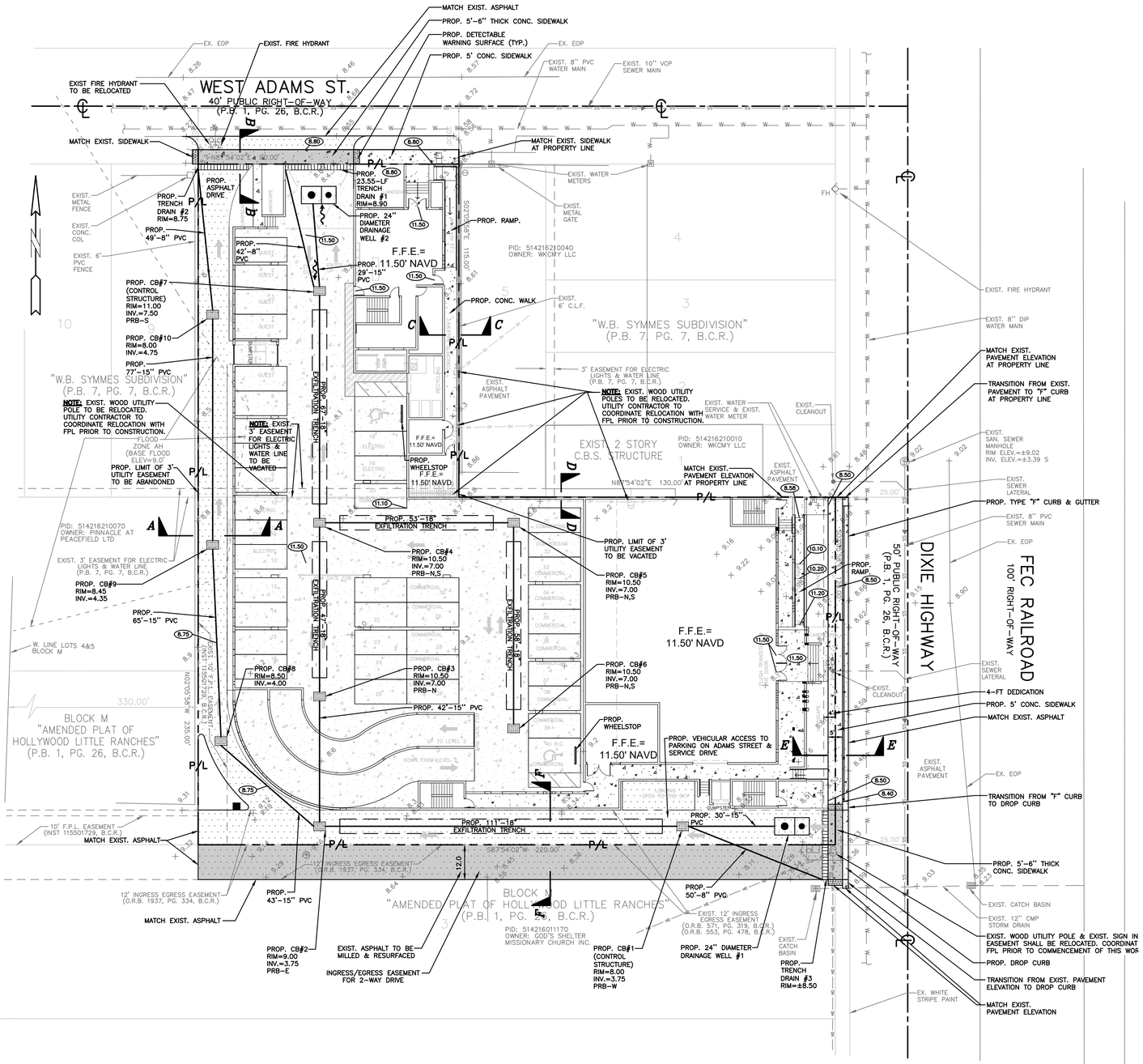
ELEVATIONS ARE REFERENCED TO NAVD 1988



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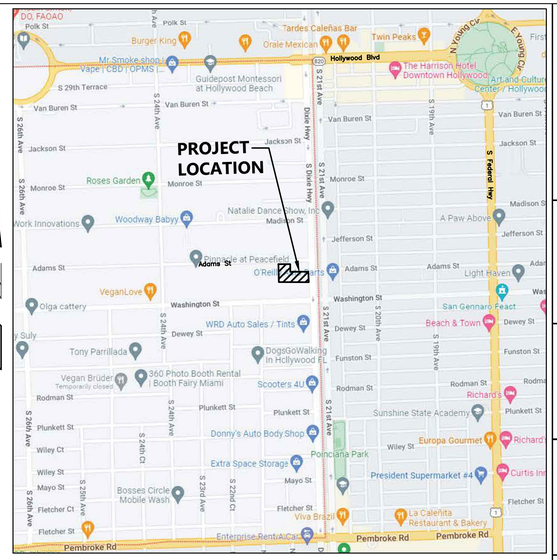

LOCATION MAP
NOT TO SCALE

LEGAL DESCRIPTION:

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PARCEL 3

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PARCEL 4

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FLOOD INFORMATION:
Community name and number:
City of Hollywood, Broward County, Florida 125113
Map and panel number: 12011C0569H
Effective on 08/18/2014
Zone: "X" (0.2%), AH
Base Flood Elevation: 9.0' for AH
Broward County 100 Year Flood Elevation is 11.50' NAVD

NOTES:

1. MAXIMUM SLOPE FOR HANDICAP PARKING SPACES & ACCESS AISLES TO BE 2%.
2. CONTRACTOR RESPONSIBLE FOR ALL REQUIRED DEMOLITION & REMOVAL OF MATERIALS FROM THE SITE.
3. MAXIMUM CROSS SLOPE ON WALKWAYS TO BE 2%
4. MAXIMUM LENGTH WISE SLOPE ON WALKWAYS TO BE 5%.
5. CONNECT ALL ROOF DRAINS AND CONDENSATE LINES TO DRAINAGE CATCH BASINS.
6. CONCRETE FOR SIDEWALKS CROSSING DRIVEWAYS & IN THE PUBLIC RIGHT OF WAY BE 6" DEEP AND 3,000 PSI ON 12" COMPACTED SUBGRADE.
7. ON-SITE PEDESTRIAN SIDEWALKS TO BE 4" DEEP, 3,000 PSI ON 4" COMPACTED SUBGRADE.
8. CONTRACTOR RESPONSIBLE FOR REMOVING AND RELOCATING ANY EXISTING ITEMS IN CONFLICT WITH NEW CONSTRUCTION.
9. CONTRACTOR TO FIELD VERIFY EXISTING GRADES PRIOR TO CONSTRUCTION
10. CONTRACTOR RESPONSIBLE FOR REPAIRING ALL EXISTING ITEMS DAMAGED DURING CONSTRUCTION TO THEIR ORIGINAL CONDITIONS (AT A MINIMUM).
11. ALL EXISTING SIDEWALKS ALONG THE SITE TO BE REPLACED, MINIMUM 5-FOOT WIDTH.
12. ROOF DRAINAGE TO BE COLLECTED AND CONNECTED TO THE ON-SITE DRAINAGE SYSTEM

LEGEND

- PROPOSED ASPHALT
- PROPOSED PAVEMENT RESTORATION
- PROPOSED 4" THICK CONCRETE
- PROPOSED 6" THICK CONCRETE
- (9.50) PROPOSED ELEVATION
- PROPOSED CATCH BASIN
- PROPOSED PIPE
- PROPOSED DRAINAGE PIPE
- PROPOSED MANHOLE
- PROPOSED AREA DRAIN
- x 9.45 EXISTING ELEVATION
- EXISTING PIPE
- WM EXISTING WATER METER
- WPP EXISTING WOOD POWER POLE
- X EXISTING FENCE
- MH EXISTING MANHOLE (AS DESIGNATED)
- SIGN EXISTING SIGN (AS INDICATED)
- CB EXISTING CATCH BASIN
- EXISTING PIPING AND APPURTENANCES

FRANKEL BENAYOUN ARCHITECTS INC
ARCHITECTS PLANNERS INTERIOR DESIGN
LICENSE NO. AA-C001494
MARKUS A. FRANKEL, LICENSE NO. AR0007143
IFHAT BENAYOUN FISHMAN, LICENSE NO. AR0017273
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Certificate of Authorization 7325
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BROOKLYN, NY 11250
917-586-4767

810 SOUTH DIXIE HIGHWAY
NEW MIXED USE
DH-3
HOLLYWOOD, FLORIDA

NO.	REVISION	DATE	BY

SIGNATURE DATE

DRAWING TITLE:
PAVING, GRADING & DRAINAGE PLAN

SCALE: 1"=20' DATE: SEPTEMBER 5, 2023
SHEET NUMBER: C-1

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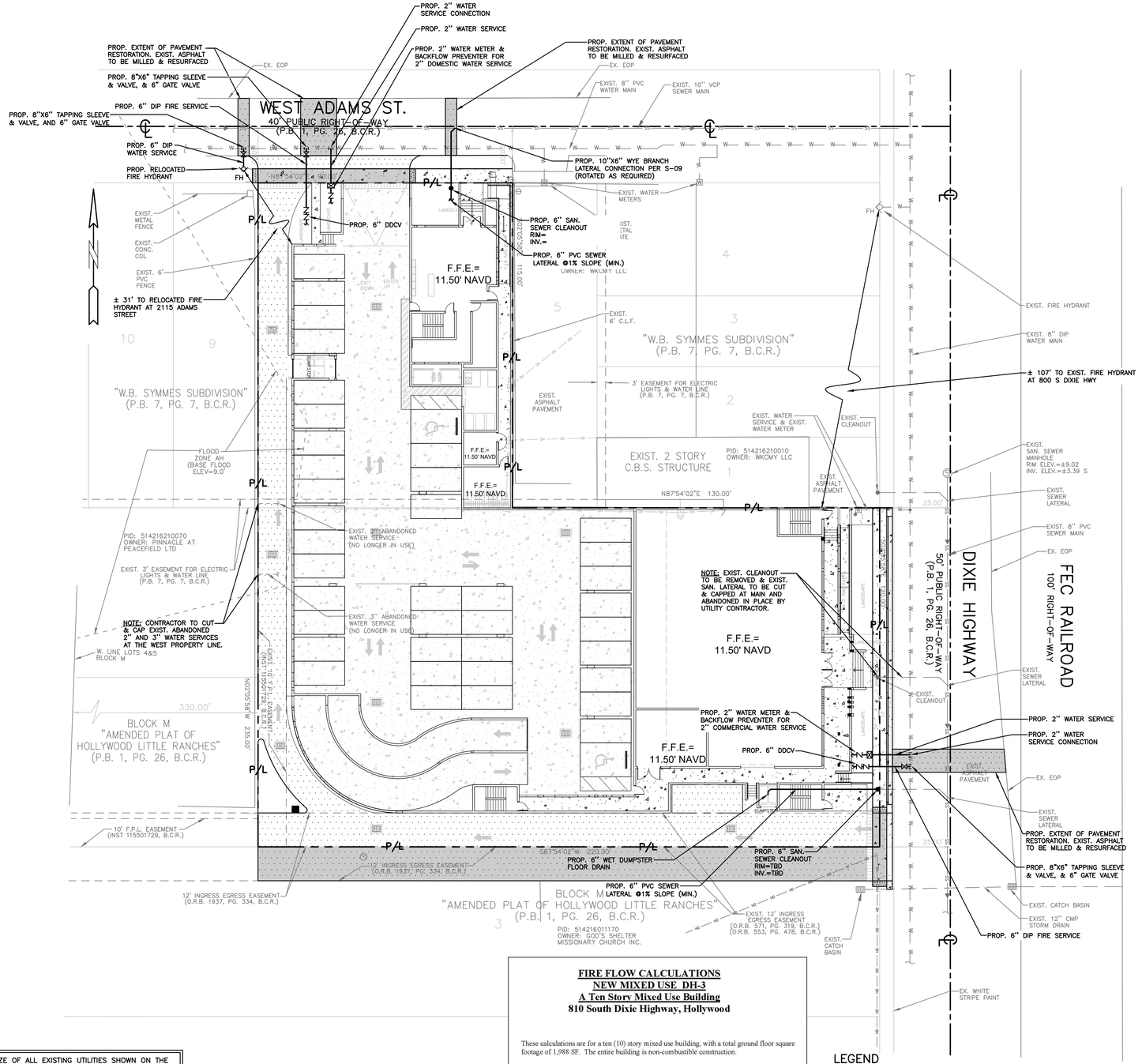

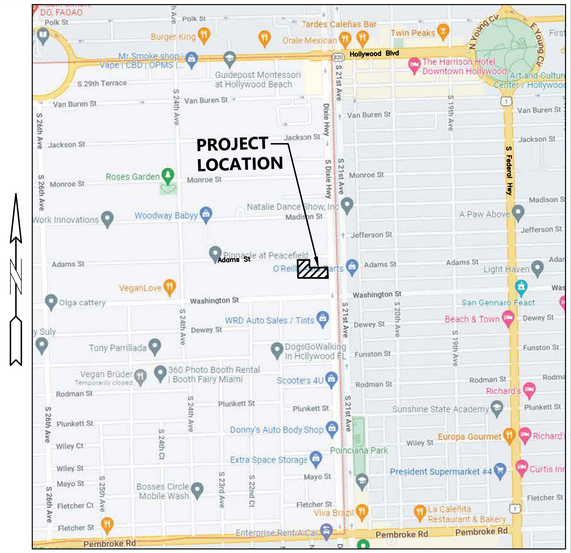

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NOTES:

1. REFER TO PLUMBING PLANS FOR COORDINATION WITH BUILDING WATER, SEWER AND FIRE SERVICES.
2. CONTRACTOR TO FIELD VERIFY LOCATION, SIZE, MATERIAL AND DEPTH OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.
3. INSTALLATION OF ALL UTILITIES TO BE COORDINATED TO PREVENT PIPE CONFLICTS
4. UNDERGROUND FIRE MAIN WORK WILL BE COMPLETED BY A CONTRACTOR HOLDING A CLASS I, II, OR V LICENSE PER FS 633.102

FLOOD INFORMATION:

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City of Hollywood, Broward County, Florida 125113
Map and panel number: 12011C0569H
Effective on 08/18/2014
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Base Flood Elevation: 9.0' for AH
Broward County 100 Year Flood Elevation is 11.50' NAVD

WATER MAINS AND HYDRANTS SHALL BE COMPLETED AND IN SERVICE PRIOR TO COMMERCIAL VERTICAL CONSTRUCTION ON ANY BUILDING OR BRINGING IN COMBUSTIBLE STOCK ON SITE PER NFPA 1, 16,4.3.1.1.

WATER AND SEWER DEMAND

RETAIL SPACE: 5,450 SF X 10 GPD/100 SF = 545 GPD
RESIDENTIAL: 96 UNITS X 250 GPD/UNIT = 24,000 GPD
TOTAL = 24,545 GPD

FIRE FLOW CALCULATIONS
NEW MIXED USE DH-3
A Ten Story Mixed Use Building
810 South Dixie Highway, Hollywood

These calculations are for a ten (10) story mixed use building, with a total ground floor square footage of 1,988 SF. The entire building is non-combustible construction.

Fire Flow Area = 24,228 SF

Based on Type II (222) construction. Per NFPA 18.4.4.1 Fire Flow Area, the fire flow area is based on the total square footage of the three largest floors, which is 24,228 square feet.

Per Table 18.4.5.2.1, the fire flow requirement is 1,750 gpm for 2 hours.

NFPA 18.4.5.3.2 states that the required fire flow can be reduced by 75% if the building has automatic sprinklers.

1,750 gpm X 75% = 1,312.50 gpm (fire flow credit)

1,750 gpm – 1,312.50 gpm = 437.50 gpm

The minimum fire flow per NFPA 18.4.5.3.2 is 1,000 gpm

Fire flow required = 1,000 gpm

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SIGNATURE DATE

NO.	REVISION	DATE	BY

DRAWING TITLE:
WATER & SEWER PLAN

SCALE: 1"=20'
DATE: SEPTEMBER 5, 2023
SHEET NUMBER: C-2

TAC 1 SUBMITTAL

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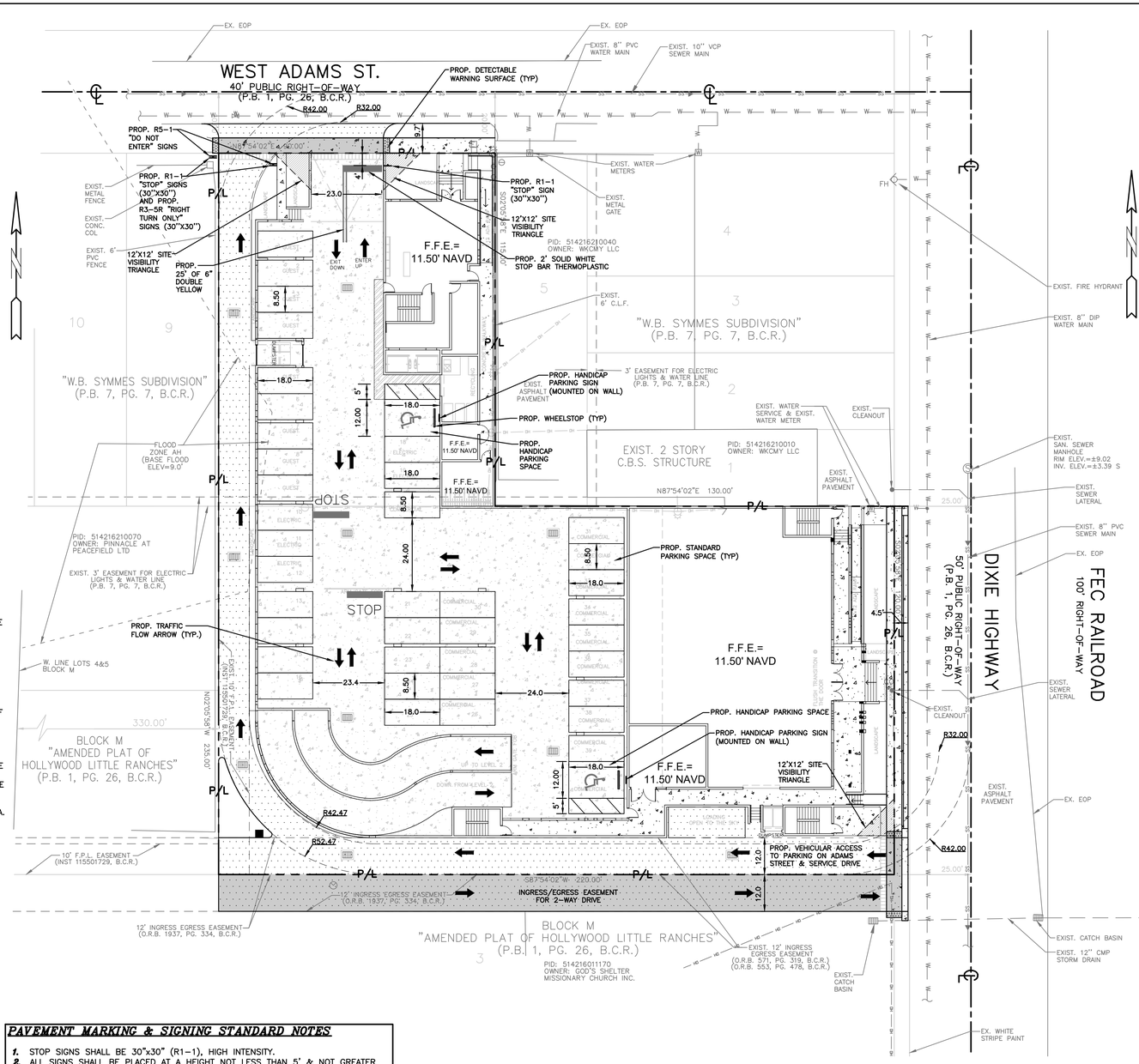

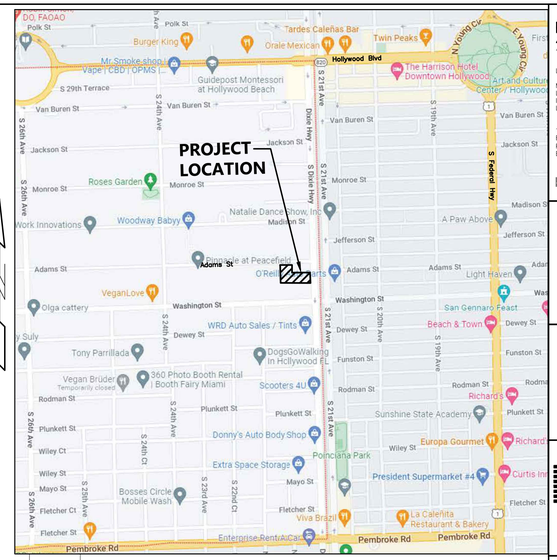

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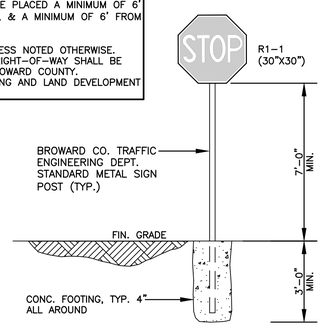
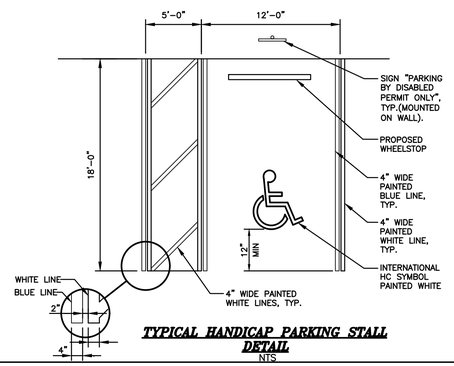
PAVEMENT MARKING & SIGNING STANDARD NOTES

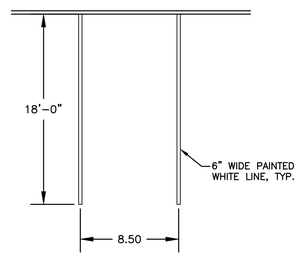
1. STOP SIGNS SHALL BE 30"x30" (R1-1), HIGH INTENSITY.
2. ALL SIGNS SHALL BE PLACED AT A HEIGHT NOT LESS THAN 5' & NOT GREATER THAN 7', THE HEIGHT IS MEASURED FROM THE BOTTOM OF THE SIGN TO THE EDGE OF NEAREST PAVEMENT. THE SIGN POST SHALL BE PLACED A MINIMUM OF 6' TO A MAXIMUM OF 12' FROM THE ADJACENT PAVEMENT, & A MINIMUM OF 6' FROM THE CROSS TRAFFIC PAVEMENT.
3. STOP BARS SHALL BE 24" WHITE.
4. ALL SITE PAVEMENT MARKINGS SHALL BE PAINTED, UNLESS NOTED OTHERWISE.
5. ALL PAVEMENT MARKINGS AND SIGNAGE IN THE ROAD RIGHT-OF-WAY SHALL BE THERMOPLASTIC & SHALL CONFORM TO MUTCD AND BROWARD COUNTY.
6. ALL SIGNAGE SHALL BE IN COMPLIANCE WITH THE ZONING AND LAND DEVELOPMENT REGULATIONS.



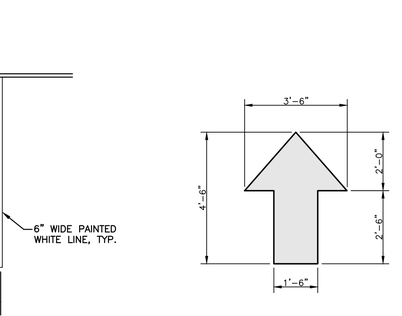
TYPICAL SIGN INSTALLATION
NTS



TYPICAL HANDICAP PARKING STALL DETAIL
NTS



TYPICAL REGULAR PARKING STALL
NTS



NOTES:
1. TOP PORTION OF SIGN SHALL HAVE A REFLECTORIZED BLUE BACKGROUND.
2. BOTTOM PORTION OF SIGN SHALL HAVE A REFLECTORIZED WHITE BACKGROUND WITH BLACK OPAQUE LEGEND AND BORDER.
3. LOCATE SIGN AT CENTERLINE AND HEAD OF EACH HANDICAP PARKING STALL, WHERE APPLICABLE.

FTP-26 HANDICAP PARKING SIGN WITH SUPPLEMENTAL 12" x 6" "MINIMUM FINE $250.00" SIGN

NOTES:
1. TOP PORTION OF SIGN SHALL HAVE A REFLECTORIZED BLUE BACKGROUND.
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3. LOCATE SIGN ON WALL AT CENTERLINE AND ADJACENT TO HEAD OF EACH HANDICAP PARKING STALL, WHERE APPLICABLE.

HANDICAP SIGN-WALL MOUNTED DETAIL
NTS

TRAFFIC CONTROL ARROW
N.T.S.

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SCALE: 1"=20' DATE: SEPTEMBER 5, 2023
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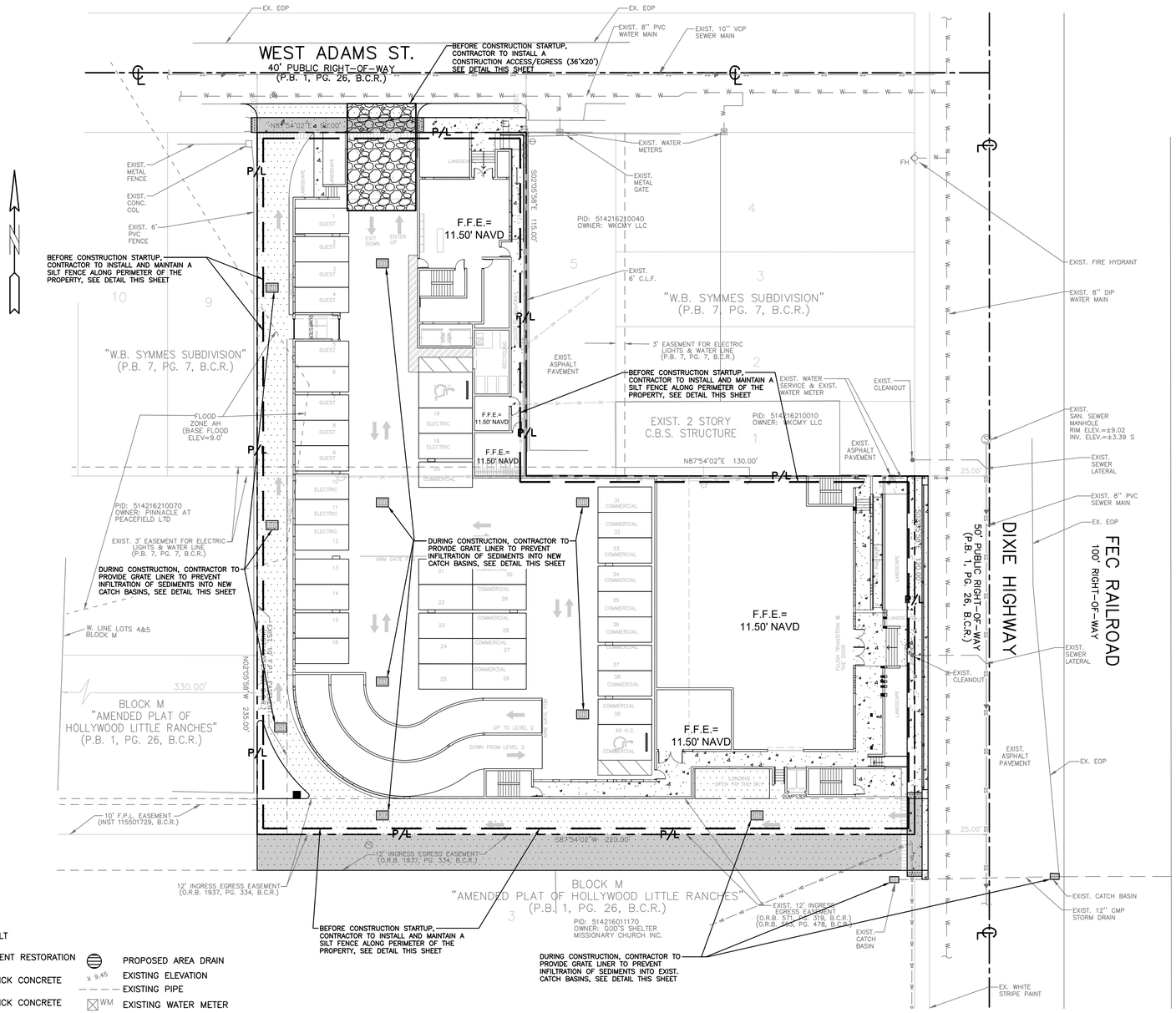

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- EXISTING PIPING AND APPURTENANCES

THE LOCATION AND SIZE OF ALL EXISTING UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND ARE BASED ON THE BEST AVAILABLE INFORMATION. ADDITIONAL UTILITIES MAY EXIST WHICH ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY ALL UTILITIES, BY ELECTRONIC METHODS AND BY HAND EXCAVATION IN COORDINATION WITH ALL UTILITY COMPANIES, PRIOR TO BEGINNING ANY CONSTRUCTION OPERATIONS. CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING OF DISCREPANCIES PRIOR TO BEGINNING WORK. ANY AND ALL CONFLICTS OF EXISTING UTILITIES WITH PROPOSED IMPROVEMENTS SHALL BE RESOLVED BY THE ENGINEER AND THE UTILITY OWNER PRIOR TO BEGINNING ANY CONSTRUCTION OPERATIONS. THIS WORK BY THE CONTRACTOR SHALL BE CONSIDERED INCIDENTAL.

CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND SITE CONDITIONS BEFORE PROCEEDING WITH WORK. IF ANY DISCREPANCIES, ERRORS OR OMISSIONS SHOULD BE ENCOUNTERED ON PLANS, CONTRACTOR SHALL NOTIFY ARCHITECT BEFORE ANY PART OF THE WORK IS STARTED, SO THAT PROPER CORRECTIONS BE MADE. IF ARCHITECT IS NOT NOTIFIED PRIOR TO COMMENCING OF THE WORK, THE CONTRACTOR SHALL BEAR FULL RESPONSIBILITY FOR ANY DISCREPANCIES, ERRORS OR OMISSIONS.

BMP NOTES:

1. ALL SEDIMENT CONTROL MEASURES ARE TO BE ADJUSTED TO MEET FIELD CONDITIONS AT THE TIME OF CONSTRUCTION AND BE CONSTRUCTED PRIOR TO ANY GRADING OR DISTURBANCE OF EXIST. SURFACE MATERIAL ON BALANCE OF SITE. PERIMETER SEDIMENT BARRIERS SHALL BE CONSTRUCTED TO PREVENT SEDIMENT OR TRASH FROM FLOWING OR FLOATING ON TO ADJACENT PROPERTIES.
2. PERIODIC INSPECTION AND MAINTENANCE OF ALL SEDIMENT CONTROL STRUCTURES MUST BE PROVIDED TO ENSURE INTENDED PURPOSE IS ACCOMPLISHED. THE DEVELOPER, OWNER AND/OR CONTRACTOR SHALL BE CONTINUALLY RESPONSIBLE FOR ALL SEDIMENT CONTROLS. SEDIMENT CONTROL MEASURES SHALL BE IN WORKING CONDITION AT THE END OF EACH WORKING DAY.
3. SEDIMENT WILL BE PREVENTED FROM ENTERING ANY STORM WATER SYSTEM, DITCH OR CHANNEL. ALL STORMWATER INLETS THAT ARE MADE OPERABLE DURING CONSTRUCTION SHALL BE PROTECTED SO THAT SEDIMENT-LADEN WATER CANNOT ENTER THE CONVEYANCE SYSTEM WITHOUT FIRST BEING FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT.
4. WHERE CONSTRUCTION VEHICLE ACCESS ROUTES INTERSECT PAVED PUBLIC ROADS, PROVISIONS SHALL BE MADE TO MINIMIZE THE TRANSPORT OF SEDIMENT BY TRACKING ONTO THE PAVED SURFACE. WHERE SEDIMENT IS TRANSPORTED ONTO A PUBLIC ROAD SURFACE WITH CURBS AND GUTTERS, THE ROAD SHALL BE CLEANED THOROUGHLY AT THE END OF EACH DAY. SEDIMENT SHALL BE REMOVED FROM THE ROADS BY SHOVELING OR SWEEPING AND TRANSPORTED TO A SEDIMENT CONTROL DISPOSAL AREA. STREET WASHING SHALL BE ALLOWED ONLY AFTER SEDIMENT IS REMOVED IN THIS MANNER. THIS PROVISION SHALL APPLY TO INDIVIDUAL SUBDIVISION LOTS AS WELL AS TO LARGER LAND DISTURBING ACTIVITIES.
5. PERMANENT OR TEMPORARY SOIL STABILIZATION SHALL BE APPLIED TO DENUDED AREAS WITHIN SEVEN (7) DAYS AFTER FINAL GRADE IS REACHED ON ANY PORTION OF THE SITE. TEMPORARY SOIL STABILIZATION SHALL BE APPLIED WITHIN SEVEN (7) DAYS TO DENUDED AREAS THAT MAY NOT BE AT FINAL GRADE BUT WILL REMAIN UNDISTURBED FOR LONGER THAN THIRTY (30) DAYS. PERMANENT STABILIZATION SHALL BE APPLIED TO AREAS THAT ARE TO BE LEFT UNDISTURBED FOR MORE THAN ONE YEAR.
6. DURING CONSTRUCTION OF THE PROJECT, SOIL STOCKPILES SHALL BE STABILIZED, COVERED OR CONTAINED WITH SEDIMENT TRAPPING MEASURES. THE CONTRACTOR IS RESPONSIBLE FOR THE TEMPORARY PROTECTION AND PERMANENT STABILIZATION OF ALL SOIL STOCKPILES ON SITE AS WELL AS SOIL INTENTIONALLY TRANSPORTED FROM THE PROJECT SITE.
7. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
8. PROPERTIES AND WATER WAYS DOWNSTREAM FROM CONSTRUCTION SITE SHALL BE PROTECTED FROM SEDIMENT DEPOSITION AND EROSION AT ALL TIMES DURING CONSTRUCTION.
9. CONTRACTOR IS RESPONSIBLE FOR ALL SURFACE WATER DISCHARGES, RAINFALL RUN OFF OR DEWATERING ACTIVITIES.
10. CONTRACTOR MUST INCORPORATE ALL BMP'S NECESSARY TO MEET OR EXCEED STATE WATER QUALITY AND SWPPP REQUIREMENTS.
11. THE POLLUTION PREVENTION PLAN IS A MINIMUM GUIDELINE ONLY. ADDITIONAL BMP'S MAY BE NECESSARY AT CONTRACTOR'S EXPENSE.

LOCATION MAP
NOT TO SCALE

LEGAL DESCRIPTION:

PARCEL 1

THE EAST 150 FEET OF LOTS 4 AND 5, BLOCK M, OF THE "AMENDED PLAT OF HOLLYWOOD LITTLE RANCHES", ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 1, PAGE 26, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

PARCEL 2

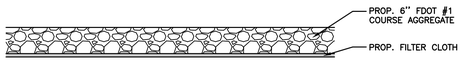
LOTS 6 AND 7 OF "W.B. SYMMES SUBDIVISION", ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 7, PAGE 7, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

PARCEL 3

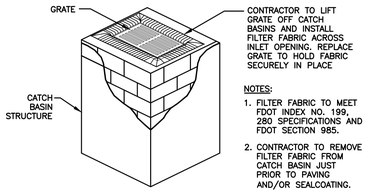
LOT 8 OF "W.B. SYMMES SUBDIVISION", ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 7, PAGE 7, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

PARCEL 4

LOTS 4 AND 5, LESS THE EAST 150 FEET THEREOF, AND LESS THE WEST 330 FEET THEREOF, BLOCK M, OF THE "AMENDED PLAT OF HOLLYWOOD LITTLE RANCHES", ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 1, PAGE 26, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

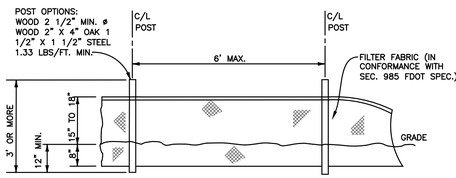


GRAVEL ENTRANCE/EXIT - DURING CONSTRUCTION DETAIL
N.T.S.



NOTES:
1. FILTER FABRIC TO MEET FDOT INDEX NO. 199, 280 SPECIFICATIONS AND FDOT SECTION 985.
2. CONTRACTOR TO REMOVE FILTER FABRIC FROM CATCH BASIN JUST PRIOR TO PAVING AND/OR SEALCOATING.

POLLUTION PREVENTION FOR CATCH BASIN
N.T.S.



TYPE III SILT FENCE
N.T.S.

FRANKEL BENAYOUN ARCHITECTS, INC.
ARCHITECTS PLANNERS INTERIOR DESIGN
LICENSE NO. AA-C001494
MARKUS A. FRANKEL, LICENSE NO. AR0007143
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Certificate of Authorization 7325
SUSAN C. HOLLAND
STATE OF FLORIDA PROFESSIONAL ENGINEER
LICENSE No. 41831

LANDSCAPE ARCH.:
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LANDSCAPE ARCHITECTURE
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OWNER / DEVELOPER
ADAMS STREET RESIDENTIAL, LLC
1820 AVE. M SUITE 2254
BROOKLYN, NY 11250
917-586-4767

810 SOUTH DIXIE HIGHWAY
NEW MIXED USE
DH-3
HOLLYWOOD, FLORIDA

NO.	REVISION	DATE	BY

SIGNATURE DATE

DRAWING TITLE:
STORMWATER POLLUTION PREVENTION PLAN

SCALE: 1"=20' DATE: SEPTEMBER 5, 2023

SHEET NUMBER:
C-4

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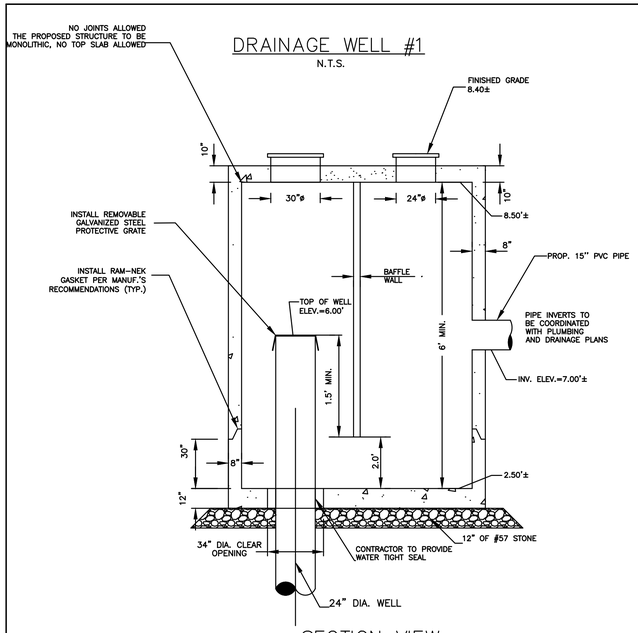
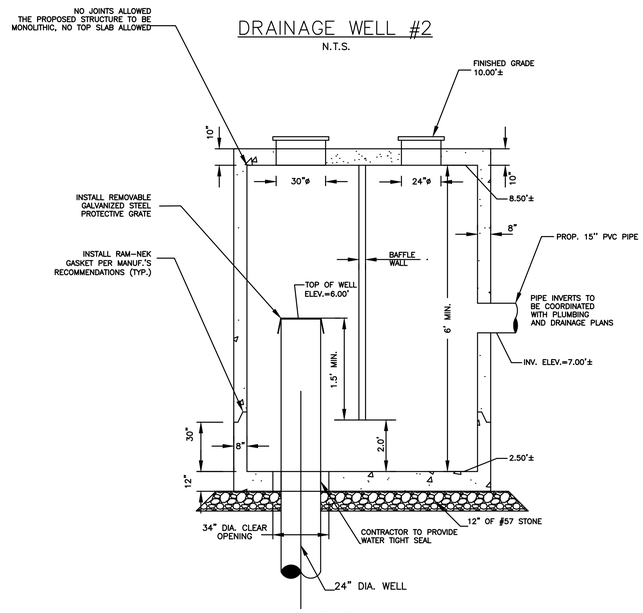


DRAINAGE WELL #1

N.T.S.

SECTION VIEW

N.T.S.

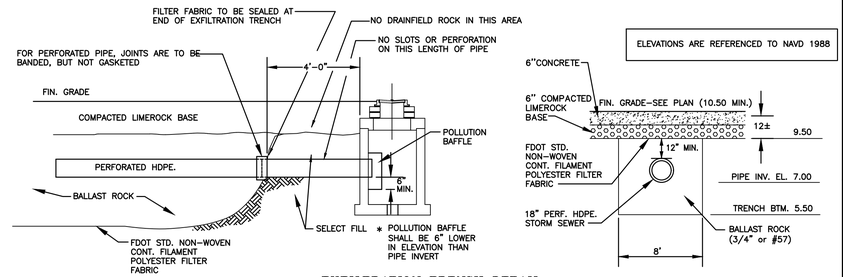


DRAINAGE WELL #2

N.T.S.

SECTION VIEW

N.T.S.

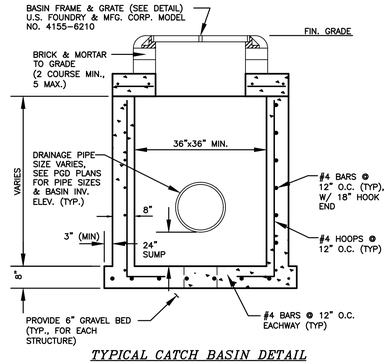


EXFILTRATION TRENCH DETAIL

N.T.S.

ELEVATIONS ARE REFERENCED TO NAVD 1988

NOTE:
SURFACE WATER MANAGEMENT SYSTEM SHALL BE CLEANED/MAINTAINED AS NEEDED AND AT LEAST ONCE PER YEAR.



TYPICAL CATCH BASIN DETAIL

N.T.S.

CONTRACTOR TO VERIFY PIPE INVERTS PRIOR TO WELL BOX CONSTRUCTION

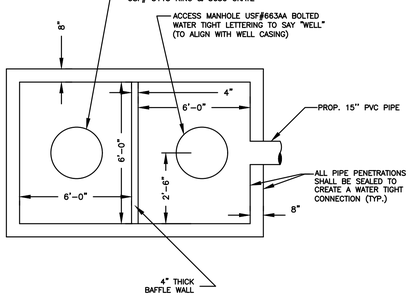
WELL #1 LOCATION	
LATITUDE:	26°0'18.27"N
LONGITUDE:	80°08'58.73"W

CONTRACTOR TO VERIFY PIPE INVERTS PRIOR TO WELL BOX CONSTRUCTION

WELL #1 LOCATION	
LATITUDE:	26°0'16.25"N
LONGITUDE:	80°8'57.02"W

DRAINAGE WELL #1

N.T.S.

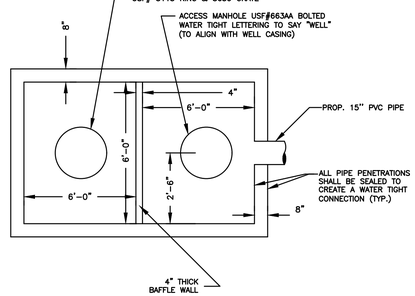


TOP VIEW

N.T.S.

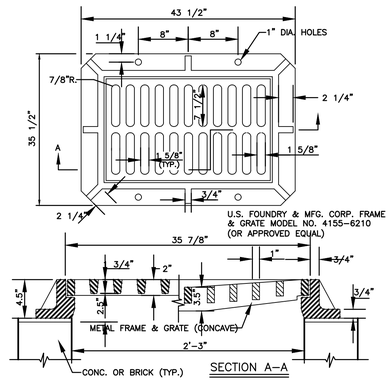
DRAINAGE WELL #2

N.T.S.



TOP VIEW

N.T.S.

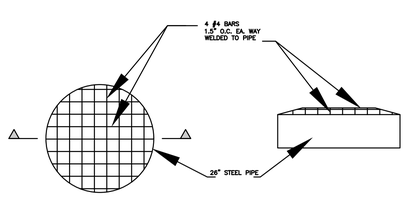


FRAME & GRATE DETAIL

N.T.S.

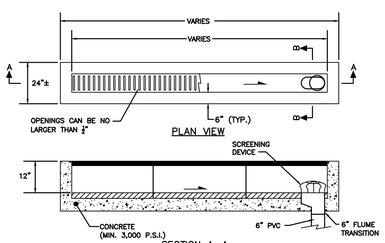
NOTES:

1. WELL DRILLER RESPONSIBLE FOR OBTAINING WELL CONSTRUCTION PERMIT.
2. NEOPRENE GASKETS TO BE INSTALLED UNDER LIDS AND AROUND PIPES.
3. VENT PIPES NOT TO BE INSTALLED DIRECTLY ACROSS FROM INLET PIPE.
4. WELL COVERS TO BE SECURELY ATTACHED TO STRUCTURE WITH NO MORTAR OR BRICKS.
5. CONTRACTOR SHALL GROUT BETWEEN 4" CONC. BAFFLE AND LID OF STRUCTURE TO ENSURE WATER PROOF SEAL.
6. WELL BOX REINFORCEMENT SHALL BE DESIGNED BY PRE-CASTER TO MEET F-DOT STANDARDS AND SPECIFICATIONS



WELL SCREEN DETAIL

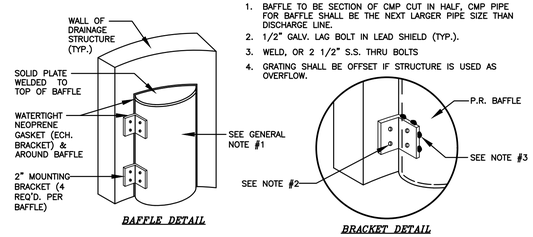
N.T.S.



SECTION B-B

TRENCH DRAIN

N.T.S.



GENERAL NOTES :

1. BAFFLE TO BE SECTION OF CMP CUT IN HALF, CMP PIPE FOR BAFFLE SHALL BE THE NEXT LARGER PIPE SIZE THAN DISCHARGE LINE.
2. 1/2" GALV. LAG BOLT IN LEAD SHIELD (TYP.).
3. WELD, OR 2 1/2" S.S. THRU BOLTS
4. GRATING SHALL BE OFFSET IF STRUCTURE IS USED AS OVERFLOW.

POLLUTION RETARDANT BAFFLE DETAIL

N.T.S.

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ARCHITECTS PLANNERS INTERIOR DESIGN
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IFHAT BENAYOUN FISHMAN, LICENSE NO. AR0017273
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810 SOUTH DIXIE HIGHWAY

NEW MIXED USE

DH-3
HOLLYWOOD, FLORIDA

SIGNATURE DATE

NO.	REVISION	DATE	BY

DRAWING TITLE:
DRAINAGE DETAILS

SCALE: N.T.S. DATE: SEPTEMBER 5, 2023

SHEET NUMBER: C-5

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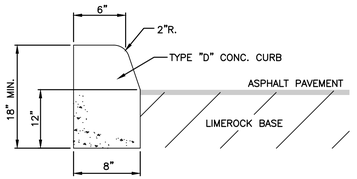
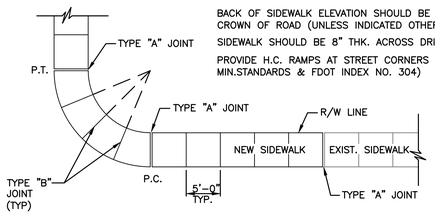


TYPE "D" CONCRETE CURB DETAIL
NTS

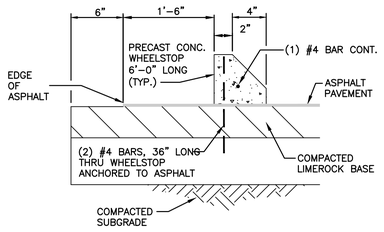


BACK OF SIDEWALK ELEVATION SHOULD BE 0.10' ABOVE CROWN OF ROAD (UNLESS INDICATED OTHERWISE)

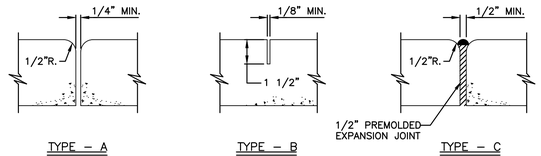
SIDEWALK SHOULD BE 8" THK. ACROSS DRIVEWAYS

PROVIDE H.C. RAMPS AT STREET CORNERS (PER ADA MIN.STANDARDS & FDOT INDEX NO. 304)

SIDEWALK PLAN
N.T.S.



CONCRETE WHEELSTOP DETAILS
NTS



GENERAL NOTE:

SIDEWALK JOINTS
N.T.S.

TYPICAL SIDEWALK THICKNESS (T)

LOCATION :	"T"
RESIDENTIAL AREAS	4"
DRIVEWAYS & OTHER	8"

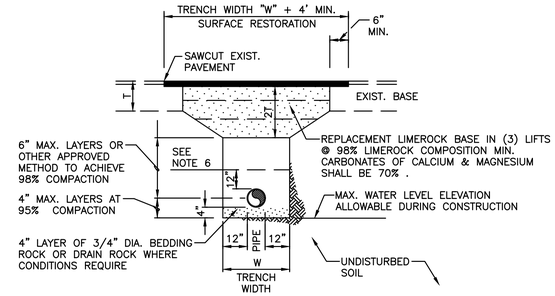
TABLE OF SIDEWALK JOINTS

TYPE	LOCATION :
"A"	P.C. & P.T. OF CURVES & TIE–IN JUNCTION OF EXIST. TO NEW SIDEWALKS.
"B"	5'–0" O.C. ON SIDEWALKS.
"C"	* WHERE SIDEWALK ABUTS CONC. CURBS & DRIVEWAYS OR SIMILIAR STRUCTURES. EXPANSION JOINTS EVERY 50' O.C.

* INSTALLED AT THE DISCRETION OF THE ENGINEER

NOTES:
1. EXPANSION JOINTS EVERY 50' O.C.
2. CONC. MIN. 2500 PSI, NO STEEL IN SIDEWALK
3. 8" THK. SIDEWALK ACROSS DRIVEWAYS

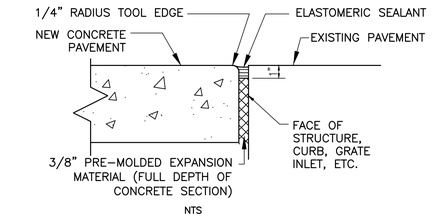
SIDEWALK DETAIL
NTS



GENERAL NOTES:

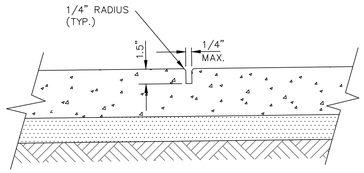
1. WHERE SOIL CONDITIONS CAN NOT BE MAINTAINED AS SHOWN ABOVE, PROVIDE APPROVED METHOD OF CONSTRUCTION .
2. SHEETING WILL BE REQUIRED AS DETERMINED IN THE FIELD .
3. NEW SURFACING MATERIALS SHALL BE CONSISTENT W/ EXIST. & SHALL HAVE BUTT JOINTS (2" MIN. THK.) .
4. COMPACTION PERCENTAGES SHOWN REFER TO AASHTO T–180 .
5. ALL ROADWAY RESTORATION SHALL COMPLY W/ THE RESPECTIVE GOVERNING AUTHORITY HAVING JURISDICTION .
6. MECHANICAL COMPACTION NOT ALLOWED BELOW THIS LEVEL (SEE DETAIL) .
7. DENSITY TESTS – MIN. 2 PER SUB–BASE, MIN. 2 PER LIMEROCK, PER CUT . CITY ENGINEERING DEPT. RECEIVES 2 COPIES OF RESULTS .

PAVEMENT RESTORATION DETAIL
NTS



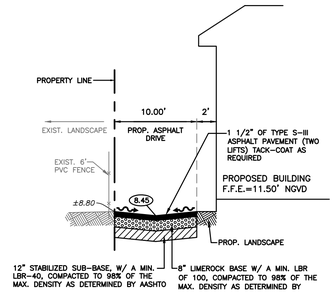
NTS

ISOLATION JOINT

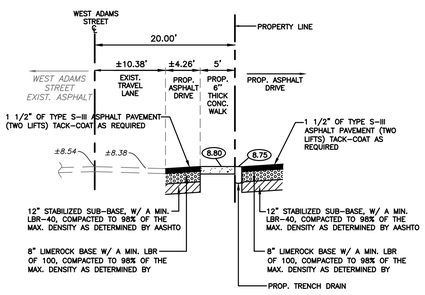


NOTE:
CONSTRUCT CONTROL JOINTS EVERY TEN FEET.

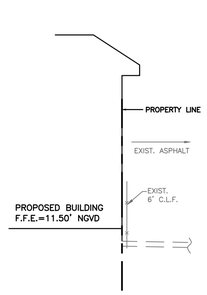
CONTROL JOINT DETAIL
NTS



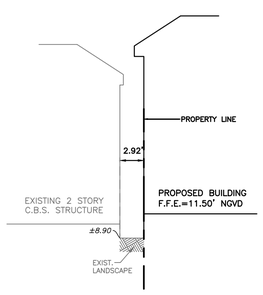
SECTION A-A
N.T.S.



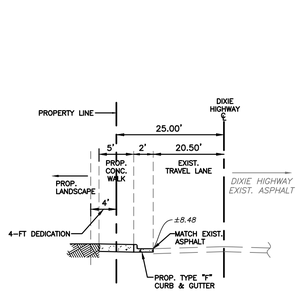
SECTION B-B
N.T.S.



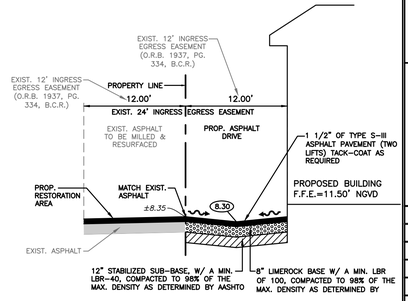
SECTION C-C
N.T.S.



SECTION D-D
N.T.S.



SECTION E-E
N.T.S.



SECTION F-F
N.T.S.

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ARCHITECTS PLANNERS INTERIOR DESIGN

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LICENSE NO. AR0017273

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BROOKLYN, NY 11250
917–586–4767

810 SOUTH DIXIE HIGHWAY
NEW MIXED USE
DH–3
HOLLYWOOD, FLORIDA

SIGNATURE DATE

NO.	REVISION	DATE	BY

DRAWING TITLE:
CIVIL DETAILS & SECTIONS

SCALE: N.T.S. DATE: SEPTEMBER 5, 2023

SHEET NUMBER:
C-6

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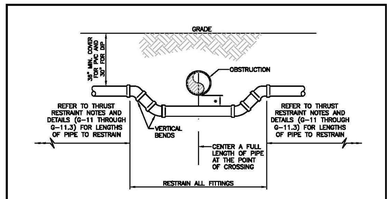
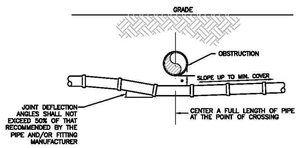


UTILITY CROSSING USING FITTINGS

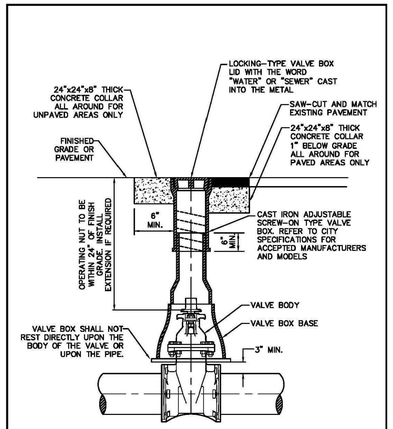
* REFER TO STANDARD DETAIL G-01.1, "SEPARATION REQUIREMENTS", FOR FDEP AND HEALTH DEPARTMENT SEPARATION REQUIREMENTS.



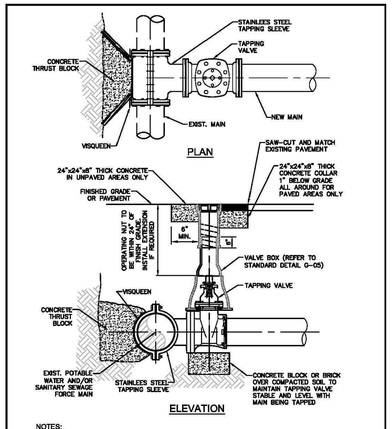
UTILITY CROSSING USING JOINT DEFLECTIONS

* REFER TO STANDARD DETAIL G-01.1, "SEPARATION REQUIREMENTS", FOR FDEP AND HEALTH DEPARTMENT SEPARATION REQUIREMENTS.

ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014
DRAWN: EAM	UTILITY CROSSING DETAIL	DRAWING NO. G-04
APPROVED: XXX		

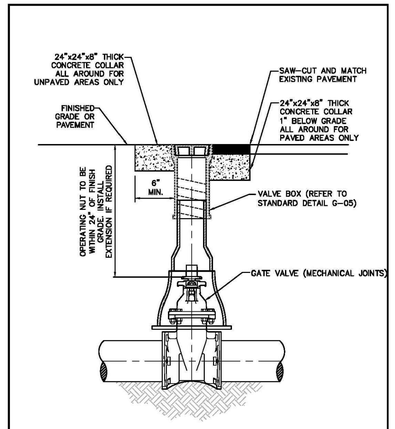


ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014
DRAWN: EAM	TYPICAL VALVE BOX SETTING	DRAWING NO. G-05
APPROVED: XXX		



NOTES:
1. NOTIFY THE CITY OF HOLLYWOOD 48 HOURS IN ADVANCE OF PROPOSED TAP.
2. TAPPING MUST BE DONE IN THE PRESENCE OF AN AUTHORIZED CITY REPRESENTATIVE.
3. TEMPORARY THRUST BLOCKS TO BE INSTALLED AND REMAIN IN PLACE DURING TAPPING OPERATIONS.
4. FOR SEWAGE FORCE MAINS, REFER TO DETAIL OF PRIVATE FORCE MAIN TIE-IN AT PROPERTY LINE.
5. FOR WATER MAINS, A GATE VALVE OF SAME DIAMETER SHALL BE INSTALLED ON THE DOWNSTREAM SIDE OF THE TAPPING VALVE.

ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014
DRAWN: EAM	TYPICAL TAPPING SLEEVE AND VALVE SETTING	DRAWING NO. G-06
APPROVED: XXX		

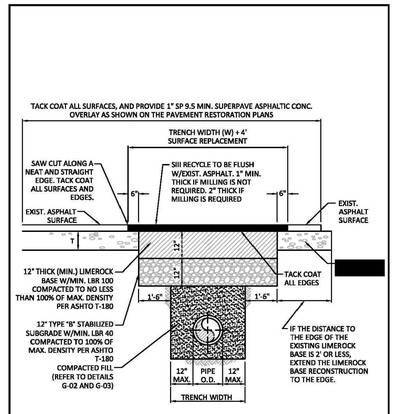


ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014
DRAWN: EAM	TYPICAL GATE VALVE AND VALVE BOX SETTING	DRAWING NO. G-07
APPROVED: XXX		

FLEXIBLE PAVEMENT RESTORATION NOTES:

1. THE ABOVE DETAILS APPLY ONLY TO ASPHALT PAVEMENT RESTORATION OVER UTILITY TRENCHES CUT WITHIN CITY OF HOLLYWOOD RIGHTS-OF-WAY. FOR PAVEMENT RESTORATION WITHIN BROWARD COUNTY OR FDOT RIGHTS-OF-WAY REFER TO THE CORRESPONDING DETAILS FOR THOSE AGENCIES.
2. LIMEROCK BASE MATERIAL SHALL HAVE A MINIMUM L.B.R. OF 100 AND A MINIMUM CARBONATE CONTENT OF 70%. REPLACED BASE MATERIAL OVER TRENCH SHALL BE A MINIMUM OF 12" THICK".
3. LIMEROCK BASE MATERIAL SHALL BE PLACED IN 12" MAXIMUM (LOOSE MEASUREMENT) THICKNESS LAYERS WITH EACH LAYER THOROUGHLY ROLLED OR TAMPED AND COMPACTED TO 100% OF MAXIMUM DENSITY, PER AASHTO T-180, PRIOR TO THE PLACEMENT OF THE SUCCEEDING LAYERS.
4. STABILIZED SUBGRADE MATERIAL SHALL BE GRANULAR AND SHALL HAVE A MINIMUM L.B.R. OF 40.
5. BACKFILL SHALL BE PLACED AND COMPACTED IN ACCORDANCE WITH THE PIPE LAYING CONDITION TYPICAL SECTIONS IN DETAILS G-02 AND G-03, AND THE SPECIFICATIONS, BUT TESTING WILL BEGIN 12" ABOVE THE INSTALLED FACILITY.
6. ALL EDGES AND JOINTS OF EXISTING ASPHALT PAVEMENT SHALL BE SAW CUT TO STRAIGHT LINES, PARALLEL TO OR PERPENDICULAR TO THE ROADWAY, PRIOR TO THE RESURFACING.
7. RESURFACING MATERIAL SHALL BE FDOT SUPERPAVE, AND SHALL BE APPLIED A MINIMUM OF TWO INCH IN THICKNESS.
8. MILL AND BUTT JOINT TO EXISTING PAVEMENT.
9. IF THE TRENCH IS FILLED TEMPORARILY, IT SHALL BE COVERED WITH A 2" ASPHALTIC CONCRETE PATCH TO KEEP THE FILL MATERIAL FROM RAVELING UNTIL REPLACED WITH A PERMANENT PATCH.
10. REFER TO SPECIFICATIONS FOR DETAILED PROCEDURES.
11. WHERE THE UTILITY TRENCH CROSSES EXISTING ASPHALT DRIVEWAYS, THE LIMEROCK BASE THICKNESS MAY BE A MINIMUM OF 6 INCHES THICK. REGARDLESS OF THE EXTENT OF IMPACT, THE ENTIRE DRIVEWAY SURFACE BETWEEN THE EDGE OF THE ROADWAY PAVEMENT AND PROPERTY LINE OR FRONT OF SIDEWALK SHALL BE OVERLAID USING 2-INCH THICK MINIMUM ASPHALTIC CONCRETE SURFACE COURSE WHERE INDICATED ON THE PLANS OR AS DIRECTED BY THE CITY/ENGINEER.

ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 11/06/2017
DRAWN: EAM	FLEXIBLE PAVEMENT RESTORATION NOTES	DRAWING NO. G-12
APPROVED: XXX		



ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 11/06/2017
DRAWN: EAM	FLEXIBLE PAVEMENT RESTORATION FOR TRENCHES CUT PERPENDICULAR AND PARALLEL TO THE ROADWAY	DRAWING NO. G-12.1
APPROVED: XXX		

WATER SYSTEM NOTES:

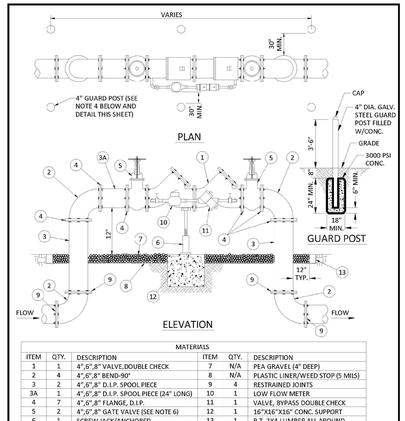
1. NEW OR RELOCATED UNDERGROUND WATER MAINS INCLUDED IN THIS PROJECT THAT WILL CROSS ANY EXISTING OR PROPOSED GRAVITY OR VACUUM-TYPE SANITARY SEWER OR STORM SEWER WILL BE LAID SO THE OUTSIDE OF THE WATER MAIN IS AT LEAST SIX INCHES ABOVE THE OTHER PIPELINE OR AT LEAST 12 INCHES BELOW THE OTHER PIPELINE.
2. NEW OR RELOCATED UNDERGROUND WATER MAINS INCLUDED IN THIS PROJECT THAT WILL CROSS ANY EXISTING OR PROPOSED PRESSURE-TYPE SANITARY SEWER, WASTEWATER OR STORM WATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER WILL BE LAID SO THE OUTSIDE OF THE WATER MAIN IS AT LEAST 12 INCHES ABOVE OR BELOW THE OTHER PIPELINE. [FAC 62-555.314(2); EXCEPTIONS ALLOWED UNDER FAC 62-555.314(5)].
3. AT ALL UTILITY CROSSINGS DESCRIBED ABOVE, ONE FULL LENGTH OF WATER MAIN PIPE WILL BE CENTERED ABOVE OR BELOW THE OTHER PIPELINE SO THE WATER MAIN JOINTS WILL BE AS FAR AS POSSIBLE FROM THE OTHER PIPELINE, OR THE PIPES WILL BE ARRANGED SO THAT ALL WATER MAIN JOINTS ARE AT LEAST THREE FEET FROM ALL JOINTS IN VACUUM-TYPE SANITARY SEWERS, STORM SEWERS, STORM WATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C., AND AT LEAST SIX FEET FROM ALL JOINTS IN GRAVITY OR PRESSURE-TYPE SANITARY SEWERS, WASTEWATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER NOT REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C. [FAC 62-555.314(2); EXCEPTIONS ALLOWED UNDER FAC 62-555.314(5)].
4. NEW UNDERGROUND WATER MAINS INCLUDED IN THIS PROJECT TO BE DUCTILE IRON PIPE (D.I.P.) WHEN CROSSING BELOW SANITARY SEWER MAINS.
5. POLYETHYLENE ENCASEMENT MATERIAL SHALL BE USED TO ENCASE ALL BURIED DUCTILE IRON PIPE, FITTINGS, VALVES, RODS, AND APPURTENANCES IN ACCORDANCE WITH AWWA C105, METHOD A. THE POLYETHYLENE TUBING SHALL BE CUT TWO FEET LONGER THAN THE PIPE SECTION AND SHALL OVERLAP THE ENDS OF THE PIPE BY ONE FOOT. THE POLYETHYLENE TUBING SHALL BE GATHERED AND LAPPED TO PROVIDE A SNUG FIT AND SHALL BE SECURED AT QUARTER POINTS WITH POLYETHYLENE TAPE. EACH END OF THE POLYETHYLENE TUBING SHALL BE SECURED WITH A WRAP OF POLYETHYLENE TAPE.
6. THE POLYETHYLENE TUBING SHALL PREVENT CONTACT BETWEEN THE PIPE AND BEDDING MATERIAL, BUT IS NOT INTENDED TO BE A COMPLETELY AIRTIGHT AND WATERTIGHT ENCLOSURE. DAMAGED POLYETHYLENE TUBING SHALL BE REPAIRED IN A WORKMANLIKE MANNER USING POLYETHYLENE TAPE, OR THE DAMAGED SECTION SHALL BE REPLACED. POLY WRAP WILL NOT BE PAID FOR AS A SEPARATE BID ITEM. IT SHALL BE CONSIDERED TO BE A PART OF THE PRICE BID FOR WATER MAINS.
7. FIRE HYDRANT BARRELS SHALL BE ENCASED IN POLY WRAP UP TO THE GROUND SURFACE AND THE WEEP HOLES SHALL NOT BE COVERED BY THE POLY WRAP.
8. GATE VALVES FOR USE WITH PIPE LESS THAN THREE INCHES (3") IN DIAMETER SHALL BE RATED FOR TWO HUNDRED (200) PSI WORKING PRESSURE, NON-SHOCK, BLOCK PATTERN, SCREWED BONNET, NON-RISING STEM, BRASS BODY, AND SOLID WEDGE. THEY SHALL BE STANDARD THREADED FOR PVC PIPE AND HAVE A MALLEABLE IRON HANDWHEEL. GATE VALVES 3" THROUGH 16" IN DIAMETER SHALL BE RESILIENT SEAT AND BIDIRECTIONAL FLOW ONLY. VALVES FOR SPECIAL APPLICATIONS WILL REQUIRE CITY UTILITY APPROVAL.
9. VALVE BOXES AND COVERS FOR ALL SIZE VALVES SHALL BE OF CAST IRON CONSTRUCTION AND ADJUSTABLE SCREW-ON TYPE. THE LID SHALL HAVE CAST IN THE METAL THE WORD "WATER" FOR THE WATER LINES. ALL VALVE BOXES SHALL BE SIX INCH (6") NOMINAL DIAMETER AND SHALL BE SUITABLE FOR DEPTHS OF THE PARTICULAR VALVE. THE STEM OF THE BURIED VALVE SHALL BE WITHIN TWENTY-FOUR INCHES (24") OF THE FINISHED GRADE UNLESS OTHERWISE APPROVED BY THE CITY.
10. ALL WATER MAIN INSTALLATIONS SHALL COMPLY WITH THE COLOR CODING REQUIREMENTS OF CHAPTER 62-555.320 F.A.C.

ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014
DRAWN: EAM	WATER SYSTEM NOTES	DRAWING NO. W-01
APPROVED: XXX		

WATER SYSTEM NOTES (CONTINUED):

11. ALL WATER MAIN INSTALLATIONS SHALL COMPLY WITH THE COLOR CODING REQUIREMENTS OF CHAPTER 62-555.320 F.A.C.
12. ALL PVC PIPE SHALL CONFORM TO THE REQUIREMENTS OF ANSI/AWWA C900 LATEST REVISION AND CLASS DR 18. ALL DIP WATER MAINS SHALL BE DUCTILE IRON PRESSURE CLASS 350, WITH WALL THICKNESS COMPLYING WITH CLASS 52. ALL DUCTILE IRON PIPE SHALL CONFORM TO THE REQUIREMENTS OF ANSI/AWWA C151/A21.51-02 AND BE CEMENT LINED AND SEAL COATED PER ANSI/AWWA C104/A21.4-03.
13. FITTINGS SHALL BE DUCTILE IRON, MEETING ANSI/AWWA C153/A21.53-00 SPECIFICATIONS, WITH 350 PSI MINIMUM WORKING PRESSURE. FITTINGS MUST BE CEMENT LINED AND SEAL COATED PER ANSI/AWWA C104/A21.4-03. ALL DUCTILE IRON PIPE AND FITTINGS MUST BE MANUFACTURED IN THE UNITED STATES OF AMERICA.
14. ALL DUCTILE IRON PIPE TO BE MECHANICAL JOINTS, WRAPPED IN POLY. ADEQUATE PROTECTIVE MEASURES AGAINST CORROSION SHALL BE USED AS DETERMINED BY DESIGN.
15. PAVEMENT RESTORATION SHALL BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY.
16. ALL TRENCHING, PIPE LAYING, BACKFILL, PRESSURE TESTING, AND DISINFECTING MUST COMPLY WITH THE CITY OF HOLLYWOOD SPECIFICATIONS.
17. THE MINIMUM DEPTH OF COVER OVER WATER MAINS IS 30" (DIP) OR 36" (PVC).
18. MINIMUM HORIZONTAL SEPARATION BETWEEN STORM STRUCTURES AND WATER MAINS SHALL BE 3'.
19. MAXIMUM DEFLECTION PER EACH JOINT SHALL BE 50% OF MANUFACTURES RECOMMENDATION (MAXIMUM) WHERE DEFLECTION IS REQUIRED.
20. CONTRACTOR SHALL BE RESPONSIBLE FOR IDENTIFYING CONFLICTS WITH WATER MAINS PLACED AT MINIMUM COVER. IN CASE OF CONFLICT, WATER MAIN SHALL BE LOWERED TO PASS UNDER CONFLICTS WITH 18" MINIMUM VERTICAL SEPARATION. NO ADDITIONAL PAYMENT SHALL BE DUE TO CONTRACTOR FOR LOWERING THE MAIN OR THE ADDITIONAL FITTINGS USED THEREON.
21. PIPE JOINT RESTRAINT SHALL BE PROVIDED BY THE USE OF DUCTILE IRON FOLLOWER GLANDS MANUFACTURED TO ASTM A 536-80. TWIST-OFF NUTS SHALL BE USED TO ENSURE PROPER ACTUATING OF THE RESTRAINING DEVICES. THE MECHANICAL JOINT RESTRAINING DEVICES SHALL HAVE A WORKING PRESSURE OF 250 PSI MINIMUM, WITH A MINIMUM SAFETY FACTOR OF 2:1, AND SHALL BE EBAA IRON INC., MEGALUG OR APPROVED EQUAL. JOINT RESTRAINTS SHALL BE PROVIDED AT A MINIMUM OF THREE JOINTS (60 FEET) FROM ANY FITTING.
22. WHENEVER IT IS NECESSARY, IN THE INTEREST OF SAFETY, TO BRACE THE SIDES OF A TRENCH, THE CONTRACTOR SHALL FURNISH, PUT IN PLACE AND MAINTAIN SUCH SHEETING OR BRACING AS MAY BE NECESSARY TO SUPPORT THE SIDES OF THE EXCAVATION TO ENSURE PERSONNEL SAFETY, AND TO PREVENT MOVEMENT WHICH CAN IN ANY WAY DAMAGE THE WORK OR ENDANGER ADJACENT STRUCTURES. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE SEQUENCE, METHODS AND MEANS OF CONSTRUCTION, AND FOR THE IMPLEMENTATION OF ALL OSHA AND OTHER SAFETY REQUIREMENTS.

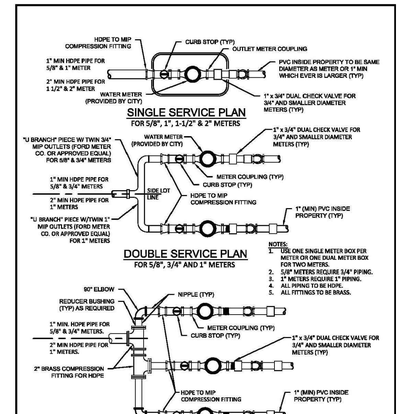
ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014
DRAWN: EAM	WATER SYSTEM NOTES	DRAWING NO. W-02
APPROVED: XXX		



ITEM	QTY.	DESCRIPTION	ITEM	QTY.	DESCRIPTION
1	1	4",6",8" VALVE,DOUBLE PIECE	7	N/A	PEA GRAVEL (4" DEEP)
2	4	4",6",8" BEND-90°	8	N/A	PLASTIC LINER/WEED STOP (5 MILS)
3	2	4",6",8" D.I.P. SPOOL PIECE	9	4	RESTRAINED JOINTS
3A	1	4",6",8" D.I.P. SPOOL PIECE (24" LONG)	10	1	LOW FLOW METER
4	7	4",6",8" FLANGE, D.I.P.	11	1	VALVE, BYPASS DOUBLE CHECK
5	2	4",6",8" GATE VALVE (SEE NOTE 6)	12	1	16"X16"X16" CONC. SUPPORT
6	1	SCREW JACK/ANCHORED	13	1	P.T. 2X4 LUMBER ALL AROUND

NOTES:
1. FIELD ADJUST AND CUT ITEM 3 TO THE PROPER LENGTH.
2. ALL PIPING SHALL BE D.I.P. CL 50/52 AS APPLICABLE TO MINIMUM STANDARDS.
3. ALL LOW FLOW METER PIPING SHALL BE BRASS OR COPPER.
4. PROTECTIVE 4" GALV. GUARD POSTS SHALL BE SPACED EVENLY APART AS SHOWN ABOVE OR IN ACCORDANCE WITH INSPECTOR'S DIRECTIONS.
5. MAY USE 45° BENDS (SEE DETAIL W-07.2) WHEN WORKING AREA IS NOT LIMITED, AS DIRECTED BY CITY.
6. GATE VALVES SHALL BE CHAINED AND LOCKED TOGETHER TO PREVENT TAMPERING.

ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014
DRAWN: EAM	TYPICAL 4", 6" AND 8" DOUBLE CHECK DETECTOR ASSEMBLY FOR FIRE SPRINKLER SERVICE (90° BENDS)	DRAWING NO. W-03
APPROVED: XXX		



NO GALVANIZED PIPE OR FITTINGS ALLOWED

ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 11/06/2017
DRAWN: EAM	TYPICAL 5/8", 1", 1-1/2" AND 2" METER INSTALLATION	DRAWING NO. W-06
APPROVED: XXX		

FRANKEL BENAYOUN ARCHITECTS INC
ARCHITECTS PLANNERS INTERIOR DESIGN

LICENSE NO. AA-C001494

MARKUS A. FRANKEL,
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IFHAT BENAYOUN FISHMAN,
LICENSE NO. AR0017273

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BROOKLYN, NY 11250
917-586-4767

810 SOUTH DIXIE HIGHWAY
NEW MIXED USE
DH-3
HOLLYWOOD, FLORIDA

SIGNATURE DATE

NO.	REVISION	DATE	BY

DRAWING TITLE:
UTILITY DETAILS I

SCALE: N.T.S.
DATE: SEPTEMBER 5, 2023
SHEET NUMBER:
C-7

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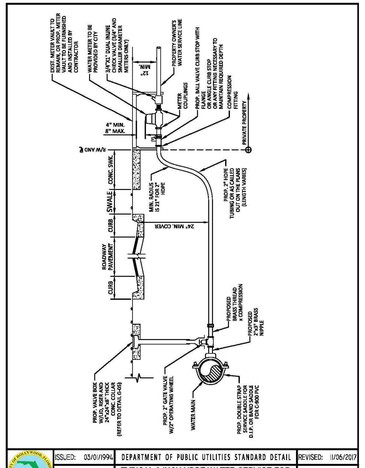
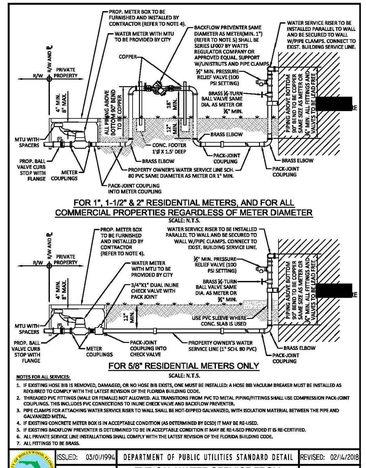
WATER METER SERVICE NOTES:

1. SUCCESSIVE TAPS INTO THE WATER MAIN SHALL BE SPACED NOT LESS THAN 18" ON CENTER.
2. P.E. TUBING SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF AWWA STANDARD C901, "POLYETHYLENE (PE) PRESSURE PIPE AND TUBING, 1/2 IN. (13mm) THROUGH 3 IN. (76 mm), FOR WATER SERVICE".
3. MINIMUM SERVICE PIPE DIAMETER SHALL BE 1" FOR SINGLE OR DUAL ¾" OR SINGLE 1" DIAMETER METERS.
4. MINIMUM SERVICE PIPE DIAMETER SHALL BE 2" FOR SINGLE OR DUAL 1-½" OR SINGLE 2" DIAMETER METERS.
5. FOR METER DIAMETERS LARGER THAN 2", THE MINIMUM SERVICE PIPE DIAMETER SHALL BE THE SAME AS THE METER DIAMETER.
6. APPROVED COPPER TUBING MAY BE USED AT THE CITY'S DISCRETION.
7. FOR NEW METER INSTALLATIONS, ALL SADDLES, VALVES, PIPING, FITTINGS,CURB STOPS, METER VALVES, METER COUPLINGS, METER VAULTS AND COVERS SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. THE WATER METERS WILL BE PROVIDED AND INSTALLED BY THE CITY OF HOLLYWOOD (NEW ACCOUNTS).
8. FOR METER RELOCATIONS, ALL SADDLES, VALVES, PIPING, FITTINGS, CURB STOPS, METER VALVES, METER COUPLINGS, METER VAULTS AND COVERS SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. THE EXISTING WATER METER TO BE RELOCATED AND INSTALLED BY CONTRACTOR.
9. FOR EXISTING METERS ABUTTING THE RIGHT-OF-WAY THAT ARE BEING DISCONNECTED FROM EXISTING MAINS AND RECONNECTED TO NEW MAINS, THE CONTRACTOR SHALL:
   a. CUT AND PLUG THE EXISTING SERVICE LINE AT THE MAIN AND AT THE METER, AND REMOVE THE EXISTING BALL VALVE CURB STOP.
   b. FURNISH AND INSTALL SERVICE SADDLE, CORPORATION STOP OR SERVICE VALVE AND VALVE BOX, PIPING AND FITTINGS UP TO AND INCLUDING THE BALL VALVE CURB STOP.
12. THE ELEVATION AT THE TOP OF THE METER BOX SHALL MATCH THE ELEVATION OF THE BACK OF SIDEWALK, WHENEVER PRACTICAL.
13. AS PART OF THE TAPLINE INSTALLATION, THE CONTRACTOR SHALL RESTORE THE RIGHT-OF-WAY TO MATCH EXISTING CONDITIONS, INCLUDING ROADWAY PAVEMENT, PAVEMENT MARKINGS AND RPMs, CONCRETE CURBS, SIDEWALKS, RAMPS (INCLUDING DETECTABLE WARNING SURFACE), SODDING, AND ALL OTHER IMPROVEMENTS REMOVED OR DAMAGED DURING THE SERVICE INSTALLATION.
14. FOR UNPAVED AREAS, THE MINIMUM GROUND COVER ACCEPTED BY THE CITY IS SODDING.

