Transportation Planning

Traffic Impact Report

Koosh Retail Center

Dania Beach, Florida

Prepared for:

SDS Development & Trust, LLC
5256 SW 38th Avenue
Fort Lauderdale, FL 33312

December 16, 2014

Prepared by

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ENGINEERS, PLANNERS, SURVEYORS
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Certificate of Authorization #1337
Project #18186

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EXECUTIVE SUMMARY

Keith and Schnars, P. A. has completed a traffic analysis for the planned development, Koosh Retail Center, consisting of a mixed use development (commercial/retail, office, and restaurant) in three buildings totaling 13,424 square feet (SF) and to be located on a 1.50 acre parcel at the Southwest corner of Griffin Road (SR 818) and SW 26th Avenue in the City of Dania Beach, Florida (see **Figure 1**). The site location is zoned C-2, commercial.

The development will consist of the following uses:

The proposed mixed-use development consists of the following uses:

- Commercial retail: 7,921 SF
- Restaurant: 2,423 SF (including 360 SF outdoor seating area)
- Office: 3,080 SF

The project will have 55 parking spaces, including three handicap designated spaces. The proposed project is anticipated to be built-out by 2016.

The proposed project site will be accessed via two driveways: a main driveway on the north side of the site off Griffin Road and a second driveway on the east side off SW 26th Avenue. Both driveways allow two-way operations. The Griffin Road driveway will allow only right-in and right-out movements. Currently, there are at least three access/driveway curb-cuts along the Griffin Road between SW 26th Avenue and SW 26th Terrace (along the frontage of the project site) which will be consolidated into one access driveway.

The proposed project is expected to be fully built-out by 2016.

AM peak hour and PM peak hour trips generated by the proposed uses on the site were estimated based on the Institute of Transportation Engineers (ITE), Trip Generation Manual, 9th Edition. The results indicate that the proposed uses are anticipated to generate 22 AM peak-hour trips and 112 PM peak-hour trips. Since the AM peak hour generates less than 25 trips (considered by the City as the threshold for traffic analysis); therefore, the traffic impact analysis was performed based upon the PM peak hour period.

Currently approved developments within proximity of the project site were identified and the developments' generated trips and distribution were developed and incorporated in the analysis.

Peak hour turning movement counts were performed on December 2, 2014 at the following intersections:

- SW 26th Avenue, which forms part of the eastern boundary of the project site;
- SW 26th Terrace, which forms the western boundary of the proposed project site);
- SW 27th Avenue which lies immediately west of SW 26th Terrace;
- Griffin road and SW 28th Avenue (signalized); and
- Griffin Road and Ravenswood Road.

Supplemental traffic data and signal information were obtained from the Florida Department of Transportation (FDOT) and the Broward County Traffic Engineering Division.

The aforementioned intersections were evaluated for existing and future traffic conditions, both with and without the proposed project. The main project driveway connection on Griffin Road was also evaluated for intersection level of service. In addition, roadway link analyses were performed on the adjacent roadways.

The intersection and roadway link analyses were performed for the following scenarios for both the AM and PM peak hours:

- 2014 Existing traffic conditions;
- 2016 Background traffic conditions (no project trips); and
- 2016 Total traffic conditions (Background traffic plus project trips).

Results of the intersection analyses indicate that the study area intersections and the proposed driveway connections are anticipated to operate at an acceptable LOS at the build-out of the project.

Results of the roadway link analyses indicate that the Griffin Road roadway segments within the immediate study area currently operate, and are anticipated to continue to operate, at an acceptable LOS at the project build-out.

Results of the shared parking analysis indicate that the proposed project complies with Sec. 265-90 of the City Ordinance (Parking reductions for mixed use development) and no variance is necessary.

Based on the findings of this report, it can be concluded that the proposed development will not adversely impact the study area intersections, the immediate roadway segments, or the site access driveway intersections at the project build-out. Therefore, it is recommended that the City of Dania Beach approve the proposed development.

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1.0 PROPOSED PROJECT DESCRIPTION

The proposed Koosh Retail Center project consists of a mixed use development (commercial/retail, office, and restaurant) in three buildings totaling 13,424 square feet (SF) and to be located on a 1.50 acre parcel at the Southwest corner of Griffin Road (SR 818) and SW 26th Avenue in the City of Dania Beach, Florida (see **Figure 1**). The site location is zoned C-2, commercial. The proposed project is expected to be fully built-out by 2016.

The proposed mixed-use development consists of the following uses:

- Commercial retail: 7,921 SF
- Restaurant: 2,423 SF (including 360 SF outdoor seating area)
- Office: 3,080 SF

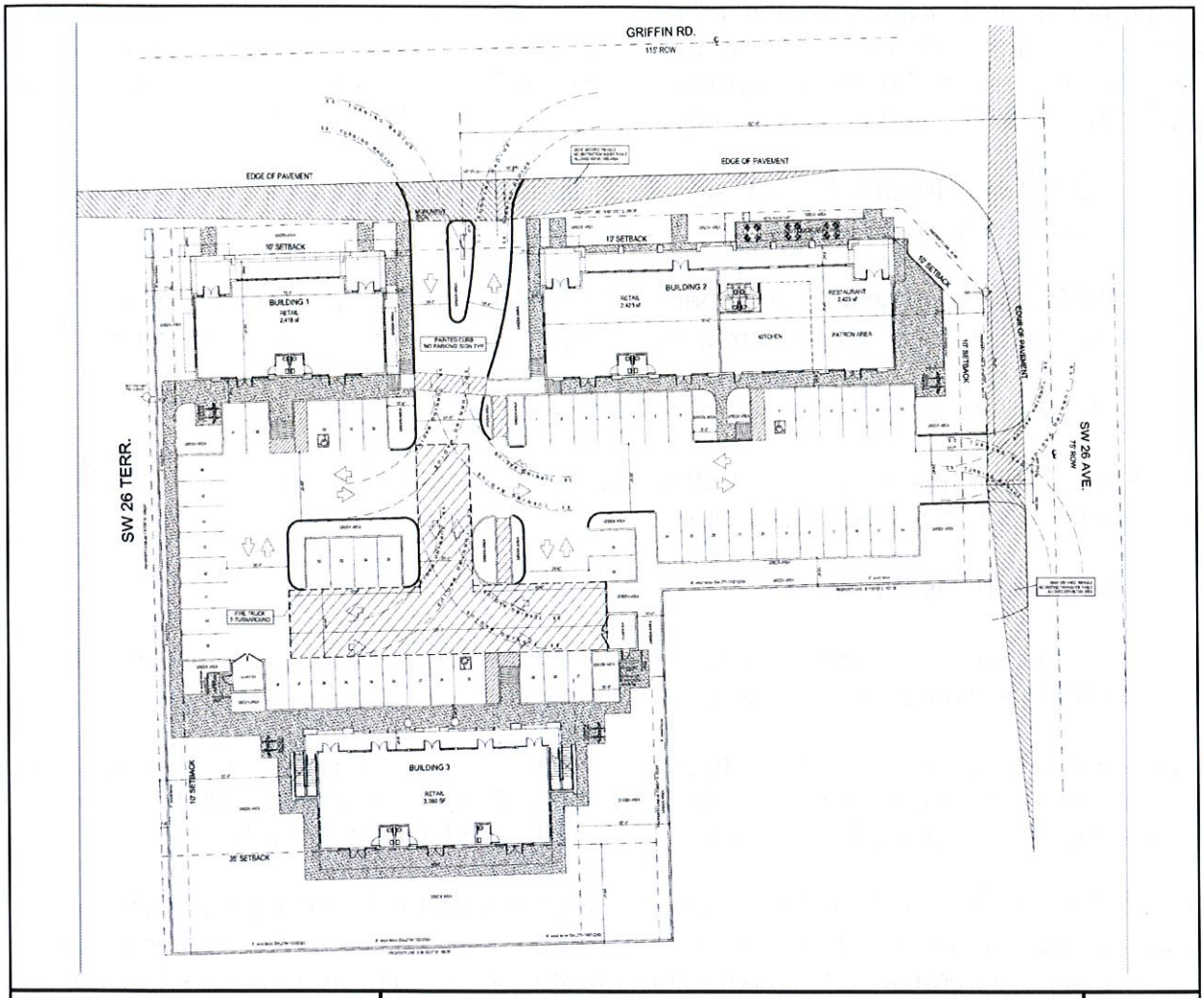
The site currently contains three buildings totaling 4,117 SF. These buildings will be demolished.

The project site will have 55 parking spaces, including three handicap designated spaces. **Figure 2** presents the basic site plan for the proposed project (the full site plan is provided in **Appendix A**).

As shown in **Figure 2**, the proposed project site will be accessed via two driveways: a main driveway on the north side of the site off Griffin Road and a second driveway on the east side off SW 26th Avenue. Both driveways allow two-way operations. The Griffin Road driveway will allow only right-in and right-out movements. Currently, there are at least three access/driveway curb-cuts along the Griffin Road between SW 26th Avenue and SW 26th Terrace (along the frontage of the project site) which will be consolidated into one access driveway.

In August 2013, the Florida Department of Transportation (FDOT) approved a request for a single right-in, right-out driveway on Griffin Road approximately 200 feet west of SW 26th Avenue. This approval was recently extended to August 29, 2015. A copy of the extension is provided in **Appendix A**.

KEITH and SCHNARS, P.A. ENGINEERS, PLANNERS, SURVEYORS	*Koosh Retail Center Traffic Impact Study*	Figure
	Project Site Location	**1**



KEITH and SCHNARS, P.A. ENGINEERS, PLANNERS, SURVEYORS	*Koosh Retail Center Traffic Impact Study*	Figure
	Site Plan	**2**

2.0 STUDY AREA

For purposes of this analysis, the proposed project area of influence consists of the segment of Griffin Road extending from the signalized intersection at Ravenswood Road in the east to the signalized intersection at SW 28th Avenue in the west (see **Figure 3**). This segment is approximately two-thirds of a mile in length.

Besides the two aforementioned signalized intersections, the study area includes unsignalized intersections at:

- SW 26th Avenue, which forms part of the eastern boundary of the project site;
- SW 26th Terrace, which forms the western boundary of the proposed project site); and
- SW 27th Avenue which lies immediately west of SW 26th Terrace.

The study corridor has a number of other intersecting local streets; however, none are cross streets nor impact the project site.

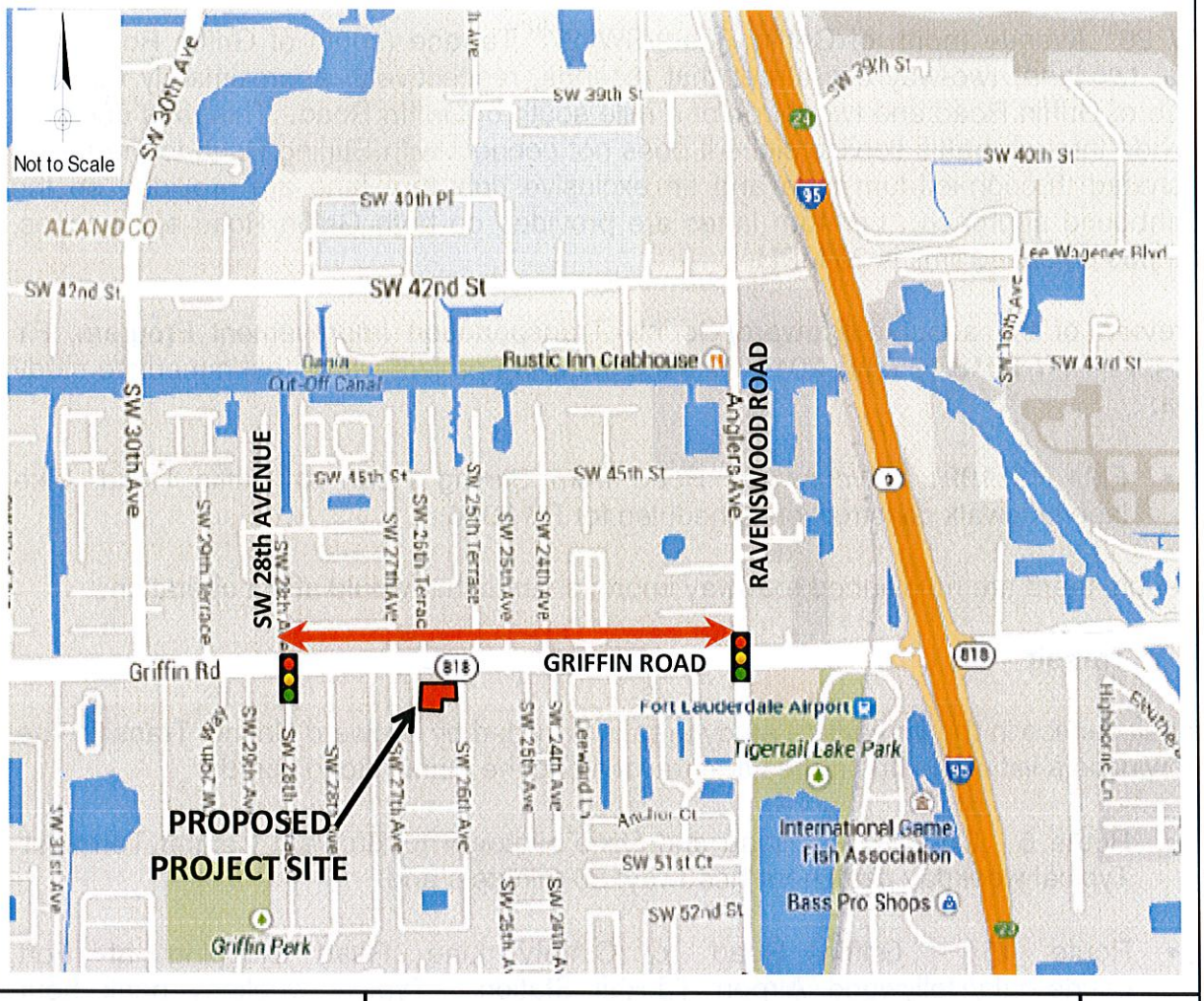
2.1 Area Roadway System

Within the study area, Griffin Road/SR 818 is a major east-west, 6-lane divided state principal arterial with a posted speed limit of 45 MPH.

Ravenswood Road is a north-south county collector. The segment of Ravenswood Road between SW 46th Court north of Griffin Road and Gulfstream Way south of Griffin Road is a four-lane, divided segment with a posted speed limit of 35 MPH.

SW 26th Avenue is a local two-lane, two-way city street that extends approximately one-third of a mile south of Griffin Road. This road does not provide through traffic service since it does not connect with Stirling Road to the south. The road serves as one of three road accesses for the residential community south of the proposed project site. The road forms an unsignalized "T"-intersection at Griffin Road, with a full median opening and left turn lanes in each direction. The posted speed limit is 25 MPH.

SW 26th Terrace is a narrow local two-lane, two-way city street that extends for about 0.15 mile into the aforementioned neighborhood south of Griffin Road. This road ends at SW 49th Court, which in turn connects with SW 26th Avenue. The road forms an unsignalized "T"-intersection at Griffin Road; however, there is no median opening and only right-in and right-out turns are allowed. The posted speed limit is 25 MPH.



KEITH and SCHNARS, P.A. ENGINEERS, PLANNERS, SURVEYORS	*Koosh Retail Center Traffic Impact Study*	Figure
	Study Area Limits	**3**

SW 27th Avenue is the third local two-lane, two-way city street that extends approximately two-thirds of a mile south of Griffin Road, also serving the aforementioned neighborhood. This road does not provide through traffic service since it does not connect with Stirling Road to the south. In fact, along with SW 52nd Court in the south and SW 26th Avenue on the east, SW 27th Avenue forms a boundary for the neighborhood. At Griffin Road, SW 27th Avenue forms a four-leg, unsignalized intersection Road, with a partial median opening (restricting north-south through movement) and left turn lanes in each direction. Northbound and southbound traffic is forced to turn right at Griffin Road. The posted speed limit is 25 MPH.

SW 28th Avenue (north of Griffin Road)/SW 27th Terrace (south of Griffin Road) is a local two-lane, two-way city street that extends, respectively, approximately 0.2 mile north of Griffin Road and two-thirds of a mile south of Griffin Road. This road does not provide through traffic service since it does not connect with Stirling Road to the south. A shared through-left-turn lane and an exclusive right-turn lane are provided on the northbound approach. Left-turn lanes are provided on both Griffin Road approaches. The posted speed limit is 25 MPH.

A review of the adopted Broward County Transportation Improvement Program, FY 2014/15 – FY 2018/19 (July 2014) lists the following project within the immediate study area:

- FM# 4331991 Ravenswood Road from Stirling Road to Griffin Road: bike lane/sidewalk construction scheduled for FY 2016.

As such, there are no planned roadway improvements that would affect operations.

2.2 Transit

Transit service in the immediate study area is provided by Broward County Transit. The following is a list of the bus routes that travel along the Griffin Road corridor:

- Route 6 - County Line Road and Dixie Highway to Broward Central Terminal. Typical weekday peak hour headway: 30 minutes; and

- Route 15 - Griffin Road to County Line Road stopping at Fort Lauderdale/Hollywood Airport Tri-Rail Station. Typical weekday peak hour headway: 65 minutes;

Bus stops are located along both sides of Griffin Road, east and west of the proposed project site. The closest eastbound bus stop is located less than 150 feet east of the project site. The closest westbound bus stop is located about 300 feet west of the project site.

3.0 PROPOSED PROJECT TRIP GENERATION

The proposed development, with an anticipated build out year of 2016, consists of the following uses:

- Commercial retail: 7,921 SF
- Restaurant: 2,423 SF (including 360 SF outdoor seating area)
- Office: 3,080 SF

AM and PM peak hour trips generated by the proposed use on the site, as presented in **Table 1**, were estimated based on trip generation rates and equations for the corresponding land uses published in the Institute of Transportation Engineers (ITE), Trip Generation Manual, 9th Edition. The results indicate that the proposed project is anticipated to generate 22 AM peak-hour trips and 112 PM peak-hour trips.

As stated in Sec. 605-30. - Application submittal requirements of the City's Code of Ordinances (COO) *"A traffic impact study is required to supplement a development application that, if approved, would generate in excess of twenty-five (25) gross peak hour trips based on applicable trip generation rate(s) in the Institute of Transportation Engineers' Trip Generation manual, most recent edition."*

Based on the aforementioned, the generated AM peak hour trips is less than 25 trips; therefore, the traffic impact analysis for the proposed project has been developed based upon the PM peak hour period.

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Table 1
Proposed Project Trip Generation

Land Use	ITE Land Use Code	Intensity		Peak Hour Rate/ Equation [1]	Project Trips				
					Total	% In	Trips IN	% Out	Trips OUT
Koosh Retail Center									
AM Peak Hour									
Office	710	3,080	sq ft	Ln(T) = 0.80 Ln(X) + 1.57	12	88%	11	12%	1
Restaurant	931	2,423	sq ft	T = 0.81 (X)	2	50%	1	50%	1
Retail (<20K sq. ft.)	820	7,921	sq ft	T = 0.96 (X)	8	62%	5	38%	3
Gross Trips					**22**		**17**		**5**
Office Internalization [2]				0.00%	0		0		0
Restaurant Internalization [2]				0.00%	0		0		0
Retai Internalization [2]				0.00%	0		0		0
Total Trips [3]					**22**		**17**		**5**
PM Peak Hour									
Office (<100K sq. ft.)[4]	710	3,080	sq ft	Ln(T) = 0.737 Ln(X) + 1.831	14	17%	2	83%	12
Restaurant	931	2,423	sq ft	T = 7.49 (X)	18	67%	12	33%	6
Retail (<20K sq. ft.) [4]	820	7,921	sq ft	T = 10.85 (X)	86	48%	41	52%	45
Gross Trips					**118**		**55**		**63**
Office Internalization				5.50%	-1		0		-1
Restaurant Internalization				5.50%	-1		-1		0
RetailBank Internalization				5.50%	-4		-2		-2
Total Trips [3]					**112**		**52**		**60**

[1] All trip rates and/or equations from ITE Trip Generation Manual, 9th Edition un less otherwise noted.

[2] Assumed no internalization during AM peak due to small number of trips.

[3] Assumed no pass-by trips.

[4] PM Trip rates/equations from Broward County Trip Rates by Land-Use, effective December 8, 2009.

4.0 EXISTING 2014 TRAFFIC CONDITIONS

Existing (2014) turning movement counts were collected at the study area intersections on December 2, 2014, except for the Griffin Road/Ravenswood intersection which was collected on July 23, 2014.

Intersection turning movement counts were obtained at the following intersections:

- Griffin Road and SW 26th Avenue (no signal);
- Griffin Road and SW 26th Terrace (no signal);
- Griffin Road and SW 27th Avenue (no signal); and
- Griffin Road and SW 28th Avenue/SW 28th Terrace (signalized).

Turning movement counts were collected for the afternoon peak period of operation from 4:00 PM to 6:00 PM. From the data, it was determined that the PM peak hour for the study area occurs from 4:45 PM – 5:45 PM. The traffic volume data is included in **Appendix B**.[1]

Traffic data for the Griffin Road and Ravenswood Road intersection were obtained from the recently completed Dunkin Donuts project at Griffin Road and Ravenswood Road intersection[2]. This data was collected in July 2014.

The traffic count data was adjusted to peak season volumes by applying a peak season conversion factor of 1.04 as obtained from FDOT's 2013 Peak Season Factor Category Report (see **Appendix C**). A peak season factor of 1.09 was applied to the Griffin Road/Ravenswood Road intersection since the traffic data was collected in July 2014. **Figure 4** presents the existing seasonally adjusted 2014 PM peak-hour traffic volumes along the study corridor.

Tables D-1 through **D-5** in **Appendix D** present the peak hour intersection turning movement development tables for the PM peak hour. These tables also illustrate the development of the projected 2016 traffic with and without the proposed project.

The 2013 annual average daily traffic (AADT) information for Griffin Road study area was obtained from FDOT's Transportation Statistics Office, 2013 Historical AADT Reports (see **Appendix C**):

- Station: 0076 - SR 818/Griffin Road west of SR 9/I-95: 32,000 AADT;
- Station: 0074 - SR 818/Griffin Road east of SR 7/US 441: 29,000 AADT; and
- Station: 9307 – SW 40th Avenue north of Griffin Road: 7,400 AADT.

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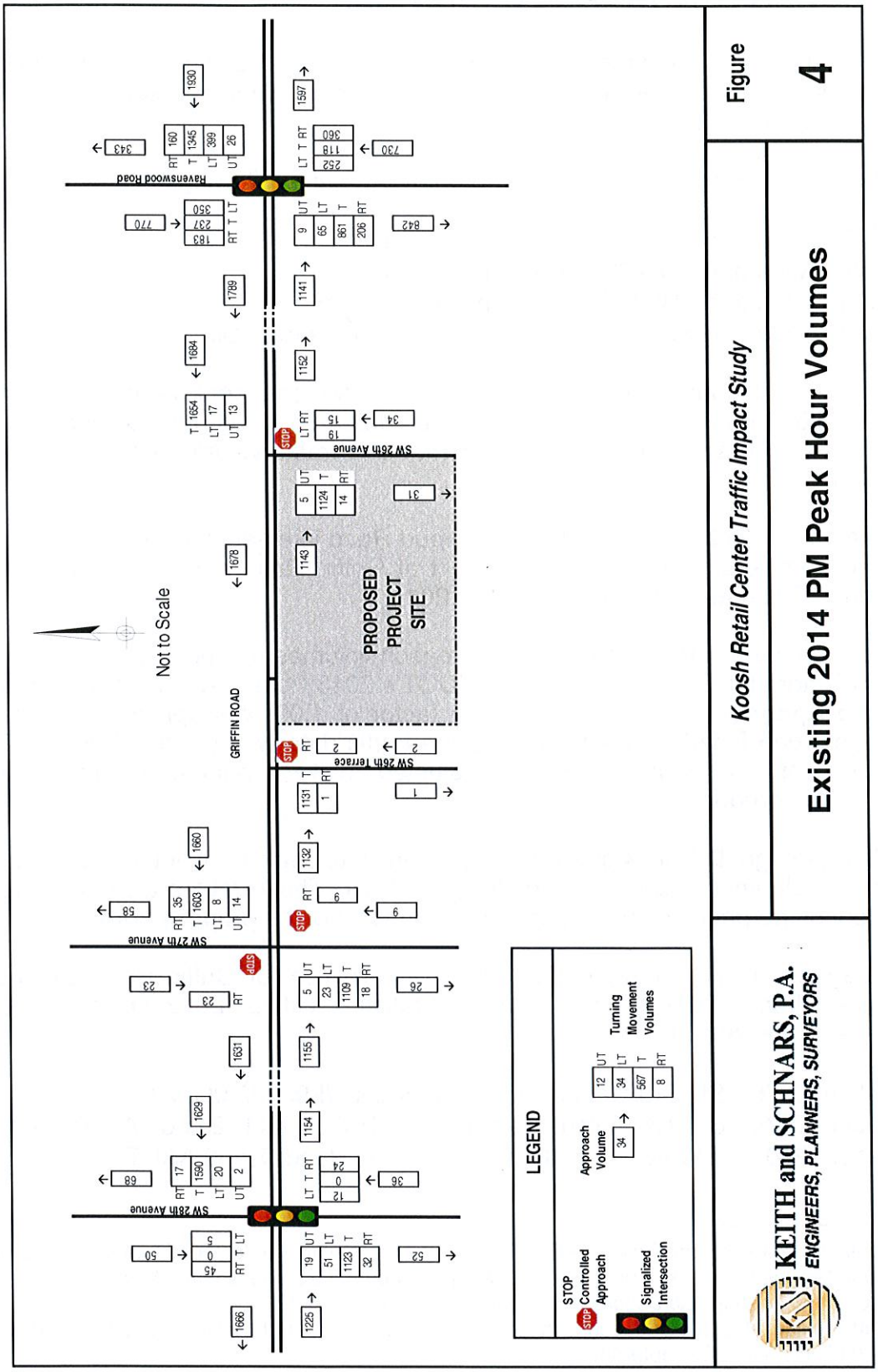
[1] Traffic counts during the morning peak period, 7 AM to 9 AM were also collected. However, since the study is focused on the PM peak hour (the project AM peak hour trips are less than 25 trips), all references to traffic, existing and projected, are based on the PM peak hour.

[2] Sharon-Griffin Dunkin' Donuts Traffic Impact Report, Dania Beach, Florida, Keith and Schnars, P.A., August 18, 2014. Traffic, LLC, September 2014.


Not to Scale
GRIFFIN ROAD
PROPOSED PROJECT SITE
SW 25th Avenue
SW 25th Terrace
SW 27th Avenue
SW 28th Avenue
Ravenswood Road
LEGEND
STOP Controlled Approach
Signalized Intersection
Approach Volume
Turning Movement Volumes
Koosh Retail Center Traffic Impact Study
Existing 2014 PM Peak Hour Volumes
Figure 4
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5.0 PROJECTED 2016 TRAFFIC

5.1 Background Growth Rate

Background (2016) peak-season volumes were determined by applying a compound growth rate for the area to existing peak-season volumes and adding committed development trips from approved but undeveloped parcels in the City. A review of FDOT five-year historical daily volumes for the study roadways, shown in **Table 2**, indicates an average growth rate of -1.51 percent for the area. Since the growth rate is negative, for analysis purposes, a growth rate of 0.5 percent per year is applied. **Appendix C** contains the FDOT AADT summaries.

Table 2
Annual Traffic Growth Rate

Station	Location	Year					Percent Annual Growth Rate (%)
		2009	2010	2011	2012	2013	
Sta 0076	Griffin Road west of I-95	30,500	28,500	31,500	33,500	32,000	0.96
Sta. 0074	Griifin Road east of US441/SR-7	31,500	26,500	31,500	30,000	29,000	-1.64
Sta. 9307	SW 40th Avenue north of Griffin Road	9,000	7,400	7,400	7,400	7,400	-3.84
						Average Growth Rate =	-1.51

Source: 2013 Historical AADT Reports, FDOT Transportation Statistics Office.

