.5	107.0	98.0						29.5	
Actuated g/C Ratio	0.37	0.28	0.28	0.67	0.61						0.18	
Clearance Time (s)	6.5	5.5	5.5								6.5	
Lane Grp Cap (vph)	206	984	426	737	2148						612	
v/s Ratio Prot	c0.07	c0.31		0.04	c0.45						c0.12	
v/s Ratio Perm	0.21		0.14	0.03								
v/c Ratio	0.77	1.10	0.52	0.10	0.74						0.63	
Uniform Delay, d1	40.6	57.8	48.7	14.5	21.9						60.2	
Progression Factor	1.00	1.00	1.00	1.25	0.79						1.00	
Incremental Delay, d2	23.5	60.7	4.4	0.2	1.8						4.8	
Delay (s)	64.1	118.4	53.1	18.3	19.1						65.0	
Level of Service	E	F	D	B	B						E	
Approach Delay (s)		97.6			19.1			0.0			65.0	
Approach LOS		F			B			A			E	
Intersection Summary												
HCM 2000 Control Delay			58.8		HCM 2000 Level of Service				E			
HCM 2000 Volume to Capacity ratio			0.88									
Actuated Cycle Length (s)			160.0		Sum of lost time (s)				28.5			
Intersection Capacity Utilization			87.0%		ICU Level of Service				E			
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

16: N 21st Avenue & Sheridan Street

Existing Conditions

P.M. Peak Hour

	→	←	↖	↗								
Lane Group	EBT	WBT	NBL	NBR	Ø1	Ø2	Ø3	Ø5	Ø6	Ø8	Ø9	Ø10
Lane Configurations	↑↑	↑↑↑	↖↖	↗								
Traffic Volume (vph)	1024	1178	319	109								
Future Volume (vph)	1024	1178	319	109								
Turn Type	NA	NA	Prot	Prot								
Protected Phases	6 10 3	1 2 5	7	7	1	2	3	5	6	8	9	10
Permitted Phases												
Detector Phase	6 10 3	1 2 5	7	7								
Switch Phase												
Minimum Initial (s)			20.0	20.0	10.0	12.0	7.0	10.0	12.0	15.0	34.0	22.0
Minimum Split (s)			28.0	28.0	16.5	24.5	12.0	16.5	24.5	34.5	39.0	28.5
Total Split (s)			29.0	29.0	21.0	50.0	12.0	21.0	50.0	36.0	53.0	48.0
Total Split (%)			18.1%	18.1%	13%	31%	8%	13%	31%	23%	33%	30%
Yellow Time (s)			4.0	4.0	4.5	4.5	4.0	4.5	4.5	4.5	4.0	4.5
All-Red Time (s)			1.0	1.0	2.0	1.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)			0.0	0.0								
Total Lost Time (s)			5.0	5.0								
Lead/Lag			Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode			Max	Max	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 143 (89%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 135

Control Type: Pretimed

Splits and Phases: 16: N 21st Avenue & Sheridan Street

#15 #16 ↖↖ Ø1 21 s	#15 #16 ↖↖ Ø2 (R) 50 s	#15 ↖ Ø9 53 s	#15 ↖ Ø8 36 s
#15 #16 ↖ Ø5 21 s	#15 #16 ↖ Ø6 (R) 50 s	#16 ↖ Ø3 12 s	#16 ↖ Ø7 29 s
		#16 ↖ Ø10 48 s	

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HCM Signalized Intersection Capacity Analysis
16: N 21st Avenue & Sheridan Street

Existing Conditions
P.M. Peak Hour

Movement	EBT	EBR	WBL	WBT	NBL	NBR
						
Lane Configurations	↑↑			↑↑↑	↑↑	↑
Traffic Volume (vph)	1024	0	0	1178	319	109
Future Volume (vph)	1024	0	0	1178	319	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5			6.5	5.0	5.0
Lane Util. Factor	0.95			0.91	0.97	1.00
Frpb, 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	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	3539			5085	3433	1583
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	3539			5085	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1138	0	0	1309	354	121
RTOR Reduction (vph)	0	0	0	0	0	103
Lane Group Flow (vph)	1138	0	0	1309	354	18
Confl. Peds. (#/hr)						2
Turn Type	NA			NA	Prot	Prot
Protected Phases	6 10 3			1 2 5	7	7
Permitted Phases						
Actuated Green, G (s)	98.5			65.5	24.0	24.0
Effective Green, g (s)	98.5			65.5	24.0	24.0
Actuated g/C Ratio	0.62			0.41	0.15	0.15
Clearance Time (s)					5.0	5.0
Lane Grp Cap (vph)	2178			2081	514	237
v/s Ratio Prot	c0.32			c0.26	c0.10	0.01
v/s Ratio Perm						
v/c Ratio	0.52			0.63	0.69	0.08
Uniform Delay, d1	17.4			37.6	64.5	58.5
Progression Factor	0.43			1.00	1.00	1.00
Incremental Delay, d2	0.1			1.5	7.4	0.6
Delay (s)	7.6			39.0	71.8	59.1
Level of Service	A			D	E	E
Approach Delay (s)	7.6			39.0	68.6	
Approach LOS	A			D	E	
Intersection Summary						
HCM 2000 Control Delay			31.6		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.64			
Actuated Cycle Length (s)			160.0		Sum of lost time (s)	28.5
Intersection Capacity Utilization			56.2%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

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Future No-Build A.M.

Timings

1: Dixie Highway & County Line Road/NE 215th Street

Future No-Build Conditions

A.M. Peak Hour

	→	←	↖	↗	↘	↓	↙				
Lane Group	EBT	WBT	NBL	NBR	SBL	SBT	SBR	Ø4	Ø5	Ø10	Ø11
Lane Configurations	↑↑	↑↑	↖	↗	↘	↑	↖				
Traffic Volume (vph)	488	118	24	342	500	283	132				
Future Volume (vph)	488	118	24	342	500	283	132				
Turn Type	NA	NA	D.Pm	Perm	custom	NA	custom				
Protected Phases	1	8			3	3 2		4	5	10	11
Permitted Phases			2	2	2		2				
Detector Phase	1	8	2	2	3	3 2	2				
Switch Phase											
Minimum Initial (s)	12.0	13.0	10.0	10.0	8.0		10.0	6.0	37.0	7.0	7.0
Minimum Split (s)	18.0	24.0	24.0	24.0	14.0		24.0	22.5	43.0	13.0	13.0
Total Split (s)	25.0	43.0	30.0	30.0	30.0		30.0	30.0	98.0	13.0	13.0
Total Split (%)	17.7%	30.5%	21.3%	21.3%	21.3%		21.3%	21%	70%	9%	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				
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0				
Lead/Lag	Lead		Lag	Lag	Lead		Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	Max	Max	Max	Max	Max		Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 141

Actuated Cycle Length: 141

Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow

Natural Cycle: 125

Control Type: Pretimed

Splits and Phases: 1: Dixie Highway & County Line Road/NE 215th Street

#1 → Ø1	#1 ↓ Ø2 (R)	#1 ↖ Ø3	Ø10	#1 ↗ Ø8
25 s	30 s	30 s	13 s	43 s
#2 ↘ Ø5				#2 ↑ Ø4
98 s				30 s
				13 s

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HCM Signalized Intersection Capacity Analysis
1: Dixie Highway & County Line Road/NE 215th Street

Future No-Build Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑		↑		↑	↑	↑	↑
Traffic Volume (vph)	0	488	9	190	118	0	24	0	342	500	283	132
Future Volume (vph)	0	488	9	190	118	0	24	0	342	500	283	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0		6.0	6.0	6.0	6.0
Lane Util. Factor		0.95			1.00		1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes		1.00			1.00		1.00		1.00	1.00	1.00	0.98
Flpb, ped/bikes		1.00			1.00		1.00		1.00	1.00	1.00	1.00
Frt		1.00			1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00			0.97		0.95		1.00	0.95	1.00	1.00
Satd. Flow (prot)		3528			1807		1767		1583	1770	1863	1547
Flt Permitted		1.00			0.97		0.29		1.00	0.95	1.00	1.00
Satd. Flow (perm)		3528			1807		535		1583	1770	1863	1547
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	530	10	207	128	0	26	0	372	543	308	143
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	0	119
Lane Group Flow (vph)	0	539	0	0	335	0	26	0	372	543	308	24
Confl. Peds. (#/hr)			1	1			1					1
Turn Type		NA		Split	NA		D.Pm		Perm	custom	NA	custom
Protected Phases		1		8	8					3	3 2	
Permitted Phases							2		2	2		2
Actuated Green, G (s)		19.0			37.0		24.0		24.0	48.0	54.0	24.0
Effective Green, g (s)		19.0			37.0		24.0		24.0	48.0	54.0	24.0
Actuated g/C Ratio		0.13			0.26		0.17		0.17	0.34	0.38	0.17
Clearance Time (s)		6.0			6.0		6.0		6.0	6.0		6.0
Lane Grp Cap (vph)		475			474		91		269	677	713	263
v/s Ratio Prot		c0.15			c0.19					c0.14	0.17	
v/s Ratio Perm							0.05		c0.23	0.17		0.02
v/c Ratio		1.14			0.71		0.29		1.38	0.80	0.43	0.09
Uniform Delay, d1		61.0			47.1		51.0		58.5	41.0	32.2	49.3
Progression Factor		1.00			0.13		1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		83.8			6.0		7.7		193.8	9.7	1.9	0.7
Delay (s)		144.8			12.2		58.8		252.3	50.7	34.1	50.0
Level of Service		F			B		E		F	D	C	D
Approach Delay (s)		144.8			12.2			239.6			45.5	
Approach LOS		F			B			F			D	
Intersection Summary												
HCM 2000 Control Delay			98.3			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			0.97									
Actuated Cycle Length (s)			141.0			Sum of lost time (s)			36.0			
Intersection Capacity Utilization			77.7%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

2: County Line Road/NE 215th Street & SE 1st Avenue

Future No-Build Conditions

A.M. Peak Hour

												
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø3	Ø8	Ø10	Ø11
Lane Configurations												
Traffic Volume (vph)	419	918	179	124	15	130						
Future Volume (vph)	419	918	179	124	15	130						
Turn Type	Prot	Perm	Perm	NA	NA	Perm						
Protected Phases	5			4	4		1	2	3	8	10	11
Permitted Phases		5	4			4						
Detector Phase	5	5	4	4	4	4						
Switch Phase												
Minimum Initial (s)	37.0	37.0	6.0	6.0	6.0	6.0	12.0	10.0	8.0	13.0	7.0	7.0
Minimum Split (s)	43.0	43.0	22.5	22.5	22.5	22.5	18.0	24.0	14.0	24.0	13.0	13.0
Total Split (s)	98.0	98.0	30.0	30.0	30.0	30.0	25.0	30.0	30.0	43.0	13.0	13.0
Total Split (%)	69.5%	69.5%	21.3%	21.3%	21.3%	21.3%	18%	21%	21%	30%	9%	9%
Yellow Time (s)	4.0	4.0	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	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0						
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0						
Lead/Lag			Lead	Lead	Lead	Lead	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 141

Actuated Cycle Length: 141

Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow

Natural Cycle: 125

Control Type: Pretimed

Splits and Phases: 2: County Line Road/NE 215th Street & SE 1st Avenue

#1 	#1 	#1 		#1 		
Ø1	Ø2 (R)	Ø3	Ø10	Ø8		
25 s	30 s	30 s	13 s	43 s		
#2 				#2 		
Ø5				Ø4		
98 s				30 s		
						
				Ø11		
				13 s		

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HCM Signalized Intersection Capacity Analysis
2: County Line Road/NE 215th Street & SE 1st Avenue

Future No-Build Conditions
A.M. Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	419	918	179	124	15	130
Future Volume (vph)	419	918	179	124	15	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	1863	1863	1548
Flt Permitted	0.95	1.00	0.75	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1392	1863	1863	1548
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	460	1009	197	136	16	143
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	460	1009	197	136	16	143
Confl. Peds. (#/hr)	2					
Confl. Bikes (#/hr)						1
Turn Type	Prot	Perm	Perm	NA	NA	Perm
Protected Phases	5			4	4	
Permitted Phases		5	4			4
Actuated Green, G (s)	92.0	92.0	24.0	24.0	24.0	24.0
Effective Green, g (s)	92.0	92.0	24.0	24.0	24.0	24.0
Actuated g/C Ratio	0.65	0.65	0.17	0.17	0.17	0.17
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Grp Cap (vph)	1154	1032	236	317	317	263
v/s Ratio Prot	0.26			0.07	0.01	
v/s Ratio Perm		c0.64	c0.14			0.09
v/c Ratio	0.40	0.98	0.83	0.43	0.05	0.54
Uniform Delay, d1	11.5	23.5	56.6	52.4	49.0	53.5
Progression Factor	0.01	0.57	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	4.7	28.0	4.2	0.3	7.9
Delay (s)	0.2	18.2	84.6	56.6	49.3	61.3
Level of Service	A	B	F	E	D	E
Approach Delay (s)	12.6			73.1	60.1	
Approach LOS	B			E	E	
Intersection Summary						
HCM 2000 Control Delay			26.7		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			1.05			
Actuated Cycle Length (s)			141.0		Sum of lost time (s)	36.0
Intersection Capacity Utilization			71.8%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

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Timings

3: Dixie Highway & SW 3rd Street/SE 3rd Street

Future No-Build Conditions

A.M. Peak Hour

	→	↖	←	↗	↓			
Lane Group	EBT	WBL	WBT	SBL	SBT	Ø3	Ø5	Ø7
Lane Configurations	↖	↖	↖	↖	↖↖↖			
Traffic Volume (vph)	322	94	134	431	608			
Future Volume (vph)	322	94	134	431	608			
Turn Type	NA	D.P+P	NA	Split	NA			
Protected Phases	4	2	2 4	6	6	3	5	7
Permitted Phases		4						
Detector Phase	4	2	2 4	6	6			
Switch Phase								
Minimum Initial (s)	6.0	12.0		7.0	7.0	6.0	13.0	6.0
Minimum Split (s)	21.0	22.0		20.0	20.0	24.0	36.0	12.0
Total Split (s)	21.0	47.0		26.0	26.0	26.0	47.0	21.0
Total Split (%)	22.3%	50.0%		27.7%	27.7%	28%	50%	22%
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	0.0			
Total Lost Time (s)	6.0	6.0		6.0	6.0			
Lead/Lag	Lead			Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes			Yes	Yes	Yes		Yes
Recall Mode	None	Min		None	None	None	None	None

Intersection Summary

Cycle Length: 94

Actuated Cycle Length: 75.7

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Splits and Phases: 3: Dixie Highway & SW 3rd Street/SE 3rd Street

#3 ↖ Ø2 47 s		#3 ↖ Ø4 21 s		#3 ↖ Ø6 26 s	
#4 ↖ Ø7 21 s	#4 ↖ Ø3 26 s	#4 ↖ Ø5 47 s			

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HCM Signalized Intersection Capacity Analysis
3: Dixie Highway & SW 3rd Street/SE 3rd Street

Future No-Build Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Traffic Volume (vph)	0	322	17	94	134	0	0	0	0	431	608	9
Future Volume (vph)	0	322	17	94	134	0	0	0	0	431	608	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0					6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00					1.00	0.91	
Frpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Frt		0.99		1.00	1.00					1.00	1.00	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1849		1770	1863					1770	5072	
Flt Permitted		1.00		0.26	1.00					0.95	1.00	
Satd. Flow (perm)		1849		487	1863					1770	5072	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	335	18	98	140	0	0	0	0	449	633	9
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	351	0	98	140	0	0	0	0	449	641	0
Confl. Peds. (#/hr)												4
Confl. Bikes (#/hr)			2									1
Turn Type		NA		D.P+P	NA					Split	NA	
Protected Phases		4		2	2 4					6	6	
Permitted Phases				4								
Actuated Green, G (s)		15.3		27.8	33.8					29.5	29.5	
Effective Green, g (s)		15.3		27.8	33.8					29.5	29.5	
Actuated g/C Ratio		0.20		0.37	0.45					0.39	0.39	
Clearance Time (s)		6.0		6.0						6.0	6.0	
Vehicle Extension (s)		2.0		2.0						2.5	2.5	
Lane Grp Cap (vph)		375		392	836					693	1987	
v/s Ratio Prot		c0.19		c0.04	c0.08					c0.25	0.13	
v/s Ratio Perm				0.05								
v/c Ratio		0.94		0.25	0.17					0.65	0.32	
Uniform Delay, d1		29.5		16.4	12.4					18.7	15.9	
Progression Factor		1.00		0.32	0.27					1.00	1.00	
Incremental Delay, d2		30.2		0.1	0.0					1.9	0.1	
Delay (s)		59.7		5.4	3.4					20.5	16.0	
Level of Service		E		A	A					C	B	
Approach Delay (s)		59.7			4.2			0.0			17.9	
Approach LOS		E			A			A			B	
Intersection Summary												
HCM 2000 Control Delay			24.7			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			75.3			Sum of lost time (s)				18.0		
Intersection Capacity Utilization			66.9%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

4: SE 1st Avenue & SE 3rd Street

Future No-Build Conditions

A.M. Peak Hour

								
Lane Group	EBL	EBT	WBT	WBR	NBT	Ø2	Ø4	Ø6
Lane Configurations								
Traffic Volume (vph)	37	716	154	70	339			
Future Volume (vph)	37	716	154	70	339			
Turn Type	D.P+P	NA	NA	Perm	NA			
Protected Phases	5	5 7	7		3	2	4	6
Permitted Phases	7			7				
Detector Phase	5	5 7	7	7	3			
Switch Phase								
Minimum Initial (s)	13.0		6.0	6.0	6.0	12.0	6.0	7.0
Minimum Split (s)	36.0		12.0	12.0	24.0	22.0	21.0	20.0
Total Split (s)	47.0		21.0	21.0	26.0	47.0	21.0	26.0
Total Split (%)	50.0%		22.3%	22.3%	27.7%	50%	22%	28%
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	Lead	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes		Yes	Yes
Recall Mode	None		None	None	None	Min	None	None

Intersection Summary

Cycle Length: 94

Actuated Cycle Length: 75.7

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Splits and Phases: 4: SE 1st Avenue & SE 3rd Street

#3 	#3 	#3 
Ø2	Ø4	Ø6
47 s	21 s	26 s
#4 	#4 	#4 
Ø7	Ø3	Ø5
21 s	26 s	47 s

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HCM Signalized Intersection Capacity Analysis 4: SE 1st Avenue & SE 3rd Street

Future No-Build Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	716	0	0	154	70	75	339	40	0	0	0
Future Volume (vph)	37	716	0	0	154	70	75	339	40	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			1.00	1.00		0.95				
Frpb, ped/bikes		1.00			1.00	0.98		1.00				
Flpb, ped/bikes		1.00			1.00	1.00		1.00				
Frt		1.00			1.00	0.85		0.99				
Flt Protected		1.00			1.00	1.00		0.99				
Satd. Flow (prot)		1858			1863	1559		3455				
Flt Permitted		1.00			1.00	1.00		0.99				
Satd. Flow (perm)		1863			1863	1559		3455				
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	39	746	0	0	160	73	78	353	42	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	61	0	8	0	0	0	0
Lane Group Flow (vph)	0	785	0	0	160	12	0	465	0	0	0	0
Confl. Peds. (#/hr)	2					2			1			
Confl. Bikes (#/hr)									2			
Turn Type	D.P+P	NA			NA	Perm	Split	NA				
Protected Phases	5	5 7			7		3	3				
Permitted Phases	7					7						
Actuated Green, G (s)		42.7			12.2	12.2		14.6				
Effective Green, g (s)		42.7			12.2	12.2		14.6				
Actuated g/C Ratio		0.57			0.16	0.16		0.19				
Clearance Time (s)					6.0	6.0		6.0				
Vehicle Extension (s)					2.0	2.0		2.5				
Lane Grp Cap (vph)		1054			301	252		669				
v/s Ratio Prot		c0.30			0.09			c0.13				
v/s Ratio Perm		c0.12				0.01						
v/c Ratio		0.74			0.53	0.05		0.69				
Uniform Delay, d1		12.2			28.9	26.6		28.3				
Progression Factor		1.68			1.00	1.00		1.00				
Incremental Delay, d2		1.6			0.9	0.0		2.9				
Delay (s)		22.1			29.8	26.7		31.2				
Level of Service		C			C	C		C				
Approach Delay (s)		22.1			28.8			31.2			0.0	
Approach LOS		C			C			C			A	
Intersection Summary												
HCM 2000 Control Delay		26.1			HCM 2000 Level of Service				C			
HCM 2000 Volume to Capacity ratio		0.73										
Actuated Cycle Length (s)		75.3			Sum of lost time (s)				18.0			
Intersection Capacity Utilization		75.7%			ICU Level of Service				D			
Analysis Period (min)		15										
c Critical Lane Group												

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Timings
5: Dixie Highway & Hallandale Beach Boulevard

Future No-Build Conditions
A.M. Peak Hour

	→	←	↓			
Lane Group	EBT	WBT	SBT	Ø3	Ø6	Ø9
Lane Configurations	↑↑↑	↑↑↑	↑↑↑			
Traffic Volume (vph)	2047	1660	683			
Future Volume (vph)	2047	1660	683			
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	16.0	6.0
Minimum Split (s)	31.5		39.0	37.0	41.5	12.5
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	4.0
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-Max		None	None	C-Max	None

Intersection Summary

Cycle Length: 160

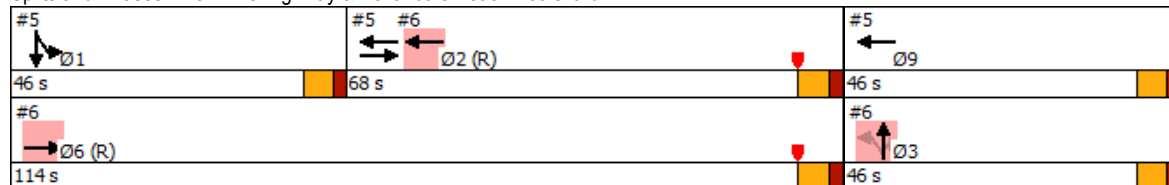
Actuated Cycle Length: 160

Offset: 59 (37%), Referenced to phase 2:EBWB and 6:, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Splits and Phases: 5: Dixie Highway & Hallandale Beach Boulevard



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HCM Signalized Intersection Capacity Analysis
5: Dixie Highway & Hallandale Beach Boulevard

Future No-Build Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
												
Lane Configurations												
Traffic Volume (vph)	0	2047	159	0	1660	0	0	0	0	292	683	68
Future Volume (vph)	0	2047	159	0	1660	0	0	0	0	292	683	68
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	
Frpb, 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)		5020			5085						6257	
Flt Permitted		1.00			1.00						0.99	
Satd. Flow (perm)		5020			5085						6257	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	2155	167	0	1747	0	0	0	0	307	719	72
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	2318	0	0	1747	0	0	0	0	0	1091	0
Confl. Peds. (#/hr)			8	8								
Confl. Bikes (#/hr)			3									
Turn Type		NA			NA					Split	NA	
Protected Phases		2			2					1	1	
Permitted Phases												
Actuated Green, G (s)		89.7			117.0						31.0	
Effective Green, g (s)		89.7			117.0						31.0	
Actuated g/C Ratio		0.56			0.73						0.19	
Clearance Time (s)		6.5									6.0	
Vehicle Extension (s)		3.0									0.2	
Lane Grp Cap (vph)		2814			3718						1212	
v/s Ratio Prot		c0.46			c0.34						c0.17	
v/s Ratio Perm												
v/c Ratio		0.82			0.47						0.90	
Uniform Delay, d1		28.7			8.8						63.0	
Progression Factor		1.00			0.02						1.09	
Incremental Delay, d2		2.9			0.0						7.5	
Delay (s)		31.6			0.2						75.9	
Level of Service		C			A						E	
Approach Delay (s)		31.6			0.2			0.0			75.9	
Approach LOS		C			A			A			E	
Intersection Summary												
HCM 2000 Control Delay			30.4		HCM 2000 Level of Service				C			
HCM 2000 Volume to Capacity ratio			0.80									
Actuated Cycle Length (s)			160.0		Sum of lost time (s)				18.5			
Intersection Capacity Utilization			69.0%		ICU Level of Service				C			
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

6: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard

Future No-Build Conditions

A.M. Peak Hour

	→	←	↖	↑	↗		
Lane Group	EBT	WBT	NBL	NBT	NBR	Ø1	Ø9
Lane Configurations	↑↑↑	↑↑↑	↖	↑	↗		
Traffic Volume (vph)	2340	1487	173	198	82		
Future Volume (vph)	2340	1487	173	198	82		
Turn Type	NA	NA	Perm	NA	Perm		
Protected Phases	6	2		3		1	9
Permitted Phases			3		3		
Detector Phase	6	2	3	3	3		
Switch Phase							
Minimum Initial (s)	16.0	10.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	41.5	31.5	37.0	37.0	37.0	39.0	12.5
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	4.0
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	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-Max	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 59 (37%), Referenced to phase 2:EBWB and 6:, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Splits and Phases: 6: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard

#5 ↖ Ø1	#5 #6 ↖ ↗ Ø2 (R)	#5 ← Ø9
46 s	68 s	46 s
#6 → Ø6 (R)		#6 ↑ Ø3
114 s		46 s

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HCM Signalized Intersection Capacity Analysis

6: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard

Future No-Build Conditions

A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑		↑	↑	↑			
Traffic Volume (vph)	0	2340	0	0	1487	97	173	198	82	0	0	0
Future Volume (vph)	0	2340	0	0	1487	97	173	198	82	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			
Frpb, 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			0.99		1.00	1.00	0.85			
Flt Protected		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)		5085			5034		1770	1863	1559			
Flt Permitted		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)		5085			5034		1770	1863	1559			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	2463	0	0	1565	102	182	208	86	0	0	0
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	57	0	0	0
Lane Group Flow (vph)	0	2463	0	0	1664	0	182	208	29	0	0	0
Confl. Peds. (#/hr)						1			1			
Confl. Bikes (#/hr)						1			1			
Turn Type		NA			NA		Perm	NA	Perm			
Protected Phases		6			2			3				
Permitted Phases							3		3			
Actuated Green, G (s)		126.7			89.7		20.8	20.8	20.8			
Effective Green, g (s)		126.7			89.7		20.8	20.8	20.8			
Actuated g/C Ratio		0.79			0.56		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)		4026			2822		230	242	202			
v/s Ratio Prot		c0.48			0.33			c0.11				
v/s Ratio Perm							0.10		0.02			
v/c Ratio		0.61			0.59		0.79	0.86	0.15			
Uniform Delay, d1		6.7			23.1		67.5	68.2	61.7			
Progression Factor		0.15			1.00		1.00	1.00	1.00			
Incremental Delay, d2		0.4			0.9		15.8	24.1	0.1			
Delay (s)		1.4			24.0		83.3	92.2	61.8			
Level of Service		A			C		F	F	E			
Approach Delay (s)		1.4			24.0			83.3			0.0	
Approach LOS		A			C			F			A	
Intersection Summary												
HCM 2000 Control Delay		18.0					HCM 2000 Level of Service		B			
HCM 2000 Volume to Capacity ratio		0.67										
Actuated Cycle Length (s)		160.0					Sum of lost time (s)		18.5			
Intersection Capacity Utilization		69.0%					ICU Level of Service		C			
Analysis Period (min)		15										
c Critical Lane Group												

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Timings

7: Dixie Highway & Pembroke Road

Future No-Build Conditions

A.M. Peak Hour

	→	←	↘	↓				
Lane Group	EBT	WBT	SBL	SBT	Ø2	Ø3	Ø5	Ø7
Lane Configurations	↑↑↑	↑↑	↘	↑↑↑				
Traffic Volume (vph)	1154	964	180	528				
Future Volume (vph)	1154	964	180	528				
Turn Type	NA	NA	Perm	NA				
Protected Phases	4	4 2		6	2	3	5	7
Permitted Phases			6					
Detector Phase	4	4 2	6	6				
Switch Phase								
Minimum Initial (s)	7.0		5.0	5.0	12.0	5.0	7.0	12.0
Minimum Split (s)	32.5		32.5	32.5	28.0	32.0	28.0	28.5
Total Split (s)	49.0		33.0	33.0	78.0	32.0	46.0	82.0
Total Split (%)	30.6%		20.6%	20.6%	49%	20%	29%	51%
Yellow Time (s)	4.0		4.5	4.5	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				
Total Lost Time (s)	6.0		6.5	6.5				
Lead/Lag	Lead		Lag	Lag		Lag	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None		None	None	C-Max	None	None	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 49 (31%), Referenced to phase 2:WBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Splits and Phases: 7: Dixie Highway & Pembroke Road

#7 ↘ Ø2 (R) 78 s	#7 ↘ Ø4 49 s	#7 ↓ Ø6 33 s
#8 ↘ Ø5 46 s	#8 ↘ Ø3 32 s	#8 ↘ Ø7 82 s

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HCM Signalized Intersection Capacity Analysis 7: Dixie Highway & Pembroke Road

Future No-Build Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
												
Lane Configurations												
Traffic Volume (vph)	0	1154	72	71	964	0	0	0	0	180	528	167
Future Volume (vph)	0	1154	72	71	964	0	0	0	0	180	528	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0					6.5	6.5	
Lane Util. Factor		0.91			0.95					0.86	0.86	
Frpb, 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)		5035			3527					1522	4631	
Flt Permitted		1.00			0.59					0.95	1.00	
Satd. Flow (perm)		5035			2080					1522	4631	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1215	76	75	1015	0	0	0	0	189	556	176
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	34	0
Lane Group Flow (vph)	0	1287	0	0	1090	0	0	0	0	170	717	0
Confl. Peds. (#/hr)			2	2								
Confl. Bikes (#/hr)			2									
Turn Type		NA		Prot	NA					Perm	NA	
Protected Phases		4		2	4 2						6	
Permitted Phases										6		
Actuated Green, G (s)		43.0			115.1					26.4	26.4	
Effective Green, g (s)		43.0			115.1					26.4	26.4	
Actuated g/C Ratio		0.27			0.72					0.16	0.16	
Clearance Time (s)		6.0								6.5	6.5	
Vehicle Extension (s)		3.0								2.5	2.5	
Lane Grp Cap (vph)		1353			2148					251	764	
v/s Ratio Prot		c0.26			c0.23							
v/s Ratio Perm					0.14					0.11	0.15	
v/c Ratio		0.95			0.51					0.68	0.94	
Uniform Delay, d1		57.5			9.9					62.8	66.0	
Progression Factor		1.00			0.10					1.00	1.00	
Incremental Delay, d2		14.4			0.0					6.4	18.9	
Delay (s)		71.8			1.0					69.2	84.9	
Level of Service		E			A					E	F	
Approach Delay (s)		71.8			1.0			0.0			82.0	
Approach LOS		E			A			A			F	
Intersection Summary												
HCM 2000 Control Delay			51.3			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			160.0			Sum of lost time (s)				24.5		
Intersection Capacity Utilization			81.2%			ICU Level of Service				D		
Analysis Period (min)			15									
c Critical Lane Group												

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Timings
8: NE 1st Avenue/S 21st Avenue & Pembroke Road

Future No-Build Conditions
A.M. Peak Hour

							
Lane Group	EBL	EBT	WBT	NBT	Ø2	Ø4	Ø6
Lane Configurations							
Traffic Volume (vph)	137	1198	937	181			
Future Volume (vph)	137	1198	937	181			
Turn Type	D,P+P	NA	NA	NA			
Protected Phases	7	7 5	5	3	2	4	6
Permitted Phases	5						
Detector Phase	7	7 5	5	3			
Switch Phase							
Minimum Initial (s)	12.0		7.0	5.0	12.0	7.0	5.0
Minimum Split (s)	28.5		28.0	32.0	28.0	32.5	32.5
Total Split (s)	82.0		46.0	32.0	78.0	49.0	33.0
Total Split (%)	51.3%		28.8%	20.0%	49%	31%	21%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0		0.0	0.0			
Total Lost Time (s)	6.5		6.0	6.0			
Lead/Lag			Lead	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes
Recall Mode	None		None	None	C-Max	None	None

Intersection Summary

Cycle Length: 160

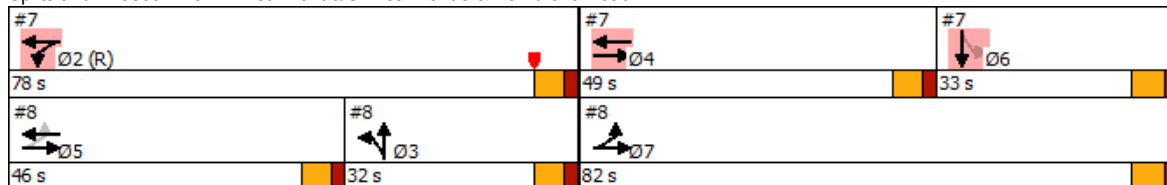
Actuated Cycle Length: 160

Offset: 49 (31%), Referenced to phase 2:WBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Splits and Phases: 8: NE 1st Avenue/S 21st Avenue & Pembroke Road



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HCM Signalized Intersection Capacity Analysis
8: NE 1st Avenue/S 21st Avenue & Pembroke Road

Future No-Build Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	1198	0	0	937	30	99	181	31	0	0	0
Future Volume (vph)	137	1198	0	0	937	30	99	181	31	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				
Lane Util. Factor	1.00	0.95			0.95			0.95				
Frpb, 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			3520			3426				
Flt Permitted	0.10	1.00			1.00			0.98				
Satd. Flow (perm)	186	3539			3520			3426				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	144	1261	0	0	986	32	104	191	33	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	5	0	0	0	0
Lane Group Flow (vph)	144	1261	0	0	1017	0	0	323	0	0	0	0
Confl. Peds. (#/hr)	1					1			1			
Confl. Bikes (#/hr)						5			2			
Turn Type	D.P+P	NA			NA		Split	NA				
Protected Phases	7	7 5			5		3	3				
Permitted Phases	5											
Actuated Green, G (s)	115.5	122.0			40.1			26.0				
Effective Green, g (s)	115.5	122.0			40.1			26.0				
Actuated g/C Ratio	0.72	0.76			0.25			0.16				
Clearance Time (s)	6.5				6.0			6.0				
Vehicle Extension (s)	3.0				3.0			2.5				
Lane Grp Cap (vph)	880	2698			882			556				
v/s Ratio Prot	0.08	c0.36			c0.29			c0.09				
v/s Ratio Perm	0.04											
v/c Ratio	0.16	0.47			1.15			0.58				
Uniform Delay, d1	11.2	7.0			60.0			62.0				
Progression Factor	0.01	0.58			1.00			0.92				
Incremental Delay, d2	0.0	0.0			81.6			1.2				
Delay (s)	0.1	4.1			141.5			58.2				
Level of Service	A	A			F			E				
Approach Delay (s)		3.7			141.5			58.2			0.0	
Approach LOS		A			F			E			A	
Intersection Summary												
HCM 2000 Control Delay			61.2			HCM 2000 Level of Service			E			
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			160.0			Sum of lost time (s)			24.5			
Intersection Capacity Utilization			61.6%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

9: Dixie Highway & Hollywood Boulevard

Future No-Build Conditions

A.M. Peak Hour

	→	↘	↙	←	↘	↓	↙			
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR	Ø3	Ø5	Ø7
Lane Configurations	↑↑	↑	↘	↑	↘	↑↑	↑			
Traffic Volume (vph)	309	67	24	354	88	579	140			
Future Volume (vph)	309	67	24	354	88	579	140			
Turn Type	NA	Perm	D.P+P	NA	Split	NA	Prot			
Protected Phases	4		2	2 4	6	6	6	3	5	7
Permitted Phases		4	4							
Detector Phase	4	4	2	2 4	6	6	6			
Switch Phase										
Minimum Initial (s)	10.0	10.0	8.0		4.0	4.0	4.0	4.0	14.0	4.0
Minimum Split (s)	15.0	15.0	25.0		26.0	26.0	26.0	26.0	24.0	24.0
Total Split (s)	35.0	35.0	61.0		26.0	26.0	26.0	26.0	61.0	35.0
Total Split (%)	28.7%	28.7%	50.0%		21.3%	21.3%	21.3%	21%	50%	29%
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)	1.0	1.0	2.0		2.0	2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0			
Total Lost Time (s)	5.0	5.0	6.0		6.0	6.0	6.0			
Lead/Lag	Lead	Lead			Lag	Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes	Yes		Yes
Recall Mode	Min	Min	None		None	None	None	None	None	None

Intersection Summary

Cycle Length: 122

Actuated Cycle Length: 59.3

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Splits and Phases: 9: Dixie Highway & Hollywood Boulevard

#9 ↘ Ø2 61 s		#9 ↘ Ø4 35 s		#9 ↘ Ø6 26 s
#10 ↘ Ø7 35 s	#10 ↘ Ø3 26 s	#10 ↘ Ø5 61 s		

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HCM Signalized Intersection Capacity Analysis 9: Dixie Highway & Hollywood Boulevard

Future No-Build Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑					↑	↑↑	↑
Traffic Volume (vph)	0	309	67	24	354	0	0	0	0	88	579	140
Future Volume (vph)	0	309	67	24	354	0	0	0	0	88	579	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	6.0	6.0					6.0	6.0	6.0
Lane Util. Factor		0.95	1.00	1.00	1.00					1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00					1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	1.00
Satd. Flow (prot)		3539	1557	1768	1863					1770	3539	1583
Flt Permitted		1.00	1.00	0.56	1.00					0.95	1.00	1.00
Satd. Flow (perm)		3539	1557	1046	1863					1770	3539	1583
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	0	312	68	24	358	0	0	0	0	89	585	141
RTOR Reduction (vph)	0	0	55	0	0	0	0	0	0	0	0	97
Lane Group Flow (vph)	0	312	13	24	358	0	0	0	0	89	585	44
Confl. Peds. (#/hr)			3	3								3
Turn Type		NA	Perm	D.P+P	NA					Split	NA	Prot
Protected Phases		4		2	2					6	6	6
Permitted Phases			4	4								
Actuated Green, G (s)		11.5	11.5	23.6	29.6					18.6	18.6	18.6
Effective Green, g (s)		11.5	11.5	23.6	29.6					18.6	18.6	18.6
Actuated g/C Ratio		0.19	0.19	0.40	0.50					0.31	0.31	0.31
Clearance Time (s)		5.0	5.0	6.0						6.0	6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0						2.0	2.0	2.0
Lane Grp Cap (vph)		687	302	564	931					556	1111	497
v/s Ratio Prot		0.09		0.01	c0.19					0.05	c0.17	0.03
v/s Ratio Perm			0.01	0.01								
v/c Ratio		0.45	0.04	0.04	0.38					0.16	0.53	0.09
Uniform Delay, d1		21.1	19.4	10.9	9.2					14.7	16.7	14.3
Progression Factor		1.00	1.00	0.03	0.06					1.00	1.00	1.00
Incremental Delay, d2		0.2	0.0	0.0	0.1					0.0	0.2	0.0
Delay (s)		21.3	19.4	0.3	0.6					14.7	16.9	14.4
Level of Service		C	B	A	A					B	B	B
Approach Delay (s)		20.9			0.6			0.0			16.2	
Approach LOS		C			A			A			B	
Intersection Summary												
HCM 2000 Control Delay			13.6			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			59.2			Sum of lost time (s)				17.0		
Intersection Capacity Utilization			55.8%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

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Timings
10: S 21st Avenue/N 21st Avenue & Hollywood Boulevard

Future No-Build Conditions
A.M. Peak Hour

									
Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	Ø2	Ø4	Ø6
Lane Configurations									
Traffic Volume (vph)	147	251	174	204	369	25			
Future Volume (vph)	147	251	174	204	369	25			
Turn Type	D.P+P	NA	NA	Split	NA	Perm			
Protected Phases	5	5 7	7	3	3		2	4	6
Permitted Phases	7					3			
Detector Phase	5	5 7	7	3	3	3			
Switch Phase									
Minimum Initial (s)	14.0		4.0	4.0	4.0	4.0	8.0	10.0	4.0
Minimum Split (s)	24.0		24.0	26.0	26.0	26.0	25.0	15.0	26.0
Total Split (s)	61.0		35.0	26.0	26.0	26.0	61.0	35.0	26.0
Total Split (%)	50.0%		28.7%	21.3%	21.3%	21.3%	50%	29%	21%
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		1.0	2.0	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0		5.0	6.0	6.0	6.0			
Lead/Lag			Lead	Lag	Lag	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None		None	None	None	None	None	Min	None

Intersection Summary

Cycle Length: 122

Actuated Cycle Length: 59.3

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Splits and Phases: 10: S 21st Avenue/N 21st Avenue & Hollywood Boulevard

#9  Ø2	#9  Ø4	#9  Ø6
61 s	35 s	26 s
#10  Ø7	#10  Ø3	#10  Ø5
35 s	26 s	61 s

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HCM Signalized Intersection Capacity Analysis
10: S 21st Avenue/N 21st Avenue & Hollywood Boulevard

Future No-Build Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	147	251	0	0	174	9	204	369	25	0	0	0
Future Volume (vph)	147	251	0	0	174	9	204	369	25	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			5.0		6.0	6.0	6.0			
Lane Util. Factor	1.00	1.00			0.95		1.00	0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	0.96			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			0.99		1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1766	1863			3510		1770	3539	1524			
Flt Permitted	0.64	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)	1181	1863			3510		1770	3539	1524			
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	148	254	0	0	176	9	206	373	25	0	0	0
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	20	0	0	0
Lane Group Flow (vph)	148	254	0	0	182	0	206	373	5	0	0	0
Confl. Peds. (#/hr)	5					5			8			
Confl. Bikes (#/hr)						1			3			
Turn Type	D.P+P	NA			NA		Split	NA	Perm			
Protected Phases	5	5 7			7		3	3				
Permitted Phases	7								3			
Actuated Green, G (s)	30.5	36.5			7.8		11.7	11.7	11.7			
Effective Green, g (s)	30.5	36.5			7.8		11.7	11.7	11.7			
Actuated g/C Ratio	0.52	0.62			0.13		0.20	0.20	0.20			
Clearance Time (s)	6.0				5.0		6.0	6.0	6.0			
Vehicle Extension (s)	2.0				2.0		2.0	2.0	2.0			
Lane Grp Cap (vph)	832	1148			462		349	699	301			
v/s Ratio Prot	0.07	c0.14			c0.05		c0.12	0.11				
v/s Ratio Perm	0.02								0.00			
v/c Ratio	0.18	0.22			0.39		0.59	0.53	0.02			
Uniform Delay, d1	7.6	5.0			23.5		21.6	21.3	19.1			
Progression Factor	1.19	1.37			1.00		1.00	1.00	1.00			
Incremental Delay, d2	0.0	0.0			0.2		1.8	0.4	0.0			
Delay (s)	9.1	6.9			23.7		23.4	21.7	19.1			
Level of Service	A	A			C		C	C	B			
Approach Delay (s)		7.7			23.7			22.2			0.0	
Approach LOS		A			C			C			A	
Intersection Summary												
HCM 2000 Control Delay		17.5							B			
HCM 2000 Volume to Capacity ratio		0.37										
Actuated Cycle Length (s)		59.2							17.0			
Intersection Capacity Utilization		55.8%							B			
Analysis Period (min)		15										
c Critical Lane Group												

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Timings
11: Dixie Highway & Tyler Street

Future No-Build Conditions
A.M. Peak Hour

	WBL	WBT	SBT	SBR	Ø1	Ø3	Ø4	Ø5	Ø6
Lane Group									
Lane Configurations	↰	↱↱	↱↱	↰					
Traffic Volume (vph)	104	505	676	31					
Future Volume (vph)	104	505	676	31					
Turn Type	Prot	NA	NA	Perm					
Protected Phases	1 3	1 5	2		1	3	4	5	6
Permitted Phases				2					
Detector Phase	1 3	1 5	2	2					
Switch Phase									
Minimum Initial (s)			15.0	15.0	3.0	6.0	5.0	11.0	18.0
Minimum Split (s)			39.0	39.0	9.0	34.0	11.0	34.0	39.0
Total Split (s)			40.0	40.0	9.0	36.0	15.0	51.0	49.0
Total Split (%)			40.0%	40.0%	9%	36%	15%	51%	49%
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					
Total Lost Time (s)			6.0	6.0					
Lead/Lag			Lag	Lag	Lead	Lead	Lag		
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes		
Recall Mode			C-Max	C-Max	None	None	None	None	C-Max

Intersection Summary

Cycle Length: 100

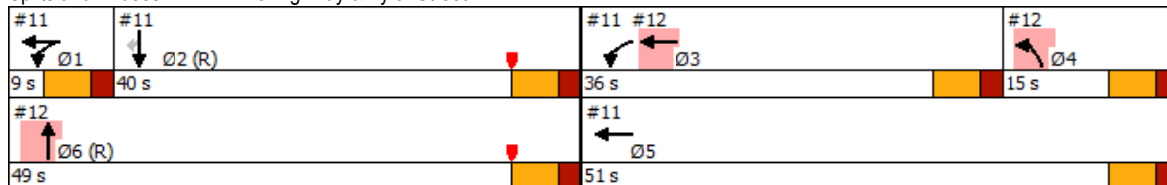
Actuated Cycle Length: 100

Offset: 47 (47%), Referenced to phase 2:SBT and 6:, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Splits and Phases: 11: Dixie Highway & Tyler Street



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HCM Signalized Intersection Capacity Analysis 11: Dixie Highway & Tyler Street

Future No-Build Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	104	505	0	0	0	0	0	676	31
Future Volume (vph)	0	0	0	104	505	0	0	0	0	0	676	31
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	1.00
Frpb, ped/bikes				1.00	1.00						1.00	0.98
Flpb, ped/bikes				1.00	1.00						1.00	1.00
Frt				1.00	1.00						1.00	0.85
Flt Protected				0.95	1.00						1.00	1.00
Satd. Flow (prot)				1770	3539						3539	1557
Flt Permitted				0.95	1.00						1.00	1.00
Satd. Flow (perm)				1770	3539						3539	1557
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	111	537	0	0	0	0	0	719	33
RTOR Reduction (vph)	0	0	0	86	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	25	537	0	0	0	0	0	719	33
Confl. Peds. (#/hr)				1								5
Turn Type				Prot	NA						NA	Perm
Protected Phases				1 3	1 5						2	
Permitted Phases												2
Actuated Green, G (s)				22.4	36.4						51.6	51.6
Effective Green, g (s)				22.4	36.4						51.6	51.6
Actuated g/C Ratio				0.22	0.36						0.52	0.52
Clearance Time (s)											6.0	6.0
Vehicle Extension (s)											3.0	3.0
Lane Grp Cap (vph)				396	1288						1826	803
v/s Ratio Prot				0.01	c0.15						c0.20	
v/s Ratio Perm												0.02
v/c Ratio				0.06	0.42						0.39	0.04
Uniform Delay, d1				30.5	23.8						14.7	12.0
Progression Factor				0.00	0.06						2.21	2.20
Incremental Delay, d2				0.0	0.1						0.5	0.1
Delay (s)				0.2	1.6						33.0	26.4
Level of Service				A	A						C	C
Approach Delay (s)		0.0			1.3			0.0			32.7	
Approach LOS		A			A			A			C	
Intersection Summary												
HCM 2000 Control Delay			18.2			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			100.0							24.0		
Intersection Capacity Utilization			52.4%							A		
Analysis Period (min)			15									
c Critical Lane Group												

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Timings
12: N 21st Avenue & Tyler Street

Future No-Build Conditions
A.M. Peak Hour

	←	↖	↑			
Lane Group	WBT	NBL	NBT	Ø1	Ø2	Ø5
Lane Configurations	↑↑↑	↖	↑↑			
Traffic Volume (vph)	594	15	512			
Future Volume (vph)	594	15	512			
Turn Type	NA	Prot	NA			
Protected Phases	3	4	6	1	2	5
Permitted Phases						
Detector Phase	3	4	6			
Switch Phase						
Minimum Initial (s)	6.0	5.0	18.0	3.0	15.0	11.0
Minimum Split (s)	34.0	11.0	39.0	9.0	39.0	34.0
Total Split (s)	36.0	15.0	49.0	9.0	40.0	51.0
Total Split (%)	36.0%	15.0%	49.0%	9%	40%	51%
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	None	None	C-Max	None	C-Max	None

Intersection Summary

Cycle Length: 100

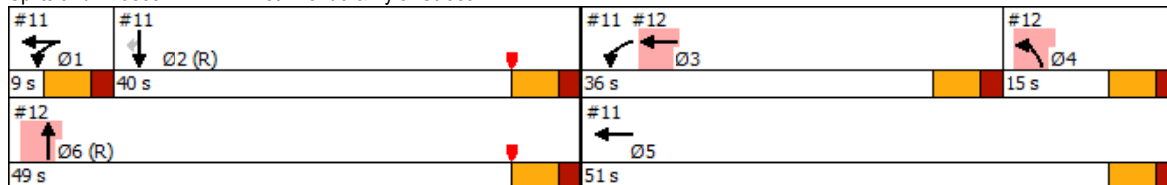
Actuated Cycle Length: 100

Offset: 47 (47%), Referenced to phase 2:SBT and 6:, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Splits and Phases: 12: N 21st Avenue & Tyler Street



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HCM Signalized Intersection Capacity Analysis 12: N 21st Avenue & Tyler Street

Future No-Build Conditions
A.M. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					  			 				
Traffic Volume (vph)	0	0	0	0	594	34	15	512	0	0	0	0
Future Volume (vph)	0	0	0	0	594	34	15	512	0	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					0.91		1.00	0.95				
Frpb, ped/bikes					1.00		1.00	1.00				
Flpb, ped/bikes					1.00		1.00	1.00				
Frt					0.99		1.00	1.00				
Flt Protected					1.00		0.95	1.00				
Satd. Flow (prot)					5038		1770	3539				
Flt Permitted					1.00		0.95	1.00				
Satd. Flow (perm)					5038		1770	3539				
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	0	632	36	16	545	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	7	0	16	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	661	0	0	545	0	0	0	0
Confl. Peds. (#/hr)						8			4			
Confl. Bikes (#/hr)						1						
Turn Type					NA		Prot	NA				
Protected Phases					3		4	6				
Permitted Phases												
Actuated Green, G (s)					18.7		2.0	61.3				
Effective Green, g (s)					18.7		2.0	61.3				
Actuated g/C Ratio					0.19		0.02	0.61				
Clearance Time (s)					6.0		6.0	6.0				
Vehicle Extension (s)					2.0		1.5	0.2				
Lane Grp Cap (vph)					942		35	2169				
v/s Ratio Prot					c0.13		c0.00	c0.15				
v/s Ratio Perm												
v/c Ratio					0.70		0.01	0.25				
Uniform Delay, d1					38.0		48.0	8.9				
Progression Factor					1.00		1.00	1.00				
Incremental Delay, d2					1.9		0.0	0.3				
Delay (s)					40.0		48.1	9.1				
Level of Service					D		D	A				
Approach Delay (s)		0.0			40.0			10.2			0.0	
Approach LOS		A			D			B			A	
Intersection Summary												
HCM 2000 Control Delay		26.4			HCM 2000 Level of Service				C			
HCM 2000 Volume to Capacity ratio		0.38										
Actuated Cycle Length (s)		100.0							24.0			
Intersection Capacity Utilization		52.4%							A			
Analysis Period (min)		15										
c Critical Lane Group												

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Timings
13: Dixie Highway & Johnson Street

Future No-Build Conditions
A.M. Peak Hour

	→	↖	←	↙	↓					
Lane Group	EBT	WBL	WBT	SBL	SBT	Ø1	Ø3	Ø5	Ø6	Ø7
Lane Configurations	↑↑	↖	↑	↙	↑↑↓					
Traffic Volume (vph)	575	89	562	118	553					
Future Volume (vph)	575	89	562	118	553					
Turn Type	NA	D,P+P	NA	Split	NA					
Protected Phases	4	2	2 4	1 6	1 6	1	3	5	6	7
Permitted Phases		4								
Detector Phase	4	2	2 4	1 6	1 6					
Switch Phase										
Minimum Initial (s)	7.0	13.0				1.0	8.0	6.0	6.0	7.0
Minimum Split (s)	28.5	26.0				6.5	24.5	25.0	17.0	26.0
Total Split (s)	33.0	42.0				8.0	25.0	25.0	17.0	33.0
Total Split (%)	33.0%	42.0%				8%	25%	25%	17%	33%
Yellow Time (s)	4.0	4.0				4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0				1.5	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0								
Total Lost Time (s)	5.0	5.0								
Lead/Lag		Lag				Lead	Lag			Lead
Lead-Lag Optimize?		Yes				Yes	Yes			Yes
Recall Mode	Max	Max				Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 49 (49%), Referenced to phase 7:EBWB, Start of Yellow

Natural Cycle: 95

Control Type: Pretimed

Splits and Phases: 13: Dixie Highway & Johnson Street

#13 Ø1	#13 Ø2	#13 Ø4	#13 #14 Ø6
8 s	42 s	33 s	17 s
#14 Ø7 (R)	#14 Ø3	#14 Ø5	
33 s	25 s	25 s	