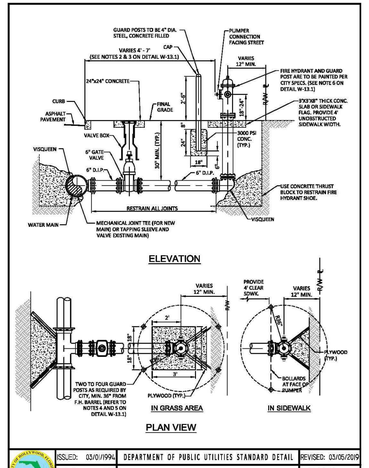
ISSUED:	03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 11/06/2017
DRAWN:	EAM	WATER METER SERVICE NOTES FOR 5/8" THROUGH 2" METERS	DRAWING NO. W-07
APPROVED:	XXX		



ISSUED:	03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 11/06/2017
DRAWN:	EAM	TYPICAL 2-INCH HDPE WATER SERVICE FOR SINGLE/DUAL 5/8" TO 1" METERS, AND ANY SINGLE 1-1/2" TO 2" METERS	DRAWING NO. W-09
APPROVED:	XXX		



ISSUED:	03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 02/14/2018
DRAWN:	EAM	TYPICAL WATER SERVICE FROM METER TO STRUCTURE FOR 5/8" THROUGH 2" METERS	DRAWING NO. W-10
APPROVED:	XXX		



ISSUED:	03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 03/05/2019
DRAWN:	EAM	TYPICAL FIRE HYDRANT INSTALLATION	DRAWING NO. W-13
APPROVED:	XXX		

NOTES:

1. IN ALL CASES, PROVIDE 4' UNOBSTRUCTED SIDEWALK CLEAR OF THE FIRE HYDRANT AND BOLLARDS.
2. FIRE HYDRANTS SHALL BE LOCATED BETWEEN 4' AND 7' FROM THE FACE OF CURB.
3. FIRE HYDRANTS SHALL NOT BE LOCATED WITHIN A RADIUS OR WITHIN FOOT CLEAR DRIVING ZONE.
4. GUARD POSTS SHALL BE INSTALLED AS REQUIRED FOR SAFETY OR AS APPROVED BY THE DEPT. OF PUBLIC UTILITIES. IN SIDEWALK, LOCATE GUARD POSTS AT THE FACE OF THE PUMPER AND 2'-6" LEFT/RIGHT OF ℄ OF THE FIRE HYDRANT.EXTRA POSTS MAY BE REQUIRED IN INDUSTRIAL AND CONGESTED TRAFFIC AREAS. (4 POSTS MAX.)
5. FIRE HYDRANT CONCRETE SLAB AND CONCRETE GUARD POST FOOTINGS SHALL BE DIFFERENT POURS.
6. THE FIRE HYDRANT BONNET, OPERATING NUT, HOLD-DOWN NUT, PUMPER CAP AND HOSE CAPS SHALL BE PAINTED GREEN, AND THE HYDRANT UPPER BARREL SHALL BE PAINTED SILVER IN ACCORDANCE WITH CITY SPECIFICATIONS.

ISSUED:	03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2004
DRAWN:	EAM	TYPICAL FIRE HYDRANT NOTES	DRAWING NO. W-13.1
APPROVED:	XXX		

WATER MAIN TESTING AND DISINFECTION NOTES:

1. NO CONNECTIONS TO THE EXISTING LINES SHALL BE MADE UNTIL THE PRESSURE AND BACTERIOLOGICAL TESTS HAVE BEEN PERFORMED ON THE PROPOSED WATER MAINS AND THE SYSTEM HAS BEEN APPROVED BY THE CITY OF HOLLYWOOD AND THE BROWARD COUNTY HEALTH DEPARTMENT.
2. THE PRESSURE TEST SHALL BE PERFORMED FOR 2 HOURS AT A CONSTANT PRESSURE OF 150 PSI AND IN ACCORDANCE WITH RULE 62-555.330 (FAC) C600 AWWA LATEST REVISION, EXCEPT AS OTHERWISE SPECIFIED HEREIN AND IN SPECIFICATION SECTION 15995, "PIPELINE TESTING AND DISINFECTION". PRESSURE TEST SHALL BE WITNESSED BY THE CITY OF HOLLYWOOD. THE ALLOWABLE LEAKAGE SHALL BE LESS THAN THE NUMBER OF GALLONS PER HOUR AS DETERMINED BY THE FORMULA:

$$L = \frac{S \times D \times \sqrt{P}}{148{,}000}$$

   L = THE ALLOWABLE LEAKAGE IN GALLONS PER HOUR.
   S = THE LENGTH OF PIPE BEING TESTED.
   D = THE NOMINAL DIAMETER OF THE PIPE BEING TESTED.
   P = THE AVERAGE TEST PRESSURE IN POUNDS PER SQUARE INCH.

3. THE COMPLETE LENGTH OF THE PROPOSED WATER MAIN SHALL BE TESTED, IN LENGTHS NOT TO EXCEED 2,000 FEET PER TEST.
4. PROPOSED WATER MAINS SHALL BE DISINFECTED IN ACCORDANCE WITH THE LATEST EDITION OF ANSI/AWWA STANDARD C651 AND BACTERIOLOGICAL TESTED FOR TWO CONSECUTIVE DAYS IN ACCORDANCE WITH SPECIFICATION SECTION 15995, "PIPELINE TESTING AND DISINFECTION".
5. BACTERIOLOGICAL TESTS SHALL BE REQUESTED AND PAID FOR BY THE CONTRACTOR.
6. THE CONTRACTOR SHALL DIRECTLY HIRE A TESTING LABORATORY CERTIFIED BY THE FLORIDA DEPARTMENT OF HEALTH IN ORDER TO COLLECT AND TEST WATER SAMPLES FROM THE WATER DISTRIBUTION SYSTEM TO BE PLACED INTO SERVICE. SAMPLE COLLECTION AND BACTERIOLOGICAL ANALYSES SHALL BE PERFORMED IN ACCORDANCE WITH RULES 62-555.315(6), 62-555.340 AND 62-555.330 (FAC), AS WELL AS ALL REQUIREMENTS OF THE BROWARD COUNTY HEALTH DEPARTMENT PERMIT.
7. THE WATER DISTRIBUTION SYSTEM SHALL NOT BE CONSIDERED COMPLETE AND READY FOR FINAL INSPECTION UNTIL SUCCESSFUL TEST RESULTS ARE OBTAINED FOR ALL TESTS DESCRIBED ABOVE.

ISSUED:	03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2004
DRAWN:	EAM	WATER MAIN TESTING AND DISINFECTION NOTES	DRAWING NO. W-14
APPROVED:	XXX		

SEWER NOTES:

1. THE MINIMUM DEPTH OF COVER OVER D.I.P. SANITARY SEWER GRAVITY OR FORCE MAINS IS 30". THE MINIMUM DEPTH OF COVER OVER PVC SANITARY SEWER OR FORCE MAINS IS 36".
2. ALL CONNECTIONS TO EXISTING MAINS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
3. LEAKAGE TESTS AND ALIGNMENT (LAMPING) TESTS SHALL BE PERFORMED ON ALL NEW SEWER LINES UP TO THE CONNECTION POINT WITH THE EXISTING SEWER SYSTEM. THESE TESTS SHALL BE REQUESTED AND PAID FOR BY THE CONTRACTOR.
4. LAMPING TESTS SHALL BE PERFORMED ON GRAVITY SEWERS FROM MANHOLE TO MANHOLE UP TO AND INCLUDING THE POINT OF CONNECTION TO THE EXISTING SEWER SYSTEM.
5. LEAKAGE TESTS SHALL BE PERFORMED ON ALL SEGMENTS OF A GRAVITY SEWER SYSTEM, INCLUDING SERVICE LATERALS AND MANHOLES, FOR A CONTINUOUS PERIOD OF NO LESS THAN 2 HOURS, AT THE END OF THE TEST, THE TOTAL MEASURED LEAKAGE SHALL NOT EXCEED 100 GALLONS PER INCH OF PIPE DIAMETER PER MILE PER DAY FOR ANY SECTION OF THE SYSTEM, WITH ZERO ALLOWABLE LEAKAGE FOR LATERALS AND MANHOLES. AN EXFILTRATION OR INFILTRATION TEST SHALL BE PERFORMED WITH A MINIMUM POSITIVE HEAD OF 2 FEET ON THE SECTION BEING TESTED.
6. FORCE MAINS SHALL BE PRESSURE-TESTED IN ACCORDANCE WITH RULE 62-555.330 (FAC). THE PRESSURE TEST SHALL CONSIST OF HOLDING A TEST PRESSURE OF 150 PSI ON THE PIPELINE FOR A CONTINUOUS PERIOD OF 2 HOURS THE MAXIMUM ALLOWABLE LEAKAGE SHALL BE DETERMINED BY THE FOLLOWING FORMULA:

$$L = \frac{S \times D \times \sqrt{P}}{148{,}000}$$

   WHERE:
   L = ALLOWABLE LEAKAGE FOR SYSTEM IN GALLONS PER HOUR
   D = PIPE DIAMETER IN INCHES
   S = LENGTH OF LINES IN LINEAL FEET
   P = AVERAGE TEST PRESSURE IN PSI

7. CONTRACTOR SHALL BE RESPONSIBLE FOR IDENTYPYING CONFLICTS WITH FORCE MAINS PLACED AT MINIMUM COVER. IN CASE OF CONFLICT, FORCE MAIN SHALL BE LOWERED TO PASS UNDER CONFLICTS WITH 12" MINIMUM SEPARATION FROM WATER MAINS AND 6" MINIMUM SEPARATION FROM OTHER UTILITIES. NO ADDITIONAL PAYMENT SHALL BE DUE TO CONTRACTOR FOR LOWERING THE MAIN OR THE ADDITIONAL FITTINGS USED THEREON.
8. WHENEVER IT IS NECESSARY, IN THE INTEREST OF SAFETY, TO BRACE THE SIDES OF A TRENCH, THE CONTRACTOR SHALL FURNISH, PUT IN PLACE AND MAINTAIN SUCH SHEETING OR BRACING AS MAY BE NECESSARY TO SUPPORT THE SIDES OF THE EXCAVATION TO ENSURE PERSONNEL SAFETY, AND TO PREVENT MOVEMENT WHICH CAN IN ANY WAY DAMAGE THE WORK OR ENDANGER ADJACENT STRUCTURES. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE SEQUENCE, METHODS AND MEANS OF CONSTRUCTION, AND FOR THE IMPLEMENTATION OF ALL OSHA AND OTHER SAFETY REQUIREMENTS.

ISSUED:	03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2004
DRAWN:	EAM	SANITARY SEWER MAIN CONSTRUCTION NOTES	DRAWING NO. S-01
APPROVED:	XXX		

NOTES:

1. SINGLE SERVICE CONNECTIONS SHALL USE 6" PIPE AND FITTINGS.
2. USE RISER CONNECTIONS WHERE INVERT OF SEWER IS GREATER THAN 7'-0" DEEP.
3. WHERE BELL OF WYE AND SPIGOT OF EXISTING MAIN ARE NOT COMPATIBLE, USE A SECOND FLEXIBLE COUPLING.

ISSUED:	03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2004
DRAWN:	EAM	WYE BRANCH CONNECTION	DRAWING NO. S-09
APPROVED:	XXX		

NOTES:

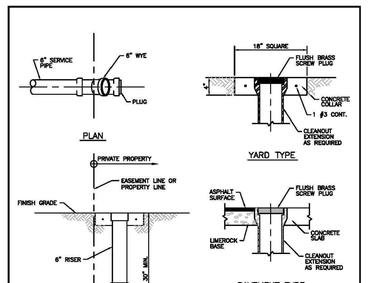
1. MODIFIED RISER CONNECTION TO BE USED ONLY WHEN DIRECTED BY THE CITY.
2. NO. 57 ROCK OR ¾" DRAINFIELD LIMEROCK MAY BE USED AS BEDDING OVER UNDISTURBED SOIL WITH PVC PIPE.
3. SINGLE SERVICE CONNECTIONS SHALL USE 6" (MIN.) DIAMETER PIPE AND FITTINGS.

ISSUED:	03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2004
DRAWN:	EAM	SANITARY SEWER LATERAL MODIFIED RISER	DRAWING NO. S-10
APPROVED:	XXX		

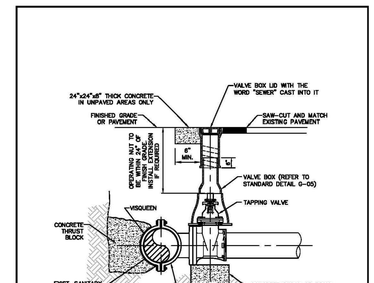
NOTES:

1. RISER CONNECTION TO BE USED ONLY WHEN SANITARY SEWER IS MORE THAN 7'-0" DEEP OR WHEN DIRECTED BY THE CITY.
2. NO. 57 ROCK OR ¾" DRAINFIELD LIMEROCK MAY BE USED AS BEDDING OVER UNDISTURBED SOIL WITH PVC PIPE.
3. SINGLE SERVICE CONNECTIONS SHALL USE 6" (MIN.) DIAMETER PIPE AND FITTINGS.

ISSUED:	03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2004
DRAWN:	EAM	SANITARY SEWER LATERAL VERTICAL RISER	DRAWING NO. S-11
APPROVED:	XXX		



ISSUED:	03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2004
DRAWN:	EAM	SEWER SERVICE CONNECTION AND CLEANOUT AT PROPERTY LINE	DRAWING NO. S-12
APPROVED:	XXX		



NOTES:

1. REFER TO STANDARD DETAIL G5-08, "TYPICAL TAPPING SLEEVE AND VALVE SETTING".
2. REFER TO STANDARD DETAIL S-14, "PRIVATE FORCE MAIN TIE-IN AT PROPERTY LINE".

ISSUED:	03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2004
DRAWN:	EAM	FORCE MAIN CONNECTION	DRAWING NO. S-13
APPROVED:	XXX		

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SUSAN C. HOLLAND
STATE OF FLORIDA PROFESSIONAL ENGINEER
LICENSE No. 41831

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OWNER / DEVELOPER
ADAMS STREET RESIDENTIAL, LLC
1820 AVE. M SUITE 2254
BROOKLYN, NY 11250
917-586-4767

810 SOUTH DIXIE HIGHWAY
NEW MIXED USE
DH-3
HOLLYWOOD, FLORIDA

SIGNATURE DATE

NO.	REVISION	DATE	BY

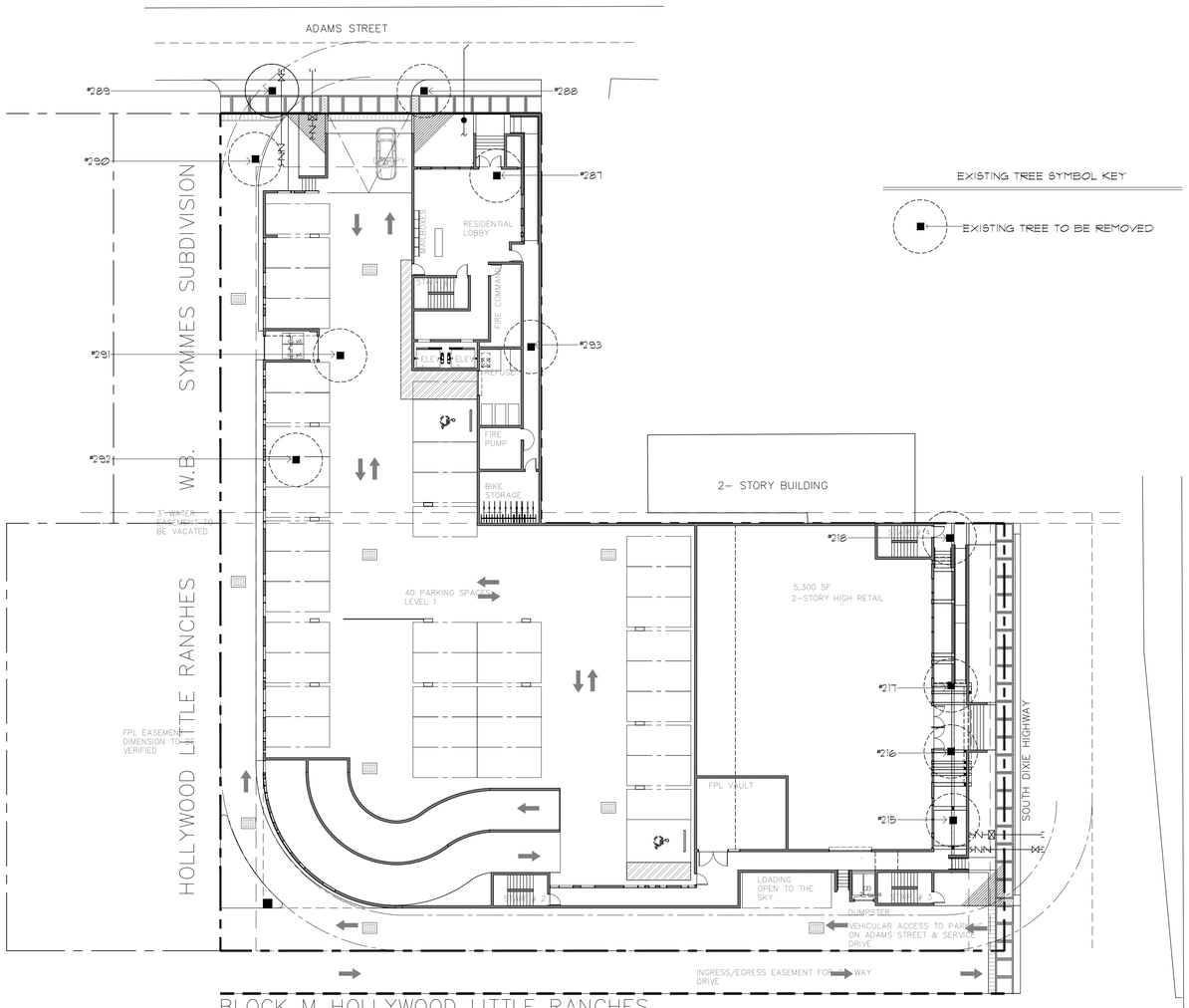
DRAWING TITLE:
UTILITY DETAILS II

SCALE: N.T.S.
DATE: SEPTEMBER 5, 2023
SHEET NUMBER:
C-8

J:\CAD\22-54\22-54 C-8.dwg — 9/1/2023 12:13 PM

EXISTING TREE LIST

Tree #	Botanical Name	Common Name	DBH (Inches)	Height (Feet)	Spread (Feet)	Condition	Disposition	Additional Notes	Mitigation (D.B.H.)
215	Lysiloma Latisiliqua	Wild Tamarind	10	20	20	Poor	To Be Removed	Trunk Damage	10''
216	Lysiloma Latisiliqua	Wild Tamarind	10	20	20	Poor	To Be Removed	Trunk Damage	10''
217	Lysiloma Latisiliqua	Wild Tamarind	4, 6, 3	20	20	Poor	To Be Removed	Split Trunk	13''
218	Lysiloma Latisiliqua	Wild Tamarind	12	20	20	Poor	To Be Removed	Trunk Damage	12''
287	Araucaria Heterophylla	Norfolk Island Pine	36	80	15		To Be Removed	Prohibited Tree	0 - Prohibited
288	Wodyetia Bifurcata	Foxtail Palm	10	20	10	Fair	To Be Removed		10''
289	Quercus Virginiana	Live Oak	12	25	20	Good	To Be Removed		12''
290	Cocos Nucifera	Coconut Palm	10	35	15	Fair	To Be Removed		10''
291	Ficus Benghalensis	Banyan Tree	48	45	45	Fair	To Be Removed	Specimen / Dying / Chopped Branches	48''
292	Persea Americana	Avocado Tree	12	30	20	Fair	To Be Removed	Prohibited Tree / Leaning	0 - Prohibited
293	Quercus Virginiana	Live Oak	10	25	15	Fair	To Be Removed	Needs to Be Pruned	10''
								Total D.B.H. Loss	135''
								Total Mitigation Provided (See L-100)	20''



EXISTING TREE SYMBOL KEY

EXISTING TREE TO BE REMOVED

BLOCK M HOLLYWOOD LITTLE RANCHES

TREES AND PALMS SHALL NOT BE REMOVED WITHOUT FIRST OBTAINING AN APPROVED TREE REMOVAL PERMIT FROM THE CITY OF HOLLYWOOD

TREE DISPOSITION PLAN

SCALE: 1'' = 20'-0''

DESIGNING BEAUTIFUL SPACES

LLA LAURA LLERENA & ASSOCIATES

LANDSCAPE ARCHITECTURE

13170 S.W. 128th Street, Suite 207, Miami, FL 33186

Tel: 305-256-1199 / Fax: 305-256-1155

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ARCHITECTS PLANNERS INTERIOR DESIGN

LICENSE NO. AA-C001494

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LICENSE NO. AR0007143
IFHAT BENAYOUN FISHMAN,
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Reg. no. 41831

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BROOKLYN, NY 11250
917-586-4767

810 SOUTH DIXIE HIGHWAY

NEW MIXED USE
DH-3
HOLLYWOOD, FLORIDA

REGISTERED LANDSCAPE ARCHITECT LAURA M. LLERENA 6667125 STATE OF FLORIDA

SIGNATURE DATE

NO.	REVISION	DATE	BY

DRAWING TITLE:
TREE DISPOSITION PLAN

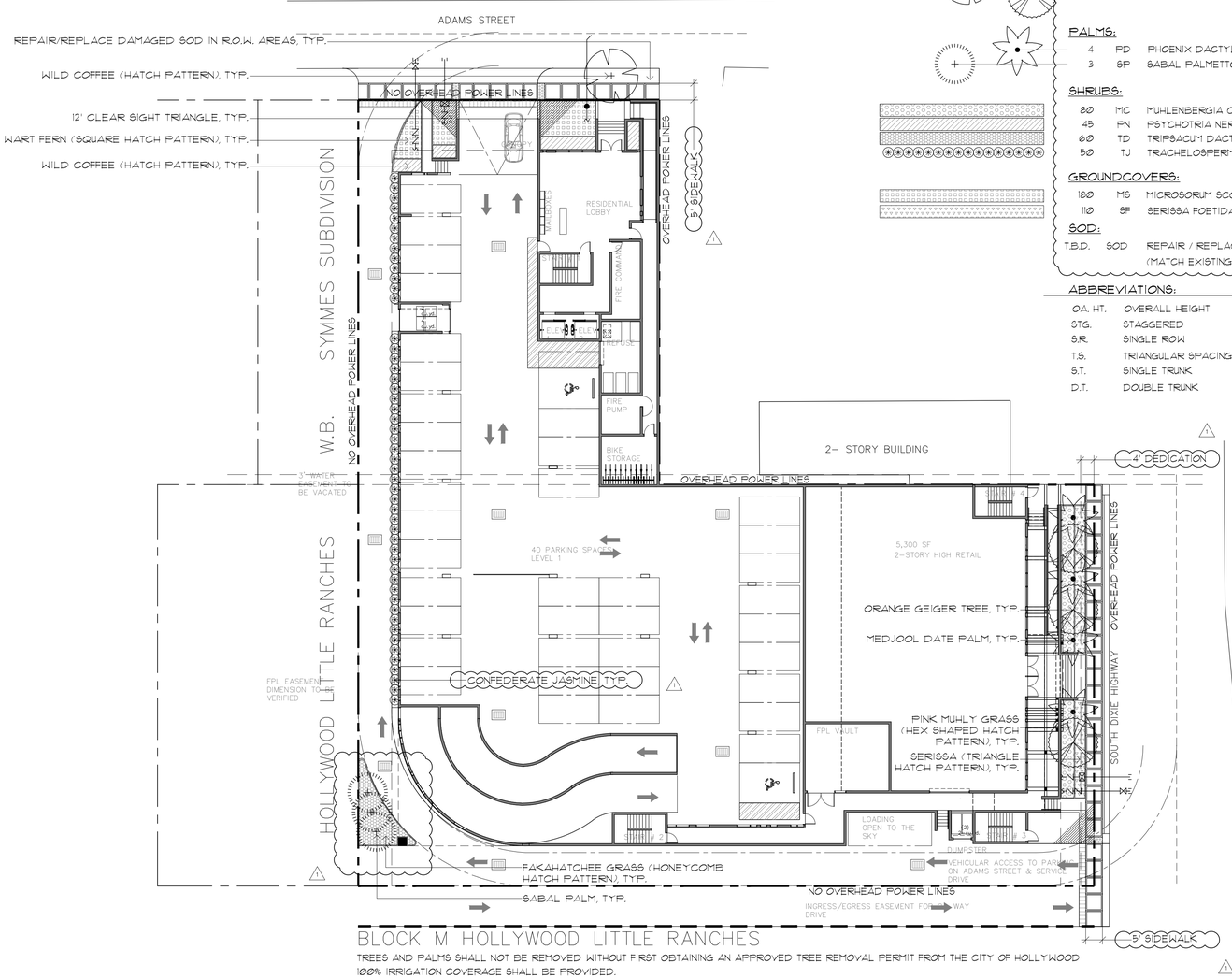
SCALE: 1'' = 20'-0'' DATE: JANUARY 30, 2023

SHEET NUMBER:
EX-1.00

TAC 1 SUBMITTAL

CITY OF HOLLYWOOD CODE

PROPERTY ZONING:	DH-3
PROPERTY SIZE:	36,750 SQ. FT. (0.84 ACRES)
REQUIRED	PROVIDED
PERIMETER LANDSCAPE / STREET TREES:	ONE (1) STREET TREE PER EVERY FIFTY (50) LINEAR FEET OF STREET FRONTAGE
42 TREE REQUIRED (120' + 90' = 210 LINEAR FEET)	4 PROVIDED - 3 ORANGE GEIGER AND 1 PIGEON PLUM
LOT TREES:	ONE (1) TREE PER EVERY 1,000 SQ. FT. OF PERVIOUS AREA
11 TREES REQUIRED (11,103 SQ. FT. OF PERVIOUS AREA)	22 PALMS PROVIDED (4 MEDJOOL DATE PALMS, 3 SABAL PALMS, AND 15 FLORIDA THATCH PALMS ON LEVEL 4)
MITIGATION REQUIREMENT:	135" OF D.B.H. LOSS (SEE SHEET EX-100)
MITIGATION PROVIDED:	22 PALMS = 7 TREES AT A 3:1 RATIO
MITIGATION CALCULATIONS:	(4 TREES + 7 PALMS AS TREES) x 2" OF D.B.H. = 22" OF D.B.H. MITIGATION PROVIDED
NATIVE TREES - 60%	INCLUDING LEVEL 4 LANDSCAPE, 11 TREES PROVIDED, 10 ARE NATIVE - 85%
NATIVE SHRUBS - 50%	INCLUDING LEVEL 4 LANDSCAPE, 450 SHRUBS PROVIDED, 378 ARE NATIVE = 87%



BLOCK M HOLLYWOOD LITTLE RANCHES

TREES AND PALMS SHALL NOT BE REMOVED WITHOUT FIRST OBTAINING AN APPROVED TREE REMOVAL PERMIT FROM THE CITY OF HOLLYWOOD

100% IRRIGATION COVERAGE SHALL BE PROVIDED.

PLANT LIST

QTY.	KEY	BOTANICAL NAME	COMMON NAME	TOLERANCE, SIZE & REMARKS
TREES:				
1	CD	COCCOLOBA DIVERSIFOLA	PIGEON PLUM	△✳✳ MIN. 12' HT., 4" D.B.H, MALE SPECIES ONLY, F.G.
3	CS	CORDIA SEBESTENA	ORANGE GEIGER	△✳✳ MIN. 12' HT., 2" D.B.H., F.G.
PALMS:				
4	PD	PHOENIX DACTYLIFERA MEDJOOL'	MEDJOOL DATE PALM	✳✳ 16'-18' C.T., S.T., F.G., MATCHED
3	SP	SABAL PALMETTO	SABAL PALM	△✳✳ 14'-20' C.T., S.T., F.G., STAGGERED, BOOTED
SHRUBS:				
80	MC	MUHLENBERGIA CAPILLARIS	PINK MUHLY GRASS	△✳✳ 3 GAL., 24" O.C., T.S
45	PN	PSYCHOTRIA NERVOSA	WILD COFFEE	△✳✳ 3 GAL., 24" O.C., T.S
60	TD	TRIPSACUM DACTYLOIDES	FAKAHATCHEE GRASS	△✳✳ 3 GAL., 30" O.C., T.S
50	TJ	TRACHELOSPERMUM JASMINOIDES	CONFEDERATE JASMINE	✳✳ 15 GAL., 8' RUNNERS, FULL (TRAINED TO TRELLIS FEATURE)
GROUNDCOVERS:				
180	MS	MICROSORUM SCOLOPENDRIA	WART FERN	✳ 1 GAL., 18" O.C., FULL, T.S.
110	SF	SERISSA FOETIDA	SERISSA	✳ 1 GAL., 18" O.C., FULL, T.S.
SOD:				
T.B.D.	SOD	REPAIR / REPLACE ANY DAMAGED SOD IN THE R.O.W. (MATCH EXISTING TYPE)		△ ✳ SOLID SOD

ABBREVIATIONS:

OA. HT.	OVERALL HEIGHT	MIN.	MINIMUM
STG.	STAGGERED	STD.	STANDARD
S.R.	SINGLE ROW	O.C.	ON CENTER
T.S.	TRIANGULAR SPACING	GAL.	GALLON
S.T.	SINGLE TRUNK	G.W.	GREY WOOD
D.T.	DOUBLE TRUNK	C.T.	CLEAR TRUNK

DROUGHT TOLERANCE & ORIGIN:

✳ MODERATE DROUGHT TOLERANCE
✳✳ VERY DROUGHT TOLERANT
△ NATIVE

LEVEL ONE LANDSCAPE PLAN

SCALE: 1" = 20'-0"

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917-586-4767

810 SOUTH DIXIE HIGHWAY
NEW MIXED USE
DH-3
HOLLYWOOD, FLORIDA

REGISTERED LANDSCAPE ARCHITECT LAURA M. LLERENA 6667125 STATE OF FLORIDA

SIGNATURE DATE

NO.	REVISION	DATE	BY
1	RESPONSE TO TAC 1 COMMENTS	09/01/23	JTK

DRAWING TITLE:
LEVEL 1
LANDSCAPE PLAN

SCALE: 1" = 20'-0" DATE: JANUARY 30, 2023

SHEET NUMBER:
L-1.00

TAC 1 SUBMITTAL

NEW TREE - 1 YEAR MAINTENANCE PLAN

WATER:

ALL NEW TREES TO BE ON A AUTOMATED IRRIGATION SYSTEM WITH RAIN SENSOR.
1ST MONTH WATER EVERYDAY.
2ND. THROUGH 6TH MONTHS - EVERY OTHER DAY.
7TH THROUGH COMPLETE YEAR - 2 TIMES A WEEK.
NOTE: ADJUST IRRIGATION DURATION TIMES TO ENSURE THAT TREE'S ROOT BALL IS COMPLETELY SATURATED WITH WATER.
IRRIGATION WATER FREQUENCY AND DURATIONS MAY VARY DUE TO TIME OF YEAR AND CLIMATE CONDITIONS.

FERTILIZER:

USE A PALM SPECIAL FERTILIZER, 8-2-12, FROM ATLANTIC FERTILIZER, 1 LBS. PER INCH CALIPER OF TREE EVERY 3 MONTHS.

MULCH:

INSPECT AND REPLACE MULCH AFTER 6 MONTHS WITH APPROVED FLORIMULCH, EUCALYPTUS OR MELALEUCA MULCH ONLY.
NO RED COLORED OR CYPRESS MULCH TO BE USED.

TRIMMING & PRUNING:

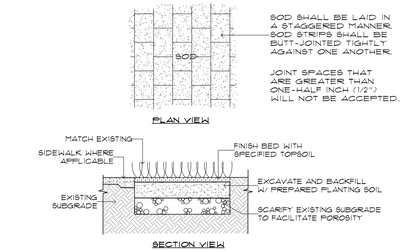
PRUNE ONLY CRITICAL BRANCHES (DEAD OR BROKEN)

STAKING AND BRACING:

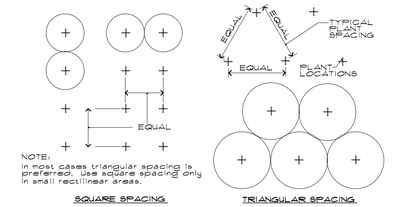
INSPECT ALL TREE TIES AND STAKING AND ADJUST AS NEEDED. REMOVE ANY STAKING MATERIAL THAT IS IN CONTACT WITH TREE AFTER A PERIOD OF NO MORE THAN 6 MONTHS AFTER INITIAL PLANTING AS THE TREE SHOULD BE WELL ESTABLISHED BY THEN.

LANDSCAPE NOTES

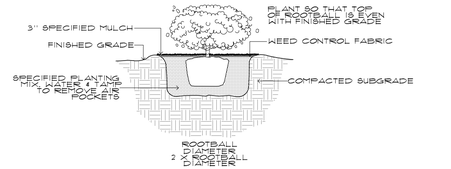
1. ALL PLANT MATERIAL SHALL BE GRADED FLORIDA #1 OR BETTER, AS DEFINED IN THE GRADES AND STANDARDS FOR NURSERY PLANTS, PART I AND II BY THE STATE OF FLORIDA, DEPARTMENT OF AGRICULTURE.
2. ALL LANDSCAPE MATERIAL SHALL COMPLY WITH COUNTY, CITY OR LOCAL ORDINANCES.
3. SYMBOLS REPRESENT PLANTS AT MATURE STAGE, NEVER AT TIME OF INSTALLATION.
4. VERIFY WITH OWNER'S REPRESENTATIVE OR SITE SUPERVISOR OF ANY EXISTING UNDERGROUND UTILITIES AND/OR EASEMENTS PRIOR TO THE INSTALLATION OF PLANT MATERIAL.
5. ALL TREES, SHRUBS AND GROUNDCOVERS SHALL RECEIVE 3" DEPTH OF SHREDDED FLORIMULCH - SEE PLAN FOR EXCEPTIONS.
6. LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR THEIR OWN QUANTITY TAKE OFF, IN CASE OF ANY DISCREPANCIES, PLAN SHALL TAKE PRECEDENCE OVER PLANT LIST.
7. TERRA-SORB MOISTURE RETENTION GRANULES SHALL BE ADDED TO ALL TREE/PALM PITS AT THE RATE RECOMMENDED BY MANUFACTURER.
8. PLANTING SOIL SHALL CONSIST OF AN EVENLY BLENDED MIX OF 50% MUCK, 25% SAND, 15% SPHAGNUM PEAT MOSS & 10% SHEEP MANURE. TWO LBS. OF FERTILIZER SHALL BE ADDED TO EACH CUBIC YARD OF SOIL & THOROUGHLY MIXED. PLANTING SOIL SHALL HAVE A PH OF BETWEEN 6.0 & 7.0 AFTER MIXING & ADDITION OF FERTILIZER.
9. TOPSOIL MIX SHALL CONSIST OF 80% SAND & 20% MUCK THOROUGHLY MIXED WITH A COMMERCIAL SHREDDER. MIX SHALL BE FREE OF ROCKS, LIMBS, ROOTS & OTHER MATTER.
10. ALL EXISTING SOD OUTSIDE THE LIMIT OF WORK LINE DAMAGED DURING CONSTRUCTION SHALL BE REPLACED WITH SAME SPECIES AT NO COST TO OWNER.
11. ALL PLANTING BEDS MUST BE FREE OF SURFACE ROCK WITH A DIAMETER OF ½" PRIOR TO INSTALLATION OF WEED FABRIC.
12. ALL PLANT MATERIAL, EXCLUDING SOD, TO BE WARRANTED AS FOLLOWS: SHRUBS AND GROUNDCOVER FOR 90 DAYS, LARGE SHRUBS (OVER 10 GAL.) AND SMALL PALMS FOR 180 DAYS, and B&B MATERIAL FOR 360 DAYS PROVIDED THAT PLANT MATERIAL IS RECEIVING PROPER MAINTENANCE PRESCRIBED BY LANDSCAPE CONTRACTOR.
    Note: Acts of God (Hurricanes) and other causes beyond the control of the landscape contractor are not covered.
13. ALL WARRANTIES TO RUN CONCURRENTLY, BEGINNING UPON LANDSCAPE ARCHITECT'S FINAL ACCEPTANCE OF THE INSTALLATION, UNLESS OWNER OR GC REQUIRES CONSTRUCTION PHASING BEYOND CONTROL OF THE INSTALLER.
14. WATERING IS THE RESPONSIBILITY OF THE INSTALLER DURING THE INSTALLATION PHASE UNTIL FINAL ACCEPTANCE.
15. LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR COORDINATING THEIR WORK WITH THE IRRIGATION CONTRACTOR. TREES SHALL NOT BE PLANTED ON TOP OF IRRIGATION LINES.
16. LANDSCAPE CONTRACTOR IS RESPONSIBLE TO ASSURE IRRIGATION INSTALLATION IS PROPERLY PROGRESSING AND IN THE END ADEQUATE FOR GOOD GROWTH. THE OWNER OR GC MUST BE NOTIFIED IN WRITING OF ANY PROBLEMS WITH IRRIGATION PHASING OR PERFORMANCE.
17. AN UNDERGROUND AUTOMATIC IRRIGATION SYSTEM SHALL BE PROVIDED FOR ALL LANDSCAPE AREAS. THIS IS DESIGNED FOR "HEAD TO HEAD" COVERAGE.
18. NURSERY SUPPORT POLES SHALL BE REMOVED AT THE NURSERY, PRIOR TO DELIVERY. TREES DELIVERED WITH NURSERY POLES WILL NOT BE ACCEPTED AND THEREFORE REJECTED WITH THE EXCEPTION OF THE FOLLOWING TREES SPECIES: CLUSIA ROSEA AND SILVER BUTTONWOOD TREES.
19. PROVIDE DEEP ROOT CONTROL BARRIER FOR ALL TREES ADJACENT TO RETAINING WALL.



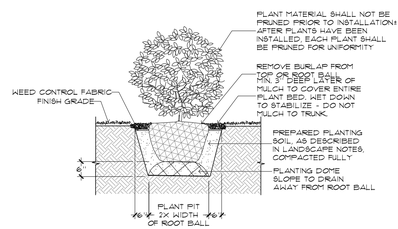
1. SOD INSTALLATION DETAIL
NOT TO SCALE



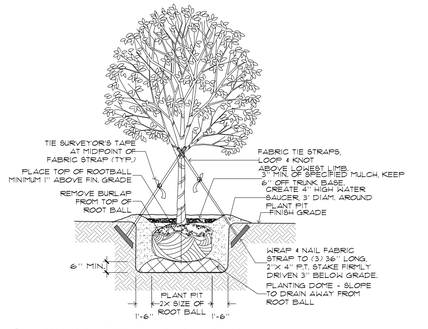
2. PLANT SPACING (FOR SHRUBS & GROUNDCOVER)
NOT TO SCALE



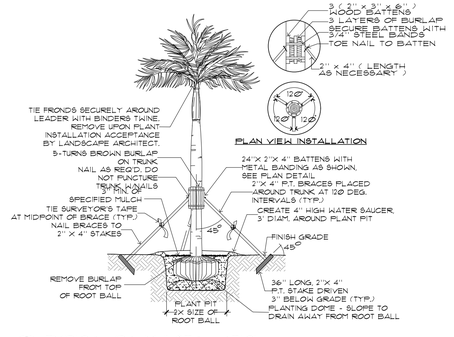
3. GROUNDCOVER INSTALLATION DETAIL
NOT TO SCALE



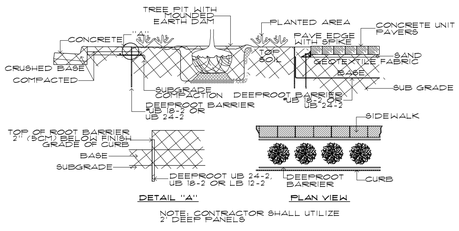
4. SHRUB INSTALLATION
NOT TO SCALE



5. TYPICAL TREE INSTALLATION
NOT TO SCALE



6. TYPICAL PALM INSTALLATION
NOT TO SCALE



7. ROOT CONTROL BARRIER DETAIL
NOT TO SCALE

LANDSCAPE NOTES AND DETAILS

SCALE: N/A

FRANKEL BENAYOUN ARCHITECTS INC
ARCHITECTS PLANNERS INTERIOR DESIGN

LICENSE NO. AA-C001494

MARKUS A. FRANKEL,
LICENSE NO. AR0007143
IFHAT BENAYOUN FISHMAN,
LICENSE NO. AR0017273

1177 KANE CONCOURSE, SUITE 120
BAY HARBOR ISLANDS, FLORIDA 33154
PH: (305) 868.3665 FAX:(305) 868.3650
E MAIL: INFO@FRANKELBENAYOUN.COM

STRUCTURAL ENG.:

MEP ENG.:

CIVIL ENG.:
HOLLAND ENGINEERING INC.
civil engineers
3900 HOLLYWOOD BOULEVARD
HOLLYWOOD, FL - 33021
(954)367-0371 . (954)367-0372 Fax
SUSAN C. HOLLAND, PE
Reg. no. 41831

LANDSCAPE ARCH.:
DESIGNING BEAUTIFUL PLACES
LLA LAURA LLERENA & ASSOCIATES
LANDSCAPE ARCHITECTURE
13170 SW 128 STREET STE. 207 MIAMI, FL 33160
llhernandez @ lllerena-associates.com
(305)256-1199 RLA# LA6667125

OWNER / DEVELOPER
ADAMS STREET RESIDENTIAL, LLC
1820 AVE. M SUITE 2254
BROOKLYN, NY 11250
917-586-4767

810 SOUTH DIXIE HIGHWAY
NEW MIXED USE
DH-3
HOLLYWOOD, FLORIDA

SIGNATURE DATE

NO.	REVISION	DATE	BY

DESIGNING BEAUTIFUL SPACES
LLA LAURA LLERENA & ASSOCIATES
LANDSCAPE ARCHITECTURE
13170 S.W. 128th Street, Suite 207, Miami, FL 33186
Tel: 305-256-1199 / Fax: 305-256-1155
www.lllerena-associates.com

DRAWINGS AND SPECIFICATIONS AS INSTRUMENTS OF SERVICE ARE AND SHALL REMAIN THE PROPERTY OF THE LANDSCAPE ARCHITECT WHETHER THE PROJECT FOR WHICH THEY ARE MADE IS EXECUTED OR NOT. THEY ARE NOT TO BE USED BY OWNER ON OTHER PROJECTS EXCEPT BY AGREEMENT IN WRITING AND WITH APPROPRIATE COMPENSATION TO THE LANDSCAPE ARCHITECT.

811 Know what's below. Call before you dig.

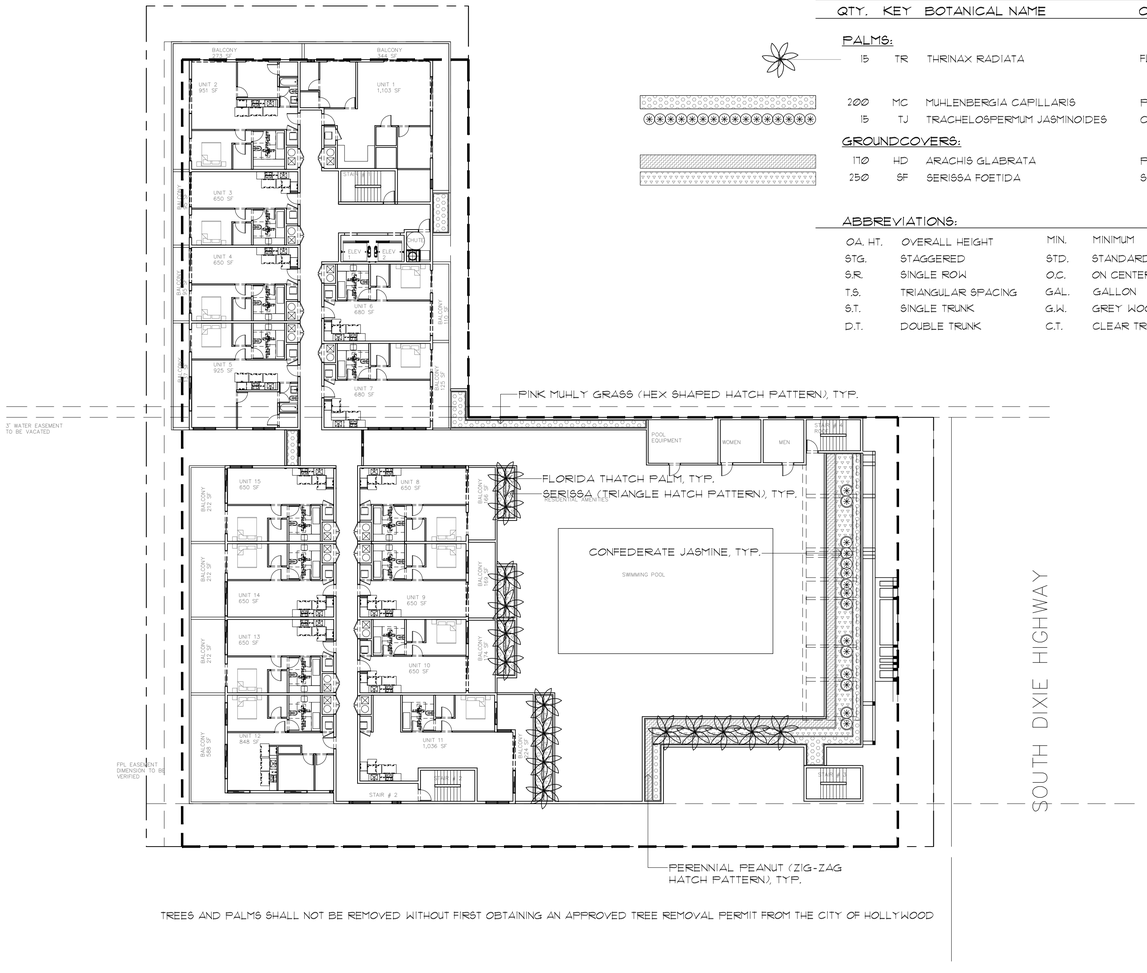
DRAWING TITLE:
LANDSCAPE NOTES AND DETAILS

SCALE: N/A
DATE: JANUARY 30, 2023

SHEET NUMBER:
L-2.00

TAC 1 SUBMITTAL

ADAMS STREET



TREES AND PALMS SHALL NOT BE REMOVED WITHOUT FIRST OBTAINING AN APPROVED TREE REMOVAL PERMIT FROM THE CITY OF HOLLYWOOD

PLANT LIST

QTY.	KEY	BOTANICAL NAME	COMMON NAME	TOLERANCE, SIZE & REMARKS
PALMS:				
15	TR	THRINAX RADIATA	FLORIDA THATCH PALM	△✳✳ 12'-14' OA HT., 3'' D.B.H., S.T., F.G., MATCHED
200	MC	MUHLENBERGIA CAPILLARIS	PINK MUHLY GRASS	△✳✳ 3 GAL., 24'' O.C., T.S
15	TJ	TRACHELOSPERMUM JASMINOIDES	CONFEDERATE JASMINE	✳✳ 15 GAL., 8' RUNNERS, FULL (TRAINED TO TRELLIS STRUCTURE)
GROUNDCOVERS:				
170	HD	ARACHIS GLABRATA	PERENNIAL PEANUT	△ ✳ 1 GAL., 18'' O.C., FULL, T.S.
250	SF	SERISSA FOETIDA	SERISSA	✳ 1 GAL., 18'' O.C., FULL, T.S.

ABBREVIATIONS:

OA. HT.	OVERALL HEIGHT	MIN.	MINIMUM
STG.	STAGGERED	STD.	STANDARD
S.R.	SINGLE ROW	O.C.	ON CENTER
T.S.	TRIANGULAR SPACING	GAL.	GALLON
S.T.	SINGLE TRUNK	G.W.	GREY WOOD
D.T.	DOUBLE TRUNK	C.T.	CLEAR TRUNK

DROUGHT TOLERANCE & ORIGIN:

✳ MODERATE DROUGHT TOLERANCE
✳✳ VERY DROUGHT TOLERANT
△ NATIVE

LEVEL FOUR LANDSCAPE PLAN

SCALE: 1'' = 20'-0''

DESIGNING BEAUTIFUL SPACES
LLA LAURA LLERENA & ASSOCIATES
LANDSCAPE ARCHITECTURE
13170 S.W. 128th Street, Suite 207, Miami, FL 33186
Tel: 305-256-1199 / Fax: 305-256-1155
www.lllerena-associates.com

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811 Know what's Below. Call before you dig.

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ARCHITECTS PLANNERS INTERIOR DESIGN

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LICENSE NO. AR0007143
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OWNER / DEVELOPER
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1820 AVE. M SUITE 2254
BROOKLYN, NY 11250
917-586-4767

810 SOUTH DIXIE HIGHWAY
NEW MIXED USE
DH-3
HOLLYWOOD, FLORIDA

REGISTERED LANDSCAPE ARCHITECT LAURA M. LLERENA 6667125 STATE OF FLORIDA

SIGNATURE DATE

NO.	REVISION	DATE	BY

DRAWING TITLE:
LEVEL 4
LANDSCAPE PLAN

SCALE: 1'' = 20'-0'' DATE: JANUARY 30, 2023

SHEET NUMBER:
L-3.00

TAC 1 SUBMITTAL

NEW MIXED USE - Building 01/04/23
810 South Dixie Highway
Hollywood, FL 33020 Prepared by Susan C Holland, P.E.
Reg. No. 41831

Proj. No. 22-54
Pre-Development
Elevations referenced to NAVD 1988
Preliminary

General Information

Total Project Area =	0.84 Acres	
Paved Area =	0.60 Acres	
Building Area =	0.00 Acres	
Lake Area =	0.00 Acres	
Recreation Area =	0.00 Acres	
Landscape Area =	0.24 Acres	
Total Impervious Area =	0.60 Acres	(71.4%)
Total Pervious Area (TPA) =	0.24 Acres	(28.6%)

Existing Min. Floor Elevation =	8.10 '
Existing Min. Crown of Road =	0.0 '
Existing Average Finished Grade=	9.00 '
Lake Control Stage =	0.0 '
Flood Criteria (Dade County only) =	0.0 '
October Water Table =	1.5 '
(Wet season water table)	
Credit (Dade County only) =	0.00 "
Discharge Off-site =	

Storm Event Information

Finished Floor Elevation

100 year 3 day event =	18.35 "
100 Year 1 day event =	13.50 "

Perimeter Grade Elevation

25 year 1 day event =	10.50 "
25 year 3 day event =	14.27 "

NEW MIXED USE - Building
810 South Dixie Highway
Hollywood, FL 33020
Proj. No. 22-54
Pre-Development
Preliminary

1/4/2023

SCS Curve Number

Design Water Table Elevation =	1.5 '
Average Finished Grade =	9.0 '
Average Depth Water Table =	7.5 '

Compacted Water Storage - (CWS) = 6.75 "
(From Table at right for Flatwoods type)

Ground Storage Under Pervious Area
(CWS/12 in/ft) x (TMPA) = 0.14 AC-FT

Soil Storage (S) = 1.93 "

SCS Curv Number (CN) = 83.83

Cumulative Soil Moisture Storage
S.F.W.M.D Vol. IV,
pg C-III-3, figure C-III-1

DWT=Depth to Water Table
NAS=Natural Available Storage
DAS=Developed Available Storage

DWT	NAS	DAS
1.0 '	0.60 "	0.45 "
2.0 '	2.50 "	1.88 "
3.0 '	5.40 "	4.05 "
4.0 '	9.00 "	6.75 "

NEW MIXED USE - Building 1/4/2023
810 South Dixie Highway
Hollywood, FL 33020
Pre-Development
Preliminary

Stage / Storage

Area of Developed Site Grading = 0.84 Acres

Stage	Lake	*(Linear from 8.50'-9.50')* Surface Storage	Trench Storage	Total
8.00 '	0.00 AC-FT	0.00 AC-FT	0.00 AC-FT	0.00 AC-FT
8.50 '	0.00 AC-FT	0.00 AC-FT	0.00 AC-FT	0.00 AC-FT
9.00 '	0.00 AC-FT	0.21 AC-FT	0.00 AC-FT	0.21 AC-FT
9.50 '	0.00 AC-FT	0.42 AC-FT	0.00 AC-FT	0.42 AC-FT
10.00 '	0.00 AC-FT	0.84 AC-FT	0.00 AC-FT	0.84 AC-FT
10.50 '	0.00 AC-FT	1.26 AC-FT	0.00 AC-FT	1.26 AC-FT
11.00 '	0.00 AC-FT	1.68 AC-FT	0.00 AC-FT	1.68 AC-FT
11.50 '	0.00 AC-FT	2.10 AC-FT	0.00 AC-FT	2.10 AC-FT
12.00 '	0.00 AC-FT	2.52 AC-FT	0.00 AC-FT	2.52 AC-FT
12.50 '	0.00 AC-FT	2.94 AC-FT	0.00 AC-FT	2.94 AC-FT
13.00 '	0.00 AC-FT	3.36 AC-FT	0.00 AC-FT	3.36 AC-FT
13.50 '	0.00 AC-FT	3.78 AC-FT	0.00 AC-FT	3.78 AC-FT
14.00 '	0.00 AC-FT	4.20 AC-FT	0.00 AC-FT	4.20 AC-FT

Project Name: 810 S Dixie Hwy
Reviewer: Ayitey
Project Number: 22-54
Period Begin: Jan 01, 2000;0000 hr End: Jan 04, 2000;0000 hr Duration: 72 hr
Time Step: 0.016 hr, Iterations: 10

Basin 1: 810 S Dixie Hwy

Method: Santa Barbara Unit Hydrograph
Rainfall Distribution: SFWMD - 3day
Design Frequency: 25 year
3 Day Rainfall: 14.2695 inches
Area: 0.84 acres
Ground Storage: 0.8 inches
Time of Concentration: 0.25 hours
Initial Stage: 1 ft NAVD

Stage (ft NAVD)	Storage (acre-ft)
8.00	0.00
8.50	0.00
9.00	0.21
9.50	0.42
10.00	0.84
10.50	1.26
11.00	1.68
11.50	2.10
12.00	2.52
12.50	2.94
13.00	3.36
13.50	3.78
14.00	4.20

Offsite Receiving Body: Offsite1

Time (hr)	Stage (ft NAVD)
0.00	1.00
1000.00	1.00

STRUCTURE MAXIMUM AND MINIMUM DISCHARGES

Struc	Max (cfs)	Time (hr)	Min (cfs)	Time (hr)

BASIN MAXIMUM AND MINIMUM STAGES

Basin	Max (ft)	Time (hr)	Min (ft)	Time (hr)
810 S Dixie Hw	10.11	72.00	1.00	0.00

BASIN WATER BUDGETS (all units in acre-ft)

Basin	Total Runoff	Structure Inflow	Structure Outflow	Initial Storage	Final Storage	Residual
810 S Dixie Hw	0.93	0.00	0.00	0.00	0.93	0.00

Project Name: 810 S Dixie Hwy
Reviewer: Ayitey
Project Number: 22-54
Period Begin: Jan 01, 2000;0000 hr End: Jan 04, 2000;0000 hr Duration: 72 hr
Time Step: 0.016 hr, Iterations: 10

Basin 1: 810 S Dixie Hwy

Method: Santa Barbara Unit Hydrograph
Rainfall Distribution: SFWMD - 3day
Design Frequency: 100 year
3 Day Rainfall: 18.35 inches
Area: 0.84 acres
Ground Storage: 0.8 inches
Time of Concentration: 0.25 hours
Initial Stage: 1 ft NAVD

Stage (ft NAVD)	Storage (acre-ft)
8.00	0.00
8.50	0.00
9.00	0.21
9.50	0.42
10.00	0.84
10.50	1.26
11.00	1.68
11.50	2.10
12.00	2.52
12.50	2.94
13.00	3.36
13.50	3.78
14.00	4.20

Offsite Receiving Body: Offsite1

Time (hr)	Stage (ft NAVD)
0.00	1.00
1000.00	1.00

STRUCTURE MAXIMUM AND MINIMUM DISCHARGES

Struc	Max (cfs)	Time (hr)	Min (cfs)	Time (hr)

BASIN MAXIMUM AND MINIMUM STAGES

Basin	Max (ft)	Time (hr)	Min (ft)	Time (hr)
810 S Dixie Hw	10.45	72.00	1.00	0.00

BASIN WATER BUDGETS (all units in acre-ft)

Basin	Total Runoff	Structure Inflow	Structure Outflow	Initial Storage	Final Storage	Residual
810 S Dixie Hw	1.22	0.00	0.00	0.00	1.22	0.00

NEW MIXED USE - Building
810 South Dixie Highway
Hollywood, FL 33024

07/13/23

Prepared by Susan C Holland, P.E.
Reg. No. 41831

Proj. No. 22-54
Post-Development
Elevations referenced to NAVD 1988

General Information

Total Project Area =	0.84 Acres	
Paved Area =	0.25 Acres	
Building Area =	0.57 Acres	
Lake Area =	0.00 Acres	
Recreation Area =	0.00 Acres	
Landscape Area =	0.02 Acres	
Total Impervious Area =	0.82 Acres	(97.6%)
Total Pervious Area (TPA) =	0.02 Acres	(2.4%)

Proposed Min. Floor Elevation =	11.50 '
Proposed Min. Crown of Road =	0.0 '
Proposed Average Finished Grade=	11.00 '
Lake Control Stage =	0.0 '
Flood Criteria (Dade County only) =	0.0 '
October Water Table =	1.5 '
(Wet season water table)	
Credit (Dade County only) =	0.00 "
Discharge Off-site =	

Storm Event Information

Finished Floor Elevation

100 year 3 day event =	18.35 "
100 Year 1 day event =	13.50 "

Perimeter Grade Elevation

25 year 1 day event =	10.50 "
25 year 3 day event =	14.27 "

NEW MIXED USE - Building 7/13/2023
810 South Dixie Highway
Hollywood, FL 33024
Proj. No. 22-54
Post-Development

Exfiltration Trench Data

Trench Length = 336.0 '
Trench Width = 8.0 '
Trench Depth = 4.0 '
Pipe Diameter = 1.50 '
K = 0.0001 **(Estimated)**

Exfiltration Trench Length

H2 (depth to water table) = 5.00'

Du (non-saturated trench depth) = 4.00 '

Ds (saturated trench depth) = 0.00 '

C Factor

Pervious = 0.6
Impervious = 0.9
Weighted C Factor = **0.89**

$$\frac{(0.02) \times (0.60) + (0.82) \times (0.90)}{0.84} = \mathbf{0.89}$$

NEW MIXED USE - Building
810 South Dixie Highway
Hollywood, FL 33024
Proj. No. 22-54
Post-Development

7/13/2023

SCS Curve Number

Design Water Table Elevation =	1.5 '
Average Finished Grade =	11.0 '
Average Depth Water Table =	9.5 '

Compacted Water Storage - (CWS) = 6.75 "
(From Table at right)

Ground Storage Under Pervious Area
(CWS/12 in/ft) x (TMPA) = 0.01 AC-FT

Soil Storage (S) = 0.16 "

SCS Curv Number (CN) = 98.42

Cumulative Soil Moisture Storage
S.F.W.M.D Vol. IV,
pg C-III-3, figure C-III-1

DWT=Depth to Water Table
NAS=Natural Available Storage
DAS=Developed Available Storage

DWT	NAS	DAS
1.0 '	0.60 "	0.45 "
2.0 '	2.50 "	1.88 "
3.0 '	5.40 "	4.05 "
4.0 '	9.00 "	6.75 "

NEW MIXED USE - Building 7/13/2023
810 South Dixie Highway
Hollywood, FL 33024
Proj. No. 22-54
Post-Development

Stage / Storage

Area of Developed Site Grading = 0.27 Acres

Stage	Lake	*(Linear from 10.50'-11.25')* Surface Storage	Trench Storage	Total
3.00 '	0.00 AC-FT	0.00 AC-FT	0.23 AC-FT	0.23 AC-FT
3.50 '	0.00 AC-FT	0.00 AC-FT	0.23 AC-FT	0.23 AC-FT
4.00 '	0.00 AC-FT	0.00 AC-FT	0.23 AC-FT	0.23 AC-FT
4.50 '	0.00 AC-FT	0.00 AC-FT	0.23 AC-FT	0.23 AC-FT
5.00 '	0.00 AC-FT	0.00 AC-FT	0.23 AC-FT	0.23 AC-FT
5.50 '	0.00 AC-FT	0.00 AC-FT	0.23 AC-FT	0.23 AC-FT
6.00 '	0.00 AC-FT	0.00 AC-FT	0.23 AC-FT	0.23 AC-FT
6.50 '	0.00 AC-FT	0.00 AC-FT	0.23 AC-FT	0.23 AC-FT
7.00 '	0.00 AC-FT	0.00 AC-FT	0.23 AC-FT	0.23 AC-FT
7.50 '	0.00 AC-FT	0.00 AC-FT	0.23 AC-FT	0.23 AC-FT
8.00 '	0.00 AC-FT	0.00 AC-FT	0.23 AC-FT	0.23 AC-FT
8.50 '	0.00 AC-FT	0.00 AC-FT	0.23 AC-FT	0.23 AC-FT
9.00 '	0.00 AC-FT	0.00 AC-FT	0.23 AC-FT	0.23 AC-FT
9.50 '	0.00 AC-FT	0.00 AC-FT	0.23 AC-FT	0.23 AC-FT
10.00 '	0.00 AC-FT	0.00 AC-FT	0.23 AC-FT	0.23 AC-FT
10.50 '	0.00 AC-FT	0.00 AC-FT	0.23 AC-FT	0.23 AC-FT
11.00 '	0.00 AC-FT	0.07 AC-FT	0.23 AC-FT	0.30 AC-FT
11.25 '	0.00 AC-FT	0.10 AC-FT	0.23 AC-FT	0.33 AC-FT
11.50 '	0.00 AC-FT	0.24 AC-FT	0.23 AC-FT	0.47 AC-FT
12.00 '	0.00 AC-FT	0.37 AC-FT	0.23 AC-FT	0.60 AC-FT

NEW MIXED USE - Building
810 South Dixie Highway
Hollywood, FL 33024
Proj. No. 22-54
Post-Development

7/13/2023

Retention / Detention Requirements for Water Quality

First 1" of runoff

Volume = 1" x 1ft/12" x 0.84 Acres = 0.07 AC-FT

Total project area - roof area = 0.84 acres - 0.57 acres = 0.27 acres
0.27 acres - 0.02 acres (pervious area) = 0.25 acres
0.25 acres / 0.27 acres X 100% = 93% impervious
2.5" X 0.93 = 2.33" to be treated
2.33" X 0.84 acres = 1.96 acre-inches

Water quality provided in exfiltration trench system

NEW MIXED USE - Building 7/13/2023
810 South Dixie Highway
Hollywood, FL 33024
Proj. No. 22-54
Post-Development

Exfiltration Trench Length

C Pervious =	0.60
C Impervious =	0.90
Weighted C Factor =	0.89
Trench width =	8.00
H2 (depth to water table) =	5.00
Du (non-saturated trench depth) =	4.00
Ds (saturated trench depth) =	0.00

Volume to be exfiltrated = 2.76 AC-IN (0.23 AC-FT)

$$L = \frac{2.76}{0.0001 \times [(5 \times 8) + (2 \times 5 \times 4) - (4)^2 + (2 \times 5 \times 0)] + [(.000139 \times 8 \times 4]}$$

L = 254.42 '

336 LF of Exfiltration Trench Provided.

Project Name: 810 S Dixie Hwy
Reviewer: Ayitey
Project Number: 22-54
Period Begin: Jan 01, 2000;0000 hr End: Jan 04, 2000;0000 hr Duration: 72 hr
Time Step: 0.016 hr, Iterations: 10

Basin 1: 810 S Dixie Hwy

Method: Santa Barbara Unit Hydrograph
Rainfall Distribution: SFWMD - 3day
Design Frequency: 25 year
3 Day Rainfall: 14.2695 inches
Area: 0.84 acres
Ground Storage: 0.8 inches
Time of Concentration: 0.25 hours
Initial Stage: 1 ft NGVD

Stage (ft NAVD)	Storage (acre-ft)
6.00	0.23
7.00	0.23
8.00	0.23
9.00	0.23
10.00	0.23
11.00	0.30
11.50	0.47
12.00	0.60

Offsite Receiving Body: Offsite1

Time (hr)	Stage (ft NAVD)
0.00	1.00
1000.00	1.00

Structure: 1

From Basin: 810 S Dixie Hwy
To Basin: Offsite1
Structure Type: Pump
On Elev = 6 ft NAVD, Off Elev = 1.5 ft NAVD, Capacity = 250 gpm

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NAVD)	Tail Water Stage (ft NAVD)
0.00	0.00	0.00	0.00	0.00	1.00	1.00
1.00	0.06	0.00	0.56	0.05	6.00	1.00
2.00	0.13	0.00	0.56	0.09	6.00	1.00
3.00	0.19	0.00	0.56	0.14	6.00	1.00
4.00	0.26	0.01	0.56	0.18	6.00	1.00
5.00	0.32	0.02	0.56	0.23	6.00	1.00
6.00	0.38	0.02	0.56	0.28	6.00	1.00
7.00	0.45	0.02	0.56	0.32	6.00	1.00
8.00	0.51	0.03	0.56	0.37	6.00	1.00
9.00	0.57	0.03	0.56	0.41	6.00	1.00
10.00	0.64	0.03	0.56	0.46	6.00	1.00
11.00	0.70	0.03	0.56	0.51	6.00	1.00
12.00	0.77	0.04	0.56	0.55	6.00	1.00
13.00	0.83	0.04	0.56	0.60	6.00	1.00
14.00	0.89	0.04	0.56	0.64	6.00	1.00
15.00	0.96	0.04	0.56	0.69	6.00	1.00
16.00	1.02	0.04	0.56	0.74	6.00	1.00
17.00	1.09	0.04	0.56	0.78	6.00	1.00
18.00	1.15	0.04	0.56	0.83	6.00	1.00
19.00	1.21	0.04	0.56	0.87	6.00	1.00
20.00	1.28	0.04	0.56	0.92	6.00	1.00
21.00	1.34	0.05	0.56	0.97	6.00	1.00
22.00	1.41	0.05	0.56	1.01	6.00	1.00

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NAVD)	Tail Water Stage (ft NAVD)
23.00	1.47	0.05	0.56	1.06	6.00	1.00
24.00	1.53	0.05	0.56	1.11	6.00	1.00
25.00	1.63	0.07	0.56	1.15	6.00	1.00
26.00	1.72	0.07	0.56	1.20	6.00	1.00
27.00	1.81	0.07	0.56	1.24	6.00	1.00
28.00	1.91	0.07	0.56	1.29	6.00	1.00
29.00	2.00	0.07	0.56	1.34	6.00	1.00
30.00	2.09	0.07	0.56	1.38	6.00	1.00
31.00	2.19	0.07	0.56	1.43	6.00	1.00
32.00	2.28	0.07	0.56	1.47	6.00	1.00
33.00	2.37	0.07	0.56	1.52	6.00	1.00
34.00	2.46	0.07	0.56	1.57	6.00	1.00
35.00	2.56	0.07	0.56	1.61	6.00	1.00
36.00	2.65	0.07	0.56	1.66	6.00	1.00
37.00	2.74	0.07	0.56	1.70	6.00	1.00
38.00	2.84	0.07	0.56	1.75	6.00	1.00
39.00	2.93	0.07	0.56	1.80	6.00	1.00
40.00	3.02	0.08	0.56	1.84	6.00	1.00
41.00	3.12	0.08	0.56	1.89	6.00	1.00
42.00	3.21	0.08	0.56	1.93	6.00	1.00
43.00	3.30	0.08	0.56	1.98	6.00	1.00
44.00	3.40	0.08	0.56	2.03	6.00	1.00
45.00	3.49	0.08	0.56	2.07	6.00	1.00
46.00	3.58	0.08	0.56	2.12	6.00	1.00
47.00	3.68	0.08	0.56	2.16	6.00	1.00
48.00	3.77	0.08	0.56	2.21	6.00	1.00
49.00	3.87	0.09	0.56	2.26	6.00	1.00
50.00	3.98	0.09	0.56	2.30	6.00	1.00
51.00	4.11	0.10	0.56	2.35	6.00	1.00
52.00	4.24	0.12	0.56	2.39	6.00	1.00
53.00	4.42	0.15	0.56	2.44	6.00	1.00
54.00	4.64	0.19	0.56	2.49	6.00	1.00
55.00	4.90	0.22	0.56	2.53	6.00	1.00
56.00	5.21	0.26	0.56	2.58	6.00	1.00
57.00	5.57	0.31	0.56	2.62	6.00	1.00
58.00	6.01	0.38	0.56	2.67	6.00	1.00
59.00	6.59	0.54	0.56	2.72	6.00	1.00
60.00	10.66	5.26	0.56	2.76	6.00	1.00
61.00	11.82	0.83	0.56	2.81	6.00	1.00
62.00	12.36	0.43	0.56	2.85	6.00	1.00
63.00	12.69	0.27	0.56	2.90	6.00	1.00
64.00	13.01	0.27	0.56	2.95	6.00	1.00
65.00	13.20	0.16	0.56	2.99	6.00	1.00
66.00	13.39	0.16	0.56	3.04	6.00	1.00
67.00	13.58	0.16	0.56	3.08	6.00	1.00
68.00	13.77	0.16	0.56	3.13	6.00	1.00
69.00	13.89	0.11	0.56	3.18	6.00	1.00
70.00	14.02	0.11	0.56	3.22	6.00	1.00
71.00	14.14	0.11	0.56	3.27	6.00	1.00
72.00	14.27	0.11	0.56	3.32	6.00	1.00

Structure: 2

From Basin: 810 S Dixie Hwy
To Basin: Offsite1
Structure Type: Pump
On Elev = 6 ft NAVD, Off Elev = 1.5 ft NAVD, Capacity = 250 gpm

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NAVD)	Tail Water Stage (ft NAVD)
0.00	0.00	0.00	0.00	0.00	1.00	1.00
1.00	0.06	0.00	0.56	0.05	6.00	1.00
2.00	0.13	0.00	0.56	0.09	6.00	1.00
3.00	0.19	0.00	0.56	0.14	6.00	1.00
4.00	0.26	0.01	0.56	0.18	6.00	1.00
5.00	0.32	0.02	0.56	0.23	6.00	1.00
6.00	0.38	0.02	0.56	0.28	6.00	1.00

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NAVD)	Tail Water Stage (ft NAVD)
7.00	0.45	0.02	0.56	0.32	6.00	1.00
8.00	0.51	0.03	0.56	0.37	6.00	1.00
9.00	0.57	0.03	0.56	0.41	6.00	1.00
10.00	0.64	0.03	0.56	0.46	6.00	1.00
11.00	0.70	0.03	0.56	0.51	6.00	1.00
12.00	0.77	0.04	0.56	0.55	6.00	1.00
13.00	0.83	0.04	0.56	0.60	6.00	1.00
14.00	0.89	0.04	0.56	0.64	6.00	1.00
15.00	0.96	0.04	0.56	0.69	6.00	1.00
16.00	1.02	0.04	0.56	0.74	6.00	1.00
17.00	1.09	0.04	0.56	0.78	6.00	1.00
18.00	1.15	0.04	0.56	0.83	6.00	1.00
19.00	1.21	0.04	0.56	0.87	6.00	1.00
20.00	1.28	0.04	0.56	0.92	6.00	1.00
21.00	1.34	0.05	0.56	0.97	6.00	1.00
22.00	1.41	0.05	0.56	1.01	6.00	1.00
23.00	1.47	0.05	0.56	1.06	6.00	1.00
24.00	1.53	0.05	0.56	1.11	6.00	1.00
25.00	1.63	0.07	0.56	1.15	6.00	1.00
26.00	1.72	0.07	0.56	1.20	6.00	1.00
27.00	1.81	0.07	0.56	1.24	6.00	1.00
28.00	1.91	0.07	0.56	1.29	6.00	1.00
29.00	2.00	0.07	0.56	1.34	6.00	1.00
30.00	2.09	0.07	0.56	1.38	6.00	1.00
31.00	2.19	0.07	0.56	1.43	6.00	1.00
32.00	2.28	0.07	0.56	1.47	6.00	1.00
33.00	2.37	0.07	0.56	1.52	6.00	1.00
34.00	2.46	0.07	0.56	1.57	6.00	1.00
35.00	2.56	0.07	0.56	1.61	6.00	1.00
36.00	2.65	0.07	0.56	1.66	6.00	1.00
37.00	2.74	0.07	0.56	1.70	6.00	1.00
38.00	2.84	0.07	0.56	1.75	6.00	1.00
39.00	2.93	0.07	0.56	1.80	6.00	1.00
40.00	3.02	0.08	0.56	1.84	6.00	1.00
41.00	3.12	0.08	0.56	1.89	6.00	1.00
42.00	3.21	0.08	0.56	1.93	6.00	1.00
43.00	3.30	0.08	0.56	1.98	6.00	1.00
44.00	3.40	0.08	0.56	2.03	6.00	1.00
45.00	3.49	0.08	0.56	2.07	6.00	1.00
46.00	3.58	0.08	0.56	2.12	6.00	1.00
47.00	3.68	0.08	0.56	2.16	6.00	1.00
48.00	3.77	0.08	0.56	2.21	6.00	1.00
49.00	3.87	0.09	0.56	2.26	6.00	1.00
50.00	3.98	0.09	0.56	2.30	6.00	1.00
51.00	4.11	0.10	0.56	2.35	6.00	1.00
52.00	4.24	0.12	0.56	2.39	6.00	1.00
53.00	4.42	0.15	0.56	2.44	6.00	1.00
54.00	4.64	0.19	0.56	2.49	6.00	1.00
55.00	4.90	0.22	0.56	2.53	6.00	1.00
56.00	5.21	0.26	0.56	2.58	6.00	1.00
57.00	5.57	0.31	0.56	2.62	6.00	1.00
58.00	6.01	0.38	0.56	2.67	6.00	1.00
59.00	6.59	0.54	0.56	2.72	6.00	1.00
60.00	10.66	5.26	0.56	2.76	6.00	1.00
61.00	11.82	0.83	0.56	2.81	6.00	1.00
62.00	12.36	0.43	0.56	2.85	6.00	1.00
63.00	12.69	0.27	0.56	2.90	6.00	1.00
64.00	13.01	0.27	0.56	2.95	6.00	1.00
65.00	13.20	0.16	0.56	2.99	6.00	1.00
66.00	13.39	0.16	0.56	3.04	6.00	1.00
67.00	13.58	0.16	0.56	3.08	6.00	1.00
68.00	13.77	0.16	0.56	3.13	6.00	1.00
69.00	13.89	0.11	0.56	3.18	6.00	1.00
70.00	14.02	0.11	0.56	3.22	6.00	1.00
71.00	14.14	0.11	0.56	3.27	6.00	1.00
72.00	14.27	0.11	0.56	3.32	6.00	1.00

STRUCTURE MAXIMUM AND MINIMUM DISCHARGES

Struc	Max (cfs)	Time (hr)	Min (cfs)	Time (hr)
1	0.56	0.02	0.00	0.00
2	0.56	0.02	0.00	0.00

BASIN MAXIMUM AND MINIMUM STAGES

Basin	Max (ft)	Time (hr)	Min (ft)	Time (hr)
810 S Dixie Hw	6.00	0.02	1.00	0.00

BASIN WATER BUDGETS (all units in acre-ft)

Basin	Total Runoff	Structure Inflow	Structure Outflow	Initial Storage	Final Storage	Residual
810 S Dixie Hw	0.93	0.00	6.63	0.23	-5.47	0.00

Project Name: 810 S Dixie Hwy
Reviewer: Ayitey
Project Number: 22-54
Period Begin: Jan 01, 2000;0000 hr End: Jan 04, 2000;0000 hr Duration: 72 hr
Time Step: 0.016 hr, Iterations: 10

Basin 1: 810 S Dixie Hwy

Method: Santa Barbara Unit Hydrograph
Rainfall Distribution: SFWMD - 3day
Design Frequency: 100 year
3 Day Rainfall: 18.35 inches
Area: 0.84 acres
Ground Storage: 0.8 inches
Time of Concentration: 0.25 hours
Initial Stage: 1 ft NAVD

Stage (ft NAVD)	Storage (acre-ft)
6.00	0.23
7.00	0.23
8.00	0.23
9.00	0.23
10.00	0.23
11.00	0.30
11.50	0.47
12.00	0.60

Offsite Receiving Body: Offsite1

Time (hr)	Stage (ft NAVD)
0.00	1.00
1000.00	1.00

Structure: 1

From Basin: 810 S Dixie Hwy
To Basin: Offsite1
Structure Type: Pump
On Elev = 6 ft NAVD, Off Elev = 1.5 ft NAVD, Capacity = 250 gpm

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NAVD)	Tail Water Stage (ft NAVD)
0.00	0.00	0.00	0.00	0.00	1.00	1.00
1.00	0.08	0.00	0.56	0.05	6.00	1.00
2.00	0.16	0.00	0.56	0.09	6.00	1.00
3.00	0.25	0.01	0.56	0.14	6.00	1.00
4.00	0.33	0.02	0.56	0.18	6.00	1.00
5.00	0.41	0.03	0.56	0.23	6.00	1.00
6.00	0.49	0.03	0.56	0.28	6.00	1.00
7.00	0.57	0.04	0.56	0.32	6.00	1.00
8.00	0.66	0.04	0.56	0.37	6.00	1.00
9.00	0.74	0.05	0.56	0.41	6.00	1.00
10.00	0.82	0.05	0.56	0.46	6.00	1.00
11.00	0.90	0.05	0.56	0.51	6.00	1.00
12.00	0.99	0.05	0.56	0.55	6.00	1.00
13.00	1.07	0.05	0.56	0.60	6.00	1.00
14.00	1.15	0.06	0.56	0.64	6.00	1.00
15.00	1.23	0.06	0.56	0.69	6.00	1.00
16.00	1.31	0.06	0.56	0.74	6.00	1.00
17.00	1.40	0.06	0.56	0.78	6.00	1.00
18.00	1.48	0.06	0.56	0.83	6.00	1.00
19.00	1.56	0.06	0.56	0.87	6.00	1.00
20.00	1.64	0.06	0.56	0.92	6.00	1.00
21.00	1.72	0.06	0.56	0.97	6.00	1.00
22.00	1.81	0.06	0.56	1.01	6.00	1.00

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NAVD)	Tail Water Stage (ft NAVD)
23.00	1.89	0.06	0.56	1.06	6.00	1.00
24.00	1.97	0.06	0.56	1.11	6.00	1.00
25.00	2.09	0.09	0.56	1.15	6.00	1.00
26.00	2.21	0.09	0.56	1.20	6.00	1.00
27.00	2.33	0.09	0.56	1.24	6.00	1.00
28.00	2.45	0.09	0.56	1.29	6.00	1.00
29.00	2.57	0.10	0.56	1.34	6.00	1.00
30.00	2.69	0.10	0.56	1.38	6.00	1.00
31.00	2.81	0.10	0.56	1.43	6.00	1.00
32.00	2.93	0.10	0.56	1.47	6.00	1.00
33.00	3.05	0.10	0.56	1.52	6.00	1.00
34.00	3.17	0.10	0.56	1.57	6.00	1.00
35.00	3.29	0.10	0.56	1.61	6.00	1.00
36.00	3.41	0.10	0.56	1.66	6.00	1.00
37.00	3.53	0.10	0.56	1.70	6.00	1.00
38.00	3.65	0.10	0.56	1.75	6.00	1.00
39.00	3.77	0.10	0.56	1.80	6.00	1.00
40.00	3.89	0.10	0.56	1.84	6.00	1.00
41.00	4.01	0.10	0.56	1.89	6.00	1.00
42.00	4.13	0.10	0.56	1.93	6.00	1.00
43.00	4.25	0.10	0.56	1.98	6.00	1.00
44.00	4.37	0.10	0.56	2.03	6.00	1.00
45.00	4.49	0.10	0.56	2.07	6.00	1.00
46.00	4.61	0.10	0.56	2.12	6.00	1.00
47.00	4.73	0.10	0.56	2.16	6.00	1.00
48.00	4.85	0.10	0.56	2.21	6.00	1.00
49.00	4.98	0.11	0.56	2.26	6.00	1.00
50.00	5.12	0.11	0.56	2.30	6.00	1.00
51.00	5.28	0.13	0.56	2.35	6.00	1.00
52.00	5.46	0.15	0.56	2.39	6.00	1.00
53.00	5.68	0.20	0.56	2.44	6.00	1.00
54.00	5.97	0.24	0.56	2.49	6.00	1.00
55.00	6.31	0.29	0.56	2.53	6.00	1.00
56.00	6.70	0.34	0.56	2.58	6.00	1.00
57.00	7.16	0.40	0.56	2.62	6.00	1.00
58.00	7.72	0.49	0.56	2.67	6.00	1.00
59.00	8.48	0.70	0.56	2.72	6.00	1.00
60.00	13.71	6.78	0.56	2.76	6.00	1.00
61.00	15.20	1.07	0.56	2.81	6.00	1.00
62.00	15.89	0.55	0.56	2.85	6.00	1.00
63.00	16.32	0.35	0.56	2.90	6.00	1.00
64.00	16.73	0.34	0.56	2.95	6.00	1.00
65.00	16.97	0.21	0.56	2.99	6.00	1.00
66.00	17.22	0.21	0.56	3.04	6.00	1.00
67.00	17.46	0.21	0.56	3.08	6.00	1.00
68.00	17.70	0.21	0.56	3.13	6.00	1.00
69.00	17.86	0.14	0.56	3.18	6.00	1.00
70.00	18.03	0.14	0.56	3.22	6.00	1.00
71.00	18.19	0.14	0.56	3.27	6.00	1.00
72.00	18.35	0.14	0.56	3.32	6.00	1.00

Structure: 2

From Basin: 810 S Dixie Hwy
To Basin: Offsite1
Structure Type: Pump
On Elev = 6 ft NAVD, Off Elev = 1.5 ft NAVD, Capacity = 250 gpm

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NAVD)	Tail Water Stage (ft NAVD)
0.00	0.00	0.00	0.00	0.00	1.00	1.00
1.00	0.08	0.00	0.56	0.05	6.00	1.00
2.00	0.16	0.00	0.56	0.09	6.00	1.00
3.00	0.25	0.01	0.56	0.14	6.00	1.00
4.00	0.33	0.02	0.56	0.18	6.00	1.00
5.00	0.41	0.03	0.56	0.23	6.00	1.00
6.00	0.49	0.03	0.56	0.28	6.00	1.00

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NAVD)	Tail Water Stage (ft NAVD)
7.00	0.57	0.04	0.56	0.32	6.00	1.00
8.00	0.66	0.04	0.56	0.37	6.00	1.00
9.00	0.74	0.05	0.56	0.41	6.00	1.00
10.00	0.82	0.05	0.56	0.46	6.00	1.00
11.00	0.90	0.05	0.56	0.51	6.00	1.00
12.00	0.99	0.05	0.56	0.55	6.00	1.00
13.00	1.07	0.05	0.56	0.60	6.00	1.00
14.00	1.15	0.06	0.56	0.64	6.00	1.00
15.00	1.23	0.06	0.56	0.69	6.00	1.00
16.00	1.31	0.06	0.56	0.74	6.00	1.00
17.00	1.40	0.06	0.56	0.78	6.00	1.00
18.00	1.48	0.06	0.56	0.83	6.00	1.00
19.00	1.56	0.06	0.56	0.87	6.00	1.00
20.00	1.64	0.06	0.56	0.92	6.00	1.00
21.00	1.72	0.06	0.56	0.97	6.00	1.00
22.00	1.81	0.06	0.56	1.01	6.00	1.00
23.00	1.89	0.06	0.56	1.06	6.00	1.00
24.00	1.97	0.06	0.56	1.11	6.00	1.00
25.00	2.09	0.09	0.56	1.15	6.00	1.00
26.00	2.21	0.09	0.56	1.20	6.00	1.00
27.00	2.33	0.09	0.56	1.24	6.00	1.00
28.00	2.45	0.09	0.56	1.29	6.00	1.00
29.00	2.57	0.10	0.56	1.34	6.00	1.00
30.00	2.69	0.10	0.56	1.38	6.00	1.00
31.00	2.81	0.10	0.56	1.43	6.00	1.00
32.00	2.93	0.10	0.56	1.47	6.00	1.00
33.00	3.05	0.10	0.56	1.52	6.00	1.00
34.00	3.17	0.10	0.56	1.57	6.00	1.00
35.00	3.29	0.10	0.56	1.61	6.00	1.00
36.00	3.41	0.10	0.56	1.66	6.00	1.00
37.00	3.53	0.10	0.56	1.70	6.00	1.00
38.00	3.65	0.10	0.56	1.75	6.00	1.00
39.00	3.77	0.10	0.56	1.80	6.00	1.00
40.00	3.89	0.10	0.56	1.84	6.00	1.00
41.00	4.01	0.10	0.56	1.89	6.00	1.00
42.00	4.13	0.10	0.56	1.93	6.00	1.00
43.00	4.25	0.10	0.56	1.98	6.00	1.00
44.00	4.37	0.10	0.56	2.03	6.00	1.00
45.00	4.49	0.10	0.56	2.07	6.00	1.00
46.00	4.61	0.10	0.56	2.12	6.00	1.00
47.00	4.73	0.10	0.56	2.16	6.00	1.00
48.00	4.85	0.10	0.56	2.21	6.00	1.00
49.00	4.98	0.11	0.56	2.26	6.00	1.00
50.00	5.12	0.11	0.56	2.30	6.00	1.00
51.00	5.28	0.13	0.56	2.35	6.00	1.00
52.00	5.46	0.15	0.56	2.39	6.00	1.00
53.00	5.68	0.20	0.56	2.44	6.00	1.00
54.00	5.97	0.24	0.56	2.49	6.00	1.00
55.00	6.31	0.29	0.56	2.53	6.00	1.00
56.00	6.70	0.34	0.56	2.58	6.00	1.00
57.00	7.16	0.40	0.56	2.62	6.00	1.00
58.00	7.72	0.49	0.56	2.67	6.00	1.00
59.00	8.48	0.70	0.56	2.72	6.00	1.00
60.00	13.71	6.78	0.56	2.76	6.00	1.00
61.00	15.20	1.07	0.56	2.81	6.00	1.00
62.00	15.89	0.55	0.56	2.85	6.00	1.00
63.00	16.32	0.35	0.56	2.90	6.00	1.00
64.00	16.73	0.34	0.56	2.95	6.00	1.00
65.00	16.97	0.21	0.56	2.99	6.00	1.00
66.00	17.22	0.21	0.56	3.04	6.00	1.00
67.00	17.46	0.21	0.56	3.08	6.00	1.00
68.00	17.70	0.21	0.56	3.13	6.00	1.00
69.00	17.86	0.14	0.56	3.18	6.00	1.00
70.00	18.03	0.14	0.56	3.22	6.00	1.00
71.00	18.19	0.14	0.56	3.27	6.00	1.00
72.00	18.35	0.14	0.56	3.32	6.00	1.00

STRUCTURE MAXIMUM AND MINIMUM DISCHARGES

Struc	Max (cfs)	Time (hr)	Min (cfs)	Time (hr)
1	0.56	0.02	0.00	0.00
2	0.56	0.02	0.00	0.00

BASIN MAXIMUM AND MINIMUM STAGES

Basin	Max (ft)	Time (hr)	Min (ft)	Time (hr)
810 S Dixie Hw	6.00	0.02	1.00	0.00

BASIN WATER BUDGETS (all units in acre-ft)

Basin	Total Runoff	Structure Inflow	Structure Outflow	Initial Storage	Final Storage	Residual
810 S Dixie Hw	1.22	0.00	6.63	0.23	-5.18	0.00

810 S. DIXIE HIGHWAY

traffic study

Since 1978

Prepared By:
David Plummer & Associates

Prepared For:
Adams Street Residential, LLC

Prepared In:
July 2023

DPA Job #:
23123

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EXECUTIVE SUMMARY

The proposed project will be located at 810 S Dixie Highway in Hollywood, Florida. The project proposes a residential development with 90 residential units, 5,300 SF of commercial use for which an urgent care tenant will be sought, as requested by the City and a three-story parking garage. Access to / from the site for tenants and their guests as well as for the commercial tenant, will be provided via a two-way driveway located on Adams Street.

