158 Dania Hotel

158 N. Federal Highway
Dania Beach, Florida

TRAFFIC STUDY

prepared for:
158 Dania, LLC

KBP CONSULTING, INC.

March 2015

158 Dania Hotel

158 N. Federal Highway

Dania Beach, Florida

Traffic Impact Analysis

March 2015

Prepared for:
158 Dania, LLC

Prepared by:
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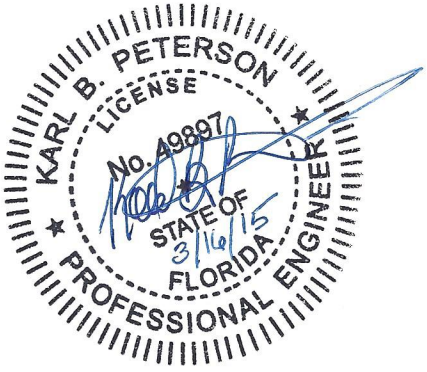

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CA # 29939

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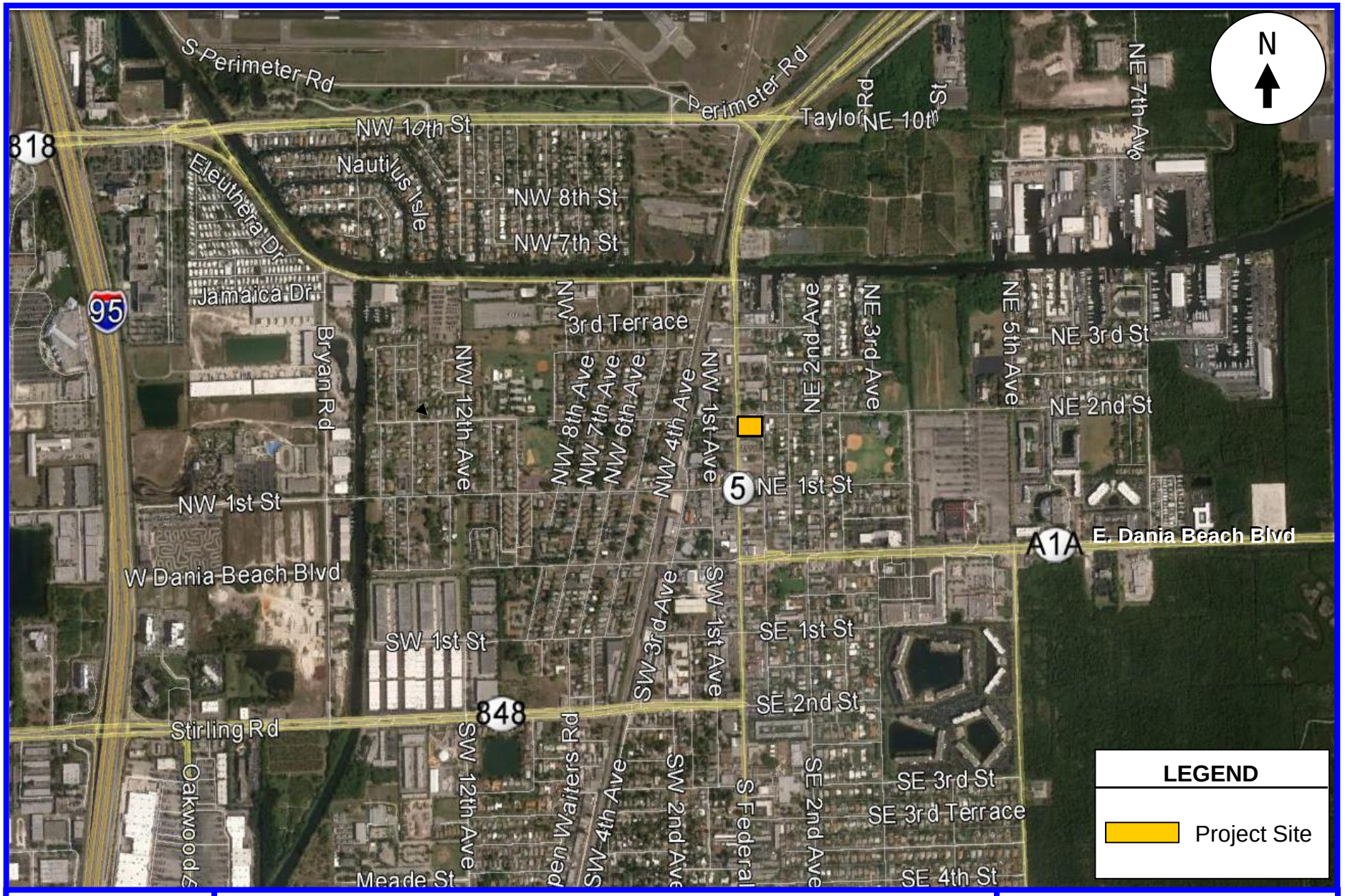
INTRODUCTION

158 Dania Hotel is a proposed lodging facility to be located in the southeast corner of the intersection at N. Federal Highway and NE 2nd Street in the City of Dania Beach, Broward County, Florida. More specifically, the subject site is located at 158 N. Federal Highway. The location of the project site is illustrated in Figure 1 on the following page.

KBP Consulting, Inc. has been retained by 158 Dania, LLC to prepare a traffic impact study in connection with the development of this proposed hotel. This study addresses trip generation and the traffic impacts created by the project on the nearby transportation network.

This study is divided into seven (7) sections, as listed below:

1. Inventory
2. Existing Conditions
3. Traffic Counts
4. Trip Generation
5. Trip Distribution and Traffic Assignment
6. Traffic Analyses
7. Summary & Conclusions



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Project Location Map

Figure 1
158 Dania Hotel
Dania Beach, Florida

INVENTORY

Existing Land Use and Access

The subject site is currently the site of a single-story office building. The building area is approximately 1,565 square feet. At the present time, vehicular access to the site is provided via a full access driveway located on NE 2nd Street.

Proposed Land Use and Access

The proposed project will consist of a hotel with 111 rooms. Vehicular access to the subject site will be provided by a full access driveway on NE 2nd Street and another full access driveway on NE 1st Avenue. The proposed project is anticipated to be built and occupied in 2016. Appendix A contains the proposed preliminary site plan for the 158 Dania Hotel project.

EXISTING CONDITIONS

This section of the report addresses the transportation system located in the vicinity of the proposed 158 Dania Hotel site.

Roadway System

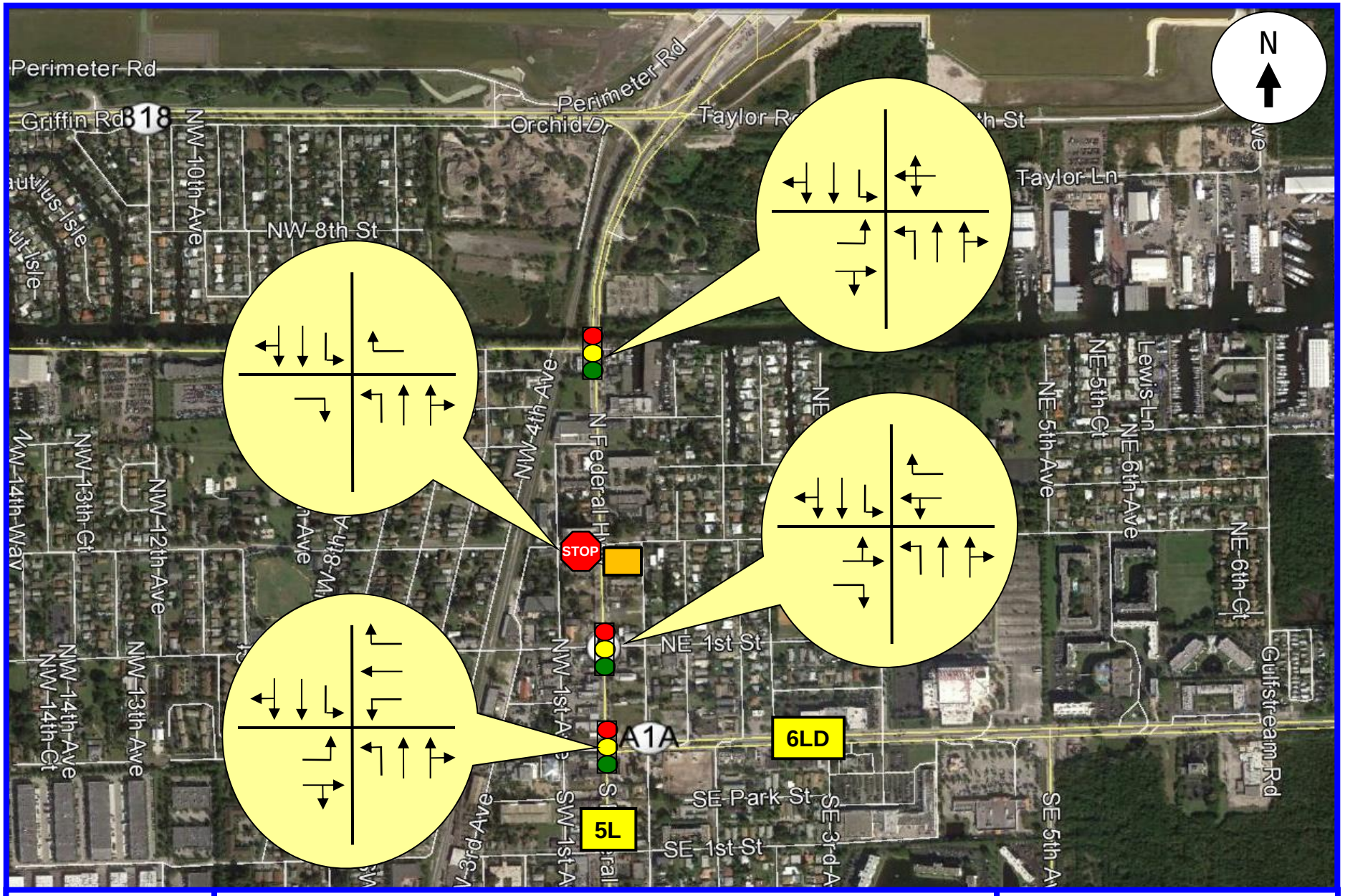
The roadway system located in the general vicinity of the project site includes E. Dania Beach Boulevard (State Road A1A), US 1 / Federal Highway (State Road 5), NE 2nd Street and NE 1st Avenue. E. Dania Beach Boulevard is a state-maintained principal arterial oriented in the east-west direction. Between US 1 and Gulfstream Road, E. Dania Beach Boulevard is a six-lane divided roadway. From Gulfstream Road to N. Ocean Drive, E. Dania Beach Boulevard is a four-lane divided roadway. Within the project study area, US 1 / N. Federal Highway is a five-lane state-maintained principal arterial roadway oriented in the north-south direction. NE 2nd Street and NE 1st Avenue are both two-lane local roadways that provide access to the surrounding communities and the nearby arterial roadways.

Study Intersections

Four (4) nearby intersections were identified as the locations to be evaluated as part of this traffic impact analysis. These intersections are:

- N. Federal Highway and E. Dania Beach Boulevard
- N. Federal Highway and NW/NE 1st Street
- N. Federal Highway and NW/NE 2nd Street
- N. Federal Highway and Old Griffin Road

Figure 2 depicts the existing lane geometry of the four (4) intersections selected for analysis purposes. The number of through lanes on the street system surrounding the project site is also depicted in this figure.



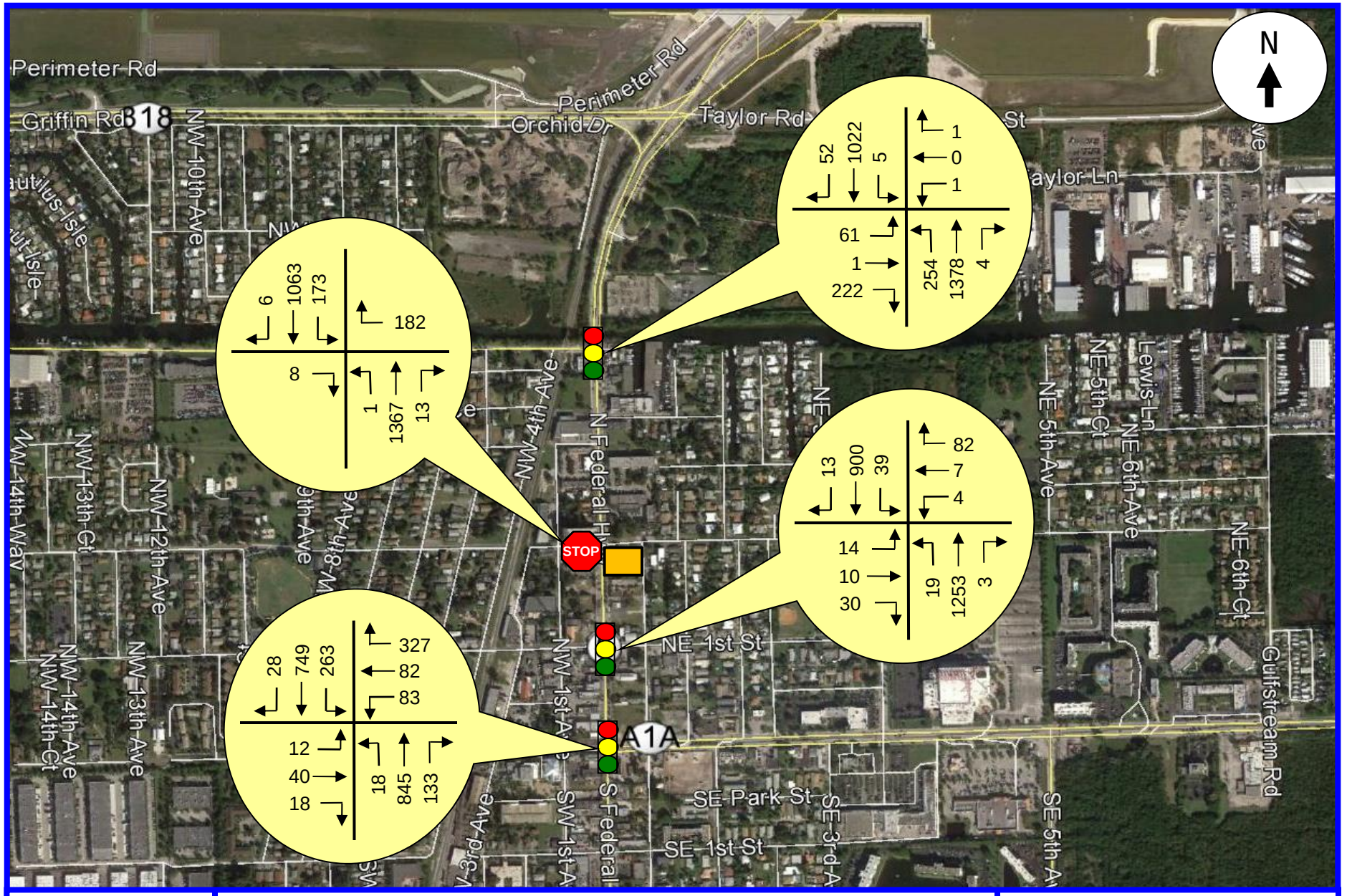
KBP CONSULTING, INC.	**Existing Lane Geometry**	**Figure 2** 158 Dania Hotel Dania Beach, Florida

TRAFFIC COUNTS

KBP Consulting, Inc., in association with Trident Engineering, Inc., collected traffic data at the following locations:

- N. Federal Highway and E. Dania Beach Boulevard
- N. Federal Highway and NW/NE 1st Street
- N. Federal Highway and NW/NE 2nd Street
- N. Federal Highway and Old Griffin Road

The intersection turning movement counts were collected on Tuesday, February 24, 2015 during the AM peak period (7:00 AM to 9:00 AM) and the PM peak period (4:00 PM to 6:00 PM). Figures 3 and 4 summarize the results of this traffic data collection effort. Appendix B contains the traffic data as collected in the field.



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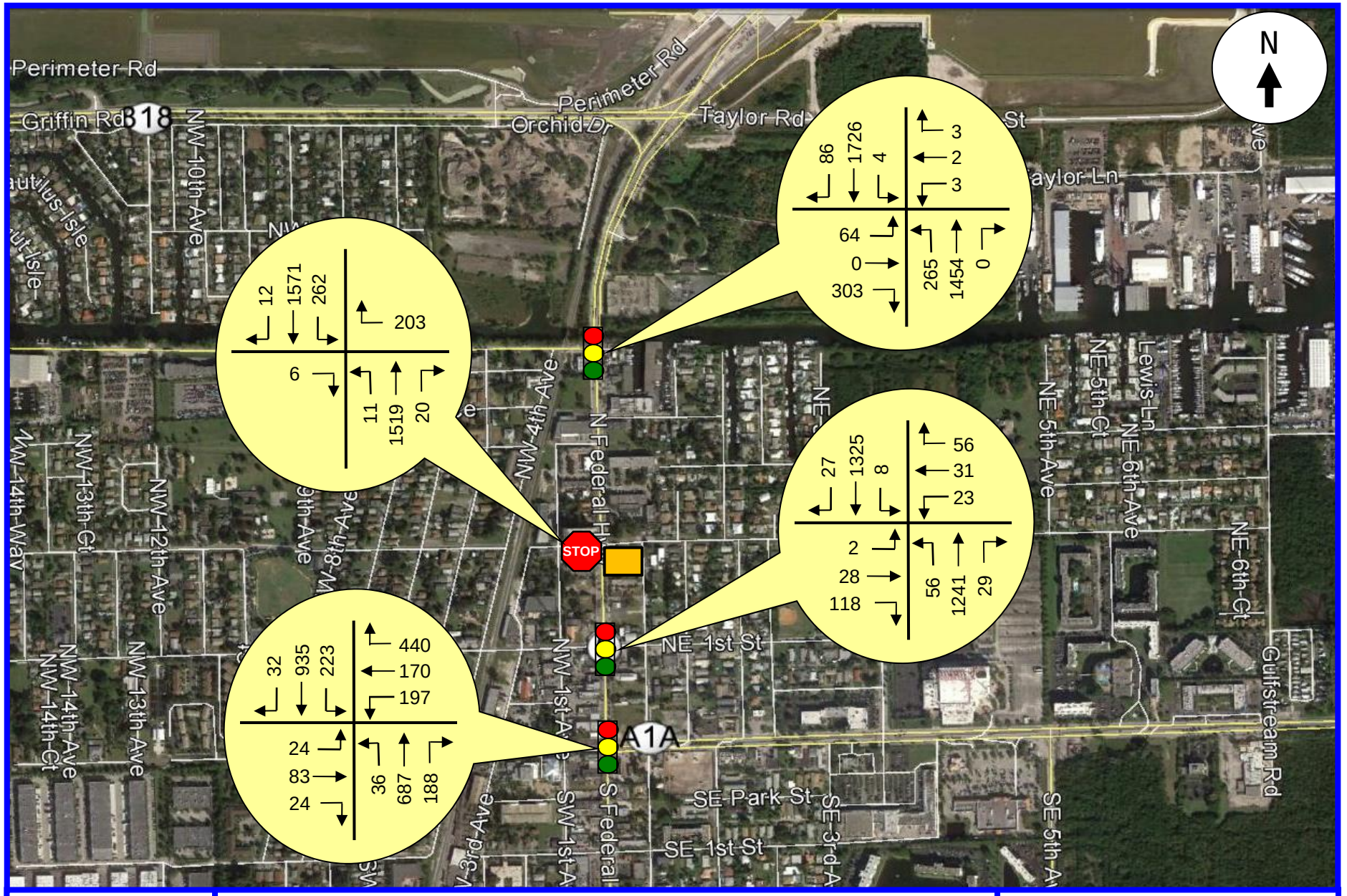
Existing AM Peak Hour Traffic Counts

Source: Trident Engineering, Inc. – 2/24/15

Figure 3
158 Dania Hotel
Dania Beach, Florida



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Existing PM Peak Hour Traffic Counts

Source: Trident Engineering, Inc. – 2/24/15

Figure 4
158 Dania Hotel
Dania Beach, Florida

TRIP GENERATION

The trip generation analysis for the proposed 158 Dania Hotel project was based upon information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual (9th Edition)*. According to the subject ITE manual, the most appropriate land use categories for the existing and proposed development are Land Use #710 – General Office Building and Land Use #310 – Hotel. The trip generation rates and equations used to determine the vehicle trips associated with this analysis are presented below.

ITE Land Use #710 – General Office Building

- Weekday: Ln(T) = 0.76 Ln(X) + 3.68
  where T = number of trips and X = 1,000 square feet of gross floor area
- AM Peak Hour: Ln(T) = 0.80 Ln(X) + 1.57 (88% in / 12% out)
- PM Peak Hour: T = 1.49 (X) (17% in / 83% out)

Hotel – ITE Land Use #310

- Weekday Trip Generation Rate: T = 8.95 (X) – 373.16
  where T = number of trips and X = number of rooms
- AM Peak Hour Trip Generation Rate: T = 0.53 (X) (59% in / 41% out)
- PM Peak Hour Trip Generation Rate: T = 0.60 (X) (51% in / 49% out)

Table 1 on the following page summarizes the vehicle trips associated with the existing office building and the proposed 158 Dania Hotel development to be located at 158 N. Federal Highway in the City of Dania Beach, Florida.

Table 1
Trip Generation Summary
158 Dania Hotel - Dania Beach, Florida

Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Existing								
Office Building	1,565 SF	56	6	1	7	0	2	2
Sub Total		**56**	**6**	**1**	**7**	**0**	**2**	**2**
Proposed								
Hotel	111 Rooms	620	35	24	59	34	33	67
Sub Total		**620**	**35**	**24**	**59**	**34**	**33**	**67**
Difference (Proposed - Existing)		**564**	**29**	**23**	**52**	**34**	**31**	**65**

Compiled by: KBP Consulting, Inc. (March 2015).
Source: Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition).

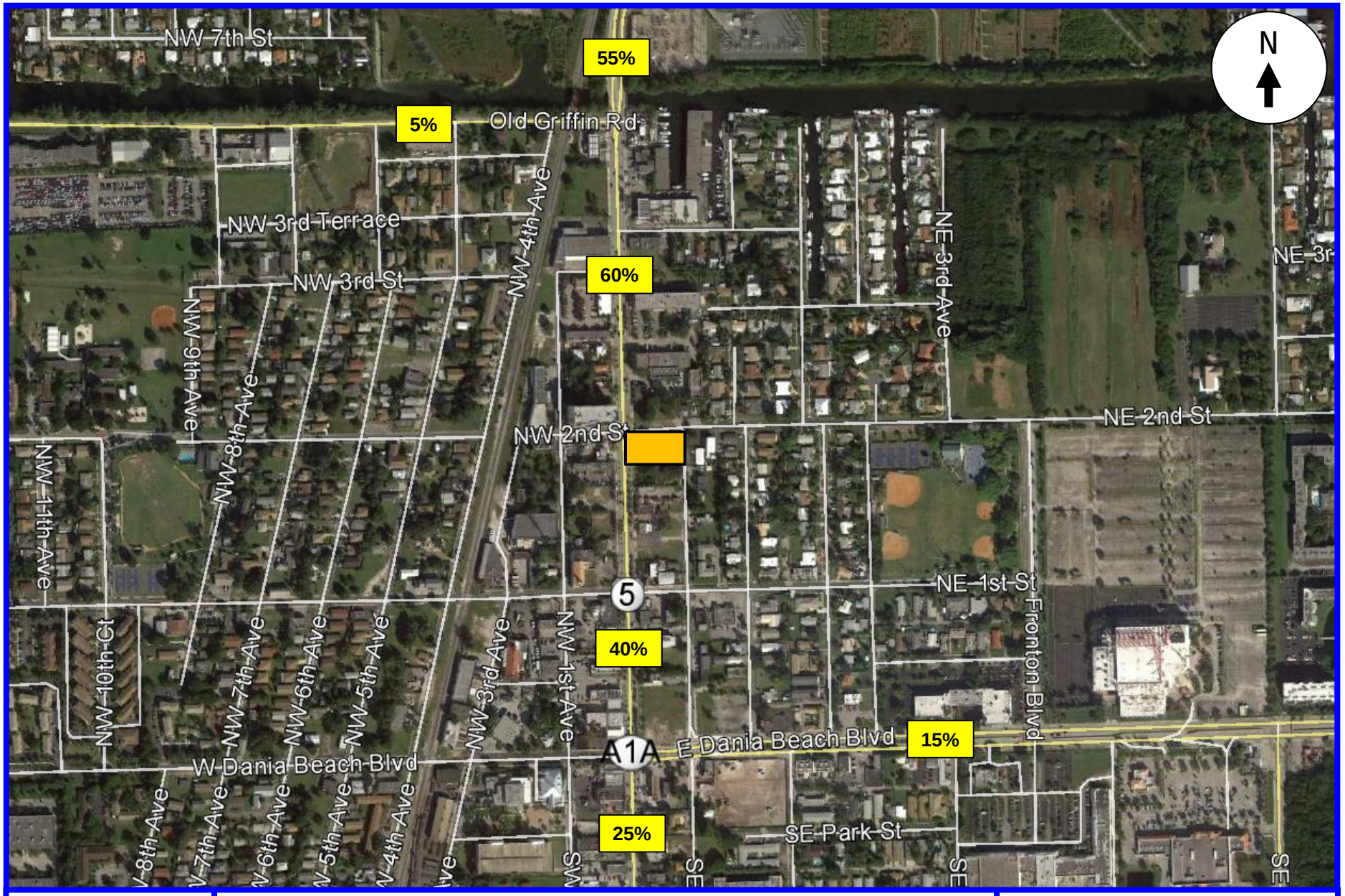
As indicated in Table 1 above, the net new external trips anticipated to be generated by the proposed 158 Dania Hotel project consists of 564 vehicle trips during a typical weekday, 52 vehicle trips (29 inbound and 23 outbound) during the weekday AM peak hour, and 65 vehicle trips (34 inbound and 31 outbound) during the weekday PM peak hour.