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HCM Signalized Intersection Capacity Analysis 13: Dixie Highway & Johnson Street

Future No-Build Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑					↑	↑↑↑	
Traffic Volume (vph)	0	575	88	89	562	0	0	0	0	118	553	106
Future Volume (vph)	0	575	88	89	562	0	0	0	0	118	553	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0					5.5	5.5	
Lane Util. Factor		0.95		1.00	1.00					1.00	0.91	
Frpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Frt		0.98		1.00	1.00					1.00	0.98	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		3461		1769	1863					1770	4942	
Flt Permitted		1.00		0.21	1.00					0.95	1.00	
Satd. Flow (perm)		3461		382	1863					1770	4942	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	599	92	93	585	0	0	0	0	123	576	110
RTOR Reduction (vph)	0	12	0	0	0	0	0	0	0	0	30	0
Lane Group Flow (vph)	0	679	0	93	585	0	0	0	0	123	656	0
Confl. Peds. (#/hr)			2	2								2
Confl. Bikes (#/hr)			2									
Turn Type		NA		D.P+P	NA					Split	NA	
Protected Phases		4		2	2 4					1 6	1 6	
Permitted Phases				4								
Actuated Green, G (s)		28.0		65.0	70.0					19.5	19.5	
Effective Green, g (s)		28.0		65.0	70.0					14.5	14.5	
Actuated g/C Ratio		0.28		0.65	0.70					0.14	0.14	
Clearance Time (s)		5.0		5.0								
Lane Grp Cap (vph)		969		761	1304					256	716	
v/s Ratio Prot		c0.20		0.05	c0.31					0.07	c0.13	
v/s Ratio Perm				0.03								
v/c Ratio		0.70		0.12	0.45					0.48	0.92	
Uniform Delay, d1		32.2		7.5	6.6					39.3	42.2	
Progression Factor		1.00		1.86	2.15					1.00	1.00	
Incremental Delay, d2		4.2		0.3	1.0					6.3	18.5	
Delay (s)		36.5		14.2	15.1					45.6	60.6	
Level of Service		D		B	B					D	E	
Approach Delay (s)		36.5			15.0			0.0			58.3	
Approach LOS		D			B			A			E	
Intersection Summary												
HCM 2000 Control Delay			37.9			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			20.5			
Intersection Capacity Utilization			72.3%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

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Timings
14: N 21st Avenue & Johnson Street

Future No-Build Conditions
A.M. Peak Hour

									
Lane Group	EBL	EBT	WBT	NBT	Ø1	Ø2	Ø4	Ø6	Ø7
Lane Configurations									
Traffic Volume (vph)	196	498	468	386					
Future Volume (vph)	196	498	468	386					
Turn Type	custom	NA	NA	NA					
Protected Phases	5	5 6 7	6 7	3	1	2	4	6	7
Permitted Phases	7								
Detector Phase	5	5 6 7	6 7	3					
Switch Phase									
Minimum Initial (s)	6.0			8.0	1.0	13.0	7.0	6.0	7.0
Minimum Split (s)	25.0			24.5	6.5	26.0	28.5	17.0	26.0
Total Split (s)	25.0			25.0	8.0	42.0	33.0	17.0	33.0
Total Split (%)	25.0%			25.0%	8%	42%	33%	17%	33%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0			1.5	1.5	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0			0.0					
Total Lost Time (s)	5.0			5.5					
Lead/Lag				Lag	Lead	Lag			Lead
Lead-Lag Optimize?				Yes	Yes	Yes			Yes
Recall Mode	Max			Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 49 (49%), Referenced to phase 7:EBWB, Start of Yellow

Natural Cycle: 95

Control Type: Pretimed

Splits and Phases: 14: N 21st Avenue & Johnson Street

#13  Ø1	#13  Ø2	#13  Ø4	#13 #14  Ø6
8 s	42 s	33 s	17 s
#14  Ø7 (R)	#14  Ø3	#14  Ø5	
33 s	25 s	25 s	

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HCM Signalized Intersection Capacity Analysis 14: N 21st Avenue & Johnson Street

Future No-Build Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	196	498	0	0	468	15	181	386	65	0	0	0
Future Volume (vph)	196	498	0	0	468	15	181	386	65	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			5.5				
Lane Util. Factor	1.00	1.00			0.95			0.91				
Frpb, 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			0.99				
Satd. Flow (prot)	1770	1863			3521			4917				
Flt Permitted	0.14	1.00			1.00			0.99				
Satd. Flow (perm)	266	1863			3521			4917				
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	204	519	0	0	488	16	189	402	68	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	14	0	0	0	0
Lane Group Flow (vph)	204	519	0	0	502	0	0	645	0	0	0	0
Confl. Peds. (#/hr)	1					1			4			
Confl. Bikes (#/hr)						3			3			
Turn Type	custom	NA			NA		Perm	NA				
Protected Phases	5	5 6 7			6 7			3				
Permitted Phases	7						3					
Actuated Green, G (s)	48.0	70.0			45.0			19.5				
Effective Green, g (s)	48.0	70.0			45.0			19.5				
Actuated g/C Ratio	0.48	0.70			0.45			0.20				
Clearance Time (s)	5.0							5.5				
Lane Grp Cap (vph)	428	1304			1584			958				
v/s Ratio Prot	c0.10	c0.28			0.14							
v/s Ratio Perm	c0.13							0.13				
v/c Ratio	0.48	0.40			0.32			0.67				
Uniform Delay, d1	18.5	6.2			17.6			37.3				
Progression Factor	0.26	0.72			1.00			0.83				
Incremental Delay, d2	2.9	0.7			0.5			3.7				
Delay (s)	7.7	5.2			18.2			34.7				
Level of Service	A	A			B			C				
Approach Delay (s)		5.9			18.2			34.7			0.0	
Approach LOS		A			B			C			A	
Intersection Summary												
HCM 2000 Control Delay			19.2									
HCM 2000 Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			100.0						20.5			
Intersection Capacity Utilization			72.3%						C			
Analysis Period (min)			15									
c Critical Lane Group												

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Future No-Build Conditions
A.M. Peak Hour

Intersection Summary

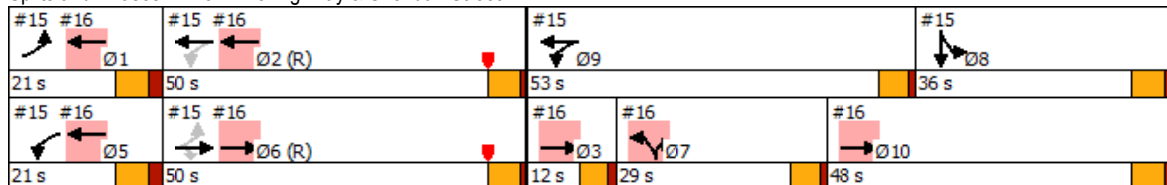
Actuated Cycle Length: 160

Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 145

Control Type: Pretimed

Splits and Phases: 15: Dixie Highway & Sheridan Street



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HCM Signalized Intersection Capacity Analysis 15: Dixie Highway & Sheridan Street

Future No-Build Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	1148	478	65	1629	91	0	0	0	50	176	133
Future Volume (vph)	171	1148	478	65	1629	91	0	0	0	50	176	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	5.5	5.5	6.5	5.5						6.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95						0.95	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00						0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00						1.00	
Frt	1.00	1.00	0.85	1.00	0.99						0.94	
Flt Protected	0.95	1.00	1.00	0.95	1.00						0.99	
Satd. Flow (prot)	1770	3539	1535	1770	3506						3303	
Flt Permitted	0.09	1.00	1.00	0.09	1.00						0.99	
Satd. Flow (perm)	167	3539	1535	167	3506						3303	
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)	184	1234	514	70	1752	98	0	0	0	54	189	143
RTOR Reduction (vph)	0	0	196	0	2	0	0	0	0	0	54	0
Lane Group Flow (vph)	184	1234	318	70	1848	0	0	0	0	0	332	0
Confl. Peds. (#/hr)	6		6	6		6						1
Confl. Bikes (#/hr)			5			3						
Turn Type	pm+pt	NA	Perm	custom	NA					Split	NA	
Protected Phases	1	6		5 9	2 9					8	8	
Permitted Phases	6		6	2								
Actuated Green, G (s)	59.0	44.5	44.5	107.0	98.0						29.5	
Effective Green, g (s)	59.0	44.5	44.5	107.0	98.0						29.5	
Actuated g/C Ratio	0.37	0.28	0.28	0.67	0.61						0.18	
Clearance Time (s)	6.5	5.5	5.5								6.5	
Lane Grp Cap (vph)	206	984	426	737	2147						608	
v/s Ratio Prot	c0.08	c0.35		0.04	c0.53						c0.10	
v/s Ratio Perm	0.25		0.21	0.03								
v/c Ratio	0.89	1.25	0.75	0.09	0.86						0.55	
Uniform Delay, d1	44.1	57.8	52.6	14.5	25.4						59.2	
Progression Factor	1.00	1.00	1.00	1.12	0.77						1.00	
Incremental Delay, d2	39.9	122.7	11.3	0.2	3.2						3.5	
Delay (s)	84.0	180.5	63.9	16.4	22.7						62.7	
Level of Service	F	F	E	B	C						E	
Approach Delay (s)		140.3			22.5			0.0			62.7	
Approach LOS		F			C			A			E	
Intersection Summary												
HCM 2000 Control Delay			79.9			HCM 2000 Level of Service			E			
HCM 2000 Volume to Capacity ratio			0.98									
Actuated Cycle Length (s)			160.0			Sum of lost time (s)			28.5			
Intersection Capacity Utilization			96.2%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

16: N 21st Avenue & Sheridan Street

Future No-Build Conditions

A.M. Peak Hour

	→	←	↖	↗								
Lane Group	EBT	WBT	NBL	NBR	Ø1	Ø2	Ø3	Ø5	Ø6	Ø8	Ø9	Ø10
Lane Configurations	↑↑	↑↑↑	↖↗	↗								
Traffic Volume (vph)	1199	1402	383	94								
Future Volume (vph)	1199	1402	383	94								
Turn Type	NA	NA	Prot	Prot								
Protected Phases	6 10 3	1 2 5	7	7	1	2	3	5	6	8	9	10
Permitted Phases												
Detector Phase	6 10 3	1 2 5	7	7								
Switch Phase												
Minimum Initial (s)			20.0	20.0	10.0	12.0	7.0	10.0	12.0	15.0	34.0	22.0
Minimum Split (s)			28.0	28.0	16.5	24.5	12.0	16.5	24.5	34.5	39.0	28.5
Total Split (s)			29.0	29.0	21.0	50.0	12.0	21.0	50.0	36.0	53.0	48.0
Total Split (%)			18.1%	18.1%	13%	31%	8%	13%	31%	23%	33%	30%
Yellow Time (s)			4.0	4.0	4.5	4.5	4.0	4.5	4.5	4.5	4.0	4.5
All-Red Time (s)			1.0	1.0	2.0	1.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)			0.0	0.0								
Total Lost Time (s)			5.0	5.0								
Lead/Lag			Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode			Max	Max	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 145

Control Type: Pretimed

Splits and Phases: 16: N 21st Avenue & Sheridan Street

#15 #16 ↖↗ Ø1 21 s	#15 #16 ↖↗ Ø2 (R) 50 s	#15 ↖ Ø9 53 s	#15 ↖ Ø8 36 s
#15 #16 ↖ Ø5 21 s	#15 #16 ↖ Ø6 (R) 50 s	#16 ↖ Ø3 12 s	#16 ↖ Ø7 29 s
		#16 ↖ Ø10 48 s	

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HCM Signalized Intersection Capacity Analysis
16: N 21st Avenue & Sheridan Street

Future No-Build Conditions
A.M. Peak Hour

Movement	EBT	EBR	WBL	WBT	NBL	NBR
						
Lane Configurations	↑↑			↑↑↑	↑↑	↑
Traffic Volume (vph)	1199	0	0	1402	383	94
Future Volume (vph)	1199	0	0	1402	383	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5			6.5	5.0	5.0
Lane Util. Factor	0.95			0.91	0.97	1.00
Frpb, 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	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	3539			5085	3433	1583
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	3539			5085	3433	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1289	0	0	1508	412	101
RTOR Reduction (vph)	0	0	0	0	0	86
Lane Group Flow (vph)	1289	0	0	1508	412	15
Confl. Peds. (#/hr)						1
Confl. Bikes (#/hr)						1
Turn Type	NA			NA	Prot	Prot
Protected Phases	6 10 3			1 2 5	7	7
Permitted Phases						
Actuated Green, G (s)	98.5			65.5	24.0	24.0
Effective Green, g (s)	98.5			65.5	24.0	24.0
Actuated g/C Ratio	0.62			0.41	0.15	0.15
Clearance Time (s)					5.0	5.0
Lane Grp Cap (vph)	2178			2081	514	237
v/s Ratio Prot	c0.36			c0.30	c0.12	0.01
v/s Ratio Perm						
v/c Ratio	0.59			0.72	0.80	0.06
Uniform Delay, d1	18.6			39.7	65.7	58.4
Progression Factor	0.94			1.00	1.00	1.00
Incremental Delay, d2	0.1			2.2	12.4	0.5
Delay (s)	17.5			41.9	78.1	58.9
Level of Service	B			D	E	E
Approach Delay (s)	17.5			41.9	74.3	
Approach LOS	B			D	E	
Intersection Summary						
HCM 2000 Control Delay			37.4		HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.74			
Actuated Cycle Length (s)			160.0		Sum of lost time (s)	28.5
Intersection Capacity Utilization			61.1%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

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Future No-Build P.M.

Timings

1: Dixie Highway & County Line Road/NE 215th Street

Future No-Build Conditions

P.M. Peak Hour

	→	←	↖	↗	↘	↓	↙				
Lane Group	EBT	WBT	NBL	NBR	SBL	SBT	SBR	Ø4	Ø5	Ø10	Ø11
Lane Configurations	↑↑	↑	↖	↗	↘	↑	↗				
Traffic Volume (vph)	211	434	27	273	231	334	93				
Future Volume (vph)	211	434	27	273	231	334	93				
Turn Type	NA	NA	D.Pm	Perm	custom	NA	custom				
Protected Phases	1	8			3	3 2		4	5	10	11
Permitted Phases			2	2	2		2				
Detector Phase	1	8	2	2	3	3 2	2				
Switch Phase											
Minimum Initial (s)	12.0	13.0	10.0	10.0	6.0		10.0	6.0	37.0	7.0	7.0
Minimum Split (s)	18.0	24.0	24.0	24.0	12.0		24.0	22.5	43.0	13.0	13.0
Total Split (s)	21.0	53.0	40.0	40.0	12.0		40.0	40.0	86.0	13.0	13.0
Total Split (%)	15.1%	38.1%	28.8%	28.8%	8.6%		28.8%	29%	62%	9%	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				
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0				
Lead/Lag	Lead		Lag	Lag	Lead		Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	Max	Max	Max	Max	Max		Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 139

Actuated Cycle Length: 139

Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow

Natural Cycle: 125

Control Type: Pretimed

Splits and Phases: 1: Dixie Highway & County Line Road/NE 215th Street

#1 → Ø1 21 s	#1 ↓ Ø2 (R) 40 s	#1 ↖ Ø3 12 s	#1 ↗ Ø10 13 s	#1 ↘ Ø8 53 s
#2 ↙ Ø5 86 s	#2 ↗ Ø4 40 s	#2 ↘ Ø11 13 s		

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HCM Signalized Intersection Capacity Analysis
1: Dixie Highway & County Line Road/NE 215th Street

Future No-Build Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑		↑		↑	↑	↑	↑
Traffic Volume (vph)	0	211	16	199	434	0	27	0	273	231	334	93
Future Volume (vph)	0	211	16	199	434	0	27	0	273	231	334	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0		6.0	6.0	6.0	6.0
Lane Util. Factor		0.95			1.00		1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes		1.00			1.00		1.00		1.00	1.00	1.00	0.98
Flpb, ped/bikes		1.00			1.00		1.00		1.00	1.00	1.00	1.00
Frt		0.99			1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00			0.98		0.95		1.00	0.95	1.00	1.00
Satd. Flow (prot)		3495			1834		1768		1583	1770	1863	1548
Flt Permitted		1.00			0.98		0.29		1.00	0.95	1.00	1.00
Satd. Flow (perm)		3495			1834		535		1583	1770	1863	1548
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	220	17	207	452	0	28	0	284	241	348	97
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	0	73
Lane Group Flow (vph)	0	233	0	0	659	0	28	0	284	241	348	24
Confl. Peds. (#/hr)			1	1			1					1
Confl. Bikes (#/hr)						1						
Turn Type		NA		Split	NA		D.Pm		Perm	custom	NA	custom
Protected Phases		1		8	8					3	3 2	
Permitted Phases							2		2	2		2
Actuated Green, G (s)		15.0			47.0		34.0		34.0	40.0	46.0	34.0
Effective Green, g (s)		15.0			47.0		34.0		34.0	40.0	46.0	34.0
Actuated g/C Ratio		0.11			0.34		0.24		0.24	0.29	0.33	0.24
Clearance Time (s)		6.0			6.0		6.0		6.0	6.0		6.0
Lane Grp Cap (vph)		377			620		130		387	585	616	378
v/s Ratio Prot		c0.07			c0.36					0.02	c0.19	
v/s Ratio Perm							0.05		c0.18	0.12		0.02
v/c Ratio		0.62			1.06		0.22		0.73	0.41	0.56	0.06
Uniform Delay, d1		59.3			46.0		41.9		48.3	40.8	38.3	40.3
Progression Factor		1.00			0.26		1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		7.4			32.2		3.8		11.7	2.1	3.7	0.3
Delay (s)		66.6			44.1		45.6		60.0	43.0	42.0	40.6
Level of Service		E			D		D		E	D	D	D
Approach Delay (s)		66.6			44.1			58.7			42.1	
Approach LOS		E			D			E			D	
Intersection Summary												
HCM 2000 Control Delay			48.6									HCM 2000 Level of Service D
HCM 2000 Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			139.0							36.0		
Intersection Capacity Utilization			79.6%							D		
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

2: County Line Road/NE 215th Street & SE 1st Avenue

Future No-Build Conditions

P.M. Peak Hour

												
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø3	Ø8	Ø10	Ø11
Lane Configurations												
Traffic Volume (vph)	420	287	379	317	2	268						
Future Volume (vph)	420	287	379	317	2	268						
Turn Type	Prot	Perm	Perm	NA	NA	Perm						
Protected Phases	5			4	4		1	2	3	8	10	11
Permitted Phases		5	4			4						
Detector Phase	5	5	4	4	4	4						
Switch Phase												
Minimum Initial (s)	37.0	37.0	6.0	6.0	6.0	6.0	12.0	10.0	6.0	13.0	7.0	7.0
Minimum Split (s)	43.0	43.0	22.5	22.5	22.5	22.5	18.0	24.0	12.0	24.0	13.0	13.0
Total Split (s)	86.0	86.0	40.0	40.0	40.0	40.0	21.0	40.0	12.0	53.0	13.0	13.0
Total Split (%)	61.9%	61.9%	28.8%	28.8%	28.8%	28.8%	15%	29%	9%	38%	9%	9%
Yellow Time (s)	4.0	4.0	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	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0						
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0						
Lead/Lag			Lead	Lead	Lead	Lead	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 139

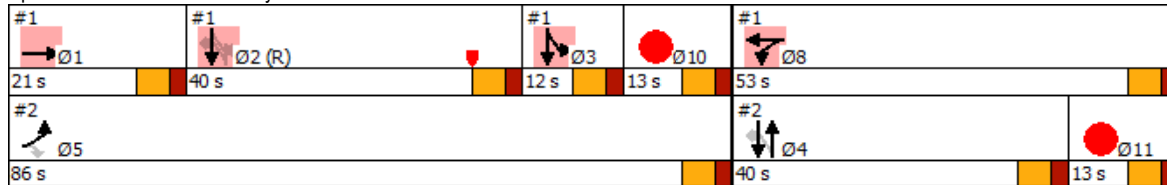
Actuated Cycle Length: 139

Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow

Natural Cycle: 125

Control Type: Pretimed

Splits and Phases: 2: County Line Road/NE 215th Street & SE 1st Avenue



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HCM Signalized Intersection Capacity Analysis
2: County Line Road/NE 215th Street & SE 1st Avenue

Future No-Build Conditions
P.M. Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	420	287	379	317	2	268
Future Volume (vph)	420	287	379	317	2	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1550	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.76	1.00	1.00	1.00
Satd. Flow (perm)	1770	1550	1409	1863	1863	1583
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	477	326	431	360	2	305
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	477	326	431	360	2	305
Confl. Peds. (#/hr)		1				
Turn Type	Prot	Perm	Perm	NA	NA	Perm
Protected Phases	5			4	4	
Permitted Phases		5	4			4
Actuated Green, G (s)	80.0	80.0	34.0	34.0	34.0	34.0
Effective Green, g (s)	80.0	80.0	34.0	34.0	34.0	34.0
Actuated g/C Ratio	0.58	0.58	0.24	0.24	0.24	0.24
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Grp Cap (vph)	1018	892	344	455	455	387
v/s Ratio Prot	c0.27			0.19	0.00	
v/s Ratio Perm		0.21	c0.31			0.19
v/c Ratio	0.47	0.37	1.25	0.79	0.00	0.79
Uniform Delay, d1	17.1	15.9	52.5	49.2	39.7	49.1
Progression Factor	0.10	0.06	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.3	1.0	135.6	13.2	0.0	15.0
Delay (s)	3.0	2.0	188.1	62.3	39.7	64.1
Level of Service	A	A	F	E	D	E
Approach Delay (s)	2.6			130.8	63.9	
Approach LOS	A			F	E	
Intersection Summary						
HCM 2000 Control Delay			65.9		HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio			0.78			
Actuated Cycle Length (s)			139.0		Sum of lost time (s)	36.0
Intersection Capacity Utilization			68.5%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

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Timings

3: Dixie Highway & SW 3rd Street/SE 3rd Street

Future No-Build Conditions

P.M. Peak Hour

	→	↖	←	↗	↓			
Lane Group	EBT	WBL	WBT	SBL	SBT	Ø3	Ø5	Ø7
Lane Configurations	↖	↖	↖	↖	↖↖↖			
Traffic Volume (vph)	134	123	485	153	419			
Future Volume (vph)	134	123	485	153	419			
Turn Type	NA	D.P+P	NA	Split	NA			
Protected Phases	4	2	2 4	6	6	3	5	7
Permitted Phases		4						
Detector Phase	4	2	2 4	6	6			
Switch Phase								
Minimum Initial (s)	6.0	12.0		7.0	7.0	6.0	13.0	6.0
Minimum Split (s)	21.0	22.0		20.0	20.0	24.0	36.0	12.0
Total Split (s)	21.0	47.0		26.0	26.0	26.0	47.0	21.0
Total Split (%)	22.3%	50.0%		27.7%	27.7%	28%	50%	22%
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	0.0			
Total Lost Time (s)	6.0	6.0		6.0	6.0			
Lead/Lag	Lead			Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes			Yes	Yes	Yes		Yes
Recall Mode	None	Min		None	None	None	None	None

Intersection Summary

Cycle Length: 94

Actuated Cycle Length: 68.2

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Splits and Phases: 3: Dixie Highway & SW 3rd Street/SE 3rd Street

#3 ↖ Ø2 47 s		#3 ↖ Ø4 21 s		#3 ↖ Ø6 26 s	
#4 ↖ Ø7 21 s	#4 ↖ Ø3 26 s	#4 ↖ Ø5 47 s			

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HCM Signalized Intersection Capacity Analysis
3: Dixie Highway & SW 3rd Street/SE 3rd Street

Future No-Build Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	134	35	123	485	0	0	0	0	153	419	20
Future Volume (vph)	0	134	35	123	485	0	0	0	0	153	419	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0					6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00					1.00	0.91	
Frpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Frt		0.97		1.00	1.00					1.00	0.99	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1806		1769	1863					1770	5045	
Flt Permitted		1.00		0.61	1.00					0.95	1.00	
Satd. Flow (perm)		1806		1144	1863					1770	5045	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	146	38	134	527	0	0	0	0	166	455	22
RTOR Reduction (vph)	0	10	0	0	0	0	0	0	0	0	5	0
Lane Group Flow (vph)	0	174	0	134	527	0	0	0	0	166	472	0
Confl. Peds. (#/hr)			1	1								1
Confl. Bikes (#/hr)												1
Turn Type		NA		D.P+P	NA					Split	NA	
Protected Phases		4		2	2 4					6	6	
Permitted Phases				4								
Actuated Green, G (s)		11.3		29.2	35.2					21.0	21.0	
Effective Green, g (s)		11.3		29.2	35.2					21.0	21.0	
Actuated g/C Ratio		0.17		0.43	0.52					0.31	0.31	
Clearance Time (s)		6.0		6.0						6.0	6.0	
Vehicle Extension (s)		2.0		2.0						2.5	2.5	
Lane Grp Cap (vph)		299		653	961					545	1553	
v/s Ratio Prot		0.10		0.05	c0.28					c0.09	0.09	
v/s Ratio Perm				0.03								
v/c Ratio		0.58		0.21	0.55					0.30	0.30	
Uniform Delay, d1		26.3		12.1	11.1					18.0	18.0	
Progression Factor		1.00		0.48	0.48					1.00	1.00	
Incremental Delay, d2		1.9		0.0	0.1					0.2	0.1	
Delay (s)		28.1		5.8	5.5					18.3	18.1	
Level of Service		C		A	A					B	B	
Approach Delay (s)		28.1			5.6			0.0			18.1	
Approach LOS		C			A			A			B	
Intersection Summary												
HCM 2000 Control Delay			13.8			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			68.2			Sum of lost time (s)				18.0		
Intersection Capacity Utilization			44.2%			ICU Level of Service				A		
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

4: SE 1st Avenue & SE 3rd Street

Future No-Build Conditions

P.M. Peak Hour

								
Lane Group	EBL	EBT	WBT	WBR	NBT	Ø2	Ø4	Ø6
Lane Configurations								
Traffic Volume (vph)	29	258	342	170	565			
Future Volume (vph)	29	258	342	170	565			
Turn Type	D.P+P	NA	NA	Perm	NA			
Protected Phases	5	5 7	7		3	2	4	6
Permitted Phases	7			7				
Detector Phase	5	5 7	7	7	3			
Switch Phase								
Minimum Initial (s)	13.0		6.0	6.0	6.0	12.0	6.0	7.0
Minimum Split (s)	36.0		12.0	12.0	24.0	22.0	21.0	20.0
Total Split (s)	47.0		21.0	21.0	26.0	47.0	21.0	26.0
Total Split (%)	50.0%		22.3%	22.3%	27.7%	50%	22%	28%
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	Lead	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes		Yes	Yes
Recall Mode	None		None	None	None	Min	None	None

Intersection Summary

Cycle Length: 94

Actuated Cycle Length: 68.2

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Splits and Phases: 4: SE 1st Avenue & SE 3rd Street

#3 	#3 	#3 
Ø2	Ø4	Ø6
47 s	21 s	26 s
#4 	#4 	#4 
Ø7	Ø3	Ø5
21 s	26 s	47 s

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HCM Signalized Intersection Capacity Analysis 4: SE 1st Avenue & SE 3rd Street

Future No-Build Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↖	↖		↖				
Traffic Volume (vph)	29	258	0	0	342	170	266	565	60	0	0	0
Future Volume (vph)	29	258	0	0	342	170	266	565	60	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			1.00	1.00		0.95				
Frpb, ped/bikes		1.00			1.00	0.99		1.00				
Flpb, ped/bikes		1.00			1.00	1.00		1.00				
Frt		1.00			1.00	0.85		0.99				
Flt Protected		0.99			1.00	1.00		0.99				
Satd. Flow (prot)		1853			1863	1562		3447				
Flt Permitted		0.97			1.00	1.00		0.99				
Satd. Flow (perm)		1804			1863	1562		3447				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	32	280	0	0	372	185	289	614	65	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	144	0	5	0	0	0	0
Lane Group Flow (vph)	0	312	0	0	372	41	0	963	0	0	0	0
Confl. Peds. (#/hr)	1					1						
Confl. Bikes (#/hr)									2			
Turn Type	D.P+P	NA			NA	Perm	Split	NA				
Protected Phases	5	5 7			7		3	3				
Permitted Phases	7					7						
Actuated Green, G (s)		30.1			15.1	15.1		20.1				
Effective Green, g (s)		30.1			15.1	15.1		20.1				
Actuated g/C Ratio		0.44			0.22	0.22		0.29				
Clearance Time (s)					6.0	6.0		6.0				
Vehicle Extension (s)					2.0	2.0		2.5				
Lane Grp Cap (vph)		806			412	345		1015				
v/s Ratio Prot		c0.09			c0.20			c0.28				
v/s Ratio Perm		0.09				0.03						
v/c Ratio		0.39			0.90	0.12		0.95				
Uniform Delay, d1		12.8			25.8	21.2		23.5				
Progression Factor		1.09			1.00	1.00		1.00				
Incremental Delay, d2		0.1			22.1	0.1		17.1				
Delay (s)		14.1			48.0	21.3		40.6				
Level of Service		B			D	C		D				
Approach Delay (s)		14.1			39.1			40.6			0.0	
Approach LOS		B			D			D			A	
Intersection Summary												
HCM 2000 Control Delay			35.6				HCM 2000 Level of Service		D			
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			68.2				Sum of lost time (s)		18.0			
Intersection Capacity Utilization			73.1%				ICU Level of Service		D			
Analysis Period (min)			15									
c Critical Lane Group												

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Timings
5: Dixie Highway & Hallandale Beach Boulevard

Future No-Build Conditions
P.M. Peak Hour

	→	←	↓			
Lane Group	EBT	WBT	SBT	Ø3	Ø6	Ø9
Lane Configurations	↑↑↑	↑↑↑	↑↑↑			
Traffic Volume (vph)	1953	2141	367			
Future Volume (vph)	1953	2141	367			
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	16.0	6.0
Minimum Split (s)	31.5		39.0	37.0	41.5	12.5
Total Split (s)	73.0		38.0	49.0	111.0	49.0
Total Split (%)	45.6%		23.8%	31%	69%	31%
Yellow Time (s)	4.5		4.0	4.0	4.5	4.0
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-Max		None	None	C-Max	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 131 (82%), Referenced to phase 2:EBWB and 6:, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Splits and Phases: 5: Dixie Highway & Hallandale Beach Boulevard

#5 ← Ø1	#5 #6 ← Ø2 (R)	#5 ← Ø9
38 s	73 s	49 s
#6 → Ø6 (R)		#6 ↑ Ø3
111 s		49 s

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HCM Signalized Intersection Capacity Analysis
5: Dixie Highway & Hallandale Beach Boulevard

Future No-Build Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
												
Lane Configurations												
Traffic Volume (vph)	0	1953	116	0	2141	0	0	0	0	175	367	48
Future Volume (vph)	0	1953	116	0	2141	0	0	0	0	175	367	48
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	
Frpb, 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)		5035			5085						6227	
Flt Permitted		1.00			1.00						0.99	
Satd. Flow (perm)		5035			5085						6227	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	2056	122	0	2254	0	0	0	0	184	386	51
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	10	0
Lane Group Flow (vph)	0	2175	0	0	2254	0	0	0	0	0	611	0
Confl. Peds. (#/hr)			6	6								3
Confl. Bikes (#/hr)			5			7						1
Turn Type		NA			NA					Split	NA	
Protected Phases		2			2					1	1	
Permitted Phases												
Actuated Green, G (s)		85.1			129.5						18.5	
Effective Green, g (s)		85.1			129.5						18.5	
Actuated g/C Ratio		0.53			0.81						0.12	
Clearance Time (s)		6.5									6.0	
Vehicle Extension (s)		3.0									0.2	
Lane Grp Cap (vph)		2677			4115						719	
v/s Ratio Prot		c0.43			c0.44						c0.10	
v/s Ratio Perm												
v/c Ratio		0.81			0.55						0.85	
Uniform Delay, d1		30.9			5.2						69.4	
Progression Factor		1.00			0.04						0.99	
Incremental Delay, d2		2.8			0.1						7.2	
Delay (s)		33.7			0.3						76.0	
Level of Service		C			A						E	
Approach Delay (s)		33.7			0.3			0.0			76.0	
Approach LOS		C			A			A			E	
Intersection Summary												
HCM 2000 Control Delay			24.0			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			160.0			Sum of lost time (s)				18.5		
Intersection Capacity Utilization			122.0%			ICU Level of Service				H		
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

6: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard

Future No-Build Conditions

P.M. Peak Hour

	→	←	↖	↑	↗		
Lane Group	EBT	WBT	NBL	NBT	NBR	Ø1	Ø9
Lane Configurations	↑↑↑	↑↑↑	↖	↑	↗		
Traffic Volume (vph)	2129	1807	333	393	108		
Future Volume (vph)	2129	1807	333	393	108		
Turn Type	NA	NA	Perm	NA	Perm		
Protected Phases	6	2		3		1	9
Permitted Phases			3		3		
Detector Phase	6	2	3	3	3		
Switch Phase							
Minimum Initial (s)	16.0	10.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	41.5	31.5	37.0	37.0	37.0	39.0	12.5
Total Split (s)	111.0	73.0	49.0	49.0	49.0	38.0	49.0
Total Split (%)	69.4%	45.6%	30.6%	30.6%	30.6%	24%	31%
Yellow Time (s)	4.5	4.5	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	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-Max	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 131 (82%), Referenced to phase 2:EBWB and 6:, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Splits and Phases: 6: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard

#5 ↖ Ø1	#5 #6 ↖ Ø2 (R)	#5 ← Ø9
38 s	73 s	49 s
#6 → Ø6 (R)		#6 ↑ Ø3
111 s		49 s

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HCM Signalized Intersection Capacity Analysis

6: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard

Future No-Build Conditions

P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑		↑	↑	↑			
Traffic Volume (vph)	0	2129	0	0	1807	87	333	393	108	0	0	0
Future Volume (vph)	0	2129	0	0	1807	87	333	393	108	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			
Frpb, ped/bikes		1.00			1.00		1.00	1.00	0.99			
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00			
Frt		1.00			0.99		1.00	1.00	0.85			
Flt Protected		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)		5085			5045		1770	1863	1562			
Flt Permitted		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)		5085			5045		1770	1863	1562			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	2241	0	0	1902	92	351	414	114	0	0	0
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	50	0	0	0
Lane Group Flow (vph)	0	2241	0	0	1991	0	351	414	64	0	0	0
Confl. Peds. (#/hr)						4			1			
Confl. Bikes (#/hr)						7						
Turn Type		NA			NA		Perm	NA	Perm			
Protected Phases		6			2			3				
Permitted Phases							3		3			
Actuated Green, G (s)		109.6			85.1		37.9	37.9	37.9			
Effective Green, g (s)		109.6			85.1		37.9	37.9	37.9			
Actuated g/C Ratio		0.68			0.53		0.24	0.24	0.24			
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)		3483			2683		419	441	369			
v/s Ratio Prot		c0.44			c0.39			c0.22				
v/s Ratio Perm							0.20		0.04			
v/c Ratio		0.64			0.74		0.84	0.94	0.17			
Uniform Delay, d1		14.2			29.0		58.1	59.9	48.6			
Progression Factor		0.11			1.00		1.00	1.00	1.00			
Incremental Delay, d2		0.6			1.9		13.1	27.4	0.1			
Delay (s)		2.1			30.9		71.2	87.3	48.7			
Level of Service		A			C		E	F	D			
Approach Delay (s)		2.1			30.9			75.9			0.0	
Approach LOS		A			C			E			A	
Intersection Summary												
HCM 2000 Control Delay		26.0					HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio		0.80										
Actuated Cycle Length (s)		160.0					Sum of lost time (s)		18.5			
Intersection Capacity Utilization		122.0%					ICU Level of Service		H			
Analysis Period (min)		15										
c Critical Lane Group												

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Timings

7: Dixie Highway & Pembroke Road

Future No-Build Conditions

P.M. Peak Hour

	→	←	↘	↓				
Lane Group	EBT	WBT	SBL	SBT	Ø2	Ø3	Ø5	Ø7
Lane Configurations	↑↑↑	↑↑	↘	↑↑↑				
Traffic Volume (vph)	1026	1330	162	367				
Future Volume (vph)	1026	1330	162	367				
Turn Type	NA	NA	Perm	NA				
Protected Phases	4	4 2		6	2	3	5	7
Permitted Phases			6					
Detector Phase	4	4 2	6	6				
Switch Phase								
Minimum Initial (s)	7.0		5.0	5.0	12.0	5.0	7.0	12.0
Minimum Split (s)	32.5		32.5	32.5	28.0	32.0	28.0	28.5
Total Split (s)	47.0		33.0	33.0	80.0	33.0	47.0	80.0
Total Split (%)	29.4%		20.6%	20.6%	50%	21%	29%	50%
Yellow Time (s)	4.0		4.5	4.5	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				
Total Lost Time (s)	6.0		6.5	6.5				
Lead/Lag	Lead		Lag	Lag		Lag	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None		None	None	C-Max	None	None	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 140 (88%), Referenced to phase 2:WBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Splits and Phases: 7: Dixie Highway & Pembroke Road

#7 ↘ Ø2 (R) 80 s		#7 ↘ Ø4 47 s		#7 ↓ Ø6 33 s
#8 ↘ Ø5 47 s	#8 ↘ Ø3 33 s	#8 ↘ Ø7 80 s		

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HCM Signalized Intersection Capacity Analysis 7: Dixie Highway & Pembroke Road

Future No-Build Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
												
Lane Configurations		↑↑↑			↑↑					↑	↑↑↑	
Traffic Volume (vph)	0	1026	41	62	1330	0	0	0	0	162	367	178
Future Volume (vph)	0	1026	41	62	1330	0	0	0	0	162	367	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0					6.5	6.5	
Lane Util. Factor		0.91			0.95					0.86	0.86	
Frpb, 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	0.95	
Flt Protected		1.00			1.00					0.95	1.00	
Satd. Flow (prot)		5051			3531					1522	4547	
Flt Permitted		1.00			0.67					0.95	1.00	
Satd. Flow (perm)		5051			2370					1522	4547	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1115	45	67	1446	0	0	0	0	176	399	193
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	54	0
Lane Group Flow (vph)	0	1157	0	0	1513	0	0	0	0	158	556	0
Confl. Peds. (#/hr)			2	2								1
Confl. Bikes (#/hr)			10									2
Turn Type		NA		Prot	NA					Perm	NA	
Protected Phases		4		2	4 2						6	
Permitted Phases										6		
Actuated Green, G (s)		41.0			117.5					24.0	24.0	
Effective Green, g (s)		41.0			117.5					24.0	24.0	
Actuated g/C Ratio		0.26			0.73					0.15	0.15	
Clearance Time (s)		6.0								6.5	6.5	
Vehicle Extension (s)		3.0								2.5	2.5	
Lane Grp Cap (vph)		1294			2295					228	682	
v/s Ratio Prot		c0.23			c0.32							
v/s Ratio Perm					0.17					0.10	0.12	
v/c Ratio		0.89			0.66					0.69	0.82	
Uniform Delay, d1		57.4			10.9					64.5	65.9	
Progression Factor		1.00			0.27					1.00	1.00	
Incremental Delay, d2		8.3			0.1					8.1	7.3	
Delay (s)		65.7			3.0					72.6	73.1	
Level of Service		E			A					E	E	
Approach Delay (s)		65.7			3.0			0.0			73.0	
Approach LOS		E			A			A			E	
Intersection Summary												
HCM 2000 Control Delay			39.7			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			160.0			Sum of lost time (s)				24.5		
Intersection Capacity Utilization			85.9%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

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Timings
8: NE 1st Avenue/S 21st Avenue & Pembroke Road

Future No-Build Conditions
P.M. Peak Hour

							
Lane Group	EBL	EBT	WBT	NBT	Ø2	Ø4	Ø6
Lane Configurations							
Traffic Volume (vph)	128	1060	1138	309			
Future Volume (vph)	128	1060	1138	309			
Turn Type	D,P+P	NA	NA	NA			
Protected Phases	7	7 5	5	3	2	4	6
Permitted Phases	5						
Detector Phase	7	7 5	5	3			
Switch Phase							
Minimum Initial (s)	12.0		7.0	5.0	12.0	7.0	5.0
Minimum Split (s)	28.5		28.0	32.0	28.0	32.5	32.5
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)	4.5		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
Lost Time Adjust (s)	0.0		0.0	0.0			
Total Lost Time (s)	6.5		6.0	6.0			
Lead/Lag			Lead	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes
Recall Mode	None		None	None	C-Max	None	None

Intersection Summary

Cycle Length: 160

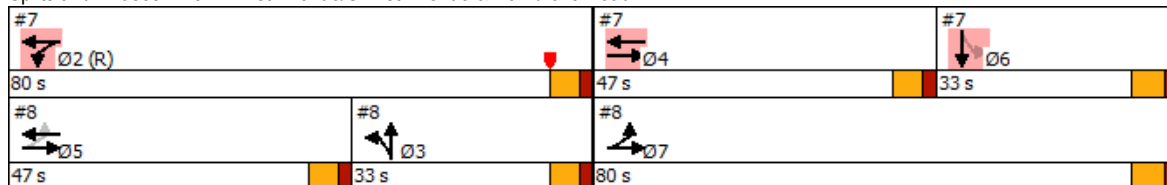
Actuated Cycle Length: 160

Offset: 140 (88%), Referenced to phase 2:WBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Splits and Phases: 8: NE 1st Avenue/S 21st Avenue & Pembroke Road



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HCM Signalized Intersection Capacity Analysis
8: NE 1st Avenue/S 21st Avenue & Pembroke Road

Future No-Build Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	1060	0	0	1138	22	254	309	37	0	0	0
Future Volume (vph)	128	1060	0	0	1138	22	254	309	37	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				
Lane Util. Factor	1.00	0.95			0.95			0.95				
Frpb, 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			3526			3431				
Flt Permitted	0.09	1.00			1.00			0.98				
Satd. Flow (perm)	171	3539			3526			3431				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	139	1152	0	0	1237	24	276	336	40	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	3	0	0	0	0
Lane Group Flow (vph)	139	1152	0	0	1260	0	0	649	0	0	0	0
Confl. Peds. (#/hr)	13					13			1			
Confl. Bikes (#/hr)						2			2			
Turn Type	D.P+P	NA			NA		Split	NA				
Protected Phases	7	7 5			5		3	3				
Permitted Phases	5											
Actuated Green, G (s)	114.5	121.0			43.5			27.0				
Effective Green, g (s)	114.5	121.0			43.5			27.0				
Actuated g/C Ratio	0.72	0.76			0.27			0.17				
Clearance Time (s)	6.5				6.0			6.0				
Vehicle Extension (s)	3.0				3.0			2.5				
Lane Grp Cap (vph)	831	2676			958			578				
v/s Ratio Prot	0.07	c0.33			c0.36			c0.19				
v/s Ratio Perm	0.05											
v/c Ratio	0.17	0.43			1.32			1.12				
Uniform Delay, d1	12.3	7.0			58.2			66.5				
Progression Factor	0.00	0.52			1.00			0.91				
Incremental Delay, d2	0.0	0.1			149.4			72.0				
Delay (s)	0.1	3.7			207.7			132.6				
Level of Service	A	A			F			F				
Approach Delay (s)		3.3			207.7			132.6			0.0	
Approach LOS		A			F			F			A	
Intersection Summary												
HCM 2000 Control Delay			110.1			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			0.88									
Actuated Cycle Length (s)			160.0			Sum of lost time (s)			24.5			
Intersection Capacity Utilization			74.9%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

9: Dixie Highway & Hollywood Boulevard

Future No-Build Conditions

P.M. Peak Hour

	→	↘	↙	←	↘	↓	↙			
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR	Ø3	Ø5	Ø7
Lane Configurations	↑↑	↑	↘	↑	↘	↑↑	↑			
Traffic Volume (vph)	393	83	53	434	72	503	128			
Future Volume (vph)	393	83	53	434	72	503	128			
Turn Type	NA	Perm	D.P+P	NA	Split	NA	Prot			
Protected Phases	4		2	2 4	6	6	6	3	5	7
Permitted Phases		4	4							
Detector Phase	4	4	2	2 4	6	6	6			
Switch Phase										
Minimum Initial (s)	10.0	10.0	8.0		4.0	4.0	4.0	4.0	14.0	4.0
Minimum Split (s)	15.0	15.0	25.0		26.0	26.0	26.0	26.0	24.0	24.0
Total Split (s)	35.0	35.0	61.0		26.0	26.0	26.0	26.0	61.0	35.0
Total Split (%)	28.7%	28.7%	50.0%		21.3%	21.3%	21.3%	21%	50%	29%
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)	1.0	1.0	2.0		2.0	2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0			
Total Lost Time (s)	5.0	5.0	6.0		6.0	6.0	6.0			
Lead/Lag	Lead	Lead			Lag	Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes	Yes		Yes
Recall Mode	Min	Min	None		None	None	None	None	None	None

Intersection Summary

Cycle Length: 122

Actuated Cycle Length: 64.5

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Splits and Phases: 9: Dixie Highway & Hollywood Boulevard

#9 ↘ Ø2 61 s		#9 ↘ Ø4 35 s		#9 ↘ Ø6 26 s
#10 ↘ Ø7 35 s	#10 ↘ Ø3 26 s	#10 ↘ Ø5 61 s		

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HCM Signalized Intersection Capacity Analysis 9: Dixie Highway & Hollywood Boulevard

Future No-Build Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑					↑	↑↑	↑
Traffic Volume (vph)	0	393	83	53	434	0	0	0	0	72	503	128
Future Volume (vph)	0	393	83	53	434	0	0	0	0	72	503	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	6.0	6.0					6.0	6.0	6.0
Lane Util. Factor		0.95	1.00	1.00	1.00					1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.96	1.00	1.00					1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	1.00
Satd. Flow (prot)		3539	1525	1763	1863					1770	3539	1583
Flt Permitted		1.00	1.00	0.44	1.00					0.95	1.00	1.00
Satd. Flow (perm)		3539	1525	817	1863					1770	3539	1583
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	423	89	57	467	0	0	0	0	77	541	138
RTOR Reduction (vph)	0	0	68	0	0	0	0	0	0	0	0	102
Lane Group Flow (vph)	0	423	21	57	467	0	0	0	0	77	541	36
Confl. Peds. (#/hr)			17	17								10
Confl. Bikes (#/hr)			4									
Turn Type		NA	Perm	D.P+P	NA					Split	NA	Prot
Protected Phases		4		2	2 4					6	6	6
Permitted Phases			4	4								
Actuated Green, G (s)		15.0	15.0	30.6	36.6					16.5	16.5	16.5
Effective Green, g (s)		15.0	15.0	30.6	36.6					16.5	16.5	16.5
Actuated g/C Ratio		0.23	0.23	0.48	0.57					0.26	0.26	0.26
Clearance Time (s)		5.0	5.0	6.0						6.0	6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0						2.0	2.0	2.0
Lane Grp Cap (vph)		828	356	620	1063					455	910	407
v/s Ratio Prot		0.12		0.02	c0.25					0.04	c0.15	0.02
v/s Ratio Perm			0.01	0.02								
v/c Ratio		0.51	0.06	0.09	0.44					0.17	0.59	0.09
Uniform Delay, d1		21.4	19.1	9.1	7.9					18.5	20.9	18.1
Progression Factor		1.00	1.00	0.05	0.12					1.00	1.00	1.00
Incremental Delay, d2		0.2	0.0	0.0	0.1					0.1	0.7	0.0
Delay (s)		21.6	19.1	0.5	1.1					18.5	21.6	18.1
Level of Service		C	B	A	A					B	C	B
Approach Delay (s)		21.1			1.0			0.0			20.6	
Approach LOS		C			A			A			C	
Intersection Summary												
HCM 2000 Control Delay			15.0			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.55									
Actuated Cycle Length (s)			64.1			Sum of lost time (s)				17.0		
Intersection Capacity Utilization			64.1%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

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Timings
10: S 21st Avenue/N 21st Avenue & Hollywood Boulevard

Future No-Build Conditions
P.M. Peak Hour

									
Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	Ø2	Ø4	Ø6
Lane Configurations									
Traffic Volume (vph)	150	314	281	206	482	61			
Future Volume (vph)	150	314	281	206	482	61			
Turn Type	D.P+P	NA	NA	Split	NA	Perm			
Protected Phases	5	5 7	7	3	3		2	4	6
Permitted Phases	7					3			
Detector Phase	5	5 7	7	3	3	3			
Switch Phase									
Minimum Initial (s)	14.0		4.0	4.0	4.0	4.0	8.0	10.0	4.0
Minimum Split (s)	24.0		24.0	26.0	26.0	26.0	25.0	15.0	26.0
Total Split (s)	61.0		35.0	26.0	26.0	26.0	61.0	35.0	26.0
Total Split (%)	50.0%		28.7%	21.3%	21.3%	21.3%	50%	29%	21%
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		1.0	2.0	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0		5.0	6.0	6.0	6.0			
Lead/Lag			Lead	Lag	Lag	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None		None	None	None	None	None	Min	None

Intersection Summary

Cycle Length: 122
Actuated Cycle Length: 64.5
Natural Cycle: 75
Control Type: Semi Act-Uncoord

Splits and Phases: 10: S 21st Avenue/N 21st Avenue & Hollywood Boulevard

#9  Ø2 61 s		#9  Ø4 35 s		#9  Ø6 26 s
#10  Ø7 35 s	#10  Ø3 26 s	#10  Ø5 61 s		

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HCM Signalized Intersection Capacity Analysis
10: S 21st Avenue/N 21st Avenue & Hollywood Boulevard

Future No-Build Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	314	0	0	281	48	206	482	61	0	0	0
Future Volume (vph)	150	314	0	0	281	48	206	482	61	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			5.0		6.0	6.0	6.0			
Lane Util. Factor	1.00	1.00			0.95		1.00	0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	0.96			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			0.98		1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1764	1863			3448		1770	3539	1517			
Flt Permitted	0.50	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)	925	1863			3448		1770	3539	1517			
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)	161	338	0	0	302	52	222	518	66	0	0	0
RTOR Reduction (vph)	0	0	0	0	12	0	0	0	50	0	0	0
Lane Group Flow (vph)	161	338	0	0	342	0	222	518	16	0	0	0
Confl. Peds. (#/hr)	12					12			11			
Confl. Bikes (#/hr)						2			3			
Turn Type	D.P+P	NA			NA		Split	NA	Perm			
Protected Phases	5	5 7			7		3	3				
Permitted Phases	7								3			
Actuated Green, G (s)	31.1	37.1			12.5		16.0	16.0	16.0			
Effective Green, g (s)	31.1	37.1			12.5		16.0	16.0	16.0			
Actuated g/C Ratio	0.49	0.58			0.20		0.25	0.25	0.25			
Clearance Time (s)	6.0				5.0		6.0	6.0	6.0			
Vehicle Extension (s)	2.0				2.0		2.0	2.0	2.0			
Lane Grp Cap (vph)	692	1078			672		441	883	378			
v/s Ratio Prot	0.07	c0.18			c0.10		0.13	c0.15				
v/s Ratio Perm	0.05								0.01			
v/c Ratio	0.23	0.31			0.51		0.50	0.59	0.04			
Uniform Delay, d1	9.4	6.9			23.1		20.6	21.1	18.2			
Progression Factor	1.67	1.91			1.00		1.00	1.00	1.00			
Incremental Delay, d2	0.1	0.1			0.2		0.3	0.6	0.0			
Delay (s)	15.7	13.3			23.3		21.0	21.8	18.3			
Level of Service	B	B			C		C	C	B			
Approach Delay (s)		14.1			23.3			21.3			0.0	
Approach LOS		B			C			C			A	
Intersection Summary												
HCM 2000 Control Delay			19.5									B
HCM 2000 Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			64.1						17.0			
Intersection Capacity Utilization			64.1%									C
Analysis Period (min)			15									
c Critical Lane Group												

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Timings
11: Dixie Highway & Tyler Street

Future No-Build Conditions
P.M. Peak Hour

Lane Group	WBL	WBT	SBT	SBR	Ø1	Ø3	Ø4	Ø5	Ø6
Lane Configurations									
Traffic Volume (vph)	160	616	587	24					
Future Volume (vph)	160	616	587	24					
Turn Type	Prot	NA	NA	Perm					
Protected Phases	1 3	1 5	2		1	3	4	5	6
Permitted Phases				2					
Detector Phase	1 3	1 5	2	2					
Switch Phase									
Minimum Initial (s)			15.0	15.0	3.0	6.0	5.0	11.0	18.0
Minimum Split (s)			39.0	39.0	9.0	34.0	11.0	34.0	39.0
Total Split (s)			40.0	40.0	9.0	36.0	15.0	51.0	49.0
Total Split (%)			40.0%	40.0%	9%	36%	15%	51%	49%
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					
Total Lost Time (s)			6.0	6.0					
Lead/Lag			Lag	Lag	Lead	Lead	Lag		
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes		
Recall Mode			C-Max	C-Max	None	None	None	None	C-Max