The loading areas for the project are located on the south and west sides of the site. Access for trash haulers to the loading areas is provided via the inbound driveway located on S Dixie Highway and a one-way, outbound driveway located along the west end of the property, exiting on Adams Street. For the purpose of this traffic analysis, project build-out is anticipated by 2025.

An assessment of the traffic impacts associated with the proposed project was performed in accordance with the requirements of the City of Hollywood. The results of the analysis show that all of the analyzed intersections are currently operating and are projected to continue to operate at an acceptable LOS during the AM and PM peak hours.

As part of the study, the mobility and circulation within the study area was evaluated. The study shows that the project area is currently served by seven Broward County transit bus routes and by the City of Hollywood Sun Shuttle. The project is also located in an area that is conducive for pedestrian activities. The site is also within walking distance to Young Circle Park and Downtown Hollywood providing access to various restaurants, retail, entertainment, and transit routes.

A new sidewalk will be constructed adjacent to the site, fronting on Dixie Highway. The sidewalks on Adams Street and Washington Street are generally in good condition and allow for convenient pedestrian movement. However, many of the residential streets in the vicinity were developed without sidewalks. The sidewalks along South Dixie Highway between the site and Hollywood Boulevard are adequate where the properties have been redeveloped but inferior or non-existent in situations where development has not taken place. Sidewalks do not exist on a substantial portion

of Dixie Highway south of the site. The uses on the properties to the south tend to be automotive and often have driveways that often extend the full length of the properties.

An assessment of the queuing at the arm gates which are located approximately 120 feet into the parking garage and at the base of the ramp to the upper levels of the residential parking, beyond the parking garage entrance, was performed during the PM peak hour of the adjacent street (critical inbound hour). The results of the queuing analysis show that no vehicles are expected to queue at the arm gates located on the ground floor residential parking area and at the base of the ramp to the upper levels of the residential parking during the PM peak hour. Therefore, the traffic is not anticipated to spill-back onto the roadway.

1.0 INTRODUCTION

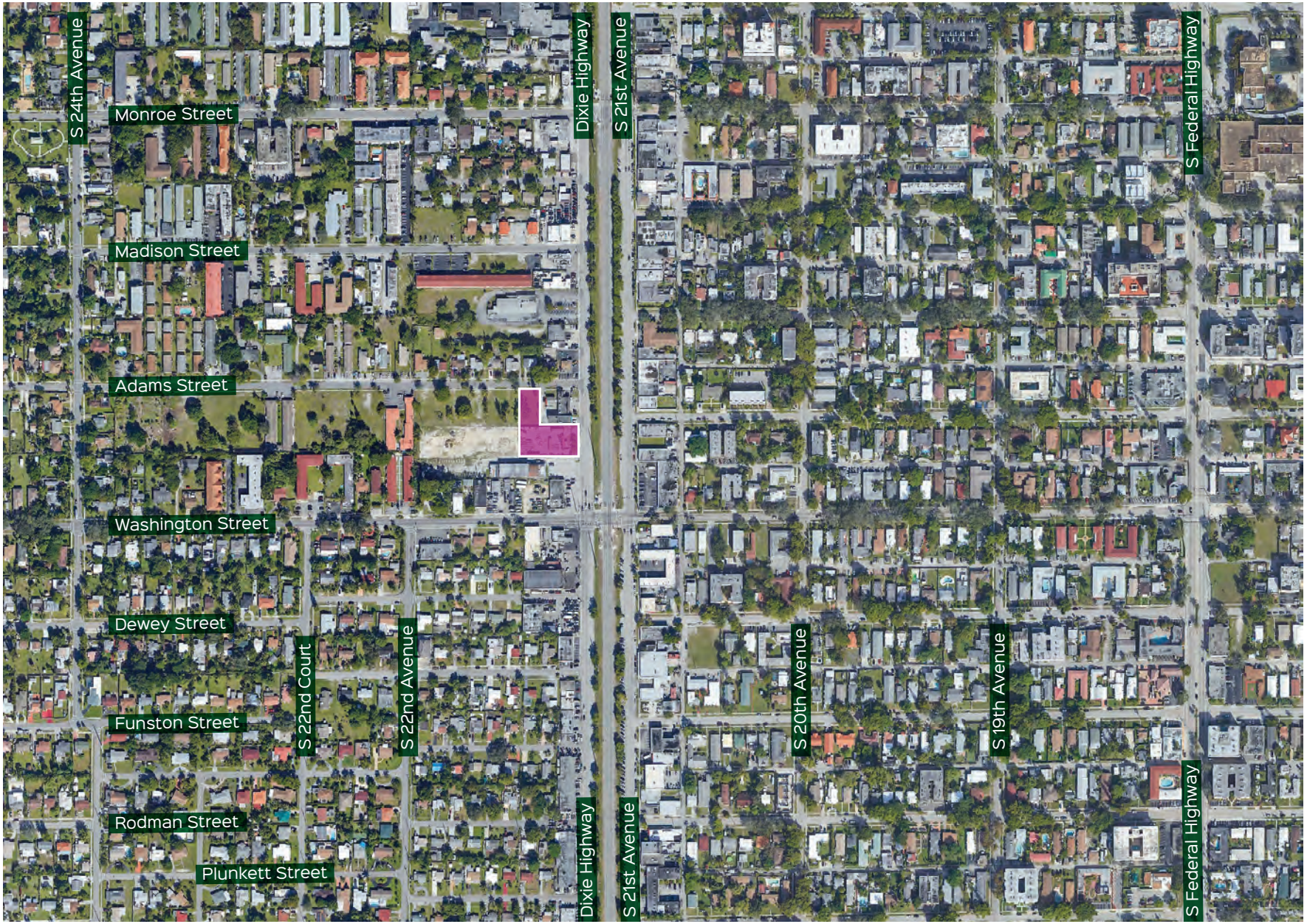
1.1 Project Background

The proposed project will be located at 810 S Dixie Highway in Hollywood, Florida. (See Exhibit 1 for project location). The project proposes a residential development with 90 residential units, 5,300 SF of commercial use for which an urgent care tenant will be sought, as requested by the City and a three-story parking garage. Access to / from the site for tenants and their guests as well as for the commercial tenant, will be provided via a two-way driveway located on Adams Street.

The loading areas for the project are located on the south and west sides of the site. Access for trash haulers to the loading areas is provided via the inbound driveway located on S Dixie Highway and a one-way, outbound driveway located along the west end of the property, exiting on Adams Street. The project site plan is included in Appendix A. For the purpose of this traffic analysis, project build-out is anticipated by 2025.

1.2 Study Objective

The purpose of the study is to provide a traffic study that meets the requirements of the City of Hollywood for the project. This study includes vehicular flow, trip generation, roadway and intersection analyses, and a 95th percentile queue analysis.



Project Location

Exhibit 1

Location Map

NORTH
MAP NOT TO SCALE

1.3 Study Area and Methodology

The analysis undertaken is consistent with the Broward County and *City of Hollywood Comprehensive Plan*. The following is a brief description of the study methodology:

Study Area

The study area for the project includes the following intersections:

- Adams Street / S Dixie Highway (U)
- Washington Street / S Dixie Highway (S)
- Washington Street / S 21st Avenue (S)
- Monroe Street / S Dixie Highway (S)
- Monroe Street / S 21st Avenue (S)

Analysis Scenarios

The analysis scenarios for this study are as follows:

- Existing year (2023)
- Project build-out year (2025) without project trips (background traffic)
- Project build-out year (2025) with project trips (total traffic)

Data Collection

- Vehicle turning movement counts were collected during the AM (7 - 9) and PM (4 – 6) peak hour conditions on May 9, 2023.
- If applicable, collected counts will be adjusted to reflect AM and PM peak hour average daily traffic conditions for the intersection analysis. The traffic volumes will be adjusted by applying the corresponding peak season conversion factors obtained from the latest *Florida Department of Transportation (FDOT) Peak Season Factor Category Report.*
- Field reviews were performed to obtain existing physical and operating characteristics of the roadway network within the study area. Data acquired includes the number and type of traffic lanes, intersection geometrics, signal timings, speed limit information, and other appropriate physical and operating characteristics.

- Future Transportation Projects – The 2023-2027 TIP and the 2045 MTP were reviewed and considered in the analysis at project build-out.

Existing Conditions Intersection Capacity Analysis

- Intersection capacity analyses were evaluated for the study area intersections using the Synchro software.

Background Traffic

- Available Florida Department of Transportation (FDOT) and Broward County counts (at least five years) will be consulted to determine a growth factor consistent with historical annual growth in the area. The growth factor was applied to the existing traffic volumes to establish background traffic conditions for the anticipated (2025) project buildout year.

Project Trip Generation

Using information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual*, 11th Edition, trips associated with the proposed development were estimated.

Project Trip Distribution

Net new external project traffic will be assigned to the adjacent street network by using the project's Traffic Analysis Zone (TAZ). Consideration for the available roadway network accessed by the project, driveway placement and land uses, roadways available to travel in the desired direction, and attractiveness of traveling on a specific roadway will also be considered when distributing project traffic.

Future Conditions Intersection Analysis – Total Traffic Conditions

- Future total traffic volumes were determined by combining project trips and background traffic volumes.
- Intersection capacity analyses were evaluated using the Synchro software. Access driveways were included as part of the LOS analysis.

1.4 Project Site Information

The proposed project will be located 810 S Dixie Highway in Hollywood, Florida. The project proposes a residential development with 90 residential units, 5,300 SF of commercial use for which an urgent care tenant will be sought, as requested by the City and a three-story parking garage. Access to / from the site for tenants and their guests as well as for the commercial tenant, will be provided via a two-way driveway located on Adams Street. The loading areas for the project are located on the south and west sides of the site. Access for trash haulers to the loading areas is provided via the inbound driveway located on S Dixie Highway and a one-way, outbound driveway located along the west end of the property, exiting on Adams Street.

2.0 EXISTING TRAFFIC CONDITIONS

Data collection for this study included roadway characteristics, intersection traffic counts, signal timing, and seasonal adjustment factors. The data collection effort is described in the following sections.

2.1 Roadway Characteristics

Adams Street

Within the study area, Adams Street is a two-way, two-lane, undivided, local roadway that provides east / west access. The speed limit is not posted within the study limits. The City of Hollywood has jurisdiction over Adams Street.

Washington Street

Within the study area, Washington Street is a two-way, two-lane, undivided, collector roadway that provides east / west access within the City of Hollywood. The posted speed limit is 30 mph within the study limits. The City of Hollywood has jurisdiction over Washington Street.

Monroe Street

Within the study area, Monroe Street is a two-way, two-lane, undivided, local roadway that provides east / west access within the City of Hollywood. East of S 21st Avenue, the posted speed limit is 25 mph. West of S Dixie Highway, the posted limit is 30 mph. The City of Hollywood has jurisdiction over Monroe Street.

S Dixie Highway

North of Washington Street, S Dixie Highway is a one-way, three-lane, collector roadway that provides southbound access within the City of Hollywood. South of Washington Street, S Dixie Highway is a one-way, four-lane, collector roadway. The posted speed limit is 40 mph within the study limits. Broward County has jurisdiction over S Dixie Highway.

S 21st Avenue

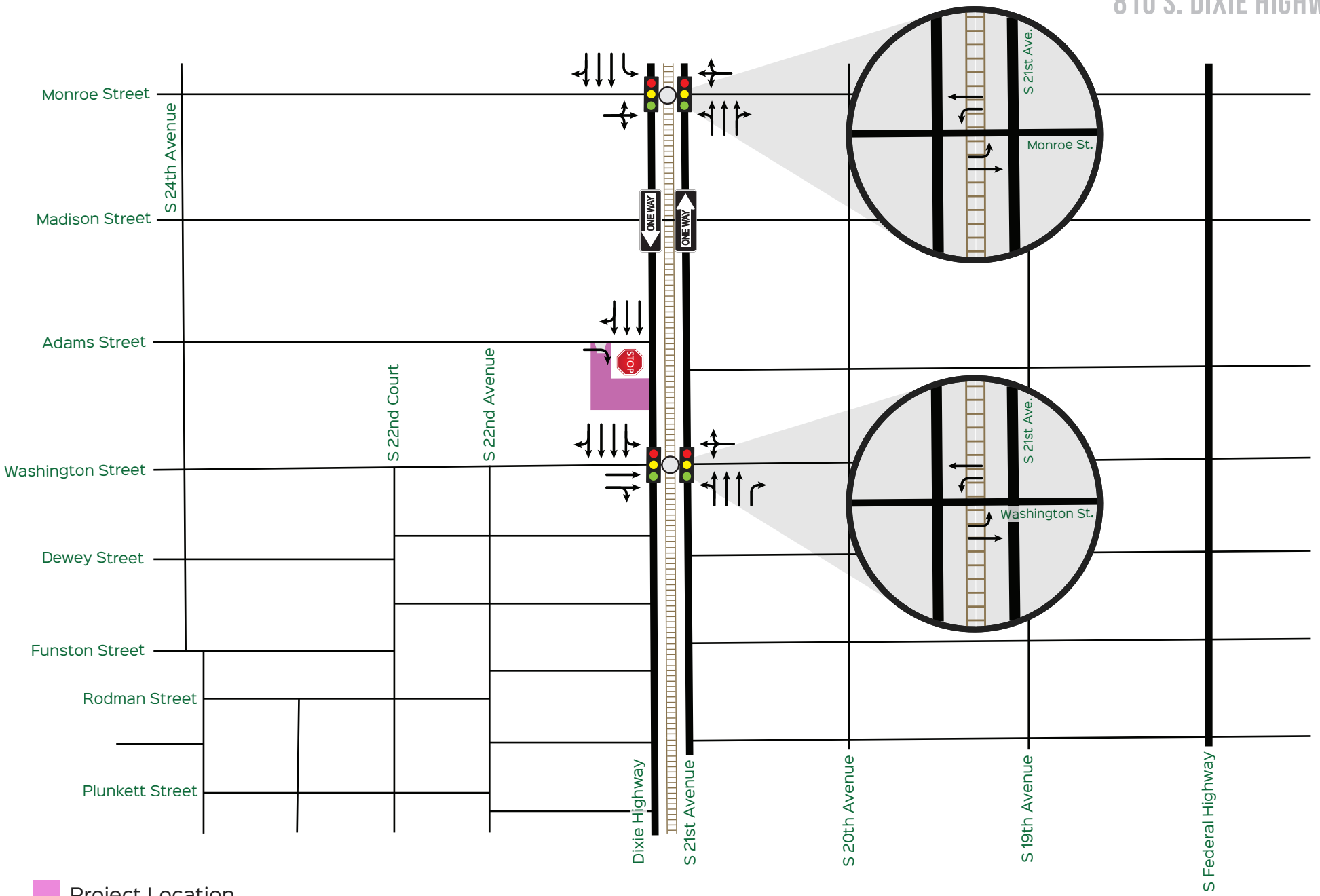
North of Washington Street, S 21st Avenue is a one-way, three-lane, collector roadway that provides northbound access within the City of Hollywood. South of Washington Street, S 21st Avenue is a one-way, two-lane, collector roadway. The posted speed limit is 35 mph within the study limits. Broward County has jurisdiction over S 21st Avenue.

2.2 Traffic Counts

Vehicle turning movement counts (TMCs) for the studied intersections were collected on May 9, 2023 during the AM and PM peak hours. A 2022 weekly volume peak season conversion factor (PSCF) of 1.03 (west of US1 to SR7) was used, corresponding to the date and location of the counts, to adjust the raw traffic counts to peak season conditions. Traffic counts and PSCF factor are available in Appendix B.

2.3 Intersection Data

Signal timing data was obtained from Broward County for the signalized intersection analyzed in this study. This information was used for the signal phasing and timing required for the intersection capacity analysis. A field survey was also conducted to obtain the intersection lane configurations used in the intersection analysis. Exhibit 2 shows the existing lane configurations at the analyzed intersections. Existing volumes for the morning and afternoon peak hours at the analyzed intersections are shown in Exhibit 3. The signal timing documentation is provided in Appendix B.



Project Location

Exhibit 2

Existing Lane Configurations

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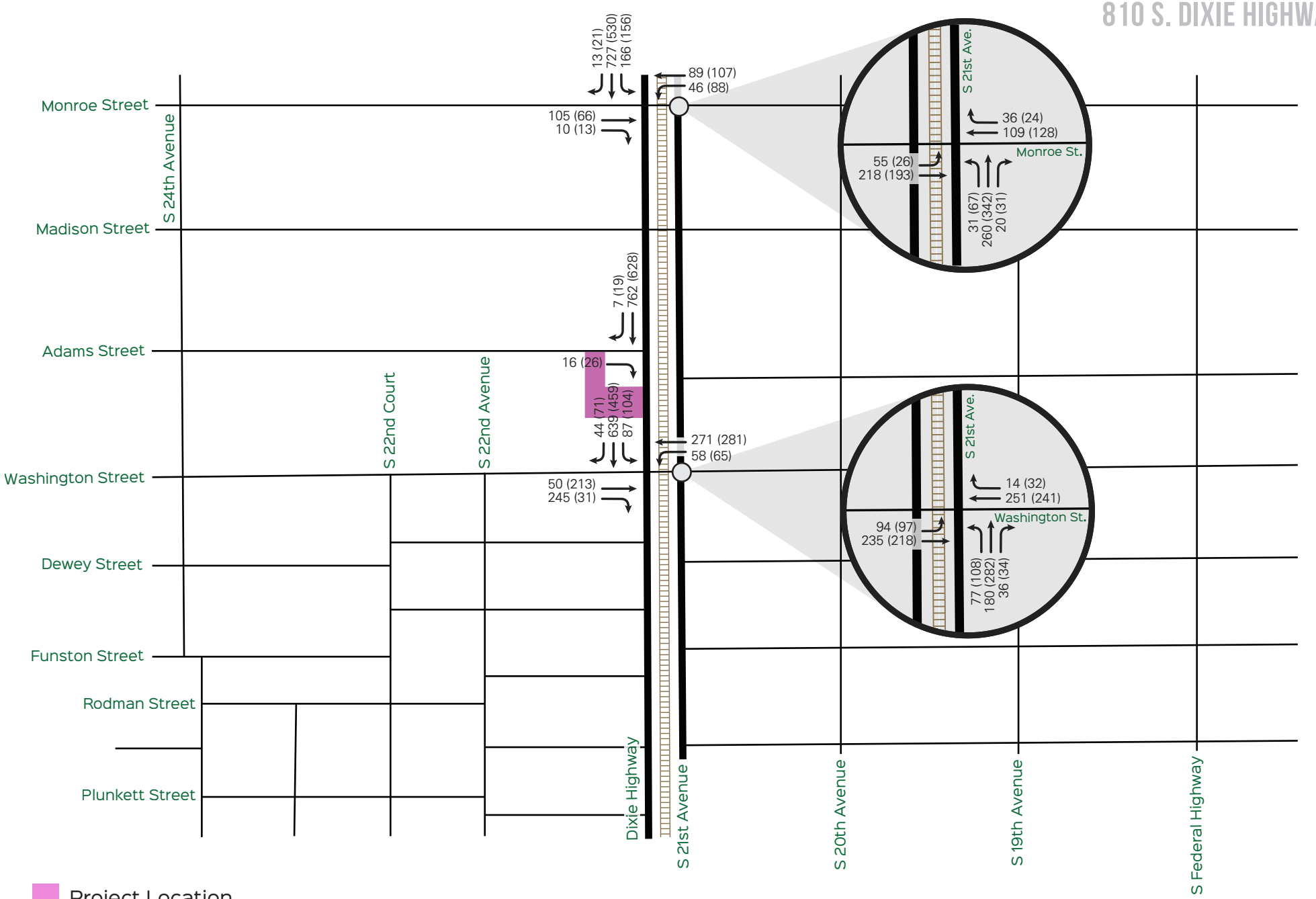

Project Location

Exhibit 3

Existing AM & PM Peak Period Traffic Volumes

NORTH
MAP NOT TO SCALE

2.4 Intersection Capacity Analysis

The Synchro software was used to perform intersection capacity analysis at the analyzed intersections**.** Synchro is a macroscopic analysis and optimization software application that implements the Intersection Capacity Utilization method for determining intersection capacity. Synchro also supports the Highway Capacity Manual's methodology for signalized / un-signalized intersections. Exhibit 4 shows the resulting level of service (LOS) for existing conditions during AM and PM peak hours. The results of the analysis show that all study intersections currently operate at an acceptable LOS. Intersection capacity analysis worksheets are included in Appendix C.

Exhibit 4: Existing Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Unsignalized	Direction	AM Peak		PM Peak		LOS Std
			LOS	Delay (sec)	LOS	Delay (sec)	
Adams Street / S Dixie Highway	Signalized	EB	B	12.6	B	11.9	D
Washington Street / S Dixie Highway	Signalized	SB EB WB ***Overall***	B D A ***B***	12.8 42.3 3.3 ***16.8***	B D A ***B***	18.9 41.6 3.0 ***18.9***	D D D ***D***
Washington Street / S 21st Avenue	Unsignalized	NB EB WB ***Overall***	C A D ***C***	33.9 4.9 47.1 ***27.1***	D A D ***C***	35.0 5.0 50.2 ***29.7***	D D D ***D***
Monroe Street / S Dixie Highway	Signalized	SB EB WB ***Overall***	D D A ***C***	37.6 42.2 3.0 ***34.0***	D D A ***C***	36.0 41.3 3.7 ***30.0***	D D D ***D***
Monroe Street / S 21st Avenue	Signalized	NB EB WB ***Overall***	D A D ***C***	40.4 6.7 43.4 ***28.3***	D A D ***C***	45.1 5.8 43.2 ***34.2***	D D D ***D***

Source: David Plummer & Associates

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3.0 PLANNED AND PROGRAMED ROADWAY IMPROVEMENTS

The 2023-2027 Broward County *Transportation Improvement Program* (TIP) and the *2045 Metropolitan Transportation Plan* (MTP) were reviewed to identify any programmed projects within the limits of the established study area. These documents show the following projects within the study area:

TIP 4415821 – SR-5/US-1/Federal Highway from SR-824 (Pembroke Road) to Johnson Street, Bike Lane / Sidewalk.
TIP 4417591 – SR-84 Rail Monitoring & 4 FEC Crossings, ITS Communication System.
TIP 4170313 – South Florida East Coast Corridor (SFECC) Corridor Management, Rail Capacity Project.
MTP 45 – Hollywood / Pines Boulevard Rapid Bus from Flamingo Road (Pembroke Pines) to Hollywood (Young Circle), Transit.

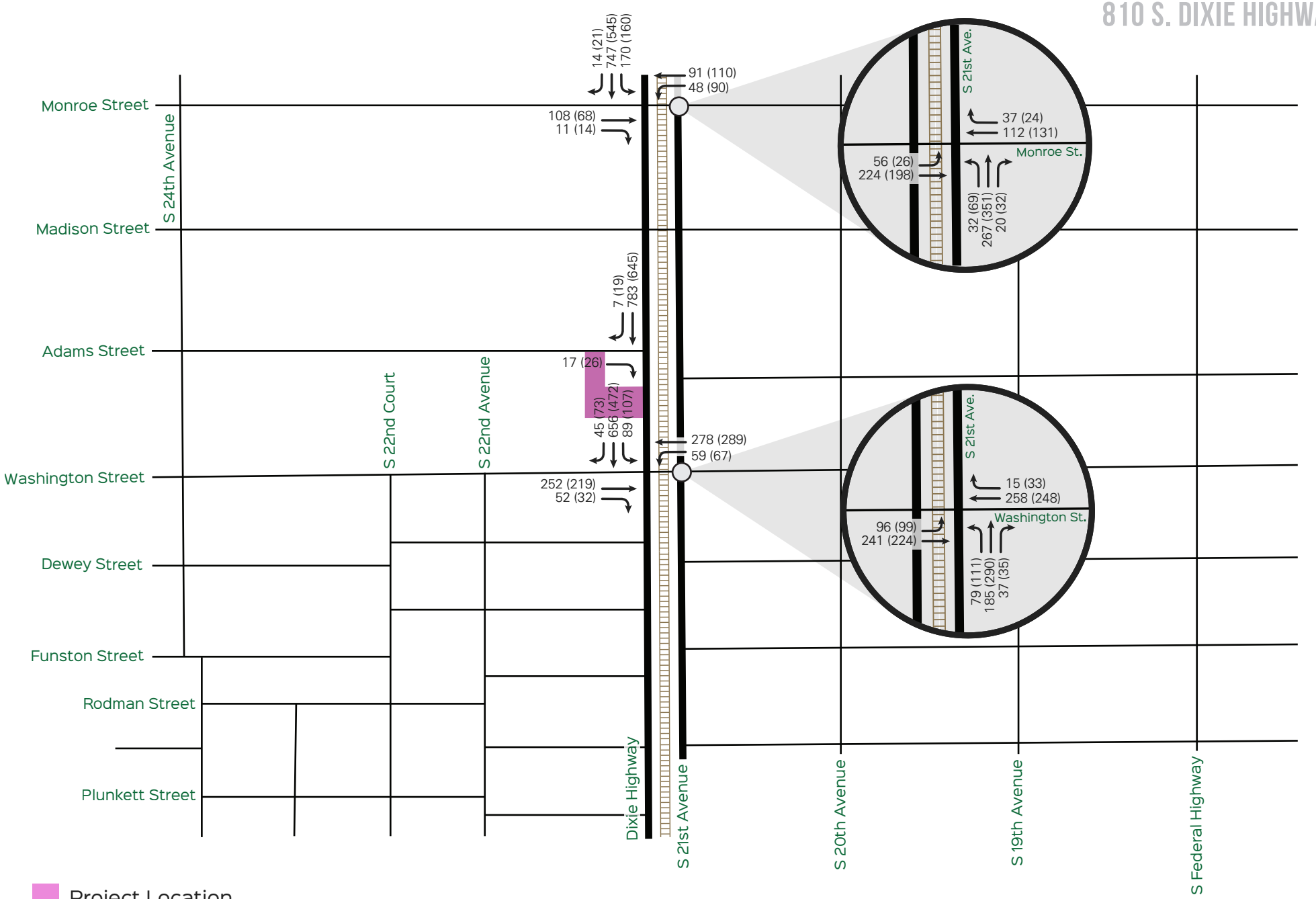
No capacity improvements were identified in this area by project buildout. Therefore, no capacity improvements were reflected in the future conditions. Roadway project documentation is included in Appendix D.

4.0 FUTURE TRAFFIC CONDITIONS

4.1 Background Traffic & Committed Developments

Average Daily Traffic counts published by the FDOT were reviewed to determine historic growth in the area. This analysis results in a -11.5% yearly growth rate in the last five years within the project area. Additionally, a comparison of traffic volumes from the 2015 and 2045 Southeast Florida Regional Planning Model (SERPM) was conducted. Based on the SERPM model the calculated growth rate is 0.85%. For a more conservative analysis, a yearly growth rate of 0.85% was used to project future background traffic conditions. Historic growth rate documentation is included in Appendix B.

The City was consulted to determine any committed developments in the vicinity of the project site. As no proposed or approved committed developments were disclosed within the area, an additional 0.5% growth rate was applied to account for any unknown additional developments in the area. Turning movement volumes (TMC's) for future without project conditions were obtained by applying two years of background growth to existing volumes. Exhibit 5 shows the projected turning movements for future without project traffic.



Project Location

Exhibit 5

Future Without Project AM & PM Peak Period Traffic Volumes

NORTH
MAP NOT TO SCALE

4.2 Future without Project Intersection Capacity Analysis

Future without project conditions was obtained by adding background traffic to the existing trips. Exhibit 6 shows the resulting LOS for AM and PM peak hour for future without project conditions. The results of the analysis show that all study intersections continue to operate at an acceptable LOS. Intersection capacity worksheets are included in Appendix C.

Exhibit 6: Future without Project Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Unsignalized	Direction	AM Peak		PM Peak		LOS Std
			LOS	Delay (sec)	LOS	Delay (sec)	
Adams Street / S Dixie Highway	Signalized	EB	B	12.7	B	12.0	D
Washington Street / S Dixie Highway	Signalized	SB EB WB ***Overall***	B D A ***B***	13.1 42.4 3.2 ***17.0***	B D A ***B***	19.0 41.7 3.1 ***19.0***	D D D ***D***
Washington Street / S 21st Avenue	Unsignalized	NB EB WB ***Overall***	C A D ***C***	34.0 4.9 48.6 ***27.6***	D A D ***C***	35.1 4.9 52.2 ***30.4***	D D D ***D***
Monroe Street / S Dixie Highway	Signalized	SB EB WB ***Overall***	D D A ***C***	37.9 42.3 3.0 ***34.2***	D D A ***C***	36.1 41.3 3.7 ***30.1***	D D D ***D***
Monroe Street / S 21st Avenue	Signalized	NB EB WB ***Overall***	D A D ***C***	40.5 6.7 43.7 ***28.5***	D A D ***C***	45.3 5.9 43.3 ***34.3***	D D D ***D***

Source: David Plummer & Associates

4.3 Project Trip Generation

Trip generation for the proposed project was estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. This manual provides gross trip generation rates and/or equations by land use type. These rates and equations estimate vehicle trip ends at a free-standing site's driveways.

Transit, prevalent sidewalks, and crosswalks make the study area pedestrian friendly. Data from the 2020 United States Census Bureau shows that 21.4% of the public within Census tract 918.03 use other modes of transportation. However, a 4% reduction factor was taken for other modes of transportation, per request of the City. The project trip generation summary is provided in Exhibit 7. ITE trip generation worksheets are provided in Appendix E.

Exhibit 7: Project Trip Generation Summary

Proposed ITE Land Use Designation[1]	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise) *Land Use Code: 221*	90 DU	408	6	22	28	22	14	36
Free-Standing Emergency Room *Land Use Code: 650*	5,300 SF	132	3	3	6	4	4	8
Total Gross Trips		**540**	**9**	**25**	**34**	**26**	**18**	**44**
Internalization[2]	AM 0.0% PM 0.0%		0	0	0	0	0	0
Other Modes of Transportation[3]		4.0%	0	-1	-1	-1	-1	-2
Net Proposed Trips			**9**	**24**	**33**	**25**	**17**	**42**

[1] Based on ITE Trip Generation Manual, 11th Edition.
[2] Based on ITE Trip Generation Handbook, 3rd Edition. Internalization capped at 10%, per City request.
[3] Based on US census data for census tract 918.03 (Broward) and local characteristics. Capped a 4%, per City request.

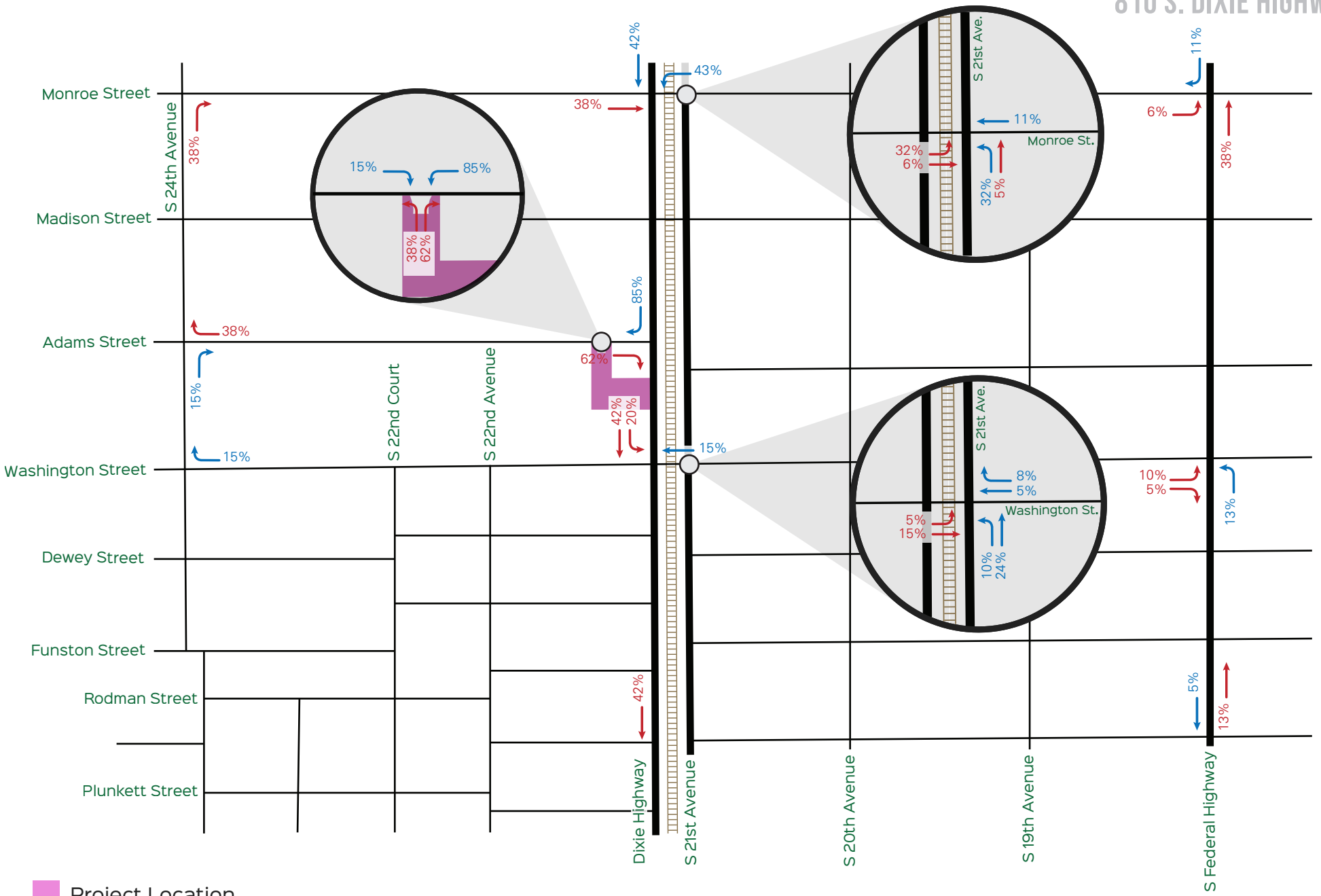
4.4 Project Trip Assignment

Net new external project traffic was distributed and assigned to the adjacent street network using the Cardinal Distribution for Broward County TAZ 2652, shown in Exhibit 8. The Cardinal Distribution gives a generalized distribution of trips from a TAZ to other parts of Broward County. The TAZ can be summarized as 34% to the north, 33% to the south, 6% to the east, and 27% to the west. For estimating trip distribution for the project traffic, consideration was given to conditions such as the roadway network accessed by the project traffic, roadways available to travel in the desired direction, and attractiveness of traveling on a specific roadway. The project trip distribution and trip assignments are graphically portrayed in Exhibits 9 and 10. Exhibit 11 shows the projected turning movements for future with project conditions.

Exhibit 8: Cardinal Distribution Trips
TAZ 2652

DIRECTION	2015	2045	2025
NNE	16.21%	15.79%	16.07%
ENE	3.80%	3.77%	3.79%
ESE	2.17%	2.15%	2.16%
SSE	13.59%	12.95%	13.38%
SSW	19.05%	19.51%	19.20%
WSW	13.67%	15.02%	14.12%
WNW	13.71%	12.93%	13.45%
NNW	17.80%	17.88%	17.83%

Since 1978

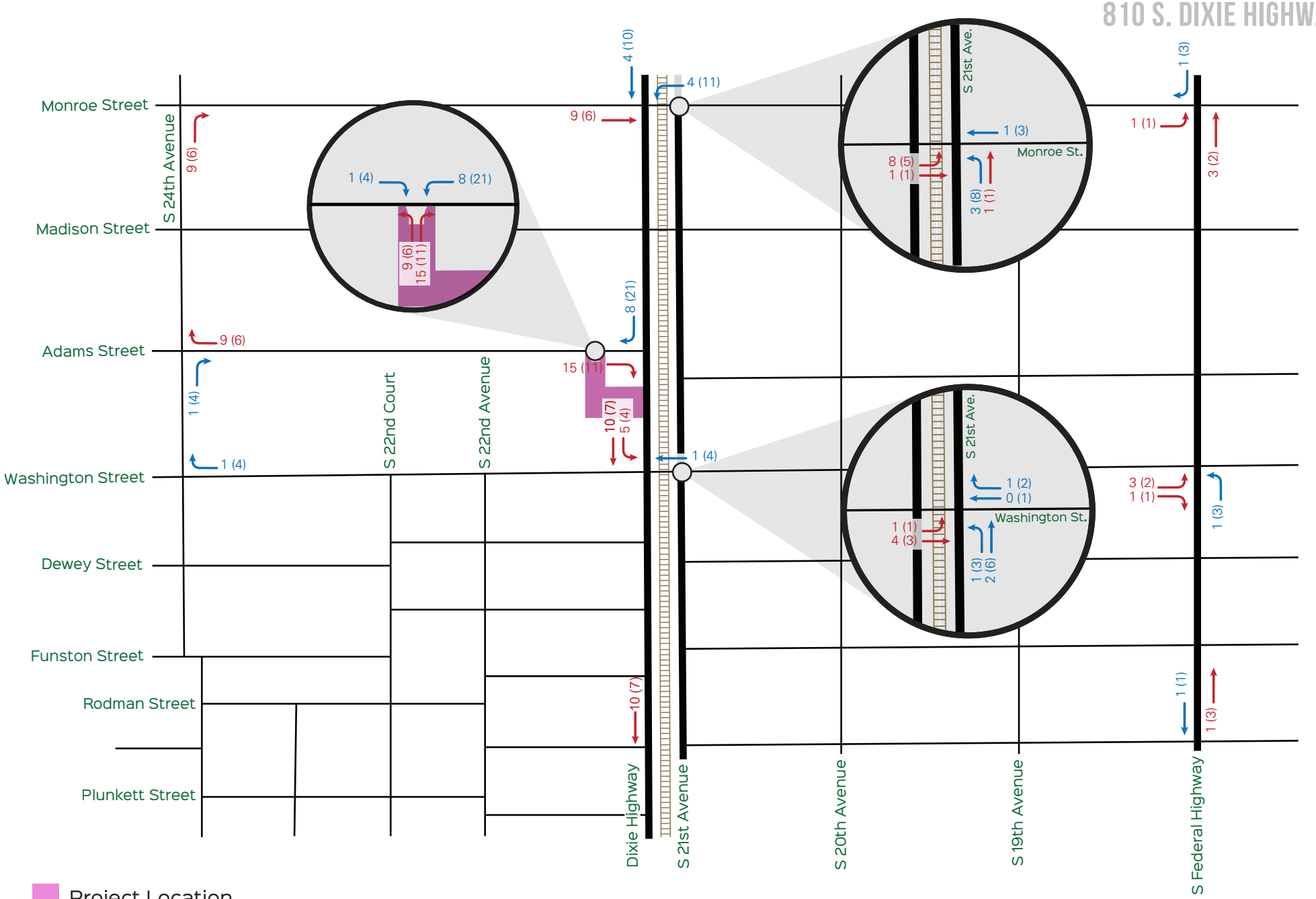


Project Location

Exhibit 9

Project Trip Distribution

NORTH
MAP NOT TO SCALE

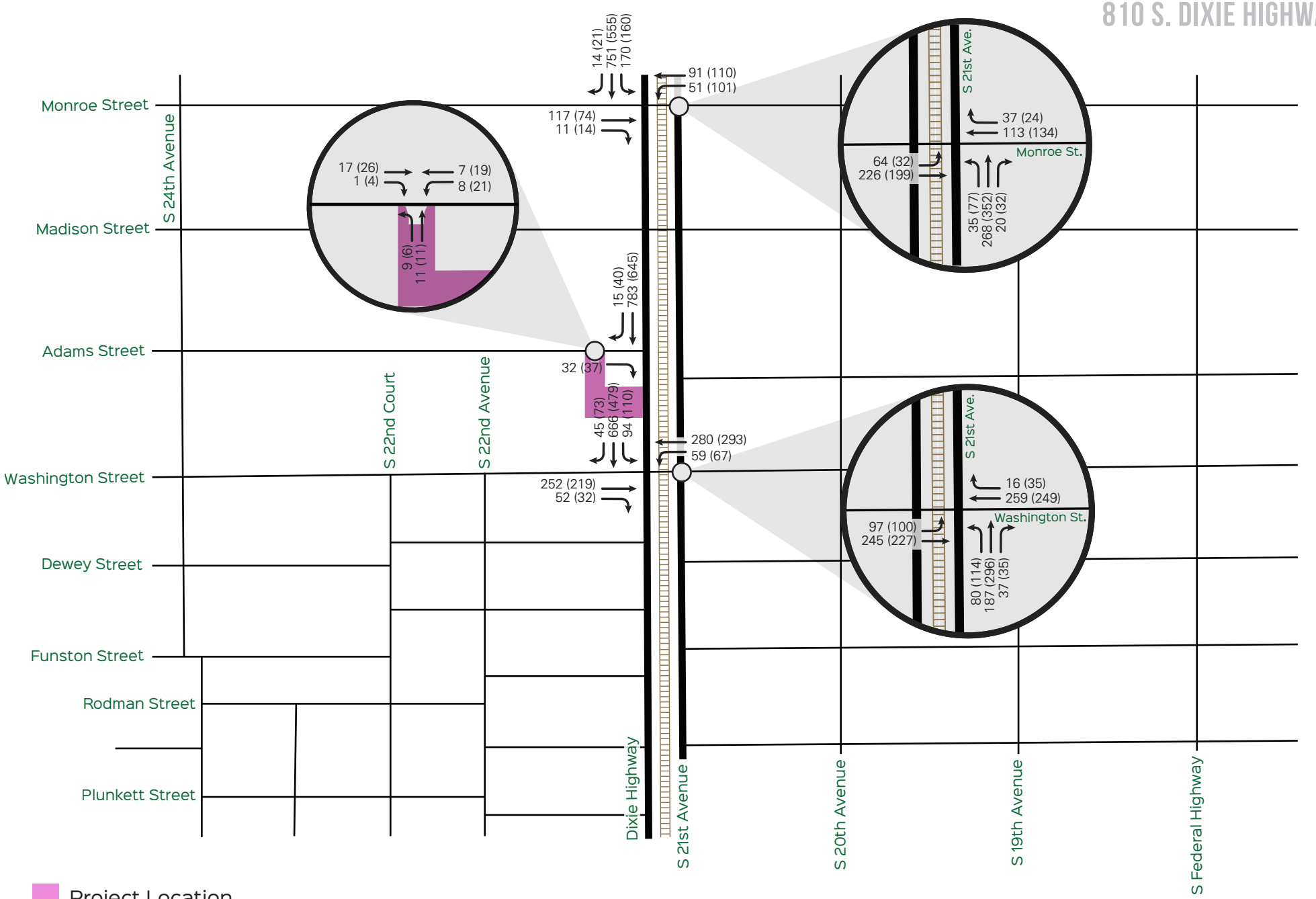


Project Location

Exhibit 10

Project Trip Assignment

NORTH
MAP NOT TO SCALE



Project Location

Exhibit 11

Future With Project AM & PM Peak Period Traffic Volumes

NORTH
MAP NOT TO SCALE

4.5 Future with Project Intersection Capacity Analysis

Future background traffic and project trips were combined to obtain future with project traffic at the analyzed intersections. Exhibit 12 shows the resulting LOS for the weekday AM and PM peak hours for future with the project conditions. The analysis indicates that all the studied intersections are projected to continue to operate within the City's LOS standards. The un-signalized intersection capacity analysis results show adequate operations at the project driveway. Intersection capacity analysis worksheets are included in Appendix C.

Exhibit 12: Future with Project Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Unsignalized	Direction	AM Peak		PM Peak		LOS Std
			LOS	Delay (sec)	LOS	Delay (sec)	
Adams Street / S Dixie Highway	Signalized	EB	B	13.1	B	12.3	D
Washington Street / S Dixie Highway	Signalized	SB EB WB ***Overall***	B D A ***B***	13.9 42.4 3.2 ***17.4***	C D A ***B***	20.5 41.7 3.0 ***19.7***	D D D ***D***
Washington Street / S 21st Avenue	Unsignalized	NB EB WB ***Overall***	C A D ***C***	34.0 4.9 48.7 ***27.6***	D A D ***C***	35.2 4.9 52.7 ***30.5***	D D D ***D***
Monroe Street / S Dixie Highway	Signalized	SB EB WB ***Overall***	D D A ***C***	37.9 42.6 2.9 ***34.3***	D D A ***C***	36.2 41.5 3.6 ***30.0***	D D D ***D***
Monroe Street / S 21st Avenue	Signalized	NB EB WB ***Overall***	D A D ***C***	40.6 6.7 43.7 ***28.3***	D A D ***C***	45.4 5.7 43.4 ***34.3***	D D D ***D***
Adams Street / Project Driveway	Unsignalized	NB	A	8.6	A	8.7	N/A

Source: David Plummer & Associates

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The approximate existing storage length and the projected 95th percentile back of queues (BOQs) at all the exclusive turn lanes for the AM and PM peak hour conditions are displayed in Exhibit 13. The analysis shows that the existing capacity of the exclusive turn lanes at the all the studied intersections, except the Monroe Street / S Dixie Highway intersection, are sufficient to accommodate the expected 95th percentile back of queues for existing, future without project, and future with project conditions during the AM and PM peak hours.

The southbound left turn lane at the Monroe Street / S Dixie Highway intersection is projected to exceed the existing storage length for existing, future without project, and future with project conditions during the AM and PM peak hours. It should be noted; the project adds no additional queue to this movement.

Exhibit 13: 95th Percentile Back of Queue (feet)

Intersection	Direction	Existing		Future without project		Future with project		Storage length
		AM	PM	AM	PM	AM	PM	
Adams Street / S Dixie Highway	EBR[1]	2.2	4.4	2.2	4.4	4.4	4.4	55+
Washington Street / S Dixie Highway	WBL[2]	2	1	1	2	2	1	60
Washington Street / S 21st Avenue	NBR EBL[2]	0 3	0 4	0 3	0 4	0 4	0 4	50 60
Monroe Street / S Dixie Highway	SBL WBL	164 2	159 6	169 2	164 6	169 2	164 7	150 60
Monroe Street / S 21st Avenue	EBL	8	3	8	3	9	4	60

[1] Through lane that becomes an exclusive turn lane
[2] Entire lane is a turn lane

Source: David Plummer & Associates

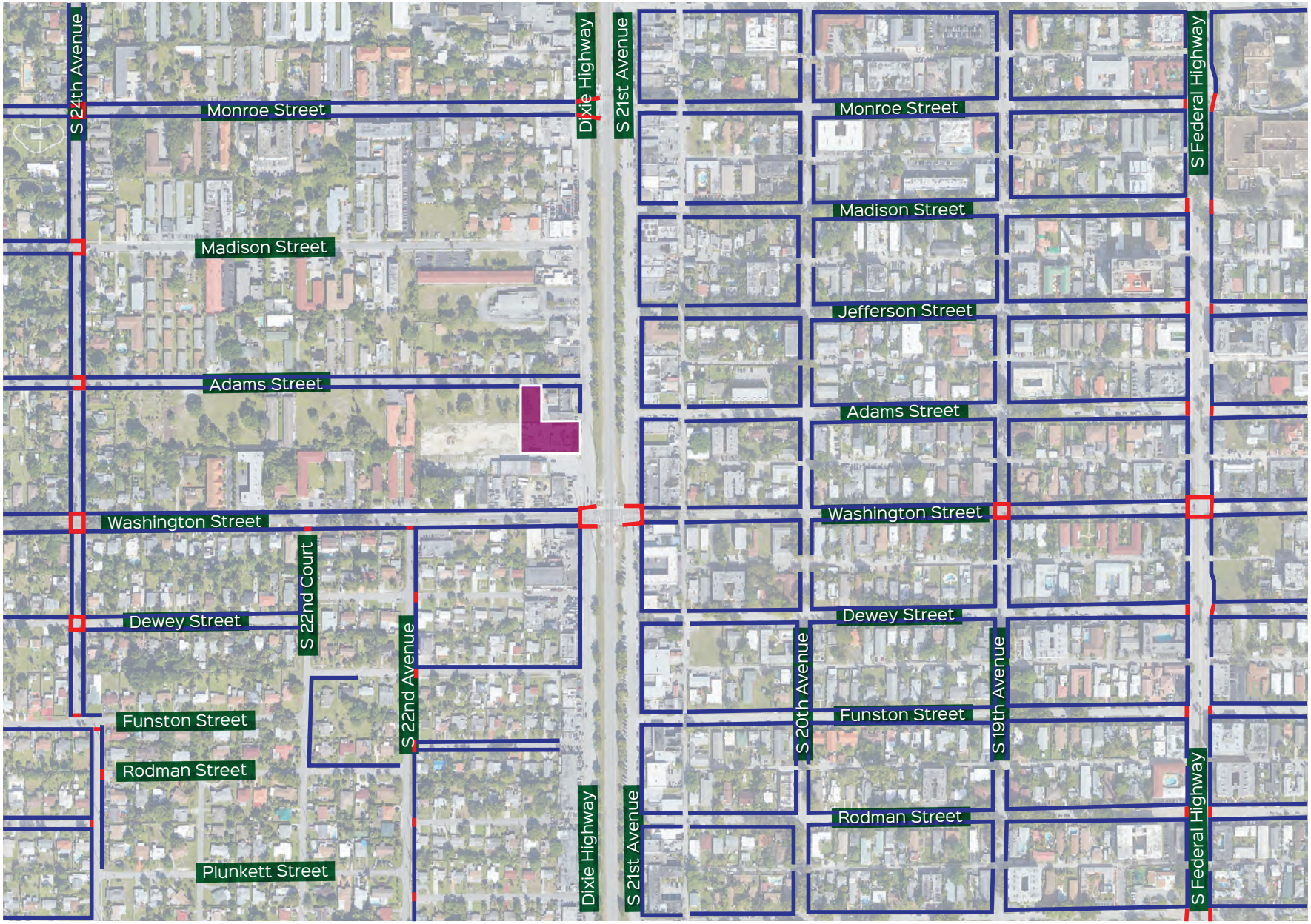
dpa Since 1978

5.0 CIRCULATION PLAN

The proposed project will be located at 810 S Dixie Highway in Hollywood, Florida. Access to / from the site for tenants and their guests as well as for the commercial tenant, will be provided via a two-way driveway located on Adams Street. The loading areas for the project are located on the south and west sides of the site. Access for trash haulers to the loading areas is provided via the inbound driveway located on S Dixie Highway and a one-way, outbound driveway located along the west end of the property, exiting on Adams Street. Mechanical arm gates with a fob reader will be located within the ground floor of the parking garage and at the base of the ramp to the upper levels of the parking garage to prevent non-residents from entering the residential parking areas.

A new sidewalk will be constructed adjacent to the site, fronting on Dixie Highway. The sidewalks on Adams Street and Washington Street are generally in good condition and allow for convenient pedestrian movement. However, many of the residential streets in the vicinity were developed without sidewalks. The sidewalks along South Dixie Highway between the site and Hollywood Boulevard are adequate where the properties have been redeveloped but inferior or non-existent in situations where development has not taken place. Sidewalks do not exist on a substantial portion of Dixie Highway south of the site. The uses on the properties to the south tend to be automotive and often have driveways that often extend the full length of the properties. The project's commitment to a covered bike storage area within the parking garage will encourage cyclist activity within the area. A pedestrian mobility plan was prepared for the site (see Exhibit 14). The plan shows the project location, cyclist connections, sidewalk connections, and pedestrian crosswalks.

The area surrounding the project is served by transit. The immediate area near the project is served by seven Broward County bus routes (1, 4, 6, 7, 8, 9, and 101). The closest bus stop to the project is located on S Dixie Highway, approximately 500 feet south of the project. Bus route 6 is served by this bus stop. In addition, the area is served by the Hollywood Sun Shuttle. The Sun Shuttle is an electric shuttle service that traverses Downtown Hollywood, Hollywood Beach, and US-1 within the City of Hollywood. The Sun Shuttle allows users within the service area to obtain rides via designated shuttle stops, waving down nearby shuttles, or by using an on-demand ride request app. Appendix F shows the bus route maps and schedules. Exhibit 15 shows the available transit routes and bus stops in the area.



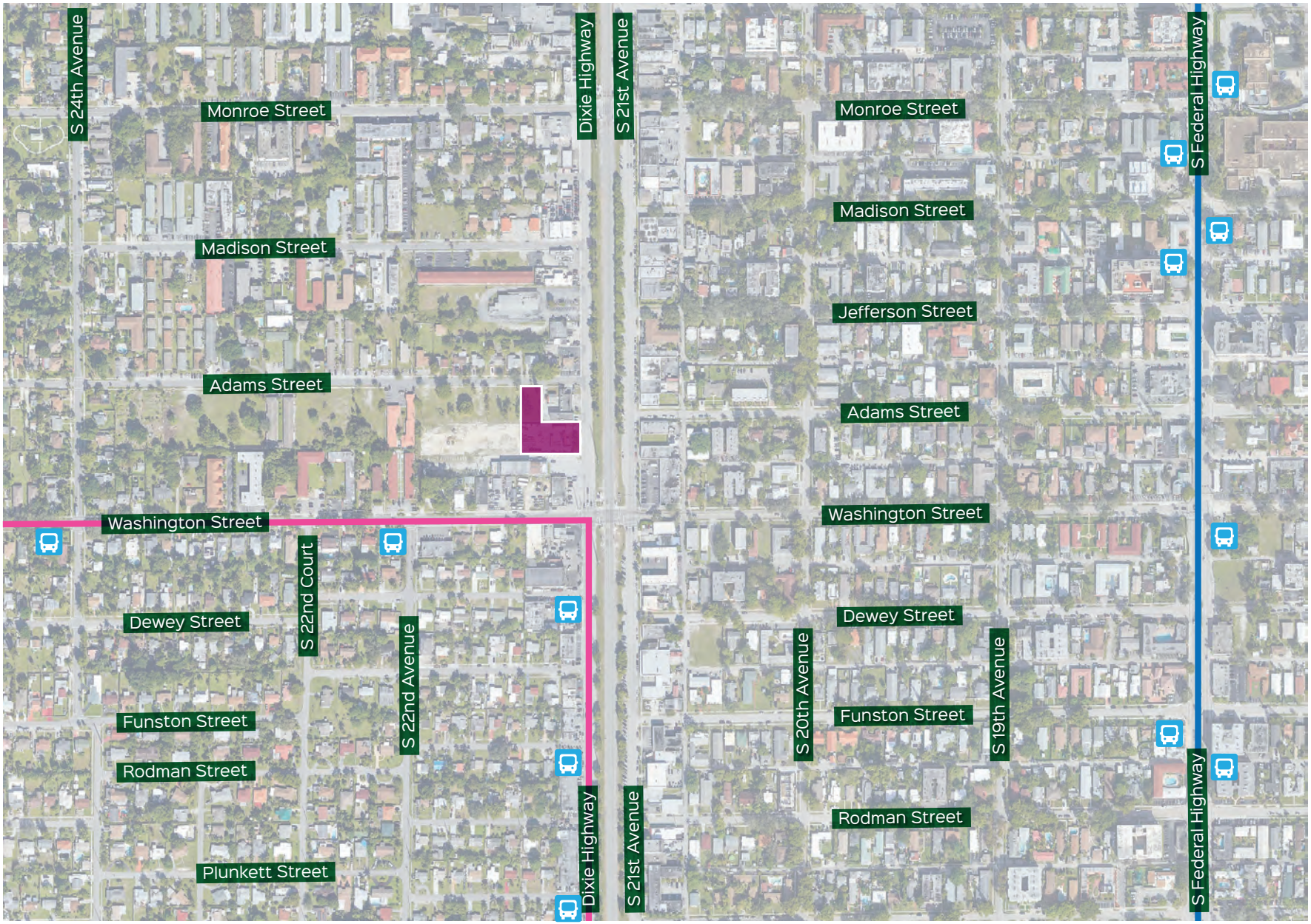
Project Location

Sidewalk
Crosswalk

Exhibit 14

Mobility Plan - Pedestrian

NORTH
MAP NOT TO SCALE



Project Location

Bus Stop

Miami-Dade Bus Routes

Route 6

Route 1

NORTH

MAP NOT TO SCALE

Exhibit 15

Mobility Plan - Transit

6.0 QUEUING ANALYSIS

As previously mentioned, mechanical arm gates with a key fob reader will be located within the ground floor level of the parking garage and at the base of the ramp to the upper levels of the parking garage to prevent non-residents from entering the residential parking areas. A queuing analysis was performed for the mechanical arm gate to ensure that the expected queue does not extend past the garage driveway (95% confidence level analysis). The queuing analysis was performed based on the methodology outlined in the *Institute of Transportation Engineers (ITE) Transportation and Land Development*, the potential queue was calculated based on the PM peak hour of the adjacent street (critical inbound hour) published by the *Institute of Transportation Engineers* (ITE) trip generation rates and/or equations for the proposed development plan. The trip generation for the arm gate demand is summarized in Exhibit 16. Queuing trip generation documentation is available in Appendix G.

Exhibit 16: Arm Gate Trip Generation

Proposed ITE Land Use Designation[1]	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise) *Land Use Code: 221*	90 DU	408	6	22	28	22	14	36
Total Gross Trips		**540**	**6**	**22**	**28**	**22**	**14**	**36**
Other Modes of Transportation[2]		4.0%	0	-1	-1	-1	-1	-2
Net Proposed Trips			**6**	**21**	**27**	**21**	**13**	**34**
Project Trips at Ground Floor Gate		**10%**	**1**	**2**	**3**	**2**	**1**	**3**
Project Trips at Ramp Gate		**90%**	**5**	**19**	**24**	**19**	**12**	**31**

[1] Based on ITE Trip Generation Manual, 11th Edition.
[2] Based on US census data for census tract 918.03 (Broward) and local characteristics. Capped a 4%, per City request.

The queuing analysis used the single-channel waiting line model with Poisson arrivals and exponential service times. The analysis is based on the coefficient of utilization (ρ) which is the ratio of the average arrival rate of vehicles to the average service rate.

$$\rho = \frac{Average\ Demand\ Rate}{Average\ Sevice\ Rate}$$

The average service rate corresponds to the time it will take a vehicle to conservatively pass through the mechanical arm gate. If the coefficient of utilization is greater than 1, then the calculation will yield an infinite queue length.

The required queue storage (M) is determined using the following equation:

$$M = \left[\frac{\ln P(x > M) - \ln Q_M}{\ln \rho}\right] - 1$$

In this equation, *P(x > M)* is set at 5% to yield a 95% confidence that the queue will not back-up onto the adjacent street.

The time for a vehicle to conservatively pass through the mechanical arm gate with a key fob is 4.25 seconds per vehicle (0.07 minutes per vehicle). This data was collected at a parking garage with a similar mechanical arm gate with a key fob reader (see Appendix G). Exhibits 17 and 18 shows the queuing calculations based on the Poisson Equation.

Exhibit 17: Ground Floor Arm Gate Entrance Queue Calculations

Q = Processing rate = $\frac{60\ min/hr}{0.07\ min/process} = 847.06\ process/hr$

q = Demand Rate = 2 $\frac{veh}{hr}$

N = Service Positions = 1 lane

ρ = Utilization factor = $\frac{q}{(NQ)} = \frac{2\ veh/hr}{1 \times 847.06\ process/hr} = 0.0024$

Q_m = Table Value = 0.0024

M = queue length which is exceeded 5% of the time [P(x>M)]

$M = \frac{\ln P(x>M) - \ln(Q_m)}{\ln(\rho)} - 1 = \frac{\ln(0.05) - \ln(0.0024)}{\ln(0.0024)} - 1 = -1.50$ Say 0 Vehicles on queue

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Exhibit 18: Ramp Arm Gate Entrance Queue Calculations

Q = Processing rate = $\frac{60\ min/hr}{0.07\ min/process} = 847.06\ process/hr$

q = Demand Rate = 19 $\frac{veh}{hr}$

N = Service Positions = 1 lane

ρ = Utilization factor = $\frac{q}{(NQ)} = \frac{19\ veh/hr}{1 \times 847.06\ process/hr} = 0.0224$

Q_m = Table Value = 0.0224

M = queue length which is exceeded 5% of the time [P(x>M)]

$M = \frac{\ln P(x>M) - \ln(Q_m)}{\ln(\rho)} - 1 = \frac{\ln(0.05) - \ln(0.0224)}{\ln(0.0224)} - 1 = -1.21$ Say 0 Vehicles on queue

The result of the analysis shows that during the PM peak hour no vehicles are expected to queue at the gates located on the ground floor residential parking area and at the base of the ramp to the upper levels of the residential parking. Therefore, the provided storage length within the garage is sufficient and can accommodate the expected demand during the PM peak hour of the adjacent street. Furthermore, should an unexpected queue occur, the queue would stack within the parking garage and should not extend past the driveway.

7.0 CONCLUSIONS

An assessment of the traffic impacts associated with the proposed project was performed in accordance with the requirements of the City of Hollywood. The results of the analysis show that all of the analyzed intersections are currently operating and are projected to continue to operate at an acceptable LOS during the AM and PM peak hours.

As part of the study, the mobility and circulation within the study area was evaluated. The study shows that the project area is currently served by seven Broward County transit bus routes and by the City of Hollywood Sun Shuttle. The project is also located in an area that is conducive for pedestrian activities. The site is also within walking distance to Young Circle Park and Downtown Hollywood providing access to various restaurants, retail, entertainment, and transit routes.

A new sidewalk will be constructed adjacent to the site, fronting on Dixie Highway. The sidewalks on Adams Street and Washington Street are generally in good condition and allow for convenient pedestrian movement. However, many of the residential streets in the vicinity were developed without sidewalks. The sidewalks along South Dixie Highway between the site and Hollywood Boulevard are adequate where the properties have been redeveloped but inferior or non-existent in situations where development has not taken place. Sidewalks do not exist on a substantial portion of Dixie Highway south of the site. The uses on the properties to the south tend to be automotive and often have driveways that often extend the full length of the properties.

An assessment of the queuing at the arm gates which are located approximately 120 feet into the parking garage and at the base of the ramp to the upper levels of the residential parking, beyond the parking garage entrance, was performed during the PM peak hour of the adjacent street (critical inbound hour). The results of the queuing analysis show that no vehicles are expected to queue at the arm gates located on the ground floor residential parking area and at the base of the ramp to the upper levels of the residential parking during the PM peak hour. Therefore, the traffic is not anticipated to spill-back onto the roadway.

w:\23\23123\810 s dixie highway traffic study_july 2023\810 s dixie highway traffic study_july 2023.docx

Appendix A
Site Plan

PROVIDE 2 DUMPSTER ENCLOSURES
ONE OFF OF S. DIXIE HIGHWAY FOR COMMERCIAL
ONE OFF OF ADAMS STREET FOR RESIDENTIAL
5' HIGH DUMPSTER ENCLOSURE ABOVE CONCRETE SLAB, PROVIDE FLOOR DRAIN. GATES TO BE OVERHEAD ALUMINUM GATES, SOLID. WALLS TO BE CMU WITH PAINTED STUCCO.

NOTE:
MAXIMUM FOOT CANDLE LEVEL AT ALL PROPERTY LINES MAXIMUM 0.5 IF ADJACENT TO RESIDENTIAL

NOTE:
ALL SIGNAGE SHALL BE IN COMPLIANCE WITH THE ZONING AND LAND DEVELOPMENT REGULATIONS

NOTE:
~~THE GARAGE WILL BE PROVIDED WITH~~ MECHANICAL VENTILATION TO MEET CODE REQUIREMENTS

NOTE:
ALL CHANGES TO THE DESIGN WILL REQUIRE PLANNING REVIEW AND MAY BE SUBJECT TO BOARD APPROVAL.

LEVEL ONE FLOOR PLAN
SCALE: 3/32" = 1'-0"

FRANKEL BENAYOUN ARCHITECTS INC
ARCHITECTS PLANNERS INTERIOR DESIGN
LICENSE NO. AA-C001494
MARKUS A. FRANKEL, LICENSE NO. AR0007143
IPHAT BENAYOUN FISHMAN, LICENSE NO. AR0017273
1177 KANE CONCOURSE, SUITE 120
BAY HARBOR ISLANDS, FLORIDA 33154
PH: (305) 868.3665 FAX:(305) 868.3650
E MAIL: INFO@FRANKELBENAYOUN.COM

STRUCTURAL ENG:

MEP ENG:

CIVIL ENG:
HOLLAND ENGINEERING INC.
civil engineers
3900 HOLLYWOOD BOULEVARD
HOLLYWOOD, FL – 33021
(954)367-0371 . (954)367-0372 Fax
SUSAN C. HOLLAND, PE
Reg. no. 41831

LANDSCAPE ARCH:
DESIGNING BEAUTIFUL PLACES
LAURA LLERENA & ASSOCIATES
LANDSCAPE ARCHITECTURE
13170 SW 128 STREET STE. 207 MIAMI, FL 33160
lhernandez @ llerena-associates.com
(305)256-1199 RLA# LA6667125

OWNER / DEVELOPER:
ADAMS STREET RESIDENTIAL, LLC
1820 AVE. M SUITE 2254
BROOKLYN, NY 11250
917-586-4767

810 SOUTH DIXIE HIGHWAY
NEW MIXED USE
DH-3
HOLLYWOOD, FLORIDA

SIGNATURE DATE

NO.	REVISION	DATE	BY

DRAWING TITLE:
LEVEL 1 FLOOR PLAN

SCALE: 3/32" = 1'-0" DATE: JANUARY 30, 2023

SHEET NUMBER:
A-1.01
TAC 1 SUBMITTAL

Appendix B
Data Collection
Traffic Volumes
Signal Timings
Historic Background Growth
Seasonal Factors
Cardinal Distribution

Traffic Volumes

National Data & Surveying Services Intersection Turning Movement Count

Location: S Dixie Hwy & Monroe St
City: Hollywood
Control: Signalized

Project ID: 23-140238-001
Date: 5/9/2023

Data - Total

NS/EW Streets:	S Dixie Hwy				S Dixie Hwy				Monroe St				Monroe St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	23	59	3	0	0	10	3	0	6	10	0	0	114
7:15 AM	0	0	0	0	21	118	1	0	0	18	3	0	8	13	0	0	182
7:30 AM	0	0	0	0	23	158	5	0	0	17	3	0	10	25	0	0	241
7:45 AM	0	0	0	0	48	176	3	0	0	31	2	0	19	19	0	0	298
8:00 AM	0	0	0	0	56	166	1	0	0	33	3	0	5	20	0	0	284
8:15 AM	0	0	0	0	34	206	4	0	0	21	2	0	11	22	0	0	300
8:30 AM	0	0	0	0	26	147	5	0	0	17	4	0	18	22	0	0	239
8:45 AM	0	0	0	0	36	149	3	0	0	18	2	0	13	17	0	0	238
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	267	1179	25	0	0	165	22	0	90	148	0	0	1896
APPROACH %'s :					18.15%	80.15%	1.70%	0.00%	0.00%	88.24%	11.76%	0.00%	37.82%	62.18%	0.00%	0.00%	
PEAK HR :	07:30 am - 08:30 am																TOTAL
PEAK HR VOL :	0	0	0	0	161	706	13	0	0	102	10	0	45	86	0	0	1123
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.719	0.857	0.650	0.000	0.000	0.773	0.833	0.000	0.592	0.860	0.000	0.000	0.936
					0.902				0.778				0.862				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	38	130	4	0	0	14	1	0	22	15	0	0	224
4:15 PM	0	0	0	0	43	105	6	0	0	12	2	0	15	26	0	0	209
4:30 PM	0	0	0	0	34	122	6	0	0	17	5	0	14	24	0	0	222
4:45 PM	0	0	0	0	41	147	5	0	0	18	3	0	21	27	0	0	262
5:00 PM	0	0	0	0	38	114	2	0	0	17	0	0	31	28	0	0	230
5:15 PM	0	0	0	0	38	132	7	0	0	12	5	0	19	25	0	0	238
5:30 PM	0	0	0	0	39	118	5	0	0	9	5	0	16	22	0	0	214
5:45 PM	0	0	0	0	44	118	5	0	0	12	5	0	17	22	0	0	223
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	315	986	40	0	0	111	26	0	155	189	0	0	1822
APPROACH %'s :					23.49%	73.53%	2.98%	0.00%	0.00%	81.02%	18.98%	0.00%	45.06%	54.94%	0.00%	0.00%	
PEAK HR :	04:30 pm - 05:30 pm																TOTAL
PEAK HR VOL :	0	0	0	0	151	515	20	0	0	64	13	0	85	104	0	0	952
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.921	0.876	0.714	0.000	0.000	0.889	0.650	0.000	0.685	0.929	0.000	0.000	0.908
					0.889				0.875				0.801				

National Data & Surveying Services Intersection Turning Movement Count

Location: S Dixie Hwy & Monroe St
City: Hollywood
Control: Signalized

Project ID: 23-140238-001
Date: 5/9/2023

Data - Cars

NS/EW Streets:	S Dixie Hwy				S Dixie Hwy				Monroe St				Monroe St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	21	58	3	0	0	10	3	0	6	10	0	0	111
7:15 AM	0	0	0	0	21	115	1	0	0	18	3	0	8	13	0	0	179
7:30 AM	0	0	0	0	23	158	5	0	0	17	3	0	10	25	0	0	241
7:45 AM	0	0	0	0	47	173	3	0	0	30	2	0	18	19	0	0	292
8:00 AM	0	0	0	0	55	165	1	0	0	31	3	0	4	19	0	0	278
8:15 AM	0	0	0	0	33	202	3	0	0	21	2	0	11	21	0	0	293
8:30 AM	0	0	0	0	26	144	5	0	0	17	4	0	18	20	0	0	234
8:45 AM	0	0	0	0	36	147	3	0	0	16	2	0	12	17	0	0	233
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	262	1162	24	0	0	160	22	0	87	144	0	0	1861
APPROACH %'s :					18.09%	80.25%	1.66%	0.00%	0.00%	87.91%	12.09%	0.00%	37.66%	62.34%	0.00%	0.00%	
PEAK HR :	07:30 am - 08:30 am																TOTAL
PEAK HR VOL :	0	0	0	0	158	698	12	0	0	99	10	0	43	84	0	0	1104
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.718	0.864	0.600	0.000	0.000	0.798	0.833	0.000	0.597	0.840	0.000	0.000	0.942
					0.912				0.801				0.858				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	38	128	3	0	0	13	1	0	21	14	0	0	218
4:15 PM	0	0	0	0	42	103	6	0	0	11	2	0	15	24	0	0	203
4:30 PM	0	0	0	0	34	120	5	0	0	17	5	0	14	23	0	0	218
4:45 PM	0	0	0	0	40	142	5	0	0	18	3	0	21	27	0	0	256
5:00 PM	0	0	0	0	38	111	1	0	0	17	0	0	31	28	0	0	226
5:15 PM	0	0	0	0	38	132	7	0	0	12	5	0	19	23	0	0	236
5:30 PM	0	0	0	0	39	117	5	0	0	8	5	0	16	22	0	0	212
5:45 PM	0	0	0	0	44	118	5	0	0	12	5	0	17	22	0	0	223
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	313	971	37	0	0	108	26	0	154	183	0	0	1792
APPROACH %'s :					23.69%	73.50%	2.80%	0.00%	0.00%	80.60%	19.40%	0.00%	45.70%	54.30%	0.00%	0.00%	
PEAK HR :	04:30 pm - 05:30 pm																TOTAL
PEAK HR VOL :	0	0	0	0	150	505	18	0	0	64	13	0	85	101	0	0	936
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.938	0.889	0.643	0.000	0.000	0.889	0.650	0.000	0.685	0.902	0.000	0.000	0.914
					0.900				0.875				0.788				

National Data & Surveying Services Intersection Turning Movement Count

Location: S Dixie Hwy & Monroe St
City: Hollywood
Control: Signalized

Project ID: 23-140238-001
Date: 5/9/2023

Data - HT

NS/EW Streets:	S Dixie Hwy				S Dixie Hwy				Monroe St				Monroe St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	3	0	0	0	1	0	0	1	0	0	0	6
8:00 AM	0	0	0	0	1	1	0	0	0	2	0	0	1	1	0	0	6
8:15 AM	0	0	0	0	1	4	1	0	0	0	0	0	0	1	0	0	7
8:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	5
8:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	1	0	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	5	17	1	0	0	5	0	0	3	4	0	0	35
APPROACH %'s :					21.74%	73.91%	4.35%	0.00%	0.00%	100.00%	0.00%	0.00%	42.86%	57.14%	0.00%	0.00%	
PEAK HR :	07:30 am - 08:30 am																TOTAL
PEAK HR VOL :	0	0	0	0	3	8	1	0	0	3	0	0	2	2	0	0	19
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.500	0.250	0.000	0.000	0.375	0.000	0.000	0.500	0.500	0.000	0.000	0.679
					0.500				0.375				0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	2	1	0	0	1	0	0	1	1	0	0	6
4:15 PM	0	0	0	0	1	2	0	0	0	1	0	0	0	2	0	0	6
4:30 PM	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	4
4:45 PM	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	6
5:00 PM	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
5:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	2	15	3	0	0	3	0	0	1	6	0	0	30
APPROACH %'s :					10.00%	75.00%	15.00%	0.00%	0.00%	100.00%	0.00%	0.00%	14.29%	85.71%	0.00%	0.00%	
PEAK HR :	04:30 pm - 05:30 pm																TOTAL
PEAK HR VOL :	0	0	0	0	1	10	2	0	0	0	0	0	0	3	0	0	16
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.667
					0.542								0.375				

	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
AM	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	2%	1%	8%	#DIV/0!	#DIV/0!	3%	0%	#DIV/0!	4%	2%	#DIV/0!	#DIV/0!
PM	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	1%	2%	10%	#DIV/0!	#DIV/0!	0%	0%	#DIV/0!	0%	3%	#DIV/0!	#DIV/0!