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

The trip distribution for this project was based upon knowledge of the study area, examination of the surrounding roadway network characteristics, review of current traffic volumes, and existing land use patterns. The general trip distribution for the project is summarized below:

- 60% to and from the north via US 1 / Federal Highway
    - 55% to / from the north of Old Griffin Road
    - 5% to / from Old Griffin Road
- 40% to and from the south via US 1 / Federal Highway
    - 25% to / from the south of Dania Beach Boulevard
    - 15% to / from East Dania Beach Boulevard

These trip distribution patterns are reflected graphically in Figure 5 on the following page. The net new peak hour traffic generated by the project was assigned to the nearby transportation network using this traffic assignment. The resulting AM and PM peak hour project traffic assignment is summarized in Figure 6.



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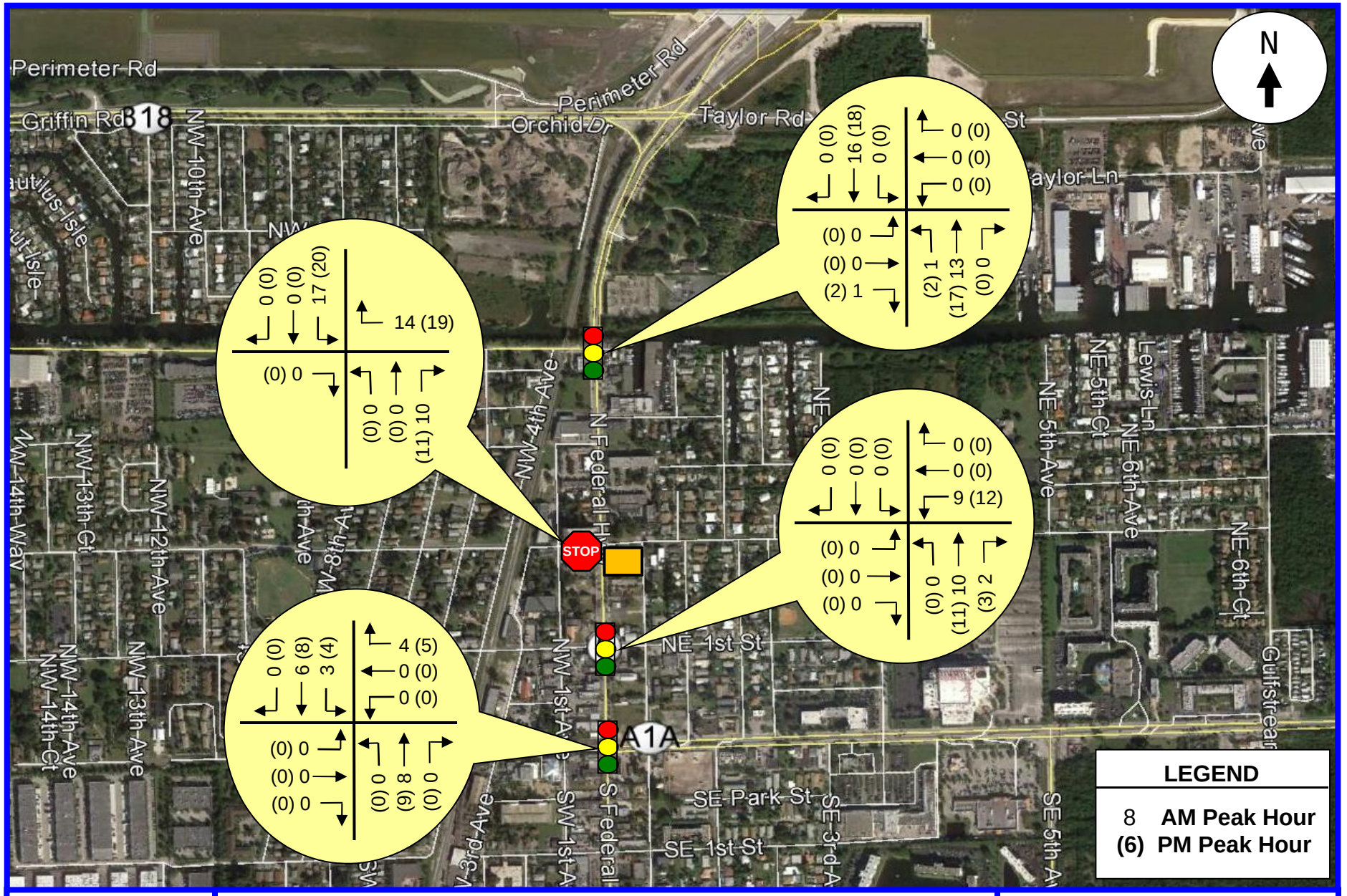
Project Trip Distribution

Figure 5
158 Dania Hotel
Dania Beach, Florida



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New Project Traffic Assignment

Figure 6
158 Dania Hotel
Dania Beach, Florida

TRAFFIC ANALYSES

This section of the study is divided into two (2) primary parts. The first part of this section involves the development of the future (2016) traffic volumes for the study area. The second part of this section includes level-of-service analyses for existing and future conditions.

Future Conditions Traffic Volumes

Future, build-out year (2016) traffic volumes were developed for the project study area in the following manner:

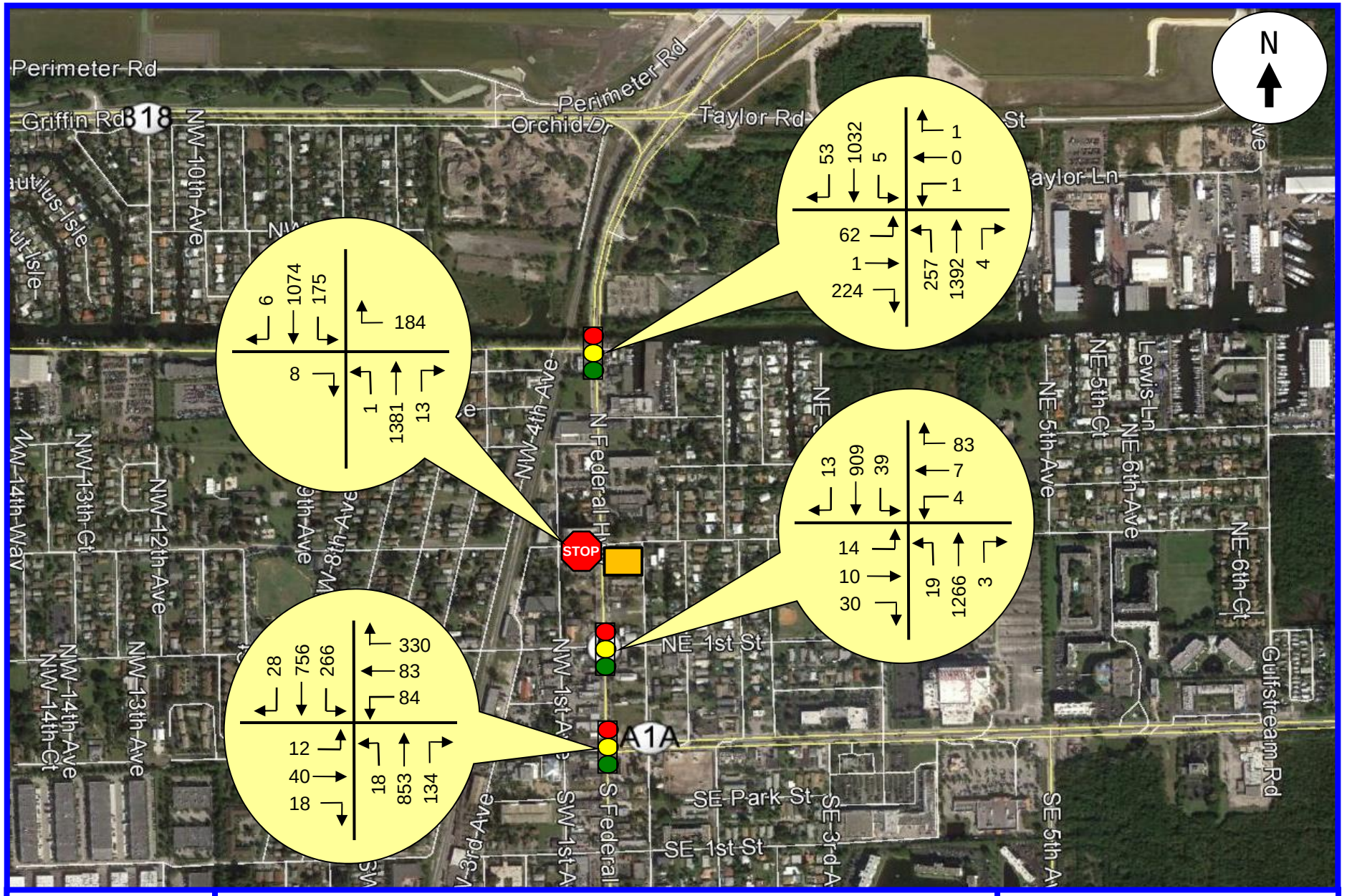
- **Average Peak Season Conversion Factor:** Traffic data collected on February 24, 2015 was reviewed with respect to average peak season conditions. FDOT's Peak Season Factor Category report (see Appendix C) was consulted for this analysis. The peak season adjustment factor reported for eastern Broward County (SR A1A to US 1) for this time period (traffic counts collected between February 24th and March 2nd) is 0.99. (To be conservative, traffic volumes were not decreased.)

- **Historic Traffic Growth:** Research relative to the background traffic growth in the area was conducted. FDOT maintains the following traffic count stations in the immediate vicinity of the subject project:

  - Site #0080: SR A1A / E. Dania Beach Boulevard east of SR 5/US 1
  - Site #5036: SR 5/US 1 south of SR A1A / Dania Beach Boulevard
  - Site #5037: SR 5/US 1 north of SR A1A / Dania Beach Boulevard

  The historic traffic count data for this location is presented in Appendix D. As indicated by this data, traffic volumes have exhibited a steady to declining pattern over the past five (5) year period. To present a conservative approach (i.e. worst-case), the traffic counts within the project study area were increased by 1.0% per year to reflect future (2016) conditions.

The future traffic calculations (including peak season adjustments and background traffic growth) for the study intersections are contained in Appendix E in tabular format. Figures 7 and 8 include future background traffic only (without the proposed project) and Figures 9 and 10 include the additional traffic anticipated to be generated by the 158 Dania Hotel project.



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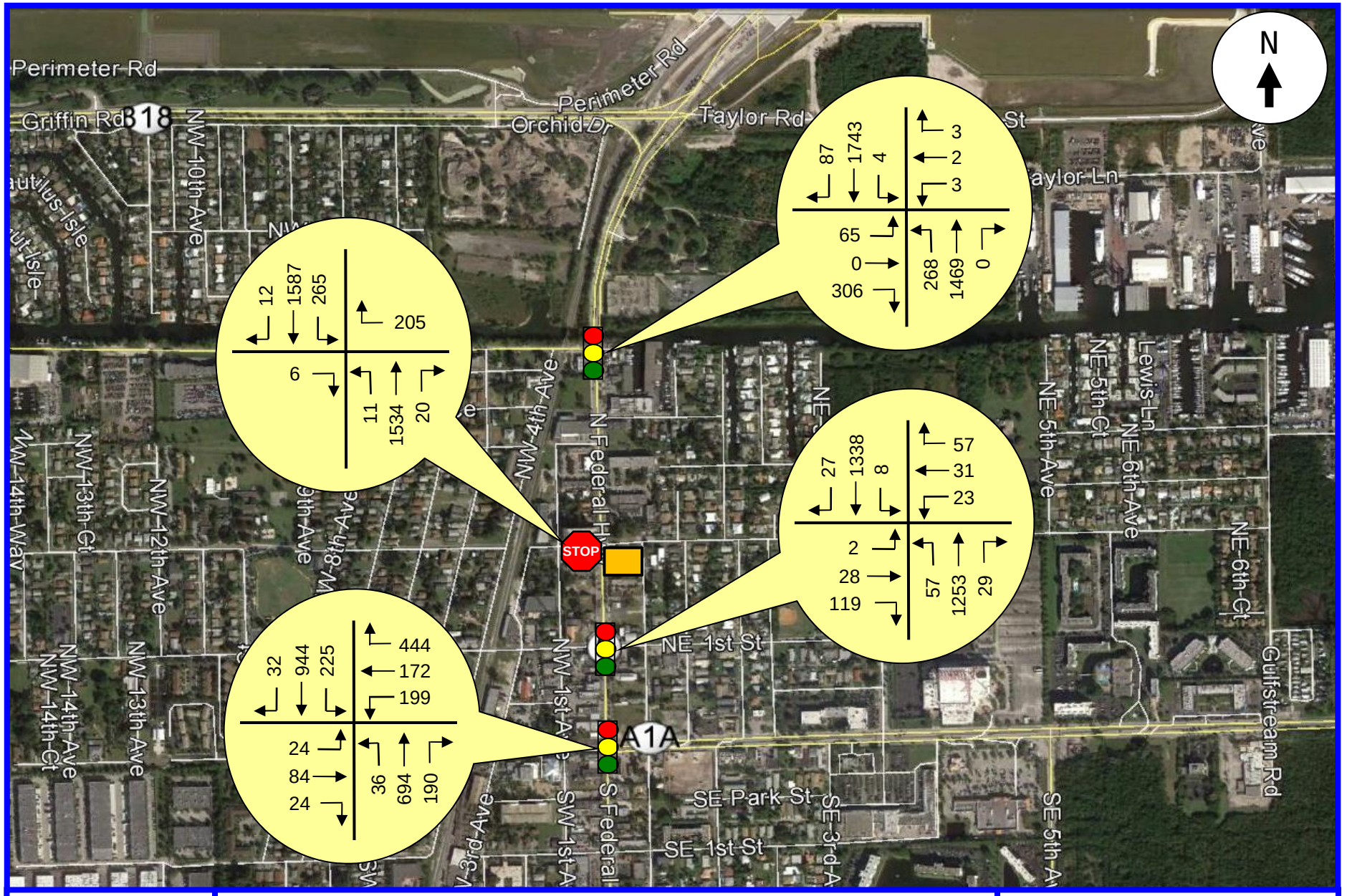
Future (2016) Background (w/out Project)
AM Peak Hour Traffic Volumes

Figure 7
158 Dania Hotel
Dania Beach, Florida



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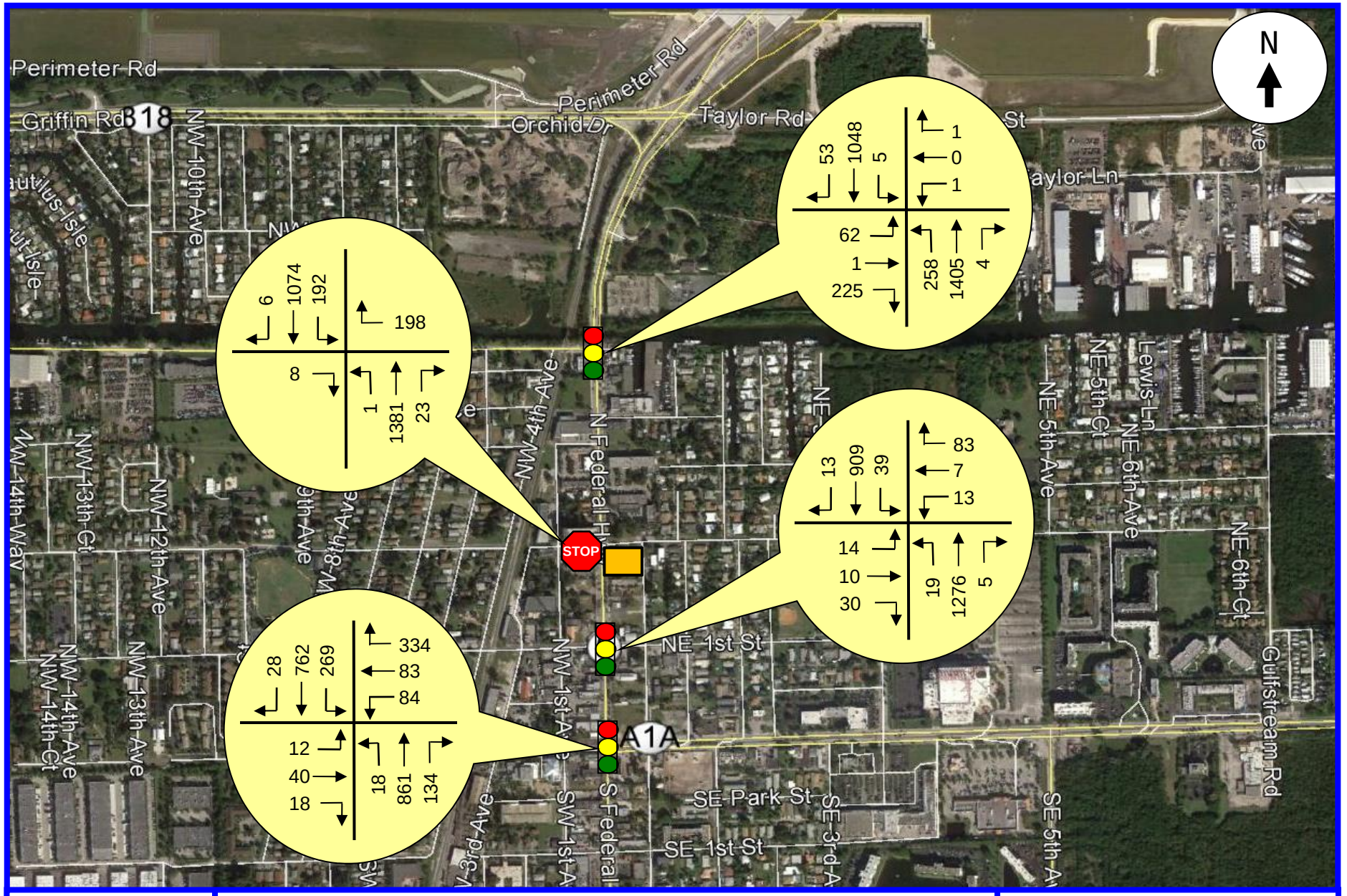
Future (2016) Background (w/out Project)
PM Peak Hour Traffic Volumes

Figure 8
158 Dania Hotel
Dania Beach, Florida



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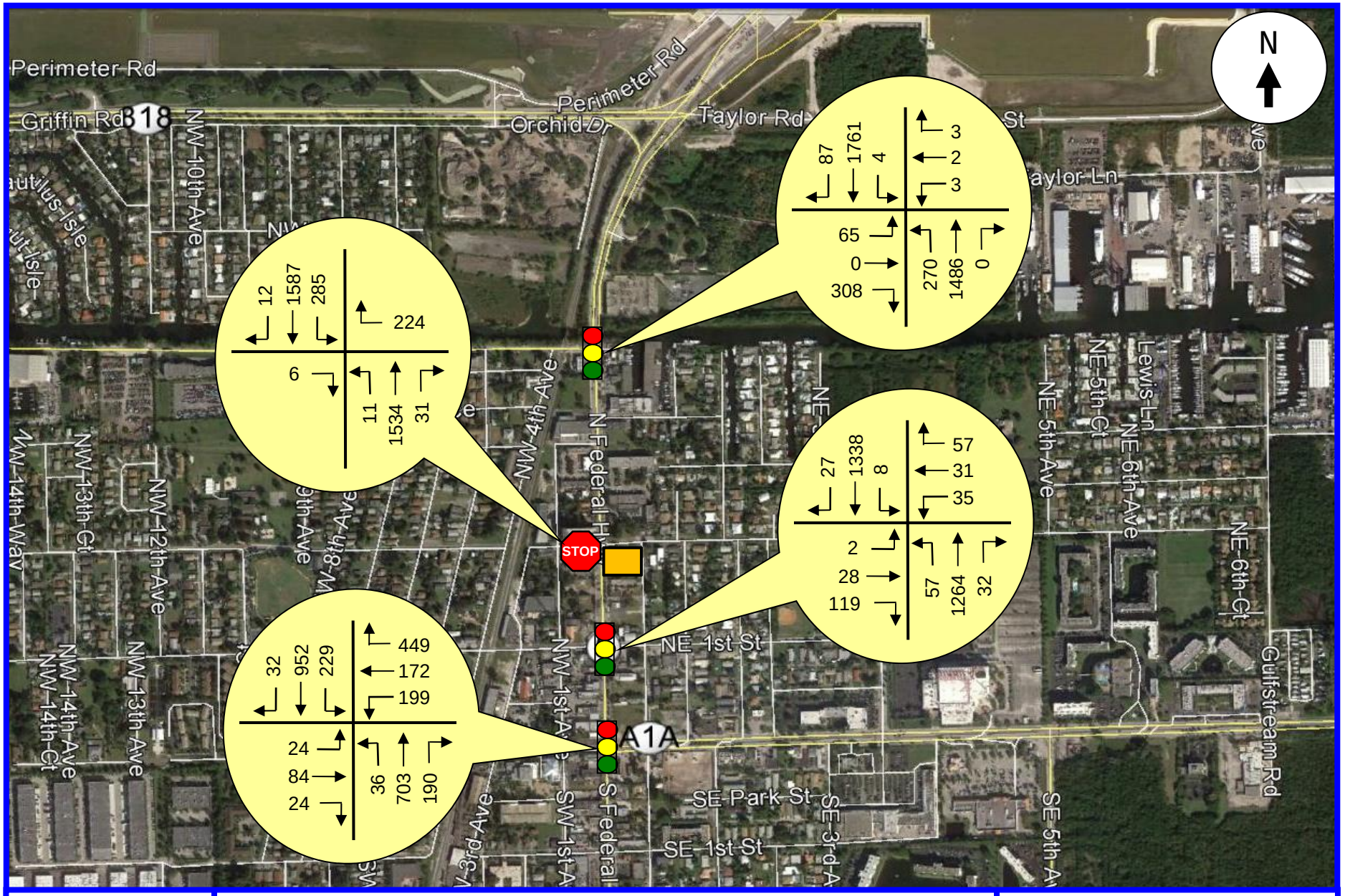
Future (2016) Total (w/ Project)
AM Peak Hour Traffic Volumes

Figure 9
158 Dania Hotel
Dania Beach, Florida



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Future (2016) Total (w/ Project)
PM Peak Hour Traffic Volumes

Figure 10
158 Dania Hotel
Dania Beach, Florida

Level of Service (LOS) Analyses

Intersection capacity/level of service (LOS) analyses were conducted for the four (4) study intersections. These analyses were undertaken following the capacity / level of service procedures outlined in the Highway Capacity Manual (HCM) using the SYNCHRO software. The results of these capacity analyses are summarized in Table 2 below.

Table 2
Intersection Levels of Service
158 Dania Hotel - Dania Beach, Florida

Intersection	Existing (2015) Conditions		Future (2016) Conditions w/out Project Traffic		Future (2016) Conditions With Project Traffic	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
US 1 & E. Dania Beach Blvd **	C (24.4)	C (31.4)	C (24.8)	C (31.7)	C (25.2)	C (31.9)
US 1 & NE / NW 1st Street **	A (5.7)	A (9.3)	A (5.8)	A (9.4)	A (6.5)	A (9.9)
US 1 & NE / NW 2nd Street *	D (27.2)	C (24.8)	D (28.1)	D (25.5)	D (31.0)	D (29.0)
US 1 & Old Griffin Road **	B (14.3)	C (30.2)	B (14.8)	C (32.0)	B (15.1)	C (33.3)

Source: Highway Capacity Manual and SYNCHRO.
Legend: C (21.4) = LOS (Average Delay in Seconds / Vehicle)
* At stop-control intersections, the LOS on the critical side street is documented in this table.
** At signalized intersections, the LOS for the intersection as a whole is documented in this table.

As indicated in Table 2, each of the study intersections along US 1 / Federal Highway currently operates at an acceptable Level of Service (LOS) during the AM and PM peak periods and will continue to do so in 2016 with the subject hotel project in place. The signal timing data obtained from Broward County Traffic Engineering is presented in Appendix F and the SYNCHRO printouts of the intersection capacity analyses are contained in Appendix G.

Impacts to Other Modes of Transportation

This project consists of a lodging land use. This type of development is generally viewed as "transit and multi-modal supportive." As such, this project has been created to promote greater reliance on a variety of transportation modes (such as walking, bicycling, transit, carpooling, etc.) as opposed to the singular reliance on the automobile.