5.2 Approved/Pending Committed Developments

Traffic from approved but unconstructed developments was included in the development of future traffic conditions. The City's list of pending major projects obtained via the City's website (see **Appendix E**) was used as the source of approved developments (projects as of August 2013). Based on the information in the list, all approved but unconstructed developments within a one-mile radius of the project site were identified. Those projects that were limited to general on-site improvements or modifications that would produce little or no project trips were not considered. The following approved developments were identified to be included in this study:

- Ippolito Plat: South of Griffin Road and west of SW 25th Street. The project consists of 34 residential villas;

- Lakeview Industrial Warehouse: 2400 Collins Road. The project consists of 229,632 SF of warehouse/offices;

- Dunkin Donuts, Dania Beach: Located on northeast corner of the intersection of Griffin Road and Ravenswood Road, the project consists of a 1,750 SF retail/restaurant without a drive-through window[3]; and

- Air-Port Corporate Park: Located on the north side of Griffin Road at SW 24th Avenue, this project consists of a 146,138 SF mixed-use facility consisting of office, bank, and restaurant uses.[4]

Residents Inn by Marriot, located at the southwest corner of the intersection of Griffin Road and Ravenswood Road was recently completed and is fully functional. The committed development trips for this facility were originally developed for another project at the same intersection. For purposes of this analysis, the hotel trips will be considered as committed development trips for the Ravenswood Road intersection only. All other study intersections are assumed to carry the new hotel trips as existing trips.

Figure 5 presents the location of the four committed developments. Information regarding the committed development projects was obtained from the City and is included in **Appendix E**. Traffic studies were available only for the Dunkin Donuts and Air-Port Corporate Park projects. **Table 3** presents the PM peak hour trip generation estimates for the four aforementioned projects. **Figure 6** illustrates the PM peak hour trip distribution for the approved developments.

Tables D-1 through **D-5** in **Appendix D** summarize the PM peak hour 2016 background volume calculations including the approved project trips assigned by approach and movement at the study area intersections. **Figure 7** graphically depicts the 2016 Background PM peak-hour, peak-season traffic volumes.

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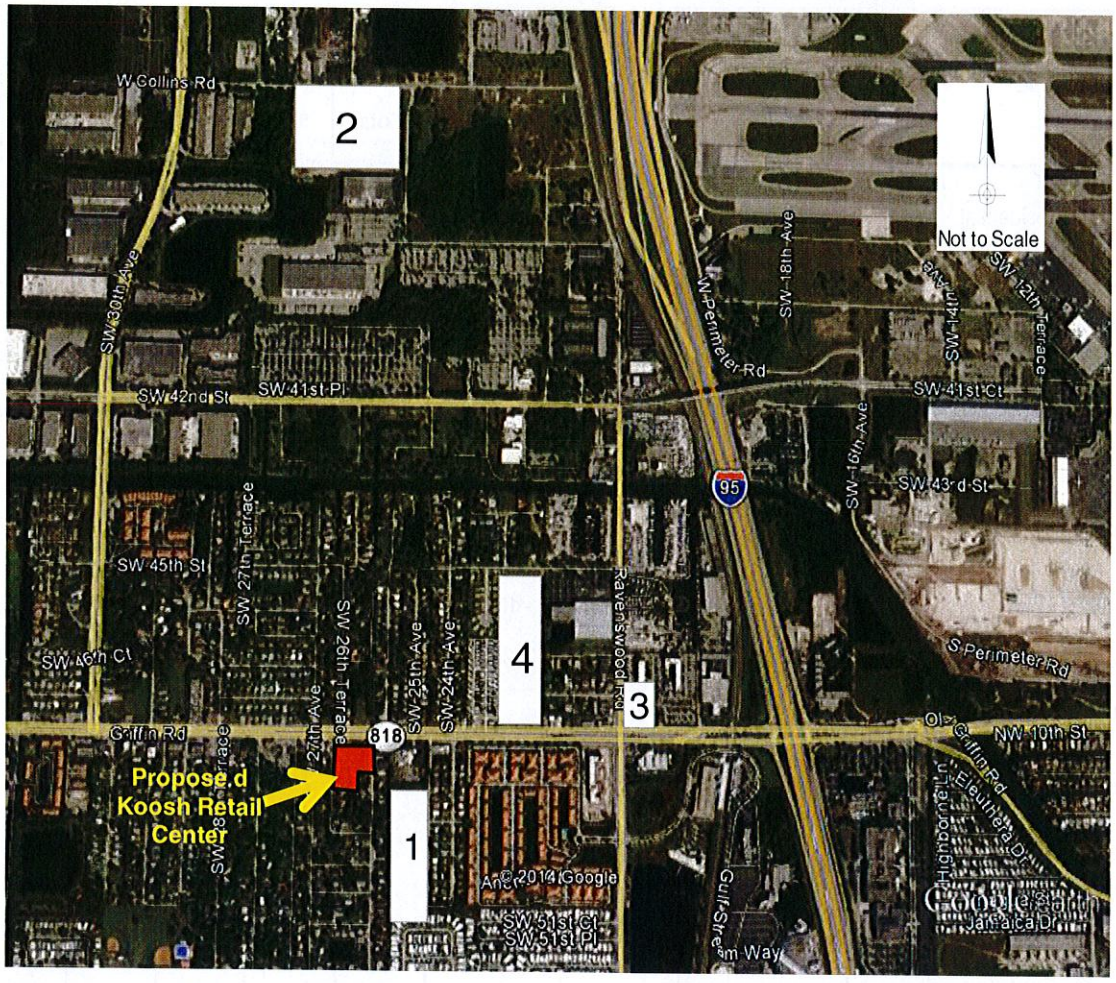
[3] Sharon-Griffin Dunkin' Donuts, *op.cit.*
[4] Traffic Study for Air-Port Corporate Park, Dania Beach, Florida, Tinter Traffic, LLC, September 4, 2013.



LEGEND

1 Ippolito Plat	3 Dunkin Donuts
2 Bridge Port 95	4 Air-Port Corp Park

Note: Information as per City of Dania Beach Pending Major Projects List , August 2013.

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Koosh Retail Center Traffic Impact Study

Approved Developments

Figure 5

Table 3
Trip Generation for Approved Developments

Land Use	ITE Land Use Code	Intensity		Peak Hour Rate/ Equation [1]	Project Trips				
					Total	% In	Trips IN	% Out	Trips OUT
IPPOLITO PLAT									
Single Family Residential									
AM Peak Hour									
Total Trips	210	34	units	T = 0.70 (X) + 9.74	34	25%	9	75%	26
PM Peak Hour									
Total Trips	210	34	units	Ln(T) = 0.90 Ln(X) + 0.51	40	63%	25	37%	15
BRIDGEPORT 95									
Industrial Warehouse									
AM Peak Hour									
Total Trips	110	229,632	sq ft	T = 1.18 (X) - 89.28	182	88%	160	12%	22
PM Peak Hour									
Total Trips	110	229,632	sq ft	T = 1.43 (X) - 157.36	171	12%	21	88%	150
Air-Port Corporate Park									
AM Peak Hour									
Office	710	137,138	sq ft	Ln(T) = 0.90 Ln(X) + 0.51	246	88%	216	12%	30
Restaurant	931	5,000	sq ft	T = 0.81 (X)	4	50%	2	50%	2
Bank	912	4,000	sq ft	T = 12.08 (X)	48	57%	27	43%	21
Gross Trips					**298**		**245**		**53**
Office Internalization					**-7**		**-6**		**-1**
Restaurant Internalization					**-2**		**-1**		**-1**
Bank Internalization					**-7**		**-6**		**-1**
Total Trips					**282**		**232**		**50**
PM Peak Hour									
Office	710	137,138	sq ft	T = 1.12 (X) + 78.45	232	17%	39	83%	193
Restaurant	931	5,000	sq ft	T = 7.49 (X)	37	67%	25	33%	12
Bank	912	4,000	sq ft	T = 24.3 (X)	97	50%	49	50%	49
Gross Trips					**366**		**113**		**254**
Office Internalization					**-15**		**-4**		**-11**
Restaurant Internalization					**-7**		**-4**		**-3**
Bank Internalization					**-15**		**-4**		**-11**
Total Trips					**329**		**101**		**229**

[1] Peak Hour Trips based on ITE Trip Generation Manual, 9th Edition.

TO BRIDGE PORT 95
DUNKIN-DONUT DANIA BEACH
Ravenswood Road
AIR-PORT CORPORATE PARK
IPPOLITO PLAT
GRIFFIN ROAD
SW 28th Avenue
SW 27th Avenue
SW 26th Avenue
SW 26th Terrace
Main Koosh Driveway
Not to Scale
LEGEND
STOP Controlled Approach
Signalized Intersection
Approach Volume
Turning Movement Volumes
Koosh Retail Center Traffic Impact Study
Figure 6
Committed Development Trip Distribution
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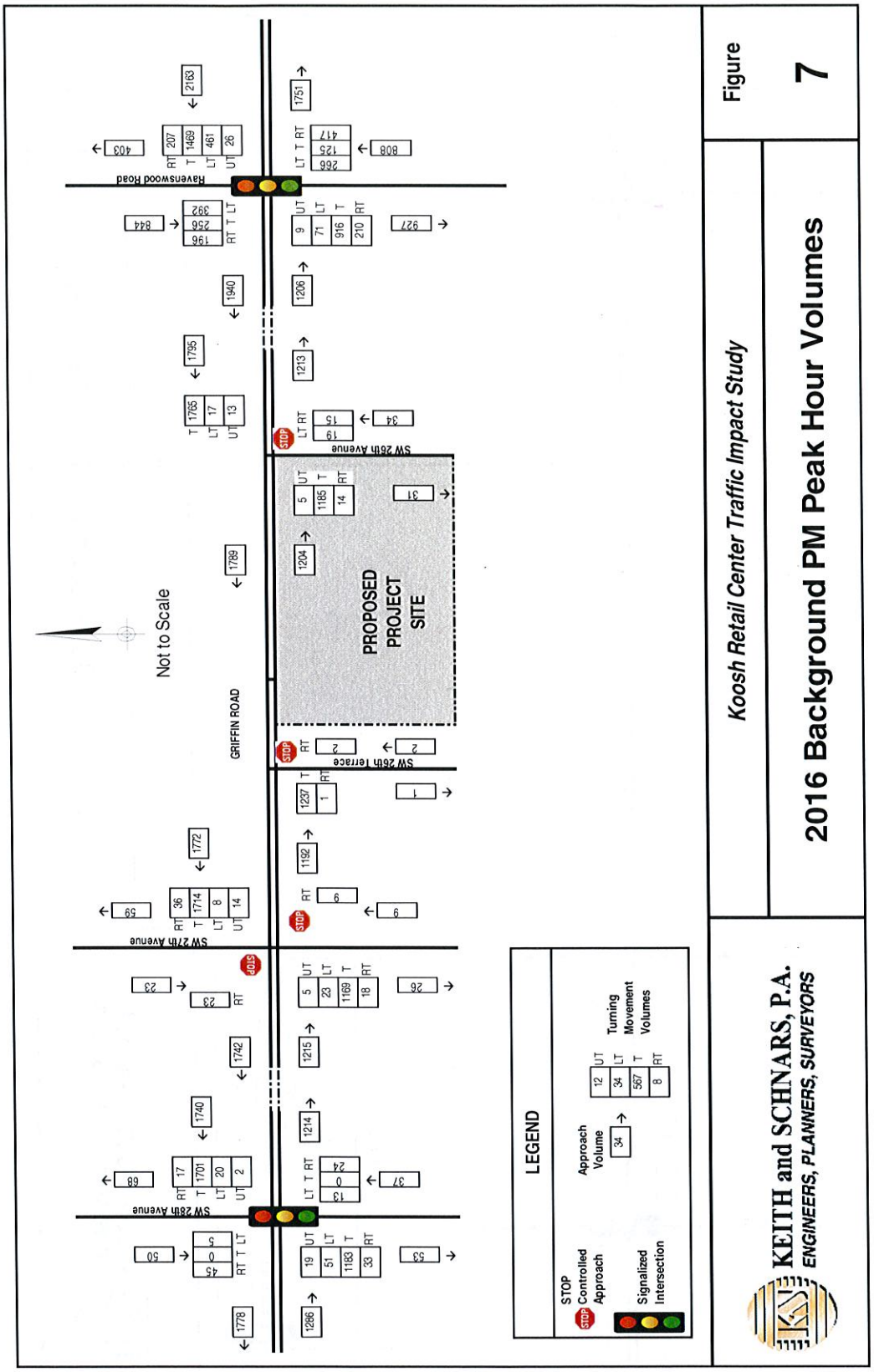
Not to Scale
PROPOSED PROJECT SITE
GRIFFIN ROAD
SW 26th Avenue
SW 27th Avenue
SW 26th Terrace
Haverswood Road
LEGEND
STOP Controlled Approach
Signalized Intersection
Approach Volume
Turning Movement Volumes
KEITH and SCHNARS, P.A.
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Koosh Retail Center Traffic Impact Study
2016 Background PM Peak Hour Volumes
Figure
7

5.3 Proposed Project Trip Distribution

The trip distribution for the proposed Koosh trips was assumed to be similar to the distribution determined for the Air-Port Corporate Park development. In general, the estimated general distribution is as follows:

PM Peak Hour, Inbound
- 67% from the east on Griffin Road; and
- 33% from the west on Griffin Road.

PM Peak Hour, Outbound
- 67% to the east on Griffin Road; and
- 33% to the west on Griffin Road.

Figure 8 presents the estimated Koosh Retail Center PM peak hour trips as distributed along the study area Griffin Road corridor.

Figure 9 presents the 2016 Total peak-hour volumes, 2016 Background volumes plus the project peak hour trips.

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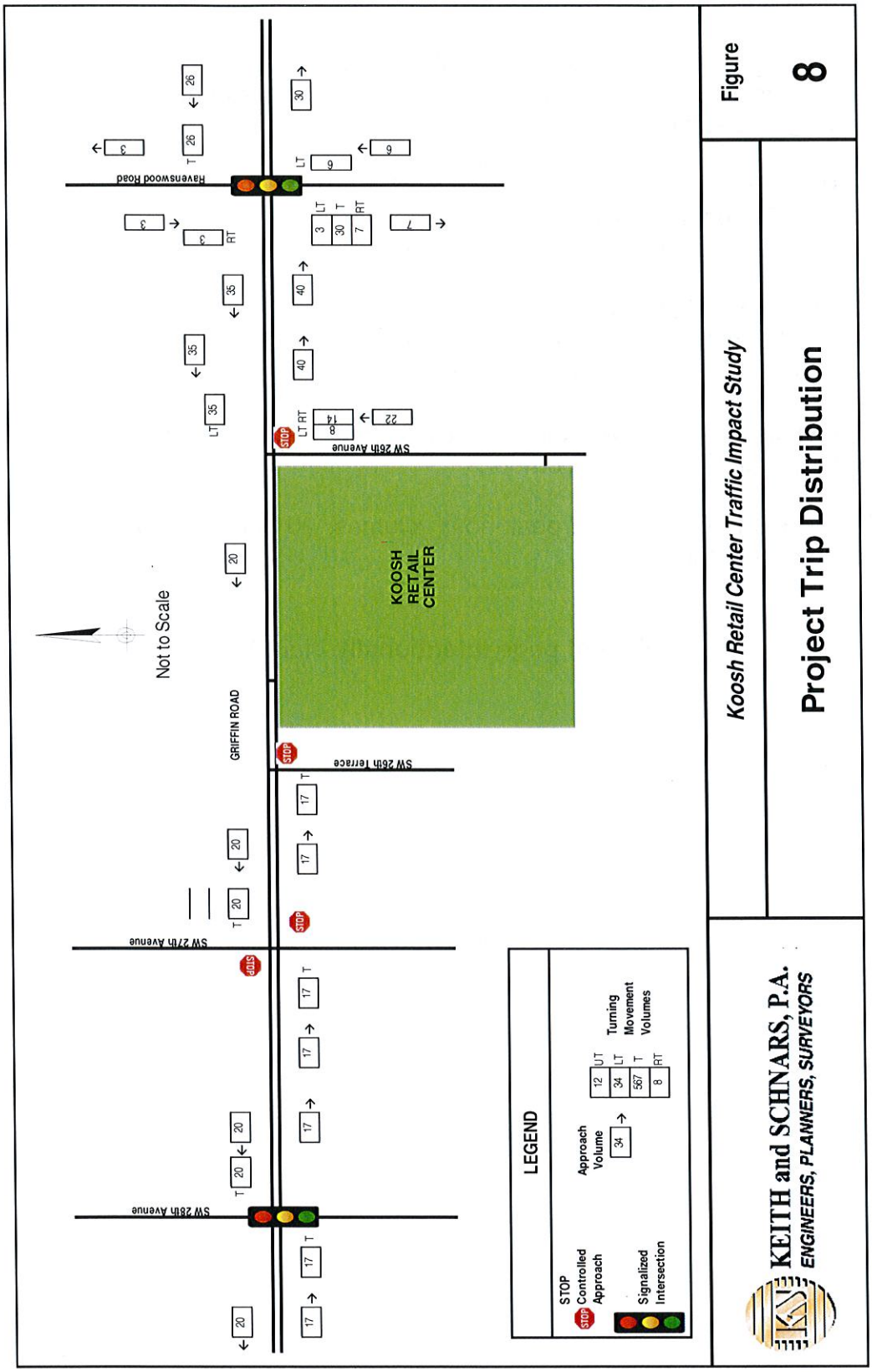
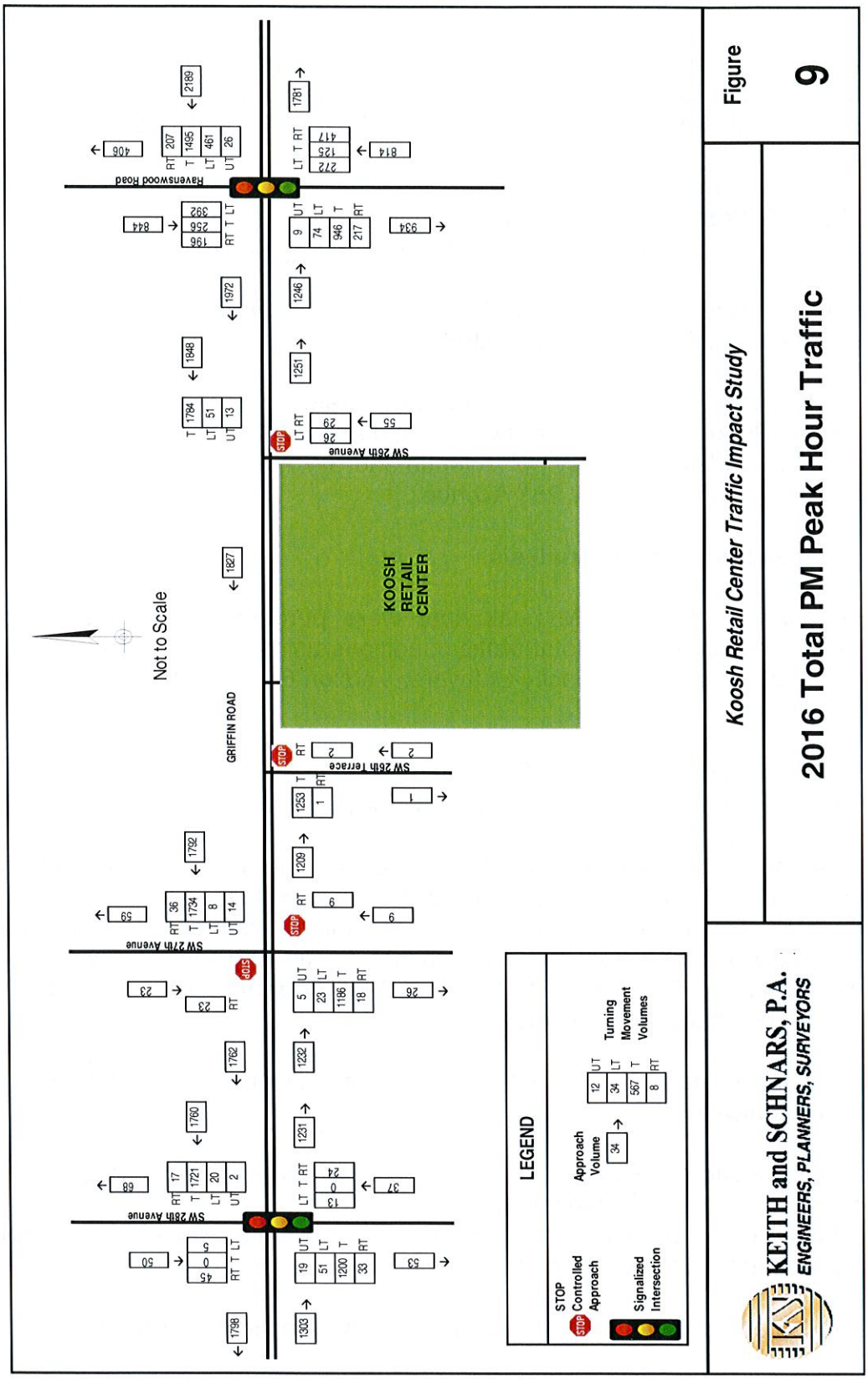

Haverswood Road
SW 26th Avenue
SW 27th Avenue
SW 26th Terrace
GRIFFIN ROAD
KOOSH RETAIL CENTER
Not to Scale
LEGEND
STOP Controlled Approach
Signalized Intersection
Approach Volume
Turning Movement Volumes
KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS
Koosh Retail Center Traffic Impact Study
Project Trip Distribution
Figure 8


Not to Scale
GRIFFIN ROAD
KOOSH RETAIL CENTER
SW 26th Avenue
SW 26th Terrace
SW 27th Avenue
SW 28th Avenue
Havenswood Road
LEGEND
STOP Controlled Approach
Signalized Intersection
Approach Volume
Turning Movement Volumes
Koosh Retail Center Traffic Impact Study
2016 Total PM Peak Hour Traffic
Figure 9
KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

6.0 INTERSECTION AND ROADWAY LINK ANALYSIS

The study area Griffin Road corridor was evaluated for existing and future traffic conditions, both with and without the proposed project. Intersection analysis was performed for the following scenarios for both the AM and PM peak hours:

- 2014 Existing traffic conditions;
- 2016 Background traffic conditions (no project trips); and
- 2016 Total traffic conditions (Background traffic plus project trips).

Roadway link analysis for both the PM peak hour was performed for the following roadway segments within the immediate study:

- Griffin Road east of Ravenswood Road to I-95;
- Griffin Road between Ravenswood Road and SW 26th Avenue;
- Griffin Road between SW 26th Avenue and SW 28th Avenue; and
- Griffin Road west of SW 28th Avenue.

6.1 Signalized Intersection Analysis

Intersection analyses for the PM peak hour were performed for the existing and projected 2016 background and total traffic conditions using the signalized intersection module of the 2010 Highway Capacity Software, Version 6.1. The subject intersections were:

- Griffin Road and Ravenswood Road; and
- Griffin Road and SW 28th Avenue/SW 28th Terrace.

Existing peak-hour factors were based on the collected data; whereas, the truck factors of 7 percent for Griffin Road and 8 percent for Ravenswood Road were obtained from the FDOT 2013 Traffic Data. Existing signal timing information for the subject intersections were obtained from Broward County Traffic Engineering Division and is attached in **Appendix F**. **Tables D-1** and **D-2** in **Appendix D** provide the traffic development for booth signalized intersections.

The results of the signalized intersection analysis are summarized in **Table 4**. The analysis results indicate:

1. The Griffin Road and Ravenswood intersection will operate at an acceptable LOS D or better under all the scenarios; and
2. The Griffin Road and SW 28th Avenue/SW 28th Terrace intersection will operate at an acceptable LOS C or better under all the scenarios.

The signalized intersection analysis worksheets are included in **Appendix G**.

Table 4
PM Peak Hour Signalized Intersection Analysis Results

Scenario	Intersection			
	Griffin Road and Ravenswood Road		Griffin Road and SW 28th Avenue/SW 28th Terrace	
	Delay sec/veh	LOS	Delay sec/veh	LOS
2014 Existing	47.2	D	31.5	C
2016 Background	52.4	D	32.6	C
2016 Total Traffic	52.8	D	32.8	C

6.2 Unsignalized Intersection Analysis

Unsignalized intersection analyses of the Griffin Road intersections at SW 26th Avenue, SW 27th Avenue, and the proposed main site access (between SW 26th Avenue and SW 26th Terrace) were performed for existing and 2016 peak-season conditions using HCS+ Unsignalized Intersection Release 5.6 based on the 2010 Highway Capacity Manual. The results of the unsignalized intersection analyses are summarized in **Table 5**. The results indicate that the intersections will operate at an acceptable LOS D or better under all the scenarios.

6.3 Roadway Link Analysis

Existing traffic volumes, as well as post-development traffic volumes, were compared to roadway service volume thresholds associated with the adopted LOS Standards of the adjacent roadway segments, specifically, Griffin Road. Roadway service volume thresholds (capacities) at LOS D were taken from "*Table 4, Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas" from the FDOT document "2012 Quality/Level of Service*" (see **Appendix C**).

Results of the existing AM and PM peak-hour link analysis, summarized in **Table 6**, indicate that the roadway segments within the study area site currently operate at acceptable LOS D or better levels of service with respect to the City's adopted LOS D.

Table 5
Unsignalized Intersection Analysis Results

Griffin Road Intersection	PM Peak Hour					
	2014 Existing		2016 Background		2016 Total Traffic	
	Delay sec/veh	LOS NB/SB Approach	Delay sec/veh	LOS NB/SB Approach	Delay sec/veh	LOS NB/SB Approach
SW 26th Avenue (Northbound Approach)	17.1	C	17.9	C	18.8	C
SW 27th Avenue (Northbound Approach)	10.7	B	10.8	B	10.9	B
Koosh Access Driveway (Main Driveway on Griffin Road)	--	--	--	--	11.4	B

Table 6
Existing 2014 Conditions Roadway Link Analysis

Roadway Segment	Num. Lanes	Peak Season Factor [1]	Axle Factor [1]	Posted Speed Limit (MPH)	Adopted LOS [1]	Maximum Allowable Service Volume [2]	2014 PM Peak Hour	
							AM Peak Season Volume [3]	Meets Adopted LOS?
Griffin Road/SR 818								
East of Ravenswood Road	6	1.01	1.00	45	D	5,390	3,562	YES
Ravenswood Road to SW 26th Avenue	6	1.01	1.00	45	D	5,390	2,959	YES
SW 26th Avenue to SW 28th Avenue	6	1.01	1.00	45	D	5,390	2,849	YES
West of SW 28th Avenue	6	1.01	1.00	45	D	5,390	2,920	YES

Notes:

[1] City of Dania Beach Comprehensive Plan, Chapter 3 Transportation Element, 9J-5.007 Adopted April 11, 1989, Revised

[2] 2012 FDOT Quality/Level of Service Handbook, Table 4, Generalized Peak Hour, Two-Way Volumes for Florida's

[3] Volumes from July 23, 2014 and December 2,2014 traffic ounts by Traffic Survey Specialists, Inc. Volumes adjusted to season values based on Peak Season Conversion Factor (1.09) from FDOT Florida Traffic Online (2013).

Likewise, **Table 7** presents the link capacity analysis for the 2016 Background and Total traffic conditions. The analysis results indicate that the roadway segments adjacent to the project site will operate at acceptable LOS D or better.

Table 7
2016 Background and Total Conditions Roadway Link Analysis

Roadway Segment	Num. Lanes	Posted Speed Limit (MPH)	Adopted LOS [1]	Maximum Allowable Service Volume [2]	2016 Background PM Peak Volume [3]	Meets Adopted LOS?	Project Trips	2016 Total PM Peak Volume [3]	Meets Adopted LOS?
Griffin Road/SR 818									
East of Ravenswood Road	6	45	D	5,390	3,914	YES	56	3,970	YES
Ravenswood Road to SW 26th Avenue	6	45	D	5,390	3,153	YES	75	3,228	YES
SW 26th Avenue to SW 28th Avenue	6	45	D	5,390	3,027	YES	58	3,085	YES
West of SW 28th Avenue	6	45	D	5,390	3,064	YES	37	3,101	YES

Notes:

[1] City of Dania Beach Comprehensive Plan, Chapter 3 Transportation Element, 9J-5.007 Adopted April 11, 1989, Revised March 10,

[2] 2012 FDOT Quality/Level of Service Handbook, Table 4, Generalized Peak Hour, Two-Way Volumes for Florida's Urbanized Areas.

[3] Volumes from July 23, 2014 and December 2, 2014 traffic ounts by Traffic Survey Specialists, Inc. Volumes adjusted to season values based on Peak Season Conversion Factor (1.09) from FDOT Florida Traffic Online (2013).