National Data & Surveying Services Intersection Turning Movement Count

Location: S Dixie Hwy & Monroe St
City: Hollywood
Control: Signalized

Project ID: 23-140238-001
Date: 5/9/2023

Data - Bikes

NS/EW Streets:	S Dixie Hwy				S Dixie Hwy				Monroe St				Monroe St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2
7:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	1	1	0	0	4
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
8:45 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	0	0	0	6	0	0	0	3	0	0	2	2	0	0	16
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	
PEAK HR :	07:30 am - 08:30 am																TOTAL
PEAK HR VOL :	0	0	0	0	0	3	0	0	0	2	0	0	2	1	0	0	8
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.250	0.000	0.000	0.500
					0.750				0.500				0.375				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:30 PM	1	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	4
4:45 PM	0	0	0	0	1	0	1	0	0	1	0	0	0	0	1	0	4
5:00 PM	0	0	1	0	1	2	0	0	0	0	0	0	0	0	1	0	5
5:15 PM	0	0	1	0	1	1	0	0	0	0	0	0	0	1	0	0	4
5:30 PM	0	2	0	0	2	1	0	0	0	0	0	0	0	0	0	0	5
5:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	3	4	0	7	5	1	0	0	2	0	0	1	1	2	0	27
APPROACH %'s :	12.50%	37.50%	50.00%	0.00%	53.85%	38.46%	7.69%	0.00%	0.00%	100.00%	0.00%	0.00%	25.00%	25.00%	50.00%	0.00%	
PEAK HR :	04:30 pm - 05:30 pm																TOTAL
PEAK HR VOL :	1	0	2	0	5	3	1	0	0	2	0	0	0	1	2	0	17
PEAK HR FACTOR :	0.250	0.000	0.500	0.000	0.625	0.375	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.500	0.000	0.850
		0.750				0.750				0.500				0.750			

National Data & Surveying Services Intersection Turning Movement Count

Location: S Dixie Hwy & Monroe St
City: Hollywood
Project ID: 23-140238-001
Date: 5/9/2023

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Dixie Hwy		S Dixie Hwy		Monroe St		Monroe St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	1	0	0	0	0	2
7:30 AM	1	0	3	1	0	0	0	0	5
7:45 AM	0	0	2	1	0	0	0	1	4
8:00 AM	0	0	1	0	0	0	3	0	4
8:15 AM	0	0	4	1	0	0	0	2	7
8:30 AM	1	0	1	1	0	0	0	1	4
8:45 AM	0	1	0	1	0	0	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	2	11	6	0	0	3	4	28
APPROACH %'s :	50.00%	50.00%	64.71%	35.29%			42.86%	57.14%	
PEAK HR :	07:30 am - 08:30 am								TOTAL
PEAK HR VOL :	1	0	10	3	0	0	3	3	20
PEAK HR FACTOR :	0.250		0.625	0.750			0.250	0.375	0.714
	0.250		0.650				0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	1	0	0	0	1	2
4:15 PM	0	0	1	0	0	0	3	0	4
4:30 PM	0	1	0	0	0	0	0	3	4
4:45 PM	0	1	0	2	0	0	2	0	5
5:00 PM	0	0	0	0	0	0	2	0	2
5:15 PM	0	0	0	1	0	0	1	0	2
5:30 PM	2	0	0	0	0	0	1	0	3
5:45 PM	4	0	0	0	0	0	1	0	5
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	6	2	1	4	0	0	10	4	27
APPROACH %'s :	75.00%	25.00%	20.00%	80.00%			71.43%	28.57%	
PEAK HR :	04:30 pm - 05:30 pm								TOTAL
PEAK HR VOL :	0	2	0	3	0	0	5	3	13
PEAK HR FACTOR :		0.500		0.375			0.625	0.250	0.650
	0.500		0.375				0.667		

Prepared by National Data & Surveying Services

S Dixie Hwy & Monroe St

Peak Hour Turning Movement Count

ID: 23-140238-001
City: Hollywood

Day: Tuesday
Date: 5/9/2023

PEAK HOURS

AM	07:30 am - 08:30 am
NOON	NONE
PM	04:30 pm - 05:30 pm

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

SOUTHBOUND (S Dixie Hwy)

AM	13	706	161	0	0	AM
NOON	0	0	0	0	0	NOON
PM	20	515	151	0	0	PM

EASTBOUND (Monroe St)

AM	NOON	PM	
99	0	124	⇦
0	0	0	↩ 0
0	0	0	↱ 0
102	0	64	→ 0
10	0	13	↳ 0
AM	NOON	PM	

WESTBOUND (Monroe St)

PM	NOON	AM	
0	0	0	0 ↰
104	0	86	0 ←
85	0	45	0 ↶
0	0	0	0 ↩
215	0	263	⇨
PM	NOON	AM	

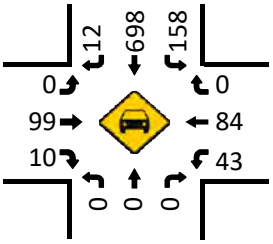
CONTROL: Signalized

TEV	1123 AM	0 NOON	952 PM
PHF	0.94		0.91

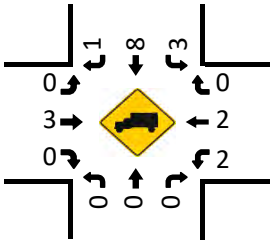
NORTHBOUND (S Dixie Hwy)

PM	613	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	761	0	0	0	0	AM

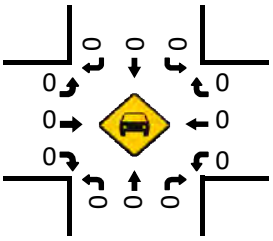
Cars (AM)



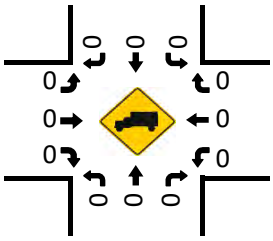
HT (AM)



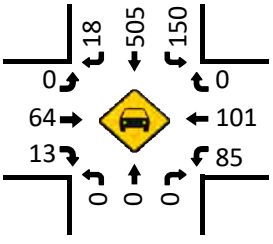
Cars (NOON)



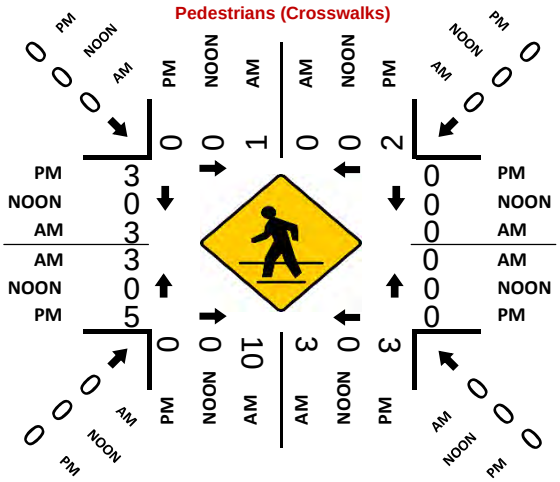
HT (NOON)



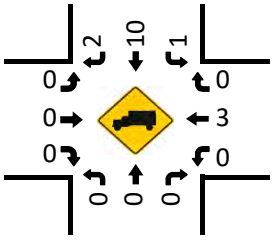
Cars (PM)



Pedestrians (Crosswalks)

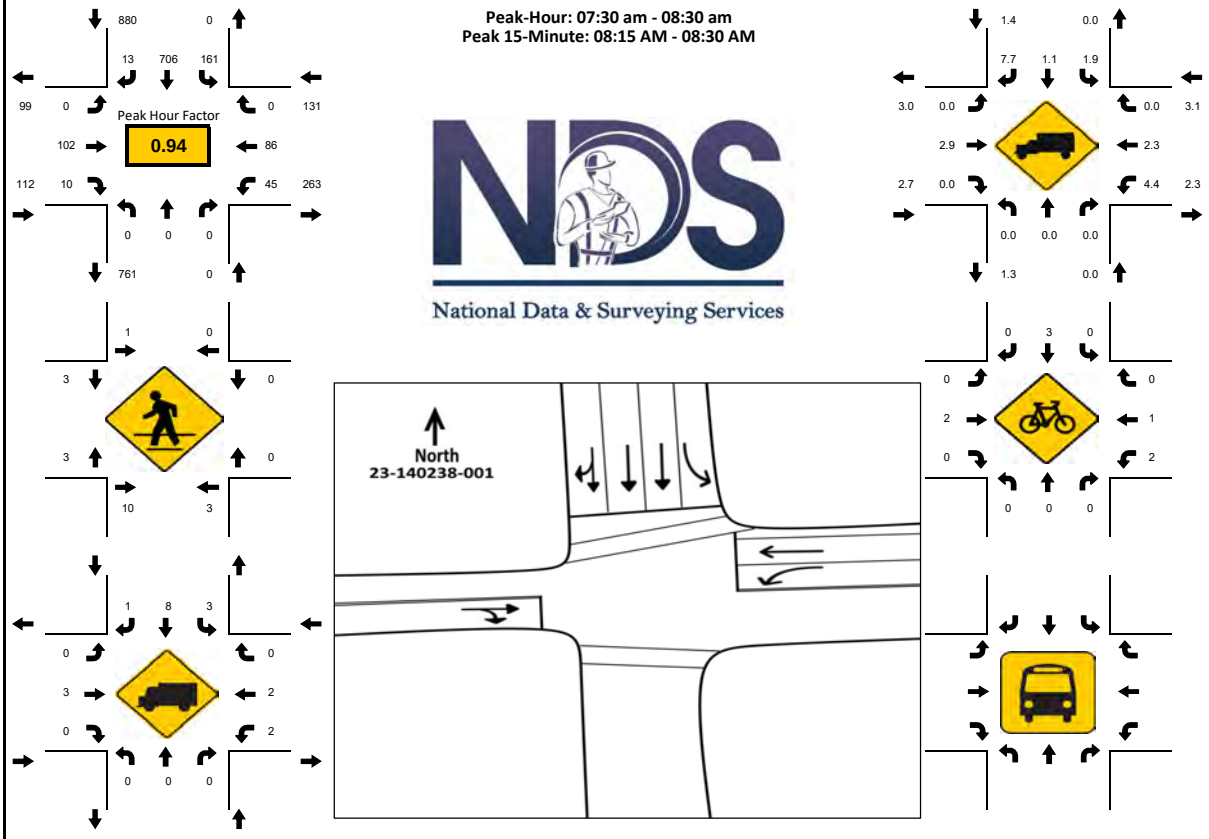


HT (PM)



LOCATION: S Dixie Hwy & Monroe St
CITY/STATE: Hollywood, FL

PROJECT ID: 23-140238-001
DATE: Tue, May 09, 2023

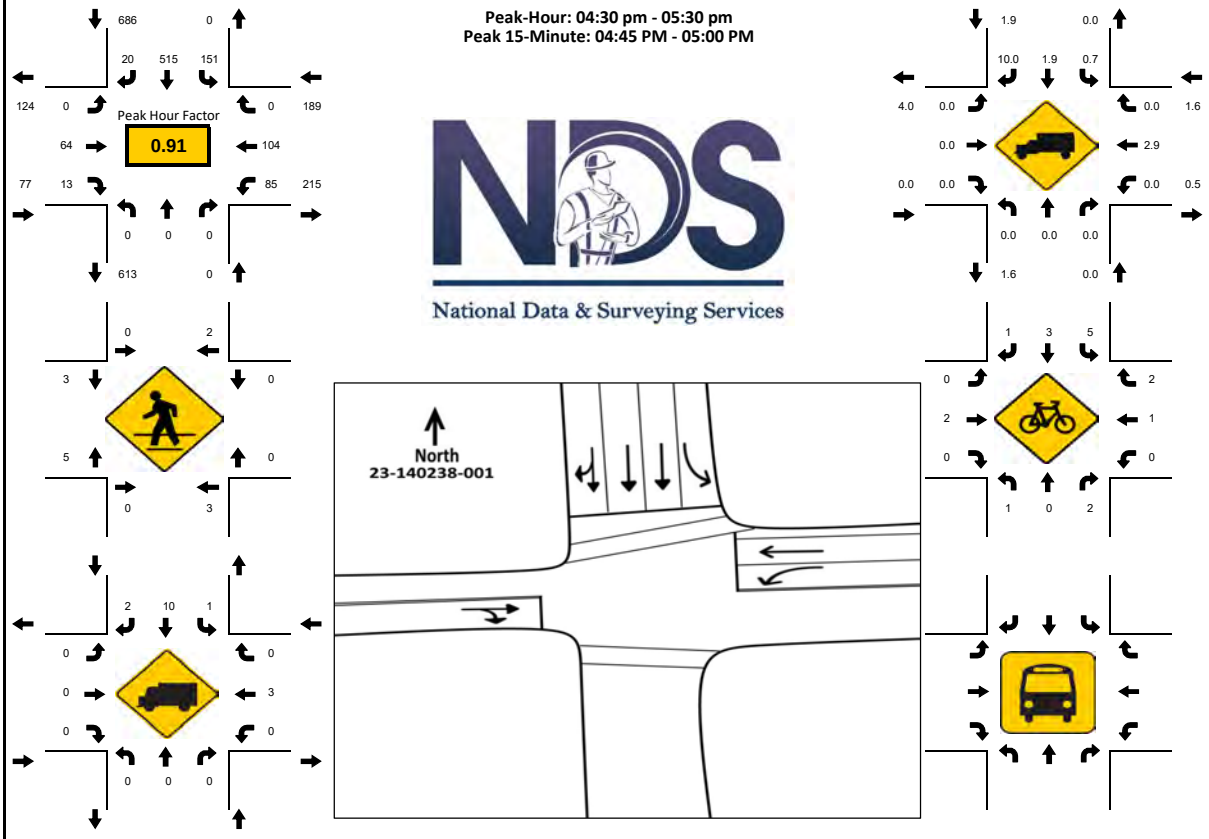


15-Min Count Period Beginning At	S Dixie Hwy Northbound					S Dixie Hwy Southbound					Monroe St Eastbound					Monroe St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	0	0		23	59	3	0		0	10	3	0		6	10	0	0		114	835
7:15 AM	0	0	0	0		21	118	1	0		0	18	3	0		8	13	0	0		182	1005
7:30 AM	0	0	0	0		23	158	5	0		0	17	3	0		10	25	0	0		241	1123
7:45 AM	0	0	0	0		48	176	3	0		0	31	2	0		19	19	0	0		298	1121
8:00 AM	0	0	0	0		56	166	1	0		0	33	3	0		5	20	0	0		284	1061
8:15 AM	0	0	0	0		34	206	4	0		0	21	2	0		11	22	0	0		300	777
8:30 AM	0	0	0	0		26	147	5	0		0	17	4	0		18	22	0	0		239	477
8:45 AM	0	0	0	0		36	149	3	0		0	18	2	0		13	17	0	0		238	238
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	0	0	0		224	824	20	0		0	132	12	0		76	100	0	0		**1388**	
Heavy Trucks	0	0	0	0		4	16	4	0		0	8	0	0		4	4	0	0		**40**	
Pedestrians		20					4					12					0				**36**	
Bicycles	0	0	0	0		0	4	0	0		0	4	0	0		4	4	0	0		**16**	
Buses																						
Stopped Buses																						

LOCATION: S Dixie Hwy & Monroe St
CITY/STATE: Hollywood, FL

PROJECT ID: 23-140238-001
DATE: Tue, May 09, 2023

Peak-Hour: 04:30 pm - 05:30 pm
Peak 15-Minute: 04:45 PM - 05:00 PM



15-Min Count Period Beginning At	S Dixie Hwy Northbound					S Dixie Hwy Southbound					Monroe St Eastbound					Monroe St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	0	0		38	130	4	0		0	14	1	0		22	15	0	0		224	917
4:15 PM	0	0	0	0		43	105	6	0		0	12	2	0		15	26	0	0		209	923
4:30 PM	0	0	0	0		34	122	6	0		0	17	5	0		14	24	0	0		222	952
4:45 PM	0	0	0	0		41	147	5	0		0	18	3	0		21	27	0	0		262	944
5:00 PM	0	0	0	0		38	114	2	0		0	17	0	0		31	28	0	0		230	905
5:15 PM	0	0	0	0		38	132	7	0		0	12	5	0		19	25	0	0		238	675
5:30 PM	0	0	0	0		39	118	5	0		0	9	5	0		16	22	0	0		214	437
5:45 PM	0	0	0	0		44	118	5	0		0	12	5	0		17	22	0	0		223	223
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	0	0	0	0		164	588	28	0		0	72	20	0		124	112	0	0		**1108**	
Heavy Trucks	0	0	0	0		4	20	4	0		0	0	0	0		0	8	0	0		**36**	
Pedestrians		8					4					12					0				**24**	
Bicycles	4	0	4	0		8	8	4	0		0	4	0	0		0	4	4	0		**40**	
Buses																						
Stopped Buses																						

National Data & Surveying Services Intersection Turning Movement Count

Location: S 21st Ave & Monroe St
City: Hollywood
Control: Signalized

Project ID: 23-140238-002
Date: 5/9/2023

Data - Total

NS/EW Streets:	S 21st Ave				S 21st Ave				Monroe St				Monroe St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	67	2	0	0	0	0	0	13	20	0	0	0	11	4	0	122
7:15 AM	4	65	3	0	0	0	0	0	9	30	0	0	0	17	3	0	131
7:30 AM	9	53	3	0	0	0	0	0	4	36	0	0	0	26	6	0	137
7:45 AM	11	53	3	0	0	0	0	0	13	65	0	0	0	27	11	0	183
8:00 AM	6	69	4	0	0	0	0	0	23	66	0	0	0	21	9	0	198
8:15 AM	7	72	6	0	0	0	0	0	6	50	0	0	0	24	6	0	171
8:30 AM	6	58	6	0	0	0	0	0	11	31	0	0	0	34	9	0	155
8:45 AM	10	47	5	0	0	0	0	0	12	43	0	0	0	22	7	0	146
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	58	484	32	0	0	0	0	0	91	341	0	0	0	182	55	0	1243
APPROACH %'s :	10.10%	84.32%	5.57%	0.00%					21.06%	78.94%	0.00%	0.00%	0.00%	76.79%	23.21%	0.00%	
PEAK HR :	07:45 am - 08:45 am																TOTAL
PEAK HR VOL :	30	252	19	0	0	0	0	0	53	212	0	0	0	106	35	0	707
PEAK HR FACTOR :	0.682	0.875	0.792	0.000	0.000	0.000	0.000	0.000	0.576	0.803	0.000	0.000	0.000	0.779	0.795	0.000	0.893
	0.885				0.744								0.820				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	13	54	5	0	0	0	0	0	4	48	0	0	0	24	5	0	153
4:15 PM	12	72	6	0	0	0	0	0	8	46	0	0	0	29	5	0	178
4:30 PM	10	61	1	0	0	0	0	0	6	46	0	0	0	28	3	0	155
4:45 PM	12	89	6	0	0	0	0	0	5	54	0	0	0	36	2	0	204
5:00 PM	22	66	11	0	0	0	0	0	6	45	0	0	0	37	8	0	195
5:15 PM	15	85	5	0	0	0	0	0	6	48	0	0	0	29	3	0	191
5:30 PM	16	92	8	0	0	0	0	0	8	40	0	0	0	22	10	0	196
5:45 PM	13	77	2	0	0	0	0	0	3	53	0	0	0	27	3	0	178
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	113	596	44	0	0	0	0	0	46	380	0	0	0	232	39	0	1450
APPROACH %'s :	15.01%	79.15%	5.84%	0.00%					10.80%	89.20%	0.00%	0.00%	0.00%	85.61%	14.39%	0.00%	
PEAK HR :	04:45 pm - 05:45 pm																TOTAL
PEAK HR VOL :	65	332	30	0	0	0	0	0	25	187	0	0	0	124	23	0	786
PEAK HR FACTOR :	0.739	0.902	0.682	0.000	0.000	0.000	0.000	0.000	0.781	0.866	0.000	0.000	0.000	0.838	0.575	0.000	0.963
	0.920								0.898				0.817				

National Data & Surveying Services Intersection Turning Movement Count

Location: S 21st Ave & Monroe St
City: Hollywood
Control: Signalized

Project ID: 23-140238-002
Date: 5/9/2023

Data - Cars

NS/EW Streets:	S 21st Ave				S 21st Ave				Monroe St				Monroe St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	65	2	0	0	0	0	0	13	18	0	0	0	11	4	0	118
7:15 AM	4	62	3	0	0	0	0	0	9	30	0	0	0	17	3	0	128
7:30 AM	9	53	3	0	0	0	0	0	4	36	0	0	0	26	6	0	137
7:45 AM	11	50	3	0	0	0	0	0	13	64	0	0	0	26	11	0	178
8:00 AM	4	68	4	0	0	0	0	0	21	64	0	0	0	21	9	0	191
8:15 AM	7	69	6	0	0	0	0	0	5	50	0	0	0	23	6	0	166
8:30 AM	6	57	6	0	0	0	0	0	11	31	0	0	0	32	9	0	152
8:45 AM	10	46	5	0	0	0	0	0	12	41	0	0	0	21	7	0	142
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	56	470	32	0	0	0	0	0	88	334	0	0	0	177	55	0	1212
APPROACH %'s :	10.04%	84.23%	5.73%	0.00%					20.85%	79.15%	0.00%	0.00%	0.00%	76.29%	23.71%	0.00%	
PEAK HR :	07:45 am - 08:45 am																TOTAL
PEAK HR VOL :	28	244	19	0	0	0	0	0	50	209	0	0	0	102	35	0	687
PEAK HR FACTOR :	0.636	0.884	0.792	0.000	0.000	0.000	0.000	0.000	0.595	0.816	0.000	0.000	0.000	0.797	0.795	0.000	0.899
	0.887				0.762								0.835				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	12	52	5	0	0	0	0	0	4	47	0	0	0	23	5	0	148
4:15 PM	11	70	4	0	0	0	0	0	8	44	0	0	0	28	5	0	170
4:30 PM	9	59	1	0	0	0	0	0	6	46	0	0	0	28	3	0	152
4:45 PM	12	83	6	0	0	0	0	0	5	53	0	0	0	36	2	0	197
5:00 PM	22	66	11	0	0	0	0	0	6	45	0	0	0	37	8	0	195
5:15 PM	14	85	5	0	0	0	0	0	6	48	0	0	0	28	3	0	189
5:30 PM	16	90	8	0	0	0	0	0	8	39	0	0	0	22	10	0	193
5:45 PM	13	75	2	0	0	0	0	0	3	53	0	0	0	27	3	0	176
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	109	580	42	0	0	0	0	0	46	375	0	0	0	229	39	0	1420
APPROACH %'s :	14.91%	79.34%	5.75%	0.00%					10.93%	89.07%	0.00%	0.00%	0.00%	85.45%	14.55%	0.00%	
PEAK HR :	04:45 pm - 05:45 pm																TOTAL
PEAK HR VOL :	64	324	30	0	0	0	0	0	25	185	0	0	0	123	23	0	774
PEAK HR FACTOR :	0.727	0.900	0.682	0.000	0.000	0.000	0.000	0.000	0.781	0.873	0.000	0.000	0.000	0.831	0.575	0.000	0.982
	0.917								0.905				0.811				

National Data & Surveying Services Intersection Turning Movement Count

Location: S 21st Ave & Monroe St
City: Hollywood
Control: Signalized

Project ID: 23-140238-002
Date: 5/9/2023

Data - HT

NS/EW Streets:	S 21st Ave				S 21st Ave				Monroe St				Monroe St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4
7:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	5
8:00 AM	2	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	7
8:15 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	1	0	0	5
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3
8:45 AM	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	14	0	0	0	0	0	0	3	7	0	0	0	5	0	0	31
APPROACH %'s :	12.50%	87.50%	0.00%	0.00%					30.00%	70.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 am - 08:45 am																TOTAL
PEAK HR VOL :	2	8	0	0	0	0	0	0	3	3	0	0	0	4	0	0	20
PEAK HR FACTOR :	0.250	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.375	0.000	0.000	0.000	0.500	0.000	0.000	0.714
	0.833								0.375				0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	5
4:15 PM	1	2	2	0	0	0	0	0	0	2	0	0	0	1	0	0	8
4:30 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	0	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
5:30 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	16	2	0	0	0	0	0	0	5	0	0	0	3	0	0	30
APPROACH %'s :	18.18%	72.73%	9.09%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:45 pm - 05:45 pm																TOTAL
PEAK HR VOL :	1	8	0	0	0	0	0	0	0	2	0	0	0	1	0	0	12
PEAK HR FACTOR :	0.250	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.429
	0.375								0.500				0.250				

	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
AM	7%	3%	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	6%	1%	#DIV/0!	#DIV/0!	#DIV/0!	4%	0%	#DIV/0!
PM	2%	2%	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	1%	#DIV/0!	#DIV/0!	#DIV/0!	1%	0%	#DIV/0!

National Data & Surveying Services Intersection Turning Movement Count

Location: S 21st Ave & Monroe St
City: Hollywood
Control: Signalized

Project ID: 23-140238-002
Date: 5/9/2023

Data - Bikes

NS/EW Streets:	S 21st Ave				S 21st Ave				Monroe St				Monroe St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	2	0	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:30 AM	1	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	5	0	0	0	1	0	0	1	2	0	0	0	3	0	0	13
APPROACH %'s :	16.67%	83.33%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	33.33%	66.67%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 am - 08:45 am																TOTAL
PEAK HR VOL :	1	3	0	0	0	0	0	0	1	2	0	0	0	2	0	0	9
PEAK HR FACTOR :	0.250	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.563
	0.333				0.750								0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	1	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	4
5:00 PM	0	2	0	0	0	0	0	0	1	1	0	0	0	1	0	0	5
5:15 PM	0	0	0	0	1	1	0	0	0	2	0	0	0	1	0	0	5
5:30 PM	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	3
5:45 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	4	0	0	1	5	0	0	2	11	0	0	0	3	0	0	27
APPROACH %'s :	20.00%	80.00%	0.00%	0.00%	16.67%	83.33%	0.00%	0.00%	15.38%	84.62%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:45 pm - 05:45 pm																TOTAL
PEAK HR VOL :	0	2	0	0	1	3	0	0	1	7	0	0	0	3	0	0	17
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.250	0.750	0.000	0.000	0.250	0.875	0.000	0.000	0.000	0.750	0.000	0.000	0.850
	0.250				0.500				1.000				0.750				

National Data & Surveying Services Intersection Turning Movement Count

Location: S 21st Ave & Monroe St
City: Hollywood
Project ID: 23-140238-002
Date: 5/9/2023

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S 21st Ave		S 21st Ave		Monroe St		Monroe St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	1
7:15 AM	0	1	0	1	1	1	0	0	4
7:30 AM	1	0	3	1	3	0	0	0	8
7:45 AM	0	0	3	1	0	0	0	0	4
8:00 AM	0	0	1	0	0	0	0	0	1
8:15 AM	2	0	1	1	1	0	0	0	5
8:30 AM	1	2	1	0	0	1	0	0	5
8:45 AM	0	0	0	0	1	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	4	3	9	4	7	2	0	0	29
APPROACH %'s :	57.14%	42.86%	69.23%	30.77%	77.78%	22.22%			
PEAK HR :	**07:45 am - 08:45 am**								TOTAL
PEAK HR VOL :	3	2	6	2	1	1	0	0	15
PEAK HR FACTOR :	0.375	0.250	0.500	0.500	0.250	0.250			0.750
	0.417		0.500		0.500				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	1	3	0	0	4
4:30 PM	0	1	1	0	1	0	0	0	3
4:45 PM	1	1	0	2	1	1	0	0	6
5:00 PM	0	0	0	0	0	2	0	0	2
5:15 PM	0	0	0	0	1	0	0	0	1
5:30 PM	2	0	0	0	2	0	0	0	4
5:45 PM	3	0	0	0	0	2	0	0	5
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	6	2	1	2	6	9	0	0	26
APPROACH %'s :	75.00%	25.00%	33.33%	66.67%	40.00%	60.00%			
PEAK HR :	**04:45 pm - 05:45 pm**								TOTAL
PEAK HR VOL :	3	1	0	2	4	3	0	0	13
PEAK HR FACTOR :	0.375	0.250		0.250	0.500	0.375			0.542
	0.500		0.250		0.875				

Prepared by National Data & Surveying Services

S 21st Ave & Monroe St

Peak Hour Turning Movement Count

ID: 23-140238-002
City: Hollywood

Day: Tuesday
Date: 5/9/2023

PEAK HOURS	COUNT PERIODS
07:45 am - 08:45 am	7:00 AM - 09:00 AM
NONE	NONE
04:45 pm - 05:45 pm	4:00 PM - 06:00 PM

SOUTHBOUND (S 21st Ave)

AM	0	0	0	0	340	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	380	PM

EASTBOUND (Monroe St)

AM	NOON	PM	
136	0	189	⇦
0	0	0	↩ 0
53	0	25	↱ 0
212	0	187	→ 0
0	0	0	↴ 0
AM	NOON	PM	

WESTBOUND (Monroe St)

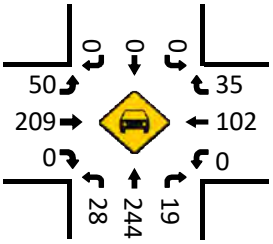
PM	NOON	AM	
23	0	35	0 ↰
124	0	106	0 ←
0	0	0	0 ↶
0	0	0	0 ↩
217	0	231	⇨
PM	NOON	AM	

NORTHBOUND (S 21st Ave)

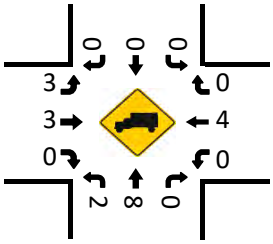
PM	0	0	65	332	30	PM
NOON	0	0	0	0	0	NOON
AM	0	0	30	252	19	AM

CONTROL			
Signalized			
TEV	707 AM	0 NOON	786 PM
PHF	0.89		0.96

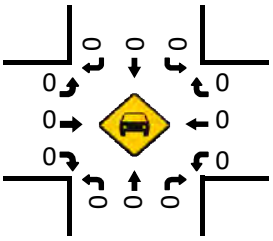
Cars (AM)



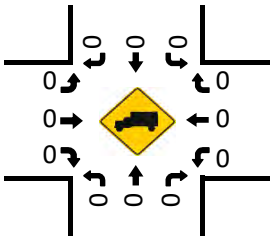
HT (AM)



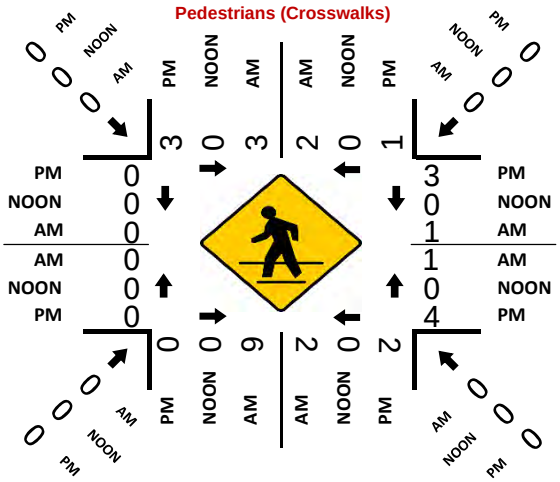
Cars (NOON)



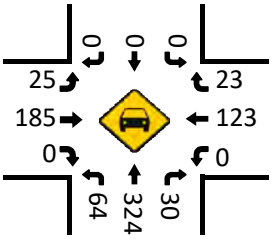
HT (NOON)



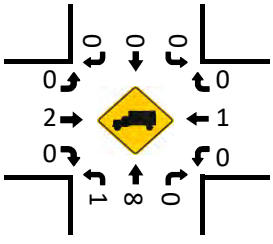
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



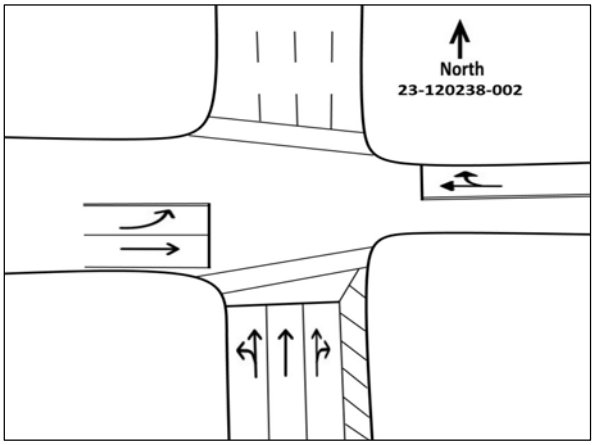
LOCATION: S 21st Ave & Monroe St
CITY/STATE: Hollywood, FL

PROJECT ID: 23-140238-002
DATE: Tue, May 09, 2023

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

Peak Hour Factor
0.89

National Data & Surveying Services



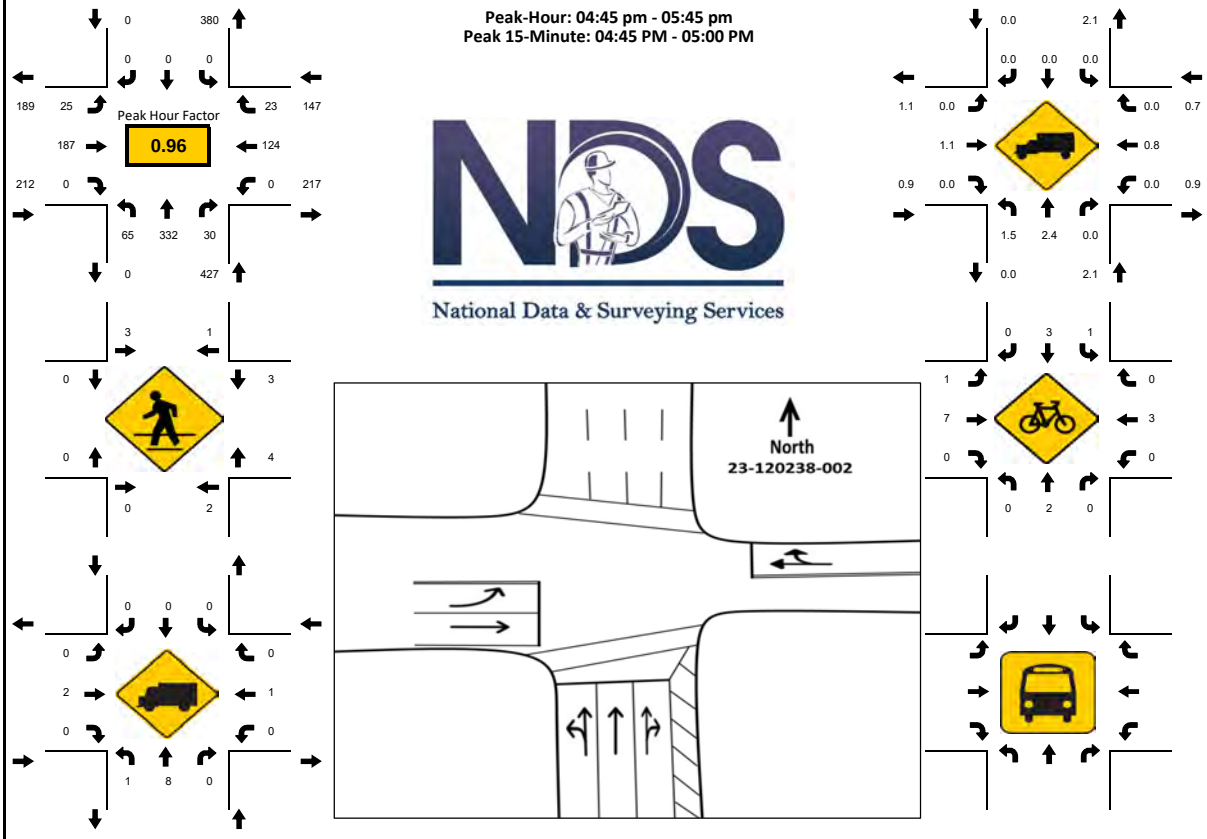
15-Min Count Period Beginning At	S 21st Ave Northbound					S 21st Ave Southbound					Monroe St Eastbound					Monroe St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	5	67	2	0		0	0	0	0		13	20	0	0		0	11	4	0		122	573
7:15 AM	4	65	3	0		0	0	0	0		9	30	0	0		0	17	3	0		131	649
7:30 AM	9	53	3	0		0	0	0	0		4	36	0	0		0	26	6	0		137	689
7:45 AM	11	53	3	0		0	0	0	0		13	65	0	0		0	27	11	0		183	707
8:00 AM	6	69	4	0		0	0	0	0		23	66	0	0		0	21	9	0		198	670
8:15 AM	7	72	6	0		0	0	0	0		6	50	0	0		0	24	6	0		171	472
8:30 AM	6	58	6	0		0	0	0	0		11	31	0	0		0	34	9	0		155	301
8:45 AM	10	47	5	0		0	0	0	0		12	43	0	0		0	22	7	0		146	146
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	44	288	24	0		0	0	0	0		92	264	0	0		0	136	44	0		**892**	
Heavy Trucks	8	12	0	0		0	0	0	0		8	8	0	0		0	8	0	0		**44**	
Pedestrians		16					12					0					4				**32**	
Bicycles	4	8	0	0		0	0	0	0		4	4	0	0		0	8	0	0		**28**	
Buses																						
Stopped Buses																						

LOCATION: S 21st Ave & Monroe St
CITY/STATE: Hollywood, FL

PROJECT ID: 23-140238-002
DATE: Tue, May 09, 2023

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

Peak Hour Factor
0.96



15-Min Count Period Beginning At	S 21st Ave Northbound					S 21st Ave Southbound					Monroe St Eastbound					Monroe St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	13	54	5	0		0	0	0	0		4	48	0	0		0	24	5	0		153	690
4:15 PM	12	72	6	0		0	0	0	0		8	46	0	0		0	29	5	0		178	732
4:30 PM	10	61	1	0		0	0	0	0		6	46	0	0		0	28	3	0		155	745
4:45 PM	12	89	6	0		0	0	0	0		5	54	0	0		0	36	2	0		204	786
5:00 PM	22	66	11	0		0	0	0	0		6	45	0	0		0	37	8	0		195	760
5:15 PM	15	85	5	0		0	0	0	0		6	48	0	0		0	29	3	0		191	565
5:30 PM	16	92	8	0		0	0	0	0		8	40	0	0		0	22	10	0		196	374
5:45 PM	13	77	2	0		0	0	0	0		3	53	0	0		0	27	3	0		178	178
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	88	368	44	0		0	0	0	0		32	216	0	0		0	148	40	0		**936**	
Heavy Trucks	4	24	0	0		0	0	0	0		0	4	0	0		0	4	0	0		**36**	
Pedestrians		8					8					0					8				**24**	
Bicycles	0	8	0	0		4	4	0	0		4	8	0	0		0	4	0	0		**32**	
Buses																						
Stopped Buses																						

National Data & Surveying Services Intersection Turning Movement Count

Location: S Dixie Hwy & Adams St
City: Hollywood
Control: 1-Way Stop(EB)

Project ID: 23-140238-003
Date: 5/9/2023

Data - Total

NS/EW Streets:	S Dixie Hwy				S Dixie Hwy				Adams St				Adams St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	71	3	0	0	0	4	0	0	0	0	0	78
7:15 AM	0	0	0	0	0	126	4	0	0	0	6	0	0	0	0	0	136
7:30 AM	0	0	0	0	0	178	2	0	0	0	4	0	0	0	0	0	184
7:45 AM	0	0	0	0	0	184	1	0	0	0	6	0	0	0	0	0	191
8:00 AM	0	0	0	0	0	178	0	0	0	0	4	0	0	0	0	0	182
8:15 AM	0	0	0	0	0	200	4	0	0	0	2	0	0	0	0	0	206
8:30 AM	0	0	0	0	0	177	2	0	0	0	4	0	0	0	0	0	183
8:45 AM	0	0	0	0	0	165	4	0	0	0	9	0	0	0	0	0	178
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	1279	20	0	0	0	39	0	0	0	0	0	1338
APPROACH %'s :					0.00%	98.46%	1.54%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	07:30 am - 08:30 am																TOTAL
PEAK HR VOL :	0	0	0	0	0	740	7	0	0	0	16	0	0	0	0	0	763
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.925	0.438	0.000	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.926
					0.915				0.667								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	157	1	0	0	0	5	0	0	0	0	0	163
4:15 PM	0	0	0	0	0	118	3	0	0	0	2	0	0	0	0	0	123
4:30 PM	0	0	0	0	0	143	3	0	0	0	5	0	0	0	0	0	151
4:45 PM	0	0	0	0	0	162	6	0	0	0	8	0	0	0	0	0	176
5:00 PM	0	0	0	0	0	145	4	0	0	0	3	0	0	0	0	0	152
5:15 PM	0	0	0	0	0	160	5	0	0	0	8	1	0	0	0	0	174
5:30 PM	0	0	0	0	0	133	3	0	0	0	4	0	0	0	0	0	140
5:45 PM	0	0	0	0	0	133	4	0	0	0	4	0	0	0	0	0	141
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	1151	29	0	0	0	39	1	0	0	0	0	1220
APPROACH %'s :					0.00%	97.54%	2.46%	0.00%	0.00%	0.00%	97.50%	2.50%					
PEAK HR :	04:30 pm - 05:30 pm																TOTAL
PEAK HR VOL :	0	0	0	0	0	610	18	0	0	0	24	1	0	0	0	0	653
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.941	0.750	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.000	0.000	0.928
					0.935				0.694								

National Data & Surveying Services Intersection Turning Movement Count

Location: S Dixie Hwy & Adams St
City: Hollywood
Control: 1-Way Stop(EB)

Project ID: 23-140238-003
Date: 5/9/2023

Data - Cars

NS/EW Streets:	S Dixie Hwy				S Dixie Hwy				Adams St				Adams St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	70	2	0	0	0	4	0	0	0	0	0	76
7:15 AM	0	0	0	0	0	123	4	0	0	0	6	0	0	0	0	0	133
7:30 AM	0	0	0	0	0	178	2	0	0	0	4	0	0	0	0	0	184
7:45 AM	0	0	0	0	0	180	1	0	0	0	6	0	0	0	0	0	187
8:00 AM	0	0	0	0	0	175	0	0	0	0	4	0	0	0	0	0	179
8:15 AM	0	0	0	0	0	197	4	0	0	0	2	0	0	0	0	0	203
8:30 AM	0	0	0	0	0	174	2	0	0	0	4	0	0	0	0	0	180
8:45 AM	0	0	0	0	0	162	4	0	0	0	9	0	0	0	0	0	175
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	1259	19	0	0	0	39	0	0	0	0	0	1317
APPROACH %'s :					0.00%	98.51%	1.49%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	07:30 am - 08:30 am																TOTAL
PEAK HR VOL :	0	0	0	0	0	730	7	0	0	0	16	0	0	0	0	0	753
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.926	0.438	0.000	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.927
					0.917				0.667								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	154	1	0	0	0	5	0	0	0	0	0	160
4:15 PM	0	0	0	0	0	116	3	0	0	0	2	0	0	0	0	0	121
4:30 PM	0	0	0	0	0	140	3	0	0	0	5	0	0	0	0	0	148
4:45 PM	0	0	0	0	0	155	6	0	0	0	8	0	0	0	0	0	169
5:00 PM	0	0	0	0	0	142	4	0	0	0	3	0	0	0	0	0	149
5:15 PM	0	0	0	0	0	159	5	0	0	0	8	1	0	0	0	0	173
5:30 PM	0	0	0	0	0	132	3	0	0	0	4	0	0	0	0	0	139
5:45 PM	0	0	0	0	0	133	4	0	0	0	4	0	0	0	0	0	141
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	1131	29	0	0	0	39	1	0	0	0	0	1200
APPROACH %'s :					0.00%	97.50%	2.50%	0.00%	0.00%	0.00%	97.50%	2.50%					
PEAK HR :	04:30 pm - 05:30 pm																TOTAL
PEAK HR VOL :	0	0	0	0	0	596	18	0	0	0	24	1	0	0	0	0	639
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.937	0.750	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.000	0.000	0.923
					0.936				0.694								

National Data & Surveying Services Intersection Turning Movement Count

Location: S Dixie Hwy & Adams St
City: Hollywood
Control: 1-Way Stop(EB)

Project ID: 23-140238-003
Date: 5/9/2023

Data - HT

NS/EW Streets:	S Dixie Hwy				S Dixie Hwy				Adams St				Adams St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	20	1	0	0	0	0	0	0	0	0	0	21
APPROACH %'s :					0.00%	95.24%	4.76%	0.00%									
PEAK HR :	07:30 am - 08:30 am																TOTAL
PEAK HR VOL :	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	10
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
						0.625											

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7
5:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	20
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%									
PEAK HR :	04:30 pm - 05:30 pm																TOTAL
PEAK HR VOL :	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	14
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
						0.500											

	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
AM	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	1%	0%	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
PM	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	2%	0%	#DIV/0!	#DIV/0!	#DIV/0!	0%	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

National Data & Surveying Services Intersection Turning Movement Count

Location: S Dixie Hwy & Adams St
City: Hollywood
Control: 1-Way Stop(EB)

Project ID: 23-140238-003
Date: 5/9/2023

Data - Bikes

NS/EW Streets:	S Dixie Hwy				S Dixie Hwy				Adams St				Adams St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	2	0	0	1	0	1	0	0	0	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	7	0	0	2	0	1	0	0	0	0	0	10
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%	66.67%	0.00%	33.33%	0.00%					
PEAK HR :	07:30 am - 08:30 am																TOTAL
PEAK HR VOL :	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000
					1.000												

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
4:15 PM	0	2	0	0	0	2	0	0	0	0	1	0	0	0	0	0	5
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	7	0	0	0	5	2	0	1	0	2	0	0	0	0	0	19
APPROACH %'s :	22.22%	77.78%	0.00%	0.00%	0.00%	71.43%	28.57%	0.00%	33.33%	0.00%	66.67%	0.00%					
PEAK HR :	04:30 pm - 05:30 pm																TOTAL
PEAK HR VOL :	0	1	0	0	0	1	2	0	1	0	0	0	0	0	0	0	5
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.500	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417
	0.250				0.375				0.250								

National Data & Surveying Services Intersection Turning Movement Count

Location: S Dixie Hwy & Adams St
City: Hollywood
Project ID: 23-140238-003
Date: 5/9/2023

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Dixie Hwy		S Dixie Hwy		Adams St		Adams St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	2	2
7:30 AM	0	1	1	0	0	0	2	1	5
7:45 AM	0	0	0	0	0	0	3	1	4
8:00 AM	0	0	0	0	0	0	0	1	1
8:15 AM	0	0	1	0	0	0	1	2	4
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	1	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	2	0	0	0	7	8	18
APPROACH %'s :	0.00%	100.00%	100.00%	0.00%			46.67%	53.33%	
PEAK HR :	07:30 am - 08:30 am								TOTAL
PEAK HR VOL :	0	1	2	0	0	0	6	5	14
PEAK HR FACTOR :		0.250	0.500				0.500	0.625	0.700
	0.250		0.500				0.688		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	1	0	0	0	0	1	2
4:15 PM	0	0	0	0	0	0	3	1	4
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	2	0	0	0	4	0	6
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	2	0	2
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	3	0	0	0	9	2	14
APPROACH %'s :			100.00%	0.00%			81.82%	18.18%	
PEAK HR :	04:30 pm - 05:30 pm								TOTAL
PEAK HR VOL :	0	0	2	0	0	0	4	0	6
PEAK HR FACTOR :			0.250				0.250		0.250
			0.250				0.250		

Prepared by National Data & Surveying Services

S Dixie Hwy & Adams St

Peak Hour Turning Movement Count

ID: 23-140238-003
City: Hollywood

Day: Tuesday
Date: 5/9/2023

PEAK HOURS	
AM	07:30 am - 08:30 am
NOON	NONE
PM	04:30 pm - 05:30 pm

COUNT PERIODS	
AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

SOUTHBOUND (S Dixie Hwy)

	Left	Thru	Right	U-Turn	Total
AM	7	740	0	0	0
NOON	0	0	0	0	0
PM	18	610	0	0	0

EASTBOUND (Adams St)

	Left	Thru	Right	U-Turn	Total
AM	7	0	19		0
NOON	0	0	1		0
PM	0	0	0		0
	0	0	0		0
	16	0	24		0

WESTBOUND (Adams St)

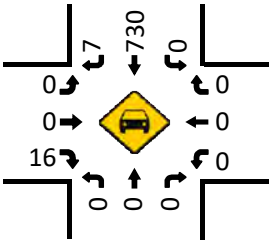
	Left	Thru	Right	U-Turn	Total
PM	0	0	0		0
NOON	0	0	0		0
AM	0	0	0		0
	0	0	0		0
	0	0	0		0

NORTHBOUND (S Dixie Hwy)

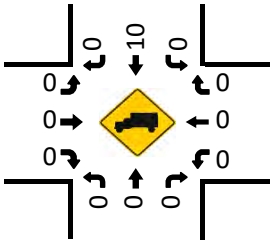
	Left	Thru	Right	U-Turn	Total
PM	634	0	0	0	0
NOON	0	0	0	0	0
AM	756	0	0	0	0

CONTROL			
1-Way Stop(EB)			
TEV	763 AM	0 NOON	653 PM
PHF	0.93		0.93

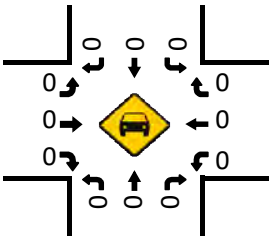
Cars (AM)



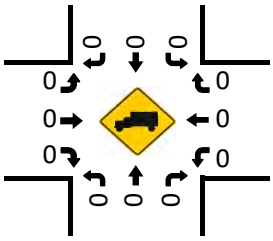
HT (AM)



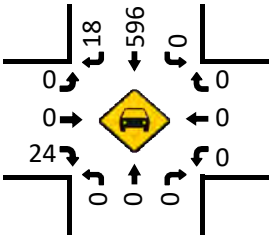
Cars (NOON)



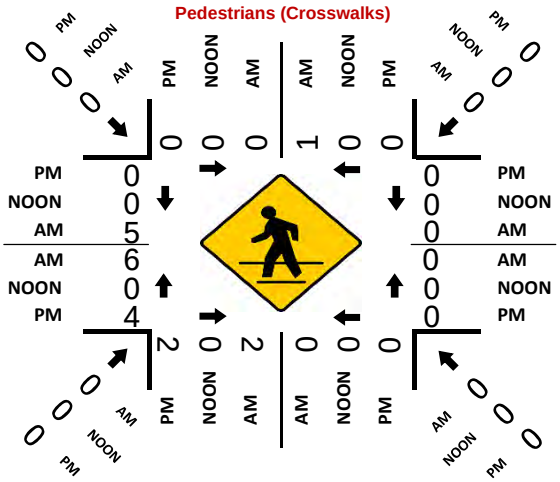
HT (NOON)



Cars (PM)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
1
0
0
PM
NOON
AM
0
0
5
AM
NOON
PM
6
0
4
0
0
0
0
0
0
0
0
0
0
0
0
0
0

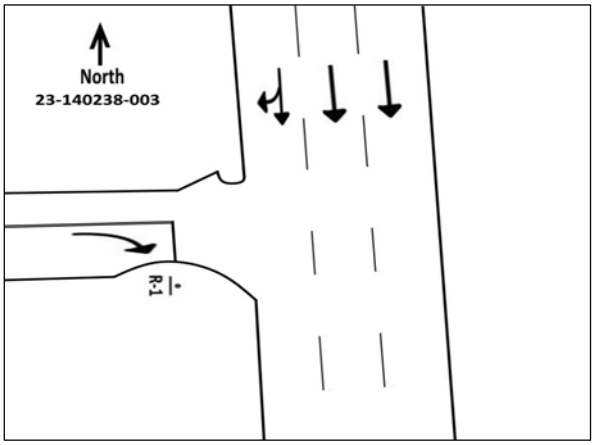
LOCATION: S Dixie Hwy & Adams St
CITY/STATE: Hollywood, FL

PROJECT ID: 23-140238-003
DATE: Tue, May 09, 2023

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

Peak Hour Factor
0.93

National Data & Surveying Services



15-Min Count Period Beginning At	S Dixie Hwy Northbound					S Dixie Hwy Southbound					Adams St Eastbound					Adams St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	0	0		0	71	3	0		0	0	4	0		0	0	0	0		78	589
7:15 AM	0	0	0	0		0	126	4	0		0	0	6	0		0	0	0	0		136	693
7:30 AM	0	0	0	0		0	178	2	0		0	0	4	0		0	0	0	0		184	763
7:45 AM	0	0	0	0		0	184	1	0		0	0	6	0		0	0	0	0		191	762
8:00 AM	0	0	0	0		0	178	0	0		0	0	4	0		0	0	0	0		182	749
8:15 AM	0	0	0	0		0	200	4	0		0	0	2	0		0	0	0	0		206	567
8:30 AM	0	0	0	0		0	177	2	0		0	0	4	0		0	0	0	0		183	361
8:45 AM	0	0	0	0		0	165	4	0		0	0	9	0		0	0	0	0		178	178
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	0	0	0		0	800	16	0		0	0	24	0		0	0	0	0		**840**	
Heavy Trucks	0	0	0	0		0	16	0	0		0	0	0	0		0	0	0	0		**16**	
Pedestrians		4					4					16					0				**24**	
Bicycles	0	0	0	0		0	4	0	0		0	0	0	0		0	0	0	0		**4**	
Buses																						
Stopped Buses																						

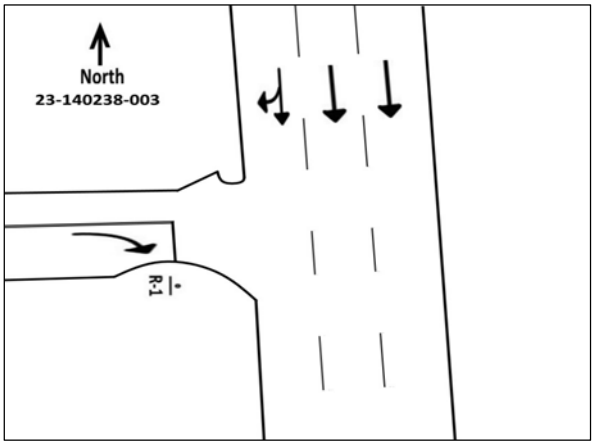
LOCATION: S Dixie Hwy & Adams St
CITY/STATE: Hollywood, FL

PROJECT ID: 23-140238-003
DATE: Tue, May 09, 2023

Peak-Hour: 04:30 pm - 05:30 pm
Peak 15-Minute: 04:45 PM - 05:00 PM

Peak Hour Factor: **0.93**

National Data & Surveying Services



15-Min Count Period Beginning At	S Dixie Hwy Northbound					S Dixie Hwy Southbound					Adams St Eastbound					Adams St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	0	0		0	157	1	0		0	0	5	0		0	0	0	0		163	613
4:15 PM	0	0	0	0		0	118	3	0		0	0	2	0		0	0	0	0		123	602
4:30 PM	0	0	0	0		0	143	3	0		0	0	5	0		0	0	0	0		151	653
4:45 PM	0	0	0	0		0	162	6	0		0	0	8	0		0	0	0	0		176	642
5:00 PM	0	0	0	0		0	145	4	0		0	0	3	0		0	0	0	0		152	607
5:15 PM	0	0	0	0		0	160	5	0		0	0	8	1		0	0	0	0		174	455
5:30 PM	0	0	0	0		0	133	3	0		0	0	4	0		0	0	0	0		140	281
5:45 PM	0	0	0	0		0	133	4	0		0	0	4	0		0	0	0	0		141	141
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	0	0	0		0	648	24	0		0	0	32	4		0	0	0	0		**708**	
Heavy Trucks	0	0	0	0		0	28	0	0		0	0	0	0		0	0	0	0		**28**	
Pedestrians		8					0					16					0				**24**	
Bicycles	0	4	0	0		0	4	4	0		4	0	0	0		0	0	0	0		**16**	
Buses																						
Stopped Buses																						

National Data & Surveying Services Intersection Turning Movement Count

Location: S Dixie Hwy & Washington St
City: Hollywood
Control: Signalized

Project ID: 23-140238-004
Date: 5/9/2023

Data - Total

NS/EW Streets:	S Dixie Hwy				S Dixie Hwy				Washington St				Washington St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	10	62	7	0	0	33	7	0	8	30	0	0	157
7:15 AM	0	0	0	0	11	97	15	0	0	38	7	0	14	65	0	0	247
7:30 AM	0	0	0	0	21	138	17	0	0	49	2	0	11	76	0	0	314
7:45 AM	0	0	0	0	21	168	8	0	0	61	10	0	13	79	0	0	360
8:00 AM	0	0	0	0	22	150	10	0	0	65	20	0	17	53	0	0	337
8:15 AM	0	0	0	0	20	164	8	0	0	63	17	0	15	55	0	0	342
8:30 AM	0	0	0	0	11	155	12	0	0	50	13	0	17	50	0	0	308
8:45 AM	0	0	0	0	28	135	6	0	0	75	15	0	22	38	0	0	319
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	144	1069	83	0	0	434	91	0	117	446	0	0	2384
APPROACH %'s :					11.11%	82.48%	6.40%	0.00%	0.00%	82.67%	17.33%	0.00%	20.78%	79.22%	0.00%	0.00%	
PEAK HR :	07:30 am - 08:30 am																TOTAL
PEAK HR VOL :	0	0	0	0	84	620	43	0	0	238	49	0	56	263	0	0	1353
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.955	0.923	0.632	0.000	0.000	0.915	0.613	0.000	0.824	0.832	0.000	0.000	0.940
					0.948				0.844				0.867				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	23	123	16	0	0	56	9	0	17	65	0	0	309
4:15 PM	0	0	0	0	10	89	9	0	0	38	7	0	15	76	0	0	244
4:30 PM	0	0	0	0	15	131	13	0	0	48	8	0	13	57	0	0	285
4:45 PM	0	0	0	0	22	117	14	0	0	48	6	1	19	64	0	0	291
5:00 PM	0	0	0	0	26	99	20	0	0	41	9	0	19	66	0	0	280
5:15 PM	0	0	0	0	36	127	19	0	0	51	8	0	11	75	0	0	327
5:30 PM	0	0	0	0	17	103	16	0	0	66	7	0	14	68	0	0	291
5:45 PM	0	0	0	0	23	93	22	0	0	57	9	1	11	61	0	0	277
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	172	882	129	0	0	405	63	2	119	532	0	0	2304
APPROACH %'s :					14.54%	74.56%	10.90%	0.00%	0.00%	86.17%	13.40%	0.43%	18.28%	81.72%	0.00%	0.00%	
PEAK HR :	04:45 pm - 05:45 pm																TOTAL
PEAK HR VOL :	0	0	0	0	101	446	69	0	0	206	30	1	63	273	0	0	1189
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.701	0.878	0.863	0.000	0.000	0.780	0.833	0.250	0.829	0.910	0.000	0.000	0.909
					0.846				0.812				0.977				

National Data & Surveying Services Intersection Turning Movement Count

Location: S Dixie Hwy & Washington St
City: Hollywood
Control: Signalized

Project ID: 23-140238-004
Date: 5/9/2023

Data - Cars

NS/EW Streets:	S Dixie Hwy				S Dixie Hwy				Washington St				Washington St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	10	61	7	0	0	32	5	0	8	28	0	0	151
7:15 AM	0	0	0	0	11	95	14	0	0	36	7	0	14	65	0	0	242
7:30 AM	0	0	0	0	21	138	17	0	0	48	2	0	11	75	0	0	312
7:45 AM	0	0	0	0	21	164	8	0	0	61	9	0	13	77	0	0	353
8:00 AM	0	0	0	0	20	149	10	0	0	65	20	0	16	53	0	0	333
8:15 AM	0	0	0	0	20	161	8	0	0	62	17	0	15	55	0	0	338
8:30 AM	0	0	0	0	11	154	10	0	0	50	13	0	16	50	0	0	304
8:45 AM	0	0	0	0	27	133	6	0	0	70	14	0	20	37	0	0	307
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	141	1055	80	0	0	424	87	0	113	440	0	0	2340
APPROACH %'s :					11.05%	82.68%	6.27%	0.00%	0.00%	82.97%	17.03%	0.00%	20.43%	79.57%	0.00%	0.00%	
PEAK HR :	07:30 am - 08:30 am																TOTAL
PEAK HR VOL :	0	0	0	0	82	612	43	0	0	236	48	0	55	260	0	0	1336
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.976	0.933	0.632	0.000	0.000	0.908	0.600	0.000	0.859	0.844	0.000	0.000	0.946
					0.955				0.835				0.875				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	23	119	16	0	0	54	9	0	17	61	0	0	299
4:15 PM	0	0	0	0	10	87	9	0	0	37	6	0	15	72	0	0	236
4:30 PM	0	0	0	0	14	129	13	0	0	48	6	0	12	56	0	0	278
4:45 PM	0	0	0	0	19	113	14	0	0	47	6	1	19	64	0	0	283
5:00 PM	0	0	0	0	26	96	20	0	0	41	8	0	19	65	0	0	275
5:15 PM	0	0	0	0	36	126	19	0	0	48	7	0	11	73	0	0	320
5:30 PM	0	0	0	0	17	102	16	0	0	66	7	0	14	67	0	0	289
5:45 PM	0	0	0	0	23	93	22	0	0	57	7	1	11	57	0	0	271
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	168	865	129	0	0	398	56	2	118	515	0	0	2251
APPROACH %'s :					14.46%	74.44%	11.10%	0.00%	0.00%	87.28%	12.28%	0.44%	18.64%	81.36%	0.00%	0.00%	
PEAK HR :	04:45 pm - 05:45 pm																TOTAL
PEAK HR VOL :	0	0	0	0	98	437	69	0	0	202	28	1	63	269	0	0	1167
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.681	0.867	0.863	0.000	0.000	0.765	0.875	0.250	0.829	0.921	0.000	0.000	0.912
					0.834				0.791				0.988				

National Data & Surveying Services Intersection Turning Movement Count

Location: S Dixie Hwy & Washington St
City: Hollywood
Control: Signalized

Project ID: 23-140238-004
Date: 5/9/2023

Data - HT

NS/EW Streets:	S Dixie Hwy				S Dixie Hwy				Washington St				Washington St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	0	1	2	0	0	2	0	0	6
7:15 AM	0	0	0	0	0	2	1	0	0	2	0	0	0	0	0	0	5
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
7:45 AM	0	0	0	0	0	4	0	0	0	0	1	0	0	2	0	0	7
8:00 AM	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	4
8:15 AM	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	1	2	0	0	0	0	0	1	0	0	0	4
8:45 AM	0	0	0	0	1	2	0	0	0	5	1	0	2	1	0	0	12
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	3	14	3	0	0	10	4	0	4	6	0	0	44
APPROACH %'s :					15.00%	70.00%	15.00%	0.00%	0.00%	71.43%	28.57%	0.00%	40.00%	60.00%	0.00%	0.00%	
PEAK HR :	07:30 am - 08:30 am																TOTAL
PEAK HR VOL :	0	0	0	0	2	8	0	0	0	2	1	0	1	3	0	0	17
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.000	0.500	0.250	0.000	0.250	0.375	0.000	0.000	0.607
					0.625				0.750				0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	4	0	0	0	2	0	0	0	4	0	0	10
4:15 PM	0	0	0	0	0	2	0	0	0	1	1	0	0	4	0	0	8
4:30 PM	0	0	0	0	1	2	0	0	0	0	2	0	1	1	0	0	7
4:45 PM	0	0	0	0	3	4	0	0	0	1	0	0	0	0	0	0	8
5:00 PM	0	0	0	0	0	3	0	0	0	0	1	0	0	1	0	0	5
5:15 PM	0	0	0	0	0	1	0	0	0	3	1	0	0	2	0	0	7
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	4	0	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	4	17	0	0	0	7	7	0	1	17	0	0	53
APPROACH %'s :					19.05%	80.95%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	5.56%	94.44%	0.00%	0.00%	
PEAK HR :	04:45 pm - 05:45 pm																TOTAL
PEAK HR VOL :	0	0	0	0	3	9	0	0	0	4	2	0	0	4	0	0	22
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.563	0.000	0.000	0.000	0.333	0.500	0.000	0.000	0.500	0.000	0.000	0.688
					0.429				0.375				0.500				

	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
AM	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	2%	1%	0%	#DIV/0!	#DIV/0!	1%	2%	#DIV/0!	2%	1%	#DIV/0!	#DIV/0!
PM	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	3%	2%	0%	#DIV/0!	#DIV/0!	2%	7%	0%	0%	1%	#DIV/0!	#DIV/0!

National Data & Surveying Services Intersection Turning Movement Count

Location: S Dixie Hwy & Washington St
City: Hollywood
Control: Signalized

Project ID: 23-140238-004
Date: 5/9/2023

Data - Bikes

NS/EW Streets:	S Dixie Hwy				S Dixie Hwy				Washington St				Washington St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	1	0	0	2	0	0	0	1	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	3
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	3
8:45 AM	0	0	0	0	2	1	0	0	0	1	0	0	1	0	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	3	4	1	0	0	5	0	0	4	4	0	0	21
APPROACH %'s :					37.50%	50.00%	12.50%	0.00%	0.00%	100.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	
PEAK HR :	07:30 am - 08:30 am																TOTAL
PEAK HR VOL :	0	0	0	0	1	3	0	0	0	1	0	0	1	2	0	0	8
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.750	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.500	0.000	0.000	0.667
					0.500				0.250				0.375				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	4
4:15 PM	0	0	1	0	1	0	1	0	0	0	0	0	0	2	1	0	6
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	1	0	1	0	0	0	0	0	0	1	0	0	0	2	0	0	5
5:30 PM	0	1	0	0	0	1	0	0	2	1	0	0	0	1	0	0	6
5:45 PM	0	0	0	0	0	1	0	0	0	2	0	0	1	0	1	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	2	2	0	2	2	1	0	2	8	1	1	1	7	3	0	33
APPROACH %'s :	20.00%	40.00%	40.00%	0.00%	40.00%	40.00%	20.00%	0.00%	16.67%	66.67%	8.33%	8.33%	9.09%	63.64%	27.27%	0.00%	
PEAK HR :	04:45 pm - 05:45 pm																TOTAL
PEAK HR VOL :	1	1	1	0	0	1	0	0	2	2	1	1	0	4	0	0	14
PEAK HR FACTOR :	0.250	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.500	0.250	0.250	0.000	0.500	0.000	0.000	0.583
		0.375				0.250				0.500				0.500			

National Data & Surveying Services Intersection Turning Movement Count

Location: S Dixie Hwy & Washington St
City: Hollywood
Project ID: 23-140238-004
Date: 5/9/2023

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Dixie Hwy		S Dixie Hwy		Washington St		Washington St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	1	1	0	0	0	0	2
7:15 AM	1	1	0	0	0	0	0	0	2
7:30 AM	1	0	3	1	0	0	0	1	6
7:45 AM	1	2	1	0	0	0	0	0	4
8:00 AM	1	1	0	2	0	0	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	1	2	0	0	2	0	6
8:45 AM	0	2	0	1	0	0	0	0	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	4	7	6	7	0	0	2	1	27
APPROACH %'s :	36.36%	63.64%	46.15%	53.85%			66.67%	33.33%	
PEAK HR :	07:30 am - 08:30 am								TOTAL
PEAK HR VOL :	3	3	4	3	0	0	0	1	14
PEAK HR FACTOR :	0.750	0.375	0.333	0.375				0.250	0.583
	0.500		0.438				0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	2	0	0	0	0	0	0	2
4:15 PM	1	0	0	0	0	0	3	0	4
4:30 PM	2	1	0	1	0	0	0	0	4
4:45 PM	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	1	1
5:15 PM	0	1	2	0	0	0	0	0	3
5:30 PM	1	1	2	0	0	0	1	0	5
5:45 PM	0	2	1	0	0	0	0	0	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	4	8	5	1	0	0	4	1	23
APPROACH %'s :	33.33%	66.67%	83.33%	16.67%			80.00%	20.00%	
PEAK HR :	04:45 pm - 05:45 pm								TOTAL
PEAK HR VOL :	1	3	4	0	0	0	1	1	10
PEAK HR FACTOR :	0.250	0.750	0.500				0.250	0.250	0.500
	0.500		0.500				0.500		

Prepared by National Data & Surveying Services

S Dixie Hwy & Washington St

Peak Hour Turning Movement Count

ID: 23-140238-004
City: Hollywood

Day: Tuesday
Date: 5/9/2023

PEAK HOURS	COUNT PERIODS
07:30 am - 08:30 am	7:00 AM - 09:00 AM
NONE	NONE
04:45 pm - 05:45 pm	4:00 PM - 06:00 PM

SOUTHBOUND (S Dixie Hwy)

AM	43	620	84	0	0	AM
NOON	0	0	0	0	0	NOON
PM	69	446	101	0	0	PM

EASTBOUND (Washington St)

AM	NOON	PM	
306	0	343	
0	0	1	0
0	0	0	0
238	0	206	0
49	0	30	0

WESTBOUND (Washington St)

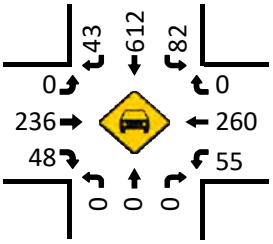
PM	NOON	AM	
0	0	0	0
273	0	263	0
63	0	56	0
0	0	0	0
307	0	322	

NORTHBOUND (S Dixie Hwy)

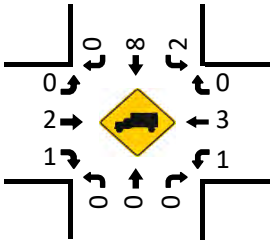
PM	539	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	725	0	0	0	0	AM

CONTROL			
Signalized			
TEV	1353 AM	0 NOON	1189 PM
PHF	0.94		0.91

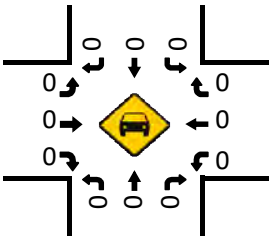
Cars (AM)



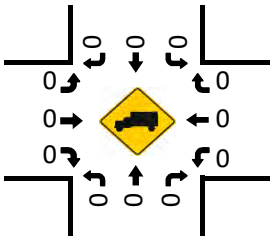
HT (AM)



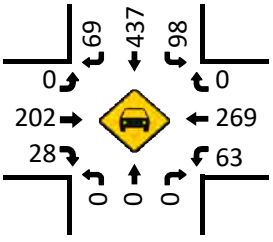
Cars (NOON)



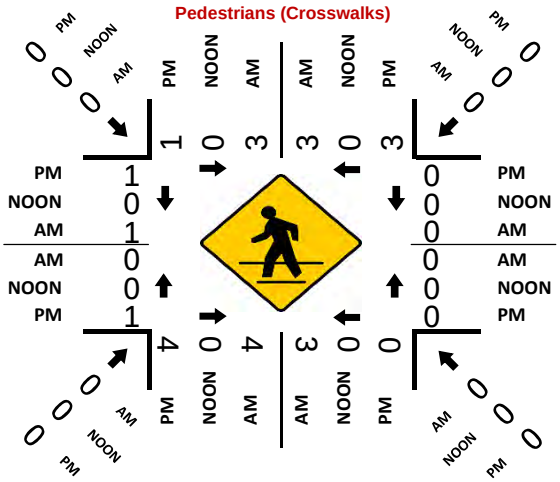
HT (NOON)



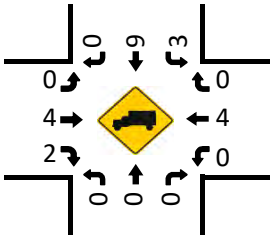
Cars (PM)



Pedestrians (Crosswalks)

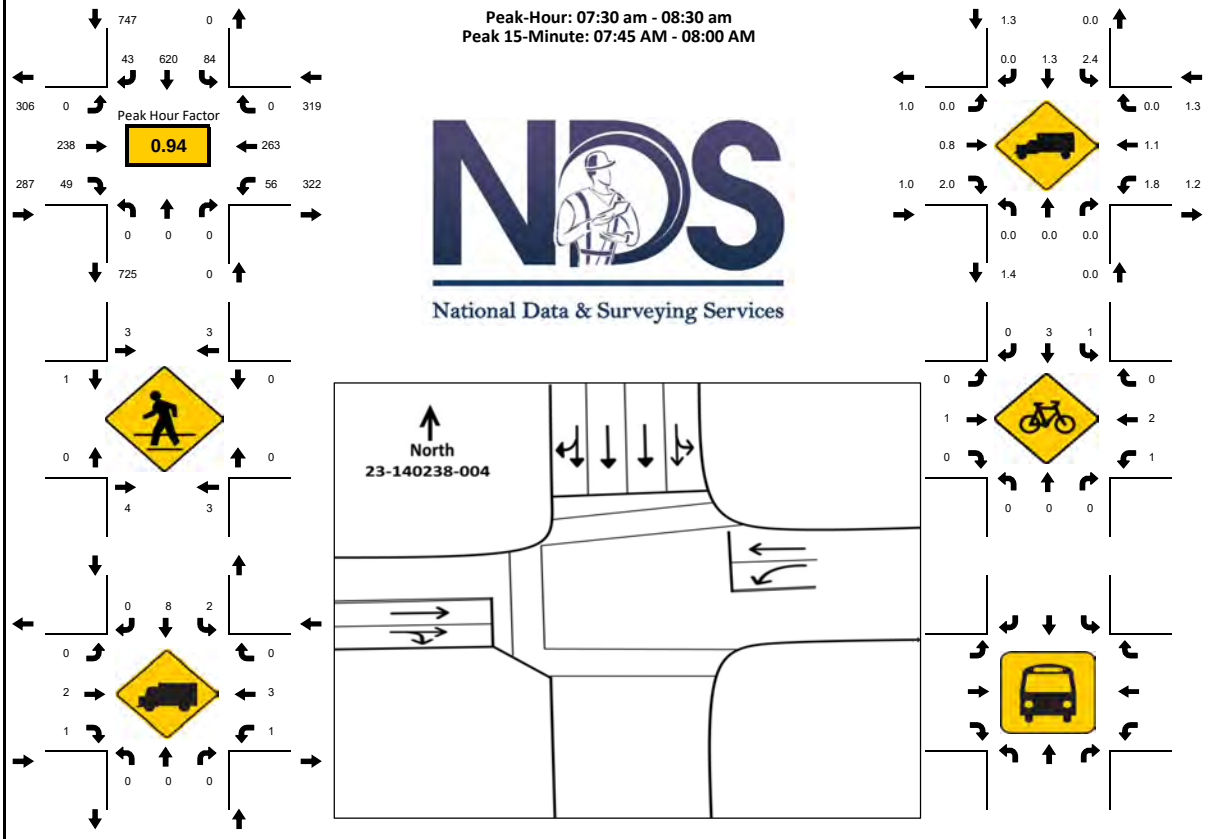


HT (PM)



LOCATION: S Dixie Hwy & Washington St
CITY/STATE: Hollywood, FL

PROJECT ID: 23-140238-004
DATE: Tue, May 09, 2023

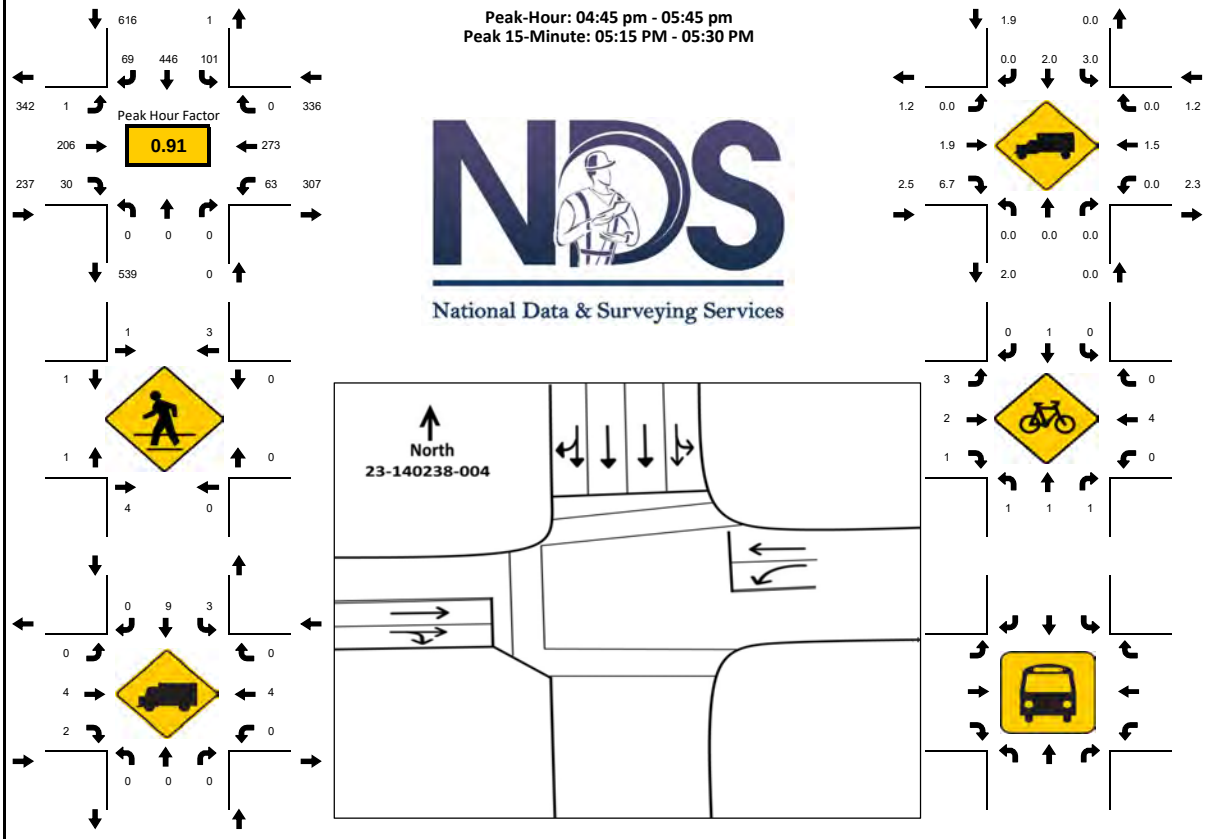


15-Min Count Period Beginning At	S Dixie Hwy Northbound					S Dixie Hwy Southbound					Washington St Eastbound					Washington St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	0	0		10	62	7	0		0	33	7	0		8	30	0	0		157	1078
7:15 AM	0	0	0	0		11	97	15	0		0	38	7	0		14	65	0	0		247	1258
7:30 AM	0	0	0	0		21	138	17	0		0	49	2	0		11	76	0	0		314	1353
7:45 AM	0	0	0	0		21	168	8	0		0	61	10	0		13	79	0	0		360	1347
8:00 AM	0	0	0	0		22	150	10	0		0	65	20	0		17	53	0	0		337	1306
8:15 AM	0	0	0	0		20	164	8	0		0	63	17	0		15	55	0	0		342	969
8:30 AM	0	0	0	0		11	155	12	0		0	50	13	0		17	50	0	0		308	627
8:45 AM	0	0	0	0		28	135	6	0		0	75	15	0		22	38	0	0		319	319
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	0	0	0		88	672	68	0		0	260	80	0		68	316	0	0		**1552**	
Heavy Trucks	0	0	0	0		8	16	0	0		0	4	4	0		4	8	0	0		**44**	
Pedestrians		16					12					4					0				**32**	
Bicycles	0	0	0	0		4	4	0	0		0	4	0	0		4	4	0	0		**20**	
Buses																						
Stopped Buses																						

LOCATION: S Dixie Hwy & Washington St
CITY/STATE: Hollywood, FL

PROJECT ID: 23-140238-004
DATE: Tue, May 09, 2023

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



15-Min Count Period Beginning At	S Dixie Hwy Northbound					S Dixie Hwy Southbound					Washington St Eastbound					Washington St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	0	0		23	123	16	0		0	56	9	0		17	65	0	0		309	1129
4:15 PM	0	0	0	0		10	89	9	0		0	38	7	0		15	76	0	0		244	1100
4:30 PM	0	0	0	0		15	131	13	0		0	48	8	0		13	57	0	0		285	1183
4:45 PM	0	0	0	0		22	117	14	0		0	48	6	1		19	64	0	0		291	1189
5:00 PM	0	0	0	0		26	99	20	0		0	41	9	0		19	66	0	0		280	1175
5:15 PM	0	0	0	0		36	127	19	0		0	51	8	0		11	75	0	0		327	895
5:30 PM	0	0	0	0		17	103	16	0		0	66	7	0		14	68	0	0		291	568
5:45 PM	0	0	0	0		23	93	22	0		0	57	9	1		11	61	0	0		277	277
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	0	0	0		144	508	80	0		0	264	36	4		76	300	0	0		**1412**	
Heavy Trucks	0	0	0	0		12	16	0	0		0	12	4	0		0	8	0	0		**52**	
Pedestrians		8					8					4					0				**20**	
Bicycles	4	4	4	0		0	4	0	0		8	4	4	4		0	8	0	0		**40**	
Buses																						
Stopped Buses																						

National Data & Surveying Services Intersection Turning Movement Count

Location: S 21st Ave & Washington St
City: Hollywood
Control: Signalized

Project ID: 23-140238-005
Date: 5/9/2023

Data - Total

NS/EW Streets:	S 21st Ave				S 21st Ave				Washington St				Washington St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	12	44	2	0	0	0	0	0	19	24	0	0	0	26	0	0	127
7:15 AM	25	50	3	0	0	0	0	0	18	31	0	0	0	54	4	0	185
7:30 AM	26	34	8	0	0	0	0	0	20	50	0	0	0	63	5	0	206
7:45 AM	24	39	10	0	0	0	0	0	16	66	0	0	0	66	3	0	224
8:00 AM	15	49	8	0	0	0	0	0	27	60	0	0	0	55	2	0	216
8:15 AM	10	53	9	0	0	0	0	0	28	52	0	0	0	60	4	0	216
8:30 AM	23	35	8	0	0	0	0	0	15	48	0	0	0	47	8	0	184
8:45 AM	18	50	8	0	0	0	0	0	25	79	0	0	0	41	8	0	229
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	153	354	56	0	0	0	0	0	168	410	0	0	0	412	34	0	1587
APPROACH %'s :	27.18%	62.88%	9.95%	0.00%					29.07%	70.93%	0.00%	0.00%	0.00%	92.38%	7.62%	0.00%	
PEAK HR :	07:30 am - 08:30 am																TOTAL
PEAK HR VOL :	75	175	35	0	0	0	0	0	91	228	0	0	0	244	14	0	862
PEAK HR FACTOR :	0.721	0.825	0.875	0.000	0.000	0.000	0.000	0.000	0.813	0.864	0.000	0.000	0.000	0.924	0.700	0.000	0.962
	0.976								0.917				0.935				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	24	53	11	0	0	0	0	0	24	55	0	0	0	56	6	0	229
4:15 PM	24	52	7	0	0	0	0	0	17	31	0	0	0	66	7	0	204
4:30 PM	18	47	3	0	0	0	0	0	17	46	0	0	0	52	3	0	186
4:45 PM	23	76	9	0	0	0	0	0	27	42	0	0	0	60	8	0	245
5:00 PM	29	50	8	0	0	0	0	0	21	47	0	0	0	56	6	0	217
5:15 PM	27	78	7	0	0	0	0	0	21	64	0	0	0	59	7	0	263
5:30 PM	26	70	9	0	0	0	0	0	25	59	0	0	0	59	10	0	258
5:45 PM	21	67	8	0	0	0	0	0	21	60	0	0	0	50	5	0	232
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	192	493	62	0	0	0	0	0	173	404	0	0	0	458	52	0	1834
APPROACH %'s :	25.70%	66.00%	8.30%	0.00%					29.98%	70.02%	0.00%	0.00%	0.00%	89.80%	10.20%	0.00%	
PEAK HR :	04:45 pm - 05:45 pm																TOTAL
PEAK HR VOL :	105	274	33	0	0	0	0	0	94	212	0	0	0	234	31	0	983
PEAK HR FACTOR :	0.905	0.878	0.917	0.000	0.000	0.000	0.000	0.000	0.870	0.828	0.000	0.000	0.000	0.975	0.775	0.000	0.934
	0.920								0.900				0.960				

National Data & Surveying Services Intersection Turning Movement Count

Location: S 21st Ave & Washington St
City: Hollywood
Control: Signalized

Project ID: 23-140238-005
Date: 5/9/2023

Data - Cars

NS/EW Streets: S 21st Ave | S 21st Ave | Washington St | Washington St

AM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	10	43	2	0	0	0	0	0	18	24	0	0	0	26	0	0	123
7:15 AM	25	49	3	0	0	0	0	0	17	30	0	0	0	54	3	0	181
7:30 AM	26	33	7	0	0	0	0	0	20	49	0	0	0	62	4	0	201
7:45 AM	23	36	10	0	0	0	0	0	16	66	0	0	0	65	3	0	219
8:00 AM	14	47	8	0	0	0	0	0	27	58	0	0	0	55	2	0	211
8:15 AM	10	50	8	0	0	0	0	0	28	51	0	0	0	60	4	0	211
8:30 AM	22	34	8	0	0	0	0	0	15	48	0	0	0	47	8	0	182
8:45 AM	18	49	7	0	0	0	0	0	25	73	0	0	0	38	8	0	218
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	148	341	53	0	0	0	0	0	166	399	0	0	0	407	32	0	1546
APPROACH %'s :	27.31%	62.92%	9.78%	0.00%					29.38%	70.62%	0.00%	0.00%	0.00%	92.71%	7.29%	0.00%	
PEAK HR :	07:30 am - 08:30 am																TOTAL
PEAK HR VOL :	73	166	33	0	0	0	0	0	91	224	0	0	0	242	13	0	842
PEAK HR FACTOR :	0.702	0.830	0.825	0.000	0.000	0.000	0.000	0.000	0.813	0.848	0.000	0.000	0.000	0.931	0.813	0.000	0.961
		0.986								0.926				0.938			

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	23	49	11	0	0	0	0	0	22	55	0	0	0	53	6	0	219
4:15 PM	23	49	7	0	0	0	0	0	17	30	0	0	0	63	7	0	196
4:30 PM	18	46	3	0	0	0	0	0	16	46	0	0	0	50	3	0	182
4:45 PM	23	73	9	0	0	0	0	0	25	40	0	0	0	60	8	0	238
5:00 PM	29	50	8	0	0	0	0	0	21	47	0	0	0	55	6	0	216
5:15 PM	27	77	7	0	0	0	0	0	19	63	0	0	0	57	7	0	257
5:30 PM	26	68	9	0	0	0	0	0	25	59	0	0	0	57	10	0	254
5:45 PM	20	66	8	0	0	0	0	0	21	60	0	0	0	48	5	0	228
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	189	478	62	0	0	0	0	0	166	400	0	0	0	443	52	0	1790
APPROACH %'s :	25.93%	65.57%	8.50%	0.00%					29.33%	70.67%	0.00%	0.00%	0.00%	89.49%	10.51%	0.00%	
PEAK HR :	04:45 pm - 05:45 pm																TOTAL
PEAK HR VOL :	105	268	33	0	0	0	0	0	90	209	0	0	0	229	31	0	965
PEAK HR FACTOR :	0.905	0.870	0.917	0.000	0.000	0.000	0.000	0.000	0.900	0.829	0.000	0.000	0.000	0.954	0.775	0.000	0.939
		0.914								0.890				0.956			

National Data & Surveying Services Intersection Turning Movement Count

Location: S 21st Ave & Washington St
City: Hollywood
Control: Signalized

Project ID: 23-140238-005
Date: 5/9/2023

Data - HT

NS/EW Streets: S 21st Ave | S 21st Ave | Washington St | Washington St

AM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4
7:15 AM	0	1	0	0	0	0	0	0	1	1	0	0	0	0	1	0	4
7:30 AM	0	1	1	0	0	0	0	0	0	1	0	0	0	1	1	0	5
7:45 AM	1	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5
8:00 AM	1	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	5
8:15 AM	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	5
8:30 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	1	1	0	0	0	0	0	0	6	0	0	0	3	0	0	11
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	13	3	0	0	0	0	0	2	11	0	0	0	5	2	0	41
APPROACH %'s :	23.81%	61.90%	14.29%	0.00%					15.38%	84.62%	0.00%	0.00%	0.00%	71.43%	28.57%	0.00%	
PEAK HR :	07:30 am - 08:30 am																TOTAL
PEAK HR VOL :	2	9	2	0	0	0	0	0	0	4	0	0	0	2	1	0	20
PEAK HR FACTOR :	0.500	0.750	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.250	0.000	1.000
	0.813								0.500				0.375				

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	4	0	0	0	0	0	0	2	0	0	0	0	3	0	0	10
4:15 PM	1	3	0	0	0	0	0	0	0	1	0	0	0	3	0	0	8
4:30 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	2	0	0	4
4:45 PM	0	3	0	0	0	0	0	0	2	2	0	0	0	0	0	0	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	1	0	0	0	0	0	0	2	1	0	0	0	2	0	0	6
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	4
5:45 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	15	0	0	0	0	0	0	7	4	0	0	0	15	0	0	44
APPROACH %'s :	16.67%	83.33%	0.00%	0.00%					63.64%	36.36%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:45 pm - 05:45 pm																TOTAL
PEAK HR VOL :	0	6	0	0	0	0	0	0	4	3	0	0	0	5	0	0	18
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.375	0.000	0.000	0.000	0.625	0.000	0.000	0.643
	0.500								0.438				0.625				

	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
AM	3%	5%	6%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	2%	#DIV/0!	#DIV/0!	#DIV/0!	1%	7%	#DIV/0!
PM	0%	2%	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	4%	1%	#DIV/0!	#DIV/0!	#DIV/0!	2%	0%	#DIV/0!