Intersection Summary

Cycle Length: 100

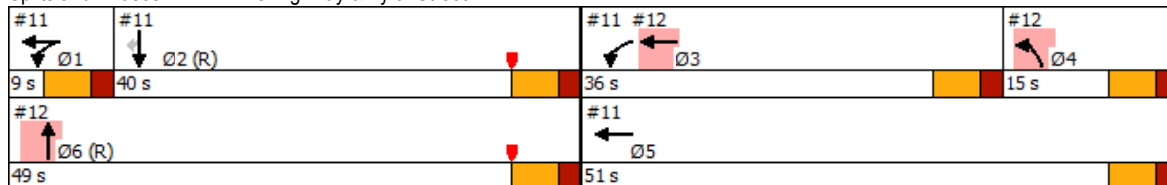
Actuated Cycle Length: 100

Offset: 47 (47%), Referenced to phase 2:SBT and 6:, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Splits and Phases: 11: Dixie Highway & Tyler Street



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HCM Signalized Intersection Capacity Analysis 11: Dixie Highway & Tyler Street

Future No-Build Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	160	616	0	0	0	0	0	587	24
Future Volume (vph)	0	0	0	160	616	0	0	0	0	0	587	24
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	1.00
Frpb, ped/bikes				1.00	1.00						1.00	0.99
Flpb, ped/bikes				1.00	1.00						1.00	1.00
Frt				1.00	1.00						1.00	0.85
Flt Protected				0.95	1.00						1.00	1.00
Satd. Flow (prot)				1770	3539						3539	1563
Flt Permitted				0.95	1.00						1.00	1.00
Satd. Flow (perm)				1770	3539						3539	1563
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	176	677	0	0	0	0	0	645	26
RTOR Reduction (vph)	0	0	0	126	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	50	677	0	0	0	0	0	645	26
Confl. Peds. (#/hr)				3								1
Turn Type				Prot	NA						NA	Perm
Protected Phases				1 3	1 5						2	
Permitted Phases												2
Actuated Green, G (s)				28.5	43.5						44.5	44.5
Effective Green, g (s)				28.5	43.5						44.5	44.5
Actuated g/C Ratio				0.28	0.44						0.44	0.44
Clearance Time (s)											6.0	6.0
Vehicle Extension (s)											3.0	3.0
Lane Grp Cap (vph)				504	1539						1574	695
v/s Ratio Prot				0.03	c0.19						c0.18	
v/s Ratio Perm												0.02
v/c Ratio				0.10	0.44						0.41	0.04
Uniform Delay, d1				26.3	19.7						18.8	15.7
Progression Factor				0.01	0.07						1.83	1.86
Incremental Delay, d2				0.0	0.1						0.7	0.1
Delay (s)				0.2	1.5						35.1	29.2
Level of Service				A	A						D	C
Approach Delay (s)		0.0			1.2			0.0			34.9	
Approach LOS		A			A			A			C	
Intersection Summary												
HCM 2000 Control Delay			16.0			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			100.0						24.0			
Intersection Capacity Utilization			54.5%						A			
Analysis Period (min)			15									
c Critical Lane Group												

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Timings
12: N 21st Avenue & Tyler Street

Future No-Build Conditions
P.M. Peak Hour

	←	↖	↑			
Lane Group	WBT	NBL	NBT	Ø1	Ø2	Ø5
Lane Configurations	↑↑↑	↖	↑↑			
Traffic Volume (vph)	734	42	537			
Future Volume (vph)	734	42	537			
Turn Type	NA	Prot	NA			
Protected Phases	3	4	6	1	2	5
Permitted Phases						
Detector Phase	3	4	6			
Switch Phase						
Minimum Initial (s)	6.0	5.0	18.0	3.0	15.0	11.0
Minimum Split (s)	34.0	11.0	39.0	9.0	39.0	34.0
Total Split (s)	36.0	15.0	49.0	9.0	40.0	51.0
Total Split (%)	36.0%	15.0%	49.0%	9%	40%	51%
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	None	None	C-Max	None	C-Max	None

Intersection Summary

Cycle Length: 100

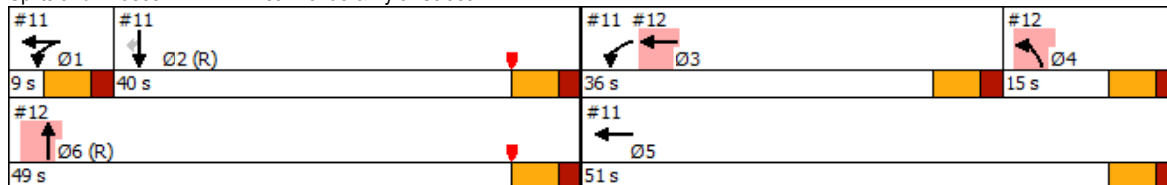
Actuated Cycle Length: 100

Offset: 47 (47%), Referenced to phase 2:SBT and 6:, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Splits and Phases: 12: N 21st Avenue & Tyler Street



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HCM Signalized Intersection Capacity Analysis 12: N 21st Avenue & Tyler Street

Future No-Build Conditions
P.M. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					  			 				
Traffic Volume (vph)	0	0	0	0	734	75	42	537	0	0	0	0
Future Volume (vph)	0	0	0	0	734	75	42	537	0	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					0.91		1.00	0.95				
Frpb, ped/bikes					1.00		1.00	1.00				
Flpb, ped/bikes					1.00		1.00	1.00				
Frt					0.99		1.00	1.00				
Flt Protected					1.00		0.95	1.00				
Satd. Flow (prot)					5009		1770	3539				
Flt Permitted					1.00		0.95	1.00				
Satd. Flow (perm)					5009		1770	3539				
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	0	807	82	46	590	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	13	0	45	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	876	0	1	590	0	0	0	0
Confl. Bikes (#/hr)						2						
Turn Type					NA		Prot	NA				
Protected Phases					3		4	6				
Permitted Phases												
Actuated Green, G (s)					24.2		3.0	54.8				
Effective Green, g (s)					24.2		3.0	54.8				
Actuated g/C Ratio					0.24		0.03	0.55				
Clearance Time (s)					6.0		6.0	6.0				
Vehicle Extension (s)					2.0		1.5	0.2				
Lane Grp Cap (vph)					1212		53	1939				
v/s Ratio Prot					c0.17		c0.00	c0.17				
v/s Ratio Perm												
v/c Ratio					0.72		0.03	0.30				
Uniform Delay, d1					34.8		47.1	12.3				
Progression Factor					1.00		1.00	1.00				
Incremental Delay, d2					1.8		0.1	0.4				
Delay (s)					36.7		47.2	12.7				
Level of Service					D		D	B				
Approach Delay (s)		0.0			36.7			15.2			0.0	
Approach LOS		A			D			B			A	
Intersection Summary												
HCM 2000 Control Delay			27.7									
HCM 2000 Volume to Capacity ratio			0.45									
Actuated Cycle Length (s)			100.0									
Intersection Capacity Utilization			54.5%									
Analysis Period (min)			15									
c Critical Lane Group												

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Timings
13: Dixie Highway & Johnson Street

Future No-Build Conditions
P.M. Peak Hour

	→	↖	←	↙	↓					
Lane Group	EBT	WBL	WBT	SBL	SBT	Ø1	Ø3	Ø5	Ø6	Ø7
Lane Configurations	↑↑	↖	↑	↙	↑↑↓					
Traffic Volume (vph)	447	67	594	138	464					
Future Volume (vph)	447	67	594	138	464					
Turn Type	NA	D.P+P	NA	Split	NA					
Protected Phases	4	2	2 4	1 6	1 6	1	3	5	6	7
Permitted Phases		4								
Detector Phase	4	2	2 4	1 6	1 6					
Switch Phase										
Minimum Initial (s)	7.0	13.0				1.0	8.0	6.0	6.0	7.0
Minimum Split (s)	28.5	26.0				6.5	24.5	25.0	17.0	26.0
Total Split (s)	33.0	42.0				8.0	25.0	25.0	17.0	33.0
Total Split (%)	33.0%	42.0%				8%	25%	25%	17%	33%
Yellow Time (s)	4.0	4.0				4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0				1.5	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0								
Total Lost Time (s)	5.0	5.0								
Lead/Lag		Lag				Lead	Lag			Lead
Lead-Lag Optimize?		Yes				Yes	Yes			Yes
Recall Mode	Max	Max				Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 48 (48%), Referenced to phase 7:EBWB, Start of Yellow

Natural Cycle: 95

Control Type: Pretimed

Splits and Phases: 13: Dixie Highway & Johnson Street

#13 Ø1	#13 Ø2	#13 Ø4	#13 #14 Ø6
8 s	42 s	33 s	17 s
#14 Ø7 (R)	#14 Ø3	#14 Ø5	
33 s	25 s	25 s	

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HCM Signalized Intersection Capacity Analysis 13: Dixie Highway & Johnson Street

Future No-Build Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	447	56	67	594	0	0	0	0	138	464	81
Future Volume (vph)	0	447	56	67	594	0	0	0	0	138	464	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0					5.5	5.5	
Lane Util. Factor		0.95		1.00	1.00					1.00	0.91	
Frpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Frt		0.98		1.00	1.00					1.00	0.98	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		3474		1769	1863					1770	4953	
Flt Permitted		1.00		0.29	1.00					0.95	1.00	
Satd. Flow (perm)		3474		549	1863					1770	4953	
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)	0	502	63	75	667	0	0	0	0	155	521	91
RTOR Reduction (vph)	0	9	0	0	0	0	0	0	0	0	27	0
Lane Group Flow (vph)	0	556	0	75	667	0	0	0	0	155	585	0
Confl. Peds. (#/hr)			2	2								1
Confl. Bikes (#/hr)			1									1
Turn Type		NA		D.P+P	NA					Split	NA	
Protected Phases		4		2	2 4					1 6	1 6	
Permitted Phases				4								
Actuated Green, G (s)		28.0		65.0	70.0					19.5	19.5	
Effective Green, g (s)		28.0		65.0	70.0					14.5	14.5	
Actuated g/C Ratio		0.28		0.65	0.70					0.14	0.14	
Clearance Time (s)		5.0		5.0								
Lane Grp Cap (vph)		972		808	1304					256	718	
v/s Ratio Prot		c0.16		0.03	c0.36					0.09	c0.12	
v/s Ratio Perm				0.03								
v/c Ratio		0.57		0.09	0.51					0.61	0.82	
Uniform Delay, d1		30.9		6.9	7.0					40.1	41.5	
Progression Factor		1.00		1.75	2.06					1.00	1.00	
Incremental Delay, d2		2.4		0.2	1.3					10.2	9.9	
Delay (s)		33.3		12.2	15.7					50.3	51.4	
Level of Service		C		B	B					D	D	
Approach Delay (s)		33.3			15.4			0.0			51.1	
Approach LOS		C			B			A			D	
Intersection Summary												
HCM 2000 Control Delay			33.5		HCM 2000 Level of Service				C			
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			100.0		Sum of lost time (s)				20.5			
Intersection Capacity Utilization			70.2%		ICU Level of Service				C			
Analysis Period (min)			15									
c Critical Lane Group												

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Timings
14: N 21st Avenue & Johnson Street

Future No-Build Conditions
P.M. Peak Hour

									
Lane Group	EBL	EBT	WBT	NBT	Ø1	Ø2	Ø4	Ø6	Ø7
Lane Configurations									
Traffic Volume (vph)	71	514	466	445					
Future Volume (vph)	71	514	466	445					
Turn Type	custom	NA	NA	NA					
Protected Phases	5	5 6 7	6 7	3	1	2	4	6	7
Permitted Phases	7								
Detector Phase	5	5 6 7	6 7	3					
Switch Phase									
Minimum Initial (s)	6.0			8.0	1.0	13.0	7.0	6.0	7.0
Minimum Split (s)	25.0			24.5	6.5	26.0	28.5	17.0	26.0
Total Split (s)	25.0			25.0	8.0	42.0	33.0	17.0	33.0
Total Split (%)	25.0%			25.0%	8%	42%	33%	17%	33%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0			1.5	1.5	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0			0.0					
Total Lost Time (s)	5.0			5.5					
Lead/Lag				Lag	Lead	Lag			Lead
Lead-Lag Optimize?				Yes	Yes	Yes			Yes
Recall Mode	Max			Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100

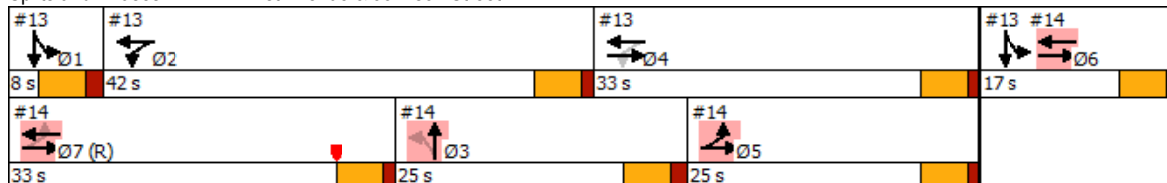
Actuated Cycle Length: 100

Offset: 48 (48%), Referenced to phase 7:EBWB, Start of Yellow

Natural Cycle: 95

Control Type: Pretimed

Splits and Phases: 14: N 21st Avenue & Johnson Street



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HCM Signalized Intersection Capacity Analysis 14: N 21st Avenue & Johnson Street

Future No-Build Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	514	0	0	466	20	195	445	58	0	0	0
Future Volume (vph)	71	514	0	0	466	20	195	445	58	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			5.5				
Lane Util. Factor	1.00	1.00			0.95			0.91				
Frpb, 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			0.99			0.99				
Flt Protected	0.95	1.00			1.00			0.99				
Satd. Flow (prot)	1770	1863			3515			4941				
Flt Permitted	0.14	1.00			1.00			0.99				
Satd. Flow (perm)	266	1863			3515			4941				
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)	80	578	0	0	524	22	219	500	65	0	0	0
RTOR Reduction (vph)	0	0	0	0	3	0	0	10	0	0	0	0
Lane Group Flow (vph)	80	578	0	0	543	0	0	774	0	0	0	0
Confl. Peds. (#/hr)	3					3			3			
Confl. Bikes (#/hr)						4						
Turn Type	custom	NA			NA		Perm	NA				
Protected Phases	5	5 6 7			6 7			3				
Permitted Phases	7						3					
Actuated Green, G (s)	48.0	70.0			45.0			19.5				
Effective Green, g (s)	48.0	70.0			45.0			19.5				
Actuated g/C Ratio	0.48	0.70			0.45			0.20				
Clearance Time (s)	5.0							5.5				
Lane Grp Cap (vph)	428	1304			1581			963				
v/s Ratio Prot	0.04	c0.31			0.15							
v/s Ratio Perm	0.05							0.16				
v/c Ratio	0.19	0.44			0.34			0.80				
Uniform Delay, d1	17.2	6.5			17.9			38.4				
Progression Factor	0.48	0.83			1.00			0.79				
Incremental Delay, d2	0.8	0.9			0.6			6.9				
Delay (s)	9.0	6.3			18.5			37.2				
Level of Service	A	A			B			D				
Approach Delay (s)		6.6			18.5			37.2			0.0	
Approach LOS		A			B			D			A	
Intersection Summary												
HCM 2000 Control Delay			22.0									
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			100.0						20.5			
Intersection Capacity Utilization			70.2%						C			
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

15: Dixie Highway & Sheridan Street

Future No-Build Conditions

P.M. Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	SBT	Ø2	Ø3	Ø5	Ø7	Ø9	Ø10
Lane Configurations												
Traffic Volume (vph)	176	1213	432	82	1689	255						
Future Volume (vph)	176	1213	432	82	1689	255						
Turn Type	pm+pt	NA	Perm	custom	NA	NA						
Protected Phases	1	6		5 9	2 9	8	2	3	5	7	9	10
Permitted Phases	6		6	2								
Detector Phase	1	6	6	5 9	2 9	8						
Switch Phase												
Minimum Initial (s)	10.0	12.0	12.0			15.0	12.0	7.0	10.0	20.0	34.0	22.0
Minimum Split (s)	16.5	24.5	24.5			34.5	24.5	12.0	16.5	28.0	39.0	28.5
Total Split (s)	21.0	50.0	50.0			36.0	50.0	12.0	21.0	29.0	53.0	48.0
Total Split (%)	13.1%	31.3%	31.3%			22.5%	31%	8%	13%	18%	33%	30%
Yellow Time (s)	4.5	4.5	4.5			4.5	4.5	4.0	4.5	4.0	4.0	4.5
All-Red Time (s)	2.0	1.0	1.0			2.0	1.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0						
Total Lost Time (s)	6.5	5.5	5.5			6.5						
Lead/Lag	Lead	Lag	Lag			Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	Max	Max	Max			Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 143 (89%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 145

Control Type: Pretimed

Splits and Phases: 15: Dixie Highway & Sheridan Street

 #15 #16 Ø1	 #15 #16 Ø2 (R)	 #15 Ø9	 #15 Ø8
21 s	50 s	53 s	36 s
 #15 #16 Ø5	 #15 #16 Ø6 (R)	 #16 Ø3	 #16 Ø7
21 s	50 s	12 s	29 s
			48 s

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HCM Signalized Intersection Capacity Analysis 15: Dixie Highway & Sheridan Street

Future No-Build Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	176	1213	432	82	1689	89	0	0	0	60	255	159
Future Volume (vph)	176	1213	432	82	1689	89	0	0	0	60	255	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	5.5	5.5	6.5	5.5						6.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95						0.95	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00						0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00						1.00	
Frt	1.00	1.00	0.85	1.00	0.99						0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00						0.99	
Satd. Flow (prot)	1770	3539	1533	1770	3507						3322	
Flt Permitted	0.09	1.00	1.00	0.09	1.00						0.99	
Satd. Flow (perm)	167	3539	1533	167	3507						3322	
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)	196	1348	480	91	1877	99	0	0	0	67	283	177
RTOR Reduction (vph)	0	0	167	0	2	0	0	0	0	0	40	0
Lane Group Flow (vph)	196	1348	313	91	1974	0	0	0	0	0	487	0
Confl. Peds. (#/hr)	8		7	7		8				2		1
Confl. Bikes (#/hr)			3			6						2
Turn Type	pm+pt	NA	Perm	custom	NA					Split	NA	
Protected Phases	1	6		5 9	2 9					8	8	
Permitted Phases	6		6	2								
Actuated Green, G (s)	59.0	44.5	44.5	107.0	98.0						29.5	
Effective Green, g (s)	59.0	44.5	44.5	107.0	98.0						29.5	
Actuated g/C Ratio	0.37	0.28	0.28	0.67	0.61						0.18	
Clearance Time (s)	6.5	5.5	5.5								6.5	
Lane Grp Cap (vph)	206	984	426	737	2148						612	
v/s Ratio Prot	c0.09	c0.38		0.05	c0.56						c0.15	
v/s Ratio Perm	0.26		0.20	0.03								
v/c Ratio	0.95	1.37	0.73	0.12	0.92						0.80	
Uniform Delay, d1	46.2	57.8	52.4	14.6	27.5						62.4	
Progression Factor	1.00	1.00	1.00	1.36	0.76						1.00	
Incremental Delay, d2	51.2	173.0	10.7	0.2	4.7						10.3	
Delay (s)	97.4	230.7	63.1	20.1	25.5						72.7	
Level of Service	F	F	E	C	C						E	
Approach Delay (s)		178.1			25.3			0.0			72.7	
Approach LOS		F			C			A			E	
Intersection Summary												
HCM 2000 Control Delay			97.6			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			1.10									
Actuated Cycle Length (s)			160.0			Sum of lost time (s)			28.5			
Intersection Capacity Utilization			98.1%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

16: N 21st Avenue & Sheridan Street

Future No-Build Conditions

P.M. Peak Hour

	→	←	↖	↗								
Lane Group	EBT	WBT	NBL	NBR	Ø1	Ø2	Ø3	Ø5	Ø6	Ø8	Ø9	Ø10
Lane Configurations	↑↑	↑↑↑	↖↖	↗								
Traffic Volume (vph)	1273	1464	396	135								
Future Volume (vph)	1273	1464	396	135								
Turn Type	NA	NA	Prot	Prot								
Protected Phases	6 10 3	1 2 5	7	7	1	2	3	5	6	8	9	10
Permitted Phases												
Detector Phase	6 10 3	1 2 5	7	7								
Switch Phase												
Minimum Initial (s)			20.0	20.0	10.0	12.0	7.0	10.0	12.0	15.0	34.0	22.0
Minimum Split (s)			28.0	28.0	16.5	24.5	12.0	16.5	24.5	34.5	39.0	28.5
Total Split (s)			29.0	29.0	21.0	50.0	12.0	21.0	50.0	36.0	53.0	48.0
Total Split (%)			18.1%	18.1%	13%	31%	8%	13%	31%	23%	33%	30%
Yellow Time (s)			4.0	4.0	4.5	4.5	4.0	4.5	4.5	4.5	4.0	4.5
All-Red Time (s)			1.0	1.0	2.0	1.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)			0.0	0.0								
Total Lost Time (s)			5.0	5.0								
Lead/Lag			Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode			Max	Max	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 143 (89%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 145

Control Type: Pretimed

Splits and Phases: 16: N 21st Avenue & Sheridan Street

#15 #16 Ø1	#15 #16 Ø2 (R)	#15 Ø9	#15 Ø8
21 s	50 s	53 s	36 s
#15 #16 Ø5	#15 #16 Ø6 (R)	#16 Ø3	#16 Ø7
21 s	50 s	12 s	29 s
			48 s

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HCM Signalized Intersection Capacity Analysis
16: N 21st Avenue & Sheridan Street

Future No-Build Conditions
P.M. Peak Hour

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑↑	↑↑	↑
Traffic Volume (vph)	1273	0	0	1464	396	135
Future Volume (vph)	1273	0	0	1464	396	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5			6.5	5.0	5.0
Lane Util. Factor	0.95			0.91	0.97	1.00
Frpb, 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	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	3539			5085	3433	1583
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	3539			5085	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1414	0	0	1627	440	150
RTOR Reduction (vph)	0	0	0	0	0	128
Lane Group Flow (vph)	1414	0	0	1627	440	23
Confl. Peds. (#/hr)						2
Turn Type	NA			NA	Prot	Prot
Protected Phases	6 10 3			1 2 5	7	7
Permitted Phases						
Actuated Green, G (s)	98.5			65.5	24.0	24.0
Effective Green, g (s)	98.5			65.5	24.0	24.0
Actuated g/C Ratio	0.62			0.41	0.15	0.15
Clearance Time (s)					5.0	5.0
Lane Grp Cap (vph)	2178			2081	514	237
v/s Ratio Prot	c0.40			c0.32	c0.13	0.01
v/s Ratio Perm						
v/c Ratio	0.65			0.78	0.86	0.09
Uniform Delay, d1	19.7			41.0	66.3	58.6
Progression Factor	1.32			1.00	1.00	1.00
Incremental Delay, d2	0.1			3.0	16.6	0.8
Delay (s)	26.1			44.1	82.9	59.4
Level of Service	C			D	F	E
Approach Delay (s)	26.1			44.1	76.9	
Approach LOS	C			D	E	
Intersection Summary						
HCM 2000 Control Delay			42.4		HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.80			
Actuated Cycle Length (s)			160.0		Sum of lost time (s)	28.5
Intersection Capacity Utilization			63.1%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

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Lane Repurposing A.M.

Timings

1: Dixie Highway & County Line Road/NE 215th Street

Future Build Conditions

A.M. Peak Hour

	→	←	↖	↗	↘	↓	↙				
Lane Group	EBT	WBT	NBL	NBR	SBL	SBT	SBR	Ø4	Ø5	Ø10	Ø11
Lane Configurations	↑↑	↑↑	↖	↗	↘	↑	↖				
Traffic Volume (vph)	488	118	24	342	500	283	132				
Future Volume (vph)	488	118	24	342	500	283	132				
Turn Type	NA	NA	D.Pm	Perm	custom	NA	custom				
Protected Phases	1	8			3	3 2		4	5	10	11
Permitted Phases			2	2	2		2				
Detector Phase	1	8	2	2	3	3 2	2				
Switch Phase											
Minimum Initial (s)	12.0	13.0	10.0	10.0	8.0		10.0	6.0	37.0	7.0	7.0
Minimum Split (s)	18.0	24.0	24.0	24.0	14.0		24.0	22.5	43.0	13.0	13.0
Total Split (s)	25.0	43.0	30.0	30.0	30.0		30.0	30.0	98.0	13.0	13.0
Total Split (%)	17.7%	30.5%	21.3%	21.3%	21.3%		21.3%	21%	70%	9%	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				
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0				
Lead/Lag	Lead		Lag	Lag	Lead		Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	Max	Max	Max	Max	Max		Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 141

Actuated Cycle Length: 141

Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow

Natural Cycle: 125

Control Type: Pretimed

Splits and Phases: 1: Dixie Highway & County Line Road/NE 215th Street

#1 → Ø1	#1 ↓ Ø2 (R)	#1 ↖ Ø3	Ø10	#1 ↖ Ø8
25 s	30 s	30 s	13 s	43 s
#2 ↘ Ø5				#2 ↑ Ø4
98 s				30 s
				13 s

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HCM Signalized Intersection Capacity Analysis 1: Dixie Highway & County Line Road/NE 215th Street

Future Build Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑		↑		↑	↑	↑	↑
Traffic Volume (vph)	0	488	9	190	118	0	24	0	342	500	283	132
Future Volume (vph)	0	488	9	190	118	0	24	0	342	500	283	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0		6.0	6.0	6.0	6.0
Lane Util. Factor		0.95			1.00		1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes		1.00			1.00		1.00		1.00	1.00	1.00	0.98
Flpb, ped/bikes		1.00			1.00		1.00		1.00	1.00	1.00	1.00
Frt		1.00			1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00			0.97		0.95		1.00	0.95	1.00	1.00
Satd. Flow (prot)		3528			1807		1767		1583	1770	1863	1547
Flt Permitted		1.00			0.97		0.29		1.00	0.95	1.00	1.00
Satd. Flow (perm)		3528			1807		535		1583	1770	1863	1547
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	530	10	207	128	0	26	0	372	543	308	143
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	0	119
Lane Group Flow (vph)	0	539	0	0	335	0	26	0	372	543	308	24
Confl. Peds. (#/hr)			1	1			1					1
Turn Type		NA		Split	NA		D.Pm		Perm	custom	NA	custom
Protected Phases		1		8	8					3	3 2	
Permitted Phases							2		2	2		2
Actuated Green, G (s)		19.0			37.0		24.0		24.0	48.0	54.0	24.0
Effective Green, g (s)		19.0			37.0		24.0		24.0	48.0	54.0	24.0
Actuated g/C Ratio		0.13			0.26		0.17		0.17	0.34	0.38	0.17
Clearance Time (s)		6.0			6.0		6.0		6.0	6.0		6.0
Lane Grp Cap (vph)		475			474		91		269	677	713	263
v/s Ratio Prot		c0.15			c0.19					c0.14	0.17	
v/s Ratio Perm							0.05		c0.23	0.17		0.02
v/c Ratio		1.14			0.71		0.29		1.38	0.80	0.43	0.09
Uniform Delay, d1		61.0			47.1		51.0		58.5	41.0	32.2	49.3
Progression Factor		1.00			0.13		1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		83.8			6.0		7.7		193.8	9.7	1.9	0.7
Delay (s)		144.8			12.2		58.8		252.3	50.7	34.1	50.0
Level of Service		F			B		E		F	D	C	D
Approach Delay (s)		144.8			12.2			239.6			45.5	
Approach LOS		F			B			F			D	
Intersection Summary												
HCM 2000 Control Delay			98.3									
HCM 2000 Volume to Capacity ratio			0.97									
Actuated Cycle Length (s)			141.0							36.0		
Intersection Capacity Utilization			77.7%							D		
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

2: County Line Road/NE 215th Street & SE 1st Avenue

Future Build Conditions

A.M. Peak Hour

												
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø3	Ø8	Ø10	Ø11
Lane Configurations												
Traffic Volume (vph)	419	918	179	124	15	130						
Future Volume (vph)	419	918	179	124	15	130						
Turn Type	Prot	Perm	Perm	NA	NA	Perm						
Protected Phases	5			4	4		1	2	3	8	10	11
Permitted Phases		5	4			4						
Detector Phase	5	5	4	4	4	4						
Switch Phase												
Minimum Initial (s)	37.0	37.0	6.0	6.0	6.0	6.0	12.0	10.0	8.0	13.0	7.0	7.0
Minimum Split (s)	43.0	43.0	22.5	22.5	22.5	22.5	18.0	24.0	14.0	24.0	13.0	13.0
Total Split (s)	98.0	98.0	30.0	30.0	30.0	30.0	25.0	30.0	30.0	43.0	13.0	13.0
Total Split (%)	69.5%	69.5%	21.3%	21.3%	21.3%	21.3%	18%	21%	21%	30%	9%	9%
Yellow Time (s)	4.0	4.0	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	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0						
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0						
Lead/Lag			Lead	Lead	Lead	Lead	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 141

Actuated Cycle Length: 141

Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow

Natural Cycle: 125

Control Type: Pretimed

Splits and Phases: 2: County Line Road/NE 215th Street & SE 1st Avenue

#1 	#1 	#1 		#1 
Ø1	Ø2 (R)	Ø3	Ø10	Ø8
25 s	30 s	30 s	13 s	43 s
#2 				#2 
Ø5				Ø4
98 s				30 s
				Ø11
				13 s

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HCM Signalized Intersection Capacity Analysis
2: County Line Road/NE 215th Street & SE 1st Avenue

Future Build Conditions
A.M. Peak Hour

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	419	918	179	124	15	130
Future Volume (vph)	419	918	179	124	15	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	1863	1863	1548
Flt Permitted	0.95	1.00	0.75	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1392	1863	1863	1548
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	460	1009	197	136	16	143
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	460	1009	197	136	16	143
Confl. Peds. (#/hr)	2					
Confl. Bikes (#/hr)						1
Turn Type	Prot	Perm	Perm	NA	NA	Perm
Protected Phases	5			4	4	
Permitted Phases		5	4			4
Actuated Green, G (s)	92.0	92.0	24.0	24.0	24.0	24.0
Effective Green, g (s)	92.0	92.0	24.0	24.0	24.0	24.0
Actuated g/C Ratio	0.65	0.65	0.17	0.17	0.17	0.17
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Grp Cap (vph)	1154	1032	236	317	317	263
v/s Ratio Prot	0.26			0.07	0.01	
v/s Ratio Perm		c0.64	c0.14			0.09
v/c Ratio	0.40	0.98	0.83	0.43	0.05	0.54
Uniform Delay, d1	11.5	23.5	56.6	52.4	49.0	53.5
Progression Factor	0.01	0.57	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	4.7	28.0	4.2	0.3	7.9
Delay (s)	0.2	18.2	84.6	56.6	49.3	61.3
Level of Service	A	B	F	E	D	E
Approach Delay (s)	12.6			73.1	60.1	
Approach LOS	B			E	E	
Intersection Summary						
HCM 2000 Control Delay			26.7		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			1.05			
Actuated Cycle Length (s)			141.0		Sum of lost time (s)	36.0
Intersection Capacity Utilization			71.8%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

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Timings

3: Dixie Highway & SW 3rd Street/SE 3rd Street

Future Build Conditions

A.M. Peak Hour

	→	↖	←	↗	↓			
Lane Group	EBT	WBL	WBT	SBL	SBT	Ø3	Ø5	Ø7
Lane Configurations	↖	↖	↖	↖	↖			
Traffic Volume (vph)	322	94	134	431	608			
Future Volume (vph)	322	94	134	431	608			
Turn Type	NA	D.P+P	NA	Split	NA			
Protected Phases	4	2	2 4	6	6	3	5	7
Permitted Phases		4						
Detector Phase	4	2	2 4	6	6			
Switch Phase								
Minimum Initial (s)	6.0	12.0		7.0	7.0	6.0	13.0	6.0
Minimum Split (s)	21.0	22.0		20.0	20.0	24.0	36.0	12.0
Total Split (s)	21.0	47.0		26.0	26.0	26.0	47.0	21.0
Total Split (%)	22.3%	50.0%		27.7%	27.7%	28%	50%	22%
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	0.0			
Total Lost Time (s)	6.0	6.0		6.0	6.0			
Lead/Lag	Lead			Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes			Yes	Yes	Yes		Yes
Recall Mode	None	Min		None	None	None	None	None

Intersection Summary

Cycle Length: 94

Actuated Cycle Length: 80.2

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Splits and Phases: 3: Dixie Highway & SW 3rd Street/SE 3rd Street

#3 ↖ Ø2 47 s		#3 ↖ Ø4 21 s		#3 ↖ Ø6 26 s	
#4 ↖ Ø7 21 s	#4 ↖ Ø3 26 s	#4 ↖ Ø5 47 s			

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HCM Signalized Intersection Capacity Analysis 3: Dixie Highway & SW 3rd Street/SE 3rd Street

Future Build Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	322	17	94	134	0	0	0	0	431	608	9
Future Volume (vph)	0	322	17	94	134	0	0	0	0	431	608	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0					6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00					1.00	0.95	
Frpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Frt		0.99		1.00	1.00					1.00	1.00	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1849		1770	1863					1770	3530	
Flt Permitted		1.00		0.26	1.00					0.95	1.00	
Satd. Flow (perm)		1849		487	1863					1770	3530	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	335	18	98	140	0	0	0	0	449	633	9
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	351	0	98	140	0	0	0	0	449	641	0
Confl. Peds. (#/hr)												4
Confl. Bikes (#/hr)			2									1
Turn Type		NA		D.P+P	NA					Split	NA	
Protected Phases		4		2	2 4					6	6	
Permitted Phases				4								
Actuated Green, G (s)		15.3		27.7	33.7					34.2	34.2	
Effective Green, g (s)		15.3		27.7	33.7					34.2	34.2	
Actuated g/C Ratio		0.19		0.35	0.42					0.43	0.43	
Clearance Time (s)		6.0		6.0						6.0	6.0	
Vehicle Extension (s)		2.0		2.0						2.5	2.5	
Lane Grp Cap (vph)		354		367	785					757	1510	
v/s Ratio Prot		c0.19		c0.04	0.08					c0.25	0.18	
v/s Ratio Perm				0.05								
v/c Ratio		0.99		0.27	0.18					0.59	0.42	
Uniform Delay, d1		32.2		18.7	14.4					17.5	16.0	
Progression Factor		1.00		0.18	0.11					1.00	1.00	
Incremental Delay, d2		45.6		0.1	0.0					1.0	0.1	
Delay (s)		77.8		3.5	1.6					18.6	16.1	
Level of Service		E		A	A					B	B	
Approach Delay (s)		77.8			2.4			0.0			17.1	
Approach LOS		E			A			A			B	
Intersection Summary												
HCM 2000 Control Delay			27.8			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			79.9			Sum of lost time (s)				18.0		
Intersection Capacity Utilization			66.9%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

4: SE 1st Avenue & SE 3rd Street

Future Build Conditions

A.M. Peak Hour

									
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	Ø2	Ø4	Ø6
Lane Configurations									
Traffic Volume (vph)	37	716	154	70	75	339			
Future Volume (vph)	37	716	154	70	75	339			
Turn Type	D.P+P	NA	NA	Perm	Split	NA			
Protected Phases	5	5 7	7		3	3	2	4	6
Permitted Phases	7			7					
Detector Phase	5	5 7	7	7	3	3			
Switch Phase									
Minimum Initial (s)	13.0		6.0	6.0	6.0	6.0	12.0	6.0	7.0
Minimum Split (s)	36.0		12.0	12.0	24.0	24.0	22.0	21.0	20.0
Total Split (s)	47.0		21.0	21.0	26.0	26.0	47.0	21.0	26.0
Total Split (%)	50.0%		22.3%	22.3%	27.7%	27.7%	50%	22%	28%
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	0.0	0.0			
Total Lost Time (s)			6.0	6.0	6.0	6.0			
Lead/Lag			Lead	Lead	Lag	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None		None	None	None	None	Min	None	None

Intersection Summary

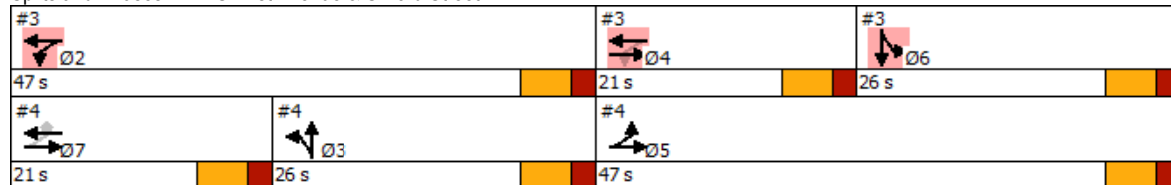
Cycle Length: 94

Actuated Cycle Length: 80.2

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Splits and Phases: 4: SE 1st Avenue & SE 3rd Street



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HCM Signalized Intersection Capacity Analysis 4: SE 1st Avenue & SE 3rd Street

Future Build Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↖	↖	↖	↖				
Traffic Volume (vph)	37	716	0	0	154	70	75	339	40	0	0	0
Future Volume (vph)	37	716	0	0	154	70	75	339	40	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	6.0				
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00				
Frpb, ped/bikes		1.00			1.00	0.97	1.00	1.00				
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00				
Frt		1.00			1.00	0.85	1.00	0.98				
Flt Protected		1.00			1.00	1.00	0.95	1.00				
Satd. Flow (prot)		1858			1863	1542	1770	1828				
Flt Permitted		1.00			1.00	1.00	0.95	1.00				
Satd. Flow (perm)		1863			1863	1542	1770	1828				
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	39	746	0	0	160	73	78	353	42	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	62	0	4	0	0	0	0
Lane Group Flow (vph)	0	785	0	0	160	11	78	391	0	0	0	0
Confl. Peds. (#/hr)	2					2			1			
Confl. Bikes (#/hr)									2			
Turn Type	D.P+P	NA			NA	Perm	Split	NA				
Protected Phases	5	5 7			7		3	3				
Permitted Phases	7					7						
Actuated Green, G (s)		41.6			12.4	12.4	20.3	20.3				
Effective Green, g (s)		41.6			12.4	12.4	20.3	20.3				
Actuated g/C Ratio		0.52			0.16	0.16	0.25	0.25				
Clearance Time (s)					6.0	6.0	6.0	6.0				
Vehicle Extension (s)					2.0	2.0	2.5	2.5				
Lane Grp Cap (vph)		968			289	239	449	464				
v/s Ratio Prot		c0.30			0.09		0.04	c0.21				
v/s Ratio Perm		c0.13				0.01						
v/c Ratio		0.81			0.55	0.05	0.17	0.84				
Uniform Delay, d1		15.9			31.2	28.7	23.3	28.3				
Progression Factor		1.74			1.00	1.00	1.00	1.00				
Incremental Delay, d2		3.1			1.3	0.0	0.1	12.8				
Delay (s)		30.7			32.5	28.8	23.4	41.1				
Level of Service		C			C	C	C	D				
Approach Delay (s)		30.7			31.3			38.2			0.0	
Approach LOS		C			C			D			A	
Intersection Summary												
HCM 2000 Control Delay			33.2		HCM 2000 Level of Service				C			
HCM 2000 Volume to Capacity ratio			0.80									
Actuated Cycle Length (s)			79.9		Sum of lost time (s)				18.0			
Intersection Capacity Utilization			83.1%		ICU Level of Service				E			
Analysis Period (min)			15									
c Critical Lane Group												

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Timings
5: Dixie Highway & Hallandale Beach Boulevard

Future Build Conditions
A.M. Peak Hour

	→	←	↘	↓			
Lane Group	EBT	WBT	SBL	SBT	Ø3	Ø6	Ø9
Lane Configurations	↑↑↑	↑↑↑	↘	↑↑			
Traffic Volume (vph)	2047	1660	292	683			
Future Volume (vph)	2047	1660	292	683			
Turn Type	NA	NA	Split	NA			
Protected Phases	2	2 9	1	1	3	6	9
Permitted Phases							
Detector Phase	2	2 9	1	1			
Switch Phase							
Minimum Initial (s)	10.0		6.0	6.0	6.0	16.0	6.0
Minimum Split (s)	31.5		39.0	39.0	37.0	41.5	12.5
Total Split (s)	68.0		46.0	46.0	46.0	114.0	46.0
Total Split (%)	42.5%		28.8%	28.8%	29%	71%	29%
Yellow Time (s)	4.5		4.0	4.0	4.0	4.5	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)	6.5		6.0	6.0			
Lead/Lag	Lag		Lead	Lead			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	C-Max		None	None	None	C-Max	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 59 (37%), Referenced to phase 2:EBWB and 6:, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Splits and Phases: 5: Dixie Highway & Hallandale Beach Boulevard

#5 ↘ Ø1 46 s	#5 #6 ↔ Ø2 (R) 68 s	#5 ← Ø9 46 s
#6 → Ø6 (R) 114 s		#6 ↑ Ø3 46 s

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HCM Signalized Intersection Capacity Analysis
5: Dixie Highway & Hallandale Beach Boulevard

Future Build Conditions
A.M. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  					  	  	
Traffic Volume (vph)	0	2047	159	0	1660	0	0	0	0	292	683	68
Future Volume (vph)	0	2047	159	0	1660	0	0	0	0	292	683	68
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	
Lane Util. Factor		0.91			0.91					1.00	0.95	
Frpb, 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	0.99	
Flt Protected		1.00			1.00					0.95	1.00	
Satd. Flow (prot)		5020			5085					1770	3491	
Flt Permitted		1.00			1.00					0.95	1.00	
Satd. Flow (perm)		5020			5085					1770	3491	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	2155	167	0	1747	0	0	0	0	307	719	72
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	5	0
Lane Group Flow (vph)	0	2318	0	0	1747	0	0	0	0	307	786	0
Confl. Peds. (#/hr)			8	8								
Confl. Bikes (#/hr)			3									
Turn Type		NA			NA					Split	NA	
Protected Phases		2			2					1	1	
Permitted Phases												
Actuated Green, G (s)		81.1			108.4					39.6	39.6	
Effective Green, g (s)		81.1			108.4					39.6	39.6	
Actuated g/C Ratio		0.51			0.68					0.25	0.25	
Clearance Time (s)		6.5								6.0	6.0	
Vehicle Extension (s)		3.0								0.2	0.2	
Lane Grp Cap (vph)		2544			3445					438	864	
v/s Ratio Prot		c0.46			c0.34					0.17	c0.23	
v/s Ratio Perm												
v/c Ratio		0.91			0.51					0.70	0.91	
Uniform Delay, d1		36.1			12.7					54.8	58.5	
Progression Factor		1.00			0.02					1.18	1.16	
Incremental Delay, d2		6.3			0.0					2.4	8.5	
Delay (s)		42.4			0.3					67.0	76.7	
Level of Service		D			A					E	E	
Approach Delay (s)		42.4			0.3			0.0			74.0	
Approach LOS		D			A			A			E	
Intersection Summary												
HCM 2000 Control Delay			34.9			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			74.6%			ICU Level of Service				D		
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

6: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard

Future Build Conditions

A.M. Peak Hour

	→	←	↖	↑	↗		
Lane Group	EBT	WBT	NBL	NBT	NBR	Ø1	Ø9
Lane Configurations	↑↑↑	↑↑↑	↖	↑	↗		
Traffic Volume (vph)	2340	1487	173	198	82		
Future Volume (vph)	2340	1487	173	198	82		
Turn Type	NA	NA	Perm	NA	Perm		
Protected Phases	6	2		3		1	9
Permitted Phases			3		3		
Detector Phase	6	2	3	3	3		
Switch Phase							
Minimum Initial (s)	16.0	10.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	41.5	31.5	37.0	37.0	37.0	39.0	12.5
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	4.0
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	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-Max	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 59 (37%), Referenced to phase 2:EBWB and 6:, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Splits and Phases: 6: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard

#5 ↖ Ø1	#5 #6 ↖ ↗ Ø2 (R)	#5 ← Ø9
46 s	68 s	46 s
#6 → Ø6 (R)		#6 ↑ Ø3
114 s		46 s

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HCM Signalized Intersection Capacity Analysis

6: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard

Future Build Conditions

A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑		↑	↑	↑			
Traffic Volume (vph)	0	2340	0	0	1487	97	173	198	82	0	0	0
Future Volume (vph)	0	2340	0	0	1487	97	173	198	82	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			
Frpb, 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			0.99		1.00	1.00	0.85			
Flt Protected		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)		5085			5031		1770	1863	1559			
Flt Permitted		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)		5085			5031		1770	1863	1559			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	2463	0	0	1565	102	182	208	86	0	0	0
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	57	0	0	0
Lane Group Flow (vph)	0	2463	0	0	1664	0	182	208	29	0	0	0
Confl. Peds. (#/hr)						1			1			
Confl. Bikes (#/hr)						1			1			
Turn Type		NA			NA		Perm	NA	Perm			
Protected Phases		6			2			3				
Permitted Phases							3		3			
Actuated Green, G (s)		126.7			81.1		20.8	20.8	20.8			
Effective Green, g (s)		126.7			81.1		20.8	20.8	20.8			
Actuated g/C Ratio		0.79			0.51		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)		4026			2550		230	242	202			
v/s Ratio Prot		c0.48			c0.33			c0.11				
v/s Ratio Perm							0.10		0.02			
v/c Ratio		0.61			0.65		0.79	0.86	0.15			
Uniform Delay, d1		6.7			29.1		67.5	68.2	61.7			
Progression Factor		0.44			1.00		1.00	1.00	1.00			
Incremental Delay, d2		0.3			1.3		15.8	24.1	0.1			
Delay (s)		3.3			30.4		83.3	92.2	61.8			
Level of Service		A			C		F	F	E			
Approach Delay (s)		3.3			30.4			83.3			0.0	
Approach LOS		A			C			F			A	
Intersection Summary												
HCM 2000 Control Delay		21.3					HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio		0.69										
Actuated Cycle Length (s)		160.0					Sum of lost time (s)		18.5			
Intersection Capacity Utilization		74.6%					ICU Level of Service		D			
Analysis Period (min)		15										
c Critical Lane Group												

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Timings

7: Dixie Highway & Pembroke Road

Future Build Conditions

A.M. Peak Hour

	→	←	↘	↓				
Lane Group	EBT	WBT	SBL	SBT	Ø2	Ø3	Ø5	Ø7
Lane Configurations	↑↑↑	↑↑	↘	↑↑				
Traffic Volume (vph)	1154	964	180	528				
Future Volume (vph)	1154	964	180	528				
Turn Type	NA	NA	Perm	NA				
Protected Phases	4	4 2		6	2	3	5	7
Permitted Phases			6					
Detector Phase	4	4 2	6	6				
Switch Phase								
Minimum Initial (s)	7.0		5.0	5.0	12.0	5.0	7.0	12.0
Minimum Split (s)	32.5		32.5	32.5	28.0	32.0	28.0	28.5
Total Split (s)	49.0		33.0	33.0	78.0	32.0	46.0	82.0
Total Split (%)	30.6%		20.6%	20.6%	49%	20%	29%	51%
Yellow Time (s)	4.0		4.5	4.5	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				
Total Lost Time (s)	6.0		6.5	6.5				
Lead/Lag	Lead		Lag	Lag		Lag	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None		None	None	C-Max	None	None	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 49 (31%), Referenced to phase 2:WBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Splits and Phases: 7: Dixie Highway & Pembroke Road

#7 ↘ Ø2 (R) 78 s	#7 ↘ Ø4 49 s	#7 ↓ Ø6 33 s
#8 ↘ Ø5 46 s	#8 ↘ Ø3 32 s	#8 ↘ Ø7 82 s

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HCM Signalized Intersection Capacity Analysis 7: Dixie Highway & Pembroke Road

Future Build Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑					↑	↑↑↑	
Traffic Volume (vph)	0	1154	72	71	964	0	0	0	0	180	528	167
Future Volume (vph)	0	1154	72	71	964	0	0	0	0	180	528	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0					6.5	6.5	
Lane Util. Factor		0.91			0.95					0.91	0.91	
Frpb, 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)		5035			3527					1610	3267	
Flt Permitted		1.00			0.59					0.95	1.00	
Satd. Flow (perm)		5035			2079					1610	3267	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1215	76	75	1015	0	0	0	0	189	556	176
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	17	0
Lane Group Flow (vph)	0	1287	0	0	1090	0	0	0	0	170	734	0
Confl. Peds. (#/hr)			2	2								
Confl. Bikes (#/hr)			2									
Turn Type		NA		Prot	NA					Perm	NA	
Protected Phases		4		2	4 2						6	
Permitted Phases										6		
Actuated Green, G (s)		43.0			115.0					26.5	26.5	
Effective Green, g (s)		43.0			115.0					26.5	26.5	
Actuated g/C Ratio		0.27			0.72					0.17	0.17	
Clearance Time (s)		6.0								6.5	6.5	
Vehicle Extension (s)		3.0								2.5	2.5	
Lane Grp Cap (vph)		1353			2145					266	541	
v/s Ratio Prot		c0.26			c0.23							
v/s Ratio Perm					0.14					0.11	0.22	
v/c Ratio		0.95			0.51					0.64	1.36	
Uniform Delay, d1		57.5			10.0					62.3	66.8	
Progression Factor		1.00			0.10					1.00	1.00	
Incremental Delay, d2		14.4			0.0					4.4	172.6	
Delay (s)		71.8			1.0					66.7	239.3	
Level of Service		E			A					E	F	
Approach Delay (s)		71.8			1.0			0.0			207.5	
Approach LOS		E			A			A			F	
Intersection Summary												
HCM 2000 Control Delay			86.3			HCM 2000 Level of Service				F		
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			160.0			Sum of lost time (s)				24.5		
Intersection Capacity Utilization			84.8%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

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Timings
8: NE 1st Avenue/S 21st Avenue & Pembroke Road

Future Build Conditions
A.M. Peak Hour

							
Lane Group	EBL	EBT	WBT	NBT	Ø2	Ø4	Ø6
Lane Configurations							
Traffic Volume (vph)	137	1198	937	181			
Future Volume (vph)	137	1198	937	181			
Turn Type	D.P+P	NA	NA	NA			
Protected Phases	7	7 5	5	3	2	4	6
Permitted Phases	5						
Detector Phase	7	7 5	5	3			
Switch Phase							
Minimum Initial (s)	12.0		7.0	5.0	12.0	7.0	5.0
Minimum Split (s)	28.5		28.0	32.0	28.0	32.5	32.5
Total Split (s)	82.0		46.0	32.0	78.0	49.0	33.0
Total Split (%)	51.3%		28.8%	20.0%	49%	31%	21%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0		0.0	0.0			
Total Lost Time (s)	6.5		6.0	6.0			
Lead/Lag			Lead	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes
Recall Mode	None		None	None	C-Max	None	None

Intersection Summary

Cycle Length: 160

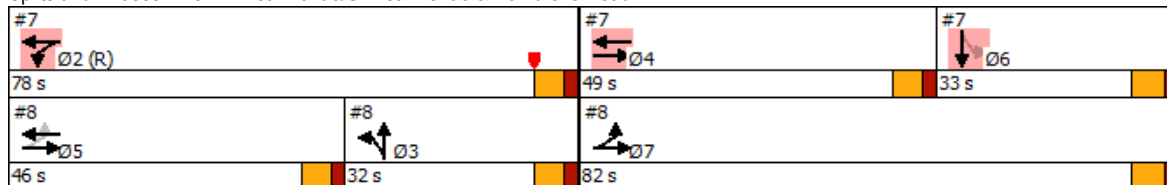
Actuated Cycle Length: 160

Offset: 49 (31%), Referenced to phase 2:WBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Splits and Phases: 8: NE 1st Avenue/S 21st Avenue & Pembroke Road



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HCM Signalized Intersection Capacity Analysis
8: NE 1st Avenue/S 21st Avenue & Pembroke Road