Transit services in the immediate vicinity of this project are provided by Broward County Transit. Route 1 provides both northbound and southbound service along US 1 / SR 5 / Federal Highway. Given the proximity of the transit stops to the project and the daily headways along Route 1, the available transit service appears to be adequate and compatible with the proposed project. Pedestrian facilities are provided along both sides of US 1 / SR 5 / Federal Highway and along many of the nearby local roadways. The 158 Dania Hotel project will provide enhanced connectivity to this existing system. And, lastly, bicycle use will be promoted by the subject site.

SUMMARY & CONCLUSIONS

158 Dania Hotel is a proposed lodging facility to be located in the southeast corner of the intersection at N. Federal Highway and NE 2nd Street in the City of Dania Beach, Broward County, Florida. More specifically, the subject site is located at 158 N. Federal Highway. The subject site currently has a small office building.

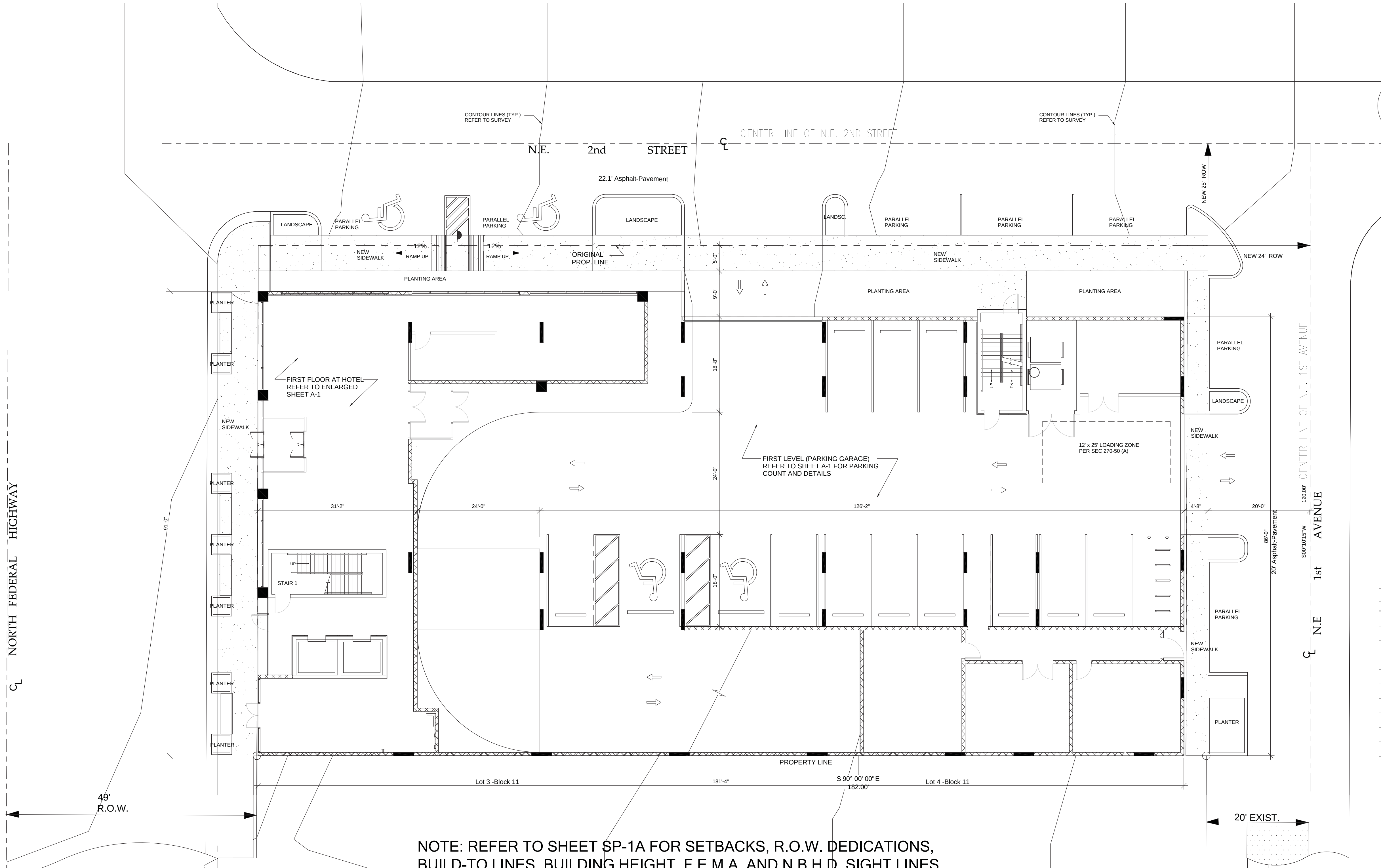
The proposed project will consist of a hotel with 111 rooms. Vehicular access to the subject site will be provided by a full access driveway on NE 2nd Street and another full access driveway on NE 1st Avenue.

The net new external trips anticipated to be generated by the proposed 158 Dania Hotel project consists of 564 vehicle trips during a typical weekday, 52 vehicle trips (29 inbound and 23 outbound) during the weekday AM peak hour, and 65 vehicle trips (34 inbound and 31 outbound) during the weekday PM peak hour.

From an operational standpoint, each of the study intersections along US 1 / Federal Highway currently operates at an acceptable Level of Service (LOS) during the AM and PM peak periods and will continue to do so in 2016 with the subject hotel project in place.

APPENDIX A

158 Dania Hotel
Site Plan



NOTE: REFER TO SHEET SP-1A FOR SETBACKS, R.O.W. DEDICATIONS, BUILD-TO LINES, BUILDING HEIGHT, F.E.M.A. AND N.B.H.D. SIGHT LINES

Site Plan
1" = 10'-0"

BUILDING AREA CALCULATIONS PER LEVEL

LEVELS	AREA	ROOMS/ PARKING STALLS
1	15,816 SQ.FT.	20 PARKING STALLS
2	14,723 SQ.FT.	23 PARKING STALLS
3	13,649 SQ.FT.	23 PARKING STALLS
4	11,691 SQ.FT.	25 PARKING STALLS
5	10,255 SQ.FT.	18 GUEST ROOMS
6	10,255 SQ.FT.	20 GUEST ROOMS
7	9,060 SQ.FT.	18 GUEST ROOMS
8	8,930 SQ.FT.	18 GUEST ROOMS
9	8,930 SQ.FT.	18 GUEST ROOMS
10	8,930 SQ.FT.	18 GUEST ROOMS

PARKING CALCULATIONS

MIN. REQUIRED FOR 110 ROOMS @ 0.8 SPACES PER ROOM	= 88 STALLS
TOTAL PARKING PROVIDED	= 91 STALLS @ 87 STANDARD 4 H.C. ACCESSIBLE
BICYCLE PARKING (10% REQUIRED OF 91 SPACES PROVIDED)	= 10 COVERED PARKING SPACES
PARKING STALL DIMENSIONS PROVIDED - 90 DEGREE PARKING	= 9'x18'
- ADA ACCESS. @ GR. FL.	= 12'x18' W/ 5' PARALLEL ACCESS ISLE
- PARALLEL ON-STREET STALLS	= 9'x18'
- ADA ACCESS. ON STREET STALLS	= 8'x23' W/ 5' PERPENDICULAR ACCESS ISLE

SITE BUILDING CALCULATIONS

TOTAL SITE AREA PRIOR TO DEDICATION	= 18,600 SQ. FT. (.43 ACRES)
MAX. F.A.R. (Floor Area Ratio) @ 8.0 Per 303-40 (c)	= 148,000 SQ. FT.
TOTAL SITE AREA AFTER DEDICATION	= 17,290 SQ. FT. (.40 ACRES)
MAXIMUM F.A.R. AFTER DEDICATION	= 138,000 SQ. FT.
PROPOSED F.A.R. BUILDING AREA	= 112,239 SQ. FT. (81% OF ALLOWABLE F.A.R.)

LEGAL DESCRIPTION:
FOLIO: 5042-34-01-1600
LOT ONE(1), LOT TWO(2), LESS THE WEST24 FEET THEREOF FOR ROADWAY PURPOSES; LOT THREE(3) LESS THE WEST 24 FEET THEREOF FOR ROAD PURPOSES; AND LOT FOUR(4), ALL SAID LOTS BEING IN BLOCK ELEVEN(11),"TOWN OF MODELO (NOW DANIA)", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLT BOOK B, PAGE 49, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. SAID LANDS LYING AND BEING IN BROWARD COUNTY, FLORIDA.

PROPERTY ADDRESS:
158 N. FEDERAL HIGHWAY, DANIA BEACH, FLORIDA 33304

consultant

Robert Reid Wedding
Architects & Planners, AIA, Inc.
4112 Cypress Street - Tampa, Florida 33607 - 813-879-6996
612 South Military Trail - Deerfield Beach, Florida 33442 - 954-428-9361
Florida License #'s: Architectural/Interior Design: AA-C001123

158 DANIA HOTEL
DANIA BEACH, FLORIDA

158 NORTH FEDERAL HIGHWAY
DANIA BEACH, FLORIDA
33304

commission number 14-152

Site Plan

SP-1

APPENDIX B

Traffic Counts

CLIENT: KBP
JOB No: 2015-00022
PROJECT: TMC
COUNTY: BROWARD

File Name: 20150224 TMC VD
Site Code: -
Count Date: 02/24/2015 (Tue.)

Groups Printed: Automobiles & Heavy Vehicles

	US 1 Southbound				Dania Bch. Blvd. Westbound				US 1 Northbound				Dania Bch. Blvd. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:00 AM	0	52	80	3	0	20	18	83	0	1	126	19	0	0	11	6	419
07:15 AM	0	77	133	4	0	20	15	90	0	1	144	26	0	4	6	3	523
07:30 AM	0	67	120	5	0	18	17	86	0	2	124	17	0	2	7	5	470
07:45 AM	0	56	197	7	0	22	21	91	0	6	222	40	0	2	11	5	680
Total	0	252	530	19	0	80	71	350	0	10	616	102	0	8	35	19	2092
08:00 AM	0	72	182	5	0	16	19	78	0	6	230	39	0	4	13	4	668
08:15 AM	0	77	188	8	0	21	25	78	0	1	193	20	0	2	9	5	627
08:30 AM	0	58	182	8	0	24	17	80	0	5	200	34	0	4	7	4	623
08:45 AM	0	61	174	11	0	21	24	87	0	4	188	29	0	1	8	3	611
Total	0	268	726	32	0	82	85	323	0	16	811	122	0	11	37	16	2529
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	72	232	10	0	39	32	108	0	7	179	43	0	3	19	3	747
04:15 PM	0	61	242	4	0	30	59	105	0	7	192	32	0	4	25	1	762
04:30 PM	0	57	227	2	0	28	26	95	0	3	193	32	0	3	19	4	689
04:45 PM	0	57	227	9	0	34	39	109	0	4	173	34	0	4	14	6	710
Total	0	247	928	25	0	131	156	417	0	21	737	141	0	14	77	14	2908
05:00 PM	0	55	229	7	0	52	56	120	0	10	192	53	0	4	14	10	802
05:15 PM	0	58	237	4	0	41	25	112	0	3	165	37	0	4	28	3	717
05:30 PM	0	58	216	8	0	58	44	108	0	9	168	44	0	8	22	6	749
05:45 PM	0	52	253	13	0	46	45	100	0	14	162	54	0	8	19	5	771
Total	0	223	935	32	0	197	170	440	0	36	687	188	0	24	83	24	3039

IENT: KBP
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COUNTY: BROWARD

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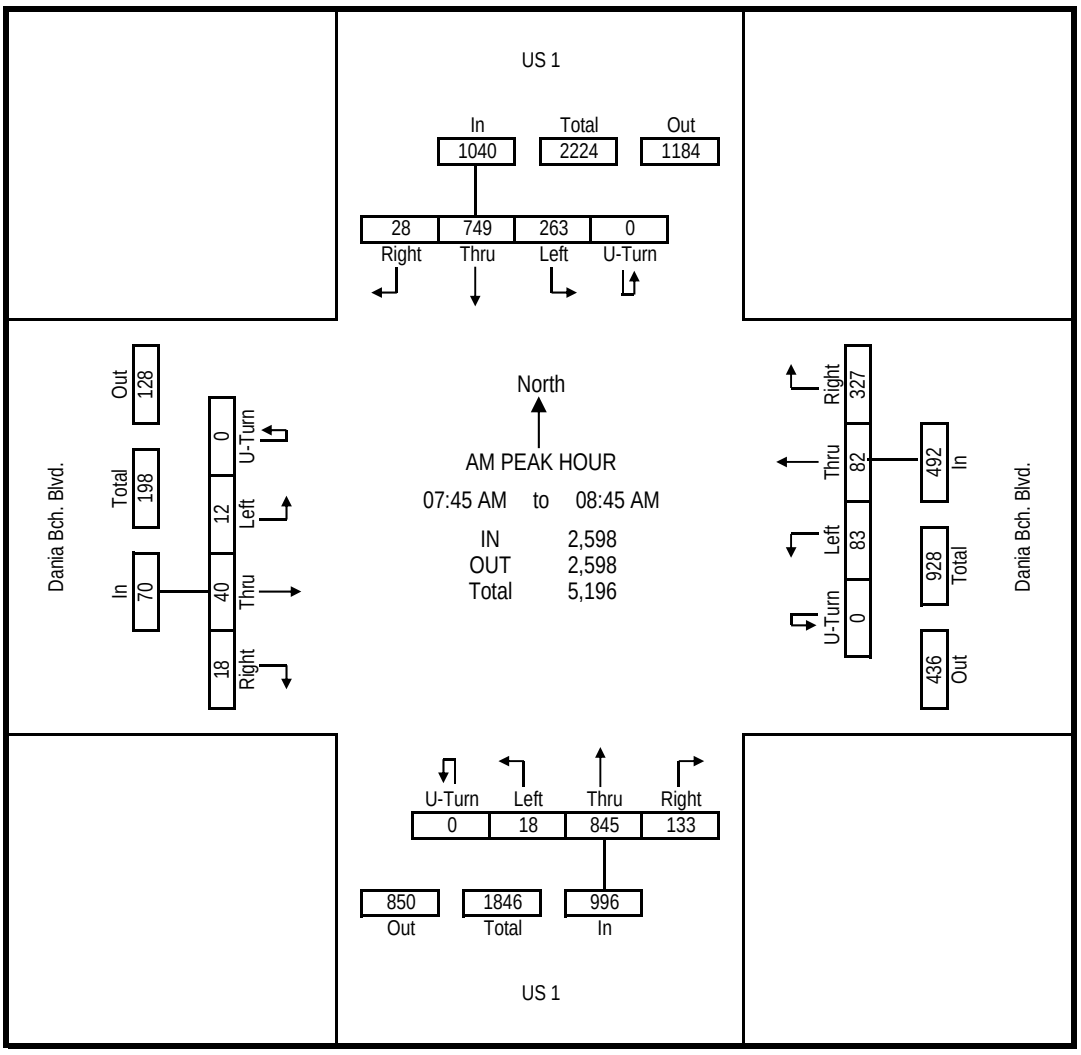
Groups Printed: Automobiles & Heavy Vehicles

	US 1 Southbound				Dania Bch. Blvd. Westbound				US 1 Northbound				Dania Bch. Blvd. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:45 AM	0	56	197	7	0	22	21	91	0	6	222	40	0	2	11	5	680
08:00 AM	0	72	182	5	0	16	19	78	0	6	230	39	0	4	13	4	668
08:15 AM	0	77	188	8	0	21	25	78	0	1	193	20	0	2	9	5	627
08:30 AM	0	58	182	8	0	24	17	80	0	5	200	34	0	4	7	4	623
Total	0	263	749	28	0	83	82	327	0	18	845	133	0	12	40	18	2598
PHF	0.000	0.854	0.951	0.875	0.000	0.865	0.820	0.898	0.000	0.750	0.918	0.831	0.000	0.750	0.769	0.900	0.96
Heavy Veh %	0%	2%	4%	7%	0%	1%	2%	4%	0%	10%	3%	6%	0%	14%	15%	22%	4%
App Vol %	0%	25%	72%	3%	0%	17%	17%	66%	0%	2%	85%	13%	0%	17%	57%	26%	

Intersection Peak Hour Analysis From 07:00 AM to 09:00 AM
Peak Hour for Entire Intersection Begins at : 07:45 AM to 08:45 AM



.IENT: KBP
JOB No: 2015-00022
PROJECT: TMC
COUNTY: BROWARD

File Name: 20150224 TMC VD
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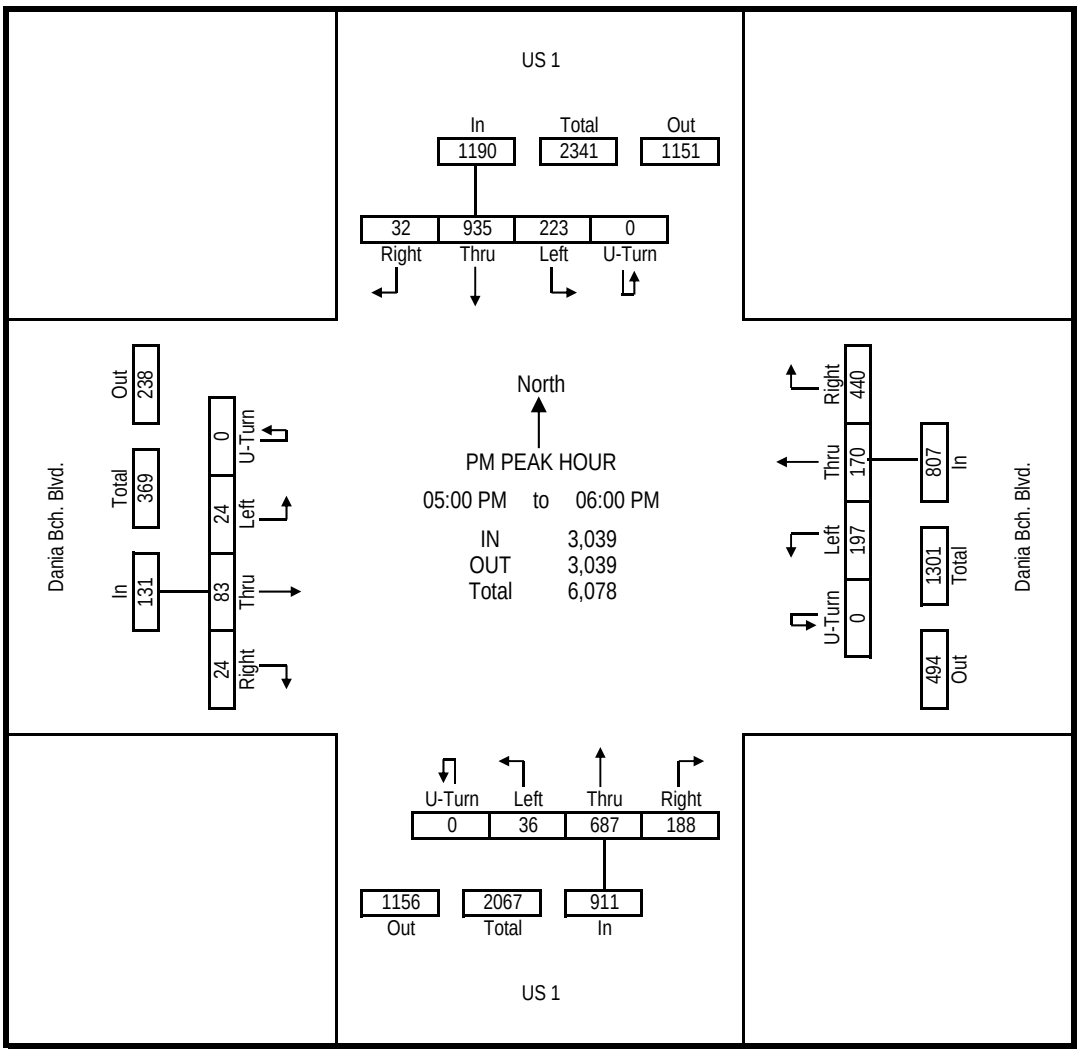
Groups Printed: Automobiles & Heavy Vehicles

	US 1 Southbound				Dania Bch. Blvd. Westbound				US 1 Northbound				Dania Bch. Blvd. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
05:00 PM	0	55	229	7	0	52	56	120	0	10	192	53	0	4	14	10	802
05:15 PM	0	58	237	4	0	41	25	112	0	3	165	37	0	4	28	3	717
05:30 PM	0	58	216	8	0	58	44	108	0	9	168	44	0	8	22	6	749
05:45 PM	0	52	253	13	0	46	45	100	0	14	162	54	0	8	19	5	771
Total	0	223	935	32	0	197	170	440	0	36	687	188	0	24	83	24	3039
PHF	0.000	0.961	0.924	0.615	0.000	0.849	0.759	0.917	0.000	0.643	0.895	0.870	0.000	0.750	0.741	0.600	0.95
Heavy Veh %	0%	2%	2%	6%	0%	1%	2%	3%	0%	10%	3%	5%	0%	4%	8%	23%	3%
App Vol %	0%	19%	79%	3%	0%	24%	21%	55%	0%	4%	75%	21%	0%	18%	63%	18%	

Intersection Peak Hour Analysis From 04:00 PM to 06:00 PM
Peak Hour for Entire Intersection Begins at : 05:00 PM to 06:00 PM



CLIENT: KBP
JOB No: 2013-0001
PROJECT: TMC
COUNTY: BROWARD

File Name: 20150224 TMC VD
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Groups Printed: Automobiles

	US 1 Southbound				Dania Bch. Blvd. Westbound				US 1 Northbound				Dania Bch. Blvd. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:00 AM	0	52	72	3	0	20	18	79	0	1	119	18	0	0	9	5	396
07:15 AM	0	76	127	4	0	20	14	86	0	1	139	26	0	3	5	3	504
07:30 AM	0	65	116	4	0	17	16	83	0	1	118	15	0	2	4	4	445
07:45 AM	0	56	190	6	0	22	20	87	0	6	218	40	0	1	9	5	660
Total	0	249	505	17	0	79	68	335	0	9	594	99	0	6	27	17	2005
08:00 AM	0	70	171	5	0	16	18	75	0	5	222	37	0	4	12	2	637
08:15 AM	0	74	177	7	0	21	25	76	0	1	186	17	0	1	8	3	596
08:30 AM	0	57	176	8	0	23	17	77	0	4	192	31	0	4	4	3	596
08:45 AM	0	58	167	10	0	21	23	83	0	3	179	27	0	1	6	1	579
Total	0	259	691	30	0	81	83	311	0	13	779	112	0	10	30	9	2408
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	69	227	10	0	39	31	105	0	7	174	41	0	3	17	2	725
04:15 PM	0	59	238	4	0	30	57	101	0	6	188	32	0	3	24	1	743
04:30 PM	0	55	221	2	0	27	25	92	0	3	188	31	0	3	16	3	666
04:45 PM	0	56	223	8	0	34	37	104	0	4	169	33	0	3	12	6	689
Total	0	239	909	24	0	130	150	402	0	20	719	137	0	12	69	12	2823
05:00 PM	0	52	221	7	0	52	54	117	0	9	186	50	0	4	13	8	773
05:15 PM	0	58	231	3	0	41	24	110	0	3	160	35	0	3	27	1	696
05:30 PM	0	57	211	8	0	57	44	104	0	8	162	42	0	8	19	5	725
05:45 PM	0	51	249	12	0	46	44	97	0	12	155	52	0	8	17	3	746
Total	0	218	912	30	0	196	166	428	0	32	663	179	0	23	76	17	2940

CLIENT: KBP
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PROJECT: TMC
COUNTY: BROWARD

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Groups Printed: Heavy Vehicles

	US 1 Southbound				Dania Bch. Blvd. Westbound				US 1 Northbound				Dania Bch. Blvd. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:00 AM	0	0	8	0	0	0	0	4	0	0	7	1	0	0	2	1	23
07:15 AM	0	1	6	0	0	0	1	4	0	0	5	0	0	1	1	0	19
07:30 AM	0	2	4	1	0	1	1	3	0	1	6	2	0	0	3	1	25
07:45 AM	0	0	7	1	0	0	1	4	0	0	4	0	0	1	2	0	20
Total	0	3	25	2	0	1	3	15	0	1	22	3	0	2	8	2	87
08:00 AM	0	2	11	0	0	0	1	3	0	1	8	2	0	0	1	2	31
08:15 AM	0	3	11	1	0	0	0	2	0	0	7	3	0	1	1	2	31
08:30 AM	0	1	6	0	0	1	0	3	0	1	8	3	0	0	3	1	27
08:45 AM	0	3	7	1	0	0	1	4	0	1	9	2	0	0	2	2	32
Total	0	9	35	2	0	1	2	12	0	3	32	10	0	1	7	7	121
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	3	5	0	0	0	1	3	0	0	5	2	0	0	2	1	22
04:15 PM	0	2	4	0	0	0	2	4	0	1	4	0	0	1	1	0	19
04:30 PM	0	2	6	0	0	1	1	3	0	0	5	1	0	0	3	1	23
04:45 PM	0	1	4	1	0	0	2	5	0	0	4	1	0	1	2	0	21
Total	0	8	19	1	0	1	6	15	0	1	18	4	0	2	8	2	85
05:00 PM	0	3	8	0	0	0	2	3	0	1	6	3	0	0	1	2	29
05:15 PM	0	0	6	1	0	0	1	2	0	0	5	2	0	1	1	2	21
05:30 PM	0	1	5	0	0	1	0	4	0	1	6	2	0	0	3	1	24
05:45 PM	0	1	4	1	0	0	1	3	0	2	7	2	0	0	2	2	25
Total	0	5	23	2	0	1	4	12	0	4	24	9	0	1	7	7	99

CLIENT: KBP
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Groups Printed: Bicyclists & Pedestrians

	US 1 Southbound				Dania Bch. Blvd. Westbound				US 1 Northbound				Dania Bch. Blvd. Eastbound				
Start Time	BLeft	BThru	BRight	Ped/Bike Xng. W-Side	BLeft	BThru	BRight	Ped/Bike Xng. E-Side	BLeft	BThru	BRight	Ped/Bike Xng. N-Side	BLeft	BThru	BRight	Ped/Bike Xng. S-Side	Int Total
07:00 AM	0	2	2	3	0	0	1	1	0	3	0	0	1	0	0	0	13
07:15 AM	0	0	0	1	0	0	0	1	2	2	1	1	0	1	0	5	14
07:30 AM	0	0	2	1	0	1	0	0	2	0	0	0	2	0	0	2	10
07:45 AM	0	1	0	3	0	0	1	0	0	2	0	0	0	0	0	7	14
Total	0	3	4	8	0	1	2	2	4	7	1	1	3	1	0	14	51
08:00 AM	0	0	0	0	0	0	0	9	0	0	1	1	0	0	0	1	12
08:15 AM	0	3	0	2	0	0	0	5	0	2	0	2	0	0	0	4	18
08:30 AM	0	4	0	1	0	0	1	2	0	0	0	0	0	0	0	2	10
08:45 AM	0	1	0	2	0	0	0	1	0	1	0	1	0	0	0	4	10
Total	0	8	0	5	0	0	1	17	0	3	1	4	0	0	0	11	50
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	1	0	0	4	0	0	0	1	0	0	1	2	0	1	0	0	10
04:15 PM	0	2	0	1	0	0	0	6	0	2	0	1	0	2	0	0	14
04:30 PM	1	0	1	0	0	0	0	1	0	0	1	6	0	0	1	2	13
04:45 PM	2	0	0	2	0	0	0	1	0	1	0	4	0	0	1	2	13
Total	4	2	1	7	0	0	0	9	0	3	2	13	0	3	2	4	50
05:00 PM	0	1	0	3	0	0	0	1	0	0	0	1	0	0	0	8	14
05:15 PM	1	0	0	0	0	0	0	1	0	2	0	0	0	1	0	3	8
05:30 PM	0	0	0	1	0	0	0	6	0	0	1	1	0	0	0	5	14
05:45 PM	2	0	0	0	0	0	0	4	0	2	0	1	0	0	0	0	9
Total	3	1	0	4	0	0	0	12	0	4	1	3	0	1	0	16	45

CLIENT: KBP
JOB No: 2015-00022
PROJECT: TMC
COUNTY: BROWARD

File Name: 20150224 TMC VD
Site Code: -
Count Date: 02/24/2015 (Tue.)