7.0 PARKING REQUIREMENTS

The proposed Koosh retail center will be a mixed-use development consisting of retail, office and restaurant uses. The project is provided with 55 parking spaces (including three handicap spaces). In many jurisdictions, parking requirements are contained in ordinances and are based on a specific rate per unit of development (e.g., SF, number of residences, number of gasoline pumps, etc.). A number of local jurisdictions, including Dania Beach, include provisions for parking reductions based on shared parking principles, where multiple uses may have different needs contingent of the day of the week and/or time of day. These shared parking provisions are useful in preventing too much unused parking or over-burdening small developments.

The City's COO, Section 265-90, ***Parking reductions for mixed use development,*** provides that when a building or combination of buildings on a lot is used for multiple types of uses, the total number of required parking spaces shall be determined by using the shared parking methodologies in order to provide the flexibility of proportioning the base parking rates established for each individual use under section 265-50. An alternate parking standard as defined in section 265-60, ***Off-street parking required; on-street parking credit,*** may also be utilized in determining base parking rates for individual uses for a shared parking analysis conducted using any of the methodologies provided in this section.

Section 265-90 also provides that in lieu of the shared parking methodology, a developer may utilize the parking reduction schedule provided in the ordinance (see referenced section and schedule in **Appendix H**). The minimum total parking requirement is the highest sum of the five vertical columns in the shared parking schedule.

Table 8 presents the application of the shared parking schedule to the proposed Koosh Retail Center. As shown in **Table 8**, the minimum required number of parking spaces is 55 (Weekday Day, 9 AM to 6 PM) which is equal to the number of spaces to be provided for the development.

Thus, the Koosh Retail Center complies with Sec. 265-90 and no variance is necessary.

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Table 8

Parking Requirement Based on Mixed Use Development and Application of Shared Parking Schedule

Land Use	Area (SF)	Parking Requirement (Sec. 265-50)	Required Parking (Sec. 265-50)	Mixed Use Parking Requirement Schedule (Dania Beach Ord. Sec. 265-90)									
				Weekday Night, Midnight to 6 AM		Weekday Day, 9 AM to 6 PM		Weekday Evening 6 PM to Midnight		Weekend Day 9 AM to 6 PM		Weekend Evening 6 PM to Midnight	
				Percent	Spaces	Percent	Spaces	Percent	Spaces	Percent	Spaces	Percent	Spaces
Commercial/ Retail (Retail & shopping center under 40,000 sf of GFA) -- Buildings 1, 2 and 3 (Ground Floor)	7,921	One (1) per 300 SF	27	5%	2	70%	19	70%	19	100%	27	70%	19
Restaurant (CSA) (Full Service)	1,000	1 per 40 CSA (Customer Service Area)	25	10%	3	70%	18	100%	25	70%	18	100%	25
	360	1 per 40 SF Outdoor Seating	9	10%	1	70%	7	100%	9	70%	7	100%	9
Office Second Floor Building No. 3	3,080	One (1) per 300 SF	11	5%	1	100%	11	5%	1	5%	1	5%	1
Total spaces required as per Sec. 265-50 =			72										
Total parking spaces provided =			55										
Total Parking Spaces required as per Sec. 265-90 computations =					7		55		54		53		54
Surplus/(Deficit) =					**48**		**0**		**1**		**2**		**1**

Note: All parking space calculations rounded up to next value.

8.0 CONCLUSIONS AND RECOMMENDATIONS

Keith and Schnars, P. A. has completed a traffic analysis for the planned development, Koosh Retail Center, consisting of a mixed-use development (commercial/retail, office, and restaurant) in three buildings totaling 13,424 SF and to be located on a 1.50 acre parcel at the southwest corner of Griffin Road (SR 818) and SW 26th Avenue in the City of Dania Beach, Florida (see **Figure 1**). The site location is zoned C-2, commercial.

The project site will have 55 parking spaces, including three handicap designated spaces. The proposed project is expected to be fully built-out by 2016.

Results of the intersection analyses indicate that the study area intersections and the proposed driveway connections are anticipated to operate at an acceptable LOS at the build-out of the project.

Results of the roadway link analyses indicate that the Griffin Road roadway segments within the immediate study area currently operate, and are anticipated to continue to operate, at an acceptable LOS at the project build-out.

Results of the shared parking analysis indicate that the proposed project complies with Sec. 265-90 of the City Ordinance (Parking reductions for mixed use development) and no variance is necessary.

Based on the findings of this report, it can be concluded that the proposed development will not adversely impact the study area intersections, the immediate roadway segments, or the site access driveway intersections at the project build-out. Therefore, it is recommended that the City of Dania Beach approve the proposed development.

N:\TRANPLAN\Projects\18000s\18186.00 Koosh Retail Center-Dania Beach\Report\18168 Koosh Retail Report-dec-17-2014.docx

Appendix A

Site Plan
Koosh Retail Center
Dania Beach, Florida

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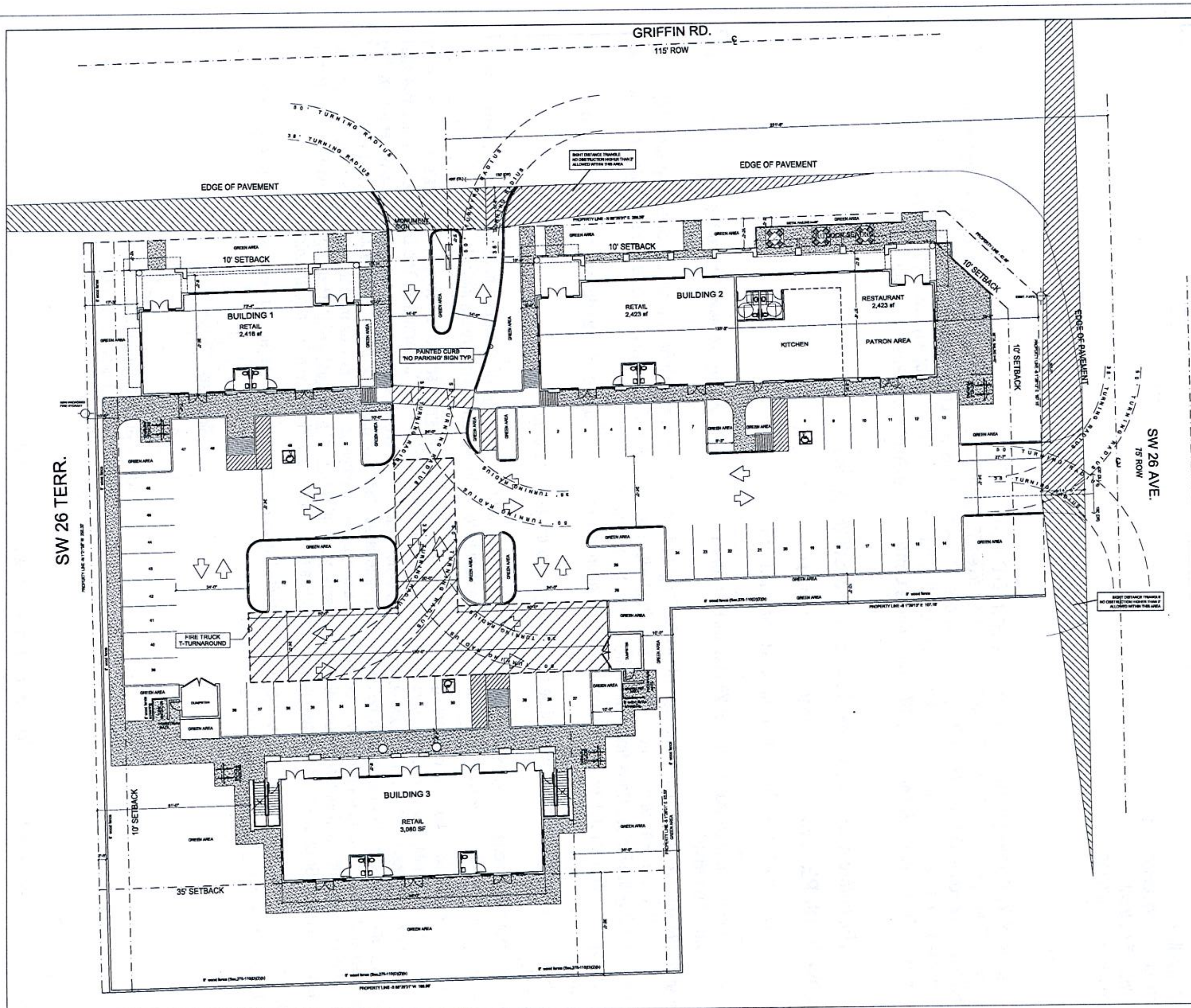


1 A1.00 SITE PLAN NTS

LEGAL DESCRIPTION:

A REPLAT OF A PORTION OF TRACT 9, BLOCK 1, PLAT OF SEC'S 28, 29, 31 AND 32 T. 50 S., R. 42 E,
PLAT BOOK 2, PAGE 32, DADE COUNTY RECORDS; SECTION 32, TOWNSHIP 50 SOUTH, RANGE 42 EAST;
DANIA BEACH, BROWARD COUNTY, FLORIDA
SEPTEMBER, 2013

ZONING INFORMATION

City:	Dania Beach
Property tax folio no.	
Project name	Koosh Retail Center
Property address	SW Corner of Griffin Road & SW 26 Ave., Dania Beach, Fl
Property owner	
Zoning District	C-2 (COMMERCIAL)
Proposed Use	RETAIL / COMMERCIAL / RESTAURANT / OFFICE
Applicable codes	Florida Building Code Florida Fire Prevention Code NFPA 101 City of Dania Beach Zoning Code
TRACT 'A' AREA s.f.	66,516.00 sq. ft. - 1.50 ACRES

CONSTRUCTION TYPE: TYPE II-B
SPRINKLER SYSTEM NOT REQUIRED AS PER NFPA 101 - 12.3.5.2, 38.3.5.1, 38.3.5 & FBC 903
MINIMUM REQUIRED FIRE FLOW AND FLOW DURATION AS PER NFPA 1 - TABLE 18.4.5.2.1: 1,500 gpm - FLOW DURATION: 2 HOURS
NOTE: PARCEL DESIGNATIONS ARE AS PER PLAT

SETBACK REQUIREMENTS	Abutting any street or public thoroughfare (10')		Interior side or rear yard when abutting a property w/ a residential land use plan designation. (1 X Bld. Height)	
	Required	Provided	Required	Provided
RETAIL BUILDINGS				
Griffin Rd. (North)	10'-0"	10'-0"		
SW 26 AVE.	10'-0"	33'-8"		
SW 26 TERR.	10'-0"	17'-3"		
Interior (office building)			35'-0"	35'-0"

BUILDING HEIGHT / # OF STORIES	required	provided
max. height of proposed buildings	2/35'-0"	2/26'-0"

BUILDING AREAS	SQ.FT	LOT COVERAGE - ALLOWED 70%
BUILDING 1	2,418.00 SF	3,196.70 SF
BUILDING 2	4,846.00 SF	6,058.30 SF
BUILDING 3 (2 STORIES)	6,160.00 SF	4,108.00 SF
TOTAL BUILDING AREAS	13,424.00 SF	13,362.00 SF (lot coverage) - 20.40%
	COMPUTATIONS	
	SQ.FT	
VEHICULAR USE AREAS	23,882.00 SF - 36.80%	
LOT COVERAGE	13,362.00 SF - 20.40%	
COMMON OPEN SPACE	28,281.00 SF - 42.80%	
PERVIOUS AND IMPERVIOUS AREAS A. Max. Impervious land area requirements: 75% AS PER SEC.206.10 (d)		
	SQ.FT	
Impervious land area provided	45,408.00 SF - 69.30%	
	SQ.FT	
Pervious land area provided	20,108.00 SF - 30.70%	

PARKING REQUIREMENTS (as per Parking Reduction table shown below)
MOST CRITICAL TIME

Proposed Use		Requirement	spaces required	spaces provided
RETAIL	7,821.00 SF	as per table below	18	
RESTAURANT (CSA) RESTAURANT (outdoor seating)	1,000 SF 360 SF	as per table below as per table below	18 7	
RETAIL	3,060.00 SF	as per table below	11	
TOTAL			30	64
			spaces required	spaces provided
HANDICAPPED PARKING			3	3
BICYCLE PARKING REQUIREMENTS				
			spaces required	spaces provided
			6	6

Table 1 - Parking Reduction, Koosh Retail Center, Dania Beach
Mixed use development and application of shared parking schedule (Dania Beach Ord. Sec 265-60)

USE	AREA	PARKING REQUIREMENT	REQUIRED PARKING	WEEKDAY NIGHT MIDNIGHT TO 6 AM Percent	Spaces	WEEKDAY DAY 6 AM TO 6 PM Percent	Spaces	WEEKDAY EVENING 6 PM TO MIDNIGHT Percent	Spaces	WEEKEND DAY 6 AM TO 6 PM Percent	Spaces	WEEKEND EVENING 6 PM TO MIDNIGHT Percent	Spaces
Commercial / Retail [illegible] Buildings 1, 2 & 3	7,821.00 sf	1/300 sf	27	[illegible]	[illegible]	70%	18	70%	18	100%	27	70%	18
Restaurant (CSA) [illegible]	1,000.00 sf	1/40 sf CSA	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	100%	[illegible]	[illegible]	[illegible]	100%	[illegible]
	280.00 sf	1/40 sf Outdoor Seating	[illegible]	[illegible]	1	[illegible]	7	100%	[illegible]	[illegible]	7	100%	[illegible]
Office 2nd floor Building 3	3,060.00 sf	1/300 sf	11	[illegible]	1	100%	11	[illegible]	1	[illegible]	1	[illegible]	1
Total Parking spaces Reqd. as per Sec. 265			[illegible]										
Total Parking spaces provided			[illegible]										
Total Parking spaces Reqd. as per Sec. 265 [illegible]					7		[illegible]		[illegible]		[illegible]		[illegible]
Surplus / (Deficit)					[illegible]		[illegible]		1		[illegible]		1

GENERAL NOTES

1. "NO PARKING" SIGNAGE, PAINTED CURBS AND FIRE LANE STRIPING TO BE PROVIDED FOR FIRE LANES, FD ACCESS ROADS AND IN FRONT OF FD CONNECTIONS AS PER PLANS
2. ALL CURBS ADJACENT TO FD ACCESS ROADS, FIRE LANES AND IN FRONT OF FD CONNECTIONS TO BE PAINTED YELLOW AS PER PLANS
3. ALL PAVEMENT MARKINGS SHALL BE OF THERMOPLASTIC PAINT
4. THESE AREAS SHALL BE MARKED WITH FREESTANDING SIGNS WITH THE WORDING "NO PARKING FIRE LANE BY ORDER OF THE FIRE DEPARTMENT" OR SIMILAR WORDING
5. SUCH SIGNS SHALL BE 12 INCHES BY 18 INCHES WITH A WHITE BACKGROUND AND RED LETTERS
6. THESE SIGNS SHALL BE A MAXIMUM OF SEVEN FEET IN HEIGHT FROM THE ROADWAY TO THE BOTTOM OF THE SIGN
7. THESE SIGNS SHALL BE WITHIN SIGHT OF THE TRAFFIC FLOW AND BE A MAXIMUM OF 60 FEET APART
8. FIRE DEPARTMENT ACCESS ROADS SHALL HAVE A SURFACE DESIGNED TO ACCOMMODATE FIRE APPARATUS WITH A MINIMUM WEIGHT OF 32 TONS AND A SURFACE SUITABLE FOR ALL WEATHER DRIVING CAPABILITIES
9. ALL EXISTING OVERHEAD POWER LINES TO BE BURIED

MADY & ASSOCIATES, INC.
AA0002791
ARCHITECTS PLANNERS INTERIORS
12124 S.W. 131 AVENUE
MIAMI, FLORIDA 33186
PHONE 305.256.9071
FACSIMILE 305.256.9073

KOOSH RETAIL CENTER
DANIA BEACH, FL

SITE PLAN REVIEW

MARTIN A.D. YABOR, FAIA
Lic. # AR0015332

Revisions

No.	Date	Description

Date 11.04.2014

SITE PLAN

Sheet A1.00

DISTRIBUTION
TMC
ACCT
ENG
SURVEY
SHOPS
PERMIT
FILE 13-0059.0

RDC
WPB
CBWCD
PLAN SCR
INSP
ASBLTS

RECEIVED
NOV 25 2014
BY:

FDOT

Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

ANANTH PRASAD, P.E.
SECRETARY

November 19, 2014

THIS PRE-APPLICATION LETTER IS **EXTENDED** UNTIL **AUGUST 29, 2015**
THIS LETTER IS NOT A PERMIT APPROVAL

Mr. Joseph Handley
Craven Thompson and Associates Inc.
3563 Northwest 53 Street
Fort Lauderdale, Florida 33309

Dear Mr. Handley:

RE: **August 29, 2013** Pre-application Meeting for Category D Driveway
Broward County (Urban) - **City of Dania Beach** Ref. Project N/A, Location: SW corner of Griffin Rd. & SW 26th Ave.
SR 818, Section # **86015**, MP. **8.715**, Access Class 5, Posted Speed 45 mph Site Acreage: 2
Proposed Land Use: **Commercial**, Maximum Use: **35,000 SF** Applicant & Property Owner: SDS Dev. & Trust LLC
Proposed Project Name & Address: **Griffin Commerce Center** - 2648-2616 Griffin Road (6 parcels)

Request: A right in, right-out driveway located 200 feet west of SW 26th Avenue.

WE APPROVE YOUR REQUEST. Please see the conditions and comments below.

This decision is based on your presentation of the facts, site plan and survey.

Conditions: A minimum driveway length of 25 feet, as measured from the ultimate right-of-way line to the first conflict point, shall be provided.

- Drainage mitigation is required for any impacts within FDOT right-of-way (i.e. increased runoff or reduction of existing storage).
- A Storm Water Pollution Prevention Plan must be submitted with the application if there will be more than one acre of "disturbed area" (as defined by the Florida Department of Environmental Protection (FDEP)
- If right-of-way dedication is required to implement the proposed improvements, the applicant shall donate the right-of-way to the Department.
- All driveways not approved in this letter must be fully removed and the area restored.

Comments:
Please note that the dimensions between driveways are measured from the near edge of pavement to near edge of pavement and dimensions between median openings are measured from centerline to centerline unless otherwise indicated.

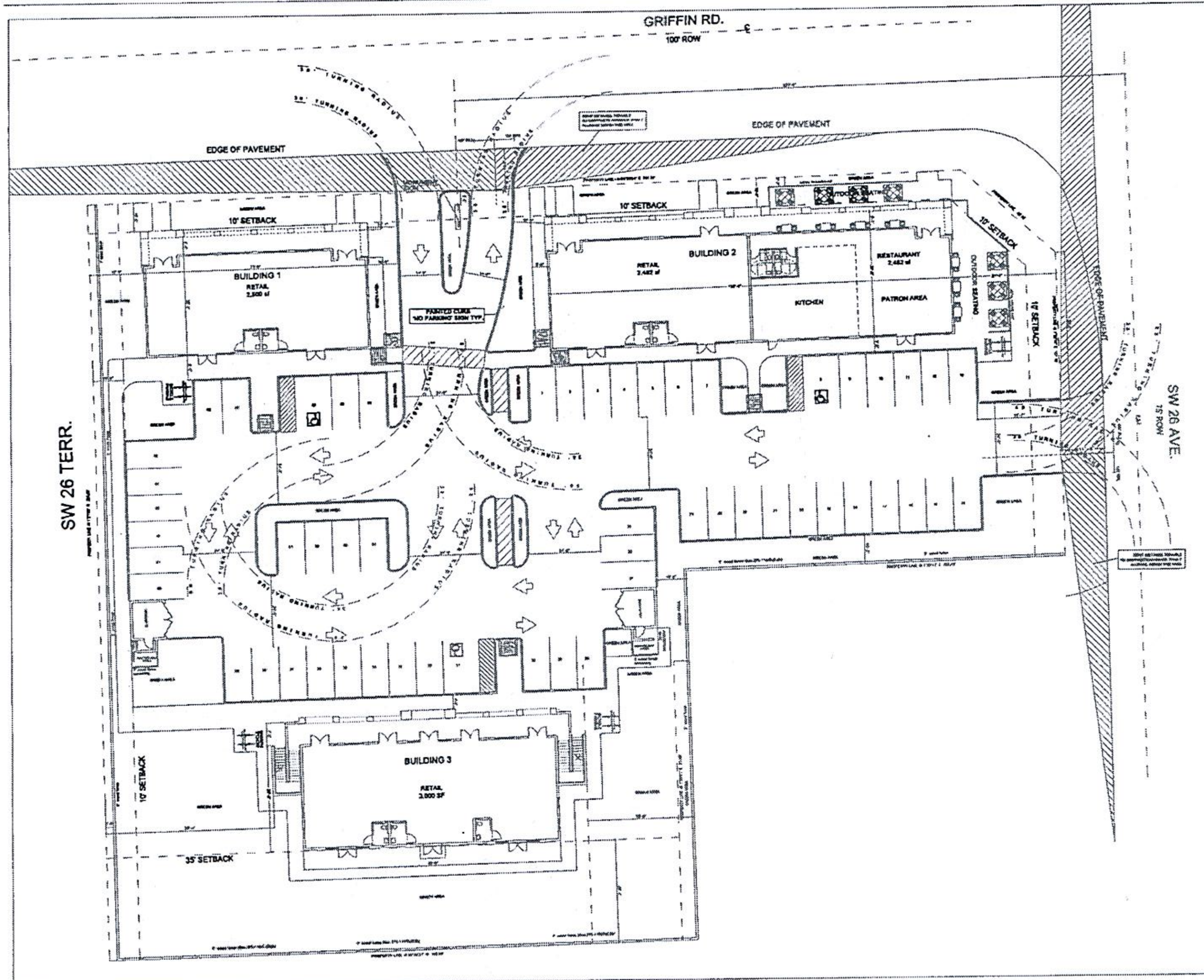
The purpose of this Pre-Application letter is to document the conceptual review of the approximate location of driveway(s) to the State Highway system and to note required improvements, if any. This letter shall be submitted with any further reviews and for permitting. The Department's personnel shall review permit plans for compliance with this letter as well as current Department standards and/or specifications. Final design must consider the existing roadway profile and any impacts to the existing drainage system. **Note, this letter does not guarantee permit approval.** The permit may be denied based on the review of the submitted engineering plans. Be aware that any approved median openings may be modified (or closed) in the future, at the sole discretion of the Department. For right-of-way dedication requirements go to: https://gis.dot.state.fl.us/OneStopPermitting; click on Statewide Permit News; Scroll down to District 4; Scroll down to Additional Information and Examples and choose Right-of-way Donations/Dedications.

Please contact Christine Nabong Bacomo, P.E. at the District Permits Office with any questions regarding permits – Tel. # 954-777-4377, Fax # 954-677-7893 or e-mail: christine.bacomo@dot.state.fl.us.

Sincerely,

Rajendran Shanmugam, P.E.
District Traffic Access Manager

CNB/nyh
cc: Stan Williams SW
File: s:\Permits\Pre-app Letters\Broward County\SDS Development and Trust LLC – SR 818.doc



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PLAT BOOK 2, PAGE 32, DADE COUNTY RECORDS. SECTION 32, TOWNSHIP 50 SOUTH, RANGE 42 EAST.
DANIA BEACH, BROWARD COUNTY, FLORIDA
SEPTEMBER, 2012

ZONING INFORMATION

[illegible]	[illegible]
Zoning District	C-2 (COMMERCIAL)
Proposed Use	RETAIL / COMMERCIAL / RESTAURANT / OFFICE
SETBACK REQUIREMENTS	[illegible]
BUILDING HEIGHT / # OF STORIES	[illegible]
BUILDING AREAS	[illegible]
VEHICULAR USE AREAS	[illegible]
LOT COVERAGE	[illegible]
COMMON OPEN SPACE	[illegible]
PERVIOUS AND IMPERVIOUS AREAS	[illegible]
PARKING REQUIREMENTS	[illegible]
HANDICAPPED PARKING	[illegible]
BICYCLE PARKING REQUIREMENTS	[illegible]

GENERAL NOTES

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KOOSH RETAIL CENTER
DANIA BEACH, FL

SITE PLAN REVIEW

Revisions

SITE PLAN

A1.00

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Appendix B

Traffic Count Data

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Traffic Survey Specialists, Inc.
624 Gardenia Terrace, Delray Beach, Florida 33444
Phone (561) 272-3255 www.trafficsurveyspecialists.com

GRIFFIN ROAD & RAVENSWOOD/ANGLERS
DAVIE, FLORIDA
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

File Name : GRIFRAVE
Site Code : 00140158
Start Date : 7/23/2014
Page No : 1

Groups Printed- ALL VEHICLES

	RAVENSWOOD ROAD From North				GRIFFIN ROAD From East				ANGLERS AVENUE From South				GRIFFIN ROAD From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00	1	42	14	4	4	23	93	59	0	14	23	43	1	16	168	28	533
07:15	0	35	13	2	6	30	114	72	0	19	25	44	1	31	225	40	657
07:30	1	29	19	6	4	33	120	75	0	23	31	66	2	32	253	40	734
07:45	0	38	21	5	8	51	173	118	1	26	44	59	2	53	247	61	907
Total	2	144	67	17	22	137	500	324	1	82	123	212	6	132	893	169	2831
08:00	1	46	17	6	6	67	120	73	0	24	49	65	7	22	236	53	792
08:15	0	33	19	13	4	63	151	77	0	32	42	78	4	25	227	65	833
08:30	0	37	19	7	4	58	142	107	1	30	30	79	6	26	251	46	843
08:45	0	39	23	12	9	63	161	79	4	27	30	66	4	19	240	47	823
Total	1	155	78	38	23	251	574	336	5	113	151	288	21	92	954	211	3291
16:00	2	83	40	21	7	67	205	45	2	58	25	104	1	18	184	38	900
16:15	0	74	33	25	9	58	238	51	0	57	19	80	1	7	186	44	882
16:30	0	98	47	45	3	52	215	54	1	37	29	84	5	15	190	53	928
16:45	0	73	19	42	6	96	257	55	1	58	29	84	3	7	173	51	954
Total	2	328	139	133	25	273	915	205	4	210	102	352	10	47	733	186	3664
17:00	0	107	50	43	5	66	277	39	3	67	30	89	3	22	209	45	1055
17:15	0	79	68	52	9	80	323	31	0	46	32	89	0	13	195	47	1064
17:30	0	75	63	44	4	115	343	35	1	52	26	89	5	10	196	46	1104
17:45	0	60	36	29	6	105	291	42	1	61	20	63	0	15	190	51	970
Total	0	321	217	168	24	366	1234	147	5	226	108	330	8	60	790	189	4193
Grand Total	5	948	501	356	94	1027	3223	1012	15	631	484	1182	45	331	3370	755	13979
Apprch %	0.3	52.4	27.7	19.7	1.8	19.2	60.2	18.9	0.6	27.3	20.9	51.1	1	7.4	74.9	16.8	
Total %	0	6.8	3.6	2.5	0.7	7.3	23.1	7.2	0.1	4.5	3.5	8.5	0.3	2.4	24.1	5.4	