Future Build Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	1198	0	0	937	30	99	181	31	0	0	0
Future Volume (vph)	137	1198	0	0	937	30	99	181	31	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				
Lane Util. Factor	1.00	0.95			0.95			0.95				
Frpb, 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			3520			3426				
Flt Permitted	0.10	1.00			1.00			0.98				
Satd. Flow (perm)	186	3539			3520			3426				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	144	1261	0	0	986	32	104	191	33	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	5	0	0	0	0
Lane Group Flow (vph)	144	1261	0	0	1017	0	0	323	0	0	0	0
Confl. Peds. (#/hr)	1					1			1			
Confl. Bikes (#/hr)						5			2			
Turn Type	D,P+P	NA			NA		Split	NA				
Protected Phases	7	7 5			5		3	3				
Permitted Phases	5											
Actuated Green, G (s)	115.5	122.0			40.0			26.0				
Effective Green, g (s)	115.5	122.0			40.0			26.0				
Actuated g/C Ratio	0.72	0.76			0.25			0.16				
Clearance Time (s)	6.5				6.0			6.0				
Vehicle Extension (s)	3.0				3.0			2.5				
Lane Grp Cap (vph)	881	2698			880			556				
v/s Ratio Prot	0.08	c0.36			c0.29			c0.09				
v/s Ratio Perm	0.04											
v/c Ratio	0.16	0.47			1.16			0.58				
Uniform Delay, d1	11.1	7.0			60.0			62.0				
Progression Factor	0.01	0.58			1.00			0.89				
Incremental Delay, d2	0.0	0.0			82.7			1.1				
Delay (s)	0.1	4.1			142.7			56.1				
Level of Service	A	A			F			E				
Approach Delay (s)		3.7			142.7			56.1			0.0	
Approach LOS		A			F			E			A	
Intersection Summary												
HCM 2000 Control Delay		61.4			HCM 2000 Level of Service			E				
HCM 2000 Volume to Capacity ratio		0.73										
Actuated Cycle Length (s)		160.0			Sum of lost time (s)			24.5				
Intersection Capacity Utilization		61.6%			ICU Level of Service			B				
Analysis Period (min)		15										
c Critical Lane Group												

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Timings

9: Dixie Highway & Hollywood Boulevard

Future Build Conditions

A.M. Peak Hour

	→	↘	↙	←	↘	↓			
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	Ø3	Ø5	Ø7
Lane Configurations	↑↑	↑	↘	↑	↘	↑↑			
Traffic Volume (vph)	309	67	24	354	88	579			
Future Volume (vph)	309	67	24	354	88	579			
Turn Type	NA	Perm	D.P+P	NA	Split	NA			
Protected Phases	4		2	2 4	6	6	3	5	7
Permitted Phases		4	4						
Detector Phase	4	4	2	2 4	6	6			
Switch Phase									
Minimum Initial (s)	10.0	10.0	8.0		4.0	4.0	4.0	14.0	4.0
Minimum Split (s)	15.0	15.0	25.0		26.0	26.0	26.0	24.0	24.0
Total Split (s)	35.0	35.0	61.0		26.0	26.0	26.0	61.0	35.0
Total Split (%)	28.7%	28.7%	50.0%		21.3%	21.3%	21%	50%	29%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	2.0		2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0			
Total Lost Time (s)	5.0	5.0	6.0		6.0	6.0			
Lead/Lag	Lead	Lead			Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes		Yes
Recall Mode	Min	Min	None		None	None	None	None	None

Intersection Summary

Cycle Length: 122

Actuated Cycle Length: 60.8

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Splits and Phases: 9: Dixie Highway & Hollywood Boulevard

#9 ↘ Ø2 61 s		#9 ↘ Ø4 35 s		#9 ↘ Ø6 26 s
#10 ↘ Ø7 35 s	#10 ↘ Ø3 26 s	#10 ↘ Ø5 61 s		

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HCM Signalized Intersection Capacity Analysis 9: Dixie Highway & Hollywood Boulevard

Future Build Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑					↑	↑↑	
Traffic Volume (vph)	0	309	67	24	354	0	0	0	0	88	579	140
Future Volume (vph)	0	309	67	24	354	0	0	0	0	88	579	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	6.0	6.0					6.0	6.0	
Lane Util. Factor		0.95	1.00	1.00	1.00					1.00	0.95	
Frpb, ped/bikes		1.00	0.98	1.00	1.00					1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	
Frt		1.00	0.85	1.00	1.00					1.00	0.97	
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	
Satd. Flow (prot)		3539	1557	1768	1863					1770	3420	
Flt Permitted		1.00	1.00	0.56	1.00					0.95	1.00	
Satd. Flow (perm)		3539	1557	1046	1863					1770	3420	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	0	312	68	24	358	0	0	0	0	89	585	141
RTOR Reduction (vph)	0	0	55	0	0	0	0	0	0	0	14	0
Lane Group Flow (vph)	0	312	13	24	358	0	0	0	0	89	712	0
Confl. Peds. (#/hr)			3	3								3
Turn Type		NA	Perm	D.P+P	NA					Split	NA	
Protected Phases		4		2	2 4					6	6	
Permitted Phases			4	4								
Actuated Green, G (s)		11.5	11.5	23.6	29.6					20.2	20.2	
Effective Green, g (s)		11.5	11.5	23.6	29.6					20.2	20.2	
Actuated g/C Ratio		0.19	0.19	0.39	0.49					0.33	0.33	
Clearance Time (s)		5.0	5.0	6.0						6.0	6.0	
Vehicle Extension (s)		2.0	2.0	2.0						2.0	2.0	
Lane Grp Cap (vph)		669	294	549	906					588	1136	
v/s Ratio Prot		0.09		0.01	c0.19					0.05	c0.21	
v/s Ratio Perm			0.01	0.01								
v/c Ratio		0.47	0.04	0.04	0.40					0.15	0.63	
Uniform Delay, d1		21.9	20.2	11.5	9.9					14.3	17.1	
Progression Factor		1.00	1.00	0.03	0.06					1.00	1.00	
Incremental Delay, d2		0.2	0.0	0.0	0.1					0.0	0.8	
Delay (s)		22.1	20.2	0.4	0.7					14.3	17.9	
Level of Service		C	C	A	A					B	B	
Approach Delay (s)		21.8			0.7			0.0			17.5	
Approach LOS		C			A			A			B	
Intersection Summary												
HCM 2000 Control Delay			14.5			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			60.8							17.0		
Intersection Capacity Utilization			60.2%							B		
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

10: S 21st Avenue/N 21st Avenue & Hollywood Boulevard

Future Build Conditions

A.M. Peak Hour

									
Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	Ø2	Ø4	Ø6
Lane Configurations									
Traffic Volume (vph)	147	251	174	204	369	25			
Future Volume (vph)	147	251	174	204	369	25			
Turn Type	D.P+P	NA	NA	Split	NA	Perm			
Protected Phases	5	5 7	7	3	3		2	4	6
Permitted Phases	7					3			
Detector Phase	5	5 7	7	3	3	3			
Switch Phase									
Minimum Initial (s)	14.0		4.0	4.0	4.0	4.0	8.0	10.0	4.0
Minimum Split (s)	24.0		24.0	26.0	26.0	26.0	25.0	15.0	26.0
Total Split (s)	61.0		35.0	26.0	26.0	26.0	61.0	35.0	26.0
Total Split (%)	50.0%		28.7%	21.3%	21.3%	21.3%	50%	29%	21%
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		1.0	2.0	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0		5.0	6.0	6.0	6.0			
Lead/Lag			Lead	Lag	Lag	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None		None	None	None	None	None	Min	None

Intersection Summary

Cycle Length: 122

Actuated Cycle Length: 60.8

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Splits and Phases: 10: S 21st Avenue/N 21st Avenue & Hollywood Boulevard

#9 	Ø2			#9 	Ø4		#9 	Ø6
61 s				35 s			26 s	
#10 	Ø7	#10 	Ø3	#10 	Ø5			
35 s		26 s		61 s				

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HCM Signalized Intersection Capacity Analysis
10: S 21st Avenue/N 21st Avenue & Hollywood Boulevard

Future Build Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	147	251	0	0	174	9	204	369	25	0	0	0
Future Volume (vph)	147	251	0	0	174	9	204	369	25	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			5.0		6.0	6.0	6.0			
Lane Util. Factor	1.00	1.00			0.95		1.00	0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	0.96			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			0.99		1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1766	1863			3510		1770	3539	1524			
Flt Permitted	0.64	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)	1181	1863			3510		1770	3539	1524			
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	148	254	0	0	176	9	206	373	25	0	0	0
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	20	0	0	0
Lane Group Flow (vph)	148	254	0	0	182	0	206	373	5	0	0	0
Confl. Peds. (#/hr)	5					5			8			
Confl. Bikes (#/hr)						1			3			
Turn Type	D.P+P	NA			NA		Split	NA	Perm			
Protected Phases	5	5 7			7		3	3				
Permitted Phases	7								3			
Actuated Green, G (s)	32.0	38.0			7.8		11.8	11.8	11.8			
Effective Green, g (s)	32.0	38.0			7.8		11.8	11.8	11.8			
Actuated g/C Ratio	0.53	0.63			0.13		0.19	0.19	0.19			
Clearance Time (s)	6.0				5.0		6.0	6.0	6.0			
Vehicle Extension (s)	2.0				2.0		2.0	2.0	2.0			
Lane Grp Cap (vph)	854	1164			450		343	686	295			
v/s Ratio Prot	0.07	c0.14			c0.05		c0.12	0.11				
v/s Ratio Perm	0.02								0.00			
v/c Ratio	0.17	0.22			0.40		0.60	0.54	0.02			
Uniform Delay, d1	7.4	5.0			24.4		22.4	22.1	19.8			
Progression Factor	1.21	1.39			1.00		1.00	1.00	1.00			
Incremental Delay, d2	0.0	0.0			0.2		2.0	0.5	0.0			
Delay (s)	9.0	6.9			24.6		24.4	22.5	19.8			
Level of Service	A	A			C		C	C	B			
Approach Delay (s)		7.7			24.6			23.1			0.0	
Approach LOS		A			C			C			A	
Intersection Summary												
HCM 2000 Control Delay		18.1										
HCM 2000 Volume to Capacity ratio		0.37										
Actuated Cycle Length (s)		60.8							17.0			
Intersection Capacity Utilization		60.2%										
Analysis Period (min)		15										
c Critical Lane Group												

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Timings
11: Dixie Highway & Tyler Street

Future Build Conditions
A.M. Peak Hour

	WBL	WBT	SBT	SBR	Ø1	Ø3	Ø4	Ø5	Ø6
Lane Group									
Lane Configurations	↰	↱↱	↱↱	↰					
Traffic Volume (vph)	104	505	676	31					
Future Volume (vph)	104	505	676	31					
Turn Type	Prot	NA	NA	Perm					
Protected Phases	1 3	1 5	2		1	3	4	5	6
Permitted Phases				2					
Detector Phase	1 3	1 5	2	2					
Switch Phase									
Minimum Initial (s)			15.0	15.0	3.0	6.0	5.0	11.0	18.0
Minimum Split (s)			39.0	39.0	9.0	34.0	11.0	34.0	39.0
Total Split (s)			40.0	40.0	9.0	36.0	15.0	51.0	49.0
Total Split (%)			40.0%	40.0%	9%	36%	15%	51%	49%
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					
Total Lost Time (s)			6.0	6.0					
Lead/Lag			Lag	Lag	Lead	Lead	Lag		
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes		
Recall Mode			C-Max	C-Max	None	None	None	None	C-Max

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 47 (47%), Referenced to phase 2:SBT and 6:, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Splits and Phases: 11: Dixie Highway & Tyler Street

#11 ↰ Ø1 9 s	#11 ↓ Ø2 (R) 40 s	#11 #12 ↰ ↰ Ø3 36 s	#12 ↰ Ø4 15 s
#12 ↑ Ø6 (R) 49 s	#11 ↰ Ø5 51 s		

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HCM Signalized Intersection Capacity Analysis 11: Dixie Highway & Tyler Street

Future Build Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	104	505	0	0	0	0	0	676	31
Future Volume (vph)	0	0	0	104	505	0	0	0	0	0	676	31
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	1.00
Frpb, ped/bikes				1.00	1.00						1.00	0.98
Flpb, ped/bikes				1.00	1.00						1.00	1.00
Frt				1.00	1.00						1.00	0.85
Flt Protected				0.95	1.00						1.00	1.00
Satd. Flow (prot)				1770	3539						3539	1557
Flt Permitted				0.95	1.00						1.00	1.00
Satd. Flow (perm)				1770	3539						3539	1557
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	111	537	0	0	0	0	0	719	33
RTOR Reduction (vph)	0	0	0	86	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	25	537	0	0	0	0	0	719	33
Confl. Peds. (#/hr)				1								5
Turn Type				Prot	NA						NA	Perm
Protected Phases				1 3	1 5						2	
Permitted Phases												2
Actuated Green, G (s)				22.4	36.4						51.6	51.6
Effective Green, g (s)				22.4	36.4						51.6	51.6
Actuated g/C Ratio				0.22	0.36						0.52	0.52
Clearance Time (s)											6.0	6.0
Vehicle Extension (s)											3.0	3.0
Lane Grp Cap (vph)				396	1288						1826	803
v/s Ratio Prot				0.01	c0.15						c0.20	
v/s Ratio Perm												0.02
v/c Ratio				0.06	0.42						0.39	0.04
Uniform Delay, d1				30.5	23.8						14.7	12.0
Progression Factor				0.00	0.06						2.22	2.21
Incremental Delay, d2				0.0	0.1						0.3	0.0
Delay (s)				0.2	1.6						33.0	26.5
Level of Service				A	A						C	C
Approach Delay (s)		0.0			1.3			0.0			32.7	
Approach LOS		A			A			A			C	
Intersection Summary												
HCM 2000 Control Delay			18.2									
HCM 2000 Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			100.0							24.0		
Intersection Capacity Utilization			52.4%							A		
Analysis Period (min)			15									
c Critical Lane Group												

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Timings
12: N 21st Avenue & Tyler Street

Future Build Conditions
A.M. Peak Hour

	←	↖	↑			
Lane Group	WBT	NBL	NBT	Ø1	Ø2	Ø5
Lane Configurations	↑↑↑	↖	↑↑			
Traffic Volume (vph)	594	15	512			
Future Volume (vph)	594	15	512			
Turn Type	NA	Prot	NA			
Protected Phases	3	4	6	1	2	5
Permitted Phases						
Detector Phase	3	4	6			
Switch Phase						
Minimum Initial (s)	6.0	5.0	18.0	3.0	15.0	11.0
Minimum Split (s)	34.0	11.0	39.0	9.0	39.0	34.0
Total Split (s)	36.0	15.0	49.0	9.0	40.0	51.0
Total Split (%)	36.0%	15.0%	49.0%	9%	40%	51%
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	None	None	C-Max	None	C-Max	None

Intersection Summary

Cycle Length: 100

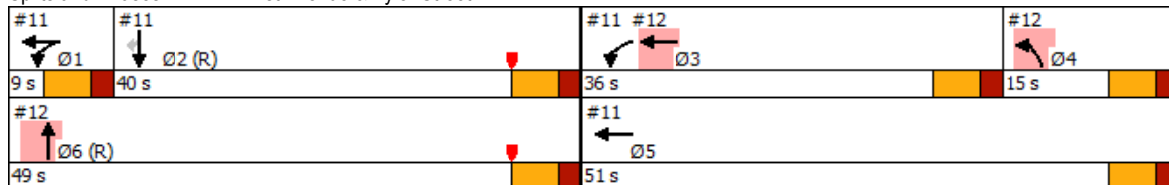
Actuated Cycle Length: 100

Offset: 47 (47%), Referenced to phase 2:SBT and 6:, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Splits and Phases: 12: N 21st Avenue & Tyler Street



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HCM Signalized Intersection Capacity Analysis 12: N 21st Avenue & Tyler Street

Future Build Conditions
A.M. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					  			 				
Traffic Volume (vph)	0	0	0	0	594	34	15	512	0	0	0	0
Future Volume (vph)	0	0	0	0	594	34	15	512	0	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					0.91		1.00	0.95				
Frpb, ped/bikes					1.00		1.00	1.00				
Flpb, ped/bikes					1.00		1.00	1.00				
Frt					0.99		1.00	1.00				
Flt Protected					1.00		0.95	1.00				
Satd. Flow (prot)					5038		1770	3539				
Flt Permitted					1.00		0.95	1.00				
Satd. Flow (perm)					5038		1770	3539				
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	0	632	36	16	545	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	7	0	16	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	661	0	0	545	0	0	0	0
Confl. Peds. (#/hr)						8			4			
Confl. Bikes (#/hr)						1						
Turn Type					NA		Prot	NA				
Protected Phases					3		4	6				
Permitted Phases												
Actuated Green, G (s)					18.7		2.0	61.3				
Effective Green, g (s)					18.7		2.0	61.3				
Actuated g/C Ratio					0.19		0.02	0.61				
Clearance Time (s)					6.0		6.0	6.0				
Vehicle Extension (s)					2.0		1.5	0.2				
Lane Grp Cap (vph)					942		35	2169				
v/s Ratio Prot					c0.13		c0.00	c0.15				
v/s Ratio Perm												
v/c Ratio					0.70		0.01	0.25				
Uniform Delay, d1					38.0		48.0	8.9				
Progression Factor					1.00		1.00	1.00				
Incremental Delay, d2					1.9		0.0	0.3				
Delay (s)					40.0		48.1	9.1				
Level of Service					D		D	A				
Approach Delay (s)		0.0			40.0			10.2			0.0	
Approach LOS		A			D			B			A	
Intersection Summary												
HCM 2000 Control Delay		26.4			HCM 2000 Level of Service				C			
HCM 2000 Volume to Capacity ratio		0.38										
Actuated Cycle Length (s)		100.0							24.0			
Intersection Capacity Utilization		52.4%							A			
Analysis Period (min)		15										
c Critical Lane Group												

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Timings
13: Dixie Highway & Johnson Street

Future Build Conditions
A.M. Peak Hour

	→	↖	←	↗	↓					
Lane Group	EBT	WBL	WBT	SBL	SBT	Ø1	Ø3	Ø5	Ø6	Ø7
Lane Configurations	↑↑	↖	↑	↗	↑↑					
Traffic Volume (vph)	575	89	562	118	553					
Future Volume (vph)	575	89	562	118	553					
Turn Type	NA	D,P+P	NA	Split	NA					
Protected Phases	4	2	2 4	1 6	1 6	1	3	5	6	7
Permitted Phases		4								
Detector Phase	4	2	2 4	1 6	1 6					
Switch Phase										
Minimum Initial (s)	7.0	13.0				1.0	8.0	6.0	6.0	7.0
Minimum Split (s)	28.5	26.0				6.5	24.5	25.0	17.0	26.0
Total Split (s)	33.0	42.0				8.0	25.0	25.0	17.0	33.0
Total Split (%)	33.0%	42.0%				8%	25%	25%	17%	33%
Yellow Time (s)	4.0	4.0				4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0				1.5	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0								
Total Lost Time (s)	5.0	5.0								
Lead/Lag		Lag				Lead	Lag			Lead
Lead-Lag Optimize?		Yes				Yes	Yes			Yes
Recall Mode	Max	Max				Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 49 (49%), Referenced to phase 7:EBWB, Start of Yellow

Natural Cycle: 95

Control Type: Pretimed

Splits and Phases: 13: Dixie Highway & Johnson Street

#13 Ø1	#13 Ø2	#13 Ø4	#13 #14 Ø6
8 s	42 s	33 s	17 s
#14 Ø7 (R)	#14 Ø3	#14 Ø5	
33 s	25 s	25 s	

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HCM Signalized Intersection Capacity Analysis 13: Dixie Highway & Johnson Street

Future Build Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑					↑	↑↑	
Traffic Volume (vph)	0	575	88	89	562	0	0	0	0	118	553	106
Future Volume (vph)	0	575	88	89	562	0	0	0	0	118	553	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0					5.5	5.5	
Lane Util. Factor		0.95		1.00	1.00					1.00	0.95	
Frpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Frt		0.98		1.00	1.00					1.00	0.98	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		3461		1769	1863					1770	3439	
Flt Permitted		1.00		0.21	1.00					0.95	1.00	
Satd. Flow (perm)		3461		382	1863					1770	3439	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	599	92	93	585	0	0	0	0	123	576	110
RTOR Reduction (vph)	0	12	0	0	0	0	0	0	0	0	17	0
Lane Group Flow (vph)	0	679	0	93	585	0	0	0	0	123	669	0
Confl. Peds. (#/hr)			2	2								2
Confl. Bikes (#/hr)			2									
Turn Type		NA		D.P+P	NA					Split	NA	
Protected Phases		4		2	2 4					1 6	1 6	
Permitted Phases				4								
Actuated Green, G (s)		28.0		65.0	70.0					19.5	19.5	
Effective Green, g (s)		28.0		65.0	70.0					14.5	14.5	
Actuated g/C Ratio		0.28		0.65	0.70					0.14	0.14	
Clearance Time (s)		5.0		5.0								
Lane Grp Cap (vph)		969		761	1304					256	498	
v/s Ratio Prot		c0.20		0.05	c0.31					0.07	c0.19	
v/s Ratio Perm				0.03								
v/c Ratio		0.70		0.12	0.45					0.48	1.34	
Uniform Delay, d1		32.2		7.5	6.6					39.3	42.8	
Progression Factor		1.00		1.85	2.14					1.00	1.00	
Incremental Delay, d2		4.2		0.3	1.0					6.3	167.5	
Delay (s)		36.5		14.1	15.0					45.6	210.2	
Level of Service		D		B	B					D	F	
Approach Delay (s)		36.5			14.9			0.0			185.2	
Approach LOS		D			B			A			F	
Intersection Summary												
HCM 2000 Control Delay			85.0			HCM 2000 Level of Service				F		
HCM 2000 Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			20.5			
Intersection Capacity Utilization			80.2%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

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Timings
14: N 21st Avenue & Johnson Street

Future Build Conditions
A.M. Peak Hour

									
Lane Group	EBL	EBT	WBT	NBT	Ø1	Ø2	Ø4	Ø6	Ø7
Lane Configurations									
Traffic Volume (vph)	196	498	468	386					
Future Volume (vph)	196	498	468	386					
Turn Type	custom	NA	NA	NA					
Protected Phases	5	5 6 7	6 7	3	1	2	4	6	7
Permitted Phases	7								
Detector Phase	5	5 6 7	6 7	3					
Switch Phase									
Minimum Initial (s)	6.0			8.0	1.0	13.0	7.0	6.0	7.0
Minimum Split (s)	25.0			24.5	6.5	26.0	28.5	17.0	26.0
Total Split (s)	25.0			25.0	8.0	42.0	33.0	17.0	33.0
Total Split (%)	25.0%			25.0%	8%	42%	33%	17%	33%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0			1.5	1.5	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0			0.0					
Total Lost Time (s)	5.0			5.5					
Lead/Lag				Lag	Lead	Lag			Lead
Lead-Lag Optimize?				Yes	Yes	Yes			Yes
Recall Mode	Max			Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 49 (49%), Referenced to phase 7:EBWB, Start of Yellow

Natural Cycle: 95

Control Type: Pretimed

Splits and Phases: 14: N 21st Avenue & Johnson Street

#13  Ø1	#13  Ø2	#13  Ø4	#13 #14  Ø6
8 s	42 s	33 s	17 s
#14  Ø7 (R)	#14  Ø3	#14  Ø5	
33 s	25 s	25 s	

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HCM Signalized Intersection Capacity Analysis 14: N 21st Avenue & Johnson Street

Future Build Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	196	498	0	0	468	15	181	386	65	0	0	0
Future Volume (vph)	196	498	0	0	468	15	181	386	65	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			5.5				
Lane Util. Factor	1.00	1.00			0.95			0.95				
Frpb, 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			0.99				
Satd. Flow (prot)	1770	1863			3521			3422				
Flt Permitted	0.14	1.00			1.00			0.99				
Satd. Flow (perm)	266	1863			3521			3422				
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	204	519	0	0	488	16	189	402	68	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	9	0	0	0	0
Lane Group Flow (vph)	204	519	0	0	502	0	0	650	0	0	0	0
Confl. Peds. (#/hr)	1					1			4			
Confl. Bikes (#/hr)						3			3			
Turn Type	custom	NA			NA		Perm	NA				
Protected Phases	5	5 6 7			6 7			3				
Permitted Phases	7						3					
Actuated Green, G (s)	48.0	70.0			45.0			19.5				
Effective Green, g (s)	48.0	70.0			45.0			19.5				
Actuated g/C Ratio	0.48	0.70			0.45			0.20				
Clearance Time (s)	5.0							5.5				
Lane Grp Cap (vph)	428	1304			1584			667				
v/s Ratio Prot	c0.10	c0.28			0.14							
v/s Ratio Perm	c0.13							0.19				
v/c Ratio	0.48	0.40			0.32			0.97				
Uniform Delay, d1	18.5	6.2			17.6			40.0				
Progression Factor	0.26	0.72			1.00			0.85				
Incremental Delay, d2	2.9	0.7			0.5			29.0				
Delay (s)	7.7	5.2			18.2			62.9				
Level of Service	A	A			B			E				
Approach Delay (s)		5.9			18.2			62.9			0.0	
Approach LOS		A			B			E			A	
Intersection Summary												
HCM 2000 Control Delay			29.1									
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			100.0									
Intersection Capacity Utilization			80.2%									
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

15: Dixie Highway & Sheridan Street

Future Build Conditions

A.M. Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	SBT	Ø2	Ø3	Ø5	Ø7	Ø9	Ø10
Lane Configurations												
Traffic Volume (vph)	171	1148	478	65	1629	176						
Future Volume (vph)	171	1148	478	65	1629	176						
Turn Type	pm+pt	NA	Perm	custom	NA	NA						
Protected Phases	1	6		5 9	2 9	8	2	3	5	7	9	10
Permitted Phases	6		6	2								
Detector Phase	1	6	6	5 9	2 9	8						
Switch Phase												
Minimum Initial (s)	10.0	12.0	12.0			15.0	12.0	7.0	10.0	20.0	34.0	22.0
Minimum Split (s)	16.5	24.5	24.5			34.5	24.5	12.0	16.5	28.0	39.0	28.5
Total Split (s)	21.0	50.0	50.0			36.0	50.0	12.0	21.0	29.0	53.0	48.0
Total Split (%)	13.1%	31.3%	31.3%			22.5%	31%	8%	13%	18%	33%	30%
Yellow Time (s)	4.5	4.5	4.5			4.5	4.5	4.0	4.5	4.0	4.0	4.5
All-Red Time (s)	2.0	1.0	1.0			2.0	1.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0						
Total Lost Time (s)	6.5	5.5	5.5			6.5						
Lead/Lag	Lead	Lag	Lag			Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	Max	Max	Max			Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 145

Control Type: Pretimed

Splits and Phases: 15: Dixie Highway & Sheridan Street

 #15 #16 Ø1	 #15 #16 Ø2 (R)	 #15 Ø9	 #15 Ø8
21 s	50 s	53 s	36 s
 #15 #16 Ø5	 #15 #16 Ø6 (R)	 #16 Ø3	 #16 Ø7
21 s	50 s	12 s	29 s
			48 s

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HCM Signalized Intersection Capacity Analysis 15: Dixie Highway & Sheridan Street

Future Build Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	1148	478	65	1629	91	0	0	0	50	176	133
Future Volume (vph)	171	1148	478	65	1629	91	0	0	0	50	176	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	5.5	5.5	6.5	5.5						6.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95						0.95	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00						0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00						1.00	
Frt	1.00	1.00	0.85	1.00	0.99						0.94	
Flt Protected	0.95	1.00	1.00	0.95	1.00						0.99	
Satd. Flow (prot)	1770	3539	1535	1770	3506						3303	
Flt Permitted	0.09	1.00	1.00	0.09	1.00						0.99	
Satd. Flow (perm)	167	3539	1535	167	3506						3303	
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)	184	1234	514	70	1752	98	0	0	0	54	189	143
RTOR Reduction (vph)	0	0	196	0	2	0	0	0	0	0	54	0
Lane Group Flow (vph)	184	1234	318	70	1848	0	0	0	0	0	332	0
Confl. Peds. (#/hr)	6		6	6		6						1
Confl. Bikes (#/hr)			5			3						
Turn Type	pm+pt	NA	Perm	custom	NA					Split	NA	
Protected Phases	1	6		5 9	2 9					8	8	
Permitted Phases	6		6	2								
Actuated Green, G (s)	59.0	44.5	44.5	107.0	98.0						29.5	
Effective Green, g (s)	59.0	44.5	44.5	107.0	98.0						29.5	
Actuated g/C Ratio	0.37	0.28	0.28	0.67	0.61						0.18	
Clearance Time (s)	6.5	5.5	5.5								6.5	
Lane Grp Cap (vph)	206	984	426	737	2147						608	
v/s Ratio Prot	c0.08	c0.35		0.04	c0.53						c0.10	
v/s Ratio Perm	0.25		0.21	0.03								
v/c Ratio	0.89	1.25	0.75	0.09	0.86						0.55	
Uniform Delay, d1	44.1	57.8	52.6	14.5	25.4						59.2	
Progression Factor	1.00	1.00	1.00	1.12	0.77						1.00	
Incremental Delay, d2	39.9	122.7	11.3	0.2	3.2						3.5	
Delay (s)	84.0	180.5	63.9	16.4	22.7						62.7	
Level of Service	F	F	E	B	C						E	
Approach Delay (s)		140.3			22.5			0.0			62.7	
Approach LOS		F			C			A			E	
Intersection Summary												
HCM 2000 Control Delay			79.9		HCM 2000 Level of Service				E			
HCM 2000 Volume to Capacity ratio			0.98									
Actuated Cycle Length (s)			160.0		Sum of lost time (s)				28.5			
Intersection Capacity Utilization			96.2%		ICU Level of Service				F			
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

16: N 21st Avenue & Sheridan Street

Future Build Conditions

A.M. Peak Hour

	→	←	↖	↗								
Lane Group	EBT	WBT	NBL	NBR	Ø1	Ø2	Ø3	Ø5	Ø6	Ø8	Ø9	Ø10
Lane Configurations	↑↑	↑↑↑	↖↖	↗								
Traffic Volume (vph)	1199	1402	383	94								
Future Volume (vph)	1199	1402	383	94								
Turn Type	NA	NA	Prot	Prot								
Protected Phases	6 10 3	1 2 5	7	7	1	2	3	5	6	8	9	10
Permitted Phases												
Detector Phase	6 10 3	1 2 5	7	7								
Switch Phase												
Minimum Initial (s)			20.0	20.0	10.0	12.0	7.0	10.0	12.0	15.0	34.0	22.0
Minimum Split (s)			28.0	28.0	16.5	24.5	12.0	16.5	24.5	34.5	39.0	28.5
Total Split (s)			29.0	29.0	21.0	50.0	12.0	21.0	50.0	36.0	53.0	48.0
Total Split (%)			18.1%	18.1%	13%	31%	8%	13%	31%	23%	33%	30%
Yellow Time (s)			4.0	4.0	4.5	4.5	4.0	4.5	4.5	4.5	4.0	4.5
All-Red Time (s)			1.0	1.0	2.0	1.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)			0.0	0.0								
Total Lost Time (s)			5.0	5.0								
Lead/Lag			Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode			Max	Max	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 160

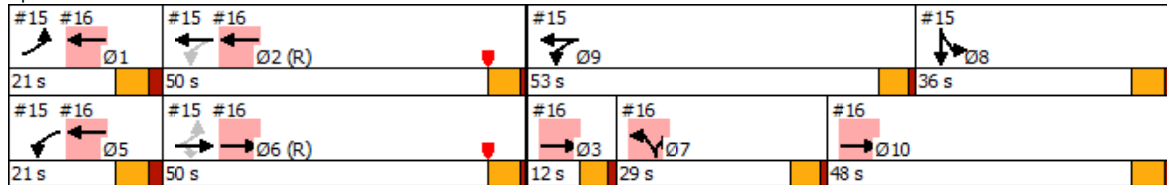
Actuated Cycle Length: 160

Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 145

Control Type: Pretimed

Splits and Phases: 16: N 21st Avenue & Sheridan Street



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HCM Signalized Intersection Capacity Analysis
16: N 21st Avenue & Sheridan Street

Future Build Conditions
A.M. Peak Hour

Movement	EBT	EBR	WBL	WBT	NBL	NBR
						
Lane Configurations	↑↑			↑↑↑	↑↑	↑
Traffic Volume (vph)	1199	0	0	1402	383	94
Future Volume (vph)	1199	0	0	1402	383	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5			6.5	5.0	5.0
Lane Util. Factor	0.95			0.91	0.97	1.00
Frpb, 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	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	3539			5085	3433	1583
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	3539			5085	3433	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1289	0	0	1508	412	101
RTOR Reduction (vph)	0	0	0	0	0	86
Lane Group Flow (vph)	1289	0	0	1508	412	15
Confl. Peds. (#/hr)						1
Confl. Bikes (#/hr)						1
Turn Type	NA			NA	Prot	Prot
Protected Phases	6 10 3			1 2 5	7	7
Permitted Phases						
Actuated Green, G (s)	98.5			65.5	24.0	24.0
Effective Green, g (s)	98.5			65.5	24.0	24.0
Actuated g/C Ratio	0.62			0.41	0.15	0.15
Clearance Time (s)					5.0	5.0
Lane Grp Cap (vph)	2178			2081	514	237
v/s Ratio Prot	c0.36			c0.30	c0.12	0.01
v/s Ratio Perm						
v/c Ratio	0.59			0.72	0.80	0.06
Uniform Delay, d1	18.6			39.7	65.7	58.4
Progression Factor	0.94			1.00	1.00	1.00
Incremental Delay, d2	0.1			2.2	12.4	0.5
Delay (s)	17.5			41.9	78.1	58.9
Level of Service	B			D	E	E
Approach Delay (s)	17.5			41.9	74.3	
Approach LOS	B			D	E	
Intersection Summary						
HCM 2000 Control Delay			37.4		HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.74			
Actuated Cycle Length (s)			160.0		Sum of lost time (s)	28.5
Intersection Capacity Utilization			61.1%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

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Lane Repurposing P.M.

Timings

1: Dixie Highway & County Line Road/NE 215th Street

Future Build Conditions

P.M. Peak Hour

	→	←	↖	↗	↘	↓	↙				
Lane Group	EBT	WBT	NBL	NBR	SBL	SBT	SBR	Ø4	Ø5	Ø10	Ø11
Lane Configurations	↑↑	↑	↖	↗	↘	↑	↗				
Traffic Volume (vph)	211	434	27	273	231	334	93				
Future Volume (vph)	211	434	27	273	231	334	93				
Turn Type	NA	NA	D.Pm	Perm	custom	NA	custom				
Protected Phases	1	8			3	3 2		4	5	10	11
Permitted Phases			2	2	2		2				
Detector Phase	1	8	2	2	3	3 2	2				
Switch Phase											
Minimum Initial (s)	12.0	13.0	10.0	10.0	6.0		10.0	6.0	37.0	7.0	7.0
Minimum Split (s)	18.0	24.0	24.0	24.0	12.0		24.0	22.5	43.0	13.0	13.0
Total Split (s)	21.0	53.0	40.0	40.0	12.0		40.0	40.0	86.0	13.0	13.0
Total Split (%)	15.1%	38.1%	28.8%	28.8%	8.6%		28.8%	29%	62%	9%	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				
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0				
Lead/Lag	Lead		Lag	Lag	Lead		Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	Max	Max	Max	Max	Max		Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 139

Actuated Cycle Length: 139

Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow

Natural Cycle: 125

Control Type: Pretimed

Splits and Phases: 1: Dixie Highway & County Line Road/NE 215th Street

#1 → Ø1	#1 ↓ Ø2 (R)	#1 ↖ Ø3	#1 ↗ Ø10	#1 ↘ Ø8
21 s	40 s	12 s	13 s	53 s
#2 ↙ Ø5	#2 ↗ Ø4	#2 ↘ Ø11		
86 s	40 s	13 s		

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HCM Signalized Intersection Capacity Analysis 1: Dixie Highway & County Line Road/NE 215th Street

Future Build Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑		↑		↑	↑	↑	↑
Traffic Volume (vph)	0	211	16	199	434	0	27	0	273	231	334	93
Future Volume (vph)	0	211	16	199	434	0	27	0	273	231	334	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0		6.0	6.0	6.0	6.0
Lane Util. Factor		0.95			1.00		1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes		1.00			1.00		1.00		1.00	1.00	1.00	0.98
Flpb, ped/bikes		1.00			1.00		1.00		1.00	1.00	1.00	1.00
Frt		0.99			1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00			0.98		0.95		1.00	0.95	1.00	1.00
Satd. Flow (prot)		3495			1834		1768		1583	1770	1863	1548
Flt Permitted		1.00			0.98		0.29		1.00	0.95	1.00	1.00
Satd. Flow (perm)		3495			1834		535		1583	1770	1863	1548
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	220	17	207	452	0	28	0	284	241	348	97
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	0	73
Lane Group Flow (vph)	0	233	0	0	659	0	28	0	284	241	348	24
Confl. Peds. (#/hr)			1	1			1					1
Confl. Bikes (#/hr)						1						
Turn Type		NA		Split	NA		D.Pm		Perm	custom	NA	custom
Protected Phases		1		8	8					3	3 2	
Permitted Phases							2		2	2		2
Actuated Green, G (s)		15.0			47.0		34.0		34.0	40.0	46.0	34.0
Effective Green, g (s)		15.0			47.0		34.0		34.0	40.0	46.0	34.0
Actuated g/C Ratio		0.11			0.34		0.24		0.24	0.29	0.33	0.24
Clearance Time (s)		6.0			6.0		6.0		6.0	6.0		6.0
Lane Grp Cap (vph)		377			620		130		387	585	616	378
v/s Ratio Prot		c0.07			c0.36					0.02	c0.19	
v/s Ratio Perm							0.05		c0.18	0.12		0.02
v/c Ratio		0.62			1.06		0.22		0.73	0.41	0.56	0.06
Uniform Delay, d1		59.3			46.0		41.9		48.3	40.8	38.3	40.3
Progression Factor		1.00			0.26		1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		7.4			32.2		3.8		11.7	2.1	3.7	0.3
Delay (s)		66.6			44.1		45.6		60.0	43.0	42.0	40.6
Level of Service		E			D		D		E	D	D	D
Approach Delay (s)		66.6			44.1			58.7			42.1	
Approach LOS		E			D			E			D	
Intersection Summary												
HCM 2000 Control Delay			48.6			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			139.0			Sum of lost time (s)			36.0			
Intersection Capacity Utilization			79.6%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

2: County Line Road/NE 215th Street & SE 1st Avenue

Future Build Conditions

P.M. Peak Hour

												
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø3	Ø8	Ø10	Ø11
Lane Configurations												
Traffic Volume (vph)	420	287	379	317	2	268						
Future Volume (vph)	420	287	379	317	2	268						
Turn Type	Prot	Perm	Perm	NA	NA	Perm						
Protected Phases	5			4	4		1	2	3	8	10	11
Permitted Phases		5	4			4						
Detector Phase	5	5	4	4	4	4						
Switch Phase												
Minimum Initial (s)	37.0	37.0	6.0	6.0	6.0	6.0	12.0	10.0	6.0	13.0	7.0	7.0
Minimum Split (s)	43.0	43.0	22.5	22.5	22.5	22.5	18.0	24.0	12.0	24.0	13.0	13.0
Total Split (s)	86.0	86.0	40.0	40.0	40.0	40.0	21.0	40.0	12.0	53.0	13.0	13.0
Total Split (%)	61.9%	61.9%	28.8%	28.8%	28.8%	28.8%	15%	29%	9%	38%	9%	9%
Yellow Time (s)	4.0	4.0	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	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0						
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0						
Lead/Lag			Lead	Lead	Lead	Lead	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 139

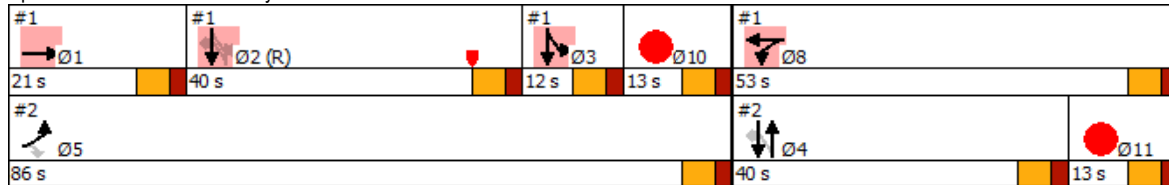
Actuated Cycle Length: 139

Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow

Natural Cycle: 125

Control Type: Pretimed

Splits and Phases: 2: County Line Road/NE 215th Street & SE 1st Avenue



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HCM Signalized Intersection Capacity Analysis
2: County Line Road/NE 215th Street & SE 1st Avenue

Future Build Conditions
P.M. Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	420	287	379	317	2	268
Future Volume (vph)	420	287	379	317	2	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1550	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.76	1.00	1.00	1.00
Satd. Flow (perm)	1770	1550	1409	1863	1863	1583
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	477	326	431	360	2	305
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	477	326	431	360	2	305
Confl. Peds. (#/hr)		1				
Turn Type	Prot	Perm	Perm	NA	NA	Perm
Protected Phases	5			4	4	
Permitted Phases		5	4			4
Actuated Green, G (s)	80.0	80.0	34.0	34.0	34.0	34.0
Effective Green, g (s)	80.0	80.0	34.0	34.0	34.0	34.0
Actuated g/C Ratio	0.58	0.58	0.24	0.24	0.24	0.24
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Grp Cap (vph)	1018	892	344	455	455	387
v/s Ratio Prot	c0.27			0.19	0.00	
v/s Ratio Perm		0.21	c0.31			0.19
v/c Ratio	0.47	0.37	1.25	0.79	0.00	0.79
Uniform Delay, d1	17.1	15.9	52.5	49.2	39.7	49.1
Progression Factor	0.10	0.06	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.3	1.0	135.6	13.2	0.0	15.0
Delay (s)	3.0	2.0	188.1	62.3	39.7	64.1
Level of Service	A	A	F	E	D	E
Approach Delay (s)	2.6			130.8	63.9	
Approach LOS	A			F	E	
Intersection Summary						
HCM 2000 Control Delay			65.9		HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio			0.78			
Actuated Cycle Length (s)			139.0		Sum of lost time (s)	36.0
Intersection Capacity Utilization			68.5%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

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Timings

3: Dixie Highway & SW 3rd Street/SE 3rd Street

Future Build Conditions

P.M. Peak Hour

	→	↖	←	↗	↓			
Lane Group	EBT	WBL	WBT	SBL	SBT	Ø3	Ø5	Ø7
Lane Configurations	↖	↖	↖	↖	↖			
Traffic Volume (vph)	134	123	485	153	419			
Future Volume (vph)	134	123	485	153	419			
Turn Type	NA	D.P+P	NA	Split	NA			
Protected Phases	4	2	2 4	6	6	3	5	7
Permitted Phases		4						
Detector Phase	4	2	2 4	6	6			
Switch Phase								
Minimum Initial (s)	6.0	12.0		7.0	7.0	6.0	13.0	6.0
Minimum Split (s)	21.0	22.0		20.0	20.0	24.0	36.0	12.0
Total Split (s)	21.0	47.0		26.0	26.0	26.0	47.0	21.0
Total Split (%)	22.3%	50.0%		27.7%	27.7%	28%	50%	22%
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	0.0			
Total Lost Time (s)	6.0	6.0		6.0	6.0			
Lead/Lag	Lead			Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes			Yes	Yes	Yes		Yes
Recall Mode	None	Min		None	None	None	None	None

Intersection Summary

Cycle Length: 94

Actuated Cycle Length: 69.4

Natural Cycle: 110

Control Type: Semi Act-Uncoord

Splits and Phases: 3: Dixie Highway & SW 3rd Street/SE 3rd Street

#3 ↖ Ø2	#3 ↖ Ø4	#3 ↖ Ø6
47 s	21 s	26 s
#4 ↖ Ø7	#4 ↖ Ø3	#4 ↖ Ø5
21 s	26 s	47 s

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HCM Signalized Intersection Capacity Analysis 3: Dixie Highway & SW 3rd Street/SE 3rd Street

Future Build Conditions
P.M. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	134	35	123	485	0	0	0	0	153	419	20
Future Volume (vph)	0	134	35	123	485	0	0	0	0	153	419	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0					6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00					1.00	0.95	
Frpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Frt		0.97		1.00	1.00					1.00	0.99	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1806		1769	1863					1770	3511	
Flt Permitted		1.00		0.61	1.00					0.95	1.00	
Satd. Flow (perm)		1806		1132	1863					1770	3511	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	146	38	134	527	0	0	0	0	166	455	22
RTOR Reduction (vph)	0	10	0	0	0	0	0	0	0	0	3	0
Lane Group Flow (vph)	0	174	0	134	527	0	0	0	0	166	474	0
Confl. Peds. (#/hr)			1	1								1
Confl. Bikes (#/hr)												1
Turn Type		NA		D.P+P	NA					Split	NA	
Protected Phases		4		2	2 4					6	6	
Permitted Phases				4								
Actuated Green, G (s)		11.4		29.8	35.8					21.5	21.5	
Effective Green, g (s)		11.4		29.8	35.8					21.5	21.5	
Actuated g/C Ratio		0.16		0.43	0.52					0.31	0.31	
Clearance Time (s)		6.0		6.0						6.0	6.0	
Vehicle Extension (s)		2.0		2.0						2.5	2.5	
Lane Grp Cap (vph)		297		655	962					549	1089	
v/s Ratio Prot		0.10		0.05	c0.28					0.09	c0.13	
v/s Ratio Perm				0.03								
v/c Ratio		0.59		0.20	0.55					0.30	0.43	
Uniform Delay, d1		26.8		12.2	11.3					18.2	19.1	
Progression Factor		1.00		0.18	0.20					1.00	1.00	
Incremental Delay, d2		1.9		0.0	0.2					0.2	0.2	
Delay (s)		28.7		2.2	2.5					18.4	19.3	
Level of Service		C		A	A					B	B	
Approach Delay (s)		28.7			2.4			0.0			19.0	
Approach LOS		C			A			A			B	
Intersection Summary												
HCM 2000 Control Delay			12.8			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.56									
Actuated Cycle Length (s)			69.3			Sum of lost time (s)				18.0		
Intersection Capacity Utilization			47.7%			ICU Level of Service				A		
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

4: SE 1st Avenue & SE 3rd Street

Future Build Conditions

P.M. Peak Hour

									
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	Ø2	Ø4	Ø6
Lane Configurations									
Traffic Volume (vph)	29	258	342	170	266	565			
Future Volume (vph)	29	258	342	170	266	565			
Turn Type	D.P+P	NA	NA	Perm	Split	NA			
Protected Phases	5	5 7	7		3	3	2	4	6
Permitted Phases	7			7					
Detector Phase	5	5 7	7	7	3	3			
Switch Phase									
Minimum Initial (s)	13.0		6.0	6.0	6.0	6.0	12.0	6.0	7.0
Minimum Split (s)	36.0		12.0	12.0	24.0	24.0	22.0	21.0	20.0
Total Split (s)	47.0		21.0	21.0	26.0	26.0	47.0	21.0	26.0
Total Split (%)	50.0%		22.3%	22.3%	27.7%	27.7%	50%	22%	28%
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	0.0	0.0			
Total Lost Time (s)			6.0	6.0	6.0	6.0			
Lead/Lag			Lead	Lead	Lag	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None		None	None	None	None	Min	None	None

Intersection Summary

Cycle Length: 94

Actuated Cycle Length: 69.4

Natural Cycle: 110

Control Type: Semi Act-Uncoord

Splits and Phases: 4: SE 1st Avenue & SE 3rd Street

#3 	#3 	#3 
Ø2	Ø4	Ø6
47 s	21 s	26 s
#4 	#4 	#4 
Ø7	Ø3	Ø5
21 s	26 s	47 s

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HCM Signalized Intersection Capacity Analysis 4: SE 1st Avenue & SE 3rd Street

Future Build Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	258	0	0	342	170	266	565	60	0	0	0
Future Volume (vph)	29	258	0	0	342	170	266	565	60	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	6.0				
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00				
Frpb, ped/bikes		1.00			1.00	0.98	1.00	1.00				
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00				
Frt		1.00			1.00	0.85	1.00	0.99				
Flt Protected		0.99			1.00	1.00	0.95	1.00				
Satd. Flow (prot)		1853			1863	1548	1770	1832				
Flt Permitted		0.97			1.00	1.00	0.95	1.00				
Satd. Flow (perm)		1809			1863	1548	1770	1832				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	32	280	0	0	372	185	289	614	65	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	145	0	4	0	0	0	0
Lane Group Flow (vph)	0	312	0	0	372	40	289	675	0	0	0	0
Confl. Peds. (#/hr)	1					1						
Confl. Bikes (#/hr)									2			
Turn Type	D.P+P	NA			NA	Perm	Split	NA				
Protected Phases	5	5 7			7		3	3				
Permitted Phases	7					7						
Actuated Green, G (s)		31.2			15.1	15.1	20.1	20.1				
Effective Green, g (s)		31.2			15.1	15.1	20.1	20.1				
Actuated g/C Ratio		0.45			0.22	0.22	0.29	0.29				
Clearance Time (s)					6.0	6.0	6.0	6.0				
Vehicle Extension (s)					2.0	2.0	2.5	2.5				
Lane Grp Cap (vph)		824			405	337	513	531				
v/s Ratio Prot		c0.09			c0.20		0.16	c0.37				
v/s Ratio Perm		0.08				0.03						
v/c Ratio		0.38			0.92	0.12	0.56	1.27				
Uniform Delay, d1		12.6			26.5	21.8	20.9	24.6				
Progression Factor		1.05			1.00	1.00	1.00	1.00				
Incremental Delay, d2		0.1			25.0	0.1	1.2	136.6				
Delay (s)		13.3			51.5	21.8	22.0	161.2				
Level of Service		B			D	C	C	F				
Approach Delay (s)		13.3			41.6			119.7			0.0	
Approach LOS		B			D			F			A	
Intersection Summary												
HCM 2000 Control Delay		77.9			HCM 2000 Level of Service				E			
HCM 2000 Volume to Capacity ratio		0.84										
Actuated Cycle Length (s)		69.3			Sum of lost time (s)				18.0			
Intersection Capacity Utilization		81.2%			ICU Level of Service				D			
Analysis Period (min)		15										
c Critical Lane Group												

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Timings

5: Dixie Highway & Hallandale Beach Boulevard

Future Build Conditions

P.M. Peak Hour

	→	←	↘	↓			
Lane Group	EBT	WBT	SBL	SBT	Ø3	Ø6	Ø9
Lane Configurations	↑↑↑	↑↑↑	↘	↑↑			
Traffic Volume (vph)	1953	2141	175	367			
Future Volume (vph)	1953	2141	175	367			
Turn Type	NA	NA	Split	NA			
Protected Phases	2	2 9	1	1	3	6	9
Permitted Phases							
Detector Phase	2	2 9	1	1			
Switch Phase							
Minimum Initial (s)	10.0		6.0	6.0	6.0	16.0	6.0
Minimum Split (s)	31.5		39.0	39.0	37.0	41.5	12.5
Total Split (s)	73.0		38.0	38.0	49.0	111.0	49.0
Total Split (%)	45.6%		23.8%	23.8%	31%	69%	31%
Yellow Time (s)	4.5		4.0	4.0	4.0	4.5	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)	6.5		6.0	6.0			
Lead/Lag	Lag		Lead	Lead			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	C-Max		None	None	None	C-Max	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 131 (82%), Referenced to phase 2:EBWB and 6:, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Splits and Phases: 5: Dixie Highway & Hallandale Beach Boulevard

#5 ↘ Ø1	#5 #6 ↔ Ø2 (R)	#5 ← Ø9
38 s	73 s	49 s
#6 → Ø6 (R)		#6 ↑ Ø3
111 s		49 s

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HCM Signalized Intersection Capacity Analysis
5: Dixie Highway & Hallandale Beach Boulevard

Future Build Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
												
Lane Configurations		↑↑↑			↑↑↑					↑	↑↑	
Traffic Volume (vph)	0	1953	116	0	2141	0	0	0	0	175	367	48
Future Volume (vph)	0	1953	116	0	2141	0	0	0	0	175	367	48
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	
Lane Util. Factor		0.91			0.91					1.00	0.95	
Frpb, 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	0.98	
Flt Protected		1.00			1.00					0.95	1.00	
Satd. Flow (prot)		5035			5085					1770	3470	
Flt Permitted		1.00			1.00					0.95	1.00	
Satd. Flow (perm)		5035			5085					1770	3470	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	2056	122	0	2254	0	0	0	0	184	386	51
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	2175	0	0	2254	0	0	0	0	184	430	0
Confl. Peds. (#/hr)			6	6								3
Confl. Bikes (#/hr)			5			7						1
Turn Type		NA			NA					Split	NA	
Protected Phases		2			2					1	1	
Permitted Phases												
Actuated Green, G (s)		81.0			125.4					22.6	22.6	
Effective Green, g (s)		81.0			125.4					22.6	22.6	
Actuated g/C Ratio		0.51			0.78					0.14	0.14	
Clearance Time (s)		6.5								6.0	6.0	
Vehicle Extension (s)		3.0								0.2	0.2	
Lane Grp Cap (vph)		2548			3985					250	490	
v/s Ratio Prot		c0.43			c0.44					0.10	c0.12	
v/s Ratio Perm												
v/c Ratio		0.85			0.57					0.74	0.88	
Uniform Delay, d1		34.3			6.7					65.8	67.3	
Progression Factor		1.00			0.04					1.02	1.01	
Incremental Delay, d2		3.9			0.1					4.8	8.6	
Delay (s)		38.2			0.3					71.9	76.6	
Level of Service		D			A					E	E	
Approach Delay (s)		38.2			0.3			0.0			75.2	
Approach LOS		D			A			A			E	
Intersection Summary												
HCM 2000 Control Delay			25.9			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			124.6%			ICU Level of Service				H		
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