Groups Printed: Automobiles & Heavy Vehicles

	US 1 Southbound				SE 1 Street Westbound				US 1 Northbound				SE 1 Street Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:00 AM	0	3	133	1	0	0	1	20	0	4	199	6	0	2	0	3	372
07:15 AM	0	8	194	3	0	2	2	17	0	2	253	0	0	6	3	6	496
07:30 AM	0	8	194	2	0	2	3	28	0	5	320	0	0	4	1	6	573
07:45 AM	0	9	223	5	0	1	2	19	0	4	296	1	0	3	4	12	579
Total	0	28	744	11	0	5	8	84	0	15	1068	7	0	15	8	27	2020
08:00 AM	0	8	238	2	0	1	2	19	0	4	323	0	0	2	3	8	610
08:15 AM	0	14	245	4	0	0	0	16	0	6	314	2	0	5	2	4	612
08:30 AM	0	12	254	5	0	1	1	19	0	3	261	0	0	1	1	7	565
08:45 AM	0	17	251	1	0	1	3	21	0	2	238	1	0	3	3	4	545
Total	0	51	988	12	0	3	6	75	0	15	1136	3	0	11	9	23	2332
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	2	313	5	0	7	11	10	0	15	269	6	0	1	3	39	681
04:15 PM	0	9	294	7	0	8	2	5	0	7	227	2	0	1	2	21	585
04:30 PM	0	1	306	8	0	6	6	3	0	4	247	5	0	1	8	38	633
04:45 PM	0	2	311	4	0	3	2	6	0	9	270	4	0	2	3	18	634
Total	0	14	1224	24	0	24	21	24	0	35	1013	17	0	5	16	116	2533
05:00 PM	0	2	335	7	0	6	8	15	0	11	296	10	0	0	5	26	721
05:15 PM	0	0	354	1	0	3	5	11	0	15	321	11	0	0	8	37	766
05:30 PM	0	1	316	6	0	7	12	13	0	16	309	6	0	0	9	21	716
05:45 PM	0	5	320	13	0	7	6	17	0	14	315	2	0	2	6	34	741
Total	0	8	1325	27	0	23	31	56	0	56	1241	29	0	2	28	118	2944

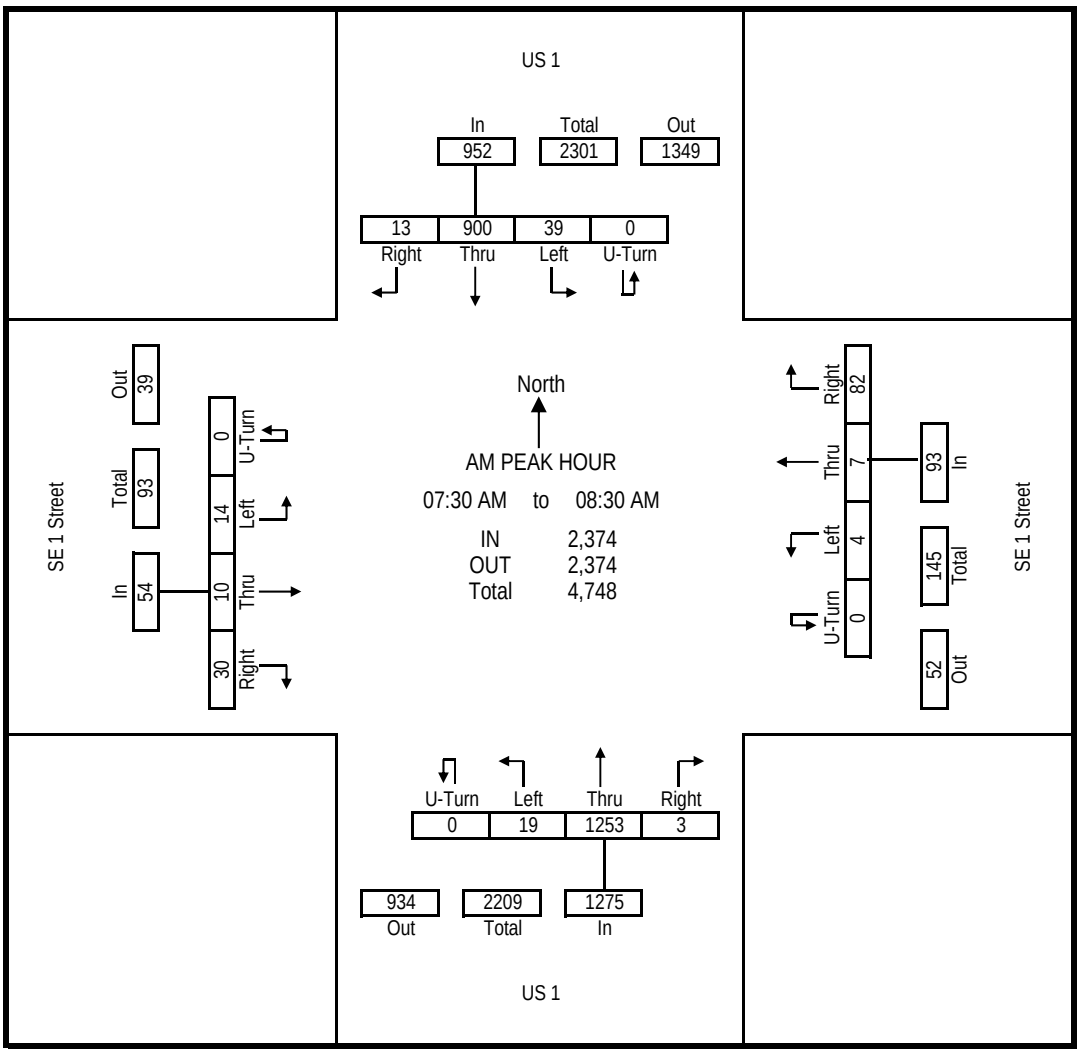
.IENT: KBP
JOB No: 2015-00022
PROJECT: TMC
COUNTY: BROWARD

File Name: 20150224 TMC VD
Site Code: -
Count Date: 2/24/2015 (Tue.)
Page No: 2 of 6

Groups Printed: Automobiles & Heavy Vehicles

	US 1 Southbound				SE 1 Street Westbound				US 1 Northbound				SE 1 Street Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:30 AM	0	8	194	2	0	2	3	28	0	5	320	0	0	4	1	6	573
07:45 AM	0	9	223	5	0	1	2	19	0	4	296	1	0	3	4	12	579
08:00 AM	0	8	238	2	0	1	2	19	0	4	323	0	0	2	3	8	610
08:15 AM	0	14	245	4	0	0	0	16	0	6	314	2	0	5	2	4	612
Total	0	39	900	13	0	4	7	82	0	19	1253	3	0	14	10	30	2374
PHF	0.000	0.696	0.918	0.650	0.000	0.500	0.583	0.732	0.000	0.792	0.970	0.375	0.000	0.700	0.625	0.625	0.97
Heavy Veh %	0%	7%	3%	13%	0%	20%	13%	7%	0%	5%	2%	40%	0%	7%	17%	3%	3%
App Vol %	0%	4%	95%	1%	0%	4%	8%	88%	0%	1%	98%	0%	0%	26%	19%	56%	

Intersection Peak Hour Analysis From 07:00 AM to 09:00 AM
Peak Hour for Entire Intersection Begins at : 07:30 AM to 08:30 AM



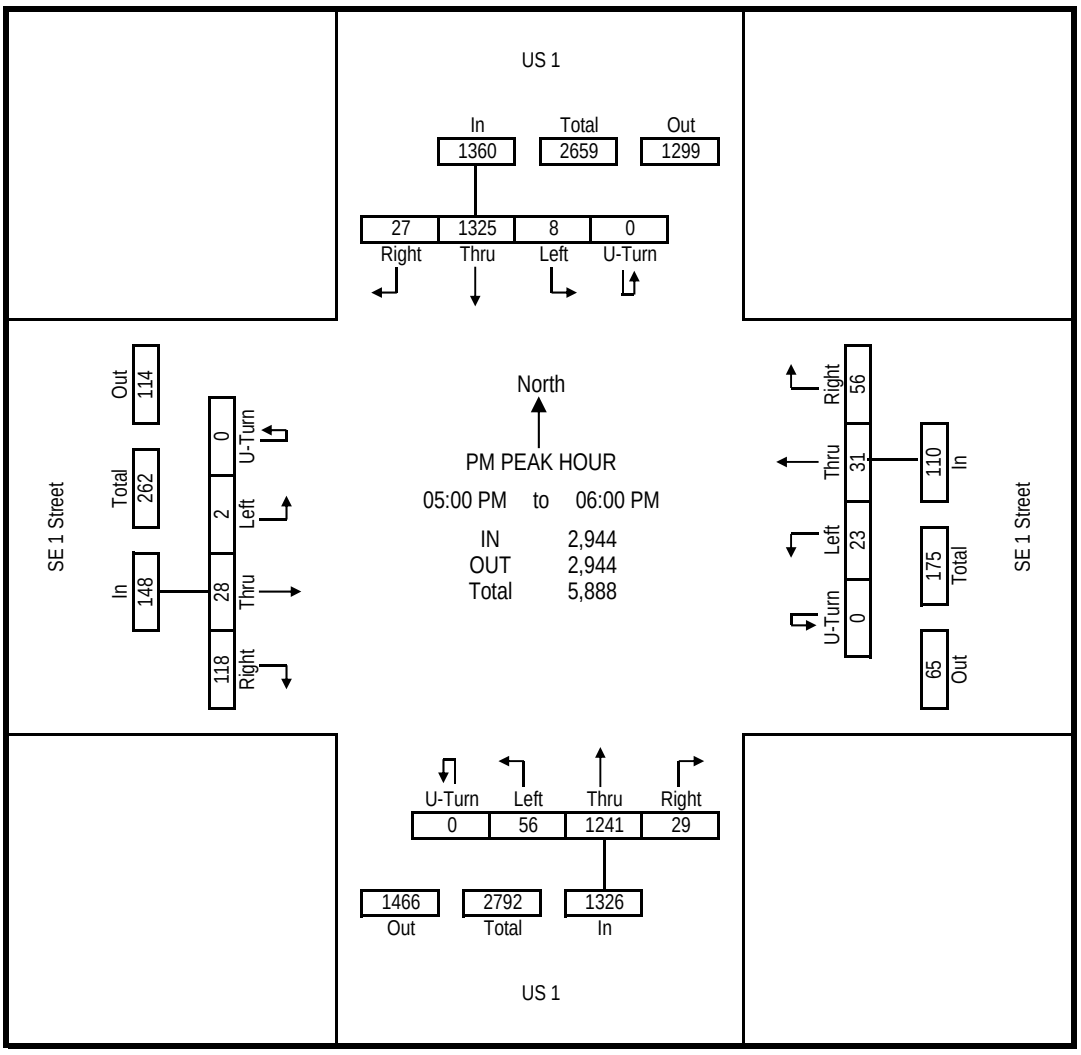
IENT: KBP
JOB No: 2015-00022
PROJECT: TMC
COUNTY: BROWARD

File Name: 20150224 TMC VD
Site Code: -
Count Date: 2/24/2015 (Tue.)
Page No: 3 of 6

Groups Printed: Automobiles & Heavy Vehicles

	US 1 Southbound				SE 1 Street Westbound				US 1 Northbound				SE 1 Street Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
05:00 PM	0	2	335	7	0	6	8	15	0	11	296	10	0	0	5	26	721
05:15 PM	0	0	354	1	0	3	5	11	0	15	321	11	0	0	8	37	766
05:30 PM	0	1	316	6	0	7	12	13	0	16	309	6	0	0	9	21	716
05:45 PM	0	5	320	13	0	7	6	17	0	14	315	2	0	2	6	34	741
Total	0	8	1325	27	0	23	31	56	0	56	1241	29	0	2	28	118	2944
PHF	0.000	0.400	0.936	0.519	0.000	0.821	0.646	0.824	0.000	0.875	0.967	0.659	0.000	0.250	0.778	0.797	0.96
Heavy Veh %	0%	27%	2%	10%	0%	4%	3%	10%	0%	7%	2%	9%	0%	33%	10%	2%	2%
App Vol %	0%	1%	97%	2%	0%	21%	28%	51%	0%	4%	94%	2%	0%	1%	19%	80%	

Intersection Peak Hour Analysis From 04:00 PM to 06:00 PM
Peak Hour for Entire Intersection Begins at : 05:00 PM to 06:00 PM



CLIENT: KBP
JOB No: 2013-0001
PROJECT: TMC
COUNTY: BROWARD

File Name: 20150224 TMC VD
Site Code: -
Count Date: 2/24/2015 (Tue.)
Page No: 4 of 6

Groups Printed: Automobiles

	US 1 Southbound				SE 1 Street Westbound				US 1 Northbound				SE 1 Street Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:00 AM	0	3	127	1	0	0	1	19	0	4	191	5	0	2	0	2	355
07:15 AM	0	7	187	3	0	2	2	17	0	2	249	0	0	5	2	6	482
07:30 AM	0	8	189	2	0	1	3	26	0	4	313	0	0	4	1	5	556
07:45 AM	0	9	217	4	0	1	1	18	0	4	291	0	0	3	4	12	564
Total	0	27	720	10	0	4	7	80	0	14	1044	5	0	14	7	25	1957
08:00 AM	0	6	229	2	0	1	2	17	0	4	317	0	0	2	2	8	590
08:15 AM	0	13	235	3	0	0	0	15	0	6	306	1	0	4	1	4	588
08:30 AM	0	12	247	5	0	1	1	18	0	2	255	0	0	1	1	6	549
08:45 AM	0	16	246	1	0	1	3	20	0	2	230	0	0	3	3	4	529
Total	0	47	957	11	0	3	6	70	0	14	1108	1	0	10	7	22	2256
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	1	307	5	0	7	10	8	0	15	266	5	0	1	1	39	665
04:15 PM	0	7	291	7	0	7	2	4	0	6	222	2	0	1	2	21	572
04:30 PM	0	1	299	8	0	6	5	3	0	4	244	4	0	1	6	37	618
04:45 PM	0	1	308	4	0	3	1	3	0	9	264	4	0	1	3	18	619
Total	0	10	1205	24	0	23	18	18	0	34	996	15	0	4	12	115	2474
05:00 PM	0	0	327	6	0	6	8	13	0	10	291	8	0	0	4	25	698
05:15 PM	0	0	349	0	0	3	4	10	0	15	316	11	0	0	7	37	752
05:30 PM	0	0	312	6	0	6	12	12	0	15	302	5	0	0	9	20	699
05:45 PM	0	5	315	12	0	7	6	15	0	12	307	2	0	1	5	33	720
Total	0	5	1303	24	0	22	30	50	0	52	1216	26	0	1	25	115	2869

CLIENT: KBP
JOB No: 2013-0001
PROJECT: TMC
COUNTY: BROWARD

File Name: 20150224 TMC VD
Site Code: -
Count Date: 2/24/2015 (Tue.)
Page No: 5 of 6

Groups Printed: Heavy Vehicles

	US 1 Southbound				SE 1 Street Westbound				US 1 Northbound				SE 1 Street Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:00 AM	0	0	6	0	0	0	0	1	0	0	8	1	0	0	0	1	17
07:15 AM	0	1	7	0	0	0	0	0	0	0	4	0	0	1	1	0	14
07:30 AM	0	0	5	0	0	1	0	2	0	1	7	0	0	0	0	1	17
07:45 AM	0	0	6	1	0	0	1	1	0	0	5	1	0	0	0	0	15
Total	0	1	24	1	0	1	1	4	0	1	24	2	0	1	1	2	63
08:00 AM	0	2	9	0	0	0	0	2	0	0	6	0	0	0	1	0	20
08:15 AM	0	1	10	1	0	0	0	1	0	0	8	1	0	1	1	0	24
08:30 AM	0	0	7	0	0	0	0	1	0	1	6	0	0	0	0	1	16
08:45 AM	0	1	5	0	0	0	0	1	0	0	8	1	0	0	0	0	16
Total	0	4	31	1	0	0	0	5	0	1	28	2	0	1	2	1	76
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	1	6	0	0	0	1	2	0	0	3	1	0	0	2	0	16
04:15 PM	0	2	3	0	0	1	0	1	0	1	5	0	0	0	0	0	13
04:30 PM	0	0	7	0	0	0	1	0	0	0	3	1	0	0	2	1	15
04:45 PM	0	1	3	0	0	0	1	3	0	0	6	0	0	1	0	0	15
Total	0	4	19	0	0	1	3	6	0	1	17	2	0	1	4	1	59
05:00 PM	0	2	8	1	0	0	0	2	0	1	5	2	0	0	1	1	23
05:15 PM	0	0	5	1	0	0	1	1	0	0	5	0	0	0	1	0	14
05:30 PM	0	1	4	0	0	1	0	1	0	1	7	1	0	0	0	1	17
05:45 PM	0	0	5	1	0	0	0	2	0	2	8	0	0	1	1	1	21
Total	0	3	22	3	0	1	1	6	0	4	25	3	0	1	3	3	75

CLIENT: KBP
JOB No: 2013-0001
PROJECT: TMC
COUNTY: BROWARD

File Name: 20150224 TMC VD
Site Code: -
Count Date: 2/24/2015 (Tue.)

Groups Printed: Bicyclists & Pedestrians

	US 1 Southbound				SE 1 Street Westbound				US 1 Northbound				SE 1 Street Eastbound				
Start Time	BLeft	BThru	BRight	Ped/Bike Xng. W-Side	BLeft	BThru	BRight	Ped/Bike Xng. E-Side	BLeft	BThru	BRight	Ped/Bike Xng. N-Side	BLeft	BThru	BRight	Ped/Bike Xng. S-Side	Int Total
07:00 AM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4
07:15 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	3
07:30 AM	0	0	0	1	0	0	0	0	1	0	1	0	1	0	0	1	5
07:45 AM	0	1	0	4	0	1	0	1	0	1	0	1	0	0	0	0	9
Total	0	3	0	5	0	1	0	1	1	4	2	1	1	1	0	1	21
08:00 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	4
08:15 AM	0	2	0	1	0	1	1	1	0	1	0	1	0	0	0	1	9
08:30 AM	0	2	0	0	0	0	0	2	0	0	1	0	0	0	0	2	7
08:45 AM	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0	0	4
Total	0	4	0	2	2	1	1	5	0	2	2	2	0	0	0	3	24
09:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	1	0	0	4	0	0	0	2	0	0	1	1	0	1	0	4	14
04:15 PM	0	1	0	1	0	0	0	2	0	1	0	0	0	0	0	3	8
04:30 PM	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	0	4
04:45 PM	0	0	0	2	0	0	0	0	0	1	0	1	0	0	1	0	5
Total	1	1	1	7	0	0	0	5	0	2	2	3	0	1	1	7	31
05:00 PM	0	1	0	3	0	0	0	3	0	0	0	1	0	0	0	1	9
05:15 PM	1	0	0	0	0	0	0	2	0	2	0	3	0	1	0	0	9
05:30 PM	0	0	0	1	0	0	0	2	0	0	1	2	0	0	0	0	6
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	4
Total	1	1	0	4	0	0	0	7	0	3	1	6	0	1	0	4	28

CLIENT: KBP
JOB No: 2015-00022
PROJECT: TMC
COUNTY: BROWARD

File Name: 20150224 TMC VD
Site Code: -
Count Date: 02/24/2015 (Tue.)