Traffic Survey Specialists, Inc.
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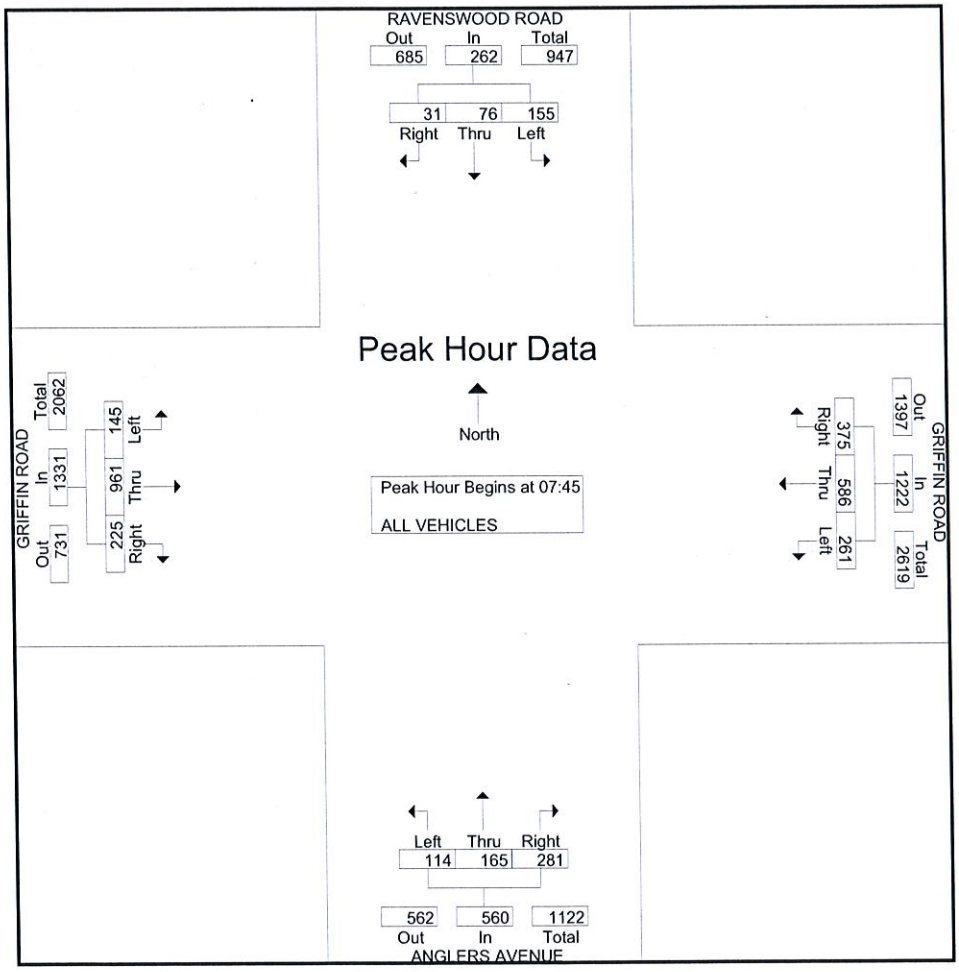
GRIFFIN ROAD & RAVENSWOOD/ANGLERS
DAVIE, FLORIDA
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

File Name : GRIFRAVE
Site Code : 00140158
Start Date : 7/23/2014
Page No : 2

	RAVENSWOOD ROAD From North					GRIFFIN ROAD From East					ANGLERS AVENUE From South					GRIFFIN ROAD From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	38	**21**	5	64	**8**	51	**173**	**118**	**350**	**1**	26	44	59	130	2	**53**	247	61	**363**	**907**
08:00	**1**	**46**	17	6	**70**	6	**67**	120	73	266	0	24	**49**	65	138	**7**	22	236	53	318	792
08:15	0	33	19	**13**	65	4	63	151	77	295	0	**32**	42	78	**152**	4	25	227	**65**	321	833
08:30	0	37	19	7	63	4	58	142	107	311	1	30	30	**79**	140	6	26	**251**	46	329	843
Total Volume	1	154	76	31	262	22	239	586	375	1222	2	112	165	281	560	19	126	961	225	1331	3375
% App. Total	0.4	58.8	29	11.8		1.8	19.6	48	30.7		0.4	20	29.5	50.2		1.4	9.5	72.2	16.9		
PHF	.250	.837	.905	.596	.936	.688	.892	.847	.794	.873	.500	.875	.842	.889	.921	.679	.594	.957	.865	.917	.930



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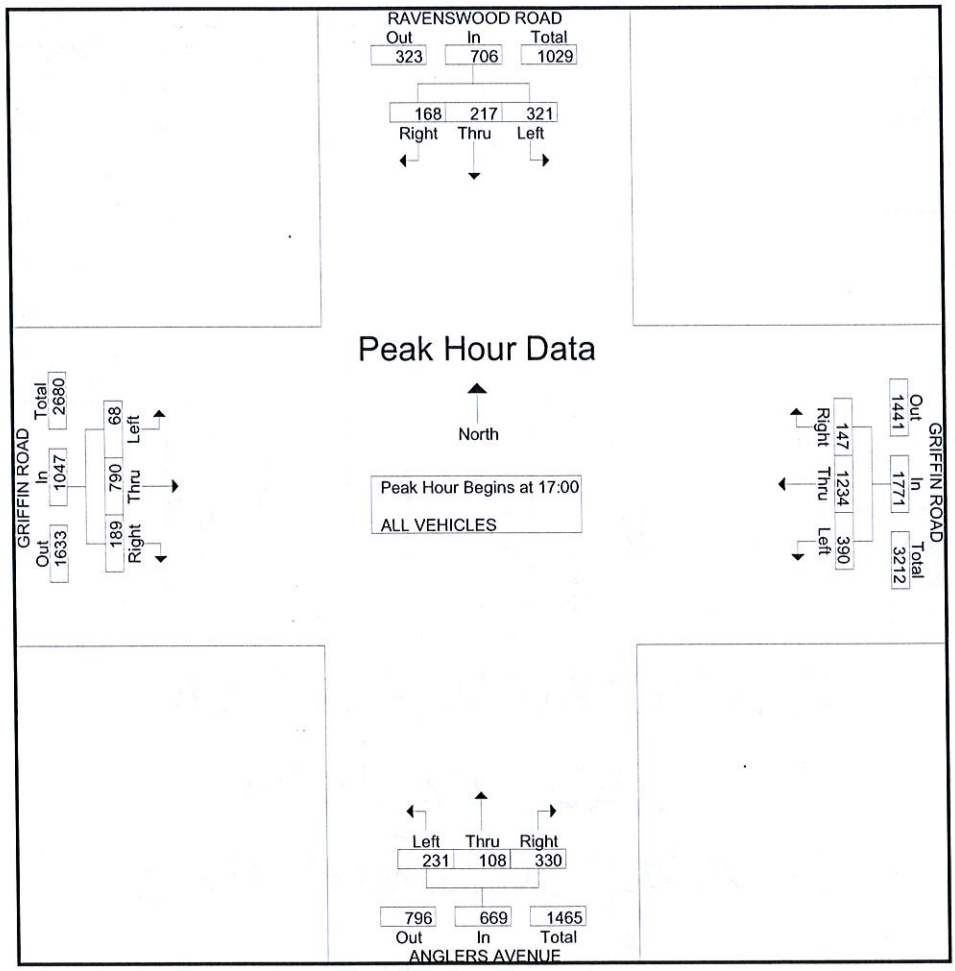
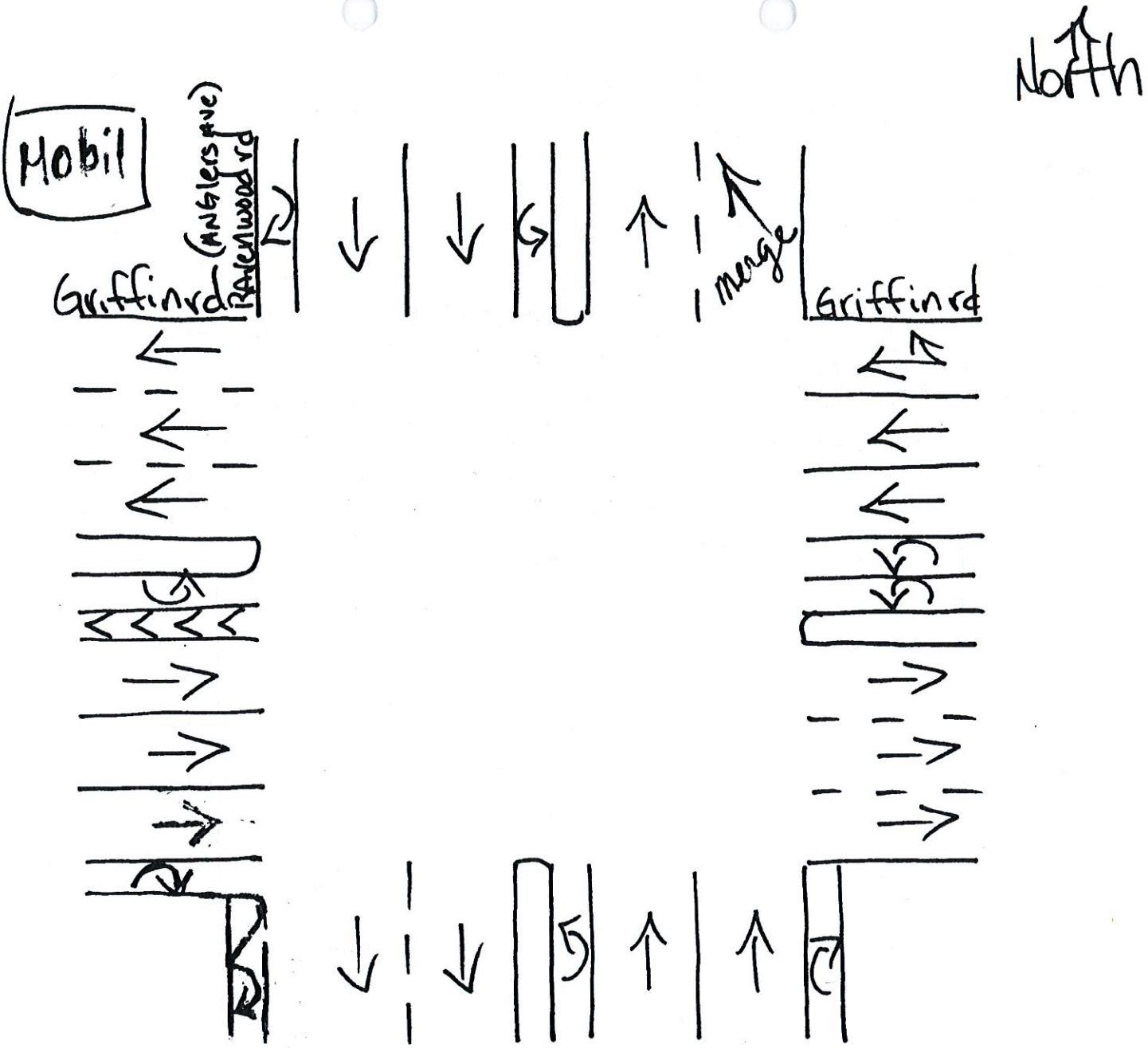
GRIFFIN ROAD & RAVENSWOOD/ANGLERS
DAVIE, FLORIDA
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

File Name : GRIFRAVE
Site Code : 00140158
Start Date : 7/23/2014
Page No : 3

	RAVENSWOOD ROAD From North					GRIFFIN ROAD From East					ANGLERS AVENUE From South					GRIFFIN ROAD From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	**107**	50	43	**200**	5	66	277	39	387	**3**	**67**	30	**89**	**189**	3	**22**	**209**	45	**279**	1055
17:15	0	79	**68**	**52**	199	**9**	80	323	31	443	0	46	**32**	89	167	0	13	195	47	255	1064
17:30	0	75	63	44	182	4	**115**	**343**	35	**497**	1	52	26	89	168	**5**	10	196	46	257	**1104**
17:45	0	60	36	29	125	6	105	291	**42**	444	1	61	20	63	145	0	15	190	**51**	256	970
Total Volume	0	321	217	168	706	24	366	1234	147	1771	5	226	108	330	669	8	60	790	189	1047	4193
% App. Total	0	45.5	30.7	23.8		1.4	20.7	69.7	8.3		0.7	33.8	16.1	49.3		0.8	5.7	75.5	18.1		
PHF	.000	.750	.798	.808	.883	.667	.796	.899	.875	.891	.417	.843	.844	.927	.885	.400	.682	.945	.926	.938	.950





Dania Beach, Florida
July 22, 2014
drawn by: Luis Palomino
Signalized

Traffic Survey Specialists, Inc.
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Delray Beach, Florida 33444
Phone (561) 272-3255

GRIFFIN ROAD & SW 28TH AVENUE/TERRACE
DANIA BEACH, FLORIDA
COUNTED BY: MAURICE GOMEZ
SIGNALIZED

Site Code : 00140250
Start Date: 12/02/14
File I.D. : GRIF28TE
Page : 1

ALL VEHICLES

	SW 28TH AVENUE From North				GRIFFIN ROAD From East				SW 28TH TERRACE From South				GRIFFIN ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/02/14																	
07:00	0	0	0	12	1	4	137	2	0	0	0	2	2	1	243	2	406
07:15	0	1	0	23	2	1	173	2	0	2	0	0	2	3	317	0	526
07:30	0	1	0	17	1	1	218	1	0	6	0	5	1	5	414	1	671
07:45	0	1	0	18	0	3	211	2	0	1	1	2	4	2	398	4	647
Hr Total	0	3	0	70	4	9	739	7	0	9	1	9	9	11	1372	7	2250
08:00	0	4	0	15	0	3	207	1	0	4	0	3	4	6	362	0	609
08:15	0	1	0	13	0	1	191	0	0	5	0	4	1	2	356	4	578
08:30	0	4	0	10	1	2	245	2	0	1	0	1	3	5	332	5	611
08:45	0	0	0	11	2	6	196	2	0	3	0	5	3	7	281	5	521
Hr Total	0	9	0	49	3	12	839	5	0	13	0	13	11	20	1331	14	2319
---------- * BREAK * ----------																	
16:00	0	4	1	5	0	5	337	0	0	8	0	3	0	12	231	6	612
16:15	0	2	0	4	1	7	284	3	0	5	1	6	7	11	234	3	568
16:30	0	2	0	6	0	2	321	3	0	0	0	1	4	7	271	7	624
16:45	0	1	0	5	0	1	355	2	0	3	0	4	2	14	250	5	642
Hr Total	0	9	1	20	1	15	1297	8	0	16	1	14	13	44	986	21	2446
17:00	0	3	0	13	1	6	388	9	0	2	0	8	8	13	285	6	742
17:15	0	1	0	10	1	7	437	2	0	2	0	5	5	10	284	11	775
17:30	0	0	0	15	0	5	349	3	0	5	0	6	3	12	261	9	668
17:45	0	1	0	8	0	8	341	3	0	5	0	3	3	15	236	3	626
Hr Total	0	5	0	46	2	26	1515	17	0	14	0	22	19	50	1066	29	2811
TOTAL	0	26	1	185	10	62	4390	37	0	52	2	58	52	125	4755	71	9826

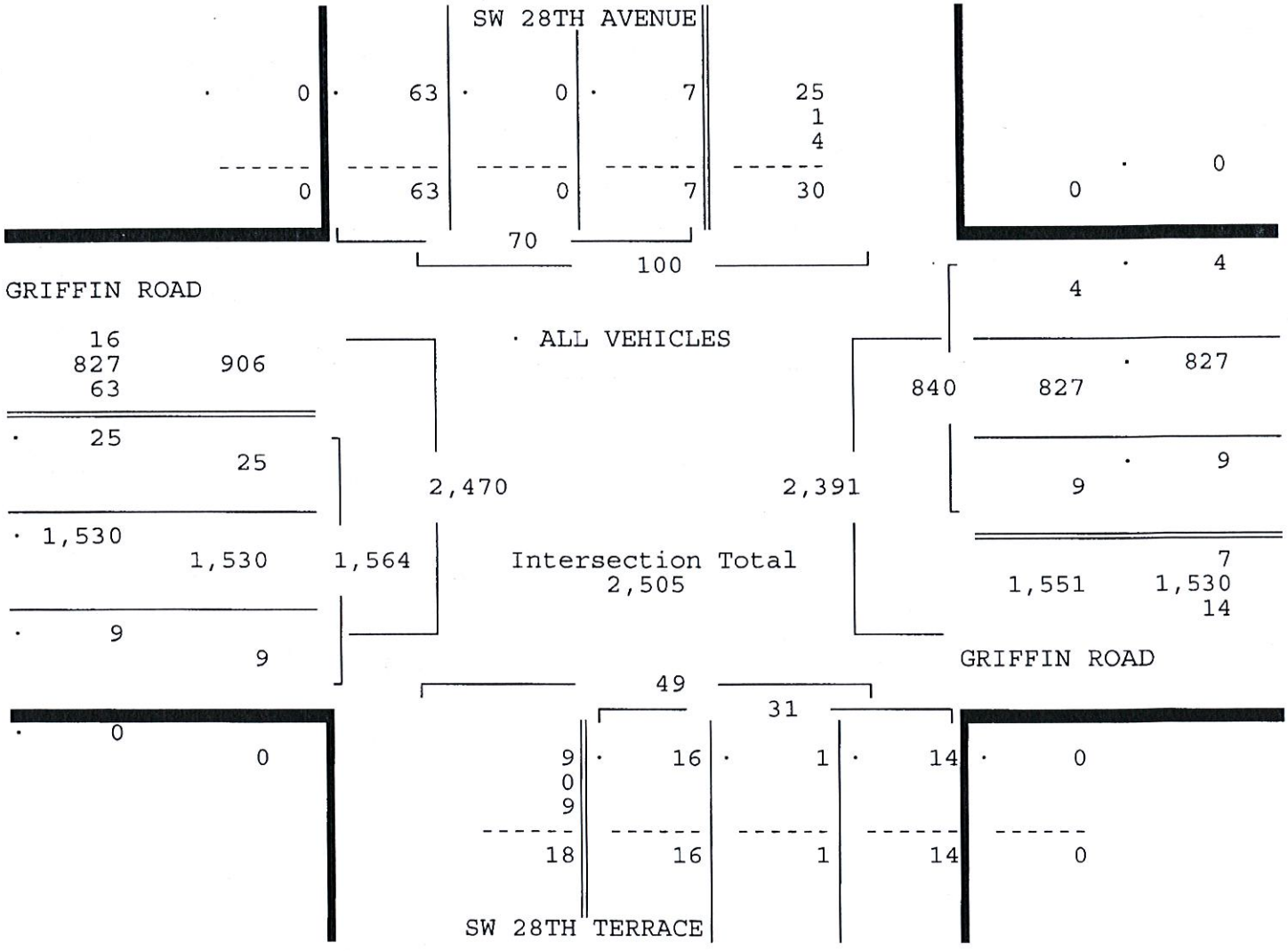
GRIFFIN ROAD & SW 28TH AVENUE/TERRACE
DANIA BEACH, FLORIDA
COUNTED BY: MAURICE GOMEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140250
Start Date: 12/02/14
File I.D. : GRIF28TE

ALL VEHICLES

	SW 28TH AVENUE From North				GRIFFIN ROAD From East				SW 28TH TERRACE From South				GRIFFIN ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/02/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/02/14																	
Peak start	07:30				07:30				07:30				07:30				
Volume	0	7	0	63	1	8	827	4	0	16	1	14	10	15	1530	9	
Percent	0%	10%	0%	90%	0%	1%	98%	0%	0%	52%	3%	45%	1%	1%	98%	1%	
Pk total	70				840				31				1564				
Highest	07:45				07:30				07:30				07:30				
Volume	0	1	0	18	1	1	218	1	0	6	0	5	1	5	414	1	
Hi total	19				221				11				421				
PHF	.92				.95				.70				.93				



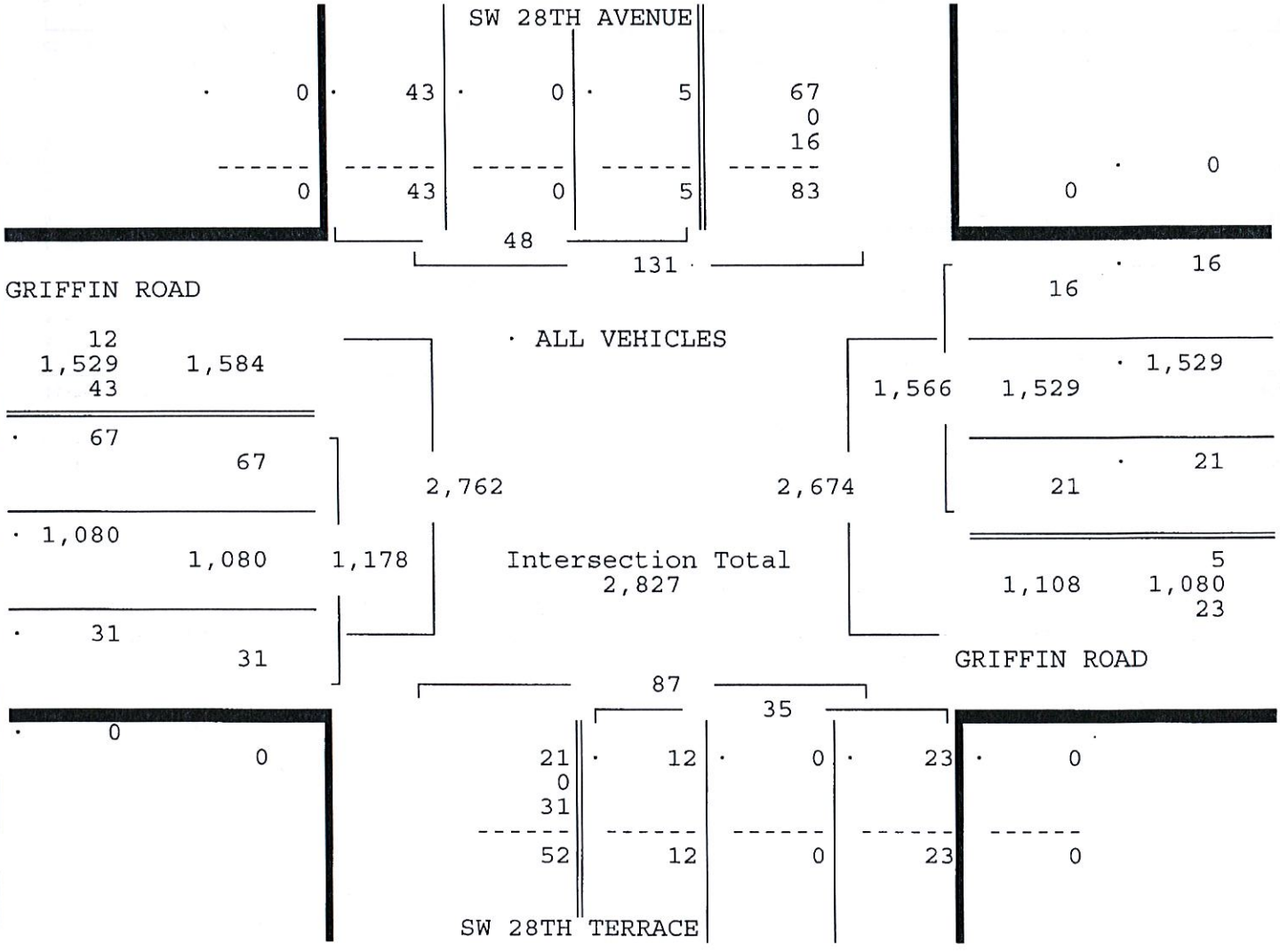
GRIFFIN ROAD & SW 28TH AVENUE/TERRACE
DANIA BEACH, FLORIDA
COUNTED BY: MAURICE GOMEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140250
Start Date: 12/02/14
File I.D. : GRIF28TE
Page : 3

ALL VEHICLES

	SW 28TH AVENUE From North				GRIFFIN ROAD From East				SW 28TH TERRACE From South				GRIFFIN ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/02/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/02/14																	
Peak start	16:45				16:45				16:45				16:45				
Volume	0	5	0	43	2	19	1529	16	0	12	0	23	18	49	1080	31	
Percent	0%	10%	0%	90%	0%	1%	98%	1%	0%	34%	0%	66%	2%	4%	92%	3%	
Pk total	48				1566				35				1178				
Highest	17:00				17:15				17:30				17:00				
Volume	0	3	0	13	1	7	437	2	0	5	0	6	8	13	285	6	
Hi total	16				447				11				312				
PHF	.75				.88				.80				.94				



GRIFFIN ROAD & SW 28TH AVENUE/TERRACE
DANIA BEACH, FLORIDA
COUNTED BY: MAURICE GOMEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140250
Start Date: 12/02/14
File I.D. : GRIF28TE

BICYCLES

	SW 28TH AVENUE From North				GRIFFIN ROAD From East				SW 28TH TERRACE From South				GRIFFIN ROAD From West				
	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	Total
Date 12/02/14																	
07:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	4
07:30	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	4
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	7	0	0	0	0	0	0	0	3	0	0	0	0	10
08:00	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
08:15	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	4
08:30	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
08:45	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	4
Hr Total	0	0	0	6	0	0	0	0	0	0	0	6	0	0	0	0	12
* BREAK *																	
16:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	0	4
16:30	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	3	0	0	0	1	0	0	0	3	0	0	0	0	7
17:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
17:15	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	4
17:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	1	0	0	0	2	0	0	0	8	0	0	0	0	11
TOTAL	0	0	0	17	0	0	0	3	0	0	0	20	0	0	0	0	40

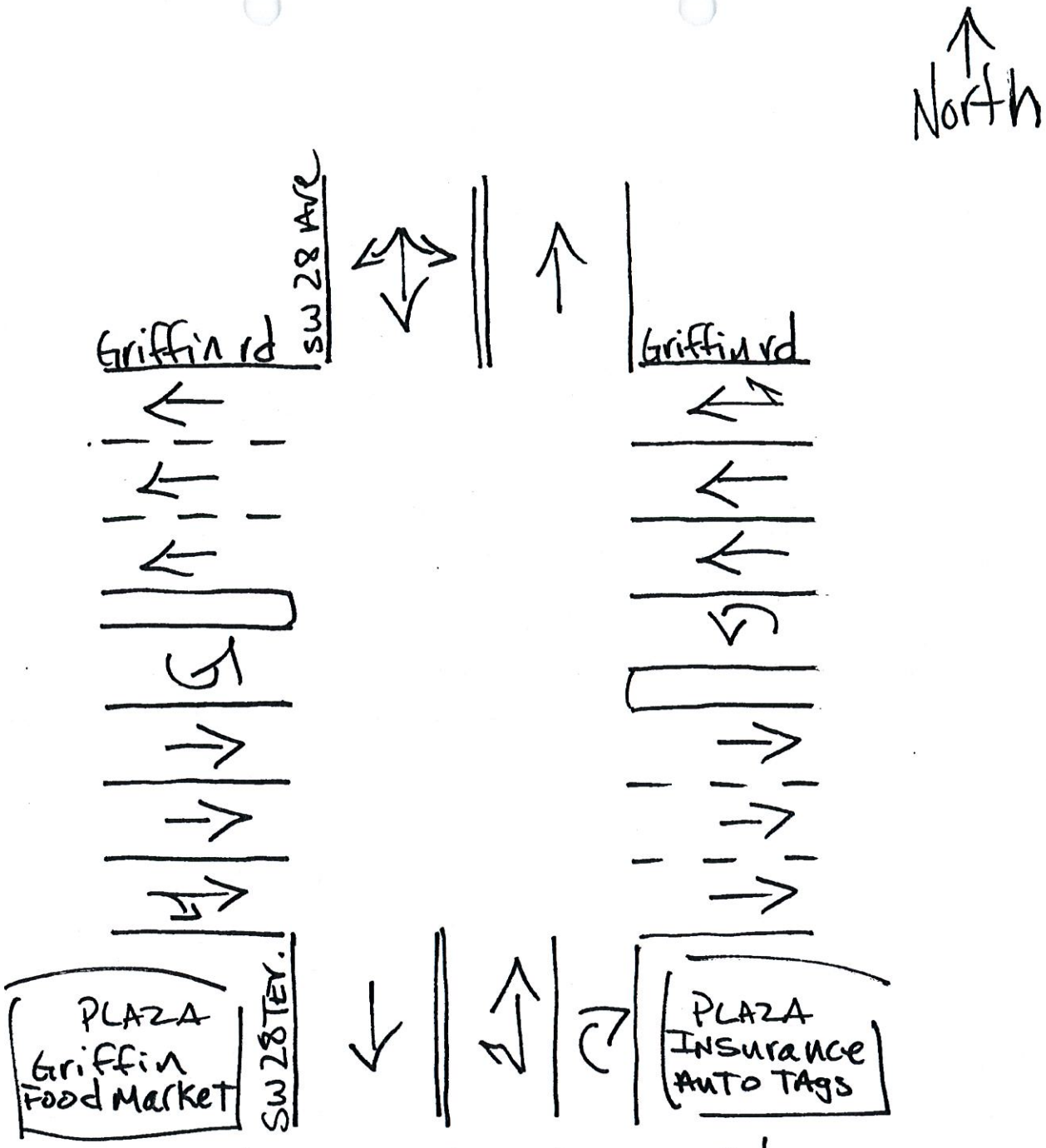
GRIFFIN ROAD & SW 28TH AVENUE/TERRACE
DANIA BEACH, FLORIDA
COUNTED BY: MAURICE GOMEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140250
Start Date: 12/02/14
File I.D. : GRIF28TE