6: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard

Future Build Conditions

P.M. Peak Hour

	→	←	↖	↑	↗		
Lane Group	EBT	WBT	NBL	NBT	NBR	Ø1	Ø9
Lane Configurations	↑↑↑	↑↑↑	↖	↑	↗		
Traffic Volume (vph)	2129	1807	333	393	108		
Future Volume (vph)	2129	1807	333	393	108		
Turn Type	NA	NA	Perm	NA	Perm		
Protected Phases	6	2		3		1	9
Permitted Phases			3		3		
Detector Phase	6	2	3	3	3		
Switch Phase							
Minimum Initial (s)	16.0	10.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	41.5	31.5	37.0	37.0	37.0	39.0	12.5
Total Split (s)	111.0	73.0	49.0	49.0	49.0	38.0	49.0
Total Split (%)	69.4%	45.6%	30.6%	30.6%	30.6%	24%	31%
Yellow Time (s)	4.5	4.5	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	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-Max	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 131 (82%), Referenced to phase 2:EBWB and 6:, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Splits and Phases: 6: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard

#5 ↖ Ø1	#5 #6 ↖ ↗ Ø2 (R)	#5 ← Ø9
38 s	73 s	49 s
#6 → Ø6 (R)		#6 ↑ Ø3
111 s		49 s

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HCM Signalized Intersection Capacity Analysis

6: SE 1st Avenue/NE 1st Avenue & Hallandale Beach Boulevard

Future Build Conditions

P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑		↑	↑	↑			
Traffic Volume (vph)	0	2129	0	0	1807	87	333	393	108	0	0	0
Future Volume (vph)	0	2129	0	0	1807	87	333	393	108	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			
Frpb, ped/bikes		1.00			1.00		1.00	1.00	0.99			
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00			
Frt		1.00			0.99		1.00	1.00	0.85			
Flt Protected		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)		5085			5041		1770	1863	1562			
Flt Permitted		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)		5085			5041		1770	1863	1562			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	2241	0	0	1902	92	351	414	114	0	0	0
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	50	0	0	0
Lane Group Flow (vph)	0	2241	0	0	1991	0	351	414	64	0	0	0
Confl. Peds. (#/hr)						4			1			
Confl. Bikes (#/hr)						7						
Turn Type		NA			NA		Perm	NA	Perm			
Protected Phases		6			2			3				
Permitted Phases							3		3			
Actuated Green, G (s)		109.6			81.0		37.9	37.9	37.9			
Effective Green, g (s)		109.6			81.0		37.9	37.9	37.9			
Actuated g/C Ratio		0.68			0.51		0.24	0.24	0.24			
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)		3483			2552		419	441	369			
v/s Ratio Prot		c0.44			c0.39			c0.22				
v/s Ratio Perm							0.20		0.04			
v/c Ratio		0.64			0.78		0.84	0.94	0.17			
Uniform Delay, d1		14.2			32.2		58.1	59.9	48.6			
Progression Factor		0.18			1.00		1.00	1.00	1.00			
Incremental Delay, d2		0.5			2.4		13.1	27.4	0.1			
Delay (s)		3.1			34.7		71.2	87.3	48.7			
Level of Service		A			C		E	F	D			
Approach Delay (s)		3.1			34.7			75.9			0.0	
Approach LOS		A			C			E			A	
Intersection Summary												
HCM 2000 Control Delay		27.9					HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio		0.82										
Actuated Cycle Length (s)		160.0					Sum of lost time (s)		18.5			
Intersection Capacity Utilization		124.6%					ICU Level of Service		H			
Analysis Period (min)		15										
c Critical Lane Group												

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Timings

7: Dixie Highway & Pembroke Road

Future Build Conditions

P.M. Peak Hour

	→	←	↘	↓				
Lane Group	EBT	WBT	SBL	SBT	Ø2	Ø3	Ø5	Ø7
Lane Configurations	↑↑↑	↑↑	↘	↑↑				
Traffic Volume (vph)	1026	1330	162	367				
Future Volume (vph)	1026	1330	162	367				
Turn Type	NA	NA	Perm	NA				
Protected Phases	4	4 2		6	2	3	5	7
Permitted Phases			6					
Detector Phase	4	4 2	6	6				
Switch Phase								
Minimum Initial (s)	7.0		5.0	5.0	12.0	5.0	7.0	12.0
Minimum Split (s)	32.5		32.5	32.5	28.0	32.0	28.0	28.5
Total Split (s)	47.0		33.0	33.0	80.0	33.0	47.0	80.0
Total Split (%)	29.4%		20.6%	20.6%	50%	21%	29%	50%
Yellow Time (s)	4.0		4.5	4.5	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				
Total Lost Time (s)	6.0		6.5	6.5				
Lead/Lag	Lead		Lag	Lag		Lag	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None		None	None	C-Max	None	None	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 140 (88%), Referenced to phase 2:WBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Splits and Phases: 7: Dixie Highway & Pembroke Road

#7 ↘ Ø2 (R) 80 s		#7 ↘ Ø4 47 s		#7 ↓ Ø6 33 s
#8 ↘ Ø5 47 s	#8 ↘ Ø3 33 s	#8 ↘ Ø7 80 s		

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HCM Signalized Intersection Capacity Analysis 7: Dixie Highway & Pembroke Road

Future Build Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
												
Lane Configurations												
Traffic Volume (vph)	0	1026	41	62	1330	0	0	0	0	162	367	178
Future Volume (vph)	0	1026	41	62	1330	0	0	0	0	162	367	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0					6.5	6.5	
Lane Util. Factor		0.91			0.95					0.91	0.91	
Frpb, 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	0.95	
Flt Protected		1.00			1.00					0.95	1.00	
Satd. Flow (prot)		5051			3531					1610	3208	
Flt Permitted		1.00			0.66					0.95	1.00	
Satd. Flow (perm)		5051			2352					1610	3208	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1115	45	67	1446	0	0	0	0	176	399	193
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	31	0
Lane Group Flow (vph)	0	1157	0	0	1513	0	0	0	0	158	579	0
Confl. Peds. (#/hr)			2	2								1
Confl. Bikes (#/hr)			10									2
Turn Type		NA		Prot	NA					Perm	NA	
Protected Phases		4		2	4						6	
Permitted Phases										6		
Actuated Green, G (s)		41.0			115.0					26.5	26.5	
Effective Green, g (s)		41.0			115.0					26.5	26.5	
Actuated g/C Ratio		0.26			0.72					0.17	0.17	
Clearance Time (s)		6.0								6.5	6.5	
Vehicle Extension (s)		3.0								2.5	2.5	
Lane Grp Cap (vph)		1294			2235					266	531	
v/s Ratio Prot		c0.23			c0.31							
v/s Ratio Perm					0.17					0.10	0.18	
v/c Ratio		0.89			0.68					0.59	1.09	
Uniform Delay, d1		57.4			12.3					61.8	66.8	
Progression Factor		1.00			0.28					1.00	1.00	
Incremental Delay, d2		8.3			0.1					3.0	66.0	
Delay (s)		65.7			3.5					64.7	132.7	
Level of Service		E			A					E	F	
Approach Delay (s)		65.7			3.5			0.0			118.8	
Approach LOS		E			A			A			F	
Intersection Summary												
HCM 2000 Control Delay			50.2			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			160.0							24.5		
Intersection Capacity Utilization			88.7%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

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Timings
8: NE 1st Avenue/S 21st Avenue & Pembroke Road

Future Build Conditions
P.M. Peak Hour

							
Lane Group	EBL	EBT	WBT	NBT	Ø2	Ø4	Ø6
Lane Configurations							
Traffic Volume (vph)	128	1060	1138	309			
Future Volume (vph)	128	1060	1138	309			
Turn Type	D,P+P	NA	NA	NA			
Protected Phases	7	7 5	5	3	2	4	6
Permitted Phases	5						
Detector Phase	7	7 5	5	3			
Switch Phase							
Minimum Initial (s)	12.0		7.0	5.0	12.0	7.0	5.0
Minimum Split (s)	28.5		28.0	32.0	28.0	32.5	32.5
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)	4.5		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
Lost Time Adjust (s)	0.0		0.0	0.0			
Total Lost Time (s)	6.5		6.0	6.0			
Lead/Lag			Lead	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes
Recall Mode	None		None	None	C-Max	None	None

Intersection Summary

Cycle Length: 160

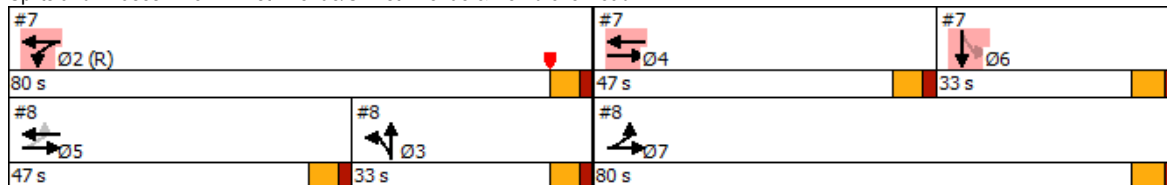
Actuated Cycle Length: 160

Offset: 140 (88%), Referenced to phase 2:WBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Splits and Phases: 8: NE 1st Avenue/S 21st Avenue & Pembroke Road



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HCM Signalized Intersection Capacity Analysis
8: NE 1st Avenue/S 21st Avenue & Pembroke Road

Future Build Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	1060	0	0	1138	22	254	309	37	0	0	0
Future Volume (vph)	128	1060	0	0	1138	22	254	309	37	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				
Lane Util. Factor	1.00	0.95			0.95			0.95				
Frpb, 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			3526			3431				
Flt Permitted	0.10	1.00			1.00			0.98				
Satd. Flow (perm)	182	3539			3526			3431				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	139	1152	0	0	1237	24	276	336	40	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	3	0	0	0	0
Lane Group Flow (vph)	139	1152	0	0	1260	0	0	649	0	0	0	0
Confl. Peds. (#/hr)	13					13			1			
Confl. Bikes (#/hr)						2			2			
Turn Type	D.P+P	NA			NA		Split	NA				
Protected Phases	7	7 5			5		3	3				
Permitted Phases	5											
Actuated Green, G (s)	114.5	121.0			41.0			27.0				
Effective Green, g (s)	114.5	121.0			41.0			27.0				
Actuated g/C Ratio	0.72	0.76			0.26			0.17				
Clearance Time (s)	6.5				6.0			6.0				
Vehicle Extension (s)	3.0				3.0			2.5				
Lane Grp Cap (vph)	859	2676			903			578				
v/s Ratio Prot	0.07	c0.33			c0.36			c0.19				
v/s Ratio Perm	0.04											
v/c Ratio	0.16	0.43			1.40			1.12				
Uniform Delay, d1	11.6	7.0			59.5			66.5				
Progression Factor	0.00	0.52			1.00			0.93				
Incremental Delay, d2	0.0	0.1			184.8			71.9				
Delay (s)	0.1	3.7			244.3			133.5				
Level of Service	A	A			F			F				
Approach Delay (s)		3.3			244.3			133.5			0.0	
Approach LOS		A			F			F			A	
Intersection Summary												
HCM 2000 Control Delay		124.7			HCM 2000 Level of Service			F				
HCM 2000 Volume to Capacity ratio		0.89										
Actuated Cycle Length (s)		160.0			Sum of lost time (s)			24.5				
Intersection Capacity Utilization		74.9%			ICU Level of Service			D				
Analysis Period (min)		15										
c Critical Lane Group												

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Timings

9: Dixie Highway & Hollywood Boulevard

Future Build Conditions

P.M. Peak Hour

	→	↘	↙	←	↘	↓			
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	Ø3	Ø5	Ø7
Lane Configurations	↑↑	↑	↘	↑	↘	↑↑			
Traffic Volume (vph)	393	83	53	434	72	503			
Future Volume (vph)	393	83	53	434	72	503			
Turn Type	NA	Perm	D.P+P	NA	Split	NA			
Protected Phases	4		2	2 4	6	6	3	5	7
Permitted Phases		4	4						
Detector Phase	4	4	2	2 4	6	6			
Switch Phase									
Minimum Initial (s)	10.0	10.0	8.0		4.0	4.0	4.0	14.0	4.0
Minimum Split (s)	15.0	15.0	25.0		26.0	26.0	26.0	24.0	24.0
Total Split (s)	35.0	35.0	61.0		26.0	26.0	26.0	61.0	35.0
Total Split (%)	28.7%	28.7%	50.0%		21.3%	21.3%	21%	50%	29%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	2.0		2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0			
Total Lost Time (s)	5.0	5.0	6.0		6.0	6.0			
Lead/Lag	Lead	Lead			Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes		Yes
Recall Mode	Min	Min	None		None	None	None	None	None

Intersection Summary

Cycle Length: 122

Actuated Cycle Length: 68

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Splits and Phases: 9: Dixie Highway & Hollywood Boulevard

#9 ↘ Ø2 61 s		#9 ↘ Ø4 35 s		#9 ↘ Ø6 26 s
#10 ↘ Ø7 35 s	#10 ↘ Ø3 26 s	#10 ↘ Ø5 61 s		

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HCM Signalized Intersection Capacity Analysis 9: Dixie Highway & Hollywood Boulevard

Future Build Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑					↑	↑↑	
Traffic Volume (vph)	0	393	83	53	434	0	0	0	0	72	503	128
Future Volume (vph)	0	393	83	53	434	0	0	0	0	72	503	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	6.0	6.0					6.0	6.0	
Lane Util. Factor		0.95	1.00	1.00	1.00					1.00	0.95	
Frpb, ped/bikes		1.00	0.96	1.00	1.00					1.00	0.99	
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	
Frt		1.00	0.85	1.00	1.00					1.00	0.97	
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	
Satd. Flow (prot)		3539	1522	1763	1863					1770	3406	
Flt Permitted		1.00	1.00	0.42	1.00					0.95	1.00	
Satd. Flow (perm)		3539	1522	782	1863					1770	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)	0	423	89	57	467	0	0	0	0	77	541	138
RTOR Reduction (vph)	0	0	69	0	0	0	0	0	0	0	15	0
Lane Group Flow (vph)	0	423	20	57	467	0	0	0	0	77	664	0
Confl. Peds. (#/hr)			17	17								10
Confl. Bikes (#/hr)			4									
Turn Type		NA	Perm	D.P+P	NA					Split	NA	
Protected Phases		4		2	2 4					6	6	
Permitted Phases			4	4								
Actuated Green, G (s)		14.9	14.9	30.5	36.5					20.3	20.3	
Effective Green, g (s)		14.9	14.9	30.5	36.5					20.3	20.3	
Actuated g/C Ratio		0.22	0.22	0.45	0.54					0.30	0.30	
Clearance Time (s)		5.0	5.0	6.0						6.0	6.0	
Vehicle Extension (s)		2.0	2.0	2.0						2.0	2.0	
Lane Grp Cap (vph)		777	334	577	1002					529	1019	
v/s Ratio Prot		c0.12		0.02	c0.25					0.04	c0.19	
v/s Ratio Perm			0.01	0.02								
v/c Ratio		0.54	0.06	0.10	0.47					0.15	0.65	
Uniform Delay, d1		23.4	20.9	10.7	9.6					17.4	20.7	
Progression Factor		1.00	1.00	0.05	0.12					1.00	1.00	
Incremental Delay, d2		0.4	0.0	0.0	0.1					0.0	1.1	
Delay (s)		23.9	20.9	0.6	1.3					17.4	21.8	
Level of Service		C	C	A	A					B	C	
Approach Delay (s)		23.4			1.2			0.0			21.4	
Approach LOS		C			A			A			C	
Intersection Summary												
HCM 2000 Control Delay			16.0			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			67.8			Sum of lost time (s)				17.0		
Intersection Capacity Utilization			67.7%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

10: S 21st Avenue/N 21st Avenue & Hollywood Boulevard

Future Build Conditions

P.M. Peak Hour

									
Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	Ø2	Ø4	Ø6
Lane Configurations									
Traffic Volume (vph)	150	314	281	206	482	61			
Future Volume (vph)	150	314	281	206	482	61			
Turn Type	D.P+P	NA	NA	Split	NA	Perm			
Protected Phases	5	5 7	7	3	3		2	4	6
Permitted Phases	7					3			
Detector Phase	5	5 7	7	3	3	3			
Switch Phase									
Minimum Initial (s)	14.0		4.0	4.0	4.0	4.0	8.0	10.0	4.0
Minimum Split (s)	24.0		24.0	26.0	26.0	26.0	25.0	15.0	26.0
Total Split (s)	61.0		35.0	26.0	26.0	26.0	61.0	35.0	26.0
Total Split (%)	50.0%		28.7%	21.3%	21.3%	21.3%	50%	29%	21%
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		1.0	2.0	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0		5.0	6.0	6.0	6.0			
Lead/Lag			Lead	Lag	Lag	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None		None	None	None	None	None	Min	None

Intersection Summary

Cycle Length: 122

Actuated Cycle Length: 68

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Splits and Phases: 10: S 21st Avenue/N 21st Avenue & Hollywood Boulevard

#9  Ø2	#9  Ø4	#9  Ø6
61 s	35 s	26 s
#10  Ø7	#10  Ø3	#10  Ø5
35 s	26 s	61 s

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HCM Signalized Intersection Capacity Analysis
10: S 21st Avenue/N 21st Avenue & Hollywood Boulevard

Future Build Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	314	0	0	281	48	206	482	61	0	0	0
Future Volume (vph)	150	314	0	0	281	48	206	482	61	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			5.0		6.0	6.0	6.0			
Lane Util. Factor	1.00	1.00			0.95		1.00	0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	0.96			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			0.98		1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1764	1863			3448		1770	3539	1515			
Flt Permitted	0.48	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)	891	1863			3448		1770	3539	1515			
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)	161	338	0	0	302	52	222	518	66	0	0	0
RTOR Reduction (vph)	0	0	0	0	12	0	0	0	50	0	0	0
Lane Group Flow (vph)	161	338	0	0	342	0	222	518	16	0	0	0
Confl. Peds. (#/hr)	12					12			11			
Confl. Bikes (#/hr)						2			3			
Turn Type	D.P+P	NA			NA		Split	NA	Perm			
Protected Phases	5	5 7			7		3	3				
Permitted Phases	7								3			
Actuated Green, G (s)	34.8	40.8			12.5		16.0	16.0	16.0			
Effective Green, g (s)	34.8	40.8			12.5		16.0	16.0	16.0			
Actuated g/C Ratio	0.51	0.60			0.18		0.24	0.24	0.24			
Clearance Time (s)	6.0				5.0		6.0	6.0	6.0			
Vehicle Extension (s)	2.0				2.0		2.0	2.0	2.0			
Lane Grp Cap (vph)	744	1121			635		417	835	357			
v/s Ratio Prot	0.07	c0.18			c0.10		0.13	c0.15				
v/s Ratio Perm	0.04								0.01			
v/c Ratio	0.22	0.30			0.54		0.53	0.62	0.04			
Uniform Delay, d1	8.9	6.6			25.0		22.6	23.2	20.0			
Progression Factor	1.71	1.98			1.00		1.00	1.00	1.00			
Incremental Delay, d2	0.1	0.1			0.4		0.7	1.0	0.0			
Delay (s)	15.2	13.0			25.5		23.3	24.2	20.0			
Level of Service	B	B			C		C	C	C			
Approach Delay (s)		13.7			25.5			23.6			0.0	
Approach LOS		B			C			C			A	
Intersection Summary												
HCM 2000 Control Delay			21.0									
HCM 2000 Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			67.8									
Intersection Capacity Utilization			67.7%									
Analysis Period (min)			15									
c Critical Lane Group												

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Timings
11: Dixie Highway & Tyler Street

Future Build Conditions
P.M. Peak Hour

Lane Group	WBL	WBT	SBT	SBR	Ø1	Ø3	Ø4	Ø5	Ø6
Lane Configurations									
Traffic Volume (vph)	160	616	587	24					
Future Volume (vph)	160	616	587	24					
Turn Type	Prot	NA	NA	Perm					
Protected Phases	1 3	1 5	2		1	3	4	5	6
Permitted Phases				2					
Detector Phase	1 3	1 5	2	2					
Switch Phase									
Minimum Initial (s)			15.0	15.0	3.0	6.0	5.0	11.0	18.0
Minimum Split (s)			39.0	39.0	9.0	34.0	11.0	34.0	39.0
Total Split (s)			40.0	40.0	9.0	36.0	15.0	51.0	49.0
Total Split (%)			40.0%	40.0%	9%	36%	15%	51%	49%
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					
Total Lost Time (s)			6.0	6.0					
Lead/Lag			Lag	Lag	Lead	Lead	Lag		
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes		
Recall Mode			C-Max	C-Max	None	None	None	None	C-Max

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 47 (47%), Referenced to phase 2:SBT and 6:, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Splits and Phases: 11: Dixie Highway & Tyler Street

#11  Ø1	#11  Ø2 (R)	#11 #12  Ø3	#12  Ø4
9 s	40 s	36 s	15 s
#12  Ø6 (R)		#11  Ø5	
49 s		51 s	

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HCM Signalized Intersection Capacity Analysis 11: Dixie Highway & Tyler Street

Future Build Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	160	616	0	0	0	0	0	587	24
Future Volume (vph)	0	0	0	160	616	0	0	0	0	0	587	24
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	1.00
Frpb, ped/bikes				1.00	1.00						1.00	0.99
Flpb, ped/bikes				1.00	1.00						1.00	1.00
Frt				1.00	1.00						1.00	0.85
Flt Protected				0.95	1.00						1.00	1.00
Satd. Flow (prot)				1770	3539						3539	1563
Flt Permitted				0.95	1.00						1.00	1.00
Satd. Flow (perm)				1770	3539						3539	1563
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	176	677	0	0	0	0	0	645	26
RTOR Reduction (vph)	0	0	0	126	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	50	677	0	0	0	0	0	645	26
Confl. Peds. (#/hr)				3								1
Turn Type				Prot	NA						NA	Perm
Protected Phases				1 3	1 5						2	
Permitted Phases												2
Actuated Green, G (s)				28.5	43.5						44.5	44.5
Effective Green, g (s)				28.5	43.5						44.5	44.5
Actuated g/C Ratio				0.28	0.44						0.44	0.44
Clearance Time (s)											6.0	6.0
Vehicle Extension (s)											3.0	3.0
Lane Grp Cap (vph)				504	1539						1574	695
v/s Ratio Prot				0.03	c0.19						c0.18	
v/s Ratio Perm												0.02
v/c Ratio				0.10	0.44						0.41	0.04
Uniform Delay, d1				26.3	19.7						18.8	15.7
Progression Factor				0.01	0.07						1.89	1.96
Incremental Delay, d2				0.0	0.1						0.5	0.1
Delay (s)				0.2	1.5						36.1	30.7
Level of Service				A	A						D	C
Approach Delay (s)		0.0			1.2			0.0			35.9	
Approach LOS		A			A			A			D	
Intersection Summary												
HCM 2000 Control Delay			16.5			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			100.0						24.0			
Intersection Capacity Utilization			54.5%						A			
Analysis Period (min)			15									
c Critical Lane Group												

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Timings
12: N 21st Avenue & Tyler Street

Future Build Conditions
P.M. Peak Hour

	←	↖	↑			
Lane Group	WBT	NBL	NBT	Ø1	Ø2	Ø5
Lane Configurations	↑↑↑	↖	↑↑			
Traffic Volume (vph)	734	42	537			
Future Volume (vph)	734	42	537			
Turn Type	NA	Prot	NA			
Protected Phases	3	4	6	1	2	5
Permitted Phases						
Detector Phase	3	4	6			
Switch Phase						
Minimum Initial (s)	6.0	5.0	18.0	3.0	15.0	11.0
Minimum Split (s)	34.0	11.0	39.0	9.0	39.0	34.0
Total Split (s)	36.0	15.0	49.0	9.0	40.0	51.0
Total Split (%)	36.0%	15.0%	49.0%	9%	40%	51%
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	None	None	C-Max	None	C-Max	None

Intersection Summary

Cycle Length: 100

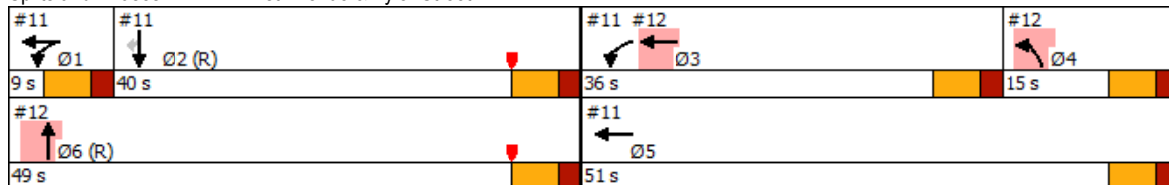
Actuated Cycle Length: 100

Offset: 47 (47%), Referenced to phase 2:SBT and 6:, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Splits and Phases: 12: N 21st Avenue & Tyler Street



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HCM Signalized Intersection Capacity Analysis 12: N 21st Avenue & Tyler Street

Future Build Conditions
P.M. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	734	75	42	537	0	0	0	0
Future Volume (vph)	0	0	0	0	734	75	42	537	0	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					0.91		1.00	0.95				
Frpb, ped/bikes					1.00		1.00	1.00				
Flpb, ped/bikes					1.00		1.00	1.00				
Frt					0.99		1.00	1.00				
Flt Protected					1.00		0.95	1.00				
Satd. Flow (prot)					5009		1770	3539				
Flt Permitted					1.00		0.95	1.00				
Satd. Flow (perm)					5009		1770	3539				
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	0	807	82	46	590	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	13	0	45	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	876	0	1	590	0	0	0	0
Confl. Bikes (#/hr)						2						
Turn Type					NA		Prot	NA				
Protected Phases					3		4	6				
Permitted Phases												
Actuated Green, G (s)					24.2		3.0	54.8				
Effective Green, g (s)					24.2		3.0	54.8				
Actuated g/C Ratio					0.24		0.03	0.55				
Clearance Time (s)					6.0		6.0	6.0				
Vehicle Extension (s)					2.0		1.5	0.2				
Lane Grp Cap (vph)					1212		53	1939				
v/s Ratio Prot					c0.17		c0.00	c0.17				
v/s Ratio Perm												
v/c Ratio					0.72		0.03	0.30				
Uniform Delay, d1					34.8		47.1	12.3				
Progression Factor					1.00		1.00	1.00				
Incremental Delay, d2					1.8		0.1	0.4				
Delay (s)					36.7		47.2	12.7				
Level of Service					D		D	B				
Approach Delay (s)		0.0			36.7			15.2			0.0	
Approach LOS		A			D			B			A	
Intersection Summary												
HCM 2000 Control Delay			27.7									
HCM 2000 Volume to Capacity ratio			0.45									
Actuated Cycle Length (s)			100.0									
Intersection Capacity Utilization			54.5%									
Analysis Period (min)			15									
c Critical Lane Group												

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Timings
13: Dixie Highway & Johnson Street

Future Build Conditions
P.M. Peak Hour

	→	↖	←	↙	↓	Ø1	Ø3	Ø5	Ø6	Ø7
Lane Group	EBT	WBL	WBT	SBL	SBT					
Lane Configurations	↑↑	↖	↑	↙	↑↑					
Traffic Volume (vph)	447	67	594	138	464					
Future Volume (vph)	447	67	594	138	464					
Turn Type	NA	D.P+P	NA	Split	NA					
Protected Phases	4	2	2 4	1 6	1 6	1	3	5	6	7
Permitted Phases		4								
Detector Phase	4	2	2 4	1 6	1 6					
Switch Phase										
Minimum Initial (s)	7.0	13.0				1.0	8.0	6.0	6.0	7.0
Minimum Split (s)	28.5	26.0				6.5	24.5	25.0	17.0	26.0
Total Split (s)	33.0	42.0				8.0	25.0	25.0	17.0	33.0
Total Split (%)	33.0%	42.0%				8%	25%	25%	17%	33%
Yellow Time (s)	4.0	4.0				4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0				1.5	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0								
Total Lost Time (s)	5.0	5.0								
Lead/Lag		Lag				Lead	Lag			Lead
Lead-Lag Optimize?		Yes				Yes	Yes			Yes
Recall Mode	Max	Max				Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 48 (48%), Referenced to phase 7:EBWB, Start of Yellow

Natural Cycle: 95

Control Type: Pretimed

Splits and Phases: 13: Dixie Highway & Johnson Street

#13 Ø1	#13 Ø2	#13 Ø4	#13 #14 Ø6
8 s	42 s	33 s	17 s
#14 Ø7 (R)	#14 Ø3	#14 Ø5	
33 s	25 s	25 s	

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HCM Signalized Intersection Capacity Analysis 13: Dixie Highway & Johnson Street

Future Build Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑					↑	↑↑	
Traffic Volume (vph)	0	447	56	67	594	0	0	0	0	138	464	81
Future Volume (vph)	0	447	56	67	594	0	0	0	0	138	464	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0					5.5	5.5	
Lane Util. Factor		0.95		1.00	1.00					1.00	0.95	
Frpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Frt		0.98		1.00	1.00					1.00	0.98	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		3474		1769	1863					1770	3447	
Flt Permitted		1.00		0.29	1.00					0.95	1.00	
Satd. Flow (perm)		3474		549	1863					1770	3447	
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)	0	502	63	75	667	0	0	0	0	155	521	91
RTOR Reduction (vph)	0	9	0	0	0	0	0	0	0	0	15	0
Lane Group Flow (vph)	0	556	0	75	667	0	0	0	0	155	597	0
Confl. Peds. (#/hr)			2	2								1
Confl. Bikes (#/hr)			1									1
Turn Type		NA		D.P+P	NA					Split	NA	
Protected Phases		4		2	2 4					1 6	1 6	
Permitted Phases				4								
Actuated Green, G (s)		28.0		65.0	70.0					19.5	19.5	
Effective Green, g (s)		28.0		65.0	70.0					14.5	14.5	
Actuated g/C Ratio		0.28		0.65	0.70					0.14	0.14	
Clearance Time (s)		5.0		5.0								
Lane Grp Cap (vph)		972		808	1304					256	499	
v/s Ratio Prot		c0.16		0.03	c0.36					0.09	c0.17	
v/s Ratio Perm				0.03								
v/c Ratio		0.57		0.09	0.51					0.61	1.20	
Uniform Delay, d1		30.9		6.9	7.0					40.1	42.8	
Progression Factor		1.00		1.74	2.06					1.00	1.00	
Incremental Delay, d2		2.4		0.2	1.2					10.2	106.3	
Delay (s)		33.3		12.2	15.6					50.3	149.0	
Level of Service		C		B	B					D	F	
Approach Delay (s)		33.3			15.3			0.0			129.1	
Approach LOS		C			B			A			F	
Intersection Summary												
HCM 2000 Control Delay			62.3			HCM 2000 Level of Service			E			
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			20.5			
Intersection Capacity Utilization			78.8%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

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Timings
14: N 21st Avenue & Johnson Street

Future Build Conditions
P.M. Peak Hour

									
Lane Group	EBL	EBT	WBT	NBT	Ø1	Ø2	Ø4	Ø6	Ø7
Lane Configurations									
Traffic Volume (vph)	71	514	466	445					
Future Volume (vph)	71	514	466	445					
Turn Type	custom	NA	NA	NA					
Protected Phases	5	5 6 7	6 7	3	1	2	4	6	7
Permitted Phases	7								
Detector Phase	5	5 6 7	6 7	3					
Switch Phase									
Minimum Initial (s)	6.0			8.0	1.0	13.0	7.0	6.0	7.0
Minimum Split (s)	25.0			24.5	6.5	26.0	28.5	17.0	26.0
Total Split (s)	25.0			25.0	8.0	42.0	33.0	17.0	33.0
Total Split (%)	25.0%			25.0%	8%	42%	33%	17%	33%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0			1.5	1.5	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0			0.0					
Total Lost Time (s)	5.0			5.5					
Lead/Lag				Lag	Lead	Lag			Lead
Lead-Lag Optimize?				Yes	Yes	Yes			Yes
Recall Mode	Max			Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100

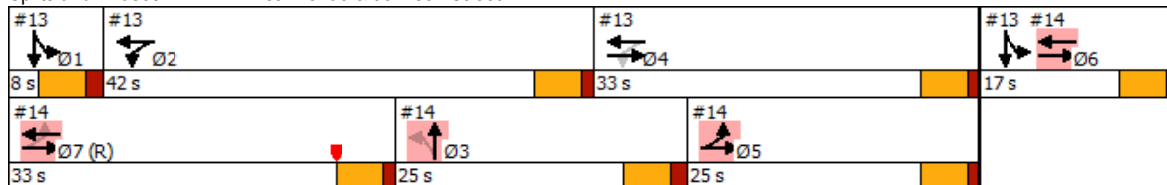
Actuated Cycle Length: 100

Offset: 48 (48%), Referenced to phase 7:EBWB, Start of Yellow

Natural Cycle: 95

Control Type: Pretimed

Splits and Phases: 14: N 21st Avenue & Johnson Street



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HCM Signalized Intersection Capacity Analysis 14: N 21st Avenue & Johnson Street

Future Build Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	514	0	0	466	20	195	445	58	0	0	0
Future Volume (vph)	71	514	0	0	466	20	195	445	58	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			5.5				
Lane Util. Factor	1.00	1.00			0.95			0.95				
Frpb, 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			0.99			0.99				
Flt Protected	0.95	1.00			1.00			0.99				
Satd. Flow (prot)	1770	1863			3515			3439				
Flt Permitted	0.14	1.00			1.00			0.99				
Satd. Flow (perm)	266	1863			3515			3439				
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)	80	578	0	0	524	22	219	500	65	0	0	0
RTOR Reduction (vph)	0	0	0	0	3	0	0	6	0	0	0	0
Lane Group Flow (vph)	80	578	0	0	543	0	0	778	0	0	0	0
Confl. Peds. (#/hr)	3					3			3			
Confl. Bikes (#/hr)						4						
Turn Type	custom	NA			NA		Perm	NA				
Protected Phases	5	5 6 7			6 7			3				
Permitted Phases	7						3					
Actuated Green, G (s)	48.0	70.0			45.0			19.5				
Effective Green, g (s)	48.0	70.0			45.0			19.5				
Actuated g/C Ratio	0.48	0.70			0.45			0.20				
Clearance Time (s)	5.0							5.5				
Lane Grp Cap (vph)	428	1304			1581			670				
v/s Ratio Prot	0.04	c0.31			0.15							
v/s Ratio Perm	0.05							0.23				
v/c Ratio	0.19	0.44			0.34			1.16				
Uniform Delay, d1	17.2	6.5			17.9			40.2				
Progression Factor	0.48	0.83			1.00			0.81				
Incremental Delay, d2	0.8	0.9			0.6			87.8				
Delay (s)	9.0	6.3			18.5			120.5				
Level of Service	A	A			B			F				
Approach Delay (s)		6.6			18.5			120.5			0.0	
Approach LOS		A			B			F			A	
Intersection Summary												
HCM 2000 Control Delay		54.8			HCM 2000 Level of Service			D				
HCM 2000 Volume to Capacity ratio		0.67										
Actuated Cycle Length (s)		100.0			Sum of lost time (s)			20.5				
Intersection Capacity Utilization		78.8%			ICU Level of Service			D				
Analysis Period (min)		15										
c Critical Lane Group												

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Timings

15: Dixie Highway & Sheridan Street

Future Build Conditions

P.M. Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	SBT	Ø2	Ø3	Ø5	Ø7	Ø9	Ø10
Lane Configurations												
Traffic Volume (vph)	176	1213	432	82	1689	255						
Future Volume (vph)	176	1213	432	82	1689	255						
Turn Type	pm+pt	NA	Perm	custom	NA	NA						
Protected Phases	1	6		5 9	2 9	8	2	3	5	7	9	10
Permitted Phases	6		6	2								
Detector Phase	1	6	6	5 9	2 9	8						
Switch Phase												
Minimum Initial (s)	10.0	12.0	12.0			15.0	12.0	7.0	10.0	20.0	34.0	22.0
Minimum Split (s)	16.5	24.5	24.5			34.5	24.5	12.0	16.5	28.0	39.0	28.5
Total Split (s)	21.0	50.0	50.0			36.0	50.0	12.0	21.0	29.0	53.0	48.0
Total Split (%)	13.1%	31.3%	31.3%			22.5%	31%	8%	13%	18%	33%	30%
Yellow Time (s)	4.5	4.5	4.5			4.5	4.5	4.0	4.5	4.0	4.0	4.5
All-Red Time (s)	2.0	1.0	1.0			2.0	1.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0						
Total Lost Time (s)	6.5	5.5	5.5			6.5						
Lead/Lag	Lead	Lag	Lag			Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	Max	Max	Max			Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 143 (89%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 145

Control Type: Pretimed

Splits and Phases: 15: Dixie Highway & Sheridan Street

 #15 #16 Ø1	 #15 #16 Ø2 (R)	 #15 Ø9	 #15 Ø8
21 s	50 s	53 s	36 s
 #15 #16 Ø5	 #15 #16 Ø6 (R)	 #16 Ø3	 #16 Ø7
21 s	50 s	12 s	29 s
			48 s

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HCM Signalized Intersection Capacity Analysis 15: Dixie Highway & Sheridan Street

Future Build Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	176	1213	432	82	1689	89	0	0	0	60	255	159
Future Volume (vph)	176	1213	432	82	1689	89	0	0	0	60	255	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	5.5	5.5	6.5	5.5						6.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95						0.95	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00						0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00						1.00	
Frt	1.00	1.00	0.85	1.00	0.99						0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00						0.99	
Satd. Flow (prot)	1770	3539	1533	1770	3507						3322	
Flt Permitted	0.09	1.00	1.00	0.09	1.00						0.99	
Satd. Flow (perm)	167	3539	1533	167	3507						3322	
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)	196	1348	480	91	1877	99	0	0	0	67	283	177
RTOR Reduction (vph)	0	0	167	0	2	0	0	0	0	0	40	0
Lane Group Flow (vph)	196	1348	313	91	1974	0	0	0	0	0	487	0
Confl. Peds. (#/hr)	8		7	7		8				2		1
Confl. Bikes (#/hr)			3			6						2
Turn Type	pm+pt	NA	Perm	custom	NA					Split	NA	
Protected Phases	1	6		5 9	2 9					8	8	
Permitted Phases	6		6	2								
Actuated Green, G (s)	59.0	44.5	44.5	107.0	98.0						29.5	
Effective Green, g (s)	59.0	44.5	44.5	107.0	98.0						29.5	
Actuated g/C Ratio	0.37	0.28	0.28	0.67	0.61						0.18	
Clearance Time (s)	6.5	5.5	5.5								6.5	
Lane Grp Cap (vph)	206	984	426	737	2148						612	
v/s Ratio Prot	c0.09	c0.38		0.05	c0.56						c0.15	
v/s Ratio Perm	0.26		0.20	0.03								
v/c Ratio	0.95	1.37	0.73	0.12	0.92						0.80	
Uniform Delay, d1	46.2	57.8	52.4	14.6	27.5						62.4	
Progression Factor	1.00	1.00	1.00	1.36	0.76						1.00	
Incremental Delay, d2	51.2	173.0	10.7	0.2	4.7						10.3	
Delay (s)	97.4	230.7	63.1	20.1	25.5						72.7	
Level of Service	F	F	E	C	C						E	
Approach Delay (s)		178.1			25.3			0.0			72.7	
Approach LOS		F			C			A			E	
Intersection Summary												
HCM 2000 Control Delay			97.6		HCM 2000 Level of Service			F				
HCM 2000 Volume to Capacity ratio			1.10									
Actuated Cycle Length (s)			160.0		Sum of lost time (s)			28.5				
Intersection Capacity Utilization			98.1%		ICU Level of Service			F				
Analysis Period (min)			15									
c Critical Lane Group												

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Timings

16: N 21st Avenue & Sheridan Street

Future Build Conditions

P.M. Peak Hour

	→	←	↖	↗								
Lane Group	EBT	WBT	NBL	NBR	Ø1	Ø2	Ø3	Ø5	Ø6	Ø8	Ø9	Ø10
Lane Configurations	↑↑	↑↑↑	↖↖	↗								
Traffic Volume (vph)	1273	1464	396	135								
Future Volume (vph)	1273	1464	396	135								
Turn Type	NA	NA	Prot	Prot								
Protected Phases	6 10 3	1 2 5	7	7	1	2	3	5	6	8	9	10
Permitted Phases												
Detector Phase	6 10 3	1 2 5	7	7								
Switch Phase												
Minimum Initial (s)			20.0	20.0	10.0	12.0	7.0	10.0	12.0	15.0	34.0	22.0
Minimum Split (s)			28.0	28.0	16.5	24.5	12.0	16.5	24.5	34.5	39.0	28.5
Total Split (s)			29.0	29.0	21.0	50.0	12.0	21.0	50.0	36.0	53.0	48.0
Total Split (%)			18.1%	18.1%	13%	31%	8%	13%	31%	23%	33%	30%
Yellow Time (s)			4.0	4.0	4.5	4.5	4.0	4.5	4.5	4.5	4.0	4.5
All-Red Time (s)			1.0	1.0	2.0	1.0	1.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)			0.0	0.0								
Total Lost Time (s)			5.0	5.0								
Lead/Lag			Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode			Max	Max	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 143 (89%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 145

Control Type: Pretimed

Splits and Phases: 16: N 21st Avenue & Sheridan Street

#15 #16 ↖↖ Ø1 21 s	#15 #16 ↖↖ Ø2 (R) 50 s	#15 ↖ Ø9 53 s	#15 ↖ Ø8 36 s
#15 #16 ↖ Ø5 21 s	#15 #16 ↖ Ø6 (R) 50 s	#16 ↖ Ø3 12 s	#16 ↖ Ø7 29 s
		#16 ↖ Ø10 48 s	

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HCM Signalized Intersection Capacity Analysis
16: N 21st Avenue & Sheridan Street

Future Build Conditions
P.M. Peak Hour

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑↑	↑↑	↑
Traffic Volume (vph)	1273	0	0	1464	396	135
Future Volume (vph)	1273	0	0	1464	396	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5			6.5	5.0	5.0
Lane Util. Factor	0.95			0.91	0.97	1.00
Frpb, 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	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	3539			5085	3433	1583
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	3539			5085	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1414	0	0	1627	440	150
RTOR Reduction (vph)	0	0	0	0	0	128
Lane Group Flow (vph)	1414	0	0	1627	440	23
Confl. Peds. (#/hr)						2
Turn Type	NA			NA	Prot	Prot
Protected Phases	6 10 3			1 2 5	7	7
Permitted Phases						
Actuated Green, G (s)	98.5			65.5	24.0	24.0
Effective Green, g (s)	98.5			65.5	24.0	24.0
Actuated g/C Ratio	0.62			0.41	0.15	0.15
Clearance Time (s)					5.0	5.0
Lane Grp Cap (vph)	2178			2081	514	237
v/s Ratio Prot	c0.40			c0.32	c0.13	0.01
v/s Ratio Perm						
v/c Ratio	0.65			0.78	0.86	0.09
Uniform Delay, d1	19.7			41.0	66.3	58.6
Progression Factor	1.32			1.00	1.00	1.00
Incremental Delay, d2	0.1			3.0	16.6	0.8
Delay (s)	26.1			44.1	82.9	59.4
Level of Service	C			D	F	E
Approach Delay (s)	26.1			44.1	76.9	
Approach LOS	C			D	E	
Intersection Summary						
HCM 2000 Control Delay			42.4		HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.80			
Actuated Cycle Length (s)			160.0		Sum of lost time (s)	28.5
Intersection Capacity Utilization			63.1%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

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Appendix E

Travel Time Analysis Worksheets

Arterial Level of Service

Existing Conditions

A.M. Peak Hour

Arterial Level of Service: NB Dixie Highway

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
County Line Road/NE	II	35	5.5	53.8	59.3	0.04	2.7	F
Total	II		5.5	53.8	59.3	0.04	2.7	F

Arterial Level of Service: SB Dixie Highway

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Sheridan Street	II	40	8.9	48.3	57.2	0.08	4.9	F
Johnson Street	II	40	91.0	36.4	127.4	1.01	28.5	B
Tyler Street	II	40	42.6	25.8	68.4	0.45	23.6	C
Hollywood Boulevard	II	40	7.7	19.7	27.4	0.07	8.8	F
Pembroke Road	II	40	91.8	71.4	163.2	1.02	22.5	C
Hallandale Beach Bou	II	35	78.7	76.7	155.4	0.76	17.7	D
SW 3rd Street	II	35	30.4	17.0	47.4	0.26	19.4	D
County Line Road/NE	II	35	52.7	32.7	85.4	0.51	21.6	D
Total	II		403.8	328.0	731.8	4.15	20.4	D

Arterial Level of Service: NB N 21st Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Tyler Street	III	35	9.6	6.3	15.9	0.07	15.0	D
Johnson Street	III	35	53.9	33.4	87.3	0.45	18.5	C
Sheridan Street	III	35	103.7	70.4	174.1	1.01	20.8	C
Total	III		167.2	110.1	277.3	1.52	19.8	C

Arterial Level of Service: NB NE 1st Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pembroke Road	III	35	78.5	54.4	132.9	0.76	20.7	C
Total	III		78.5	54.4	132.9	0.76	20.7	C

Arterial Level of Service: NB S 21st Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Hollywood Boulevard	III	35	105.1	20.7	125.8	1.02	29.3	B
Total	III		105.1	20.7	125.8	1.02	29.3	B

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Arterial Level of Service

Existing Conditions

A.M. Peak Hour

Arterial Level of Service: NB SE 1st Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SE 3rd Street	III	35	46.3	29.4	75.7	0.39	18.4	C
Hallandale Beach Bou	III	35	31.0	101.3	132.3	0.26	7.0	F
Total	III		77.3	130.7	208.0	0.64	11.1	E

Arterial Level of Service: SB SE 1st Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
County Line Road/NE	III	35	16.2	49.5	65.7	0.13	6.9	F
Total	III		16.2	49.5	65.7	0.13	6.9	F

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Arterial Level of Service

Existing Conditions

P.M. Peak Hour

Arterial Level of Service: NB Dixie Highway

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
County Line Road/NE	II	35	5.5	43.4	48.9	0.04	3.2	F
Total	II		5.5	43.4	48.9	0.04	3.2	F

Arterial Level of Service: SB Dixie Highway

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Sheridan Street	II	40	8.9	58.6	67.5	0.08	4.1	F
Johnson Street	II	40	90.9	35.5	126.4	1.01	28.8	B
Tyler Street	II	40	42.6	29.3	71.9	0.45	22.4	C
Hollywood Boulevard	II	40	7.7	21.2	28.9	0.07	8.3	F
Pembroke Road	II	40	91.9	66.4	158.3	1.02	23.2	C
Hallandale Beach Bou	II	35	78.7	74.6	153.3	0.76	18.0	D
SW 3rd Street	II	35	30.4	16.8	47.2	0.26	19.5	D
County Line Road/NE	II	35	52.7	39.6	92.3	0.51	20.0	D
Total	II		403.8	342.0	745.8	4.15	20.1	D

Arterial Level of Service: NB N 21st Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Tyler Street	III	35	9.6	10.4	20.0	0.07	11.9	E
Johnson Street	III	35	53.9	33.9	87.8	0.45	18.4	C
Sheridan Street	III	35	103.7	72.2	175.9	1.01	20.6	C
Total	III		167.2	116.5	283.7	1.52	19.3	C

Arterial Level of Service: NB NE 1st Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pembroke Road	III	35	78.5	76.2	154.7	0.76	17.8	D
Total	III		78.5	76.2	154.7	0.76	17.8	D

Arterial Level of Service: NB S 21st Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Hollywood Boulevard	III	35	105.1	22.4	127.5	1.02	28.9	B
Total	III		105.1	22.4	127.5	1.02	28.9	B

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Arterial Level of Service

Existing Conditions

P.M. Peak Hour

Arterial Level of Service: NB SE 1st Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SE 3rd Street	III	35	46.3	25.7	72.0	0.39	19.3	C
Hallandale Beach Bou	III	35	31.0	89.8	120.8	0.26	7.7	F
Total	III		77.3	115.5	192.8	0.64	12.0	E

Arterial Level of Service: SB SE 1st Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
County Line Road/NE	III	35	16.2	40.0	56.2	0.13	8.1	F
Total	III		16.2	40.0	56.2	0.13	8.1	F

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Arterial Level of Service

Future No-Build Conditions

A.M. Peak Hour

Arterial Level of Service: NB Dixie Highway

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
County Line Road/NE	II	35	5.5	60.8	66.3	0.04	2.4	F
Total	II		5.5	60.8	66.3	0.04	2.4	F

Arterial Level of Service: SB Dixie Highway

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Sheridan Street	II	40	8.9	53.1	62.0	0.08	4.5	F
Johnson Street	II	40	91.0	39.7	130.7	1.01	27.8	C
Tyler Street	II	40	42.6	32.4	75.0	0.45	21.5	D
Hollywood Boulevard	II	40	7.7	19.6	27.3	0.07	8.8	F
Pembroke Road	II	40	91.8	82.2	174.0	1.02	21.1	D
Hallandale Beach Bou	II	35	78.7	76.5	155.2	0.76	17.7	D
SW 3rd Street	II	35	30.4	15.7	46.1	0.26	20.0	D
County Line Road/NE	II	35	52.7	34.5	87.2	0.51	21.1	D
Total	II		403.8	353.7	757.5	4.15	19.7	D

Arterial Level of Service: NB N 21st Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Tyler Street	III	35	9.6	9.0	18.6	0.07	12.8	E
Johnson Street	III	35	53.9	34.0	87.9	0.45	18.4	C
Sheridan Street	III	35	103.7	78.3	182.0	1.01	19.9	C
Total	III		167.2	121.3	288.5	1.52	19.0	C

Arterial Level of Service: NB NE 1st Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pembroke Road	III	35	78.5	60.3	138.8	0.76	19.8	C
Total	III		78.5	60.3	138.8	0.76	19.8	C

Arterial Level of Service: NB S 21st Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Hollywood Boulevard	III	35	105.1	24.4	129.5	1.02	28.4	B
Total	III		105.1	24.4	129.5	1.02	28.4	B

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Arterial Level of Service

Future No-Build Conditions

A.M. Peak Hour

Arterial Level of Service: NB SE 1st Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SE 3rd Street	III	35	46.3	34.8	81.1	0.39	17.1	D
Hallandale Beach Bou	III	35	31.0	98.2	129.2	0.26	7.2	F
Total	III		77.3	133.0	210.3	0.64	11.0	E

Arterial Level of Service: SB SE 1st Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
County Line Road/NE	III	35	16.2	49.7	65.9	0.13	6.9	F
Total	III		16.2	49.7	65.9	0.13	6.9	F

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Arterial Level of Service

Future No-Build Conditions

P.M. Peak Hour

Arterial Level of Service: NB Dixie Highway

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
County Line Road/NE	II	35	5.5	47.1	52.6	0.04	3.0	F
Total	II		5.5	47.1	52.6	0.04	3.0	F

Arterial Level of Service: SB Dixie Highway

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Sheridan Street	II	40	8.9	67.2	76.1	0.08	3.6	F
Johnson Street	II	40	90.9	38.0	128.9	1.01	28.2	B
Tyler Street	II	40	42.6	36.2	78.8	0.45	20.5	D
Hollywood Boulevard	II	40	7.7	25.2	32.9	0.07	7.3	F
Pembroke Road	II	40	91.9	69.3	161.2	1.02	22.8	C
Hallandale Beach Bou	II	35	78.7	76.9	155.6	0.76	17.7	D
SW 3rd Street	II	35	30.4	20.2	50.6	0.26	18.2	D
County Line Road/NE	II	35	52.7	42.6	95.3	0.51	19.3	D
Total	II		403.8	375.6	779.4	4.15	19.2	D

Arterial Level of Service: NB N 21st Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Tyler Street	III	35	9.6	13.1	22.7	0.07	10.5	E
Johnson Street	III	35	53.9	37.1	91.0	0.45	17.8	D
Sheridan Street	III	35	103.7	82.8	186.5	1.01	19.5	C
Total	III		167.2	133.0	300.2	1.52	18.3	C

Arterial Level of Service: NB NE 1st Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pembroke Road	III	35	78.5	124.6	203.1	0.76	13.5	E
Total	III		78.5	124.6	203.1	0.76	13.5	E

Arterial Level of Service: NB S 21st Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Hollywood Boulevard	III	35	105.1	25.4	130.5	1.02	28.2	B
Total	III		105.1	25.4	130.5	1.02	28.2	B

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Arterial Level of Service

Future No-Build Conditions

P.M. Peak Hour

Arterial Level of Service: NB SE 1st Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SE 3rd Street	III	35	46.3	44.3	90.6	0.39	15.3	D
Hallandale Beach Bou	III	35	31.0	89.6	120.6	0.26	7.7	F
Total	III		77.3	133.9	211.2	0.64	11.0	E