Groups Printed: Automobiles & Heavy Vehicles

	US 1 Southbound				SE 2 Street Westbound				US 1 Northbound				SE 2 Street Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:00 AM	0	17	171	3	0	0	0	21	0	1	232	0	0	0	0	2	447
07:15 AM	0	22	190	0	0	0	0	35	0	1	290	2	0	0	0	1	541
07:30 AM	0	36	220	0	0	0	0	46	0	0	347	1	0	1	0	1	652
07:45 AM	0	47	260	2	0	0	0	45	0	1	372	2	0	1	0	3	733
Total	0	122	841	5	0	0	0	147	0	3	1241	5	0	2	0	7	2373
08:00 AM	0	41	227	3	0	0	0	40	0	0	355	5	0	0	0	1	672
08:15 AM	0	44	310	1	0	0	1	47	0	0	329	2	0	0	0	4	738
08:30 AM	0	41	266	0	0	1	0	50	0	0	311	4	0	1	0	0	674
08:45 AM	0	38	317	1	0	0	0	35	0	3	306	2	0	0	0	1	703
Total	0	164	1120	5	0	1	1	172	0	3	1301	13	0	1	0	6	2787
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	45	355	4	0	0	0	63	0	1	369	5	0	0	0	1	843
04:15 PM	0	36	390	5	0	0	0	51	0	1	339	7	0	1	0	2	832
04:30 PM	0	38	331	2	0	2	0	65	0	3	370	5	0	0	0	5	821
04:45 PM	0	52	360	4	0	0	0	47	0	0	376	3	0	0	0	2	844
Total	0	171	1436	15	0	2	0	226	0	5	1454	20	0	1	0	10	3340
05:00 PM	0	55	394	3	0	0	0	67	0	2	344	5	0	0	0	2	872
05:15 PM	0	71	425	4	0	0	0	52	0	5	382	7	0	0	0	3	949
05:30 PM	0	57	342	1	0	0	0	44	0	1	405	4	0	0	0	0	854
05:45 PM	0	79	410	4	0	1	0	40	0	3	388	4	0	1	0	1	931
Total	0	262	1571	12	0	1	0	203	0	11	1519	20	0	1	0	6	3606

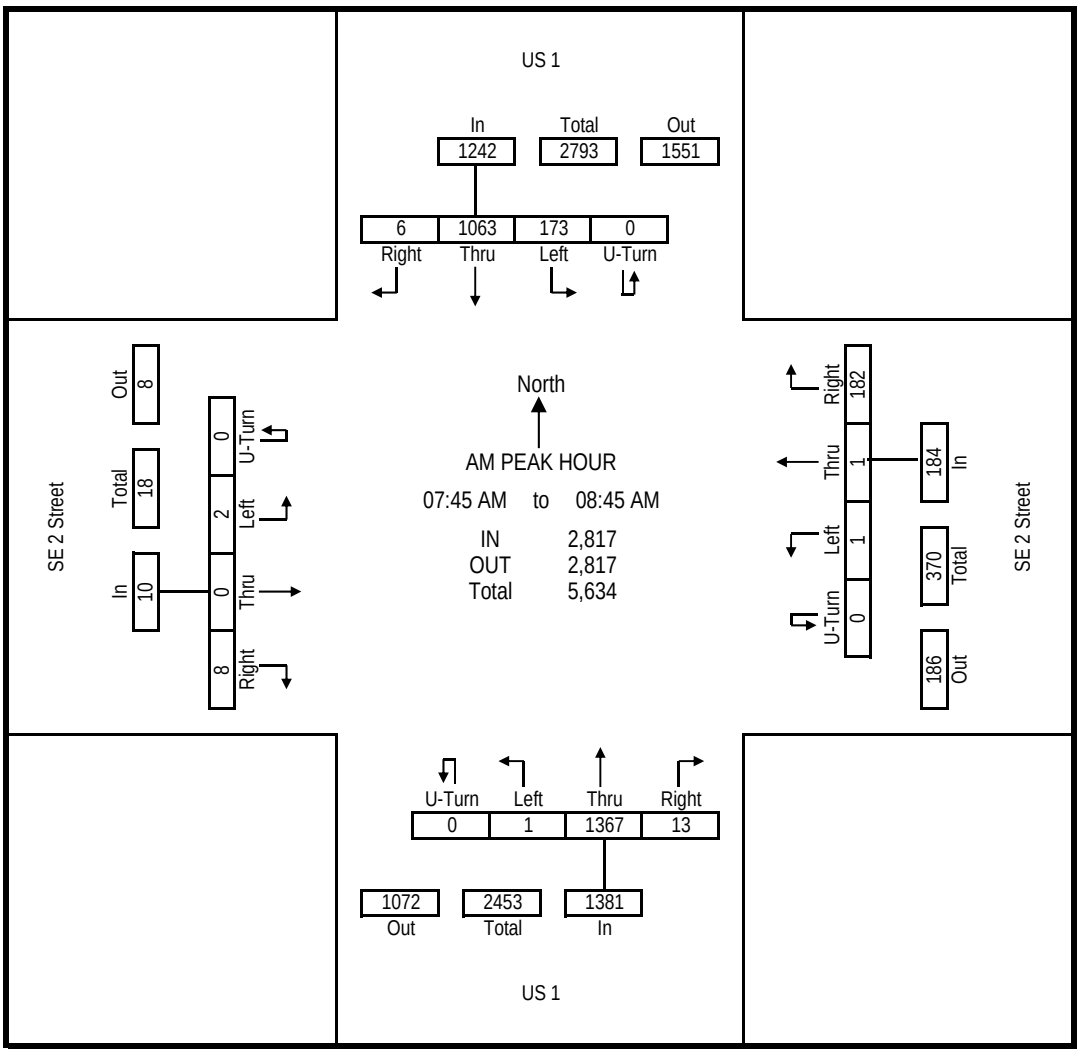
.IENT: KBP
JOB No: 2015-00022
PROJECT: TMC
COUNTY: BROWARD

File Name: 20150224 TMC VD
Site Code: -
Count Date: 2/24/2015 (Tue.)
Page No: 2 of 6

Groups Printed: Automobiles & Heavy Vehicles

	US 1 Southbound				SE 2 Street Westbound				US 1 Northbound				SE 2 Street Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:45 AM	0	47	260	2	0	0	0	45	0	1	372	2	0	1	0	3	733
08:00 AM	0	41	227	3	0	0	0	40	0	0	355	5	0	0	0	1	672
08:15 AM	0	44	310	1	0	0	1	47	0	0	329	2	0	0	0	4	738
08:30 AM	0	41	266	0	0	1	0	50	0	0	311	4	0	1	0	0	674
Total	0	173	1063	6	0	1	1	182	0	1	1367	13	0	2	0	8	2817
PHF	0.000	0.920	0.857	0.500	0.000	0.250	0.250	0.910	0.000	0.250	0.919	0.650	0.000	0.500	0.000	0.500	0.95
Heavy Veh %	0%	1%	4%	0%	0%	0%	0%	1%	0%	0%	3%	7%	0%	0%	0%	0%	3%
App Vol %	0%	14%	86%	0%	0%	1%	1%	99%	0%	0%	99%	1%	0%	20%	0%	80%	

Intersection Peak Hour Analysis From 07:00 AM to 09:00 AM
Peak Hour for Entire Intersection Begins at : 07:45 AM to 08:45 AM



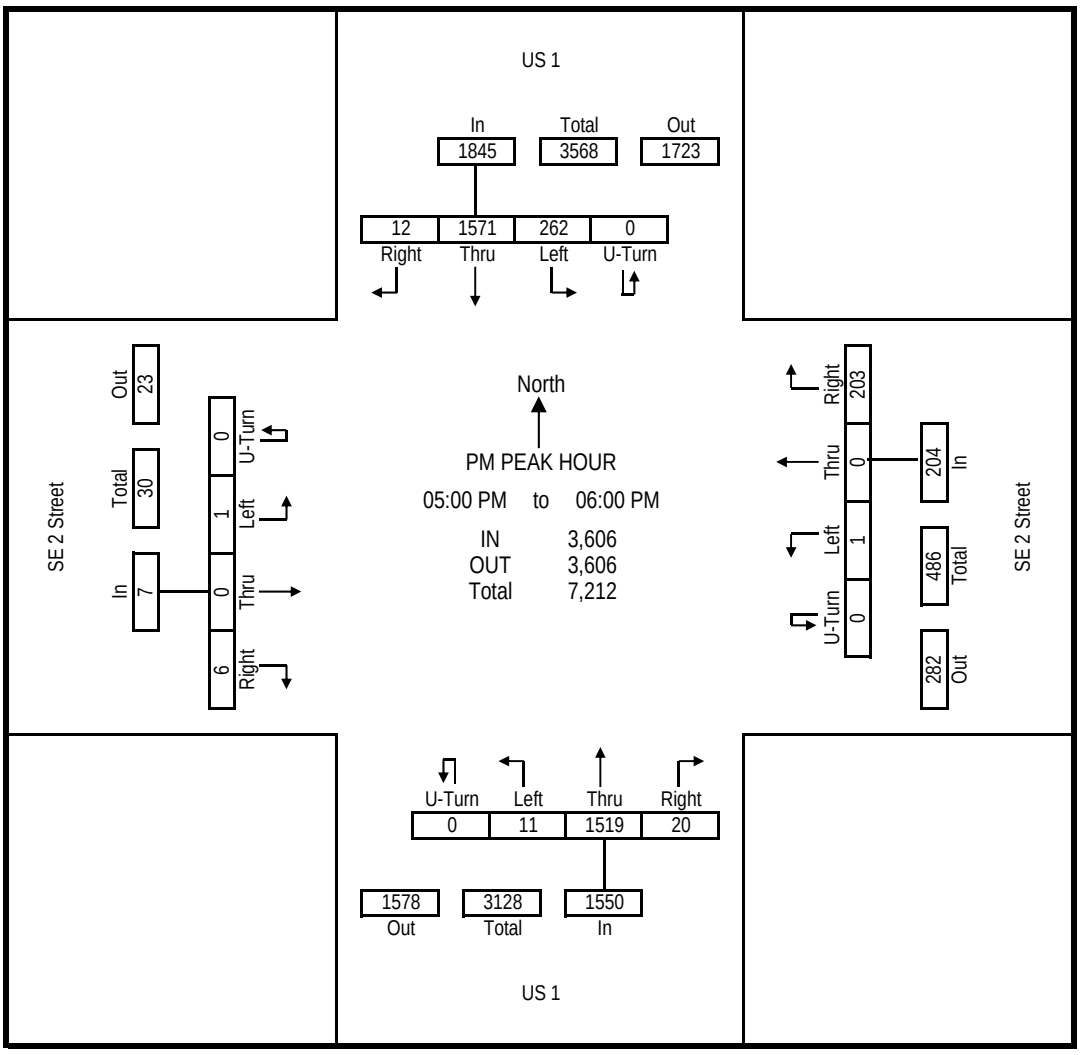
IENT: KBP
JOB No: 2015-00022
PROJECT: TMC
COUNTY: BROWARD

File Name: 20150224 TMC VD
Site Code: -
Count Date: 2/24/2015 (Tue.)
Page No: 3 of 6

Groups Printed: Automobiles & Heavy Vehicles

	US 1 Southbound				SE 2 Street Westbound				US 1 Northbound				SE 2 Street Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
05:00 PM	0	55	394	3	0	0	0	67	0	2	344	5	0	0	0	2	872
05:15 PM	0	71	425	4	0	0	0	52	0	5	382	7	0	0	0	3	949
05:30 PM	0	57	342	1	0	0	0	44	0	1	405	4	0	0	0	0	854
05:45 PM	0	79	410	4	0	1	0	40	0	3	388	4	0	1	0	1	931
Total	0	262	1571	12	0	1	0	203	0	11	1519	20	0	1	0	6	3606
PHF	0.000	0.829	0.924	0.750	0.000	0.250	0.000	0.757	0.000	0.550	0.938	0.714	0.000	0.250	0.000	0.500	0.95
Heavy Veh %	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	3%	13%	0%	0%	0%	0%	2%
App Vol %	0%	14%	85%	1%	0%	0%	0%	100%	0%	1%	98%	1%	0%	14%	0%	86%	

Intersection Peak Hour Analysis From 04:00 PM to 06:00 PM
Peak Hour for Entire Intersection Begins at : 05:00 PM to 06:00 PM



CLIENT: KBP
JOB No: 2013-0001
PROJECT: TMC
COUNTY: BROWARD

File Name: 20150224 TMC VD
Site Code: -
Count Date: 2/24/2015 (Tue.)
Page No: 4 of 6

Groups Printed: Automobiles

	US 1 Southbound				SE 2 Street Westbound				US 1 Northbound				SE 2 Street Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:00 AM	0	17	162	2	0	0	0	21	0	1	224	0	0	0	0	2	429
07:15 AM	0	22	182	0	0	0	0	35	0	1	285	2	0	0	0	1	528
07:30 AM	0	35	212	0	0	0	0	46	0	0	339	1	0	1	0	1	635
07:45 AM	0	47	251	2	0	0	0	44	0	1	368	2	0	1	0	3	719
Total	0	121	807	4	0	0	0	146	0	3	1216	5	0	2	0	7	2311
08:00 AM	0	41	215	3	0	0	0	40	0	0	343	5	0	0	0	1	648
08:15 AM	0	44	296	1	0	0	1	47	0	0	318	1	0	0	0	4	712
08:30 AM	0	40	251	0	0	1	0	50	0	0	299	4	0	1	0	0	646
08:45 AM	0	37	302	1	0	0	0	35	0	3	294	2	0	0	0	1	675
Total	0	162	1064	5	0	1	1	172	0	3	1254	12	0	1	0	6	2681
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	44	346	4	0	0	0	61	0	1	359	5	0	0	0	1	821
04:15 PM	0	36	375	5	0	0	0	50	0	1	327	7	0	1	0	2	804
04:30 PM	0	38	325	2	0	2	0	62	0	3	359	5	0	0	0	5	801
04:45 PM	0	52	349	3	0	0	0	47	0	0	364	3	0	0	0	2	820
Total	0	170	1395	14	0	2	0	220	0	5	1409	20	0	1	0	10	3246
05:00 PM	0	55	388	3	0	0	0	67	0	2	326	4	0	0	0	2	847
05:15 PM	0	71	418	4	0	0	0	52	0	5	367	6	0	0	0	3	926
05:30 PM	0	57	337	1	0	0	0	44	0	1	393	3	0	0	0	0	836
05:45 PM	0	79	405	4	0	1	0	40	0	3	381	4	0	1	0	1	919
Total	0	262	1548	12	0	1	0	203	0	11	1467	17	0	1	0	6	3528

CLIENT: KBP
JOB No: 2013-0001
PROJECT: TMC
COUNTY: BROWARD

File Name: 20150224 TMC VD
Site Code: -
Count Date: 2/24/2015 (Tue.)
Page No: 5 of 6

Groups Printed: Heavy Vehicles

	US 1 Southbound				SE 2 Street Westbound				US 1 Northbound				SE 2 Street Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:00 AM	0	0	9	1	0	0	0	0	0	0	8	0	0	0	0	0	18
07:15 AM	0	0	8	0	0	0	0	0	0	0	5	0	0	0	0	0	13
07:30 AM	0	1	8	0	0	0	0	0	0	0	8	0	0	0	0	0	17
07:45 AM	0	0	9	0	0	0	0	1	0	0	4	0	0	0	0	0	14
Total	0	1	34	1	0	0	0	1	0	0	25	0	0	0	0	0	62
08:00 AM	0	0	12	0	0	0	0	0	0	0	12	0	0	0	0	0	24
08:15 AM	0	0	14	0	0	0	0	0	0	0	11	1	0	0	0	0	26
08:30 AM	0	1	15	0	0	0	0	0	0	0	12	0	0	0	0	0	28
08:45 AM	0	1	15	0	0	0	0	0	0	0	12	0	0	0	0	0	28
Total	0	2	56	0	0	0	0	0	0	0	47	1	0	0	0	0	106
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	1	9	0	0	0	0	2	0	0	10	0	0	0	0	0	22
04:15 PM	0	0	15	0	0	0	0	1	0	0	12	0	0	0	0	0	28
04:30 PM	0	0	6	0	0	0	0	3	0	0	11	0	0	0	0	0	20
04:45 PM	0	0	11	1	0	0	0	0	0	0	12	0	0	0	0	0	24
Total	0	1	41	1	0	0	0	6	0	0	45	0	0	0	0	0	94
05:00 PM	0	0	6	0	0	0	0	0	0	0	18	1	0	0	0	0	25
05:15 PM	0	0	7	0	0	0	0	0	0	0	15	1	0	0	0	0	23
05:30 PM	0	0	5	0	0	0	0	0	0	0	12	1	0	0	0	0	18
05:45 PM	0	0	5	0	0	0	0	0	0	0	7	0	0	0	0	0	12
Total	0	0	23	0	0	0	0	0	0	0	52	3	0	0	0	0	78

CLIENT: KBP
JOB No: 2013-0001
PROJECT: TMC
COUNTY: BROWARD

File Name: 20150224 TMC VD
Site Code: -
Count Date: 2/24/2015 (Tue.)
Page No: 6 of 6

Groups Printed: Bicyclists & Pedestrians

	US 1 Southbound				SE 2 Street Westbound				US 1 Northbound				SE 2 Street Eastbound				
Start Time	BLeft	BThru	BRight	Ped/Bike Xng. W-Side	BLeft	BThru	BRight	Ped/Bike Xng. E-Side	BLeft	BThru	BRight	Ped/Bike Xng. N-Side	BLeft	BThru	BRight	Ped/Bike Xng. S-Side	Int Total
07:00 AM	0	1	0	2	0	0	2	1	0	0	0	0	0	0	0	0	6
07:15 AM	0	0	1	1	0	0	1	1	0	2	0	2	0	0	0	0	8
07:30 AM	0	0	0	1	0	0	1	0	0	0	0	3	0	0	0	0	5
07:45 AM	0	3	0	1	0	0	0	1	0	0	0	0	0	0	0	0	5
Total	0	4	1	5	0	0	4	3	0	2	0	5	0	0	0	0	24
08:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	1	5
08:30 AM	0	2	0	2	0	0	2	0	0	0	0	2	0	0	0	0	8
08:45 AM	0	0	0	1	0	0	3	0	0	0	0	2	0	0	0	0	6
Total	0	2	0	4	0	0	5	1	0	1	0	6	0	0	0	1	20
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	5
04:15 PM	0	1	0	1	0	0	0	1	0	0	0	3	0	0	0	0	6
04:30 PM	0	1	0	2	0	0	0	0	0	0	0	1	0	0	0	0	4
04:45 PM	0	0	0	2	0	0	0	0	0	1	0	1	0	0	0	2	6
Total	0	2	0	8	0	0	0	1	0	1	0	7	0	0	0	2	21
05:00 PM	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	4
05:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
05:30 PM	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	4
05:45 PM	0	0	0	5	0	0	0	2	0	1	0	1	0	0	0	1	10
Total	0	0	0	10	0	0	0	2	0	1	0	5	0	0	0	2	20

CLIENT: KBP
JOB No: 2015-00022
PROJECT: TMC
COUNTY: BROWARD

File Name: 20150224 TMC VD
Site Code: -
Count Date: 02/24/2015 (Tue.)

Groups Printed: Automobiles & Heavy Vehicles

	US 1 Southbound				Old Griffin Road Westbound				US 1 Northbound				Old Griffin Road Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:00 AM	0	0	176	3	0	0	0	0	2	27	222	0	0	12	0	33	475
07:15 AM	0	0	170	16	0	0	0	0	5	36	287	1	1	8	0	38	562
07:30 AM	2	0	227	13	0	0	0	0	2	60	385	0	0	12	0	42	743
07:45 AM	0	0	270	12	0	0	0	0	2	75	344	0	0	19	1	47	770
Total	2	0	843	44	0	0	0	0	11	198	1238	1	1	51	1	160	2550
08:00 AM	0	3	228	16	0	0	0	0	1	59	325	0	0	11	0	66	709
08:15 AM	0	0	297	11	0	1	0	1	2	53	324	4	0	19	0	67	779
08:30 AM	2	0	262	12	0	0	0	0	0	41	306	0	0	16	0	55	694
08:45 AM	0	0	313	13	0	0	0	0	0	58	288	1	0	18	1	56	748
Total	2	3	1100	52	0	1	0	1	3	211	1243	5	0	64	1	244	2930
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	1	0	371	13	0	1	0	1	3	55	382	0	2	21	0	67	917
04:15 PM	1	1	357	14	1	0	0	0	2	72	321	1	1	20	0	66	857
04:30 PM	1	0	342	12	0	0	0	1	1	80	353	0	2	13	0	56	861
04:45 PM	2	0	358	20	0	0	0	0	2	86	348	0	2	20	0	65	903
Total	5	1	1428	59	1	1	0	2	8	293	1404	1	7	74	0	254	3538
05:00 PM	1	1	420	21	0	0	2	0	2	65	345	0	0	19	0	63	939
05:15 PM	0	0	459	24	3	0	0	2	2	61	372	0	0	16	0	87	1026
05:30 PM	0	0	394	24	0	0	0	1	6	70	357	0	2	12	0	83	949
05:45 PM	1	1	453	17	0	0	0	0	2	57	380	0	0	15	0	70	996
Total	2	2	1726	86	3	0	2	3	12	253	1454	0	2	62	0	303	3910

.IENT: KBP
JOB No: 2015-00022
PROJECT: TMC
COUNTY: BROWARD

File Name: 20150224 TMC VD
Site Code: -
Count Date: 2/24/2015 (Tue.)
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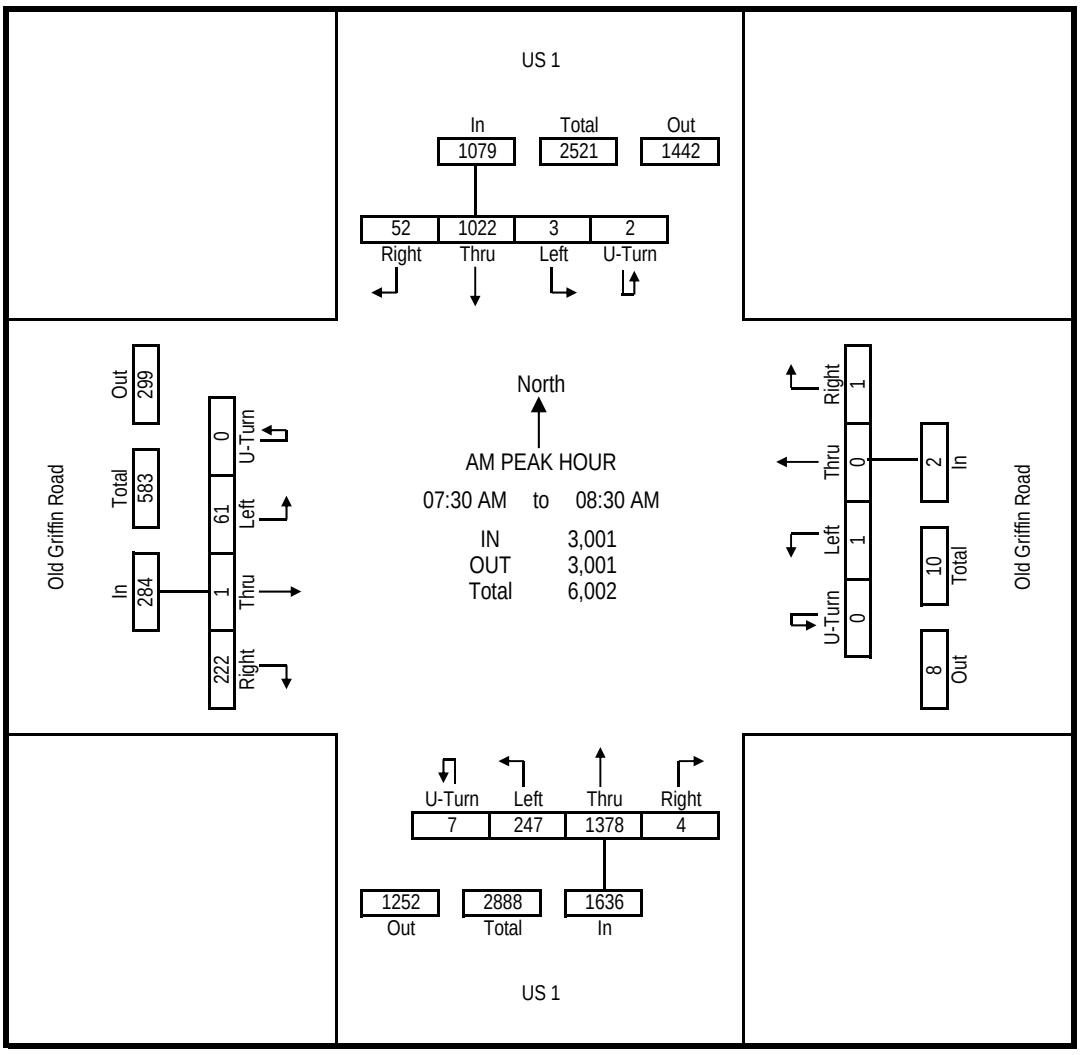
Old Griffin

Groups Printed: Automobiles & Heavy Vehicles

	US 1 Southbound				Old Griffin Road Westbound				US 1 Northbound				Old Griffin Road Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:30 AM	2	0	227	13	0	0	0	0	2	60	385	0	0	12	0	42	743
07:45 AM	0	0	270	12	0	0	0	0	2	75	344	0	0	19	1	47	770
08:00 AM	0	3	228	16	0	0	0	0	1	59	325	0	0	11	0	66	709
08:15 AM	0	0	297	11	0	1	0	1	2	53	324	4	0	19	0	67	779
Total	2	3	1022	52	0	1	0	1	7	247	1378	4	0	61	1	222	3001
PHF	0.250	0.250	0.860	0.813	0.000	0.250	0.000	0.250	0.875	0.823	0.895	0.250	0.000	0.803	0.250	0.828	0.96
Heavy Veh %	0%	0%	3%	30%	0%	0%	0%	0%	0%	0%	2%	0%	0%	20%	0%	5%	4%
App Vol %	0%	0%	95%	5%	0%	50%	0%	50%	0%	15%	84%	0%	0%	21%	0%	78%	

Intersection Peak Hour Analysis From 07:00 AM to 09:00 AM

Peak Hour for Entire Intersection Begins at : 07:30 AM to 08:30 AM



.IENT: KBP
JOB No: 2015-00022
PROJECT: TMC
COUNTY: BROWARD

File Name: 20150224 TMC VD
Site Code: -
Count Date: 2/24/2015 (Tue.)
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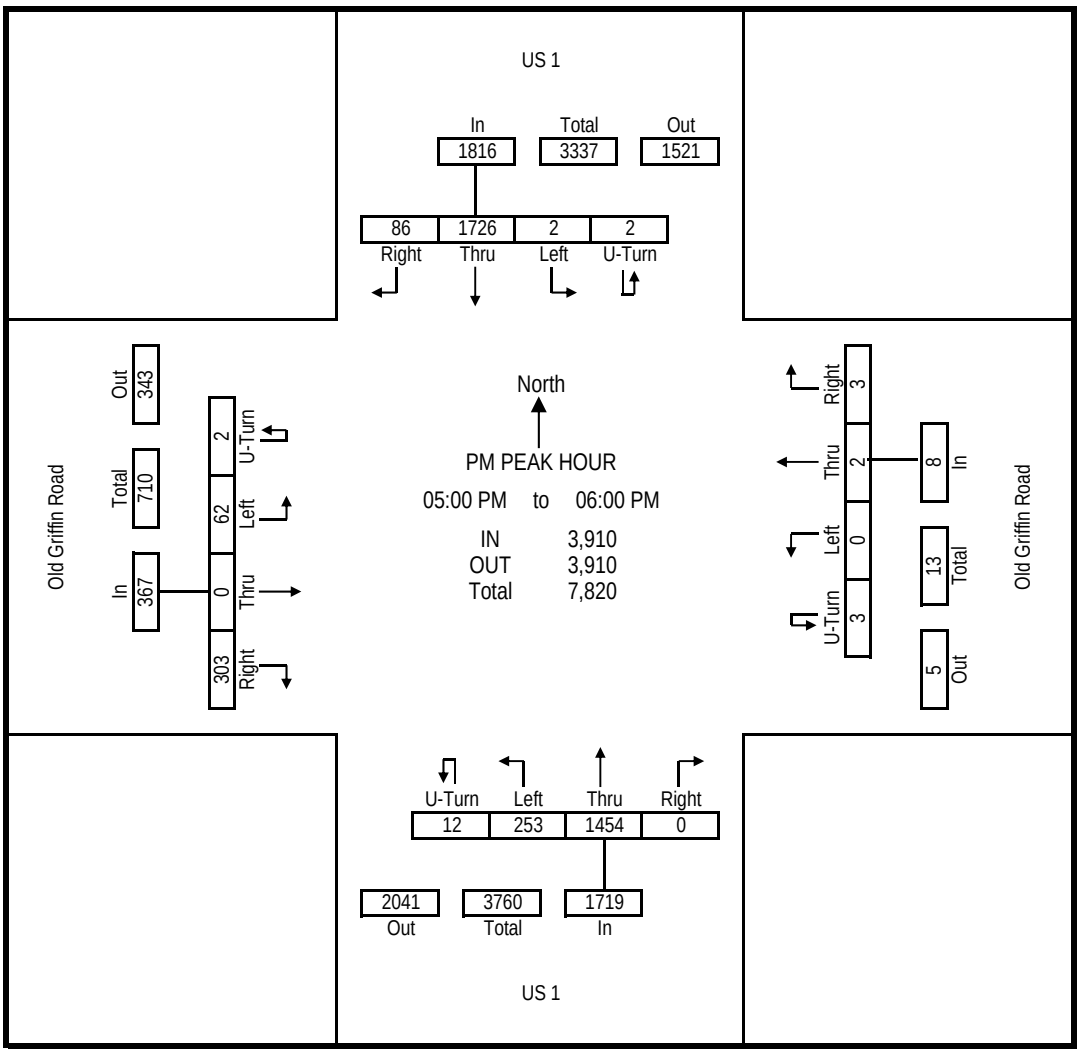
Old Griffin