PEDESTRIANS

	SW 28TH AVENUE From North				GRIFFIN ROAD From East				SW 28TH TERRACE From South				GRIFFIN ROAD From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 12/02/14																	
07:00	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	3
07:15	0	0	0	10	0	0	0	5	0	0	0	3	0	0	0	0	18
07:30	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	4
07:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hr Total	0	0	0	12	0	0	0	5	0	0	0	9	0	0	0	1	27
08:00	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	5
08:15	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
08:30	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	6
08:45	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	3
Hr Total	0	0	0	3	0	0	0	2	0	0	0	15	0	0	0	0	20
* BREAK *																	
16:00	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	6
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3
16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3
16:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
Hr Total	0	0	0	2	0	0	0	0	0	0	0	9	0	0	0	4	15
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
17:45	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	5
Hr Total	0	0	0	0	0	0	0	1	0	0	0	10	0	0	0	0	11
TOTAL	0	0	0	17	0	0	0	8	0	0	0	43	0	0	0	5	73



Dania beach, Florida
December 02, 2014
drawn by: Luis Palomino
signalized

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

GRIFFIN ROAD & SW 27TH AVENUE
DANIA BEACH, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Site Code : 00140250
Start Date: 12/02/14
File I.D. : GRIF27AV
Page : 1

ALL VEHICLES

	SW 27TH AVENUE From North				GRIFFIN ROAD From East				SW 27TH AVENUE From South				GRIFFIN ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/02/14																	
07:00	0	0	0	8	2	0	140	2	0	0	0	1	2	1	246	0	402
07:15	0	0	0	9	4	1	162	3	0	0	0	6	1	1	331	0	518
07:30	0	0	0	6	5	1	217	3	0	0	0	4	5	2	417	1	661
07:45	0	0	0	6	4	0	209	4	0	0	0	3	0	0	402	2	630
Hr Total	0	0	0	29	15	2	728	12	0	0	0	14	8	4	1396	3	2211
08:00	0	0	0	10	6	0	206	7	0	0	0	10	2	1	357	3	602
08:15	0	0	0	9	4	0	188	5	0	0	0	2	1	3	359	5	576
08:30	0	0	0	7	3	4	226	5	0	0	0	5	6	1	335	1	593
08:45	0	0	0	6	3	3	200	2	0	0	0	3	3	0	287	2	509
Hr Total	0	0	0	32	16	7	820	19	0	0	0	20	12	5	1338	11	2280
* BREAK *																	
16:00	0	0	0	6	2	2	341	9	0	0	0	3	4	2	220	7	596
16:15	0	0	0	5	2	5	287	8	0	0	0	3	3	6	237	6	562
16:30	0	0	0	9	0	2	319	5	0	0	0	3	4	3	258	7	610
16:45	0	0	0	5	1	4	362	8	0	0	0	2	2	4	246	6	640
Hr Total	0	0	0	25	5	13	1309	30	0	0	0	11	13	15	961	26	2408
17:00	0	0	0	5	8	1	395	10	0	0	0	1	2	7	289	3	721
17:15	0	0	0	7	3	1	427	7	0	0	0	3	1	7	265	7	728
17:30	0	0	0	5	1	2	357	9	0	0	0	3	0	4	266	1	648
17:45	0	0	0	7	3	2	349	6	0	0	0	7	0	2	236	3	615
Hr Total	0	0	0	24	15	6	1528	32	0	0	0	14	3	20	1056	14	2712
TOTAL	0	0	0	110	51	28	4385	93	0	0	0	59	36	44	4751	54	9611

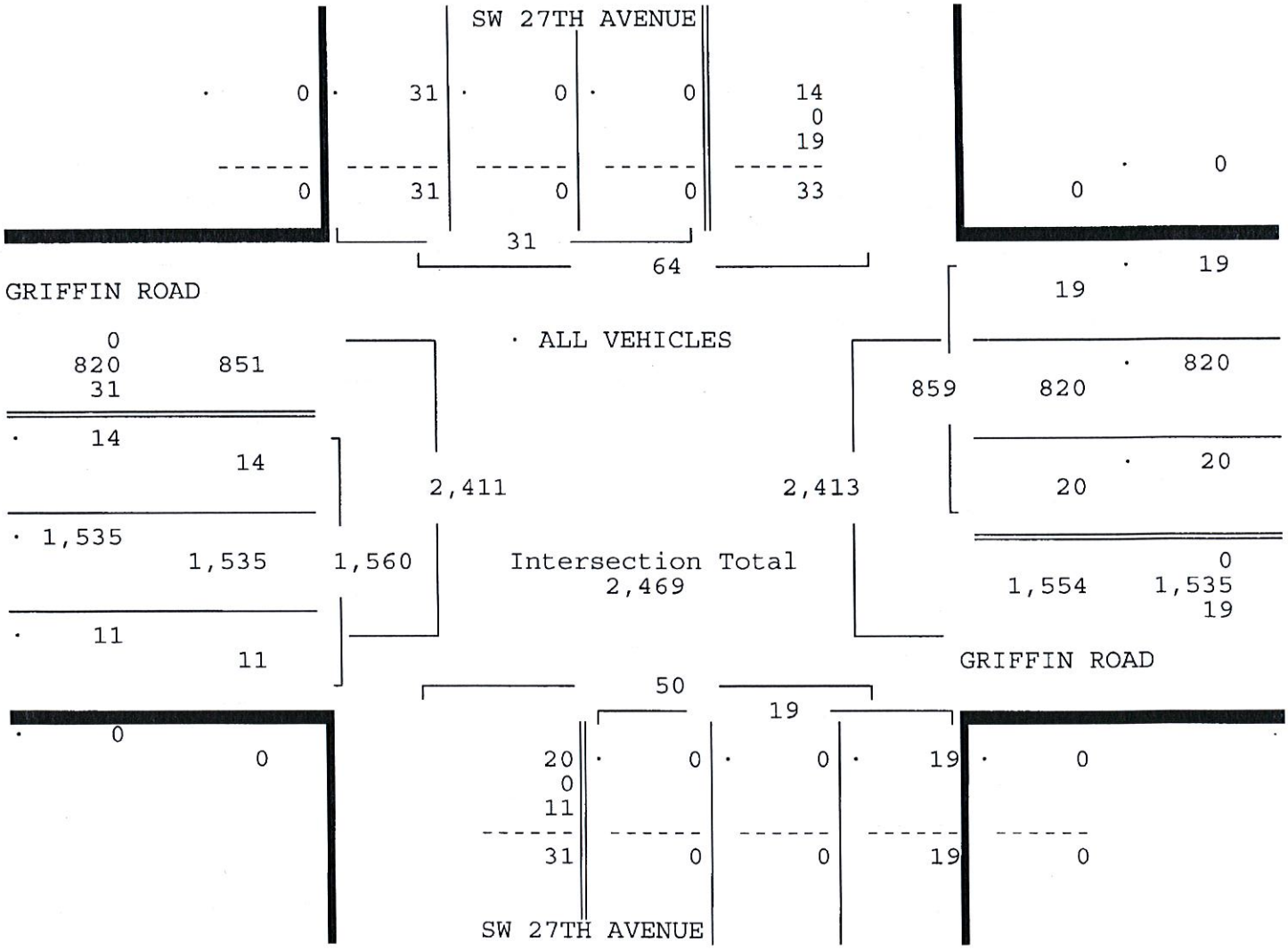
GRIFFIN ROAD & SW 27TH AVENUE
DANIA BEACH, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140250
Start Date: 12/02/14
File I.D. : GRIF27AV
Page : 2

ALL VEHICLES

	SW 27TH AVENUE From North				GRIFFIN ROAD From East				SW 27TH AVENUE From South				GRIFFIN ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/02/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/02/14																	
Peak start	07:30				07:30				07:30				07:30				
Volume	0	0	0	31	19	1	820	19	0	0	0	19	8	6	1535	11	
Percent	0%	0%	0%	100%	2%	0%	95%	2%	0%	0%	0%	100%	1%	0%	98%	1%	
Pk total	31				859				19				1560				
Highest	08:00				07:30				08:00				07:30				
Volume	0	0	0	10	5	1	217	3	0	0	0	10	5	2	417	1	
Hi total	10				226				10				425				
PHF	.78				.95				.48				.92				



GRIFFIN ROAD & SW 27TH AVENUE
DANIA BEACH, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140250
Start Date: 12/02/14
File I.D. : GRIF27AV
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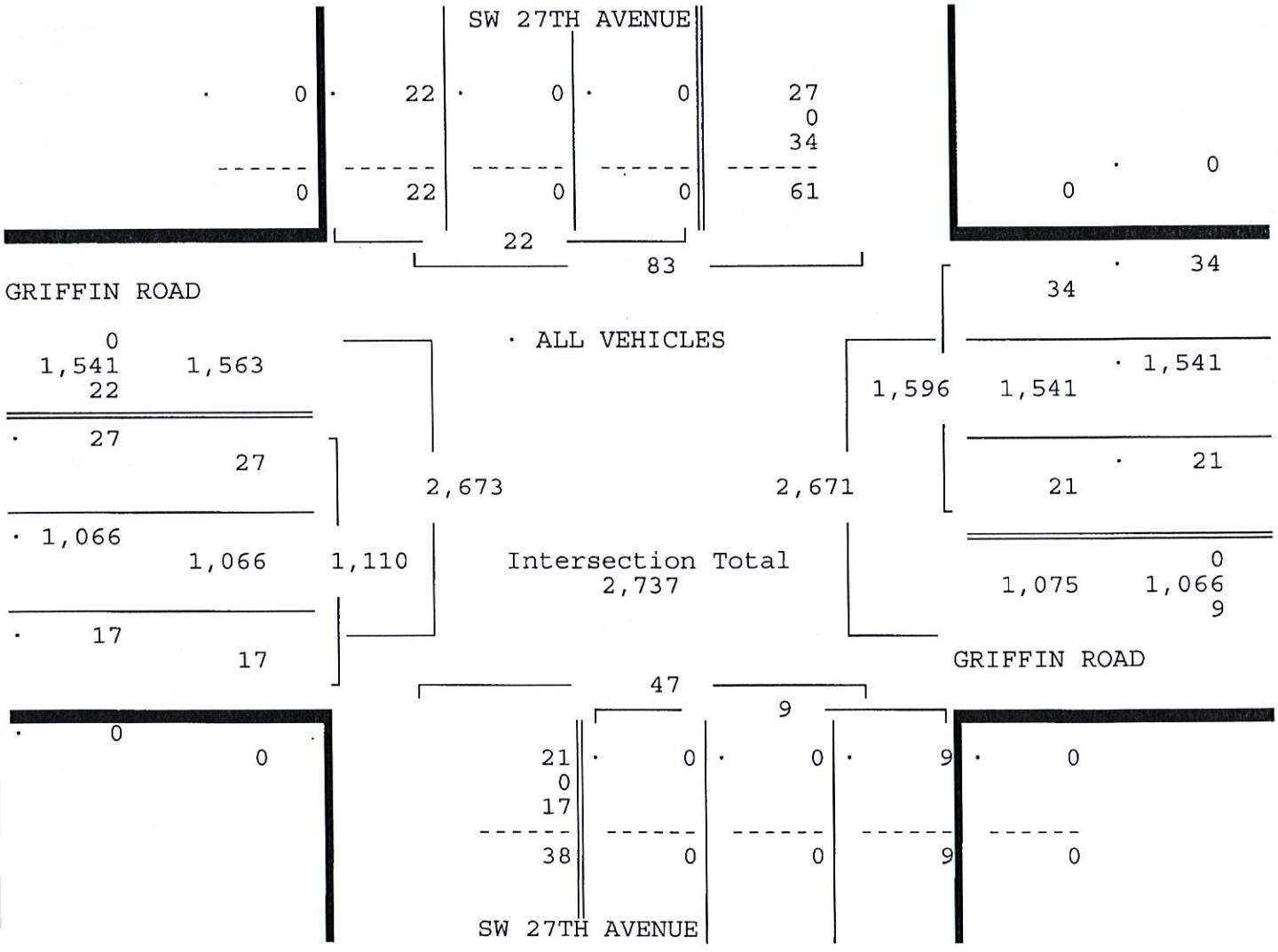
ALL VEHICLES

	SW 27TH AVENUE From North				GRIFFIN ROAD From East				SW 27TH AVENUE From South				GRIFFIN ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/02/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/02/14																	
Peak start	16:45				16:45				16:45				16:45				
Volume	0	0	0	22	13	8	1541	34	0	0	0	9	5	22	1066	17	
Percent	0%	0%	0%	100%	1%	1%	97%	2%	0%	0%	0%	100%	0%	2%	96%	2%	
Pk total	22				1596				9				1110				
Highest	17:15				17:15				17:15				17:00				
Volume	0	0	0	7	3	1	427	7	0	0	0	3	2	7	289	3	
Hi total	7				438				3				301				
PHF	.79				.91				.75				.92				



GRIFFIN ROAD & SW 27TH AVENUE
DANIA BEACH, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140250
Start Date: 12/02/14
File I.D. : GRIF27AV
Page : 1

BICYCLES

	SW 27TH AVENUE From North				GRIFFIN ROAD From East				SW 27TH AVENUE From South				GRIFFIN ROAD From West				
	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	Total
Date 12/02/14																	
07:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	6	0	0	0	1	0	0	0	1	0	0	0	0	8
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	7	0	0	0	1	0	0	0	1	0	0	0	0	9
08:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	5
08:30	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
08:45	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	4
Hr Total	0	0	0	5	0	0	0	0	0	0	0	7	0	0	0	0	12
---------- * BREAK * ----------																	
16:00	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
16:30	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	2	0	0	0	0	0	0	0	6	0	0	0	0	8
17:00	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	4
17:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hr Total	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	6
TOTAL	0	0	0	15	0	0	0	1	0	0	0	19	0	0	0	0	35

GRIFFIN ROAD & SW 27TH AVENUE
DANIA BEACH, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

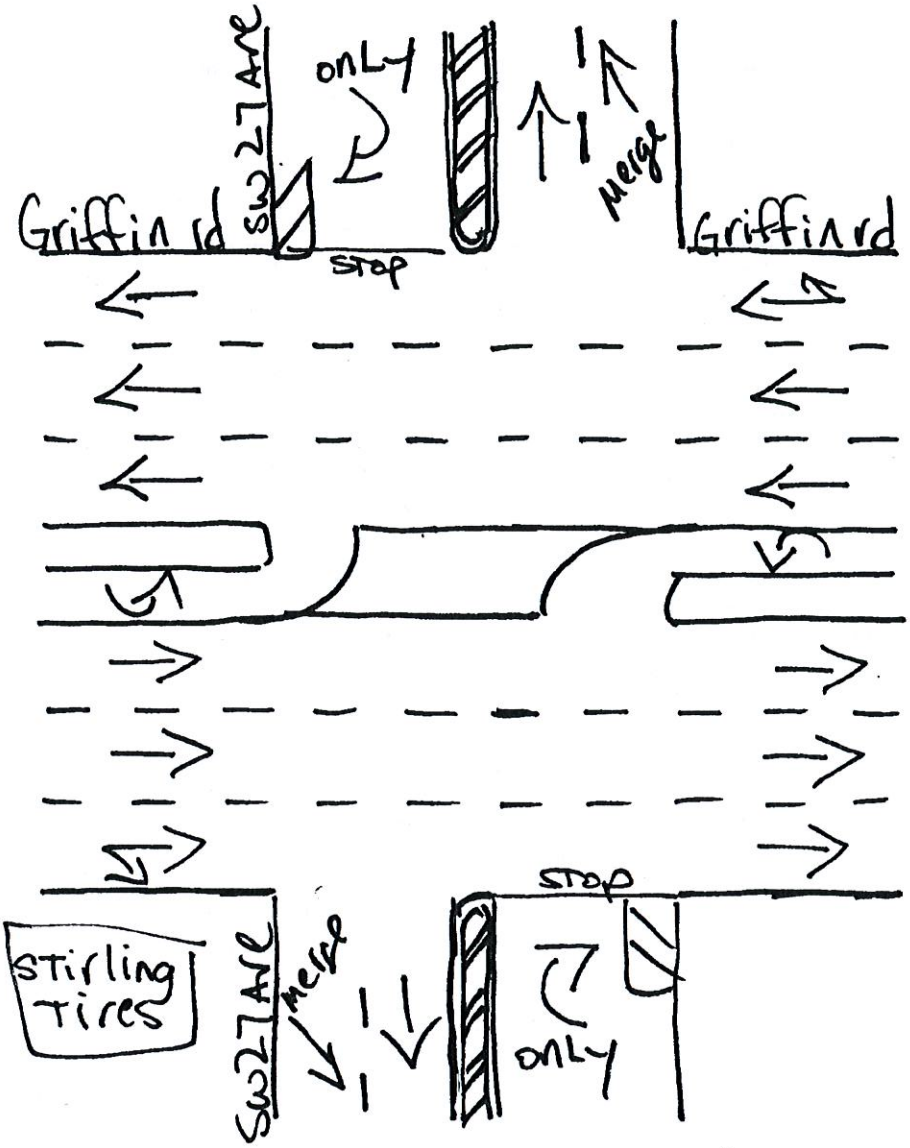
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140250
Start Date: 12/02/14
File I.D. : GRIF27AV
Page : 1

PEDESTRIANS

	SW 27TH AVENUE From North				GRIFFIN ROAD From East				SW 27TH AVENUE From South				GRIFFIN ROAD From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 12/02/14																	
07:00	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	4
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	5
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	4	0	0	0	1	0	0	0	4	0	0	0	0	9
08:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:15	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	4
08:30	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	0	6
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	5	0	0	0	0	0	0	0	6	0	0	0	0	11
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
16:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hr Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	5
17:00	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	3
17:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
17:45	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	6
Hr Total	0	0	0	2	0	0	0	0	0	0	0	10	0	0	0	0	12
TOTAL	0	0	0	11	0	0	0	1	0	0	0	24	0	0	0	1	37

North



Dania beach, Florida
December 02, 2014
drawn by: Luis Palomino
NOT Signalized

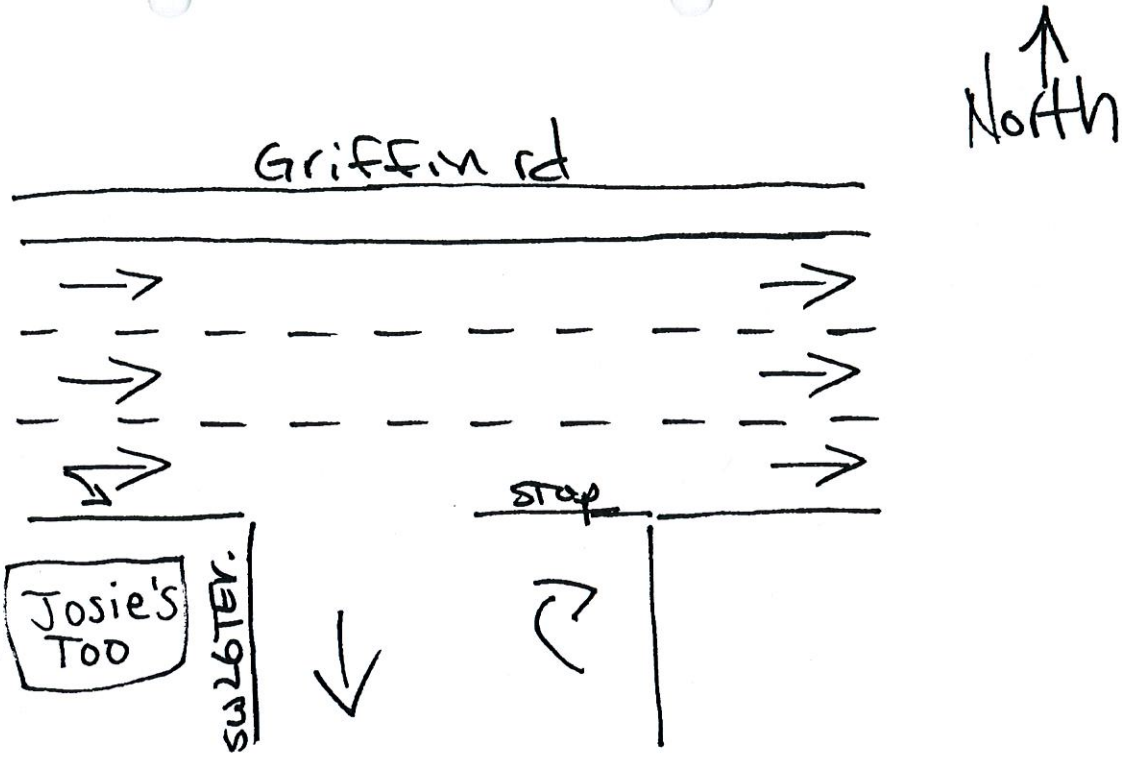
GRIFFIN ROAD & SW 26TH TERRACE
DANIA BEACH, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED, TURNS ONLY

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140250
Start Date: 12/02/14
File I.D. : GRIF26TE

TURNS ONLY

	From North				GRIFFIN ROAD From East				SW 26TH TERRACE From South				GRIFFIN ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/02/14																	
07:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hr Total	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hr Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Hr Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
TOTAL	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	2	11



Dania beach, Florida
December 02, 2014
drawn by: Luis Palomino
NOT Signalized

GRIFFIN ROAD & SW 26TH AVENUE
DANIA BEACH, FLORIDA
COUNTED BY: SEBASTIAN SALVO
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140250
Start Date: 12/02/14
File I.D. : GRIF26AV

ALL VEHICLES

	From North				GRIFFIN ROAD From East				SW 26TH AVENUE From South				GRIFFIN ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/02/14																	
07:00	0	0	0	0	3	2	133	0	0	3	0	7	4	0	235	0	387
07:15	0	0	0	0	5	1	156	0	0	5	0	5	3	0	358	0	533
07:30	0	0	0	0	3	0	213	0	0	7	0	5	1	0	420	3	652
07:45	0	0	0	0	7	2	208	0	0	8	0	5	1	0	410	2	643
Hr Total	0	0	0	0	18	5	710	0	0	23	0	22	9	0	1423	5	2215
08:00	0	0	0	0	3	0	197	0	0	8	0	8	6	0	378	0	600
08:15	0	0	0	0	2	0	194	0	0	1	0	5	2	0	347	1	552
08:30	0	0	0	0	1	1	237	0	0	0	0	6	3	0	356	0	604
08:45	0	0	0	0	7	1	205	0	0	0	0	1	1	0	291	0	506
Hr Total	0	0	0	0	13	2	833	0	0	9	0	20	12	0	1372	1	2262
---------- * BREAK * ----------																	
16:00	0	0	0	0	2	2	349	0	0	4	0	2	4	0	218	1	582
16:15	0	0	0	0	1	5	295	0	0	4	0	5	5	0	242	5	562
16:30	0	0	0	0	2	3	320	0	0	3	0	5	5	0	254	8	600
16:45	0	0	0	0	4	4	376	0	0	4	0	6	1	0	239	6	640
Hr Total	0	0	0	0	9	14	1340	0	0	15	0	18	15	0	953	20	2384
17:00	0	0	0	0	3	4	403	0	0	5	0	4	2	0	298	3	722
17:15	0	0	0	0	4	4	445	0	0	4	0	1	1	0	260	1	720
17:30	0	0	0	0	1	4	366	0	0	5	0	3	1	0	284	3	667
17:45	0	0	0	0	3	7	342	0	0	5	0	1	8	0	234	3	603
Hr Total	0	0	0	0	11	19	1556	0	0	19	0	9	12	0	1076	10	2712
TOTAL	0	0	0	0	51	40	4439	0	0	66	0	69	48	0	4824	36	9573

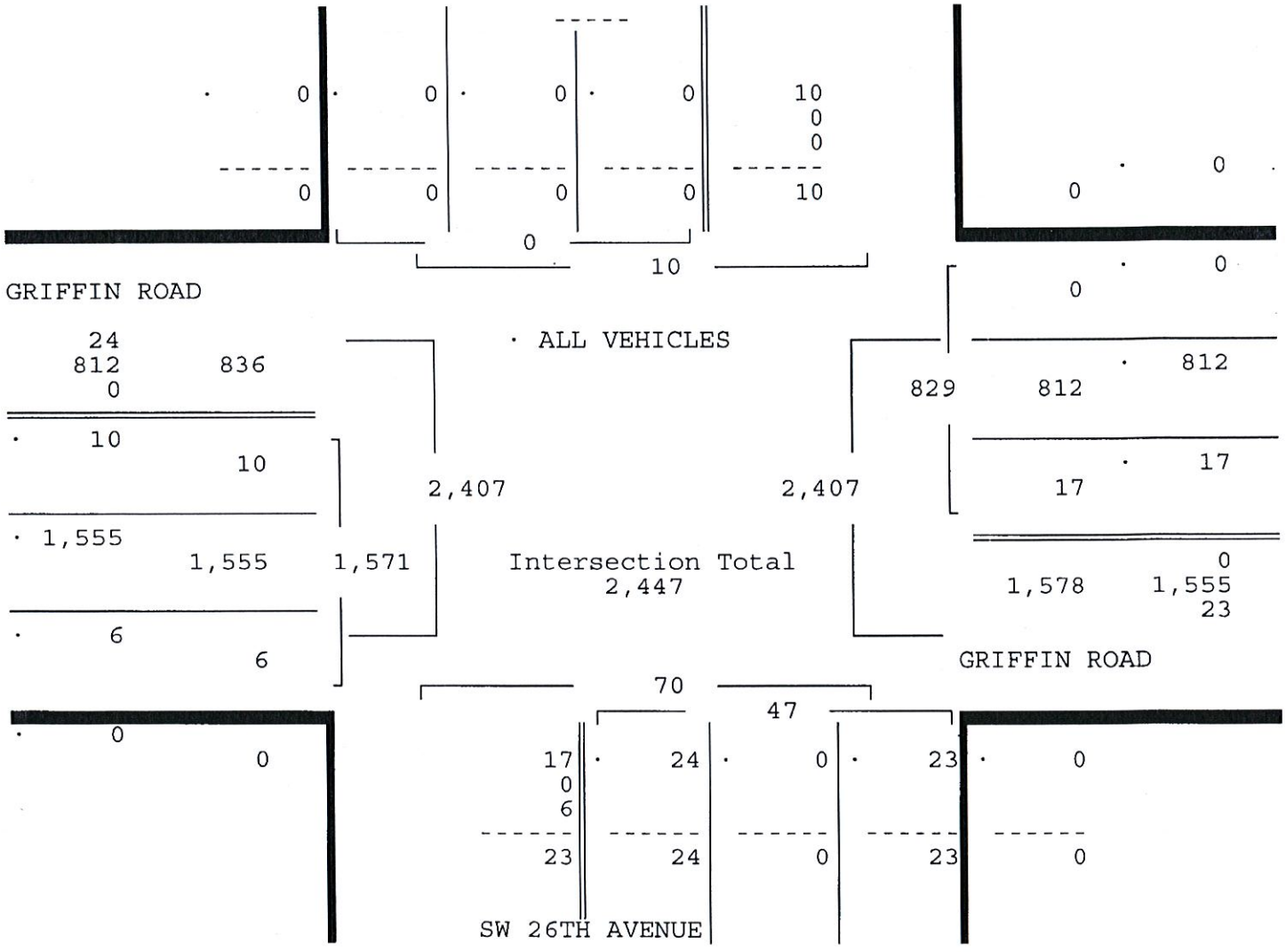
GRIFFIN ROAD & SW 26TH AVENUE
DANIA BEACH, FLORIDA
COUNTED BY: SEBASTIAN SALVO
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140250
Start Date: 12/02/14
File I.D. : GRIF26AV
Page : 2

ALL VEHICLES

	From North				GRIFFIN ROAD From East				SW 26TH AVENUE From South				GRIFFIN ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/02/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/02/14																	
Peak start	07:30				07:30				07:30				07:30				
Volume	0	0	0	0	15	2	812	0	0	24	0	23	10	0	1555	6	
Percent	0%	0%	0%	0%	2%	0%	98%	0%	0%	51%	0%	49%	1%	0%	99%	0%	
Pk total	0				829				47				1571				
Highest	07:00				07:45				08:00				07:30				
Volume	0	0	0	0	7	2	208	0	0	8	0	8	1	0	420	3	
Hi total	0				217				16				424				
PHF	.0				.96				.73				.93				