National Data & Surveying Services Intersection Turning Movement Count

Location: S 21st Ave & Washington St
City: Hollywood
Control: Signalized

Project ID: 23-140238-005
Date: 5/9/2023

Data - Bikes

NS/EW Streets: S 21st Ave | S 21st Ave | Washington St | Washington St

AM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	3
7:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
7:30 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
7:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:30 AM	0	2	0	0	0	0	1	0	1	0	0	0	0	1	0	0	5
8:45 AM	0	0	0	0	0	0	1	0	2	1	0	0	0	1	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	3	0	0	0	0	4	0	4	4	0	0	0	3	0	0	20
APPROACH %'s :	40.00%	60.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 am - 08:30 am																TOTAL
PEAK HR VOL :	2	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	5
PEAK HR FACTOR :	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.625
	0.500				0.250				0.500								

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
4:15 PM	1	0	0	0	0	1	1	0	1	1	0	0	0	1	0	0	6
4:30 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	1	0	0	4
4:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	0	0	2	0	0	0	1	0	0	4
5:30 PM	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	4
5:45 PM	1	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	1	1	0	0	2	3	0	3	9	0	0	0	6	0	0	27
APPROACH %'s :	50.00%	25.00%	25.00%	0.00%	0.00%	40.00%	60.00%	0.00%	25.00%	75.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:45 pm - 05:45 pm																TOTAL
PEAK HR VOL :	0	1	1	0	0	1	2	0	0	3	0	0	0	2	0	0	10
PEAK HR FACTOR :	0.000	0.250	0.250	0.000	0.000	0.250	0.500	0.000	0.000	0.375	0.000	0.000	0.000	0.500	0.000	0.000	0.625
	0.500				0.750				0.375				0.500				

National Data & Surveying Services Intersection Turning Movement Count

Location: S 21st Ave & Washington St
City: Hollywood
Project ID: 23-140238-005
Date: 5/9/2023

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S 21st Ave		S 21st Ave		Washington St		Washington St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	1	1	2	0	1	5
7:15 AM	1	0	0	0	2	2	0	0	5
7:30 AM	1	0	3	0	2	0	0	0	6
7:45 AM	1	2	2	0	0	2	0	0	7
8:00 AM	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	1	0	0	0	1
8:30 AM	1	1	2	2	0	0	0	0	6
8:45 AM	1	1	0	1	0	0	0	0	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	5	5	7	4	6	6	0	1	34
APPROACH %'s :	50.00%	50.00%	63.64%	36.36%	50.00%	50.00%	0.00%	100.00%	
PEAK HR :	07:30 am - 08:30 am								TOTAL
PEAK HR VOL :	2	3	5	0	3	2	0	0	15
PEAK HR FACTOR :	0.500	0.375	0.417		0.375	0.250			0.536
	0.417		0.417		0.625				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	2	1	0	1	0	0	0	0	4
4:45 PM	0	0	1	0	2	1	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	2	0	1	0	0	0	4
5:30 PM	0	2	3	0	1	0	0	0	6
5:45 PM	0	0	0	0	1	1	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	5	6	1	5	2	0	0	21
APPROACH %'s :	28.57%	71.43%	85.71%	14.29%	71.43%	28.57%			
PEAK HR :	04:45 pm - 05:45 pm								TOTAL
PEAK HR VOL :	0	3	6	0	4	1	0	0	14
PEAK HR FACTOR :		0.375	0.500		0.500	0.250			0.583
	0.375		0.500		0.417				

Prepared by National Data & Surveying Services

S 21st Ave & Washington St

Peak Hour Turning Movement Count

ID: 23-140238-005
City: Hollywood

Day: Tuesday
Date: 5/9/2023

PEAK HOURS	COUNT PERIODS
07:30 am - 08:30 am	7:00 AM - 09:00 AM
NONE	NONE
04:45 pm - 05:45 pm	4:00 PM - 06:00 PM

SOUTHBOUND (S 21st Ave)

AM	0	0	0	0	280	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	399	PM

EASTBOUND (Washington St)

AM	NOON	PM	
319	0	339	
0	0	0	0
91	0	94	0
228	0	212	0
0	0	0	0
AM	NOON	PM	

WESTBOUND (Washington St)

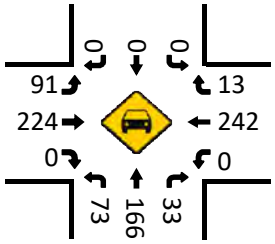
PM	NOON	AM	
31	0	14	0
234	0	244	0
0	0	0	0
0	0	0	0
245	0	263	
PM	NOON	AM	

NORTHBOUND (S 21st Ave)

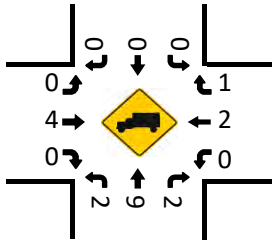
PM	0	0	105	274	33	PM
NOON	0	0	0	0	0	NOON
AM	0	0	75	175	35	AM

CONTROL			
Signalized			
TEV	862 AM	0 NOON	983 PM
PHF	0.96		0.93

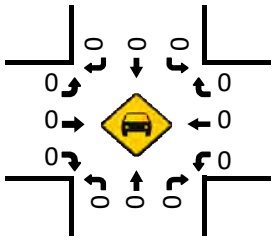
Cars (AM)



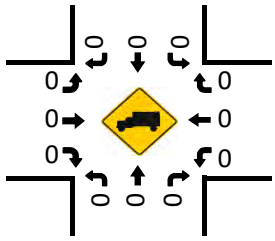
HT (AM)



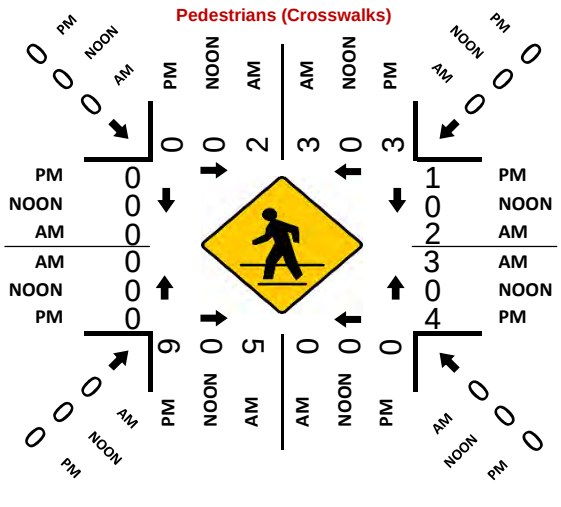
Cars (NOON)



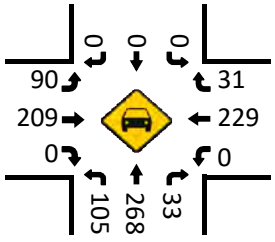
HT (NOON)



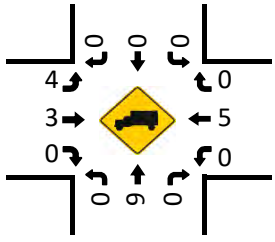
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



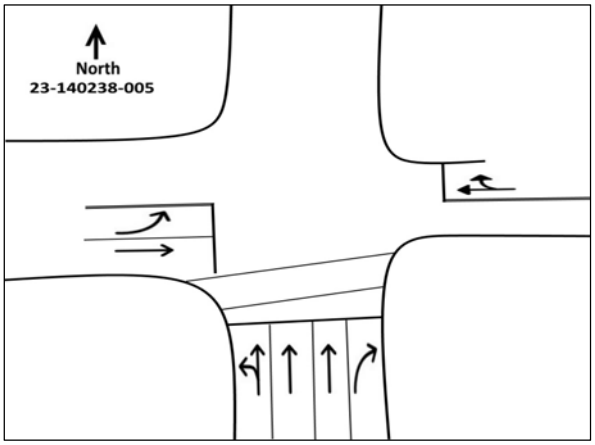
LOCATION: S 21st Ave & Washington St
CITY/STATE: Hollywood, FL

PROJECT ID: 23-140238-005
DATE: Tue, May 09, 2023

Peak-Hour: 07:30 am - 08:30 am
Peak 15-Minute: 07:45 AM - 08:00 AM

Peak Hour Factor
0.96

National Data & Surveying Services



15-Min Count Period Beginning At	S 21st Ave Northbound					S 21st Ave Southbound					Washington St Eastbound					Washington St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	12	44	2	0		0	0	0	0		19	24	0	0		0	26	0	0		127	742
7:15 AM	25	50	3	0		0	0	0	0		18	31	0	0		0	54	4	0		185	831
7:30 AM	26	34	8	0		0	0	0	0		20	50	0	0		0	63	5	0		206	862
7:45 AM	24	39	10	0		0	0	0	0		16	66	0	0		0	66	3	0		224	840
8:00 AM	15	49	8	0		0	0	0	0		27	60	0	0		0	55	2	0		216	845
8:15 AM	10	53	9	0		0	0	0	0		28	52	0	0		0	60	4	0		216	629
8:30 AM	23	35	8	0		0	0	0	0		15	48	0	0		0	47	8	0		184	413
8:45 AM	18	50	8	0		0	0	0	0		25	79	0	0		0	41	8	0		229	229
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	104	212	40	0		0	0	0	0		112	264	0	0		0	264	20	0		**1016**	
Heavy Trucks	4	12	4	0		0	0	0	0		0	8	0	0		0	4	4	0		**36**	
Pedestrians		12					12					0					8				**32**	
Bicycles	4	0	0	0		0	0	4	0		0	4	0	0		0	0	0	0		**12**	
Buses																						
Stopped Buses																						

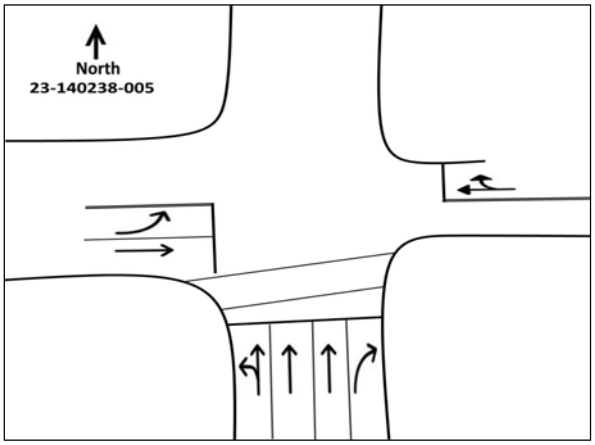
LOCATION: S 21st Ave & Washington St
CITY/STATE: Hollywood, FL

PROJECT ID: 23-140238-005
DATE: Tue, May 09, 2023

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

Peak Hour Factor
0.93

National Data & Surveying Services



15-Min Count Period Beginning At	S 21st Ave Northbound					S 21st Ave Southbound					Washington St Eastbound					Washington St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	24	53	11	0		0	0	0	0		24	55	0	0		0	56	6	0		229	864
4:15 PM	24	52	7	0		0	0	0	0		17	31	0	0		0	66	7	0		204	852
4:30 PM	18	47	3	0		0	0	0	0		17	46	0	0		0	52	3	0		186	911
4:45 PM	23	76	9	0		0	0	0	0		27	42	0	0		0	60	8	0		245	983
5:00 PM	29	50	8	0		0	0	0	0		21	47	0	0		0	56	6	0		217	970
5:15 PM	27	78	7	0		0	0	0	0		21	64	0	0		0	59	7	0		263	753
5:30 PM	26	70	9	0		0	0	0	0		25	59	0	0		0	59	10	0		258	490
5:45 PM	21	67	8	0		0	0	0	0		21	60	0	0		0	50	5	0		232	232
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	116	312	36	0		0	0	0	0		108	256	0	0		0	240	40	0		**1108**	
Heavy Trucks	0	12	0	0		0	0	0	0		8	8	0	0		0	8	0	0		**36**	
Pedestrians		12					8					0					12				**32**	
Bicycles	0	4	4	0		0	4	4	0		0	8	0	0		0	4	0	0		**28**	
Buses																						
Stopped Buses																						

Signal Timings

Station : 3211 - Dixie Hwy & Washington St (Standard File)

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

Preemption

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

Preempt LP

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

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	2					
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 5/17/2023 2:06:42 PM

Station : 3211 - Dixie Hwy & Washington St (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**															
		1	1	115	67	1	1		22		6	24	28	6	21	30										
Day Plan 2											**Easy**															
		1	1	115	67	1	1		22		6	24	28	6	21	30										

Day Plan 3											Easy															
		1	1	115	67	1	1		22		6	24	28	6	21	30										

Station : 3211 - Dixie Hwy & Washington St (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

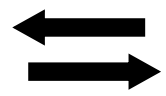
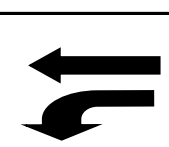
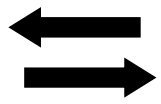
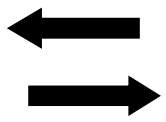
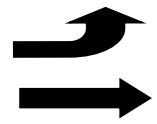
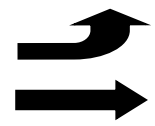
	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																															2
5	1												1							1																															2
6					1								1																																1	1	1	1	1	1	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																																		2
12											1							1																																	2
13												1		1				1																																	2
14												1		1	1	1	1	1																																	2
15												1		1																																					2
16												1		1				1																																	1	2
17		1											1	1	1	1	1																																		4
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1

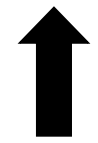
| | | |

Dixie Hwy/S 21 Avenue and Washington Street 3211

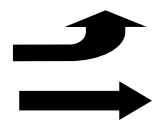
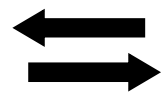
Sequence of Operation

NORMAL OPERATION MOD 10

WEST SIDE	PHASE	EAST SIDE
	Phase 1 WBST	
	Phase 2 WB	
	Phase 3 NB	
	Phase 4 EBST	
	Phase 5 EB	
	Phase 6 SB	



NORTH

	PREEMPTION	
	TRACK CLEARANCE	
	DWELL	
	RETURN	

RAILROAD PREEMPTION :

(A) TRACK CLEARANCE = 6G, 4Y, 1AR.
(B) DWELL: N/S, MIN = 10 SECONDS.
(C) RETURN: WB, PHASE 2.

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3219	**Initial Operation Date**	10/76
Controller Type	2070 LN	**System Number**	3219
Modification Number	12	**Modification Date**	08/15/2018
Drawing/Project No	GRP 4	**FPL Grid Number**	87571877803
Intersection	DIXIE HWY./N 21 AVE. and MONROE STREET		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number								
Direction	WBST	WB	NB	EBST	EB	SB		
Initial Green(MIN)	1	6	7	1	6	6		
Vehicle Ext.(GAP)	0.0	2.0	1.0	0.0	2.0	1.0		
Maximum Green I	1	12	20	1	12	20		
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0		
All Red Clearance	1.5	1.0	1.0	1.5	1.0	1.0		
Phase Recall	NOTE 1	MAX	MAX	NOTE 1	MAX	MAX		
Detector Delay								
Walk								
Pedestrian Clearance								
Permissive								
Flash Operation		RED	YELLOW		RED	YELLOW		

Attachment **3219-11.pdf**

NOTES:

1. DIODE STRAPPING: PHASE 3 ON ---|<--- PHASE 4 DETECT, PHASE 6 ON ---|<--- PHASE 1 DETECT.
2. NO DETECTION, FIXED TIME OPERATION.
3. RAILROAD PREEMPTION SEQUENCE:
(A) TRACK CLEARANCE = 6 G, 4 Y, 1 AR (EB/EBL+WB/WBL FARSIDES).
(B) DWELL NORTH/SOUTH.
(C) RETURN TO PHASE 2 (WB).
4. MOD. 12 REMOVES NIGHT FLASH.

Submitted By _____ **Approved By** _____

Station : 3219 - Dixie Hwy & Monroe St (Standard File)

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

Preemption

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

Preempt LP

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

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	2					
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 5/17/2023 2:06:57 PM

Station : 3219 - Dixie Hwy & Monroe St (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**															
		1	1	115	38	1	1		22		7	18	32	7	18	33										
Day Plan 2											**Easy**															
		1	1	115	38	1	1		22		7	18	32	7	18	33										

Day Plan 3											Easy															
		1	1	115	38	1	1		22		7	18	32	7	18	33										

Station : 3219 - Dixie Hwy & Monroe St (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**															

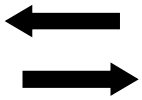
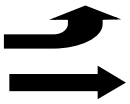
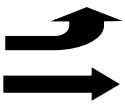
Scheduler

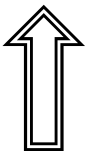
	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																2
5	1												1							1																																2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1						1	1	1	1	1						1																													2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																													1	1	1	1	1	1	1	2
12											1							1																														1	1	1	1	1	1	2
13												1		1				1																															1					2
14												1		1	1	1	1	1																															1				2
15												1		1																																				1			2
16												1		1				1																																		1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1

| | | |

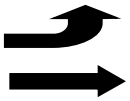
Sequence of Operation

Dixie Hwy / N 21 Ave and Monroe Street, 3219

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



NORTH

	PREEMPTION	
	TRACK CLEARANCE	
	DWELL	
	AFTER PREEMPTION RETURN TO PHASE 2	

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3211	**Initial Operation Date**	10/76
Controller Type	2070 LN	**System Number**	3211
Modification Number	11	**Modification Date**	06/09/2020
Drawing/Project No	GRP 4	**FPL Grid Number**	87571875002
Intersection	DIXIE HWY./N 21 AVE. and WASHINGTON STREET		
Municipality	HOLLYWOOD		

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

Attachment

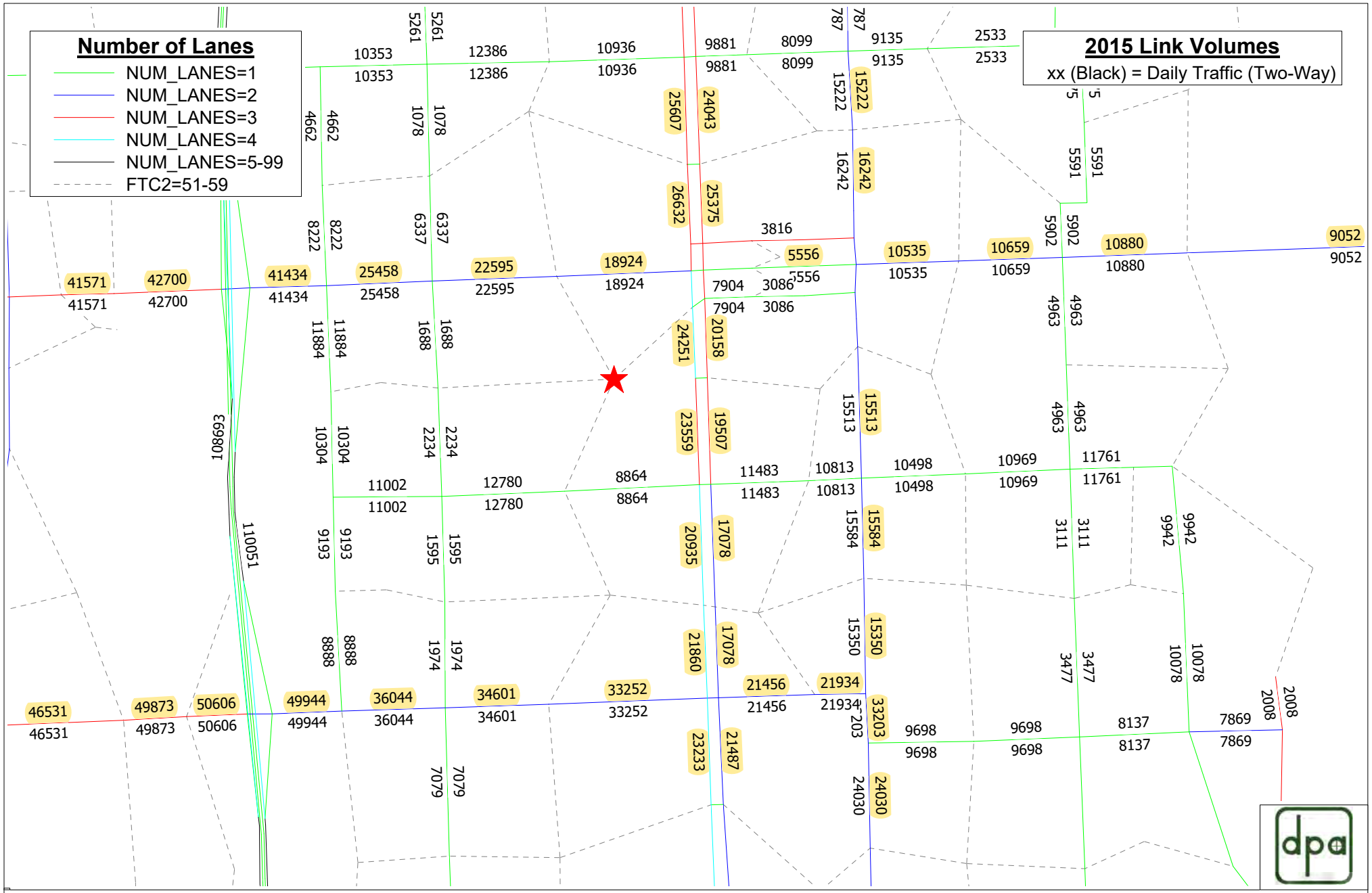
NOTES:

1. DIODE STRAPPING: PHASE 3 ON ---|<--- PHASE 4 DETECT,PHASE 6 ON ---|<--- PHASE 1 DETECT.
2. NO DETECTION, SIGNAL OPERATES FIXED TIME.
3. RAILROAD PREEMPTION SEQUENCE:
(A) TRACK CLEARANCE = 6G, 4Y, 1AR (WB/WBL+EB/EBL FARSIDES).
(B) DWELL: NORTH/SOUTH.
(C) RETURN TO PHASE 2 (WB).
4. MOD. 11 UPDATES RECALLS, NO CHANGE IN TIMING.

Submitted By _____ **Approved By** _____

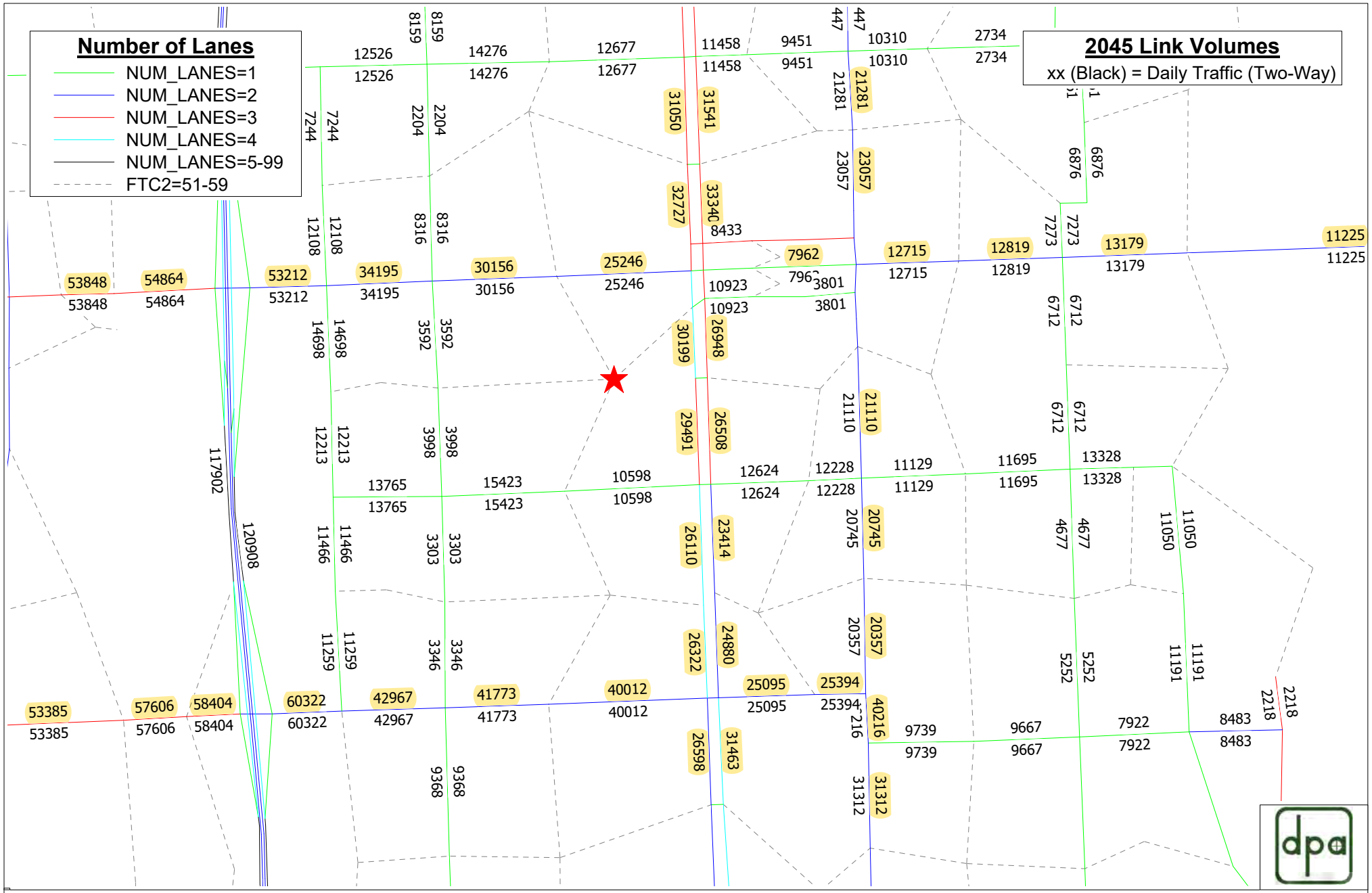
Historic Background Growth

SERPM Growth Rate - 810 S Dixie Highway					
Street Name	**2015**	**2045**	**Difference**	**Growth Rate**	**Annual Growth Rate**
Hollywood Boulevard	41,571	53,848	12,277	29.53%	0.98%
	42,700	54,864	12,164	28.49%	0.95%
	41,434	53,212	11,778	28.43%	0.95%
	25,458	34,195	8,737	34.32%	1.14%
	22,595	30,156	7,561	33.46%	1.12%
	18,924	25,246	6,322	33.41%	1.11%
	5,556	7,962	2,406	43.30%	1.44%
	10,535	12,715	2,180	20.69%	0.69%
	10,659	12,819	2,160	20.26%	0.68%
	10,880	13,179	2,299	21.13%	0.70%
	9,052	11,225	2,173	24.01%	0.80%
N/S Dixie Highway	25,607	31,050	5,443	21.26%	0.71%
	26,632	32,727	6,095	22.89%	0.76%
	24,251	30,199	5,948	24.53%	0.82%
	23,359	29,491	6,132	26.25%	0.88%
	20,935	26,110	5,175	24.72%	0.82%
	21,860	26,322	4,462	20.41%	0.68%
	23,233	26,598	3,365	14.48%	0.48%
N/S 21st Avenue/NE 1st Avenue	24,043	31,541	7,498	31.19%	1.04%
	25,375	33,340	7,965	31.39%	1.05%
	20,158	26,948	6,790	33.68%	1.12%
	19,507	26,508	7,001	35.89%	1.20%
	17,078	23,414	6,336	37.10%	1.24%
	17,078	24,880	7,802	45.68%	1.52%
	21,487	31,463	9,976	46.43%	1.55%
US1	15,222	21,281	6,059	39.80%	1.33%
	16,242	23,057	6,815	41.96%	1.40%
	15,513	21,110	5,597	36.08%	1.20%
	15,584	20,745	5,161	33.12%	1.10%
	15,350	20,357	5,007	32.62%	1.09%
	33,203	40,216	7,013	21.12%	0.70%
	24,030	31,312	7,282	30.30%	1.01%
Pembroke Road	46,531	53,385	6,854	14.73%	0.49%
	49,873	57,606	7,733	15.51%	0.52%
	50,606	58,404	7,798	15.41%	0.51%
	49,944	60,322	10,378	20.78%	0.69%
	36,044	42,967	6,923	19.21%	0.64%
	34,601	41,773	7,172	20.73%	0.69%
	33,252	40,012	6,760	20.33%	0.68%
	21,456	25,095	3,639	16.96%	0.57%
	21,934	25,394	3,460	15.77%	0.53%
Total	**1,029,352**	**1,293,048**	**263,696**	**25.62%**	**0.85%**



810 S Dixie Highway
SERPM_8.524 - 2015 Volume Plot
#23123

(Licensed to Florida Department of Transportation)



810 S Dixie Highway
SERPM_8.524 - 2045 Volume Plot
#23123

(Licensed to Florida Department of Transportation)

810 S DIXIE HIGHWAY

23123 Background Growth Rate

Station	Location	2018	2019	2020	2021	2022
9632	WASHINGTON ST, W OF DIXIE HWY	6,100	6,100	5,600	5,600	5,600
8148	DIXIE HWY, S OF HOLLYWOOD BLVD	11,000	11,000	5,700	5,700	5,600
8103	S 21 AVENUE, S OF HOLLYWOOD BLVD	13,000	13,000	5,900	5,900	5,800
9635	DIXIE HWY, S OF PEMBROKE RD	6,000	6,000	2,600	2,600	2,600
Total		36,100	36,100	19,800	19,800	19,600
Yearly Growth			0.0%	-45.2%	0.0%	-1.0%
Growth Trend						-11.5%

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 8103 - S 21 AVENUE, S OF HOLLYWOOD BLVD.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	5800 S	0	0	9.00	99.90	5.40
2021	5900 F	0	0	9.00	99.90	14.30
2020	5900 C	N 5900	0	9.00	99.90	8.80
2019	13000 R	0	0	9.00	99.90	5.50
2018	13000 T	0	0	9.00	99.90	6.00
2017	13000 S	0	0	9.00	99.90	6.20
2016	13000 F	0	0	9.00	99.90	2.90
2015	13000 C	N 13000	0	9.00	99.90	3.40
2014	5300 X			9.00	54.20	7.40
2013	5300 X	0	0	9.00	53.60	7.60
2012	5300 T	0	0	9.00	52.20	5.90
2011	5300 S	0	0	9.00	52.50	6.30
2010	5300 F	0	0	8.35	52.69	9.30
2009	5300 C	0	0	8.53	53.89	5.30
2008	5700 C	N 5700	0	8.81	99.99	6.50
2007	4800 C	N 4800	0	8.63	99.99	4.80

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

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

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	5600	S	0		0	9.00	99.90	5.40
2021	5700	F	0		0	9.00	99.90	14.30
2020	5700	C	S 5700		0	9.00	99.90	8.80
2019	11000	R	0		0	9.00	99.90	5.50
2018	11000	T	0		0	9.00	99.90	6.00
2017	11000	S	0		0	9.00	99.90	6.20
2016	11000	F	0		0	9.00	99.90	2.90
2015	11000	C	S 11000		0	9.00	99.90	3.40
2014	6000	T				9.00	99.90	7.40
2013	5900	S	0		0	9.00	99.90	7.60
2012	5900	F	0		0	9.00	99.90	5.90
2011	5900	C	S 5900		0	9.00	99.90	6.30
2010	7100	F	0		0	8.35	99.99	9.30
2009	7100	C	S 7100		0	8.53	99.99	5.30
2008	6800	C	S 6800		0	8.81	99.99	6.50
2007	5900	C	S 5900		0	8.63	99.99	4.80

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9632 - WASHINGTON ST, W OF DIXIE HWY

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	5600 S	E 2800	W 2800	9.00	57.00	5.40
2021	5600 F	E 2800	W 2800	9.00	53.80	14.30
2020	5600 C	E 2800	W 2800	9.00	53.90	8.80
2019	6100 T	E 2500	W 3600	9.00	54.60	5.50
2018	6100 S	E 2500	W 3600	9.00	54.50	6.00
2017	6100 F	E 2500	W 3600	9.00	51.90	6.20
2016	6100 C	E 2500	W 3600	9.00	54.10	2.90
2015	4600 V	0	0	9.00	54.00	3.40
2014	4500 R			9.00	54.20	7.40
2013	4500 T	0	0	9.00	53.60	7.60
2012	4500 S	0	0	9.00	52.20	5.90
2011	4500 F	0	0	9.00	52.50	6.30
2010	4500 C	E 0	W 0	8.35	52.69	9.30
2009	3600 F	0	0	8.53	53.89	5.30
2008	3700 C	E 0	W 0	8.81	54.16	6.50
2007	5200 C	E 0	W 0	8.63	55.75	4.80

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9635 - DIXIE HWY, S OF PEMBROKE RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	2600 S	0	0	9.00	99.90	5.40
2021	2600 F	0	0	9.00	99.90	14.30
2020	2600 C	S 2600	0	9.00	99.90	8.80
2019	6000 T	0	0	9.00	99.90	5.50
2018	6000 S	0	0	9.00	99.90	6.00
2017	6000 F	0	0	9.00	99.90	6.20
2016	6000 C	S 6000	0	9.00	99.90	2.90
2015	4400 V	0	0	9.00	99.90	3.40
2014	4300 R			9.00	99.90	7.40
2013	4300 T	0	0	9.00	99.90	7.60
2012	4300 S	0	0	9.00	99.90	5.90
2011	4300 F	0	0	9.00	99.90	6.30
2010	4300 C	S 4300	0	8.35	99.99	9.30
2009	5100 F	0	0	8.53	99.99	5.30
2008	5200 C	S 5200	0	8.81	99.99	6.50
2007	6100 C	S 6100	0	8.63	99.99	4.80

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

Seasonal Factors

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.00	1.03
2	01/02/2022 - 01/08/2022	1.01	1.04
3	01/09/2022 - 01/15/2022	1.03	1.06
4	01/16/2022 - 01/22/2022	1.02	1.05
5	01/23/2022 - 01/29/2022	1.00	1.03
6	01/30/2022 - 02/05/2022	0.99	1.02
* 7	02/06/2022 - 02/12/2022	0.98	1.01
* 8	02/13/2022 - 02/19/2022	0.97	1.00
* 9	02/20/2022 - 02/26/2022	0.97	1.00
*10	02/27/2022 - 03/05/2022	0.96	0.99
*11	03/06/2022 - 03/12/2022	0.96	0.99
*12	03/13/2022 - 03/19/2022	0.96	0.99
*13	03/20/2022 - 03/26/2022	0.96	0.99
*14	03/27/2022 - 04/02/2022	0.97	1.00
*15	04/03/2022 - 04/09/2022	0.97	1.00
*16	04/10/2022 - 04/16/2022	0.98	1.01
*17	04/17/2022 - 04/23/2022	0.98	1.01
*18	04/24/2022 - 04/30/2022	0.99	1.02
*19	05/01/2022 - 05/07/2022	0.99	1.02
20	05/08/2022 - 05/14/2022	1.00	1.03
21	05/15/2022 - 05/21/2022	1.00	1.03
22	05/22/2022 - 05/28/2022	1.01	1.04
23	05/29/2022 - 06/04/2022	1.01	1.04
24	06/05/2022 - 06/11/2022	1.02	1.05
25	06/12/2022 - 06/18/2022	1.03	1.06
26	06/19/2022 - 06/25/2022	1.02	1.05
27	06/26/2022 - 07/02/2022	1.02	1.05
28	07/03/2022 - 07/09/2022	1.02	1.05
29	07/10/2022 - 07/16/2022	1.02	1.05
30	07/17/2022 - 07/23/2022	1.02	1.05
31	07/24/2022 - 07/30/2022	1.01	1.04
32	07/31/2022 - 08/06/2022	1.01	1.04
33	08/07/2022 - 08/13/2022	1.00	1.03
34	08/14/2022 - 08/20/2022	1.00	1.03
35	08/21/2022 - 08/27/2022	1.01	1.04
36	08/28/2022 - 09/03/2022	1.02	1.05
37	09/04/2022 - 09/10/2022	1.03	1.06
38	09/11/2022 - 09/17/2022	1.04	1.07
39	09/18/2022 - 09/24/2022	1.03	1.06
40	09/25/2022 - 10/01/2022	1.02	1.05
41	10/02/2022 - 10/08/2022	1.01	1.04
42	10/09/2022 - 10/15/2022	1.00	1.03
43	10/16/2022 - 10/22/2022	1.00	1.03
44	10/23/2022 - 10/29/2022	1.01	1.04
45	10/30/2022 - 11/05/2022	1.01	1.04
46	11/06/2022 - 11/12/2022	1.01	1.04
47	11/13/2022 - 11/19/2022	1.02	1.05
48	11/20/2022 - 11/26/2022	1.01	1.04
49	11/27/2022 - 12/03/2022	1.01	1.04
50	12/04/2022 - 12/10/2022	1.00	1.03
51	12/11/2022 - 12/17/2022	1.00	1.03
52	12/18/2022 - 12/24/2022	1.01	1.04
53	12/25/2022 - 12/31/2022	1.03	1.06

* PEAK SEASON

Cardinal Distribution

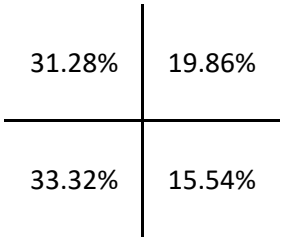
Cardinal Distribution **23123**

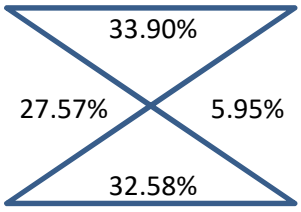
810 S Dixie Highway

TAZ	2652

DIRECTION	2015	2045	2025
NNE	16.21%	15.79%	16.07%
ENE	3.80%	3.77%	3.79%
ESE	2.17%	2.15%	2.16%
SSE	13.59%	12.95%	13.38%
SSW	19.05%	19.51%	19.20%
WSW	13.67%	15.02%	14.12%
WNW	13.71%	12.93%	13.45%
NNW	17.80%	17.88%	17.83%

*2015 & 2045 distributions obtained from SERPM volume assignments for Broward County TAZ 2652





Appendix C
Intersection Capacity Analysis Worksheets

810 S Dixie Highway - AM Intersection Assignment

INTERSECTION	MOVEMENT	EXISTING 2023	BACKGROUND Growth rate: 1.35% No. of years: 2	FUTURE W/O PROJECT	810 S Dixie Highway IN 9	OUT 24	Total 33	FUTURE WITH PROJECT
1) Adams Street / S Dixie Highway (U)	NBL	0	0	0	0%	0%	0	0
	NBT	0	0	0	0%	0%	0	0
	NBR	0	0	0	0%	0%	0	0
	SBU	0	0	0	0%	0%	0	0
	SBL	0	0	0	0%	0%	0	0
	SBT	762	783	783	0%	0%	0	783
	SBR	7	7	7	85%	0%	8	15
	EBU	0	0	0	0%	0%	0	0
	EBL	0	0	0	0%	0%	0	0
	EBT	0	0	0	0%	0%	0	0
	EBR	16	17	17	0%	62%	15	32
	WBU	0	0	0	0%	0%	0	0
	WBL	0	0	0	0%	0%	0	0
PHF = 0.93	WBT	0	0	0	0%	0%	0	0
	WBR	0	0	0	0%	0%	0	0
TOTAL		786	807	807	85%	62%	23	830
2) Washington Street / S Dixie Highway (S)	NBU	0	0	0	0%	0%	0	0
	NBL	0	0	0	0%	0%	0	0
	NBT	0	0	0	0%	0%	0	0
	NBR	0	0	0	0%	0%	0	0
	SBU	0	0	0	0%	0%	0	0
	SBL	87	89	89	0%	20%	5	94
	SBT	639	656	656	0%	42%	10	666
	SBR	44	45	45	0%	0%	0	45
	EBU	0	0	0	0%	0%	0	0
	EBL	0	0	0	0%	0%	0	0
	EBT	245	252	252	0%	0%	0	252
	EBR	50	52	52	0%	0%	0	52
	WBU	0	0	0	0%	0%	0	0
	WBL	58	59	59	0%	0%	0	59
PHF = 0.94	WBT	271	278	278	15%	0%	1	280
	WBR	0	0	0	0%	0%	0	0
TOTAL		1394	1431	1431	15%	62%	16	1448
3) Washington Street / S 21st Avenue (U)	NBL	77	79	79	10%	0%	1	80
	NBT	180	185	185	24%	0%	2	187
	NBR	36	37	37	0%	0%	0	37
	SBL	0	0	0	0%	0%	0	0
	SBT	0	0	0	0%	0%	0	0
	SBR	0	0	0	0%	0%	0	0
	EBL	94	96	96	0%	5%	1	97
	EBT	235	241	241	0%	15%	4	245
	EBR	0	0	0	0%	0%	0	0
	WBL	0	0	0	0%	0%	0	0
PHF = 0.96	WBT	251	258	258	5%	0%	0	259
	WBR	14	15	15	8%	0%	1	16
TOTAL		888	912	912	47%	20%	9	921
4) Monroe Street / S Dixie Highway (S)	NBU	0	0	0	0%	0%	0	0
	NBL	0	0	0	0%	0%	0	0
	NBT	0	0	0	0%	0%	0	0
	NBR	0	0	0	0%	0%	0	0
	SBU	0	0	0	0%	0%	0	0
	SBL	166	170	170	0%	0%	0	170
	SBT	727	747	747	42%	0%	4	751
	SBR	13	14	14	0%	0%	0	14
	EBL	0	0	0	0%	0%	0	0
	EBT	105	108	108	0%	38%	9	117
	EBR	10	11	11	0%	0%	0	11
	WBL	46	48	48	43%	0%	4	51
PHF = 0.94	WBT	89	91	91	0%	0%	0	91
	WBR	0	0	0	0%	0%	0	0
TOTAL		1157	1188	1188	85%	38%	17	1205
5) Monroe Street / S 21st Avenue (S)	NBL	31	32	32	32%	0%	3	35
	NBT	260	267	267	0%	5%	1	268
	NBR	20	20	20	0%	0%	0	20
	SBL	0	0	0	0%	0%	0	0
	SBT	0	0	0	0%	0%	0	0
	SBR	0	0	0	0%	0%	0	0
	EBL	55	56	56	0%	32%	8	64
	EBT	218	224	224	0%	6%	1	226
	EBR	0	0	0	0%	0%	0	0
	WBL	0	0	0	0%	0%	0	0
PHF = 0.89	WBT	109	112	112	11%	0%	1	113
	WBR	36	37	37	0%	0%	0	37
TOTAL		728	748	748	43%	43%	14	762
6) Adams Street / Project Driveway (U)	NBL	0	0	0	0%	38%	9	9
	NBT	0	0	0	0%	62%	15	15
	NBR	0	0	0	0%	0%	0	0
	SBL	0	0	0	0%	0%	0	0
	SBT	0	0	0	0%	0%	0	0
	SBR	0	0	0	0%	0%	0	0
	EBL	0	0	0	0%	0%	0	0
	EBT	16	17	17	0%	0%	0	17
	EBR	0	0	0	15%	0%	1	1
	WBL	0	0	0	85%	0%	8	8
PHF = N/A	WBT	7	7	7	0%	0%	0	7
	WBR	0	0	0	0%	0%	0	0
TOTAL		24	24	24	100%	100%	33	57

810 S Dixie Highway - PM Intersection Assignment

INTERSECTION	MOVEMENT	EXISTING 2023	BACKGROUND Growth rate: 1.35% No. of years: 2	FUTURE W/O PROJECT	810 S Dixie Highway IN 25	810 S Dixie Highway OUT 17	810 S Dixie Highway Total 42	FUTURE WITH PROJECT
1) Adams Street / S Dixie Highway (U)	NBL	0	0	0	0%	0%	0	0
	NBT	0	0	0	0%	0%	0	0
	NBR	0	0	0	0%	0%	0	0
	SBU	0	0	0	0%	0%	0	0
	SBL	0	0	0	0%	0%	0	0
	SBT	628	645	645	0%	0%	0	645
	SBR	19	19	19	85%	0%	21	40
	EBU	0	0	0	0%	0%	0	0
	EBL	0	0	0	0%	0%	0	0
	EBT	0	0	0	0%	0%	0	0
	EBR	26	26	26	0%	62%	11	37
	WBU	0	0	0	0%	0%	0	0
	WBL	0	0	0	0%	0%	0	0
PHF = 0.93	WBT	0	0	0	0%	0%	0	0
	WBR	0	0	0	0%	0%	0	0
TOTAL		673	691	691	85%	62%	32	723
2) Washington Street / S Dixie Highway (S)	NBU	0	0	0	0%	0%	0	0
	NBL	0	0	0	0%	0%	0	0
	NBT	0	0	0	0%	0%	0	0
	NBR	0	0	0	0%	0%	0	0
	SBU	0	0	0	0%	0%	0	0
	SBL	104	107	107	0%	20%	3	110
	SBT	459	472	472	0%	42%	7	479
	SBR	71	73	73	0%	0%	0	73
	EBU	0	0	0	0%	0%	0	0
	EBL	0	0	0	0%	0%	0	0
	EBT	213	219	219	0%	0%	0	219
	EBR	31	32	32	0%	0%	0	32
	WBU	0	0	0	0%	0%	0	0
	WBL	65	67	67	0%	0%	0	67
PHF = 0.91	WBT	281	289	289	15%	0%	4	293
	WBR	0	0	0	0%	0%	0	0
TOTAL		1225	1258	1258	15%	62%	14	1272
3) Washington Street / S 21st Avenue (U)	NBL	108	111	111	10%	0%	3	114
	NBT	282	290	290	24%	0%	6	296
	NBR	34	35	35	0%	0%	0	35
	SBL	0	0	0	0%	0%	0	0
	SBT	0	0	0	0%	0%	0	0
	SBR	0	0	0	0%	0%	0	0
	EBL	97	99	99	0%	5%	1	100
	EBT	218	224	224	0%	15%	3	227
	EBR	0	0	0	0%	0%	0	0
	WBL	0	0	0	0%	0%	0	0
PHF = 0.93	WBT	241	248	248	5%	0%	1	249
	WBR	32	33	33	8%	0%	2	35
TOTAL		1012	1040	1040	47%	20%	15	1055
4) Monroe Street / S Dixie Highway (S)	NBU	0	0	0	0%	0%	0	0
	NBL	0	0	0	0%	0%	0	0
	NBT	0	0	0	0%	0%	0	0
	NBR	0	0	0	0%	0%	0	0
	SBU	0	0	0	0%	0%	0	0
	SBL	156	160	160	0%	0%	0	160
	SBT	530	545	545	42%	0%	11	555
	SBR	21	21	21	0%	0%	0	21
	EBL	0	0	0	0%	0%	0	0
	EBT	66	68	68	0%	38%	6	74
	EBR	13	14	14	0%	0%	0	14
	WBL	88	90	90	43%	0%	11	101
PHF = 0.91	WBT	107	110	110	0%	0%	0	110
	WBR	0	0	0	0%	0%	0	0
TOTAL		981	1007	1007	85%	38%	28	1035
5) Monroe Street / S 21st Avenue (S)	NBL	67	69	69	32%	0%	8	77
	NBT	342	351	351	0%	5%	1	352
	NBR	31	32	32	0%	0%	0	32
	SBL	0	0	0	0%	0%	0	0
	SBT	0	0	0	0%	0%	0	0
	SBR	0	0	0	0%	0%	0	0
	EBL	26	26	26	0%	32%	5	32
	EBT	193	198	198	0%	6%	1	199
	EBR	0	0	0	0%	0%	0	0
	WBL	0	0	0	0%	0%	0	0
PHF = 0.96	WBT	128	131	131	11%	0%	3	134
	WBR	24	24	24	0%	0%	0	24
TOTAL		810	832	832	43%	43%	18	850
6) Adams Street / Project Driveway (U)	NBL	0	0	0	0%	38%	6	6
	NBT	0	0	0	0%	62%	11	11
	NBR	0	0	0	0%	0%	0	0
	SBL	0	0	0	0%	0%	0	0
	SBT	0	0	0	0%	0%	0	0
	SBR	0	0	0	0%	0%	0	0
	EBL	0	0	0	0%	0%	0	0
	EBT	26	26	26	0%	0%	0	26
	EBR	0	0	0	15%	0%	4	4
	WBL	0	0	0	85%	0%	21	21
PHF = N/A	WBT	19	19	19	0%	0%	0	19
	WBR	0	0	0	0%	0%	0	0
TOTAL		44	45	45	100%	100%	42	87

Existing Conditions

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	16	0	0	762	7
Future Vol, veh/h	0	16	0	0	762	7
Conflicting Peds, #/hr	0	2	0	0	0	11
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	0	17	0	0	819	8

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	427		-	0
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	7.1		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	3.9		-	-
Pot Cap-1 Maneuver	0	497		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	492		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	12.6	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	492	-	-
HCM Lane V/C Ratio	0.035	-	-
HCM Control Delay (s)	12.6	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-

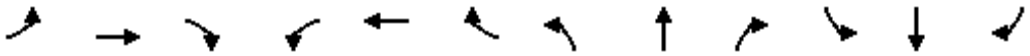
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	26	0	0	628	19
Future Vol, veh/h	0	26	0	0	628	19
Conflicting Peds, #/hr	0	4	0	0	0	4
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	2	0
Mvmt Flow	0	28	0	0	675	20

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	356		-	0
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	7.1		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	3.9		-	-
Pot Cap-1 Maneuver	0	551		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	549		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

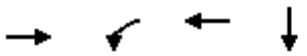
Approach	EB	SB
HCM Control Delay, s	11.9	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	549	-	-
HCM Lane V/C Ratio	0.051	-	-
HCM Control Delay (s)	11.9	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	245	50	58	271	0	0	0	0	87	639	44
Future Volume (vph)	0	245	50	58	271	0	0	0	0	87	639	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		6.0	6.0						5.0	
Lane Util. Factor		0.95		1.00	1.00						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.97		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		3464		1770	1881						6366	
Flt Permitted		1.00		0.95	1.00						0.99	
Satd. Flow (perm)		3464		1770	1881						6366	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	261	53	62	288	0	0	0	0	93	680	47
RTOR Reduction (vph)	0	15	0	0	0	0	0	0	0	0	9	0
Lane Group Flow (vph)	0	299	0	62	288	0	0	0	0	0	811	0
Confl. Peds. (#/hr)			7	7								1
Confl. Bikes (#/hr)			1			2						3
Heavy Vehicles (%)	0%	1%	2%	2%	1%	0%	0%	0%	0%	2%	1%	0%
Turn Type		NA		Split	NA					Split	NA	
Protected Phases		4 5		2 3	2 3					1 6	1 6	
Permitted Phases												
Actuated Green, G (s)		21.0		46.0	46.0						31.0	
Effective Green, g (s)		21.0		46.0	46.0						25.0	
Actuated g/C Ratio		0.18		0.40	0.40						0.22	
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)		632		708	752						1383	
v/s Ratio Prot		c0.09		0.04	c0.15						c0.13	
v/s Ratio Perm												
v/c Ratio		0.47		0.09	0.38						0.59	
Uniform Delay, d1		42.1		21.5	24.4						40.4	
Progression Factor		1.00		0.06	0.10						0.31	
Incremental Delay, d2		0.2		0.2	1.2						0.4	
Delay (s)		42.3		1.4	3.7						12.8	
Level of Service		D		A	A						B	
Approach Delay (s)		42.3			3.3			0.0			12.8	
Approach LOS		D			A			A			B	

Intersection Summary			
HCM 2000 Control Delay	16.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	34.0
Intersection Capacity Utilization	53.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

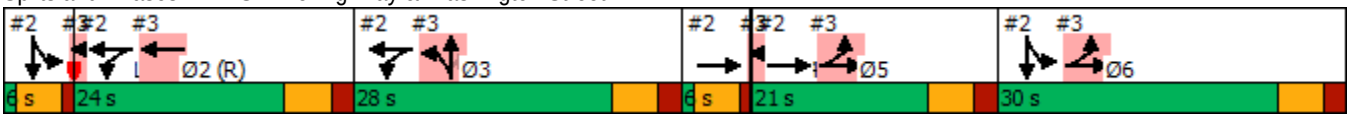


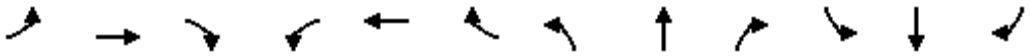
Lane Group	EBT	WBL	WBT	SBT	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations										
Traffic Volume (vph)	245	58	271	639						
Future Volume (vph)	245	58	271	639						
Lane Group Flow (vph)	314	62	288	820						
Turn Type	NA	Split	NA	NA						
Protected Phases	4 5	2 3	2 3	1 6	1	2	3	4	5	6
Permitted Phases										
Detector Phase	4 5	2 3	2 3	1 6						
Switch Phase										
Minimum Initial (s)					1.0	6.0	7.0	1.0	6.0	6.0
Minimum Split (s)					6.0	12.0	13.0	6.0	12.0	12.0
Total Split (s)					6.0	24.0	28.0	6.0	21.0	30.0
Total Split (%)					5%	21%	24%	5%	18%	26%
Yellow Time (s)					4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)					1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)										
Total Lost Time (s)										
Lead/Lag					Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode					None	C-Max	Max	None	Max	Max
Act Effct Green (s)	22.0	46.0	46.0	31.0						
Actuated g/C Ratio	0.19	0.40	0.40	0.27						
v/c Ratio	0.46	0.09	0.38	0.48						
Control Delay	41.4	1.4	3.7	11.6						
Queue Delay	0.2	0.0	0.0	0.0						
Total Delay	41.6	1.4	3.7	11.6						
LOS	D	A	A	B						
Approach Delay	41.6		3.3	11.6						
Approach LOS	D		A	B						
Queue Length 50th (ft)	103	1	5	156						
Queue Length 95th (ft)	148	m2	7	191						
Internal Link Dist (ft)	513		19	374						
Turn Bay Length (ft)										
Base Capacity (vph)	677	708	752	1722						
Starvation Cap Reductn	0	0	0	0						
Spillback Cap Reductn	64	0	0	0						
Storage Cap Reductn	0	0	0	0						
Reduced v/c Ratio	0.51	0.09	0.38	0.48						

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 67 (58%), Referenced to phase 2:WBTL, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 16.0	Intersection LOS: B
Intersection Capacity Utilization 53.4%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

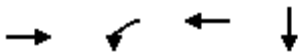
Splits and Phases: 2: S Dixie Highway & Washington Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	213	31	65	281	0	0	0	0	104	459	71
Future Volume (vph)	0	213	31	65	281	0	0	0	0	104	459	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		6.0	6.0						5.0	
Lane Util. Factor		0.95		1.00	1.00						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.98		1.00	1.00						0.98	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		3533		1805	1845						6174	
Flt Permitted		1.00		0.95	1.00						0.99	
Satd. Flow (perm)		3533		1805	1845						6174	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	234	34	71	309	0	0	0	0	114	504	78
RTOR Reduction (vph)	0	10	0	0	0	0	0	0	0	0	21	0
Lane Group Flow (vph)	0	258	0	71	309	0	0	0	0	0	675	0
Confl. Peds. (#/hr)			3	3								8
Confl. Bikes (#/hr)			2									3
Heavy Vehicles (%)	0%	0%	0%	0%	3%	0%	0%	0%	0%	1%	2%	10%
Turn Type		NA		Split	NA					Split	NA	
Protected Phases		4 5		2 3	2 3					1 6	1 6	
Permitted Phases												
Actuated Green, G (s)		21.0		46.0	46.0						31.0	
Effective Green, g (s)		21.0		46.0	46.0						25.0	
Actuated g/C Ratio		0.18		0.40	0.40						0.22	
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)		645		722	738						1342	
v/s Ratio Prot		c0.07		0.04	c0.17						c0.11	
v/s Ratio Perm												
v/c Ratio		0.40		0.10	0.42						0.50	
Uniform Delay, d1		41.4		21.5	24.9						39.5	
Progression Factor		1.00		0.06	0.08						0.47	
Incremental Delay, d2		0.1		0.2	1.3						0.1	
Delay (s)		41.6		1.4	3.4						18.9	
Level of Service		D		A	A						B	
Approach Delay (s)		41.6			3.0			0.0			18.9	
Approach LOS		D			A			A			B	

Intersection Summary			
HCM 2000 Control Delay	18.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	34.0
Intersection Capacity Utilization	52.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

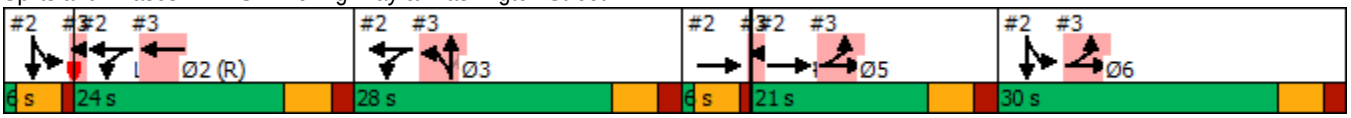


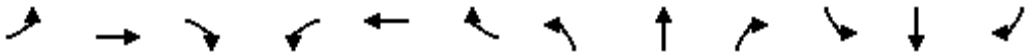
Lane Group	EBT	WBL	WBT	SBT	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations										
Traffic Volume (vph)	213	65	281	459						
Future Volume (vph)	213	65	281	459						
Lane Group Flow (vph)	268	71	309	696						
Turn Type	NA	Split	NA	NA						
Protected Phases	4 5	2 3	2 3	1 6	1	2	3	4	5	6
Permitted Phases										
Detector Phase	4 5	2 3	2 3	1 6						
Switch Phase										
Minimum Initial (s)					1.0	6.0	7.0	1.0	6.0	6.0
Minimum Split (s)					6.0	12.0	13.0	6.0	12.0	12.0
Total Split (s)					6.0	24.0	28.0	6.0	21.0	30.0
Total Split (%)					5%	21%	24%	5%	18%	26%
Yellow Time (s)					4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)					1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)										
Total Lost Time (s)										
Lead/Lag					Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode					None	C-Max	Max	None	Max	Max
Act Effct Green (s)	22.0	46.0	46.0	31.0						
Actuated g/C Ratio	0.19	0.40	0.40	0.27						
v/c Ratio	0.39	0.10	0.42	0.41						
Control Delay	40.7	1.4	3.4	16.5						
Queue Delay	0.2	0.0	0.0	0.0						
Total Delay	40.9	1.4	3.4	16.5						
LOS	D	A	A	B						
Approach Delay	40.9		3.1	16.5						
Approach LOS	D		A	B						
Queue Length 50th (ft)	87	1	5	129						
Queue Length 95th (ft)	129	m1	6	163						
Internal Link Dist (ft)	513		19	374						
Turn Bay Length (ft)										
Base Capacity (vph)	685	722	738	1684						
Starvation Cap Reductn	0	0	0	0						
Spillback Cap Reductn	67	0	0	0						
Storage Cap Reductn	0	0	0	0						
Reduced v/c Ratio	0.43	0.10	0.42	0.41						

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 67 (58%), Referenced to phase 2:WBTL, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 17.6	Intersection LOS: B
Intersection Capacity Utilization 52.4%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: S Dixie Highway & Washington Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	235	0	0	251	14	77	180	36	0	0	0
Future Volume (vph)	94	235	0	0	251	14	77	180	36	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			5.0			6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.99			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (prot)	1805	1863			1859			4732	1330			
Flt Permitted	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (perm)	1805	1863			1859			4732	1330			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	98	245	0	0	261	15	80	188	38	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	28	0	0	0
Lane Group Flow (vph)	98	245	0	0	274	0	0	268	10	0	0	0
Confl. Peds. (#/hr)	5					5			5	5		
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	2%	0%	0%	1%	7%	3%	5%	6%	0%	0%	0%
Parking (#/hr)							0	0	0			
Turn Type	Split	NA			NA		Split	NA	Perm			
Protected Phases	5 6	5 6			1 2		3 4	3 4				
Permitted Phases									3 4			
Actuated Green, G (s)	45.0	45.0			24.0			29.0	29.0			
Effective Green, g (s)	45.0	45.0			24.0			29.0	29.0			
Actuated g/C Ratio	0.39	0.39			0.21			0.25	0.25			
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)	706	729			387			1193	335			
v/s Ratio Prot	0.05	c0.13			c0.15			c0.06				
v/s Ratio Perm									0.01			
v/c Ratio	0.14	0.34			0.71			0.22	0.03			
Uniform Delay, d1	22.5	24.5			42.3			34.1	32.4			
Progression Factor	0.11	0.19			1.00			1.00	1.00			
Incremental Delay, d2	0.4	1.1			4.8			0.0	0.0			
Delay (s)	2.8	5.7			47.1			34.1	32.4			
Level of Service	A	A			D			C	C			
Approach Delay (s)		4.9			47.1			33.9			0.0	
Approach LOS		A			D			C			A	

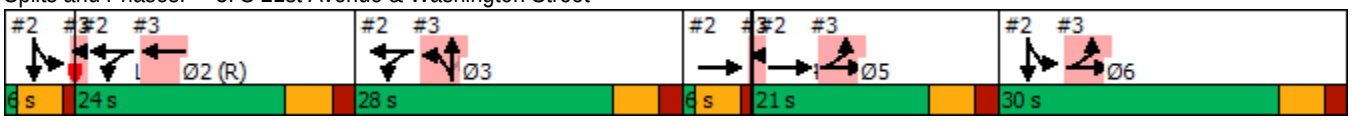
Intersection Summary			
HCM 2000 Control Delay	27.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	34.0
Intersection Capacity Utilization	53.4%	ICU Level of Service	A
Analysis Period (min)	15		

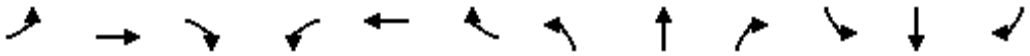
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations											
Traffic Volume (vph)	94	235	251	180	36						
Future Volume (vph)	94	235	251	180	36						
Lane Group Flow (vph)	98	245	276	268	38						
Turn Type	Split	NA	NA	NA	Perm						
Protected Phases	5 6	5 6	1 2	3 4		1	2	3	4	5	6
Permitted Phases					3 4						
Detector Phase	5 6	5 6	1 2	3 4	3 4						
Switch Phase											
Minimum Initial (s)						1.0	6.0	7.0	1.0	6.0	6.0
Minimum Split (s)						6.0	12.0	13.0	6.0	12.0	12.0
Total Split (s)						6.0	24.0	28.0	6.0	21.0	30.0
Total Split (%)						5%	21%	24%	5%	18%	26%
Yellow Time (s)						4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)						1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)											
Total Lost Time (s)											
Lead/Lag						Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode						None	C-Max	Max	None	Max	Max
Act Effct Green (s)	45.0	45.0	25.0	22.0	22.0						
Actuated g/C Ratio	0.39	0.39	0.22	0.19	0.19						
v/c Ratio	0.14	0.34	0.68	0.30	0.09						
Control Delay	2.9	5.8	50.7	40.9	0.4						
Queue Delay	0.0	0.0	1.0	0.0	0.0						
Total Delay	2.9	5.8	51.7	40.9	0.4						
LOS	A	A	D	D	A						
Approach Delay		5.0	51.7	35.9							
Approach LOS		A	D	D							
Queue Length 50th (ft)	3	7	188	63	0						
Queue Length 95th (ft)	3	8	283	90	0						
Internal Link Dist (ft)		19	306	466							
Turn Bay Length (ft)					50						
Base Capacity (vph)	706	729	405	905	446						
Starvation Cap Reductn	0	0	0	0	0						
Spillback Cap Reductn	0	0	29	0	0						
Storage Cap Reductn	0	0	0	0	0						
Reduced v/c Ratio	0.14	0.34	0.73	0.30	0.09						

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 67 (58%), Referenced to phase 2:WBTL, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 29.1	Intersection LOS: C
Intersection Capacity Utilization 53.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: S 21st Avenue & Washington Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	218	0	0	241	32	108	282	34	0	0	0
Future Volume (vph)	97	218	0	0	241	32	108	282	34	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			5.0			6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.98			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (prot)	1736	1881			1834			4875	1408			
Flt Permitted	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (perm)	1736	1881			1834			4875	1408			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	104	234	0	0	259	34	116	303	37	0	0	0
RTOR Reduction (vph)	0	0	0	0	4	0	0	0	28	0	0	0
Lane Group Flow (vph)	104	234	0	0	289	0	0	419	9	0	0	0
Confl. Peds. (#/hr)	3					3			5			
Confl. Bikes (#/hr)						2			1			
Heavy Vehicles (%)	4%	1%	0%	0%	2%	0%	0%	2%	0%	0%	0%	0%
Parking (#/hr)							0	0	0			
Turn Type	Split	NA			NA		Split	NA	Perm			
Protected Phases	5 6	5 6			1 2		3 4	3 4				
Permitted Phases									3 4			
Actuated Green, G (s)	45.0	45.0			24.0			29.0	29.0			
Effective Green, g (s)	45.0	45.0			24.0			29.0	29.0			
Actuated g/C Ratio	0.39	0.39			0.21			0.25	0.25			
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)	679	736			382			1229	355			
v/s Ratio Prot	0.06	c0.12			c0.16			c0.09				
v/s Ratio Perm									0.01			
v/c Ratio	0.15	0.32			0.76			0.34	0.03			
Uniform Delay, d1	22.7	24.3			42.8			35.2	32.4			
Progression Factor	0.13	0.19			1.00			1.00	1.00			
Incremental Delay, d2	0.4	1.1			7.4			0.1	0.0			
Delay (s)	3.4	5.6			50.2			35.2	32.4			
Level of Service	A	A			D			D	C			
Approach Delay (s)		5.0			50.2			35.0			0.0	
Approach LOS		A			D			D			A	

Intersection Summary			
HCM 2000 Control Delay	29.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	34.0
Intersection Capacity Utilization	52.4%	ICU Level of Service	A
Analysis Period (min)	15		

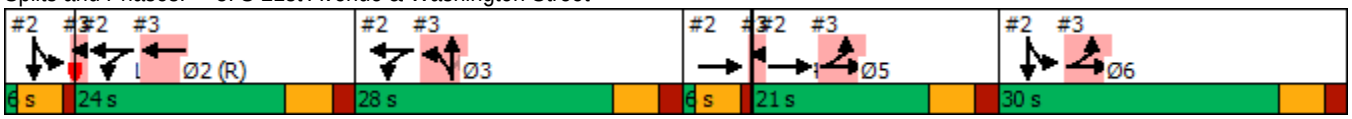
c Critical Lane Group

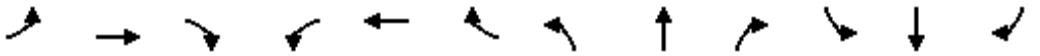
Lane Group	EBL	EBT	WBT	NBT	NBR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations											
Traffic Volume (vph)	97	218	241	282	34						
Future Volume (vph)	97	218	241	282	34						
Lane Group Flow (vph)	104	234	293	419	37						
Turn Type	Split	NA	NA	NA	Perm						
Protected Phases	5 6	5 6	1 2	3 4		1	2	3	4	5	6
Permitted Phases					3 4						
Detector Phase	5 6	5 6	1 2	3 4	3 4						
Switch Phase											
Minimum Initial (s)						1.0	6.0	7.0	1.0	6.0	6.0
Minimum Split (s)						6.0	12.0	13.0	6.0	12.0	12.0
Total Split (s)						6.0	24.0	28.0	6.0	21.0	30.0
Total Split (%)						5%	21%	24%	5%	18%	26%
Yellow Time (s)						4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)						1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)											
Total Lost Time (s)											
Lead/Lag						Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode						None	C-Max	Max	None	Max	Max
Act Effct Green (s)	45.0	45.0	25.0	22.0	22.0						
Actuated g/C Ratio	0.39	0.39	0.22	0.19	0.19						
v/c Ratio	0.15	0.32	0.73	0.45	0.08						
Control Delay	3.5	5.7	52.9	42.9	0.4						
Queue Delay	0.0	0.0	1.4	0.0	0.0						
Total Delay	3.5	5.7	54.3	42.9	0.4						
LOS	A	A	D	D	A						
Approach Delay		5.0	54.3	39.5							
Approach LOS		A	D	D							
Queue Length 50th (ft)	3	7	200	101	0						
Queue Length 95th (ft)	4	7	#304	136	0						
Internal Link Dist (ft)		19	306	466							
Turn Bay Length (ft)					50						
Base Capacity (vph)	679	736	402	932	461						
Starvation Cap Reductn	0	0	0	0	0						
Spillback Cap Reductn	0	0	27	0	0						
Storage Cap Reductn	0	0	0	0	0						
Reduced v/c Ratio	0.15	0.32	0.78	0.45	0.08						

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 67 (58%), Referenced to phase 2:WBTL, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 32.8	Intersection LOS: C
Intersection Capacity Utilization 52.4%	ICU Level of Service A
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

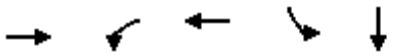
Splits and Phases: 3: S 21st Avenue & Washington Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	105	10	46	89	0	0	0	0	166	727	13
Future Volume (vph)	0	105	10	46	89	0	0	0	0	166	727	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5		5.0	5.0					5.5	5.5	
Lane Util. Factor		1.00		1.00	1.00					1.00	0.91	
Frpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Frt		0.99		1.00	1.00					1.00	1.00	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1853		1770	1881					1770	5120	
Flt Permitted		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (perm)		1853		1770	1881					1770	5120	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	112	11	49	95	0	0	0	0	177	773	14
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	120	0	49	95	0	0	0	0	177	786	0
Confl. Peds. (#/hr)			7	7								1
Confl. Bikes (#/hr)			1									3
Heavy Vehicles (%)	0%	1%	2%	2%	1%	0%	0%	0%	0%	2%	1%	0%
Turn Type		NA		Split	NA					Split	NA	
Protected Phases		4 5		2 3	2 3					1 6	1 6	
Permitted Phases												
Actuated Green, G (s)		20.0		45.0	45.0					34.5	34.5	
Effective Green, g (s)		20.0		45.0	45.0					29.5	29.5	
Actuated g/C Ratio		0.17		0.39	0.39					0.26	0.26	
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)		322		692	736					454	1313	
v/s Ratio Prot		c0.06		0.03	c0.05					0.10	c0.15	
v/s Ratio Perm												
v/c Ratio		0.37		0.07	0.13					0.39	0.60	
Uniform Delay, d1		42.0		21.9	22.4					35.3	37.5	
Progression Factor		1.00		0.10	0.13					1.00	1.00	
Incremental Delay, d2		0.3		0.2	0.3					0.2	0.5	
Delay (s)		42.2		2.5	3.3					35.5	38.0	
Level of Service		D		A	A					D	D	
Approach Delay (s)		42.2			3.0			0.0			37.6	
Approach LOS		D			A			A			D	

Intersection Summary			
HCM 2000 Control Delay	34.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	31.0
Intersection Capacity Utilization	48.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

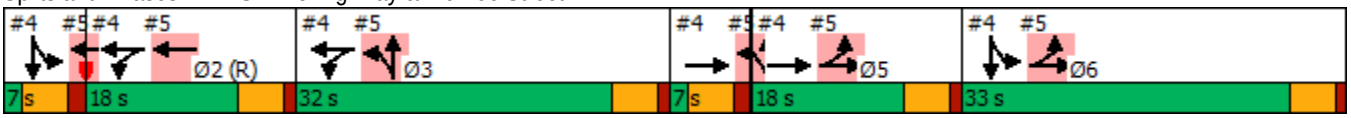


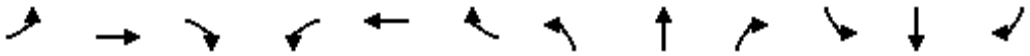
Lane Group	EBT	WBL	WBT	SBL	SBT	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations											
Traffic Volume (vph)	105	46	89	166	727						
Future Volume (vph)	105	46	89	166	727						
Lane Group Flow (vph)	123	49	95	177	787						
Turn Type	NA	Split	NA	Split	NA						
Protected Phases	4 5	2 3	2 3	1 6	1 6	1	2	3	4	5	6
Permitted Phases											
Detector Phase	4 5	2 3	2 3	1 6	1 6						
Switch Phase											
Minimum Initial (s)						1.0	6.0	7.0	1.0	6.0	6.0
Minimum Split (s)						6.5	11.0	12.0	6.5	11.0	11.0
Total Split (s)						7.0	18.0	32.0	7.0	18.0	33.0
Total Split (%)						6%	16%	28%	6%	16%	29%
Yellow Time (s)						4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)						1.5	1.0	1.0	1.5	1.0	1.0
Lost Time Adjust (s)											
Total Lost Time (s)											
Lead/Lag						Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode						None	C-Max	Max	None	Max	Max
Act Effct Green (s)	19.5	45.0	45.0	34.5	34.5						
Actuated g/C Ratio	0.17	0.39	0.39	0.30	0.30						
v/c Ratio	0.39	0.07	0.13	0.33	0.51						
Control Delay	45.2	2.5	3.3	33.5	34.6						
Queue Delay	0.6	0.0	0.0	0.0	0.0						
Total Delay	45.8	2.5	3.3	33.5	34.6						
LOS	D	A	A	C	C						
Approach Delay	45.8		3.0		34.4						
Approach LOS	D		A		C						
Queue Length 50th (ft)	79	2	3	102	175						
Queue Length 95th (ft)	139	m2	4	164	217						
Internal Link Dist (ft)	325		24		385						
Turn Bay Length (ft)				150							
Base Capacity (vph)	317	692	736	531	1537						
Starvation Cap Reductn	0	0	0	0	0						
Spillback Cap Reductn	46	0	0	0	0						
Storage Cap Reductn	0	0	0	0	0						
Reduced v/c Ratio	0.45	0.07	0.13	0.33	0.51						

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 38 (33%), Referenced to phase 2:WBTL, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 31.9	Intersection LOS: C
Intersection Capacity Utilization 48.6%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

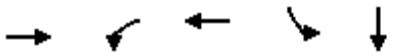
Splits and Phases: 4: S Dixie Highway & Monroe Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	66	13	88	107	0	0	0	0	156	530	21
Future Volume (vph)	0	66	13	88	107	0	0	0	0	156	530	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5		5.0	5.0					5.5	5.5	
Lane Util. Factor		1.00		1.00	1.00					1.00	0.91	
Frpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Frt		0.98		1.00	1.00					1.00	0.99	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1802		1805	1881					1752	5055	
Flt Permitted		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (perm)		1802		1805	1881					1752	5055	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	73	14	97	118	0	0	0	0	171	582	23
RTOR Reduction (vph)	0	6	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	81	0	97	118	0	0	0	0	171	601	0
Confl. Peds. (#/hr)			4	4								2
Confl. Bikes (#/hr)			2									1
Heavy Vehicles (%)	0%	2%	7%	0%	1%	0%	0%	0%	0%	3%	2%	0%
Turn Type		NA		Split	NA					Split	NA	
Protected Phases		4 5		2 3	2 3					1 6	1 6	
Permitted Phases												
Actuated Green, G (s)		20.0		45.0	45.0					34.5	34.5	
Effective Green, g (s)		20.0		45.0	45.0					29.5	29.5	
Actuated g/C Ratio		0.17		0.39	0.39					0.26	0.26	
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)		313		706	736					449	1296	
v/s Ratio Prot		c0.05		0.05	c0.06					0.10	c0.12	
v/s Ratio Perm												
v/c Ratio		0.26		0.14	0.16					0.38	0.46	
Uniform Delay, d1		41.1		22.5	22.7					35.2	36.1	
Progression Factor		1.00		0.14	0.15					1.00	1.00	
Incremental Delay, d2		0.2		0.4	0.4					0.2	0.1	
Delay (s)		41.3		3.6	3.9					35.4	36.2	
Level of Service		D		A	A					D	D	
Approach Delay (s)		41.3			3.7			0.0			36.0	
Approach LOS		D			A			A			D	

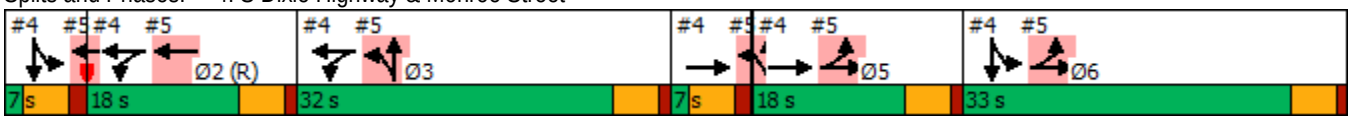
Intersection Summary			
HCM 2000 Control Delay	30.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	31.0
Intersection Capacity Utilization	45.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

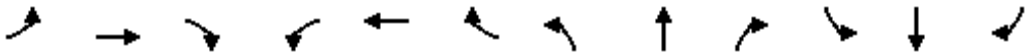


Lane Group	EBT	WBL	WBT	SBL	SBT	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations											
Traffic Volume (vph)	66	88	107	156	530						
Future Volume (vph)	66	88	107	156	530						
Lane Group Flow (vph)	87	97	118	171	605						
Turn Type	NA	Split	NA	Split	NA						
Protected Phases	4 5	2 3	2 3	1 6	1 6	1	2	3	4	5	6
Permitted Phases											
Detector Phase	4 5	2 3	2 3	1 6	1 6						
Switch Phase											
Minimum Initial (s)						1.0	6.0	7.0	1.0	6.0	6.0
Minimum Split (s)						6.5	11.0	12.0	6.5	11.0	11.0
Total Split (s)						7.0	18.0	32.0	7.0	18.0	33.0
Total Split (%)						6%	16%	28%	6%	16%	29%
Yellow Time (s)						4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)						1.5	1.0	1.0	1.5	1.0	1.0
Lost Time Adjust (s)											
Total Lost Time (s)											
Lead/Lag						Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode						None	C-Max	Max	None	Max	Max
Act Effct Green (s)	19.5	45.0	45.0	34.5	34.5						
Actuated g/C Ratio	0.17	0.39	0.39	0.30	0.30						
v/c Ratio	0.28	0.14	0.16	0.33	0.40						
Control Delay	41.0	3.7	3.9	33.4	32.7						
Queue Delay	0.3	0.0	0.0	0.0	0.0						
Total Delay	41.2	3.7	3.9	33.4	32.7						
LOS	D	A	A	C	C						
Approach Delay	41.2		3.8		32.8						
Approach LOS	D		A		C						
Queue Length 50th (ft)	52	4	5	98	128						
Queue Length 95th (ft)	101	6	7	159	165						
Internal Link Dist (ft)	325		24		385						
Turn Bay Length (ft)				150							
Base Capacity (vph)	311	706	736	525	1519						
Starvation Cap Reductn	0	0	0	0	0						
Spillback Cap Reductn	38	0	0	0	0						
Storage Cap Reductn	0	0	0	0	0						
Reduced v/c Ratio	0.32	0.14	0.16	0.33	0.40						

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 38 (33%), Referenced to phase 2:WBTL, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 27.7	Intersection LOS: C
Intersection Capacity Utilization 45.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: S Dixie Highway & Monroe Street

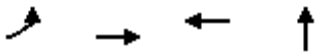




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	218	0	0	109	36	31	260	20	0	0	0
Future Volume (vph)	55	218	0	0	109	36	31	260	20	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.5			5.0				
Lane Util. Factor	1.00	1.00			1.00			0.91				
Frpb, ped/bikes	1.00	1.00			0.99			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.97			0.99				
Flt Protected	0.95	1.00			1.00			1.00				
Satd. Flow (prot)	1703	1881			1773			4780				
Flt Permitted	0.95	1.00			1.00			1.00				
Satd. Flow (perm)	1703	1881			1773			4780				
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	62	245	0	0	122	40	35	292	22	0	0	0
RTOR Reduction (vph)	0	0	0	0	10	0	0	6	0	0	0	0
Lane Group Flow (vph)	62	245	0	0	152	0	0	343	0	0	0	0
Confl. Peds. (#/hr)	5					5			2			
Confl. Bikes (#/hr)						2			3			
Heavy Vehicles (%)	6%	1%	0%	0%	4%	0%	7%	3%	0%	0%	0%	0%
Parking (#/hr)							0	0	0			
Turn Type	Split	NA			NA		Split	NA				
Protected Phases	5 6	5 6			1 2		3 4	3 4				
Permitted Phases												
Actuated Green, G (s)	46.0	46.0			20.0			33.5				
Effective Green, g (s)	46.0	46.0			20.0			33.5				
Actuated g/C Ratio	0.40	0.40			0.17			0.29				
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)	681	752			308			1392				
v/s Ratio Prot	0.04	c0.13			c0.09			c0.07				
v/s Ratio Perm												
v/c Ratio	0.09	0.33			0.49			0.25				
Uniform Delay, d1	21.5	23.8			42.9			31.1				
Progression Factor	0.23	0.25			1.00			1.30				
Incremental Delay, d2	0.3	1.1			0.5			0.0				
Delay (s)	5.2	7.0			43.4			40.4				
Level of Service	A	A			D			D				
Approach Delay (s)		6.7			43.4			40.4			0.0	
Approach LOS		A			D			D			A	