Arterial Level of Service: SB SE 1st Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
County Line Road/NE	III	35	16.2	40.0	56.2	0.13	8.1	F
Total	III		16.2	40.0	56.2	0.13	8.1	F

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Arterial Level of Service

Future Build Conditions

A.M. Peak Hour

Arterial Level of Service: NB Dixie Highway

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
County Line Road/NE	II	35	5.5	60.8	66.3	0.04	2.4	F
Total	II		5.5	60.8	66.3	0.04	2.4	F

Arterial Level of Service: SB Dixie Highway

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Sheridan Street	II	40	8.9	53.1	62.0	0.08	4.5	F
Johnson Street	II	40	90.9	74.5	165.4	1.01	22.0	D
Tyler Street	II	40	42.6	32.4	75.0	0.45	21.5	D
Hollywood Boulevard	II	40	7.7	20.6	28.3	0.07	8.5	F
Pembroke Road	II	40	91.8	215.2	307.0	1.02	12.0	F
Hallandale Beach Bou	II	35	78.7	77.0	155.7	0.76	17.7	D
SW 3rd Street	II	35	30.4	16.3	46.7	0.26	19.7	D
County Line Road/NE	II	35	52.7	34.5	87.2	0.51	21.1	D
Total	II		403.7	523.6	927.3	4.15	16.1	E

Arterial Level of Service: NB N 21st Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Tyler Street	III	35	9.6	9.0	18.6	0.07	12.8	E
Johnson Street	III	35	53.9	63.6	117.5	0.45	13.8	E
Sheridan Street	III	35	103.7	78.3	182.0	1.01	19.9	C
Total	III		167.2	150.9	318.1	1.52	17.2	D

Arterial Level of Service: NB NE 1st Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pembroke Road	III	35	78.5	60.4	138.9	0.76	19.8	C
Total	III		78.5	60.4	138.9	0.76	19.8	C

Arterial Level of Service: NB S 21st Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Hollywood Boulevard	III	35	105.1	25.2	130.3	1.02	28.2	B
Total	III		105.1	25.2	130.3	1.02	28.2	B

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Arterial Level of Service

Future Build Conditions

A.M. Peak Hour

Arterial Level of Service: NB SE 1st Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SE 3rd Street	III	35	46.3	49.2	95.5	0.39	14.6	D
Hallandale Beach Bou	III	35	31.0	98.2	129.2	0.26	7.2	F
Total	III		77.3	147.4	224.7	0.64	10.3	E

Arterial Level of Service: SB SE 1st Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
County Line Road/NE	III	35	16.2	49.7	65.9	0.13	6.9	F
Total	III		16.2	49.7	65.9	0.13	6.9	F

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Arterial Level of Service

Future Build Conditions

P.M. Peak Hour

Arterial Level of Service: NB Dixie Highway

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
County Line Road/NE	II	35	5.5	47.1	52.6	0.04	3.0	F
Total	II		5.5	47.1	52.6	0.04	3.0	F

Arterial Level of Service: SB Dixie Highway

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Sheridan Street	II	40	8.9	67.2	76.1	0.08	3.6	F
Johnson Street	II	40	90.9	55.0	145.9	1.01	24.9	C
Tyler Street	II	40	42.6	37.3	79.9	0.45	20.2	D
Hollywood Boulevard	II	40	7.7	25.5	33.2	0.07	7.2	F
Pembroke Road	II	40	91.8	119.8	211.6	1.02	17.4	D
Hallandale Beach Bou	II	35	78.7	77.1	155.8	0.76	17.7	D
SW 3rd Street	II	35	30.4	22.3	52.7	0.26	17.5	D
County Line Road/NE	II	35	52.7	42.6	95.3	0.51	19.3	D
Total	II		403.7	446.8	850.5	4.15	17.6	D

Arterial Level of Service: NB N 21st Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Tyler Street	III	35	9.6	13.1	22.7	0.07	10.5	E
Johnson Street	III	35	53.9	118.3	172.2	0.45	9.4	F
Sheridan Street	III	35	103.7	82.8	186.5	1.01	19.5	C
Total	III		167.2	214.2	381.4	1.52	14.4	D

Arterial Level of Service: NB NE 1st Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pembroke Road	III	35	78.5	125.3	203.8	0.76	13.5	E
Total	III		78.5	125.3	203.8	0.76	13.5	E

Arterial Level of Service: NB S 21st Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Hollywood Boulevard	III	35	105.1	27.3	132.4	1.02	27.8	B
Total	III		105.1	27.3	132.4	1.02	27.8	B

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Arterial Level of Service

Future Build Conditions

P.M. Peak Hour

Arterial Level of Service: NB SE 1st Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SE 3rd Street	III	35	46.3	162.3	208.6	0.39	6.7	F
Hallandale Beach Bou	III	35	31.0	89.6	120.6	0.26	7.7	F
Total	III		77.3	251.9	329.2	0.64	7.0	F

Arterial Level of Service: SB SE 1st Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
County Line Road/NE	III	35	16.2	40.0	56.2	0.13	8.1	F
Total	III		16.2	40.0	56.2	0.13	8.1	F

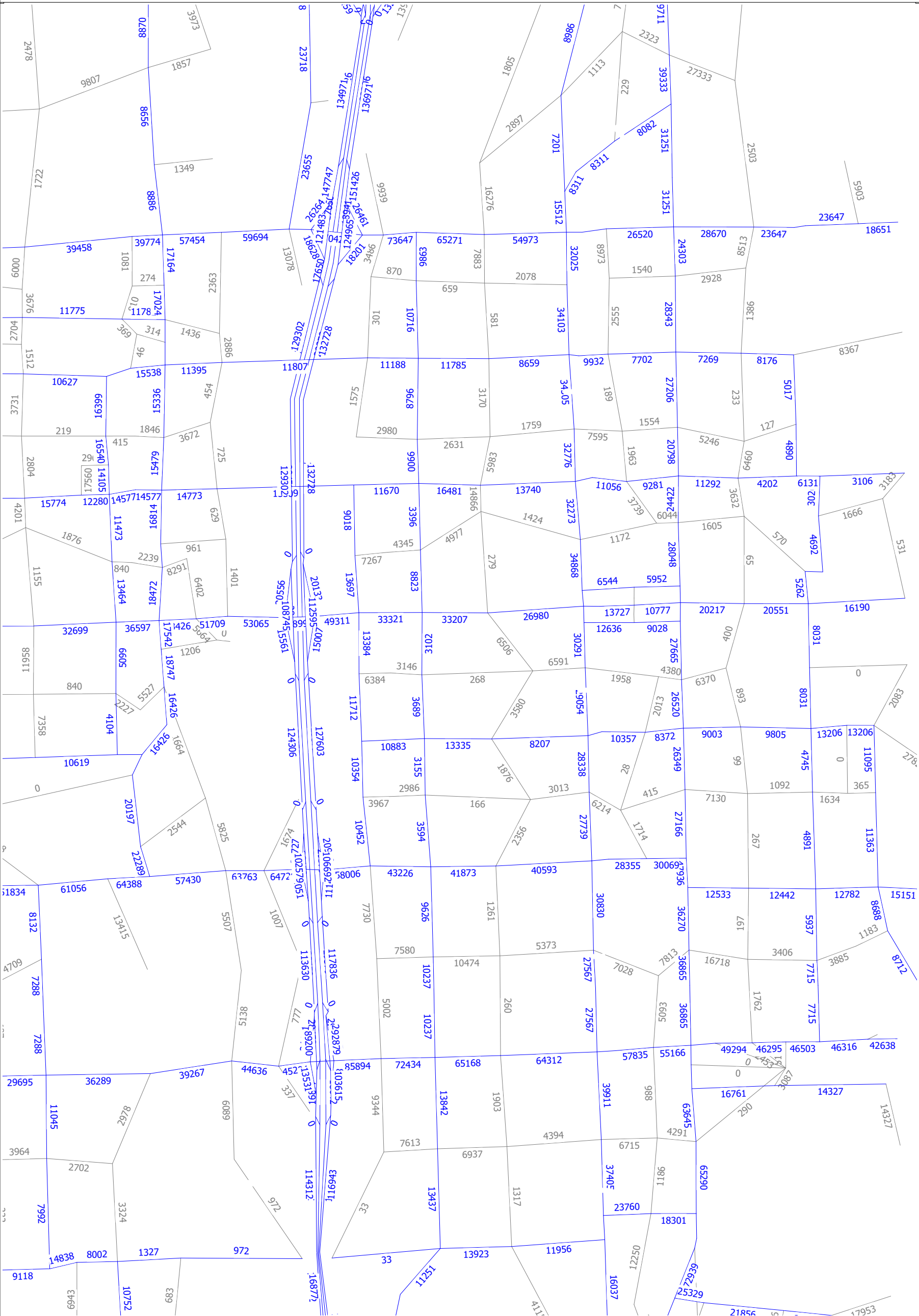
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Appendix F

Diversion Analysis

(Licensed to Kimley Horn and Associates Inc)

Dixie Highway Corridor Complete Streets Traffic Study
CF2040 Volumes - Build
SERPM 7.071



(Licensed to Kimley Horn and Associates Inc)

Legend

- % Decrease <-1%
- % Change between -1% & 1%
- % Increase >1%
- Centroid Connector



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Appendix G
Segment Diversion Analyses using Broward
MPO Roadway Capacity and LOS Tables

Broward County
Roadway Capacity and Level of Service Analysis

			2040				2040				2040 No-Build Model AADT	1% of MPO Daily Capacity	3% of MPO Daily Capacity	2040 Lane Repurposing Model AADT	Daily Change due to Lane Repurposing	Daily Change due to Lane Repurposing as % of Capacity	
			Daily Conditions				Peak Hour Conditions										
ID	E/W Roadway	Segment	Volume	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS							
42	Hndle Bch Blvd	E of I-95	73300	59900	1.22	F	6964	5390	1.29	F	67,161	600	1,800	66,802	-359	-0.60%	
44	Hndle Bch Blvd	E of US 1	42900	49300	49300	0.87	C	4076	5390	0.76	C	47,280	600	1,800	47,364	84	0.17%
46	Hndle Bch Blvd	E of Diplomat Pkwy	42300	59900		0.71	C	4019	5390	0.75	C	44,723	600	1,800	44,477	-246	-0.41%
78	Pembroke Rd	E of I-95	43500	32400		1.34	F	4133	2920	1.42	F	42,040	320	970	41,897	-143	-0.44%
88	Washington St	E of S 28 Ave	10700	13320		0.80	D	1017	1197	0.85	D	10,323	130	400	10,231	-92	-0.69%
1116	Washington St	E of US 1	9200	13320		0.69	D	874	1197	0.73	D	9,390	130	400	9,404	14	0.11%
120	Hollywood Blvd	E of Park Rd	43400	50000		0.87	D	4123	4500	0.92	D	49,631	500	1,500	49,400	-231	-0.46%
122	Hollywood Blvd	E of I-95	57800	32400		1.78	F	5491	2920	1.88	F	35,754	320	970	35,687	-67	-0.21%
1150	Hollywood Blvd	E of Dixie Hwy	15900	13320		1.19	F	1511	1197	1.26	F	12,141	130	400	12,252	111	0.83%
126	Hollywood Blvd	E of US 1	15400	35820		0.43	C	1463	3222	0.45	C	21,414	360	1,070	20,217	-1,197	-3.34%
140	Johnson St	E of Park Rd	16100	13320		1.21	F	1530	1197	1.28	F	14,972	130	400	15,141	169	1.27%
142	Johnson St	E of I-95	16900	13320		1.27	F	1606	1197	1.34	F	13,977	130	400	13,964	-13	-0.10%
144	Johnson St	E of Dixie Hwy	11600	13320		0.87	D	1102	1197	0.92	D	10,233	130	400	10,169	-64	-0.48%
146	Johnson St	E of US 1	7900	13320		0.59	D	751	1197	0.63	D	7,092	130	400	7,208	116	0.87%
158	Taft St	E of Park Rd	13400	13320		1.01	E	1273	1197	1.06	F	11,626	130	400	11,601	-25	-0.19%
160	Taft St	E of I-95	12700	13320		0.95	D	1207	1197	1.01	E	10,539	130	400	10,544	5	0.04%
162	Taft St	E of Dixie Hwy	9900	13320		0.74	D	941	1197	0.79	D	8,861	130	400	8,817	-44	-0.33%
164	Taft St	E of US 1	8200	13320		0.62	D	779	1197	0.65	D	7,246	130	400	7,723	477	3.58%
198	Sheridan St	E of Park Rd	59300	59900		0.99	D	5634	5390	1.05	F	58,381	600	1,800	58,574	193	0.32%
200	Sheridan St	E of I-95	87300	59900		1.46	F	8294	5390	1.54	F	73,642	600	1,800	73,647	5	0.01%
202	Sheridan St	E of SW 8/26 Ave	65800	59900		1.10	F	6251	5390	1.16	F	60,202	600	1,800	60,122	-80	-0.13%
204	Sheridan St	E of Dixie Hwy	30700	59900		0.51	C	2917	5390	0.54	C	25,404	400	1,190	26,520	1,116	1.86%
206	Sheridan St	E of US 1	24200	39800		0.61	C	2299	3580	0.64	C	22,867	400	1,190	23,656	789	1.98%

E - Estimated

NA - Not Available/Roadway Segment does not appear in SERPM 7.071.

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

Broward County
Roadway Capacity and Level of Service Analysis

			2040					2040				2040 No-Build Model AADT	1% of MPO Daily Capacity	3% of MPO Daily Capacity	2040 Lane Repurposing Model AADT	Daily Change due to Lane Repurposing	Daily Change due to Lane Repurposing as % of Capacity
			Design Code	Daily Conditions				Peak Hour Conditions									
				Volume	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS						
ID	N/S Roadway	Segment	Code	Volume	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS						
573	N Park Rd	N of Pembroke Rd	464	24400	29160	0.84	D	2318	2628	0.88	D	20671	290	870	21243	572	1.96%
575	N Park Rd	N of Hollywood Blvd	464	26700	29160	0.92	D	2537	2628	0.96	D	17570	290	870	17643	73	0.25%
577	N Park Rd	N of W Park Rd	264	21000	13320	1.58	F	1995	1197	1.67	F	16962	130	400	17094	132	0.99%
1133	S Park Rd	N of Hallandale Bch Blvd	264	11000	13320	0.83	D	1045	1197	0.87	D	NA	130	400	NA	NA	NA
741	S 28 Ave	N of Pembroke Rd	264	12000	13320	0.90	D	1140	1197	0.95	D	10010	130	400	10403	393	2.95%
743	S 28 Ave	N of Hollywood Blvd	264	13000	13320	0.98	D	1235	1197	1.03	E	11466	130	400	11358	-108	-0.81%
749	S 26 Ave	N of Pembroke Rd	264	3700	13320	0.28	C	352	1197	0.29	C	3402	130	400	3375	-27	-0.20%
751	N 26 Ave	N of Hollywood Blvd	264	7600	13320	0.57	D	722	1197	0.60	D	5918	130	400	6110	192	1.44%
811	Dixie Hwy/ 21 Ave	N of Dade C L	463	23100	34992	0.66	D	2195	3154	0.70	D	40701	350	1050	38658	-2043	-5.84%
813	Dixie Hwy/ 21 Ave	N of Hndle Bch Blvd	463	16400	34992	0.47	D	1558	3154	0.49	D	32509	350	1050	29199	-3310	-9.46%
815	Dixie Hwy/ 21 Ave	N of Pembroke Rd	463	13900	34992	0.40	C	1321	3154	0.42	C	30901	350	1050	28039	-2862	-8.18%
817	Dixie Hwy/ 21 Ave	N of Hollywood Blvd	463	38700	34992	1.11	F	3677	3154	1.17	F	36828	350	1050	33392	-3436	-9.82%
877	US 1	N of Dade C L	632	64100	50000	1.28	F	6090	4500	1.35	F	63825	500	1500	64468	643	1.29%
879	US 1	N of Hndle Bch Blvd	432	43100	32400	1.33	F	4095	2920	1.40	F	36190	320	970	36568	378	1.17%
881	US 1	N of Pembroke Rd	432	40000	32400	1.23	F	3800	2920	1.30	F	26140	320	970	26758	618	1.91%
883	US 1	N of Hollywood Blvd	432	34200	32400	1.06	F	3249	2920	1.11	F	25374	320	970	26235	861	2.66%
939	N 14 Ave	N of Hollywood Blvd	264	5600	13320	0.42	C	532	1197	0.44	C	NA	130	400	NA	NA	NA

E - Estimated

NA - Not Available/Roadway Segment does not appear in SERPM 7.071.

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



Henry Sniezek, *Chair*

Richard Tornese, PE, *Vice-Chair*

County Administration

Environmental Protection and
Growth Management Department

Planning and Development
Management Division

Environmental Planning and
Community Resilience Division

Human Services Department

Public Works Department

Highway Construction and
Engineering Division

Highway and Bridge Maintenance
Division

Traffic Engineering Division

Transportation Department

Transit Division

Parks and Recreation Division

Broward County Planning Council

Broward County Bicycling and
Pedestrian Advisory Committee

Policy Guidance

Lane Elimination Policies Concerning Areawide Impacts

1. De minimis Threshold

All projects for lane eliminations must meet the threshold for “de minimis” (minimal) impacts of less than 3% of existing and projected roadway segment vehicle capacity. Estimated impacts exceeding the de minimis threshold would be considered “adverse” if such estimated additional impact would affect existing and/or projected overcapacity segments or estimated to create an overcapacity condition. The study area for determining de minimis impact must be a minimum of 1-mile in all directions per 1-mile segment proposed for lane elimination.

(NOTE: The 3% threshold for de minimis is patterned after the existing Broward County Land Use Plan amendment “significance” threshold established in Policy 2.14.9:

POLICY 2.14.9 *The impact analysis for proposed amendments to the Broward County Land Use Plan shall continue to consider as significant those regional roadway segments that are projected to experience, as a result of the net effect from the proposed amendment, an impact of three percent (3%) or greater than the p.m. peak hour level of service capacity for those regional roadway segments.)*

2. Intergovernmental Coordination

Any municipality within the study area should be notified of the proposed lane elimination. Additionally, any roadway link within a municipality that is identified as impacted with an increase in projected trips as per the study (even if below the 3% threshold) should be supported by a letter of “no objection” from, at a minimum, the municipal manager with the municipal mayor copied.

3. Long-Range “Vision”

All lane elimination proposals must be supported by a project-specific municipal or applicant “vision” document that addresses the long-range vision of the lane elimination and surrounding area. Such a vision document should be prepared in coordination with public outreach.

This lane elimination proposal review process is applicable only to facilities under County jurisdiction. All lane elimination proposals subject to County jurisdiction will be reviewed by the Broward County Board of County Commissioners.

Date

Dr. Wazir Ishmael, City Manager
City of Hollywood
2600 Hollywood Blvd
Room 419
Hollywood, FL 33022

RE: Dixie Highway Complete Streets Project from County Line Road to Sheridan Street

Dear Dr. Wazir,

Pursuant to discussion with staff from the Broward Metropolitan Planning Organization, City of Hallandale Beach and City of Hollywood, we understand the following regarding the Dixie Hwy Complete Streets Project.

Project Information

- Limits - County Line Road to Sheridan Street
- Scope - *The project calls for the repurposing of a vehicular travel lane on each direction to implement multimodal improvements along the entire corridor*

The City of Dania Beach has **no objection** to the proposed Dixie Hwy Project as described above.

Please feel free to contact me if you have any questions.

Sincerely,

City Manager



City of Fort Lauderdale • Procurement Services Division
100 N. Andrews Avenue, 619 • Fort Lauderdale, Florida 33301
954-828-5933 Fax 954-828-5576
www.fortlauderdale.gov

February 1, 2019

CAP Government Inc.
Attn: Carlos A. Penin
100 SE 12 Street
Fort Lauderdale, FL 33316

SUBJECT: Renewal of Term Contract for Solicitation Inspection and Plan Review Services, RFP 575-11849-1, Amendment 1

Dear Carlos Penin:

The subject Contract will expire on May 15, 2019.

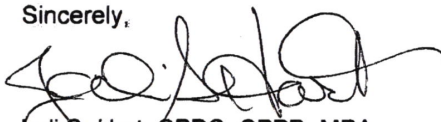
In accordance with the terms and conditions of the subject Contract, the Contract may, by mutual consent of the parties, be renewed for an additional twenty-four (24) month period. The City would like to exercise the right to renew this Contract for two (2) additional years effective May 16, 2019, at the existing pricing, terms and conditions. *CAP*

Please indicate your approval of this offer by having an officer of your firm execute the acceptance portion below and return this letter by email to Teresa Wright at twright@fortlauderdale.gov by February 9, 2019.

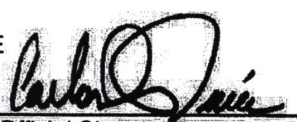
Upon execution below by your firm's authorized representative, this Amendment will be your official notice that the Contract has been extended for two (2) years and no additional documentation will be required. Please be sure any required Insurance Certificates are up to date and attached to your response.

Thank you for your immediate attention to this matter.

Sincerely,


Jodi S. Hart, CPPO, CPPB, MBA
Chief Procurement Officer

ACCEPTANCE

By 
Official Signature

Carlos A. Penin President
Name Title

February 2, 2019
Date

Approved by: Jodi S. Hart, Chief Procurement Officer
Uncontrolled in hard copy unless otherwise marked



AGREEMENT

The Agreement located in this Section for Comprehensive Building Code Services within the CITY is the form of the agreement that will be utilized, with the successful CONTRACTOR. The CITY reserves the right to award or not to award the Agreement in the best interests of the CITY.

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AGREEMENT
BETWEEN THE
CITY OF WEST PARK
AND
CAP GOVERNMENT, INC.
FOR
COMPREHENSIVE BUILDING CODE SERVICES
RFP NO. 2017-0518

This Agreement is made and entered into the 2ND day of August, 2017, by and between the City of West Park, a Florida municipal corporation, ("CITY"), and C. A. P. Government, Inc., a Florida Corporation, ("CONTRACTOR") for Comprehensive Building Code Services, ("Agreement"). References in this Agreement to "City Manager" shall be meant to include their designee.

WITNESSETH:

WHEREAS, the CITY solicited Proposals from firms to perform Comprehensive Building Code Services; and

WHEREAS, Said Proposal was evaluated and ranked by a Selection Committee and a recommendation was made to the City Manager; and

WHEREAS, the City Commission has selected the CONTRACTOR to perform Comprehensive Building Code Services; and

WHEREAS, on AUGUST 2, 2017, the CITY enacted Resolution No. 2017-81, which ratified or altered the ranking of Proposals for Comprehensive Building Code Services and authorized the appropriate City officials to execute an agreement with the CONTRACTOR, C. A. P. Government, Inc.; and

WHEREAS, CITY and CONTRACTOR desire to enter into an Agreement whereby the duties and obligations each to the other are set forth.

IN CONSIDERATION OF THE MUTUAL COVENANTS AND CONDITIONS HEREIN EXPRESSED AND THE FAITHFUL PERFORMANCE OF ALL SUCH COVENANTS AND CONDITIONS, THE PARTIES AGREE AS FOLLOWS:

SECTION 1 – SCOPE OF WORK

1.1 Intent

To provide comprehensive personal services to administer and enforce the Florida Building Code to include but not limited to the receipt of permit applications, the review of plans, the issuance of permits, the performance of inspections, the issuance of Certificates of Occupancy, and enforcement of the Florida Building Code and all applicable laws and codes, and in compliance with all authorities having jurisdiction over building activities, including the City's code of ordinances and polices, with the exception that the CITY shall continue to provide Municipal Code Enforcement.

1.2 Level of Service

As the amount of development and permits fluctuate, the CITY does not guarantee any certain level. The CONTRACTOR understands that staffing may have to be adjusted accordingly from time to time as the CITY'S needs may fluctuate. However, Administrative Personnel (the Permit Technician) shall be dedicated to the CITY and is expected to be onsite during normal business hours. The Building Official shall be at the CITY on an "as needed" basis upon reasonable notice by the CITY to the CONTRACTOR.

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SECTION 2 – STANDARDS OF WORK

2.1 Intent

- A.** The CONTRACTOR shall provide for and perform the duties of the Building Official, Plan Examiners, and Inspectors as defined in Section 103 of the Florida Building Code – Building Broward County Administrative Provisions (“FBC-BBCAP”), as supplemented, and to accept and review plans, issue permits, perform inspections, issue certificates of occupancy and perform other Florida Building Code and City Code duties in the name of the CITY. The CONTRACTOR will provide (1) Administrative staff (Permit Technician) during regular office hours to support the previously referenced personnel as well as provide for the scheduling of inspections and provide customer service in a consultative manner.
- B.** CONTRACTOR shall perform onsite inspections within 24 hours of a request for inspection. CONTRACTOR shall inform the customer of the date and time period (morning or afternoon) during which the inspection will occur.
- C.** The public has an expectation that general information and service requests will receive a timely reply. Responses to consumer inquiries will be provided as quickly as possible, but not longer than two hours from receipt.

2.2 Responsibilities

- A.** Responsibilities shall include but not be limited to the following:
 - 1.** Maintain staff as may be needed within the CITY’s business hours of 8:00 AM to 5:00 PM, Monday through Friday or as may be altered as directed by the CITY, with the following holidays excepted: New Year’s Day, Martin Luther King, Jr. Day, Presidents’ Day, Memorial Day, Independence Day, Labor Day, Columbus Day, Veterans Day, Thanksgiving Day, Day after Thanksgiving and Christmas Day.
 - 2.** During such regular business hours, all telephones shall be answered personally; automated telephone attendants shall not be utilized. Customers may schedule inspections in-person, via telephone, or online through the City-owned/ contractor software.
 - 3.** Review and process construction plans for issuance of building permits under the Florida Building Code, including applications for all required certificates, licenses and registrations. Plans review and inspection services shall include, but not limited to, general building, building roofing, mechanical, HVAC, plumbing, structural and electrical, as well as providing all administrative documentation as required by governmental entities having jurisdiction and the CITY.

4. Review applications for compliance with submittal requirements, including contractor licensing and insurance, and other agency approvals.
5. Route applications to appropriate person(s) for discipline compliance reviews and comments.
6. Monitor review status to ensure prescribed time limits are met.
7. Contact contractors, architects, engineers, applicants and the public about construction projects, code questions, and other concerns.
8. Inspect permitted construction within the CITY limits, for compliance with CITY codes and ordinances and permitted plans and specifications.
9. Generally perform inspections between 7:00 AM and 7:00 PM, except on an as needed basis as described in subsection C below, and at such time, CONTRACTOR shall be compensated accordingly.
10. Maintain records of inspections and investigations. CITY inspection forms shall be used.
11. Provide weekly updates to the City Manager or designee regarding Building Code Services activity including a report of ALL expired permits.
12. Prepare written reports of inspections, investigations of complaints, expiring and expired permits and other reports as may be reasonably requested by the CITY.
13. Review and maintain all records required by Federal Emergency Management Agency ("FEMA") in association with the processing of building permits in the format required by FEMA.
14. Perform any other services related to the Florida Building Code and all applicable laws and codes as required by the CITY and all other governmental agencies having jurisdiction.
15. Coordinate activities with CITY'S Planning and Zoning Department/Consultants, CITY'S Fire Department/Marshal, and CITY'S Code Enforcement Officers.
16. Coordinate/submit activities with/to Broward County Board of Rules and Appeals and Florida Building Commission as needed and/or required.

- 17.** Provide services regarding Unsafe Buildings as described in Section 111 of the FBC-BBCAP, inspect, post and record violations and conduct public hearings and provide support and lead the Unsafe Structures Board.
- 18.** Provide support to the CITY'S Building Code Enforcement Department on an as needed basis.
- 19.** Maintain all records and documents in accordance with The Florida Public Records Act (Chapter 119, Florida Statutes) and using the current General Records Schedule GS1-SL (For State and Local Government Agencies) which includes the GS6 (For Building Departments).
- 20.** Ensure that original documents remain onsite at the City-owned facility at all times.
- 21.** Issue Flood Elevation Certificate/ Letter to residents & property owners, upon request.
- 22.** Establish and maintain Hurricane Preparedness & Recovery Plan for the Department.
- 23.** Participate in the City's Hurricane Preparedness & Recovery efforts during every hurricane or disaster event.

B. After hours and emergency services

Services shall be provided in emergency situations as follows:

- 1.** During a declared state of local emergency, the Building Official or Assistant Building Official/Chief Building Code Inspector shall arrive at the CITY'S Emergency Operations Center ("EOC") upon the establishment of the EOC command site, and remain at the site until it is no longer operational or discharged by the Incident Commander. CONTRACTOR shall be responsible for staffing the EOC, unless otherwise directed by the City Manager, when operational and assisting with damage assessment and safety inspections. The Building Official or Assistant Building Official/Chief Building Code Inspector shall have immediate access to building plans and other essential building information.
- 2.** CONTRACTOR shall work with the CITY during post disaster (natural or man-made) times, in restoring Comprehensive Building Code Services pursuant to the Florida Building Code and executive orders of the Governor or City Manager. CONTRACTOR shall provide personnel to assist with damage assessment teams. CONTRACTOR shall serve as a resource and consultant in the relevant discipline areas, assisting the operational decision making process and performing other duties as deemed necessary to restore overall safety and services.

3. CONTRACTOR shall provide personnel in each discipline who shall be able to respond within one (1) hour (24 hours/day/7 days/week) to any type of emergency call-out by the CITY'S Fire Rescue, Law Enforcement or any authorized CITY representative.
4. CONTRACTOR shall provide personnel in each discipline who shall be available for after-hours inspections when requested and scheduled with prior notice by the permit holder. CONTRACTOR shall be compensated for such after-hours inspections in accordance with the rates scheduled herein.

2.3 Timeframes

- A. Plan review:** Plan reviews will be performed within a stated number of business days after receipt of completed plans in accordance with the following schedule:

Major Permits (Commercial or Residential) 10 Business Days
Additions, Alterations, Demolition, or New Construction

Specialty Permits (Commercial or Residential) 5 Business Days
Pool or Sign

Minor Permits (Commercial or Residential) 1 Business Day
All others

- B. Hazards, nuisances and violations:** In order to ensure public safety, responses to hazards, nuisances, or Florida Building Code violations will be performed within one (1) business day of receiving notice. The CONTRACTOR shall provide an inspector within the appropriate discipline to meet this "on call" requirement.

2.4 Violation of applicable codes

Violations of applicable codes shall be processed by the CITY'S code enforcement, personnel pursuant to Section 10-18 of the City Code. The CONTRACTOR shall cooperate with the CITY in the code enforcement process and appear as a witness if called upon. The CONTRACTOR shall provide these services at no additional costs to the CITY.

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SECTION 3 – STANDARDS OF CONTRACTOR

3.1 Intent

- A.** The CONTRACTOR shall be an independent contractor and the individuals assigned to work for the CITY by the CONTRACTOR shall be subject to the approval of the CITY, and will not be CITY employees. The individuals assigned to work for the CITY by the CONTRACTOR will work at/from a designated CITY-owned facility using a City-owned hardware, including voice and data, and software system, unless otherwise updated to a new vendor by mutual agreement. In addition, the CONTRACTOR may provide Electronic Plans Review.
- B.** The CONTRACTOR currently servicing the CITY shall be responsible for review, inspection and closeout of all permits for which applications were submitted prior to the expiration of the existing Agreement on August 3, 2017. All permit applications submitted after August 3, 2017 shall be the responsibility of the CONTRACTOR executing this Agreement.

3.2 Facilities

The CITY reserves the right to inspect CONTRACTOR's facilities at any reasonable time, during normal working hours, without prior notice to determine that the CONTRACTOR has a bona fide place of business, and is a responsible CONTRACTOR.

3.3 Identification

CONTRACTOR shall not use or create any badge containing the City name, logo or any other reference thereof for identification. CONTRACTOR shall use only a City issued identification badge

3.4 Experience

Proposers shall have a minimum of five years' experience, from the date that the RFP is issued, in providing Comprehensive Building Code Services including but not limited to permit issuance through closeout for a municipality in High Velocity Hurricane Zones (HVHZ); specifically defined as Broward and Miami-Dade counties. Proposers shall have been in continuous service in Florida, with a Florida primary or branch office for a minimum of the past five years from the date that the RFP is issued.

3.5 Drug-Free Workplace

CONTRACTOR shall have implemented and maintain a drug-free workplace program, in accordance with Section 287.087, Florida States.

3.6 Transition Plan

CONTRACTOR shall provide a detailed description of how services will be transitioned under the CITY's current Agreement to the CONTRACTOR. CONTRACTOR is responsible for minimizing any negative impacts to the residents, developers, contractors and other customers of the City by ensuring a smooth and orderly transition of service.

Prior to the termination of this Agreement, the CONTRACTOR shall use its best efforts to ensure a smooth and orderly transition of service.

During transition, CAP will provide services to all Building Permits that have been issued and CAP shall be compensated in accordance with the Hourly Rates listed under Section 7.8 of this Agreement titled "Compensation". Commencing with permits issued on the first day of the month following the effective date of execution of this Agreement, CAP shall be paid ninety five per cent (95%) of all Building Department revenue.

SECTION 4 – STANDARDS OF LABOR AND MATERIALS

4.1 Required Inspection Services

- A. The CONTRACTOR shall assign a minimum of one plans reviewer/inspector for each discipline (i.e., structural, plumbing, electrical and mechanical) with all applicable certifications required pursuant to Florida Statutes and the Broward County Board of Rules and Appeals. All personnel performing inspection services under this Agreement shall have at least five years' experience in their respective disciplines.
- B. All personnel performing services under this Agreement shall be fluent in English and preferably also fluent in Spanish and CONTRACTOR shall require at least one Administrative person to be in the office at all times during regular business hours.

4.2 Qualifications of Personnel/Certification Requirements

All personnel shall be certified and recertified biennially by the Broward County Board of Rules and Appeals in accordance with Section 103 of the FBC-BBCAP and State Law.

Professional Services

Building Official
(on an "as needed" basis)

Assistant Building Official/
Chief Building Code Inspector
(on an "as needed" basis)

Plans Examiners/Inspectors
Structural Plans Examiner/Inspector
Electrical Plans Examiner/Inspector
Mechanical Plans Examiner/Inspector
Plumbing Plans Examiner/Inspector
(on an "as needed" basis)

Certification/Credentials

Compliance with the requirements of Section 103 of the FBC-BBCAP, and Certification from the State of Florida Department of Business and Professional Regulation as a Chief Building Official.

Compliance with the requirements of Section 103 of the FBC-BBCAP, and Certification from the State of Florida Department of Business and Professional Regulation as a Building Official.

Compliance with the requirements of Section 103 of the FBC-BBCAP, Certification from the State of Florida Department of Business and Professional Regulation, under the respective discipline practiced.

4.3 Vehicles

The CONTRACTOR shall provide and maintain the vehicles necessary to perform the services as set forth in this Agreement. CONTRACTOR shall keep all vehicles in good repair, free from leaking fluids, properly registered.

4.4 Personnel

- A. Attire:** While performing services under the Agreement, all personnel shall wear a uniform shirt with the name or logo of the CONTRACTOR, or a City Manager approved uniform shirt with the City's logo.
- B. Licensing and Training:** All personnel performing services under this Agreement shall maintain all applicable licenses and shall receive training to maintain all applicable licenses in good standing and effect under the laws of the State of Florida.

4.5 Equipment

While performing services under the Agreement:

- A.** All Inspection personnel shall be equipped with voice communication equipment at the CONTRACTOR's expense, including but not limited to cellular telephones. A list of all cellular telephone numbers of such personnel shall be submitted to the City Manager or designee at the time of execution of the Agreement and such list shall be updated and provided to the City Manager or designee within 24 hours upon each and every change.
- B.** If required by the City, all Inspection personnel shall be equipped with mobile data computing equipment at the CITY'S expense and compatible with the City's Information Technology policy on approved devices.
- C.** CONTRACTOR'S personnel may use CITY-owned infrastructure and equipment at a CITY-owned facility. CITY-owned infrastructure and equipment shall be used only to conduct CITY business and shall not be used to transact any other business, including but not limited to, servicing other clients.

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SECTION 5 – STANDARDS OF INSURANCE

5.1 Insurance

- A.** The policies of insurance shall be placed with insurance carriers authorized to do business by the Insurance Department of the State of Florida, and meet a minimum financial rating by AM Best Company of no less than "A- Excellent: FSC VII"; and,
- B.** The City of West Park, Florida shall be named as additional insured on all policies except Workers Compensation and Professional Liability; and,
- C.** The additional insured status for the City of West Park, Florida for General Liability and for Completed Operations shall be maintained for this Agreement for five years following the completion of all services, pursuant to this RFP or no more restrictive than the Insurance Services office (ISO) form CG 2037 (07 04).
- D.** Any person, organization, vehicle, equipment, or other person or property fulfilling this Agreement is bound by these insurance requirements.
- E.** Any changes to these specifications shall be at the sole and exclusive discretion of the CITY.
- F.** The CITY retains the right to review, at any time, policies, coverage, applicable forms/endorsements, and amounts of insurance.
- G.** The CONTRACTOR is responsible for repairing or replacing any damage to structures unless otherwise addressed within this Agreement.
- H.** Insurance shall not be suspended, voided or canceled except after 30 calendar days prior written notice by certified mail, return receipt requested, has been given to the CITY, except the cancellation notice period for non-payment of premiums shall be 10 days.
- I.** Certificates of Insurance evidencing conditions to this Agreement are to be furnished to City of West Park, 1965 South State Road 7, West Park, Florida 33023.
- J.** Notices of Accidents (occurrences) and Notices of Claims associated with work being performed under this Agreement shall be provided to the CONTRACTOR's insurance company and the CITY as soon as practicable after notice to the insured.
- K.** CONTRACTOR agrees by entering into this written Agreement that the insurance policies provided will include a Waiver of Subrogation in favor of the CITY. CONTRACTOR's insurance shall be Primary and non-contributory.

- L. CONTRACTOR is responsible for any costs or expenses amounts below deductibles, self-insured retentions, coverage exclusions or limitations, or coinsurance penalties.

5.2 Specific Coverage

- A. CONTRACTOR shall provide Statutory Workers' Compensation, and Employer's Liability insurance with limits of not less than \$1,000,000 per employee per accident, \$1,000,000 disease aggregate and \$1,000,000 per employee per disease for all personnel on the worksite/premises. CONTRACTOR shall provide proof of Workers' Compensation coverage for all individuals on the worksite/premises at any time. Elective exemptions from the Workers Compensation law will NOT satisfy this requirement. Certificates evidencing an employee leasing company as employer will not be accepted. All documentation shall be provided for review and approval by the CITY.
- B. CONTRACTOR shall provide evidence of Commercial General Liability on an Occurrence Form no more restrictive than ISO form CG 2010, and including but not limited to bodily injury, property damage, contractual liability, products and completed operations (without limitation), and personal and advertising injury liability with limits of not less than \$1,000,000 each occurrence, and \$2,000,000 in aggregate, covering all work performed under this Agreement. Aggregate shall apply "Per Job".
- C. CONTRACTOR shall provide evidence of Business Automobile Liability on standard ISO form, and including per occurrence limits of not less than \$1,000,000 covering all work performed under this Agreement. Coverage shall include liability for Owned, Non-Owned & Hired automobiles. If private passenger automobiles are used in the business, they shall be commercially insured.
- D. Umbrella policies are acceptable to provide the total required General Liability, Automobile Liability, and Employers' Liability limits. Umbrella policies shall also name the City as Additional Insured and coverage shall be provided on a "Follow Form" basis.
- E. CONTRACTOR shall maintain Professional Liability insurance for both the CONTRACTOR and any professionals required to carry professional licenses. The policy shall be written at a limit of not less than \$1,000,000 Each Occurrence and \$2,000,000 Annual Aggregate. If the policy is written on a Claims-Made basis, then the policy shall include a minimum of a three year Discovery/Extended Reporting Period/Tail. The Retroactive Date shall be equal to or precede the effective date of the Agreement or performance of services hereunder.

SECTION 7 – GENERAL CONDITIONS

7.1 Term

The term of this Agreement shall begin on the date that it is fully executed and shall extend until July 31, 2022.

7.2 No work shall commence until the Notice to Proceed shall be issued by the CITY.

7.3 Termination

- A.** This Agreement may be terminated for cause by action of the City Commission if the CONTRACTOR is in breach and has not corrected the breach within 60 days after written notice from the CITY identifying the breach, or for convenience by action of the City Commission upon not less than 60 days' written notice by the City Manager. This Agreement may also be terminated by the City Manager upon such notice as the City Manager deems appropriate under the circumstances in the event City Manager determines that termination is necessary to protect the public health, safety, or welfare.
- B.** This Agreement may be terminated for cause by the CONTRACTOR if the CITY is in breach and has not corrected the breach within 60 days after written notice from the CONTRACTOR identifying the breach.
- C.** Termination of this Agreement for cause shall include but not be limited to, failure to suitably perform the services, failure to continuously perform the services in a manner calculated to meet or accomplish the objectives of CITY as set forth in this Agreement or multiple breach of the provisions of this Agreement notwithstanding whether any such breach was previously waived or cured.
- D.** Notice of termination shall be provided in accordance with the "NOTICES" section of this Agreement except that notice of termination by City Manager which City Manager deems necessary to protect the public health, safety or welfare may be verbal notice which shall be promptly confirmed in writing in accordance with the "NOTICES" section of this Agreement.
- E.** In the event this Agreement is terminated for convenience, CONTRACTOR shall be paid for any services performed to the date the Agreement is terminated; however, upon being notified of CITY'S election to terminate, CONTRACTOR shall refrain from performing further services or incurring additional expenses under the terms of this Agreement. CONTRACTOR acknowledges and agrees that Ten Dollars of the compensation to be paid by CITY, the adequacy of which is hereby acknowledged by CONTRACTOR, is given as specific consideration to CONTRACTOR for CITY'S right to terminate this Agreement for convenience. The CONTRACTOR may also terminate this

Agreement for convenience after providing the CITY with Notice section of this Agreement by providing 60 days written notice by the CONTRACTOR.

F. In the event this Agreement is terminated, any compensation payable by CITY shall be withheld until all documents are provided to CITY pursuant to the Agreement. In no event shall the CITY be liable to CONTRACTOR for any additional compensation, other than that provided herein, or for any consequential or incidental damages. CONTRACTOR is responsible for completing any and all outstanding work which commenced prior to termination, including but not limited to, closeout of any open or outstanding permits applications, certificates of occupancy, etc.; as well as, performing any required inspections and final inspections.

7.4 CONTRACTOR agrees and acknowledges that CONTRACTOR is prohibited from exempting any provisions of this Agreement.

7.5 CONTRACTOR agrees and acknowledges that CONTRACTOR's failure to comply with any provisions in this Agreement, including but not limited to failing to accurately complete any or all attached forms and exhibits, may constitute a breach of this Agreement, and may result in termination of this Agreement.

7.6 CONTRACTOR agrees to keep such records and accounts as may be necessary in order to record complete and correct entries as to personnel hours charged for which CONTRACTOR receives reimbursement for a period of at least three years after completion of the work provided for in this Agreement. Such books and records shall be available at all reasonable times for examination and audit by CITY.

7.7 If it should become necessary for CITY to request CONTRACTOR to render any additional services to either supplement the services described in the Agreement or to perform additional work, such additional work shall be performed only if set forth in an amendment to this Agreement. Any such additional work shall be by mutual agreement of both parties, negotiated as to price, and approved by action of the City Commission.

7.8 Compensation:

During transition, CAP will provide services to all Building Permits that have been issued and CAP shall be compensated in accordance with the Hourly Rates listed under Agreement Form 11B – CONTRACTOR'S PRICING PROPOSAL (Contractor's Hourly Rates). Commencing with permits issued on the first day of the month following the effective date

of execution of this Agreement, CAP shall be paid ninety five per cent (95%) of all Building Department revenue.

**See Agreement Form 11B
"Contractor's Pricing Proposal" "Contractor's Hourly Rates"**

7.9 Taxes

The CONTRACTOR shall not be entitled to the CITY'S tax exempt benefits.

7.10 Verbal Agreements

- A.** No verbal agreement or conversation with any officer, agent, or employee of the CITY, either before or after execution of the Agreement, shall affect or modify any of the terms or obligations contained in the Agreement. Any such verbal agreement or conversation shall be considered as unofficial information and in no way binding upon the CITY or the CONTRACTOR.
- B.** The terms, conditions, and pricing of the Agreement can only be altered with an amendment to the Agreement by action of the City Commission. The purchase of goods or services for "Extra Work" may be purchased in accordance with the terms, conditions and prices within the Agreement.

7.11 No Contingency Fees

CONTRACTOR warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the CONTRACTOR, to solicit or secure this Agreement, and that it has not paid or agreed to pay any person, company, corporation, individual or firm, other than a bona fide employee working solely for the CONTRACTOR, any fee, commission, percentage, gift or other consideration contingent upon or resulting from the award or making of this Agreement.

7.12 Assignment; Non-transferability of Agreement

- A.** The Agreement shall not be assigned or transferred. A CONTRACTOR who is, or may be, purchased by or merged with any other corporate entity during the Agreement, is subject to having its Agreement terminated as a result of such transaction. The City Manager shall determine whether an Agreement is to be terminated in such instances.
- B.** If, at any time during the Agreement, filings, notices or like documents are submitted to any regulatory agency concerning the potential acquisition of CONTRACTOR, or the sale of a controlling interest in the CONTRACTOR, or any similar transaction, CONTRACTOR shall immediately disclose such information to CITY. Failure to do so may result in the Agreement being terminated, at the CITY'S sole discretion.

7.13 Compliance with Applicable Laws

CONTRACTORS are required to comply with all provisions of federal, state, county and local laws, ordinances, rules and regulations that are applicable to the services being offered in this RFP. Lack of knowledge of the CONTRACTOR shall in no way be a cause for relief from responsibility, or constitute a cognizable defense against the legal effects thereof.

7.14 Familiarity with Laws and Ordinances

CONTRACTOR is familiar with all federal, state and local laws, ordinances, rules and regulations which affect those engaged or employed in the provision of such services, or equipment used in the provision of such services, or which in any way affects the conduct of the provision of such services; and no plea of misunderstanding will be considered on account of ignorance thereof. If the CONTRACTOR discovers any provisions in the Agreement that are contrary to or inconsistent with any law, ordinance, or regulation, it shall report the issue to the CITY in writing without delay.

7.15 Advertising

CONTRACTOR agrees not to use this Agreement as a part of any advertising or CONTRACTOR sponsored publicity without the express written approval of the City Manager or designee.

7.16 Indemnification

- A.** CONTRACTOR and/or the CITY shall indemnify, hold harmless and, at CITY's option, pay for an attorney selected by the CITY, to defend the CITY and any of its officers, agents, servants and employees from and against any and all liability, suits, actions, damages, costs, losses and expenses, including attorneys' fees, demands and claims for personal injury, bodily injury, sickness, diseases or death or damage or destruction of tangible property, arising out of any errors, omissions, misconduct or negligent acts, errors or omissions of CONTRACTOR, its officials, agents, employees or subcontractors in the performance of the services of CONTRACTOR under this Agreement, whether direct or indirect and from and against any orders, judgments, or decrees which may be entered thereon and from and against all costs, damages of every kind and nature, attorneys' fees, expenses and liabilities incurred in and about the defense of any such claim and investigation thereof.
- B.** CONTRACTOR shall indemnify, hold harmless and, at CITY's option, pay for an attorney selected by the CITY, to defend the CITY and any of its officers, agents, servants and employees from and against any and all liability, suits, actions, damages, costs, losses

and expenses, including attorneys' fees, demands and claims sought by third parties related to any alleged breach of any non-competition of similar provisions.

- C. CONTRACTOR shall indemnify CITY and any of its officers, agents, servants and employees, for all loss, damage, expense or liability including, without limitation, court costs and attorneys' fees that may result by reason of any infringement or claim of infringement by CONTRACTOR of any patent, trademark, copyright, trade secret or other proprietary right relating to services furnished pursuant to this Agreement. CONTRACTOR will defend and/or settle at its own expense any action brought against the CITY, any of its officers, agents, servants and employees, to the extent that it is based on a claim that products or services furnished to CITY by CONTRACTOR pursuant to this Contract, or if any portion of the services or goods related to the performance of the service become unusable as a result of any such infringement or claim.
- D. CONTRACTOR acknowledges that specific consideration has been paid or will be paid under this Agreement for this hold harmless and indemnification provision, and further agrees with the foregoing provisions of indemnity and with the collateral obligation of insuring said indemnity.
- E. The provisions of this section shall survive the expiration or earlier termination of this Agreement. To the extent considered necessary by the City Manager and the City Attorney, any sums due to CONTRACTOR under this Agreement may be retained by CITY until all of CITY's claims for indemnification pursuant to this Agreement have been settled or otherwise resolved; and any amount withheld shall not be subject to payment of interest by CITY.

7.17 Miscellaneous

- A. **Ownership of Documents.** Unless otherwise provided by law, any and all reports, surveys, and other data and documents provided or created in connection with this Agreement are and shall remain the property of CITY. In the event of termination of this Agreement, any reports, photographs, surveys and other data and documents prepared by CONTRACTOR, whether finished or unfinished, shall become the property of CITY and shall be delivered by CONTRACTOR to the City Manager within seven days of termination of this Agreement by either party. Any compensation due to CONTRACTOR shall be withheld until all documents are received as provided herein.
- B. **Audit and Inspection Rights and Retention of Records.**
 - 1. At any time during this agreement period, CITY shall have the right to audit the books, records and accounts of CONTRACTOR that are related to this Agreement. CONTRACTOR shall keep such books, records, and accounts as may be necessary in order to record complete and correct entries related to this Agreement.

2. CONTRACTOR shall preserve and make available, at reasonable times for examination and audit by CITY, all financial records, supporting documents, statistical records, and any other documents pertinent to this Agreement for the required retention period of the Florida Public Records Act (Chapter 119, Florida Statutes), if applicable, or, if the Florida Public Records Act is not applicable, for a minimum period of three years after termination of this Agreement, unless CONTRACTOR is notified in writing by CITY of the need to extend the retention period.
3. Such retention of such records and documents shall be at CONTRACTOR'S expense.
4. If any audit has been initiated and audit findings have not been resolved at the end of the retention period or three years, whichever is longer, the books, records, and accounts shall be retained until resolution of the audit findings. If the Florida Public Records Act is determined by CITY to be applicable to CONTRACTOR'S records, CONTRACTOR shall comply with all requirements thereof; however, no confidentiality or non-disclosure requirement of either federal or state law shall be violated by CONTRACTOR. Any incomplete or incorrect entry in such books, records, and accounts shall be a basis for CITY'S disallowance and recovery of any payment upon such entry.
5. CONTRACTOR shall respond to the reasonable inquiries of successor CONTRACTORS and allow successor CONTRACTORS to receive working papers relating to matters of continuing significance.
6. CONTRACTOR shall provide a complete copy of all working papers to the CITY, prior to final payment by the CITY, in accordance with the Agreement for CONTRACTOR services.

C. Public Records

CONTRACTOR shall comply with The Florida Public Records Act as follows:

1. Keep and maintain public records that ordinarily and necessarily would be required by the CITY in order to perform the service.
2. Provide the public with access to public records on the same terms and conditions that the CITY would provide the records and at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes or as otherwise provided by law.
3. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law.

4. Meet all requirements for retaining public records and transfer at no cost to the CITY all public records in possession of the CONTRACTOR upon termination of the Agreement and destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. All records stored electronically must be provided to the CITY in a format that is compatible with the information technology systems of the CITY.

5. If the CONTRACTOR does not comply with a public records request, the CITY shall enforce the Agreement provisions in accordance with this Agreement.

D. Policy of Non Discrimination. CONTRACTOR shall not discriminate against any person in its operations, activities or delivery of services under this Agreement. CONTRACTOR shall affirmatively comply with all applicable provisions of federal, state and local equal employment laws and shall not engage in or commit any discriminatory practice against any person based on race, age, religion, color, gender, sexual orientation, national origin, marital status, physical or mental disability, political affiliation or any other factor which cannot be lawfully used as a basis for service delivery.

E. Public Entity Crime Act. CONTRACTOR represents that the execution of this Agreement will not violate the Public Entity Crime Act (Section 287.133, Florida Statutes), which essentially provides that a person or affiliate who is a contractor, consultant or other provider and who has been placed on the convicted vendor list following a conviction for a Public Entity Crime may not submit a bid on an Agreement to provide any goods or services to CITY, may not submit a bid on an Agreement with CITY for the construction or repair of a public building or public work, may not submit bids on leases of real property to CITY, may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under an Agreement with CITY, and may not transact any business with CITY in excess of the threshold amount provided in Section 287.017, Florida Statutes, for category two purchases for a period of thirty six (36) months from the date of being placed on the convicted vendor list. Violation of this section shall result in termination of this Agreement and recovery of all monies paid hereto, and may result in debarment from CITY'S competitive procurement activities. In addition to the foregoing, CONTRACTOR further represents that there has been no determination, based on an audit, that it committed an act defined by Section 287.133, Florida Statutes, as a "public entity crime" and that it has not been formally charged with committing an act defined as a "public entity crime" regardless of the amount of money involved or whether CONTRACTOR has been placed on the convicted vendor list. By submitting a response to this RFP, CONTRACTOR certifies that it is qualified under Section 287.133, Florida Statutes, to provide the services set forth in this RFP.