Groups Printed: Automobiles & Heavy Vehicles

	US 1 Southbound				Old Griffin Road Westbound				US 1 Northbound				Old Griffin Road Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
05:00 PM	1	1	420	21	0	0	2	0	2	65	345	0	0	19	0	63	939
05:15 PM	0	0	459	24	3	0	0	2	2	61	372	0	0	16	0	87	1026
05:30 PM	0	0	394	24	0	0	0	1	6	70	357	0	2	12	0	83	949
05:45 PM	1	1	453	17	0	0	0	0	2	57	380	0	0	15	0	70	996
Total	2	2	1726	86	3	0	2	3	12	253	1454	0	2	62	0	303	3910
PHF	0.500	0.500	0.940	0.896	0.250	0.000	0.250	0.375	0.500	0.904	0.957	0.000	0.250	0.816	0.000	0.871	0.95
Heavy Veh %	0%	0%	1%	0%	0%	0%	0%	0%	0%	3%	2%	0%	0%	0%	0%	1%	1%
App Vol %	0%	0%	95%	5%	38%	0%	25%	38%	1%	15%	85%	0%	1%	17%	0%	83%	

Intersection Peak Hour Analysis From 04:00 PM to 06:00 PM

Peak Hour for Entire Intersection Begins at : 05:00 PM to 06:00 PM



CLIENT: KBP
JOB No: 2013-0001
PROJECT: TMC
COUNTY: BROWARD

File Name: 20150224 TMC VD
Site Code: -
Count Date: 2/24/2015 (Tue.)
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Groups Printed: Automobiles

	US 1 Southbound				Old Griffin Road Westbound				US 1 Northbound				Old Griffin Road Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:00 AM	0	0	170	3	0	0	0	0	2	27	214	0	0	12	0	31	459
07:15 AM	0	0	168	12	0	0	0	0	5	34	283	1	1	8	0	37	549
07:30 AM	2	0	215	6	0	0	0	0	2	59	374	0	0	9	0	40	707
07:45 AM	0	0	265	7	0	0	0	0	2	75	340	0	0	14	1	45	749
Total	2	0	818	28	0	0	0	0	11	195	1211	1	1	43	1	153	2464
08:00 AM	0	3	222	12	0	0	0	0	1	59	315	0	0	8	0	61	681
08:15 AM	0	0	289	5	0	1	0	1	2	53	314	4	0	15	0	64	748
08:30 AM	2	0	253	10	0	0	0	0	0	39	300	0	0	10	0	52	666
08:45 AM	0	0	300	7	0	0	0	0	0	55	282	1	0	15	1	54	715
Total	2	3	1064	34	0	1	0	1	3	206	1211	5	0	48	1	231	2810
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	1	0	365	13	0	1	0	1	3	51	376	0	2	21	0	65	899
04:15 PM	1	1	346	13	1	0	0	0	2	70	313	1	1	19	0	64	832
04:30 PM	1	0	337	12	0	0	0	1	1	75	348	0	2	13	0	54	844
04:45 PM	2	0	356	20	0	0	0	0	2	86	342	0	2	20	0	63	893
Total	5	1	1404	58	1	1	0	2	8	282	1379	1	7	73	0	246	3468
05:00 PM	1	1	412	21	0	0	2	0	2	61	335	0	0	19	0	63	917
05:15 PM	0	0	456	24	3	0	0	2	2	59	362	0	0	16	0	87	1011
05:30 PM	0	0	390	24	0	0	0	1	6	70	353	0	2	12	0	82	940
05:45 PM	1	1	452	17	0	0	0	0	2	56	379	0	0	15	0	69	992
Total	2	2	1710	86	3	0	2	3	12	246	1429	0	2	62	0	301	3860

CLIENT: KBP
JOB No: 2013-0001
PROJECT: TMC
COUNTY: BROWARD

File Name: 20150224 TMC VD
Site Code: -
Count Date: 2/24/2015 (Tue.)
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Groups Printed: Heavy Vehicles

	US 1 Southbound				Old Griffin Road Westbound				US 1 Northbound				Old Griffin Road Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:00 AM	0	0	6	0	0	0	0	0	0	0	8	0	0	0	0	2	16
07:15 AM	0	0	2	4	0	0	0	0	0	2	4	0	0	0	0	1	13
07:30 AM	0	0	12	7	0	0	0	0	0	1	11	0	0	3	0	2	36
07:45 AM	0	0	5	5	0	0	0	0	0	0	4	0	0	5	0	2	21
Total	0	0	25	16	0	0	0	0	0	3	27	0	0	8	0	7	86
08:00 AM	0	0	6	4	0	0	0	0	0	0	10	0	0	3	0	5	28
08:15 AM	0	0	8	6	0	0	0	0	0	0	10	0	0	4	0	3	31
08:30 AM	0	0	9	2	0	0	0	0	0	2	6	0	0	6	0	3	28
08:45 AM	0	0	13	6	0	0	0	0	0	3	6	0	0	3	0	2	33
Total	0	0	36	18	0	0	0	0	0	5	32	0	0	16	0	13	120
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	6	0	0	0	0	0	0	4	6	0	0	0	0	2	18
04:15 PM	0	0	11	1	0	0	0	0	0	2	8	0	0	1	0	2	25
04:30 PM	0	0	5	0	0	0	0	0	0	5	5	0	0	0	0	2	17
04:45 PM	0	0	2	0	0	0	0	0	0	0	6	0	0	0	0	2	10
Total	0	0	24	1	0	0	0	0	0	11	25	0	0	1	0	8	70
05:00 PM	0	0	8	0	0	0	0	0	0	4	10	0	0	0	0	0	22
05:15 PM	0	0	3	0	0	0	0	0	0	2	10	0	0	0	0	0	15
05:30 PM	0	0	4	0	0	0	0	0	0	0	4	0	0	0	0	1	9
05:45 PM	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	1	4
Total	0	0	16	0	0	0	0	0	0	7	25	0	0	0	0	2	50

CLIENT: KBP
JOB No: 2013-0001
PROJECT: TMC
COUNTY: BROWARD

File Name: 20150224 TMC VD
Site Code: -
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Groups Printed: Bicyclists & Pedestrians

	US 1 Southbound				Old Griffin Road Westbound				US 1 Northbound				Old Griffin Road Eastbound				
Start Time	BLeft	BThru	BRight	Ped/Bike Xng. W-Side	BLeft	BThru	BRight	Ped/Bike Xng. E-Side	BLeft	BThru	BRight	Ped/Bike Xng. N-Side	BLeft	BThru	BRight	Ped/Bike Xng. S-Side	Int Total
07:00 AM	0	0	0	0	0	0	0	0	1	2	0	2	0	0	1	0	6
07:15 AM	0	1	0	0	0	0	0	0	0	0	0	5	0	0	0	1	7
07:30 AM	0	0	0	2	0	0	0	0	0	1	0	2	0	0	0	0	5
07:45 AM	0	2	0	0	0	0	0	0	0	1	0	2	0	0	0	0	5
Total	0	3	0	2	0	0	0	0	1	4	0	11	0	0	1	1	23
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
08:15 AM	0	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	5
08:30 AM	0	0	0	2	0	0	0	0	0	2	0	0	1	0	0	0	5
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	3	0	2	0	0	0	0	1	3	0	3	1	0	0	0	13
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	2	6
04:15 PM	0	1	0	1	0	0	0	1	0	0	0	2	0	0	0	1	6
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	2	5
04:45 PM	0	0	0	2	0	0	0	0	0	1	0	2	0	0	0	2	7
Total	0	2	0	5	0	0	0	1	0	1	0	8	0	0	0	7	24
05:00 PM	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	2	8
05:45 PM	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	4
Total	0	0	0	2	0	0	0	3	0	1	0	12	0	0	0	2	20

APPENDIX C

FDOT Peak Season Conversion Factor Report

2013 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8600 EAST-A1A TO US1

MOCF: 0.92

WEEK	DATES	SF	PSCF
1	01/01/2013 - 01/05/2013	0.98	1.07
2	01/06/2013 - 01/12/2013	0.96	1.04
* 3	01/13/2013 - 01/19/2013	0.94	1.02
* 4	01/20/2013 - 01/26/2013	0.93	1.01
* 5	01/27/2013 - 02/02/2013	0.93	1.01
* 6	02/03/2013 - 02/09/2013	0.92	1.00
* 7	02/10/2013 - 02/16/2013	0.91	0.99
* 8	02/17/2013 - 02/23/2013	0.91	0.99
* 9	02/24/2013 - 03/02/2013	0.91	0.99
*10	03/03/2013 - 03/09/2013	0.91	0.99
*11	03/10/2013 - 03/16/2013	0.91	0.99
*12	03/17/2013 - 03/23/2013	0.91	0.99
*13	03/24/2013 - 03/30/2013	0.92	1.00
*14	03/31/2013 - 04/06/2013	0.94	1.02
*15	04/07/2013 - 04/13/2013	0.95	1.03
16	04/14/2013 - 04/20/2013	0.96	1.04
17	04/21/2013 - 04/27/2013	0.98	1.07
18	04/28/2013 - 05/04/2013	0.99	1.08
19	05/05/2013 - 05/11/2013	1.01	1.10
20	05/12/2013 - 05/18/2013	1.02	1.11
21	05/19/2013 - 05/25/2013	1.03	1.12
22	05/26/2013 - 06/01/2013	1.03	1.12
23	06/02/2013 - 06/08/2013	1.04	1.13
24	06/09/2013 - 06/15/2013	1.05	1.14
25	06/16/2013 - 06/22/2013	1.05	1.14
26	06/23/2013 - 06/29/2013	1.05	1.14
27	06/30/2013 - 07/06/2013	1.05	1.14
28	07/07/2013 - 07/13/2013	1.05	1.14
29	07/14/2013 - 07/20/2013	1.05	1.14
30	07/21/2013 - 07/27/2013	1.05	1.14
31	07/28/2013 - 08/03/2013	1.05	1.14
32	08/04/2013 - 08/10/2013	1.06	1.15
33	08/11/2013 - 08/17/2013	1.06	1.15
34	08/18/2013 - 08/24/2013	1.06	1.15
35	08/25/2013 - 08/31/2013	1.08	1.17
36	09/01/2013 - 09/07/2013	1.09	1.18
37	09/08/2013 - 09/14/2013	1.11	1.21
38	09/15/2013 - 09/21/2013	1.13	1.23
39	09/22/2013 - 09/28/2013	1.11	1.21
40	09/29/2013 - 10/05/2013	1.09	1.18
41	10/06/2013 - 10/12/2013	1.07	1.16
42	10/13/2013 - 10/19/2013	1.06	1.15
43	10/20/2013 - 10/26/2013	1.05	1.14
44	10/27/2013 - 11/02/2013	1.05	1.14
45	11/03/2013 - 11/09/2013	1.04	1.13
46	11/10/2013 - 11/16/2013	1.04	1.13
47	11/17/2013 - 11/23/2013	1.04	1.13
48	11/24/2013 - 11/30/2013	1.02	1.11
49	12/01/2013 - 12/07/2013	1.01	1.10
50	12/08/2013 - 12/14/2013	0.99	1.08
51	12/15/2013 - 12/21/2013	0.98	1.07
52	12/22/2013 - 12/28/2013	0.96	1.04
53	12/29/2013 - 12/31/2013	0.94	1.02

* PEAK SEASON

APPENDIX D

FDOT
Historic Traffic Counts

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0080 - SR A1A / DANIA BCH BLVD - E OF SR 5/US 1

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	19100 C	E 8600	W 10500	9.00	54.60	4.50
2012	20000 C	E 10500	W 9500	9.00	55.00	4.50
2011	18500 C	E 10000	W 8500	9.00	54.50	2.30
2010	19800 C	E 9300	W 10500	9.37	54.06	2.30
2009	20700 C	E 9700	W 11000	9.31	53.74	2.30
2008	19200 C	E 10000	W 9200	9.70	54.48	8.20
2007	22000 C	E 11000	W 11000	9.10	53.47	8.20
2006	20400 C	E 9900	W 10500	9.48	53.59	2.90
2005	20000 C	E 9500	W 10500	10.60	58.90	5.20
2004	19200 C	E 9200	W 10000	10.40	56.30	5.20
2003	23500 C	E 11000	W 12500	9.20	55.90	2.60
2002	22000 C	E 10500	W 11500	9.50	55.00	2.60
2001	22500 C	E 10500	W 12000	9.70	55.60	3.60
2000	21500 C	E 10000	W 11500	9.40	56.30	2.60
1999	19600 C	E 9100	W 10500	9.40	56.40	2.00
1998	19700 C	E 9200	W 10500	9.60	53.90	2.20

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 5036 - SR 5 / US 1 - S OF SR A1A/DANIA BCH BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	28000 C	N 14000	S 14000	9.00	54.60	4.20
2012	26500 C	N 12500	S 14000	9.00	55.00	3.40
2011	29500 C	N 14000	S 15500	9.00	54.50	3.40
2010	30500 C	N 16000	S 14500	9.37	54.06	3.40
2009	28000 C	N 14500	S 13500	9.31	53.74	8.10
2008	36000 C	N 17000	S 19000	9.70	54.48	8.10
2007	35500 C	N 17000	S 18500	9.10	53.47	2.10
2006	35500 C	N 18000	S 17500	9.48	53.59	3.00
2005	34500 C	N 17000	S 17500	10.60	58.90	2.70
2004	35500 C	N 17500	S 18000	10.40	56.30	2.70
2003	35000 C	N 17500	S 17500	9.20	55.90	2.70
2002	39500 C	N 19500	S 20000	9.50	55.00	3.80
2001	37500 C	N 19000	S 18500	9.70	55.60	3.50
2000	36000 C	N 18000	S 18000	9.40	56.30	5.70
1999	35000 C	N 17500	S 17500	9.40	56.40	2.60
1998	33000 C	N 16000	S 17000	9.60	53.90	2.10

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 5037 - SR 5/US 1 - N OF DANIA BCH BLVD/SR A1A

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	37500 C	N 18000	S 19500	9.00	54.60	2.80
2012	40000 C	N 20000	S 20000	9.00	55.00	2.60
2011	39000 C	N 20000	S 19000	9.00	54.50	2.60
2010	37000 C	N 18500	S 18500	9.37	54.06	2.60
2009	42000 C	N 20500	S 21500	9.31	53.74	5.00
2008	37500 C	N 18500	S 19000	9.70	54.48	5.00
2007	36500 C	N 19000	S 17500	9.10	53.47	2.10
2006	42500 C	N 21000	S 21500	9.48	53.59	3.00
2005	39500 C	N 19500	S 20000	10.60	58.90	3.00
2004	39500 C	N 20000	S 19500	10.40	56.30	3.00
2003	40500 C	N 20500	S 20000	9.20	55.90	3.00
2002	38500 C	N 19000	S 19500	9.50	55.00	3.80
2001	41000 C	N 19500	S 21500	9.70	55.60	3.50

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

APPENDIX E

Future Traffic Volumes Spreadsheets

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

E. Dania Beach Boulevard & US 1
AM Peak Hour

Description	US 1 Northbound			US 1 Southbound			E. Dania Beach Blvd Eastbound			E. Dania Beach Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/24/2015)	18	845	133	263	749	28	12	40	18	83	82	327
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2015 Peak Season Traffic	18	845	133	263	749	28	12	40	18	83	82	327
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2016 Background Traffic	18	853	134	266	756	28	12	40	18	84	83	330
New Project Trips	0	8	0	3	6	0	0	0	0	0	0	4
2016 Total Traffic	**18**	**861**	**134**	**269**	**762**	**28**	**12**	**40**	**18**	**84**	**83**	**334**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

E. Dania Beach Boulevard & US 1
PM Peak Hour

Description	US 1 Northbound			US 1 Southbound			E. Dania Beach Blvd Eastbound			E. Dania Beach Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/24/2015)	36	687	188	223	935	32	24	83	24	197	170	440
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2015 Peak Season Traffic	36	687	188	223	935	32	24	83	24	197	170	440
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2016 Background Traffic	36	694	190	225	944	32	24	84	24	199	172	444
New Project Trips	0	9	0	4	8	0	0	0	0	0	0	5
2016 Total Traffic	**36**	**703**	**190**	**229**	**952**	**32**	**24**	**84**	**24**	**199**	**172**	**449**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

US 1 & NE / NW 1st Street
AM Peak Hour

Description	US 1 Northbound			US 1 Southbound			NW 1st St Eastbound			NE 1st St Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/24/2015)	19	1,253	3	39	900	13	14	10	30	4	7	82
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2015 Peak Season Traffic	19	1,253	3	39	900	13	14	10	30	4	7	82
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2016 Background Traffic	19	1,266	3	39	909	13	14	10	30	4	7	83
New Project Trips	0	10	2	0	0	0	0	0	0	9	0	0
2016 Total Traffic	**19**	**1,276**	**5**	**39**	**909**	**13**	**14**	**10**	**30**	**13**	**7**	**83**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

US 1 & NE / NW 1st Street
PM Peak Hour

Description	US 1 Northbound			US 1 Southbound			NW 1st St Eastbound			NE 1st St Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/24/2015)	56	1,241	29	8	1,325	27	2	28	118	23	31	56
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2015 Peak Season Traffic	56	1,241	29	8	1,325	27	2	28	118	23	31	56
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2016 Background Traffic	57	1,253	29	8	1,338	27	2	28	119	23	31	57
New Project Trips	0	11	3	0	0	0	0	0	0	12	0	0
2016 Total Traffic	**57**	**1,264**	**32**	**8**	**1,338**	**27**	**2**	**28**	**119**	**35**	**31**	**57**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

US 1 & NE / NW 2nd Street
AM Peak Hour

Description	US 1 Northbound			US 1 Southbound			NW 2nd St Eastbound			NE 2nd St Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/24/2015)	1	1,367	13	173	1,063	6	0	0	8	0	0	182
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2015 Peak Season Traffic	1	1,367	13	173	1,063	6	0	0	8	0	0	182
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2016 Background Traffic	1	1,381	13	175	1,074	6	0	0	8	0	0	184
New Project Trips	0	0	10	17	0	0	0	0	0	0	0	14
2016 Total Traffic	**1**	**1,381**	**23**	**192**	**1,074**	**6**	**0**	**0**	**8**	**0**	**0**	**198**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

US 1 & NE / NW 2nd Street
PM Peak Hour

Description	US 1 Northbound			US 1 Southbound			NW 2nd St Eastbound			NE 2nd St Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/24/2015)	11	1,519	20	262	1,571	12	0	0	6	0	0	203
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2015 Peak Season Traffic	11	1,519	20	262	1,571	12	0	0	6	0	0	203
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2016 Background Traffic	11	1,534	20	265	1,587	12	0	0	6	0	0	205
New Project Trips	0	0	11	20	0	0	0	0	0	0	0	19
2016 Total Traffic	**11**	**1,534**	**31**	**285**	**1,587**	**12**	**0**	**0**	**6**	**0**	**0**	**224**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

US 1 & Old Griffin Road
AM Peak Hour

Description	US 1 Northbound			US 1 Southbound			Old Griffin Road Eastbound			Old Griffin Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/24/2015)	254	1,378	4	5	1,022	52	61	1	222	1	0	1
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2015 Peak Season Traffic	254	1,378	4	5	1,022	52	61	1	222	1	0	1
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2016 Background Traffic	257	1,392	4	5	1,032	53	62	1	224	1	0	1
New Project Trips	1	13	0	0	16	0	0	0	1	0	0	0
2016 Total Traffic	**258**	**1,405**	**4**	**5**	**1,048**	**53**	**62**	**1**	**225**	**1**	**0**	**1**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

US 1 & Old Griffin Road
PM Peak Hour

Description	US 1 Northbound			US 1 Southbound			Old Griffin Road Eastbound			Old Griffin Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/24/2015)	265	1,454	0	4	1,726	86	64	0	303	3	2	3
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2015 Peak Season Traffic	265	1,454	0	4	1,726	86	64	0	303	3	2	3
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2016 Background Traffic	268	1,469	0	4	1,743	87	65	0	306	3	2	3
New Project Trips	2	17	0	0	18	0	0	0	2	0	0	0
2016 Total Traffic	**270**	**1,486**	**0**	**4**	**1,761**	**87**	**65**	**0**	**308**	**3**	**2**	**3**

APPENDIX F

Signal Timing Data

Broward County Timing Sheet 3/11/2015 4:56:44 PM

Station : 3098 - US 1 & Dania Beach Blvd (Standard File)

Phase	1 (SL)	2 (NT)	3 (WL)	4 (ET)	5	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		21		23		21		23								
Min Green	4	7	4	6		7		6								
Passage	1.5	3	2	2		3		2								
Max1	20	40	15	25		40		25								
Max2																
Yellow	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	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON		ON		ON								
Auto Entry				ON				ON								
Auto Exit		ON				ON										
Non Act1																
Non Act2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash		ON			ON	ON
Override Higher		ON			ON	ON
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green	6		6	6	6	6
Min Walk						
Ped Clear						
Track Green			1			
Min Dwell	8		8	8	8	8
Max Presence	180		180	180	180	180
Track R1						
Track R2						
Track R3						
Track R4						
Dwell Ped1						
Exit R1	1		2	3	4	3
Exit R2	6		6	8	8	8
Exit R3						
Exit R4						

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 in Mins				
Headway in Mins				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/11/2015 4:56:44 PM

Station : 3098 - US 1 & Dania Beach Blvd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	93	2	1	10	50		30	77	23	30		107		53								
9		3	3	160	99	3	1	10	50		41	66	23	30		107		53								
15		4	4	160	11	4	1	10	50		38	60	28	34		98		62								
20		3	3	160	99	3	1	10	50		41	66	23	30		107		53								
Day Plan 2											**Easy**															
		3	3	160	99	3	1	10	50		41	66	23	30		107		53								
1		100	254																							
6	30	3	3	160	99	3	1	10	50		41	66	23	30		107		53								
Day Plan 3											**Easy**															
		3	3	160	99	3	1	10	50		41	66	23	30		107		53								
1		100	254																							
6	30	3	3	160	99	3	1	10	50		41	66	23	30		107		53								
23		100	254																							

Broward County Timing Sheet 3/11/2015 4:56:44 PM

Station : 3098 - US 1 & Dania Beach Blvd (Standard File)

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

Scheduler

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

User Comments:

Broward County Timing Sheet 3/11/2015 4:58:00 PM

Station : 3099 - US 1 & NE 1 St (Dania) (Standard File)

Phase	1	2 (ST)	3	4 (WT)	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		5												
Ped Clearance		12		20												
Min Green		10		6												
Passage		3		2.5												
Max1		50		20												
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					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												
Auto Entry				ON												
Auto Exit		ON														
Non Act1																
Non Act2																
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																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash			ON	ON	ON	ON
Override Higher			ON	ON	ON	ON
Flash Dwell						
Link						
Delay						
Min Duration	6					
Min Green	6	6				
Min Walk						
Ped Clear						
Track Green						
Min Dwell	6	6				
Max Presence	180	180				
Track R1						
Track R2						
Track R3						
Track R4						
Dwell Ped1						
Exit R1	4	2				
Exit R2						
Exit R3						
Exit R4						

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 in Mins				
Headway in Mins				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/11/2015 4:58:00 PM