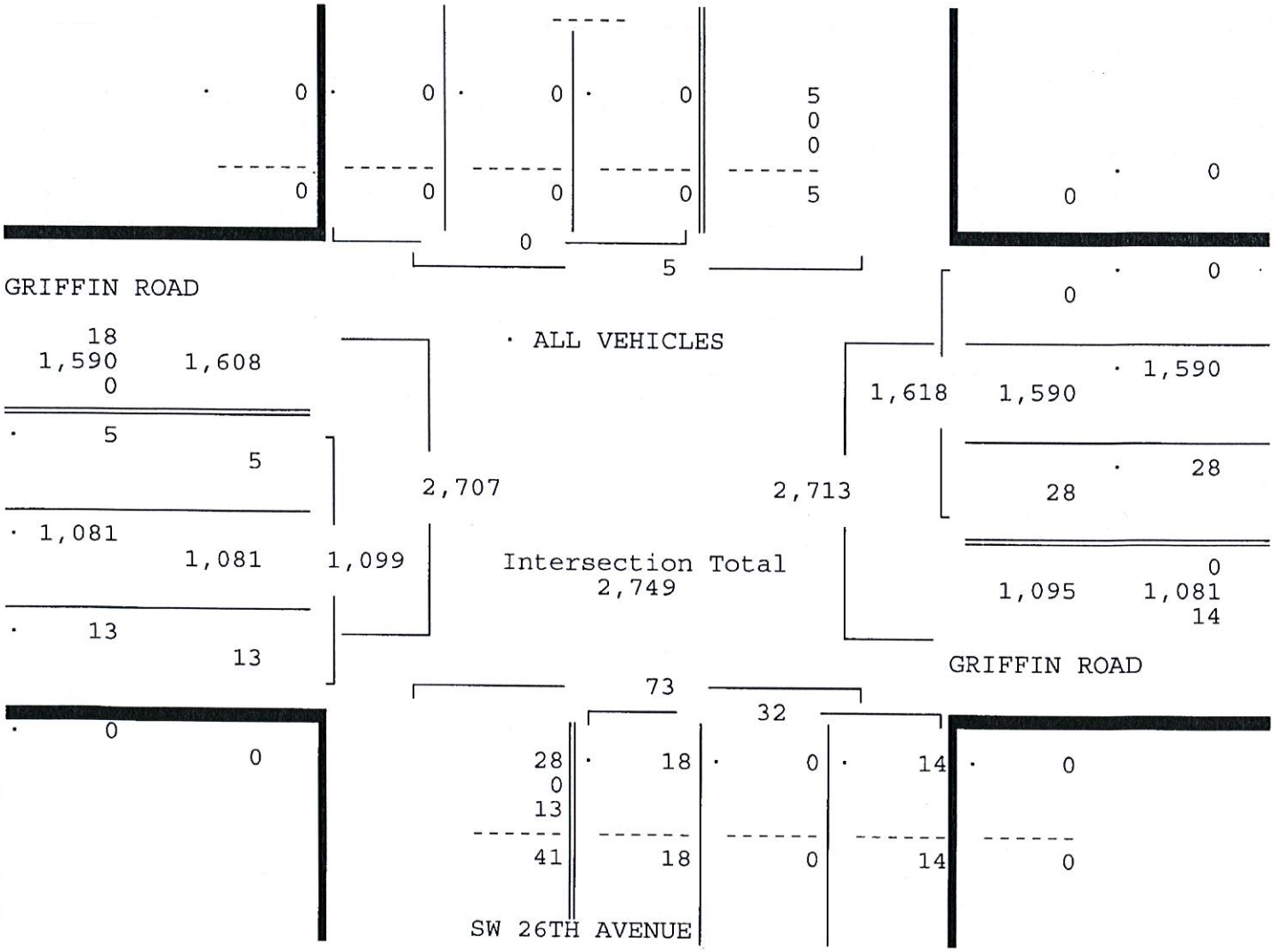
GRIFFIN ROAD & SW 26TH AVENUE
DANIA BEACH, FLORIDA
COUNTED BY: SEBASTIAN SALVO
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140250
Start Date: 12/02/14
File I.D. : GRIF26AV

ALL VEHICLES

	From North				From East				From South				From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/02/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/02/14																	
Peak start	16:45				16:45				16:45				16:45				
Volume	0	0	0	0	12	16	1590	0	0	18	0	14	5	0	1081	13	
Percent	0%	0%	0%	0%	1%	1%	98%	0%	0%	56%	0%	44%	0%	0%	98%	1%	
Pk total	0				1618				32				1099				
Highest	07:00				17:15				16:45				17:00				
Volume	0	0	0	0	4	4	445	0	0	4	0	6	2	0	298	3	
Hi total	0				453				10				303				
PHF	.0				.89				.80				.91				



GRIFFIN ROAD & SW 26TH AVENUE
DANIA BEACH, FLORIDA
COUNTED BY: SEBASTIAN SALVO
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140250
Start Date: 12/02/14
File I.D. : GRIF26AV
Page : 1

BICYCLES

	From North				GRIFFIN ROAD From East				SW 26TH AVENUE From South				GRIFFIN ROAD From West				
	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	Total
Date 12/02/14																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hr Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hr Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9

GRIFFIN ROAD & SW 26TH AVENUE
DANIA BEACH, FLORIDA
COUNTED BY: SEBASTIAN SALVO
NOT SIGNALIZED

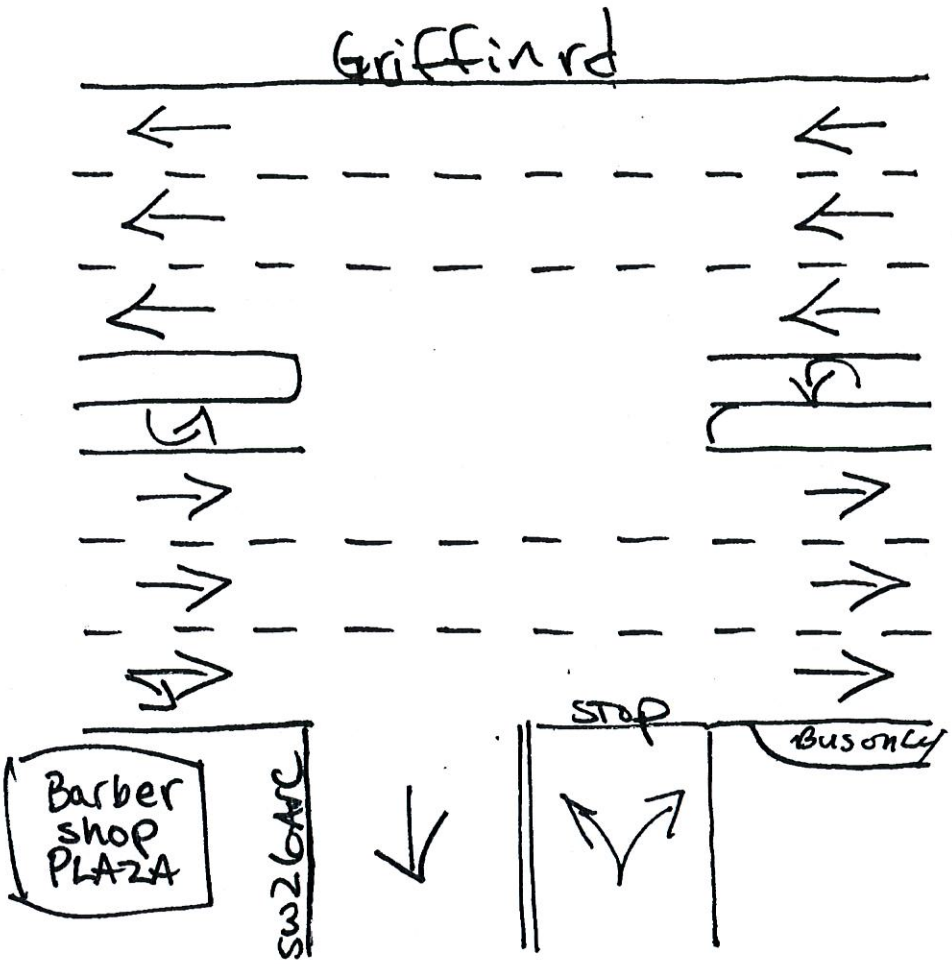
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140250
Start Date: 12/02/14
File I.D. : GRIF26AV
Page : 1

PEDESTRIANS

----- From North					GRIFFIN ROAD From East				SW 26TH AVENUE From South				GRIFFIN ROAD From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 12/02/14																	
07:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
07:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
Hr Total	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
Hr Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
TOTAL	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	21

North



Dania beach, Florida
December 02, 2014
drawn by: Luis Palomino
NOT signalized

Appendix C
General Traffic Data

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2013 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2013 - 01/05/2013	0.99	1.03
2	01/06/2013 - 01/12/2013	0.99	1.03
3	01/13/2013 - 01/19/2013	0.99	1.03
* 4	01/20/2013 - 01/26/2013	0.98	1.02
* 5	01/27/2013 - 02/02/2013	0.98	1.02
* 6	02/03/2013 - 02/09/2013	0.97	1.01
* 7	02/10/2013 - 02/16/2013	0.96	1.00
* 8	02/17/2013 - 02/23/2013	0.95	0.99
* 9	02/24/2013 - 03/02/2013	0.95	0.99
*10	03/03/2013 - 03/09/2013	0.95	0.99
*11	03/10/2013 - 03/16/2013	0.95	0.99
*12	03/17/2013 - 03/23/2013	0.95	0.99
*13	03/24/2013 - 03/30/2013	0.96	1.00
*14	03/31/2013 - 04/06/2013	0.96	1.00
*15	04/07/2013 - 04/13/2013	0.97	1.01
*16	04/14/2013 - 04/20/2013	0.98	1.02
17	04/21/2013 - 04/27/2013	0.99	1.03
18	04/28/2013 - 05/04/2013	1.00	1.04
19	05/05/2013 - 05/11/2013	1.01	1.05
20	05/12/2013 - 05/18/2013	1.02	1.06
21	05/19/2013 - 05/25/2013	1.02	1.06
22	05/26/2013 - 06/01/2013	1.02	1.06
23	06/02/2013 - 06/08/2013	1.02	1.06
24	06/09/2013 - 06/15/2013	1.03	1.07
25	06/16/2013 - 06/22/2013	1.03	1.07
26	06/23/2013 - 06/29/2013	1.04	1.08
27	06/30/2013 - 07/06/2013	1.04	1.08
28	07/07/2013 - 07/13/2013	1.05	1.09
29	07/14/2013 - 07/20/2013	1.06	1.10
30	07/21/2013 - 07/27/2013	1.05	1.09
31	07/28/2013 - 08/03/2013	1.04	1.08
32	08/04/2013 - 08/10/2013	1.03	1.07
33	08/11/2013 - 08/17/2013	1.03	1.07
34	08/18/2013 - 08/24/2013	1.02	1.06
35	08/25/2013 - 08/31/2013	1.02	1.06
36	09/01/2013 - 09/07/2013	1.03	1.07
37	09/08/2013 - 09/14/2013	1.03	1.07
38	09/15/2013 - 09/21/2013	1.04	1.08
39	09/22/2013 - 09/28/2013	1.03	1.07
40	09/29/2013 - 10/05/2013	1.03	1.07
41	10/06/2013 - 10/12/2013	1.02	1.06
42	10/13/2013 - 10/19/2013	1.01	1.05
43	10/20/2013 - 10/26/2013	1.01	1.05
44	10/27/2013 - 11/02/2013	1.01	1.05
45	11/03/2013 - 11/09/2013	1.01	1.05
46	11/10/2013 - 11/16/2013	1.01	1.05
47	11/17/2013 - 11/23/2013	1.02	1.06
48	11/24/2013 - 11/30/2013	1.01	1.05
49	12/01/2013 - 12/07/2013	1.00	1.04
50	12/08/2013 - 12/14/2013	1.00	1.04
51	12/15/2013 - 12/21/2013	0.99	1.03
52	12/22/2013 - 12/28/2013	0.99	1.03
53	12/29/2013 - 12/31/2013	0.99	1.03

* PEAK SEASON

TABLE 4

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

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,510	1,600	**
4	Divided	*	3,420	3,580	**
6	Divided	*	5,250	5,390	**
8	Divided	*	7,090	7,210	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	660	1,330	1,410
4	Divided	*	1,310	2,920	3,040
6	Divided	*	2,090	4,500	4,590
8	Divided	*	2,880	6,060	6,130

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	4,120	5,540	6,700	7,190
6	6,130	8,370	10,060	11,100
8	8,230	11,100	13,390	15,010
10	10,330	14,040	16,840	18,930
12	14,450	18,880	22,030	22,860

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	770	1,530	2,170	2,990
4	Divided	3,300	4,660	5,900	6,530
6	Divided	4,950	6,990	8,840	9,790

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	260	680	1,770
50-84%	190	600	1,770	>1,770
85-100%	830	1,770	>1,770	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,420
85-100%	340	960	1,560	>1,770

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

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

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

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

* Cannot be achieved using table input value defaults.

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

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 4
(continued)

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

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (lu, u)	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (n, nr, r)		n	r	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		80							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.97	0.98						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				4	4	10	10	4	6
Arrival type (1-6)				3	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	120	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0074 - SR 818 / GRIFFIN RD - E OF SR 7/441

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	29000 C	E 15000	W 14000	9.00	53.60	4.80
2012	30000 C	E 15000	W 15000	9.00	52.20	4.80
2011	31500 C	E 14500	W 17000	9.00	52.50	4.80
2010	26500 C	E 12500	W 14000	8.35	52.69	4.80
2009	31500 C	E 16000	W 15500	8.53	53.89	4.60
2008	37500 C	E 19000	W 18500	8.81	54.16	4.60
2007	35500 C	E 18000	W 17500	8.63	55.75	3.20
2006	34000 C	E 16500	W 17500	8.40	55.34	5.40
2005	33000 C	E 16500	W 16500	8.20	51.70	5.90
2004	32500 C	E 16000	W 16500	9.10	55.30	5.90
2003	32000 C	E 15500	W 16500	8.60	57.50	5.90
2002	30500 C	E 15000	W 15500	8.70	56.40	5.60
2001	31500 C	E 15000	W 16500	9.00	60.20	3.60
2000	29500 C	E 15000	W 14500	8.90	57.80	2.50
1999	31000 C	E 15000	W 16000	9.60	62.50	5.70
1998	29500 C	E 14000	W 15500	8.70	56.10	3.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0076 - SR 818 / GRIFFIN RD - W OF SR 9/I 95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	32000 C	E 16000	W 16000	9.00	53.60	6.50
2012	33500 C	E 17000	W 16500	9.00	52.20	6.00
2011	31500 C	E 15000	W 16500	9.00	52.50	5.00
2010	28500 C	E 14000	W 14500	8.35	52.69	5.00
2009	30500 C	E 15000	W 15500	8.53	53.89	5.10
2008	33500 C	E 17500	W 16000	8.81	54.16	4.70
2007	40500 C	E 20500	W 20000	8.63	55.75	5.10
2006	42500 C	E 21500	W 21000	8.40	55.34	5.40
2005	40500 C	E 20000	W 20500	8.20	51.70	4.60
2004	41500 C	E 20500	W 21000	9.10	55.30	4.60
2003	44500 C	E 21000	W 23500	8.60	57.50	5.60
2002	41500 C	E 21000	W 20500	8.70	56.40	5.60
2001	40000 C	E 20000	W 20000	9.00	60.20	4.00
2000	39500 C	E 19500	W 20000	8.90	57.80	2.30
1999	34500 C	E 17000	W 17500	9.60	62.50	5.70
1998	34500 C	E 17000	W 17500	8.70	56.10	3.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9307 - SW 30 AVENUE, N OF GRIFFIN ROAD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	7400 T	0	0	9.00	53.60	7.60
2012	7400 S	0	0	9.00	52.20	5.90
2011	7400 F	0	0	9.00	52.50	6.30
2010	7400 C	N 3800	S 3600	8.35	52.69	9.30
2009	9000 F	N 4700	S 4300	8.53	53.89	5.30
2008	9200 C	N 4800	S 4400	8.81	54.16	6.50
2007	9300 C	N 4500	S 4800	8.63	55.75	4.80
2006	9400 C	N 4800	S 4600	8.40	55.34	2.90
2005	9600 C	N 4900	S 4700	8.20	51.70	0.00

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

Appendix D

Intersection Turning Movement Volume Development Tables

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TABLE D-1

PM PEAK HOUR TURNING MOVEMENT DEVELOPMENT

INTERSECTION: Griffin Road (SR 818) and Ravenswood Avenue

Count Date: 7/23/2014

2014 PM PEAK HOUR	**Ravenswood Road**			**Griffin Road**			**Ravenswood Road**			**Griffin Road**		
Turning Movement	**NBL**	**NBT**	**NBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**
Existing PM 2014 Vol.	231	108	330	390	1234	147	321	217	168	68	790	189
PSCF =	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Residents Inn by Marriot	10	2	35	36				2				
2014 PM Peak Season Volume	**262**	**120**	**395**	**461**	**1,345**	**160**	**350**	**239**	**183**	**74**	**861**	**206**
2016 PM Background	**NBL**	**NBT**	**NBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**
Growth Factor (at 0.5%/Yr)	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background	264	121	399	466	1,359	162	353	241	185	75	870	208
Approved Developments												
Ippolito Plat	2				13				2	0	6	2
Bridgeport 95		1				4	30	8				
Air-Port Corporate Park			18	21	90	41			9		40	
Dunkin Donuts - Dania Beach		3			7		9	7		5		
Total Approved Development Trips	**2**	**4**	**18**	**21**	**110**	**45**	**39**	**15**	**11**	**5**	**46**	**2**
2016 PM Background	**266**	**125**	**417**	**487**	**1,469**	**207**	**392**	**256**	**196**	**80**	**916**	**210**
2016 BUILDOUT	**NBL**	**NBT**	**NBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**
Inbound	**6**	**0**	**0**	**0**	**26**	**0**	**0**	**0**	**3**	**0**	**0**	**0**
Outbound	0	0	0	0	0	0	0	0	0	3	30	7
2016 TOTAL PM VOLUME	**272**	**125**	**417**	**487**	**1,495**	**207**	**392**	**256**	**199**	**83**	**946**	**217**

TABLE D-2
PM PEAK HOUR TURNING MOVEMENT DEVELOPMENT
INTERSECTION: Griffin Road (SR 818) and SW 28th Avenue
Count Date: 12/02/2014

2014 PM PEAK HOUR	**SW 28th Avenue**			**Griffin Road**			**SW 28th Avenue**			**Griffin Road**		
Turning Movement	**NBL**	**NBT**	**NBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**
Existing PM 2014 Vol.	12	0	23	21	1529	16	5	0	43	67	1080	31
PSCF =	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2014 PM Peak Season Volume	**12**	**0**	**24**	**22**	**1,590**	**17**	**5**	**0**	**45**	**70**	**1,123**	**32**
2016 PM Background	**NBL**	**NBT**	**NBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**
Growth Factor (at 0.5%/Yr)	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background	13	0	24	22	1,606	17	5	0	45	70	1,134	33
Total Approved Development Trips	**0**	**0**	**0**	**0**	**95**	**0**	**0**	**0**	**0**	**0**	**49**	**0**
2016 PM Background	**13**	**0**	**24**	**22**	**1,701**	**17**	**5**	**0**	**45**	**70**	**1,183**	**33**
2016 BUILDOUT	**NBL**	**NBT**	**NBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**
Inbound	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**0**
Outbound	0	0	0	0	20	0	0	0	0	0	0	0
2016 TOTAL PM VOLUME	**13**	**0**	**24**	**22**	**1,721**	**17**	**5**	**0**	**45**	**70**	**1,200**	**33**

TABLE D-3

PM PEAK HOUR TURNING MOVEMENT DEVELOPMENT

INTERSECTION: Griffin Road (SR 818) and SW 27th Avenue

Count Date: 12/02/2014

2014 PM PEAK HOUR	**SW 27th Avenue**			**Griffin Road**			**SW 27th Avenue**			**Griffin Road**		
Turning Movement	**NBL**	**NBT**	**NBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**
Existing PM 2014 Vol.			9	21	1541	34			22	27	1066	17
PSCF =	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2014 PM Peak Season Volume	**0**	**0**	**9**	**22**	**1,603**	**35**	**0**	**0**	**23**	**28**	**1,109**	**18**
2016 PM Background	**NBL**	**NBT**	**NBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**
Growth Factor (at 0.5%/Yr)	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background	0	0	9	22	1,619	36	0	0	23	28	1,120	18
Total Approved Development Trips	**0**	**0**	**0**	**0**	**95**	**0**	**0**	**0**	**0**	**0**	**49**	**0**
2016 PM Background	**0**	**0**	**9**	**22**	**1,714**	**36**	**0**	**0**	**23**	**28**	**1,169**	**18**
2016 BUILDOUT	**NBL**	**NBT**	**NBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**
Inbound	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**0**
Outbound	0	0	0	0	20	0	0	0	0	0	0	0
2016 TOTAL PM VOLUME	**0**	**0**	**9**	**22**	**1,734**	**36**	**0**	**0**	**23**	**28**	**1,186**	**18**

TABLE D-4

PM PEAK HOUR TURNING MOVEMENT DEVELOPMENT

INTERSECTION: Griffin Road (SR 818) and SW 26th Terrace

Count Date: 12/02/2014

2014 PM PEAK HOUR	SW 26th Terrace			Griffin Road			SW 26th Terrace			Griffin Road		
Turning Movement	NBL	NBT	NBR	WBL	WBT	WBR	SBL	SBT	SBR	EBL	EBT	EBR
Existing PM 2014 Vol.			2		1613						1131	1
PSCF =	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2014 PM Peak Season Volume	**0**	**0**	**2**	**0**	**1,678**	**0**	**0**	**0**	**0**	**0**	**1,176**	**1**
2016 PM Background	**NBL**	**NBT**	**NBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**
Growth Factor (at 0.5%/Yr)	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background	0	0	2	0	1,694	0	0	0	0	0	1,188	1
Total Approved Development Trips	**0**	**0**	**0**	**0**	**95**	**0**	**0**	**0**	**0**	**0**	**49**	**0**
2016 PM Background	**0**	**0**	**2**	**0**	**1,789**	**0**	**0**	**0**	**0**	**0**	**1,237**	**1**
2016 BUILDOUT	**NBL**	**NBT**	**NBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**
Inbound	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**0**
Outbound	0	0	0	0	20	0	0	0	0	0	0	0
2016 TOTAL PM VOLUME	**0**	**0**	**2**	**0**	**1,809**	**0**	**0**	**0**	**0**	**0**	**1,254**	**1**

TABLE D-5
PM PEAK HOUR TURNING MOVEMENT DEVELOPMENT
INTERSECTION: Griffin Road (SR 818) and SW 26th Avennue
Count Date: 12/02/2014

2014 PM PEAK HOUR	SW 26th Avenue			Griffin Road			SW 26th Avenue			Griffin Road		
Turning Movement	NBL	NBT	NBR	WBL	WBT	WBR	SBL	SBT	SBR	EBL	EBT	EBR
Existing PM 2014 Vol.	18	0	14	28	1590	0	0	0	0	5	1081	13
PSCF =	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2014 PM Peak Season Volume	**19**	**0**	**15**	**29**	**1,654**	**0**	**0**	**0**	**0**	**5**	**1,124**	**14**
2016 PM Background	**NBL**	**NBT**	**NBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**
Growth Factor (at 0.5%/Yr)	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Background	19	0	15	29	1,670	0	0	0	0	5	1,136	14
Total Approved Development Trips	**0**	**0**	**0**	**0**	**95**	**0**	**0**	**0**	**0**	**0**	**49**	**0**
2016 PM Background	**19**	**0**	**15**	**29**	**1,765**	**0**	**0**	**0**	**0**	**5**	**1,185**	**14**
2016 BUILDOUT	**NBL**	**NBT**	**NBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**
Inbound	**0**	**0**	**0**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Outbound	8	0	14	0	0	0	0	0	0	12	26	0
2016 TOTAL PM VOLUME	**27**	**0**	**29**	**64**	**1,765**	**0**	**0**	**0**	**0**	**17**	**1,211**	**14**

Appendix E

City of Dania Beach
Approved Projects List and Information

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Pending Major Projects

As of August 2013

Projects extended by Senate Bills				
File Name	**Address**	**Project**	**Request**	**Status**
Banyan Bay	NW corner of Ravenswood Rd. & SW 45 Street	128,000s.f. of marina/dry stack/ restaurant	Site Plan/ Variance	SB 1752 extended to 11/26/12.
Luckey's Motel a.k.a. Holiday Inn Express	205 N. Federal Highway	Hotel 6-stories, 81 rooms	Site Plan/Variances	SB 1752 extended to 5/12/13. Under construction.
San Souci Hotel	480 E Dania Beach Blvd	12 story, 240 rooms	Site Plan	SB 1752 extended to 10/12/13.
Approved Site Plans				
Anglers Avenue Marian	4470 Anglers Avenue	Office/storage	Site plan	Approved on 11-27-2012
Comfort Suites	Stilring Road/SW 19 Court	Hotel, 100 + rooms	Site plan	Approved on 4-23-13.
Dania Beach Municipal Marina	101 N. Beach Road	New dock master office/lounge, restrooms, pavilion & replacement of docks	Site plan	Approved 2-14-12. Under construction
Dania Jai Alai	301 E. Dania Beach Boulevard	60,000+/- sf casino addition (phase 1) 300-500 room hotel (Phase 1a) & marina/commercial (phase 1b)	Developers agreement	Approved on 8/23/11. In permitting.
Forest View	SW 30th Avenue and Griffin Road	31 Single Family Homes	Site Plan	Under construction. 9 homes built.
Green Oak, LLC.	2980 SW 23 Terrace	Office/Warehouse	Site Plan	Approved on 7/24/12. Under construction
Home 2 Suites	SW 19 Court, north of Stirling	5-story/ 100+ room hotel	Site plan/flex/variance	Approved on 9-24-13

Potvin plat	4401 SW 30 Avenue	4 single family homes	Plat	2nd review on 10-22-13
Mile Marker 55	801 E. Dania Beach Boulevard	Mixed-use w/352 residential units	Site plan & plat	In site plan review
DJP Airport West a.k.a. Bridge Point Marina Mile	west side of SW 26 terrace, between SW 32 Street & SW 33 Street	Office/warehouse	Plat & site plan mod.	In site plan review.
Holocaust Center	303 N. Federal Highway	Museum	Site plan mod. And variance	In site plan review.
Airport Hilton	1870 Griffin Road	Valet parking	Site plan mod. & variance	In site plan review.
Airport Corp. Park	Griffin Road west of Ravenswood	Office/accessory retail/bank	Site Plan	In site plan review.
Koosh	2616 – 2648 Griffin Road	commercial	Rezoning/plat	In site plan review.

LPEG

LAND PLAN ENGINEERING GROUP
1475 NW 126th Drive
Coral Springs, FL 33071

October 26, 2013

City of Dania Beach
100 W Dania Beach Blvd.
Dania Beach, FL 33004

Attn: Ms. Corrine Lajoie
Community Development

Re: "DJP Airport West Plat"
SW 30th Avenue
Site Plan Application, Special Exception & Waiver Request
Dania Beach, Florida
LPEG, Project # 10117

Gentleman,

In accordance with the requirements of the City of Dania Beach relative to Site Plan Approval, enclosed please find six (6) copies of the Revised Site Plan drawings for Bridge Point Marina Mile and Responses to the October 8, 2013 DRC Comments

The Property is known as DJP Airport West Plat as recorded in the plat records of Broward County, PB 178, and pg.69B. The site is located in Section 20, Township 50, and Range 42E and is situated on the south side I-595, and east of SW 30th Ave. in the City of Dania Beach. The property has direct access to SW 30th Avenue, which connects to SR 84 and north/south and east/west arterioles I-95 & I-595 providing access to major points of commerce throughout the State of Florida.

The site consists of 16.53 AC and the applicant proposes to construct one warehouse buildings with a total area of 189620 SF along with the required roadways and infrastructure to support the project.

Site Identification / Ownership

Folio no: 5042-20-58-0010 5042-20-50-0010	Property owner Bridge Marina Mile, LLC 350 Hubbard Street, Suite 430 Chicago, IL 60654

Phone : 954-812-5651 Fax: 954-603-8883 LPEG@bellsouth.net

LPEG

LAND PLAN ENGINEERING GROUP
1475 NW 126th Drive
Coral Springs, FL 33071

At the present time the existing land-use, (Industrial) and zoning, (IROM) will allow for the construction of a warehouse project on the property. The Industrial land use and IROM zoning anticipated the proposed use and no changes are required for the project. The applicant is requesting approval of a Modification to the existing Site Plan Site as approved by the City of Dania Beach.