F. Third Party Beneficiaries. Neither CONTRACTOR nor CITY intends to directly or substantially benefit a third party by this Agreement. Therefore, the parties agree that there are no third party beneficiaries to this Agreement and that no third party shall be entitled to assert a claim against either of them. Based upon this Agreement the parties expressly acknowledge that it is not their intent to create any rights or obligations in any third person or entity under this Agreement.

G. Notices. Whenever either party desires to give notice to the other, such notice shall be in writing, sent by certified United States Mail postage prepaid return receipt requested or by hand delivery with a request for a written receipt of acknowledgment of delivery, addressed to the party for whom it is intended at the place last specified. The place for giving notice shall remain the same as set forth herein until changed in writing in the manner provided in this section. For the present, the parties designate the following:

CITY: W. Ajibola Balogun, City Manager
City of West Park
1965 South State Road 7
West Park, Florida 33023

With a copy to:

Burnadette Norris-Weeks, City Attorney
The Law Office of Burnadette Norris-Weeks, P.A.
401 North Avenue of The Arts
Fort Lauderdale, Florida 33311

CONTRACTOR: Carlos A. Penin, PE, President
C.A.P. Government, Inc.
343 Almeria Avenue
Coral Gables, Florida 33134

H. Conflicts. Neither CONTRACTOR nor its employees shall have or hold any continuing or frequently recurring employment or contractual relationship that is substantially antagonistic or incompatible with CONTRACTOR'S loyal and conscientious exercise of judgment related to its performance under this Agreement.

I. CONTRACTOR agrees that none of its officers or employees shall, during the term of this Agreement, serve as an expert witness against CITY in any legal or administrative proceeding in which he or she is not a party, unless compelled by court process. Further, CONTRACTOR agrees that such persons shall not give sworn testimony or issue a report or writing, as an expression of his or her expert opinion, which is adverse

or prejudicial to the interests of CITY in connection with any such pending or threatened legal or administrative proceeding. The limitations of this section shall not preclude CONTRACTOR or any other persons from representing themselves in any action or in any administrative or legal proceeding.

- J.** In the event CONTRACTOR is permitted to utilize subcontractors to perform any services required by this Agreement, CONTRACTOR agrees to prohibit such subcontractors, by written Agreement, from having any conflicts within the meaning of this section.
- K. Materiality and Waiver of Breach.** CITY and CONTRACTOR agree that each requirement, duty, and obligation set forth herein is substantial and important to the formation of this Agreement and, therefore, is a material term hereof. CITY'S failure to enforce any provision of this Agreement shall not be deemed a waiver of such provision or modification of this Agreement. A waiver of any breach of a provision of this Agreement shall not be deemed a waiver of any subsequent breach and shall not be construed to be a modification of the terms of this Agreement.
- L. Severance.** In the event a portion of this Agreement is found by a court of competent jurisdiction to be invalid, the remaining provisions shall continue to be effective unless CITY or CONTRACTOR elects to terminate this Agreement. An election to terminate this Agreement based upon this provision shall be made within seven days after the finding by the court becomes final.
- M. Joint Preparation.** The parties acknowledge that they have sought and received whatever competent advice and counsel as was necessary for them to form a full and complete understanding of all rights and obligations herein and that the preparation of this Agreement has been their joint effort. The language agreed to expresses their mutual intent and the resulting document shall not, solely as a matter of judicial construction, be construed more severely against one of the parties than the other.
- N. Priority of Provisions.** If there is a conflict or inconsistency between any term, statement, requirement, or provision of any form and exhibit attached hereto, any document or events referred to herein, or any document incorporated into this Agreement by reference and a term, statement, requirement, or provision of this Agreement, the term, statement, requirement, or provision contained in Sections 1 through 7 of this Agreement shall prevail and be given effect.
- O. Applicable Law and Venue; Attorney's Fees and Costs.** This Agreement shall be interpreted and construed in accordance with and governed by the laws of the State of Florida. The parties submit to the jurisdiction of any Florida state or federal court in any action or proceeding arising out of, or relating to, this Agreement. Venue of any action to enforce this Agreement shall be in Broward County, Florida. The parties expressly waive all rights to trial by jury for any disputes arising from or in any way

connected with this Agreement. The parties understand and agree that this waiver is a material Agreement term. This Agreement is not subject to arbitration. If any party is required to enforce the terms of this Agreement by court proceedings or otherwise, whether or not formal legal action is required, each party shall pay its own attorney's fees and costs.

- P. Prior Agreements.** This Agreement and its attachments constitute the entire agreement between CONTRACTOR and CITY, and this document incorporates and includes all prior negotiations, correspondence, conversations, agreements, and understandings applicable to the matters contained herein and the parties agree that there are no commitments, agreements or understandings concerning the subject matter of this Agreement that are not contained in this document. Accordingly, the parties agree that no deviation from the terms hereof shall be predicated upon any prior representations or agreements, whether oral or written. It is further agreed that no modification, amendment or alteration in the terms or conditions contained here shall be effective unless set forth in writing and approved by the City Commission.
- Q. Incorporation by Reference.** The truth and accuracy of each "Whereas" clause set forth above is acknowledged by the parties. The attached Forms and Exhibits are incorporated hereto and made a part of this Agreement.
- R. Multiple Originals.** This Agreement may be fully executed in two copies by all parties each of which, bearing original signatures, shall have the force and effect of an original document.
- S. Headings.** Headings are for convenience of reference only and shall not be considered in any interpretation of this Agreement.
- T. Binding Authority.** Each person signing this Agreement on behalf of either party individually warrants that he or she has full legal power to execute this Agreement on behalf of the party for whom he or she is signing, and to bind and obligate such party with respect to all provisions contained in this Agreement.
- U. Survival of Provisions.** Any terms or conditions of this Agreement that require acts beyond the date of its termination shall survive the termination of this Agreement, shall remain in full force and effect unless and until the terms of conditions are completed, and shall be fully enforceable by either party.
- V. Truth-in-Negotiation Certificate.** Signature of this Agreement by CONTRACTOR shall act as the execution of a truth-in-negotiation certificate stating that wage rates and other factual unit costs supporting the compensation of this Agreement are accurate, complete, and current at the time of contracting.

W. Non-Appropriation of Funds. In the event no funds or insufficient funds are appropriated and budgeted or are otherwise unavailable in any fiscal year for payments due under this Agreement, then the City, upon written notice to CONTRACTOR of such occurrence, shall have the unqualified right to terminate this Agreement without any penalty or expense to the City.

X. Default. In the event of a default by the CONTRACTOR, the CONTRACTOR shall be liable for all damages resulting from the default. The CITY may take advantage of each and every remedy specifically existing at law or in equity. Each and every remedy shall be in addition to every other remedy specifically given or otherwise existing and may be exercised from time to time as often and in such order as may be deemed expedient by the CITY. The exercise or the beginning of the exercise of one remedy shall not be deemed to be a waiver of the right to exercise any other remedy. The CITY's rights and remedies as set forth in this Agreement are not exclusive and are in addition to any other rights and remedies available to the CITY in law or in equity.

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SECTION 8 – SPECIAL CONDITIONS

8.1 Facilities

A copy of the floor plan of the City-owned facility in which the CONTRACTOR shall be operating shall be available for viewing at the Office of the City Clerk.

8.2 Sub-Contract Work

No sub-contracting is permitted.

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**AGREEMENT BETWEEN THE CITY OF WEST PARK AND C. A. P. Government, Inc. FOR
COMPREHENSIVE BUILDING CODE SERVICES, RFP NO.: 2017- 0518**

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement on the
respective dates under each signature: City of West Park through its City Commission, signing by
and through its Mayor, authorized to execute same by Commission action on the 2ND day of
AUGUST, 2017; and C.A.P. GOVERNMENT, INC. authorized to execute same, through
its PRESIDENT.

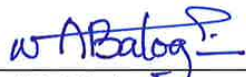
CITY OF WEST PARK, through its
City Commission

By: 
Eric H. Jones, Mayor

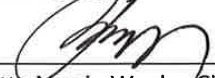
ATTEST:


Alexandra Grant, City Clerk

2 day of AUGUST, 2017

By: 
W. Ajibola Balogun, City Manager
3rd day of AUGUST, 2017
(RESOLUTION 2017-81)

Approved as to form and legality
for the use of and reliance by the
City of West Park only:

By: 
Burnadette Norris-Weeks, City Attorney

2 day of AUGUST, 2017

CITY SEAL

**AGREEMENT BETWEEN THE CITY OF WEST PARK AND C. A. P. Government, Inc. FOR
COMPREHENSIVE BUILDING CODE SERVICES, RFP NO.: 2017- 0518**

CONTRACTOR, C.A.P. Government, Inc.

By: 
Carlos A. Penin, President
Print Name, Title

3 day of AUGUST, 2017

WITNESSES:


JOSE E. MIRANDA
Print Name



Monica De Castro.
Print Name

SECTION 9 –AGREEMENT FORMS: GENERAL FORMS

The forms located in this section of the Agreement shall be included in the Sealed Proposal and shall be unaltered. Forms not completed in full may result in disqualification.

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**AGREEMENT FORM 11A
CONTRACTOR'S PRICING PROPOSAL**

PRICING METHODOLOGY
(Pursuant to Compensation Option I)

[ATTACH/INSERT HERE]

CONTRACTOR SHALL BE PAID 95% OF THE BUILDING DEPARTMENT FEES.

**AGREEMENT FORM 11B
CONTRACTOR'S PRICING PROPOSAL**

CONTRACTOR'S HOURLY RATES

CONTRACTOR shall provide costs for hourly rates for each staff position assigned to the City for use in the event of a declaration of a local state of emergency.

Item#	Title or Description of Staff Position	Rate (\$) /Hour
1.	Principal	\$140.00
2.	Chief Building Official	\$110.00
3.	Assistant Building Official	\$100.00
4.	Discipline Chief Mechanical	\$85.00
5.	Discipline Chief Electrical	\$85.00
6.	Discipline Chief Plumbing	\$85.00
7.	Discipline Chief Structural	\$85.00
8.	Structural Plans Examiner & Inspector	\$80.00
9.	Mechanical Plans Examiner & Inspector	\$80.00
10.	Electrical Plans Examiner & Inspector	\$80.00
11.	Plumbing Plans Examiner & Inspector	\$80.00
12.	Administrative Managers	\$80.00
13.	Permit Technician	\$40.00
14.	Professional Engineer	\$120.00
15.	Architect	\$120.00

**AGREEMENT FORM 11B
CONTRACTOR'S PRICING PROPOSAL**

Item#	Title or Description of Staff Position	Rate (\$) /Hour
16.	Code Enforcement Support	\$50.00
17.	Contract Administrator	\$50.00
18.	Fire Inspector	\$70.00
19.	IT Support	\$60.00

AGREEMENT FORM 11C CONTRACTOR'S PRICING PROPOSAL

CONTRACTOR'S PRICES FOR FIXED ITEMS

CONTRACTOR shall submit fixed pricing for the following items.

N/A

Item #	Description of Fixed Fee Item	Price (\$)
A-1	Residential Hurricane Shutters (up to 2 stories high): First opening	
A-2	Residential Hurricane Shutters (up to 2 stories high): Each additional opening	
B	Residential Garage Doors (each)	
C	Residential Ground-Mounted Air Conditioning Unit (up to five tons)	
D	Residential Water Heater (up to 80 gallons)	
E-1	Residential Fences - Base Fee (first 100 linear feet)	
E-2	Residential Fences - Each additional linear foot	
F	Swimming Pools, Spas, Hot Tubs - Single Family Residential	
G	Temporary Platforms and Bleachers used for public assembly	
H-1	Tents (in excess of 120 square feet) - First tent	
H-2	Tents (in excess of 120 square feet) - Each additional tent	
I	Low Voltage Residential Alarm System – Single Family and Duplex (per F.S. 553.793)	\$55.00

**AGREEMENT FOR
INSPECTION AND PLAN REVIEW SERVICES**

THIS AGREEMENT, made this 16th day of May 2017, is by and between the City of Fort Lauderdale, a Florida municipality, ("City"), whose address is 100 North Andrews Avenue, Fort Lauderdale, Florida, 33301, and **C.A.P. Government, Inc., a Florida corporation**, ("Contractor") whose address is **100 S.E. 12th Street, Fort Lauderdale, Florida 33316, Phone: 954-888-9882, Email: cap@capfla.com.**

NOW THEREFORE, for and in consideration of the mutual promises and covenants set forth herein and other good and valuable consideration, the City and the Contractor covenant and agree as follows:

WITNESSETH:

I. DOCUMENTS

The following documents (collectively "Contract Documents") are hereby incorporated into and made part of this Agreement (Form P-0001):

- (1) **Request for Proposals No. 575-11849, Inspection and Plan Review Services**, including any and all addenda, prepared by the City of Fort Lauderdale, ("RFP" or "Exhibit A").
- (2) The Contractor's response to the **RFP**, dated **February 7, 2017**, ("Exhibit B").

All Contract Documents may also be collectively referred to as the "Documents." In the event of any conflict between or among the Documents or any ambiguity or missing specifications or instruction, the following priority is established:

- A. First, specific direction from the City Manager (or designee)
- B. Second, this Agreement (Form P-0001) dated May 16, 2017, and any attachments.
- C. Third, Exhibit A
- D. Fourth, Exhibit B

II. SCOPE

The Contractor shall perform the work under the general direction of the City as set forth in the Contract Documents.

Unless otherwise specified herein, the Contractor shall perform all work identified in this Agreement. The parties agree that the scope of services is a description of Contractor's obligations and responsibilities, and is deemed to include preliminary considerations and prerequisites, and all labor, materials, equipment, and tasks which are such an inseparable part of the work described that exclusion would render performance by Contractor impractical, illogical, or unconscionable.

Contractor acknowledges and agrees that the City's Contract Administrator has no authority to make changes that would increase, decrease, or otherwise modify the Scope of Services to be provided under this Agreement.

By signing this Agreement, the Contractor represents that it thoroughly reviewed the documents incorporated into this Agreement by reference and that it accepts the description of the work and the conditions under which the Work is to be performed.

III. TERM OF AGREEMENT

The initial contract period shall commence on **June 17, 2017 and shall end on June 16, 2019. The City reserves the right to extend the contract for one additional two-year term**, providing all terms conditions and specifications remain the same, both parties agree to the extension, and such extension is approved by the City. In the event the term of this Agreement extends beyond the end of any fiscal year of City, to wit, September 30th, the continuation of this Agreement beyond the end of such fiscal year shall be subject to both the appropriation and the availability of funds.

IV. COMPENSATION

The Contractor agrees to provide the services and/or materials as specified in the Contract Documents at the cost specified in Exhibit B. It is acknowledged and agreed by Contractor that this amount is the maximum payable and constitutes a limitation upon City's obligation to compensate Contractor for Contractor's services related to this Agreement. This maximum amount, however, does not constitute a limitation of any sort upon Contractor's obligation to perform all items of work required by or which can be reasonably inferred from the Scope of Services. Except as otherwise provided in the solicitation, no amount shall be paid to Contractor to reimburse Contractor's expenses.

V. METHOD OF BILLING AND PAYMENT

Contractor may submit invoices for compensation no more often than monthly, but only after the services for which the invoices are submitted have been completed. An original invoice plus one copy are due within fifteen (15) days of the end of the month except the final invoice which must be received no later than sixty (60) days after this Agreement expires. Invoices shall designate the nature of the services performed and/or the goods provided.

City shall pay Contractor within forty-five (45) days of receipt of Contractor's proper invoice, as provided in the Florida Local Government Prompt Payment Act.

To be deemed proper, all invoices must comply with the requirements set forth in this Agreement and must be submitted on the form and pursuant to instructions prescribed by the City's Contract Administrator. Payment may be withheld for failure of Contractor to comply with a term, condition, or requirement of this Agreement.

Notwithstanding any provision of this Agreement to the contrary, City may withhold, in whole or in part, payment to the extent necessary to protect itself from loss on account of inadequate or defective work that has not been remedied or resolved in a manner satisfactory to the City's Contract Administrator or failure to comply with this Agreement. The amount withheld shall not be subject to payment of interest by City.

VI. GENERAL CONDITIONS

A. Indemnification

Contractor shall protect and defend at Contractor's expense, counsel being subject to the City's approval, and indemnify and hold harmless the City and the City's officers, employees, volunteers, and agents from and against any and all losses, penalties, fines, damages, settlements, judgments, claims, costs, charges, expenses, or liabilities, including any award of attorney fees and any award of costs, in connection with or arising directly or indirectly out of any act or omission by the Contractor or by any officer, employee, agent, invitee, subcontractor, or sublicensee of the Contractor. The provisions and obligations of this section shall survive the expiration or earlier termination of this Agreement. To the extent considered necessary by the City Manager, any sums due Contractor under this Agreement may be retained by City until all of City's claims for indemnification pursuant to this Agreement have been settled or otherwise resolved, and any amount withheld shall not be subject to payment of interest by City.

B. Intellectual Property

Contractor shall protect and defend at Contractor's expense, counsel being subject to the City's approval, and indemnify and hold harmless the City from and against any and all losses, penalties, fines, damages, settlements, judgments, claims, costs, charges, royalties, expenses, or liabilities, including any award of attorney fees and any award of costs, in connection with or arising directly or indirectly out of any infringement or allegation of infringement of any patent, copyright, or other intellectual property right in connection with the Contractor's or the City's use of any copyrighted, patented or un-patented invention, process, article, material, or device that is manufactured, provided, or used pursuant to this Agreement. If the Contractor uses any design, device, or materials covered by letters, patent or copyright, it is mutually agreed and understood without exception that the bid prices shall include all royalties or costs arising from the use of such design, device, or materials in any way involved in the work.

C. Termination for Cause

The aggrieved party may terminate this Agreement for cause if the party in breach has not corrected the breach within ten (10) days after written notice from the aggrieved party identifying the breach. The City Manager may also terminate this Agreement upon such notice as the City Manager deems appropriate under the circumstances in the event the City Manager determines that termination is necessary to protect the public health or safety. The parties agree that if the City erroneously, improperly or unjustifiably terminates for cause, such termination shall be deemed a termination for convenience, which shall be effective thirty (30) days after such notice of termination for cause is provided.

This Agreement may be terminated for cause for reasons including, but not limited to, Contractor's repeated (whether negligent or intentional) submission for payment of false or incorrect bills or invoices, failure to perform the Work to the City's satisfaction; or failure to continuously perform the work in a manner calculated to meet or accomplish the objectives as set forth in this Agreement.

D. Termination for Convenience

The City reserves the right, in its best interest as determined by the City, to cancel this contract for convenience by giving written notice to the Contractor at least thirty (30) days prior to the effective date of such cancellation. In the event this Agreement is terminated for convenience, Contractor shall be paid for any services performed to the City's satisfaction pursuant to the Agreement through the termination date specified in the written notice of termination. Contractor acknowledges and agrees that he/she/it has received good, valuable and sufficient consideration from City, the receipt and adequacy of which are hereby acknowledged by Contractor, for City's right to terminate this Agreement for convenience.

E. Cancellation for Unappropriated Funds

The City reserves the right, in its best interest as determined by the City, to cancel this contract for unappropriated funds or unavailability of funds by giving written notice to the Contractor at least thirty (30) days prior to the effective date of such cancellation. The obligation of the City for payment to a Contractor is limited to the availability of funds appropriated in a current fiscal period, and continuation of the contract into a subsequent fiscal period is subject to appropriation of funds, unless otherwise provided by law.

F. Insurance

The Contractor shall furnish proof of insurance requirements as indicated below. The coverage is to remain in force at all times during the contract period. The following minimum insurance coverage is required. The commercial general liability insurance policy shall name the City of Fort Lauderdale, a Florida municipality, as an "additional insured." This MUST be written in the description section of the insurance certificate, even if there is a check-off box on the insurance certificate. Any costs for adding the City as "additional insured" shall be at the Contractor's expense.

The City of Fort Lauderdale shall be given notice 10 days prior to cancellation or modification of any required insurance. The insurance provided shall be endorsed or amended to comply with this notice requirement. In the event that the insurer is unable to accommodate, it shall be the responsibility of the Contractor to provide the proper notice. Such notification will be in writing by registered mail, return receipt requested and addressed to the Procurement Services Division.

The Contractor's insurance must be provided by an A.M. Best's "A-" rated or better insurance company authorized to issue insurance policies in the State of Florida, subject to approval by the City's Risk Manager. Any exclusions or provisions in the insurance maintained by the contractor that excludes coverage for work contemplated in this solicitation shall be deemed unacceptable, and shall be considered breach of contract.

Workers' Compensation and Employers' Liability Insurance

Limits: Workers' Compensation – Per Chapter 440, Florida Statutes
Employers' Liability - \$500,000

Any firm performing work on behalf of the City of Fort Lauderdale must provide Workers' Compensation insurance. Exceptions and exemptions will be allowed by the

City's Risk Manager, if they are in accordance with Florida Statute. For additional information contact the Department of Financial Services, Workers' Compensation Division at (850) 413-1601 or on the web at www.fldfs.com.

Commercial General Liability Insurance

Covering premises-operations, products-completed operations, independent contractors and contractual liability.

Limits: Combined single limit bodily injury/property damage \$1,000,000.

This coverage must include, but not limited to:

- a. Coverage for the liability assumed by the contractor under the indemnity provision of the contract.
- b. Coverage for Premises/Operations
- c. Products/Completed Operations
- d. Broad Form Contractual Liability
- e. Independent Contractors

Automobile Liability Insurance

Covering all owned, hired and non-owned automobile equipment.

Limits: Bodily injury	\$250,000 each person, \$500,000 each occurrence
Property damage	\$100,000 each occurrence

Professional Liability (Errors and Omissions)

Consultants

Limits: \$2,000,000 per occurrence

Certificate holder should be addressed as follows:

City of Fort Lauderdale
Procurement Services Division
100 North Andrews Avenue, Room 619
Fort Lauderdale, FL 33301

G. Environmental, Health and Safety

Contractor shall place the highest priority on health and safety and shall maintain a safe working environment during performance of the work. Contractor shall comply, and shall secure compliance by its employees, agents, and subcontractors, with all applicable environmental, health, safety and security laws and regulations, and performance conditions in this Agreement. Compliance with such requirements shall represent the minimum standard required of Contractor. Contractor shall be responsible for examining all requirements and determine whether additional or more stringent environmental, health, safety and security provisions are required for the work. Contractor agrees to utilize protective devices as required by applicable laws, regulations, and any industry or Contractor's health and safety plans and regulations, and to pay the costs and expenses thereof, and warrants that all such persons shall be fit and qualified to carry out the Work.

H. Standard of Care

Contractor represents that he/she/it is qualified to perform the work, that Contractor and his/her/its subcontractors possess current, valid state and/or local licenses to perform the Work, and that their services shall be performed in a manner consistent with that level of care and skill ordinarily exercised by other qualified contractors under similar circumstances.

I. Rights in Documents and Work

Any and all reports, photographs, surveys, and other data and documents provided or created in connection with this Agreement are and shall remain the property of City; and Contractor disclaims any copyright in such materials. In the event of and upon termination of this Agreement, any reports, photographs, surveys, and other data and documents prepared by Contractor, whether finished or unfinished, shall become the property of City and shall be delivered by Contractor to the City's Contract Administrator within seven (7) days of termination of this Agreement by either party. Any compensation due to Contractor shall be withheld until Contractor delivers all documents to the City as provided herein.

J. Audit Right and Retention of Records

City shall have the right to audit the books, records, and accounts of Contractor and Contractor's subcontractors that are related to this Agreement. Contractor shall keep, and Contractor shall cause Contractor's subcontractors to keep, such books, records, and accounts as may be necessary in order to record complete and correct entries related to this Agreement. All books, records, and accounts of Contractor and Contractor's subcontractors shall be kept in written form, or in a form capable of conversion into written form within a reasonable time, and upon request to do so, Contractor or Contractor's subcontractor, as applicable, shall make same available at no cost to City in written form.

Contractor and Contractor's subcontractors shall preserve and make available, at reasonable times for examination and audit by City in Broward County, Florida, all financial records, supporting documents, statistical records, and any other documents pertinent to this Agreement for the required retention period of the Florida public records law, Chapter 119, Florida Statutes, as may be amended from time to time, if applicable, or, if the Florida Public Records Act is not applicable, for a minimum period of three (3) years after termination of this Agreement. If any audit has been initiated and audit findings have not been resolved at the end of the retention period or three (3) years, whichever is longer, the books, records, and accounts shall be retained until resolution of the audit findings. If the Florida public records law is determined by City to be applicable to Contractor and Contractor's subcontractors' records, Contractor and Contractor's subcontractors shall comply with all requirements thereof; however, Contractor and Contractor's subcontractors shall violate no confidentiality or non-disclosure requirement of either federal or state law. Any incomplete or incorrect entry in such books, records, and accounts shall be a basis for City's disallowance and recovery of any payment upon such entry.

Contractor shall, by written contract, require Contractor's subcontractors to agree to the requirements and obligations of this Section.

The Contractor shall maintain during the term of the contract all books of account, reports and records in accordance with generally accepted accounting practices and standards for records directly related to this contract.

K. Public Entity Crime Act

Contractor represents that the execution of this Agreement will not violate the Public Entity Crime Act, Section 287.133, Florida Statutes, as may be amended from time to time, which essentially provides that a person or affiliate who is a contractor, consultant, or other provider and who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to City, may not submit a bid on a contract with City for the construction or repair of a public building or public work, may not submit bids on leases of real property to City, may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with City, and may not transact any business with City in excess of the threshold amount provided in Section 287.017, Florida Statutes, as may be amended from time to time, for category two purchases for a period of 36 months from the date of being placed on the convicted vendor list. Violation of this section shall result in termination of this Agreement and recovery of all monies paid by City pursuant to this Agreement, and may result in debarment from City's competitive procurement activities.

L. Independent Contractor

Contractor is an independent contractor under this Agreement. Services provided by Contractor pursuant to this Agreement shall be subject to the supervision of the Contractor. In providing such services, neither Contractor nor Contractor's agents shall act as officers, employees, or agents of City. No partnership, joint venture, or other joint relationship is created hereby. City does not extend to Contractor or Contractor's agents any authority of any kind to bind City in any respect whatsoever.

M. Inspection and Non-Waiver

Contractor shall permit the representatives of CITY to inspect and observe the Work at all times.

The failure of the City to insist upon strict performance of any other terms of this Agreement or to exercise any rights conferred by this Agreement shall not be construed by Contractor as a waiver of the City's right to assert or rely on any such terms or rights on any future occasion or as a waiver of any other terms or rights.

N. Assignment and Performance

Neither this Agreement nor any right or interest herein shall be assigned, transferred, or encumbered without the written consent of the other party. In addition, Contractor shall not subcontract any portion of the work required by this Agreement, except as provided in the Schedule of Subcontractor Participation. City may terminate this Agreement, effective immediately, if there is any assignment, or attempted assignment, transfer, or encumbrance, by Contractor of this Agreement or any right or interest herein without City's written consent.

Contractor represents that each person who will render services pursuant to this Agreement is duly qualified to perform such services by all appropriate governmental authorities, where required, and that each such person is reasonably experienced and skilled in the area(s) for which he or she will render his or her services.

Contractor shall perform Contractor's duties, obligations, and services under this Agreement in a skillful and respectable manner. The quality of Contractor's performance and all interim and final product(s) provided to or on behalf of City shall be comparable to the best local and national standards.

In the event Contractor engages any subcontractor in the performance of this Agreement, Contractor shall ensure that all of Contractor's subcontractors perform in accordance with the terms and conditions of this Agreement. Contractor shall be fully responsible for all of Contractor's subcontractors' performance, and liable for any of Contractor's subcontractors' non-performance and all of Contractor's subcontractors' acts and omissions. Contractor shall defend at Contractor's expense, counsel being subject to City's approval or disapproval, and indemnify and hold City and City's officers, employees, and agents harmless from and against any claim, lawsuit, third party action, fine, penalty, settlement, or judgment, including any award of attorney fees and any award of costs, by or in favor of any of Contractor's subcontractors for payment for work performed for City by any of such subcontractors, and from and against any claim, lawsuit, third party action, fine, penalty, settlement, or judgment, including any award of attorney fees and any award of costs, occasioned by or arising out of any act or omission by any of Contractor's subcontractors or by any of Contractor's subcontractors' officers, agents, or employees. Contractor's use of subcontractors in connection with this Agreement shall be subject to City's prior written approval, which approval City may revoke at any time.

O. Conflicts

Neither Contractor nor any of Contractor's employees shall have or hold any continuing or frequently recurring employment or contractual relationship that is substantially antagonistic or incompatible with Contractor's loyal and conscientious exercise of judgment and care related to Contractor's performance under this Agreement.

Contractor further agrees that none of Contractor's officers or employees shall, during the term of this Agreement, serve as an expert witness against City in any legal or administrative proceeding in which he, she, or Contractor is not a party, unless compelled by court process. Further, Contractor agrees that such persons shall not give sworn testimony or issue a report or writing, as an expression of his or her expert opinion, which is adverse or prejudicial to the interests of City in connection with any such pending or threatened legal or administrative proceeding unless compelled by court process. The limitations of this section shall not preclude Contractor or any persons in any way from representing themselves, including giving expert testimony in support thereof, in any action or in any administrative or legal proceeding.

In the event Contractor is permitted pursuant to this Agreement to utilize subcontractors to perform any services required by this Agreement, Contractor agrees to require such subcontractors, by written contract, to comply with the provisions of this section to the same extent as Contractor.

P. Schedule and Delays

Time is of the essence in this Agreement. By signing, Contractor affirms that it believes the schedule to be reasonable; provided, however, the parties acknowledge that the schedule might be modified as the City directs.

Q. Materiality and Waiver of Breach

City and Contractor agree that each requirement, duty, and obligation set forth herein was bargained for at arm's-length and is agreed to by the parties in exchange for *quid pro quo*, that each is substantial and important to the formation of this Agreement and that each is, therefore, a material term hereof.

City's failure to enforce any provision of this Agreement shall not be deemed a waiver of such provision or modification of this Agreement. A waiver of any breach of a provision of this Agreement shall not be deemed a waiver of any subsequent breach and shall not be construed to be a modification of the terms of this Agreement.

R. Compliance With Laws

Contractor shall comply with all applicable federal, state, and local laws, codes, ordinances, rules, and regulations in performing Contractor's duties, responsibilities, and obligations pursuant to this Agreement.

S. Severance

In the event a portion of this Agreement is found by a court of competent jurisdiction to be invalid or unenforceable, the provisions not having been found by a court of competent jurisdiction to be invalid or unenforceable shall continue to be effective.

T. Limitation of Liability

The City desires to enter into this Agreement only if in so doing the City can place a limit on the City's liability for any cause of action for money damages due to an alleged breach by the City of this Agreement, so that its liability for any such breach never exceeds the sum of \$1,000. Contractor hereby expresses its willingness to enter into this Agreement with Contractor's recovery from the City for any damage action for breach of contract or for any action or claim arising from this Agreement to be limited to a maximum amount of \$1,000 less the amount of all funds actually paid by the City to Contractor pursuant to this Agreement.

Accordingly, and notwithstanding any other term or condition of this Agreement, Contractor hereby agrees that the City shall not be liable to Contractor for damages in an amount in excess of \$1,000 which amount shall be reduced by the amount actually paid by the City to Contractor pursuant to this Agreement, for any action for breach of contract or for any action or claim arising out of this Agreement. Nothing contained in this paragraph or elsewhere in this Agreement is in any way intended to be a waiver of the limitation placed upon City's liability as set forth in Section 768.28, Florida Statutes.

U. Jurisdiction, Venue, Waiver, Waiver of Jury Trial

This Agreement shall be interpreted and construed in accordance with and governed by the laws of the State of Florida. Venue for any lawsuit by either party against the other party or otherwise arising out of this Agreement, and for any other legal proceeding, shall be in the Seventeenth Judicial Circuit in and for Broward County, Florida, or in the event of federal jurisdiction, in the Southern District of Florida, Fort Lauderdale Division.

In the event Contractor is a corporation organized under the laws of any province of Canada or is a Canadian federal corporation, the City may enforce in the United States of America or in Canada or in both countries a judgment entered against the Contractor. The Contractor waives any and all defenses to the City's enforcement in Canada of a judgment entered by a court in the United States of America.

V. Amendments

No modification, amendment, or alteration in the terms or conditions contained herein shall be effective unless contained in a written document prepared with the same or similar formality as this Agreement and executed by the Mayor-Commissioner and/or City Manager, as determined by City Charter and Ordinances, and Contractor or others delegated authority to or otherwise authorized to execute same on their behalf.

W. Prior Agreements

This document represents the final and complete understanding of the parties and incorporates or supersedes all prior negotiations, correspondence, conversations, agreements, and understandings applicable to the matters contained herein. The parties agree that there is no commitment, agreement, or understanding concerning the subject matter of this Agreement that is not contained in this written document. Accordingly, the parties agree that no deviation from the terms hereof shall be predicated upon any prior representation or agreement, whether oral or written.

X. Payable Interest

Except as required and provided for by the Florida Local Government Prompt Payment Act, City shall not be liable for interest for any reason, whether as prejudgment interest or for any other purpose, and in furtherance thereof Contractor waives, rejects, disclaims and surrenders any and all entitlement it has or may have to receive interest in connection with a dispute or claim based on or related to this Agreement.

Y. Representation of Authority

Each individual executing this Agreement on behalf of a party hereto hereby represents and warrants that he or she is, on the date he or she signs this Agreement, duly authorized by all necessary and appropriate action to execute this Agreement on behalf of such party and does so with full legal authority.

Z. Uncontrollable Circumstances ("Force Majeure")

The City and Contractor will be excused from the performance of their respective obligations under this agreement when and to the extent that their performance is delayed or prevented by any circumstances beyond their control including, fire, flood, explosion,

strikes or other labor disputes, act of God or public emergency, war, riot, civil commotion, malicious damage, act or omission of any governmental authority, delay or failure or shortage of any type of transportation, equipment, or service from a public utility needed for their performance, provided that:

A. The non performing party gives the other party prompt written notice describing the particulars of the Force Majeure including, but not limited to, the nature of the occurrence and its expected duration, and continues to furnish timely reports with respect thereto during the period of the Force Majeure;

B. The excuse of performance is of no greater scope and of no longer duration than is required by the Force Majeure;

C. No obligations of either party that arose before the Force Majeure causing the excuse of performance are excused as a result of the Force Majeure; and

D. The non-performing party uses its best efforts to remedy its inability to perform. Notwithstanding the above, performance shall not be excused under this Section for a period in excess of two (2) months, provided that in extenuating circumstances, the City may excuse performance for a longer term. Economic hardship of the Contractor will not constitute Force Majeure. The term of the agreement shall be extended by a period equal to that during which either party's performance is suspended under this Section.

AA. Scrutinized Companies

Subject to *Odebrecht Construction, Inc., v. Prasad*, 876 F.Supp.2d 1305 (S.D. Fla. 2012), *affirmed*, *Odebrecht Construction, Inc., v. Secretary, Florida Department of Transportation*, 715 F.3d 1268 (11th Cir. 2013), with regard to the "Cuba Amendment," the Contractor certifies that it is not on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List or the Scrutinized Companies that Boycott Israel List created pursuant to Section 215.4725, Florida Statutes (2016), that it is not engaged in a boycott of Israel, and that it does not have business operations in Cuba or Syria, as provided in section 287.135, Florida Statutes (2016), as may be amended or revised. The City may terminate this Agreement at the City's option if the Contractor is found to have submitted a false certification as provided under subsection (5) of section 287.135, Florida Statutes (2016), as may be amended or revised, or been placed on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List or the Scrutinized Companies that Boycott Israel List created pursuant to Section 215.4725, Florida Statutes (2016), or is engaged in a boycott of Israel or has been engaged in business operations in Cuba or Syria, as defined in Section 287.135, Florida Statutes (2016), as may be amended or revised.

BB. Public Records

IF THE CONTRACTOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO

THE CONTRACTOR'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT CITY CLERK'S OFFICE, 100 N. ANDREWS AVENUE, FORT LAUDERDALE, FLORIDA, 33301, PHONE: 954-828-5002, EMAIL: PRRCONTRACT@FORTLAUDERDALE.GOV.

Contractor shall:

1. Keep and maintain public records that ordinarily and necessarily would be required by the City in order to perform the service.
2. Upon request from the City's custodian of public records, provide the City with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes (2016), as may be amended or revised, or as otherwise provided by law.
3. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the contract term and following completion of this contract if the Contractor does not transfer the records to the City.
4. Upon completion of the Contract, transfer, at no cost, to the City all public records in possession of the Contractor or keep and maintain public records required by the City to perform the service. If the Contractor transfers all public records to the City upon completion of this Contract, the Contractor shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the Contractor keeps and maintains public records upon completion of this Contract, the Contractor shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the City, upon request from the City's custodian of public records, in a format that is compatible with the information technology systems of the City.

[THE REMAINDER OF THIS PAGE INTENTIONALLY LEFT BLANK]

IN WITNESS WHEREOF, the City and the Contractor execute this Contract as follows:

ATTEST:

Jeffrey A. Modarelli, City Clerk

CITY OF FORT LAUDERDALE

By: Lee R. Feldman, City Manager

Approved as to form:
Cynthia A. Everett, City Attorney

Assistant City Attorney

WITNESSES:

By: JOSE E. MIRANDA
Name & Title: COMPLIANCE MANAGER

By: Monica de Castro
Name & Title: Business Dev. Coordinator

(CORPORATE SEAL)

C.A.P. GOVERNMENT, INC.

By: Carlos A. Penin, President

STATE OF Florida :
COUNTY OF miami-Dade :

The foregoing instrument was acknowledged before me this 15th day of May, 2017, by **Carlos A. Penin as President for C.A.P. Government, Inc., a Florida corporation.**

(SEAL)



Monica de Castro
(Signature of Notary Public)
Notary Public, State of Florida

Monica De Castro
(Print, Type, or Stamp Commissioned Name of Notary Public)

Personally Known ☒ OR Produced Identification _____
Type of Identification Produced _____



City of Fort Lauderdale • Procurement Services Division
100 N. Andrews Avenue, 619 • Fort Lauderdale, Florida 33301
954-828-5933 Fax 954-828-5576
www.fortlauderdale.gov/purchasing

March 21, 2017

C.A.P. Government, Inc.
Attn: Carlos Penin
100 S.E. 12th Street
Fort Lauderdale, FL 33316
Phone: 954-888-9882
Email: cap@capfla.com

REF: RFP No. 575-11849, Inspection and Plan Review Services

Dear Proposer:

The City of Fort Lauderdale, Procurement Services Division, is continuing to evaluate the responses received for RFP No. 575-11849, Inspection and Plan Review Services.

In accordance with Fort Lauderdale City Code Sec. 2-194 (g),

"Negotiation with responsible offerors and revisions to proposals. Negotiations may be conducted with at least the three (3) best qualified responsible offerors who submit proposals who are determined to be reasonably susceptible of being selected for award for the purpose of clarification to assure full understanding of, and conformance to, the solicitation requirements. If less than three (3) reasonably susceptible offers are received, then negotiations may be conducted with all best qualified offerors. Offerors shall be accorded fair and equal treatment with respect to any opportunity for discussion, negotiation, and revision of proposals and such revisions may be permitted through negotiations after submissions and prior to award for the purpose of obtaining best and final offers".

The City is requesting that your firm submit a "Best and Final Offer" in accordance with the revised Cost Proposal Pages which includes additional positions.

Attached you will find the form to be completed and returned to the City of Fort Lauderdale. Please respond by end of business on Tuesday, March 28, 2017.

Sincerely,

AnnDebra Diaz, CPPB
Senior Procurement Specialist

Attachments



SECTION VI - COST PROPOSAL PAGE – BEST AND FINAL

Proposer Name: C.A.P. Government, Inc.

Cost to the City: Contractor must quote firm, fixed, regular and overtime hourly rates for all services identified in this request for proposal. Nothing in this section shall be considered a guarantee of a minimum level of work by the City. The hours listed are the current estimates of use anticipated in each area, but the City makes no promise of a minimum number of hours of work for any successful contractor or in any of the areas listed.

Failure to use the City's COST PROPOSAL Page and provide costs as requested in this RFP may deem your proposal non-responsive.

Hourly Rates: The hourly and overtime rates proposed for each service shall include full compensation for labor, use of equipment provided by the contractor, and any other cost to the proposer. The typical regular hours are 7:30 am – 4:30 pm or 8:00 am – 5:00 pm Monday through Friday, excluding official City Holidays. No travel time will be paid for travel to and from offices or homes.

Inspectors:

Structural	Regular Hourly Rate.....\$ <u>75.00</u> per hour Overtime Hourly Rate...\$ <u>97.50</u> per hour
Electrical	Regular Hourly Rate.....\$ <u>75.00</u> per hour Overtime Hourly Rate...\$ <u>97.50</u> per hour
Mechanical	Regular Hourly Rate.....\$ <u>75.00</u> per hour Overtime Hourly Rate...\$ <u>97.50</u> per hour
Plumbing	Regular Hourly Rate.....\$ <u>75.00</u> per hour Overtime Hourly Rate...\$ <u>97.50</u> per hour
Engineering	Regular Hourly Rate.....\$ <u>85.00</u> per hour Overtime Hourly Rate...\$ <u>110.50</u> per hour
Landscaping	Regular Hourly Rate.....\$ <u>75.00</u> per hour Overtime Hourly Rate...\$ <u>97.50</u> per hour

Plan Examiners:

Structural	Regular Hourly Rate.....\$ <u>85.00</u> per hour Overtime Hourly Rate...\$ <u>110.50</u> per hour
------------	--



Electrical	Regular Hourly Rate.....\$ <u>85.00</u> per hour Overtime Hourly Rate...\$ <u>110.50</u> per hour
Mechanical	Regular Hourly Rate.....\$ <u>85.00</u> per hour Overtime Hourly Rate...\$ <u>110.50</u> per hour
Plumbing	Regular Hourly Rate.....\$ <u>85.00</u> per hour Overtime Hourly Rate...\$ <u>110.50</u> per hour
Engineering	Regular Hourly Rate.....\$ <u>85.00</u> per hour Overtime Hourly Rate...\$ <u>110.50</u> per hour
Landscaping	Regular Hourly Rate.....\$ <u>75.00</u> per hour Overtime Hourly Rate...\$ <u>97.50</u> per hour
Flood Plain	Regular Hourly Rate.....\$ <u>85.00</u> per hour Overtime Hourly Rate...\$ <u>110.50</u> per hour
Chiefs:	
Structural	Regular Hourly Rate.....\$ <u>85.00</u> per hour Overtime Hourly Rate...\$ <u>110.50</u> per hour
Mechanical	Regular Hourly Rate.....\$ <u>85.00</u> per hour Overtime Hourly Rate...\$ <u>110.50</u> per hour
Electrical	Regular Hourly Rate.....\$ <u>85.00</u> per hour Overtime Hourly Rate...\$ <u>110.50</u> per hour
Plumbing	Regular Hourly Rate.....\$ <u>85.00</u> per hour Overtime Hourly Rate...\$ <u>110.50</u> per hour
Flood Plain	Regular Hourly Rate.....\$ <u>85.00</u> per hour Overtime Hourly Rate...\$ <u>110.50</u> per hour
Building Officials:	
Asst. Building Official	Regular Hourly Rate.....\$ <u>100.00</u> per hour Overtime Hourly Rate...\$ <u>130.00</u> per hour
Building Official	Regular Hourly Rate.....\$ <u>100.00</u> per hour Overtime Hourly Rate...\$ <u>130.00</u> per hour



ESTIMATED ANNUAL COSTS BASED ON ESTIMATED HOURS PER YEAR IN EACH SERVICE AREA AS FOLLOWS:

Inspectors:

Structural	8,000 Regular Hours Per year x <u>\$75.00</u> per hour = <u>\$600,000.00</u>
Electrical	800 Regular Hours Per Year x <u>\$75.00</u> per hour = <u>\$ 60,000.00</u>
Mechanical	2,000 Regular Hours Per Year x <u>\$75.00</u> per hour = <u>\$150,000.00</u>
Plumbing	2,000 Regular Hours Per Year x <u>\$75.00</u> per hour = <u>\$150,000.00</u>
Engineering	500 Regular Hours Per Year x <u>\$85.00</u> per hour = <u>\$ 42,500.00</u>
Landscaping	500 Regular Hours Per Year x <u>\$75.00</u> per hour = <u>\$ 37,500.00</u>

Subtotal Inspectors **\$ 1,040,000.00**

Plan Examiners:

Structural	6,000 Regular Hours Per Year x <u>\$ 85.00</u> per hour = <u>\$ 510,000.00</u>
Electrical	1,200 Regular Hours Per Year x <u>\$ 85.00</u> per hour = <u>\$102,000.00</u>
Mechanical	2,000 Regular Hours Per Year x <u>\$ 85.00</u> per hour = <u>\$170,000.00</u>
Plumbing	1,300 Regular Hours Per Year x <u>\$ 85.00</u> per hour = <u>\$110,500.00</u>
Engineering	500 Regular Hours Per Year x <u>\$ 85.00</u> per hour = <u>\$ 42,500.00</u>
Landscaping	500 Regular Hours Per Year x <u>\$75.00</u> per hour = <u>\$ 37,500.00</u>
Flood Plain	500 Regular Hours Per Year x <u>\$ 85.00</u> per hour = <u>\$ 42,500.00</u>

Subtotal Plan Examiners **\$1,015,000.00**

Chiefs:

Chief - Structural	400 Regular Hours Per Year x <u>\$85.00</u> per hour = <u>\$ 34,000.00</u>
Chief- Mechanical	400 Regular Hours Per Year x <u>\$85.00</u> per hour = <u>\$ 34,000.00</u>
Chief – Electrical	400 Regular Hours Per Year x <u>\$85.00</u> per hour = <u>\$ 34,000.00</u>



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Chief - Plumbing 400 Regular Hours Per Year x \$85.00 per hour = \$ 34,000.00

Chief – Flood Plain 400 Regular Hours Per Year x \$85.00 per hour = \$ 34,000.00

Subtotal Chiefs \$170,000.00

Building Officials:

Asst. Building Official 240 Regular Hours Per Year x \$100.00 per hour = \$ 24,000.00

Building Official 240 Regular Hours Per Year x \$100.00 per hour = \$ 24,000.00

Subtotal Building Officials \$ 48,000.00

Emergency/Natural Disaster Inspections

Structural 1,500 Regular Hours per event x \$ 97.50 per hour = \$ 146,250.00

Electrical 1,500 Regular Hours per event x \$ 97.50 per hour = \$ 146,250.00

Mechanical 1,500 Regular Hours per event x \$ 97.50 per hour = \$ 146,250.00

Plumbing 1,500 Regular Hours per event x \$ 97.50 per hour = \$ 146,250.00

Flood Plain 1,500 Regular Hours per event x \$ 97.50 per hour = \$ 146,250.00

Subtotal Emergency/Natural Disaster Inspections \$ 731, 250.00

Total Inspectors + Plan Examiners + Building Officials + Disaster hours \$3,004,250.00

Submitted by:

Carlos A. Penin, PE
Name (printed)

Signature

President
Title

Company: (Legal Registration) C.A.P. Government, Inc.

Date: 03.21.17



Town of Pembroke Park
3150 SW 52nd Avenue
Pembroke Park, FL 33023

Agenda Request

Meeting Date:	08/26/2019
Subject:	Recommendation for Added Units - ITB 19-03 CDBG 44th Year Preserve Tot Lot Playground
Initiated by:	☐ Town Commission ☐ Town Attorney ☒ Town Manager / Staff
Prepared by:	Name & Title: Myriam Jacques, Assistant Director of Public Services
Reviewed by:	Name & Title: Todd Larson, Director of Public Services
Approved by Town Manager:	Signature:
Approved by Town Attorney:	Signature:
Attachments:	Contractor's Price, Specifications, and Service Agreement
Fiscal Impact:	\$61,720 from the CDBG; Town funds \$5,000 (for ad, legal, and personnel)
Summary:	This is an Agreement between Broward County CDBG and Town of Pembroke Park for funding and administration of 44th Year Community Development Block Grant Programs for the Preserve Tot Lot. The tot lot will include playground equipment, shade structure, poured-in-placed safety surfacing, fencing, and a walkway access. The Town already has a Resolution to award to the lowest Bidder, PlayMore West, Inc. and accepted the added units recommended by the contractor. Due to unforeseen additional costs, only the larger of the 2 tunnels and the one that is closer to the ground which is better for this age group will be installed costing an additional \$4,900.
Advantages:	Cost shared with CDBG funds for the construction of the project; increased access to recreational activities to families
Disadvantages:	
Possible action:	
Advantages:	More playground activities for tot lots
Disadvantages:	Tighter and less free space for the playground area
Staff Recommendations:	Recommend to accept Contractor's recommendation
Additional Action Needed:	Need resolution

Playmore Agreement



TOWN OF PEMBROKE PARK

3150 SW 52ND AVENUE • PEMBROKE PARK, FLORIDA 33023 • BROWARD (954) 966-4600 • FAX (954) 966-5186

RECREATIONAL PRODUCTS AND SERVICES AGREEMENT

Town Procurement: ITB 19-03

Provider Name: Playmore West, Inc., a Florida corporation

Provider Address: 10271 Deer Run Farms Road, Ste. 1
Fort Myers, FL 33966

Email: info@playmoreonline.com

Telephone: 239-791-2400

FEI/EIN #: 65-0984408

Project: Provider shall provide all labor, materials, equipment, and other services necessary for the installation of the Tot-Lot play area in Raymond P. Oglesby Preserve ("Project"). The Project is described in further detail in the attached Exhibit A, which is incorporated by reference herein. The project is further subject to the terms and conditions contained in Town's Invitation to Bid No. 19-03, which is on file with the Town Clerk and is incorporated into this Agreement by reference herein.

THIS AGREEMENT ("Agreement") is made by and between Playmore West, Inc. ("Provider") identified above and the Town of Pembroke Park ("Town"), located at 3150 SW 52nd Ave., Pembroke Park, FL 33023.

In consideration of the mutual covenants and conditions set forth herein, Provider and Town agree as follows:

1. Services. For the purpose of this Agreement, Services shall mean the labor, materials, equipment, and other services necessary for the completion of the Project. Provider shall render the Services in a diligent, careful and thorough manner consistent with good business practice.

2. Fee. Town shall pay Provider the sum of Sixty Thousand Nine Hundred Forty Dollars (\$60,940.00) ("Fee") for the services to complete the Project. The Fee shall be the sole compensation paid to Provider in connection with the rendition of the Services and the performance of any and all of its other obligations under this Agreement and shall include any out-of-pocket or other expenses, including travel expenses, incurred by Provider.

3. Invoices. Invoices shall be submitted to: Pembroke Park Finance and Budget Department, 3150 SW 52nd Ave., Pembroke Park, FL 33023. Invoices shall show the nature of the service and date(s) of service. Provider shall provide W-9 or FEIN# to Town with first invoice.

4. **Payment.** The Fee shall be paid based on receipt of a proper invoice in accordance with the invoice schedule indicated above. Payment will be made within 30 days of receipt of a proper invoice in accordance with the Local Government Prompt Payment Act, Section 218.70, et al., Florida Statutes.

5. **Term.** Provider agrees to complete the project work within one hundred twenty (120) days after issuance of Notice to Proceed (NTP) unless the completion date is extended by mutual written agreement of the parties.

6. **Representations, Warranties and Covenants of Provider.**

6.1. **Authority.** Provider hereby represents and warrants to the Town that it has full power and authority to enter into and fully perform its obligations under this Agreement without the need for any further corporate or governmental consents or approvals, and that the persons executing this Agreement are authorized to execute and deliver it.

6.2. **Duly Licensed.** Provider represents that it is duly licensed to perform the Services under this Agreement and that it will continue to maintain all licenses and approvals required to conduct its business.

6.3. **No Contingency.** Provider warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for Provider, to solicit or secure this Agreement and that it has not paid or agreed to pay any person, company, corporation, individual, or firm, other than a bona fide employee working solely for Provider, any fee, commission, percentage, gift, or any other consideration contingent upon or resulting from the award or making of this Agreement. In the event of a breach or violation of this provision by Provider, the Town shall have the right to terminate the Agreement without liability.

7. **Standard of Care.** The standard of care for all Services performed or furnished by Provider under this Agreement will be consistent with the care and skill ordinarily used by members of Provider's profession practicing under similar circumstances or at the same time and in the same locality.

8. **Compliance with Laws.** In the conduct of the Services under this Agreement, Provider shall comply in all material respects with all applicable federal and state laws and regulations and all applicable county and Town ordinances and regulations, including ethics and procurement requirements.