Station : 3099 - US 1 & NE 1 St (Dania) (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	108	2	1	10	50			125		35												
9		3	3	160	129	3	1	10	50			125		35												
15		4	4	160	26	4	1	10	50			125		35												
20		3	3	160	129	3	1	10	50			125		35												
Day Plan 2											**Easy**															
		3	3	160	129	3	1	10	50			125		35												
1		100	254																							
6	30	3	3	160	129	3	1	10	50			125		35												
Day Plan 3											**Easy**															
		3	3	160	129	3	1	10	50			125		35												
1		100	254																							
6	30	3	3	160	129	3	1	10	50			125		35												
23		100	254																							

Broward County Timing Sheet 3/11/2015 4:58:00 PM

Station : 3099 - US 1 & NE 1 St (Dania) (Standard File)

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

Scheduler

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

User Comments:

Broward County Timing Sheet 3/11/2015 4:58:27 PM

Station : 3068 - US 1 & Old Griffin Rd (Standard File)

Phase	1	2 (NT)	3	4 (ET)	5 (NL)	6 (ST)	7	8	9	10	11	12	13	14	15	16
Walk		7		5		7										
Ped Clearance				19		16										
Min Green		15		10	4	15										
Passage		3		3	1.5	3										
Max1		50		35	20	50										
Max2																
Yellow		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			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												
Auto Exit		ON				ON										
Non Act1																
Non Act2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall				ON		ON										
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable		ON				ON			ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash				ON		ON
Override Higher	ON	ON		ON		ON
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green			6		6	6
Min Walk						
Ped Clear						
Track Green	20				1	
Min Dwell	6		8		8	8
Max Presence			180		180	180
Track R1	4				9	
Track R2						
Track R3						
Track R4						
Dwell Ped1						
Exit R1	2		4		2	2
Exit R2	5				6	5
Exit R3						
Exit R4						

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 in Mins				
Headway in Mins				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/11/2015 4:58:27 PM

Station : 3068 - US 1 & Old Griffin Rd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	23	2	1	10	50		20	74		66	20	74		66								
9		3	3	160	30	3	1	10	50		24	101		35	24	101		35								
15		4	4	160	89	4	1	10	50		22	103		35	22	103		35								
20		3	3	160	30	3	1	10	50		24	101		35	24	101		35								
Day Plan 2											**Easy**															
		3	3	160	30	3	1	10	50		24	101		35	24	101		35								
1		100	254																							
6	30	3	3	160	30	3	1	10	50		24	101		35	24	101		35								
Day Plan 3											**Easy**															
		3	3	160	30	3	1	10	50		24	101		35	24	101		35								
1		100	254																							
6	30	3	3	160	30	3	1	10	50		24	101		35	24	101		35								
23		100	254																							

Broward County Timing Sheet 3/11/2015 4:58:27 PM

Station : 3068 - US 1 & Old Griffin Rd (Standard File)

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

Scheduler

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

User Comments:

APPENDIX G

SYNCHRO Output

Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	40	18	83	82	327	18	845	133	263	749	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.957				0.850		0.978			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1818	0	1770	1900	1583	1805	3461	0	1770	3521	0
Flt Permitted	0.689			0.548			0.343			0.184		
Satd. Flow (perm)	1309	1818	0	1021	1900	1583	652	3461	0	343	3521	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				69		16			5	
Link Speed (mph)		30			35			35			35	
Link Distance (ft)		215			207			161			162	
Travel Time (s)		4.9			4.0			3.1			3.2	
Peak Hour Factor	0.87	0.82	0.90	0.75	0.77	0.90	0.75	0.92	0.83	0.85	0.95	0.88
Heavy Vehicles (%)	0%	0%	0%	2%	0%	2%	0%	2%	2%	2%	2%	0%
Adj. Flow (vph)	14	49	20	111	106	363	24	918	160	309	788	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	69	0	111	106	363	24	1078	0	309	820	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	pt+ov	Perm	NA		pm+pt	NA	
Protected Phases		4		3	8	8 1		2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		3	8	8 1	2	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.0	22.0		8.5	22.0		22.0	22.0		8.5	22.0	
Total Split (s)	30.0	30.0		23.0	53.0		77.0	77.0		30.0	107.0	
Total Split (%)	18.8%	18.8%		14.4%	33.1%		48.1%	48.1%		18.8%	66.9%	
Maximum Green (s)	24.0	24.0		19.0	47.0		71.0	71.0		26.0	101.0	
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		0.0	2.0		2.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		4.0	6.0		6.0	6.0		4.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0			5.0		5.0	5.0			5.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0			0	
Act Effct Green (s)	13.4	13.4		33.5	31.5	56.2	91.8	91.8		118.5	116.5	
Actuated g/C Ratio	0.08	0.08		0.21	0.20	0.35	0.57	0.57		0.74	0.73	
v/c Ratio	0.13	0.43		0.40	0.28	0.60	0.06	0.54		0.71	0.32	
Control Delay	69.3	66.0		56.3	55.2	36.8	20.9	24.2		19.2	8.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	69.3	66.0		56.3	55.2	36.8	20.9	24.2		19.2	8.5	
LOS	E	E		E	E	D	C	C		B	A	
Approach Delay		66.6			43.9			24.2			11.4	
Approach LOS		E			D			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 93 (58%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 24.4 Intersection LOS: C
Intersection Capacity Utilization 66.8% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: US 1 & Dania Beach Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	10	30	4	7	82	19	1253	3	39	900	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.999			0.997	
Flt Protected		0.973			0.980		0.950			0.950		
Satd. Flow (prot)	0	1849	1615	0	1862	1615	1805	3536	0	1805	3530	0
Flt Permitted		0.816			0.853		0.282			0.202		
Satd. Flow (perm)	0	1550	1615	0	1621	1615	536	3536	0	384	3530	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			48			109		1			3	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		200			202			132			138	
Travel Time (s)		4.5			4.6			2.6			2.7	
Peak Hour Factor	0.70	0.63	0.63	0.50	0.58	0.73	0.79	0.97	0.38	0.70	0.92	0.65
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	20	16	48	8	12	112	24	1292	8	56	978	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	48	0	20	112	24	1300	0	56	998	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0		22.0	22.0	
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	125.0	125.0		125.0	125.0	
Total Split (%)	21.9%	21.9%	21.9%	21.9%	21.9%	21.9%	78.1%	78.1%		78.1%	78.1%	
Maximum Green (s)	29.0	29.0	29.0	29.0	29.0	29.0	119.0	119.0		119.0	119.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0		0	0	
Act Effct Green (s)		9.0	9.0		9.0	9.0	139.0	139.0		139.0	139.0	
Actuated g/C Ratio		0.06	0.06		0.06	0.06	0.87	0.87		0.87	0.87	
v/c Ratio		0.42	0.36		0.22	0.58	0.05	0.42		0.17	0.33	
Control Delay		86.3	24.4		76.6	24.8	1.9	2.7		3.1	2.3	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		86.3	24.4		76.6	24.8	1.9	2.7		3.1	2.3	
LOS		F	C		E	C	A	A		A	A	
Approach Delay		50.9			32.6			2.7			2.4	
Approach LOS		D			C			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 108 (68%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 5.7 Intersection LOS: A
Intersection Capacity Utilization 58.1% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 8: US 1 & NW 1st St/NE 1st St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	8	0	0	182	1	1367	13	173	1063	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.50	0.92	0.92	0.91	0.25	0.92	0.65	0.92	0.86	0.50
Hourly flow rate (vph)	0	0	16	0	0	200	4	1486	20	188	1236	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2569	3132	624	2514	3128	753	1248			1506		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2569	3132	624	2514	3128	753	1248			1506		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	96	100	100	44	99			58		
cM capacity (veh/h)	4	7	433	9	7	357	565			450		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	16	200	4	991	515	188	824	424
Volume Left	0	0	4	0	0	188	0	0
Volume Right	16	200	0	0	20	0	0	12
cSH	433	357	565	1700	1700	450	1700	1700
Volume to Capacity	0.04	0.56	0.01	0.58	0.30	0.42	0.48	0.25
Queue Length 95th (ft)	3	82	1	0	0	51	0	0
Control Delay (s)	13.6	27.2	11.4	0.0	0.0	18.6	0.0	0.0
Lane LOS	B	D	B			C		
Approach Delay (s)	13.6	27.2	0.0			2.4		
Approach LOS	B	D						

Intersection Summary				
Average Delay	2.9			
Intersection Capacity Utilization	56.1%	ICU Level of Service	B	
Analysis Period (min)	15			

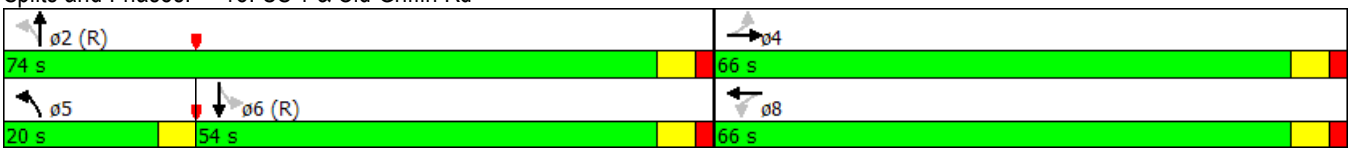
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	61	1	222	1	0	1	254	1378	4	5	1022	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.852			0.932			0.998			0.992	
Flt Protected	0.950				0.976		0.950			0.950		
Satd. Flow (prot)	1770	1588	0	0	1728	0	1770	3533	0	1805	3511	0
Flt Permitted	0.752				0.311		0.140			0.165		
Satd. Flow (perm)	1401	1588	0	0	551	0	261	3533	0	314	3511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		267			55			1			4	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		235			225			152			135	
Travel Time (s)		5.3			5.1			3.0			2.6	
Peak Hour Factor	0.80	0.25	0.83	0.25	0.92	0.25	0.85	0.90	0.25	0.25	0.86	0.81
Heavy Vehicles (%)	2%	0%	2%	0%	0%	0%	2%	2%	0%	0%	2%	2%
Adj. Flow (vph)	76	4	267	4	0	4	299	1531	16	20	1188	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	271	0	0	8	0	299	1547	0	20	1252	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.0	22.0		22.0	22.0		10.0	22.0		22.0	22.0	
Total Split (s)	66.0	66.0		66.0	66.0		20.0	74.0		54.0	54.0	
Total Split (%)	47.1%	47.1%		47.1%	47.1%		14.3%	52.9%		38.6%	38.6%	
Maximum Green (s)	60.0	60.0		60.0	60.0		16.0	68.0		48.0	48.0	
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		0.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		4.0	6.0		6.0	6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	13.2	13.2			13.2		116.8	114.8		81.4	81.4	
Actuated g/C Ratio	0.09	0.09			0.09		0.83	0.82		0.58	0.58	
v/c Ratio	0.58	0.69			0.08		0.56	0.53		0.11	0.61	
Control Delay	76.3	16.5			1.5		15.7	5.2		16.4	21.1	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	76.3	16.5			1.5		15.7	5.2		16.4	21.1	
LOS	E	B			A		B	A		B	C	
Approach Delay		29.6			1.5			6.9			21.0	
Approach LOS		C			A			A			C	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 23 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 14.3 Intersection LOS: B
Intersection Capacity Utilization 71.1% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 18: US 1 & Old Griffin Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	83	24	197	170	440	36	687	188	223	935	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.961				0.850		0.967			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1826	0	1770	1900	1583	1805	3422	0	1770	3518	0
Flt Permitted	0.619			0.334			0.268			0.192		
Satd. Flow (perm)	1176	1826	0	622	1900	1583	509	3422	0	358	3518	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				53		25			5	
Link Speed (mph)		30			35			35			35	
Link Distance (ft)		215			207			161			162	
Travel Time (s)		4.9			4.0			3.1			3.2	
Peak Hour Factor	0.75	0.74	0.60	0.85	0.76	0.92	0.64	0.90	0.87	0.96	0.92	0.62
Heavy Vehicles (%)	0%	0%	0%	2%	0%	2%	0%	2%	2%	2%	2%	0%
Adj. Flow (vph)	32	112	40	232	224	478	56	763	216	232	1016	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	152	0	232	224	478	56	979	0	232	1068	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	pt+ov	Perm	NA		pm+pt	NA	
Protected Phases		4		3	8	8 1		2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		3	8	8 1	2	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.0	22.0		8.5	22.0		22.0	22.0		8.5	22.0	
Total Split (s)	34.0	34.0		28.0	62.0		60.0	60.0		38.0	98.0	
Total Split (%)	21.3%	21.3%		17.5%	38.8%		37.5%	37.5%		23.8%	61.3%	
Maximum Green (s)	28.0	28.0		24.0	56.0		54.0	54.0		34.0	92.0	
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		0.0	2.0		2.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		4.0	6.0		6.0	6.0		4.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0			5.0		5.0	5.0			5.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0			0	
Act Effct Green (s)	18.4	18.4		46.0	44.0	66.5	81.5	81.5		106.0	104.0	
Actuated g/C Ratio	0.12	0.12		0.29	0.28	0.42	0.51	0.51		0.66	0.65	
v/c Ratio	0.24	0.69		0.70	0.43	0.69	0.22	0.56		0.58	0.47	
Control Delay	66.9	79.7		57.2	49.2	38.0	29.7	30.0		17.6	15.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	66.9	79.7		57.2	49.2	38.0	29.7	30.0		17.6	15.6	
LOS	E	E		E	D	D	C	C		B	B	
Approach Delay		77.4			45.5			30.0			16.0	
Approach LOS		E			D			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 11 (7%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 31.4 Intersection LOS: C
Intersection Capacity Utilization 70.6% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: US 1 & Dania Beach Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	28	118	23	31	56	56	1241	29	8	1325	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.995			0.995	
Flt Protected		0.991			0.982		0.950			0.950		
Satd. Flow (prot)	0	1883	1615	0	1866	1615	1805	3524	0	1805	3524	0
Flt Permitted		0.932			0.860		0.163			0.192		
Satd. Flow (perm)	0	1771	1615	0	1634	1615	310	3524	0	365	3524	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			88			68		6			6	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		200			202			132			138	
Travel Time (s)		4.5			4.6			2.6			2.7	
Peak Hour Factor	0.25	0.78	0.80	0.82	0.65	0.82	0.88	0.97	0.66	0.40	0.94	0.52
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	8	36	148	28	48	68	64	1279	44	20	1410	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	148	0	76	68	64	1323	0	20	1462	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0		22.0	22.0	
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	125.0	125.0		125.0	125.0	
Total Split (%)	21.9%	21.9%	21.9%	21.9%	21.9%	21.9%	78.1%	78.1%		78.1%	78.1%	
Maximum Green (s)	29.0	29.0	29.0	29.0	29.0	29.0	119.0	119.0		119.0	119.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0		0	0	
Act Effct Green (s)		13.0	13.0		13.0	13.0	135.0	135.0		135.0	135.0	
Actuated g/C Ratio		0.08	0.08		0.08	0.08	0.84	0.84		0.84	0.84	
v/c Ratio		0.31	0.70		0.58	0.35	0.25	0.44		0.07	0.49	
Control Delay		73.1	47.0		86.8	18.5	5.5	3.9		3.1	4.2	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		73.1	47.0		86.8	18.5	5.5	3.9		3.1	4.2	
LOS		E	D		F	B	A	A		A	A	
Approach Delay		53.0			54.6			4.0			4.2	
Approach LOS		D			D			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 26 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 9.3 Intersection LOS: A
Intersection Capacity Utilization 65.4% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 8: US 1 & NW 1st St/NE 1st St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	6	0	0	203	11	1519	20	262	1571	12
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.92	0.50	0.92	0.92	0.76	0.55	0.94	0.71	0.83	0.92	0.75
Hourly flow rate (vph)	0	0	12	0	0	267	20	1616	28	316	1708	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	3462	4031	862	3167	4025	822	1724			1644		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	3462	4031	862	3167	4025	822	1724			1644		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	*5.5	4.1			*3.7		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	96	100	100	40	95			34		
cM capacity (veh/h)	0	1	303	2	1	442	372			479		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	12	267	20	1077	567	316	1138	585
Volume Left	0	0	20	0	0	316	0	0
Volume Right	12	267	0	0	28	0	0	16
cSH	303	442	372	1700	1700	479	1700	1700
Volume to Capacity	0.04	0.60	0.05	0.63	0.33	0.66	0.67	0.34
Queue Length 95th (ft)	3	97	4	0	0	118	0	0
Control Delay (s)	17.4	24.8	15.2	0.0	0.0	25.9	0.0	0.0
Lane LOS	C	C	C			D		
Approach Delay (s)	17.4	24.8	0.2			4.0		
Approach LOS	C	C						

Intersection Summary				
Average Delay	3.8			
Intersection Capacity Utilization	63.8%	ICU Level of Service	B	
Analysis Period (min)	15			

* User Entered Value

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	64	0	303	3	2	3	265	1454	0	4	1726	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.850			0.961						0.993	
Flt Protected	0.950				0.979		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	0	1788	0	1770	3539	0	1805	3514	0
Flt Permitted	0.739				0.264		0.048			0.171		
Satd. Flow (perm)	1377	1583	0	0	482	0	89	3539	0	325	3514	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		220			8						6	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		235			225			152			135	
Travel Time (s)		5.3			5.1			3.0			2.6	
Peak Hour Factor	0.82	0.25	0.87	0.25	0.25	0.38	0.90	0.96	0.25	0.50	0.94	0.90
Heavy Vehicles (%)	2%	0%	2%	0%	0%	0%	2%	2%	0%	0%	2%	2%
Adj. Flow (vph)	78	0	348	12	8	8	294	1515	0	8	1836	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	348	0	0	28	0	294	1515	0	8	1932	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.0	22.0		22.0	22.0		10.0	22.0		22.0	22.0	
Total Split (s)	35.0	35.0		35.0	35.0		22.0	103.0		81.0	81.0	
Total Split (%)	25.4%	25.4%		25.4%	25.4%		15.9%	74.6%		58.7%	58.7%	
Maximum Green (s)	29.0	29.0		29.0	29.0		18.0	97.0		75.0	75.0	
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		0.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		4.0	6.0		6.0	6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	18.4	18.4			18.4		109.6	107.6		79.5	79.5	
Actuated g/C Ratio	0.13	0.13			0.13		0.79	0.78		0.58	0.58	
v/c Ratio	0.43	0.87			0.39		0.81	0.55		0.04	0.95	
Control Delay	59.4	41.7			55.5		57.3	7.7		15.8	40.1	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	59.4	41.7			55.5		57.3	7.7		15.8	40.1	
LOS	E	D			E		E	A		B	D	
Approach Delay		44.9			55.5			15.8			40.0	
Approach LOS		D			E			B			D	

Intersection Summary

Area Type: Other
Cycle Length: 138
Actuated Cycle Length: 138
Offset: 23 (17%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 30.2 Intersection LOS: C
Intersection Capacity Utilization 97.2% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 18: US 1 & Old Griffin Rd

Future Background Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	40	18	84	83	330	18	853	134	266	756	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.957				0.850		0.978			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1818	0	1770	1900	1583	1805	3461	0	1770	3521	0
Flt Permitted	0.687			0.550			0.340			0.178		
Satd. Flow (perm)	1305	1818	0	1025	1900	1583	646	3461	0	332	3521	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				67		16			5	
Link Speed (mph)		30			35			35			35	
Link Distance (ft)		215			207			161			162	
Travel Time (s)		4.9			4.0			3.1			3.2	
Peak Hour Factor	0.87	0.82	0.90	0.75	0.77	0.90	0.75	0.92	0.83	0.85	0.95	0.88
Heavy Vehicles (%)	0%	0%	0%	2%	0%	2%	0%	2%	2%	2%	2%	0%
Adj. Flow (vph)	14	49	20	112	108	367	24	927	161	313	796	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	69	0	112	108	367	24	1088	0	313	828	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	pt+ov	Perm	NA		pm+pt	NA	
Protected Phases		4		3	8	8 1		2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		3	8	8 1	2	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.0	22.0		8.5	22.0		22.0	22.0		8.5	22.0	
Total Split (s)	30.0	30.0		23.0	53.0		77.0	77.0		30.0	107.0	
Total Split (%)	18.8%	18.8%		14.4%	33.1%		48.1%	48.1%		18.8%	66.9%	
Maximum Green (s)	24.0	24.0		19.0	47.0		71.0	71.0		26.0	101.0	
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		0.0	2.0		2.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		4.0	6.0		6.0	6.0		4.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0			5.0		5.0	5.0			5.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0			0	
Act Effct Green (s)	13.6	13.6		33.8	31.8	57.4	90.6	90.6		118.2	116.2	
Actuated g/C Ratio	0.08	0.08		0.21	0.20	0.36	0.57	0.57		0.74	0.73	
v/c Ratio	0.13	0.42		0.40	0.29	0.60	0.07	0.55		0.71	0.32	
Control Delay	69.2	65.6		56.1	55.1	36.4	21.4	25.1		20.6	8.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	69.2	65.6		56.1	55.1	36.4	21.4	25.1		20.6	8.6	
LOS	E	E		E	E	D	C	C		C	A	
Approach Delay		66.2			43.6			25.0			11.9	
Approach LOS		E			D			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 93 (58%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 24.8 Intersection LOS: C
Intersection Capacity Utilization 67.2% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: US 1 & Dania Beach Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	10	30	4	7	83	19	1266	3	39	909	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.999			0.997	
Flt Protected		0.973			0.980		0.950			0.950		
Satd. Flow (prot)	0	1849	1615	0	1862	1615	1805	3536	0	1805	3530	0
Flt Permitted		0.816			0.853		0.279			0.199		
Satd. Flow (perm)	0	1550	1615	0	1621	1615	530	3536	0	378	3530	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			48			107		1			3	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		200			202			132			138	
Travel Time (s)		4.5			4.6			2.6			2.7	
Peak Hour Factor	0.70	0.63	0.63	0.50	0.58	0.73	0.79	0.97	0.38	0.70	0.92	0.65
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	20	16	48	8	12	114	24	1305	8	56	988	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	48	0	20	114	24	1313	0	56	1008	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0		22.0	22.0	
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	125.0	125.0		125.0	125.0	
Total Split (%)	21.9%	21.9%	21.9%	21.9%	21.9%	21.9%	78.1%	78.1%		78.1%	78.1%	
Maximum Green (s)	29.0	29.0	29.0	29.0	29.0	29.0	119.0	119.0		119.0	119.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0		0	0	
Act Effct Green (s)		9.1	9.1		9.1	9.1	138.9	138.9		138.9	138.9	
Actuated g/C Ratio		0.06	0.06		0.06	0.06	0.87	0.87		0.87	0.87	
v/c Ratio		0.41	0.35		0.22	0.59	0.05	0.43		0.17	0.33	
Control Delay		85.8	24.2		76.3	27.0	2.0	2.8		3.2	2.4	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		85.8	24.2		76.3	27.0	2.0	2.8		3.2	2.4	
LOS		F	C		E	C	A	A		A	A	
Approach Delay		50.6			34.3			2.8			2.4	
Approach LOS		D			C			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 108 (68%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 5.8 Intersection LOS: A
Intersection Capacity Utilization 58.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 8: US 1 & NW 1st St/NE 1st St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	8	0	0	184	1	1381	13	175	1074	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.50	0.92	0.92	0.91	0.25	0.92	0.65	0.92	0.86	0.50
Hourly flow rate (vph)	0	0	16	0	0	202	4	1501	20	190	1249	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2596	3164	630	2540	3160	761	1261			1521		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2596	3164	630	2540	3160	761	1261			1521		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	96	100	100	43	99			57		
cM capacity (veh/h)	4	6	429	9	6	353	558			444		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	16	202	4	1001	520	190	833	428
Volume Left	0	0	4	0	0	190	0	0
Volume Right	16	202	0	0	20	0	0	12
cSH	429	353	558	1700	1700	444	1700	1700
Volume to Capacity	0.04	0.57	0.01	0.59	0.31	0.43	0.49	0.25
Queue Length 95th (ft)	3	85	1	0	0	53	0	0
Control Delay (s)	13.7	28.1	11.5	0.0	0.0	19.0	0.0	0.0
Lane LOS	B	D	B			C		
Approach Delay (s)	13.7	28.1	0.0			2.5		
Approach LOS	B	D						

Intersection Summary				
Average Delay	3.0			
Intersection Capacity Utilization	56.6%	ICU Level of Service	B	
Analysis Period (min)	15			