TRIP GENERATION

LAND USE	UNIT	PM PEAK HOUR	ENTER/EXIT	DAILY TRIPS
PROPOSED				
INDUSTRIAL/ WAREHOUSE	189,620SF	130	46/84	1300
TOTAL				**1300**

SANITARY, SOLID WASTE & WATER DEMAND

LAND USE	UNIT	SANITARY DEMAND (0.1GPD/SF)	SOLID WASTE DEMAND (2LBS/100SF/ DAY)	WATER DEMAND (0.1GPD/SF)
PROPOSED				
INDUSTRIAL/ WAREHOUSE	189,620SF	18,962GPD	3,792LBS/DAY	18,962GPD

Response to October 8, 2013 DRC Comments

Fire Marshal Comments

1. **Fire Flow Demand Calculations must be signed and sealed by the engineer of record.**

The letter from the Wiginton Fire Protection Engineering, Inc dated September 30, 2013 was previously submitted and was stapled to the front of all the submitted plans. The original copy was submitted to Corinne.

Phone : 954-812-5651 Fax: 954-603-8883 LPEG@bellsouth.net

Tinter Traffic, LLC
2857 N.E. 25 Street
Ft. Lauderdale, FL 33305-1722

September 4, 2013

Griffin Pointe Partners, LLLP
1800 S.E. 10th Avenue
Ft. Lauderdale, FL 33316

Attn: John Halliday

Subject: Air-Port Corporate Park
Tinter Traffic Proj. No. 13-018

Dear Mr. Halliday:

As requested, this office has reviewed the anticipated impacts of the proposed office/restaurant/bank development to be located on the north side of Griffin Road, west of Ravenswood Road, in the vicinity of S.W. 24th Avenue. See Figure 1 for Site Location. Our investigation included an estimate of the traffic generating potential of the 146,138 Square Foot (SF) facility (including the future bank site), distribution and assignment of that site traffic onto the surrounding roadway network and evaluation of the affect that that traffic will have on the operating characteristics of those surrounding highways. No significant, negative impacts are anticipated as a result of the development of the Air-Port Corporate Park.

SITE TRAFFIC

In order to estimate the future traffic volumes anticipated to be generated by the proposed non-residential development, the Institute of Transportation Engineers (ITE) "Trip Generation" Report, 9th Edition, was consulted. That document includes trip generation rates for a variety of developments, including office, restaurant and (future) bank developments such as that proposed at Air-Port Corporate Park. Land Use Codes "710 – General Office Building", "931 – Quality Restaurant" and "912 – Drive-In Bank" contained in that ITE document appears to be the most appropriate for the types of development proposed. The formulas for Daily, AM and PM Peak Hour are:

	Daily	AM Peak Hour	PM Peak Hour
Office	Ln(T)=0.76Ln(X)+3.68	Ln(T)=0.80Ln(X)+1.57	T = 1.12(X)+78.45
Restaurant	T = 89.95*X	T = 0.81*X	T = 7.49*X
Bank	T = 148.15 *X	T = 12.08*X	T = 24.30*X

where T = the total number of trips (in vehicles per day (vpd) or hour (vph)) and
X = the size of the project in 1,000 SF.

Phone/Fax: 954.561.5809 Cell Phone: 954.646.1835 Email: alantinter@gmail.com

During the AM Peak Hour, it is expected that 82.4% will be entering and 17.6% will be exiting the site. During the PM Peak Hour, it is expected that 30.9% will be entering and 69.1% will be exiting the site. Using these statistics from the ITE Report, the site is expected to generate the following traffic:

	Daily	AM Peak Hour	PM Peak Hour
Entering	1,030 vpd	234 vph	102 vph
Exiting	1,030 vpd	50 vph	228 vph
Total	2,061 vpd	284 vph	330 vph

Table 1 shows the calculations for these estimates of site traffic. In addition, Appendix A details the calculations for internalization of the site traffic, i.e. trips that are made between portions of the site, thus not impacting the surrounding roadways.

EXISTING TRAFFIC

Traffic volumes on the surrounding roadway system were obtained from the Florida Department of Transportation (their website includes a document entitled "FDOT Florida Traffic Online (2012)"), as well as a Peak Hour turning movement count that was conducted on Griffin Rd. at S.W. 24th Ave. on August 7, 2013 by this office. The latter traffic count is included as Appendix B. In summary, the existing traffic volumes on the surrounding roadway network are as follows:

Location	Daily Traffic	AM Peak Hr.	PM Peak Hr.
Griffin Rd., West of Site	29,000 vpd	2,068 vph	2,661 vph
Griffin Rd., East of Ravenswood	33,500 vpd	2,390 vph*	3,070 vph*
Ravenswood Rd., South of Griffin	15,100 vpd	1,080 vph*	1,390 vph*
Ravenswood Rd., North of Griffin	7,800 vpd	560 vph*	720 vph*

*Estimated based on ratio of Griffin Rd. Peak Hour to Daily Traffic Volume

TRAFFIC DISTRIBUTION AND ASSIGNMENT

Using the existing traffic volumes on the surrounding roadways as a basis for the distribution of traffic onto those highways, the following distribution was estimated:

Griffin Rd., West of the Site	34.0%
Griffin Rd., East of Ravenswood	39.2%
Ravenswood Rd., South of Griffin	17.7%
Ravenswood Rd., North of S.W. 45th St.	9.1%

Given the above described distribution, and the site configuration and development types proposed for the Air-Port Corporate Park, it was estimated that approximately 29.9% of the site traffic will utilize the access from S.W. 45th St. (all of the site traffic to/from the north on Ravenswood Rd. and a portion of the traffic destined to/from the

east on Griffin Rd. and south on Ravenswood Rd.). In order to eliminate traffic that is destined to/from the west on Griffin Rd. from doing so via S.W. 45th St. and connections to the south to Griffin Rd., the driveway onto S.W. 45th Street has been designed to prohibit left turns out of the site and right turns into the site (see the latest site plan prepared by McLaughlin Engineering Company, dated August 29, 2013).

Utilizing the previously described distribution characteristics, coupled with the driveway restrictions described above, AM and PM Peak Hour traffic volumes were assigned to the various roadway segments surrounding the proposed development. This is shown in Figure 2.

TRAFFIC ANALYSIS

Existing traffic volumes, as well as post-development traffic volumes, were compared to roadway capacities of the surrounding roadway segments. Roadway capacities (at level of Service "D") were taken from Table 4, "Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas" from the FDOT document "2012 Quality/Level of Service" (see Appendix C). The results of these comparisons are as follows:

Roadway	Location	Capacity (vph)	Traffic Volume (vph)			
			AM		PM	
			Exist	w/ Site	Exist	w/ Site
Griffin Rd.	West of Site	5,390	2,068	2,165	2,661	2,773
	East of Ravenswood	5,390	2,390	2,501	3,070	3,199
Ravenswood Rd.	South of Griffin	2,920	1,080	1,130	1,390	1,448
	Griffin to S.W. 45th	1,330	560	619	720	789
	North of S.W. 45th St.	1,330	560	586	720	750
S.W. 45th St.	Site to Ravenswood	1,064	----	85	----	99

As can be seen from this table, traffic volumes both without and with the estimated site traffic are below the capacities of these roadways. In the case of S.W. 45th St., although there are no counts of existing traffic, the low traffic volume that will be caused by this development leaves adequate capacity to accommodate the low traffic volume that is estimated for this roadway.

CONCLUSIONS

As a result of the analysis completed and summarized in this letter, it has been demonstrated that the proposed Air-Port Corporate Park can be completed and the expected traffic generated by the development will not adversely affect traffic operating characteristics on the surrounding roadway network. In fact, no significant negative impacts are expected to result from the traffic expected to be generated by this office development.

Of course, should you have any questions about this information, please do not hesitate to contact this office.

Very Truly Yours,

Alan L. Tinter, P.E.
President
Fla. P.E. Reg. No. 38505

Xc: Lou Campanile, P.E.
Richard Coker, Esq.
Frank Perez

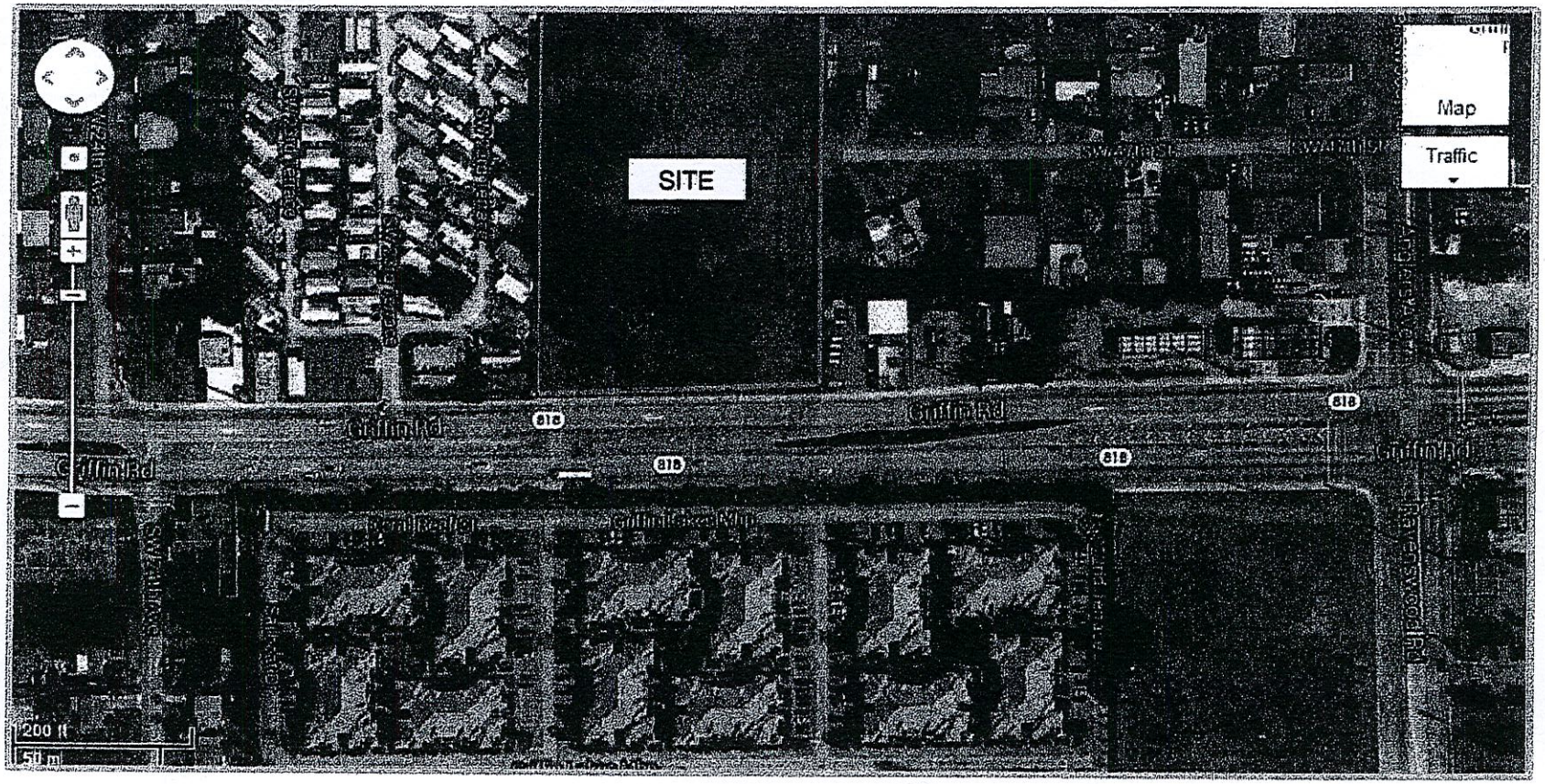

Figure 1
Site Location

TABLE 1
Air-Port Corporate Park
Based on August 8, 2013 Site Plan by McLaughlin Engineering Company

AM PEAK HOUR

CATEGORY	ITE L.U.C.	Devel Size	Variable	AM PEAK HOUR TRIP GENERATION RATE*	SITE TRAFFIC Total (vph)	Enter (vph)	Exit (vph)
General Office	710	137.138	1,000 SF	Ln(T) = 0.80Ln(X) + 1.57	246	217	30
Restaurant	931	5.000	1,000 SF	T = 0.81 * X	4	2	2
Bank	912	4.000	1,000 SF	T = 12.08 * X	48	28	21
GROSS TOTAL					299	247	52
Office Internalization		2.68%			-7	-6	-1
Restaurant Internalization		2.68%			-1	-1	-1
Bank Internalization		2.68%			-7	-6	-1
Total Trips					**284**	**234**	**50**

PM PEAK HOUR

CATEGORY	ITE L.U.C.	Devel Size	Variable	PM PEAK HOUR TRIP GENERATION RATE*	SITE TRAFFIC Total (vph)	Enter (vph)	Exit (vph)
General Office	710	137.138	1,000 SF	T = 1.12(X) +78.45	232	39	193
Restaurant	931	5.000	1,000 SF	T = 7.49 * X	37	25	12
Bank	912	4.000	1,000 SF	T = 24.30 * X	97	49	49
GROSS TOTAL					367	113	254
Office Internalization		5.45%			-15	-4	-11
Restaurant Internalization		5.45%			-7	-4	-3
Bank Internalization		5.45%			-15	-4	-11
Total Trips					**330**	**102**	**228**

Daily

CATEGORY	ITE L.U.C.	Devel Size	Variable	DAILY TRIP GENERATION RATE*	SITE TRAFFIC Total (vpd)	Enter (vpd)	Exit (vpd)
General Office	710	137.138	1,000 SF	Ln(T) = 0.76Ln(X) + 3.68	1,669	834	834
Restaurant	931	5.000	1,000 SF	T = 89.95 * X	450	225	225
Bank	912	4.000	1,000 SF	T = 148.15 * X	593	296	296
GROSS TOTAL					2,711	1,356	1,356
Office Internalization		12.32%			-261	-130	-130
Restaurant Internalization		12.32%			-128	-64	-64
Bank Internalization		12.32%			-261	-130	-130
Total Trips					**2,061**	**1,030**	**1,030**

* From Institute of Transportation Engineers "Trip Generation" Report, 9th Edition

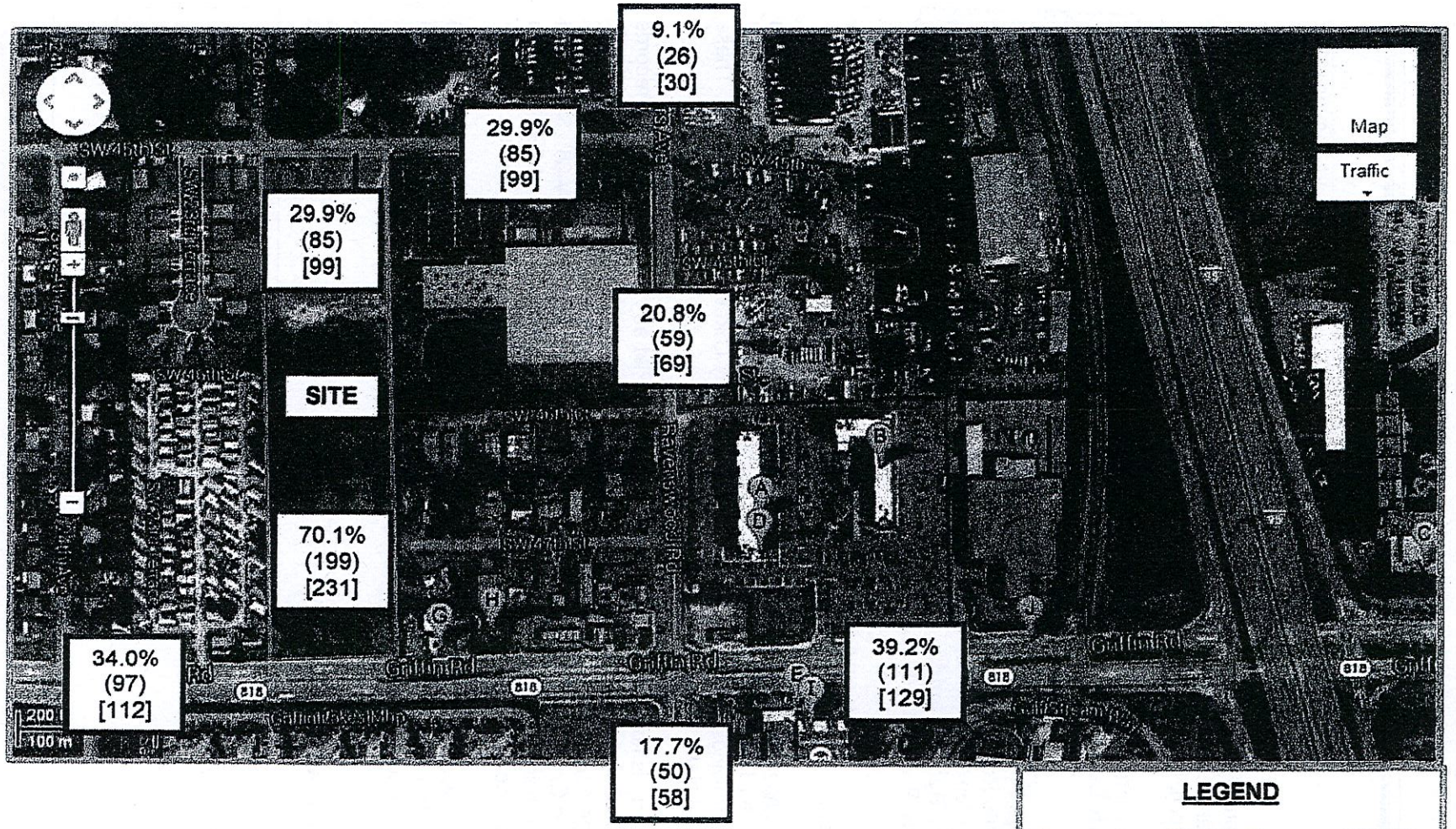

Figure 2
Site Traffic Distribution

Tinter Traffic, LLC

LPEG

LAND PLAN ENGINEERING GROUP
1475 NW 126th Drive
Coral Springs, FL 33071

July 28, 2014

City of Dania Beach
100 W Dania Beach Blvd.
Dania Beach, FL 33004

Attn: Ms. Corrine Lajoie
Community Development

Re: Bridge Point Port 95
Collins Road (SW 36th Street)
Site Plan Modification / Re-submission
Dania Beach, Florida
LPEG, Project # 10058A

Gentleman,

In accordance with the requirements of the City of Dania Beach relative to Site Plan Approval, enclosed please find two (2) revised copies and one (1) CD of the Modified Site Plan drawings for Bridge Point Port 95 (formally Lakeview Industrial Park). These are the final plans for the Site Plan Modification.

The Property is known as Lakeview Industrial Park Plat as recorded in the plat records of Broward County, PB 178, and pg.64B. The site is located in Section 29, Township 50, and Range 42E and is situated on the south side of SW 36th Street, and west of SW 24th Ave. in the City of Dania Beach. The property has direct access to SW 36th Street and SW 26th Terrace, which connects to north/south and east/west arterioles I-595 & I 95 to providing access to major points of commerce throughout the State of Florida.

The site consists of one (1) Parcel containing 14.934 AC and the applicant proposes to construct two warehouse buildings with a total area of 229,632 SF along with the required roadways and infrastructure to support the project.

Site Identification / Ownership

Folio no: 5042-29-54-0010	Property owner Bridge Port 95 LLC c/o Bridge Development Partners 350 W. Hubbard Street, Suite 430 Chicago, IL 60654

Phone : 954-812-5651 Fax: 954-603-8883 LPEG@bellsouth.net

Appendix F

Intersection Signal Timing Plans

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Broward County Timing Sheet 7/30/2014 10:42:39 AM

Station : 3029 - Griffin Rd & Ravenswood Rd (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		5		7		5								
Ped Clearance		23		32		25		35								
Min Green	5	12	4	6	5	12	4	6								
Passage	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	18	50	15	25	20	50	15	25								
Max2																
Yellow	4	5	4	4	4	5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2.5	2	2.5	2.5	2.5	2	2.5	2.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	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	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
Override Higher					ON	ON
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track R1						
Track R2						
Track R3						
Track R4						
Dwell Ped1						
Exit R1	1	3	4	2	4	2
Exit R2	5	7	8	6	8	6
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 7/30/2014 10:42:39 AM

Station : 3029 - Griffin Rd & Ravenswood 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		22	22	180	91	22	3	10	17		30	91	25	34	30	91	17	42								
9		23	23	160	120	23	3	10	17		22	74	32	32	30	66	18	46								
15		4	4	160	2	4	1	10	50		20	66	28	46	30	56	28	46								
20		3	3	160	97	3	1	10	50		25	65	24	46	30	60	24	46								
Day Plan 2											**Easy**															
		3	3	160	97	3	1	10	50		25	65	24	46	30	60	24	46								
1		100	254																							
6	30	3	3	160	97	3	1	10	50		25	65	24	46	30	60	24	46								
Day Plan 3											**Easy**															
		3	3	160	97	3	1	10	50		25	65	24	46	30	60	24	46								
1		100	254																							
6	30	3	3	160	97	3	1	10	50		25	65	24	46	30	60	24	46								
23		100	254																							

Broward County Timing Sheet 7/30/2014 10:42:39 AM

Station : 3029 - Griffin Rd & Ravenswood 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**															
		100	254																							
6	30	22	22	180	91	22	3	10	17		30	91	25	34	30	91	17	42								
9	30	23	23	160	120	23	3	10	17		22	74	32	32	30	66	18	46								
14	30	24	24	180	116	24	3	10	17		17	88	45	30	40	65	32	43								
19		23	23	160	120	23	3	10	17		22	74	32	32	30	66	18	46								

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	4
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	5
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	6
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
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26																																																			1
27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

User Comments:

Broward County Timing Sheet 12/12/2014 2:13:41 PM

Station : 3373 - Griffin Rd & SW 28 Ave / Terr (Standard File)

Phase	1	2 (WT)	3 (ST)	4 (NT)	5	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7										
Ped Clearance		19		28		19										
Min Green		10	6	6		10										
Passage	1	3	2	2	1	3	1									
Max1		50	15	20		50										
Max2																
Yellow	4	5	4	4	4	5	4	3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1.5	2	2	2	1.5	2	1.5		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON	ON	ON		ON										
Auto 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																
Soft Recall																
Dual Entry																
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						
Override Higher						
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track R1						
Track R2						
Track R3						
Track R4						
Dwell Ped1						
Exit R1						
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 12/12/2014 2:13:41 PM

Station : 3373 - Griffin Rd & SW 28 Ave / Terr (Standard File)

Coordination

											Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Day Plan 1											**Easy**															
		25	255																							
6		2	2	160	14	2	1	10	50			88	33	39		88										
9		3	3	160	7	3	1	10	50			86	33	41		86										
15		4	4	160	74	4	1	10	50			88	33	39		88										
20		3	3	160	7	3	1	10	50			86	33	41		86										
Day Plan 2											**Easy**															
		25	255																							
6		100	254																							
6	30	3	3	160	7	3	1	10	50			86	33	41		86										
Day Plan 3											**Easy**															
		25	255																							
6		100	254																							
6	30	3	3	160	7	3	1	10	50			86	33	41		86										
23		100	254																							

Station : 3373 - Griffin Rd & SW 28 Ave / Terr (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	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
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	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	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
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32																																									1

User Comments:

Appendix G

HCS+ Intersection Analysis Outputs
2010 Highway Capacity Manual (2010 HCM)

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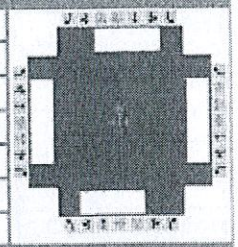
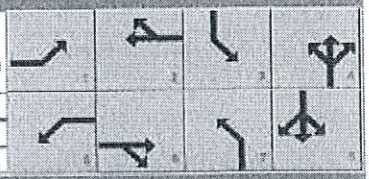
2010 HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	K&S			Duration, h	0.25
Analyst	JLR	Analysis Date	Dec 14, 2014	Area Type	Other
Jurisdiction	Dania Beach, Florida	Time Period	PM Peak Hour	PHF	0.95
Intersection	Griffin & Ravenswood	Analysis Year	2014	Analysis Period	1> 7:00
File Name	2014PM-D1-Griffin-Ravenswood.xus				
Project Description	KOOSH				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	74	861	206	425	1345	147	252	118	360	350	237	183

Signal Information					EB			WB			NB			SB		
Cycle, s	160.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	24.1	48.5		9.0	24.0	1.9	19.4					
Uncoordinated	No	Simult. Gap E/W	Off	Yellow	4.0	5.0		4.0	4.0	0.0	4.0					
Force Mode	Fixed	Simult. Gap N/S	Off	Red	2.5	2.0		2.5	2.5	0.0	2.5					



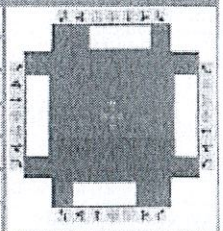
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	6	6	5	2	7	4	3	8
Case Number	3.0	3.0	2.0	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	71.1	71.1	30.6	86.1	30.5	25.9	32.5	27.8
Change Period, (Y+Rc), s	7.0	7.0	6.5	7.0	6.5	6.5	6.5	6.5
Max Allow Headway (MAH), s	0.0	0.0	2.5	0.0	2.6	3.2	2.6	3.1
Queue Clearance Time (g_s), s			23.4		23.9	18.8	28.0	13.2
Green Extension Time (g_e), s	0.0	0.0	0.7	0.0	0.1	0.6	0.0	0.8
Phase Call Probability			1.00		1.00	1.00	1.00	1.00
Max Out Probability			0.00		1.00	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	0	906	201	447	1045	492	265	124	155	368	249	106
Adjusted Saturation Flow Rate (s), veh/h/ln	0	1612	1487	1642	1776	1673	1675	1675	1449	1675	1675	1491
Queue Service time (g_s), s	0.0	22.1	15.0	21.4	33.7	33.8	21.9	5.4	16.8	26.0	11.2	10.6
Cycle Queue Clearance Time (g_c), s	0.0	22.1	15.0	21.4	33.7	33.8	21.9	5.4	16.8	26.0	11.2	10.6
Capacity (c), veh/h		1936	595	495	1756	827	364	406	176	421	447	199
Volume-to-Capacity Ratio (X)	0.000	0.468	0.338	0.904	0.595	0.595	0.729	0.306	0.881	0.875	0.559	0.535
Available Capacity (c_a), veh/h		1936	595	936	1756	827	384	869	376	421	910	405
Back of Queue (Q), veh/ln		8.7	5.6	9.0	14.4	13.9	9.8	2.3	6.5	16.6	4.8	4.1
Overflow Queue (Q_3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (RQ)	0.0	0.0	0.6	0.9	0.0	0.0	*1.0*	0.0	0.4	*1.5*	0.0	0.5
Uniform Delay (d_1), s/veh		35.4	33.3	66.8	29.0	29.0	50.8	64.2	69.2	52.7	64.9	64.7
Incremental Delay (d_2), s/veh	0.0	0.8	1.5	2.6	1.5	3.1	5.5	0.2	5.5	17.6	0.4	0.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh		36.2	34.8	69.4	30.5	32.1	56.3	64.3	74.7	70.3	65.3	65.5
Level of Service (LOS)		D	C	E	C	C	E	E	E	E	E	E
Approach Delay, s/veh / LOS	39.6	D		39.7	D		63.4	E		67.9	E	
Intersection Delay s/veh / LOS	47.2						D					

MultiModal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.4	C	3.1	C	3.5	C	3.4	C
Bicycle LOS Score / LOS	2.2	B	2.7	B	2.0	B	2.2	B

2010 HCS Signalized Intersection Results Summary

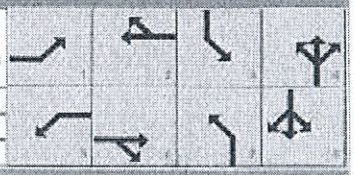
General Information				Intersection Information	
Agency	K&S			Duration, h	0.25
Analyst	JLR	Analysis Date	Dec 14, 2014	Area Type	Other
Jurisdiction	Dania Beach, Florida	Time Period	PM Peak Hour	PHF	0.95
Intersection	Griffin & Ravenswood	Analysis Year	2016 Background	Analysis Period	1> 7:00
File Name	2016PM-Back-D1-Griffin-Ravenswood.xus				
Project Description	KOOSH				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	80	916	210	487	1469	207	266	125	417	392	256	196