9. **Independent Contractor.** It is specifically understood that Provider is an independent contractor. Provider acknowledges (i) that its employees will not be covered by the Town's workers' compensation insurance; (ii) Provider shall be responsible for social security, unemployment and disability taxes and all other payroll taxes due with respect to Provider's employees who provide Services under this Agreement; (iii) Provider shall have no authority to bind Town to any contractual or other obligation whatsoever; (iv) Provider shall be responsible to the Town for all negligent performance of work or services performed by Provider, its employees, agents, or subcontractors under this Agreement.

10. **Right to Audit.** Provider shall maintain adequate records for the Services performed under this Agreement for five (5) years following completion of the Services, or conclusion of any litigation regarding this Agreement. The Town shall have the right to audit Provider's books and records, at the Town's expense, upon prior notice, with regard to the Services provided to the Town under this Agreement. Provider shall allow the Town or its representative to interview all current or former employees to discuss matters pertinent to this Agreement. If an audit inspection in accordance with this

section discloses overpricing or overcharges (of any nature) by Provider to the Town in excess of one-half of one percent (.5%) of the total contract billings, (1) the reasonable costs of the Town's Internal Audit department shall be reimbursed to the Town by the Provider and (2) a 15% penalty of the overpricing or overcharges shall be assessed. Any adjustments and/or payments which must be made as a result of the audit inspection, including any interest, audit costs and penalties shall be made by the Provider within 45 days from presentation of Town's findings to Provider. Failure by Provider to permit such audit shall be grounds for termination of this Agreement by the Town.

11. Property Rights. [INTENTIONALLY OMITTED]

12. Insurance. Insurance shall be required as stated in RFP 19-03.

13. Indemnity. Provider agrees to indemnify, defend, save and hold harmless the Town, its officers, agents and employees, from any third party claim, demand, suit, loss, cost or expense for any damages that may be asserted, claimed or recovered against or from Town, its commissioners, officials, employees or agents to the extent arising out of Provider's negligent performance of the Services or to the extent caused by or arising out of (a) any negligent act or omission or willful misconduct of Provider in the provision of the Services under this Agreement; (b) property damage or personal injury, which damage, injury or death arises out of Provider's negligent execution of Services under this Agreement; or (c) the violation of applicable federal, state, county or municipal laws, ordinances or regulations by Provider. This indemnification includes, but is not limited to, the negligent performance of this Agreement by Provider or any negligent act or omission of Provider, its agents, servants, contractors, patrons, guests or invitees and includes any costs, reasonable attorneys' fees, expenses and liabilities incurred in the defense of any such claims or the investigation thereof. Provider agrees to pay all such claims and losses and shall defend all such suits, in the name of the Town, its employees, and officers, including but not limited to appellate proceedings, and shall pay all costs, judgments and reasonable attorneys' fees which may issue thereon. This indemnification agreement is separate and apart from, and in no way limited by, any insurance provided pursuant to this Agreement or otherwise. This paragraph shall not be construed to require Provider to indemnify the Town for Town's own negligence, or intentional acts of the Town, its agents or employees. Nothing in this Agreement shall be deemed to affect the rights, privileges and sovereign immunities of the Town as set forth in Section 768.28, Florida Statutes. This clause shall survive the expiration or termination of this Agreement.

14. Termination. [INTENTIONALLY OMITTED]

15. Notices. Notices required hereunder shall be given by written notice sent by registered U.S. mail, return receipt requested, or by electronic transmission producing a written record, if to the Town, to 3150 SW 52nd Ave., Pembroke Park, FL, 33023, Attention: Todd Larson, Public Works Director, and if to Provider, to 10271 Deer Run Farms Road, Ste. 1, Fort Myers, FL 33966.

16. Taxes. Town is exempt from the requirement for the payment of sales tax on goods and services purchased by Town.

17. Availability of Funds. Provider acknowledges that the Project is funded in part by the Department of Housing and Urban Development Community Development Block Grant and availability of funds will be subject to final approval of Broward County as Contract Administrator for the Department of Housing and Urban Development.

18. Lobbying Certification. Provider certifies to the best of its knowledge and belief that no funds or other resources received from the State in connection with this Agreement will be used directly or indirectly to influence legislation or any other official action by the Florida Legislature or any state agency.

19. Non Discrimination. Provider shall not discriminate against any person because of race, color, religion, sex, gender identity or expression, genetic information, national origin, age, disability, familial status, marital status or sexual orientation.

20. Assignment. This Agreement requires the skills and experience of Provider and the responsibility to complete the project may not be assigned by Provider. This Agreement shall be binding upon and inure to the benefit of the parties hereto, their successors and permitted assigns.

21. Force Majeure. Any deadline provided for in this Agreement may be extended, as provided in this paragraph, if the deadline is not met because of one of the following conditions occurring with respect to that particular project or parcel: fire, strike, explosion, power blackout, earthquake, volcanic action, flood, war, civil disturbances, terrorist acts, hurricanes and acts of God. When one of the foregoing conditions interferes with contract performance, then the party affected may be excused from performance on a day-for-day basis to the extent such party's obligations relate to the performance so interfered with; provided, the party so affected shall use reasonable efforts to remedy or remove such causes of non-performance. The party so affected shall not be entitled to any additional compensation by reason of any day-for-day extension hereunder.

22. Ethics; Conflict of Interest.

22.1. Provider represents that it has not given or accepted a kickback in relation to this Agreement and has not solicited this Agreement by payment or acceptance of a gratuity or offer of employment.

22.2. Provider represents that it has not solicited this Agreement by payment of a gift or gratuity or offer of employment to any official, employee of the Town or any Town agency or selection committee.

22.3. Provider represents that, to the best of its knowledge, it does not employ, directly or indirectly, the mayor, members of the Town commission or any official, department director, head of any Town agency, or member of any board, committee or agency of the Town.

22.4. Provider represents that, to the best of its knowledge, it does not employ, directly or indirectly, any official of the Town.

22.5. Provider represents that it has not knowingly and unlawfully given, directly or indirectly, any gift with a value greater than \$100 in the aggregate in any calendar year to the mayor, members of the Town commission, any department director or head of any Town agency, any employee of the Town or any Town agency, or any member of a board that provides regulation, oversight, management or policy-setting recommendations regarding Provider or its business.

22.6. Provider represents that, to the best of its knowledge, it presently has no interest and shall acquire no interest, either direct or indirect, which would conflict in any manner with its performance under this Agreement.

22.7. In the event Provider is permitted to utilize subcontractors to perform any services required by this Agreement, Provider agrees to prohibit such subcontractors, by written contract, from having any conflicts as within the meaning of this section.

23. Public Entity Crimes Act. Provider represents that the execution of this Agreement will not violate the applicable provisions of the Public Entity Crimes Act (Section 287.133, Florida Statutes), and certifies that Provider and its subcontractors under this Agreement have not been placed on the convicted vendor list maintained by the State of Florida Department of Management Services within 36 months from the date of submitting a proposal for this Agreement or entering into this Agreement. Violation of this section may result in termination of this Agreement and may result in debarment from Town's competitive procurement activities.

24. Small Business Requirements. [INTENTIONALLY OMITTED]

25. Public Records Law. Provider shall comply with Chapter 119, Florida Statutes, regarding public records, which includes the following:

1. Keep and maintain public records that ordinarily and necessarily would be required by the Town in order to perform the service.

2. Upon request from the Town's custodian of public records, provide the Town with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes (2018), as may be amended or revised, or as otherwise provided by law.

3. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the Agreement term and following completion of this Agreement if the Provider does not transfer the records to the Town.

4. Upon completion of the Agreement, transfer, at no cost, to the Town all public records in possession of the Provider or keep and maintain public records required by the Town to perform the service. If the Provider transfers all public records to the Town upon completion of the Agreement, the Provider shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the Provider keeps and maintains public records upon completion of the Agreement, the Provider shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the Town, upon request from the Town's custodian of public records, in a format that is compatible with the information technology systems of the Town.

IF THE PROVIDER HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE PROVIDER'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS AGREEMENT, CONTACT THE TOWN CLERK, WHO IS THE TOWN'S CUSTODIAN OF PUBLIC RECORDS AT:

Office of the Town Clerk
Town of Pembroke Park
3150 SW 52nd Ave.
Pembroke Park, FL 33023
954-466-4600
njoseph@townofpembrokepark.com

26. Governing Law. This Agreement shall be construed and interpreted, and the rights of the parties hereto determined, in accordance with Florida law without regard to conflicts of law provisions. The Town and Provider submit to the jurisdiction of Florida courts and federal courts located in Florida. The parties agree that proper venue for any suit concerning this Agreement shall be Broward County, Florida, or the Federal Southern District of Florida. Provider agrees to waive all defenses to any suit filed in Florida based upon improper venue or *forum nonconveniens*. TO ENCOURAGE PROMPT AND EQUITABLE RESOLUTION OF ANY LITIGATION, EACH PARTY HEREBY WAIVES ITS RIGHTS TO A TRIAL BY JURY IN ANY LITIGATION RELATED TO THIS AGREEMENT.

27. Severability. In the event that any term or provision of this shall to any extent be held invalid or unenforceable, it is agreed that the remainder of this Agreement, or the application of such terms or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected and every other term and provision of this Agreement shall be deemed valid and enforceable to the maximum extent permitted by law.

28. Waiver. Any waiver by either party hereto of any one or more of the covenants, conditions, or provisions of this Agreement, shall not be construed to be a waiver of any subsequent or other breach of the same or any covenant, condition or provision of this Agreement.

29. Headings. The headings contained in this Agreement are provided for convenience only and shall not be considered in construing, interpreting or enforcing this Agreement.

30. Inspector General. Provider is aware that the Inspector General of Broward County has the authority to investigate and audit matters relating to the negotiation and performance of this Agreement, and may demand and obtain records and testimony from Provider and its subcontractors and lower tier subcontractors. Provider understands and agrees that in addition to all other remedies and consequences provided by law, the failure of Provider or its subcontractor or lower tier subcontractors to fully cooperate with the Inspector General when requested may be deemed by the Town to be a material breach of this Agreement justifying its termination.

31. Entire Agreement; Exhibits; Amendment. Any Exhibits attached to this Agreement are incorporated into the terms and conditions of this Agreement. In the event of any conflict between this Agreement and any Exhibits, this Agreement governs. This Agreement embodies the entire agreement and understanding of the parties with respect to the subject matter of this Agreement and supersedes all prior and contemporaneous agreements and understandings, oral or written, relating to the subject matter. This Agreement may only be modified by written amendment executed by the Town and Provider.

32. Controlling Provisions. Except as otherwise specifically provided herein, in the event of any conflict between the specific provisions of this Agreement and the requirements or provisions of the Procurement Solicitation and/or Proposal, the provisions shall be given precedence in the following

order: (1) this Agreement, (2) the Procurement Solicitation; and (3) the Proposal. Wherever possible, the provisions of the documents shall be construed in such manner as to avoid conflicts between provisions of the various documents.

33. Joint Preparation. Preparation of this Agreement has been a joint effort of the parties, and the resulting document shall not, solely as a matter of judicial construction, be construed more severely against one of the parties than the other.

34. Further Assurance. Provider and Town agree to execute, acknowledge, deliver, and cause to be done, executed, acknowledged, and delivered all such further documents and perform such acts as shall reasonably be requested of it to carry out this Agreement and give effect hereto. Accordingly, without in any manner limiting the specific rights and obligations set forth in this Agreement, the parties declare their intention to cooperate with each other in effecting the terms of this Agreement.

35. Counterparts. This Agreement may be executed in one or more counterparts, use of which shall be deemed to be an original, but all of which shall constitute one and the same agreement.

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement on the respective dates under each signature below.

PLAYMORE WEST, INC.

TOWN OF PEMBROKE PARK

By: _____

By: _____
Ashira Mohammed, Mayor

Print Name: _____
Authorized Representative

Attest: _____
Natasha Joseph, Deputy Town Clerk

Date: _____

Date: _____

TOWN ATTORNEY'S OFFICE
Approved as to form and legality:

By: _____

Playmore Agreement - Exhibit A

SECTION 3.0 SCOPE OF SERVICE

3.1. PURPOSE

The intent of this ITB is to furnish and install playground equipment by a qualified licensed Contractor. The project will provide Tot Lot playground equipment helping the community deliver activities for toddlers. The Tot Lot will include playground equipment, access walkway, safety floor, fencing, and shade structure. The TOWN will maintain the equipment in the playground area.

3.2. DESCRIPTION OF WORK

Contractor shall provide all materials, equipment, and labor for the installation of the playground, safety surface, shade structure, fencing, and access walkway. Contractor shall provide signed and sealed drawings of the playground equipment and shade structure engineering for permitting. All materials furnished and all work performed shall be in accordance with the project specifications, Playworld Systems, Inc., Vitriturf Playground Systems, USA Shade & Fabric Structures, Inc., Federal, State, and local codes, and Bid Documents of the ITB. All measurements are estimated dimensions. Contractor shall field-verify all measurements and shall confirm measurements before all playground equipment installation.

The playground shall be furnished by a licensed and certified manufacturer, and assembled by a qualified and experienced personnel performing the work in accordance with Playworld Systems, Inc., Vitriturf Playground Systems, USA Shade & Fabric Structures, Inc. as described under their associated manufacturer's specifications.

3.2.1. PLAYGROUND INSTALLATION

Contractor shall provide all materials, equipment, and labor for the installation of an in-ground mount playground in accordance with the Playworld Systems, Inc., Vitriturf Playground Systems, USA Shade & Fabric Structures, Inc. specifications, as outlined on Exhibit A herein, and the Bid Documents.

3.2.2. FENCING INSTALLATION AND ACCESS WALKWAY

Contractor shall provide all materials, equipment, and labor for the installation of a chain link fence and access walkway for the playground area. The chain link fencing shall be vinyl coated, 4 feet high, and have a 5 feet wide access gate. The access walkway shall be made of concrete measuring approximately 46 linear feet long, 5 feet wide to connect the new playground with the existing walkway. All materials furnished and all work performed shall be in accordance with the project specifications, Exhibit A herein, and the Bid Documents.

3.2.3. RUBBERIZED SAFETY SURFACE INSTALLATION

The TOWN has selected Option 2, the Poured-in-Place (PIP) Rubber Safety Surface. Contractor shall provide all materials, equipment, and labor for the installation of a rubberized safety surfacing. All measurements in the ITB are estimated dimensions. Contractor shall field-verify all measurements and confirm measurements before surfacing installation.

Option 2 - Poured-in-Place (PIP) Rubber Safety Surface

The below scope of work shall be performed in accordance with Vitriturf Playground Systems specifications, as outlined in Exhibit A herein.

Contractor shall provide all materials, equipment, and labor for the removal of the existing sod/soil, 6-feet excavation, site preparation (4-inch thick rock aggregate sub base), disposal of soil, site restoration for the installation of a polyurethane/EDPM poured-in-place (PIP) safety surface, and pressure treated wood border (PTW) for the 900 square feet playground area.

All materials furnished and all work performed shall be in accordance with the project specifications from Playworld Systems, Inc., Vitriturf Playground Systems, and USA Shade & Fabric Structures, Inc. in Exhibit A herein and the Bid Documents.

3.2.4. PLAYGROUND SHADE STRUCTURE INSTALLATION

Contractor shall provide all materials, equipment, and labor for the shade structure over the 900 square feet playground area measuring approximately 30' x 30' x 10' (LWH). The USA Shade & Fabric Structures, Inc. shall be erected as outlined, and in accordance with the Playworld Systems, Inc., Vitriturf Playground Systems specifications in Exhibit A herein, and the Bid Documents.

3.2.5. COMMUNITY DEVELOPMENT SIGN INSTALLATION

Contractor shall furnish and erect a Community Development Sign at the project site. The sign shall be made of ¾-inch plywood substantially in accordance with the drawings in the CDBG's Boiler Plate specifications, project specifications, and the Bid Documents. The sign shall be placed in a prominent location and maintained in good condition until completion of the project. See Attachment D of the Bid Documents.

3.3. GENERAL LOCATION OF WORK

The Tot Lot will be located behind the restroom building in the southwest corner within Raymond P. Oglesby Pembroke Preserve Park, 3115 SW 52nd Avenue, Pembroke Park, Florida. Contractor shall request and receive an approval from TOWN for the playground location before commencing the work.

3.4. TIME OF COMPLETION

Contractor shall complete the work within one hundred twenty (120) days after issuance of Notice to Proceed (NTP).

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Raymond P Oglesby Preserve

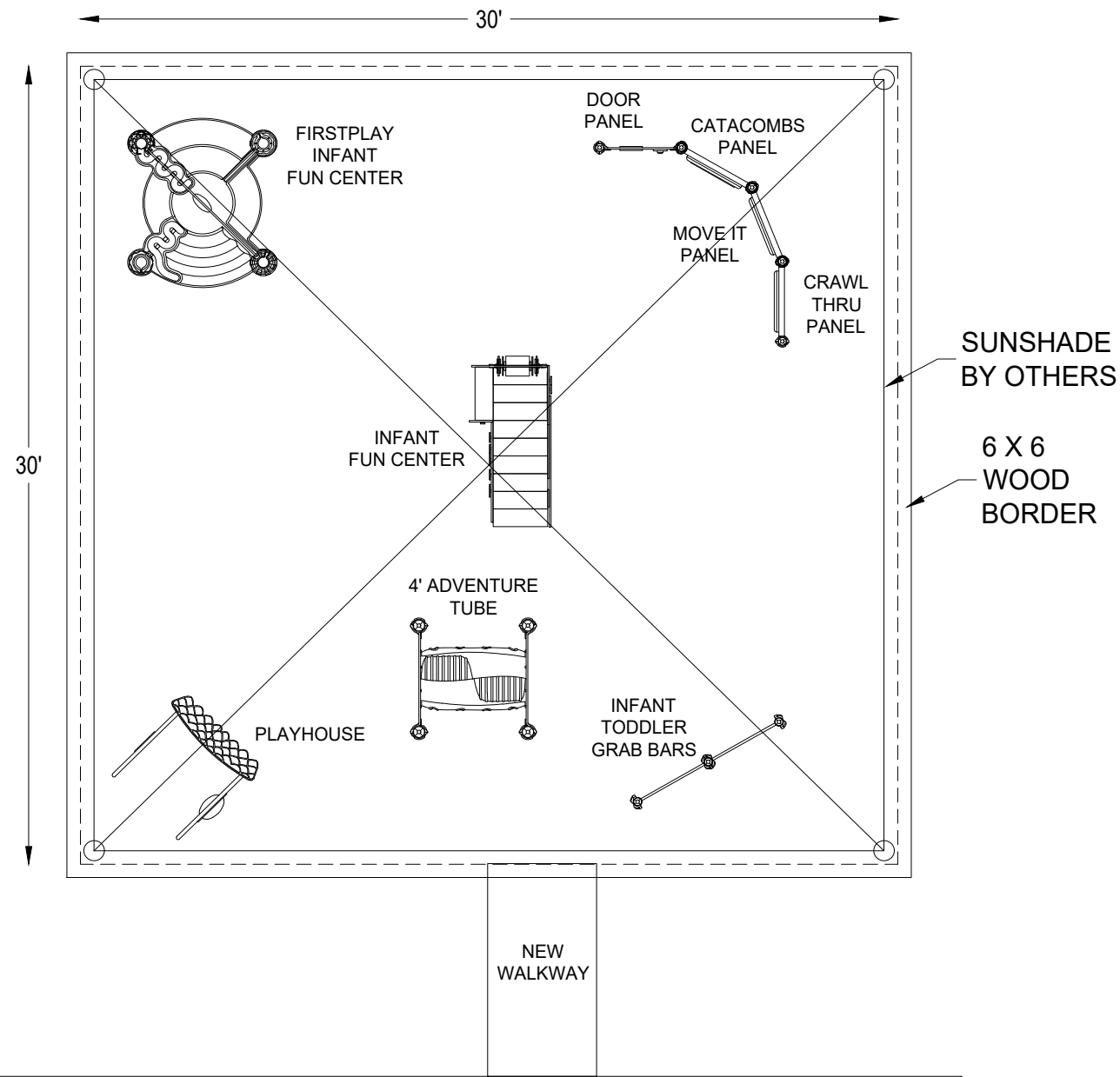
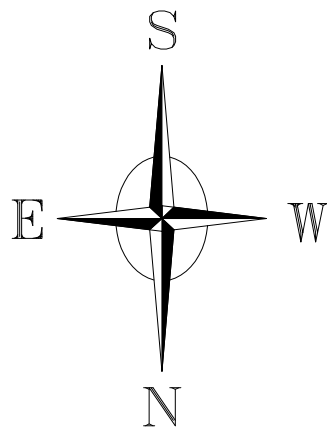
PLAYMORE
Recreational
Products & Services



Raymond P Oglesby Preserve

PLAYMORE
Recreational
Products & Services





SIDEWALK



Playmore Recreational Products
1012 Deer Run Farms Rd Ste #1
Fort Myers, FL 33966
(888)886-3757

EQUIPMENT SIZE:

-

USE ZONE:

30' X 30'

AREA:

900 SqFt.

PERIMETER:

120 Ft.

FALL HEIGHT:

0 Ft.

USER CAPACITY:

28

AGE GROUP:

6MO-23MO

ADA SCHEDULE	Total Elevated Play Activities: X		
	Total Ground-Level Play Activities: X		
	Accessible Elevated Activities	Accessible Ground-Level Activities	Accessible Ground-Level Play Types
Required	X	X	X
Provided	X	X	X

- ✓ ASTM F1487-17
- ✓ CPSC #325



PROJECT NO:

Raymond P_B

SCALE:

3/16"=1'-0"

DRAWN BY:

STARR MEJIA

Paper Size

B

DATE:

20-AUG-19

RAYMOND P OGLESBY PRESERVE

PEMBROKE PARK, FL

*PLAYGROUND SUPERVISION REQUIRED

Raymond P Oglesby

Design Number: Raymond P_B - Bill Of Material

Ref. No.	Part No.	Description	Quantity
Posts			
1	ZZCH0356	3.50in x 88in STEEL POST w/CAP	8
2	ZZPM0357	5in x 84in STEEL POST w/CAP	4
Activity Panels			
3	ZZCH4506	DOOR PANEL W/ RATTLE KNOBS (GROUND LEVEL)	1
4	ZZCH4808	OVAL INSERT PANEL (GROUND LEVEL)	2
5	ZZUN4792	CATACOMBS PANEL INSERT	1
6	ZZUN4818	MOVE IT INSERT	1
Crawl Tubes			
7	ZZCH5190	CRAWL THRU PANEL (GROUND LEVEL)	1
8	ZZPM5656	PASSAGE ADVENTURE TUBE (GROUND LEVEL)	1
Overhead Events			
9	ZZCH5736	CHINNING - TURNING BAR	2



Raymond P Oglesby

Post/Installation: Steel-Footed

Design Number: Raymond P_B - Pricing Schedule
2019 Pricing

Ref. No.	Part No.	Qty.	Description	Unit Weight (lbs)	Unit List (US\$)	Total Weight (lbs)	Total List (US\$)
Modular Playscape:							
Posts							
1	ZZCH0356	8	3.50in x 88in STEEL POST w/CAP	29.71	166.00	237.68	1,328.00
2	ZZPM0357	4	5in x 84in STEEL POST w/CAP	53.03	253.00	212.12	1,012.00
Activity Panels							
3	ZZCH4506	1	DOOR PANEL W/ RATTLE KNOBS (GROUND LEVEL)	25.43	758.00	25.43	758.00
4	ZZCH4808	2	OVAL INSERT PANEL (GROUND LEVEL)	15.22	694.00	30.44	1,388.00
5	ZZUN4792	1	CATACOMBS PANEL INSERT	23.02	646.00	23.02	646.00
6	ZZUN4818	1	MOVE IT INSERT	30.39	894.00	30.39	894.00
Crawl Tubes							
7	ZZCH5190	1	CRAWL THRU PANEL (GROUND LEVEL)	15.64	706.00	15.64	706.00
8	ZZPM5656	1	PASSAGE ADVENTURE TUBE (GROUND LEVEL)	122.02	2,025.00	122.02	2,025.00
Overhead Events							
9	ZZCH5736	2	CHINNING - TURNING BAR	5.95	157.00	11.90	314.00
Total:						708.64	9,071.00
Independent Items:							
1	ZZPD5051	1	INFANT FUN CENTER	227.5	3,665.00	227.50	3,665.00
2	ZZPD5236	1	FIRSTPLAY INFANT FUN CENTER	141.4	2,889.00	141.40	2,889.00
3	ZZXX0481	1	PLAYTOWN PLAYHOUSE	162.5	2,955.00	162.50	2,955.00
Total:						531.40	9,509.00
Grand Total:						1,240.04	18,580.00

Please Note:

- When placing an order for this project, the drawing number is representative of the Playmakers, Challengers or Explorers playstructure only. Items listed under 'Independent Items' must be listed on your purchase order separately to be included.



Raymond P Oglesby

Design Number: Raymond P_B - Compliance and Technical Data

Reference Document: ASTM F1487

Ref. No.	Part No.	Qty.	Description	Unit ASTM Status	Total Weight (lbs)	Pre-Consumer	Post-Consumer	CO2e Footprint (kgs)	Users	Install Hours	Concrete (Yds3)	Active Play Events
						Recycled Content (lbs)	Recycled Content (lbs)					
1	ZZPD5051	1	INFANT FUN CENTER	N/A	227.50			850	6	2.00	0.00	5
2	ZZPD5236	1	FIRSTPLAY INFANT FUN CENTER	Certified	141.40			1,033	8	1.00	0.00	12
3	ZZXX0481	1	PLAYTOWN PLAYHOUSE	Certified	162.50			894	4	3.00	0.12	1
4	ZZCH0356	8	3.50in x 88in STEEL POST w/CAP	Certified	237.68			316	0	8.00	1.04	0
5	ZZPM0357	4	5in x 84in STEEL POST w/CAP	Certified	212.12			290	0	4.00	0.48	0
6	ZZCH4506	1	DOOR PANEL W/ RATTLE KNOBS (GROUND LEVEL)	Certified	25.43			232	2	1.00	0.00	1
7	ZZCH4808	2	OVAL INSERT PANEL (GROUND LEVEL)	Certified	30.44			465	0	1.00	0.00	0
8	ZZUN4792	1	CATACOMBS PANEL INSERT	Certified	23.02			250	1	0.50	0.00	1
9	ZZUN4818	1	MOVE IT INSERT	Certified	30.39			380	2	0.50	0.00	1
10	ZZCH5190	1	CRAWL THRU PANEL (GROUND LEVEL)	Certified	15.64			237	1	0.50	0.00	1
11	ZZPM5656	1	PASSAGE ADVENTURE TUBE (GROUND LEVEL)	Certified	122.02			814	2	1.50	0.00	1
12	ZZCH5736	2	CHINNING - TURNING BAR	Certified	11.90			81	2	1.00	0.00	2
Totals:					1,240.04	271	275	5,843	28	24.00	1.64	25
					558.02 Kg	122 Kg	124 Kg	6 Metric Tons	1.25 m3			

Raymond P Oglesby

Design Number: Raymond P_B - Compliance and Technical Data

Reference Document: ASTM F1487

Ref. No.	Part No.	Qty.	Description	Unit ASTM Status	Total Weight (lbs)	Pre-Consumer Recycled Content (lbs)	Post-Consumer Recycled Content (lbs)	CO2e Footprint (kgs)	Users	Install Hours	Concrete (Yds3)	Active Play Events
			 ASTM F1487									
			The lay-out for this custom playscape, design number Raymond P_B, has been configured to meet the requirements of the ASTM F1487 standard. In addition, each of the above components listed as "Certified" have been tested and are IPEMA certified. Components listed as "Not Applicable" do not fall within the scope of the ASTM F1487 standard and have not been tested. IPEMA certification can be verified on the IPEMA website, www.ipema.org . In the interest of playground safety, IPEMA provides a Third Party Certification Service which validates compliance.									
			 2010 ADA Standards for Accessible Design									
			The lay-out was also designed to meet the 2010 Standards published 15-Sep-2010, by the Department of Justice when installed over a properly maintained surfacing material that is in compliance with ASTM F1951 "Accessibility of Surface Systems Under and Around Playground Equipment" as well as ASTM F1292, "Impact Attenuation of Surfacing Materials Within the Use Zone of Playground Equipment", appropriate for the fall height of the structure.									
			 Installation Times									
			Installation times are based on one experienced installer. A crew of three experienced individuals can perform the installation within the given time, each member working 1/3 of the given hours. [Eg. Installation Time = 30 hours. For a crew of three, each member will work 10 hours on the installation for a total of 30 hours on the project.]									
			 Carbon Footprint									
			The CO2e (carbon footprint given in Kilograms and Metric Tons) listed above is a measure of the environmental impact this play structure represents from harvesting raw materials to the time it leaves our shipping dock. Playworld Systems nurtures a total corporate culture that is focused on eliminating carbon producing processes and products, reducing our use of precious raw materials, reusing materials whenever possible and recycling materials at every opportunity. Playworld Systems elected to adopt the Publicly Available Specification; PAS 2050 as published by the British Standards Institute and sponsored by Defra and the Carbon Trust. The PAS 2050 has gained international acceptance as a specification that measures the greenhouse gas emissions in services and goods throughout their entire life cycle.									
			 Pre-Consumer Recycle Content									
			A measurement, in pounds, that qualifies the amount of material that was captured as waste and diverted from landfill during an initial manufacturing process and is being redirected to a separate manufacturing process to become a different product. E.g. 100% of our Aluminum Tubing is made from captured waste material during the manufacturing process of extruded Aluminum products such as rods, flat bars and H-channels.									
			 Post-Consumer Recycle Content									
			A measurement, in pounds, that qualifies the amount of material that was once another product that has completed its lifecycle and has been diverted from a landfill as a solid waste through recycling and is now being used in a Playworld Systems' product. E.g. **20% to 40% of the steel in our steel tubing and sheet steel have been diverted from landfills. Automobiles are scrapped and recyclable steel is purchased by the steel mill that produces our raw product.									
			** The amount of Post-Consumer recycled steel fluctuates daily based on the availability of the recycled steel.									



Raymond P Oglesby

Design Number: Raymond P_B - Compliance and Technical Data

Reference Document: CAN/CSA-Z614-14

Ref. No.	Part No.	Qty.	Description	Unit	Total	Pre-	Post-	CO2e	Users	Install	Concrete	Active
				CSA Status	Weight (lbs)	Consumer Recycled Content (lbs)	Consumer Content (lbs)	Footprint (kgs)				
1	ZZPD5051	1	INFANT FUN CENTER	N/A	227.50			850	6	2.00	0.00	5
2	ZZPD5236	1	FIRSTPLAY INFANT FUN CENTER	N/A	141.40			1,033	8	1.00	0.00	12
3	ZZXX0481	1	PLAYTOWN PLAYHOUSE	Certified	162.50			894	4	3.00	0.12	1
4	ZZCH0356	8	3.50in x 88in STEEL POST w/CAP	Certified	237.68			316	0	8.00	1.04	0
5	ZZPM0357	4	5in x 84in STEEL POST w/CAP	Certified	212.12			290	0	4.00	0.48	0
6	ZZCH4506	1	DOOR PANEL W/ RATTLE KNOBS (GROUND LEVEL)	Certified	25.43			232	2	1.00	0.00	1
7	ZZCH4808	2	OVAL INSERT PANEL (GROUND LEVEL)	Certified	30.44			465	0	1.00	0.00	0
8	ZZUN4792	1	CATACOMBS PANEL INSERT	Certified	23.02			250	1	0.50	0.00	1
9	ZZUN4818	1	MOVE IT INSERT	Certified	30.39			380	2	0.50	0.00	1
10	ZZCH5190	1	CRAWL THRU PANEL (GROUND LEVEL)	Certified	15.64			237	1	0.50	0.00	1
11	ZZPM5656	1	PASSAGE ADVENTURE TUBE (GROUND LEVEL)	Certified	122.02			814	2	1.50	0.00	1
12	ZZCH5736	2	CHINNING - TURNING BAR	Certified	11.90			81	2	1.00	0.00	2
Totals:					1,240.04	271	275	5,843	28	24.00	1.64	25
					558.02 Kg	122 Kg	124 Kg	6 Metric Tons	1.25 m3			

Raymond P Oglesby

Design Number: Raymond P_B - Compliance and Technical Data

Reference Document: CAN/CSA-Z614-14

Ref. No.	Part No.	Qty.	Description	Unit CSA Status	Total Weight (lbs)	Pre- Consumer Recycled Content (lbs)	Post- Consumer Recycled Content (lbs)	CO2e Footprint (kgs)	Users	Install Hours	Concrete (Yds3)	Active Play Events
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CAN/CSA-Z614-14

The lay-out for this custom playscape, design number Raymond P_B, has been configured to meet the requirements of the CAN/CSA-Z614-14 standard. In addition, each of the above components listed as "Certified" have been tested and are IPEMA certified. Components listed as "Not Applicable" do not fall within the scope of the CAN/CSA-Z614-14 standard and have not been tested. IPEMA certification can be verified on the IPEMA website, www.ipema.org. In the interest of playground safety, IPEMA provides a Third Party Certification Service which validates compliance.



Installation Times

Installation times are based on one experienced installer. A crew of three experienced individuals can perform the installation within the given time, each member working 1/3 of the given hours. [Eg. Installation Time = 30 hours. For a crew of three, each member will work 10 hours on the installation for a total of 30 hours on the project.]



Carbon Footprint

The CO2e (carbon footprint given in Kilograms and Metric Tons) listed above is a measure of the environmental impact this play structure represents from harvesting raw materials to the time it leaves our shipping dock. Playworld Systems nurtures a total corporate culture that is focused on eliminating carbon producing processes and products, reducing our use of precious raw materials, reusing materials whenever possible and recycling materials at every opportunity. Playworld Systems elected to adopt the Publicly Available Specification; PAS 2050 as published by the British Standards Institute and sponsored by Defra and the Carbon Trust. The PAS 2050 has gained international acceptance as a specification that measures the greenhouse gas emissions in services and goods throughout their entire life cycle.



Pre-Consumer Recycle Content

A measurement, in pounds, that qualifies the amount of material that was captured as waste and diverted from landfill during an initial manufacturing process and is being redirected to a separate manufacturing process to become a different product. E.g. 100% of our Aluminum Tubing is made from captured waste material during the manufacturing process of extruded Aluminum products such as rods, flat bars and H-channels.



Post-Consumer Recycle Content

A measurement, in pounds, that qualifies the amount of material that was once another product that has completed its lifecycle and has been diverted from a landfill as a solid waste through recycling and is now being used in a Playworld Systems' product. E.g. **20% to 40% of the steel in our steel tubing and sheet steel have been diverted from landfills. Automobiles are scrapped and recyclable steel is purchased by the steel mill that produces our raw product.

** The amount of Post-Consumer recycled steel fluctuates daily based on the availability of the recycled steel.



Raymond P Oglesby

Design Number: Raymond P_B - Compliance and Technical Data

Reference Document: EN1176:2008

Ref. No.	Part No.	Qty.	Description	Unit EN Status	Total Weight (lbs)	Pre-Consumer	Post-Consumer	CO2e Footprint (kgs)	Users	Install Hours	Concrete (Yds3)	Active Play Events	
						Recycled Content (lbs)	Recycled Content (lbs)						
1	ZZPD5051	1	INFANT FUN CENTER	N/A	227.50			850	6	2.00	0.00	5	
2	ZZPD5236	1	FIRSTPLAY INFANT FUN CENTER	N/A	141.40			1,033	8	1.00	0.00	12	
3	ZZXX0481	1	PLAYTOWN PLAYHOUSE	Certified	162.50			894	4	3.00	0.12	1	
4	ZZCH0356	8	3.50in x 88in STEEL POST w/CAP	Certified	237.68			316	0	8.00	1.04	0	
5	ZZPM0357	4	5in x 84in STEEL POST w/CAP	Certified	212.12			290	0	4.00	0.48	0	
6	ZZCH4506	1	DOOR PANEL W/ RATTLE KNOBS (GROUND LEVEL)	Certified	25.43			232	2	1.00	0.00	1	
7	ZZCH4808	2	OVAL INSERT PANEL (GROUND LEVEL)	Certified	30.44			465	0	1.00	0.00	0	
8	ZZUN4792	1	CATACOMBS PANEL INSERT	Certified	23.02			250	1	0.50	0.00	1	
9	ZZUN4818	1	MOVE IT INSERT	Certified	30.39			380	2	0.50	0.00	1	
10	ZZCH5190	1	CRAWL THRU PANEL (GROUND LEVEL)	Certified	15.64			237	1	0.50	0.00	1	
11	ZZPM5656	1	PASSAGE ADVENTURE TUBE (GROUND LEVEL)	Certified	122.02			814	2	1.50	0.00	1	
12	ZZCH5736	2	CHINNING - TURNING BAR	Certified	11.90			81	2	1.00	0.00	2	
Totals:					1,240.04		271	275	5,843	28	24.00	1.64	25
					558.02 Kg		122 Kg	124 Kg	6 Metric Tons	1.25 m3			

Raymond P Oglesby

Design Number: Raymond P_B - Compliance and Technical Data

Reference Document: EN1176:2008

Ref. No.	Part No.	Qty.	Description	Unit EN Status	Total Weight (lbs)	Pre- Consumer Recycled Content (lbs)	Post- Consumer Recycled Content (lbs)	CO2e Footprint (kgs)	Users	Install Hours	Concrete (Yds3)	Active Play Events
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EN1176:2008

This custom structure, drawing number Raymond P_B, has been designed to meet the general safety requirements of EN1176:2008. These requirements have been established with the consideration of the risk factor on available data. The items listed as certified have been reviewed and approved by a third party certification service. In addition to the product listing the overall layout and design of this structure, as shown in the plan, was completed in accordance with the general safety requirements of EN1176:2008.



Installation Times

Installation times are based on one experienced installer. A crew of three experienced individuals can perform the installation within the given time, each member working 1/3 of the given hours. [Eg. Installation Time = 30 hours. For a crew of three, each member will work 10 hours on the installation for a total of 30 hours on the project.]



Carbon Footprint

The CO2e (carbon footprint given in Kilograms and Metric Tons) listed above is a measure of the environmental impact this play structure represents from harvesting raw materials to the time it leaves our shipping dock. Playworld Systems nurtures a total corporate culture that is focused on eliminating carbon producing processes and products, reducing our use of precious raw materials, reusing materials whenever possible and recycling materials at every opportunity. Playworld Systems elected to adopt the Publicly Available Specification; PAS 2050 as published by the British Standards Institute and sponsored by Defra and the Carbon Trust. The PAS 2050 has gained international acceptance as a specification that measures the greenhouse gas emissions in services and goods throughout their entire life cycle.



Pre-Consumer Recycle Content

A measurement, in pounds, that qualifies the amount of material that was captured as waste and diverted from landfill during an initial manufacturing process and is being redirected to a separate manufacturing process to become a different product. E.g. 100% of our Aluminum Tubing is made from captured waste material during the manufacturing process of extruded Aluminum products such as rods, flat bars and H-channels.



Post-Consumer Recycle Content

A measurement, in pounds, that qualifies the amount of material that was once another product that has completed its lifecycle and has been diverted from a landfill as a solid waste through recycling and is now being used in a Playworld Systems' product. E.g. **20% to 40% of the steel in our steel tubing and sheet steel have been diverted from landfills. Automobiles are scrapped and recyclable steel is purchased by the steel mill that produces our raw product.

** The amount of Post-Consumer recycled steel fluctuates daily based on the availability of the recycled steel.





Capabilities Statement

As one of the largest and most capable fabric structure manufacturers in North America, we have designed and installed over 250,000 structures in an unparalleled diversity of market segments. We handle everything from concept to completion. Over the years, our growth, experience and capabilities as a company have firmly established us as the proven leaders in the shade structure industry. We build our structures to improve the quality of life for any outdoor area where people work, play, rest, walk alone or gather together.



Core Competencies

Pre-Engineered modular shade structures includes single post, two post, three post, four post and six post framed structures and three post and four post tension sail structures.

- **Cantilever** - Ideal for venues where columns can be mounted on one side of the structure to allow optimum visibility for viewing activities.
- **Single-Post** - For smaller areas with little accommodation for multi-column structures.
- **Polygon** - Triangle, Hexagon or Octagon structures for areas where conventional designs or a center column won't work.
- **Hip** - Cost effective, clean straight line structure. Typically rectangular in shape.
- **Multi-Panel** - Incorporates multiple fabric panels and can mix and match colors.
- **Pyramid** - Features a clean peak roof design. Typically square in shape.
- **Slant Hip** - Accommodates the rise of the bleacher structures at ballparks, with minimal obstruction from the columns.
- **Super Span** - 4-column structure, typically over 40'x40' in size and goes up to a 60'x60' on four posts. Joined structures with 6 posts can go up to 6,000 ft².
- **Two Post Hip** - Cost effective structure minimizing the number of columns to allow for seating areas.
- **Shade Sails** - Provides a modern, innovative look.

Custom designed structures for most shade requirements. Logo customization for brand/location identification. Project management and construction.



Certifications



ACCREDITATIONS FOR
FABRICATORS INSPECTION
PROGRAMS FOR STRUCTURAL STEEL



Differences

- Structures to meet local designated building codes.
- Only shade structure manufacturer with IAS Certification.
- In-House experts in Risk Assessment/Feasibility Studies, Proposal and Contract Review, Conceptual Design, 3D CAD rendering, Engineering, Scheduling, Steel and Fabric Fabrication, Project Management, and Construction.
- ShadeSure HDPE(High Density Polyethylene) fabric provide up to 95% shade factor and 96% UV factor protection. Available in 17 colors.
- Colourshade FR Fabric-HDPE fabric with fire rated material added to the California fire marshal requirements.
- Steel frames constructed in accordance with AISC specifications, with rust – inhibited zinc coating internally and externally applied during the manufacturing process and a clear polymer coat for powder coat adhesion, available in 10 colors.
- Only shade structure manufacturer to retain Member Contractor status with ISNetwork.



NAICS and FSC Codes

332311 Prefabricated Metal Building and Component Manufacturing
332312 Fabricated Structural Metal Manufacturing
314999 All Other Miscellaneous Textile Product Mills
339920 Sporting and Athletic Goods Manufacturing
5670 Building Components, Prefabricated



Past Performances



Department of the Army
25 Total Contracting Actions
Details on FPDS.gov: US Army Contracting History



Department of the Air Force
51 Total Contracting Actions
Details on FPDS.gov: USAF Contracting History



Company Snapshot

CAGE Code: 4HG41
DUNS: 141840186
Gov't Business POC: Ashley Donde
Phone: 760.250.7824
Email: adonde@usa-shade.com
Mfg/Office: 8505 Chancellor Row, Dallas, TX 75247



Marine Corps Air Ground Combat Center
Custom Truss



Fort Irwin Army Base
Custom Angled Cantilever HDPE



Fort Huachuca Army Base
Hip HDPE



Fort Hood Army Base
3-Point Sail Joined HDPE



Fort Irwin Army Base Community Pool
Single Post Pyramid HDPE



Dyess Air Force Base Check-Point
Custom Truss Arch

SPECIFICATIONS

POURED RUBBER
BONDED SYSTEM

VITRITURF BONDED RUBBER SYSTEMS

PART I -- GENERAL

1.00 SCOPE: This is a Manufacturer's Specification on the Bonded Rubber version of the VITRITURF System.

1.01 DESCRIPTION: Provide all labor, materials and equipment necessary to install the VITRITURF System.

1.02 QUALITY ASSURANCE

A. Qualifications

1. VITRITURF shall have marketed this system in the United States for at least five years.

2. The Applicator shall be trained and registered by VITRITURF

B. Design and Detailing

1. General

a. VITRITURF Rubber Bonded System is utilized wherever an impact, absorbing cushioned surface is required. Bonded Rubber areas should meet criteria set by the CPSC.

2. Substrate and Substrate Systems

a. Check application manual for specific instructions on substrate.

3. Acceptable Substrates for the VITRITURF System include asphalt, concrete and compacted stone.

4. Other Substrates shall be approved by VITRITURF prior to application.

5. The Trained Applicator shall verify that the proposed Substrate is acceptable with application of the VITRITURF System.

6. Substrate Systems shall be engineered with regard to structural performance.

7. Follow VITRITURF's published details with specific recommendations for this project.

1.03 SUBMITTALS:

A. Trained Applicator shall submit 2' (610mm) x 4' 1220mm) samples of the VITRITURF System.

1.04 DELIVERY, STORAGE AND HANDLING

A. Deliver all materials in original unopened packages with labels intact. B. Store all materials protected from weather and at temperature not less than 40 F.

1.05 JOB CONDITIONS:

A. Ambient air temperature shall be 32 F at the time of installation of the VITRITURF System. The System may be installed with temperatures below 40. The temperature only affects the system in workability of the materials and the dry time. The lower the temperature, the thicker the viscosity of the binder and the dry time may become delayed.

B. Adjacent materials and the VITRITURF System shall be protected during installation while curing and/or unattended from weather and other damage.

1.06 ALTERNATES AND ALLOWANCES:

A. Systems to be considered equal to those specified herein shall be approved by then Architect, in writing, at least ten working days prior to the project bid date.

PART II -- PRODUCTS

2.01 GENERAL: All components of the VITRITURF System shall be obtained from VITRITURF or its authorized distributors. No substitutions of, or additions of, other materials shall be submitted without prior written permission from VITRITURF.

2.02 MATERIALS

A. VITRITURF Primer: A single component moisture cured polyurethane primer.

B. VITRITURF BINDER: A proprietary, elastic Polyurethane Pre-Polymer, MDI based. Extremely low odor, capable of excellent weathering and binding characteristics. Binder shall contain no TDI Monomers.

C. VITRITURF Bonded Rubber: A man-made shredded rubber with various sizings with non larger than 1.5" long.

1. Is available in assorted colors.

D. The VITRITURF System shall have been tested for non slip characteristics under ASTM-E303, tested for ease of ignition under BS-5696 and ASTM-D-2859, and tested for fire resistance under UL94.

2.03 MIXING AND PREPARATION: A. Mixture of binder/rubber will be determined by the system which is specified.

PART III-- EXECUTION

3.01 INSPECTION:

A. Prior to application of VITRITURF System the Substrates shall be examined for compliance with the contract documents of VITRITURF specifications. The General Contractor and Architect shall be advised of all discrepancies. Work shall not proceed until unsatisfactory conditions are corrected.

3.02 INSTALLATION:

VITRITURF Bonded Rubber System

1. VITRITURF Primer Apply primer with a short nap roller at a rate of 300 sq. ft. per gallon.

2. VITRITURF Bonded Rubber

a. Mix Bonded Rubber to VITRITURF Binder in a ratio of 82/18 and apply to desired thickness with a steel trowel.

1. For compacting: Lubricate trowel with diesel fuel or soapy water. For finishing: Spray a light mist of water on surface and trowel smooth. Apply at a minimum of 2".

SPECIFICATIONS

POURED IN PLACE SAFETY SURFACING

VITRITURF PLAYGROUND SYSTEMS

PART I -- GENERAL

1.00 SCOPE: This is a Manufacturer's Specification on the Playground version of the VITRITURF System.

1.01 DESCRIPTION: Provide all labor, materials and equipment necessary to install the VITRITURF System.

1.02 QUALITY ASSURANCE

A. Qualifications

1. VITRITURF shall have marketed this system in the United States for at least five years.

2. The Applicator shall be trained and registered by VITRITURF

B. Design and Detailing

1. General

a. VITRITURF Playground System is utilized wherever an impact, absorbing cushioned surface is required.

Playground areas should meet criteria set by the CPSC.

2. Substrate and Substrate Systems

a. Check application manual for specific instructions on substrate.

3. Acceptable Substrates for the VITRITURF System include asphalt, concrete and compacted stone.

4. Other Substrates shall be approved by VITRITURF prior to application.

5. The Trained Applicator shall verify that the proposed Substrate is acceptable with application of the VITRITURF System.

6. Substrate Systems shall be engineered with regard to structural performance.

7. Follow VITRITURF's published details with specific recommendations for this project.

1.03 SUBMITTALS:

A. Trained Applicator shall submit 6" x 6" (1220mm) samples of the VITRITURF System.

1.04 DELIVERY, STORAGE AND HANDLING

A. Deliver all materials in original unopened packages with labels intact. B. Store all materials protected from weather and at temperature not less than 40 F (4 C).

1.05 JOB CONDITIONS:

A. Ambient air temperature should be 32 F at the time of installation of the VITRITURF System. The System may be installed with temperatures below 40. The temperature only affects the system in workability of the materials and the dry time.

The lower the temperature, the thicker the viscosity of the binder and the dry time may become delayed.

B. The VITRITURF System shall be protected during installation while curing and/or unattended from weather and other damage.

1.06 ALTERNATES AND ALLOWANCES:

A. Systems to be considered equal to those specified herein shall be approved by then Architect, in writing, at least ten working days prior to the project bid date.

PART II -- PRODUCTS

2.01 GENERAL: All components of the VITRITURF System shall be obtained from VITRITURF or its authorized distributors.

No substitutions of, or additions of, other materials shall be submitted without prior written permission from VITRITURF.

2.02 MATERIALS

A. VITRITURF Primer: A single component moisture cured polyurethane primer.

B. VITRITURF BINDER: A proprietary, elastic Polyurethane Pre-Polymer, MDI based. Extremely low odor, capable of excellent weathering and binding characteristics. Binder shall contain no TDI Monomers.

C. VITRITURF ALIPHATIC BINDER: A proprietary, elastic Polyurethane Pre-Polymer, Ultra violent resistant, extremely low odor, capable of excellent weathering and binding characteristics. To be utilized for Wearing Course.

D. VITRITURF Black SBR: Shall be recycled SBR Rubber, shall be cryogenically processed, be chopped to 1-3mm or 3/8" shredded granules and contain less than 4% dust and shall be packed in suitable bags to protect SBR from moisture.

E. VITRITURF EPDM Rubber: A man-made rubber containing minimum of 30% EPDM and having a density of 1.5-0.05.

1. Is available in assorted colors and available in three sizes: 1-3mm, 0.5-1.5mm and 0.40-08mm (dust)

F. VITRITURF Line Markers: A two component polyurethane utilized to stripe lines or demarcate specific areas.

G. The VITRITURF Playground System shall have been tested for shock attenuation under ASTM-F-1292 and HIC. Tested for non slip characteristics under ASTM-E303, ease of ignition under BS-5696 and ASTM-D-2859 for fire resistance under UL94.

2.03 MIXING AND PREPARATION: A. Mixture of binder/EPDM or binder/SBR will be determined by the system which is specified.

PART III-- EXECUTION

3.01 INSPECTION:

A. Prior to application of VITRITURF System the Substrates shall be examined for compliance with the contract documents of VITRITURF specifications. The General Contractor and Architect shall be advised of all discrepancies. Work shall not proceed until unsatisfactory conditions are corrected.

3.02 INSTALLATION:

VITRITURF Playground System

1. VITRITURF Primer Apply primer with a short nap roller at a rate of 300 sq. ft. per gallon.

2. VITRITURF SBR Base Mat

a. Mix SBR to VITRITURF Binder in a ratio of 82/18 and spread evenly at specified thickness. Compact and allow to dry for 24 hours.

3. VITRITURF Primer

Apply VITRITURF Primer at the rate of 300 so. ft. per gallon.

4. VITRITURF Wearing Course

a. Mix EPDM to VITRITURF ALIPHATIC Binder in a ratio of 82/18

b. Apply with a steel trowel

1. For compacting: Lubricate trowel with diesel fuel or soapy water.

2. For finishing: Spray a light mist of water on surface and trowel smooth. Apply at a minimum of 3/8".



Recreational Products & Services

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Fort Myers, FL 33966
(239) 791-2400 (239) 791-2401 fax
(888) 886-3757 toll free
www.playmoreonline.com

QUOTATION

08/22/19

Job Number: 14355
Revision:

Client: Town of Pembroke Park
3150 SW 52nd Avenue
Pembroke Park FL 33023

Job: Raymond P Oglesby Preserve
3115 SW 52nd Avenue
Pembroke Park FL 33023

Contact:

Phone:

Fax:

Email:

Sales Rep: Kevin Furman

Terms: Net 30

Item	Description	Quantity	Cost	Subtotal
1	Equipment/Freight/Install			
	Play Equipment: 6 months to 23 months, freight included	1	\$61,720.00	\$61,720.00
	Shade: 30' x 30' structure, engineering, freight included			
	PIP Rubber Surfacing: 900 SF with TK System - 50/50 Color/Black			
	Fence: 116 LF of coated chain link fence and 4' gate with latch, permit			
	Installation: off-load and inspect equipment, layout and install equip.			
	and shade structure, weed kill grass and remove and cover with geo-			
	tex fabric, provide required project sign, provide connecting sidewalk			
	to playground, provide engineered signed and sealed drawings			
		Subtotal:		\$61,720.00
		Grand Totals:		\$61,720.00

Notes: No other services included.