Intersection Summary			
HCM 2000 Control Delay	28.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	31.0
Intersection Capacity Utilization	48.6%	ICU Level of Service	A
Analysis Period (min)	15		

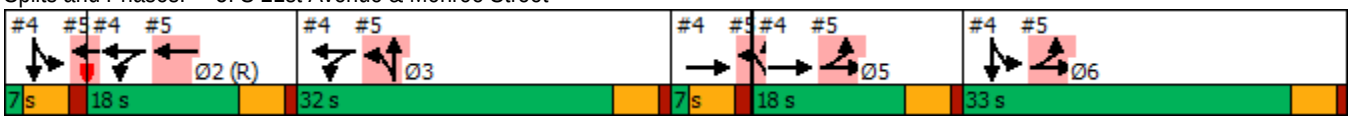
c Critical Lane Group

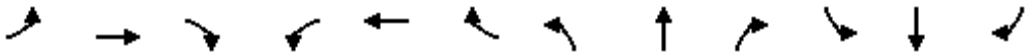


Lane Group	EBL	EBT	WBT	NBT	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations										
Traffic Volume (vph)	55	218	109	260						
Future Volume (vph)	55	218	109	260						
Lane Group Flow (vph)	62	245	162	349						
Turn Type	Split	NA	NA	NA						
Protected Phases	5 6	5 6	1 2	3 4	1	2	3	4	5	6
Permitted Phases										
Detector Phase	5 6	5 6	1 2	3 4						
Switch Phase										
Minimum Initial (s)					1.0	6.0	7.0	1.0	6.0	6.0
Minimum Split (s)					6.5	11.0	12.0	6.5	11.0	11.0
Total Split (s)					7.0	18.0	32.0	7.0	18.0	33.0
Total Split (%)					6%	16%	28%	6%	16%	29%
Yellow Time (s)					4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)					1.5	1.0	1.0	1.5	1.0	1.0
Lost Time Adjust (s)										
Total Lost Time (s)										
Lead/Lag					Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode					None	C-Max	Max	None	Max	Max
Act Effct Green (s)	46.0	46.0	19.5	34.0						
Actuated g/C Ratio	0.40	0.40	0.17	0.30						
v/c Ratio	0.09	0.33	0.52	0.25						
Control Delay	5.3	7.1	47.0	39.4						
Queue Delay	0.0	0.0	0.5	0.0						
Total Delay	5.3	7.1	47.5	39.4						
LOS	A	A	D	D						
Approach Delay		6.8	47.5	39.4						
Approach LOS		A	D	D						
Queue Length 50th (ft)	4	16	102	88						
Queue Length 95th (ft)	8	29	170	118						
Internal Link Dist (ft)		24	234	1277						
Turn Bay Length (ft)										
Base Capacity (vph)	681	752	310	1420						
Starvation Cap Reductn	0	0	0	0						
Spillback Cap Reductn	0	0	21	0						
Storage Cap Reductn	0	0	0	0						
Reduced v/c Ratio	0.09	0.33	0.56	0.25						

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 38 (33%), Referenced to phase 2:WBTL, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 28.8	Intersection LOS: C
Intersection Capacity Utilization 48.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: S 21st Avenue & Monroe Street

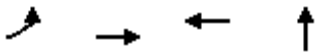




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	193	0	0	128	24	67	342	31	0	0	0
Future Volume (vph)	26	193	0	0	128	24	67	342	31	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.5			5.0				
Lane Util. Factor	1.00	1.00			1.00			0.91				
Frpb, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.98			0.99				
Flt Protected	0.95	1.00			1.00			0.99				
Satd. Flow (prot)	1805	1881			1837			4822				
Flt Permitted	0.95	1.00			1.00			0.99				
Satd. Flow (perm)	1805	1881			1837			4822				
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	27	201	0	0	133	25	70	356	32	0	0	0
RTOR Reduction (vph)	0	0	0	0	6	0	0	7	0	0	0	0
Lane Group Flow (vph)	27	201	0	0	152	0	0	451	0	0	0	0
Confl. Peds. (#/hr)	4					4			7			
Confl. Bikes (#/hr)						3			2			
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	2%	2%	0%	0%	0%	0%
Parking (#/hr)							0	0	0			
Turn Type	Split	NA			NA		Split	NA				
Protected Phases	5 6	5 6			1 2		3 4	3 4				
Permitted Phases												
Actuated Green, G (s)	46.0	46.0			20.0			33.5				
Effective Green, g (s)	46.0	46.0			20.0			33.5				
Actuated g/C Ratio	0.40	0.40			0.17			0.29				
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)	722	752			319			1404				
v/s Ratio Prot	0.01	c0.11			c0.08			c0.09				
v/s Ratio Perm												
v/c Ratio	0.04	0.27			0.48			0.32				
Uniform Delay, d1	21.0	23.2			42.8			31.9				
Progression Factor	0.21	0.22			1.00			1.42				
Incremental Delay, d2	0.1	0.8			0.4			0.0				
Delay (s)	4.5	6.0			43.2			45.1				
Level of Service	A	A			D			D				
Approach Delay (s)		5.8			43.2			45.1			0.0	
Approach LOS		A			D			D			A	

Intersection Summary			
HCM 2000 Control Delay	34.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	31.0
Intersection Capacity Utilization	45.9%	ICU Level of Service	A
Analysis Period (min)	15		

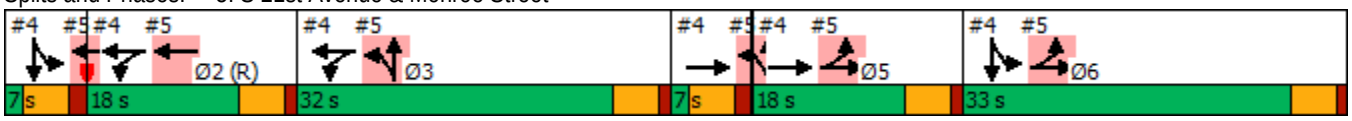
c Critical Lane Group



Lane Group	EBL	EBT	WBT	NBT	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations										
Traffic Volume (vph)	26	193	128	342						
Future Volume (vph)	26	193	128	342						
Lane Group Flow (vph)	27	201	158	458						
Turn Type	Split	NA	NA	NA						
Protected Phases	5 6	5 6	1 2	3 4	1	2	3	4	5	6
Permitted Phases										
Detector Phase	5 6	5 6	1 2	3 4						
Switch Phase										
Minimum Initial (s)					1.0	6.0	7.0	1.0	6.0	6.0
Minimum Split (s)					6.5	11.0	12.0	6.5	11.0	11.0
Total Split (s)					7.0	18.0	32.0	7.0	18.0	33.0
Total Split (%)					6%	16%	28%	6%	16%	29%
Yellow Time (s)					4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)					1.5	1.0	1.0	1.5	1.0	1.0
Lost Time Adjust (s)										
Total Lost Time (s)										
Lead/Lag					Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode					None	C-Max	Max	None	Max	Max
Act Effct Green (s)	46.0	46.0	19.5	34.0						
Actuated g/C Ratio	0.40	0.40	0.17	0.30						
v/c Ratio	0.04	0.27	0.50	0.32						
Control Delay	4.6	6.1	47.5	44.4						
Queue Delay	0.0	0.0	0.5	0.0						
Total Delay	4.6	6.1	48.0	44.4						
LOS	A	A	D	D						
Approach Delay		5.9	48.0	44.4						
Approach LOS		A	D	D						
Queue Length 50th (ft)	2	11	102	119						
Queue Length 95th (ft)	3	15	172	158						
Internal Link Dist (ft)		24	234	1277						
Turn Bay Length (ft)										
Base Capacity (vph)	722	752	317	1432						
Starvation Cap Reductn	0	0	0	0						
Spillback Cap Reductn	0	0	26	0						
Storage Cap Reductn	0	0	0	0						
Reduced v/c Ratio	0.04	0.27	0.54	0.32						

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 38 (33%), Referenced to phase 2:WBTL, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 34.6	Intersection LOS: C
Intersection Capacity Utilization 45.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: S 21st Avenue & Monroe Street



Future without Project Conditions

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	17	0	0	783	7
Future Vol, veh/h	0	17	0	0	783	7
Conflicting Peds, #/hr	0	2	0	0	0	11
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	0	18	0	0	842	8

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	438		-	0
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	7.1		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	3.9		-	-
Pot Cap-1 Maneuver	0	489		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	484		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	12.7	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	484	-	-
HCM Lane V/C Ratio	0.038	-	-
HCM Control Delay (s)	12.7	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-

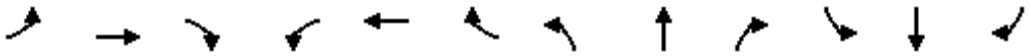
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	26	0	0	645	19
Future Vol, veh/h	0	26	0	0	645	19
Conflicting Peds, #/hr	0	4	0	0	0	4
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	2	0
Mvmt Flow	0	28	0	0	694	20

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	365		-	0
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	7.1		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	3.9		-	-
Pot Cap-1 Maneuver	0	544		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	542		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

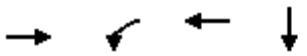
Approach	EB	SB
HCM Control Delay, s	12	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	542	-	-
HCM Lane V/C Ratio	0.052	-	-
HCM Control Delay (s)	12	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	252	52	59	278	0	0	0	0	89	656	45
Future Volume (vph)	0	252	52	59	278	0	0	0	0	89	656	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		6.0	6.0						5.0	
Lane Util. Factor		0.95		1.00	1.00						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.97		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		3463		1770	1881						6366	
Flt Permitted		1.00		0.95	1.00						0.99	
Satd. Flow (perm)		3463		1770	1881						6366	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	268	55	63	296	0	0	0	0	95	698	48
RTOR Reduction (vph)	0	16	0	0	0	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	307	0	63	296	0	0	0	0	0	833	0
Confl. Peds. (#/hr)			7	7								1
Confl. Bikes (#/hr)			1			2						3
Heavy Vehicles (%)	0%	1%	2%	2%	1%	0%	0%	0%	0%	2%	1%	0%
Turn Type		NA		Split	NA					Split	NA	
Protected Phases		4 5		2 3	2 3					1 6	1 6	
Permitted Phases												
Actuated Green, G (s)		21.0		46.0	46.0						31.0	
Effective Green, g (s)		21.0		46.0	46.0						25.0	
Actuated g/C Ratio		0.18		0.40	0.40						0.22	
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)		632		708	752						1383	
v/s Ratio Prot		c0.09		0.04	c0.16						c0.13	
v/s Ratio Perm												
v/c Ratio		0.49		0.09	0.39						0.60	
Uniform Delay, d1		42.2		21.5	24.6						40.5	
Progression Factor		1.00		0.05	0.10						0.31	
Incremental Delay, d2		0.2		0.2	1.2						0.5	
Delay (s)		42.4		1.3	3.6						13.1	
Level of Service		D		A	A						B	
Approach Delay (s)		42.4			3.2			0.0			13.1	
Approach LOS		D			A			A			B	

Intersection Summary			
HCM 2000 Control Delay	17.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	34.0
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

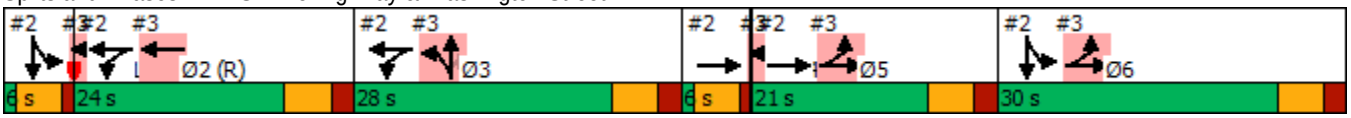


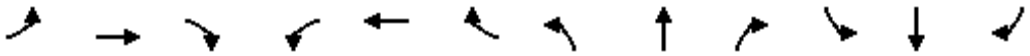
Lane Group	EBT	WBL	WBT	SBT	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations										
Traffic Volume (vph)	252	59	278	656						
Future Volume (vph)	252	59	278	656						
Lane Group Flow (vph)	323	63	296	841						
Turn Type	NA	Split	NA	NA						
Protected Phases	4 5	2 3	2 3	1 6	1	2	3	4	5	6
Permitted Phases										
Detector Phase	4 5	2 3	2 3	1 6						
Switch Phase										
Minimum Initial (s)					1.0	6.0	7.0	1.0	6.0	6.0
Minimum Split (s)					6.0	12.0	13.0	6.0	12.0	12.0
Total Split (s)					6.0	24.0	28.0	6.0	21.0	30.0
Total Split (%)					5%	21%	24%	5%	18%	26%
Yellow Time (s)					4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)					1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)										
Total Lost Time (s)										
Lead/Lag					Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode					None	C-Max	Max	None	Max	Max
Act Effct Green (s)	22.0	46.0	46.0	31.0						
Actuated g/C Ratio	0.19	0.40	0.40	0.27						
v/c Ratio	0.48	0.09	0.39	0.49						
Control Delay	41.5	1.3	3.6	11.8						
Queue Delay	0.2	0.0	0.0	0.0						
Total Delay	41.8	1.3	3.6	11.8						
LOS	D	A	A	B						
Approach Delay	41.8		3.2	11.8						
Approach LOS	D		A	B						
Queue Length 50th (ft)	106	1	5	162						
Queue Length 95th (ft)	152	m1	6	190						
Internal Link Dist (ft)	513		19	374						
Turn Bay Length (ft)										
Base Capacity (vph)	677	708	752	1722						
Starvation Cap Reductn	0	0	0	0						
Spillback Cap Reductn	64	0	0	0						
Storage Cap Reductn	0	0	0	0						
Reduced v/c Ratio	0.53	0.09	0.39	0.49						

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 67 (58%), Referenced to phase 2:WBTL, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 16.1	Intersection LOS: B
Intersection Capacity Utilization 54.4%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

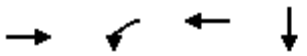
Splits and Phases: 2: S Dixie Highway & Washington Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	219	32	67	289	0	0	0	0	107	472	73
Future Volume (vph)	0	219	32	67	289	0	0	0	0	107	472	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		6.0	6.0						5.0	
Lane Util. Factor		0.95		1.00	1.00						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.98		1.00	1.00						0.98	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		3533		1805	1845						6175	
Flt Permitted		1.00		0.95	1.00						0.99	
Satd. Flow (perm)		3533		1805	1845						6175	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	241	35	74	318	0	0	0	0	118	519	80
RTOR Reduction (vph)	0	10	0	0	0	0	0	0	0	0	21	0
Lane Group Flow (vph)	0	266	0	74	318	0	0	0	0	0	696	0
Confl. Peds. (#/hr)			3	3								8
Confl. Bikes (#/hr)			2									3
Heavy Vehicles (%)	0%	0%	0%	0%	3%	0%	0%	0%	0%	1%	2%	10%
Turn Type		NA		Split	NA					Split	NA	
Protected Phases		4 5		2 3	2 3					1 6	1 6	
Permitted Phases												
Actuated Green, G (s)		21.0		46.0	46.0						31.0	
Effective Green, g (s)		21.0		46.0	46.0						25.0	
Actuated g/C Ratio		0.18		0.40	0.40						0.22	
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)		645		722	738						1342	
v/s Ratio Prot		c0.08		0.04	c0.17						c0.11	
v/s Ratio Perm												
v/c Ratio		0.41		0.10	0.43						0.52	
Uniform Delay, d1		41.5		21.6	25.0						39.7	
Progression Factor		1.00		0.06	0.08						0.48	
Incremental Delay, d2		0.2		0.2	1.4						0.1	
Delay (s)		41.7		1.5	3.5						19.0	
Level of Service		D		A	A						B	
Approach Delay (s)		41.7			3.1			0.0			19.0	
Approach LOS		D			A			A			B	

Intersection Summary			
HCM 2000 Control Delay	19.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	34.0
Intersection Capacity Utilization	53.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

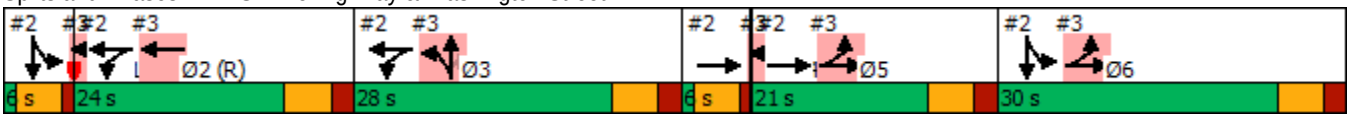


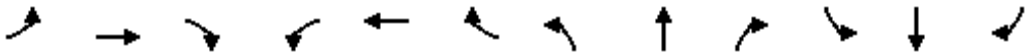
Lane Group	EBT	WBL	WBT	SBT	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations										
Traffic Volume (vph)	219	67	289	472						
Future Volume (vph)	219	67	289	472						
Lane Group Flow (vph)	276	74	318	717						
Turn Type	NA	Split	NA	NA						
Protected Phases	4 5	2 3	2 3	1 6	1	2	3	4	5	6
Permitted Phases										
Detector Phase	4 5	2 3	2 3	1 6						
Switch Phase										
Minimum Initial (s)					1.0	6.0	7.0	1.0	6.0	6.0
Minimum Split (s)					6.0	12.0	13.0	6.0	12.0	12.0
Total Split (s)					6.0	24.0	28.0	6.0	21.0	30.0
Total Split (%)					5%	21%	24%	5%	18%	26%
Yellow Time (s)					4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)					1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)										
Total Lost Time (s)										
Lead/Lag					Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode					None	C-Max	Max	None	Max	Max
Act Effct Green (s)	22.0	46.0	46.0	31.0						
Actuated g/C Ratio	0.19	0.40	0.40	0.27						
v/c Ratio	0.40	0.10	0.43	0.43						
Control Delay	40.9	1.5	3.5	16.6						
Queue Delay	0.2	0.0	0.0	0.0						
Total Delay	41.1	1.5	3.5	16.6						
LOS	D	A	A	B						
Approach Delay	41.1		3.1	16.6						
Approach LOS	D		A	B						
Queue Length 50th (ft)	91	1	6	134						
Queue Length 95th (ft)	133	m2	m7	168						
Internal Link Dist (ft)	513		19	374						
Turn Bay Length (ft)										
Base Capacity (vph)	685	722	738	1684						
Starvation Cap Reductn	0	0	0	0						
Spillback Cap Reductn	67	0	0	0						
Storage Cap Reductn	0	0	0	0						
Reduced v/c Ratio	0.45	0.10	0.43	0.43						

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 67 (58%), Referenced to phase 2:WBTL, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 17.7	Intersection LOS: B
Intersection Capacity Utilization 53.5%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: S Dixie Highway & Washington Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	241	0	0	258	15	79	185	37	0	0	0
Future Volume (vph)	96	241	0	0	258	15	79	185	37	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			5.0			6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.99			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (prot)	1805	1863			1859			4732	1330			
Flt Permitted	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (perm)	1805	1863			1859			4732	1330			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	100	251	0	0	269	16	82	193	39	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	29	0	0	0
Lane Group Flow (vph)	100	251	0	0	283	0	0	275	10	0	0	0
Confl. Peds. (#/hr)	5					5			5	5		
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	2%	0%	0%	1%	7%	3%	5%	6%	0%	0%	0%
Parking (#/hr)							0	0	0			
Turn Type	Split	NA			NA		Split	NA	Perm			
Protected Phases	5 6	5 6			1 2		3 4	3 4				
Permitted Phases									3 4			
Actuated Green, G (s)	45.0	45.0			24.0			29.0	29.0			
Effective Green, g (s)	45.0	45.0			24.0			29.0	29.0			
Actuated g/C Ratio	0.39	0.39			0.21			0.25	0.25			
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)	706	729			387			1193	335			
v/s Ratio Prot	0.06	c0.13			c0.15			c0.06				
v/s Ratio Perm									0.01			
v/c Ratio	0.14	0.34			0.73			0.23	0.03			
Uniform Delay, d1	22.6	24.6			42.5			34.1	32.4			
Progression Factor	0.11	0.19			1.00			1.00	1.00			
Incremental Delay, d2	0.4	1.2			6.1			0.0	0.0			
Delay (s)	2.8	5.8			48.6			34.2	32.4			
Level of Service	A	A			D			C	C			
Approach Delay (s)		4.9			48.6			34.0			0.0	
Approach LOS		A			D			C			A	

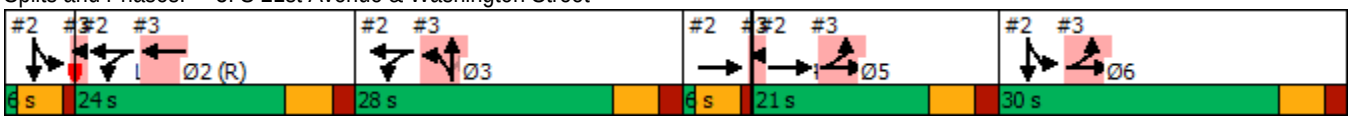
Intersection Summary			
HCM 2000 Control Delay	27.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	34.0
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

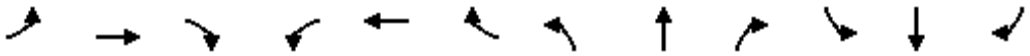
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations											
Traffic Volume (vph)	96	241	258	185	37						
Future Volume (vph)	96	241	258	185	37						
Lane Group Flow (vph)	100	251	285	275	39						
Turn Type	Split	NA	NA	NA	Perm						
Protected Phases	5 6	5 6	1 2	3 4		1	2	3	4	5	6
Permitted Phases					3 4						
Detector Phase	5 6	5 6	1 2	3 4	3 4						
Switch Phase											
Minimum Initial (s)						1.0	6.0	7.0	1.0	6.0	6.0
Minimum Split (s)						6.0	12.0	13.0	6.0	12.0	12.0
Total Split (s)						6.0	24.0	28.0	6.0	21.0	30.0
Total Split (%)						5%	21%	24%	5%	18%	26%
Yellow Time (s)						4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)						1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)											
Total Lost Time (s)											
Lead/Lag						Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode						None	C-Max	Max	None	Max	Max
Act Effct Green (s)	45.0	45.0	25.0	22.0	22.0						
Actuated g/C Ratio	0.39	0.39	0.22	0.19	0.19						
v/c Ratio	0.14	0.34	0.70	0.30	0.09						
Control Delay	2.8	5.9	51.8	41.0	0.4						
Queue Delay	0.0	0.0	1.2	0.0	0.0						
Total Delay	2.8	5.9	53.1	41.0	0.4						
LOS	A	A	D	D	A						
Approach Delay		5.0	53.1	36.0							
Approach LOS		A	D	D							
Queue Length 50th (ft)	3	8	195	64	0						
Queue Length 95th (ft)	3	8	292	92	0						
Internal Link Dist (ft)		19	306	466							
Turn Bay Length (ft)					50						
Base Capacity (vph)	706	729	405	905	446						
Starvation Cap Reductn	0	0	0	0	0						
Spillback Cap Reductn	0	0	29	0	0						
Storage Cap Reductn	0	0	0	0	0						
Reduced v/c Ratio	0.14	0.34	0.76	0.30	0.09						

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 67 (58%), Referenced to phase 2:WBTL, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 29.6	Intersection LOS: C
Intersection Capacity Utilization 54.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: S 21st Avenue & Washington Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	224	0	0	248	33	111	290	35	0	0	0
Future Volume (vph)	99	224	0	0	248	33	111	290	35	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			5.0			6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.98			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (prot)	1736	1881			1834			4875	1408			
Flt Permitted	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (perm)	1736	1881			1834			4875	1408			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	106	241	0	0	267	35	119	312	38	0	0	0
RTOR Reduction (vph)	0	0	0	0	4	0	0	0	28	0	0	0
Lane Group Flow (vph)	106	241	0	0	298	0	0	431	10	0	0	0
Confl. Peds. (#/hr)	3					3			5			
Confl. Bikes (#/hr)						2			1			
Heavy Vehicles (%)	4%	1%	0%	0%	2%	0%	0%	2%	0%	0%	0%	0%
Parking (#/hr)							0	0	0			
Turn Type	Split	NA			NA		Split	NA	Perm			
Protected Phases	5 6	5 6			1 2		3 4	3 4				
Permitted Phases									3 4			
Actuated Green, G (s)	45.0	45.0			24.0			29.0	29.0			
Effective Green, g (s)	45.0	45.0			24.0			29.0	29.0			
Actuated g/C Ratio	0.39	0.39			0.21			0.25	0.25			
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)	679	736			382			1229	355			
v/s Ratio Prot	0.06	c0.13			c0.16			c0.09				
v/s Ratio Perm									0.01			
v/c Ratio	0.16	0.33			0.78			0.35	0.03			
Uniform Delay, d1	22.7	24.4			43.0			35.3	32.4			
Progression Factor	0.13	0.19			1.00			1.00	1.00			
Incremental Delay, d2	0.5	1.1			9.2			0.1	0.0			
Delay (s)	3.4	5.6			52.2			35.3	32.4			
Level of Service	A	A			D			D	C			
Approach Delay (s)		4.9			52.2			35.1			0.0	
Approach LOS		A			D			D			A	

Intersection Summary			
HCM 2000 Control Delay	30.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	34.0
Intersection Capacity Utilization	53.5%	ICU Level of Service	A
Analysis Period (min)	15		

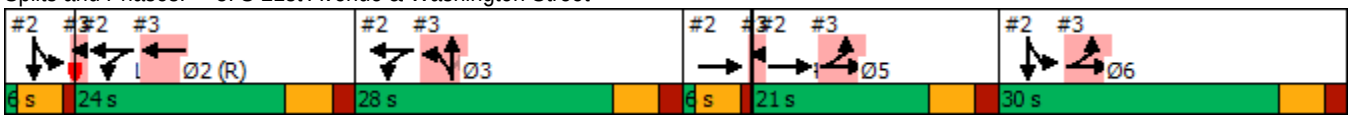
c Critical Lane Group

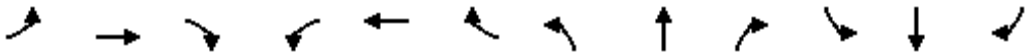
Lane Group	EBL	EBT	WBT	NBT	NBR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations											
Traffic Volume (vph)	99	224	248	290	35						
Future Volume (vph)	99	224	248	290	35						
Lane Group Flow (vph)	106	241	302	431	38						
Turn Type	Split	NA	NA	NA	Perm						
Protected Phases	5 6	5 6	1 2	3 4		1	2	3	4	5	6
Permitted Phases					3 4						
Detector Phase	5 6	5 6	1 2	3 4	3 4						
Switch Phase											
Minimum Initial (s)						1.0	6.0	7.0	1.0	6.0	6.0
Minimum Split (s)						6.0	12.0	13.0	6.0	12.0	12.0
Total Split (s)						6.0	24.0	28.0	6.0	21.0	30.0
Total Split (%)						5%	21%	24%	5%	18%	26%
Yellow Time (s)						4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)						1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)											
Total Lost Time (s)											
Lead/Lag						Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode						None	C-Max	Max	None	Max	Max
Act Effct Green (s)	45.0	45.0	25.0	22.0	22.0						
Actuated g/C Ratio	0.39	0.39	0.22	0.19	0.19						
v/c Ratio	0.16	0.33	0.75	0.46	0.08						
Control Delay	3.4	5.7	54.3	43.1	0.3						
Queue Delay	0.0	0.0	1.8	0.0	0.0						
Total Delay	3.4	5.7	56.1	43.1	0.3						
LOS	A	A	E	D	A						
Approach Delay		5.0	56.1	39.7							
Approach LOS		A	E	D							
Queue Length 50th (ft)	3	7	207	104	0						
Queue Length 95th (ft)	4	8	#329	139	0						
Internal Link Dist (ft)		19	306	466							
Turn Bay Length (ft)					50						
Base Capacity (vph)	679	736	402	932	461						
Starvation Cap Reductn	0	0	0	0	0						
Spillback Cap Reductn	0	0	28	0	0						
Storage Cap Reductn	0	0	0	0	0						
Reduced v/c Ratio	0.16	0.33	0.81	0.46	0.08						

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 67 (58%), Referenced to phase 2:WBTL, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 33.3	Intersection LOS: C
Intersection Capacity Utilization 53.5%	ICU Level of Service A
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

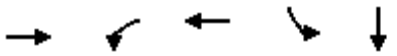
Splits and Phases: 3: S 21st Avenue & Washington Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	108	11	48	91	0	0	0	0	170	747	14
Future Volume (vph)	0	108	11	48	91	0	0	0	0	170	747	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5		5.0	5.0					5.5	5.5	
Lane Util. Factor		1.00		1.00	1.00					1.00	0.91	
Frpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Frt		0.99		1.00	1.00					1.00	1.00	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1851		1770	1881					1770	5120	
Flt Permitted		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (perm)		1851		1770	1881					1770	5120	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	115	12	51	97	0	0	0	0	181	795	15
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	124	0	51	97	0	0	0	0	181	809	0
Confl. Peds. (#/hr)			7	7								1
Confl. Bikes (#/hr)			1									3
Heavy Vehicles (%)	0%	1%	2%	2%	1%	0%	0%	0%	0%	2%	1%	0%
Turn Type		NA		Split	NA					Split	NA	
Protected Phases		4 5		2 3	2 3					1 6	1 6	
Permitted Phases												
Actuated Green, G (s)		20.0		45.0	45.0					34.5	34.5	
Effective Green, g (s)		20.0		45.0	45.0					29.5	29.5	
Actuated g/C Ratio		0.17		0.39	0.39					0.26	0.26	
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)		321		692	736					454	1313	
v/s Ratio Prot		c0.07		0.03	c0.05					0.10	c0.16	
v/s Ratio Perm												
v/c Ratio		0.39		0.07	0.13					0.40	0.62	
Uniform Delay, d1		42.1		21.9	22.5					35.4	37.7	
Progression Factor		1.00		0.10	0.13					1.00	1.00	
Incremental Delay, d2		0.3		0.2	0.3					0.2	0.6	
Delay (s)		42.3		2.5	3.3					35.6	38.4	
Level of Service		D		A	A					D	D	
Approach Delay (s)		42.3			3.0			0.0			37.9	
Approach LOS		D			A			A			D	

Intersection Summary			
HCM 2000 Control Delay	34.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	31.0
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

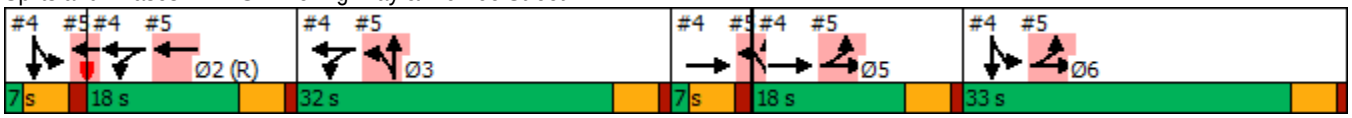


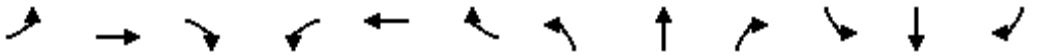
Lane Group	EBT	WBL	WBT	SBL	SBT	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations											
Traffic Volume (vph)	108	48	91	170	747						
Future Volume (vph)	108	48	91	170	747						
Lane Group Flow (vph)	127	51	97	181	810						
Turn Type	NA	Split	NA	Split	NA						
Protected Phases	4 5	2 3	2 3	1 6	1 6	1	2	3	4	5	6
Permitted Phases											
Detector Phase	4 5	2 3	2 3	1 6	1 6						
Switch Phase											
Minimum Initial (s)						1.0	6.0	7.0	1.0	6.0	6.0
Minimum Split (s)						6.5	11.0	12.0	6.5	11.0	11.0
Total Split (s)						7.0	18.0	32.0	7.0	18.0	33.0
Total Split (%)						6%	16%	28%	6%	16%	29%
Yellow Time (s)						4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)						1.5	1.0	1.0	1.5	1.0	1.0
Lost Time Adjust (s)											
Total Lost Time (s)											
Lead/Lag						Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode						None	C-Max	Max	None	Max	Max
Act Effct Green (s)	19.5	45.0	45.0	34.5	34.5						
Actuated g/C Ratio	0.17	0.39	0.39	0.30	0.30						
v/c Ratio	0.40	0.07	0.13	0.34	0.53						
Control Delay	45.5	2.5	3.3	33.6	34.9						
Queue Delay	0.6	0.0	0.0	0.0	0.0						
Total Delay	46.1	2.5	3.3	33.6	34.9						
LOS	D	A	A	C	C						
Approach Delay	46.1		3.1		34.6						
Approach LOS	D		A		C						
Queue Length 50th (ft)	82	2	3	104	181						
Queue Length 95th (ft)	143	m2	4	169	224						
Internal Link Dist (ft)	325		24		385						
Turn Bay Length (ft)				150							
Base Capacity (vph)	317	692	736	531	1537						
Starvation Cap Reductn	0	0	0	0	0						
Spillback Cap Reductn	47	0	0	0	0						
Storage Cap Reductn	0	0	0	0	0						
Reduced v/c Ratio	0.47	0.07	0.13	0.34	0.53						

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 38 (33%), Referenced to phase 2:WBTL, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 32.1	Intersection LOS: C
Intersection Capacity Utilization 49.6%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

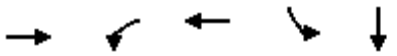
Splits and Phases: 4: S Dixie Highway & Monroe Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	68	14	90	110	0	0	0	0	160	545	21
Future Volume (vph)	0	68	14	90	110	0	0	0	0	160	545	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5		5.0	5.0					5.5	5.5	
Lane Util. Factor		1.00		1.00	1.00					1.00	0.91	
Frpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Frt		0.98		1.00	1.00					1.00	0.99	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1800		1805	1881					1752	5056	
Flt Permitted		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (perm)		1800		1805	1881					1752	5056	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	75	15	99	121	0	0	0	0	176	599	23
RTOR Reduction (vph)	0	7	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	83	0	99	121	0	0	0	0	176	618	0
Confl. Peds. (#/hr)			4	4								2
Confl. Bikes (#/hr)			2									1
Heavy Vehicles (%)	0%	2%	7%	0%	1%	0%	0%	0%	0%	3%	2%	0%
Turn Type		NA		Split	NA					Split	NA	
Protected Phases		4 5		2 3	2 3					1 6	1 6	
Permitted Phases												
Actuated Green, G (s)		20.0		45.0	45.0					34.5	34.5	
Effective Green, g (s)		20.0		45.0	45.0					29.5	29.5	
Actuated g/C Ratio		0.17		0.39	0.39					0.26	0.26	
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)		313		706	736					449	1296	
v/s Ratio Prot		c0.05		0.05	c0.06					0.10	c0.12	
v/s Ratio Perm												
v/c Ratio		0.27		0.14	0.16					0.39	0.48	
Uniform Delay, d1		41.1		22.5	22.8					35.3	36.2	
Progression Factor		1.00		0.14	0.15					1.00	1.00	
Incremental Delay, d2		0.2		0.4	0.4					0.2	0.1	
Delay (s)		41.3		3.6	3.8					35.5	36.3	
Level of Service		D		A	A					D	D	
Approach Delay (s)		41.3			3.7			0.0			36.1	
Approach LOS		D			A			A			D	

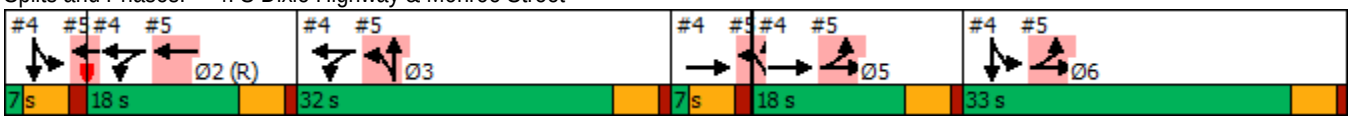
Intersection Summary			
HCM 2000 Control Delay	30.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	31.0
Intersection Capacity Utilization	46.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

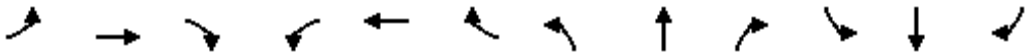


Lane Group	EBT	WBL	WBT	SBL	SBT	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations											
Traffic Volume (vph)	68	90	110	160	545						
Future Volume (vph)	68	90	110	160	545						
Lane Group Flow (vph)	90	99	121	176	622						
Turn Type	NA	Split	NA	Split	NA						
Protected Phases	4 5	2 3	2 3	1 6	1 6	1	2	3	4	5	6
Permitted Phases											
Detector Phase	4 5	2 3	2 3	1 6	1 6						
Switch Phase											
Minimum Initial (s)						1.0	6.0	7.0	1.0	6.0	6.0
Minimum Split (s)						6.5	11.0	12.0	6.5	11.0	11.0
Total Split (s)						7.0	18.0	32.0	7.0	18.0	33.0
Total Split (%)						6%	16%	28%	6%	16%	29%
Yellow Time (s)						4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)						1.5	1.0	1.0	1.5	1.0	1.0
Lost Time Adjust (s)											
Total Lost Time (s)											
Lead/Lag						Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode						None	C-Max	Max	None	Max	Max
Act Effct Green (s)	19.5	45.0	45.0	34.5	34.5						
Actuated g/C Ratio	0.17	0.39	0.39	0.30	0.30						
v/c Ratio	0.29	0.14	0.16	0.34	0.41						
Control Delay	40.8	3.7	3.9	33.6	32.8						
Queue Delay	0.3	0.0	0.0	0.0	0.0						
Total Delay	41.1	3.7	3.9	33.6	32.8						
LOS	D	A	A	C	C						
Approach Delay	41.1		3.8		33.0						
Approach LOS	D		A		C						
Queue Length 50th (ft)	53	4	5	101	133						
Queue Length 95th (ft)	103	6	7	164	170						
Internal Link Dist (ft)	325		24		385						
Turn Bay Length (ft)				150							
Base Capacity (vph)	311	706	736	525	1519						
Starvation Cap Reductn	0	0	0	0	0						
Spillback Cap Reductn	39	0	0	0	0						
Storage Cap Reductn	0	0	0	0	0						
Reduced v/c Ratio	0.33	0.14	0.16	0.34	0.41						

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 38 (33%), Referenced to phase 2:WBTL, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 27.9	Intersection LOS: C
Intersection Capacity Utilization 46.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: S Dixie Highway & Monroe Street

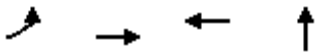




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	224	0	0	112	37	32	267	20	0	0	0
Future Volume (vph)	56	224	0	0	112	37	32	267	20	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.5			5.0				
Lane Util. Factor	1.00	1.00			1.00			0.91				
Frpb, ped/bikes	1.00	1.00			0.99			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.97			0.99				
Flt Protected	0.95	1.00			1.00			0.99				
Satd. Flow (prot)	1703	1881			1772			4781				
Flt Permitted	0.95	1.00			1.00			0.99				
Satd. Flow (perm)	1703	1881			1772			4781				
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	63	252	0	0	126	42	36	300	22	0	0	0
RTOR Reduction (vph)	0	0	0	0	11	0	0	6	0	0	0	0
Lane Group Flow (vph)	63	252	0	0	157	0	0	352	0	0	0	0
Confl. Peds. (#/hr)	5					5			2			
Confl. Bikes (#/hr)						2			3			
Heavy Vehicles (%)	6%	1%	0%	0%	4%	0%	7%	3%	0%	0%	0%	0%
Parking (#/hr)							0	0	0			
Turn Type	Split	NA			NA		Split	NA				
Protected Phases	5 6	5 6			1 2		3 4	3 4				
Permitted Phases												
Actuated Green, G (s)	46.0	46.0			20.0			33.5				
Effective Green, g (s)	46.0	46.0			20.0			33.5				
Actuated g/C Ratio	0.40	0.40			0.17			0.29				
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)	681	752			308			1392				
v/s Ratio Prot	0.04	c0.13			c0.09			c0.07				
v/s Ratio Perm												
v/c Ratio	0.09	0.34			0.51			0.25				
Uniform Delay, d1	21.5	23.9			43.1			31.2				
Progression Factor	0.23	0.25			1.00			1.30				
Incremental Delay, d2	0.3	1.1			0.6			0.0				
Delay (s)	5.2	7.1			43.7			40.5				
Level of Service	A	A			D			D				
Approach Delay (s)		6.7			43.7			40.5			0.0	
Approach LOS		A			D			D			A	

Intersection Summary			
HCM 2000 Control Delay	28.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	31.0
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		

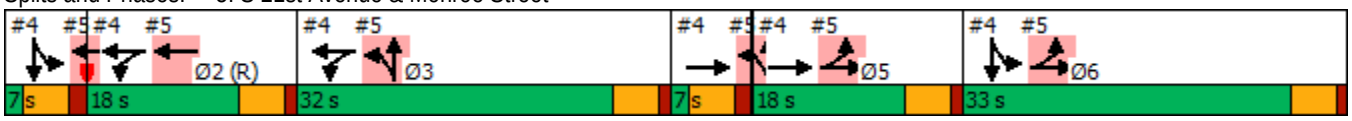
c Critical Lane Group

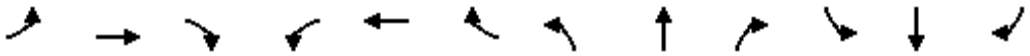


Lane Group	EBL	EBT	WBT	NBT	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations										
Traffic Volume (vph)	56	224	112	267						
Future Volume (vph)	56	224	112	267						
Lane Group Flow (vph)	63	252	168	358						
Turn Type	Split	NA	NA	NA						
Protected Phases	5 6	5 6	1 2	3 4	1	2	3	4	5	6
Permitted Phases										
Detector Phase	5 6	5 6	1 2	3 4						
Switch Phase										
Minimum Initial (s)					1.0	6.0	7.0	1.0	6.0	6.0
Minimum Split (s)					6.5	11.0	12.0	6.5	11.0	11.0
Total Split (s)					7.0	18.0	32.0	7.0	18.0	33.0
Total Split (%)					6%	16%	28%	6%	16%	29%
Yellow Time (s)					4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)					1.5	1.0	1.0	1.5	1.0	1.0
Lost Time Adjust (s)										
Total Lost Time (s)										
Lead/Lag					Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode					None	C-Max	Max	None	Max	Max
Act Effct Green (s)	46.0	46.0	19.5	34.0						
Actuated g/C Ratio	0.40	0.40	0.17	0.30						
v/c Ratio	0.09	0.34	0.54	0.25						
Control Delay	5.3	7.2	47.4	39.6						
Queue Delay	0.0	0.0	0.5	0.0						
Total Delay	5.3	7.2	47.9	39.6						
LOS	A	A	D	D						
Approach Delay		6.8	47.9	39.6						
Approach LOS		A	D	D						
Queue Length 50th (ft)	4	17	106	90						
Queue Length 95th (ft)	8	31	175	121						
Internal Link Dist (ft)		24	234	1277						
Turn Bay Length (ft)										
Base Capacity (vph)	681	752	311	1420						
Starvation Cap Reductn	0	0	0	0						
Spillback Cap Reductn	0	0	21	0						
Storage Cap Reductn	0	0	0	0						
Reduced v/c Ratio	0.09	0.34	0.58	0.25						

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 38 (33%), Referenced to phase 2:WBTL, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 29.0	Intersection LOS: C
Intersection Capacity Utilization 49.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: S 21st Avenue & Monroe Street

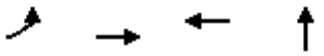




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	198	0	0	131	24	69	351	32	0	0	0
Future Volume (vph)	26	198	0	0	131	24	69	351	32	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.5			5.0				
Lane Util. Factor	1.00	1.00			1.00			0.91				
Frpb, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.98			0.99				
Flt Protected	0.95	1.00			1.00			0.99				
Satd. Flow (prot)	1805	1881			1838			4822				
Flt Permitted	0.95	1.00			1.00			0.99				
Satd. Flow (perm)	1805	1881			1838			4822				
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	27	206	0	0	136	25	72	366	33	0	0	0
RTOR Reduction (vph)	0	0	0	0	6	0	0	7	0	0	0	0
Lane Group Flow (vph)	27	206	0	0	155	0	0	464	0	0	0	0
Confl. Peds. (#/hr)	4					4			7			
Confl. Bikes (#/hr)						3			2			
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	2%	2%	0%	0%	0%	0%
Parking (#/hr)							0	0	0			
Turn Type	Split	NA			NA		Split	NA				
Protected Phases	5 6	5 6			1 2		3 4	3 4				
Permitted Phases												
Actuated Green, G (s)	46.0	46.0			20.0			33.5				
Effective Green, g (s)	46.0	46.0			20.0			33.5				
Actuated g/C Ratio	0.40	0.40			0.17			0.29				
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)	722	752			319			1404				
v/s Ratio Prot	0.01	c0.11			c0.08			c0.10				
v/s Ratio Perm												
v/c Ratio	0.04	0.27			0.49			0.33				
Uniform Delay, d1	21.0	23.2			42.9			32.0				
Progression Factor	0.21	0.23			1.00			1.42				
Incremental Delay, d2	0.1	0.9			0.4			0.0				
Delay (s)	4.5	6.1			43.3			45.3				
Level of Service	A	A			D			D				
Approach Delay (s)		5.9			43.3			45.3			0.0	
Approach LOS		A			D			D			A	

Intersection Summary			
HCM 2000 Control Delay	34.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	31.0
Intersection Capacity Utilization	46.8%	ICU Level of Service	A
Analysis Period (min)	15		

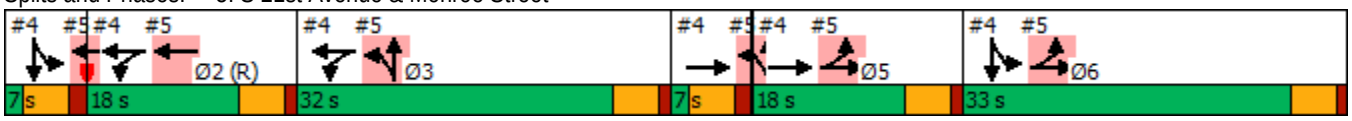
c Critical Lane Group



Lane Group	EBL	EBT	WBT	NBT	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations										
Traffic Volume (vph)	26	198	131	351						
Future Volume (vph)	26	198	131	351						
Lane Group Flow (vph)	27	206	161	471						
Turn Type	Split	NA	NA	NA						
Protected Phases	5 6	5 6	1 2	3 4	1	2	3	4	5	6
Permitted Phases										
Detector Phase	5 6	5 6	1 2	3 4						
Switch Phase										
Minimum Initial (s)					1.0	6.0	7.0	1.0	6.0	6.0
Minimum Split (s)					6.5	11.0	12.0	6.5	11.0	11.0
Total Split (s)					7.0	18.0	32.0	7.0	18.0	33.0
Total Split (%)					6%	16%	28%	6%	16%	29%
Yellow Time (s)					4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)					1.5	1.0	1.0	1.5	1.0	1.0
Lost Time Adjust (s)										
Total Lost Time (s)										
Lead/Lag					Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode					None	C-Max	Max	None	Max	Max
Act Effct Green (s)	46.0	46.0	19.5	34.0						
Actuated g/C Ratio	0.40	0.40	0.17	0.30						
v/c Ratio	0.04	0.27	0.51	0.33						
Control Delay	4.6	6.2	47.8	44.5						
Queue Delay	0.0	0.0	0.6	0.0						
Total Delay	4.6	6.2	48.3	44.5						
LOS	A	A	D	D						
Approach Delay		6.0	48.3	44.5						
Approach LOS		A	D	D						
Queue Length 50th (ft)	2	12	105	123						
Queue Length 95th (ft)	3	16	175	162						
Internal Link Dist (ft)		24	234	1277						
Turn Bay Length (ft)										
Base Capacity (vph)	722	752	317	1431						
Starvation Cap Reductn	0	0	0	0						
Spillback Cap Reductn	0	0	27	0						
Storage Cap Reductn	0	0	0	0						
Reduced v/c Ratio	0.04	0.27	0.56	0.33						

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 38 (33%), Referenced to phase 2:WBTL, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 34.9	Intersection LOS: C
Intersection Capacity Utilization 46.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: S 21st Avenue & Monroe Street



Future with Project Conditions

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	32	0	0	783	15
Future Vol, veh/h	0	32	0	0	783	15
Conflicting Peds, #/hr	0	2	0	0	0	11
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	0	34	0	0	842	16

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	442		-	0
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	7.1		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	3.9		-	-
Pot Cap-1 Maneuver	0	486		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	481		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	13.1	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	481	-	-
HCM Lane V/C Ratio	0.072	-	-
HCM Control Delay (s)	13.1	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-

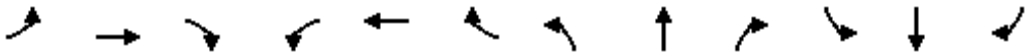
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	37	0	0	645	40
Future Vol, veh/h	0	37	0	0	645	40
Conflicting Peds, #/hr	0	4	0	0	0	4
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	2	0
Mvmt Flow	0	40	0	0	694	43

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	377		-	0
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	7.1		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	3.9		-	-
Pot Cap-1 Maneuver	0	535		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	533		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

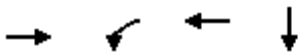
Approach	EB	SB
HCM Control Delay, s	12.3	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	533	-	-
HCM Lane V/C Ratio	0.075	-	-
HCM Control Delay (s)	12.3	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	252	52	59	280	0	0	0	0	94	666	45
Future Volume (vph)	0	252	52	59	280	0	0	0	0	94	666	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		6.0	6.0						5.0	
Lane Util. Factor		0.95		1.00	1.00						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.97		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		3463		1770	1881						6366	
Flt Permitted		1.00		0.95	1.00						0.99	
Satd. Flow (perm)		3463		1770	1881						6366	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	268	55	63	298	0	0	0	0	100	709	48
RTOR Reduction (vph)	0	16	0	0	0	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	307	0	63	298	0	0	0	0	0	849	0
Confl. Peds. (#/hr)			7	7								1
Confl. Bikes (#/hr)			1			2						3
Heavy Vehicles (%)	0%	1%	2%	2%	1%	0%	0%	0%	0%	2%	1%	0%
Turn Type		NA		Split	NA					Split	NA	
Protected Phases		4 5		2 3	2 3					1 6	1 6	
Permitted Phases												
Actuated Green, G (s)		21.0		46.0	46.0						31.0	
Effective Green, g (s)		21.0		46.0	46.0						25.0	
Actuated g/C Ratio		0.18		0.40	0.40						0.22	
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)		632		708	752						1383	
v/s Ratio Prot		c0.09		0.04	c0.16						c0.13	
v/s Ratio Perm												
v/c Ratio		0.49		0.09	0.40						0.61	
Uniform Delay, d1		42.2		21.5	24.6						40.6	
Progression Factor		1.00		0.06	0.10						0.33	
Incremental Delay, d2		0.2		0.2	1.3						0.5	
Delay (s)		42.4		1.4	3.6						13.9	
Level of Service		D		A	A						B	
Approach Delay (s)		42.4			3.2			0.0			13.9	
Approach LOS		D			A			A			B	

Intersection Summary			
HCM 2000 Control Delay	17.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	34.0
Intersection Capacity Utilization	54.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

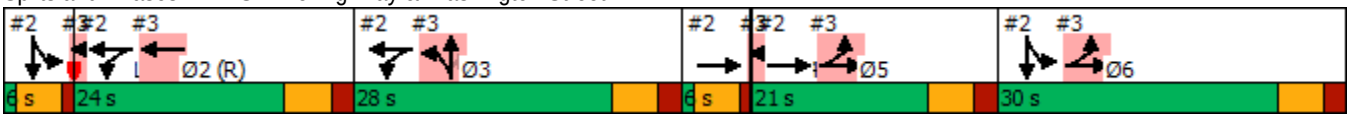


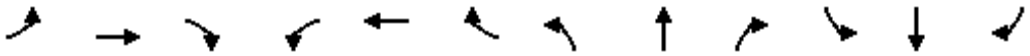
Lane Group	EBT	WBL	WBT	SBT	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations										
Traffic Volume (vph)	252	59	280	666						
Future Volume (vph)	252	59	280	666						
Lane Group Flow (vph)	323	63	298	857						
Turn Type	NA	Split	NA	NA						
Protected Phases	4 5	2 3	2 3	1 6	1	2	3	4	5	6
Permitted Phases										
Detector Phase	4 5	2 3	2 3	1 6						
Switch Phase										
Minimum Initial (s)					1.0	6.0	7.0	1.0	6.0	6.0
Minimum Split (s)					6.0	12.0	13.0	6.0	12.0	12.0
Total Split (s)					6.0	24.0	28.0	6.0	21.0	30.0
Total Split (%)					5%	21%	24%	5%	18%	26%
Yellow Time (s)					4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)					1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)										
Total Lost Time (s)										
Lead/Lag					Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode					None	C-Max	Max	None	Max	Max
Act Effct Green (s)	22.0	46.0	46.0	31.0						
Actuated g/C Ratio	0.19	0.40	0.40	0.27						
v/c Ratio	0.48	0.09	0.40	0.50						
Control Delay	41.5	1.5	3.6	12.5						
Queue Delay	0.3	0.0	0.0	0.0						
Total Delay	41.8	1.5	3.6	12.5						
LOS	D	A	A	B						
Approach Delay	41.8		3.3	12.5						
Approach LOS	D		A	B						
Queue Length 50th (ft)	106	1	5	165						
Queue Length 95th (ft)	152	m2	6	199						
Internal Link Dist (ft)	513		19	374						
Turn Bay Length (ft)										
Base Capacity (vph)	677	708	752	1723						
Starvation Cap Reductn	0	0	0	0						
Spillback Cap Reductn	66	0	0	0						
Storage Cap Reductn	0	0	0	0						
Reduced v/c Ratio	0.53	0.09	0.40	0.50						

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 67 (58%), Referenced to phase 2:WBTL, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 16.5	Intersection LOS: B
Intersection Capacity Utilization 54.7%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

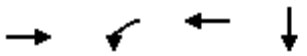
Splits and Phases: 2: S Dixie Highway & Washington Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	219	32	67	293	0	0	0	0	110	479	73
Future Volume (vph)	0	219	32	67	293	0	0	0	0	110	479	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		6.0	6.0						5.0	
Lane Util. Factor		0.95		1.00	1.00						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.98		1.00	1.00						0.98	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		3533		1805	1845						6177	
Flt Permitted		1.00		0.95	1.00						0.99	
Satd. Flow (perm)		3533		1805	1845						6177	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	241	35	74	322	0	0	0	0	121	526	80
RTOR Reduction (vph)	0	10	0	0	0	0	0	0	0	0	20	0
Lane Group Flow (vph)	0	266	0	74	322	0	0	0	0	0	707	0
Confl. Peds. (#/hr)			3	3								8
Confl. Bikes (#/hr)			2									3
Heavy Vehicles (%)	0%	0%	0%	0%	3%	0%	0%	0%	0%	1%	2%	10%
Turn Type		NA		Split	NA					Split	NA	
Protected Phases		4 5		2 3	2 3					1 6	1 6	
Permitted Phases												
Actuated Green, G (s)		21.0		46.0	46.0						31.0	
Effective Green, g (s)		21.0		46.0	46.0						25.0	
Actuated g/C Ratio		0.18		0.40	0.40						0.22	
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)		645		722	738						1342	
v/s Ratio Prot		c0.08		0.04	c0.17						c0.11	
v/s Ratio Perm												
v/c Ratio		0.41		0.10	0.44						0.53	
Uniform Delay, d1		41.5		21.6	25.1						39.8	
Progression Factor		1.00		0.06	0.08						0.51	
Incremental Delay, d2		0.2		0.2	1.4						0.2	
Delay (s)		41.7		1.4	3.4						20.5	
Level of Service		D		A	A						C	
Approach Delay (s)		41.7			3.0			0.0			20.5	
Approach LOS		D			A			A			C	

Intersection Summary			
HCM 2000 Control Delay	19.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	34.0
Intersection Capacity Utilization	54.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

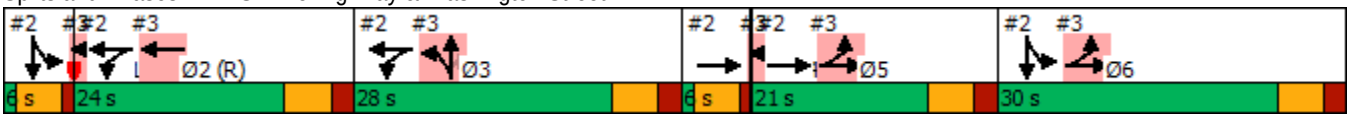


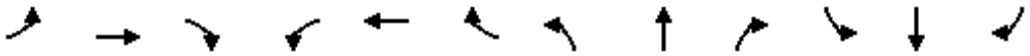
Lane Group	EBT	WBL	WBT	SBT	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations										
Traffic Volume (vph)	219	67	293	479						
Future Volume (vph)	219	67	293	479						
Lane Group Flow (vph)	276	74	322	727						
Turn Type	NA	Split	NA	NA						
Protected Phases	4 5	2 3	2 3	1 6	1	2	3	4	5	6
Permitted Phases										
Detector Phase	4 5	2 3	2 3	1 6						
Switch Phase										
Minimum Initial (s)					1.0	6.0	7.0	1.0	6.0	6.0
Minimum Split (s)					6.0	12.0	13.0	6.0	12.0	12.0
Total Split (s)					6.0	24.0	28.0	6.0	21.0	30.0
Total Split (%)					5%	21%	24%	5%	18%	26%
Yellow Time (s)					4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)					1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)										
Total Lost Time (s)										
Lead/Lag					Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode					None	C-Max	Max	None	Max	Max
Act Effct Green (s)	22.0	46.0	46.0	31.0						
Actuated g/C Ratio	0.19	0.40	0.40	0.27						
v/c Ratio	0.40	0.10	0.44	0.43						
Control Delay	40.9	1.4	3.4	17.9						
Queue Delay	0.2	0.0	0.0	0.0						
Total Delay	41.1	1.4	3.4	17.9						
LOS	D	A	A	B						
Approach Delay	41.1		3.1	17.9						
Approach LOS	D		A	B						
Queue Length 50th (ft)	91	1	5	136						
Queue Length 95th (ft)	133	m1	m6	171						
Internal Link Dist (ft)	513		19	374						
Turn Bay Length (ft)										
Base Capacity (vph)	685	722	738	1683						
Starvation Cap Reductn	0	0	0	0						
Spillback Cap Reductn	67	0	0	0						
Storage Cap Reductn	0	0	0	0						
Reduced v/c Ratio	0.45	0.10	0.44	0.43						

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 67 (58%), Referenced to phase 2:WBTL, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 18.3	Intersection LOS: B
Intersection Capacity Utilization 54.0%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: S Dixie Highway & Washington Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	245	0	0	259	16	80	187	37	0	0	0
Future Volume (vph)	97	245	0	0	259	16	80	187	37	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			5.0			6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.99			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (prot)	1805	1863			1858			4732	1330			
Flt Permitted	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (perm)	1805	1863			1858			4732	1330			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	101	255	0	0	270	17	83	195	39	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	29	0	0	0
Lane Group Flow (vph)	101	255	0	0	285	0	0	278	10	0	0	0
Confl. Peds. (#/hr)	5					5			5	5		
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	2%	0%	0%	1%	7%	3%	5%	6%	0%	0%	0%
Parking (#/hr)							0	0	0			
Turn Type	Split	NA			NA		Split	NA	Perm			
Protected Phases	5 6	5 6			1 2		3 4	3 4				
Permitted Phases									3 4			
Actuated Green, G (s)	45.0	45.0			24.0			29.0	29.0			
Effective Green, g (s)	45.0	45.0			24.0			29.0	29.0			
Actuated g/C Ratio	0.39	0.39			0.21			0.25	0.25			
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)	706	729			387			1193	335			
v/s Ratio Prot	0.06	c0.14			c0.15			c0.06				
v/s Ratio Perm									0.01			
v/c Ratio	0.14	0.35			0.74			0.23	0.03			
Uniform Delay, d1	22.6	24.7			42.5			34.2	32.4			
Progression Factor	0.11	0.19			1.00			1.00	1.00			
Incremental Delay, d2	0.4	1.2			6.1			0.0	0.0			
Delay (s)	2.8	5.8			48.7			34.2	32.4			
Level of Service	A	A			D			C	C			
Approach Delay (s)		4.9			48.7			34.0			0.0	
Approach LOS		A			D			C			A	

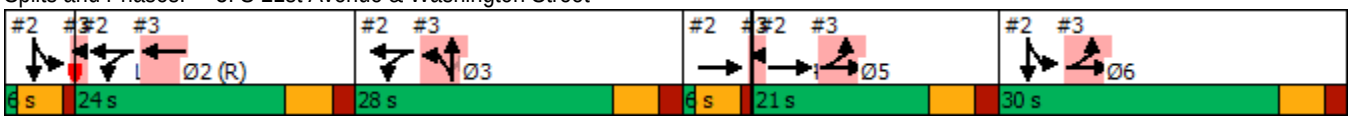
Intersection Summary			
HCM 2000 Control Delay	27.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	34.0
Intersection Capacity Utilization	54.7%	ICU Level of Service	A
Analysis Period (min)	15		

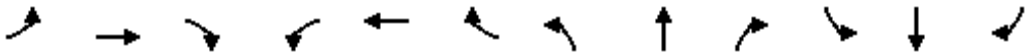
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations											
Traffic Volume (vph)	97	245	259	187	37						
Future Volume (vph)	97	245	259	187	37						
Lane Group Flow (vph)	101	255	287	278	39						
Turn Type	Split	NA	NA	NA	Perm						
Protected Phases	5 6	5 6	1 2	3 4		1	2	3	4	5	6
Permitted Phases					3 4						
Detector Phase	5 6	5 6	1 2	3 4	3 4						
Switch Phase											
Minimum Initial (s)						1.0	6.0	7.0	1.0	6.0	6.0
Minimum Split (s)						6.0	12.0	13.0	6.0	12.0	12.0
Total Split (s)						6.0	24.0	28.0	6.0	21.0	30.0
Total Split (%)						5%	21%	24%	5%	18%	26%
Yellow Time (s)						4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)						1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)											
Total Lost Time (s)											
Lead/Lag						Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode						None	C-Max	Max	None	Max	Max
Act Effct Green (s)	45.0	45.0	25.0	22.0	22.0						
Actuated g/C Ratio	0.39	0.39	0.22	0.19	0.19						
v/c Ratio	0.14	0.35	0.71	0.31	0.09						
Control Delay	2.8	5.9	51.8	41.1	0.4						
Queue Delay	0.0	0.0	1.3	0.0	0.0						
Total Delay	2.8	5.9	53.1	41.1	0.4						
LOS	A	A	D	D	A						
Approach Delay		5.0	53.1	36.0							
Approach LOS		A	D	D							
Queue Length 50th (ft)	3	8	196	65	0						
Queue Length 95th (ft)	4	8	294	93	0						
Internal Link Dist (ft)		19	306	466							
Turn Bay Length (ft)					50						
Base Capacity (vph)	706	729	406	905	446						
Starvation Cap Reductn	0	0	0	0	0						
Spillback Cap Reductn	0	0	29	0	0						
Storage Cap Reductn	0	0	0	0	0						
Reduced v/c Ratio	0.14	0.35	0.76	0.31	0.09						

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 67 (58%), Referenced to phase 2:WBTL, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 29.6	Intersection LOS: C
Intersection Capacity Utilization 54.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: S 21st Avenue & Washington Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	227	0	0	249	35	114	296	35	0	0	0
Future Volume (vph)	100	227	0	0	249	35	114	296	35	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			5.0			6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.98			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (prot)	1736	1881			1832			4875	1408			
Flt Permitted	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (perm)	1736	1881			1832			4875	1408			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	108	244	0	0	268	38	123	318	38	0	0	0
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	28	0	0	0
Lane Group Flow (vph)	108	244	0	0	301	0	0	441	10	0	0	0
Confl. Peds. (#/hr)	3					3			5			
Confl. Bikes (#/hr)						2			1			
Heavy Vehicles (%)	4%	1%	0%	0%	2%	0%	0%	2%	0%	0%	0%	0%
Parking (#/hr)							0	0	0			
Turn Type	Split	NA			NA		Split	NA	Perm			
Protected Phases	5 6	5 6			1 2		3 4	3 4				
Permitted Phases									3 4			
Actuated Green, G (s)	45.0	45.0			24.0			29.0	29.0			
Effective Green, g (s)	45.0	45.0			24.0			29.0	29.0			
Actuated g/C Ratio	0.39	0.39			0.21			0.25	0.25			
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)	679	736			382			1229	355			
v/s Ratio Prot	0.06	c0.13			c0.16			c0.09				
v/s Ratio Perm									0.01			
v/c Ratio	0.16	0.33			0.79			0.36	0.03			
Uniform Delay, d1	22.7	24.5			43.1			35.4	32.4			
Progression Factor	0.13	0.18			1.00			1.00	1.00			
Incremental Delay, d2	0.5	1.1			9.6			0.1	0.0			
Delay (s)	3.4	5.6			52.7			35.4	32.4			
Level of Service	A	A			D			D	C			
Approach Delay (s)		4.9			52.7			35.2			0.0	
Approach LOS		A			D			D			A	

Intersection Summary			
HCM 2000 Control Delay	30.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	34.0
Intersection Capacity Utilization	54.0%	ICU Level of Service	A
Analysis Period (min)	15		

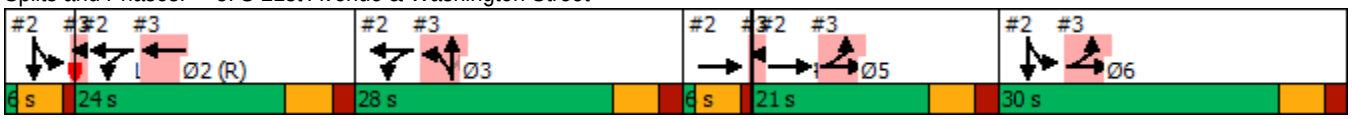
c Critical Lane Group

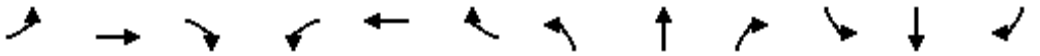
Lane Group	EBL	EBT	WBT	NBT	NBR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations											
Traffic Volume (vph)	100	227	249	296	35						
Future Volume (vph)	100	227	249	296	35						
Lane Group Flow (vph)	108	244	306	441	38						
Turn Type	Split	NA	NA	NA	Perm						
Protected Phases	5 6	5 6	1 2	3 4		1	2	3	4	5	6
Permitted Phases					3 4						
Detector Phase	5 6	5 6	1 2	3 4	3 4						
Switch Phase											
Minimum Initial (s)						1.0	6.0	7.0	1.0	6.0	6.0
Minimum Split (s)						6.0	12.0	13.0	6.0	12.0	12.0
Total Split (s)						6.0	24.0	28.0	6.0	21.0	30.0
Total Split (%)						5%	21%	24%	5%	18%	26%
Yellow Time (s)						4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)						1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)											
Total Lost Time (s)											
Lead/Lag						Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode						None	C-Max	Max	None	Max	Max
Act Effct Green (s)	45.0	45.0	25.0	22.0	22.0						
Actuated g/C Ratio	0.39	0.39	0.22	0.19	0.19						
v/c Ratio	0.16	0.33	0.76	0.47	0.08						
Control Delay	3.4	5.7	54.9	43.3	0.3						
Queue Delay	0.0	0.0	1.9	0.0	0.0						
Total Delay	3.4	5.7	56.8	43.3	0.3						
LOS	A	A	E	D	A						
Approach Delay		5.0	56.8	39.9							
Approach LOS		A	E	D							
Queue Length 50th (ft)	3	7	210	107	0						
Queue Length 95th (ft)	4	8	#334	143	0						
Internal Link Dist (ft)		19	306	466							
Turn Bay Length (ft)					50						
Base Capacity (vph)	679	736	402	932	461						
Starvation Cap Reductn	0	0	0	0	0						
Spillback Cap Reductn	0	0	28	0	0						
Storage Cap Reductn	0	0	0	0	0						
Reduced v/c Ratio	0.16	0.33	0.82	0.47	0.08						

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 67 (58%), Referenced to phase 2:WBTL, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 33.6	Intersection LOS: C
Intersection Capacity Utilization 54.0%	ICU Level of Service A
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

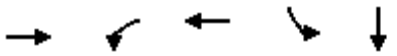
Splits and Phases: 3: S 21st Avenue & Washington Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	117	11	51	91	0	0	0	0	170	751	14
Future Volume (vph)	0	117	11	51	91	0	0	0	0	170	751	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5		5.0	5.0					5.5	5.5	
Lane Util. Factor		1.00		1.00	1.00					1.00	0.91	
Frpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Frt		0.99		1.00	1.00					1.00	1.00	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1853		1770	1881					1770	5120	
Flt Permitted		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (perm)		1853		1770	1881					1770	5120	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	124	12	54	97	0	0	0	0	181	799	15
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	133	0	54	97	0	0	0	0	181	813	0
Confl. Peds. (#/hr)			7	7								1
Confl. Bikes (#/hr)			1									3
Heavy Vehicles (%)	0%	1%	2%	2%	1%	0%	0%	0%	0%	2%	1%	0%
Turn Type		NA		Split	NA					Split	NA	
Protected Phases		4 5		2 3	2 3					1 6	1 6	
Permitted Phases												
Actuated Green, G (s)		20.0		45.0	45.0					34.5	34.5	
Effective Green, g (s)		20.0		45.0	45.0					29.5	29.5	
Actuated g/C Ratio		0.17		0.39	0.39					0.26	0.26	
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)		322		692	736					454	1313	
v/s Ratio Prot		c0.07		0.03	c0.05					0.10	c0.16	
v/s Ratio Perm												
v/c Ratio		0.41		0.08	0.13					0.40	0.62	
Uniform Delay, d1		42.3		22.0	22.5					35.4	37.8	
Progression Factor		1.00		0.10	0.12					1.00	1.00	
Incremental Delay, d2		0.3		0.2	0.3					0.2	0.6	
Delay (s)		42.6		2.4	3.1					35.6	38.4	
Level of Service		D		A	A					D	D	
Approach Delay (s)		42.6			2.9			0.0			37.9	
Approach LOS		D			A			A			D	

Intersection Summary			
HCM 2000 Control Delay	34.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	31.0
Intersection Capacity Utilization	50.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

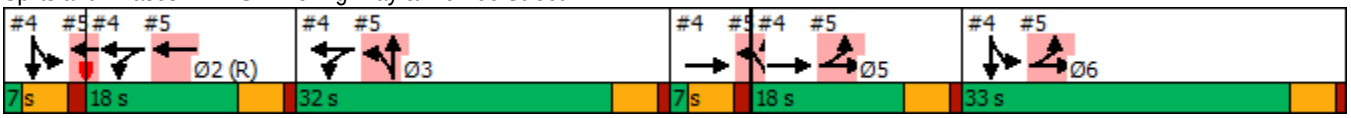


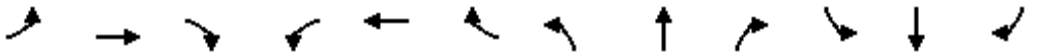
Lane Group	EBT	WBL	WBT	SBL	SBT	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations											
Traffic Volume (vph)	117	51	91	170	751						
Future Volume (vph)	117	51	91	170	751						
Lane Group Flow (vph)	136	54	97	181	814						
Turn Type	NA	Split	NA	Split	NA						
Protected Phases	4 5	2 3	2 3	1 6	1 6	1	2	3	4	5	6
Permitted Phases											
Detector Phase	4 5	2 3	2 3	1 6	1 6						
Switch Phase											
Minimum Initial (s)						1.0	6.0	7.0	1.0	6.0	6.0
Minimum Split (s)						6.5	11.0	12.0	6.5	11.0	11.0
Total Split (s)						7.0	18.0	32.0	7.0	18.0	33.0
Total Split (%)						6%	16%	28%	6%	16%	29%
Yellow Time (s)						4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)						1.5	1.0	1.0	1.5	1.0	1.0
Lost Time Adjust (s)											
Total Lost Time (s)											
Lead/Lag						Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode						None	C-Max	Max	None	Max	Max
Act Effct Green (s)	19.5	45.0	45.0	34.5	34.5						
Actuated g/C Ratio	0.17	0.39	0.39	0.30	0.30						
v/c Ratio	0.43	0.08	0.13	0.34	0.53						
Control Delay	46.3	2.4	3.2	33.6	34.9						
Queue Delay	0.7	0.0	0.0	0.0	0.0						
Total Delay	47.0	2.4	3.2	33.6	34.9						
LOS	D	A	A	C	C						
Approach Delay	47.0		2.9		34.7						
Approach LOS	D		A		C						
Queue Length 50th (ft)	88	2	3	104	182						
Queue Length 95th (ft)	151	m2	4	169	226						
Internal Link Dist (ft)	325		24		385						
Turn Bay Length (ft)				150							
Base Capacity (vph)	317	692	736	531	1537						
Starvation Cap Reductn	0	0	0	0	0						
Spillback Cap Reductn	47	0	0	0	0						
Storage Cap Reductn	0	0	0	0	0						
Reduced v/c Ratio	0.50	0.08	0.13	0.34	0.53						

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 38 (33%), Referenced to phase 2:WBTL, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 32.2	Intersection LOS: C
Intersection Capacity Utilization 50.3%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

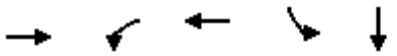
Splits and Phases: 4: S Dixie Highway & Monroe Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	74	14	101	110	0	0	0	0	160	555	21
Future Volume (vph)	0	74	14	101	110	0	0	0	0	160	555	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5		5.0	5.0					5.5	5.5	
Lane Util. Factor		1.00		1.00	1.00					1.00	0.91	
Frpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Frt		0.98		1.00	1.00					1.00	0.99	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1804		1805	1881					1752	5057	
Flt Permitted		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (perm)		1804		1805	1881					1752	5057	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	81	15	111	121	0	0	0	0	176	610	23
RTOR Reduction (vph)	0	6	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	90	0	111	121	0	0	0	0	176	629	0
Confl. Peds. (#/hr)			4	4								2
Confl. Bikes (#/hr)			2									1
Heavy Vehicles (%)	0%	2%	7%	0%	1%	0%	0%	0%	0%	3%	2%	0%
Turn Type		NA		Split	NA					Split	NA	
Protected Phases		4 5		2 3	2 3					1 6	1 6	
Permitted Phases												
Actuated Green, G (s)		20.0		45.0	45.0					34.5	34.5	
Effective Green, g (s)		20.0		45.0	45.0					29.5	29.5	
Actuated g/C Ratio		0.17		0.39	0.39					0.26	0.26	
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)		313		706	736					449	1297	
v/s Ratio Prot		c0.05		0.06	c0.06					0.10	c0.12	
v/s Ratio Perm												
v/c Ratio		0.29		0.16	0.16					0.39	0.49	
Uniform Delay, d1		41.3		22.7	22.8					35.3	36.3	
Progression Factor		1.00		0.14	0.14					1.00	1.00	
Incremental Delay, d2		0.2		0.4	0.4					0.2	0.1	
Delay (s)		41.5		3.6	3.6					35.5	36.4	
Level of Service		D		A	A					D	D	
Approach Delay (s)		41.5			3.6			0.0			36.2	
Approach LOS		D			A			A			D	

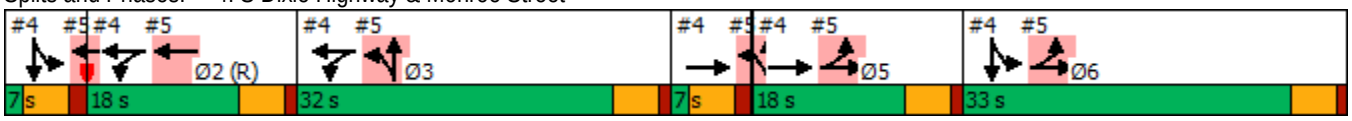
Intersection Summary			
HCM 2000 Control Delay	30.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	31.0
Intersection Capacity Utilization	47.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

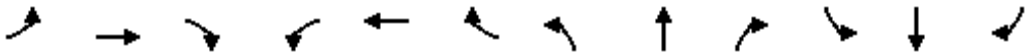


Lane Group	EBT	WBL	WBT	SBL	SBT	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations											
Traffic Volume (vph)	74	101	110	160	555						
Future Volume (vph)	74	101	110	160	555						
Lane Group Flow (vph)	96	111	121	176	633						
Turn Type	NA	Split	NA	Split	NA						
Protected Phases	4 5	2 3	2 3	1 6	1 6	1	2	3	4	5	6
Permitted Phases											
Detector Phase	4 5	2 3	2 3	1 6	1 6						
Switch Phase											
Minimum Initial (s)						1.0	6.0	7.0	1.0	6.0	6.0
Minimum Split (s)						6.5	11.0	12.0	6.5	11.0	11.0
Total Split (s)						7.0	18.0	32.0	7.0	18.0	33.0
Total Split (%)						6%	16%	28%	6%	16%	29%
Yellow Time (s)						4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)						1.5	1.0	1.0	1.5	1.0	1.0
Lost Time Adjust (s)											
Total Lost Time (s)											
Lead/Lag						Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode						None	C-Max	Max	None	Max	Max
Act Effct Green (s)	19.5	45.0	45.0	34.5	34.5						
Actuated g/C Ratio	0.17	0.39	0.39	0.30	0.30						
v/c Ratio	0.31	0.16	0.16	0.34	0.42						
Control Delay	41.8	3.7	3.6	33.6	32.9						
Queue Delay	0.3	0.0	0.0	0.0	0.0						
Total Delay	42.1	3.7	3.6	33.6	32.9						
LOS	D	A	A	C	C						
Approach Delay	42.1		3.7		33.1						
Approach LOS	D		A		C						
Queue Length 50th (ft)	58	5	5	101	136						
Queue Length 95th (ft)	109	7	7	164	173						
Internal Link Dist (ft)	325		24		385						
Turn Bay Length (ft)				150							
Base Capacity (vph)	311	706	736	525	1521						
Starvation Cap Reductn	0	0	0	0	0						
Spillback Cap Reductn	38	0	0	0	0						
Storage Cap Reductn	0	0	0	0	0						
Reduced v/c Ratio	0.35	0.16	0.16	0.34	0.42						

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 38 (33%), Referenced to phase 2:WBTL, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 27.8	Intersection LOS: C
Intersection Capacity Utilization 47.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: S Dixie Highway & Monroe Street

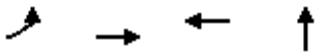




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	226	0	0	113	37	35	268	20	0	0	0
Future Volume (vph)	64	226	0	0	113	37	35	268	20	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.5			5.0				
Lane Util. Factor	1.00	1.00			1.00			0.91				
Frpb, ped/bikes	1.00	1.00			0.99			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.97			0.99				
Flt Protected	0.95	1.00			1.00			0.99				
Satd. Flow (prot)	1703	1881			1772			4778				
Flt Permitted	0.95	1.00			1.00			0.99				
Satd. Flow (perm)	1703	1881			1772			4778				
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	72	254	0	0	127	42	39	301	22	0	0	0
RTOR Reduction (vph)	0	0	0	0	10	0	0	6	0	0	0	0
Lane Group Flow (vph)	72	254	0	0	159	0	0	356	0	0	0	0
Confl. Peds. (#/hr)	5					5			2			
Confl. Bikes (#/hr)						2			3			
Heavy Vehicles (%)	6%	1%	0%	0%	4%	0%	7%	3%	0%	0%	0%	0%
Parking (#/hr)							0	0	0			
Turn Type	Split	NA			NA		Split	NA				
Protected Phases	5 6	5 6			1 2		3 4	3 4				
Permitted Phases												
Actuated Green, G (s)	46.0	46.0			20.0			33.5				
Effective Green, g (s)	46.0	46.0			20.0			33.5				
Actuated g/C Ratio	0.40	0.40			0.17			0.29				
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)	681	752			308			1391				
v/s Ratio Prot	0.04	c0.14			c0.09			c0.07				
v/s Ratio Perm												
v/c Ratio	0.11	0.34			0.52			0.26				
Uniform Delay, d1	21.6	23.9			43.1			31.2				
Progression Factor	0.23	0.25			1.00			1.30				
Incremental Delay, d2	0.3	1.2			0.6			0.0				
Delay (s)	5.3	7.1			43.7			40.6				
Level of Service	A	A			D			D				
Approach Delay (s)		6.7			43.7			40.6			0.0	
Approach LOS		A			D			D			A	

Intersection Summary			
HCM 2000 Control Delay	28.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	31.0
Intersection Capacity Utilization	50.3%	ICU Level of Service	A
Analysis Period (min)	15		