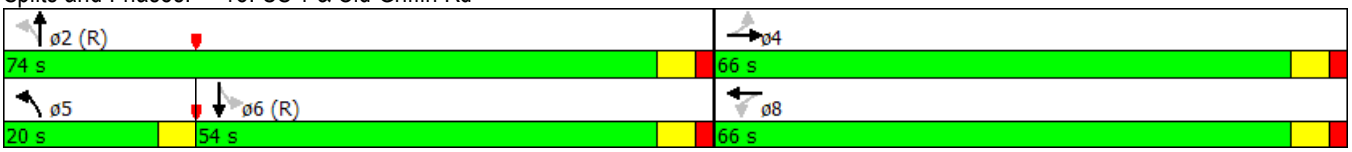
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	62	1	224	1	0	1	257	1392	4	5	1032	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.852			0.932			0.998			0.992	
Flt Protected	0.950				0.976		0.950			0.950		
Satd. Flow (prot)	1770	1588	0	0	1728	0	1770	3533	0	1805	3511	0
Flt Permitted	0.752				0.318		0.134			0.163		
Satd. Flow (perm)	1401	1588	0	0	563	0	250	3533	0	310	3511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		270			55			1			4	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		235			225			152			135	
Travel Time (s)		5.3			5.1			3.0			2.6	
Peak Hour Factor	0.80	0.25	0.83	0.25	0.92	0.25	0.85	0.90	0.25	0.25	0.86	0.81
Heavy Vehicles (%)	2%	0%	2%	0%	0%	0%	2%	2%	0%	0%	2%	2%
Adj. Flow (vph)	78	4	270	4	0	4	302	1547	16	20	1200	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	274	0	0	8	0	302	1563	0	20	1265	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.0	22.0		22.0	22.0		10.0	22.0		22.0	22.0	
Total Split (s)	66.0	66.0		66.0	66.0		20.0	74.0		54.0	54.0	
Total Split (%)	47.1%	47.1%		47.1%	47.1%		14.3%	52.9%		38.6%	38.6%	
Maximum Green (s)	60.0	60.0		60.0	60.0		16.0	68.0		48.0	48.0	
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		0.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		4.0	6.0		6.0	6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	13.4	13.4			13.4		116.6	114.6		80.5	80.5	
Actuated g/C Ratio	0.10	0.10			0.10		0.83	0.82		0.58	0.58	
v/c Ratio	0.58	0.69			0.08		0.57	0.54		0.11	0.63	
Control Delay	76.4	16.3			1.5		17.3	5.3		16.8	21.8	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	76.4	16.3			1.5		17.3	5.3		16.8	21.8	
LOS	E	B			A		B	A		B	C	
Approach Delay		29.6			1.5			7.3			21.7	
Approach LOS		C			A			A			C	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 23 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 14.8 Intersection LOS: B
Intersection Capacity Utilization 71.7% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 18: US 1 & Old Griffin Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	84	24	199	172	444	36	694	190	225	944	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.961				0.850		0.967			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1826	0	1770	1900	1583	1805	3422	0	1770	3518	0
Flt Permitted	0.617			0.333			0.265			0.186		
Satd. Flow (perm)	1172	1826	0	620	1900	1583	504	3422	0	346	3518	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				51		24			5	
Link Speed (mph)		30			35			35			35	
Link Distance (ft)		215			207			161			162	
Travel Time (s)		4.9			4.0			3.1			3.2	
Peak Hour Factor	0.75	0.74	0.60	0.85	0.76	0.92	0.64	0.90	0.87	0.96	0.92	0.62
Heavy Vehicles (%)	0%	0%	0%	2%	0%	2%	0%	2%	2%	2%	2%	0%
Adj. Flow (vph)	32	114	40	234	226	483	56	771	218	234	1026	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	154	0	234	226	483	56	989	0	234	1078	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	pt+ov	Perm	NA		pm+pt	NA	
Protected Phases		4		3	8	8 1		2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		3	8	8 1	2	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.0	22.0		8.5	22.0		22.0	22.0		8.5	22.0	
Total Split (s)	34.0	34.0		28.0	62.0		60.0	60.0		38.0	98.0	
Total Split (%)	21.3%	21.3%		17.5%	38.8%		37.5%	37.5%		23.8%	61.3%	
Maximum Green (s)	28.0	28.0		24.0	56.0		54.0	54.0		34.0	92.0	
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		0.0	2.0		2.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		4.0	6.0		6.0	6.0		4.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0			5.0		5.0	5.0			5.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0			0	
Act Effct Green (s)	18.7	18.7		46.4	44.4	67.5	80.5	80.5		105.6	103.6	
Actuated g/C Ratio	0.12	0.12		0.29	0.28	0.42	0.50	0.50		0.66	0.65	
v/c Ratio	0.23	0.69		0.70	0.43	0.69	0.22	0.57		0.59	0.47	
Control Delay	66.5	79.1		57.1	49.0	37.6	30.5	31.0		18.0	15.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	66.5	79.1		57.1	49.0	37.6	30.5	31.0		18.0	15.9	
LOS	E	E		E	D	D	C	C		B	B	
Approach Delay		77.0			45.2			30.9			16.2	
Approach LOS		E			D			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 11 (7%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 31.7 Intersection LOS: C
Intersection Capacity Utilization 71.1% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: US 1 & Dania Beach Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	28	119	23	31	57	57	1253	29	8	1338	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.995			0.995	
Flt Protected		0.991			0.982		0.950			0.950		
Satd. Flow (prot)	0	1883	1615	0	1866	1615	1805	3524	0	1805	3524	0
Flt Permitted		0.933			0.860		0.161			0.189		
Satd. Flow (perm)	0	1773	1615	0	1634	1615	306	3524	0	359	3524	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			86			70		6			6	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		200			202			132			138	
Travel Time (s)		4.5			4.6			2.6			2.7	
Peak Hour Factor	0.25	0.78	0.80	0.82	0.65	0.82	0.88	0.97	0.66	0.40	0.94	0.52
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	8	36	149	28	48	70	65	1292	44	20	1423	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	149	0	76	70	65	1336	0	20	1475	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0		22.0	22.0	
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	125.0	125.0		125.0	125.0	
Total Split (%)	21.9%	21.9%	21.9%	21.9%	21.9%	21.9%	78.1%	78.1%		78.1%	78.1%	
Maximum Green (s)	29.0	29.0	29.0	29.0	29.0	29.0	119.0	119.0		119.0	119.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0		0	0	
Act Effct Green (s)		13.1	13.1		13.1	13.1	134.9	134.9		134.9	134.9	
Actuated g/C Ratio		0.08	0.08		0.08	0.08	0.84	0.84		0.84	0.84	
v/c Ratio		0.30	0.71		0.57	0.36	0.25	0.45		0.07	0.50	
Control Delay		72.8	48.5		86.2	18.3	5.7	4.0		3.2	4.3	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		72.8	48.5		86.2	18.3	5.7	4.0		3.2	4.3	
LOS		E	D		F	B	A	A		A	A	
Approach Delay		54.0			53.6			4.0			4.3	
Approach LOS		D			D			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 26 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 9.4 Intersection LOS: A
Intersection Capacity Utilization 65.7% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 8: US 1 & NW 1st St/NE 1st St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	6	0	0	205	11	1534	20	265	1587	12
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.92	0.50	0.92	0.92	0.76	0.55	0.94	0.71	0.83	0.92	0.75
Hourly flow rate (vph)	0	0	12	0	0	270	20	1632	28	319	1725	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	3497	4072	870	3199	4066	830	1741			1660		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	3497	4072	870	3199	4066	830	1741			1660		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	*5.5	4.1			*3.7		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	96	100	100	38	95			32		
cM capacity (veh/h)	0	1	299	2	1	438	366			473		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	12	270	20	1088	572	319	1150	591
Volume Left	0	0	20	0	0	319	0	0
Volume Right	12	270	0	0	28	0	0	16
cSH	299	438	366	1700	1700	473	1700	1700
Volume to Capacity	0.04	0.62	0.05	0.64	0.34	0.68	0.68	0.35
Queue Length 95th (ft)	3	101	4	0	0	124	0	0
Control Delay (s)	17.6	25.5	15.4	0.0	0.0	27.0	0.0	0.0
Lane LOS	C	D	C			D		
Approach Delay (s)	17.6	25.5	0.2			4.2		
Approach LOS	C	D						

Intersection Summary				
Average Delay	4.0			
Intersection Capacity Utilization	64.4%	ICU Level of Service	C	
Analysis Period (min)	15			

* User Entered Value

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	65	0	306	3	2	3	268	1469	0	4	1743	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.850			0.961						0.993	
Flt Protected	0.950				0.979		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	0	1788	0	1770	3539	0	1805	3514	0
Flt Permitted	0.739				0.269		0.048			0.168		
Satd. Flow (perm)	1377	1583	0	0	491	0	89	3539	0	319	3514	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		219			8						6	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		235			225			152			135	
Travel Time (s)		5.3			5.1			3.0			2.6	
Peak Hour Factor	0.82	0.25	0.87	0.25	0.25	0.38	0.90	0.96	0.25	0.50	0.94	0.90
Heavy Vehicles (%)	2%	0%	2%	0%	0%	0%	2%	2%	0%	0%	2%	2%
Adj. Flow (vph)	79	0	352	12	8	8	298	1530	0	8	1854	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	352	0	0	28	0	298	1530	0	8	1951	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.0	22.0		22.0	22.0		10.0	22.0		22.0	22.0	
Total Split (s)	35.0	35.0		35.0	35.0		22.0	103.0		81.0	81.0	
Total Split (%)	25.4%	25.4%		25.4%	25.4%		15.9%	74.6%		58.7%	58.7%	
Maximum Green (s)	29.0	29.0		29.0	29.0		18.0	97.0		75.0	75.0	
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		0.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		4.0	6.0		6.0	6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	18.7	18.7			18.7		109.3	107.3		78.7	78.7	
Actuated g/C Ratio	0.14	0.14			0.14		0.79	0.78		0.57	0.57	
v/c Ratio	0.42	0.87			0.38		0.81	0.56		0.04	0.97	
Control Delay	59.1	42.9			54.1		56.8	7.9		15.8	43.8	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	59.1	42.9			54.1		56.8	7.9		15.8	43.8	
LOS	E	D			D		E	A		B	D	
Approach Delay		45.9			54.1			15.9			43.7	
Approach LOS		D			D			B			D	

Intersection Summary

Area Type: Other
Cycle Length: 138
Actuated Cycle Length: 138
Offset: 23 (17%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 32.0 Intersection LOS: C
Intersection Capacity Utilization 98.1% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 18: US 1 & Old Griffin Rd

Future Total Traffic Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	40	18	84	83	334	18	861	134	269	762	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.957				0.850		0.978			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1818	0	1770	1900	1583	1805	3461	0	1770	3521	0
Flt Permitted	0.687			0.554			0.338			0.173		
Satd. Flow (perm)	1305	1818	0	1032	1900	1583	642	3461	0	322	3521	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				65		16			5	
Link Speed (mph)		30			35			35			35	
Link Distance (ft)		215			207			161			162	
Travel Time (s)		4.9			4.0			3.1			3.2	
Peak Hour Factor	0.87	0.82	0.90	0.75	0.77	0.90	0.75	0.92	0.83	0.85	0.95	0.88
Heavy Vehicles (%)	0%	0%	0%	2%	0%	2%	0%	2%	2%	2%	2%	0%
Adj. Flow (vph)	14	49	20	112	108	371	24	936	161	316	802	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	69	0	112	108	371	24	1097	0	316	834	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	pt+ov	Perm	NA		pm+pt	NA	
Protected Phases		4		3	8	8 1		2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		3	8	8 1	2	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.0	22.0		8.5	22.0		22.0	22.0		8.5	22.0	
Total Split (s)	30.0	30.0		23.0	53.0		77.0	77.0		30.0	107.0	
Total Split (%)	18.8%	18.8%		14.4%	33.1%		48.1%	48.1%		18.8%	66.9%	
Maximum Green (s)	24.0	24.0		19.0	47.0		71.0	71.0		26.0	101.0	
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		0.0	2.0		2.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		4.0	6.0		6.0	6.0		4.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0			5.0		5.0	5.0			5.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0			0	
Act Effct Green (s)	14.0	14.0		34.1	32.1	58.5	89.5	89.5		117.9	115.9	
Actuated g/C Ratio	0.09	0.09		0.21	0.20	0.37	0.56	0.56		0.74	0.72	
v/c Ratio	0.12	0.41		0.39	0.28	0.60	0.07	0.56		0.72	0.33	
Control Delay	68.8	64.9		55.8	54.9	36.0	21.9	25.9		21.8	8.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	68.8	64.9		55.8	54.9	36.0	21.9	25.9		21.8	8.8	
LOS	E	E		E	D	D	C	C		C	A	
Approach Delay		65.6			43.2			25.9			12.3	
Approach LOS		E			D			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 93 (58%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 25.2 Intersection LOS: C
Intersection Capacity Utilization 67.6% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: US 1 & Dania Beach Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	10	30	13	7	83	19	1276	5	39	909	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.999			0.997	
Flt Protected		0.973			0.967		0.950			0.950		
Satd. Flow (prot)	0	1849	1615	0	1837	1615	1805	3536	0	1805	3530	0
Flt Permitted		0.806			0.773		0.278			0.195		
Satd. Flow (perm)	0	1531	1615	0	1469	1615	528	3536	0	370	3530	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			48			105		2			3	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		200			202			132			138	
Travel Time (s)		4.5			4.6			2.6			2.7	
Peak Hour Factor	0.70	0.63	0.63	0.50	0.58	0.73	0.79	0.97	0.38	0.70	0.92	0.65
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	20	16	48	26	12	114	24	1315	13	56	988	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	48	0	38	114	24	1328	0	56	1008	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0		22.0	22.0	
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	125.0	125.0		125.0	125.0	
Total Split (%)	21.9%	21.9%	21.9%	21.9%	21.9%	21.9%	78.1%	78.1%		78.1%	78.1%	
Maximum Green (s)	29.0	29.0	29.0	29.0	29.0	29.0	119.0	119.0		119.0	119.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0		0	0	
Act Effct Green (s)		9.3	9.3		9.3	9.3	138.7	138.7		138.7	138.7	
Actuated g/C Ratio		0.06	0.06		0.06	0.06	0.87	0.87		0.87	0.87	
v/c Ratio		0.40	0.35		0.45	0.59	0.05	0.43		0.17	0.33	
Control Delay		84.9	23.8		87.8	27.5	2.1	2.9		3.3	2.4	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		84.9	23.8		87.8	27.5	2.1	2.9		3.3	2.4	
LOS		F	C		F	C	A	A		A	A	
Approach Delay		50.0			42.6			2.9			2.5	
Approach LOS		D			D			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 108 (68%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 6.5 Intersection LOS: A
Intersection Capacity Utilization 58.9% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 8: US 1 & NW 1st St/NE 1st St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	8	0	0	198	1	1381	23	192	1074	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.50	0.92	0.92	0.91	0.25	0.92	0.65	0.92	0.86	0.50
Hourly flow rate (vph)	0	0	16	0	0	218	4	1501	35	209	1249	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2648	3217	630	2585	3205	768	1261			1536		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2648	3217	630	2585	3205	768	1261			1536		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	96	100	100	38	99			52		
cM capacity (veh/h)	3	5	429	8	5	349	558			439		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	16	218	4	1001	536	209	833	428
Volume Left	0	0	4	0	0	209	0	0
Volume Right	16	218	0	0	35	0	0	12
cSH	429	349	558	1700	1700	439	1700	1700
Volume to Capacity	0.04	0.62	0.01	0.59	0.32	0.48	0.49	0.25
Queue Length 95th (ft)	3	100	1	0	0	63	0	0
Control Delay (s)	13.7	31.0	11.5	0.0	0.0	20.4	0.0	0.0
Lane LOS	B	D	B			C		
Approach Delay (s)	13.7	31.0	0.0			2.9		
Approach LOS	B	D						

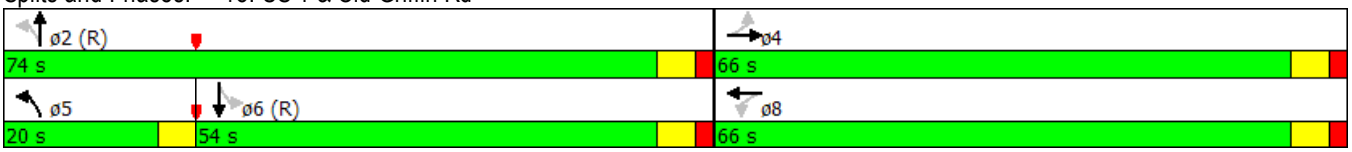
Intersection Summary				
Average Delay	3.5			
Intersection Capacity Utilization	57.8%	ICU Level of Service	B	
Analysis Period (min)	15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	62	1	225	1	0	1	258	1405	4	5	1048	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.852			0.932			0.998			0.992	
Flt Protected	0.950				0.976		0.950			0.950		
Satd. Flow (prot)	1770	1588	0	0	1728	0	1770	3533	0	1805	3511	0
Flt Permitted	0.752				0.318		0.129			0.160		
Satd. Flow (perm)	1401	1588	0	0	563	0	240	3533	0	304	3511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		271			55			1			4	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		235			225			152			135	
Travel Time (s)		5.3			5.1			3.0			2.6	
Peak Hour Factor	0.80	0.25	0.83	0.25	0.92	0.25	0.85	0.90	0.25	0.25	0.86	0.81
Heavy Vehicles (%)	2%	0%	2%	0%	0%	0%	2%	2%	0%	0%	2%	2%
Adj. Flow (vph)	78	4	271	4	0	4	304	1561	16	20	1219	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	275	0	0	8	0	304	1577	0	20	1284	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.0	22.0		22.0	22.0		10.0	22.0		22.0	22.0	
Total Split (s)	66.0	66.0		66.0	66.0		20.0	74.0		54.0	54.0	
Total Split (%)	47.1%	47.1%		47.1%	47.1%		14.3%	52.9%		38.6%	38.6%	
Maximum Green (s)	60.0	60.0		60.0	60.0		16.0	68.0		48.0	48.0	
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		0.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		4.0	6.0		6.0	6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	13.4	13.4			13.4		116.6	114.6		80.2	80.2	
Actuated g/C Ratio	0.10	0.10			0.10		0.83	0.82		0.57	0.57	
v/c Ratio	0.58	0.69			0.08		0.57	0.55		0.11	0.64	
Control Delay	76.4	16.3			1.5		18.8	5.4		17.0	22.3	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	76.4	16.3			1.5		18.8	5.4		17.0	22.3	
LOS	E	B			A		B	A		B	C	
Approach Delay		29.6			1.5			7.6			22.2	
Approach LOS		C			A			A			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 23 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 15.1		Intersection LOS: B	
Intersection Capacity Utilization 72.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 18: US 1 & Old Griffin Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	84	24	199	172	449	36	703	190	229	952	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.961				0.850		0.967			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1826	0	1770	1900	1583	1805	3422	0	1770	3518	0
Flt Permitted	0.617			0.340			0.263			0.179		
Satd. Flow (perm)	1172	1826	0	633	1900	1583	500	3422	0	333	3518	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				49		24			5	
Link Speed (mph)		30			35			35			35	
Link Distance (ft)		215			207			161			162	
Travel Time (s)		4.9			4.0			3.1			3.2	
Peak Hour Factor	0.75	0.74	0.60	0.85	0.76	0.92	0.64	0.90	0.87	0.96	0.92	0.62
Heavy Vehicles (%)	0%	0%	0%	2%	0%	2%	0%	2%	2%	2%	2%	0%
Adj. Flow (vph)	32	114	40	234	226	488	56	781	218	239	1035	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	154	0	234	226	488	56	999	0	239	1087	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	pt+ov	Perm	NA		pm+pt	NA	
Protected Phases		4		3	8	8 1		2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		3	8	8 1	2	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.0	22.0		8.5	22.0		22.0	22.0		8.5	22.0	
Total Split (s)	34.0	34.0		28.0	62.0		60.0	60.0		38.0	98.0	
Total Split (%)	21.3%	21.3%		17.5%	38.8%		37.5%	37.5%		23.8%	61.3%	
Maximum Green (s)	28.0	28.0		24.0	56.0		54.0	54.0		34.0	92.0	
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		0.0	2.0		2.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		4.0	6.0		6.0	6.0		4.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0			5.0		5.0	5.0			5.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0			0	
Act Effct Green (s)	19.1	19.1		46.8	44.8	68.7	79.3	79.3		105.2	103.2	
Actuated g/C Ratio	0.12	0.12		0.29	0.28	0.43	0.50	0.50		0.66	0.64	
v/c Ratio	0.23	0.68		0.69	0.42	0.69	0.23	0.59		0.60	0.48	
Control Delay	66.1	77.8		56.3	48.7	37.0	31.4	32.0		18.4	16.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	66.1	77.8		56.3	48.7	37.0	31.4	32.0		18.4	16.1	
LOS	E	E		E	D	D	C	C		B	B	
Approach Delay		75.8			44.5			32.0			16.5	
Approach LOS		E			D			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 11 (7%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 31.9 Intersection LOS: C
Intersection Capacity Utilization 71.6% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: US 1 & Dania Beach Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	28	119	35	31	57	57	1264	32	8	1338	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.995			0.995	
Flt Protected		0.991			0.977		0.950			0.950		
Satd. Flow (prot)	0	1883	1615	0	1856	1615	1805	3524	0	1805	3524	0
Flt Permitted		0.934			0.827		0.159			0.185		
Satd. Flow (perm)	0	1775	1615	0	1571	1615	302	3524	0	352	3524	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			86			70		6			6	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		200			202			132			138	
Travel Time (s)		4.5			4.6			2.6			2.7	
Peak Hour Factor	0.25	0.78	0.80	0.82	0.65	0.82	0.88	0.97	0.66	0.40	0.94	0.52
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	8	36	149	43	48	70	65	1303	48	20	1423	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	149	0	91	70	65	1351	0	20	1475	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0		22.0	22.0	
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	125.0	125.0		125.0	125.0	
Total Split (%)	21.9%	21.9%	21.9%	21.9%	21.9%	21.9%	78.1%	78.1%		78.1%	78.1%	
Maximum Green (s)	29.0	29.0	29.0	29.0	29.0	29.0	119.0	119.0		119.0	119.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0		0	0	
Act Effct Green (s)		14.5	14.5		14.5	14.5	133.5	133.5		133.5	133.5	
Actuated g/C Ratio		0.09	0.09		0.09	0.09	0.83	0.83		0.83	0.83	
v/c Ratio		0.28	0.67		0.64	0.33	0.26	0.46		0.07	0.50	
Control Delay		70.4	44.3		89.7	17.3	6.2	4.4		3.5	4.7	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		70.4	44.3		89.7	17.3	6.2	4.4		3.5	4.7	
LOS		E	D		F	B	A	A		A	A	
Approach Delay		50.3			58.2			4.5			4.7	
Approach LOS		D			E			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 26 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 9.9 Intersection LOS: A
Intersection Capacity Utilization 66.4% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 8: US 1 & NW 1st St/NE 1st St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	6	0	0	224	11	1534	31	285	1587	12
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.92	0.50	0.92	0.92	0.76	0.55	0.94	0.71	0.83	0.92	0.75
Hourly flow rate (vph)	0	0	12	0	0	295	20	1632	44	343	1725	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	3570	4135	870	3255	4121	838	1741			1676		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	3570	4135	870	3255	4121	838	1741			1676		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	*5.5	4.1			*3.7		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	96	100	100	32	95			27		
cM capacity (veh/h)	0	1	299	1	1	435	366			467		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	12	295	20	1088	588	343	1150	591
Volume Left	0	0	20	0	0	343	0	0
Volume Right	12	295	0	0	44	0	0	16
cSH	299	435	366	1700	1700	467	1700	1700
Volume to Capacity	0.04	0.68	0.05	0.64	0.35	0.73	0.68	0.35
Queue Length 95th (ft)	3	123	4	0	0	150	0	0
Control Delay (s)	17.6	29.0	15.4	0.0	0.0	31.2	0.0	0.0
Lane LOS	C	D	C			D		
Approach Delay (s)	17.6	29.0	0.2			5.1		
Approach LOS	C	D						

Intersection Summary				
Average Delay	4.8			
Intersection Capacity Utilization	65.8%	ICU Level of Service	C	
Analysis Period (min)	15			

* User Entered Value

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	65	0	308	3	2	3	270	1486	0	4	1761	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.850			0.961						0.993	
Flt Protected	0.950				0.979		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	0	1788	0	1770	3539	0	1805	3514	0
Flt Permitted	0.739				0.271		0.049			0.165		
Satd. Flow (perm)	1377	1583	0	0	495	0	91	3539	0	314	3514	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		219			8						6	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		235			225			152			135	
Travel Time (s)		5.3			5.1			3.0			2.6	
Peak Hour Factor	0.82	0.25	0.87	0.25	0.25	0.38	0.90	0.96	0.25	0.50	0.94	0.90
Heavy Vehicles (%)	2%	0%	2%	0%	0%	0%	2%	2%	0%	0%	2%	2%
Adj. Flow (vph)	79	0	354	12	8	8	300	1548	0	8	1873	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	354	0	0	28	0	300	1548	0	8	1970	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.0	22.0		22.0	22.0		10.0	22.0		22.0	22.0	
Total Split (s)	35.0	35.0		35.0	35.0		22.0	103.0		81.0	81.0	
Total Split (%)	25.4%	25.4%		25.4%	25.4%		15.9%	74.6%		58.7%	58.7%	
Maximum Green (s)	29.0	29.0		29.0	29.0		18.0	97.0		75.0	75.0	
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		0.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		4.0	6.0		6.0	6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	18.8	18.8			18.8		109.2	107.2		78.4	78.4	
Actuated g/C Ratio	0.14	0.14			0.14		0.79	0.78		0.57	0.57	
v/c Ratio	0.42	0.88			0.38		0.80	0.56		0.04	0.99	
Control Delay	58.9	43.3			53.4		56.3	8.1		15.8	46.7	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	58.9	43.3			53.4		56.3	8.1		15.8	46.7	
LOS	E	D			D		E	A		B	D	
Approach Delay		46.2			53.4			15.9			46.5	
Approach LOS		D			D			B			D	

Intersection Summary

Area Type: Other
Cycle Length: 138
Actuated Cycle Length: 138
Offset: 23 (17%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 33.3 Intersection LOS: C
Intersection Capacity Utilization 98.8% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 18: US 1 & Old Griffin Rd