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

Green	24.1	48.5	9.0	24.0	1.9	19.4	
Yellow	4.0	5.0	4.0	4.0	0.0	4.0	
Red	2.5	2.0	2.5	2.5	0.0	2.5	



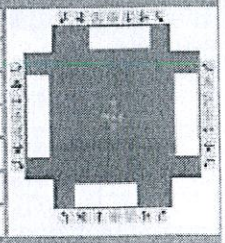
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	6	6	5	2	7	4	3	8
Case Number	3.0	3.0	2.0	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	61.9	61.9	33.8	79.5	30.6	32.5	31.8	33.7
Change Period, $(Y+R_c)$, s	7.0	7.0	6.5	7.0	6.5	6.5	6.5	6.5
Max Allow Headway (MAH), s	0.0	0.0	2.5	0.0	2.6	3.2	2.6	3.1
Queue Clearance Time (g_s), s			26.6		24.0	25.3	27.3	13.6
Green Extension Time (g_e), s	0.0	0.0	0.7	0.0	0.1	0.7	0.0	0.9
Phase Call Probability			1.00		1.00	1.00	1.00	1.00
Max Out Probability			0.00		1.00	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	0	964	205	513	1182	549	280	132	215	413	269	120
Adjusted Saturation Flow Rate (s), veh/h/ln	0	1612	1487	1642	1776	1647	1675	1675	1449	1675	1675	1491
Queue Service time (g_s), s	0.0	26.2	16.8	24.6	43.7	43.8	22.0	5.5	23.3	25.3	11.6	11.6
Cycle Queue Clearance Time (g_c), s	0.0	26.2	16.8	24.6	43.7	43.8	22.0	5.5	23.3	25.3	11.6	11.6
Capacity (c), veh/h		1661	510	560	1609	746	399	544	236	462	570	254
Volume-to-Capacity Ratio (X)	0.000	0.581	0.402	0.916	0.735	0.736	0.702	0.242	0.912	0.893	0.473	0.473
Available Capacity (c_a), veh/h		1661	510	801	1609	746	412	869	376	462	894	398
Back of Queue (Q), veh/ln		10.5	6.4	10.9	19.1	18.4	9.7	2.3	9.4	18.7	5.0	4.4
Overflow Queue (Q_3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (RQ)	0.0	0.0	0.7	*1.1*	0.0	0.0	*1.0*	0.0	0.5	*1.7*	0.0	0.6
Uniform Delay (d_1), s/veh		43.1	40.0	65.2	35.9	35.9	45.8	58.4	65.9	50.6	59.9	59.9
Incremental Delay (d_2), s/veh	0.0	1.5	2.4	9.5	3.0	6.4	4.2	0.1	12.6	18.8	0.2	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh		44.6	42.4	74.8	38.9	42.3	50.0	58.5	78.5	69.5	60.2	60.4
Level of Service (LOS)		D	D	E	D	D	D	E	E	E	E	E
Approach Delay, s/veh / LOS	47.7	D		47.9	D		61.6	E		65.0	E	
Intersection Delay s/veh / LOS	52.4						D					

MultiModal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.4	C	3.1	C	3.5	C	3.4	C
Bicycle LOS Score / LOS	2.2	B	2.8	C	2.1	B	2.2	B

2010 HCS Signalized Intersection Results Summary

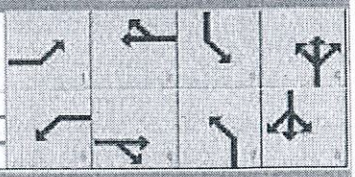
General Information				Intersection Information	
Agency	K&S			Duration, h	0.25
Analyst	JLR	Analysis Date	Dec 14, 2014	Area Type	Other
Jurisdiction	Dania Beach, Florida	Time Period	PM Peak Hour	PHF	0.95
Intersection	Griffin & Ravenswood	Analysis Year	2016 Total Traffic	Analysis Period	1> 7:00
File Name	2016PM-TOTAL-D1-Griffin-Ravenswood.xus				
Project Description	KOOSH				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	83	944	217	487	1492	207	272	125	417	392	256	196

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

Green	24.1	48.5	9.0	24.0	1.9	19.4	
Yellow	4.0	5.0	4.0	4.0	0.0	4.0	
Red	2.5	2.0	2.5	2.5	0.0	2.5	



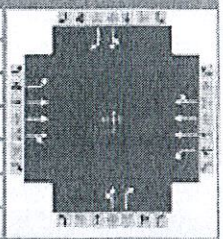
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	6	6	5	2	7	4	3	8
Case Number	3.0	3.0	2.0	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	62.2	62.2	33.8	79.5	31.1	32.5	31.5	32.9
Change Period, (*Y+Rc*), s	7.0	7.0	6.5	7.0	6.5	6.5	6.5	6.5
Max Allow Headway (*MAH*), s	0.0	0.0	2.5	0.0	2.6	3.2	2.6	3.1
Queue Clearance Time (g_s), s			26.6		24.6	25.3	27.0	13.7
Green Extension Time (g_e), s	0.0	0.0	0.7	0.0	0.0	0.7	0.0	0.9
Phase Call Probability			1.00		1.00	1.00	1.00	1.00
Max Out Probability			0.00		1.00	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	0	994	213	513	1198	558	286	132	215	413	269	120
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	1612	1487	1642	1776	1649	1675	1675	1449	1675	1675	1491
Queue Service time (g_s), s	0.0	27.1	17.5	24.6	44.6	44.7	22.6	5.5	23.3	25.0	11.7	11.7
Cycle Queue Clearance Time (g_c), s	0.0	27.1	17.5	24.6	44.6	44.7	22.6	5.5	23.3	25.0	11.7	11.7
Capacity (*c*), veh/h		1670	513	560	1609	747	398	544	236	459	553	246
Volume-to-Capacity Ratio (*X*)	0.000	0.595	0.414	0.916	0.745	0.746	0.719	0.242	0.912	0.900	0.487	0.487
Available Capacity (c_a), veh/h		1670	513	801	1609	747	403	869	376	459	878	391
Back of Queue (*Q*), veh/ln		10.9	6.7	10.9	19.5	18.9	10.0	2.3	9.4	18.9	5.0	4.5
Overflow Queue (Q_3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*)	0.0	0.0	0.7	*1.1*	0.0	0.0	*1.0*	0.0	0.5	*1.7*	0.0	0.6
Uniform Delay (d_1), s/veh		43.2	40.0	65.2	36.1	36.2	45.7	58.4	65.9	51.5	60.6	60.6
Incremental Delay (d_2), s/veh	0.0	1.6	2.5	9.5	3.2	6.7	5.2	0.1	12.7	19.9	0.2	0.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		44.7	42.5	74.8	39.3	42.9	50.9	58.5	78.5	71.5	60.9	61.2
Level of Service (LOS)		D	D	E	D	D	D	E	E	E	E	E
Approach Delay, s/veh / LOS	48.0	D		48.2	D		61.8	E		66.4	E	
Intersection Delay s/veh / LOS	52.8						D					

MultiModal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.4	C	3.1	C	3.5	C	3.4	C
Bicycle LOS Score / LOS	2.3	B	2.8	C	2.1	B	2.2	B

2010 HCS Signalized Intersection Results Summary

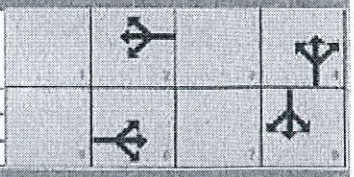
General Information				Intersection Information	
Agency	K&S			Duration, h	0.25
Analyst	JLR	Analysis Date	Dec 14, 2014	Area Type	Other
Jurisdiction	Dania Beach, Florida	Time Period	PM Peak Hour	PHF	0.95
Intersection	Griffin Road and SW 28th A	Analysis Year	2014 Exisitng	Analysis Period	1> 7:00
File Name	2014PM-D2-Griffin-SW28thAve.xus				
Project Description	KOOSH				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	70	1123	32	22	1590	17	12	1	24	5	1	45

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

Green	79.0	34.0		28.0	0.0	0.0	0.0					
Yellow	5.0	4.0		4.0	0.0	0.0	0.0					
Red	2.0	2.0		2.0	0.0	0.0	0.0					



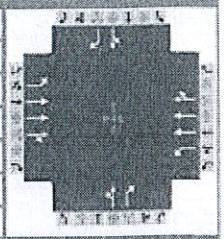
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	6	6	2	2	4	4	8	8
Case Number	6.0	6.0	6.0	6.0	11.0	11.0	11.0	11.0
Phase Duration, s	126.0	126.0	126.0	126.0	40.0	40.0	34.0	34.0
Change Period, (Y+Rc), s	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0
Max Allow Headway (MAH), s	0.0	0.0	0.0	0.0	3.0	3.0	3.0	3.0
Queue Clearance Time (g_s), s					4.0	4.0	6.0	6.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Phase Call Probability					1.00	1.00	1.00	1.00
Max Out Probability					0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	74	819	397	23	1136	556	14	0	25	6	0	47
Adjusted Saturation Flow Rate (s), veh/h/ln	287	1845	1788	453	1845	1805	1816	0	1610	1824	0	1610
Queue Service time (g_s), s	40.5	23.1	23.1	5.6	36.0	36.0	1.0	0.0	2.0	0.5	0.0	4.0
Cycle Queue Clearance Time (g_c), s	76.5	23.1	23.1	28.7	36.0	36.0	1.0	0.0	2.0	0.5	0.0	4.0
Capacity (c), veh/h	122	1822	883	203	1822	891	386		342	319		282
Volume-to-Capacity Ratio (X)	0.604	0.450	0.450	0.114	0.624	0.624	0.035	0.000	0.074	0.020	0.000	0.168
Available Capacity (c_a), veh/h	122	1822	883	203	1822	891	386		342	319		282
Back of Queue (Q), veh/ln	3.4	10.1	10.0	0.7	15.9	15.9	0.5		0.9	0.2		1.7
Overflow Queue (Q_3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (RQ)	0.6	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.3	0.0	0.0	*1.4*
Uniform Delay (d_1), s/veh	57.6	26.4	26.4	35.7	29.6	29.6	50.0		50.4	54.6		56.1
Incremental Delay (d_2), s/veh	16.5	0.6	1.3	0.9	1.3	2.6	0.1	0.0	0.3	0.1	0.0	1.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	74.1	27.0	27.7	36.6	30.9	32.3	50.1		50.7	54.7		57.1
Level of Service (LOS)	E	C	C	D	C	C	D		D	D		E
Approach Delay, s/veh / LOS	29.9	C		31.4	C		50.5	D		56.8	E	
Intersection Delay s/veh / LOS	31.5						C					

MultiModal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	3.3	C	3.3	C
Bicycle LOS Score / LOS	2.3	B	2.5	B	1.6	A	1.6	A

2010 HCS Signalized Intersection Results Summary

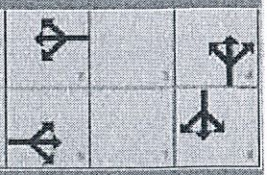
General Information				Intersection Information	
Agency	K&S			Duration, h	0.25
Analyst	JLR	Analysis Date	Dec 14, 2014	Area Type	Other
Jurisdiction	Dania Beach, Florida	Time Period	PM Peak Hour	PHF	0.95
Intersection	Griffin Road and SW 28th A	Analysis Year	2016 Background	Analysis Period	1> 7:00
File Name	2016PM-D2-Background-Griffin-SW28thAve.xus				
Project Description	KOOSH				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	70	1183	33	22	1701	17	13	1	24	5	1	45

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

Green	79.0	34.0	28.0	0.0	0.0	0.0	
Yellow	5.0	4.0	4.0	0.0	0.0	0.0	
Red	2.0	2.0	2.0	0.0	0.0	0.0	



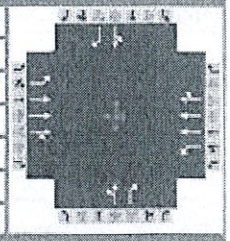
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	6	6	2	2	4	4	8	8
Case Number	6.0	6.0	6.0	6.0	11.0	11.0	11.0	11.0
Phase Duration, s	126.0	126.0	126.0	126.0	40.0	40.0	34.0	34.0
Change Period, (Y+Rc), s	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0
Max Allow Headway (MAH), s	0.0	0.0	0.0	0.0	3.0	3.0	3.0	3.0
Queue Clearance Time (g_s), s					4.0	4.0	6.0	6.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Phase Call Probability					1.00	1.00	1.00	1.00
Max Out Probability					0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	74	862	418	23	1214	594	15	0	25	6	0	47
Adjusted Saturation Flow Rate (s), veh/h/ln	256	1845	1788	426	1845	1805	1816	0	1610	1824	0	1610
Queue Service time (g_s), s	39.3	24.7	24.7	6.1	39.7	39.7	1.0	0.0	2.0	0.5	0.0	4.0
Cycle Queue Clearance Time (g_c), s	79.0	24.7	24.7	30.8	39.7	39.7	1.0	0.0	2.0	0.5	0.0	4.0
Capacity (c), veh/h	108	1822	883	190	1822	891	386		342	319		282
Volume-to-Capacity Ratio (X)	0.683	0.473	0.473	0.122	0.667	0.667	0.038	0.000	0.074	0.020	0.000	0.168
Available Capacity (c_a), veh/h	108	1822	883	190	1822	891	386		342	319		282
Back of Queue (Q), veh/ln	3.7	10.8	10.7	0.7	17.5	17.6	0.5		0.9	0.2		1.7
Overflow Queue (Q_3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (RQ)	0.6	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.3	0.0	0.0	*1.4*
Uniform Delay (d_1), s/veh	63.3	26.8	26.8	36.9	30.6	30.6	50.0		50.4	54.6		56.1
Incremental Delay (d_2), s/veh	24.6	0.7	1.5	1.1	1.6	3.2	0.1	0.0	0.3	0.1	0.0	1.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	87.9	27.5	28.2	38.0	32.1	33.7	50.2		50.7	54.7		57.1
Level of Service (LOS)	F	C	C	D	C	C	D		D	D		E
Approach Delay, s/veh / LOS	31.0	C		32.7	C		50.5	D		56.8	E	
Intersection Delay s/veh / LOS	32.6						C					

MultiModal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	3.3	C	3.3	C
Bicycle LOS Score / LOS	2.3	B	2.6	B	1.6	A	1.6	A

2010 HCS Signalized Intersection Results Summary

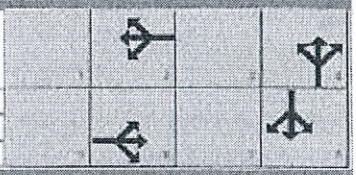
General Information				Intersection Information	
Agency	K&S			Duration, h	0.25
Analyst	JLR	Analysis Date	Dec 14, 2014	Area Type	Other
Jurisdiction	Dania Beach, Florida	Time Period	PM Peak Hour	PHF	0.95
Intersection	Griffin Road and SW 28th A	Analysis Year	2016 Total Traffic	Analysis Period	1> 7:00
File Name	2016PM-D2-Total-Griffin-SW28thAve.xus				
Project Description	KOOSH				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	70	1199	33	22	1720	17	13	1	24	5	1	45

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

Green	79.0	34.0		28.0	0.0	0.0	0.0					
Yellow	5.0	4.0		4.0	0.0	0.0	0.0					
Red	2.0	2.0		2.0	0.0	0.0	0.0					



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	6	6	2	2	4	4	8	8
Case Number	6.0	6.0	6.0	6.0	11.0	11.0	11.0	11.0
Phase Duration, s	126.0	126.0	126.0	126.0	40.0	40.0	34.0	34.0
Change Period, (Y+R_c), s	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0
Max Allow Headway (MAH), s	0.0	0.0	0.0	0.0	3.0	3.0	3.0	3.0
Queue Clearance Time (g_s), s					4.0	4.0	6.0	6.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Phase Call Probability					1.00	1.00	1.00	1.00
Max Out Probability					0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	74	873	424	23	1228	601	15	0	25	6	0	47
Adjusted Saturation Flow Rate (s), veh/h/ln	251	1845	1789	419	1845	1805	1816	0	1610	1824	0	1610
Queue Service time (g_s), s	38.6	25.1	25.1	6.2	40.4	40.4	1.0	0.0	2.0	0.5	0.0	4.0
Cycle Queue Clearance Time (g_c), s	79.0	25.1	25.1	31.3	40.4	40.4	1.0	0.0	2.0	0.5	0.0	4.0
Capacity (c), veh/h	106	1822	883	186	1822	891	386		342	319		282
Volume-to-Capacity Ratio (X)	0.698	0.479	0.480	0.124	0.674	0.674	0.038	0.000	0.074	0.020	0.000	0.168
Available Capacity (c_a), veh/h	106	1822	883	186	1822	891	386		342	319		282
Back of Queue (Q), veh/ln	3.8	11.0	10.9	0.7	17.8	17.9	0.5		0.9	0.2		1.7
Overflow Queue (Q_3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (RQ)	0.6	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.3	0.0	0.0	*1.4*
Uniform Delay (d_1), s/veh	64.1	26.9	26.9	37.3	30.7	30.7	50.0		50.4	54.6		56.1
Incremental Delay (d_2), s/veh	26.4	0.7	1.5	1.1	1.6	3.3	0.1	0.0	0.3	0.1	0.0	1.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	90.5	27.6	28.4	38.4	32.3	34.0	50.2		50.7	54.7		57.1
Level of Service (LOS)	F	C	C	D	C	C	D		D	D		E
Approach Delay, s/veh / LOS	31.2	C		33.0	C		50.5	D		56.8	E	
Intersection Delay s/veh / LOS	32.8						C					

MultiModal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	3.3	C	3.3	C
Bicycle LOS Score / LOS	2.3	B	2.6	B	1.6	A	1.6	A

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: JLR
Agency/Co.: K&S
Date Performed: 12/14/2014
Analysis Time Period: PM Peak Hour
Intersection: D-5
Jurisdiction: Dania Beach
Units: U. S. Customary
Analysis Year: 2014
Project ID: Koosh Retail center
East/West Street: Griffin Road (SR 818)
North/South Street: SW 26th Avenue
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	5	750	14	30	1103	
Peak-Hour Factor, PHF	0.91	0.91	0.91	0.89	0.89	
Hourly Flow Rate, HFR	5	824	15	33	1239	
Percent Heavy Vehicles	3	--	--	3	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?						
Lanes	1	2	0	1	2	
Configuration	L	T	TR	L	T	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	19		15			
Peak Hour Factor, PHF	0.80		0.80			
Hourly Flow Rate, HFR	23		18			
Percent Heavy Vehicles	0		0			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			Yes /1			/
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L	L		LR				
v (vph)	5	33		41				
C(m) (vph)	552	785		419				
v/c	0.01	0.04		0.10				
95% queue length	0.03	0.13		0.32				
Control Delay	11.6	9.8		17.1				
LOS	B	A		C				
Approach Delay				17.1				
Approach LOS				C				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: JLR
Agency/Co.: K&S
Date Performed: 12/14/2014
Analysis Time Period: PM Peak Hour
Intersection: D-5
Jurisdiction: Dania Beach
Units: U. S. Customary
Analysis Year: 2016 Background4
Project ID: Koosh Retail center
East/West Street: Griffin Road (SR 818)
North/South Street: SW 26th Avenue
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	5	790	14	30	1177	
Peak-Hour Factor, PHF	0.91	0.91	0.91	0.89	0.89	
Hourly Flow Rate, HFR	5	868	15	33	1322	
Percent Heavy Vehicles	3	--	--	3	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?						
Lanes	1	2	0	1	2	
Configuration	L	T	TR	L	T	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	19		15			
Peak Hour Factor, PHF	0.80		0.80			
Hourly Flow Rate, HFR	23		18			
Percent Heavy Vehicles	0		0			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			Yes /1			/
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L	L		LR				
v (vph)	5	33		41				
C(m) (vph)	513	756		392				
v/c	0.01	0.04		0.10				
95% queue length	0.03	0.14		0.35				
Control Delay	12.1	10.0-		17.9				
LOS	B	A		C				
Approach Delay				17.9				
Approach LOS				C				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: JLR
Agency/Co.: K&S
Date Performed: 12/14/2014
Analysis Time Period: PM Peak Hour
Intersection: D-5
Jurisdiction: Dania Beach
Units: U. S. Customary
Analysis Year: 2016 Total Traffic
Project ID: Koosh Retail center
East/West Street: Griffin Road (SR 818)
North/South Street: SW 26th Avenue
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	17	806	14	61	1189	
Peak-Hour Factor, PHF	0.91	0.91	0.91	0.89	0.89	
Hourly Flow Rate, HFR	18	885	15	68	1335	
Percent Heavy Vehicles	3	--	--	3	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?						
Lanes	1	2	0	1	2	
Configuration	L	T	TR	L	T	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	25		29			
Peak Hour Factor, PHF	0.80		0.80			
Hourly Flow Rate, HFR	31		36			
Percent Heavy Vehicles	0		0			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			Yes /1			/
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L	L		LR				
v (vph)	18	68		67				
C(m) (vph)	507	744		411				
v/c	0.04	0.09		0.16				
95% queue length	0.11	0.30		0.58				
Control Delay	12.4	10.3		18.8				
LOS	B	B		C				
Approach Delay				18.8				
Approach LOS				C				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: JLR
Agency/Co.: K&S
Date Performed: 12/14/2014
Analysis Time Period: PM Peak Hour
Intersection: D-5
Jurisdiction: Dania Beach
Units: U. S. Customary
Analysis Year: 2014 Existing
Project ID: Koosh Retail center
East/West Street: Griffin Road (SR 818)
North/South Street: SW 27th Avenue
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	28	739	18	22	1069	35
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.91	0.91	0.91
Hourly Flow Rate, HFR	30	803	19	24	1174	38
Percent Heavy Vehicles	3	--	--	3	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?						
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume			9			23
Peak Hour Factor, PHF			0.75			0.75
Hourly Flow Rate, HFR			12			30
Percent Heavy Vehicles			0			0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes			1			1
Configuration			R			R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L	L			R			R
v (vph)	30	24			12			30
C(m) (vph)	566	797			645			501
v/c	0.05	0.03			0.02			0.06
95% queue length	0.17	0.09			0.06			0.19
Control Delay	11.7	9.7			10.7			12.6
LOS	B	A			B			B
Approach Delay			10.7			12.6		
Approach LOS			B			B		

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst:	JLR
Agency/Co.:	K&S
Date Performed:	12/14/2014
Analysis Time Period:	PM Peak Hour
Intersection:	D-5
Jurisdiction:	Dania Beach
Units: U. S. Customary	
Analysis Year:	2016 Background
Project ID: Koosh Retail center	
East/West Street:	Griffin Road (SR 818)
North/South Street:	SW 27th Avenue
Intersection Orientation: EW	Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	28	779	18	22	1143	36
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.91	0.91	0.91
Hourly Flow Rate, HFR	30	846	19	24	1256	39
Percent Heavy Vehicles	3	--	--	3	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?						
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume			9			23
Peak Hour Factor, PHF			0.75			0.75
Hourly Flow Rate, HFR			12			30
Percent Heavy Vehicles			0			0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes			1			1
Configuration			R			R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L	L			R			R
v (vph)	30	24			12			30
C(m) (vph)	526	767			628			474
v/c	0.06	0.03			0.02			0.06
95% queue length	0.18	0.10			0.06			0.20
Control Delay	12.3	9.8			10.8			13.1
LOS	B	A			B			B
Approach Delay				10.8			13.1	
Approach LOS				B			B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: JLR
Agency/Co.: K&S
Date Performed: 12/14/2014
Analysis Time Period: PM Peak Hour
Intersection: D-5
Jurisdiction: Dania Beach
Units: U. S. Customary
Analysis Year: 2016 TOTAL
Project ID: Koosh Retail center
East/West Street: Griffin Road (SR 818)
North/South Street: SW 27th Avenue
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	28	790	18	22	1155	36
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.91	0.91	0.91
Hourly Flow Rate, HFR	30	858	19	24	1269	39
Percent Heavy Vehicles	3	--	--	3	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?						
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume			9			23
Peak Hour Factor, PHF			0.75			0.75
Hourly Flow Rate, HFR			12			30
Percent Heavy Vehicles			0			0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes			1			1
Configuration			R			R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L	L			R			R
v (vph)	30	24			12			30
C(m) (vph)	520	759			623			470
v/c	0.06	0.03			0.02			0.06
95% queue length	0.18	0.10			0.06			0.20
Control Delay	12.3	9.9			10.9			13.2
LOS	B	A			B			B
Approach Delay			10.9			13.2		
Approach LOS			B			B		

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: JLR
Agency/Co.: K&S
Date Performed: 12/14/2014
Analysis Time Period: PM Peak Hour
Intersection: D-5
Jurisdiction: Dania Beach
Units: U. S. Customary
Analysis Year: 2016 Total
Project ID: Koosh Retail center
East/West Street: Griffin Road (SR 818)
North/South Street: Koosh Main Access
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		826	16		1218	
Peak-Hour Factor, PHF		0.92	0.92		0.91	
Hourly Flow Rate, HFR		897	17		1338	
Percent Heavy Vehicles		--	--		--	--
Median Type/Storage	Raised curb		/ 1			
RT Channelized?						
Lanes		2	0		2	
Configuration		T	TR		T	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume			36			
Peak Hour Factor, PHF			0.75			
Hourly Flow Rate, HFR			48			
Percent Heavy Vehicles			0			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes			1			
Configuration			R			

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config					R			
v (vph)					48			
C(m) (vph)					608			
v/c					0.08			
95% queue length					0.26			
Control Delay					11.4			
LOS					B			
Approach Delay				11.4				
Approach LOS				B				

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Appendix H

Sec. 265-90
Parking reductions for mixed use development
City of Dania Beach

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- **Sec. 265-90. - Parking reductions for mixed use development.**

(A) *[Multiple types of uses.]* When a building or combination of buildings on a lot is used for multiple types of uses, the total number of required parking spaces shall be determined by using the shared parking methodologies established by the latest edition of the Urban Land Institute Shared Parking Manual in order to provide the flexibility of proportioning the base parking rates established for each individual use under section 265-50. An alternate parking standard as defined in section 265-60 may also be utilized in determining base parking rates for individual uses for a shared parking analysis conducted using any of the methodologies provided for in this section.

(B) In lieu of the shared parking methodology, a developer may utilize the following schedule, although it may not provide the full parking reduction that the shared parking methodology provides.

(C) *How to use the mixed use development shared parking schedule.* Multiply the required parking spaces for each individual use by the appropriate percentage listed in the table below for each of the designated time periods. Add the resulting minimum required spaces in each of the five (5) vertical columns for table below. The minimum total parking requirement is the highest sum of the vertical columns.

(D) *Mixed use development shared parking schedule.*

Use	Weekday Night Midnight to 6 a.m.	Weekday Day 9 a.m. to 6 p.m.	Weekday Evening 6 p.m. to Midnight	Weekend Day 9 a.m. to 6 p.m.	Weekend Evening 6 p.m. to Midnight
Residential	100%	60%	90%	80%	90%
Office	5%	100%	5%	5%	5%
Commercial/Retail	5%	70%	70%	100%	70%
Hotel, Hotel-Condo, Extended Stay Hotel	100%	70%	100%	80%	100%
Restaurant	10%	70%	100%	70%	100%
Playhouse/ Nightclub/ Bar	20%	50% *	100%	80% *	100%
Other	100%	100%	100%	100%	100%

* 10% if not open between 6:00 am and 6:00 pm.

(E) *[Mixed residential, nonresidential developments.]* For mixed residential and nonresidential developments utilizing the shared parking schedule or shared parking methodology, a minimum of one (1) parking space shall be reserved for each residential unit. These spaces shall be included in the "other" category and applied as one hundred (100) percent utilization. All other spaces (including unreserved residential spaces) shall be available to all customers, residents, and guests of the development without restriction.

(F) *[Eligibility.]* To be eligible for inclusion in the supply of shared parking, the parking spaces must be within one-quarter (¼) mile (one thousand three hundred twenty (1,320) feet) of the access entryway of any building that it is serving and the paths between the spaces and the uses they are serving should be unencumbered by physical obstructions or impediments.

(G) [*Mix of uses.]* The approved site plan for the mixed-use development shall specify the mix of uses by nonresidential floor area, seating capacity and dwelling units, as applicable. Any change in the mixture or intensity of uses shall require site plan modification.

(Ord. No. 2010-20, § 2(Exh. A), 9-14-10)