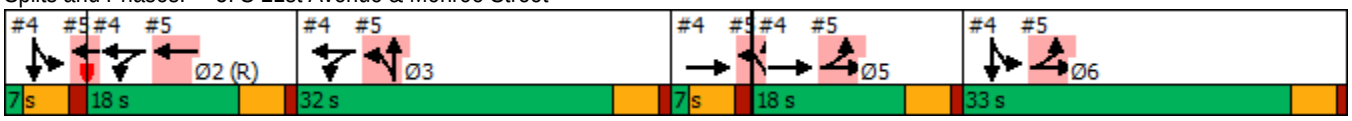
c Critical Lane Group

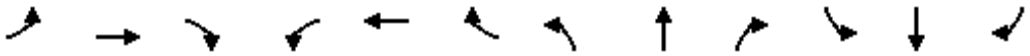


Lane Group	EBL	EBT	WBT	NBT	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations										
Traffic Volume (vph)	64	226	113	268						
Future Volume (vph)	64	226	113	268						
Lane Group Flow (vph)	72	254	169	362						
Turn Type	Split	NA	NA	NA						
Protected Phases	5 6	5 6	1 2	3 4	1	2	3	4	5	6
Permitted Phases										
Detector Phase	5 6	5 6	1 2	3 4						
Switch Phase										
Minimum Initial (s)					1.0	6.0	7.0	1.0	6.0	6.0
Minimum Split (s)					6.5	11.0	12.0	6.5	11.0	11.0
Total Split (s)					7.0	18.0	32.0	7.0	18.0	33.0
Total Split (%)					6%	16%	28%	6%	16%	29%
Yellow Time (s)					4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)					1.5	1.0	1.0	1.5	1.0	1.0
Lost Time Adjust (s)										
Total Lost Time (s)										
Lead/Lag					Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode					None	C-Max	Max	None	Max	Max
Act Effct Green (s)	46.0	46.0	19.5	34.0						
Actuated g/C Ratio	0.40	0.40	0.17	0.30						
v/c Ratio	0.11	0.34	0.55	0.26						
Control Delay	5.4	7.2	47.9	39.6						
Queue Delay	0.0	0.0	0.5	0.0						
Total Delay	5.4	7.2	48.4	39.6						
LOS	A	A	D	D						
Approach Delay		6.8	48.4	39.6						
Approach LOS		A	D	D						
Queue Length 50th (ft)	5	17	107	91						
Queue Length 95th (ft)	9	34	178	121						
Internal Link Dist (ft)		24	234	1277						
Turn Bay Length (ft)										
Base Capacity (vph)	681	752	310	1419						
Starvation Cap Reductn	0	0	0	0						
Spillback Cap Reductn	0	0	20	0						
Storage Cap Reductn	0	0	0	0						
Reduced v/c Ratio	0.11	0.34	0.58	0.26						

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 38 (33%), Referenced to phase 2:WBTL, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 28.9	Intersection LOS: C
Intersection Capacity Utilization 50.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: S 21st Avenue & Monroe Street

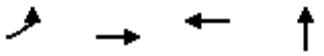




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	199	0	0	134	24	77	352	32	0	0	0
Future Volume (vph)	32	199	0	0	134	24	77	352	32	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.5			5.0				
Lane Util. Factor	1.00	1.00			1.00			0.91				
Frpb, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.98			0.99				
Flt Protected	0.95	1.00			1.00			0.99				
Satd. Flow (prot)	1805	1881			1839			4820				
Flt Permitted	0.95	1.00			1.00			0.99				
Satd. Flow (perm)	1805	1881			1839			4820				
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	33	207	0	0	140	25	80	367	33	0	0	0
RTOR Reduction (vph)	0	0	0	0	6	0	0	7	0	0	0	0
Lane Group Flow (vph)	33	207	0	0	159	0	0	473	0	0	0	0
Confl. Peds. (#/hr)	4					4			7			
Confl. Bikes (#/hr)						3			2			
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	2%	2%	0%	0%	0%	0%
Parking (#/hr)							0	0	0			
Turn Type	Split	NA			NA		Split	NA				
Protected Phases	5 6	5 6			1 2		3 4	3 4				
Permitted Phases												
Actuated Green, G (s)	46.0	46.0			20.0			33.5				
Effective Green, g (s)	46.0	46.0			20.0			33.5				
Actuated g/C Ratio	0.40	0.40			0.17			0.29				
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)	722	752			319			1404				
v/s Ratio Prot	0.02	c0.11			c0.09			c0.10				
v/s Ratio Perm												
v/c Ratio	0.05	0.28			0.50			0.34				
Uniform Delay, d1	21.1	23.3			43.0			32.0				
Progression Factor	0.21	0.22			1.00			1.42				
Incremental Delay, d2	0.1	0.9			0.4			0.0				
Delay (s)	4.5	5.9			43.4			45.4				
Level of Service	A	A			D			D				
Approach Delay (s)		5.7			43.4			45.4			0.0	
Approach LOS		A			D			D			A	

Intersection Summary			
HCM 2000 Control Delay	34.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	31.0
Intersection Capacity Utilization	47.6%	ICU Level of Service	A
Analysis Period (min)	15		

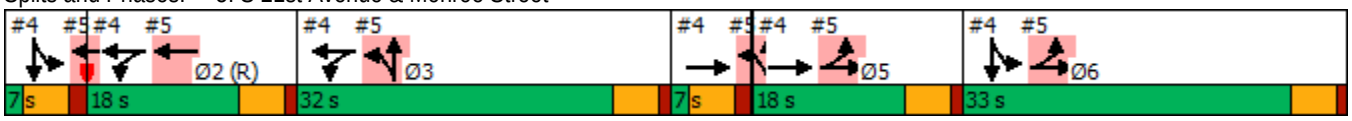
c Critical Lane Group



Lane Group	EBL	EBT	WBT	NBT	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations										
Traffic Volume (vph)	32	199	134	352						
Future Volume (vph)	32	199	134	352						
Lane Group Flow (vph)	33	207	165	480						
Turn Type	Split	NA	NA	NA						
Protected Phases	5 6	5 6	1 2	3 4	1	2	3	4	5	6
Permitted Phases										
Detector Phase	5 6	5 6	1 2	3 4						
Switch Phase										
Minimum Initial (s)					1.0	6.0	7.0	1.0	6.0	6.0
Minimum Split (s)					6.5	11.0	12.0	6.5	11.0	11.0
Total Split (s)					7.0	18.0	32.0	7.0	18.0	33.0
Total Split (%)					6%	16%	28%	6%	16%	29%
Yellow Time (s)					4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)					1.5	1.0	1.0	1.5	1.0	1.0
Lost Time Adjust (s)										
Total Lost Time (s)										
Lead/Lag					Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode					None	C-Max	Max	None	Max	Max
Act Effct Green (s)	46.0	46.0	19.5	34.0						
Actuated g/C Ratio	0.40	0.40	0.17	0.30						
v/c Ratio	0.05	0.28	0.52	0.34						
Control Delay	4.6	6.0	48.2	44.7						
Queue Delay	0.0	0.0	0.5	0.0						
Total Delay	4.6	6.0	48.7	44.7						
LOS	A	A	D	D						
Approach Delay		5.8	48.7	44.7						
Approach LOS		A	D	D						
Queue Length 50th (ft)	2	11	108	126						
Queue Length 95th (ft)	4	15	179	164						
Internal Link Dist (ft)		24	234	1277						
Turn Bay Length (ft)										
Base Capacity (vph)	722	752	317	1432						
Starvation Cap Reductn	0	0	0	0						
Spillback Cap Reductn	0	0	25	0						
Storage Cap Reductn	0	0	0	0						
Reduced v/c Ratio	0.05	0.28	0.57	0.34						

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 38 (33%), Referenced to phase 2:WBTL, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 34.9	Intersection LOS: C
Intersection Capacity Utilization 47.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: S 21st Avenue & Monroe Street



Intersection	
Int Delay, s/veh	4.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	17	1	8	7	9	15
Future Vol, veh/h	17	1	8	7	9	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	1	9	8	10	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	19	0	45	19
Stage 1	-	-	-	-	19	-
Stage 2	-	-	-	-	26	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1597	-	965	1059
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	997	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1597	-	959	1059
Mov Cap-2 Maneuver	-	-	-	-	959	-
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	991	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.9	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1019	-	-	1597	-
HCM Lane V/C Ratio	0.026	-	-	0.005	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	26	4	21	19	6	11
Future Vol, veh/h	26	4	21	19	6	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	4	23	21	7	12

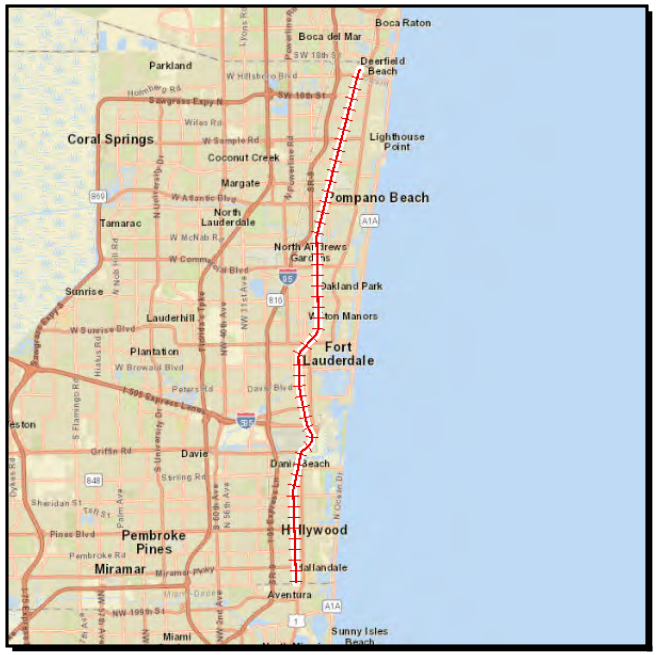
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	32	0	97	30
Stage 1	-	-	-	-	30	-
Stage 2	-	-	-	-	67	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1580	-	902	1044
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	956	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1580	-	888	1044
Mov Cap-2 Maneuver	-	-	-	-	888	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	942	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.8	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	983	-	-	1580	-
HCM Lane V/C Ratio	0.019	-	-	0.014	-
HCM Control Delay (s)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Appendix D
Committed Roadway Development Information

4170313 SOUTH FLORIDA EAST COAST CORRIDOR (SFECC) CORRIDOR MANAGEMENT SIS



Work Summary: RAIL CAPACITY PROJECT

From:

To:

Lead Agency: FDOT

0

MTP Pg.: 5-3

Phase	Fund Source	2023	2024	2025	2026	2027	Total
PDE	DPTO	2,000,000	0	0	0	0	**2,000,000**
Total		**2,000,000**	**0**	**0**	**0**	**0**	**2,000,000**

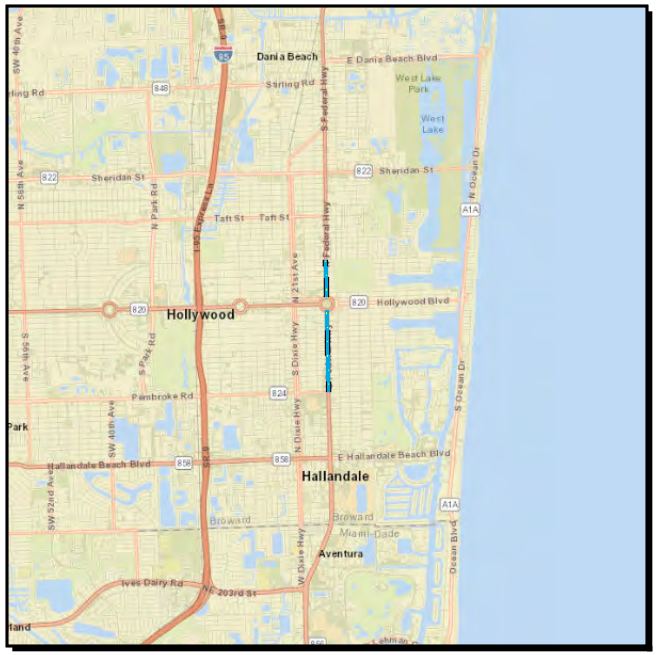
Prior Year Cost: 8,441,134

Future Year Cost:

Total Project Cost: 10,441,134

Project Description: PHASE 1 AND PHASE 2 STUDIES UNDER 417031-1; D31 IS UNDER SEGMENT 8

4415821 SR-5/US-1/FEDERAL HWY FROM SR-824/PEMBROKE ROAD TO JOHNSON STREET Non-SIS



Work Summary: BIKE LANE/SIDEWALK **From:**

To:

Lead Agency: FDOT **Length:** 1.62

MTP Pg.: 5-3

Phase	Fund Source	2023	2024	2025	2026	2027	Total
CST	DIH	75,175	0	0	0	0	**75,175**
Total		**75,175**	**0**	**0**	**0**	**0**	**75,175**

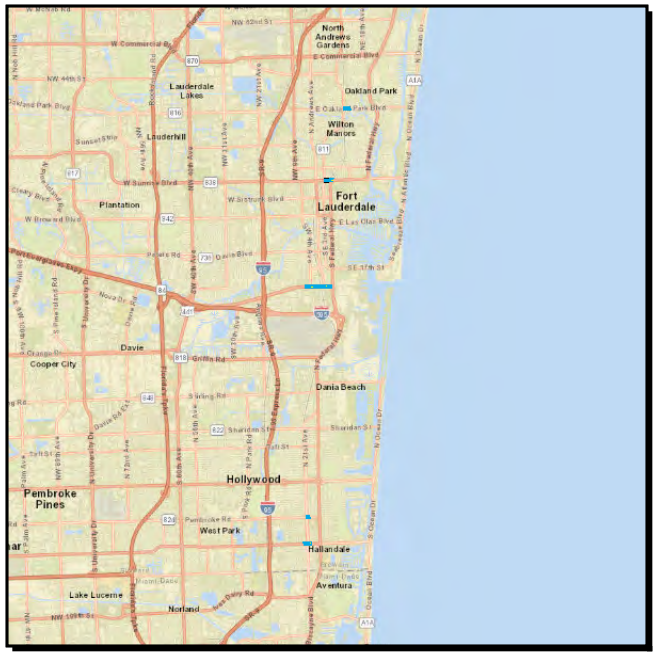
Prior Year Cost: 6,381,916

Future Year Cost:

Total Project Cost: 6,457,091

Project Description: 2017 MPO PRIORITY #23 FDOT IS DOING THE PROJECT ON BEHALF OF CITY OF HOLLYWOOD PEMBROKE RD. TO WASHINGTON ST. (CSLIP PRIORITY #20) WASHINGTON ST. TO YOUNG CIRCLE (CSLIP PRIORITY #22) YOUNG CIRCLE TO JOHNSON ST. (CSLIP PRIORITY #11) G/W 439991-1

4417591 SR-84 RAIL MONITORING & 4 FEC CROSSINGS SIS



Work Summary: ITS COMMUNICATION SYSTEM

From:

To:

Lead Agency: FDOT

Length: 2.505

MTP Pg.: 5-3

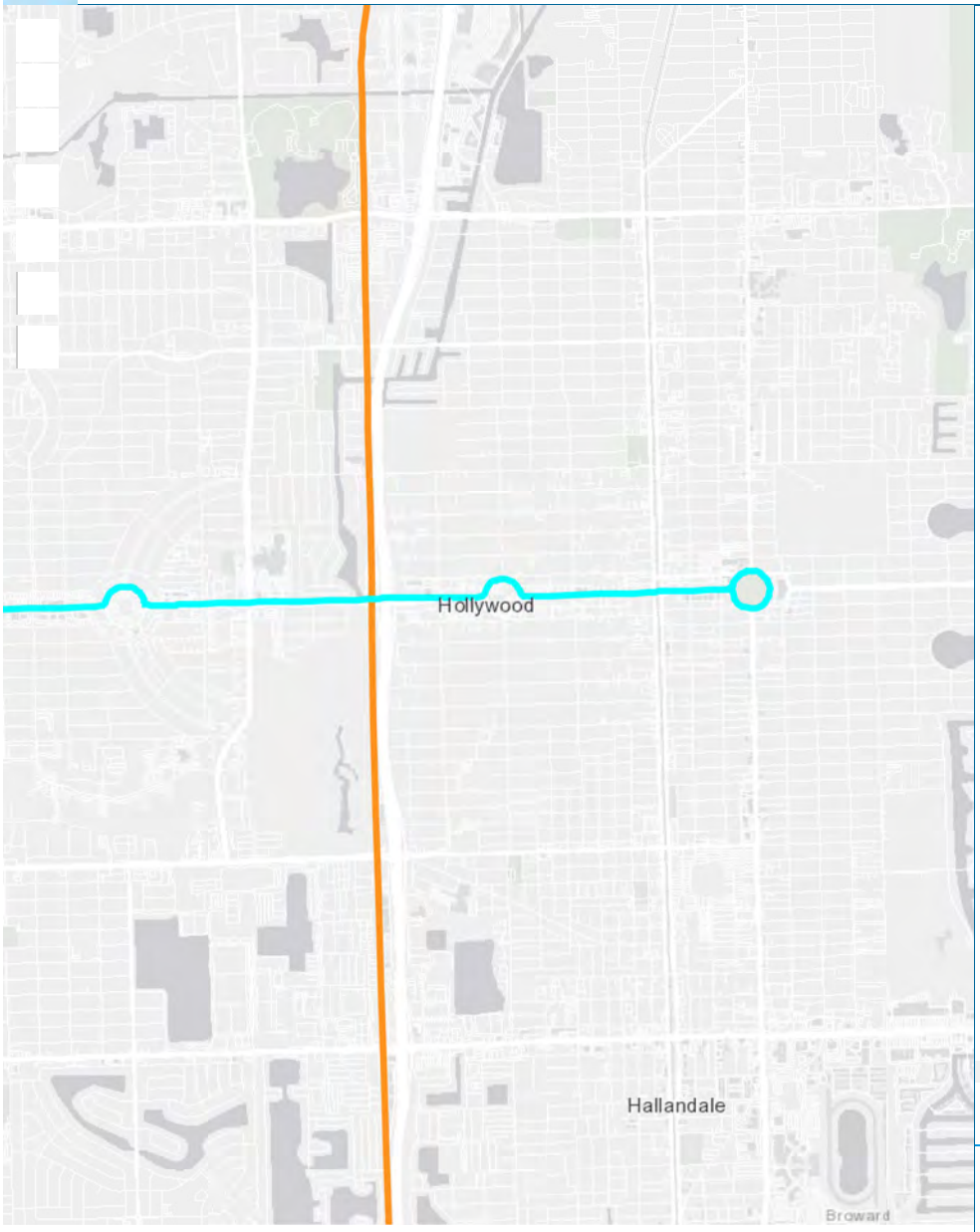
Phase	Fund Source	2023	2024	2025	2026	2027	Total
CST	DITS	1,265,467	0	0	0	0	**1,265,467**
CST	DS	566,979	0	0	0	0	**566,979**
CST	DIH	51,078	0	0	0	0	**51,078**
CST	DDR	250,409	0	0	0	0	**250,409**
Total		**2,133,933**	**0**	**0**	**0**	**0**	**2,133,933**

Prior Year Cost: 536,639

Future Year Cost:

Total Project Cost: 2,670,572

Project Description: CROSSINGS: OAKLAND PARK BLVD, SUNRISE BLVD, PEMBROKE ROAD, HALLANDALE BEACH BLVD 2019 MPO PRIORITY #16/TSM&O



Transit Projects 7

Hollywood/Pines Blvd. Rapid Bus

Funding Program: Transit
Project Sponsor: Broward County
Project Limits: From Flamingo Rd. (Pembroke Pines) to Hollywood (Young Cir.)
Project Description: 10-15 min. limited stop bus service, mixed traffic or semi-exclusive Business Access and Transit (BAT) lanes, level boarding stations, use of Transit Signal Priority (TSP)/Queue Jump technologies, and mobile ticketing.
Road Owner: County
Total Cost: $64,557,780
Funding Timeframe: 2026/2030

Contact Information

For more information visit Commitment2045.org or feedback@br

Commitment 2045

For more information visit our site by clicking on the image below.

Comments

No comments available

Appendix E
Project Trip Generation

Scenario - 1

Scenario Name: Proposed
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:

Warning: The time periods among the land uses do not appear to match.

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method / Rate/Equation	Entry / Split%	Exit / Split%	Total
221 - Multifamily Housing (Mid-Rise) - Not Close	General Urban/Suburban	Dwelling Units	90	Weekday	Average	204	204	408
Data Source: Trip Generation Manual, 11th Ed					4.54	50%	50%	
650 - Free-Standing Emergency Room	General Urban/Suburban	1000 Sq. Ft. GFA	5.3	Weekday	Average	66	66	132
Data Source: Trip Generation Manual, 11th Ed					24.94	50%	50%	
221(1) - Multifamily Housing (Mid-Rise) - Not	General Urban/Suburban	Dwelling Units	90	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	6	22	28
Data Source: Trip Generation Manual, 11th Ed					T = 0.44(X) - 11.61	23%	77%	
650(1) - Free-Standing Emergency Room	General Urban/Suburban	1000 Sq. Ft. GFA	5.3	Weekday, Peak Hour of Adjacent Street Traffic,	Average	3	3	6
Data Source: Trip Generation Manual, 11th Ed					1.12	50%	50%	
221(2) - Multifamily Housing (Mid-Rise) -	General Urban/Suburban	Dwelling Units	90	Weekday, Peak Hour of Adjacent Street	Best Fit (LIN)	22	14	36
Data Source: Trip Generation Manual, 11th Ed					T = 0.39(X) + 0.34	61%	39%	
650(2) - Free-Standing Emergency Room	General Urban/Suburban	1000 Sq. Ft. GFA	5.3	Weekday, Peak Hour of Adjacent Street Traffic,	Average	4	4	8
Data Source: Trip Generation Manual, 11th Ed					1.52	46%	54%	

AM Peak Hour Trip Generation and Internalization

810 Dixie Highway, Hollywood, FL - 23123

Residential Mid-Rise Not close to Rail Land Use 221 90 Dwelling Units		Free-Standing Emergency Room Land Use 650 5,300 SF		
In	**Out**	**In**	**Out**	
6	**22**	**3**	**3**	34 ITE Trips
0	-1	0	0	-1 4.0% Transit/Pedestrian
6	21	3	3	33
UNBALANCED INTERNALIZATION				
0% *0*		*0%* *0*		
0% *0*			*0%* *0*	
Residential Mid-Rise		**Free-Standing Emergenc**		
In	**Out**	**In**	**Out**	
6	**21**	**3**	**3**	33 Vehicle Trips
BALANCED INTERNALIZATION				
0		*0*		
0			*0*	
0	0	0	0	0 Internal
6	21	3	3	33 External Trips
	0.0%		*0.0%*	*0.0%* % Internal
0	0			0 0% Passby
		0	0	0 0% Passby
6	**21**	**3**	**3**	**33 Net New External Trips**

PM Peak Hour Trip Generation and Internalization

810 Dixie Highway, Hollywood, FL - 23123

Residential Mid-Rise Not close to Rail Land Use 221 90 Dwelling Units		Free-Standing Emergency Room Land Use 650 5,300 SF			
In	**Out**	**In**	**Out**		
22	**14**	**4**	**4**	44	ITE Trips
-1	-1	0	0	-2	4.0% Transit/Pedestrian
21	13	4	4	42	
UNBALANCED INTERNALIZATION					
0% *0*	*0%* *0*	***0***	*0%* *0*	*0%* *0*	
Residential Mid-Rise		**Free-Standing Emergenc**			
In	**Out**	**In**	**Out**		
21	**13**	**4**	**4**	42	Vehicle Trips
BALANCED INTERNALIZATION					
0	*0*	*0*	*0*		
0	0	0	0	0	Internal
21	13	4	4	42	External Trips
	0.0%		*0.0%*	*0.0%*	% Internal
0	0			0	0% Passby
21	**13**	**4**	**4**	**42**	**Net New External Trips**

MEANS OF TRANSPORTATION TO WORK

United States® Census Bureau

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

	Census Tract 918.03, Broward County, Florida	
Label	**Estimate**	**Margin of Error**
▼ Total:	2,345	±582
▼ Car, truck, or van:	1,767	±574
Drove alone	1,678	±578
▼ Carpooled:	89	±96
In 2-person carpool	89	±96
In 3-person carpool	0	±14
In 4-person carpool	0	±14
In 5- or 6-person carpool	0	±14
In 7-or-more-person carpool	0	±14
▼ Public transportation (excluding taxicab):	241	±206
Bus	241	±206
Subway or elevated rail	0	±14
Long-distance train or commuter rail	0	±14
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±14
Ferryboat	0	±14
Taxicab	0	±14
Motorcycle	0	±14
Bicycle	220	±132
Walked	40	±62
Other means	21	±43
Worked from home	56	±69

Table Notes

MEANS OF TRANSPORTATION TO WORK

Survey/Program: American Community Survey

Universe: Workers 16 years and over

Year: 2021

Estimates: 5-Year

Table ID: B08301

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Source: U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

Several means of transportation to work categories were updated in 2019. For more information, see: Change to Means of Transportation.

The 2017-2021 American Community Survey (ACS) data generally reflect the March 2020 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

-

The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself.

N

The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area.

(X)

The estimate or margin of error is not applicable or not available.

median-

The median falls in the lowest interval of an open-ended distribution (for example "2,500-")

median+

The median falls in the highest interval of an open-ended distribution (for example "250,000+").

**

The margin of error could not be computed because there were an insufficient number of sample observations.

***

The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.

*****

A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling error and the margin of error may be treated as zero.

Multifamily Housing (High-Rise)
Not Close to Rail Transit (222)

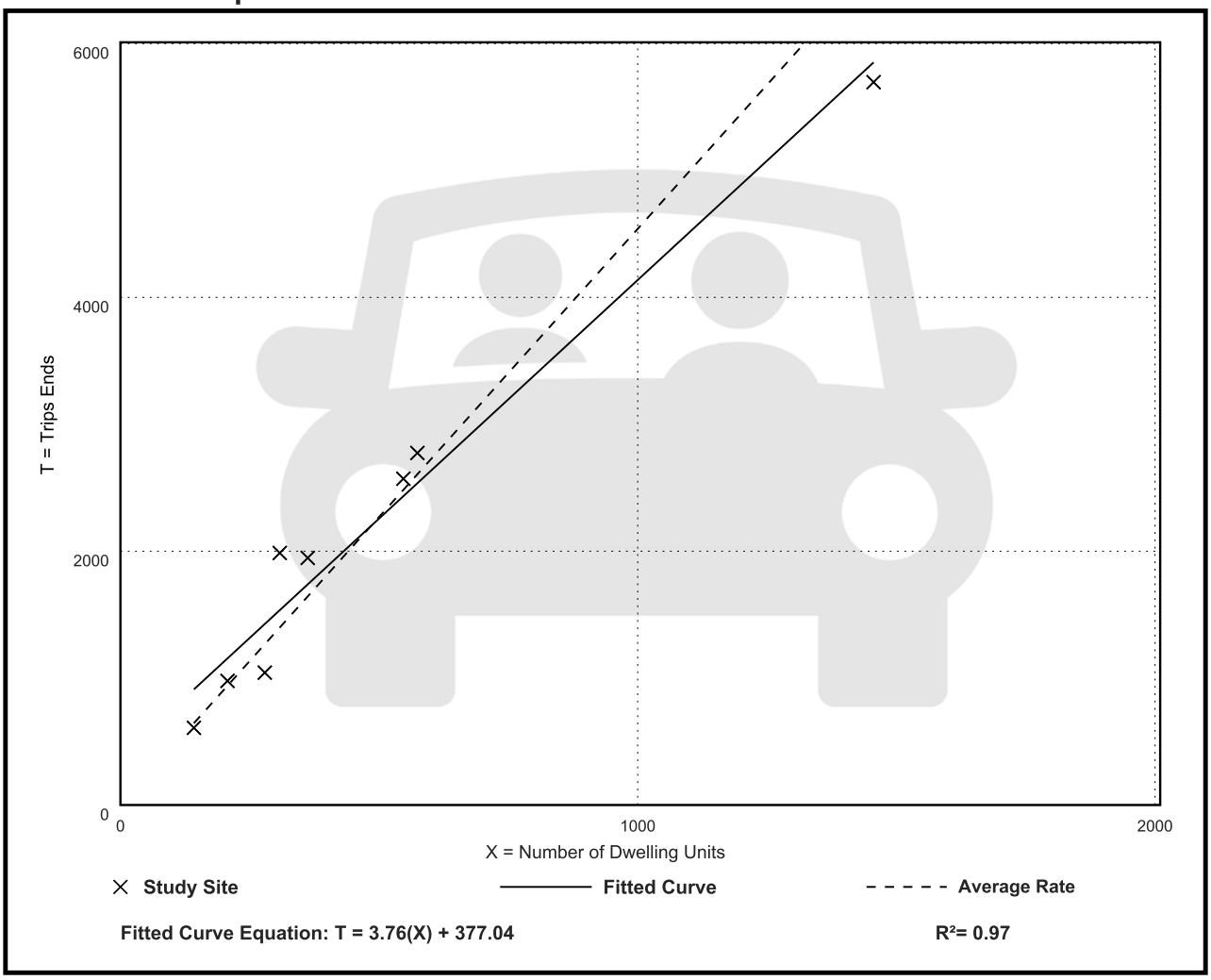
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. Num. of Dwelling Units: 484
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.74 - 6.45	0.81

Data Plot and Equation



Fitted Curve Equation: T = 3.76(X) + 377.04

R^2= 0.97

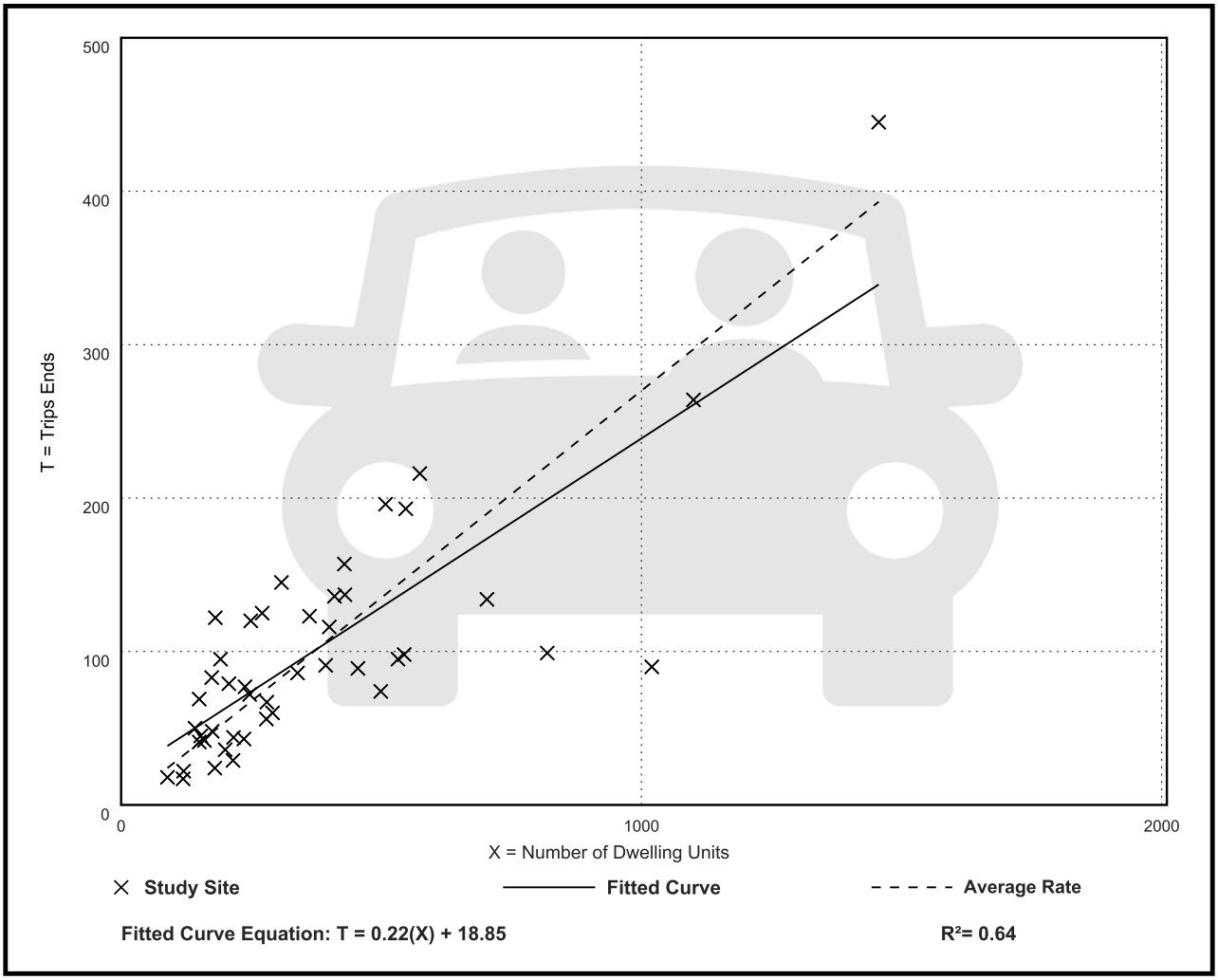
Multifamily Housing (High-Rise)
Not Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 45
Avg. Num. of Dwelling Units: 372
Directional Distribution: 34% entering, 66% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.27	0.09 - 0.67	0.11

Data Plot and Equation



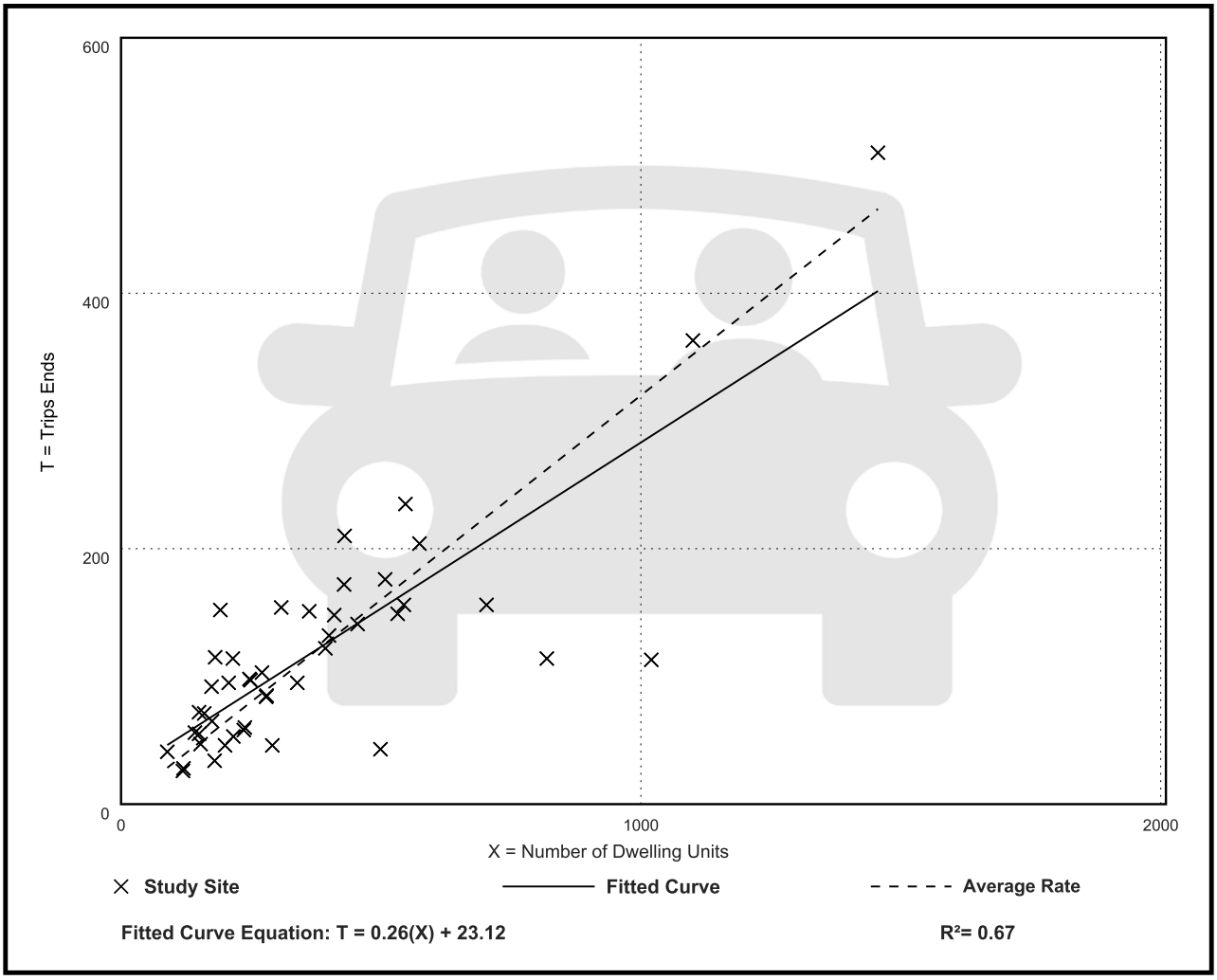
Multifamily Housing (High-Rise)
Not Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 45
Avg. Num. of Dwelling Units: 372
Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.32	0.09 - 0.80	0.13

Data Plot and Equation



Free-Standing Emergency Room (650)

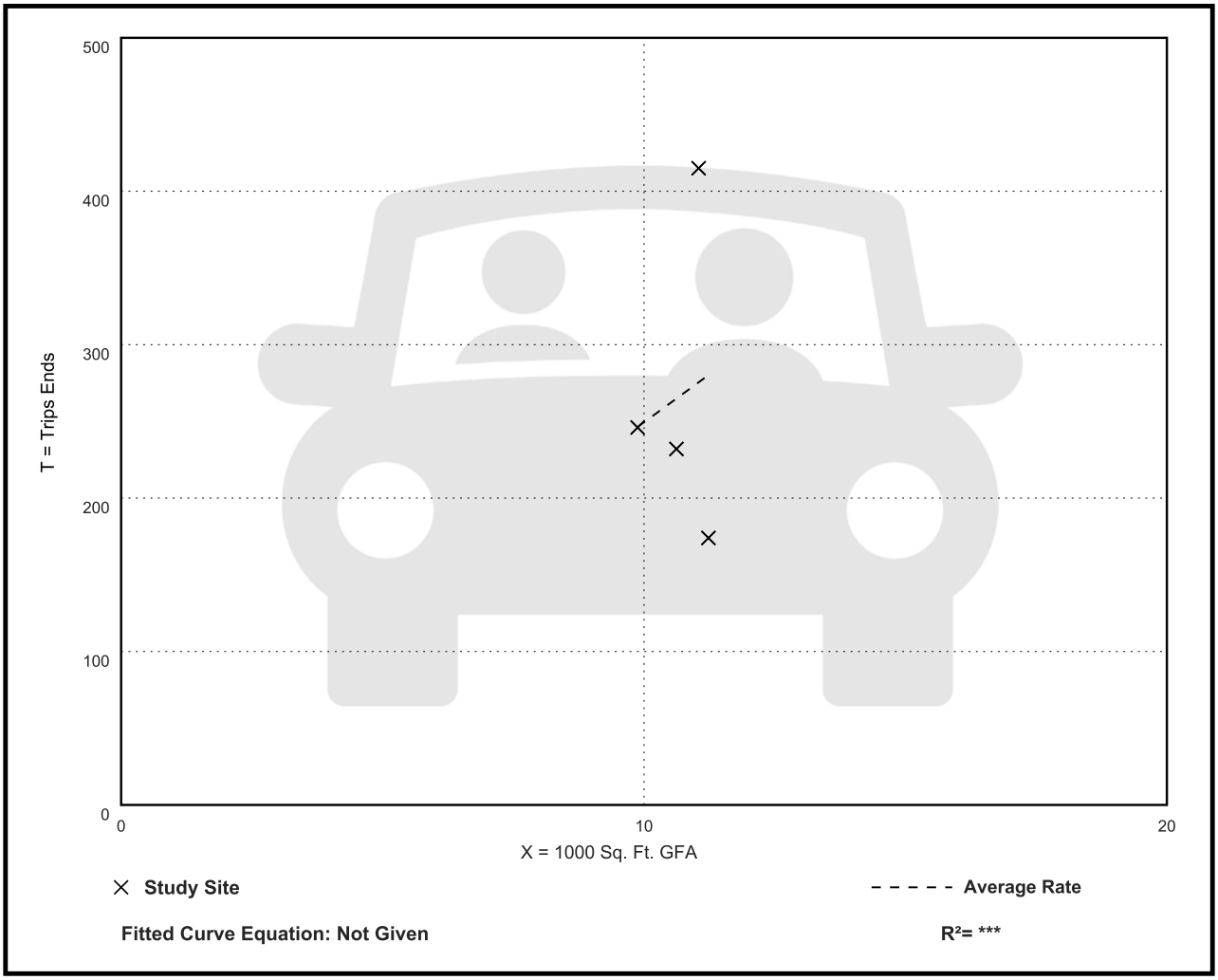
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GFA: 11
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
24.94	15.49 - 37.57	9.45

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

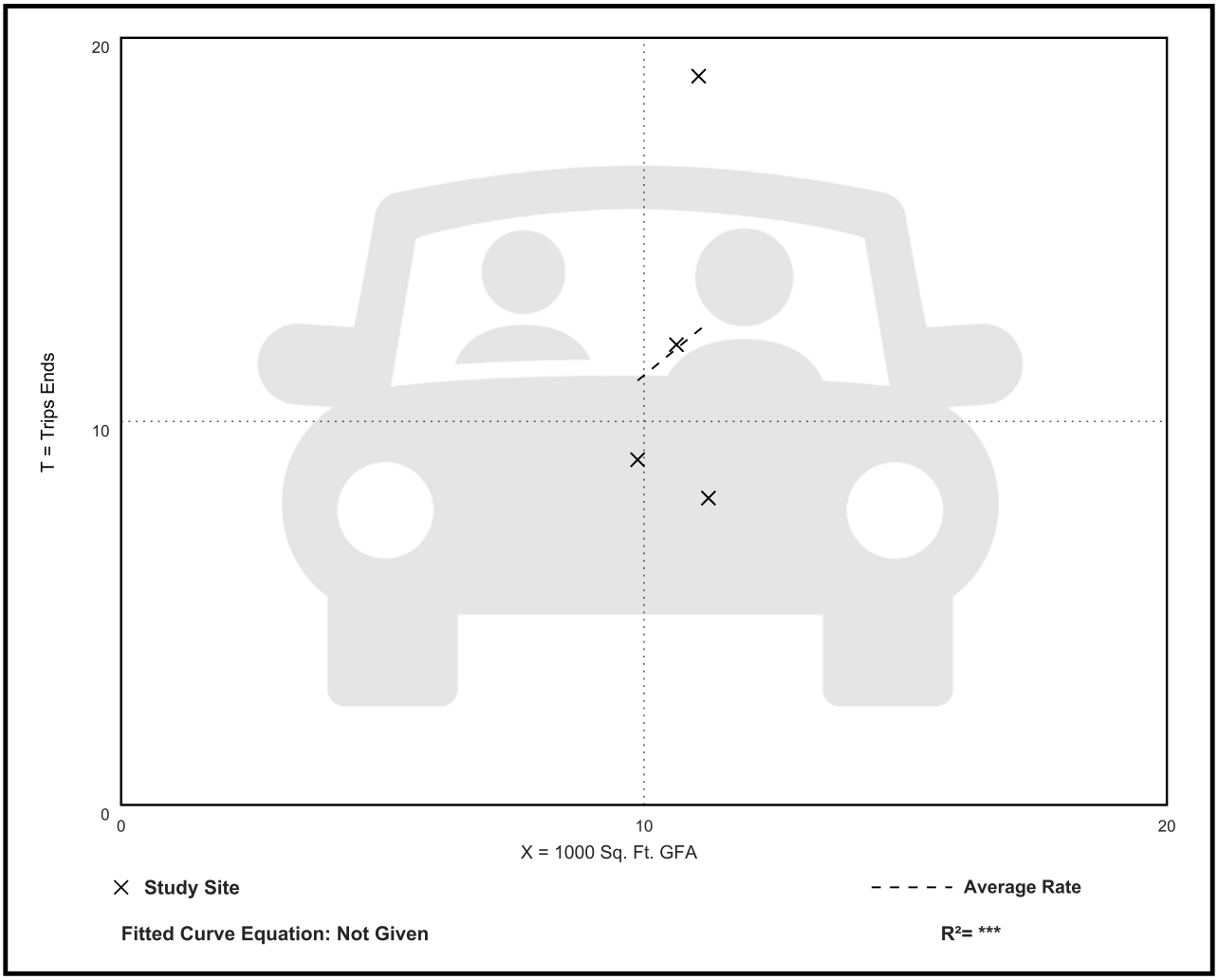
Free-Standing Emergency Room
(650)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GFA: 11
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.12	0.71 - 1.72	0.44

Data Plot and Equation



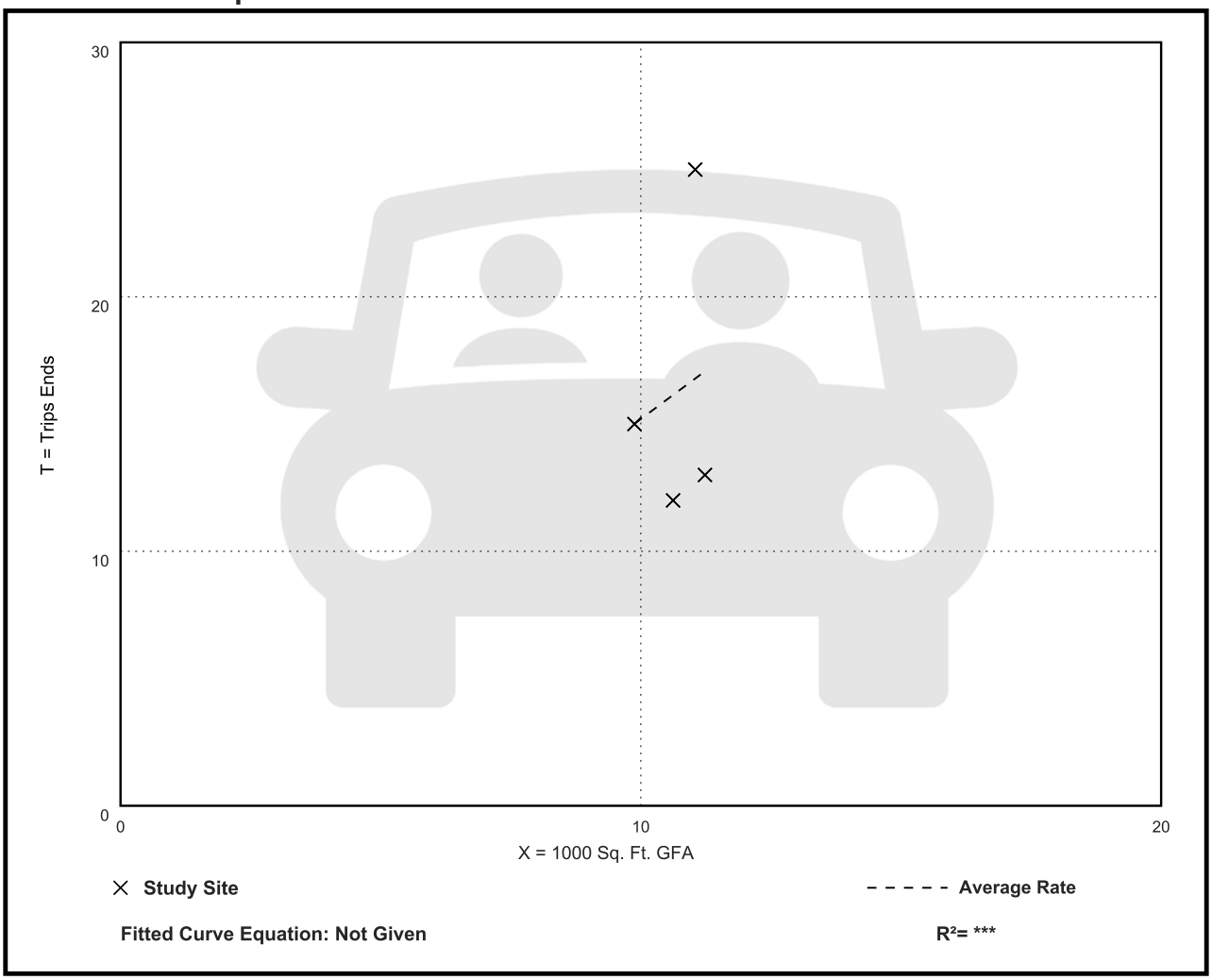
Free-Standing Emergency Room
(650)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GFA: 11
Directional Distribution: 46% entering, 54% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	1.13 - 2.26	0.54

Data Plot and Equation



Appendix F
Transit Information

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

Reading a Timetable - It's Easy

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

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

Information: 954-357-8400

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

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

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

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

Broward County Transit

ROUTE 1
ALL WEEK
SCHEDULE

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

Effective 4/16/23

Safety Is Our Number One Priority

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

MyRide BROWARD.org
Real Time Bus Information
MyRide.Broward.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

MONDAY-FRIDAY

There are additional bus stops in between those listed.

NORTHBOUND To Broward Central Terminal

1	2	3	4	5	6
AVENTURA MALL	HALLANDALE BCH BLVD. & US 1	YOUNG CIRCLE	FTL/HWD INTERNATIONAL AIRPORT	BROWARD HEALTH MEDICAL CENTER	BROWARD CENTRAL TERMINAL
5:03a	5:12a	5:18a	5:36a	5:49a	5:55a
5:25a	5:34a	5:40a	5:58a	6:13a	6:20a
5:47a	5:56a	6:03a	6:22a	6:38a	6:45a
6:08a	6:19a	6:27a	6:46a	7:02a	7:10a
6:30a	6:41a	6:49a	7:10a	7:28a	7:35a
6:56a	7:08a	7:16a	7:37a	7:53a	8:00a
7:22a	7:35a	7:44a	8:02a	8:18a	8:25a
7:47a	8:00a	8:09a	8:27a	8:43a	8:50a
8:12a	8:25a	8:34a	8:52a	9:08a	9:15a
8:37a	8:50a	8:59a	9:17a	9:33a	9:40a
9:00a	9:14a	9:23a	9:42a	9:58a	10:05a
9:26a	9:39a	9:47a	10:07a	10:23a	10:30a
9:51a	10:03a	10:11a	10:31a	10:48a	10:55a
10:16a	10:28a	10:36a	10:56a	11:13a	11:20a
10:39a	10:53a	11:01a	11:21a	11:38a	11:45a
11:04a	11:18a	11:26a	11:46a	12:03p	12:10p
11:29a	11:43a	11:51a	12:11p	12:28p	12:35p
11:54a	12:08p	12:16p	12:36p	12:53p	1:00p
12:19p	12:33p	12:41p	1:01p	1:18p	1:25p
12:44p	12:58p	1:06p	1:26p	1:43p	1:50p
1:09p	1:23p	1:31p	1:51p	2:08p	2:15p
1:34p	1:48p	1:56p	2:16p	2:33p	2:40p
1:58p	2:12p	2:20p	2:40p	2:57p	3:05p
2:22p	2:36p	2:44p	3:04p	3:22p	3:30p
2:46p	3:00p	3:08p	3:29p	3:47p	3:55p
3:09p	3:25p	3:34p	3:56p	4:13p	4:20p
3:35p	3:50p	4:00p	4:21p	4:38p	4:45p
4:02p	4:17p	4:25p	4:46p	5:03p	5:10p G
4:27p	4:42p	4:50p	5:11p	5:28p	5:35p
4:52p	5:07p	5:15p	5:36p	5:53p	6:00p
5:25p	5:40p	5:48p	6:07p	6:19p	6:25p
5:54p	6:08p	6:15p	6:32p	6:44p	6:50p
6:20p	6:33p	6:40p	6:57p	7:09p	7:15p
6:45p	6:58p	7:05p	7:22p	7:34p	7:40p
7:10p	7:23p	7:30p	7:47p	7:59p	8:05p
7:35p	7:48p	7:55p	8:12p	8:24p	8:30p G
7:55p	8:08p	8:15p	8:32p	8:44p	8:50p
8:25p	8:38p	8:45p	9:02p	9:14p	9:20p
8:59p	9:10p	9:16p	9:32p	9:44p	9:50p
9:29p	9:40p	9:46p	10:02p	10:14p	10:20p
10:04p	10:15p	10:21p	10:37p	10:49p	10:55p
10:34p	10:45p	10:51p	11:07p	11:19p	11:25p G
11:04p	11:15p	11:21p	11:37p	11:49p	11:55p G
11:34p	11:45p	11:51p	12:07a	12:19a	12:25a G

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

SOUTHBOUND To Aventura Mall

6	5	4	3	2	1
BROWARD CENTRAL TERMINAL	BROWARD HEALTH MEDICAL CENTER	FTL/HWD INTERNATIONAL AIRPORT	YOUNG CIRCLE	HALLANDALE BCH BLVD. & US 1	AVENTURA MALL
			4:53a	5:03a	5:12a
			5:18a	5:28a	5:37a
5:00a	5:06a	5:17a	5:38a	5:48a	5:57a
5:21a	5:27a	5:38a	5:59a	6:10a	6:20a
5:55a	6:01a	6:12a	6:37a	6:54a	7:05a
6:20a	6:26a	6:37a	7:04a	7:16a	7:28a
6:45a	6:52a	7:04a	7:26a	7:38a	7:50a
7:10a	7:18a	7:31a	7:53a	8:05a	8:17a
7:35a	7:43a	7:56a	8:18a	8:30a	8:42a
8:00a	8:08a	8:21a	8:43a	8:55a	9:08a
8:25a	8:33a	8:46a	9:08a	9:20a	9:33a
8:50a	8:58a	9:12a	9:35a	9:47a	10:00a
9:10a	9:18a	9:32a	9:55a	10:07a	10:20a
9:35a	9:43a	9:57a	10:20a	10:32a	10:44a
10:00a	10:08a	10:22a	10:44a	10:55a	11:07a
10:25a	10:33a	10:46a	11:09a	11:21a	11:33a
10:50a	10:58a	11:12a	11:37a	11:49a	12:01p
11:15a	11:24a	11:38a	12:03p	12:15p	12:27p
11:40a	11:49a	12:03p	12:28p	12:40p	12:52p
12:05p	12:14p	12:28p	12:53p	1:05p	1:17p
12:30p	12:39p	12:53p	1:18p	1:30p	1:42p
12:55p	1:04p	1:18p	1:43p	1:55p	2:07p
1:20p	1:29p	1:43p	2:08p	2:20p	2:32p
1:45p	1:54p	2:08p	2:33p	2:45p	2:57p G
2:10p	2:19p	2:33p	2:58p	3:11p	3:23p
2:35p	2:44p	2:58p	3:24p	3:37p	3:49p
3:00p	3:09p	3:23p	3:49p	4:02p	4:14p
3:25p	3:34p	3:48p	4:14p	4:27p	4:39p
3:52p	4:01p	4:15p	4:41p	4:54p	5:05p
4:20p	4:29p	4:43p	5:09p	5:21p	5:31p
4:45p	4:54p	5:11p	5:36p	5:47p	5:58p
5:10p	5:21p	5:38p	6:02p	6:12p	6:22p G
5:25p	5:35p	5:50p	6:13p	6:23p	6:33p
5:55p	6:03p	6:16p	6:38p	6:48p	6:58p
6:20p	6:27p	6:40p	7:02p	7:12p	7:22p
6:45p	6:52p	7:05p	7:27p	7:37p	7:47p
7:10p	7:17p	7:30p	7:52p	8:02p	8:12p
7:35p	7:42p	7:55p	8:17p	8:27p	8:37p
8:00p	8:07p	8:20p	8:42p	8:52p	9:02p
8:30p	8:37p	8:50p	9:10p	9:19p	9:27p G
9:00p	9:07p	9:19p	9:38p	9:47p	9:55p
9:30p	9:37p	9:49p	10:08p	10:17p	10:25p
10:00p	10:07p	10:19p	10:38p	10:47p	10:55p
10:30p	10:37p	10:49p	11:08p	11:17p	11:25p
11:05p	11:12p	11:24p	11:43p	11:52p	12:00a G

SATURDAY

There are additional bus stops in between those listed.

NORTHBOUND To Broward Central Terminal

AVENTURA MALL	HALLANDALE BCH BLVD. & US 1	YOUNG CIRCLE	FTL/HWD INTERNATIONAL AIRPORT	BROWARD MEDICAL HEALTH CENTER	BROWARD CENTRAL TERMINAL
1	2	3	4	5	6
5:07a	5:17a	5:23a	5:40a	5:54a	6:00a
5:32a	5:42a	5:48a	6:05a	6:19a	6:25a
5:57a	6:07a	6:13a	6:30a	6:44a	6:50a
6:22a	6:32a	6:38a	6:55a	7:09a	7:15a
6:47a	6:57a	7:03a	7:20a	7:34a	7:40a
7:12a	7:22a	7:28a	7:45a	7:59a	8:05a
7:37a	7:47a	7:53a	8:10a	8:24a	8:30a
8:02a	8:12a	8:18a	8:35a	8:49a	8:55a
8:27a	8:37a	8:43a	9:00a	9:14a	9:20a
8:52a	9:02a	9:08a	9:25a	9:39a	9:45a
9:17a	9:27a	9:33a	9:50a	10:04a	10:10a
9:40a	9:50a	9:56a	10:15a	10:29a	10:35a
9:59a	10:13a	10:21a	10:41a	10:55a	11:01a
10:23a	10:37a	10:45a	11:05a	11:19a	11:25a
10:48a	11:02a	11:10a	11:30a	11:44a	11:50a
11:13a	11:27a	11:35a	11:55a	12:09p	12:15p
11:38a	11:52a	12:00p	12:20p	12:34p	12:40p
12:03p	12:17p	12:25p	12:45p	12:59p	1:05p
12:28p	12:42p	12:50p	1:10p	1:24p	1:30p
12:53p	1:07p	1:15p	1:35p	1:49p	1:55p
1:18p	1:32p	1:40p	2:00p	2:14p	2:20p
1:43p	1:57p	2:05p	2:25p	2:39p	2:45p
2:08p	2:22p	2:30p	2:50p	3:04p	3:10p
2:33p	2:47p	2:55p	3:15p	3:29p	3:35p
2:58p	3:12p	3:20p	3:40p	3:54p	4:00p
3:23p	3:37p	3:45p	4:05p	4:19p	4:25p
3:48p	4:02p	4:10p	4:30p	4:44p	4:50p
4:13p	4:27p	4:35p	4:55p	5:09p	5:15p
4:38p	4:52p	5:00p	5:20p	5:34p	5:40p
5:03p	5:17p	5:25p	5:45p	5:59p	6:05p
5:31p	5:45p	5:53p	6:12p	6:24p	6:30p
5:57p	6:11p	6:19p	6:37p	6:49p	6:55p
6:22p	6:36p	6:44p	7:02p	7:14p	7:20p
6:47p	7:01p	7:09p	7:27p	7:39p	7:45p
7:17p	7:31p	7:39p	7:57p	8:09p	8:15p
7:47p	8:01p	8:09p	8:27p	8:39p	8:45p
8:17p	8:31p	8:39p	8:57p	9:09p	9:15p
8:52p	9:05p	9:11p	9:27p	9:39p	9:45p
9:23p	9:35p	9:41p	9:57p	10:09p	10:15p
9:53p	10:05p	10:11p	10:27p	10:39p	10:45p
10:23p	10:35p	10:41p	10:57p	11:09p	11:15p
10:53p	11:05p	11:11p	11:27p	11:39p	11:45p G
11:23p	11:35p	11:41p	11:57p	12:09a	12:15a G

SOUTHBOUND To Aventura Mall

BROWARD CENTRAL TERMINAL	BROWARD MEDICAL HEALTH CENTER	FTL/HWD INTERNATIONAL AIRPORT	YOUNG CIRCLE	HALLANDALE BCH BLVD. & US 1	AVENTURA MALL
6	5	4	3	2	1
5:05a	5:11a	5:22a	5:42a	5:52a	6:02a
5:35a	5:41a	5:52a	6:12a	6:22a	6:32a
6:00a	6:06a	6:17a	6:37a	6:47a	6:57a
6:25a	6:31a	6:42a	7:02a	7:12a	7:22a
6:50a	6:56a	7:07a	7:27a	7:37a	7:47a
7:15a	7:21a	7:32a	7:52a	8:02a	8:12a
7:40a	7:46a	7:57a	8:17a	8:27a	8:37a
8:05a	8:11a	8:22a	8:42a	8:52a	9:02a
8:30a	8:36a	8:47a	9:07a	9:17a	9:27a
8:52a	8:58a	9:09a	9:29a	9:39a	9:49a
9:15a	9:21a	9:32a	9:52a	10:02a	10:14a
9:45a	9:51a	10:03a	10:29a	10:41a	10:53a
10:10a	10:18a	10:32a	10:58a	11:10a	11:22a
10:35a	10:43a	10:57a	11:23a	11:35a	11:47a
11:00a	11:08a	11:22a	11:48a	12:00p	12:12p
11:25a	11:33a	11:47a	12:13p	12:25p	12:37p
11:50a	11:58a	12:12p	12:38p	12:50p	1:02p
12:15p	12:23p	12:37p	1:03p	1:15p	1:27p
12:40p	12:48p	1:02p	1:28p	1:40p	1:52p
1:05p	1:13p	1:27p	1:53p	2:05p	2:17p
1:30p	1:38p	1:52p	2:18p	2:30p	2:42p
1:55p	2:03p	2:17p	2:43p	2:55p	3:07p
2:20p	2:28p	2:42p	3:08p	3:20p	3:32p
2:45p	2:53p	3:07p	3:33p	3:45p	3:57p
3:10p	3:18p	3:32p	3:58p	4:10p	4:22p
3:35p	3:43p	3:57p	4:23p	4:35p	4:47p
4:00p	4:08p	4:22p	4:48p	5:00p	5:12p
4:25p	4:33p	4:47p	5:13p	5:25p	5:37p
4:50p	4:58p	5:12p	5:38p	5:50p	6:02p
5:15p	5:23p	5:37p	6:03p	6:14p	6:24p
5:40p	5:48p	6:02p	6:25p	6:36p	6:46p G
6:05p	6:13p	6:25p	6:48p	6:59p	7:09p
6:30p	6:38p	6:50p	7:13p	7:24p	7:34p
6:55p	7:03p	7:15p	7:38p	7:49p	7:59p
7:20p	7:28p	7:40p	8:03p	8:14p	8:24p G
7:38p	7:46p	7:58p	8:21p	8:32p	8:42p
8:10p	8:18p	8:30p	8:53p	9:03p	9:12p
8:40p	8:48p	9:00p	9:19p	9:27p	9:36p
9:10p	9:17p	9:28p	9:47p	9:55p	10:04p
9:40p	9:47p	9:58p	10:17p	10:25p	10:34p
10:10p	10:17p	10:28p	10:47p	10:55p	11:04p
10:40p	10:47p	10:58p	11:17p	11:25p	11:34p G
11:10p	11:17p	11:28p	11:47p	11:55p	12:04a G
11:40p	11:47p	11:58p	12:17a	12:25a	12:34a G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

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

SUNDAY

NORTHBOUND To Broward Central Terminal

AVENTURA MALL	HALLANDALE BCH BLVD. & US 1	YOUNG CIRCLE	FTL/HWD INTERNATIONAL AIRPORT	BROWARD MEDICAL HEALTH CENTER	BROWARD CENTRAL TERMINAL
1	2	3	4	5	6
5:55a	6:05a	6:11a	6:27a	6:39a	6:45a
6:25a	6:35a	6:41a	6:57a	7:09a	7:15a
6:55a	7:05a	7:11a	7:27a	7:39a	7:45a
7:30a	7:40a	7:46a	8:02a	8:14a	8:20a
8:00a	8:10a	8:16a	8:32a	8:44a	8:50a
8:30a	8:40a	8:46a	9:02a	9:14a	9:20a
9:00a	9:10a	9:16a	9:32a	9:44a	9:50a
9:24a	9:34a	9:40a	9:56a	10:09a	10:15a
9:49a	9:59a	10:07a	10:25a	10:39a	10:45a
10:17a	10:29a	10:37a	10:55a	11:09a	11:15a
10:47a	10:59a	11:07a	11:25a	11:39a	11:45a
11:17a	11:29a	11:37a	11:55a	12:09p	12:15p
11:47a	11:59a	12:07p	12:25p	12:39p	12:45p
12:17p	12:29p	12:37p	12:55p	1:09p	1:15p
12:47p	12:59p	1:07p	1:25p	1:39p	1:45p
1:17p	1:29p	1:37p	1:55p	2:09p	2:15p
1:47p	1:59p	2:07p	2:25p	2:39p	2:45p
2:17p	2:29p	2:37p	2:55p	3:09p	3:15p
2:47p	2:59p	3:07p	3:25p	3:39p	3:45p
3:17p	3:29p	3:37p	3:55p	4:09p	4:15p
3:47p	3:59p	4:07p	4:25p	4:39p	4:45p
4:17p	4:29p	4:37p	4:55p	5:09p	5:15p
4:47p	4:59p	5:07p	5:25p	5:39p	5:45p
5:19p	5:31p	5:39p	5:57p	6:09p	6:15p
5:50p	6:02p	6:09p	6:27p	6:39p	6:45p
6:19p	6:32p	6:39p	6:57p	7:09p	7:15p
6:49p	7:02p	7:09p	7:27p	7:39p	7:45p
7:19p	7:32p	7:39p	7:57p	8:09p	8:15p
7:49p	8:02p	8:09p	8:27p	8:39p	8:45p
8:20p	8:33p	8:40p	8:58p	9:09p	9:15p
9:03p	9:13p	9:19p	9:33p	9:44p	9:50p G

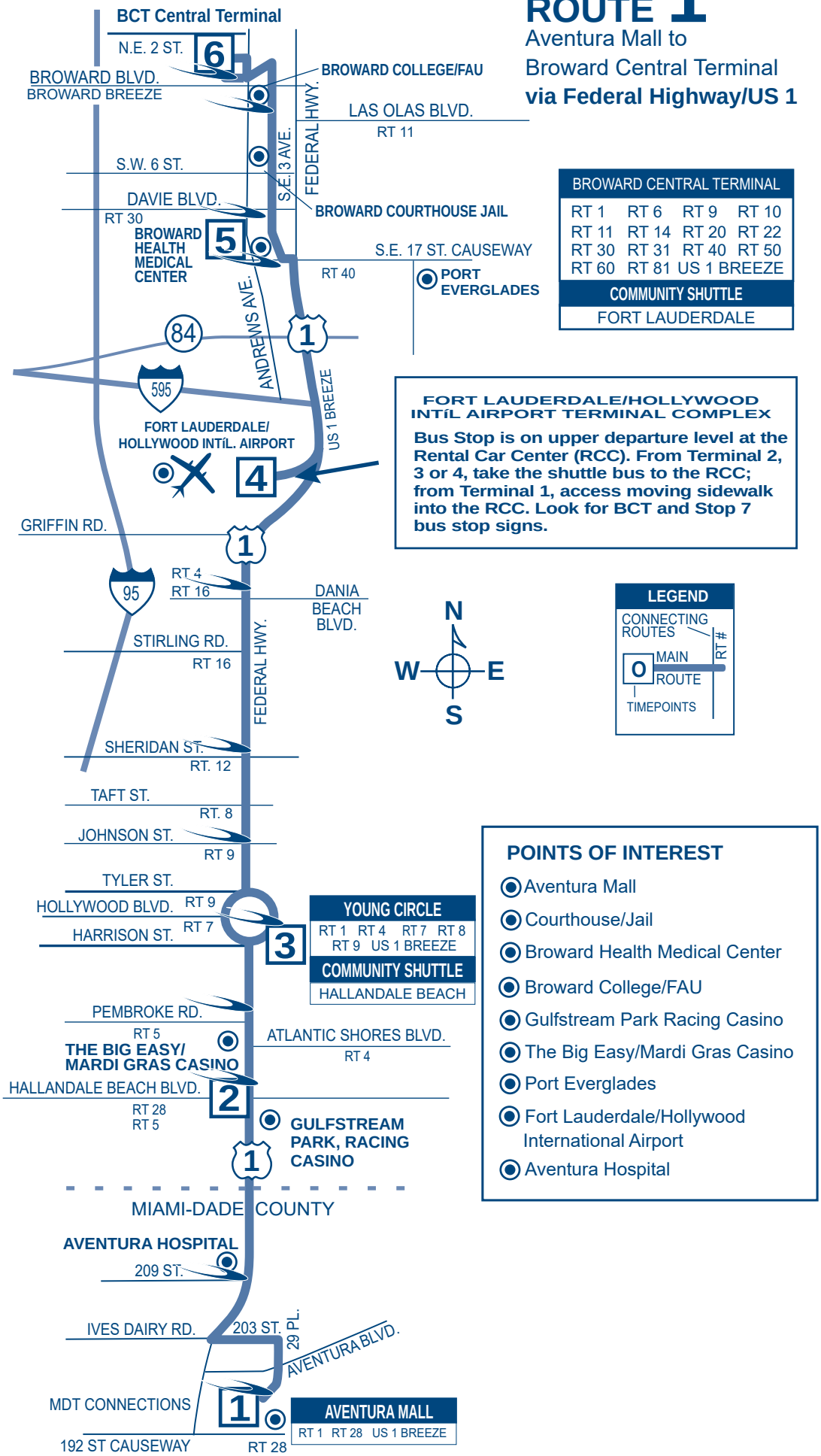
SOUTHBOUND To Aventura Mall

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

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

ROUTE 1

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



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

COMMUNITY SHUTTLE
FORT LAUDERDALE

FORT LAUDERDALE/HOLLYWOOD INTíL AIRPORT TERMINAL COMPLEX

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

LEGEND
CONNECTING ROUTES
RT #
MAIN ROUTE
TIMEPOINTS

YOUNG CIRCLE

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

COMMUNITY SHUTTLE
HALLANDALE BEACH

AVENTURA MALL

RT 1	RT 28	US 1 BREEZE

POINTS OF INTEREST

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

Customer Service

Monday - Friday.....7AM - 7:45PM
Saturday, Sunday and Holidays.....8:30AM - 4:45PM
Transit Operations Agents help with:

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

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

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

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

Fares

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

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

Fare Deals

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" before them indicate bus returns to garage.
To ensure reliable and safe connections for our customers, all trips
with the "W" note will NOT depart terminal until directed
by either the terminal supervisor or radio.

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

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

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

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

PREMIUM BUS PASS CUSTOMERS

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

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

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

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

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

The Premium Express Service does not connect with Palm Tran.

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

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

Reading A Timetable - It's Easy

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

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

Information: 954-357-8400

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

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

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

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

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

Broward County Transit

ROUTE 4
ALL WEEK
SCHEDULE

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

Effective 9/18/22

New Schedules Monday – Saturday
Regular Sunday Schedule
• Face Covering Required • Maintain Social Distancing

Real Time Bus Information
MyRide.Broward.org

MyRide BROWARD.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

Route 4

BROWARD COUNTY TRANSIT

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

via A1A

TRANSIT WATCH

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

There are additional bus stops in between those listed.

MONDAY-FRIDAY

NORTHBOUND

To Fort Lauderdale Airport Tri-Rail

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

SOUTHBOUND

Hallandale Beach Blvd.

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

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

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

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

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

SATURDAY

NORTHBOUND

To Fort Lauderdale Airport Tri-Rail

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

SOUTHBOUND

Hallandale Beach Blvd.

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

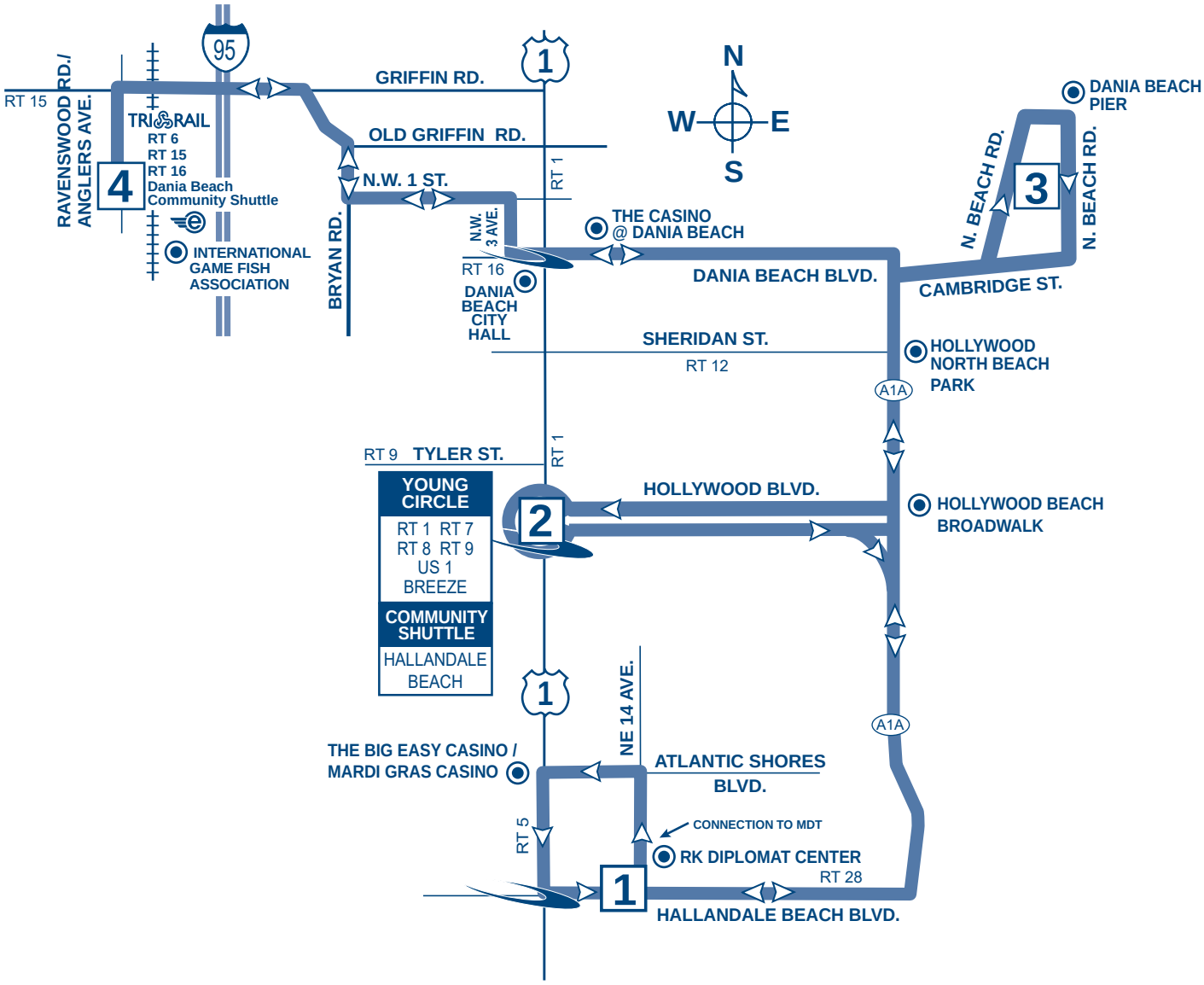
SUNDAY

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

8:15a	8:32a	8:49a	9:04a
9:05a	9:22a	9:39a	9:54a
9:55a	10:12a	10:29a	10:44a
10:45a	11:02a	11:25a	11:39a
11:35a	11:52a	12:15p	12:29p
12:25p	12:45p	1:04p	1:19p
1:15p	1:35p	1:54p	2:09p
2:05p	2:22p	2:44p	3:00p
2:55p	3:15p	3:39p	3:54p
3:45p	4:04p	4:23p	4:37p
4:35p	4:54p	5:13p	5:27p
5:25p	5:44p	6:05p	6:22p
6:15p	6:34p	6:55p	7:10p
7:05p	7:22p	7:42p	7:55p
7:55p	8:13p	8:31p	8:44p
8:45p	9:01p	9:15p	9:25p
9:25p	9:41p	9:55p	10:05p G

ROUTE 4

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



LEGEND

CONNECTING ROUTES — RT #

0 MAIN ROUTE

TIMEPOINTS

The Breeze stop location

595 Express

POINTS OF INTEREST

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

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

Customer Service

Monday - Friday.....7 am - 7:45 pm
Saturday, Sunday and Holidays.....8:30 am - 4:45 pm

Transit Operations Agents help with:

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

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

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

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

Fares

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

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

Fare Deals

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

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

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

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

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

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

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

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

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

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

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

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

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

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

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

PREMIUM BUS PASS CUSTOMERS

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

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

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

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

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

The Premium Express Service does not connect with Palm Tran.

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

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

Reading A Timetable - It's Easy

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

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

Information: 954-357-8400

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

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

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

BROWARD COUNTY
FLORIDA

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

Broward County Transit

ROUTE 6
ALL WEEK
SCHEDULE

County Line Road and Dixie Highway to Broward Central Terminal

Effective 4/16/23

Safety Is Our Number One Priority

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

MyRide BROWARD.org
Real Time Bus Information
MyRide.Broward.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

MONDAY-FRIDAY

There are additional bus stops in between those listed.

NORTHBOUND

To Broward Central Terminal

COUNTY LINE RD. & DIXIE HWY.	PEMBROKE RD. & S. 26 AVE.	SHERIDAN ST. & N. 23 AVE.	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **ARRIVAL**	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **DEPARTURE**	S.R. 84 & S.W. 9 AVE.	BROWARD CENTRAL TERMINAL
1	**2**	**4**	**6**	**6**	**7**	**8**
5:00a	5:17a	5:31a	5:41a	5:48a	6:00a	6:19a
5:45a	6:02a	6:17a	6:30a	6:37a	6:49a	7:08a
6:26a	6:44a	6:59a	7:12a	7:19a	7:31a	7:49a
7:20a	7:41a	7:56a	8:10a	8:17a	8:28a	8:44a
8:08a	8:26a	8:42a	8:55a	9:02a	9:13a	9:31a
8:56a	9:16a	9:28a	9:39a	9:46a	9:57a	10:13a
9:38a	9:58a	10:10a	10:22a	10:29a	10:42a	11:00a
10:22a	10:40a	10:54a	11:07a	11:14a	11:27a	11:45a
11:07a	11:25a	11:39a	11:52a	11:59a	12:12p	12:30p
11:52a	12:10p	12:24p	12:37p	12:44p	12:57p	1:15p
12:37p	12:55p	1:09p	1:22p	1:29p	1:42p	2:00p
1:18p	1:36p	1:50p	2:03p	2:10p	2:23p	2:41p
2:06p	2:24p	2:38p	2:51p	2:58p	3:12p	3:31p
2:53p	3:12p	3:27p	3:43p	3:50p	4:06p	4:27p G
3:44p	4:03p	4:17p	4:31p	4:38p	4:52p	5:08p
4:28p	4:50p	5:04p	5:18p	5:25p	5:39p	5:55p
5:12p	5:34p	5:48p	6:02p	6:09p	6:21p	6:36p
6:02p	6:21p	6:35p	6:47p	6:54p	7:06p	7:21p
6:41p	7:00p	7:14p	7:26p	7:33p	7:45p	8:00p
7:22p	7:41p	7:55p	8:07p	8:14p	8:26p	8:41p
8:07p	8:26p	8:40p	8:52p	8:59p	9:11p	9:25p
8:52p	9:10p	9:24p	9:35p G			
9:31p	9:48p	10:02p	10:13p G			
10:17p	10:34p	10:48p	10:59p G			
11:02p	11:19p	11:33p	11:44p G			

SOUTHBOUND

To County Line Road

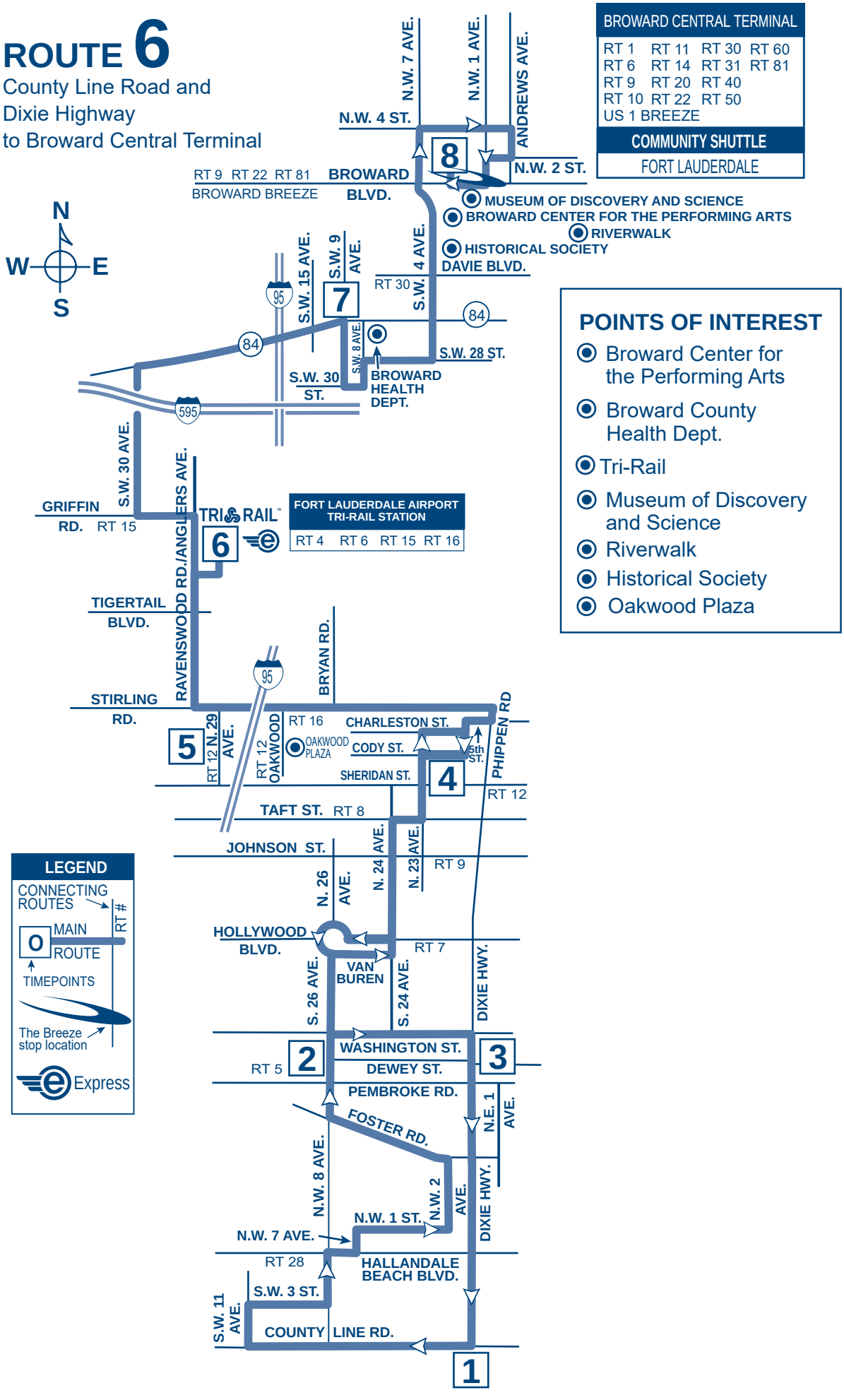
BROWARD CENTRAL TERMINAL	S.R. 84 & S.W. 9 AVE.	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **ARRIVAL**	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **DEPARTURE**	STIRLING RD & N 29TH AVE	SHERIDAN ST. & N. 23 AVE.	DIXIE HWY & DEWEY ST	COUNTY LINE RD. & DIXIE HWY.
8	**7**	**6**	**6**	**5**	**4**	**3**	**1**
5:15a	5:28a	5:38a	5:45a	5:50a	5:58a	6:11a	6:24a
6:00a	6:16a	6:28a	6:35a	6:41a	6:51a	7:05a	7:18a
6:45a	7:01a	7:13a	7:20a	7:26a	7:37a	7:52a	8:06a
7:30a	7:48a	8:02a	8:09a	8:15a	8:26a	8:39a	8:54a
8:15a	8:33a	8:47a	8:54a	8:59a	9:09a	9:21a	9:36a
9:00a	9:18a	9:31a	9:38a	9:43a	9:53a	10:05a	10:20a
9:45a	10:03a	10:16a	10:23a	10:28a	10:38a	10:50a	11:05a
10:30a	10:48a	11:01a	11:08a	11:13a	11:23a	11:35a	11:50a
11:15a	11:33a	11:46a	11:53a	11:58a	12:08p	12:20p	12:35p
12:00p	12:18p	12:31p	12:38p	12:43p	12:53p	1:05p	1:16p
12:45p	1:03p	1:16p	1:23p	1:28p	1:39p	1:54p	2:04p
1:30p	1:50p	2:02p	2:09p	2:15p	2:26p	2:41p	2:51p
2:15p	2:35p	2:47p	2:54p	3:00p	3:11p	3:25p	3:42p
3:00p	3:20p	3:34p	3:41p	3:48p	3:59p	4:13p	4:26p
3:45p	4:05p	4:19p	4:26p	4:32p	4:43p	4:57p	5:10p
4:35p	4:55p	5:09p	5:16p	5:22p	5:33p	5:47p	6:00p
5:20p	5:40p	5:54p	6:01p	6:06p	6:16p	6:29p	6:39p
6:05p	6:22p	6:35p	6:42p	6:47p	6:57p	7:10p	7:20p
6:50p	7:07p	7:20p	7:27p	7:32p	7:42p	7:55p	8:05p
7:35p	7:52p	8:05p	8:12p	8:17p	8:27p	8:40p	8:50p
8:20p	8:37p	8:50p	8:57p	9:02p	9:11p	9:22p	9:29p
9:05p	9:23p	9:36p	9:43p	9:48p	9:57p	10:08p	10:15p
9:50p	10:08p	10:21p	10:28p	10:33p	10:42p	10:53p	11:00p

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

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

ROUTE 6

County Line Road and
Dixie Highway
to Broward Central Terminal



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

COMMUNITY SHUTTLE

FORT LAUDERDALE

POINTS OF INTEREST

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

SATURDAY

There are additional bus stops in between those listed.

NORTHBOUND

To Broward Central Terminal

COUNTY LINE RD. & DIXIE HWY.	PEMBROKE RD. & S. 26 AVE.	SHERIDAN ST. & N. 23 AVE.	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **ARRIVAL**	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **DEPARTURE**	S.R. 84 & S.W. 9 AVE.	BROWARD CENTRAL TERMINAL
1	**2**	**4**	**6**	**6**	**7**	**8**
5:20a	5:35a	5:49a	6:01a	6:07a	6:19a	6:34a
6:16a	6:31a	6:45a	6:57a	7:03a	7:15a	7:30a
7:16a	7:31a	7:45a	7:57a	8:03a	8:15a	8:30a
8:11a	8:26a	8:40a	8:52a	8:58a	9:10a	9:25a
9:06a	9:21a	9:35a	9:47a	9:53a	10:05a	10:22a
10:01a	10:20a	10:34a	10:49a	10:55a	11:07a	11:24a
10:58a	11:17a	11:31a	11:46a	11:52a	12:04p	12:21p
11:55a	12:14p	12:28p	12:43p	12:49p	1:01p	1:18p
12:55p	1:14p	1:28p	1:43p	1:49p	2:01p	2:18p
1:55p	2:14p	2:28p	2:43p	2:49p	3:01p	3:18p
2:55p	3:14p	3:28p	3:43p	3:49p	4:01p	4:18p
3:55p	4:14p	4:28p	4:43p	4:49p	5:01p	5:18p
4:55p	5:14p	5:28p	5:43p	5:49p	6:01p	6:16p
5:55p	6:13p	6:27p	6:41p	6:47p	6:59p	7:14p
6:46p	7:04p	7:18p	7:32p	7:38p	7:50p	8:05p
7:39p	7:57p	8:11p	8:25p	8:31p	8:43p	8:58p
8:34p	8:52p	9:06p	9:18p G			
9:30p	9:47p	10:01p	10:13p G			
10:27p	10:44p	10:58p	11:10p G			

SOUTHBOUND

To County Line Road

BROWARD CENTRAL TERMINAL	S.R. 84 & S.W. 9 AVE.	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **ARRIVAL**	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **DEPARTURE**	STIRLING RD & N 29TH AVE	SHERIDAN ST. & N. 23 AVE.	DIXIE HWY & DEWEY ST	COUNTY LINE RD. & DIXIE HWY.
8	**7**	**6**	**6**	**5**	**4**	**3**	**1**
			5:34a	5:39a	5:48a	6:00a	6:14a
6:00a	6:15a	6:28a	6:34a	6:39a	6:48a	7:00a	7:14a
6:55a	7:10a	7:23a	7:29a	7:34a	7:43a	7:55a	8:09a
7:50a	8:05a	8:18a	8:24a	8:29a	8:38a	8:50a	9:04a
8:45a	9:00a	9:13a	9:19a	9:24a	9:33a	9:45a	9:59a
9:40a	9:55a	10:08a	10:14a	10:19a	10:29a	10:41a	10:56a
10:35a	10:52a	11:05a	11:11a	11:16a	11:26a	11:38a	11:53a
11:35a	11:52a	12:05p	12:11p	12:16p	12:26p	12:38p	12:53p
12:35p	12:52p	1:05p	1:11p	1:16p	1:26p	1:38p	1:53p
1:35p	1:52p	2:05p	2:11p	2:16p	2:26p	2:38p	2:53p
2:35p	2:52p	3:05p	3:11p	3:16p	3:26p	3:38p	3:53p
3:35p	3:52p	4:05p	4:11p	4:16p	4:26p	4:38p	4:53p
4:35p	4:52p	5:05p	5:11p	5:16p	5:26p	5:38p	5:53p
5:35p	5:52p	6:04p	6:10p	6:15p	6:24p	6:37p	6:44p
6:30p	6:46p	6:57p	7:03p	7:08p	7:17p	7:30p	7:37p
7:25p	7:41p	7:52p	7:58p	8:03p	8:12p	8:25p	8:32p
8:20p	8:36p	8:47p	8:53p	8:58p	9:07p	9:20p	9:28p
9:15p	9:31p	9:44p	9:50p	9:55p	10:04p	10:17p	10:25p

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

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

SUNDAY

There are additional bus stops in between those listed.

NORTHBOUND

To Broward Central Terminal

COUNTY LINE RD. & DIXIE HWY.	PEMBROKE RD. & S. 26 AVE.	SHERIDAN ST. & N. 23 AVE.	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **ARRIVAL**	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **DEPARTURE**	S.R. 84 & S.W. 9 AVE.	BROWARD CENTRAL TERMINAL
1	**2**	**4**	**6**	**6**	**7**	**8**
8:20a	8:38a	8:52a	9:04a	9:10a	9:22a	9:37a
9:17a	9:35a	9:49a	10:01a	10:07a	10:19a	10:34a
10:11a	10:28a	10:39a	10:51a	10:57a	11:09a	11:24a
11:09a	11:26a	11:37a	11:49a	11:55a	12:07p	12:22p
12:04p	12:21p	12:32p	12:44p	12:50p	1:02p	1:17p
12:59p	1:16p	1:27p	1:39p	1:45p	1:57p	2:12p
1:54p	2:11p	2:22p	2:34p	2:40p	2:52p	3:07p
2:49p	3:06p	3:17p	3:29p	3:35p	3:47p	4:02p
3:44p	4:01p	4:12p	4:24p	4:30p	4:42p	4:57p
4:39p	4:56p	5:07p	5:19p	5:25p	5:37p	5:52p
5:34p	5:51p	6:02p	6:11p	6:17p	6:29p	6:44p
6:26p	6:44p	6:55p	7:04p	7:10p	7:22p	7:37p
7:18p	7:36p	7:47p	7:56p G			
8:13p	8:31p	8:42p	8:51p G			
9:08p	9:26p	9:37p	9:46p G			

SOUTHBOUND

To County Line Road

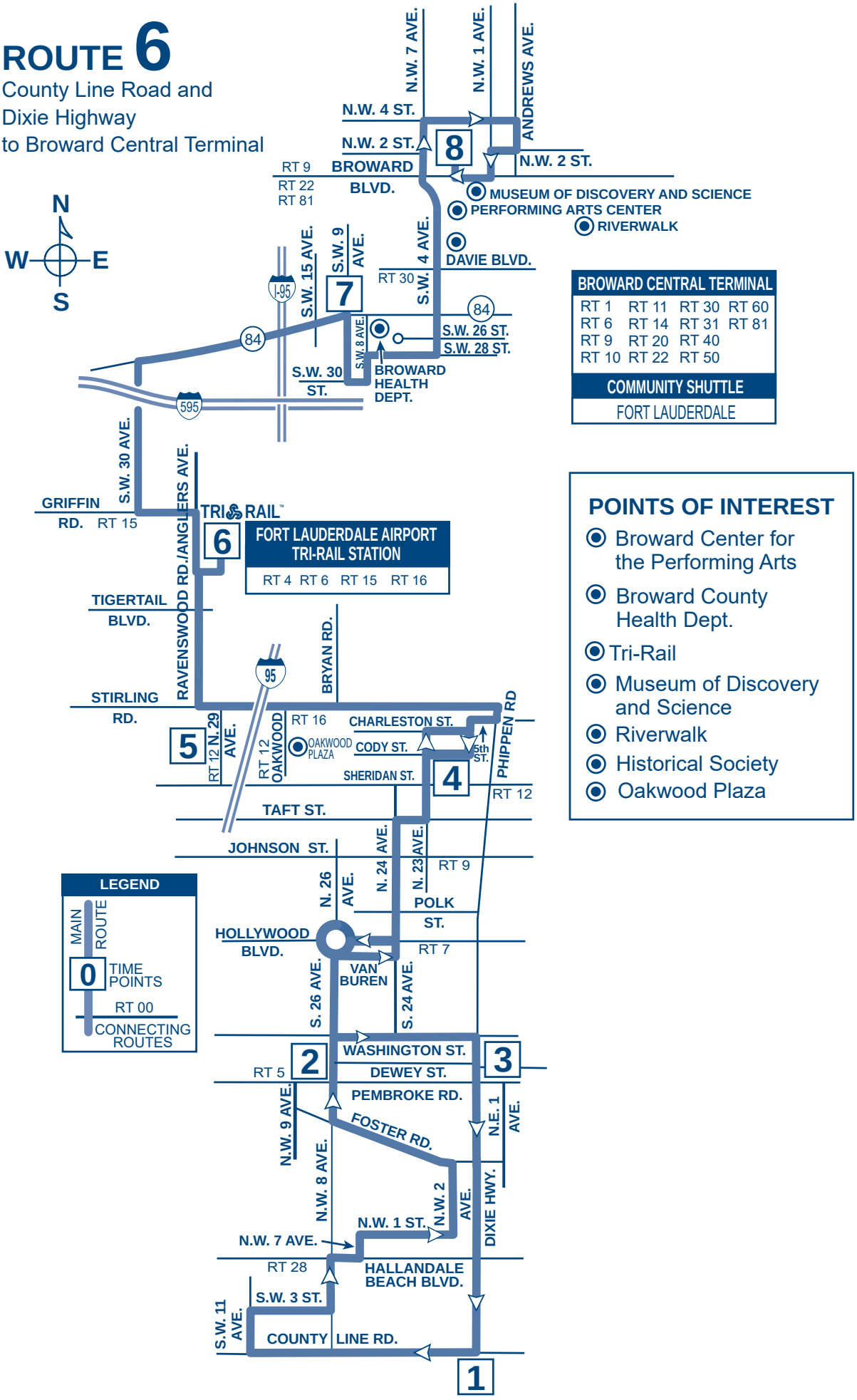
BROWARD CENTRAL TERMINAL	S.R. 84 & S.W. 9 AVE.	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **ARRIVAL**	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **DEPARTURE**	STIRLING RD & N 29TH AVE	SHERIDAN ST. & N. 23 AVE.	DIXIE HWY & DEWEY ST	COUNTY LINE RD. & DIXIE HWY.
8	**7**	**6**	**6**	**5**	**4**	**3**	**1**
9:00a	9:15a	9:27a	9:33a	9:38a	9:46a	9:58a	10:09a
9:55a	10:11a	10:24a	10:30a	10:35a	10:44a	10:56a	11:07a
10:50a	11:06a	11:19a	11:25a	11:30a	11:39a	11:51a	12:02p
11:45a	12:01p	12:14p	12:20p	12:25p	12:34p	12:46p	12:57p
12:40p	12:56p	1:09p	1:15p	1:20p	1:29p	1:41p	1:52p
1:35p	1:51p	2:04p	2:10p	2:15p	2:24p	2:36p	2:47p
2:30p	2:46p	2:59p	3:05p	3:10p	3:19p	3:31p	3:42p
3:25p	3:41p	3:54p	4:00p	4:05p	4:14p	4:26p	4:37p
4:20p	4:36p	4:49p	4:55p	5:00p	5:09p	5:21p	5:32p
5:15p	5:31p	5:44p	5:50p	5:55p	6:04p	6:16p	6:24p
6:10p	6:26p	6:36p	6:42p	6:47p	6:56p	7:08p	7:16p
7:05p	7:21p	7:31p	7:37p	7:42p	7:51p	8:03p	8:11p
8:00p	8:16p	8:26p	8:32p	8:37p	8:46p	8:58p	9:06p

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

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

ROUTE 6

County Line Road and
Dixie Highway
to Broward Central Terminal



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

COMMUNITY SHUTTLE

FORT LAUDERDALE

POINTS OF INTEREST

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

Customer Service

Monday - Friday.....7AM - 7:45PM
Saturday, Sunday and Holidays.....8:30AM - 4:45PM

Transit Operations Agents help with:

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

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

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

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

Fares

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

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

Fare Deals

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

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

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

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

PREMIUM BUS PASS CUSTOMERS

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

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

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

Transfers to MDT or Tri-Rail from Premium Express Service, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.
Transfer from MDT or Tri-Rail to Premium Express Service, a $.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Premium Express Service does not connect with Palm Tran.

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

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

Reading A Timetable - It's Easy

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

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

Information: 954-357-8400

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

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

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

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

1,000 copies of this public document were promulgated at a gross cost of $275, or $0.275 per copy to inform the public about the Transit Division's schedule and route information. Printed 4/23

Broward County Transit

ROUTE 7 ALL WEEK SCHEDULE

NW 210 Ave and Pines Blvd to Young Circle via Pines/Hollywood Boulevard

Effective 4/16/23

Safety Is Our Number One Priority

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

MyRide BROWARD.org
Real Time Bus Information
MyRide.Broward.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

MONDAY - FRIDAY

There are additional bus stops in between those listed.

EASTBOUND

To Young Circle

PINES BLVD. & 196 AVE.	PINES BLVD & DYKES RD	CENTURY VILLAGE PEMBROKE PINES	PEMBROKE LAKES MALL	PINES BLVD. & DOUGLAS RD.	BC SOUTH CAMPUS	HOLLYWOOD BLVD. & U.S. 441	YOUNG CIRCLE
1	3	4	5	6	7	8	9
				5:06a		5:20a	5:40a
			5:20a	5:31a		5:45a	6:05a
			5:55a	6:06a		6:20a	6:40a
			6:25a	6:36a		6:50a	7:10a
6:31a	6:40a		6:51a	7:01a	7:07a	7:18a	7:41a
			7:25a	7:35a	7:41a	7:52a	8:15a
7:25a	7:34a	7:44a	7:55a	8:05a	8:11a	8:22a	8:45a
			8:25a	8:35a	8:41a	8:52a	9:15a
8:25a	8:34a	8:44a	8:55a	9:06a	9:12a	9:20a	9:43a
			9:25a	9:37a	9:43a	9:51a	10:14a
9:27a	9:35a	9:44a	9:55a	10:07a	10:13a	10:21a	10:44a
			10:25a	10:37a	10:43a	10:51a	11:14a
10:27a	10:35a	10:44a	10:55a	11:07a	11:13a	11:21a	11:45a
			11:25a	11:38a	11:45a	11:54a	12:18p
11:25a	11:33a	11:42a	11:55a	12:08p	12:15p	12:24p	12:48p
			12:25p	12:38p	12:45p	12:54p	1:18p
12:24p	12:33p	12:42p	12:55p	1:08p	1:15p	1:24p	1:48p
			1:25p	1:38p	1:45p	1:54p	2:18p
1:24p	1:33p	1:42p	1:55p	2:08p	2:15p	2:24p	2:48p
			2:25p	2:38p	2:45p	2:54p	3:19p
2:24p	2:33p	2:42p	2:55p	3:09p	3:17p	3:27p	3:51p
			3:25p	3:38p	3:46p	3:56p	4:20p
3:20p	3:32p	3:44p	3:55p	4:08p	4:16p	4:26p	4:50p
			4:25p	4:38p	4:46p	4:56p	5:20p
4:20p	4:32p	4:44p	4:55p	5:08p	5:16p	5:26p	5:50p
			5:25p	5:38p	5:46p	5:56p	6:17p
5:20p	5:32p	5:44p	5:55p	6:07p	6:13p	6:22p	6:42p G
			6:15p	6:26p	6:32p	6:41p	7:01p
6:17p	6:26p	6:35p	6:45p	6:56p	7:02p	7:11p	7:31p
			7:15p	7:26p		7:40p	8:00p
7:17p	7:26p	7:35p	7:45p	7:56p		8:10p	8:30p
			8:15p	8:26p		8:40p	9:00p
8:17p	8:26p	8:35p	8:45p	8:56p		9:10p	9:30p
9:17p	9:25p		9:35p	9:47p		10:00p	10:15p
10:17p	10:25p		10:35p	10:47p		11:00p	11:15p G

WESTBOUND

To Pines Boulevard / NW 210 Ave

YOUNG CIRCLE	HOLLYWOOD BLVD. & U.S. 441	BC SOUTH CAMPUS	PINES BLVD & DOUGLAS RD	PEMBROKE LAKES MALL	CENTURY VILLAGE PEMBROKE PINES	PINES BLVD & DYKES RD	PINES BLVD. & 209 AVE.	PINES BLVD. & 196 AVE.
9	8	7	6	5	4	3	2	1
5:00a	5:18a		5:30a	5:40a		5:51a	5:57a	6:08a
5:20a	5:38a		5:50a	6:00a				
5:47a	6:06a		6:20a	6:30a		6:42a	6:49a	7:00a
6:15a	6:36a		6:50a	7:00a				
6:39a	7:03a	7:11a	7:19a	7:30a	7:40a	7:49a	7:55a	8:06a
7:09a	7:33a	7:41a	7:49a	8:00a				
7:39a	8:03a	8:11a	8:19a	8:30a	8:39a	8:48a	8:54a	9:04a
8:10a	8:35a	8:41a	8:49a	9:00a				
8:39a	9:05a	9:11a	9:19a	9:30a	9:38a	9:47a	9:54a	10:05a
9:11a	9:35a	9:41a	9:49a	10:00a				
9:44a	10:08a	10:14a	10:20a	10:30a	10:39a	10:48a	10:55a	11:07a
10:12a	10:35a	10:41a	10:49a	11:00a				
10:40a	11:05a	11:11a	11:19a	11:30a	11:39a	11:48a	11:55a	12:07p
11:10a	11:35a	11:41a	11:49a	12:00p				
11:40a	12:05p	12:11p	12:19p	12:30p	12:39p	12:48p	12:55p	1:07p
12:10p	12:35p	12:41p	12:49p	1:00p				
12:40p	1:05p	1:11p	1:19p	1:30p	1:39p	1:48p	1:55p	2:07p
1:10p	1:35p	1:41p	1:49p	2:00p				
1:40p	2:05p	2:11p	2:19p	2:30p	2:39p	2:48p	2:55p	3:06p
2:10p	2:35p	2:41p	2:49p	3:00p G				
2:38p	3:03p	3:09p	3:17p	3:30p	3:40p	3:49p	3:56p	4:07p
3:05p	3:33p	3:39p	3:47p	4:00p				
3:35p	4:03p	4:09p	4:17p	4:30p	4:40p	4:49p	4:56p	5:07p
4:05p	4:33p	4:39p	4:47p	5:00p				
4:35p	5:04p	5:10p	5:18p	5:30p	5:40p	5:49p	5:56p	6:06p
5:02p	5:35p	5:41p	5:49p	6:00p				
5:40p	6:06p	6:13p	6:20p	6:30p	6:38p	6:46p	6:52p	7:02p
6:13p	6:36p	6:43p	6:50p	7:00p				
6:43p	7:06p	7:13p	7:20p	7:30p	7:38p	7:46p	7:52p	8:02p
7:14p	7:37p		7:50p	8:00p				
7:44p	8:07p		8:20p	8:30p	8:38p	8:46p	8:52p	9:02p
8:14p	8:37p		8:50p	9:00p G				
8:44p	9:07p		9:20p	9:30p		9:40p	9:46p	9:56p
9:14p	9:37p		9:50p	10:00p G				
9:54p	10:17p		10:30p	10:40p G				
10:39p	11:02p		11:15p	11:25p G				

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

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

SATURDAY

EASTBOUND To Young Circle

PINES BLVD. & 196 AVE.	PINES BLVD & DYKES RD	CENTURY VILLAGE PEMBROKE PINES	PEMBROKE LAKES MALL	PINES BLVD. & DOUGLAS RD.	BC SOUTH CAMPUS	HOLLYWOOD BLVD. & U.S. 441	YOUNG CIRCLE
1	3	4	5	6	7	8	9
				5:12a		5:20a	5:38a
			5:20a	5:37a		5:45a	6:03a
			5:50a	6:07a		6:15a	6:33a
			6:20a	6:37a		6:45a	7:03a
6:30a	6:39a		6:50a	7:03a	7:05a	7:11a	7:30a
			7:20a	7:34a	7:36a	7:44a	8:06a
7:27a	7:34a	7:41a	7:50a	8:04a	8:06a	8:14a	8:36a
			8:20a	8:34a	8:36a	8:44a	9:06a
8:27a	8:34a	8:41a	8:50a	9:04a	9:06a	9:14a	9:36a
			9:20a	9:34a	9:36a	9:44a	10:07a
9:27a	9:34a	9:41a	9:50a	10:05a	10:07a	10:15a	10:42a
			10:20a	10:38a	10:40a	10:48a	11:15a
10:20a	10:29a	10:38a	10:50a	11:08a	11:10a	11:18a	11:45a
			11:20a	11:38a	11:40a	11:48a	12:15p
11:20a	11:29a	11:38a	11:50a	12:08p	12:10p	12:18p	12:45p
			12:20p	12:38p	12:40p	12:48p	1:15p
12:20p	12:29p	12:38p	12:50p	1:08p	1:10p	1:18p	1:45p
			1:20p	1:38p	1:40p	1:48p	2:15p
1:20p	1:29p	1:38p	1:50p	2:08p	2:10p	2:18p	2:45p
			2:20p	2:38p	2:40p	2:48p	3:15p
2:20p	2:29p	2:38p	2:50p	3:08p	3:10p	3:18p	3:45p
			3:20p	3:38p	3:40p	3:48p	4:15p
3:20p	3:29p	3:38p	3:50p	4:08p	4:10p	4:18p	4:45p
			4:20p	4:38p	4:40p	4:48p	5:15p
4:20p	4:29p	4:38p	4:50p	5:08p	5:10p	5:18p	5:45p
			5:20p	5:38p	5:40p	5:48p	6:12p
5:25p	5:34p	5:43p	5:55p	6:13p	6:15p	6:24p	6:45p
			6:25p	6:43p	6:45p	6:54p	7:15p
6:31p	6:38p	6:45p	6:55p	7:13p	7:15p	7:24p	7:45p
			7:35p	7:52p		8:00p	8:18p
7:39p	7:47p	7:55p	8:05p	8:22p		8:30p	8:48p
			8:35p	8:52p		9:00p	9:18p
8:38p	8:46p	8:54p	9:04p	9:21p		9:29p	9:47p
9:27p	9:35p		9:44p	9:56p		10:04p	10:25p
10:12p	10:20p		10:29p	10:41p		10:49p	11:10p G

WESTBOUND To Pines Blvd/ NW 210 Ave

YOUNG CIRCLE	HOLLYWOOD BLVD. & U.S. 441	BC SOUTH CAMPUS	PINES BLVD & DOUGLAS RD	PEMBROKE LAKES MALL	CENTURY VILLAGE PEMBROKE PINES	PINES BLVD & DYKES RD	PINES BLVD. & 209 AVE.	PINES BLVD. & 196 AVE.
9	8	7	6	5	4	3	2	1
5:00a	5:20a		5:28a	5:38a		5:51a	5:59a	6:12a
5:25a	5:45a		5:53a	6:03a				
5:55a	6:15a		6:23a	6:33a		6:46a	6:54a	7:07a
6:25a	6:45a		6:53a	7:03a				
6:52a	7:13a	7:17a	7:23a	7:33a	7:41a	7:49a	7:55a	8:06a
7:22a	7:43a	7:47a	7:53a	8:03a				
7:52a	8:13a	8:17a	8:23a	8:33a	8:41a	8:49a	8:55a	9:06a
8:22a	8:43a	8:47a	8:53a	9:03a				
8:47a	9:08a	9:12a	9:18a	9:28a	9:36a	9:44a	9:50a	10:01a
9:16a	9:37a	9:41a	9:47a	9:57a				
9:40a	10:01a	10:07a	10:15a	10:27a	10:37a	10:45a	10:52a	11:03a
10:04a	10:27a	10:33a	10:41a	10:53a				
10:34a	10:57a	11:03a	11:11a	11:23a	11:33a	11:41a	11:48a	11:59a
11:04a	11:27a	11:33a	11:41a	11:53a				
11:34a	11:57a	12:03p	12:11p	12:23p	12:33p	12:41p	12:48p	12:59p
12:04p	12:27p	12:33p	12:41p	12:53p				
12:34p	12:57p	1:03p	1:11p	1:23p	1:33p	1:41p	1:48p	1:59p
1:04p	1:27p	1:33p	1:41p	1:53p				
1:34p	1:57p	2:03p	2:11p	2:23p	2:33p	2:41p	2:48p	2:59p
2:04p	2:27p	2:33p	2:41p	2:53p				
2:34p	2:57p	3:03p	3:11p	3:23p	3:33p	3:41p	3:48p	3:59p
3:04p	3:27p	3:33p	3:41p	3:53p				
3:34p	3:57p	4:03p	4:11p	4:23p	4:33p	4:41p	4:48p	4:59p
4:04p	4:27p	4:33p	4:41p	4:53p				
4:24p	4:47p	4:53p	5:01p	5:13p	5:23p	5:31p	5:38p	5:49p G
4:54p	5:17p	5:23p	5:31p	5:43p	5:53p	6:01p	6:07p	6:17p
5:25p	5:48p	5:54p	6:02p	6:13p				
5:58p	6:21p	6:25p	6:32p	6:43p	6:52p	6:59p	7:05p	7:15p
6:28p	6:51p	6:55p	7:02p	7:13p				
6:58p	7:21p	7:25p	7:32p	7:43p	7:52p	7:59p	8:05p	8:15p
7:33p	7:53p		8:02p	8:13p				
8:03p	8:23p		8:32p	8:43p	8:52p	8:59p	9:05p	9:15p
8:33p	8:53p		9:02p	9:13p G				
9:07p	9:27p		9:36p	9:43p		9:50p	9:56p	10:06p
9:37p	9:57p		10:06p	10:13p G				
10:14p	10:34p		10:43p	10:50p G				
10:54p	11:14p		11:23p	11:30p G				

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

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

SUNDAY

EASTBOUND To Young Circle

PINES BLVD. & 196 AVE.	PINES BLVD & DYKES RD	CENTURY VILLAGE PEMBROKE PINES	PEMBROKE LAKES MALL	PINES BLVD. & DOUGLAS RD.	BC SOUTH CAMPUS	HOLLYWOOD BLVD. & U.S. 441	YOUNG CIRCLE
1	3	4	5	6	7	8	9
			9:02a	9:16a	9:18a	9:26a	9:47a
9:07a	9:15a	9:24a	9:35a	9:49a	9:51a	9:59a	10:20a
			10:05a	10:21a	10:23a	10:31a	10:52a
10:07a	10:15a	10:24a	10:35a	10:51a	10:53a	11:01a	11:22a
			11:05a	11:21a	11:23a	11:31a	11:52a
11:07a	11:15a	11:24a	11:35a	11:51a	11:53a	12:01p	12:22p
			12:05p	12:21p	12:23p	12:31p	12:52p
12:07p	12:15p	12:24p	12:35p	12:51p	12:53p	1:01p	1:22p
			1:05p	1:21p	1:23p	1:31p	1:52p
1:07p	1:15p	1:24p	1:35p	1:51p	1:53p	2:01p	2:22p
			2:05p	2:21p	2:23p	2:31p	2:52p
2:07p	2:15p	2:24p	2:35p	2:51p	2:53p	3:01p	3:22p
			3:05p	3:21p	3:23p	3:31p	3:52p
3:07p	3:15p	3:24p	3:35p	3:51p	3:53p	4:01p	4:22p
			4:05p	4:21p	4:23p	4:31p	4:52p
4:07p	4:15p	4:24p	4:35p	4:51p	4:53p	5:01p	5:22p
			5:05p	5:21p	5:23p	5:31p	5:52p
5:07p	5:15p	5:24p	5:35p	5:51p	5:53p	6:01p	6:22p
			6:05p	6:21p	6:23p	6:31p	6:52p
6:07p	6:15p	6:24p	6:35p	6:51p	6:53p	7:01p	7:22p
			7:05p	7:21p		7:29p	7:50p G
7:09p	7:17p	7:25p	7:35p	7:51p		7:59p	8:20p G
			8:05p	8:21p		8:29p	8:50p G
8:19p	8:27p	8:35p	8:45p	9:01p		9:09p	9:30p G

WESTBOUND To Pines Blvd/ NW 210 Ave

YOUNG CIRCLE	HOLLYWOOD BLVD. & U.S. 441	BC SOUTH CAMPUS	PINES BLVD & DOUGLAS RD	PEMBROKE LAKES MALL	CENTURY VILLAGE PEMBROKE PINES	PINES BLVD & DYKES RD	PINES BLVD. & 209 AVE.	PINES BLVD. & 196 AVE.
9	8	7	6	5	4	3	2	1
8:37a	8:58a	9:04a	9:10a	9:21a	9:29a	9:37a	9:43a	9:54a
9:06a	9:27a	9:33a	9:39a	9:50a				
9:37a	9:58a	10:03a	10:10a	10:22a	10:30a	10:38a	10:44a	10:54a
10:07a	10:28a	10:32a	10:39a	10:51a				
10:37a	10:58a	11:02a	11:09a	11:21a	11:29a	11:37a	11:43a	11:53a
11:07a	11:28a	11:32a	11:39a	11:51a				
11:37a	11:58a	12:02p	12:09p	12:21p	12:29p	12:37p	12:43p	12:53p
12:07p	12:28p	12:32p	12:39p	12:51p				
12:37p	12:58p	1:02p	1:09p	1:21p	1:29p	1:37p	1:43p	1:53p
1:07p	1:28p	1:32p	1:39p	1:51p				
1:37p	1:58p	2:02p	2:09p	2:21p	2:29p	2:37p	2:43p	2:53p
2:07p	2:28p	2:32p	2:39p	2:51p				
2:37p	2:58p	3:02p	3:09p	3:21p	3:29p	3:37p	3:43p	3:53p
3:07p	3:28p	3:32p	3:39p	3:51p				
3:37p	3:58p	4:02p	4:09p	4:21p	4:29p	4:37p	4:43p	4:53p
4:07p	4:28p	4:32p	4:39p	4:51p				
4:37p	4:58p	5:02p	5:09p	5:21p	5:29p	5:37p	5:43p	5:53p
5:07p	5:28p	5:32p	5:39p	5:51p				
5:37p	5:58p	6:03p	6:10p	6:20p	6:28p	6:35p	6:41p	6:50p
6:06p	6:28p	6:34p	6:41p	6:51p				
6:35p	6:57p	7:03p	7:10p	7:20p	7:28p	7:35p	7:41p	7:50p
7:09p	7:31p		7:41p	7:50p				
7:41p	8:03p		8:13p	8:22p G				

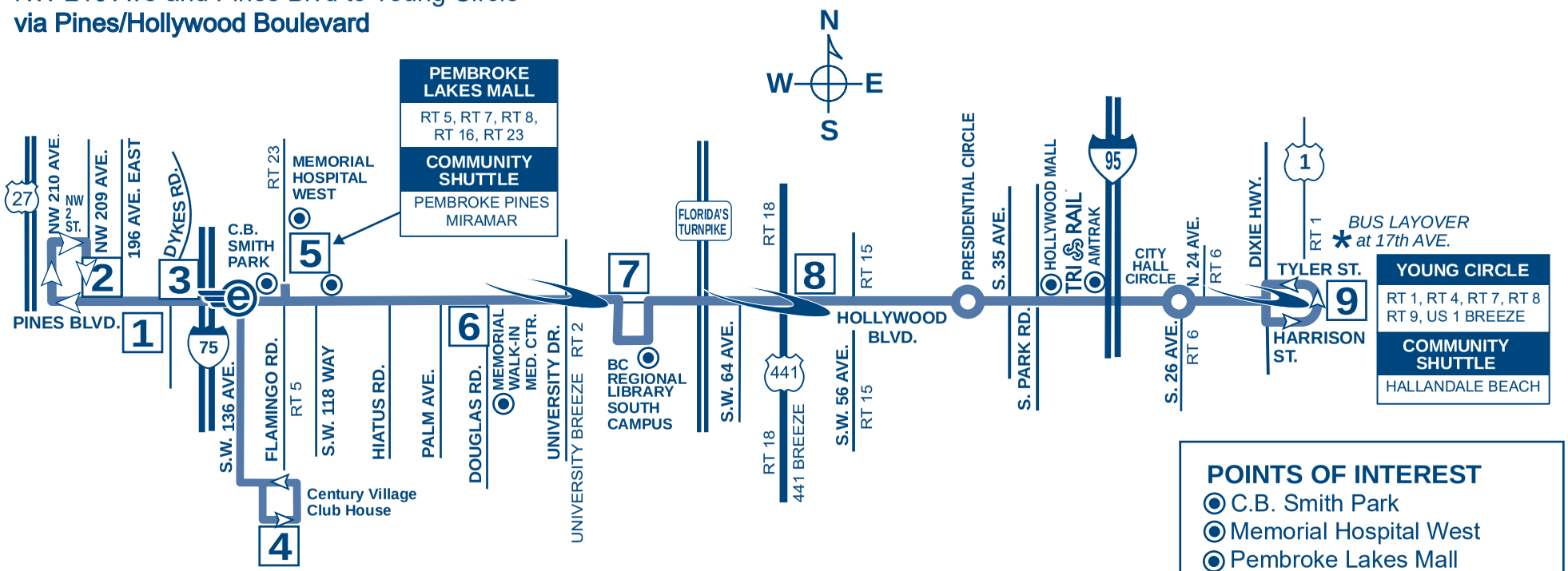
NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

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

ROUTE 7

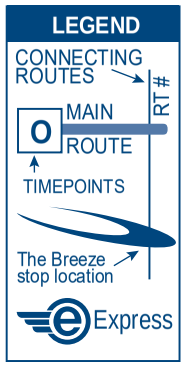
NW 210 Ave and Pines Blvd to Young Circle

via Pines/Hollywood Boulevard



POINTS OF INTEREST

- C.B. Smith Park
- Memorial Hospital West
- Pembroke Lakes Mall
- Memorial Walk-In Emergency Medical Center
- BC Regional Library South Campus
- Hollywood Mall
- Tri-Rail / AMTRAK



Customer Service

Monday - Friday.....7 am - 7:45 pm
Saturday, Sunday and Holidays.....8:30 am - 4:45 pm

Transit Operations Agents help with:

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

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

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

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

Fares

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

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

Fare Deals

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

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

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

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

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

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

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

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

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

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

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

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

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

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

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

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

PREMIUM BUS PASS CUSTOMERS

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

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

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

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

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

The Premium Express Service does not connect with Palm Tran.

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

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

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

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

Reading A Timetable - It's Easy

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

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

Information: 954-357-8400

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

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

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

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

1,000 copies of this public document were promulgated at a gross cost of $275, or $0.275 per copy to inform the public about the Transit Division's schedule and route information. Printed 4/23

Broward County Transit

ROUTE 8 ALL WEEK SCHEDULE

Pembroke Lakes Mall to Young Circle via Taft Street

Effective 4/16/23

Safety Is Our Number One Priority

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

MyRide BROWARD.org
Real Time Bus Information
MyRide.Broward.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

MONDAY-FRIDAY

There are additional bus stops in between those listed.

EASTBOUND

To Young Circle

PEMBROKE LAKES MALL	TAFT ST & PALM AVE	TAFT ST & NW 79 AVE	TAFT ST & US 441	US 1 & TAFT ST	ARTHUR STREET & US 1
1	2	3	4	5	6
7:46a	8:00a	8:07a	8:13a	8:30a	8:37a
8:29a	8:43a	8:50a	8:56a	9:13a	9:21a
9:12a	9:26a	9:33a	9:39a	9:56a	10:04a
9:55a	10:09a	10:16a	10:22a	10:39a	10:47a
10:38a	10:52a	10:59a	11:05a	11:22a	11:30a
11:21a	11:35a	11:42a	11:48a	12:05p	12:13p
12:04p	12:18p	12:25p	12:31p	12:46p	12:53p
12:47p	12:59p	1:07p	1:15p	1:34p	1:43p
1:30p	1:44p	1:52p	2:00p	2:19p	2:28p
2:13p	2:27p	2:35p	2:43p	3:02p	3:11p
2:53p	3:07p	3:15p	3:24p	3:45p	3:54p
3:39p	3:53p	4:01p	4:10p	4:28p	4:37p
4:22p	4:36p	4:44p	4:53p	5:11p	5:20p
5:00p	5:14p	5:22p	5:31p	5:49p	5:58p
5:48p	6:02p	6:09p	6:17p	6:32p	6:39p
6:31p	6:44p	6:51p	6:59p	7:14p	7:21p
7:14p	7:27p	7:34p	7:42p	7:57p	8:04p
7:57p	8:10p	8:17p	8:25p	8:40p	8:47p
8:40p	8:53p	9:00p	9:06p	9:20p	9:26p
9:23p	9:35p	9:42p	9:48p	10:02p	10:08p G
10:06p	10:18p	10:25p	10:31p	10:45p	10:51p G

WESTBOUND

To Pembroke Lakes Mall

ARTHUR STREET & US 1	TAFT ST & US 441	TAFT ST & NW 79 AVE	TAFT ST & PALM AVE	PEMBROKE LAKES MALL
6	4	3	2	1
6:43a	6:55a	7:03a	7:10a	7:23a
7:26a	7:42a	7:49a	7:55a	8:05a
8:09a	8:24a	8:31a	8:37a	8:47a
8:52a	9:07a	9:13a	9:23a	9:34a
9:35a	9:50a	9:56a	10:06a	10:17a
10:18a	10:33a	10:39a	10:49a	11:00a
11:01a	11:15a	11:21a	11:30a	11:41a
11:44a	11:58a	12:04p	12:13p	12:24p
12:27p	12:43p	12:50p	12:58p	1:09p
1:10p	1:27p	1:34p	1:42p	1:53p
1:53p	2:10p	2:17p	2:25p	2:36p G
2:38p	2:55p	3:02p	3:10p	3:23p
3:21p	3:37p	3:43p	3:51p	4:04p
4:04p	4:20p	4:26p	4:35p	4:47p
4:47p	5:06p	5:12p	5:20p	5:33p
5:30p	5:49p	5:55p	6:03p	6:16p
6:11p	6:26p	6:32p	6:40p	6:53p
6:54p	7:09p	7:15p	7:23p	7:36p
7:35p	7:50p	7:56p	8:04p	8:17p
8:18p	8:33p	8:39p	8:47p	9:00p
9:01p	9:15p	9:21p	9:28p	9:39p
9:44p	9:58p	10:04p	10:11p	10:22p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

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

SATURDAY

EASTBOUND

To Young Circle

1 PEMBROKE LAKES MALL	2 TAFT ST & PALM AVE	3 TAFT ST & NW 79 AVE	4 TAFT ST & US 441	5 US 1 & TAFT ST	6 ARTHUR STREET & US 1
7:00a	7:13a	7:19a	7:25a	7:40a	7:47a
7:40a	7:53a	7:59a	8:05a	8:20a	8:27a
8:20a	8:33a	8:39a	8:45a	9:00a	9:07a
9:00a	9:13a	9:19a	9:25a	9:40a	9:47a
9:40a	9:53a	9:59a	10:05a	10:21a	10:28a
10:20a	10:32a	10:38a	10:44a	11:00a	11:07a
11:00a	11:12a	11:18a	11:24a	11:40a	11:47a
11:40a	11:52a	11:58a	12:04p	12:20p	12:27p
12:20p	12:32p	12:38p	12:44p	1:00p	1:07p
1:00p	1:12p	1:18p	1:24p	1:40p	1:47p
1:40p	1:52p	1:58p	2:04p	2:20p	2:27p
2:20p	2:32p	2:38p	2:44p	3:00p	3:07p
3:00p	3:12p	3:18p	3:24p	3:40p	3:47p
3:40p	3:52p	3:58p	4:04p	4:20p	4:27p
4:20p	4:32p	4:38p	4:44p	5:00p	5:07p
5:00p	5:12p	5:18p	5:24p	5:40p	5:47p
5:40p	5:52p	5:58p	6:04p	6:18p	6:24p
6:20p	6:32p	6:38p	6:44p	6:58p	7:04p
7:00p	7:12p	7:18p	7:24p	7:38p	7:44p
7:40p	7:52p	7:58p	8:04p	8:18p	8:24p
8:20p	8:32p	8:38p	8:44p	8:58p	9:04p G
9:00p	9:12p	9:20p	9:26p	9:39p	9:45p G

WESTBOUND

To Pembroke Lakes Mall

6 ARTHUR STREET & US 1	4 TAFT ST & US 441	3 TAFT ST & NW 79 AVE	2 TAFT ST & PALM AVE	1 PEMBROKE LAKES MALL
6:40a	6:54a	7:00a	7:10a	7:21a
7:20a	7:34a	7:40a	7:50a	8:01a
8:00a	8:14a	8:20a	8:30a	8:41a
8:40a	8:54a	9:00a	9:10a	9:21a
9:20a	9:34a	9:40a	9:50a	10:01a
10:00a	10:14a	10:21a	10:29a	10:40a
10:40a	10:54a	11:01a	11:09a	11:20a
11:20a	11:34a	11:41a	11:49a	12:00p
12:00p	12:14p	12:21p	12:29p	12:40p
12:40p	12:54p	1:01p	1:09p	1:20p
1:20p	1:34p	1:41p	1:49p	2:00p
2:00p	2:14p	2:21p	2:29p	2:40p
2:40p	2:54p	3:01p	3:09p	3:20p
3:20p	3:34p	3:41p	3:49p	4:00p
4:00p	4:14p	4:21p	4:29p	4:40p
4:40p	4:54p	5:01p	5:09p	5:20p
5:20p	5:34p	5:41p	5:49p	6:00p
6:00p	6:14p	6:24p	6:31p	6:42p
6:40p	6:54p	7:04p	7:11p	7:22p
7:20p	7:34p	7:44p	7:51p	8:02p
8:00p	8:14p	8:24p	8:31p	8:42p
8:40p	8:54p	9:04p	9:11p	9:22p G

SUNDAY

EASTBOUND

To Young Circle

1	2	3	4	5	6
7:25a	7:41a	7:49a	7:55a	8:09a	8:16a
8:05a	8:21a	8:29a	8:35a	8:49a	8:56a
8:45a	9:01a	9:09a	9:15a	9:29a	9:36a
9:25a	9:41a	9:49a	9:55a	10:10a	10:17a
10:05a	10:18a	10:26a	10:32a	10:48a	10:55a
10:45a	10:58a	11:06a	11:12a	11:28a	11:35a
11:25a	11:38a	11:46a	11:52a	12:08p	12:15p
12:05p	12:18p	12:26p	12:32p	12:48p	12:55p
12:45p	12:58p	1:06p	1:12p	1:28p	1:35p
1:25p	1:38p	1:46p	1:52p	2:08p	2:15p
2:05p	2:18p	2:26p	2:32p	2:48p	2:55p
2:45p	2:58p	3:06p	3:12p	3:28p	3:35p
3:25p	3:38p	3:46p	3:52p	4:08p	4:15p
4:05p	4:18p	4:26p	4:32p	4:48p	4:55p
4:45p	4:58p	5:06p	5:12p	5:28p	5:35p
5:25p	5:38p	5:46p	5:52p	6:08p	6:15p
6:05p	6:18p	6:26p	6:32p	6:48p	6:55p
6:45p	6:58p	7:06p	7:12p	7:28p	7:35p
7:25p	7:38p	7:46p	7:52p	8:08p	8:15p
8:05p	8:18p	8:26p	8:32p	8:48p	8:55p G
8:45p	8:58p	9:06p	9:12p	9:28p	9:35p G

WESTBOUND

To Pembroke Lakes Mall

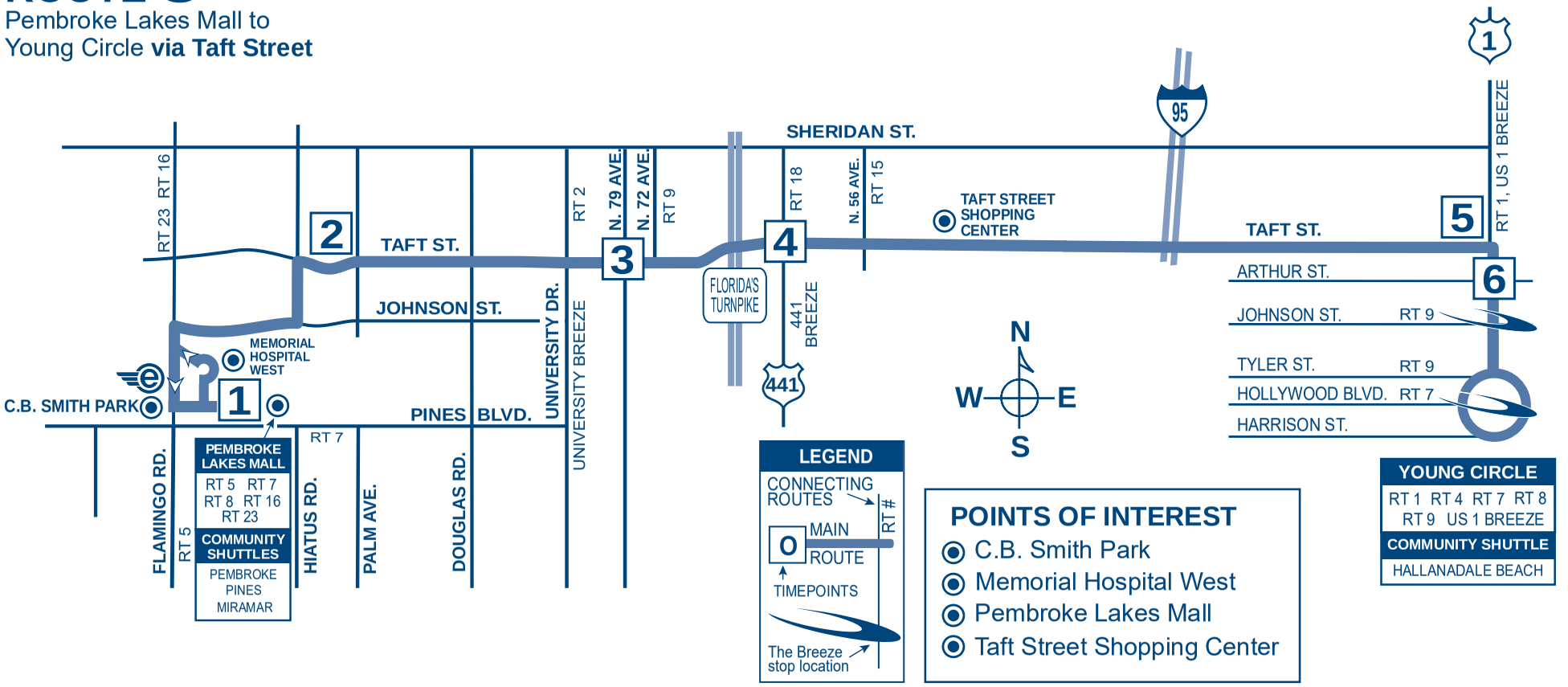
6	4	3	2	1
7:05a	7:19a	7:26a	7:34a	7:45a
7:45a	7:59a	8:06a	8:14a	8:25a
8:25a	8:39a	8:46a	8:54a	9:05a
9:05a	9:19a	9:26a	9:34a	9:45a
9:45a	9:59a	10:06a	10:16a	10:27a
10:25a	10:39a	10:46a	10:56a	11:07a
11:05a	11:19a	11:26a	11:36a	11:47a
11:45a	11:59a	12:06p	12:16p	12:27p
12:25p	12:39p	12:46p	12:56p	1:07p
1:05p	1:19p	1:26p	1:36p	1:47p
1:45p	1:59p	2:06p	2:16p	2:27p
2:25p	2:39p	2:46p	2:56p	3:07p
3:05p	3:19p	3:26p	3:36p	3:47p
3:45p	3:59p	4:06p	4:16p	4:27p
4:25p	4:39p	4:46p	4:56p	5:07p
5:05p	5:19p	5:26p	5:36p	5:47p
5:45p	5:59p	6:05p	6:13p	6:24p
6:25p	6:39p	6:45p	6:53p	7:04p
7:05p	7:19p	7:25p	7:33p	7:44p
7:45p	7:59p	8:05p	8:13p	8:24p
8:25p	8:39p	8:45p	8:53p	9:04p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

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

ROUTE 8

Pembroke Lakes Mall to
Young Circle **via Taft Street**



POINTS OF INTEREST

- C.B. Smith Park
- Memorial Hospital West
- Pembroke Lakes Mall
- Taft Street Shopping Center

Customer Service

Monday - Friday.....7AM - 7:45PM
Saturday, Sunday and Holidays.....8:30AM - 4:45PM

Transit Operations Agents help with:

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

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

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

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

Fares

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

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

Fare Deals

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

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

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

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

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

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

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

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

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

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

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

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

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

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

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

PREMIUM BUS PASS CUSTOMERS

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

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

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

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

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

The Premium Express Service does not connect with Palm Tran.

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

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

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

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

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

Reading A Timetable - It's Easy

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

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

Information: 954-357-8400

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

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

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

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

1,000 copies of this public document were promulgated at a gross cost of $275, or $0.275 per copy to inform the public about the Transit Division's schedule and route information. Printed 4/23

Broward County Transit

ROUTE 9 ALL WEEK SCHEDULE

Young Circle
to Broward Central Terminal

Effective 4/16/23

Safety Is Our Number One Priority

Mobile Ticketing App

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

MyRide BROWARD.org
Real Time Bus Information
MyRide.Broward.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

Route 9

BROWARD COUNTY TRANSIT

Young Circle to
Broward Central Terminal

There are additional bus stops in between those listed.

MONDAY-FRIDAY

SOUTHBOUND

To Young Circle

BRIOWARD CENTRAL TERMINAL	BROWARD BLVD & 31 AVE	RIVERLAND RD & US 441	BCC CENTRAL CAMPUS	JOHNSON ST & US 441	YOUNG CIRCLE
6	**5**	**4**	**3**	**2**	**1**
	5:25a	5:40a	5:53a	6:16a	6:37a
6:05a	6:15a	6:30a	6:44a	7:08a	7:34a
6:58a	7:09a	7:27a	7:43a	8:07a	8:36a
7:50a	8:04a	8:24a	8:40a	9:04a	9:30a
8:45a	8:59a	9:19a	9:31a	9:55a	10:21a
9:42a	9:52a	10:12a	10:24a	10:48a	11:14a
10:34a	10:44a	11:04a	11:16a	11:39a	12:05p
11:26a	11:37a	11:51a	12:01p	12:23p	12:52p
12:18p	12:30p	12:47p	12:57p	1:20p	1:50p
1:10p	1:21p	1:38p	1:50p	2:13p	2:43p
2:01p	2:12p	2:29p	2:43p	3:11p	3:41p
2:57p	3:09p	3:23p	3:37p	4:05p	4:35p
3:51p	4:04p	4:19p	4:34p	5:02p	5:32p
4:47p	5:03p	5:18p	5:33p	6:01p	6:30p
5:45p	6:01p	6:18p	6:33p	6:58p	7:23p
6:40p	6:55p	7:10p	7:20p	7:42p	8:07p
7:31p	7:44p	7:58p	8:08p	8:28p	8:52p
8:22p	8:32p	8:46p	8:56p	9:16p	9:40p G
9:13p	9:23p	9:36p	9:46p	10:03p	10:26p G

NORTHBOUND

To Broward Central Terminal

YOUNG CIRCLE	JOHNSON ST & US 441	BCC CENTRAL CAMPUS	RIVERLAND RD & US 441	BROWARD BLVD & 31 AVE	BRIOWARD CENTRAL TERMINAL
1	**2**	**3**	**4**	**5**	**6**
			5:23a	5:38a	5:55a
			6:13a	6:28a	6:48a
6:00a	6:19a	6:46a	7:00a	7:15a	7:35a
6:50a	7:13a	7:43a	7:57a	8:12a	8:32a
7:48a	8:11a	8:41a	8:55a	9:10a	9:30a
8:46a	9:09a	9:35a	9:47a	10:02a	10:18a
9:40a	10:03a	10:30a	10:39a	10:53a	11:10a
10:33a	10:56a	11:23a	11:32a	11:46a	12:04p
11:24a	11:46a	12:13p	12:23p	12:37p	12:55p
12:15p	12:40p	1:08p	1:18p	1:33p	1:51p
1:07p	1:29p	1:57p	2:07p	2:22p	2:40p
2:02p	2:24p	2:52p	3:02p	3:17p	3:35p
2:56p	3:20p	3:48p	3:58p	4:13p	4:31p
3:51p	4:16p	4:47p	5:00p	5:15p	5:34p
4:46p	5:12p	5:42p	5:55p	6:09p	6:27p
5:42p	6:09p	6:39p	6:51p	7:05p	7:21p
6:40p	7:04p	7:30p	7:39p	7:52p	8:08p
7:33p	7:53p	8:18p	8:27p	8:40p	8:56p
8:20p	8:40p	9:04p	9:13p	9:28p	9:43p G
9:02p	9:21p	9:41p	9:50p	10:05p	10:20p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

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

SATURDAY

SOUTHBOUND

To Young Circle

BROWARD CENTRAL TERMINAL	BROWARD BLVD & 31 AVE	RIVERLAND RD & US 441	BCC CENTRAL CAMPUS	JOHNSON ST & US 441	YOUNG CIRCLE
6	5	4	3	2	1
			5:50a	6:09a	6:25a
5:55a	6:04a	6:17a	6:28a	6:43a	7:05a
6:35a	6:44a	6:57a	7:10a	7:25a	7:49a
7:25a	7:34a	7:48a	7:59a	8:18a	8:43a
8:15a	8:24a	8:38a	8:49a	9:08a	9:32a
9:05a	9:14a	9:27a	9:40a	9:59a	10:23a
9:55a	10:04a	10:17a	10:30a	10:48a	11:15a
10:45a	10:55a	11:10a	11:24a	11:42a	12:09p
11:35a	11:45a	12:00p	12:14p	12:35p	1:01p
12:23p	12:33p	12:46p	1:00p	1:22p	1:48p
1:15p	1:25p	1:37p	1:52p	2:12p	2:37p
2:05p	2:15p	2:28p	2:41p	3:00p	3:25p
2:55p	3:05p	3:20p	3:32p	3:50p	4:15p
3:45p	3:55p	4:10p	4:22p	4:41p	5:07p
4:35p	4:46p	5:01p	5:12p	5:31p	5:57p
5:25p	5:36p	5:51p	6:02p	6:18p	6:45p
6:15p	6:25p	6:41p	6:52p	7:10p	7:35p
7:05p	7:15p	7:29p	7:41p	8:00p	8:21p
7:55p	8:05p	8:19p	8:30p	8:49p	9:11p G
8:45p	8:54p	9:07p	9:20p	9:36p	10:00p G
9:35p	9:44p	9:57p	10:10p	10:26p	10:50p G

NORTHBOUND

To Broward Central Terminal

YOUNG CIRCLE	JOHNSON ST & US 441	BCC CENTRAL CAMPUS	RIVERLAND RD & US 441	BROWARD BLVD & 31 AVE	BROWARD CENTRAL TERMINAL
1	2	3	4	5	6
			6:35a	6:47a	7:02a
6:35a	6:51a	7:15a	7:24a	7:36a	7:54a
7:20a	7:36a	8:03a	8:12a	8:24a	8:41a
8:10a	8:27a	8:52a	9:01a	9:15a	9:32a
9:00a	9:18a	9:43a	9:52a	10:06a	10:23a
9:50a	10:08a	10:33a	10:42a	10:56a	11:13a
10:40a	10:58a	11:24a	11:33a	11:47a	12:05p
11:30a	11:47a	12:14p	12:24p	12:38p	12:56p
12:20p	12:37p	1:04p	1:14p	1:28p	1:47p
1:10p	1:27p	1:54p	2:03p	2:17p	2:36p
2:00p	2:17p	2:44p	2:53p	3:06p	3:26p
2:50p	3:07p	3:34p	3:43p	3:56p	4:14p
3:40p	3:57p	4:24p	4:33p	4:46p	5:04p
4:30p	4:47p	5:14p	5:23p	5:36p	5:54p
5:20p	5:37p	6:04p	6:13p	6:26p	6:46p
6:10p	6:27p	6:53p	7:02p	7:15p	7:35p
7:00p	7:17p	7:43p	7:52p	8:05p	8:25p
7:50p	8:07p	8:33p	8:42p	8:56p	9:10p
8:40p	8:57p	9:21p	9:30p	9:44p	9:58p G

SUNDAY

SOUTHBOUND

To Young Circle

6	5	4	3	2	1
9:00a	9:09a	9:22a	9:33a	9:53a	10:13a
10:00a	10:09a	10:24a	10:35a	10:53a	11:15a
11:00a	11:09a	11:24a	11:35a	11:55a	12:15p
12:00p	12:10p	12:25p	12:37p	12:55p	1:19p
1:00p	1:10p	1:23p	1:35p	1:53p	2:17p
2:00p	2:09p	2:22p	2:34p	2:51p	3:12p
3:00p	3:10p	3:23p	3:35p	3:53p	4:11p
4:00p	4:11p	4:24p	4:36p	4:54p	5:15p
5:00p	5:09p	5:22p	5:33p	5:51p	6:14p
6:00p	6:09p	6:22p	6:33p	6:51p	7:12pG
7:00p	7:09p	7:22p	7:35p	7:50p	8:10pG

NORTHBOUND

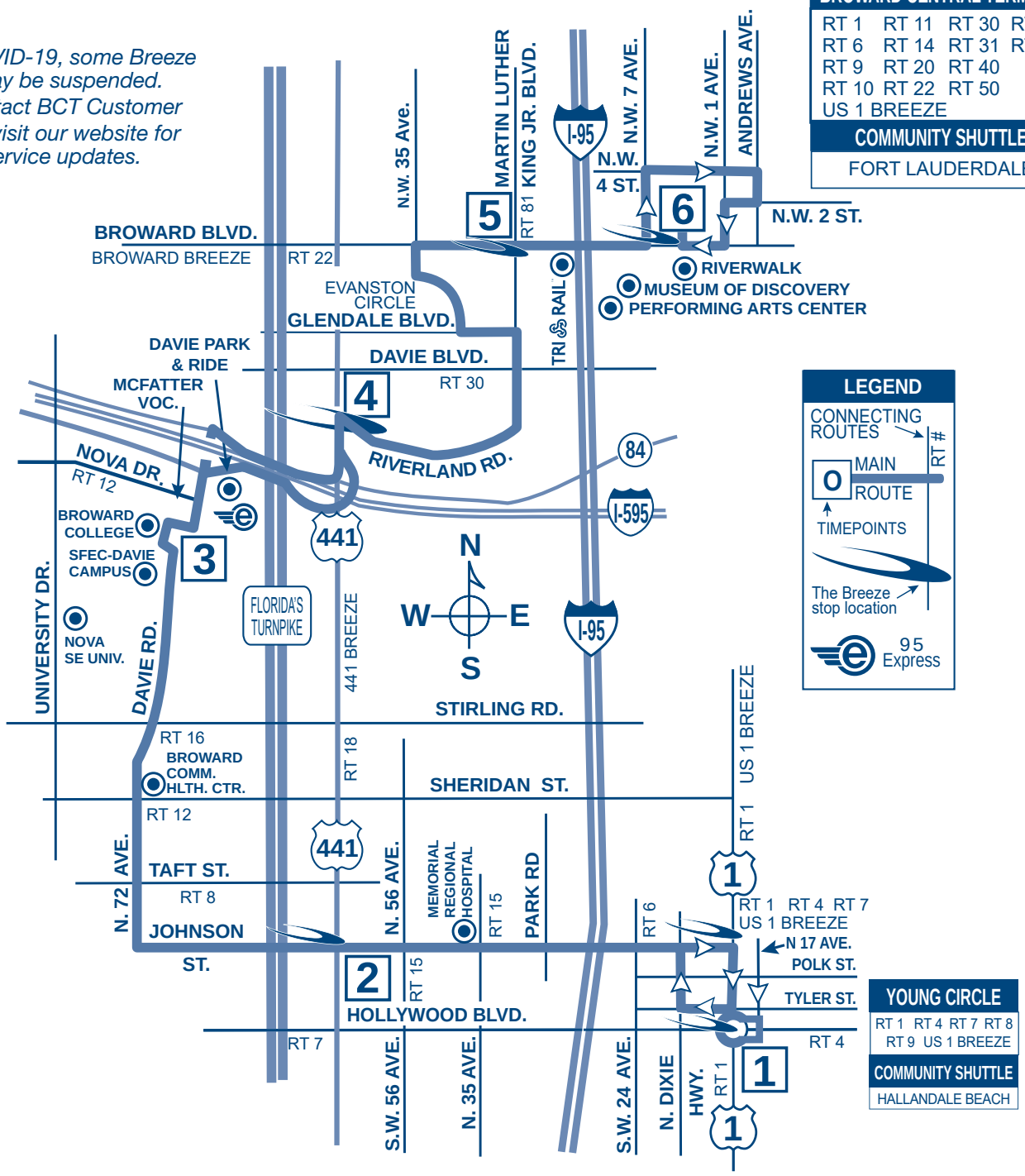
To Broward Central Terminal

1	2	3	4	5	6
8:30a	8:46a	9:09a	9:18a	9:29a	9:42a
9:30a	9:46a	10:09a	10:18a	10:29a	10:42a
10:30a	10:46a	11:11a	11:20a	11:31a	11:46a
11:30a	11:46a	12:10p	12:19p	12:30p	12:48p
12:30p	12:46p	1:09p	1:18p	1:28p	1:45p
1:30p	1:46p	2:10p	2:19p	2:29p	2:44p
2:30p	2:47p	3:08p	3:17p	3:31p	3:46p
3:30p	3:47p	4:11p	4:20p	4:30p	4:45p
4:30p	4:47p	5:11p	5:20p	5:33p	5:46p
5:30p	5:47p	6:09p	6:18p	6:31p	6:45p
6:30p	6:49p	7:13p	7:22p	7:32p	7:47pG

ROUTE 9

Young Circle to Broward Central Terminal

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



POINTS OF INTEREST

- Broward Community Health Center-South
- Memorial Regional Hospital
- Broward College
- McFatter Vocational
- Davie Park & Ride
- Nova Southeastern University
- South Florida Education Center
- Broward Center for the Performing Arts
- Museum of Discovery and Science
- Riverwalk Historical District

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

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

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

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6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

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Information: 954-357-8400

Hearing-speech impaired/TTY: 954-357-8302

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

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

1,000 copies of this public document were promulgated at a gross cost of $170, or $.17 per copy to inform the public about the Transit Division's schedule and route information. Printed 1/22

Broward County Transit

ROUTE 101 WEEKDAYS SCHEDULE

Aventura Mall to Broward Central Terminal
via U.S. 1

Effective 1/23/22

Safety Is Our Number One Priority

Real Time Bus Information
MyRide.Broward.org

MyRide BROWARD.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

ROUTE U.S.1 BREEZE

Aventura Mall to Broward Central Terminal **via U.S. 1**

Monday - Friday
Limited Service

NORTHBOUND

To Broward Central Terminal

AVENTURA MALL	HALLANDALE BCH BLVD & US 1	YOUNG CIRCLE	DANIA BEACH BLVD & US 1	SE 17 ST & US 1	BROWARD CENTRAL TERMINAL
1	2	3	4	5	6
5:05a	5:12a	5:24a	5:34a	5:44a	5:52a
5:35a	5:42a	5:54a	6:04a	6:15a	6:23a
6:05a	6:12a	6:24a	6:34a	6:45a	6:53a
6:38a	6:45a	6:57a	7:08a	7:21a	7:32a
7:11a	7:18a	7:30a	7:42a	7:55a	8:06a
7:44a	7:51a	8:03a	8:15a	8:28a	8:40a
8:17a	8:25a	8:36a	8:47a	9:00a	9:12a
8:50a	8:58a	9:09a	9:20a	9:33a	9:45a
9:23a	9:31a	9:42a	9:53a	10:06a	10:18a
9:56a	10:04a	10:15a	10:25a	10:36a	10:47a
10:29a	10:37a	10:49a	10:59a	11:10a	11:21a
11:02a	11:10a	11:22a	11:32a	11:43a	11:54a
11:35a	11:43a	11:55a	12:05p	12:16p	12:27p
12:08p	12:16p	12:28p	12:38p	12:48p	1:01p
12:41p	12:49p	1:02p	1:13p	1:23p	1:36p
1:14p	1:22p	1:35p	1:46p	1:56p	2:08p
1:47p	1:55p	2:06p	2:17p	2:27p	2:38p
2:20p	2:30p	2:40p	2:51p	3:01p	3:14p
2:53p	3:05p	3:15p	3:28p	3:38p	3:51p
3:26p	3:38p	3:48p	4:01p	4:11p	4:24p G
4:00p	4:12p	4:22p	4:35p	4:46p	4:59p G
4:34p	4:47p	4:58p	5:11p	5:22p	5:35p
5:04p	5:17p	5:28p	5:41p	5:52p	6:04p
5:37p	5:50p	6:01p	6:14p	6:24p	6:36p
6:08p	6:19p	6:30p	6:43p	6:53p	7:05p
6:37p	6:48p	6:59p	7:12p	7:22p	7:34p
7:08p	7:19p	7:30p	7:43p	7:53p	8:04p G
7:39p	7:50p	8:01p	8:11p	8:21p	8:31p G
8:09p	8:19p	8:31p	8:41p	8:51p	9:01p G

SOUTHBOUND

To Aventura Mall

BROWARD CENTRAL TERMINAL	SE 17 ST & US 1	DANIA BEACH BLVD & US 1	YOUNG CIRCLE	HALLANDALE BCH BLVD & US 1	AVENTURA MALL
6	5	4	3	2	1
5:05a	5:14a	5:22a	5:37a	5:46a	5:51a
5:36a	5:45a	5:53a	6:08a	6:17a	6:23a
6:07a	6:17a	6:25a	6:40a	6:49a	6:58a
6:39a	6:50a	6:58a	7:14a	7:24a	7:33a
7:11a	7:24a	7:32a	7:48a	7:58a	8:07a
7:43a	7:56a	8:04a	8:20a	8:30a	8:39a
8:16a	8:29a	8:37a	8:53a	9:04a	9:13a
8:50a	9:03a	9:12a	9:26a	9:37a	9:46a
9:23a	9:36a	9:45a	9:58a	10:07a	10:16a
9:56a	10:09a	10:18a	10:31a	10:40a	10:49a
10:29a	10:42a	10:51a	11:04a	11:13a	11:22a
11:01a	11:14a	11:25a	11:38a	11:48a	11:57a
11:33a	11:46a	11:57a	12:10p	12:20p	12:29p
12:05p	12:18p	12:29p	12:44p	12:53p	1:02p
12:38p	12:51p	1:02p	1:17p	1:26p	1:35p
1:12p	1:25p	1:35p	1:50p	2:00p	2:09p
1:45p	1:57p	2:07p	2:22p	2:32p	2:42p
2:18p	2:30p	2:40p	2:56p	3:06p	3:16p
2:51p	3:04p	3:14p	3:30p	3:40p	3:50p
3:24p	3:38p	3:50p	4:06p	4:16p	4:26p
4:00p	4:15p	4:27p	4:43p	4:53p	5:03p G
4:24p	4:39p	4:51p	5:07p	5:17p	5:27p
4:53p	5:08p	5:21p	5:38p	5:48p	5:58p
5:24p	5:39p	5:52p	6:09p	6:19p	6:27p
5:54p	6:09p	6:20p	6:36p	6:46p	6:54p
6:26p	6:39p	6:50p	7:06p	7:15p	7:23p
6:58p	7:11p	7:20p	7:36p	7:45p	7:53p
7:28p	7:40p	7:49p	8:05p	8:14p	8:22p G
7:59p	8:11p	8:20p	8:36p	8:45p	8:53p G

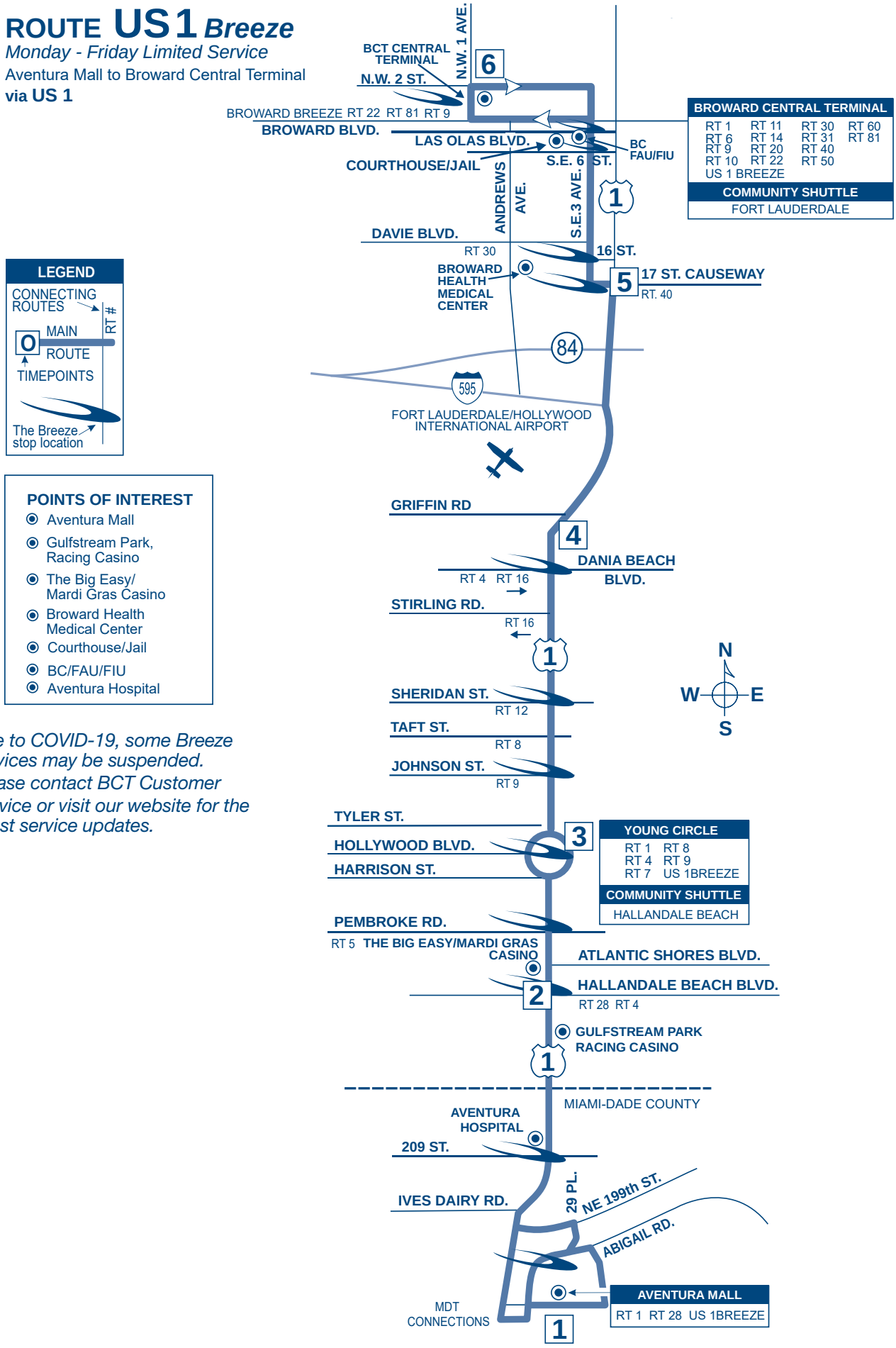
Times with the letter "G" after them indicate bus returns to garage.

ROUTE US 1 *Breeze*

Monday - Friday Limited Service

Aventura Mall to Broward Central Terminal

via US 1



LEGEND

CONNECTING ROUTES

RT #

MAIN ROUTE

TIMEPOINTS

The Breeze stop location

POINTS OF INTEREST

- Aventura Mall
- Gulfstream Park, Racing Casino
- The Big Easy/ Mardi Gras Casino
- Broward Health Medical Center
- Courthouse/Jail
- BC/FAU/FIU
- Aventura Hospital

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

Customer Service

Monday - Friday.....7 am - 7:45 pm
Saturday, Sunday and Holidays.....8:30 am - 4:45 pm

Transit Operations Agents help with:

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

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

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

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

Fares

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

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

Fare Deals

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

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

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

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

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

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

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

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

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

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

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

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

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

TRANSIT WATCH

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

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

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

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

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

PREMIUM BUS PASS CUSTOMERS

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

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

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

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

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

The Premium Express Service does not connect with Palm Tran.

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

DANIA BEACH BLVD.

STIRLING RD.

HOLLYWOOD NORTH BEACH

SHERIDAN ST.

GREENE ST.
CODY ST.
DOUGLAS ST.
FREEDOM ST.

A1A / OCEAN DR.

THOMAS ST.
NEW MEXICO ST.
NEW HAMPSHIRE ST.
LIBERTY ST.
SCOTT ST.
MISSOURI ST.
COOLIDGE ST.
HARDING ST.
WILSON ST.
CAROLINA ST.
TAFT ST.
ROOSEVELT ST.
NEVADA ST.
P NEBRASKA GARAGE
NEBRASKA ST.
MCKINLEY ST.
OKLAHOMA ST.
CLEVELAND ST.
ARTHUR ST.
CONNECTICUT ST.
P GARFIELD GARAGE
GARFIELD ST.
HAYES ST.
GRANT ST.
MINNESOTA ST.
JOHNSON ST.
MICHIGAN ST.
BUCHANAN ST.
INDIANA ST.
PIERCE ST.
FILLMORE ST.
NEW YORK ST.
TAYLOR ST.
ARIZONA ST.
POLK ST.
TYLER ST.

INTRACOASTAL WATERWAY

HOLLYWOOD BEACH BROADWALK

ATLANTIC OCEAN

JOHNSON ST.
LINCOLN ST.
BUCHANAN ST.
PIERCE ST.
FILLMORE ST.
TAYLOR ST.
POLK ST.
TYLER ST.

US 1 / FEDERAL HWY.

P RADIUS GARAGE

28TH AVE.
26TH AVE.
24TH AVE.
22ND AVE.
DIXIE HWY.
21ST AVE.
20TH AVE.
19TH AVE.

POLK ST.

CITY HALL

HOLLYWOOD BLVD.

ARTSPARK AT YOUNG CIRCLE

17TH AVE.
16TH AVE.
15TH AVE.
14TH AVE.
13TH AVE.
12TH AVE.

POLK ST.
TYLER ST.
HOLLYWOOD BLVD.
HARRISON ST.
VAN BUREN ST.
8TH AVE.
7TH AVE.

HARRISON ST.
P VAN BUREN GARAGE
VAN BUREN ST.
JACKSON ST.
MONROE ST.
MADISON ST.
JEFFERSON ST.
ADAMS ST.
WASHINGTON ST.

VAN BUREN ST.
JACKSON ST.

HARRISON ST.
VAN BUREN ST.
VIRGINIA ST.
JACKSON ST.
OREGON ST.
MONROE ST.
MADISON ST.
GEORGIA ST.
JEFFERSON ST.

DEWEY ST.
FUNSTON ST.
RODMAN ST.
PLUNKETT ST.
WILEY ST.
MAYO ST.
FLETCHER ST.

US 1 / FEDERAL HWY.

PEMBROKE RD.

AZALEA TERR.
BOUGANVILLA TERR.
CROCUS TERR.
DAFFODIL TERR.
EUCALYPTUS TERR.
FOXGLOVE TERR.
GREENBRIAR TERR.
HYACINTH TERR.
IRIS TERR.

MAGNOLIA TERR.

A1A / OCEAN DR.

HALLANDALE BEACH BLVD.

Appendix G
Queuing Documentation

Scenario - 1

Scenario Name: Proposed

User Group:

Dev. phase: 1

No. of Years to Project Traffic : 0

Analyst Note:

Warning: The time periods among the land uses do not appear to match.

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
221 - Multifamily Housing (Mid-Rise) - Not Close	General Urban/Suburban	Dwelling Units	90	Weekday	Average	204	204	408
Data Source: Trip Generation Manual, 11th Ed					4.54	50%	50%	
221(1) - Multifamily Housing (Mid-Rise) - Not	General Urban/Suburban	Dwelling Units	90	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	6	22	28
Data Source: Trip Generation Manual, 11th Ed					T = 0.44(X) - 11.61	23%	77%	
221(2) - Multifamily Housing (Mid-Rise) -	General Urban/Suburban	Dwelling Units	90	Weekday, Peak Hour of Adjacent Street	Best Fit (LIN)	22	14	36
Data Source: Trip Generation Manual, 11th Ed					T = 0.39(X) + 0.34	61%	39%	

Shops at Merrick Park
Aurora Parking Garage

Garage Entrance Processing Time

Date: 2-May-17
Time: 5 - 6 pm

Car	Processing Time (sec)	Transaction Type	Car	Processing Time (sec)	Transaction Type
1	6.32	T	21	6.92	T
2	9.57	T	22	6.27	T
3	7.47	T	23	6.58	T
4	6.18	T	24	6.16	T
5	8.54	T	25	4.64	C
6	6.61	C	26	3.84	C
7	4.2	C	27	3.43	C
8	6.6	T	28	7.18	C
9	10.66	T	29	3.74	C
10	9.94	T	30	7.23	T
11	4.77	C	31	3.2	C
12	6.51	T	32	3.11	C
13	6.33	T	33	7.17	T
14	5.4	T	34	9.4	T
15	6.28	T	35	5.84	C
16	3.24	C	36	3.57	C
17	3.37	C			
18	7.97	T			
19	3.04	C			
20	6.07	T			

T= Ticket Dispenser
C= Card Reader

Ticket Dispenser Average	7.31 sec
Card Reader Average	4.25 sec
Combined Average	6.04 sec

location, a 5% probability of back-up onto the adjacent street is judged to be acceptable. Demand on the system for design is expected to be 110 vehicles in a 45-minute period. Average service time was expected to be 2.2 minutes. Is the queue storage adequate?

Such problems can be quickly solved using Equation (8–9b) given in Table 8-10 and repeated below for convenience.

$$M = \left[\frac{\ln P(x > M) - \ln Q_M}{\ln \rho}\right] - 1$$

where:

M = queue length which is exceeded p percent of the time
N = number of service channels (drive-in positions)
Q = service rate per channel (vehicles per hour)
$\rho = \dfrac{\text{demand rate}}{\text{service rate}} = \dfrac{q}{NQ}$ = utilization factor
q = demand rate on the system (vehicles per hour)
Q_M = tabled values of the relationship between queue length, number of channels, and utilization factor (see Table 8.11)

TABLE 8-11
Table of Q_M Values

ρ	$N = 1$	2	3	4	6	8	10
0.0	0.0000	0.0000	0.0000	0.0000			
0.1	.1000	.0182	.0037	.0008	.0000	0.0000	0.0000
.2	.2000	.0666	.0247	.0096	.0015	.0002	.0000
.3	.3000	.1385	.0700	.0370	.0111	.0036	.0011
.4	.4000	.2286	.1411	.0907	.0400	.0185	.0088
.5	.5000	.3333	.2368	.1739	.0991	.0591	.0360
.6	.6000	.4501	.3548	.2870	.1965	.1395	.1013
.7	.7000	.5766	.4923	.4286	.3359	.2706	.2218
.8	.8000	.7111	.6472	.5964	.5178	.4576	.4093
.9	.9000	.8526	.8172	.7878	.7401	.7014	.6687
1.0	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000

$\rho = \dfrac{q}{NQ} = \dfrac{\text{arrival rate, total}}{(\text{number of channels})(\text{service rate per channel})}$
N = number of channels (service positions)

Solution

Step 1: $Q = \dfrac{60 \text{ min/hr}}{2.2 \text{ min/service}} = 27.3$ services per hour

Step 2: $q = (110 \text{ veh}/45 \text{ min}) \times (60 \text{ min/hr}) = 146.7$ vehicles per hour

Step 3: $\rho = \dfrac{q}{NQ} = \dfrac{146.7}{(6)(27.3)} = 0.8956$

Step 4: $Q_M = 0.7303$ by interpolation between 0.8 and 0.9 for $N = 6$ from the table of Q_M values (see Table 8-11).

Step 5: The acceptable probability of the queue, M, being longer than the storage, 18 spaces in this example, was stated to be 5%. $P(x > M) = 0.05$, and:

$$M = \left[\frac{\ln 0.05 - \ln 0.7303}{\ln 0.8956}\right] - 1 = \left[\frac{-2.996 - (-0.314)}{-0.110}\right] - 1$$
$$= 24.38 - 1 = 23.38, \text{ say } 23 \text{ vehicles.}$$